



national park service

**The Road Inventory
of
Suitland Parkway
SUIT – 3564
Cycle 4**



**Prepared By:
Federal Highway Administration
Road Inventory Program
Cycle 4**



Suitland Parkway in Maryland

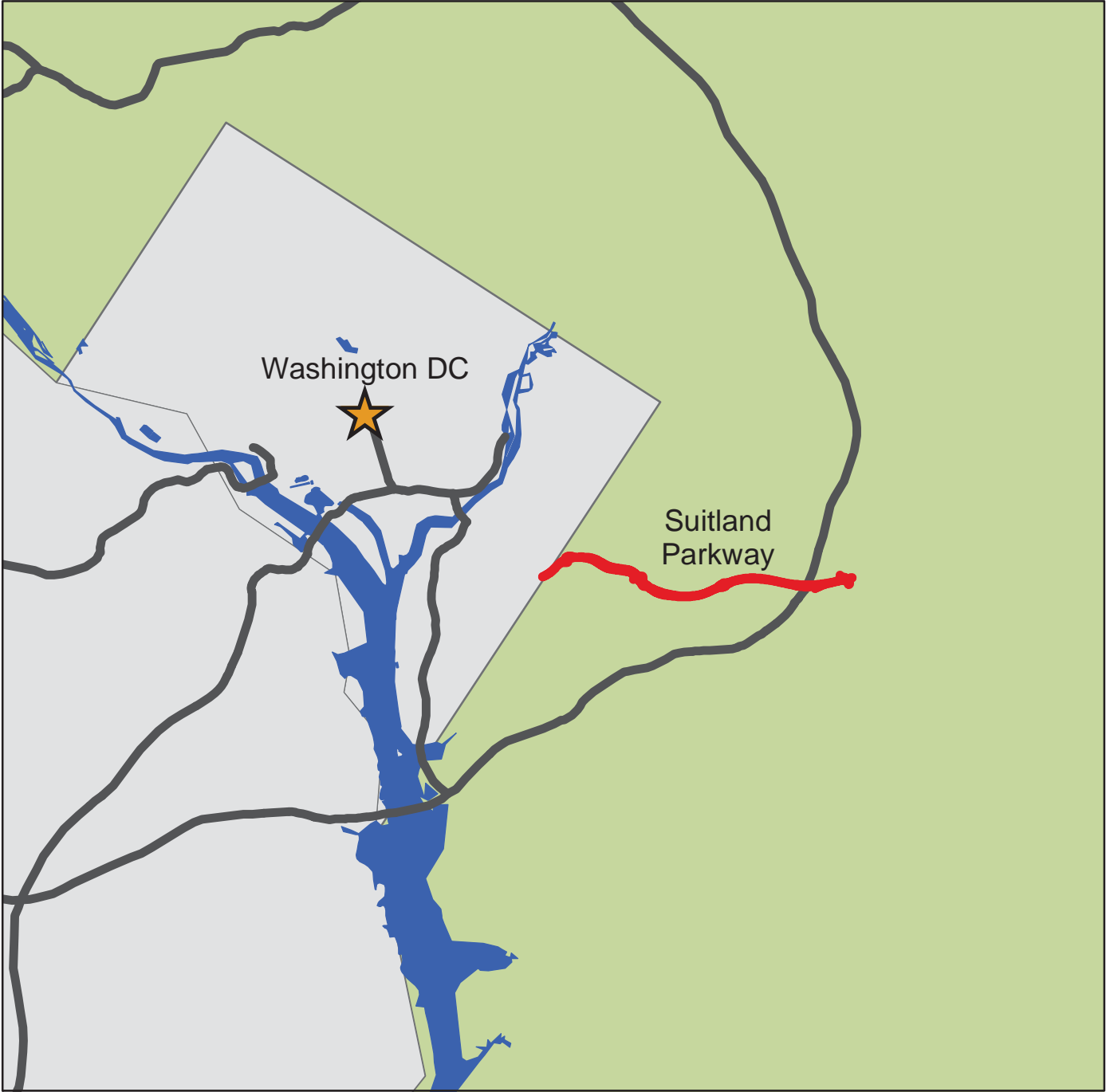




TABLE OF CONTENTS

	<u>SECTION</u>	<u>PAGE</u>
1.	INTRODUCTION	1 - 1
2.	PARK SUMMARY INFORMATION	
	Paved Route Miles and Percentages by Functional Class and PCR	2 - 1
	ARAN Road Condition Summary	2 - 2
	Parkwide Condition Summary	2 - 4
	Cycle 2 vs Cycle 3 vs Cycle 4 Condition Comparisons	2 - 5
3.	PARK ROUTE LOCATION / CONDITION MAPS	
	Route Location Key Map	3 - 1
	Route Location Area Map	3 - 2
	Route Condition Key Map – PCR Mile by Mile	3 - 6
	Route Condition Area Map – PCR Mile by Mile	3 - 7
4.	PARK ROUTE INVENTORY	
	Route Identification Report	4 - 1
5.	PAVED ROUTE CONDITION RATING SHEETS (CRS)	
	CRS Pages	5 - 1
6.	MANUALLY RATED PAVED ROUTE CONDITION RATING SHEETS (MRR)	
	MRR Pages	6 - 1
7.	PARKING AREA CONDITION RATING SHEETS	
	Paved Parking Area Pages	7 - 1
8.	PARKWIDE / ROUTE MAINTENANCE FEATURES SUMMARIES	
	Parkwide Maintenance Features Summary	8 - 1
	Route Maintenance Features Summary	8 - 2
	Structure List	8 - 4
9.	PARK ROUTE MAINTENANCE FEATURES ROAD LOGS	
	Route Maintenance Features Road Logs	9 - 1
10.	APPENDIX	
	A. Glossary of Terms and Abbreviations	10 - 1
	B. Description of Rating System	10 - 2
	C. General Information on RIP Systems	10 - 8
	D. Metadata	10 - 11

Suitland Parkway



Section 1 **Introduction**

INTRODUCTION

Background: In 1976, the National Park Service (NPS) and the Federal Highway Administration (FHWA) entered into a Memorandum of Agreement (MOA), establishing the Road Inventory Program (RIP). In 1980, the NPS and the FHWA terminated the 1976 MOA and entered into a new MOA that provided for the completion of the initial phase of the RIP. The purpose of the RIP, per the 1980 MOA was to maintain and update RIP data in order to develop long-range costs and programs to bring National Park Service (NPS) roads up to, or to maintain, designated standards, and establish a maintenance management program.

The FHWA's Federal Lands Highway (FLH) was assigned the task of identifying condition deficiencies and corrective priorities along with associated corrective costs, inventorying maintenance features (e.g., culverts, signs, guardrail, etc.), summarizing the data and findings in a report and providing a photographic record of the road system.

The FLH completed the initial phase of the RIP in the early 1980's. As a result of this effort, each park received a RIP book, also known as the "Brown Book," that included the information collected during this initial RIP phase.

In an effort to maintain and update the RIP data, a cyclical data collection and reporting process was reestablished in the 1990's. The FLH completed two cycles of RIP data collection between 1994 and 2001. Cycle 1 was collected in 44 large parks from 1994 to 1996. This data was found to be unusable for comparison to future cycles. Cycle 2 data was collected from March 1997 to January 2001 in 79 large parks and 5 small parks containing 4,874 route miles. Each park received a copy of a Cycle 2 RIP Report, also known as the "Blue Book". Cycle 3 was completed from 2001 through 2004, and included data collection in all parks that contain pavement.

Since 1984, the RIP Program has been funded through the Federal Lands Highway Program's Park Roads and Parkways (PRP) Program. Currently, the NPS Washington Headquarters' Park Facility Management Division is responsible for coordinating the RIP program with the FLH. The FLH Washington office coordinates policy and prepares national reports and needs assessment studies for congress.

In 1998, the Transportation Equity Act for the 21st Century (TEA-21) amended Title 23 U.S.C., and inserted Section 204(a)(6) which requires the Federal Highway Administration and the National Park Service, to develop, by rule, a Pavement Management System (PMS) for the park roads and parkways serving the National Park System. As a result of the requirements in TEA-21, the NPS and FHWA are in the process of developing a PMS. The PMS will assist the decision-makers in effectively spending limited PRP Program funds. The PMS

will provide information for planning and programming road maintenance, rehabilitation, and reconstruction activities. RIP data will provide the basic information for this system.

Key information included in the RIP is the mileage inventory and condition assessments accomplished by the RIP Program. The mileage and condition data are used in the current allocation formula of PRP Program funds.

RIP Cycle 4: Cycle 4 data collection was initiated in spring 2006, where 86 large parks, consisting of 5,553 route miles and 6,232 paved parking areas, were selected as a representative sample of the entire NPS paved road network. Cycle 4 is scheduled for completion in spring 2009 and will serve the PMS in further development of its pavement preservation techniques.

In the Cycle 4 Reports, a general condition rating of excellent, good, fair and poor is ascribed to each one-mile section of paved roadway, and to each paved parking area. This condition rating system provides a realistic means of assessing the general funding needs for road improvements. Along with these descriptive condition ratings, a numerical rating between 0 and 100 is ascribed to each mile of road and to each parking area. This numerical rating is called a Pavement Condition Rating (PCR). The PCR rating system is described in Section 10 of this report.

All of the fieldwork required for obtaining inventory, condition, and maintenance feature information is coordinated with each park and the regional offices to ensure that the information in the RIP reports is accurate.

The FLH is responsible for all the data presented in this report. Anyone having questions or comments regarding the contents of this report is encouraged to contact the FHWA RIP Coordinator. It is our aim to provide exceptional customer satisfaction in our delivery of the RIP program.

The FHWA RIP Team

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Suitland Parkway



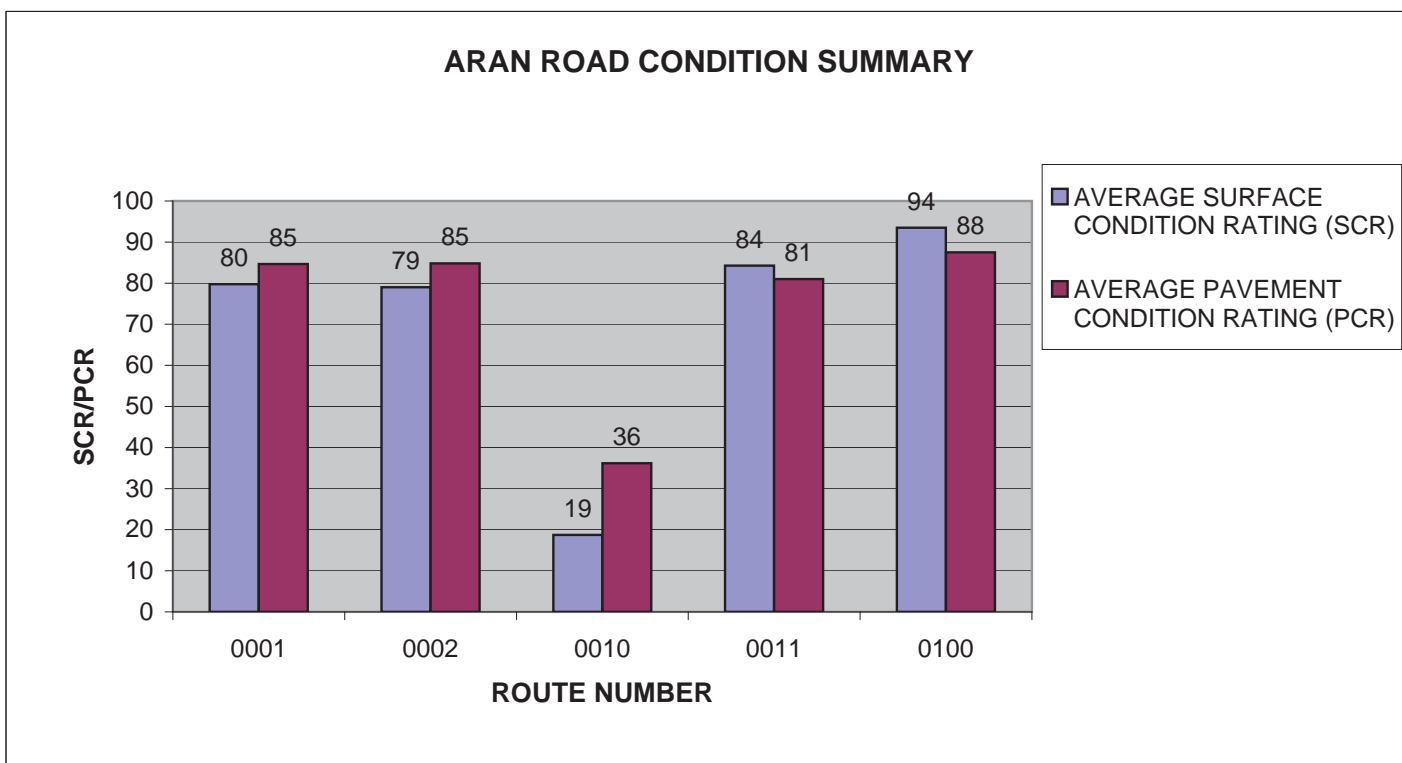
Section 2 **Park Summary Information**

**SUIT: PAVED ROUTE MILES AND PERCENTAGES
BY FUNCTIONAL CLASS AND PCR**

F.C.	Pavement Condition Rating (PCR)								TOTAL MILES
	Poor (<=60)		Fair (61-84)		Good (85-94)		Excellent (95-100)		
	MILES	%	MILES	%	MILES	%	MILES	%	
1									
2									
3									
4									
5									
6									
7	1.83	11.15%	5.06	30.83%	4.66	28.40%	4.70	28.64%	16.25
8			0.04	0.24%	0.10	0.61%	0.02	0.12%	0.16
Totals	1.83	11.15%	5.10	31.08%	4.76	29.01%	4.72	28.76%	16.41

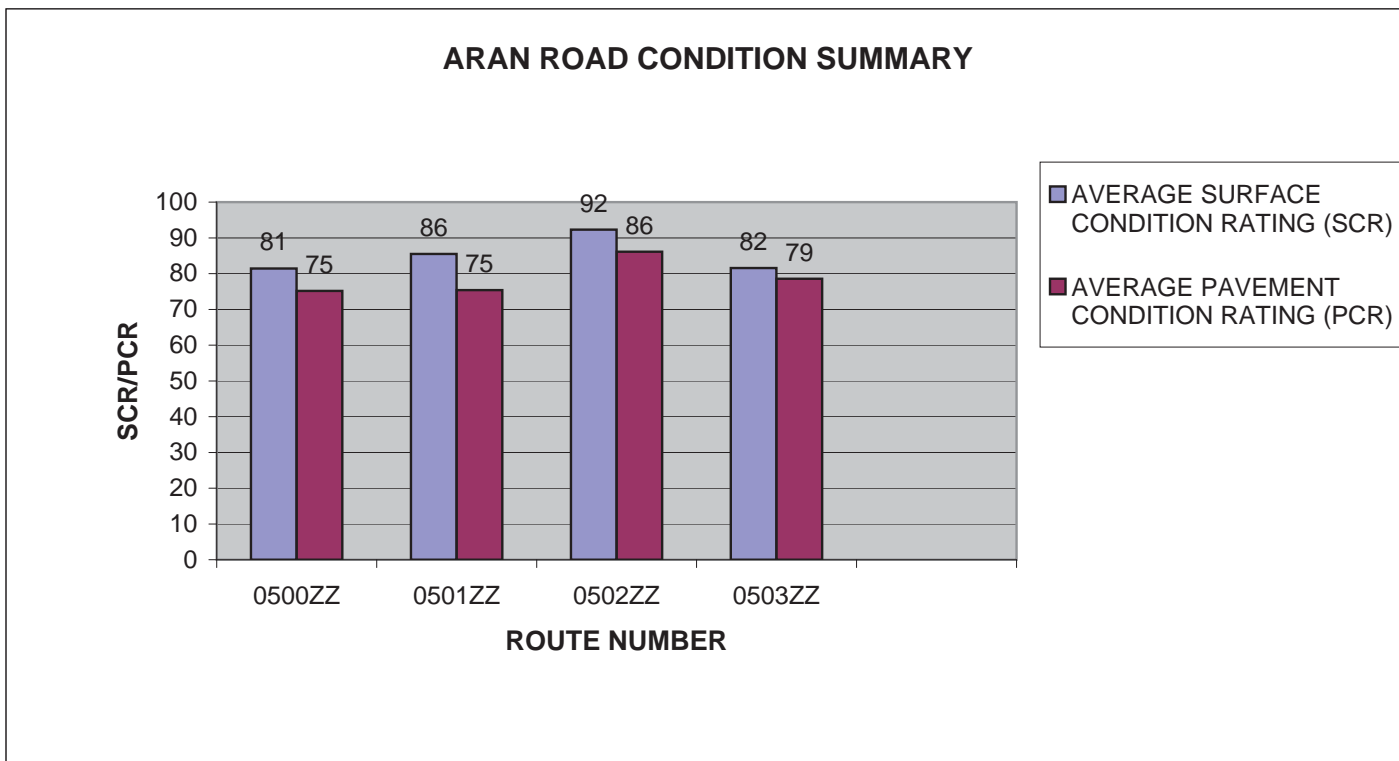
SUIT: ARAN ROAD CONDITION SUMMARY

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0001	SUITLAND PARKWAY (EB)	7	6.44	ASPHALT	80	85
0002	SUITLAND PARKWAY (WB)	7	6.43	ASPHALT	79	85
0010	ALLENTOWN ROAD AT PAVEMENT CHANGE	7	0.22	ASPHALT	19	36
0011	TEXAS AVENUE	8	0.08	ASPHALT	84	81
0100	SUMMER ROAD	8	0.08	ASPHALT	94	88



SUIT: ARAN ROAD CONDITION SUMMARY

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0500ZZ	BRANCH AVENUE INTERCHANGE RAMPS	7	0.66	ASPHALT	81	75
0501ZZ	SILVER HILL ROAD INTERCHANGE RAMPS	7	1.07	ASPHALT	86	75
0502ZZ	SUITLAND ROAD INTERCHANGE RAMPS	7	0.6	ASPHALT	92	86
0503ZZ	ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMPS	7	0.83	ASPHALT	82	79

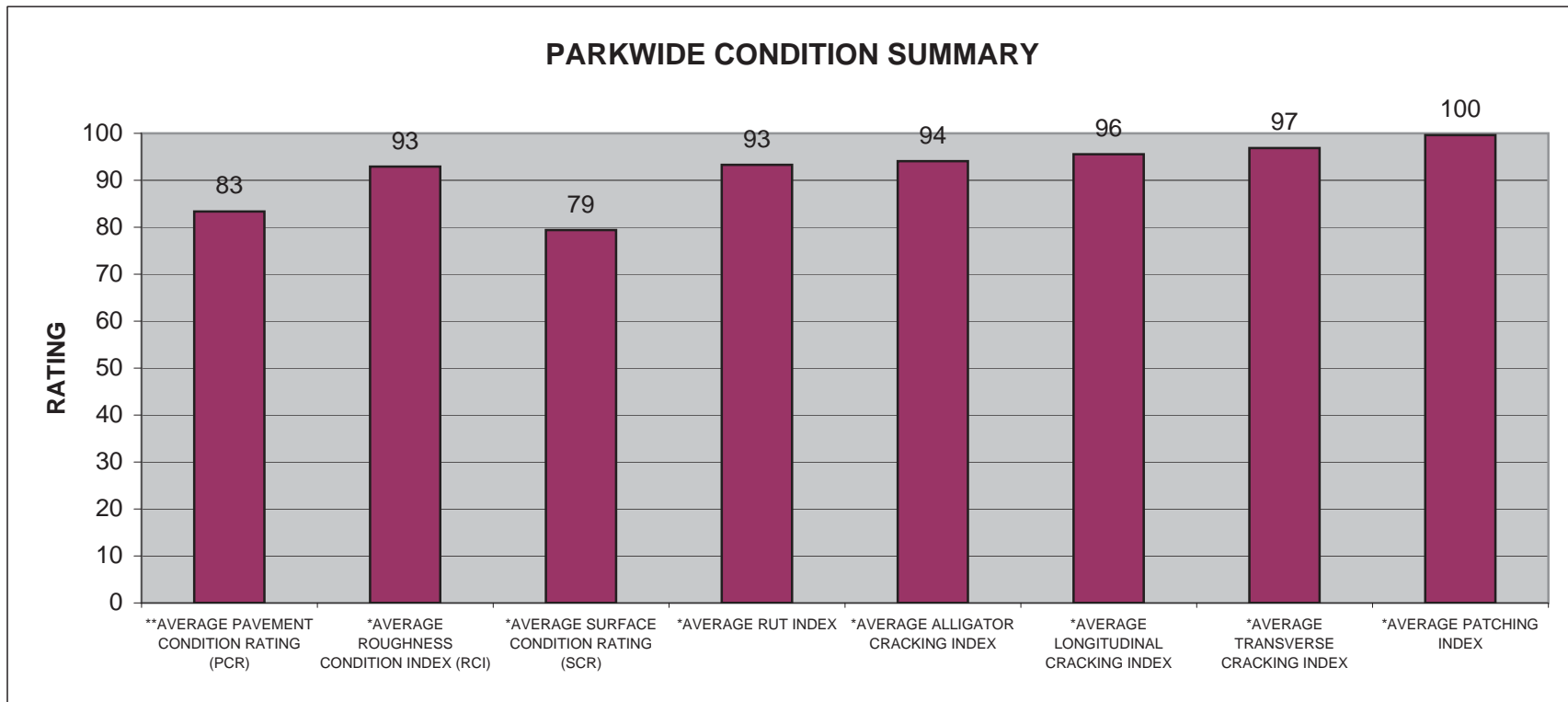


SUIT: PARKWIDE CONDITION SUMMARY

**AVERAGE PAVEMENT CONDITION RATING (PCR)	*AVERAGE ROUGHNESS CONDITION INDEX (RCI)	*AVERAGE SURFACE CONDITION RATING (SCR)	*AVERAGE RUT INDEX	*AVERAGE ALLIGATOR CRACKING INDEX	*AVERAGE LONGITUDINAL CRACKING INDEX	*AVERAGE TRANSVERSE CRACKING INDEX	*AVERAGE PATCHING INDEX
83	93	79	93	94	96	97	100

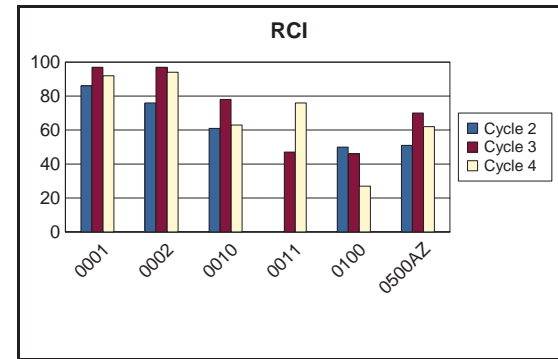
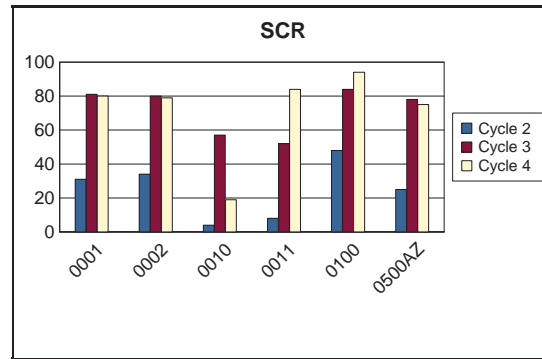
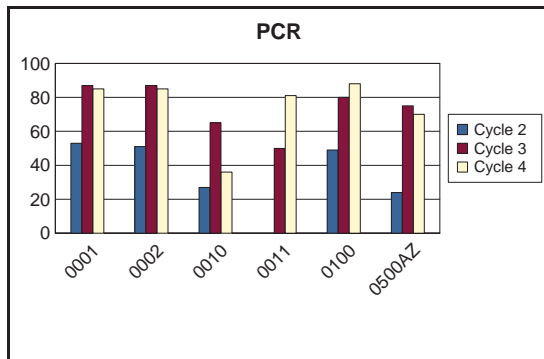
** PCR Index is based on all ARAN-driven roads, parking areas, and manually rated routes.

* Index values are based on ARAN-driven roads only.



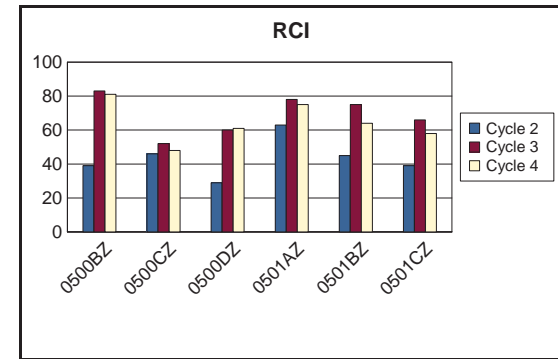
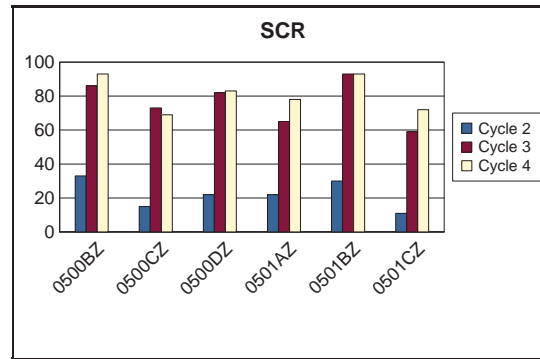
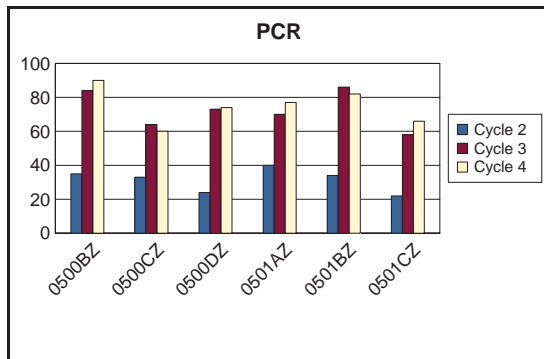
SUIT CYCLE 2 vs CYCLE 3 vs CYCLE 4 CONDITION COMPARISONS

ROUTE NUMBER	PAVED MILES	FROM MILEPOST	TO MILEPOST	PAVEMENT CONDITION RATING (PCR)				SURFACE CONDITION RATING (SCR)				ROUGHNESS CONDITION INDEX (RCI)				COMMENT
				CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	
0001	6.44	0.00	6.44	53	87	85	-2%	31	81	80	-1%	86	97	92	-5%	Route 0001 was collected as 0001A in Cycle 3.
0002	6.43	0.00	6.43	51	87	85	-2%	34	80	79	-1%	76	97	94	-3%	Route 0002 was collected as 0002A in Cycle 3.
0010	0.32	0.00	0.32	27	65	36	-45%	4	57	19	-67%	61	78	63	-19%	
0011	0.08	0.00	0.08	N/A	50	81	+62%	8	52	84	+62%	N/A	47	76	+62%	Route 0011 was collected as 0011A in Cycle 3.
0100	0.08	0.00	0.08	49	80	88	+10%	48	84	94	+12%	50	46	27	-41%	
0500AZ	0.18	0.00	0.18	24	75	70	-7%	25	78	75	-4%	51	70	62	-11%	Route 0500AZ was collected as 0500A in Cycle 3.



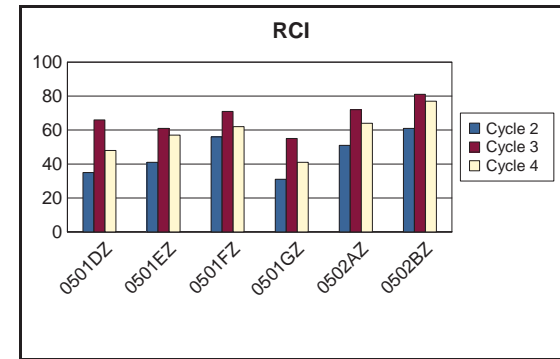
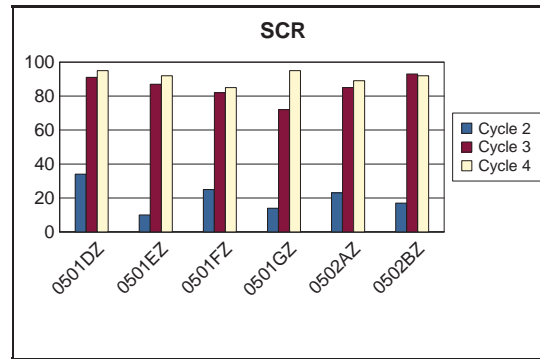
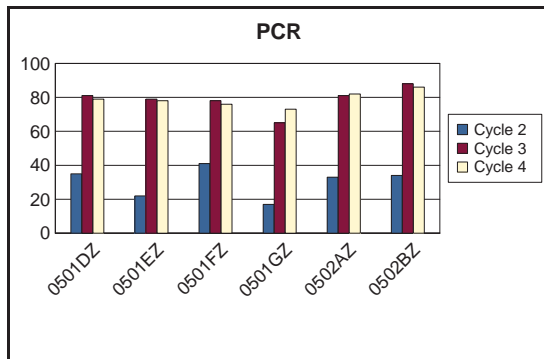
SUIT CYCLE 2 vs CYCLE 3 vs CYCLE 4 CONDITION COMPARISONS

ROUTE NUMBER	PAVED MILES	FROM MILEPOST	TO MILEPOST	PAVEMENT CONDITION RATING (PCR)			PERCENT CHANGE	SURFACE CONDITION RATING (SCR)			PERCENT CHANGE	ROUGHNESS CONDITION INDEX (RCI)			PERCENT CHANGE	COMMENT
				CYCLE 2	CYCLE 3	CYCLE 4		CYCLE 2	CYCLE 3	CYCLE 4		CYCLE 2	CYCLE 3	CYCLE 4		
0500BZ	0.21	0.00	0.21	35	84	90	+7%	33	86	93	+8%	39	83	81	-2%	Route 0500BZ was collected as 0500B in Cycle 3.
0500CZ	0.12	0.00	0.12	33	64	60	-6%	15	73	69	-5%	46	52	48	-8%	Route 0500CZ was collected as 0500C in Cycle 3.
0500DZ	0.15	0.00	0.15	24	73	74	+1%	22	82	83	+1%	29	60	61	+2%	Route 0500DZ was collected as 0500D in Cycle 3.
0501AZ	0.18	0.00	0.18	40	70	77	+10%	22	65	78	+20%	63	78	75	-4%	Route 0501AZ was collected as 0501A in Cycle 3.
0501BZ	0.22	0.00	0.22	34	86	82	-5%	30	93	93	0%	45	75	64	-15%	Route 0501BZ was collected as 0501B in Cycle 3.
0501CZ	0.15	0.00	0.15	22	58	66	+14%	11	59	72	+22%	39	66	58	-12%	Route 0501CZ was collected as 0501C in Cycle 3.



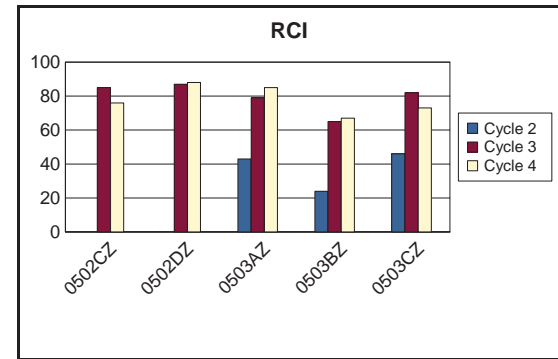
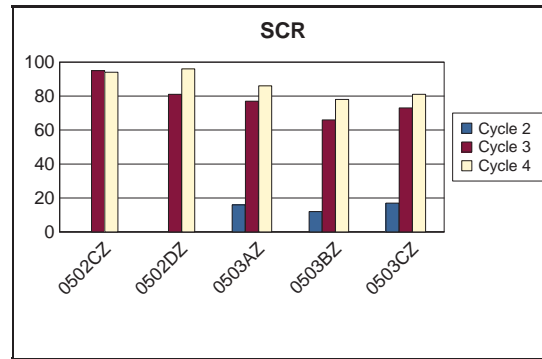
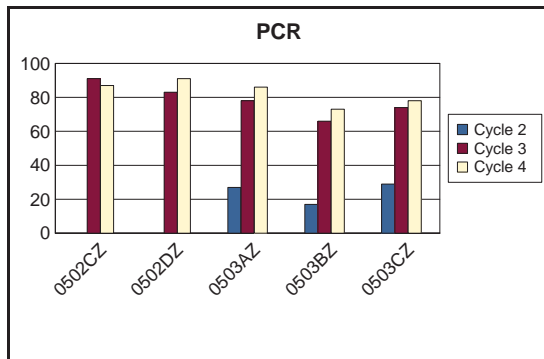
SUIT CYCLE 2 vs CYCLE 3 vs CYCLE 4 CONDITION COMPARISONS

ROUTE NUMBER	PAVED MILES	FROM MILEPOST	TO MILEPOST	PAVEMENT CONDITION RATING (PCR)				SURFACE CONDITION RATING (SCR)				ROUGHNESS CONDITION INDEX (RCI)				COMMENT
				CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	CYCLE 2	CYCLE 3	CYCLE 4	PERCENT CHANGE	
0501DZ	0.11	0.00	0.11	35	81	79	-2%	34	91	95	+4%	35	66	48	-27%	Route 0501DZ was collected as 0501D in Cycle 3.
0501EZ	0.12	0.00	0.12	22	79	78	-1%	10	87	92	+6%	41	61	57	-7%	Route 0501EZ was collected as 0501E in Cycle 3.
0501FZ	0.15	0.00	0.15	41	78	76	-3%	25	82	85	+4%	56	71	62	-13%	Route 0501FZ was collected as 0501F in Cycle 3.
0501GZ	0.14	0.00	0.14	17	65	73	+12%	14	72	95	+32%	31	55	41	-25%	Route 0501GZ was collected as 0501G in Cycle 3.
0502AZ	0.16	0.00	0.16	33	81	82	+1%	23	85	89	+5%	51	72	64	-11%	Route 0502AZ was collected as 0502A in Cycle 3.
0502BZ	0.15	0.00	0.15	34	88	86	-2%	17	93	92	-1%	61	81	77	-5%	Route 0502BZ was collected as 0502B in Cycle 3.



SUIT CYCLE 2 vs CYCLE 3 vs CYCLE 4 CONDITION COMPARISONS

ROUTE NUMBER	PAVED MILES	FROM MILEPOST	TO MILEPOST	PAVEMENT CONDITION RATING (PCR)			PERCENT CHANGE	SURFACE CONDITION RATING (SCR)			PERCENT CHANGE	ROUGHNESS CONDITION INDEX (RCI)			PERCENT CHANGE	COMMENT
				CYCLE 2	CYCLE 3	CYCLE 4		CYCLE 2	CYCLE 3	CYCLE 4		CYCLE 2	CYCLE 3	CYCLE 4		
0502CZ	0.14	0.00	0.14	N/A	91	87	-4%	N/A	95	94	-1%	N/A	85	76	-11%	Route 0502CZ was collected as 0502C in Cycle 3.
0502DZ	0.15	0.00	0.15	N/A	83	91	+10%	N/A	81	96	+19%	N/A	87	88	+1%	Route 0502DZ was collected as 0502D in Cycle 3.
0503AZ	0.12	0.00	0.12	27	78	86	+10%	16	77	86	+12%	43	79	85	+8%	Route 0503AZ was collected as 0503A in Cycle 3.
0503BZ	0.08	0.00	0.08	17	66	73	+11%	12	66	78	+18%	24	65	67	+3%	Route 0503BZ was collected as 0503B in Cycle 3.
0503CZ	0.63	0.00	0.63	29	74	78	+5%	17	73	81	+11%	46	82	73	-11%	Route 0503CZ was collected as 0503C in Cycle 3.

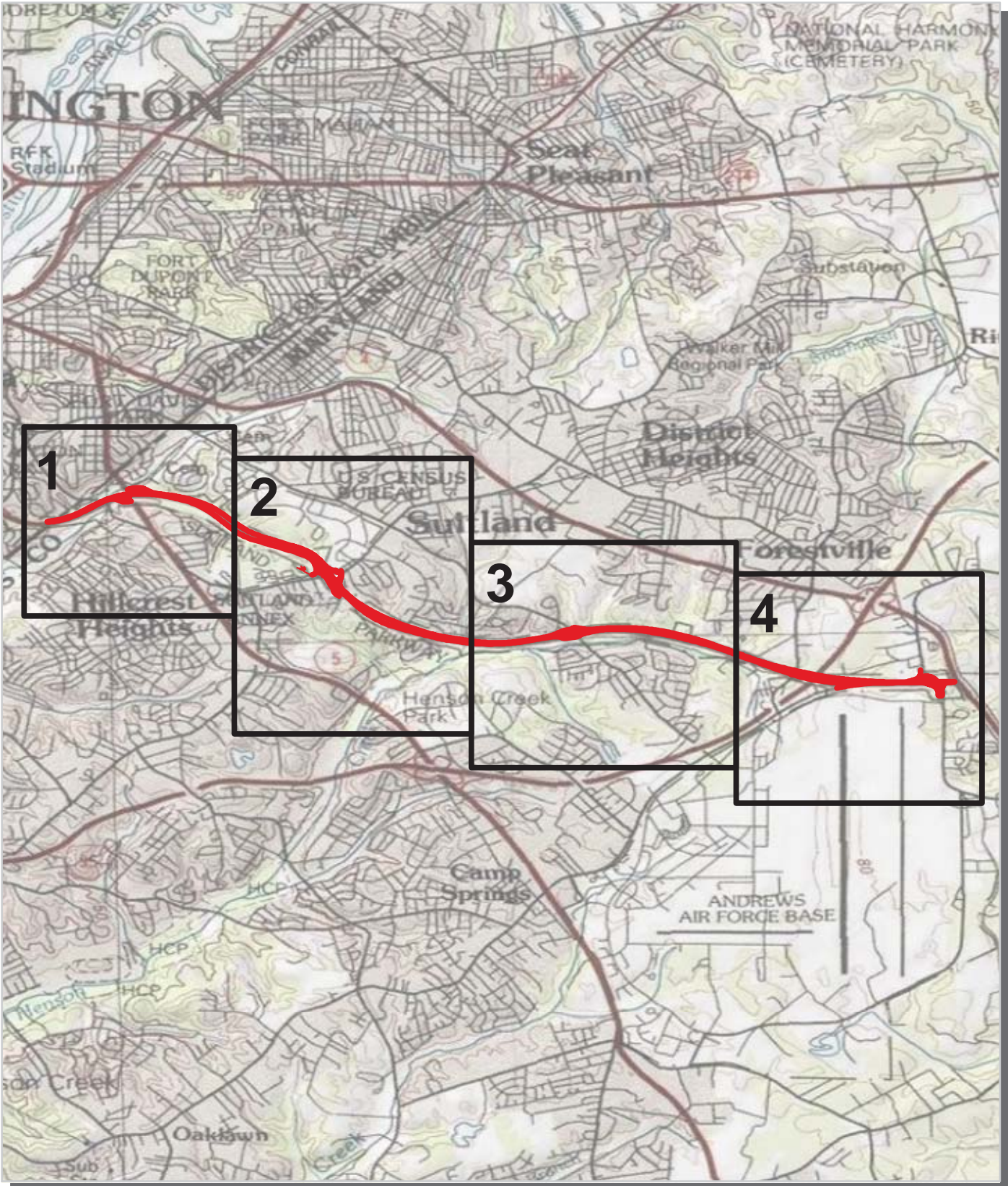


Suitland Parkway



Section 3 **Park Route Location / Condition** **Maps**

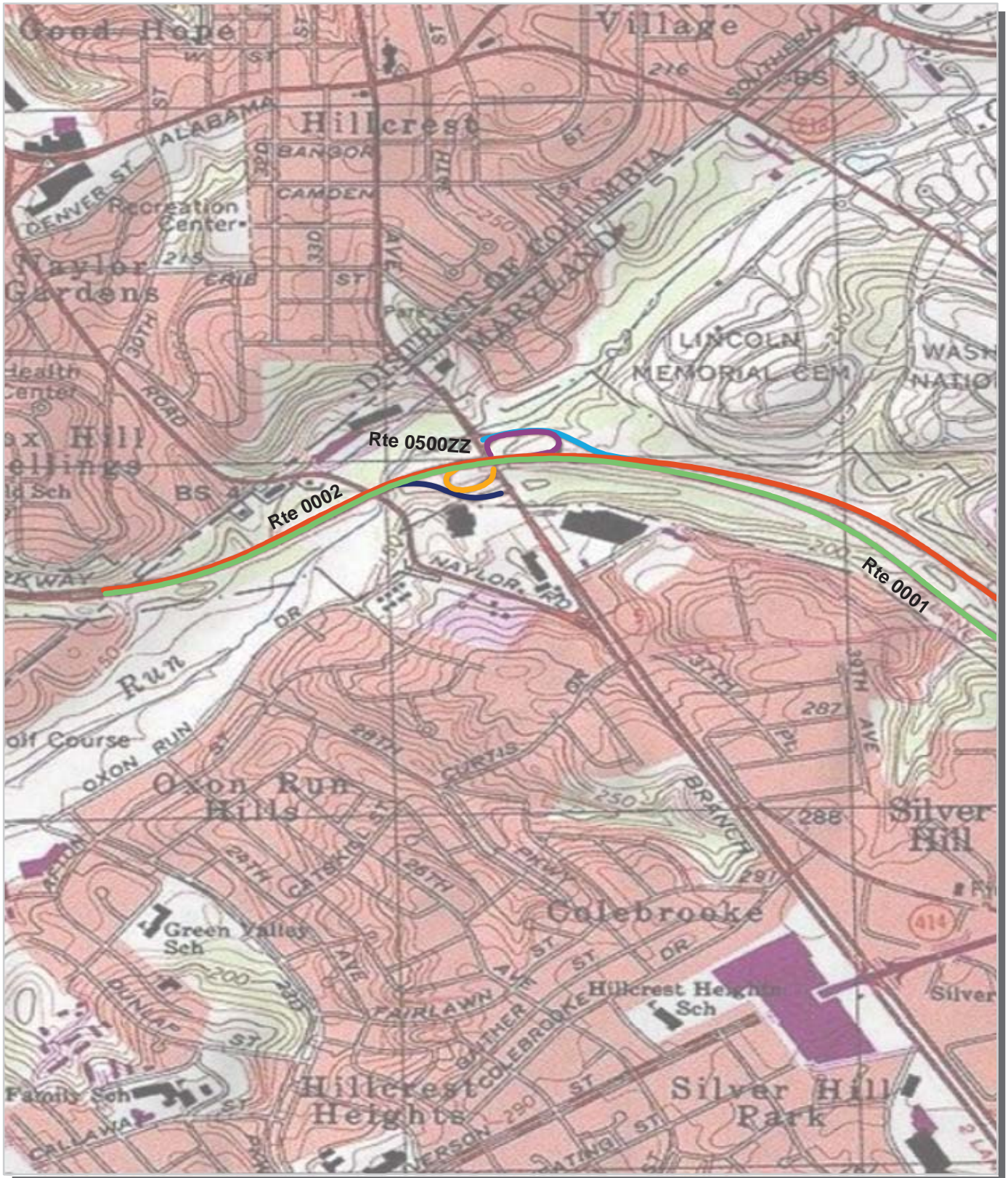
Suitland Parkway
Route Location Map
Key Map



— Park Owned Routes



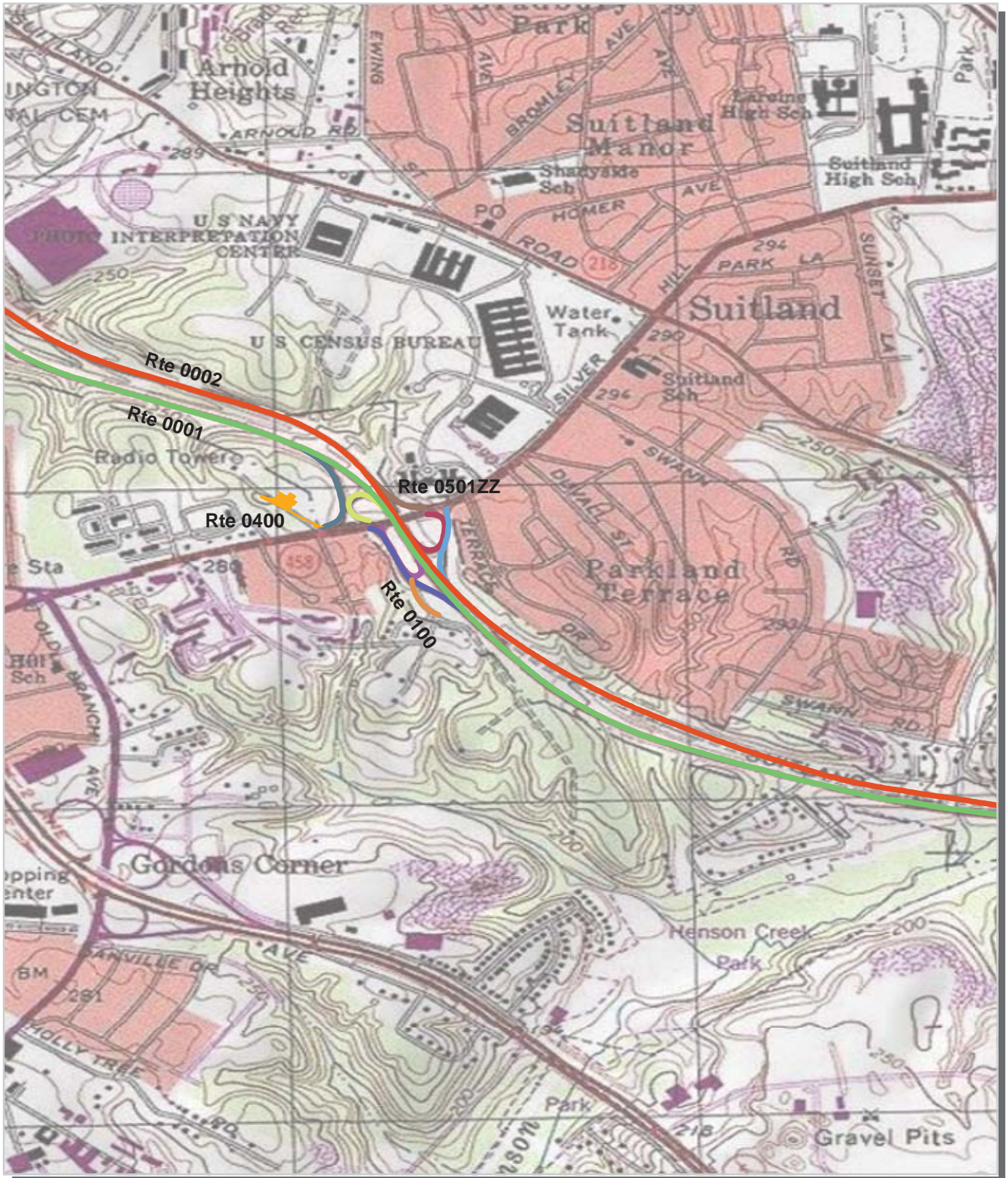
Suitland Parkway Route Location Map Area 1



Unique colors used to differentiate routes



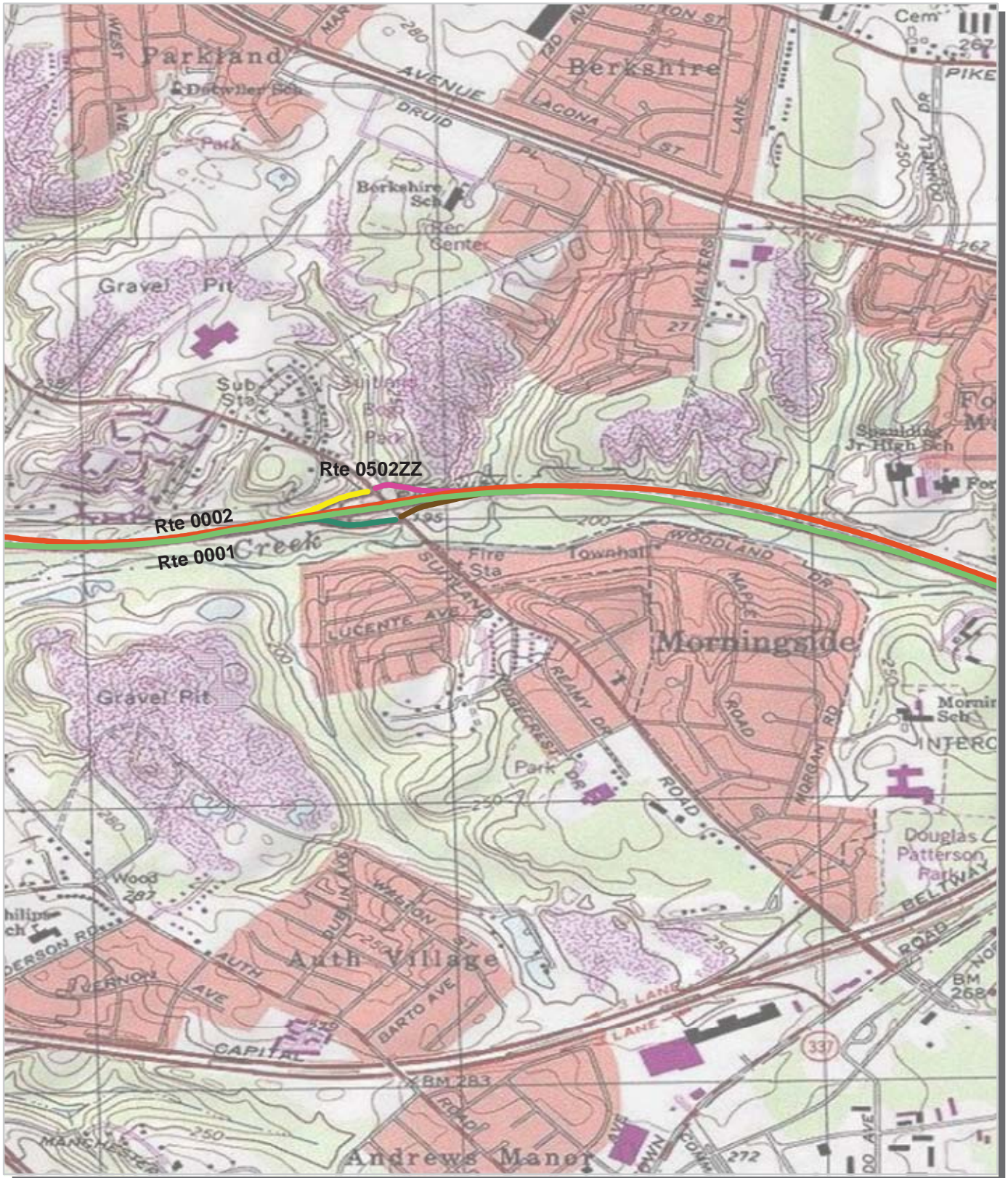
Suitland Parkway Route Location Map Area 2



Unique colors used to differentiate routes



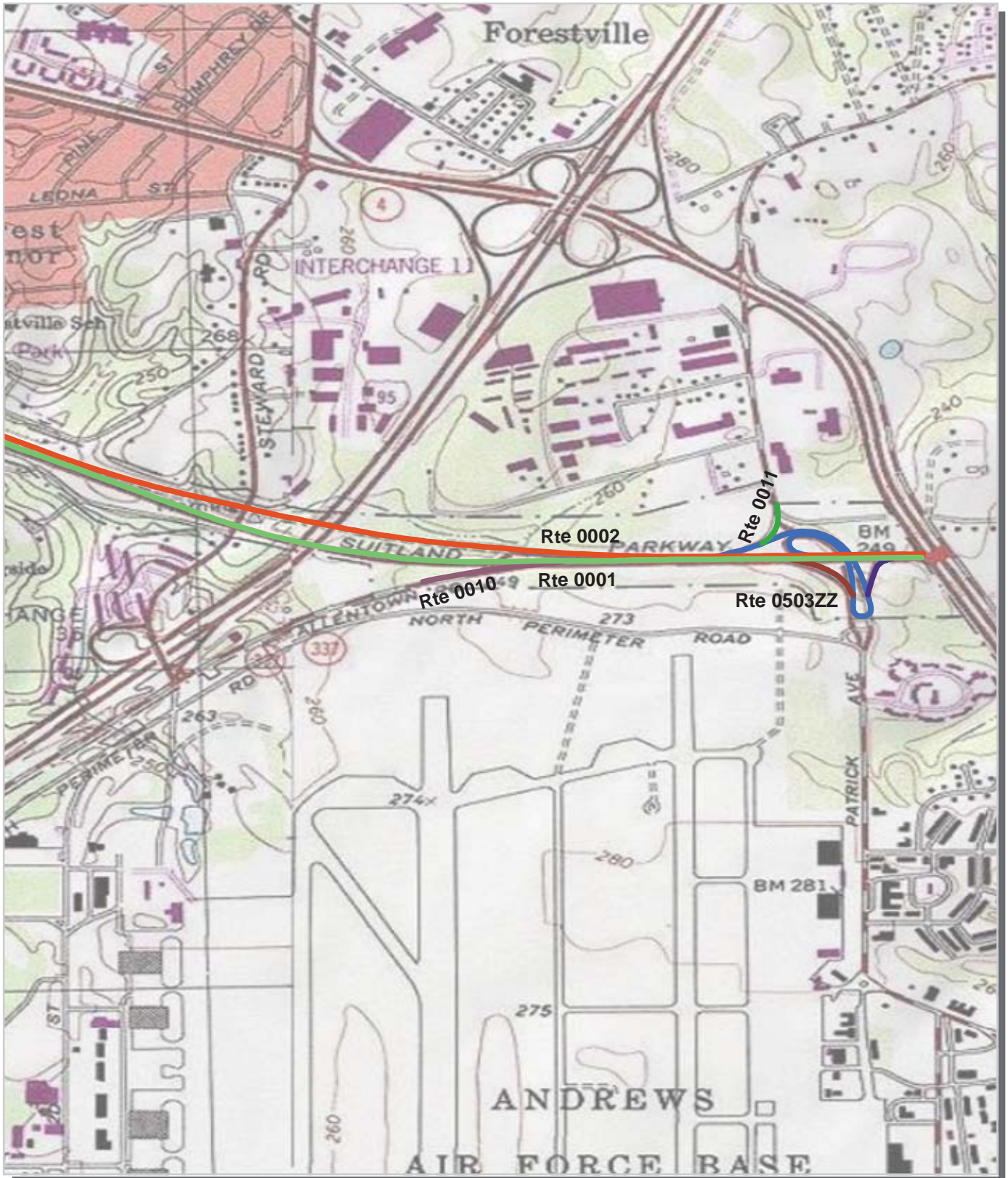
Suitland Parkway Route Location Map Area 3



Unique colors used to differentiate routes



Suitland Parkway Route Location Map Area 4



Unique colors used to differentiate routes

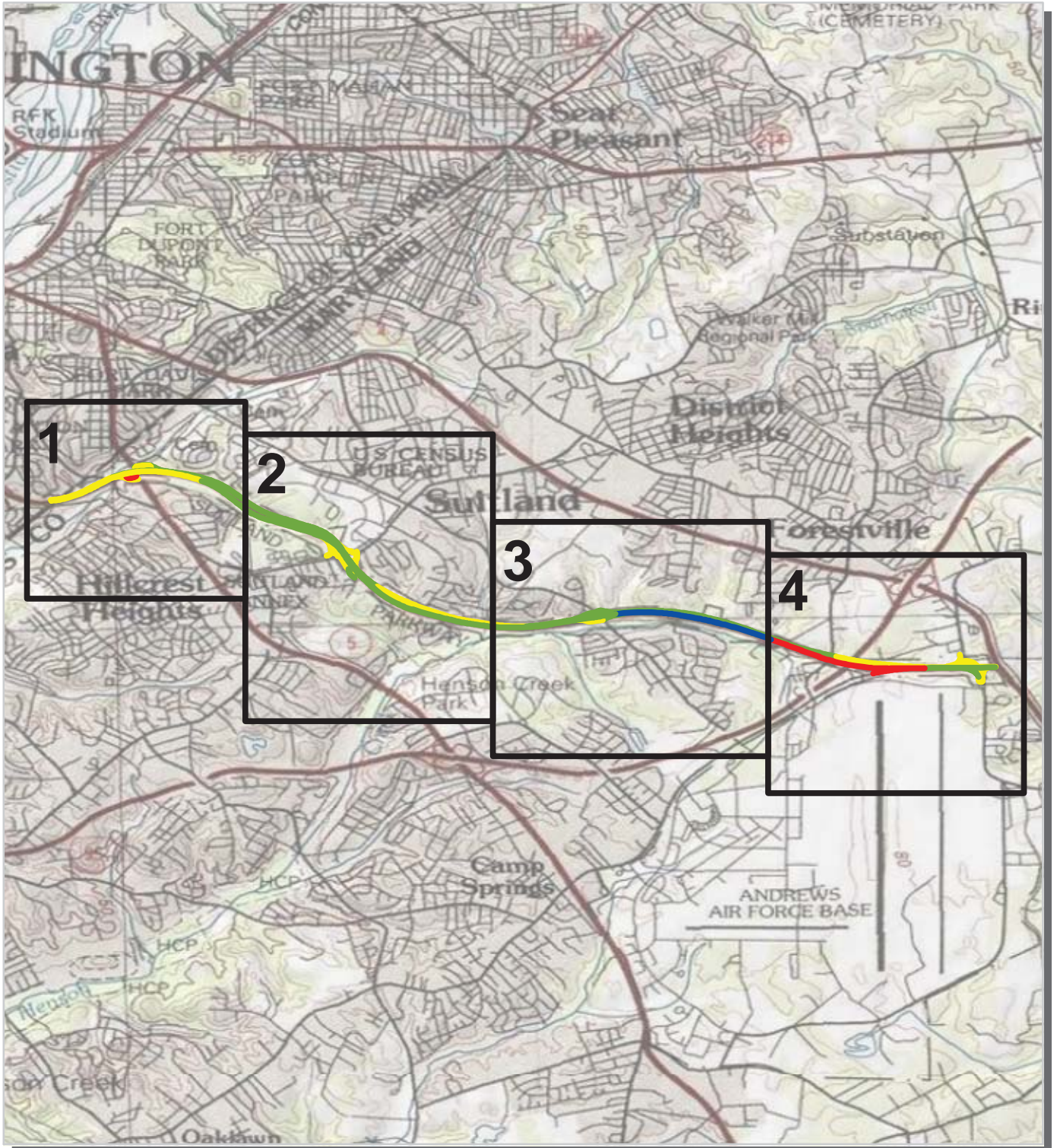
0.3 0.15 0 0.3



Miles

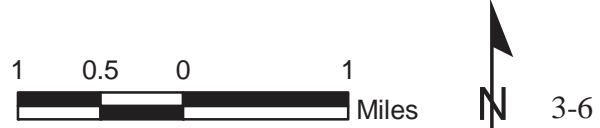


Suitland Parkway Route Condition Map PCR - Mile by Mile Key Map

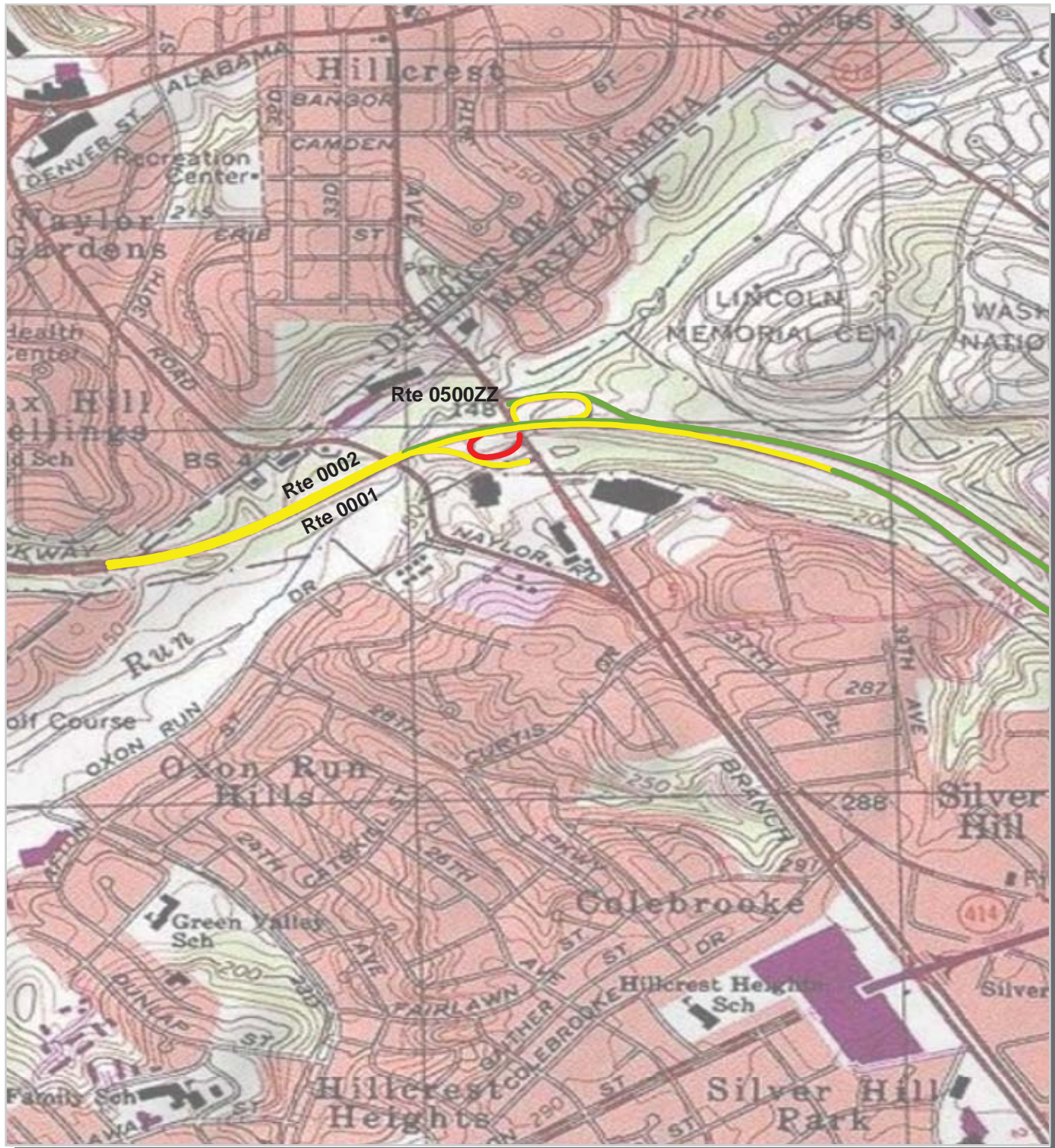


PCR	Poor	Fair	Good	Excellent	No Data
	(≤ 60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

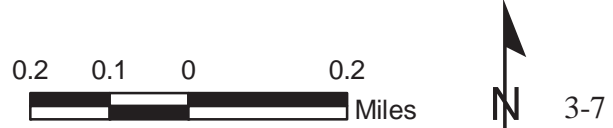


Suitland Parkway Route Condition Map PCR - Mile by Mile Area 1

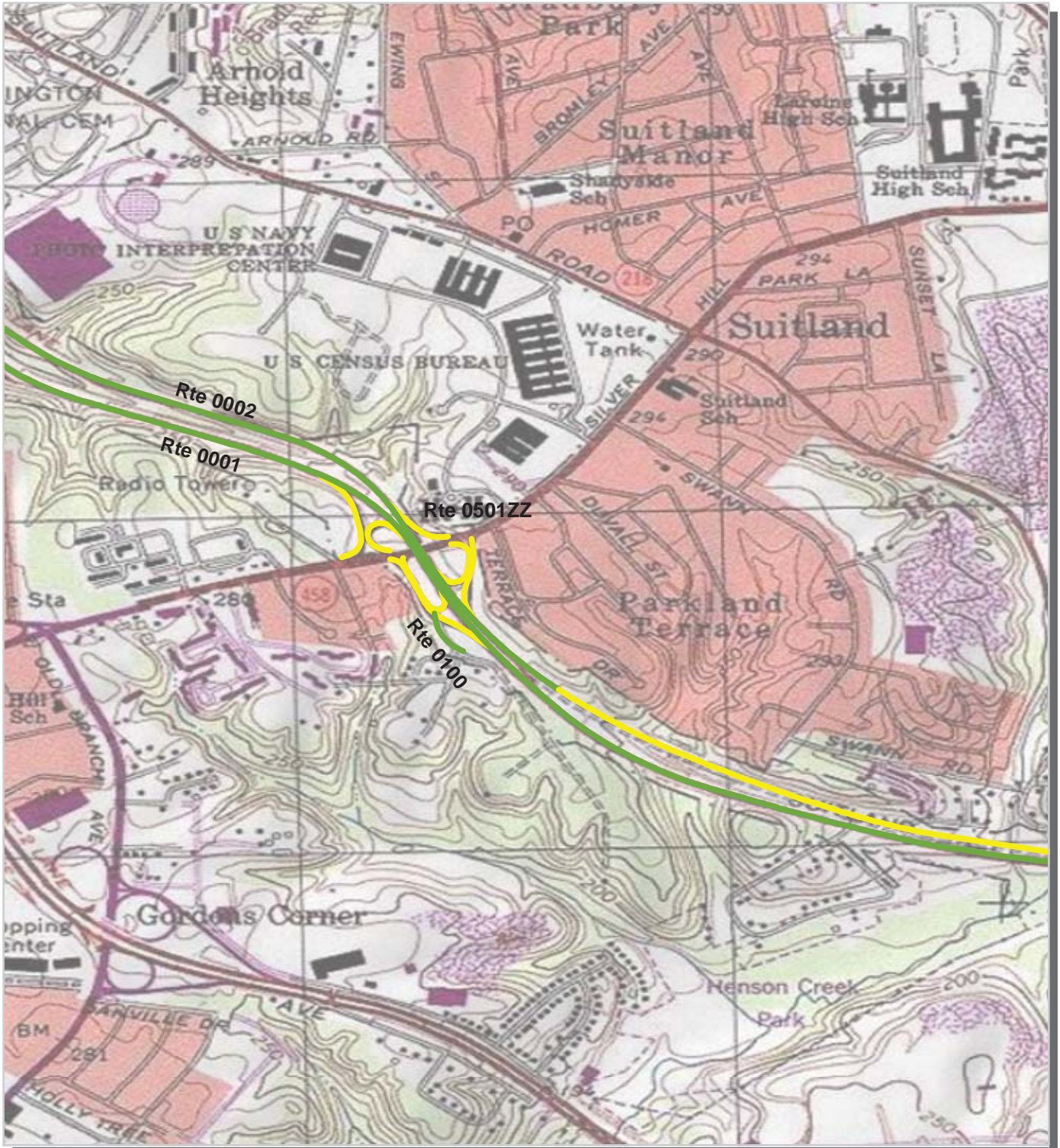


PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.



Suitland Parkway Route Condition Map PCR - Mile by Mile Area 2

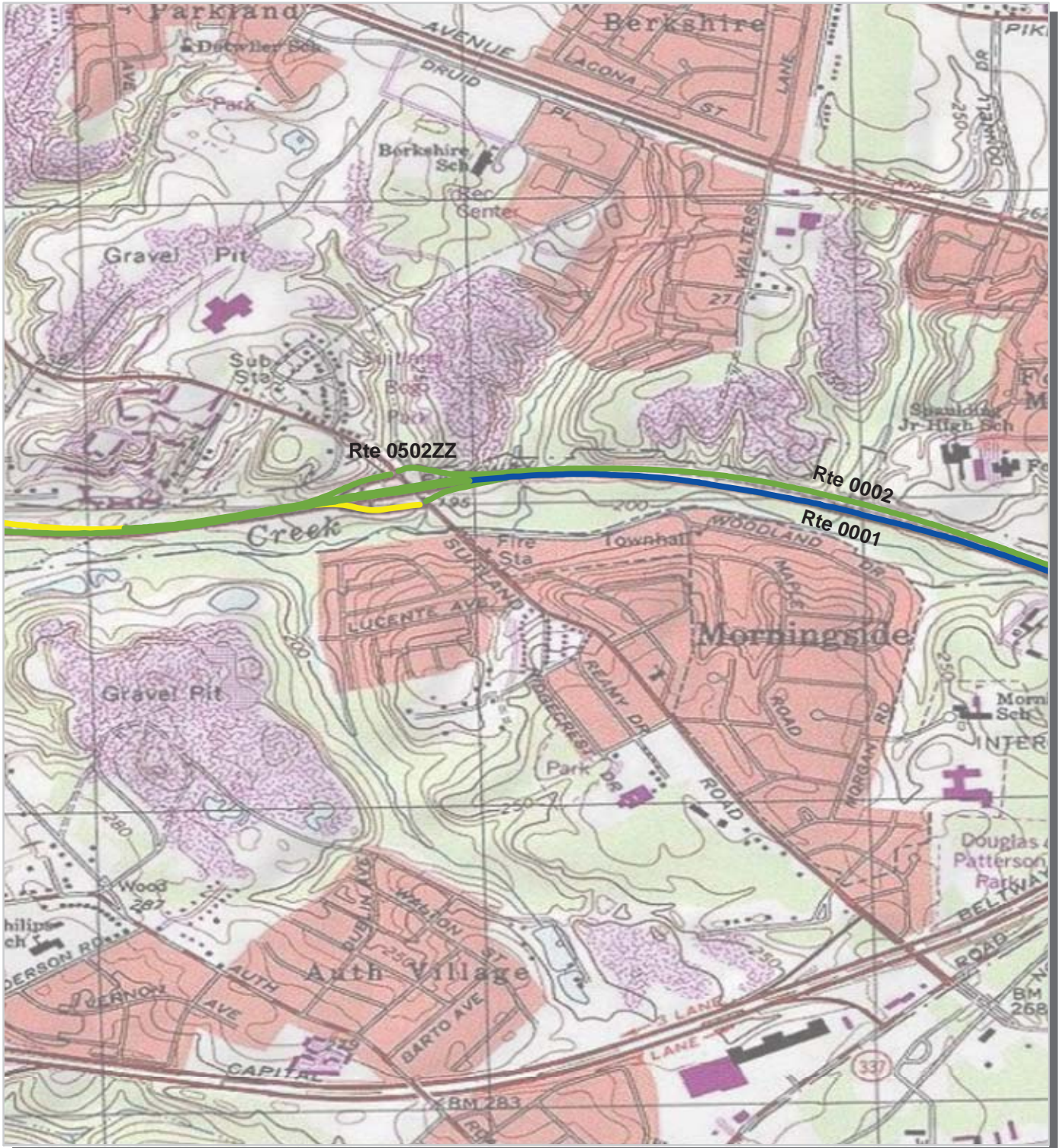


PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

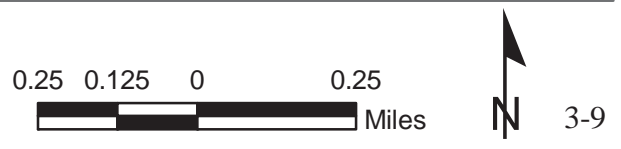


Suitland Parkway Route Condition Map PCR - Mile by Mile Area 3

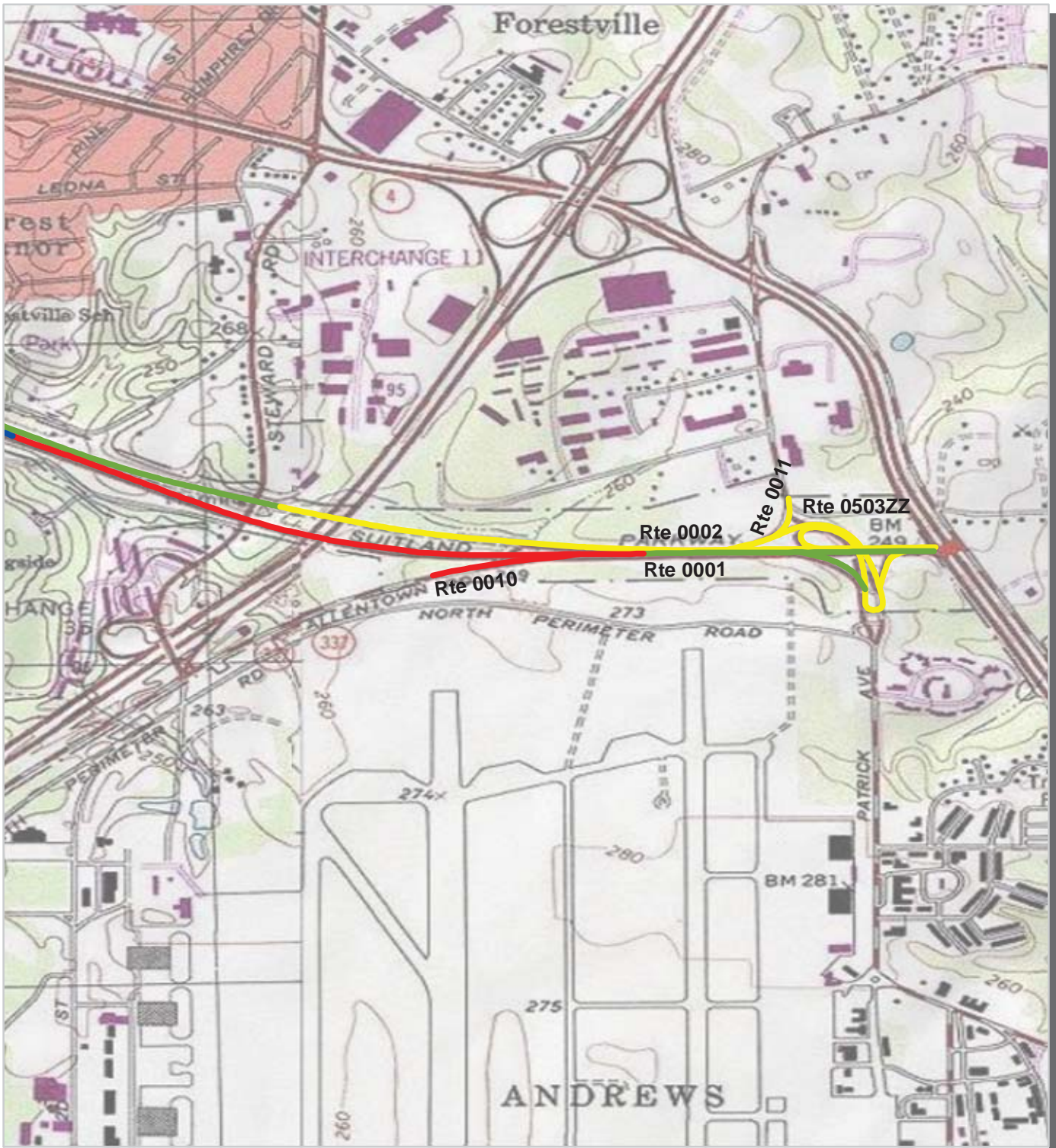


PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

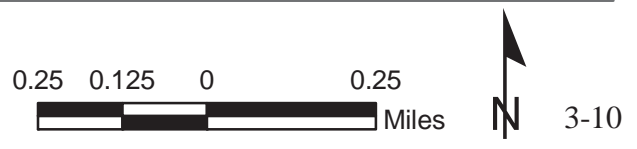


Suitland Parkway Route Condition Map PCR - Mile by Mile Area 4



PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.



Suitland Parkway



Section 4 **Park Route Inventory**

NPS/RIP Route ID Report

Shading Color Key:

Red text denotes approx. mileage

White = Paved Routes, ARAN Driven

Yellow = Unpaved Routes, ARAN not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Grey = Paved Routes, ARAN not Driven

Black = Paved State, Local or Private non-NPS Routes, ARAN Driven

■ = Concession Route Flag ON

** Unpaved Routes displayed on report were obtained from FMSS database and not inventoried by Road Inventory Program (RIP)

General Park Road Functional Classification Table

- Class 1** Principal Park Road/Rural Parkway (Public Roads) Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors. Route Numbers 1 - 99. Note: Rural parkways (e.g. Natchez Trace) are numbered 1 - 9. State Routes Inventoried for Park. Route Numbers 5000-5999
- Class 2** Connector Park Road (Public Roads) - Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. Route Numbers 100-199.
- Class 3** Special Purpose Park Road (Public Roads) - Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. Route Numbers 200-299.
- Class 4** Primitive Park Roads (Public Roads) - Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles. Route Numbers 200-299.
Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly.
- Class 5** Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499.
- Class 6** Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499.
Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5.
- Class 7** Urban Parkway (Urban Parkways and City Streets) - These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9.
- Class 8** City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699.

A park road system contains those roads within or giving access to a park or other unit of the NPS which are administered by the NPS, or by the Service in cooperation with other agencies. The assignment of a functional classification (FC) to a park road is not based on traffic volumes or design speed, but on the intended use or function of that road or route.

The historic route numbering system also included a 300 number series for interpretive roads, and a 500 series for one-way roads. There are approximately 250 roads nationwide which are designated by the 300 and 500 series. The numbers for these roads will be maintained for reporting consistency. However, since these interpretive and one-way routes are not as clearly tied to a specific functional class, the 300 and 500 series will be discontinued for future use.

5000 route numbers are assigned to Non-NPS Routes that are State, County or City owned which border, traverse, or provide access to Park Facilities or Assets. 5000 Routes are driven for GPS, Video Log and Road Features only.

Surface Type Abbreviations:

- AS - Asphaltic Concrete Pavement**
- CO - Portland Cement Concrete Pavement**
- BR - Brick or Pavers Road Bed**
- CB - Cobble Stone Road Bed**
- GR - Gravel Road Bed**
- SA - Sand Road Bed**
- NV - Native or Dirt Material Road Bed**
- OT - Other Materials Road Bed**

NPS/RIP Subcomponent Details for SUIT

Shading Color Key:

Red text denotes approx. mileage

White = Paved Routes, ARAN Driven

Yellow = Unpaved Routes, ARAN not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Grey = Paved Routes, ARAN not Driven

Black = Paved State, Local or Private non-NPS Routes, ARAN Driven

= Concession Route Flag ON

= Subcomponent Flag ON

** Unpaved Routes displayed on report were obtained from FMSS database and not inventoried by Road Inventory Program (RIP)

SUIT

SUITLAND PARKWAY

Asset Entered in FMSS System

Rte. No.	FMSS No.	Sub Comp	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0500ZZ	52386		BRANCH AVENUE INTERCHANGE RAMP	FROM SUITLAND PARKWAY AND BRANCH AVENUE	TO SUITLAND PARKWAY AND BRANCH AVENUE		7	0.66	0.00	0.66	0
0501ZZ	52387		SILVER HILL ROAD INTERCHANGE RAMP	FROM SUITLAND PARKWAY AND SILVER HILL ROAD	TO SUITLAND PARKWAY AND SILVER HILL ROAD		7	1.07	0.00	1.07	0
0502ZZ	52388		SUITLAND ROAD INTERCHANGE RAMP	FROM SUITLAND PARKWAY AND SUITLAND ROAD	TO SUITLAND PARKWAY AND SUITLAND ROAD		7	0.60	0.00	0.60	0
0503ZZ	52389		ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP	FROM SUITLAND PARKWAY, OLD MARLBORO PIKE AND ANDREWS AIR FORCE BASE	TO SUITLAND PARKWAY, OLD MARLBORO PIKE AND ANDREWS AIR FORCE BASE		7	0.83	0.00	0.83	0

Asset SUIT-0500ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Sub Comp	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0500AZ	52386		BRANCH AVENUE INTERCHANGE RAMP A	FROM BRANCH AVENUE	TO ROUTE 0002 (SUITLAND PARKWAY (WB)) AT MP 5.77 (ON RIGHT)		7	0.18	0.00	0.18	0
0500BZ	52386		BRANCH AVENUE INTERCHANGE RAMP B	FROM ROUTE 0002 (SUITLAND PARKWAY (WB)) AT MP 5.68 (ON RIGHT)	TO BRANCH AVENUE		7	0.21	0.00	0.21	0
0500CZ	52386		BRANCH AVENUE INTERCHANGE RAMP C	FROM BRANCH AVENUE	TO ROUTE 0001 (SUITLAND PARKWAY (EB)) AT MP 0.54 (ON RIGHT)		7	0.12	0.00	0.12	0
0500DZ	52386		BRANCH AVENUE INTERCHANGE RAMP D	FROM ROUTE 0001 (SUITLAND PARKWAY (EB)) AT MP 0.46 (ON RIGHT)	TO BRANCH AVENUE		7	0.15	0.00	0.15	0

Asset SUIT-0501ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Sub Comp	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0501AZ	52387		SILVER HILL ROAD INTERCHANGE RAMP A	FROM ROUTE 0001	TO SILVER HILL ROAD WESTBOUND		7	0.18	0.00	0.18	0
0501BZ	52387		SILVER HILL ROAD INTERCHANGE RAMP B	FROM SILVER HILL ROAD EASTBOUND	TO ROUTE 0001		7	0.22	0.00	0.22	0
0501CZ	52387		SILVER HILL ROAD INTERCHANGE RAMP C	FROM ROUTE 0002	TO SILVER HILL ROAD		7	0.15	0.00	0.15	0

NPS/RIP Subcomponent Details for SUIT

Shading Color Key:

Red text denotes approx. mileage

White = Paved Routes, ARAN Driven

Yellow = Unpaved Routes, ARAN not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Grey = Paved Routes, ARAN not Driven

Black = Paved State, Local or Private non-NPS Routes, ARAN Driven

= Concession Route Flag ON

= Subcomponent Flag ON

** Unpaved Routes displayed on report were obtained from FMSS database and not inventoried by Road Inventory Program (RIP)

SUIT

SUITLAND PARKWAY

0501DZ	52387		SILVER HILL ROAD INTERCHANGE RAMP D	FROM SILVER HILL ROAD WESTBOUND	TO ROUTE 0002		7	0.11	0.00	0.11	0
0501EZ	52387		SILVER HILL ROAD INTERCHANGE RAMP E	FROM SILVER HILL ROAD WESTBOUND	TO ROUTE 0001		7	0.12	0.00	0.12	0
0501FZ	52387		SILVER HILL ROAD INTERCHANGE RAMP F	FROM ROUTE 0001	TO SILVER HILL ROAD EASTBOUND		7	0.15	0.00	0.15	0
0501GZ	52387		SILVER HILL ROAD INTERCHANGE RAMP G	FROM SILVER HILL ROAD EASTBOUND	TO ROUTE 0002		7	0.14	0.00	0.14	0

Asset SUIT-0502ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Sub Comp	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0502AZ	52388		SUITLAND ROAD INTERCHANGE RAMP A	FROM ROUTE 0001	TO SUITLAND ROAD		7	0.16	0.00	0.16	0
0502BZ	52388		SUITLAND ROAD INTERCHANGE RAMP B	FROM ROUTE 0002	TO SUITLAND ROAD		7	0.15	0.00	0.15	0
0502CZ	52388		SUITLAND ROAD INTERCHANGE RAMP C	FROM SUITLAND ROAD	TO ROUTE 0001		7	0.14	0.00	0.14	0
0502DZ	52388		SUITLAND ROAD INTERCHANGE RAMP D	FROM SUITLAND ROAD	TO ROUTE 0002		7	0.15	0.00	0.15	0

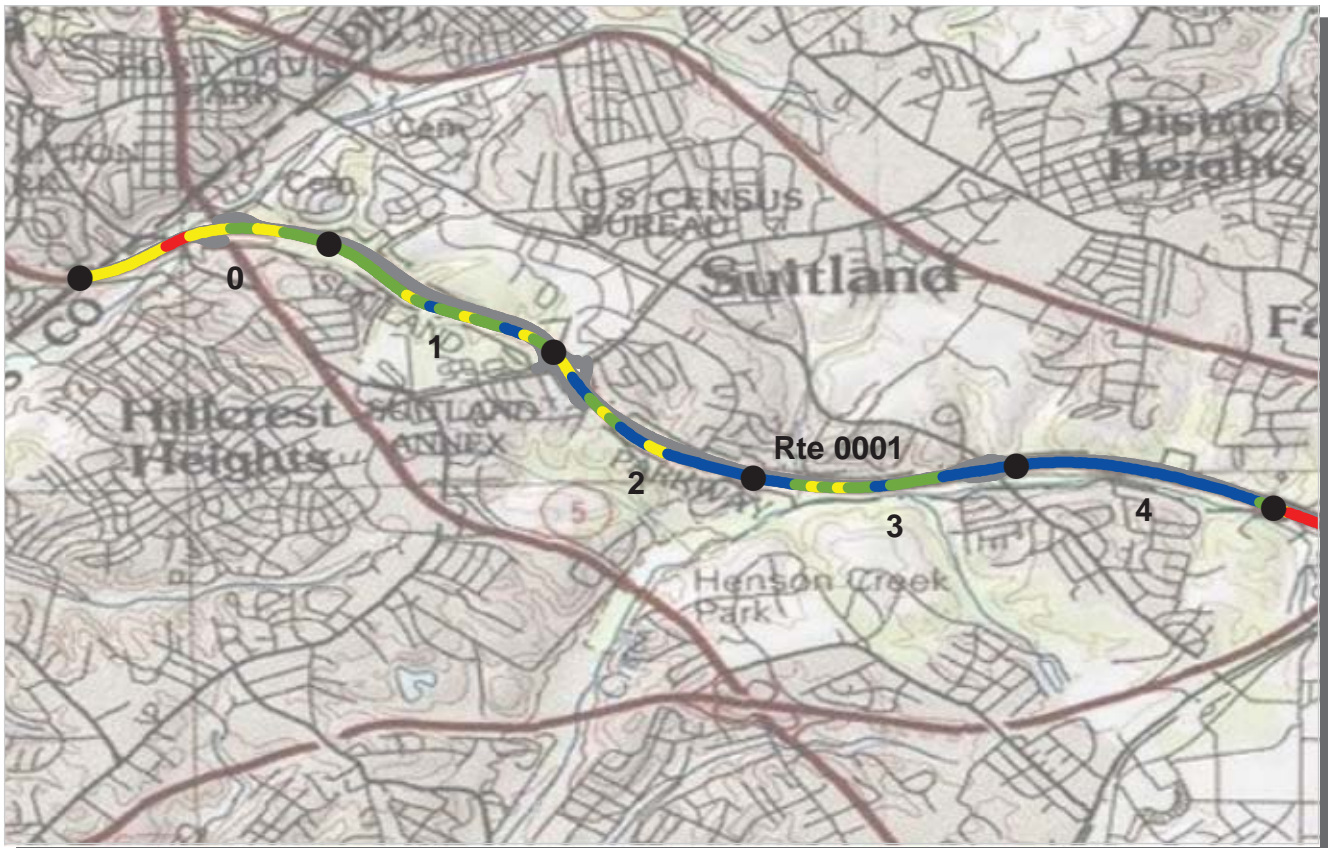
Asset SUIT-0503ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Sub Comp	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0503AZ	52389		ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP A	FROM ROUTE 0001	TO ROUTE 0503CZ		7	0.12	0.00	0.12	0
0503BZ	52389		ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP B	FROM ROUTE 0503CZ	TO ROUTE 0001		7	0.08	0.00	0.08	0
0503CZ	52389		ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C	FROM ROUTE 0002 AT MP 0.19	TO ROUTE 0002 AT MP 0.31		7	0.63	0.00	0.63	0

Suitland Parkway



Section 5 **Paved Route Condition Rating Sheets** **(CRS)**



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

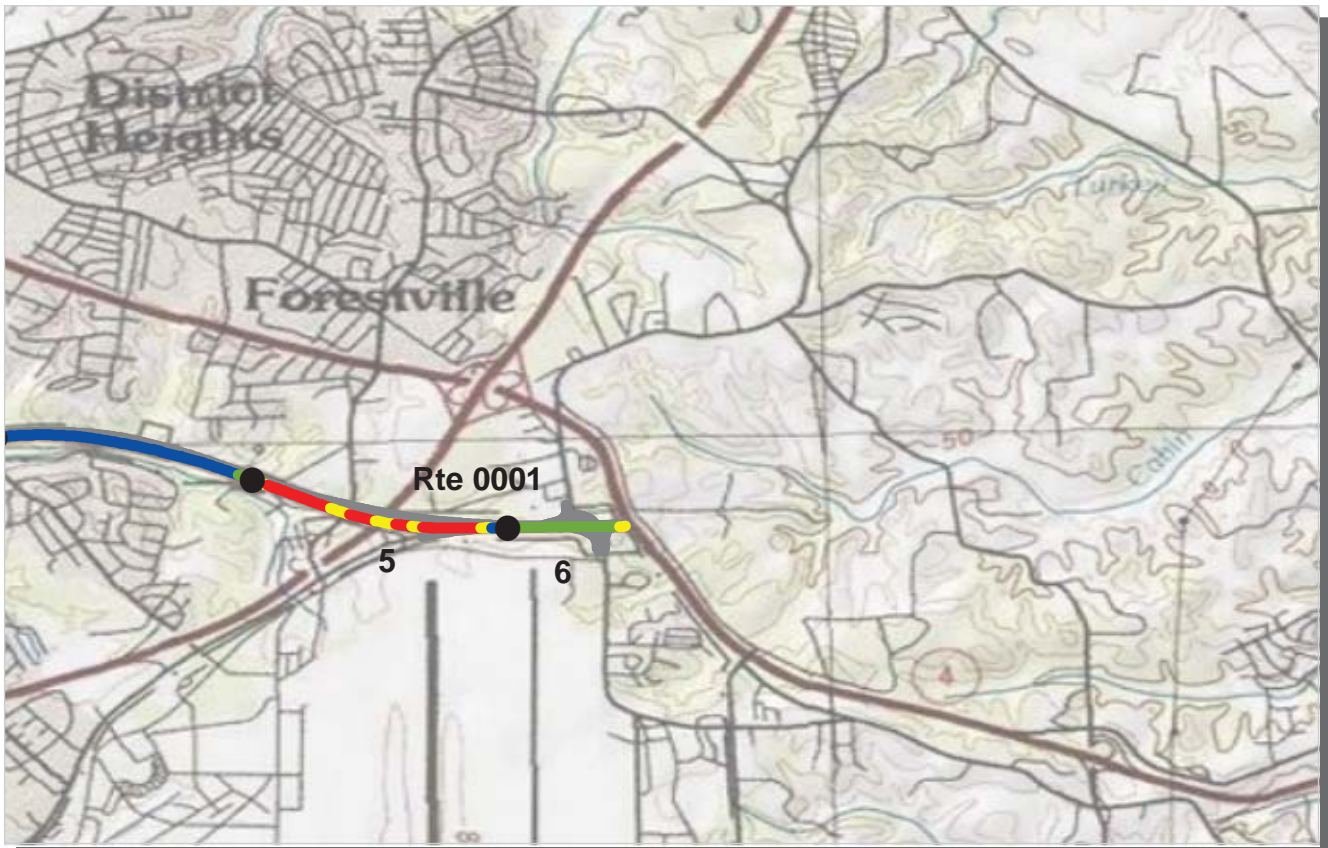
ROUTE: 0001 SUITLAND PARKWAY (EB)
SUIT : SUITLAND PARKWAY

COLLECTED: 3/21/2009
TOTAL LENGTH: 6.44 Miles

NATIONAL CAPITAL REGION

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	2	2	2	3	2
Paved Width (ft)	29	29	33	30	29
Lane Width (ft)	13	12	13	13	13
Shoulder Width Right (ft)	NC	NC	NC	NC	NC
Shoulder Width Left (ft)	NC	NC	NC	NC	NC
Roadway Condition Information					
SCR (Surface Condition Rating)	76	86	90	89	96
PCR (Pavement Condition Rating)	80	88	92	92	96
Distress Index Values					
Alligator Cracking Index	100	100	100	100	100
Longitudinal Cracking Index	96	97	97	97	99
Transverse Cracking Index	97	96	97	97	98
Patching Index	100	100	100	100	100
Rutting Index	83	92	97	95	99
Roughness Condition Index (RCI)	84	91	94	98	96

ROUTE: 0001 SUITLAND PARKWAY (EB)



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0001 SUITLAND PARKWAY (EB)
SUIT : SUITLAND PARKWAY

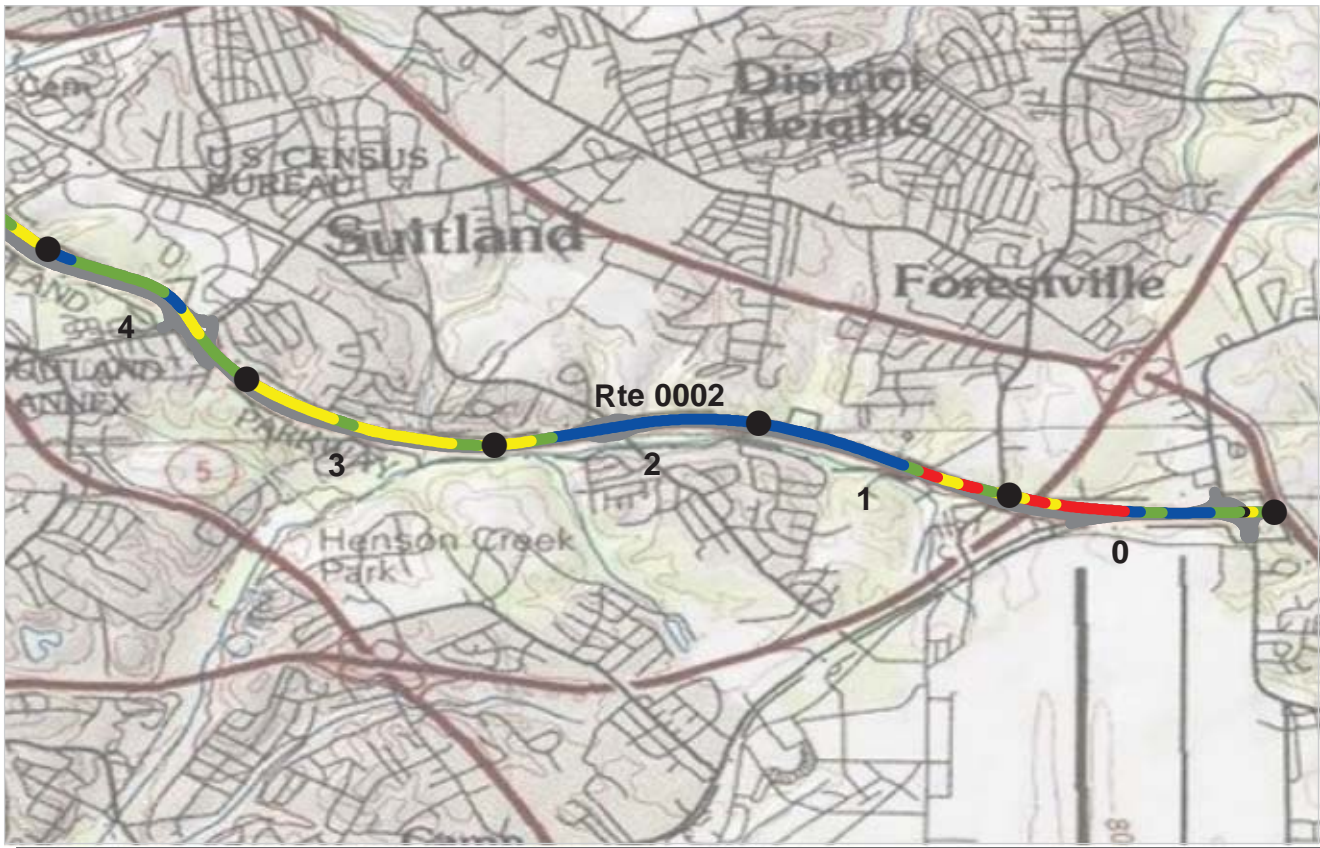
COLLECTED: 3/21/2009
TOTAL LENGTH: 6.44 Miles

NATIONAL CAPITAL REGION

Section Number	5	6			
Section Length (mi)	1.00	0.44			
Traffic	Traffic data may be found at www.epl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	33	31			
Lane Width (ft)	14	14			
Shoulder Width Right (ft)	NC	NC			
Shoulder Width Left (ft)	NC	NC			
Roadway Condition Information					
SCR (Surface Condition Rating)	38	89			
PCR (Pavement Condition Rating)	59	88			
Distress Index Values					
Alligator Cracking Index	65	100			
Longitudinal Cracking Index	89	99			
Transverse Cracking Index	94	98			
Patching Index	100	100			
Rutting Index	89	93			
Roughness Condition Index (RCI)	90	87			

ROUTE: 0001 SUITLAND PARKWAY (EB)

NC - Not Collected



PCR Poor (≤60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

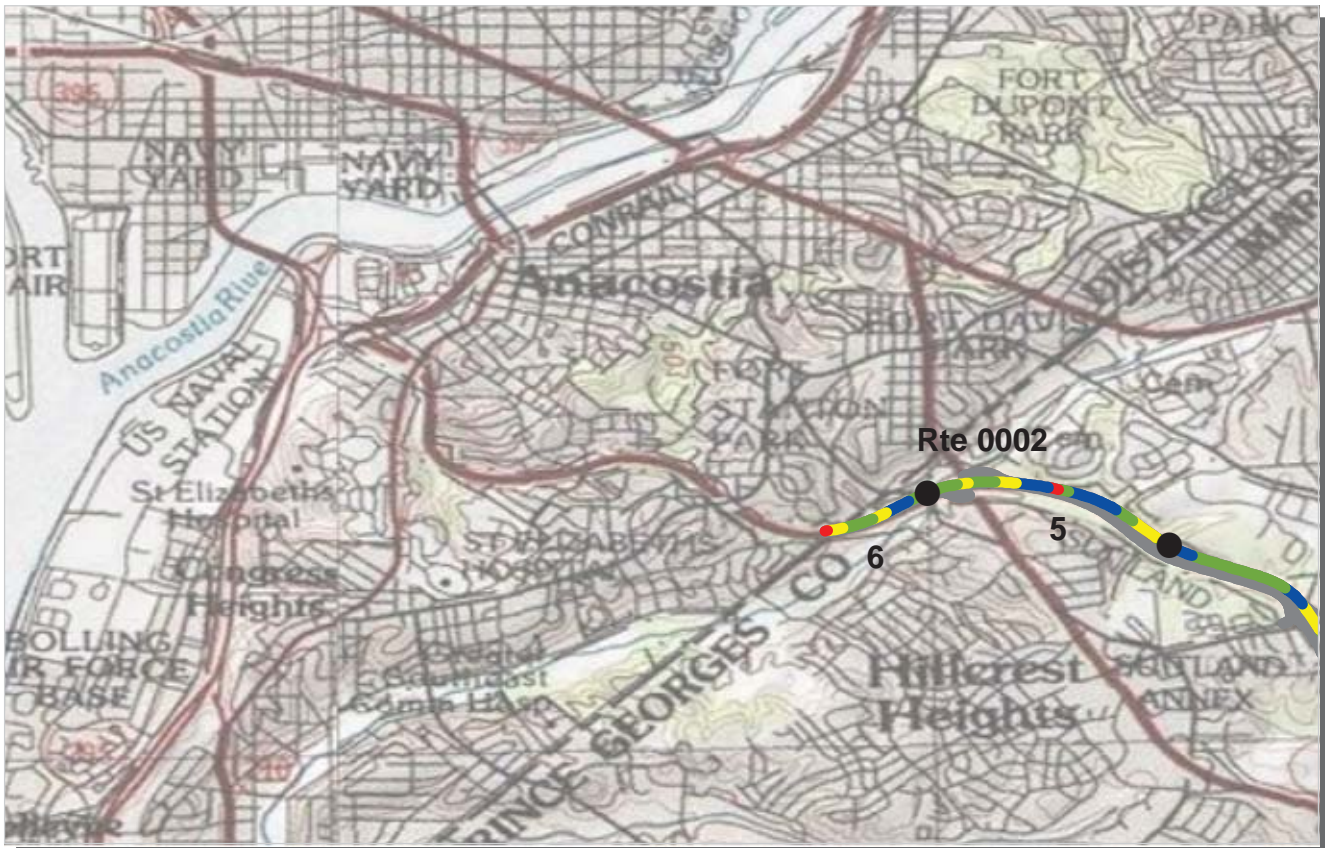
ROUTE: 0002 SUITLAND PARKWAY (WB)
SUIT : SUITLAND PARKWAY

COLLECTED: 3/21/2009
TOTAL LENGTH: 6.43 Miles

NATIONAL CAPITAL REGION

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	2	4	2	2	2
Paved Width (ft)	32	30	30	33	31
Lane Width (ft)	14	12	13	12	14
Shoulder Width Right (ft)	NC	NC	NC	NC	NC
Shoulder Width Left (ft)	NC	NC	NC	NC	NC
Roadway Condition Information					
SCR (Surface Condition Rating)	65	81	92	66	86
PCR (Pavement Condition Rating)	75	87	94	79	88
Distress Index Values					
Alligator Cracking Index	79	90	98	93	100
Longitudinal Cracking Index	96	96	97	90	94
Transverse Cracking Index	99	99	99	95	96
Patching Index	99	100	100	100	100
Rutting Index	92	96	98	88	97
Roughness Condition Index (RCI)	91	98	98	100	91

ROUTE: 0002 SUITLAND PARKWAY (WB)



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0002 SUITLAND PARKWAY (WB)
SUIT : SUITLAND PARKWAY

COLLECTED: 3/21/2009
TOTAL LENGTH: 6.43 Miles

NATIONAL CAPITAL REGION

Section Number	5	6			
Section Length (mi)	1.00	0.43			
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	2	3			
Paved Width (ft)	27	27			
Lane Width (ft)	12	12			
Shoulder Width Right (ft)	NC	NC			
Shoulder Width Left (ft)	NC	NC			
Roadway Condition Information					
SCR (Surface Condition Rating)	87	74			
PCR (Pavement Condition Rating)	87	79			
Distress Index Values					
Alligator Cracking Index	100	100			
Longitudinal Cracking Index	96	97			
Transverse Cracking Index	97	96			
Patching Index	98	96			
Rutting Index	97	84			
Roughness Condition Index (RCI)	87	94			

ROUTE: 0002 SUITLAND PARKWAY (WB)



PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

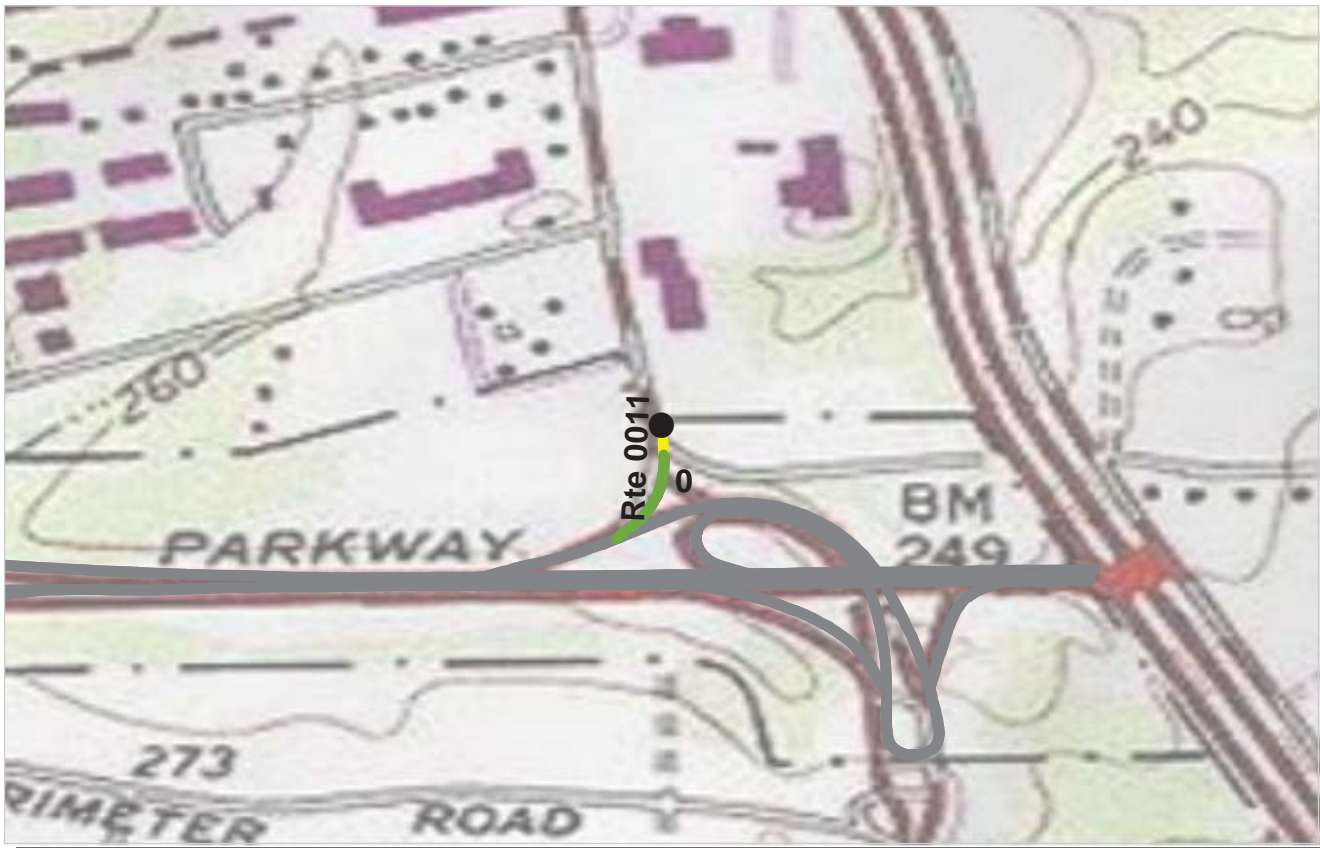
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 ALLENTOWN ROAD AT PAVEMENT CHANGE
SUIT : SUITLAND PARKWAY

NATIONAL CAPITAL REGION **COLLECTED: 3/21/2009**
TOTAL LENGTH: 0.22 Miles

Section Number	0				
Section Length (mi)	0.22				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	16				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	19				
PCR (Pavement Condition Rating)	36				
Distress Index Values					
Alligator Cracking Index	48				
Longitudinal Cracking Index	90				
Transverse Cracking Index	95				
Patching Index	99				
Rutting Index	85				
Roughness Condition Index (RCI)	63				

ROUTE: 0010 ALLENTOWN ROAD AT PAVEMENT CHANGE



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0011 TEXAS AVENUE
SUIT : SUITLAND PARKWAY

COLLECTED: 3/21/2009
TOTAL LENGTH: 0.08 Miles

NATIONAL CAPITAL REGION

Section Number	0				
Section Length (mi)	0.08				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	15				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	84				
PCR (Pavement Condition Rating)	81				
Distress Index Values					
Alligator Cracking Index	98				
Longitudinal Cracking Index	95				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	93				
Roughness Condition Index (RCI)	76				

ROUTE: 0011 TEXAS AVENUE



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0100 SUMMER ROAD
SUIT : SUITLAND PARKWAY

COLLECTED: 3/21/2009
TOTAL LENGTH: 0.08 Miles

NATIONAL CAPITAL REGION

Section Number	0				
Section Length (mi)	0.08				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	29				
Lane Width (ft)	14				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	95				
Roughness Condition Index (RCI)	27				

ROUTE: 0100 SUMMER ROAD



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0500AZ BRANCH AVENUE INTERCHANGE RAMP A
SUIT : SUITLAND PARKWAY

Subcomponent Record

COLLECTED: 3/5/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.18 Miles

Section Number	0				
Section Length (mi)	0.18				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	15				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	75				
PCR (Pavement Condition Rating)	70				
Distress Index Values					
Alligator Cracking Index	97				
Longitudinal Cracking Index	95				
Transverse Cracking Index	99				
Patching Index	99				
Rutting Index	84				
Roughness Condition Index (RCI)	62				

ROUTE: 0500AZ BRANCH AVENUE INTERCHANGE RAMP A



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0500CZ BRANCH AVENUE INTERCHANGE RAMP C
SUIT : SUITLAND PARKWAY

Subcomponent Record

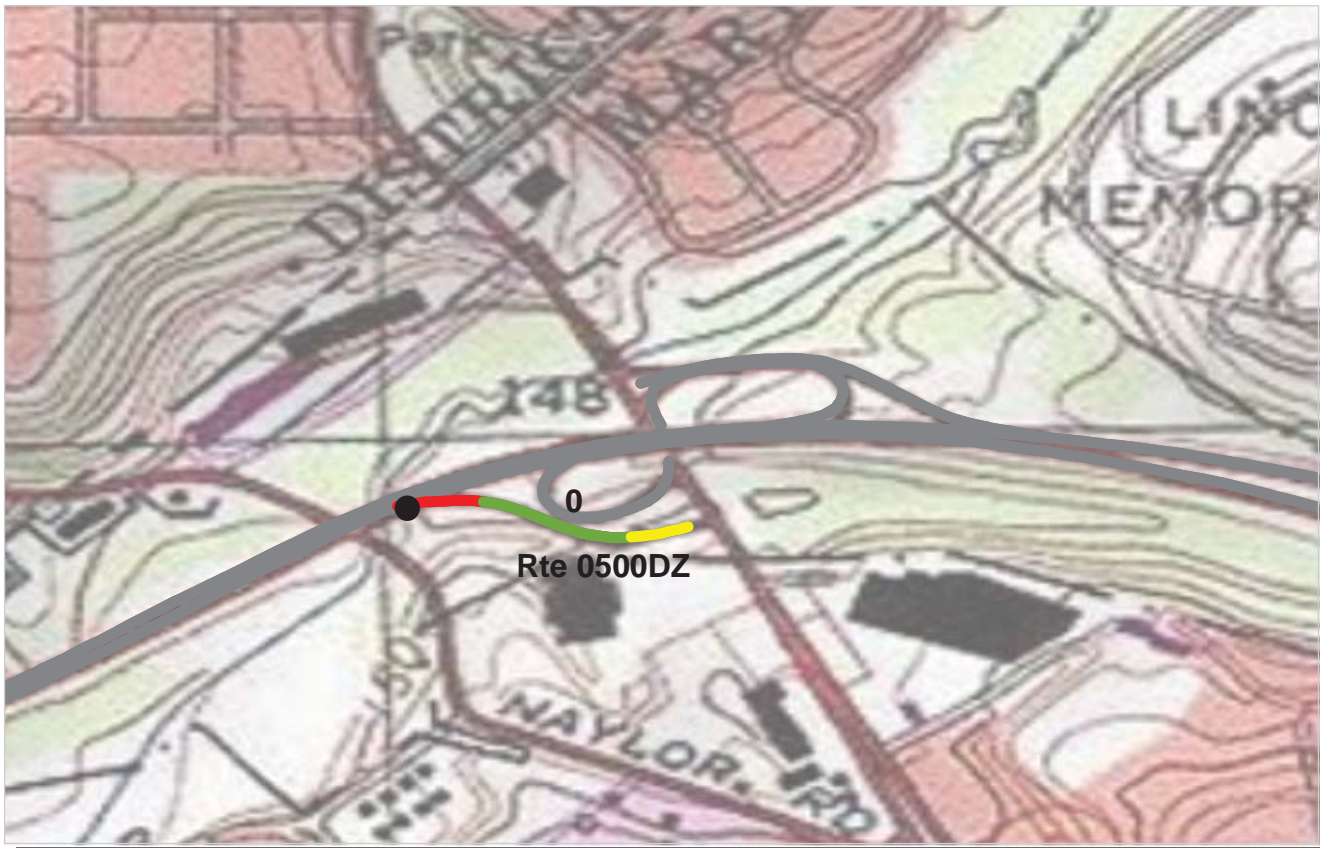
COLLECTED: 3/5/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.12 Miles

Section Number	0				
Section Length (mi)	0.12				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	14				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	69				
PCR (Pavement Condition Rating)	60				
Distress Index Values					
Alligator Cracking Index	98				
Longitudinal Cracking Index	94				
Transverse Cracking Index	90				
Patching Index	100				
Rutting Index	87				
Roughness Condition Index (RCI)	48				

ROUTE: 0500CZ BRANCH AVENUE INTERCHANGE RAMP C



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0500DZ BRANCH AVENUE INTERCHANGE RAMP D
SUIT : SUITLAND PARKWAY

Subcomponent Record

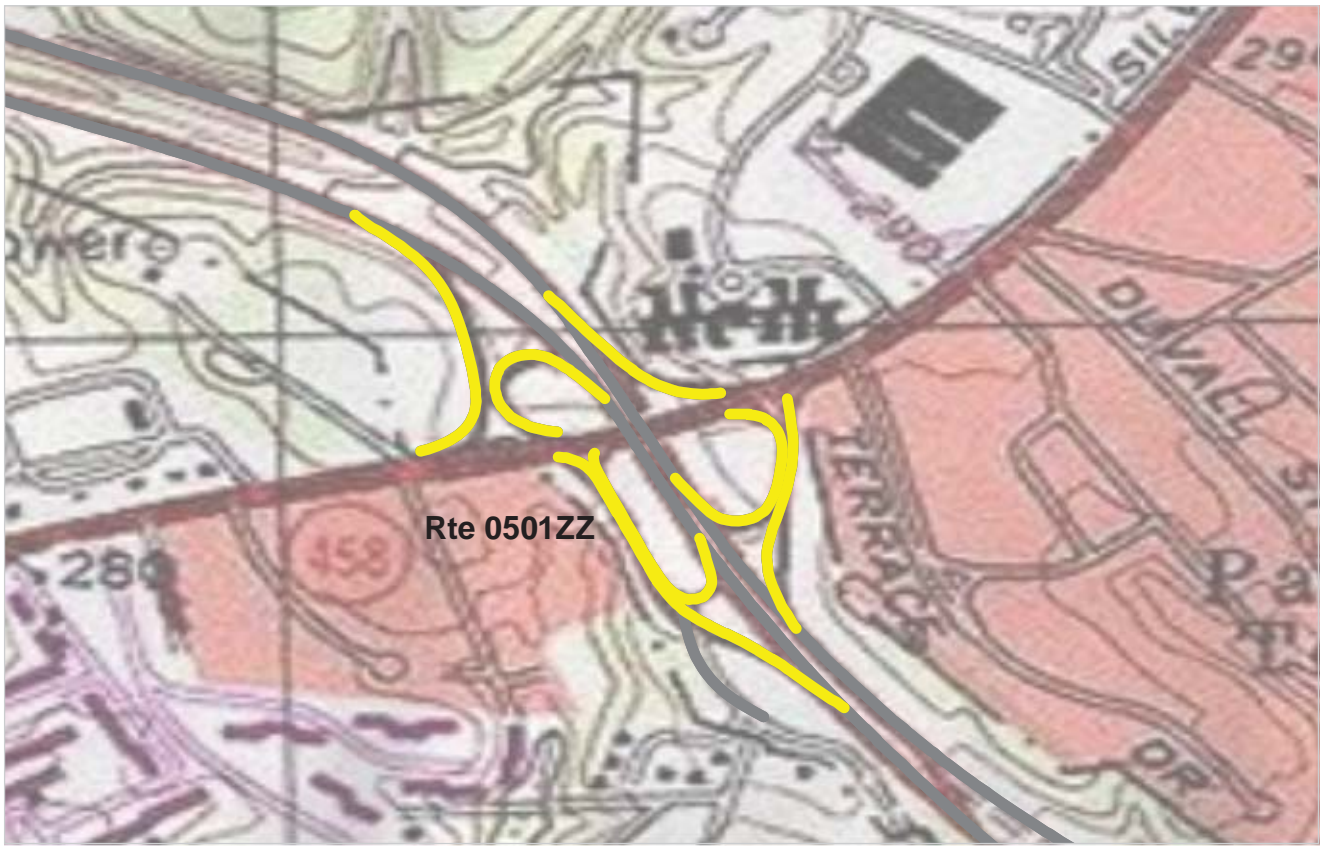
COLLECTED: 3/5/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.15 Miles

Section Number	0				
Section Length (mi)	0.15				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	13				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	83				
PCR (Pavement Condition Rating)	74				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	97				
Transverse Cracking Index	97				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	61				

ROUTE: 0500DZ BRANCH AVENUE INTERCHANGE RAMP D



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501ZZ SILVER HILL ROAD INTERCHANGE RAMPs
SUIT : SUITLAND PARKWAY

Summary Record

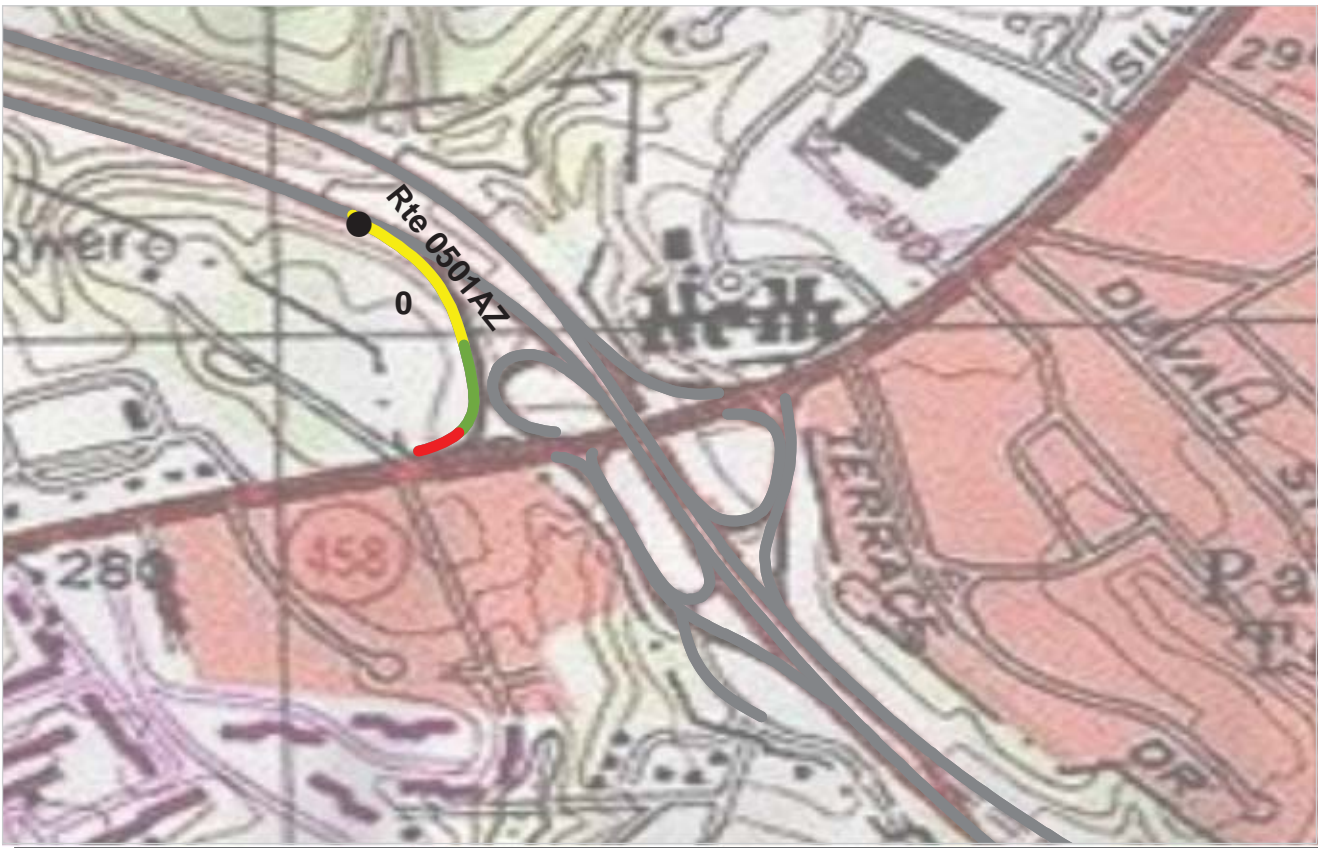
COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 1.07 Miles

Section Number					
Section Length (mi)					
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	86				
PCR (Pavement Condition Rating)	75				
Distress Index Values					
Alligator Cracking Index	N/A				
Longitudinal Cracking Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

ROUTE: 0501ZZ SILVER HILL ROAD INTERCHANGE RAMPs



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501AZ SILVER HILL ROAD INTERCHANGE RAMP A
SUIT : SUITLAND PARKWAY

Subcomponent Record

NATIONAL CAPITAL REGION

COLLECTED: 3/21/2009

TOTAL LENGTH: 0.18 Miles

Section Number	0				
Section Length (mi)	0.18				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	18				
Lane Width (ft)	16				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	78				
PCR (Pavement Condition Rating)	77				
Distress Index Values					
Alligator Cracking Index	99				
Longitudinal Cracking Index	94				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	89				
Roughness Condition Index (RCI)	75				

ROUTE: 0501AZ SILVER HILL ROAD INTERCHANGE RAMP A



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501BZ SILVER HILL ROAD INTERCHANGE RAMP B
SUIT : SUITLAND PARKWAY

Subcomponent Record

COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.22 Miles

Section Number	0				
Section Length (mi)	0.22				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	13				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	82				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	98				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	64				

ROUTE: 0501BZ SILVER HILL ROAD INTERCHANGE RAMP B



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501DZ SILVER HILL ROAD INTERCHANGE RAMP D
SUIT : SUITLAND PARKWAY

Subcomponent Record

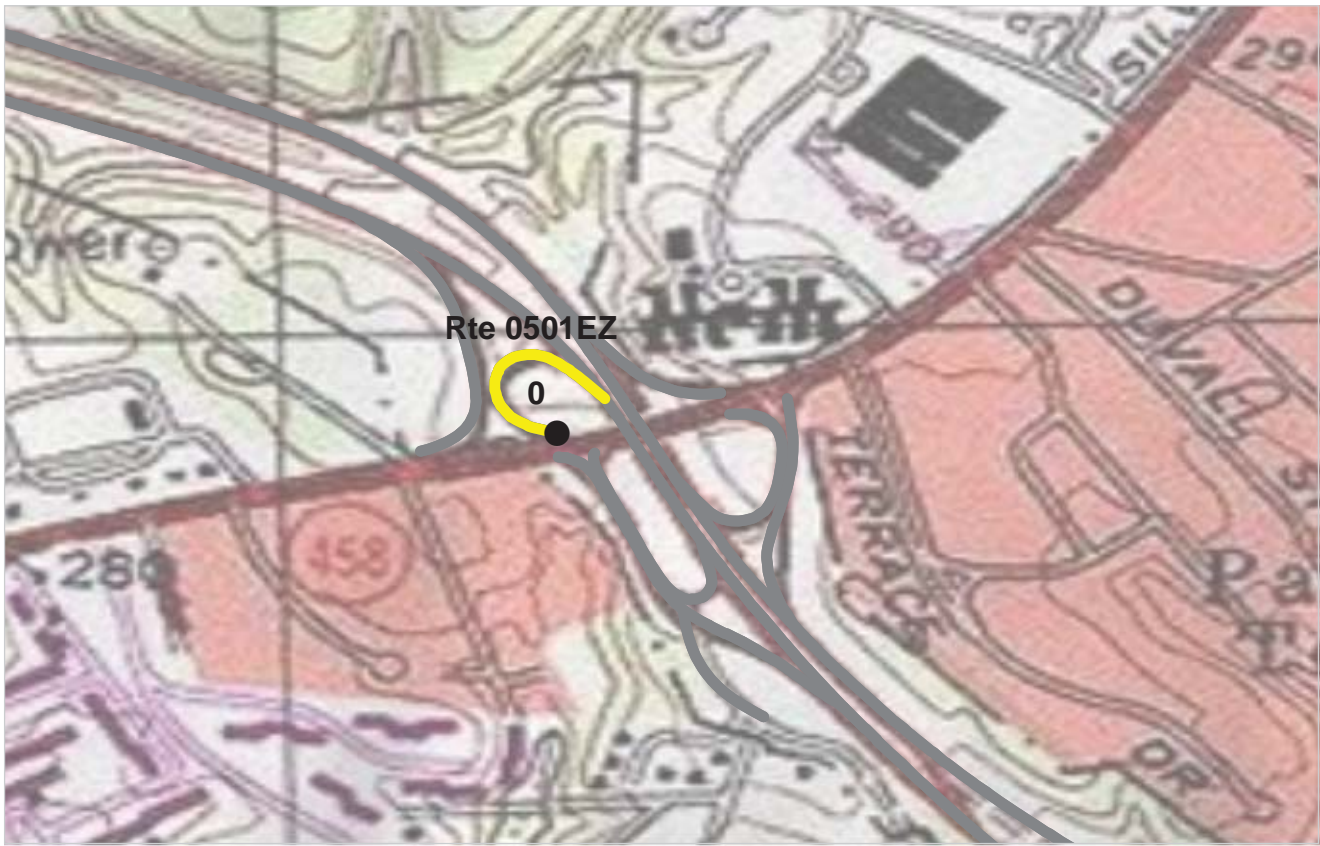
COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.11 Miles

Section Number	0				
Section Length (mi)	0.11				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	16				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	79				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	98				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	47				

ROUTE: 0501DZ SILVER HILL ROAD INTERCHANGE RAMP D



PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501EZ SILVER HILL ROAD INTERCHANGE RAMP E
SUIT : SUITLAND PARKWAY

Subcomponent Record

NATIONAL CAPITAL REGION

COLLECTED: 3/21/2009

TOTAL LENGTH: 0.12 Miles

Section Number	0				
Section Length (mi)	0.12				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	20				
Lane Width (ft)	19				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	78				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	98				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	57				

ROUTE: 0501EZ SILVER HILL ROAD INTERCHANGE RAMP E



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0501GZ SILVER HILL ROAD INTERCHANGE RAMP G
SUIT : SUITLAND PARKWAY

Subcomponent Record

NATIONAL CAPITAL REGION

COLLECTED: 3/21/2009

TOTAL LENGTH: 0.14 Miles

Section Number	0				
Section Length (mi)	0.14				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	73				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	41				

ROUTE: 0501GZ SILVER HILL ROAD INTERCHANGE RAMP G



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0502BZ SUITLAND ROAD INTERCHANGE RAMP B
SUIT : SUITLAND PARKWAY

Subcomponent Record

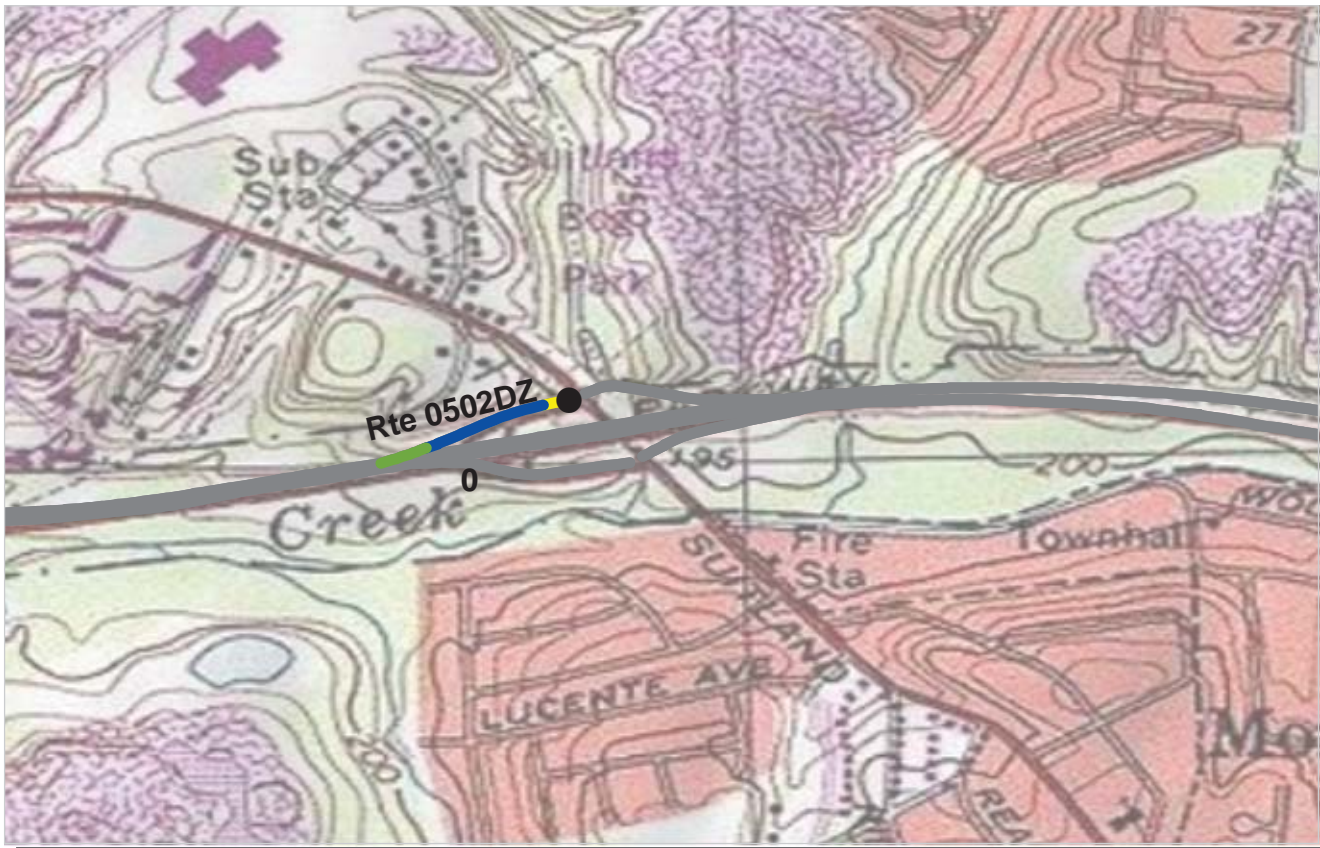
COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.15 Miles

Section Number	0				
Section Length (mi)	0.15				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	14				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	85				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	97				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	95				
Roughness Condition Index (RCI)	74				

ROUTE: 0502BZ SUITLAND ROAD INTERCHANGE RAMP B



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0502DZ SUTLAND ROAD INTERCHANGE RAMP D
SUIT : SUTLAND PARKWAY

Subcomponent Record

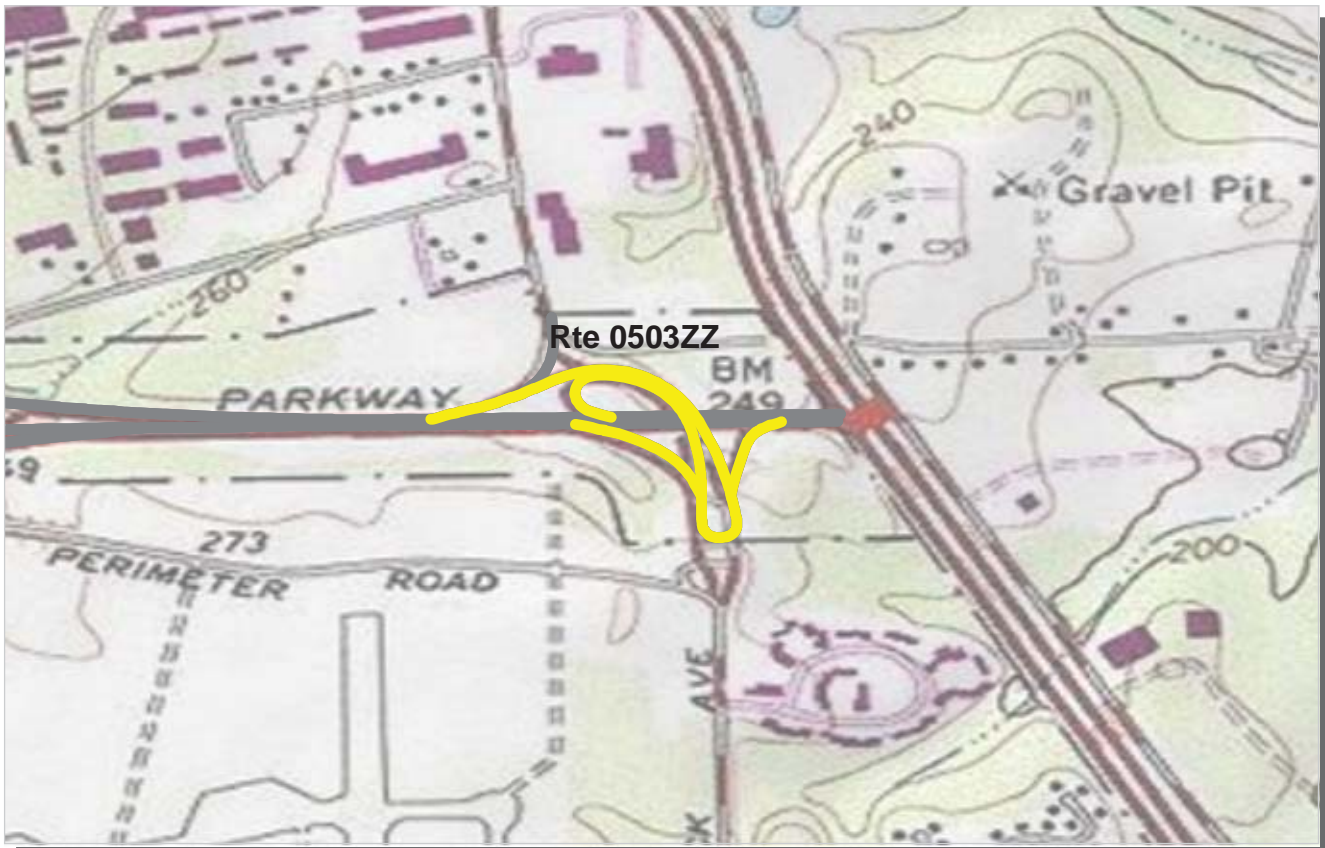
COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.15 Miles

Section Number	0				
Section Length (mi)	0.15				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	15				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	87				

ROUTE: 0502DZ SUTLAND ROAD INTERCHANGE RAMP D



PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0503ZZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMPS
SUIT : SUITLAND PARKWAY

Summary Record

COLLECTED: 3/21/2009
TOTAL LENGTH: 0.83 Miles

NATIONAL CAPITAL REGION

ROUTE: 0503ZZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMPS

Section Number					
Section Length (mi)					
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	82				
PCR (Pavement Condition Rating)	79				
Distress Index Values					
Alligator Cracking Index	N/A				
Longitudinal Cracking Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

NC - Not Collected



PCR Poor ■ Fair ■ Good ■ Excellent ■ No Data ■
 (<=60) (61 - 84) (85 - 94) (95 - 100)

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

**ROUTE: 0503AZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP A
SUIT : SUITLAND PARKWAY**

Subcomponent Record

COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.12 Miles

Section Number	0				
Section Length (mi)	0.12				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	22				
Lane Width (ft)	21				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	86				
PCR (Pavement Condition Rating)	86				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	95				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	85				

ROUTE: 0503AZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP A



PCR	Poor	Fair	Good	Excellent	No Data
	(≤60)	(61 - 84)	(85 - 94)	(95 - 100)	

* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

**ROUTE: 0503CZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C
SUIT : SUITLAND PARKWAY**

Subcomponent Record

COLLECTED: 3/21/2009

NATIONAL CAPITAL REGION

TOTAL LENGTH: 0.63 Miles

Section Number	0				
Section Length (mi)	0.63				
Traffic	Traffic data may be found at www.efl.fhwa.dot.gov Click on PROGRAMS / NPS Traffic Data (Note: Not all parks have traffic data)				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	23				
Lane Width (ft)	21				
Shoulder Width Right (ft)	NC				
Shoulder Width Left (ft)	NC				
Roadway Condition Information					
SCR (Surface Condition Rating)	81				
PCR (Pavement Condition Rating)	78				
Distress Index Values					
Alligator Cracking Index	100				
Longitudinal Cracking Index	96				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	87				
Roughness Condition Index (RCI)	72				

ROUTE: 0503CZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C

Suitland Parkway



Section 6 **Manually Rated Paved Route** **Condition Rating Sheets (MRR)**

SUTTLAND PARKWAY

Route 0400

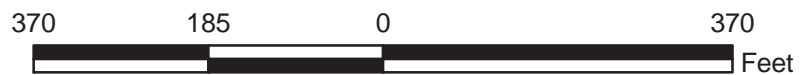
SATELLITE MAINTENANCE ROAD

FROM SILVER HILL ROAD

TO MAINTENANCE AREA

Route Number	Public / NonPublic	Date Visited		Area (sq ft)	Lane Miles *	Surface Type
0400	NONPUBLIC	12/2/2008		38,041	0.66	AS
Culverts	Drop Inlets	Gates	Fire Hydrants	Curb & Gutter	Curb	PCR
0	2	0	0	CONCRETE CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths



Suitland Parkway



Section 7 **Parking Area Condition Rating Sheets**

Section 7: Parking Area Condition Rating Sheets

No data available for this section.

Suitland Parkway



Section 8 Parkwide / Route Maintenance Features Summaries

SUIT: PARKWIDE MAINTENANCE FEATURES SUMMARY

Notice: Drop Inlets along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that lack a BIP assigned Structure Number along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that have a BIP assigned Structure Number along ARAN-driven routes were marked by NPS and were inventoried by RIP. Culverts and Drop Inlets that are associated with Manually Rated Routes and Paved Parking Areas are included in the Cycle 4 counts. To view the Cycle 3 culvert and drop inlet inventory, please refer to the Cycle 3 RIP Report.

FEATURE	LINEAR FEET	COUNT
BARRIER	22,245	--
BOLLARD	0	--
BRIDGE	--	6
CABLE	0	--
CATTLE GUARD	--	0
CULVERT	--	1
CURB	122,290	--
DROP INLET	--	2
FIRE HYDRANT	--	0
GATE	--	0
GUARD/GUIDE RAIL	14,467	--
GUARD/GUIDE WALL	7,777	--
INTERSECTION	--	149
LOW WATER CROSSING	0	0
MILE MARKER	--	0
OVERPASS	--	14
OVERHEAD SIGN	--	18
PARK BOUNDARY	--	7
PAVED DITCH	0	--
PULLOUT	--	0
RAILROAD CROSSING	--	0
RETAINING WALL	0	0
SIGN	--	201
STATE BOUNDARY	--	2
TEMPORARY BARRIER	0	--
TRAFFIC LIGHT	--	9
TUNNEL	0	0
TURNOUT	0	--

SUIT: ROUTE MAINTENANCE FEATURES SUMMARY

FEATURE	ROUTE 0001 SUTLAND PARKWAY (EB)	ROUTE 0002 SUTLAND PARKWAY (WB)	ROUTE 0010 ALLENTOWN ROAD AT PAVEMENT CHANGE	ROUTE 0011 TEXAS AVENUE	ROUTE 0100 SUMMER ROAD	ROUTE 0500ZZ BRANCH AVENUE INTERCHANGE RAMPS	UNIT
BARRIER	10,285	7,065	63	0	0	956	LINEAR FEET
BOLLARD	0	0	0	0	0	0	LINEAR FEET
BRIDGE	3	3	0	0	0	0	EACH
CABLE	0	0	0	0	0	0	LINEAR FEET
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	1	0	0	0	0	0	EACH
CURB	41,316	49,299	1,896	623	697	5,982	LINEAR FEET
DROP INLET	0	0	0	0	0	0	EACH
FIRE HYDRANT	0	0	0	0	0	0	EACH
GATE	0	0	0	0	0	0	EACH
GUARD/GUIDE RAIL	7,793	5,238	63	0	0	956	LINEAR FEET
GUARD/GUIDE WALL	2,492	1,827	0	0	0	0	LINEAR FEET
INTERSECTION	24	21	3	5	5	22	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
OVERHEAD SIGN	7	5	0	0	0	0	EACH
OVERPASS	6	6	0	0	0	0	EACH
PARK BOUNDARY	2	2	1	1	1	0	EACH
PAVED DITCH	0	0	0	0	0	0	LINEAR FEET
PULLOUT	0	0	0	0	0	0	EACH
RAILROAD CROSSING	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	LINEAR FEET
SIGN	64	57	4	3	5	10	EACH
STATE BOUNDARY	1	1	0	0	0	0	EACH
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
TRAFFIC LIGHT	3	2	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	LINEAR FEET
TURNOUT	0	0	0	0	0	0	LINEAR FEET

Notice: Drop Inlets along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that lack a BIP assigned Structure Number along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that have a BIP assigned Structure Number along ARAN-driven routes were marked by NPS and were inventoried by RIP. To view the Cycle 3 culvert and drop inlet inventory for ARAN-driven routes, please refer to the Cycle 3 RIP Report.

SUIT: ROUTE MAINTENANCE FEATURES SUMMARY

FEATURE	ROUTE 0501ZZ SILVER HILL ROAD INTERCHANGE RAMP	ROUTE 0502ZZ SUTLAND ROAD INTERCHANGE RAMP	ROUTE 0503ZZ ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP				UNIT
BARRIER	417	898	2,561	0	0	0	LINEAR FEET
BOLLARD	0	0	0	0	0	0	LINEAR FEET
BRIDGE	0	0	0	0	0	0	EACH
CABLE	0	0	0	0	0	0	LINEAR FEET
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	0	0	0	0	0	0	EACH
CURB	9,156	5,438	7,883	0	0	0	LINEAR FEET
DROP INLET	0	0	0	0	0	0	EACH
FIRE HYDRANT	0	0	0	0	0	0	EACH
GATE	0	0	0	0	0	0	EACH
GUARD/GUIDE RAIL	417	0	0	0	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	898	2,561	0	0	0	LINEAR FEET
INTERSECTION	33	16	20	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
OVERHEAD SIGN	3	3	0	0	0	0	EACH
OVERPASS	0	0	2	0	0	0	EACH
PARK BOUNDARY	0	0	0	0	0	0	EACH
PAVED DITCH	0	0	0	0	0	0	LINEAR FEET
PULLOUT	0	0	0	0	0	0	EACH
RAILROAD CROSSING	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	LINEAR FEET
SIGN	37	10	11	0	0	0	EACH
STATE BOUNDARY	0	0	0	0	0	0	EACH
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
TRAFFIC LIGHT	2	2	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	LINEAR FEET
TURNOUT	0	0	0	0	0	0	LINEAR FEET

Notice: Drop Inlets along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that lack a BIP assigned Structure Number along ARAN-driven routes were NOT marked by NPS nor were they inventoried by RIP. Culverts that have a BIP assigned Structure Number along ARAN-driven routes were marked by NPS and were inventoried by RIP. To view the Cycle 3 culvert and drop inlet inventory for ARAN-driven routes, please refer to the Cycle 3 RIP Report.

SUIT: STRUCTURE LIST

ROUTE NUMBER	FUNCTIONAL CLASS	MILEPOST START	MILEPOST END	FEATURE	STRUCTURE NUMBER
0001	7	0.582	0.591	BRIDGE	3564-001
0001	7	0.954	0.954	CULVERT	3564-004
0001	7	2.084	2.084	OVERPASS	3564-005
0001	7	3.898	3.915	BRIDGE	3564-002
0001	7	6.32	6.338	BRIDGE	3564-003
0002	7	0.108	0.127	BRIDGE	3564-003
0002	7	2.532	2.544	BRIDGE	3564-002
0002	7	4.331	4.331	OVERPASS	3564-005
0002	7	5.836	5.851	BRIDGE	3564-001
0503CZ	7	0.148	0.148	OVERPASS	3564-003
0503CZ	7	0.405	0.405	OVERPASS	3564-003

Suitland Parkway



Section 9 **Park Route Maintenance Features** **Road Logs**

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM MD-DC LINE AT WEST SIDE OF SOUTHERN AVENUE OVERPASS
0.000	0.000	PARK BOUNDARY	N/A	
0.000	0.000	STATE BOUNDARY	N/A	
0.000	6.440	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (SUITLAND PARKWAY / NON-NPS)
0.003	0.405	CURB-AND-GUTTER	LEFT	
0.004	0.401	CURB-AND-GUTTER	RIGHT	
0.009	0.009	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
0.055	0.055	SIGN	RIGHT	GUIDE, SUITLAND PARKWAY
0.056	0.056	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.056	0.056	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.178	0.178	SIGN	RIGHT	REGULATORY, SNOW EMERGENCY ROUTE
0.184	0.184	SIGN	RIGHT	REGULATORY, DANGER HIGH VOLTAGE
0.188	0.232	GUARD/GUIDE RAIL	RIGHT	
0.205	0.205	SIGN	RIGHT	REGULATORY, BUCKLE UP
0.205	0.205	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
0.205	0.205	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
0.229	0.229	SIGN	RIGHT	GUIDE, GRAPHIC SIGN, NO TEXT
0.229	0.229	SIGN	RIGHT	GUIDE, GRAPHIC SIGN, NO TEXT
0.361	0.361	SIGN	RIGHT	REGULATORY, SNOW EMERGENCY ROUTE
0.361	0.361	SIGN	RIGHT	GUIDE, METRO
0.378	0.401	GUARD/GUIDE RAIL	RIGHT	
0.389	0.389	SIGN	RIGHT	GUIDE, NAYLOR ROAD
0.389	0.389	SIGN	RIGHT	WARNING, EXIT 20 M.P.H.
0.401	0.401	INTERSECTION	RIGHT	ROUTE 0001 (SUITLAND PARKWAY (EB)) SPUR
0.405	0.405	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.408	0.411	CURB-AND-GUTTER	RIGHT	
0.415	0.415	INTERSECTION	LEFT	PAVED ROUTE (NAYLOR ROAD / NON-NPS)
0.415	0.415	INTERSECTION	RIGHT	PAVED ROUTE (NAYLOR ROAD / NON-NPS)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.419	0.447	CURB-AND-GUTTER	LEFT	
0.419	0.419	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.430	0.458	CURB-AND-GUTTER	RIGHT	
0.431	0.431	TRAFFIC LIGHT	N/A	X2
0.431	0.435	GUARD/GUIDE RAIL	RIGHT	
0.454	0.454	SIGN	RIGHT	WARNING, RAMP 25 M.P.H.
0.457	0.457	INTERSECTION	RIGHT	ROUTE 0500DZ (BRANCH AVENUE INTERCHANGE RAMP D)
0.473	0.525	CURB-AND-GUTTER	RIGHT	
0.505	0.505	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.534	1.888	CURB-AND-GUTTER	RIGHT	
0.535	0.535	INTERSECTION	RIGHT	ROUTE 0500CZ (BRANCH AVENUE INTERCHANGE RAMP C)
0.547	0.572	GUARD/GUIDE RAIL	RIGHT	
0.572	0.604	GUARD/GUIDE WALL	RIGHT	
0.582	0.591	BRIDGE	N/A	3564-001 (BRANCH AVENUE BRIDGE)
0.604	0.617	GUARD/GUIDE RAIL	RIGHT	
0.660	0.660	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
0.660	0.660	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
0.836	0.862	GUARD/GUIDE RAIL	RIGHT	
0.861	0.861	INTERSECTION	LEFT	PAVED ROUTE (EMERGENCY VEHICLE TURN AROUND)
0.866	0.890	GUARD/GUIDE RAIL	LEFT	
0.867	0.867	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
0.954	0.954	CULVERT	N/A	3564-004 (SUITLAND PARKWAY (WB) OVER HENSON CREEK)
1.007	1.070	GUARD/GUIDE RAIL	RIGHT	
1.044	1.071	GUARD/GUIDE RAIL	LEFT	
1.309	1.375	GUARD/GUIDE RAIL	LEFT	
1.312	1.341	GUARD/GUIDE RAIL	RIGHT	
1.470	1.498	GUARD/GUIDE RAIL	LEFT	
1.474	1.497	GUARD/GUIDE RAIL	RIGHT	
1.580	1.580	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.608	1.608	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.636	1.636	SIGN	LEFT	WARNING, 13' - 10"
1.636	1.636	SIGN	RIGHT	WARNING, 14' - 6"
1.664	1.664	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.665	1.772	GUARD/GUIDE RAIL	LEFT	
1.889	1.889	INTERSECTION	RIGHT	ROUTE 0501AZ (SILVER HILL ROAD INTERCHANGE RAMP A)
1.926	2.026	CURB-AND-GUTTER	RIGHT	
1.931	1.931	SIGN	RIGHT	GUIDE, EXIT
2.015	2.076	GUARD/GUIDE WALL	LEFT	
2.034	2.175	CURB-AND-GUTTER	RIGHT	
2.037	2.037	INTERSECTION	RIGHT	ROUTE 0501EZ (SILVER HILL ROAD INTERCHANGE RAMP E)
2.046	2.072	GUARD/GUIDE WALL	RIGHT	
2.070	2.070	SIGN	N/A	WARNING, 13' - 10"
2.070	2.070	SIGN	N/A	WARNING, 14' - 6"
2.084	2.084	OVERPASS	N/A	3564-005 (SILVER HILL ROAD BRIDGE)
2.090	2.115	GUARD/GUIDE WALL	RIGHT	
2.093	2.281	GUARD/GUIDE WALL	LEFT	
2.119	2.119	SIGN	RIGHT	GUIDE, SILVER HILL ROAD NORTH
2.168	2.168	SIGN	RIGHT	WARNING, EXIT 15 M.P.H.
2.173	2.173	INTERSECTION	RIGHT	ROUTE 0501FZ (SILVER HILL ROAD INTERCHANGE RAMP F)
2.192	2.262	CURB-AND-GUTTER	RIGHT	
2.195	2.195	SIGN	RIGHT	GUIDE, EXIT
2.280	2.911	CURB-AND-GUTTER	RIGHT	
2.283	2.283	INTERSECTION	RIGHT	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B)
2.411	2.411	SIGN	RIGHT	WARNING, DEER CROSSING
2.537	2.734	GUARD/GUIDE RAIL	RIGHT	
2.569	2.569	SIGN	RIGHT	REGULATORY, BUCKLE UP
2.569	2.569	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
2.569	2.569	SIGN	RIGHT	REGULATORY, SPEED LIMIT 50
2.759	2.759	SIGN	RIGHT	GUIDE, MEADOWVIEW DRIVE
2.917	2.917	INTERSECTION	LEFT	PAVED ROUTE (MEADOW VIEW DRIVE / NON-NPS) CUT-THRU

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
2.917	2.917	INTERSECTION	RIGHT	PAVED ROUTE (MEADOW VIEW DRIVE / NON-NPS)
2.922	2.984	GUARD/GUIDE RAIL	RIGHT	
2.922	3.773	CURB-AND-GUTTER	RIGHT	
2.924	3.484	CURB-AND-GUTTER	LEFT	
2.926	2.966	GUARD/GUIDE RAIL	LEFT	
2.966	2.966	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
3.123	3.406	GUARD/GUIDE RAIL	RIGHT	
3.233	3.233	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
3.233	3.233	SIGN	RIGHT	REGULATORY, SPEED LIMIT 50
3.545	3.573	GUARD/GUIDE RAIL	RIGHT	
3.629	3.629	SIGN	RIGHT	GUIDE, ANDREWS AFB MAIN GATE
3.629	3.629	SIGN	RIGHT	GUIDE, SUITLAND RD TO INTERSTATE 95
3.763	3.763	INTERSECTION	RIGHT	ROUTE 0502AZ (SUITLAND ROAD INTERCHANGE RAMP A)
3.793	4.040	CURB-AND-GUTTER	RIGHT	
3.801	3.801	SIGN	RIGHT	GUIDE, EXIT
3.801	3.801	SIGN	RIGHT	GUIDE, MORNINGSIDE
3.875	3.923	GUARD/GUIDE WALL	RIGHT	
3.898	3.915	BRIDGE	N/A	3564-002 (SUITLAND ROAD BRIDGE)
3.982	3.982	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
4.056	5.370	CURB-AND-GUTTER	RIGHT	
4.057	4.095	GUARD/GUIDE WALL	RIGHT	
4.059	4.059	INTERSECTION	RIGHT	ROUTE 0502CZ (SUITLAND ROAD INTERCHANGE RAMP C)
4.359	4.359	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
4.359	4.359	SIGN	RIGHT	REGULATORY, SPEED LIMIT 50
4.549	4.594	GUARD/GUIDE RAIL	RIGHT	
4.550	4.596	GUARD/GUIDE RAIL	LEFT	
5.095	5.095	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
5.095	5.095	SIGN	RIGHT	REGULATORY, SPEED LIMIT 35
5.382	5.382	INTERSECTION	LEFT	PAVED ROUTE (FORESTVILLE ROAD / NON-NPS)
5.382	5.382	INTERSECTION	RIGHT	PAVED ROUTE (FORESTVILLE ROAD / NON-NPS)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
5.393	5.393	TRAFFIC LIGHT	N/A	X4
5.393	5.393	SIGN	N/A	GUIDE, FORESTVILLE ROAD
5.393	5.393	SIGN	N/A	REGULATORY, ONLY
5.393	5.393	SIGN	N/A	REGULATORY, ONLY
5.394	5.850	CURB-AND-GUTTER	RIGHT	
5.395	6.068	CURB-AND-GUTTER	LEFT	
5.400	5.400	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
5.400	5.400	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
5.410	5.532	GUARD/GUIDE RAIL	RIGHT	
5.411	5.533	GUARD/GUIDE RAIL	LEFT	
5.495	5.495	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
5.518	5.518	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
5.565	5.565	SIGN	RIGHT	REGULATORY, SPEED LIMIT 35
5.565	5.565	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
5.816	5.816	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
5.824	5.853	GUARD/GUIDE RAIL	LEFT	
5.892	6.252	CURB-AND-GUTTER	RIGHT	
5.896	5.896	INTERSECTION	RIGHT	ROUTE 0010 (ALLEN TOWN ROAD AT PAVEMENT CHANGE)
6.066	6.066	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
6.066	6.066	SIGN	RIGHT	WARNING, SIGNAL AHEAD
6.242	6.242	INTERSECTION	RIGHT	ROUTE 0503AZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP A)
6.268	6.389	CURB-AND-GUTTER	RIGHT	
6.274	6.274	SIGN	RIGHT	GUIDE, EXIT
6.274	6.274	SIGN	RIGHT	GUIDE, ANDREWS AIR FORCE BASE NORTH GATE
6.300	6.354	GUARD/GUIDE WALL	RIGHT	
6.320	6.338	BRIDGE	N/A	3564-003 (ANDREWS AFB ACCESS ROAD BRIDGE)
6.395	6.395	INTERSECTION	RIGHT	ROUTE 0503BZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP B)
6.395	6.432	CURB-AND-GUTTER	RIGHT	

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0001: SUITLAND PARKWAY (EB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
6.430	6.430	INTERSECTION	RIGHT	ROUTE 0001 (SUITLAND PARKWAY (EB)) SPUR
6.440	6.440	SIGN	N/A	REGULATORY, ONLY
6.440	6.440	SIGN	RIGHT	REGULATORY, NORTH
6.440	6.440	TRAFFIC LIGHT	N/A	X2
6.440	6.440	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
6.440	6.440	SIGN	RIGHT	REGULATORY, 4
6.440	6.440	PARK BOUNDARY	N/A	
6.440	6.440	INTERSECTION	RIGHT	PAVED ROUTE (MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) / NON NPS)
6.440	6.440	INTERSECTION	LEFT	PAVED ROUTE (MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) / NON NPS)
6.440	6.440	INTERSECTION	N/A	PAVED ROUTE (PRESIDENTIAL PARKWAY / NON-NPS)
6.440	6.440	SIGN	N/A	REGULATORY, GRAPHIC SIGN, NO TEXT
6.440	6.440	ROUTE END	N/A	TO PENNSYLVANIA AVENUE (MD ROUTE 4)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0002: SUITLAND PARKWAY (WB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM PENNSYLVANIA AVENUE (MD ROUTE 4)
0.000	0.000	PARK BOUNDARY	N/A	
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) / NON NPS)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (PRESIDENTIAL PARKWAY / NON-NPS)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) / NON NPS)
0.000	5.380	ONE-WAY	N/A	
0.004	1.042	CURB-AND-GUTTER	LEFT	
0.005	0.005	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.005	0.005	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.005	0.021	CURB-AND-GUTTER	RIGHT	
0.007	0.007	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.029	0.193	CURB-AND-GUTTER	RIGHT	
0.033	0.033	INTERSECTION	RIGHT	PAVED ROUTE (MARYLAND STATE ROUTE 4 (PENNSYLVANIA AVE) / NON NPS) SPUR
0.044	0.044	SIGN	RIGHT	GUIDE, ANDREWS AIR FORCE BASE NORTH GATE
0.044	0.044	SIGN	RIGHT	REGULATORY, PEDESTRIANS AND BICYCLES PROHIBITED
0.044	0.044	SIGN	RIGHT	REGULATORY, BUCKLE UP
0.067	0.135	GUARD/GUIDE WALL	RIGHT	
0.108	0.127	BRIDGE	N/A	3564-003 (ANDREWS AFB ACCESS ROAD BRIDGE)
0.184	0.184	INTERSECTION	RIGHT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.198	0.291	CURB-AND-GUTTER	RIGHT	
0.199	0.199	SIGN	RIGHT	GUIDE, EXIT
0.308	1.034	CURB-AND-GUTTER	RIGHT	
0.312	0.312	INTERSECTION	RIGHT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.331	0.331	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
0.331	0.331	SIGN	RIGHT	REGULATORY, SPEED LIMIT 35
0.466	0.466	SIGN	RIGHT	GUIDE, SUITLAND PARKWAY
0.587	0.620	GUARD/GUIDE RAIL	LEFT	
0.772	0.772	SIGN	RIGHT	REGULATORY, RADAR ENFORCED

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0002: SUITLAND PARKWAY (WB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.772	0.772	SIGN	RIGHT	REGULATORY, SPEED LIMIT 50
0.846	0.928	GUARD/GUIDE RAIL	LEFT	
0.856	0.856	SIGN	LEFT	GUIDE, FORESTVILLE RD
0.856	0.856	SIGN	LEFT	WARNING, GRAPHIC SIGN, NO TEXT
0.857	0.926	GUARD/GUIDE RAIL	RIGHT	
0.898	0.898	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
0.920	0.920	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
1.045	1.045	INTERSECTION	RIGHT	PAVED ROUTE (FORESTVILLE ROAD / NON-NPS)
1.045	1.045	INTERSECTION	LEFT	PAVED ROUTE (FORESTVILLE ROAD / NON-NPS)
1.050	1.050	SIGN	N/A	GUIDE, FORESTVILLE ROAD
1.050	1.050	SIGN	N/A	REGULATORY, ONLY
1.050	1.050	SIGN	N/A	REGULATORY, ONLY
1.050	1.050	TRAFFIC LIGHT	N/A	X4
1.055	2.402	CURB-AND-GUTTER	RIGHT	
1.057	2.465	CURB-AND-GUTTER	LEFT	
1.062	1.062	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
1.062	1.062	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
1.063	1.063	SIGN	LEFT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
1.063	1.063	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
1.351	1.351	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
1.351	1.351	SIGN	RIGHT	REGULATORY, SPEED LIMIT 50
1.781	1.878	GUARD/GUIDE RAIL	RIGHT	
1.832	1.864	GUARD/GUIDE RAIL	LEFT	
1.923	1.923	SIGN	RIGHT	GUIDE, SUITLAND RD 1/2 MILE
2.124	2.124	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
2.312	2.312	SIGN	RIGHT	GUIDE, SUITLAND RD TO INTERSTATE 95
2.312	2.312	SIGN	RIGHT	GUIDE, ANDREWS AFB MAIN GATE
2.377	2.377	SIGN	RIGHT	WARNING, EXIT 25 M.P.H.
2.403	2.403	INTERSECTION	RIGHT	ROUTE 0502BZ (SUITLAND ROAD INTERCHANGE RAMP B)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0002: SUITLAND PARKWAY (WB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
2.452	2.679	CURB-AND-GUTTER	RIGHT	
2.459	2.459	SIGN	RIGHT	GUIDE, EXIT
2.459	2.459	SIGN	RIGHT	GUIDE, MORNINGSIDE
2.507	2.553	GUARD/GUIDE WALL	RIGHT	
2.532	2.544	BRIDGE	N/A	3564-002 (SUITLAND ROAD BRIDGE)
2.629	2.629	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
2.701	4.183	CURB-AND-GUTTER	RIGHT	
2.703	2.703	INTERSECTION	RIGHT	ROUTE 0502DZ (SUITLAND ROAD INTERCHANGE RAMP D)
3.006	3.006	SIGN	RIGHT	REGULATORY, RADAR ENFORCED
3.006	3.006	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
3.270	3.301	GUARD/GUIDE RAIL	RIGHT	
3.373	3.373	SIGN	RIGHT	GUIDE, MEADOWVIEW DRIVE
3.452	3.483	GUARD/GUIDE RAIL	LEFT	
3.483	3.508	GUARD/GUIDE RAIL	RIGHT	
3.496	3.496	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
3.517	3.517	INTERSECTION	LEFT	PAVED ROUTE (MEADOW VIEW DRIVE / NON-NPS) CUT-THRU
3.711	3.711	SIGN	RIGHT	GUIDE, 458 SILVER HILL RD 1/2 MILE
3.741	3.838	GUARD/GUIDE RAIL	RIGHT	
3.921	3.921	SIGN	RIGHT	WARNING, 13' - 8"
3.923	3.923	SIGN	LEFT	WARNING, 13' - 2"
4.029	4.029	SIGN	RIGHT	GUIDE, 458 SILVER HILL ROAD SUITLAND FEDERAL CENTER
4.142	4.142	SIGN	RIGHT	WARNING, EXIT 25 M.P.H.
4.181	4.181	INTERSECTION	RIGHT	ROUTE 0501CZ (SILVER HILL ROAD INTERCHANGE RAMP C)
4.208	4.265	CURB-AND-GUTTER	RIGHT	
4.228	4.228	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
4.263	4.321	GUARD/GUIDE WALL	LEFT	
4.278	4.278	INTERSECTION	RIGHT	ROUTE 0501GZ (SILVER HILL ROAD INTERCHANGE RAMP G)
4.279	4.396	CURB-AND-GUTTER	RIGHT	
4.294	4.318	GUARD/GUIDE WALL	RIGHT	
4.321	4.321	SIGN	N/A	WARNING, 13' - 2"

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0002: SUITLAND PARKWAY (WB)

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
4.321	4.321	SIGN	N/A	WARNING, 13' - 8"
4.331	4.331	OVERPASS	N/A	3564-005 (SILVER HILL ROAD BRIDGE)
4.336	4.359	GUARD/GUIDE WALL	RIGHT	
4.339	4.403	GUARD/GUIDE WALL	LEFT	
4.415	4.415	INTERSECTION	RIGHT	ROUTE 0501DZ (SILVER HILL ROAD INTERCHANGE RAMP D)
4.416	5.380	CURB-AND-GUTTER	RIGHT	
4.417	4.417	SIGN	RIGHT	REGULATORY, YIELD
4.421	4.446	GUARD/GUIDE RAIL	RIGHT	
4.443	4.443	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
4.473	4.473	SIGN	LEFT	REGULATORY, SPEED LIMIT 50
4.475	4.475	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
4.516	4.575	GUARD/GUIDE RAIL	RIGHT	
4.970	5.015	GUARD/GUIDE RAIL	LEFT	
5.175	5.210	GUARD/GUIDE RAIL	LEFT	
5.209	5.236	GUARD/GUIDE RAIL	RIGHT	
5.380	6.430	ONE-WAY	N/A	
5.384	5.692	CURB-AND-GUTTER	LEFT	
5.385	5.674	CURB-AND-GUTTER	RIGHT	
5.486	5.517	GUARD/GUIDE RAIL	RIGHT	
5.516	5.546	GUARD/GUIDE RAIL	LEFT	
5.523	5.523	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
5.564	5.564	INTERSECTION	LEFT	PAVED ROUTE (EMERGENCY VEHICLE TURN AROUND)
5.646	5.646	SIGN	RIGHT	WARNING, EXIT 25 M.P.H.
5.675	5.675	INTERSECTION	RIGHT	ROUTE 0500BZ (BRANCH AVENUE INTERCHANGE RAMP B)
5.697	5.761	CURB-AND-GUTTER	RIGHT	
5.701	5.701	SIGN	RIGHT	GUIDE, EXIT
5.773	6.007	CURB-AND-GUTTER	RIGHT	
5.774	5.774	INTERSECTION	RIGHT	ROUTE 0500AZ (BRANCH AVENUE INTERCHANGE RAMP A)
5.798	5.831	GUARD/GUIDE RAIL	RIGHT	
5.831	5.864	GUARD/GUIDE WALL	RIGHT	

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0002: SUITLAND PARKWAY (WB)

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5.836	5.851	BRIDGE	N/A	3564-001 (BRANCH AVENUE BRIDGE)
5.864	6.008	GUARD/GUIDE RAIL	RIGHT	
5.871	5.871	SIGN	RIGHT	GUIDE, GRAPHIC SIGN, NO TEXT
5.871	5.871	SIGN	RIGHT	GUIDE, GRAPHIC SIGN, NO TEXT
5.871	5.871	SIGN	RIGHT	GUIDE, NAYLOR RD
5.974	5.974	SIGN	RIGHT	WARNING, EXIT 25 M.P.H.
6.007	6.007	INTERSECTION	RIGHT	ROUTE 0002 (SUITLAND PARKWAY (WB)) SPUR
6.015	6.017	CURB-AND-GUTTER	RIGHT	
6.019	6.019	INTERSECTION	RIGHT	PAVED ROUTE (NAYLOR ROAD / NON-NPS)
6.019	6.019	INTERSECTION	LEFT	PAVED ROUTE (NAYLOR ROAD / NON-NPS)
6.024	6.430	CURB-AND-GUTTER	LEFT	
6.025	6.025	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
6.032	6.032	TRAFFIC LIGHT	N/A	X2
6.035	6.041	GUARD/GUIDE RAIL	RIGHT	
6.035	6.430	CURB-AND-GUTTER	RIGHT	
6.042	6.042	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
6.042	6.042	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
6.150	6.150	SIGN	RIGHT	GUIDE, ALABAMA AVENUE SMITHSONIAN ANACOSTIA MUSEUM AND CENTER FOR AFRICAN AMERICAN HISTORY AND CULTURE
6.186	6.186	SIGN	RIGHT	REGULATORY, SNOW EMERGENCY ROUTE
6.208	6.252	GUARD/GUIDE RAIL	RIGHT	
6.365	6.395	GUARD/GUIDE WALL	RIGHT	
6.405	6.405	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
6.411	6.427	GUARD/GUIDE RAIL	RIGHT	
6.430	6.430	INTERSECTION	N/A	PAVED ROUTE (SUITLAND PARKWAY / NON-NPS)
6.430	6.430	PARK BOUNDARY	N/A	
6.430	6.430	STATE BOUNDARY	N/A	
6.430	6.430	ROUTE END	N/A	TO MD-DC LINE AT WEST SIDE SOUTHERN AVENUE OVERPASS

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: ALLENTOWN ROAD AT PAVEMENT CHANGE

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ALLENTOWN ROAD AT PARK BOUNDARY
0.000	0.220	ONE-WAY	N/A	
0.000	0.000	PARK BOUNDARY	N/A	
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (ALLENTOWN ROAD / NON-NPS)
0.004	0.016	GUARD/GUIDE RAIL	LEFT	
0.014	0.014	SIGN	RIGHT	GUIDE, ANDREWS AIR FORCE BASE NORTH GATE
0.014	0.014	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.014	0.014	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.014	0.167	CURB-AND-GUTTER	LEFT	
0.014	0.220	CURB-AND-GUTTER	RIGHT	
0.211	0.211	SIGN	RIGHT	REGULATORY, YIELD
0.220	0.220	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.220	0.220	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.220	0.220	ROUTE END	N/A	TO ROUTE 0001 (SUITLAND PARKWAY (EB)) AT MP 5.90 (ON RIGHT)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: TEXAS AVENUE

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM OLD MARLBORO PIKE AT PARK BOUNDARY
0.000	0.000	PARK BOUNDARY	N/A	
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (OLD MARLBORO PIKE / NON-NPS)
0.004	0.011	CURB	LEFT	
0.005	0.080	CURB-AND-GUTTER	RIGHT	
0.011	0.011	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.011	0.011	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.014	0.014	INTERSECTION	LEFT	UNPAVED ROUTE
0.019	0.028	CURB-AND-GUTTER	LEFT	
0.028	0.028	INTERSECTION	LEFT	ROUTE 0011 (TEXAS AVENUE) SPUR
0.028	0.080	ONE-WAY	N/A	
0.037	0.064	CURB-AND-GUTTER	LEFT	
0.066	0.066	SIGN	RIGHT	REGULATORY, YIELD
0.080	0.080	INTERSECTION	LEFT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.080	0.080	INTERSECTION	N/A	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.080	0.080	ROUTE END	N/A	TO ROUTE 0503ZZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMPS)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0100: SUMMER ROAD

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0501ZZ (SILVER HILL ROAD INTERCHANGE RAMPS)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B)
0.000	0.000	INTERSECTION	N/A	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B) CUT-THRU
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B)
0.005	0.068	CURB-AND-GUTTER	RIGHT	
0.009	0.076	CURB-AND-GUTTER	LEFT	
0.011	0.011	SIGN	RIGHT	WARNING, NO OUTLET
0.012	0.012	SIGN	RIGHT	REGULATORY, STOP
0.071	0.071	INTERSECTION	RIGHT	PAVED ROUTE (WEST SUMMER ROAD / NON-NPS)
0.072	0.074	CURB-AND-GUTTER	RIGHT	
0.074	0.074	SIGN	LEFT	GUIDE, W SUMMER RD
0.074	0.074	SIGN	RIGHT	GUIDE, SUMMER RD
0.074	0.074	SIGN	RIGHT	GUIDE, W SUMMER RD
0.080	0.080	INTERSECTION	N/A	UNPAVED ROUTE (PRIVATE DRIVE)
0.080	0.080	PARK BOUNDARY	N/A	
0.080	0.080	ROUTE END	N/A	TO PARK BOUNDARY AT END OF PAVEMENT

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500AZ: BRANCH AVENUE INTERCHANGE RAMP A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM BRANCH AVENUE
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.000	0.180	ONE-WAY	N/A	
0.008	0.180	CURB-AND-GUTTER	RIGHT	
0.024	0.024	INTERSECTION	LEFT	ROUTE 0500BZ (BRANCH AVENUE INTERCHANGE RAMP B)
0.029	0.114	CURB-AND-GUTTER	LEFT	
0.049	0.115	GUARD/GUIDE RAIL	LEFT	
0.115	0.115	INTERSECTION	LEFT	ROUTE 0500BZ (BRANCH AVENUE INTERCHANGE RAMP B)
0.124	0.158	CURB-AND-GUTTER	LEFT	
0.171	0.171	SIGN	RIGHT	REGULATORY, YIELD
0.180	0.180	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.180	0.180	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.180	0.180	ROUTE END	N/A	TO ROUTE 0002 (SUITLAND PARKWAY (WB)) AT MP 5.77 (ON RIGHT)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500BZ: BRANCH AVENUE INTERCHANGE RAMP B

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0002 (SUITLAND PARKWAY (WB)) AT MP 5.68 (ON RIGHT)
0.000	0.210	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.000	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.006	0.208	CURB-AND-GUTTER	RIGHT	
0.041	0.105	CURB-AND-GUTTER	LEFT	
0.045	0.045	SIGN	LEFT	GUIDE, EXIT
0.066	0.181	GUARD/GUIDE RAIL	RIGHT	
0.106	0.106	INTERSECTION	LEFT	ROUTE 0500AZ (BRANCH AVENUE INTERCHANGE RAMP A)
0.118	0.203	CURB-AND-GUTTER	LEFT	
0.182	0.182	SIGN	RIGHT	GUIDE, METRO
0.193	0.193	INTERSECTION	LEFT	ROUTE 0500AZ (BRANCH AVENUE INTERCHANGE RAMP A)
0.193	0.193	INTERSECTION	RIGHT	ROUTE 0500BZ (BRANCH AVENUE INTERCHANGE RAMP B) SPUR
0.203	0.209	CURB-AND-GUTTER	LEFT	
0.207	0.210	CURB-AND-GUTTER	RIGHT	
0.208	0.208	SIGN	RIGHT	REGULATORY, STOP
0.210	0.210	INTERSECTION	LEFT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.210	0.210	INTERSECTION	RIGHT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.210	0.210	SIGN	RIGHT	REGULATORY, STOP
0.210	0.210	ROUTE END	N/A	TO BRANCH AVENUE

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500CZ: BRANCH AVENUE INTERCHANGE RAMP C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM BRANCH AVENUE
0.000	0.120	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.006	0.013	CURB-AND-GUTTER	LEFT	
0.008	0.120	CURB-AND-GUTTER	RIGHT	
0.014	0.014	SIGN	LEFT	REGULATORY, YIELD
0.016	0.110	CURB-AND-GUTTER	LEFT	
0.017	0.017	INTERSECTION	LEFT	PAVED ROUTE (BRANCH AVENUE / NON-NPS) SPUR
0.117	0.117	SIGN	RIGHT	REGULATORY, YIELD
0.120	0.120	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.120	0.120	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.120	0.120	ROUTE END	N/A	TO ROUTE 0001 (SUITLAND PARKWAY (EB)) AT MP 0.54 (ON RIGHT)

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500DZ: BRANCH AVENUE INTERCHANGE RAMP D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0001 (SUITLAND PARKWAY (EB)) AT MP 0.46 (ON RIGHT)
0.000	0.150	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.000	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.005	0.150	CURB-AND-GUTTER	RIGHT	
0.008	0.008	SIGN	RIGHT	WARNING, RAMP 25 M.P.H.
0.026	0.150	CURB-AND-GUTTER	LEFT	
0.150	0.150	SIGN	LEFT	REGULATORY, STOP
0.150	0.150	SIGN	RIGHT	REGULATORY, STOP
0.150	0.150	INTERSECTION	RIGHT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.150	0.150	INTERSECTION	LEFT	PAVED ROUTE (BRANCH AVENUE / NON-NPS)
0.150	0.150	ROUTE END	N/A	TO BRANCH AVENUE

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501AZ: SILVER HILL ROAD INTERCHANGE RAMP A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0001
0.000	0.000	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.180	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.004	0.180	CURB-AND-GUTTER	RIGHT	
0.041	0.170	CURB-AND-GUTTER	LEFT	
0.045	0.045	SIGN	LEFT	GUIDE, EXIT
0.168	0.168	SIGN	RIGHT	REGULATORY, STOP
0.180	0.180	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.180	0.180	INTERSECTION	RIGHT	ROUTE 0400 (SATELLITE MAINTENANCE ROAD)
0.180	0.180	INTERSECTION	N/A	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.180	0.180	ROUTE END	N/A	TO SILVER HILL ROAD WESTBOUND

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501BZ: SILVER HILL ROAD INTERCHANGE RAMP B

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SILVER HILL ROAD EASTBOUND
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.220	ONE-WAY	N/A	
0.003	0.061	GUARD/GUIDE RAIL	RIGHT	
0.008	0.018	CURB-AND-GUTTER	LEFT	
0.008	0.125	CURB-AND-GUTTER	RIGHT	
0.010	0.010	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.010	0.010	SIGN	RIGHT	REGULATORY, PEDESTRIANS AND BICYCLES PROHIBITED
0.010	0.010	SIGN	RIGHT	GUIDE, COMMERCIAL VEHICLES PROHIBITED
0.126	0.126	INTERSECTION	LEFT	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B) CUT-THRU
0.126	0.126	INTERSECTION	RIGHT	ROUTE 0100 (SUMMER ROAD)
0.131	0.195	CURB-AND-GUTTER	LEFT	
0.135	0.135	SIGN	RIGHT	GUIDE, SUMMER ROAD
0.135	0.220	CURB-AND-GUTTER	RIGHT	
0.220	0.220	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.220	0.220	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.220	0.220	ROUTE END	N/A	TO ROUTE 0001

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501CZ: SILVER HILL ROAD INTERCHANGE RAMP C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0002
0.000	0.000	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.000	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.150	ONE-WAY	N/A	
0.005	0.150	CURB-AND-GUTTER	RIGHT	
0.027	0.150	CURB-AND-GUTTER	LEFT	
0.128	0.128	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.135	0.135	SIGN	RIGHT	GUIDE, 458 SILVER HILL RD WEST EAST
0.135	0.135	SIGN	RIGHT	GUIDE, SCOTLAND FEDERAL CENTER
0.150	0.150	SIGN	N/A	GUIDE, SILVER HILL RD
0.150	0.150	TRAFFIC LIGHT	N/A	
0.150	0.150	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.150	0.150	SIGN	RIGHT	REGULATORY, EAST
0.150	0.150	SIGN	RIGHT	REGULATORY, 458
0.150	0.150	TRAFFIC LIGHT	N/A	X2
0.150	0.150	SIGN	N/A	REGULATORY, ONLY
0.150	0.150	SIGN	LEFT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.150	0.150	SIGN	LEFT	REGULATORY, 458
0.150	0.150	INTERSECTION	RIGHT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.150	0.150	INTERSECTION	N/A	PAVED PARKING (SUITLAND STATION METRO SERVICES)
0.150	0.150	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.150	0.150	SIGN	N/A	REGULATORY, ONLY
0.150	0.150	SIGN	LEFT	REGULATORY, WEST
0.150	0.150	ROUTE END	N/A	TO SILVER HILL ROAD

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501DZ: SILVER HILL ROAD INTERCHANGE RAMP D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SILVER HILL ROAD WESTBOUND
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.110	ONE-WAY	N/A	
0.005	0.110	CURB-AND-GUTTER	RIGHT	
0.010	0.010	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.010	0.010	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.010	0.010	SIGN	RIGHT	REGULATORY, PEDESTRIANS AND BICYCLES PROHIBITED
0.010	0.084	CURB-AND-GUTTER	LEFT	
0.012	0.012	SIGN	LEFT	WARNING, GRAPHIC SIGN, NO TEXT
0.012	0.012	SIGN	LEFT	WARNING, GRAPHIC SIGN, NO TEXT
0.013	0.013	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.013	0.013	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.105	0.105	SIGN	RIGHT	REGULATORY, YIELD
0.110	0.110	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.110	0.110	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.110	0.110	ROUTE END	N/A	TO ROUTE 0002

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501EZ: SILVER HILL ROAD INTERCHANGE RAMP E

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SILVER HILL ROAD WESTBOUND
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.120	ONE-WAY	N/A	
0.005	0.005	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.005	0.120	CURB-AND-GUTTER	RIGHT	
0.005	0.005	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.005	0.005	SIGN	RIGHT	REGULATORY, PEDESTRIANS AND BICYCLES PROHIBITED
0.010	0.098	CURB-AND-GUTTER	LEFT	
0.110	0.110	SIGN	RIGHT	REGULATORY, YIELD
0.120	0.120	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.120	0.120	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.120	0.120	ROUTE END	N/A	TO ROUTE 0001

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501FZ: SILVER HILL ROAD INTERCHANGE RAMP F

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0001
0.000	0.150	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.000	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.004	0.150	CURB-AND-GUTTER	RIGHT	
0.021	0.036	CURB-AND-GUTTER	LEFT	
0.022	0.022	SIGN	LEFT	GUIDE, EXIT
0.039	0.039	INTERSECTION	LEFT	ROUTE 0501BZ (SILVER HILL ROAD INTERCHANGE RAMP B) CUT-THRU
0.041	0.067	CURB-AND-GUTTER	LEFT	
0.068	0.120	CURB-AND-GUTTER	LEFT	
0.099	0.120	GUARD/GUIDE RAIL	LEFT	
0.127	0.147	CURB-AND-GUTTER	LEFT	
0.146	0.146	SIGN	LEFT	REGULATORY, ONE WAY
0.146	0.146	SIGN	LEFT	REGULATORY, STOP
0.150	0.150	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.150	0.150	INTERSECTION	RIGHT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.150	0.150	ROUTE END	N/A	TO SILVER HILL ROAD EASTBOUND

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0501GZ: SILVER HILL ROAD INTERCHANGE RAMP G

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SILVER HILL ROAD EASTBOUND
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (SILVER HILL ROAD / NON-NPS)
0.000	0.140	ONE-WAY	N/A	
0.006	0.140	CURB-AND-GUTTER	RIGHT	
0.009	0.119	CURB-AND-GUTTER	LEFT	
0.009	0.009	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.009	0.009	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.020	0.020	SIGN	RIGHT	WARNING, RAMP 25 M.P.H.
0.126	0.126	SIGN	RIGHT	REGULATORY, YIELD
0.140	0.140	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.140	0.140	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.140	0.140	ROUTE END	N/A	TO ROUTE 0002

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0502AZ: SUITLAND ROAD INTERCHANGE RAMP A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0001
0.000	0.000	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.000	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.160	ONE-WAY	N/A	
0.004	0.160	CURB-AND-GUTTER	RIGHT	
0.032	0.158	CURB-AND-GUTTER	LEFT	
0.040	0.040	SIGN	LEFT	GUIDE, EXIT
0.040	0.040	SIGN	LEFT	GUIDE, MORNINGSIDE
0.125	0.125	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.160	0.160	SIGN	N/A	GUIDE, SUITLAND RD
0.160	0.160	TRAFFIC LIGHT	N/A	X2
0.160	0.160	SIGN	N/A	REGULATORY, ONLY
0.160	0.160	INTERSECTION	LEFT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.160	0.160	INTERSECTION	RIGHT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.160	0.160	ROUTE END	N/A	TO SUITLAND ROAD

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0502BZ: SUITLAND ROAD INTERCHANGE RAMP B

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0002
0.000	0.000	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.000	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.150	ONE-WAY	N/A	
0.004	0.150	CURB-AND-GUTTER	RIGHT	
0.013	0.143	GUARD/GUIDE WALL	RIGHT	
0.052	0.150	CURB-AND-GUTTER	LEFT	
0.059	0.059	SIGN	LEFT	GUIDE, EXIT
0.059	0.059	SIGN	LEFT	GUIDE, MORNINGSIDE
0.105	0.105	SIGN	RIGHT	WARNING, GRAPHIC SIGN, NO TEXT
0.150	0.150	INTERSECTION	LEFT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.150	0.150	INTERSECTION	RIGHT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.150	0.150	SIGN	N/A	GUIDE, SUITLAND RD
0.150	0.150	TRAFFIC LIGHT	N/A	X2
0.150	0.150	ROUTE END	N/A	TO SUITLAND ROAD

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0502CZ: SUITLAND ROAD INTERCHANGE RAMP C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SUITLAND ROAD
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.000	0.140	ONE-WAY	N/A	
0.005	0.115	CURB-AND-GUTTER	LEFT	
0.007	0.140	CURB-AND-GUTTER	RIGHT	
0.100	0.140	GUARD/GUIDE WALL	RIGHT	
0.140	0.140	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.140	0.140	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.140	0.140	ROUTE END	N/A	TO ROUTE 0001

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0502DZ: SUITLAND ROAD INTERCHANGE RAMP D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM SUITLAND ROAD
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (SUITLAND ROAD / NON-NPS)
0.000	0.150	ONE-WAY	N/A	
0.004	0.127	CURB-AND-GUTTER	LEFT	
0.012	0.150	CURB-AND-GUTTER	RIGHT	
0.148	0.148	SIGN	RIGHT	REGULATORY, YIELD
0.150	0.150	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.150	0.150	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.150	0.150	ROUTE END	N/A	TO ROUTE 0002

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0503AZ: ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0001
0.000	0.120	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.000	0.000	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.004	0.120	CURB-AND-GUTTER	RIGHT	
0.023	0.109	CURB-AND-GUTTER	LEFT	
0.028	0.028	SIGN	LEFT	GUIDE, ANDREWS AIR FORCE BASE NORTH GATE
0.028	0.028	SIGN	LEFT	GUIDE, EXIT
0.109	0.109	SIGN	RIGHT	REGULATORY, YIELD
0.120	0.120	INTERSECTION	LEFT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.120	0.120	INTERSECTION	N/A	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.120	0.120	ROUTE END	N/A	TO ROUTE 0503CZ

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0503BZ: ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 R

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0503CZ
0.000	0.080	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	LEFT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.000	0.000	INTERSECTION	N/A	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C)
0.005	0.080	CURB-AND-GUTTER	RIGHT	
0.008	0.069	CURB-AND-GUTTER	LEFT	
0.077	0.077	SIGN	RIGHT	REGULATORY, YIELD
0.080	0.080	INTERSECTION	LEFT	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.080	0.080	INTERSECTION	N/A	ROUTE 0001 (SUITLAND PARKWAY (EB))
0.080	0.080	ROUTE END	N/A	TO ROUTE 0001

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0503CZ: ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 4, therefore no culverts or drop inlets are reported in any Road Log. Culverts and drop inlets were inventoried in paved parking areas and can be found in the Parking Lot Condition Rating Sheets (Section 7) and Parkwide Maintenance Features Summary (Section 8).

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0002 AT MP 0.19
0.000	0.630	ONE-WAY	N/A	
0.000	0.000	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.000	0.000	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.005	0.213	CURB-AND-GUTTER	RIGHT	
0.017	0.230	CURB-AND-GUTTER	LEFT	
0.048	0.145	GUARD/GUIDE WALL	LEFT	
0.119	0.139	GUARD/GUIDE WALL	RIGHT	
0.148	0.148	OVERPASS	N/A	3564-003 (ANDREWS AFB ACCESS ROAD BRIDGE)
0.158	0.376	GUARD/GUIDE WALL	LEFT	
0.224	0.224	INTERSECTION	RIGHT	ROUTE 0503AZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP A)
0.232	0.232	INTERSECTION	LEFT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C) CUT-THRU
0.232	0.267	CURB-AND-GUTTER	RIGHT	
0.234	0.317	CURB-AND-GUTTER	LEFT	
0.238	0.238	SIGN	LEFT	GUIDE, CELL PHONES PROHIBITED
0.252	0.252	SIGN	LEFT	REGULATORY, USE PARKING LIGHTS
0.252	0.252	SIGN	LEFT	WARNING, BE PREPARED TO STOP
0.268	0.268	INTERSECTION	RIGHT	PAVED ROUTE (ANDREWS AFB ENTRANCE / NON-NPS)
0.273	0.283	CURB-AND-GUTTER	RIGHT	
0.288	0.288	INTERSECTION	RIGHT	PAVED ROUTE (ANDREWS AFB EXIT / NON-NPS)
0.292	0.328	CURB-AND-GUTTER	RIGHT	
0.295	0.295	SIGN	RIGHT	REGULATORY, PEDESTRIANS AND BICYCLES PROHIBITED
0.316	0.316	INTERSECTION	LEFT	ROUTE 0503CZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP C) CUT-THRU
0.322	0.613	CURB-AND-GUTTER	LEFT	
0.324	0.324	INTERSECTION	RIGHT	ROUTE 0503BZ (ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4 RAMP B)
0.336	0.507	CURB-AND-GUTTER	RIGHT	
0.341	0.341	SIGN	RIGHT	GUIDE, SUITLAND PKWY TO 4 WASHINGTON
0.371	0.393	GUARD/GUIDE WALL	RIGHT	

SUIT: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0503CZ: ANDREWS AFB NORTH GATE AND MARLBORO PIKE, MD 4

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.376	0.398	GUARD/GUIDE WALL	LEFT	
0.405	0.405	OVERPASS	N/A	3564-003 (ANDREWS AFB ACCESS ROAD BRIDGE)
0.412	0.518	GUARD/GUIDE WALL	LEFT	
0.508	0.508	INTERSECTION	RIGHT	ROUTE 0011 (TEXAS AVENUE) SPUR
0.513	0.543	CURB-AND-GUTTER	RIGHT	
0.521	0.521	SIGN	RIGHT	REGULATORY, COMMERCIAL VEHICLES PROHIBITED
0.521	0.521	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN, NO TEXT
0.551	0.551	INTERSECTION	RIGHT	ROUTE 0011 (TEXAS AVENUE)
0.552	0.630	CURB-AND-GUTTER	RIGHT	
0.630	0.630	INTERSECTION	LEFT	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.630	0.630	INTERSECTION	N/A	ROUTE 0002 (SUITLAND PARKWAY (WB))
0.630	0.630	ROUTE END	N/A	TO ROUTE 0002 AT MP 0.31

Suitland Parkway



Section 10 Appendix

APPENDIX A: GLOSSARY OF TERMS AND ABBREVIATIONS

TERM OR ABBREVIATION	DESCRIPTION OR DEFINITION
AADT	(Annual Average Daily Traffic) The estimate of typical daily traffic on a road segment for all days of the week over the period of one year.
CRS	Condition Rating Sheets. (Section 5)
Excellent	Excellent rating with an index value of 95 or greater
Fair	Fair rating with an index value from 61 to 84
Func. Class	Functional Classification (see Route ID, Section 4)
Good	Good rating with an index value from 85 to 94
IRI	International Roughness Index
Lane Width	Width from road centerline to fogline, or from centerline to edge-of-pavement when no fogline exists
MRR	Manually Rated Route
N/A	Not Applicable
NC	Not Collected
Paved Width	Width from edge-of-pavement to edge-of-pavement
PCR	Pavement Condition Rating (Appendix B, Section 10)
Poor	Poor Rating with an index value of 60 or less
RCI	Roughness Condition Index
SADT	(Seasonal Annual Daily Traffic) The AADT adjusted to represent just the period of the year containing 80 percent of the total annual traffic.
SCR	Surface Condition Rating (Appendix B, Section 10)
Shoulder Width	Distance from fogline to hinge point, or if no fogline, from edge-of-pavement to hinge point.

APPENDIX B: DESCRIPTION OF RATING SYSTEM

A numerical roadway rating system is used to describe the overall condition of the paved roadways and paved parking areas. In this system, a numerical rating between 0 and 100 is ascribed to each 0.02 miles of road. This numerical rating is called a Pavement Condition Rating (PCR). A “perfect” road, newly constructed with no surface distresses and a smooth surface, would be assigned a PCR rating of 100. Based on the type, severity, and extent of surface distresses points are deducted from 100 to arrive at the final PCR.

Data is collected on the following distresses and conditions:

- **Alligator Cracking** - a series of interconnecting cracks resembling alligator skin or chicken wire, which can occur anywhere in the lane.
- **Longitudinal Cracking** - cracks which are parallel to the pavement centerline or asphalt lay-down direction.
- **Transverse Cracking** - cracks perpendicular to the pavement centerline.
- **Pothole (patch)** - a bowl-shaped hole in the pavement surface. May be patched or not.
- **Rutting** - surface depressions in the wheel paths.
- **Roughness** is collected as International Roughness Index (IRI) and is used in the PCR formula. Roughness is measured in inches of vertical displacement of the vehicle per mile traveled.

A Distress Rating Index value is calculated for each of the individual distresses at the 0.02 mile, or every 105.6 feet.

Calculation of Index Values

Note: Index values < 0 default to 0. Index values > 100 default to 100.

For all indices, a higher value indicates a better road condition, and a lower value indicates a poorer road condition.

All severity protocols are taken from the SHRP Distress Identification Manual.

Condition Ranges for all Indices

Excellent	>=95
Good	>=85 and <95
Fair	>60 and <85
Poor	<=60

Alligator Crack Index

$$AC_INDEX = 100 - 40 * [(\%LOW / 70) + (\%MED / 30) + (\%HI / 10)]$$

Where :

The values %LOW, %MED and %HI describe the percent of the total WX measured area that is affected by alligator cracking of each severity level. These values range from ≥ 0 to ≤ 100 .

$\%LOW$ = (Total square area WX measured low severity alligator cracking) / (Section length * WX measured lane width)

$\%MED = (\text{Total square area WX measured medium severity alligator cracking}) / (\text{Section length} * \text{WX measured lane width})$

$\%HI = (\text{Total square area WX measured high severity alligator cracking}) / (\text{Section length} * \text{WX measured lane width})$

The denominators 70, 30, and 10 are the maximum allowable extents for the numerator value in the same units. For example, low severity alligator cracking totaling 70% of the measured section area would alone fail that section of road for this index.

The threshold for failure for this index is $AC_INDEX = 60$.

Severity Levels:

Low severity alligator cracking describes an area of cracks with no or only a few connecting cracks; cracks are not spalled (cracked, broken, chipped, frayed along the cracks); pumping (water seepage from beneath the pavement through the cracks) is not evident. Any sealed alligator cracks are low severity alligator cracks, as long as the sealant is still in good condition. If the sealant has reopened, and the crack is visible and can be measured, the crack severity is assigned according to that measurement.

Medium severity alligator cracking describes an area of interconnected cracks forming a complete pattern; cracks may be slightly spalled; pumping is not evident.

High severity alligator cracking describes an area of moderately or severely spalled interconnected cracks forming a complete pattern; pieces may move when subjected to traffic; pumping may be evident.

Longitudinal Crack Index

$LC_INDEX = 100 - 40 * [(\%LOW / 350) + (\%MED / 200) + (\%HI / 75)]$

Where:

The values %LOW, %MED and %HI describe the length of longitudinal cracking of each severity as a percent of the section length. These values are ≥ 0 and can exceed 100.

$\%LOW = (\text{Total linear feet WX measured low severity longitudinal cracking}) / (\text{Section length in linear feet})$

$\%MED = (\text{Total linear feet WX measured medium severity longitudinal cracking}) / (\text{Section length in linear feet})$

$\%HI = (\text{Total linear feet WX measured high severity longitudinal cracking}) / (\text{Section length in linear feet})$

The denominators 350, 200, and 75 are the maximum allowable extents for the numerator value in the same units. For example, medium severity longitudinal cracking with a total length that is 200% of the length of the section would alone fail that section of road for this index.

The threshold for failure for this index is $LC_INDEX = 60$.

Severity Levels:

Low severity longitudinal cracks have a mean width $\leq 1/4''$, or are sealed cracks of indeterminate width whose sealant material is in good condition.

Medium severity longitudinal cracks have a mean width $> 1/4''$ and $\leq 3/4''$.

High severity longitudinal cracks have a mean width $> 3/4''$.

Transverse Crack Index

$$TC_INDEX = 100 - \{[20 * ((LOW / 15.1) + (MED / 7.5))] + [40 * (HI / 1.9)]\}$$

Where:

The values **LOW**, **MED** and **HI** describe a count of the total number of transverse cracks of each severity level, where one transverse crack unit is equal to the WX measured lane width. These values are ≥ 0 .

LOW = (Total linear feet WX measured low severity transverse cracking) / (WX measured lane width)

MED = (Total linear feet WX measured medium severity transverse cracking) / (WX measured lane width)

HI = (Total linear feet WX measured high severity transverse cracking) / (WX measured lane width)

The denominators **15.1**, **7.5**, and **1.9** are the maximum allowable extents for the numerator value in the same units. For example, high severity transverse cracking with a total length that amounts to 1.9 times the WX measured lane width would alone fail that section of road for this index.

The threshold for failure for this index is $TC_INDEX = 60$.

Severity Levels:

Low severity transverse cracks have a mean width $\leq 1/4$ " , or are sealed cracks of indeterminate width whose sealant material is in good condition.

Medium severity transverse cracks have a mean width $> 1/4$ " and $\leq 3/4$ " .

High severity transverse cracks have a mean width $> 3/4$ " .

Patching Index

$$PATCH_INDEX = 100 - 40 * (%PATCHING / 80)$$

Where:

The value **%PATCHING** describes the percent of the total WX measured area that is affected by patching. This value ranges from ≥ 0 to ≤ 100 .

%PATCHING = (Total area WX measured patching) / (Section length * WX measured lane width)

The denominator **80** is the maximum allowable extent for the numerator value in the same units. Patching totaling 80% or more of the measured section area fails a section of road for this index.

The threshold for failure for this index is $PATCH_INDEX = 60$.

There are no severity levels for patching.

Rutting Index

$$RUT_INDEX = 100 - 40 * [(%LOW / 160) + (%MED / 80) + (%HI / 40)]$$

Where:

10 ARAN rut depth measurements are taken per full .02 section for each of 2 wheel paths (left and right), resulting in a total of 20 measurements taken for both wheel paths. The values %LOW, %MED and %HI describe the number of ARAN rut depth measurements of both wheel paths in the section whose values are of each severity level, calculated as a percentage of the total number of ARAN rut depth measurements taken for a single wheel path in the section. These values range from ≥ 0 to ≤ 200 .

%LOW = (Total number of ARAN measured low severity ruts in section for both wheel paths) / (Total number of ARAN rut measurements in section for a single wheel path)

%MED = (Total number of ARAN measured medium severity ruts in section for both wheel paths) / (Total number of ARAN rut measurements in section for a single wheel path)

%HI = (Total number of ARAN measured high severity ruts in section for both wheel paths) / (Total number of ARAN rut measurements in section for a single wheel path)

The denominators 160, 80, and 40 are the maximum allowable extents for the numerator value in the same units. For example, low severity ruts recorded in 16 of the 20 total readings (or 160% of a full wheel path's worth of readings) for a full .02 section would fail that section for this index.

The threshold for failure for this index is RUT_INDEX = 60.

Severity Levels:

Ruts with an ARAN measured depth $< 0.20''$ are not included in the distress calculations.

Low severity ruts have an ARAN measured depth $\geq 0.20''$ and $\leq 0.49''$.

Medium severity ruts have an ARAN measured depth $\geq 0.50''$ and $\leq 0.99''$.

High severity ruts have an ARAN measured depth $\geq 1.00''$.

Roughness Condition Index

$$RCI = 32 * [5 * (2.718282 ^ (-0.0041 * AVG IRI))]$$

Where:

The value AVG IRI describes the average value of the Left IRI and Right IRI measurements for the section. This value can range from approximately 40 to over 1000.

$$AVG IRI = (ARAN \text{ measured Left IRI} + ARAN \text{ measured Right IRI}) / 2$$

There is no applicable threshold for failure for this index.

NOTE: Collection of roughness data is dependent on the data collection vehicle traveling at a minimum speed of 12 mph. In the event that a route cannot be safely traveled at this minimum speed, and results in no roughness data, the SCR only will be calculated.

Surface Condition Rating Index

$$SCR = 100 - [(100 - AC_INDEX) + (100 - LC_INDEX) + (100 - TC_INDEX) + (100 - PATCH_INDEX) + (100 - RUT_INDEX)]$$

Where:

See above for determinations of [AC_INDEX](#), [LC_INDEX](#), [TC_INDEX](#), [PATCH_INDEX](#) and [RUT_INDEX](#).

The threshold for failure for this index is $SCR = 60$.

Pavement Condition Rating Index Asphaltic Concrete Pavement (AS)

$$PCR = (0.60 * SCR) + (0.40 * RCI)$$

Where:

See above for determinations of [SCR](#) and [RCI](#).

The values [0.60](#) and [0.40](#) function as weights within the formula.

If [SCR](#) equals zero (which means that the road surface condition is very poor), then the formula simply reduces to: $PCR = 0.40 * RCI$.

If [RCI](#) equals zero (which means that this value was not available for some reason), then the formula becomes: $PCR = SCR$.

The threshold for failure for this index is $PCR = 60$.

Pavement Condition Rating Index Portland Cement Concrete Pavement (CO)

$$\text{Concrete PCR} = -0.0012(IRI^2) + 0.0499(IRI) + 99.542$$

Where:

The threshold for failure for this index is $PCR = 60$.

Parking Lot and Manually Rated Road Condition Rating

Surface Condition Distresses- Chip Seal:

- Raveling – loss of surface rock chips revealing previous surface
- Bleeding – asphalt or tar is bleeding through to the surface where surface looks slick with asphalt
- Rutting
- Potholes/Patching

Ratings - Chip Seal:

- Excellent – None of the surface affected by the above (recently constructed)
- Good – Less than 10% of surface affected by the above
- Fair – Between 10% and 40% of surface affected by the above
- Poor – More than 40% of surface affected by the above

Surface Condition - Asphalt:

- Cracking of any type
- Rutting
- Potholes/Patching

Ratings - Asphalt:

Excellent – None of the surface affected by the above (recently constructed)

Good – Less than 10% of surface affected by the above

Fair – Between 10% and 40% of surface affected by the above

Poor – More than 40% of surface affected by the above

Index Values of Visual Ratings on Parking Lots and Manually Rated Roads

Under Construction 100

Excellent 97

Good 90

Fair 73

Poor 45

APPENDIX C: GENERAL INFORMATION ON RIP SYSTEMS

DMI (Distance Measuring Instrument)

The DMI (Distance Measuring Instrument) obtains road length measurements that are highly accurate (to 0.001 miles). The DMI is connected to the outside of the rear wheel on the driver's side, and is wired into the antilock braking system (ABS). The number of pulses recorded for each wheel rotation by the ABS is registered by the DMI, which transmits a measurement of distance traveled to the processing computers in the ARAN. The DMI distance measurements are the foundation to which all the other subsystems are tied.

Digital Image Information

All images collected in Cycle 4 are digital images in .jpg format. These images provide adequate resolution for identifying sign and feature inventories and pavement evaluations. The images can be viewed with an interactive software program called VisiData. Each park will receive a copy of the VisiData program. Cycle 4 data, as well as Cycle 3 data, can be viewed using the Visi-Data software program. This program is a data presentation and analysis tool that can be accessed either at the individual park, park region or at NPS headquarters. The data is organized in a hierarchical manner and presented in tabular and graphical formats. The user is able to perform queries and drill down through the data to find the particular information they are looking for. Associated digital right-of-way images from either the LAN, USB port, individual DVD can be presented along with GPS locations.

Right-of-way (ROW) Video

Three digital cameras are mounted above the vehicle's windshield that point directly forward and slightly to the left and right. These cameras each collect one image every 0.002 miles (10.56 feet) in the primary-direction lane, to give a panoramic field-of-view of about 160 degrees. (Forward-facing video from the center camera only is collected in the opposite-direction lane of travel.)

If data collection speed exceeds 35-40 mph, the network and storage computers may become overwhelmed and may begin to drop individual video frames. Occasional common video quality issues include sun glare and rapid changes between sunlight and shadow. The camera system is equipped with auto risers that sometimes cannot adjust quickly enough to collect optimal video images.

FHWA ARAN CAMERA SPECIFICATIONS	
Forward-Facing Cameras (ROW)	
Focal length	10 mm
Chip size	8.71mm X 6.90mm
Naming convention of each image	chainage.jpg
Image resolution	1300 X 1030
Image pixel size	depends on distance
Relative position of the GPS unit to each camera	2.104 meters from front-center rutbar to camera
<i>The ARAN has a lever arm setting which tells the POS system where the center of the rutbar is with respect to the GPS antennas.</i>	

Pavement Video

Pavement video images are collected by the data collection vehicle to use in later analysis to determine extents and severities of different types of pavement distress. The pavement in the primary-direction road lane is filmed continuously by two analog cameras attached to booms extended from the rear of the ARAN on the left and right sides. Strobe lights fire synchronously with the opening of the camera shutters to eliminate shadows and motion blur. The images from the two cameras overlap, and are stitched together in real time to create a continuous strip image of the pavement in the primary direction lane. This strip has a maximum width of 3.0 meters (actual width depends on pavement camera calibration) and is sectioned for ease of file management every 0.010 miles (52.8 feet).

The cameras both have a resolution of 640 x 480, making the threshold of visible pavement cracks about 3 mm. Because the cameras are triggered by time and not distance traveled, this subsystem requires a minimum operating speed of 6 mph, otherwise images are taken on top of one another and result in checkered or black pavement video.

FHWA ARAN CAMERA SPECIFICATIONS	
Pavement Cameras	
Image Pixel size	3.135 mm /side
Image Resolution	640 X 480
Area that images cover	1.5 m X 1.2 m
Full color or grayscale	grayscale
Vehicle speed limitations	80km/h
Aperture setting	Auto-iris
Exposure setting	1/50000

FHWA ARAN GPS & Inertial System

GPS is collected by a NovAtel MiLlennium, 12 channel, dual frequency L1/L2, DGPS ready receiver with a MiLlennium 502 GPS antenna. An OmniStar 3000 LR provides real-time differential correction. An Applanix POS/LV is the inertial system that fills in when GPS is unavailable. The antenna is mounted in the center of the roof, slightly toward the rear of the vehicle, but a lever arm is applied to place the operational location of GPS recording at the center of the rutbar on the front bumper of the vehicle. Expected accuracy under ideal conditions is sub meter.

GPS Collected on Manually Rated Routes

Parking areas and roads that are not fully drivable with the ARAN data collection vehicle are collected manually by field technicians. GPS is collected for these routes using GPS field data collection utilizes Trimble ProXRS or ProXH Receivers matched with Trimble TSC1 or Ranger handheld Data Loggers, connected to Trimble Hurricane Antennas giving sub meter accuracy in ideal conditions. This collection equipment has varied as technology has improved over the years of RIP data collection. Some GPS files collected as early as 1998 have been verified for accuracy and perpetuated through the current cycle of data collection.

GPS SHAPEFILES

Type of Route and Collection Shape Filename		
Roads driven by ARAN	Line	park_road_04.dbf/.shp/.shx
Parking Areas	Polygon	park_pkg_04.dbf/.shp/.shx
Roads Manually Rated as Lines (not in every park)	Line	park_mrl_04.dbf/.shp/.shx
Roads Manually Rated as Polygons (not in every park)	Polygon	park_mrp_04.dbf/.shp/.shx

- Datum for all GPS shapefiles is LL_WGS84_DD (Latitude Longitude _World Geodetic Survey 1984_Decimal Degrees)
- In filename, “park” is NPS four-letter alphabetic code.
- The source for route data required for data processing and report production is the PARK_RouteInfo.mdb.

Condition Photos Taken of Manually Rated Roads

One or more digital photos are taken by Canon Power Shot G2 4.0 Mega Pixel digital camera for each manually rated route in a National Park. They are stored in .jpg format named with the four-letter NPS park alphabetic code, route number, and the photo number assigned by the camera. For example, YOSE_0900_4434.jpg is the filename of the photo named 4434 by the camera that was taken of Yosemite National Park route 0900.

Scenic Photos

Scenic photos are taken by Canon Power Shot G2 4.0 Mega Pixel digital camera throughout each park and are named with the four-letter NPS park alphabetic code and the count of the photo taken in that park. For example, GRCA003.jpg is the filename of the third scenic photo taken in Grand Canyon National Park. The number of scenic photos provided will vary between parks.

APPENDIX D: METADATA

FHWA – NPS Road Inventory Program Cycle 4 Metadata

The purpose of these sheets is to provide users of the Road Inventory Program's data with data accuracies and tolerances to help users define ways in which the RIP data can and cannot be used. For further information on specifics of data collection equipment, data collection procedures, equipment calibrations, or quality control/quality assurance procedures, please contact Jim Kennedy, Project Manager, Data Quality Assurance, at 720-963-3560 or jim.kennedy@fhwa.dot.gov.

All Road Inventory Program data undergoes quality control and quality assurance testing. This document represents the known data accuracies and tolerances for the data collection equipment, data collection procedures, and data processing procedures currently in use. Many additional tests conducted on the park databases during the quality assurance phase to ensure data integrity are not listed as a part of this document. Before it is delivered, a park database undergoes a large set of table design consistency, field data format consistency, data completeness, uniqueness of key fields, data reasonableness, acceptable data range, within-field data consistency, between-field data consistency, and between-table data consistency tests. Additional data sampling checks are conducted to ensure proper data upload from raw files into the park database and to quality check the pavement crack analysis. Further information is detailed in the FHWA – NPS RIP Quality Assurance Manual, available upon request.

This description of metadata includes only the known accuracies with which a data field matches its expected value. The tables that follow this page show each database field's:

- Field – field name
- Format – data type and number of characters of field
- Expected Value – meaning of value assigned to field
- Source – when in process field value obtained
- Validation – how field value obtained
- Expected Accuracy – accuracy with which contents of field match Expected Value

Verifying and continually improving the accuracy of Road Inventory Program data is an ongoing goal of the Federal Highway Administration and the National Park Service. Field testing and post-collection analysis of ARAN (Automatic Road ANalyzer) -collected data will continue in Cycle 4. Data quality is expected to improve as the FHWA – NPS Road Inventory Program continues to operate, due to the fact that future data collection cycles will consist in large part of data updates. Also, technological improvements are expected to render the data increasingly consistent with actual roadway conditions as data collection cycles progress.

Specific Caveats

- MUTCD based on contents & colors of sign, not on size
- Database records that show a Portland Cement Concrete (CO) surface type sometimes include distress index values that seem to show a perfect roadway. Condition assessments on concrete pavements are not conducted for Alligator Cracking, Transverse or Longitudinal Cracking, Patching, or Rutting. Perfect values for concrete road sections for these indexes are default values and do not represent a condition assessment of the concrete surfaces.
- On the USB drive, in the Database folder, parks are provided with intersection lists and exceptions lists. These documents should be treated as raw files and are not accurate. Refer to the final database for accurately post-processed intersection data.
- Most roadway data is collected in the primary direction lane of a roadway. To save data storage space and to reduce data analysis efforts, the assumption was made that the paved surface condition of a route's primary lane adequately represents the surface condition of the full roadway. Therefore, in the database, opposite-direction records in the PMS_Tenth table do not include assessed values for roadway surface distresses. Values such as 0, N/A, -1, or a repeat of the primary-direction assessed value indicate that no assessment was performed. The PMS_20 and PMS_Mile tables simply exclude all opposite routes.

- Roadway Data is collected in intervals of 0.010 miles (52.8feet) constituting a “station”.
- Most roadway features are collected relative to the primary direction lane of a roadway, using the primary-direction video and mileage. Signs and Mile Markers are the only features collected using the opposite-direction video with mileage location referenced to the primary direction lane of the roadway.
- Route_GPS table contains GPS positional information collected by the ARAN and post processed with Applanix POSPac Land 5.0 post-processing software. No manual adjustments have occurred on this table.
- Modifications to the Park_ROAD_04.dbf/.shp/.shx files may have been necessary for report esthetics.
- Modifications to the Park_PKG_04.dbf/.shp/.shx files may have been necessary for report esthetics.
- Cycle 4 utilizes the Microsoft Office 2003 suite of products and Crystal Reports XI for document and data file generation and reporting.
- All PDF files are in Adobe Acrobat 7.0 Professional format.
- All ArcGIS files are created using ESRI Version 9.x software.
- Thumbnail images are created at 1/10 original image size for Right-of-Way and Pavement Images.
- FHWA is investigating the rutting methodology and calculated values it currently reports. Equipment limitations and analysis methods may be over reporting, low severity rutting.

Key to Notes in Tables

(1): Note that only one value fits in field, so even if this value varies throughout the route, only predominant value is recorded here.

(2): Shoulder width is measured at route start and every half-mile along the route in the primary direction. Width is the entire width of the drivable shoulder, regardless of the presence or absence of pavement, from the fog line to the shoulder hinge point, or if no fog line exists, from the edge of pavement to the hinge point. Identification of shoulder hinge point can be problematic using video analysis. Some paved ditches may be mistakenly recorded as shoulders where the shoulder hinge point and change in slope are not easily distinguished from the video.

(3): Mileage is measured by the ARAN (Automatic Road ANalyzer) data collection vehicle out to the 0.001 decimal place. The DMI (distance measuring instrument) is very accurate, with extremely slight variations in measurement due to air temperature, tire inflation, curves, hills, and equipment calibration.

(4): Features are measured differently depending on whether they are visible in the forward-facing video of the roadway, but every feature milepost measurement depends on the baseline measurement of the data collection vehicle’s mileage. The ARAN (Automatic Road ANalyzer) data collection vehicle’s mileage is measured by the DMI (distance measuring instrument) out to the 0.001 decimal place. The DMI is very accurate, with extremely slight variations in measurement due to air temperature, tire inflation, curves, hills, and equipment calibration. If a feature will not be visible in the forward-facing video, its milepost is determined by the data collectors’ key press tagging the milepost when the ARAN passes the feature. Key presses are entered into the ARAN software when the vehicle travels typically between 15 and 45 miles/hour, so a delay of a single second as the vehicle passes a feature would result in an inaccuracy of 0.004 miles (22 feet) to 0.012 miles (66 feet). If a feature is visible in the video, its milepost is determined during post-processing using a video measurement software called Surveyor.

(5): Condition assessments on concrete (PCC) pavements are not conducted for Alligator Cracking, Transverse or Longitudinal Cracking, Patching, or Rutting. Perfect values for concrete road sections for these indexes are default values and do not represent a condition assessment of the concrete surfaces.

(6): Roadway cracking presence, type, severity, and extent are determined by filming the roadway in the primary lane continuously with two overlapping analog cameras of 640 x 480 resolutions. The images from both cameras are stitched together in real time to create a continuous strip image of the roadway pavement in the primary lane. Cracks 3 mm or greater in width are visible in this video. A semi-automatic process running the WiseCrax software with additional input by human operators provides the cracking quantities recorded in these database fields. Quality checks have determined that a consistent 80% or better of the visible cracks are recorded.

Access Database Metadata

MASTER Table Metadata:

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	RIP_CYCLE	XX	4, for data collection cycle 4	Route ID Meeting	FHWA Determination	100% Referenced to other tables
2	STATE	XX	State where route is located	Route ID Meeting	Park Input / FHWA Determination	100%, Referenced to other tables (1)
3	PARK_ALPHA	XXXX	Park alpha code	Route ID Meeting	NPS References	100%, Referenced to other tables
4	PARK_NO	XXXX	Park numeric code	Route ID Meeting	NPS References	100%, Referenced to other tables
5	RTE_NO	9999XXX	Route number	Route ID Meeting	Park Input / FHWA Classification	100%, Referenced to other tables
6	RTE_NAME	(Text)	Route name	Route ID Meeting	Park Input	100%, Referenced to other tables. 100 characters fit in field
7	FUNCT_CLASS	X	Route functional classification	Route ID Meeting	Park Input / FHWA Classification	100%, Referenced to other tables
8	DIRECTION	XXX	Survey lane: PRI (primary) or OPP (opposite)	Route ID Meeting	Park Input / FHWA Determination	100%,
9	BEG_MP_EST	999.999 (miles)	Estimated starting MP	Route ID Meeting	Park Input / FHWA Determination	Estimated before data collected
10	END_MP_EST	999.999 (miles)	Estimated ending MP	Route ID Meeting	Park Input / FHWA Determination	Estimated before data collected
11	RTE_LENGTH	999.999 (miles)	Collected route length	ARAN Data Collection	Automatic Output	100%
12	FROM_DESC	(Text)	Beginning terminus of route	Route ID Meeting	Park Input / FHWA Determination	100% Referenced to other tables
13	TO_DESC	(Text)	Ending terminus of route	Route ID Meeting	Park Input / FHWA Determination	100% Referenced to other tables
14	NO_LANES	X	Number of lanes in route	ARAN Data Collection	Survey Crew Input	Untested. (1)
15	SURF_TYPE	XX	Surface type of route	ARAN Data Collection	Survey Crew Input	100%, Referenced to other tables (1)
16	COMP_DIR	XX	Compass direction of route's primary lane (nearest cardinal direction)	Route ID Meeting	Park Input / FHWA Determination	Untested
17	COMMENTS	(Text)	Special information, if any	Contractor Post-processing	Contractor Input	Untested
18	FILENAME	(Text)	Filename of raw data files	ARAN Data Collection	Automatic Output	100%
19	SECTION	(Text)	Route section ID	Route ID Meeting/ARAN Data Collection	Survey Crew Input/Automatic Output	100%

20	FKEY	9999999	Unique record ID	Contractor Post-processing	Database Processing	100%
21	DATE	MM/DD/YY	Data collection date	ARAN Data Collection	Automatic Output	100%
22	BEG_MP	999.999 (miles)	Beginning MP collected	ARAN Data Collection	Automatic Output	100% (3)
23	END_MP	999.999 (miles)	Ending MP collected	ARAN Data Collection	Automatic Output	100% (3)

PMS_FEATURE Table Metadata:

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	RIP_CYCLE	XX	4, for data collection cycle 4	Route ID Meeting	FHWA Determination	100% Referenced to other tables
2	STATE	XX	State where route is located	Route ID Meeting	Park Input / FHWA Determination	Untested (1)
3	PARK_ALPHA	XXXX	Park alpha code	Route ID Meeting	NPS References	100% Referenced to other tables
4	PARK_NO	XXXX	Park numeric code	Route ID Meeting	NPS References	100% Referenced to other tables
5	RTE_NO	9999XXX	Route number	Route ID Meeting	Park Input / FHWA Classification	100% Referenced to other tables
6	FMSS_EQUIP	XXXXXXXX	Facility Management Software System Equipment number	NPS FMSS application	NPS References	Untested
7	FUNCT_CLASS	X	Route functional class	Route ID Meeting	Park Input / FHWA Classification	100% Referenced to other tables
8	DIRECTION	XXX	Survey lane: PRI (primary) or OPP (opposite)	Route ID Meeting	Park Input / FHWA Determination	100%
9	MP	999.999 (miles)	Feature location along route	ARAN Data Collection/Contractor Post-processing	Video Analysis	<=0.001 mile
10	BEG_MP	999.999 (miles)	Feature Beginning location along route	Contractor Post-processing	Video Analysis	<=0.001 mile
11	END_MP	999.999 (miles)	Feature Ending location along route	Contractor Post-processing	Video Analysis	<=0.001 mile
12	FEATURE_LENGTH	999.99 (Feet)	Linear Feature Length	Contractor Post-processing	Database Processing	100%
13	EVENT	XXXX	Event category of feature	Contractor Post-processing	Video Analysis	Untested
14	EVENT_CODE	XXXX	Event sub-category of feature	Contractor Post-processing	Video Analysis	Untested
15	FEATURE_TYPE	(Text)	Feature designation: LINEAR or POINT	Contractor Post-processing	Video Analysis	Untested
16	EVENT_DESC	(Text)	Description of feature/contents of sign	Contractor Post-processing	Video Analysis	Untested
17	MUTCD	(Text)	MUTCD Code of Sign	Contractor Post-processing	Database Processing	95%
18	CONDITION	“N/A”	Sign condition. N/A. Not to be populated	Contractor Post-processing	Video Analysis	Values inaccurate, defaulted to “N/A”
19	COMMENT	(Text)	Sign label, intersecting route, etc.	Contractor Post-processing	Database Processing	Untested
20	OFFSET	“N/A”	Offset from Road Edge. N/A. Not to be populated	Contractor Post-processing	Database Processing	Values inaccurate, defaulted to “N/A”

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
21	SIDE	(Text)	Side of route relative to lane driven	Contractor Post-processing	Video Analysis	95%
22	STR_NUMBER	(Text)	FHWA bridge structure number	FHWA Post-processing	Database Processing	Untested
23	BARR_MAT	(Text)	Barrier Material Type	Contractor Post-processing	Video Analysis	Untested
24	BARR_TYPE	(Text)	Barrier Type	Contractor Post-processing	Video Analysis	Untested
25	BARR_POST_MAT	(Text)	Barrier Post Materials	Contractor Post-processing	Video Analysis	Untested
26	BARR_BEG_TERM	(Text)	Barrier Approach Treatment	Contractor Post-processing	Video Analysis	Untested
27	BARR_END_TERM	(Text)	Barrier End Treatment	Contractor Post-processing	Video Analysis	Untested
28	CURB_MAT	(Text)	Curb Material Type	Contractor Post-processing	Video Analysis	Untested
29	PAVED_DITCH_MAT	(Text)	Paved Ditch Material Type	Contractor Post-processing	Video Analysis	Untested (2)
30	GATE_MAT	(Text)	Gate Material Type	Contractor Post-processing	Video Analysis	Untested
31	GATE_STYLE	(Text)	Gate Style	Contractor Post-processing	Video Analysis	Untested
32	BEG_GPS_LAT	999.999999	GPS Latitude Co-ordinate (decimal degrees)	Contractor Post-processing	Video Analysis	<= 3.00 feet
33	BEG_GPS_LON	-999.999999	GPS Longitude Co-ordinate (-decimal degrees)	Contractor Post-processing	Video Analysis	<= 3.00 feet
34	BEG_GPS_ELEV	99999.9	GPS Elevation Feet	Contractor Post-processing	Video Analysis	Untested
35	BEG_GPS_MODE	(Text)	GPS Satellite Mode	Contractor Post-processing	Video Analysis	Untested
36	END_GPS_LAT	999.999999	GPS Latitude Co-ordinate (decimal degrees)	Contractor Post-processing	Video Analysis	<= 3.00 feet
37	END_GPS_LON	-999.999999	GPS Longitude Co-ordinate (-decimal degrees)	Contractor Post-processing	Video Analysis	<= 3.00 feet
38	END_GPS_ELEV	99999.9	GPS Elevation Feet	Contractor Post-processing	Video Analysis	Untested
39	END_GPS_MODE	(Text)	GPS Satellite Mode	Contractor Post-processing	Video Analysis	Untested
40	DATUM	(Text)	LL_WGS84_DD	Contractor Post-processing	Database Processing	100%
41	VIDEO	<Park>C04VID<#>	Removable USB video hard drive number	Contractor Post-processing	Database Processing	Untested
42	IMAGE	(Text)	Filename of .jpg image showing feature	Contractor Post-processing	Automatic Output	Untested
43	DATE	MM/DD/YY	Data collection date	ARAN Data Collection	Automatic Output	100%
44	FILENAME	(Text)	Filename of raw data files	ARAN Data Collection	Automatic Output	100%
45	SECTION	(Text)	Route section ID	Route ID Meeting/ARAN Data Collection	Survey Crew Input/Automatic Output	100%
46	FKEY	(Numeric)	Unique record ID	Contractor Post-processing	Database Processing	100%
47	VISI_FROM	999999 (millimiles)	Raw MP of first video frame showing feature	Contractor Post-processing	Database Processing	Untested
48	VISI_TO	999999 (millimiles)	Raw MP of last video frame showing feature	Contractor Post-processing	Database Processing	Untested

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
49	IDKEY	(Text)	Unique record ID used by VisiData	Contractor Post-processing	Database Processing	Untested
50	MP_REF	(Text)	Range of mileage to play in VisiData	Contractor Post-processing	Database Processing	Untested

List of Roadway Features						
#	EVENT	EVENT_CODE	FEATURE_TYPE	EVENT_DESC	STRUCTURE #	COLLECTED BY
1	BRIDGE	BRDG	LINEAR	BRIDGE	ALWAYS	ARAN
2	CATTLE GUARD	CGD	POINT	CATTLE GUARD	-	VIDEO RATING
3	CONSTRUCTION	CNST	LINEAR	CONSTRUCTION WORK ZONE	-	ARAN
4	CULVERT	CUL	POINT	CULVERT	SOMETIMES	ARAN
5	CURB	CRBL	LINEAR	CURB ON LEFT	-	VIDEO RATING
	""	CRBR	LINEAR	CURB ON RIGHT	-	VIDEO RATING
6	CURB-AND-GUTTER	CAGL	LINEAR	CURB-AND-GUTTER ON LEFT	-	VIDEO RATING
	""	CAGR	LINEAR	CURB-AND-GUTTER ON RIGHT	-	VIDEO RATING
7	DROP INLET	DINL	POINT	DROP INLET ON LEFT	-	ARAN
	""	DINR	POINT	DROP INLET ON RIGHT	-	ARAN
8	GATE	GATE	POINT	GATE	-	VIDEO RATING
9	FIRE HYDRANT	FHDL	POINT	FIRE HYDRANT ON LEFT	-	VIDEO RATING
	""	FHDR	POINT	FIRE HYDRANT ON RIGHT	-	VIDEO RATING
10	GUARD/GUIDE WALL	GGWL	LINEAR	GUARD/GUIDE WALL ON LEFT	-	VIDEO RATING
	""	GGWR	LINEAR	GUARD/GUIDE WALL ON RIGHT	-	VIDEO RATING
11	GUARD/GUIDE RAIL	GGRL	LINEAR	GUARD/GUIDE RAIL ON LEFT	-	VIDEO RATING
	""	GGRR	LINEAR	GUARD/GUIDE RAIL ON RIGHT	-	VIDEO RATING
12	INTERSECTION	INTL	POINT	INTERSECTION ON LEFT	-	ARAN
	""	INTR	POINT	INTERSECTION ON RIGHT	-	ARAN
	""	INTN	POINT	INTERSECTION SIDE N/A	-	ARAN

13	LANE DEVIATION	LADV	LINEAR	LANE DEVIATION	-	ARAN
14	LOW WATER CROSSING	LWCR	LINEAR	LOW WATER CROSSING	SOMETIMES	VIDEO RATING
15	MILE MARKER	MML	POINT	MILE MARKER ON LEFT	-	VIDEO RATING
	""	MMR	POINT	MILE MARKER ON RIGHT	-	VIDEO RATING
16	OVERPASS	OPV	POINT	OVERPASS VEHICULAR	SOMETIMES	ARAN
	""	OPP	POINT	OVERPASS PEDESTRIAN	SOMETIMES	ARAN
	""	OPRX	POINT	OVERPASS RAILROAD CROSSING	SOMETIMES	ARAN
17	PARK BOUNDARY	PRK	POINT	PARK BOUNDARY	-	ARAN
18	PAVED DITCH	PVDL	LINEAR	PAVED DITCH ON LEFT	-	VIDEO RATING
	""	PVDR	LINEAR	PAVED DITCH ON RIGHT	-	VIDEO RATING
19	PULLOUT	PLOL	LINEAR	PULLOUT ON LEFT	-	VIDEO RATING
	""	PLOR	LINEAR	PULLOUT ON RIGHT	-	VIDEO RATING
20	RAILROAD CROSSING	RRX	POINT	RAILROAD CROSSING	-	VIDEO RATING
21	RETAINING WALL	RTWL	LINEAR	RETAINING WALL ON LEFT	-	VIDEO RATING
	""	RTWR	LINEAR	RETAINING WALL ON RIGHT	-	VIDEO RATING
22	ROUTE BEGIN	RBEG	POINT	ROUTE BEGIN	-	ARAN
23	ROUTE END	REND	POINT	ROUTE END	-	ARAN
24	SIGN	REGU, WARN, GUID, UNKN	POINT	DOCUMENT CONTENTS OF SIGN. (WHAT THE SIGN SAYS) FOR GRAPHICS ONLY SIGNS POPULATED WITH ("GRAPHIC SIGN, NO TEXT") FOR UNREADABLE TEXT POPULATED WITH ("UNABLE TO READ FROM VIDEO")	-	VIDEO RATING
25	STATE BOUNDARY	STB	POINT	STATE BOUNDARY	-	ARAN
26	TRAFFIC LIGHT	TRF	POINT	TRAFFIC LIGHT	-	VIDEO RATING
27	TUNNEL	TUN	LINEAR	TUNNEL	ALWAYS	ARAN

PMS_20, PMS_MILE, & PMS_TENTH Tables Metadata:

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	RIP_CYCLE	XX	4, for RIP data collection Cycle 4	Route ID Meeting	FHWA Determination	100% Referenced to other tables
2	STATE	XX	State where route is located	Route ID Meeting	Park Input/FHWA Determination	Untested. (1)
3	PARK_ALPHA	XXXX	Park alpha code	Route ID Meeting	NPS References	100% Referenced to other tables
4	PARK_NO	XXXX	Park numeric code	Route ID Meeting	NPS References	100% Referenced to other tables
5	RTE_NO	9999XXX	Route number	Route ID Meeting	Park Input/FHWA Classification	100% Referenced to other tables
6	FUNCT_CLASS	X	Route functional class	Route ID Meeting	Park Input/FHWA Classification	100% Referenced to other tables
7	DIRECTION	XXX	Survey lane: PRI (primary) or OPP (opposite)	Route ID Meeting	Park Input/FHWA Determination	100%
8	BEG_MP	999.999 (miles)	MP at start of road interval described by database record	Contractor Post-processing	Database Processing	100% (3)
9	END_MP	999.999 (miles)	MP at end of road interval described by database record	Contractor Post-processing	Database Processing	100% (3)
10	INT_LENGTH	999.9 (ft)	Length of road interval as aggregated for data table	Contractor Post-processing	Database Processing	100%
11	RTE_LENGTH	999.999 (miles)	Collected route length	ARAN Data Collection	Automatic Output	100% (3)
12	NO_LANES	99	Number of lanes in route	ARAN Data Collection	Survey Crew Input	Untested. (1)
13	LANE_NO	99	Data collection lane	Contractor Post-processing	Database Processing	Untested
14	D_LANE_WIDTH	99.999 (ft)	WiseCrax (crack detection software) analysis width	Contractor Post-processing	Automatic Output	Untested
15	LANE_WIDTH	99.9 (ft)	Width of lane	Contractor Post-processing	Video Analysis	95%, <=1.0 foot
16	PAVE_WIDTH	99.9 (ft)	Full pavement width	Contractor Post-processing	Video Analysis	95%, <=1.0 foot
17	SHLD_WIDTH_L	99.9 (ft)	Left shoulder width	Contractor Post-processing	Video Analysis	95%, <=1.0 foot (2)
18	SHLD_WIDTH_R	99.9 (ft)	Right shoulder width	Contractor Post-processing	Video Analysis	95%, <=1.0 foot (2)
19	SHLD_COND_L	N/A	N/A. Intended to be Left shoulder condition	ARAN Data Collection	Survey Crew Input	Values inaccurate, defaulted to "N/A"
20	SHLD_COND_R	N/A	N/A. Intended to be Right shoulder condition	ARAN Data Collection	Survey Crew Input	Values inaccurate, defaulted to "N/A"
21	DRAIN_COND_L	N/A	N/A. Intended to be Left drainage condition	ARAN Data Collection	Survey Crew Input	Values inaccurate, defaulted to "N/A"
22	DRAIN_COND_R	N/A	N/A. Intended to be Right drainage condition	ARAN Data Collection	Survey Crew Input	Values inaccurate, defaulted to "N/A"

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
23	SURF_TYPE	XX	Surface type of route	ARAN Data Collection	Survey Crew Input	Untested. (1)
24	PCR	999	Pavement Condition Rating	Contractor Post-processing	Database Processing	100% for calculation (6)
25	RCI	999	Roughness Condition Index; -1 if invalid IRI	Contractor Post-processing	Database Processing	100% for calculation
26	SCR	999	Surface Condition Rating	Contractor Post-processing	Database Processing	100% for calculation (5) (6)
27	IRI_AVG	999.9 (inches/mile)	Average IRI	Contractor Post-processing	Database Processing	Untested
28	IRI_SD	999.9 (inches/mile)	IRI standard deviation	Contractor Post-processing	Database Processing	Untested
29	IRI_L	999.9 (inches/mile)	Left wheel path IRI	ARAN Data Collection	Automatic Output	Untested
30	IRI_R	999.9 (inches/mile)	Right wheel path IRI	ARAN Data Collection	Automatic Output	Untested
31	IRI_FLAG	0 or -1	-1 if invalid IRI data	Contractor Post-processing	Database Processing	Untested
32	RUT_INDEX	999	Rut index	Contractor Post-processing	Database Processing	100% for calculation (5)
33	RUT_AVG	99.99 (inches)	Average rut depth of both wheelpaths	Contractor Post-processing	Database Processing	Untested (5)
34	RUT_MAX	99.99 (inches)	Maximum rut depth of both wheelpaths	Contractor Post-processing	Database Processing	Untested (5)
35	RUT_SD	9.9	Rut depth standard deviation	Contractor Post-processing	Database Processing	Untested (5)
36	RUT_LOW	999 (%)	Percent of low severity ruts (on a 0-200% scale) in both wheelpaths	Contractor Post-processing	Database Processing	Untested (5)
37	RUT_MED	999 (%)	Percent of medium severity ruts (on a 0-200% scale) in both wheelpaths	Contractor Post-processing	Database Processing	Untested (5)
38	RUT_HI	999 (%)	Percent of high severity ruts (on a 0-200% scale) in both wheelpaths	Contractor Post-processing	Database Processing	Untested (5)
39	XFALL	999.9 (% slope)	Cross fall at start of road interval	ARAN Data Collection	Automatic Output	Untested
40	GRADE	999.9 (% slope)	Grade at start of road interval	ARAN Data Collection	Automatic Output	Untested
41	AC_INDEX	999	Alligator cracking index	Contractor Post-processing	Database Processing	100% for calculation (5) (6)
42	AC_LOW	999.9999 (%)	Percent of WiseCrax measured lane area with low-severity alligator cracking	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
43	AC_MED	999.9999 (%)	Percent of WiseCrax measured lane area with medium-severity alligator cracking	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
44	AC_HI	999.9999 (%)	Percent of WiseCrax measured lane area with high-severity alligator	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
			cracking			
45	LC_INDEX	999	Longitudinal cracking index	Contractor Post-processing	Database Processing	100% for calculation (5) (6)
46	LC_LOW	999.99 (%)	Low-severity longitudinal cracking in lane as a percentage of road interval length	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
47	LC_MED	999.99 (%)	Medium-severity longitudinal cracking in lane as a percentage of road interval length	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
48	LC_HI	999.99 (%)	High-severity longitudinal cracking in lane as a percentage of road interval length	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
49	TC_INDEX	999	Transverse cracking index	Contractor Post-processing	Database Processing	100% for calculation (5) (6)
50	TC_LOW	999.99 (cracks)	Count of low-severity transverse cracks, where one crack unit equals the WiseCrax measured lane width	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
51	TC_MED	999.99 (cracks)	Count of medium-severity transverse cracks, where one crack unit equals the WiseCrax measured lane width	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
52	TC_HI	999.99 (cracks)	Count of high-severity transverse cracks, where one crack unit equals the WiseCrax measured lane width	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
53	PATCH_INDEX	999	Patching index	Contractor Post-processing	Database Processing	100% for calculation (5) (6)
54	PATCHING	999.9999 (%)	Percent of WiseCrax measured lane area affected by patching	Contractor Post-processing	Pavement Video Analysis	As a Computed 95% Confidence Level (5) (6)
55	GPS_LAT	999.999999	Latitude coordinate	ARAN Data Collection	Automatic Output	<= 3.00 feet
56	GPS_LON	-999.999999	Longitude coordinate	ARAN Data Collection	Automatic Output	<= 3.00 feet
57	GPS_ELEV	99999.9	Elevation	ARAN Data Collection	Automatic Output	Untested
58	GPS_MODE	XXX	GPS Satellite Mode during collection	ARAN Data Collection	Automatic Output	Untested
59	DATUM	(Text)	LL_WGS84_DD	ARAN Data Collection	Database Processing	100%
60	VIDEO	<Park>C04VID<#>	Removable USB video hard	Contractor Post-processing	Database Processing	Untested

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
			drive number			
61	IMAGE	(Text)	Filename of .jpg image showing road interval	Contractor Post-processing	Automatic Output	Untested
62	SPEED	999 (miles/hour)	Average ARAN speed during data collection	ARAN Data Collection	Automatic Output	Untested
63	BRIDGE_FLAG	0 or 1	Flag indicating presence of bridge in interval	ARAN Data Collection	Survey Crew Input	Untested
64	CONSTR_FLAG	0 or 1	Flag indicating construction in interval	ARAN Data Collection	Survey Crew Input	Untested
65	LANEDEV_FLAG	0 or 1	Flag indicating lane deviation in interval	ARAN Data Collection	Survey Crew Input	Untested
66	DATE	MM/DD/YY	Data collection date	ARAN Data Collection	Automatic Output	100%
67	NODISTRESS	0 OR 1	Flag indicating absence of pavement distress	Contractor Post-processing	Database Processing	100%
68	FILENAME	(Text)	Filename of raw data files	ARAN Data Collection	Automatic Output	100%
69	SECTION	(Text)	Route section ID	Route ID Meeting/ARAN Data Collection	Survey Crew Input/Automatic Output	100%
70	FKEY	(Numeric)	Unique record ID	Contractor Post-processing	Database Processing	100%
71	CONTRACTOR1	(Numeric)	Raw MP of first video frame in section	Contractor Post-processing	Database Processing	Untested
72	CONTRACTOR2	(Numeric)	Raw MP of last video frame in section	Contractor Post-processing	Database Processing	Untested
73	CONTRACTOR3	(Text)	Unique record ID used by VisiData	Contractor Post-processing	Database Processing	Untested
74	CONTRACTOR4	(Text)	Range of mileage to play in VisiData	Contractor Post-processing	Database Processing	Untested

ROUTE_GPS table metadata:

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	RIP_CYCLE	XX	4, for RIP data collection Cycle 4	Route ID Meeting	FHWA Determination	100% referenced to other tables
2	STATE	XX	State where route is located	Route ID Meeting	Park Input/FHWA Determination	Untested
3	PARK_ALPHA	XXXX	Park alpha code	Route ID Meeting	NPS References	100% Referenced to other tables
4	PARK_NO	XXXX	Park numeric code	Route ID Meeting	NPS References	100% Referenced to other tables
5	RTE_NO	9999XXX	Route number	Route ID Meeting	Park Input/FHWA Classification	100% Referenced to other tables
6	FUNCT_CLASS	X	Route functional classification	Route ID Meeting	Park Input/FHWA Classification	100% Referenced to other tables
7	RTE_NAME	(Text)	Route name	Route ID Meeting	Park Input	100% Referenced to other tables . 100 characters fit in field
8	LANE_NUMBER	99	Data collection lane	Contractor Post-processing	Database Processing	Untested
9	DIRECTION	XXX	Survey lane: PRI (primary) or OPP (opposite)	Route ID Meeting	Park Input/FHWA Determination	Untested
10	MP	999.999	Mile Post (at 0.01 record)	ARAN Data Collection, Contractor Post-processing	Survey Crew Input/GPS Processing	Untested (3)
11	GPS_LAT	999.999999	GPS Latitude Co-ordinate (decimal degrees)	ARAN Data Collection, Contractor Post-processing	Automatic Output	<= 3.00 feet
12	GPS_LON	-999.999999	GPS Longitude Co-ordinate (-decimal degrees)	ARAN Data Collection, Contractor Post-processing	Automatic Output	<= 3.00 feet
13	GPS_ELEV	99999.9	Elevation	ARAN Data Collection, Contractor Post-processing	Automatic Output	Untested
14	GPS_MODE	XXX	GPS Satellite Mode during collection	ARAN Data Collection, Contractor Post-processing	Automatic Output	Untested
15	XFALL	999.9	Cross Fall: % Slope at GPS Location (Caution, Data not Validated)	ARAN Data Collection, Contractor Post-processing	Automatic Output	Untested
16	GRADE	999.9	Grade: % Slope at GPS Location (Caution, Data not Validated)	ARAN Data Collection, Contractor Post-processing	Automatic Output	Untested
17	HEADING	999.9	Heading Relative to True North	ARAN Data Collection	Automatic Output	Untested
18	DATUM	(Text)	LL_WGS84_DD	ARAN Data Collection	Database Processing	Untested
19	FILENAME	(Text)	Filename of raw data files	ARAN Data Collection	Automatic Output	Untested
20	FKEY	9999999	Unique record ID	Contractor Post-processing	Database Processing	Untested

21	DATE	MM/DD/YY	ARAN Data Collection Date	ARAN Data Collection	Automatic Output	Untested
22	COMMENT	(Text)	Source of Any Digitized Data	ARAN Data Collection	Database Processing	Untested
23	CONTRACTOR1	(Numeric)	Visi_from	Contractor Post-processing	Database Processing	Untested
24	CONTRACTOR2	(Numeric)	Visi_to	Contractor Post-processing	Database Processing	Untested
25	CONTRACTOR3	(Text)	Visi_dir (ipdated to chapter 1)	Contractor Post-processing	Database Processing	Untested
26	CONTRACTOR4	(Text)	Comments/exceptions	Contractor Post-processing	Database Processing	Untested

FHWA "Route ID Program" Database
Database Name: ROUTEINFO.mdb
Table Name: ROUTE_ID

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	ROUTE_IDENT	XXXX-9999XXX	The Park's Alpha Code + "-" + RTE_NO (below).	Route ID Meeting	Automatic Output	100%, Reference source for all tables
2	RIP_CYCLE	99	4, for RIP data collection Cycle 4	Route ID Meeting	FHWA Determination	100%, Reference source for all tables
3	PARK_ALPHA	XXXX	Park Alpha Code	Route ID Meeting	NPS References	100%, Reference source for all tables
4	GROUP_ALPHA	XXXX	Group Alpha Code	Route ID Meeting	NPS References	100%, Reference source for all tables
5	PARK_NO	9999	Park Numeric Code	Route ID Meeting	NPS References	100%, Reference source for all tables
6	PARK_NAME	(text)	NPS Name of Park	Route ID Meeting	NPS References	100%, Reference source for all tables
7	RTE_NO	9999XXX	Route Number	Route ID Meeting	Park Input	100%, Reference source for all tables
8	RTE_NAME	(Text)	Route Name	Route ID Meeting	Park Input	100%, Reference source for all tables
9	FROM_DESC	(Text)	Beginning terminus of route	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
10	TO_DESC	(Text)	Ending terminus of route	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
11	INSP_DATE	MM/DD/YYYY	Collection Date	ARAN Data Collection	FHWA Determination	100%, Reference source for all tables
12	FUNCT_CLASS	XX	Functional Class	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
13	STATE	XX	State where route is located	Route ID Meeting	Park Input/FHWA Determination	Untested (1)
14	STATE2	XX	Additional State Park Route traverses	Route ID Meeting	Park Input/FHWA Determination	Untested (1)
15	FMSS_NO	(Text)	NPS's Facility Management Software System (FMSS) Asset number	Route ID Meeting	Park Input	100%, Reference source for all tables
16	FMSS_SUR_EQP	(Text)	FMSS Surface Equipment Number	Route ID Meeting	Park Input	Untested
17	M_DISTRICT	(Text)	Park Maintenance District Route resides in	Route ID Meeting	Park Input	100%, Reference source for all tables (1)
18	TOPOGRAPHY	(Text)	Predominate Terrain condition for	Route ID Meeting	FHWA Determination	100%, Reference source for all

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
			Route. (FLAT, ROLLING, MOUNTAINOUS, or URBAN)			tables (1)
19	POSTED_SPEED	99	Posted Speed Limit for Route (Value is Predominate Speed Limit along Route)	Route ID Meeting	Park Input/FHWA Determination	Untested (1)
20	ARAN_ROUTE	XXX	Yes/No	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
21	PARKING_AREA	XXX	Yes/No	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
22	CONCESSION	XXX	Yes/No	Route ID Meeting	Park Input	100%, Reference source for all tables
23	PAVED_MI	999.999	Paved mileage (to the nearest 0.001)	ARAN Data Collection	Automatic Output	100%, Reference source for all tables
24	UNPAVED_MI	999.999	Unpaved mileage (to the nearest 0.001)	Route ID Meeting	Automatic Output	100%, Reference source for all tables
25	RTE_LENGTH	999.999	Official Route Length	Contractor Post-processing	Automatic Output	100%, Reference source for all tables
26	SURF_TYPE	XX	Surface type (PAVED: AS (asphalt, includes composite), CO (concrete), BR (brick/pavers), CB (cobblestone), OT (other))	Route ID Meeting	Survey Crew Input	100%, Reference source for all tables (1)
27	UNPAVED	XXXX	Unpaved Route (Yes/No/Both)	Route ID Meeting	Automatic Output	100%, Reference source for all tables
28	UNPAVED_CAT	XXX	Unpaved Road Category	Route ID Meeting	Automatic Output	Untested
29	CURB	(Text)	Parking Area with Curb around perimeter.	Route ID Meeting	Park Input/FHWA Determination	Untested
30	CURB_GUTTER	(Text)	Parking Area with Curb and Gutter around perimeter.	Route ID Meeting	Park Input/FHWA Determination	Untested
31	ADJ_ROUTE	9999XXX	Route number	Route ID Meeting	Automatic Output	100%, Reference source for all tables
32	USER_ACCESS	(Text)	Access Designation for Parking	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
33	PHOTO_NO	(Text)	Photo or Image	Route ID Meeting	Survey Crew Input	100%, Reference source for all tables
34	PLOT_SIZE	(Text)	Unpaved Parking Area Size	Route ID Meeting	Automatic Output	100%, Reference source for all tables
35	SQ_FEET	999.999	Route Square Footage	Contractor Post-processing	Automatic Output	100%, Reference source for all tables
36	M_RATING	(Text)	Manual Rating	Route ID Meeting	Automatic Output	100%, Reference source for all tables

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
37	SQ_YARDS	999.999	Route Square Yardage	Contractor Post-processing	Automatic Output	100%, Reference source for all tables
38	LANES	XX	Route travel lanes	Route ID Meeting	Automatic Output	Untested (1)
39	PAVE_WIDTH	999.99	Pavement Width (Weighted average)	RIP Post-processing	Automatic Output	100% Referenced to other tables
40	LANE_MILES	999.999	Route Equivalent Lane Miles	RIP Post-processing	Automatic Output	100%, Reference source for all tables
41	AREA_MAP	(Text)	1 or 2-digit number	Contractor Post-processing	FHWA/Contractor Input	100%, Reference source for all tables
42	REMARKS	(Memo)	General remarks on Park route and data collection operations.	Contractor Post-processing	FHWA/Contractor Input	Untested
43	SUMMARY_REC	XXXX-9999XXX	ROUTE_IDENT of summary Park Asset	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
44	NPS_REGION	(Text)	Park Region	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
45	DIVISION	(Text)	FHWA Division	Route ID Meeting	Park Input/FHWA Determination	100%, Reference source for all tables
46	PCR	999.99	Route Weighted Average PCR value	RIP Post-processing	Automatic Output	100% Referenced to other tables
47	SCR	999.99	Route Weighted Average SCR value	RIP Post-processing	Automatic Output	100% Referenced to other tables
48	AADT	999	Average Adjusted Daily Traffic	RIP	Automatic Output	Untested
49	SADT	999	Seasonal Adjusted Daily Traffic	RIP	Automatic Output	Untested
50	ADT_DATE	MM/DD/YYYY	Traffic Date of Collection	RIP	Automatic Output	Untested
51	BEG_LAT	999.999999	Route Begin GPS Latitude Coordinate (decimal degrees)	ARAN Data Collection	Automatic Output	<= 3.00 feet, Referenced from other tables
52	BEG_LON	-999.999999	Route Begin GPS Longitude Coordinate (-decimal degrees)	ARAN Data Collection	Automatic Output	<= 3.00 feet, Referenced from other tables
53	BEG_ELEV	99999.9	Route Begin Elevation	ARAN Data Collection	Automatic Output	100% Referenced to other tables
54	BEG_MODE	XXX	Route Begin GPS Satellite Mode during collection	ARAN Data Collection	Automatic Output	100% Referenced to other tables
55	END_LAT	999.999999	Route End GPS Latitude Coordinate (decimal degrees)	ARAN Data Collection	Automatic Output	<= 3.00 feet, Referenced from other tables

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
56	END_LON	-999.999999	Route End GPS Longitude Co-ordinate (-decimal degrees)	ARAN Data Collection	Automatic Output	<= 3.00 feet, Referenced from other tables
57	END_ELEV	99999.9	Route End Elevation	ARAN Data Collection	Automatic Output	100% Referenced to other tables
58	END_MODE	XXX	Route End GPS Satellite Mode during collection	ARAN Data Collection	Automatic Output	100% Referenced to other tables
59	DATUM	(Text)	LL_WGS84_DD	ARAN Data Collection	Automatic Output	100% Referenced to other tables
60	CHILD_ROUTE	XXX	Yes/No	Route ID Meeting	Automatic Output	100% Reference source for all tables
61	CULVERT_CNT	999	Route Culvert Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
62	DROP_INLET_CNT	999	Route Drop Inlet Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
63	GATE_CNT	999	Route Gate Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
64	TRAFLIGHT_CNT	999	Route Traffic Light Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
65	SIGN_CNT	999	Route Sign Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
66	LWCROSS_CNT	999	Route Low Water Crossing Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
67	BRIDGE_CNT	999	Route Bridge Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
68	TUNNEL_CNT	999	Route Tunnel Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
69	PULLOUT_CNT	999	Route Pullout Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
70	INTERSEC_CNT	999	Route Intersection Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
71	ST_BNDRY_CNT	999	Route State Boundary Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
72	PRK_BNDRY_CNT	999	Route Park Boundary Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
73	RETWALL_CNT	999	Route Retaining Wall Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
74	RR_CROSS_CNT	999	Route RR Crossing Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
75	CATTLE_CNT	999	Route Cattle Guard Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
76	OVHDSIGN_CNT	999	Route Overhead Sign Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
77	MILEMARK_CNT	999	Route Mile Marker Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
78	FHYD_CNT	999	Route Fire Hydrant Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
79	OVERPASS_CNT	999	Route Overpass Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
80	CABLE_TLNG	9999.999 (ft)	Route Total Length Cable Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
81	GDRAIL_TLNG	9999.999 (ft)	Route Total Length Guard/Guide Rail Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
82	GDWALL_TLNG	9999.999 (ft)	Route Total Length Guard/Guide Wall Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
83	TEMP_BARR_TLNG	9999.999 (ft)	Route Total Length Temporary Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
84	BOLLARD_TLNG	9999.999 (ft)	Route Total Length Bollard Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
85	BARRIER_TLNG	9999.999 (ft)	Route Total Length All Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
86	CURB_TLNG	9999.999 (ft)	Route Total Length Curbing (excludes Parking Areas)	RIP Post-processing	Automatic Output	100% Referenced to other tables
87	LWCROSS_TLNG	9999.999 (ft)	Route Total Length Low Water Crossings	RIP Post-processing	Automatic Output	100% Referenced to other tables
88	PAVDITCH_TLNG	9999.999 (ft)	Route Total Length Paved Ditch	RIP Post-processing	Automatic Output	100% Referenced to other tables (2)
89	TURNOUT_TLNG	9999.999 (ft)	Route Total Length Turnouts	RIP Post-processing	Automatic Output	100% Referenced to other tables
90	LANE_NUMBER	99	Number of Lane Tested	RIP Post-processing	Automatic Output	100% Referenced to other tables
91	LOCAL_FACTOR	9.9999	Park Location Factor	NPS Partner	Automatic Output	100% Reference source for all tables
92	E_ZONE	XXX	Route Environmental Zone	FHWA HPMA	Automatic Output	100% Reference source for all tables
93	PAVEMENT_DM	\$99,999,999.99	Pavement Deferred Maintenance	FHWA HPMA	Automatic Output	100% Reference source for all tables
94	CRV	\$99,999,999.99	Current Replacement Value	RIP Post-processing	Automatic Output	100% Reference source for all tables

Database Name: ROUTEINFO.mdb

Table Name: PARK_TOTALS

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
1	RIP_CYCLE	99	4, for RIP data collection Cycle 4	Route ID Meeting	FHWA Determination	100% Referenced to other tables
2	PARK_ALPHA	XXXX	Park Alpha Code	Route ID Meeting	FHWA Determination	100% Referenced to other tables
3	GROUP_ALPHA	XXXX	Group Alpha Code	Route ID Meeting	NPS References	100% Referenced to other tables
4	PARK_NO	9999	Park Numeric Code	Route ID Meeting	NPS References	100% Referenced to other tables
5	PARK_NAME	XXXX	NPS Name of Park	Route ID Meeting	NPS References	100% Referenced to other tables
6	INSP_DATE	MM/DD/YYYY	Date that data was collected in the park (completion date).	Route ID Meeting and ARAN Data Collection	FHWA Determination	100% Referenced to other tables
7	NPS_REGION	XXXX	Park Region	Route ID Meeting	Park Input	100% Referenced to other tables
8	DIVISION	XXXX	FHWA Division	Route ID Meeting	FHWA Determination	100% Referenced to other tables
9	T_PAVED_MI	999.999	Total Park Paved Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
10	T_UNPAVED_MI	999.999	Total Park Unpaved Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
11	T_ROUTE_MILES	999.999	Total Park Route Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
12	T_ARAN_DRIVEN	999.999	Total Park ARAN Driven Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
13	T_ARAN_LMILES	999.999	Total Park ARAN Lane Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
14	T_CONCESS_PAVED	999.999	Total Park Concession Paved Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
15	T_CONCESS_UNPAVED	999.999	Total Park Concession Unpaved Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
16	T_PRK_PAVEDSQFT	999.999	Total Park Parking Paved Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
17	T_PRK_UNPAVEDSQFT	999.999	Total Park Parking Unpaved Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
18	T_CPRK_PAVEDSQFT	999.999	Total Park Concession Parking Paved Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
19	T_CPRK_UNPAVEDSQFT	999.999	Total Park Concession Parking Unpaved Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
20	T_PARKING_SQFT	999.999	Total Park Parking Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
21	T_PARKING_LMILES	999.999	Total Park Parking Equivalent Lane Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
22	T_MRR_SQFT	999.999	Total Park Manually Rated Road Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
23	T_CMRR_SQFT	999.999	Total Park Concession Manually Rated Road Square Feet	RIP Post-processing	Automatic Output	100% Referenced to other tables
24	T_MRR_LMILES	999.999	Total Park Manually Rated Road Equivalent Lane Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
25	T_LMILES	999.999	Total Park Lane Miles	RIP Post-processing	Automatic Output	100% Referenced to other tables
26	T_CULVERT_CNT	999	Total Park Culvert Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
27	T_DROP_INLET_CNT	999	Total Park Drop Inlet Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
28	T_GATE_CNT	999	Total Park Gate Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
29	T_TRAFLIGHT_CNT	999	Total Park Traffic light Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
30	T_SIGN_CNT	999	Total Park Sign Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
31	T_LWCROSS_CNT	999	Total Park Low Water Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
32	T_BRIDGE_CNT	999	Total Park Bridge Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
33	T_TUNNEL_CNT	999	Total Park Tunnel Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
34	T_PULLOUT_CNT	999	Total Park Pullout Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
35	T_INTERSEC_CNT	999	Total Park Intersections Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
36	T_ST_BNDRY_CNT	999	Total Park State Boundaries Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
37	T_PRK_BNDRY_CNT	999	Total Park Boundaries Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
38	T_RETWALL_CNT	999	Total Park Retaining Wall Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
39	T_RR_CROSS_CNT	999	Total Park RR Crossing Count	RIP Post-processing	Automatic Output	100% Referenced to other

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
						tables
40	T_CATTLE_CNT	999	Total Park Cattle Guard Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
41	T_OVHDSIGN_CNT	999	Total Park Overhead Sign Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
42	T_MILEMARK_CNT	999	Total Park Mile Marker Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
43	T_FHYD_CNT	999	Total Park Fire Hydrant Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
44	T_OVERPASS_CNT	999	Total Park Overpass Count	RIP Post-processing	Automatic Output	100% Referenced to other tables
45	T_CABLE_TLNG	9999.999 (ft)	Total Length Park Cable Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
46	T_GDRAIL_TLNG	9999.999 (ft)	Total Length Park Guard/Guide Rail Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
47	T_GDWALL_TLNG	9999.999 (ft)	Total Length Park Guard/Guide Wall Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
48	T_TEMP_BARR_TLNG	9999.999 (ft)	Total Length Park Temporary Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
49	T_BOLLARD_TLNG	9999.999 (ft)	Total Length Park Bollard Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
50	T_BARRIER_TLNG	9999.999 (ft)	Total Length All Park Barriers	RIP Post-processing	Automatic Output	100% Referenced to other tables
51	T_CURB_TLNG	9999.999 (ft)	Total Length Park Curbing	RIP Post-processing	Automatic Output	100% Referenced to other tables
52	T_LWCROSS_TLNG	9999.999 (ft)	Total Length Park Low Water Crossings	RIP Post-processing	Automatic Output	100% Referenced to other tables
53	T_PAVDITCH_TLNG	9999.999 (ft)	Total Length Park Paved Ditches	RIP Post-processing	Automatic Output	100% Referenced to other tables (2)
54	T_TURNOUT_TLNG	9999.999 (ft)	Total Length Park Turnouts	RIP Post-processing	Automatic Output	100% Referenced to other tables
55	PARK_PCR	99.99	Overall Park PCR Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
56	PARK_RCI	99.99	Overall Park RCI Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
57	PARK_SCR	99.99	Overall Park SCR Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
58	PARK_RUT_INDEX	99.99	Overall Park Rutting Index Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
59	PARK_AC_INDEX	99.99	Overall Park Alligator Cracking Index Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables

	FIELD	FORMAT	EXPECTED VALUE	SOURCE	VALIDATION	EXPECTED ACCURACY
60	PARK_LC_INDEX	99.99	Overall Park Longitudinal Cracking Index Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
61	PARK_TC_INDEX	99.99	Overall Park Transverse Cracking Index Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
62	PARK_PATCH_INDEX	99.99	Overall Park Patching Index Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables
63	PARK_CONC_PCR	99.99	Overall Park Concession PCR Rating	RIP Post-processing	Automatic Output	100% Referenced to other tables

Business Practices for Route Numbering and Roadway Asset Identification

Introduction and Background:

Beginning in November 2006, inventory and condition information gathered by the Federal Highway Administration (FHWA) has been stored in FMSS to enable NPS to report Deferred Maintenance (DM) and Current Replacement Value (CRV) for NPS paved roads, paved parking areas, bridges, and tunnels. The NPS Roads Working Group (RWG) has been tasked with developing and implementing the procedures necessary to transfer DM and CRV from FHWA's databases to NPS' Facility Management Software System (FMSS).

Current business practices for roadway definition in national parks involve face-to-face meetings between FHWA personnel and individual park staff known as "Route ID" meetings. These meetings have been ongoing for several years and have been performed within the context of the Road Inventory Program (RIP) executed mainly by FHWA. The primary focus of these meetings has been on defining roadway static information such as route names, numbers, functional class, etc. The FHWA personnel are the primary individuals responsible for implementing the RIP and the route ID meetings are an integral and fundamental part of that process. The RIP process provides route numbers for each individual road and parking area in each park. After the route ID meetings establish a given park's roadway asset base, various types of condition and inventory data are collected either manually or with a data collection van that drives each individual road with an individual route number.

The FMSS requires asset numbers as unique identifiers for all asset types including roadways. **The current practice is that all roadways that are assigned a route number at route ID, also are defined as assets and therefore also receive an FMSS asset number** (Route names and functional classes are also collaboratively assigned during the face-to-face route ID meetings). This practice began midway through the third RIP data collection cycle (ending in 2003) and was further reinforced during an asset alignment process conducted in the summer of 2006. The alignment process ensured that each route number in RIP and each asset number in FMSS were matched to the correct road and parking area.

Issue Statement:

As a result of various pre-existing business practices associated with the RIP, which predates FMSS by several years, route numbers are assigned for routes that are often very small. In tandem with the current business practice that all routes with route numbers are considered assets, this has caused a proliferation of asset numbers within FMSS. Over the past year, the RWG has learned that this business practice has significantly increased time and resources that parks must dedicate to administering FMSS data entry and management. This additional work effort is due to the fact that tying FMSS asset records to the more detailed, granular RIP route numbers has generated numerous new assets that require additional database and work order management. This has led to a situation where assets are not being defined the way they are managed.

The following proposed practices seek to create an asset definition process that is dictated by to how road assets are managed at the park level, not according to the pre-existing practices used in RIP for collecting detailed road information. RIP practices assign route numbers mainly based on how data are collected and driven with a data collection device. These procedures will disassociate the driving of roads with the data collection van from the process of assigning them asset status. **The end goal is to only assign asset numbers based on how parks manage their facilities within guidelines set up within FMSS and herein.** Driving the road with the data collection van allows for the collection of higher quality data as well as the ability to view road segments with video viewing software (Visidata). By de-linking driving the roads with the assignment of “asset status”, we are able to get the best quality data without the proliferation of assets that has serious negative ramifications for managing roadways in parks using asset management tools.

Proposed Actions:

1. Make a distinction within the route number field in the RIP database between those route numbers that represent assets, those that are subcomponents of assets and those that are groups of sub-components. The route number field in the RIP database will be expanded from 6 to 7 characters. The additional character will denote the asset status of the route in question. Combined routes will be designated with a double “zz”, while subcomponents will be designated with one “z”. Whenever possible, a combined route should use the lowest route number to be combined as the combined route number.
2. Only show assets, whether a group of subcomponents or a single component, on the Route ID report. Assets that are composed of subcomponents will have “zz” in the route number. Individual routes will have no additional characters in the route number. Subcomponents (designated in RIP with a “z”) will not be listed on the route ID report. Only assign asset numbers to those routes listed on the route ID report.
3. Provide a separate reporting function (other than the Route ID report) to identify and display information for route numbers not representing assets. Specific reporting requirements and format TBD.
4. Add a new field to the RIP database to indicate the “asset status” of a route number. The flag will have three possible values:
 - a. Asset with no subcomponents.
 - b. Asset with subcomponents.
 - c. Non-asset (i.e. subcomponent).

Both a change in the route number and a new “asset ID” field in the RIP database are recommended. It is easier to perform queries and other database manipulations using a separate field instead of a character within the route number field. The character in the route number field allows for rapid identification of the asset status of a road without having to access the database as a whole. Even though non-asset routes will not be included in the route ID report (the primary location for parks to view road information in RIP), there are many other reports as well as the Visidata application where the route number is

displayed. In these cases, the character in the route number will clearly identify the asset status of the roadway.

5. Focus asset definition practices on NPS asset management needs. Create roadway assets based on how parks manage these assets within the following guidelines:
 - a. Individual road segments (asset subcomponents) may be combined into a single asset. **Note that all the attributes of individual subcomponents (paved area, equipment, work orders, etc) will be included in the combined asset.**
 - b. In general, combination should be used in complex circulatory environments such as campground areas, housing and other administrative areas, maintenance areas, etc.
 - c. Public and non-public segments may not be combined.
 - d. Segments with differing functional classes may not be combined.
 - e. Discrete parking areas may be combined into a single asset where they service the same facility or resource and are within walking distance of each other.
 - f. Parking areas and roads may not be combined. This includes short road segments that may be near or adjacent to parking areas. See 5h below for exceptions to this.
 - g. Where the primary purpose of a road is to provide access to a parking area, and that road segment is approximately 0.25 miles in length or shorter, the access road should be considered part of the parking area (Note that this is an existing RIP business practice).
 - h. Particularly long routes may be divided into multiple assets based on how a park manages the roadway network. This should not be confused with the use of sub-components listed in 5a.
 - i. Roads that are actively managed by concession operations may not be combined with those managed by the NPS.

Discussion:

The first four items listed above are actions required by FHWA RIP to allow for the adoption of the practices shown in 5a-i. The following will provide additional direction and examples for guidelines listed.

Individual road segments (asset subcomponents) may be combined into a single asset. Where previous route ID practices have generated more assets (routes) than are practical from an asset management standpoint, small, discrete road lengths may be designated as asset subcomponents and then combined into a larger single asset. A subcomponent is NOT an FMSS term. Subcomponents will be used in RIP to indicate which routes are small, drivable individual road segments and which routes may include these segments. Once a piece of road is designated a subcomponent of another route, it will no longer have any individual identity in FMSS. Only those routes listed on the RIP Route ID report will have asset numbers in FMSS. As stated in business rule 2 above, subcomponents will not be listed on the route ID. The quantity information (length, area) will be included into the larger route of which they are a part. See Figures 1 and 2 for an example of how existing assets may be combined using subcomponents. Note that

subcomponents will have an identity in the RIP database and, if driven by RIP team, may be referenced in RIP reports, Visidata, or other RIP documentation.

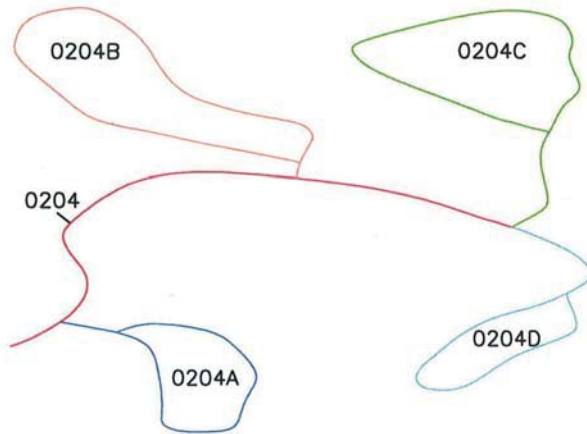


Figure 1: Campground with five routes and five assets

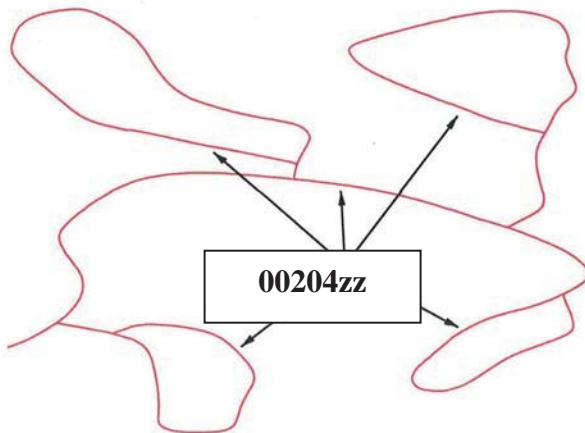


Figure 2: Campground with all loops combined into one route and one asset. This has eliminated four assets.

In general, combination should occur in complex circulatory environments such as campground areas, housing and other administrative areas, maintenance areas, etc.

Typically these complex situations are where too many assets have been used to define roadways. Combining simple “point A to point B” roads that are clearly defined and provide access to different facilities or locations may not be done.

Public and non-public segments may not be combined. Roads that are posted as closed to the public or are intended as administrative access only (maintenance areas, housing areas, fire roads, etc) can not be combined with roads open to the public.

Segments with differing functional classes may not be combined. The roadway functional class is found on the Route ID report. Functional class indicates the type of circulatory function a given road provides. Functional class is used in a variety of applications (engineering, safety, funding) so it is important to maintain the correct functional class attributes of individual roads/assets. There are some cases where functional class was erroneously assigned in prior Route ID meetings such as where campground loops have a different functional class than the campground road. Functional classes of individual roads may be modified to correct discrepancies. The functional class definitions may not be modified.

Discrete parking areas may be combined into a single asset where they service the same facility or resource and are within walking distance of each other. These combined areas should be maintained as one asset. There are many instances where small (5-10 space), discrete parking areas have been separated into individual assets even though they provide parking for the same area or facility. These may be combined into a single asset. Figures 3 and 4 shows examples of combining parking areas.

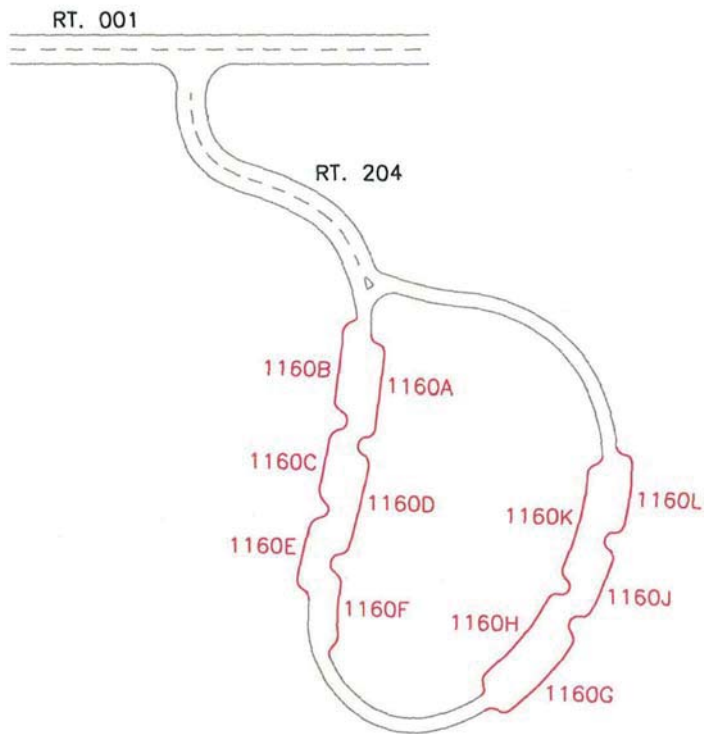


Figure 3: Parking with access route 204 and multiple parking areas (1160 A-L). Currently, this parking area is 12 routes and 12 assets (one 1100 asset and 11 1300 assets).

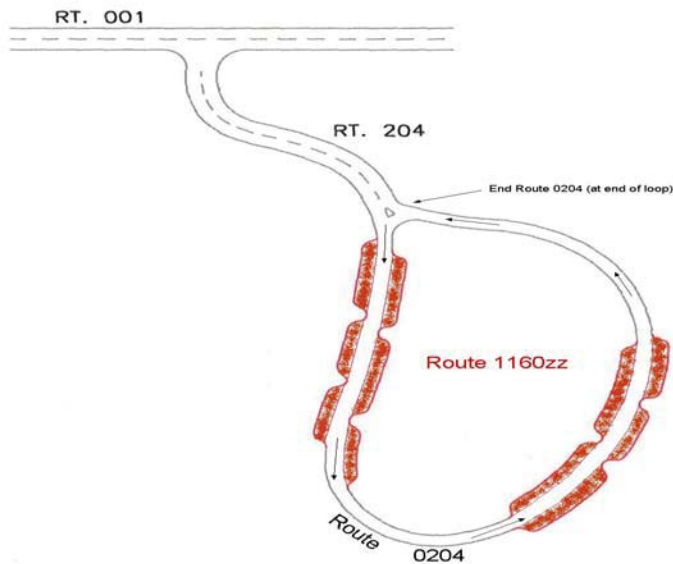


Figure 4: Parking with access route 204 and one parking area 1160zz. Route 204 is assumed longer than 0.25 miles. There are now 2 assets (one 1100 asset, one 1300 asset) instead of 12.

Parking areas and roads may not be combined. Parking areas and roads are tracked as separate asset types (1300 vs. 1100) in FMSS and as such should not be combined except in situations described by 5g. In Figure 5, Route 207 is a spur road from the main route running through parking area 1102. Since the spur road continues through and beyond the parking area, it will remain a separate route.

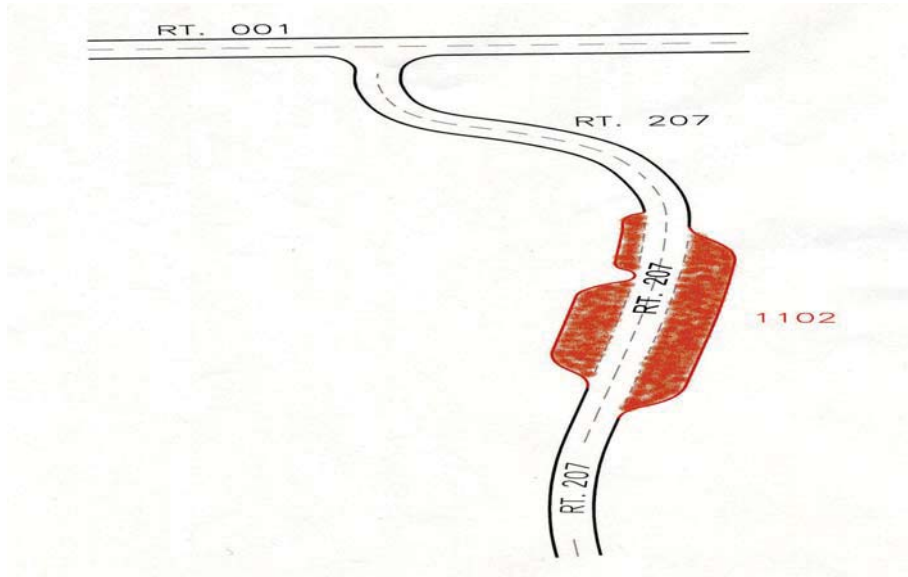


Figure 5: Parking with access route 207 running through and continuing beyond parking 1102. This access route cannot be considered a part of the parking area and two routes and two assets continue to exist.

Where the primary purpose of a road is to provide access to a parking area, and that road segment is less than 0.25 miles in length, the access road should be considered part of the parking area. See Figures 8. Where a road continues on past a parking area to another facility or destination, even if it is less than 0.25 miles to the initial parking area, the road and parking area may not be combined.

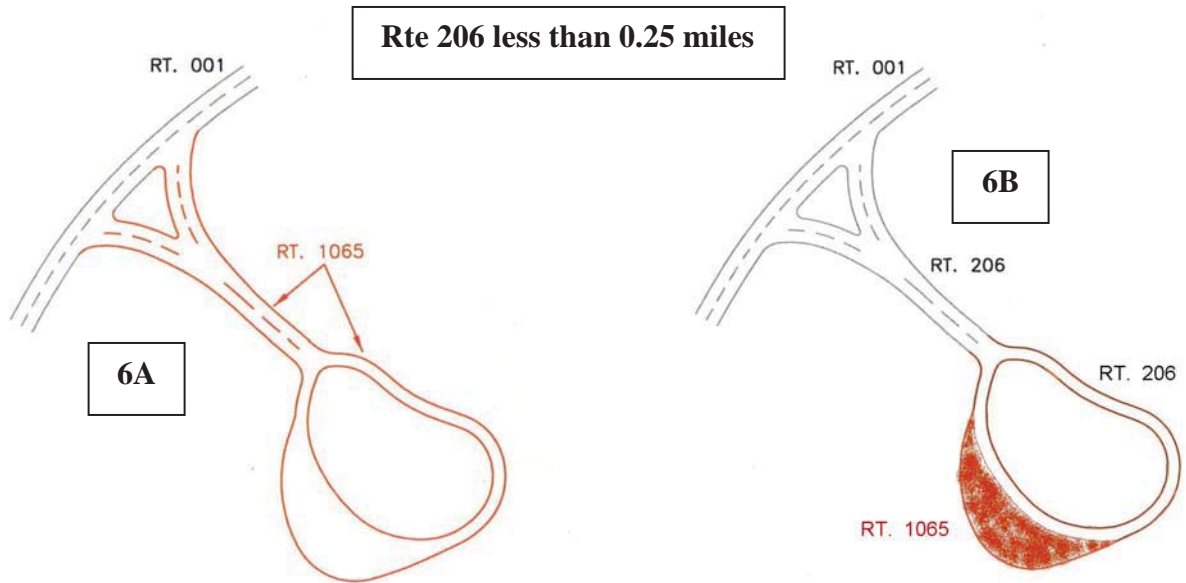


Figure 6: Since the access route is less than .25 miles in length and the only use of the access is to the parking, one route for both the access and the parking area can be established.

Particularly long routes may be divided into multiple assets based on how a park manages the roadway network. This should not be confused with the use of sub-components listed in 5a. Routes like the Blue Ridge Parkway or the Yellowstone Grand Loop may not lend themselves to management as a single asset by virtue of their length. Often management districts are created for sections of these routes and maintenance activities occur primarily within these districts. Parks may break routes up into separate assets during the Route ID process if the road is managed as discrete sections. This should only be done for very long roads.

The following example illustrates a complex road system and how the proposed business practice and several of the guidelines could be applied to create fewer assets that are consistent with local management.

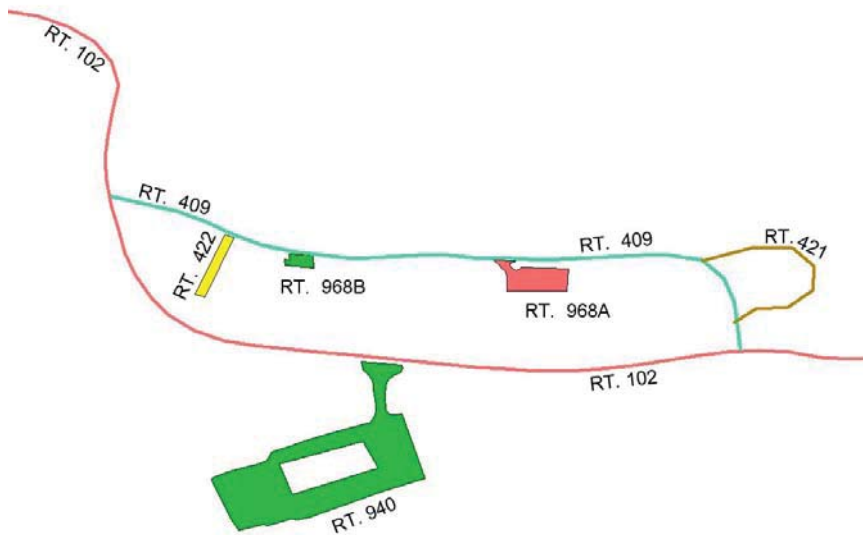


Figure 7 – Current Housing area access configuration. Route 409 is less than 0.25 miles long.

The area serviced by Routes 409, 421, 422, 968A, and 968B is all employee housing. Route 940 provides access to visitor services and not to the housing area. Routes may be combined to create assets that reflect local management. Routes 409, 421, and 422 are all the same functional class, provide access to one type of activity (housing) and are all posted as non-public. These routes may be combined. They should not be combined with any parking areas even though they are all less than 0.25 miles long. This is because their main function is not to provide access to parking. Routes 968A and B provide parking for access to the same facility (housing). Even though these discrete areas may provide parking to different housing units, it's reasonable to manage them as a single asset. They may also be combined.

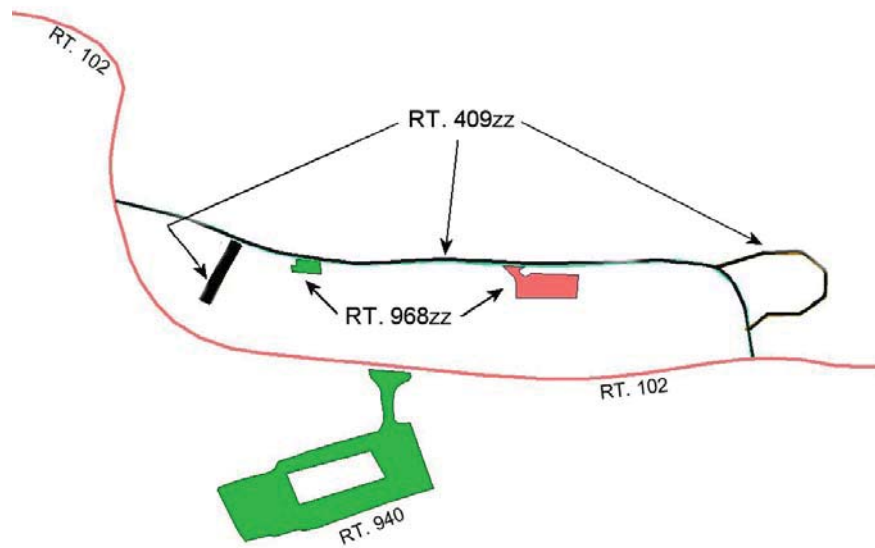


Figure 8 – Combined housing area access configuration – Parking and road assets combined to eliminate 3 assets.