Federal Lands Highway

Road Inventory Program

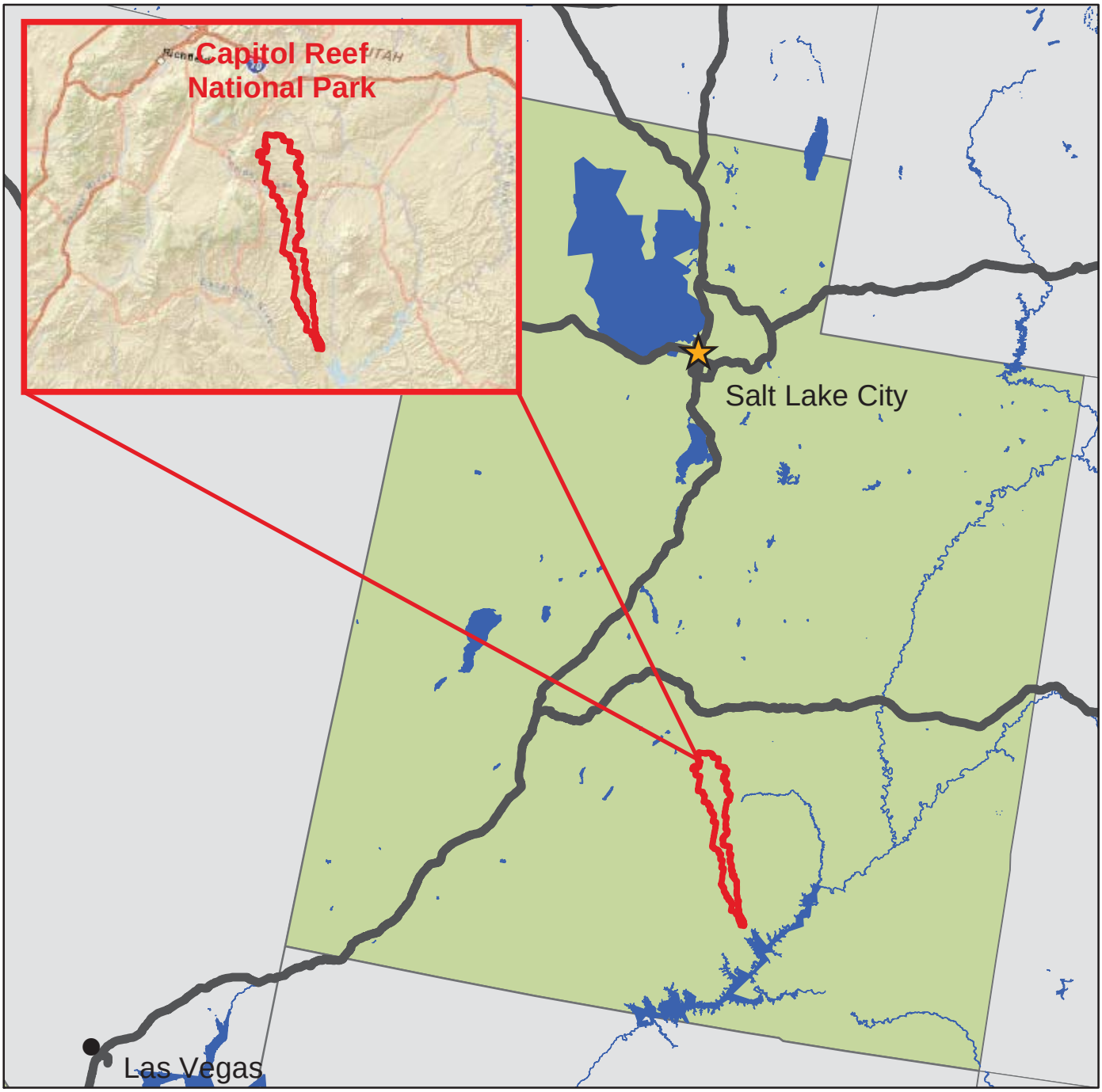
Road Inventory and Condition Assessment

Capitol Reef National Park
CARE

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 06/2012
Report Date: 02/2013

Capitol Reef National Park
in
Utah



DCV = Data Collection Vehicle

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INTRODUCTION

The Federal Highway Administration, (FHWA), in the mid 1970s, was charged with the task of identifying surface condition deficiencies and corrective priorities on National Park Service (NPS) roads and parkways. Additionally, FHWA was tasked with establishing an integrated maintenance features inventory, locating features such as culverts, guardrails, and signs, among others, along NPS roads and parkways. As a result, in 1976 the NPS and FHWA entered into an MOA (Memorandum Of Agreement) which established the RIP (Road Inventory Program). This MOA was terminated and revised in 1980 to establish a new MOA aiming to update RIP data and develop a long-range program to improve and maintain NPS roads to designated condition standards and establish a maintenance management program.

The FHWA completed this initial phase of the RIP in the early 1980s. As a result of this effort, each NPS site included in the study received a RIP Report known as the "Brown Book" which included the information collected during this first RIP phase.

In the 1990s, the effort was again renewed to update and maintain the RIP data. By this time the computer age was upon us and a process was employed that relied heavily on electronic data collection and computer technology. A cyclical program was developed and the RIP completed two cycles of data collection from 1994 to 2001. Cycle 1, starting in 1994, was conducted in 44 "large parks" (parks containing 10 or more paved route miles). Cycle 2 began in 1997 and comprised 79 large parks and 5 small parks totaling 4,874 paved route miles. Each of these parks received a RIP Report known as the "Blue Book". Cycle 3, from 2001 to 2004, was conducted in all parks, large and small, that contained any paved routes, including parking areas and, again, each park received a RIP Report and associated electronic files.

Cycle 4 was initiated in the spring of 2006 covering 86 large parks and several associated small parks consisting of 5,553 paved route miles and 6,232 paved parking areas. Data collection has been completed for Cycle 4 and all data has been delivered to the NPS.

In 2005, the FHWA began implementing the use of a Pavement Management System (PMS) to assist the NPS in prioritizing Pavement Maintenance and Rehabilitation activities. The PMS used by FHWA is the Highway Pavement Management Application (HPMA) and this software has the ability to store inventory and condition data from RIP and forecast future performance using prediction models. Outputs include performance and condition reports at the National, Regional, Park, or Route level. A regional prioritized list and optimization have been produced for most regions and the Federal Highway Deferred Maintenance is calculated via the HPMA.

In an effort to improve the accuracy of treatment recommendations and pavement condition descriptions, an extensive study was completed throughout 2010 that has resulted in changes to the RIP condition reporting method, specifically the distresses and indexes that comprise the Pavement Condition Rating (PCR). It was determined that a better representation of PCR could

be achieved by modifying the relative impact certain distresses would have on the overall rating. The changes that were implemented were endorsed by management at both the FHWA and NPS in October 2010. These changes will allow greater use of RIP and HPMA data for not simply condition data reporting, but also as a reliable tool for project identification and selection. Because of these changes, the PCR Condition ratings reported in Cycle 5 do not directly relate to the condition ratings reported in previous cycle RIP Reports. For more detailed information about the changes, see Section 3 and Section 10 in this RIP Report.

Cycle 5 has launched in the summer of 2010 and will again comprise all parks, large and small, that are served by paved roads and/or parking areas. For Cycle 5, the decision was made to collect condition data in large parks on Functional Class 1, 2, and 7 paved routes only, as well as any new routes that were previously not collected. In small parks, all paved routes and parking areas will be collected. As a result, this will include 81 large parks with 4,459 paved route miles and 231 small parks with 529 paved route miles and associated paved parking areas.

Since 1984, the Road Inventory Program has been funded through the Federal Lands Highway Park Roads and Parkways (PRP) Program. Currently, coordination of the RIP with FLH is under the NPS Washington Headquarters Park Facility Management Division. 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) requiring the FHWA and NPS, to develop by rule, a Pavement Management System (PMS) applied to park roads and parkways serving the National Park System.

FLH is responsible for the accuracy of all data presented in this report. Any questions or comments concerning the contents of this report should be directed to the national RIP Coordinator located in Sterling, Virginia.

Respectfully,

FHWA RIP Team

FHWA/Eastern Federal Lands
21400 Ridgetop Circle
Sterling, VA 20166
(703) 404-6371

FHWA/Central Federal Lands
12300 West Dakota Ave
Lakewood, CO 80228
(720) 963-3556

Section 2
Park Route Inventory

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven
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** DCV - Data Collection Vehicle NC - Not Collected

CARE

CAPITOL REEF NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	5	71063		SCENIC DRIVE	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 7.39 ON RIGHT	TO BEGINNING OF ROUTE 0101 (CAPITOL GORGE ROAD)	N/A	7.99	0.00	7.99	1		AS	2,3
0011	5	82640		STATE HIGHWAY 24	FROM STATE HIGHWAY 24 AT MP 72 / NON NPS	TO STATE HIGHWAY 24 AT MP 88 / NON NPS	N/A	16.07	0.00	16.07	1		AS	1,2,4
0100	5	71068		GOOSENECKS ROAD	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 4.98 ON RIGHT	TO ROUTE 0918 (GOOSENECKS PARKING) AT MP 1.01	N/A	0.10	0.91	1.01	2		AS	1
0101	NC	71074		CAPITOL GORGE ROAD	FROM END OF ROUTE 0010 (SCENIC DRIVE)	TO END	N/A	0.00	2.28	2.28	2		GR	
0102	NC	71077		GRAND WASH ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 3.44 ON LEFT	TO ROUTE 0906 (GRAND WASH PARKING)	N/A	0.00	1.21	1.21	2		GR	
0103	5	82455		CAMPGROUND A AND B ACCESS ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.27 ON RIGHT	TO ROUTE 0215 (CAMPGROUND LOOP B)	N/A	0.07	0.00	0.07	2		AS	2
0104	5	82456		AMPHITHEATRE ACCESS ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.46 ON RIGHT	TO END AT MP 0.19	N/A	0.09	0.10	0.19	2		AS	2
0105	5	82457		GROUP CAMP SITE ACCESS ROAD	FROM ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)	TO ROUTE 0922 (GROUP CAMP SITE PARKING) AT MP 0.07	N/A	0.02	0.06	0.07	2		AS	2
0106	NC	239648		FD MOTT ORCHARD ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.36 ON LEFT	TO END	N/A	0.00	0.09	0.09	2		GR	
0107	NC	239649		FD ABBIE CLARK ORCHAND ENTRY	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.69 ON LEFT	TO END	N/A	0.00	0.01	0.01	2		GR	
0203	NC	63511		LOWER SOUTH DESERT OVERLOOK ROAD	FROM NORTH DISTRICT ACCESS ROAD	TO END	N/A	0.00	1.13	1.13	4		GR	
0206	NC	63512		SOUTH DESERT OVERLOOK	FROM NORTH DISTRICT ACCESS ROAD	TO END	N/A	0.00	0.22	0.22	4		GR	
0212	NC	78845		CEDAR MESA CAMPGROUND ROAD	FROM ROUTE 0226 (NOTOM ROAD)	TO END	N/A	0.00	0.15	0.15	4		GR	
0213	NC	78958		PLEASANT CREEK ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 7.94 ON RIGHT	TO CREEK	N/A	0.00	2.50	2.50	3		GR	
0214	5	82458		CAMPGROUND LOOP A	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)	TO END OF LOOP	N/A	0.17	0.00	0.17	3		AS	2

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0215	5	82459		CAMPGROUND LOOP B	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)	TO END OF LOOP	N/A	0.21	0.00	0.21	3		AS	2
0216	5	82460		CAMPGROUND LOOP C	FROM ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)	TO END OF LOOP	N/A	0.18	0.00	0.18	3		AS	2
0217	5	71079		DUMP STATION ROAD	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD) AT MP 0.06 ON LEFT	TO ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD) AT MP 0.04 ON LEFT	N/A	0.04	0.00	0.04	3		AS	2
0218	NC	63513		CATHEDRAL VALLEY OVERLOOK	FROM ROUTE 0221 (HARTNET ROAD)	TO END	N/A	0.00	0.29	0.29	4		GR	
0219	NC	63514		GYPSUM SINKHOLE ROAD	FROM ROUTE 0222 (CATHEDRAL VALLEY ROAD)	TO END	N/A	0.00	1.05	1.05	4		GR	
0220	NC	63515		GLASS MOUNTAIN ROAD	FROM EAST PARK BOUNDARY	TO END	N/A	0.00	0.88	0.88	4		GR	
0221	NC	63510		HARTNET ROAD	FROM EAST PARK BOUNDARY	TO WEST PARK BOUNDARY	N/A	0.00	12.55	12.55	4		GR	
0222	NC	78846		CATHEDRAL VALLEY ROAD	FROM ROUTE 0221 (HARTNET ROAD)	TO EAST PARK BOUNDARY	N/A	0.00	9.45	9.45	4		GR	
0223	NC	78847		TEMPLES OF THE SUN AND MOON	FROM ROUTE 0220 (GLASS MOUNTAIN ROAD)	TO END	N/A	0.00	0.89	0.89	4		GR	
0224	NC	78850		ROCK SPRINGS BENCH ROAD	FROM ROUTE 0222 (CATHEDRAL VALLEY ROAD)	TO NORTH PARK BOUNDARY	N/A	0.00	1.11	1.11	4		GR	
0225	NC	78854		BAKER RANCH ROAD	FROM ROUTE 0222 (CATHEDRAL VALLEY ROAD)	TO NORTH PARK BOUNDARY	N/A	0.00	2.27	2.27	4		GR	
0226	NC	78859		NOTOM ROAD	FROM NORTH PARK BOUNDARY	TO ROUTE 0227 (BURR TRAIL ROAD)	N/A	0.00	13.70	13.70	4		GR	
0227	NC	78860		BURR TRAIL ROAD	FROM WEST PARK BOUNDARY	TO EAST PARK BOUNDARY	N/A	0.00	8.40	8.40	4		GR	
0228	NC	78862		UPPER MULEY TWIST ROAD	FROM ROUTE 0227 (BURR TRAIL ROAD)	TO STRIKE VALLEY OVERLOOK TRAILHEAD	N/A	0.00	2.86	2.86	4		GR	
0229	NC	78869		POST TO CORRALS ROAD	FROM ROUTE 0227 (BURR TRAIL ROAD)	TO TRAILHEAD	N/A	0.00	0.62	0.62	4		GR	
0230	NC	71084		CATHEDRAL CAMPROUND	FROM ROUTE 0222 (CATHEDRAL VALLEY ROAD)	TO CAMPGROUND	N/A	0.00	0.12	0.12	4		GR	

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0400	NC	78949		BURN PILE ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 2.02 ON RIGHT	TO END	N/A	0.00	0.18	0.18	6		GR	
0402	NC	78951		WATER INTAKE ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.85 ON RIGHT	TO END	N/A	0.00	1.07	1.07	6		GR	
0403	NC	78952		WATER TANK ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.55 ON RIGHT	TO END	N/A	0.00	0.48	0.48	6		GR	
0405	NC	78950		BONEYARD AND LAGOON ACCESS ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.66 ON RIGHT	TO END	N/A	0.00	0.25	0.25	6		GR	
0406	**5**	**78954**		**RESIDENCE AREA ROAD (FRUITA LANE)**	**FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.11 ON LEFT**	**TO END**	**N/A**	**0.20**	**0.00**	**0.20**	**5**		**AS**	**2**
0407	NC	237597		PLEASANT CREEK DIVERSION ROAD	FROM ROUTE 0213 (PLEASANT CREEK ROAD)	TO END	N/A	0.00	1.22	1.22	5		GR	
0408	NC	237598		CANDY RANCH ROAD	FROM ROUTE 0916 (TWIN ROCKS PARKING)	TO PARK BOUNDARY	N/A	0.00	1.73	1.73	4		GR	
0409	NC	237599		FIELD STATION ROAD	FROM ROUTE 0213 (PLEASANT CREEK ROAD)	TO END	N/A	0.00	0.44	0.44	5		GR	
0410	NC	237600		SOUTH DRAW ROAD	FROM ROUTE 0213 (PLEASANT CREEK ROAD)	TO WEST BOUNDARY	N/A	0.00	5.00	5.00	4		GR	
0411	NC	237601		PEAK A BOO ROAD	FROM ROUTE 0227 (BURR TRAIL ROAD)	TO END	N/A	0.00	0.24	0.24	5		GR	
0412	NC	239650		FD JORGENSE PASTURE ENTRY	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.19 ON LEFT	TO END	N/A	0.00	0.01	0.01	5		GR	
0413	NC	239651		FD PENDLETON FIELD ROAD	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.49 ON RIGHT	TO END	N/A	0.00	0.01	0.01	6		GR	
0900	**5**	**82461**		**CHIMNEY ROCK PARKING**	**FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 4.34 ON LEFT**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**7,968**	**AS**	**1**
0901	**5**	**82464**		**PANORAMA POINT PARKING**	**FROM ROUTE 0100 (GOOSENECKS ROAD) ON RIGHT**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**9,543**	**AS**	**1**
0902	**5**	**78956**		**VISITOR CENTER PARKING**	**FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.02 ON RIGHT**	**TO ROUTE 0010 (SCENIC DRIVE) AT MP 0.06 ON RIGHT**	**N/A**	**0.00**	**0.00**	**0.00**		**14,277**	**AS**	**2**

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0903	5	78953		MAINTENANCE / ADMINISTRATIVE AREA	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.08 ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		41,109	AS	2
0904	5	82465		PETROGLYPHS PARKING	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 8.45 ON LEFT	TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 8.50 ON LEFT	N/A	0.00	0.00	0.00		11,367	AS	2
0905	5	82466		CAPITOL GORGE PARKING	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 7.96 ON RIGHT	TO ROUTE 0010 (SCENIC DRIVE) AT MP 7.99 ON RIGHT	N/A	0.00	0.00	0.00		8,259	AS	3
0906	NC	82467		GRAND WASH PARKING	FROM END OF ROUTE 0102 (GRAND WASH ROAD)	TO PARKING	N/A	0.00	0.00	0.00		2,000	GR	
0907	NC	82468		FRUITA SCHOOLHOUSE PARKING	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 8.13 ON LEFT	TO PARKING	N/A	0.00	0.00	0.00		5,000	GR	
0909	NC	82469		PICNIC AREA PARKING	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.02 ON LEFT	TO ROUTE 0010 (SCENIC DRIVE) AT MP 1.05 ON LEFT	N/A	0.00	0.00	0.00		15,000	GR	
0910	NC	82470		BLACKSMITH SHOP PARKING	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.86 ON RIGHT	TO ROUTE 0010 (SCENIC DRIVE) AT MP 0.88 ON RIGHT	N/A	0.00	0.00	0.00		1,500	GR	
0913	5	82473		BEHUNIN CABIN PARKING	ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 13.28 ON RIGHT		N/A	0.00	0.00	0.00		3,067	AS	4
0914	5	82474		ORIENTATION PARKING	FROM STATE HIGHWAY 24 ON LEFT	TO PARKING	N/A	0.00	0.00	0.00		13,286	AS	4
0915	5	71083		HICKMAN NATURAL BRIDGE PARKING	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.25 ON LEFT	TO PARKING	N/A	0.00	0.00	0.00		19,022	AS	4
0916	5	82475		TWIN ROCKS PARKING	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 2.39 ON RIGHT	TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 2.42 ON RIGHT	N/A	0.00	0.00	0.00		5,484	AS	1
0917	5	82476		THE CASTLE PARKING	ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 6.61 ON RIGHT		N/A	0.00	0.00	0.00		6,927	AS	1
0918	NC	82477		GOOSENECKS PARKING	FROM END OF ROUTE 0100 (GOOSENECKS ROAD)	TO PARKING	N/A	0.00	0.00	0.00		1,000	GR	
0920	5	82478		JOHNSON ORCHARD PARKING	ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 0.94 ON LEFT		N/A	0.00	0.00	0.00		5,957	AS	2

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0922	NC	82480		GROUP CAMP SITE PARKING	FROM END OF ROUTE 0105 (GROUP CAMP SITE ACCESS ROAD)	TO PARKING	N/A	0.00	0.00	0.00		76,000	GR	
0923	5	82483		FEE STATION PULLOUT	ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 1.62 ON RIGHT		N/A	0.00	0.00	0.00		6,147	AS	2
0924	5	82484		SLICK ROCK DIVIDE PARKING	ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 5.89 ON RIGHT		N/A	0.00	0.00	0.00		3,041	AS	3
0925	5	83125		OLD WAGON TRAIL PARKING	ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 6.54 ON RIGHT		N/A	0.00	0.00	0.00		1,720	AS	3
0926	NC	78864		AMPHITHEATRE PARKING	FROM END OF ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)	TO PARKING	N/A	0.00	0.00	0.00		10,000	GR	
0927	NC	238881		GIFFORD HOUSE PARKING AREA	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.12 ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		2,400	GR	
0929	5	238882		GRAND WASH TRAILHEAD PARKING	ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 11.89 ON RIGHT		N/A	0.00	0.00	0.00		4,212	AS	4
0930	5	238884		CAPITOL DOME PARKING	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.63 ON LEFT	TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.69 ON LEFT	N/A	0.00	0.00	0.00		11,202	AS	4
0931	NC	239652		FD WATER TREATMENT PLANT PARKING	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.05 ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		3,975	GR	

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CYCLE 5 SUMMARY TOTALS FOR CAPITOL REEF NATIONAL PARK

CYCLE 5 ROUTE TOTALS

DCV Driven Route Miles	25.14
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	25.14
Manually Rated Routes (SQFT)	0
TOTAL UNPAVED PARK ROUTE MILES	73.46

CYCLE 5 CONCESSION TOTALS

Concession Paved Route Miles	0.00
Concession Unpaved Route Miles	0.00
TOTAL CONCESSION ROUTE MILES	0.00
Concession Paved Parking Area SQFT	0
Concession Unpaved Parking Area SQFT	0
TOTAL CONCESSION PARKING AREA SQFT	0
Concession Manually Rated Rotes SQFT	0

* CYCLE 5 PARKING AREA TOTALS

Paved Parking (SQFT)	172,588
Unpaved Parking (SQFT)	116,875
TOTAL PARKING (SQFT)	289,463

CYCLE 5 WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	82
**Manually Rated Routes PCR	N/A
**Parking PCR	68
***Total Equivalent Lane Miles	56.97

* - The Parking Area Totals SQFT value represents **all** parking areas collected in Cycle 5, both park and concessionaire.

** - Parking and Manually Rated Routes are assigned the following PCR values based on their observed condition: Construction=-1, Excellent=97, Good=90, Fair=73, and Poor=45.

*** - Equivalent Lane Miles are calculated by route using the following equations : DCV and Manually Rated Lines Routes=(PAVE_WIDTHxPAVED_MI)/11 foot lane. Parking Areas=SQ_FEET/5280/11. Manually Rated Polygons=SQ_FEET/5280/11.

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven	Yellow = Unpaved Routes, DCV not Driven	Blue = All Paved Parking Areas	Green = All Unpaved Parking Areas
Grey = Paved Routes, DCV not Driven	Black = State, Local or Private non-NPS Routes	= Concession Route Flag ON	

*Unpaved route data was obtained from NPS and was not inventoried by the Road Inventory Program (RIP).

** DCV - Data Collection Vehicle NC - Not Collected

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 Locations. 5000 Routes are driven for GPS and Video Log 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

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CARE

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Addition**	**Comments**
0011	STATE HIGHWAY 24	OTHER	RECORD ADDED IN 2008 ALIGNMENT AND CONFIRMED IN CYCLE 5.
0929	GRAND WASH TRAILHEAD PARKING	OTHER	PAVED PARKING AREA ADDED IN CYCLE 5.
0930	CAPITOL DOME PARKING	OTHER	PAVED PARKING AREA ADDED IN CYCLE 5.
ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Modification**	**Comments**
0105	GROUP CAMP SITE ACCESS ROAD	LENGTH CHANGE	THE PAVED LENGTH WAS SHORTENED AND AN UNPAVED LENGTH WAS ADDED IN CYCLE 5.
0903	MAINTENANCE / ADMINISTRATIVE AREA	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY.
0913	BEHUNIN CABIN PARKING	SURFACE TYPE CHANGE	PARKING WAS SHOWN AS UNPAVED IN CYCLE 3, IS PAVED IN CYCLE 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CARE

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0905	CAPITOL GORGE PARKING	SURFACE TYPE CHANGE	UNPAVED PARKING AREA IN PREVIOUS CYCLE.
0920	JOHNSON ORCHARD PARKING	OTHER	NAME CHANGED FROM "HANDICAP PARKING" TO "JOHNSON ORCHARD PARKING" IN CYCLE 5.
0925	OLD WAGON TRAIL PARKING	SURFACE TYPE CHANGE	WAS LISTED AS UNPAVED IN CYCLE 3, IS PAVED IN CYCLE 5.

Section 3
Park Summary Information

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

CARE: PAVED ROUTE MILES AND PERCENTAGES BY FUNCTIONAL CLASS AND PCR

F.C.	Pavement Condition Rating (PCR)								TOTAL MILES
	Poor (0-60)		Fair (61-84)		Good (85-94)		Excellent (95-100)		
	MILES	%	MILES	%	MILES	%	MILES	%	
1	1.64	6.53%	10.72	42.66%	8.70	34.62%	3.00	11.94%	**24.06**
2	0.05	0.20%	0.02	0.08%	0.06	0.24%	0.14	0.56%	**0.27**
3							0.60	2.39%	**0.60**
4									
5			0.08	0.32%	0.10	0.40%	0.02	0.08%	**0.20**
6									
7									
8									
Totals	**1.69**	**6.72%**	**10.82**	**43.06%**	**8.86**	**35.25%**	**3.76**	**14.96%**	**25.13**

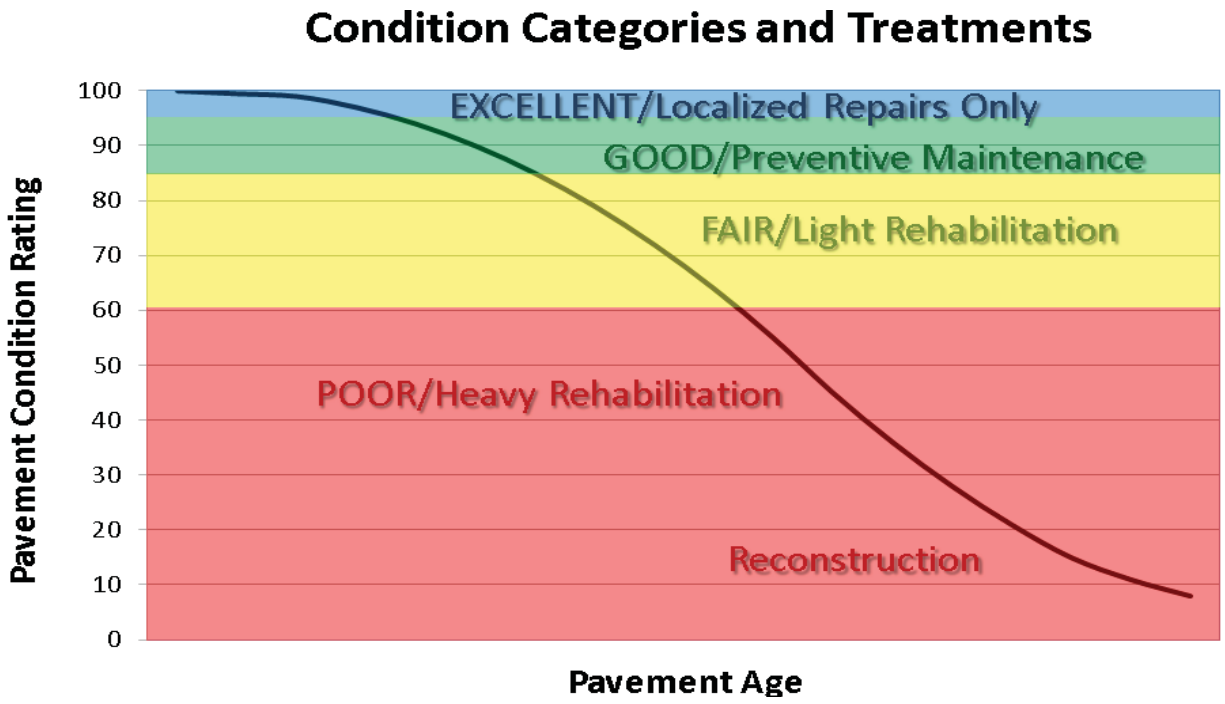
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class 1, 2, & 7 routes, and any new routes not previously collected by RIP, are collected in Large Parks.**

Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

In addition to the RIP Index changes that have been implemented in Cycle 5, we will also aim to provide greater assistance in translating excellent/good/fair/poor categories into pavement needs categories. The PCR can be used to indicate the place in the Pavement Life Cycle and the types of treatments that should be considered now and into the future.

- Excellent/New: PCR of 95-100. Pavements in this range will require only spot repairs
- Good: PCR of 85-94. Pavements in this range will likely be candidates for Preventive Maintenance. Examples include Chip and Slurry Seals, Micro Surfacing and Thin Overlays.
- Fair: PCR of 61-84. Pavements in this range will likely be candidates of Light Rehabilitation (L3R). Examples include single-lift overlays up to 2.5 inches in total thickness, milling and overlays.
- Poor: PCR of 0-60. Pavements in this range will likely be candidates of Heavy Rehabilitation or Reconstruction (H3R or 4R). Examples include Pulverization, Multiple Lift Overlays, and Reconstruction.

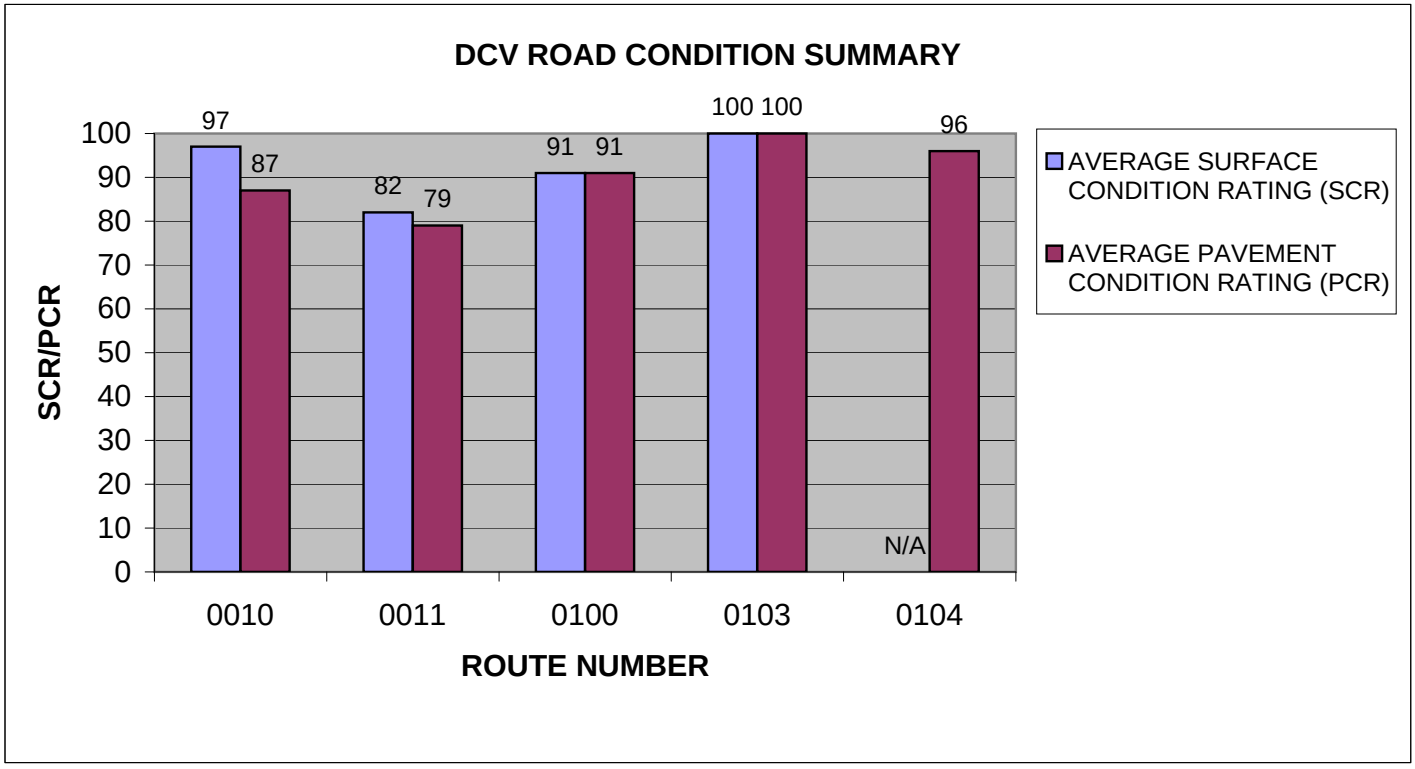
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely on RIP data. Additionally, RIP produces a snapshot of conditions the year in which the data was collected. For further information or to obtain additional Pavement Management System's data from our Highway Pavement Management Application (HPMA) please contact the Eastern Federal Lands pavement team.



CARE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

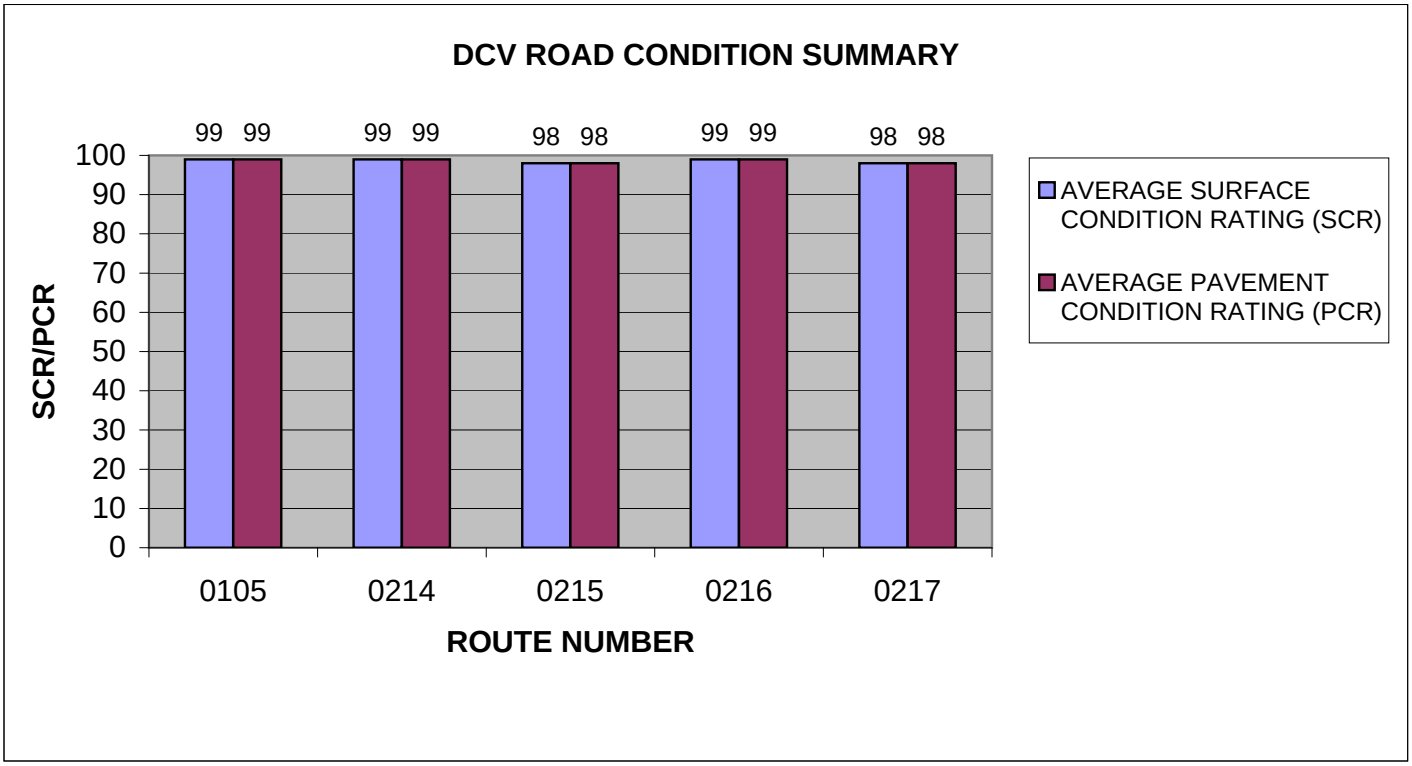
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	SCENIC DRIVE	1	7.99	ASPHALT	97	87
0011	STATE HIGHWAY 24	1	16.07	ASPHALT	82	79
0100	GOOSENECKS ROAD	2	0.10	ASPHALT	91	91
0103	CAMPGROUND A AND B ACCESS ROAD	2	0.07	ASPHALT	100	100
0104	AMPHITHEATRE ACCESS ROAD	2	0.09	ASPHALT	NA	96



CARE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

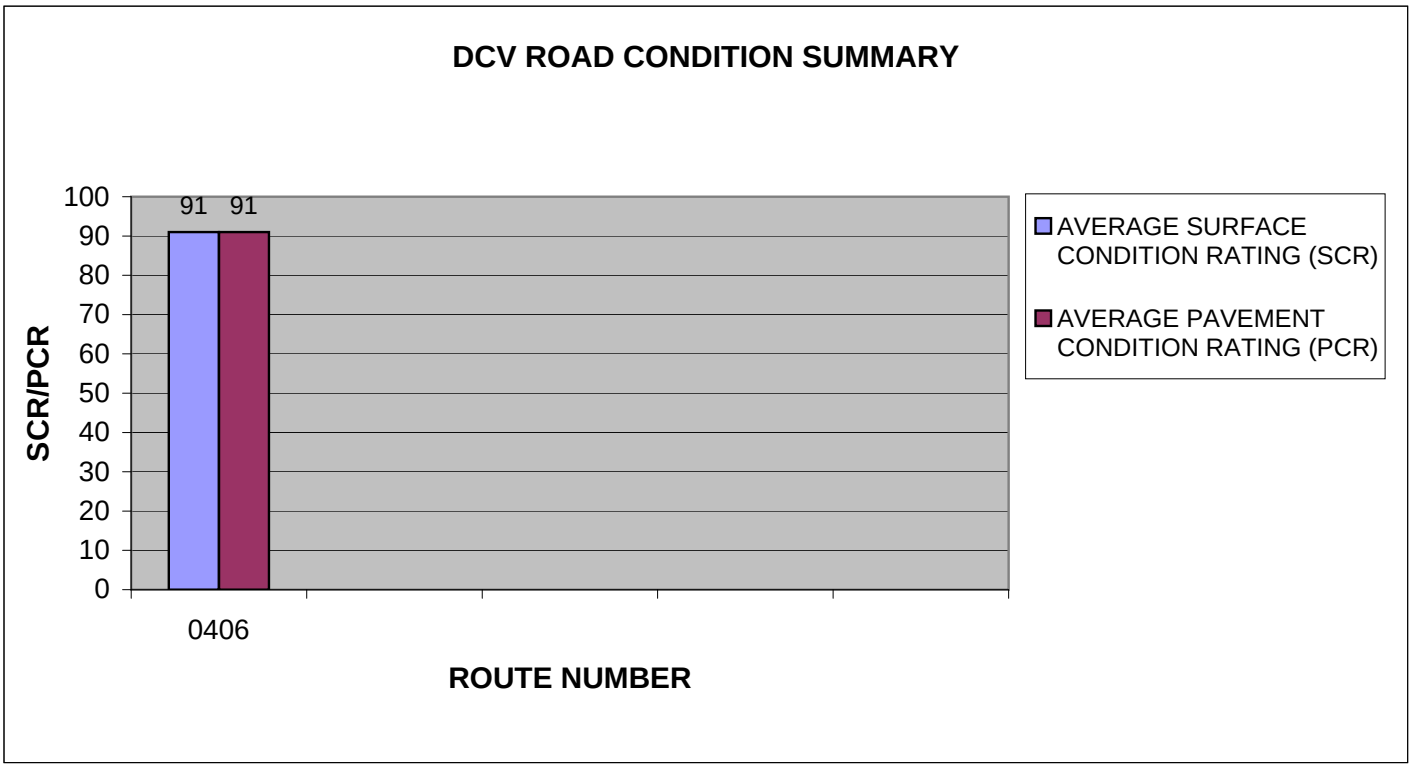
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0105	GROUP CAMP SITE ACCESS ROAD	2	0.02	ASPHALT	99	99
0214	CAMPGROUND LOOP A	3	0.17	ASPHALT	99	99
0215	CAMPGROUND LOOP B	3	0.21	ASPHALT	98	98
0216	CAMPGROUND LOOP C	3	0.18	ASPHALT	99	99
0217	DUMP STATION ROAD	3	0.04	ASPHALT	98	98



CARE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

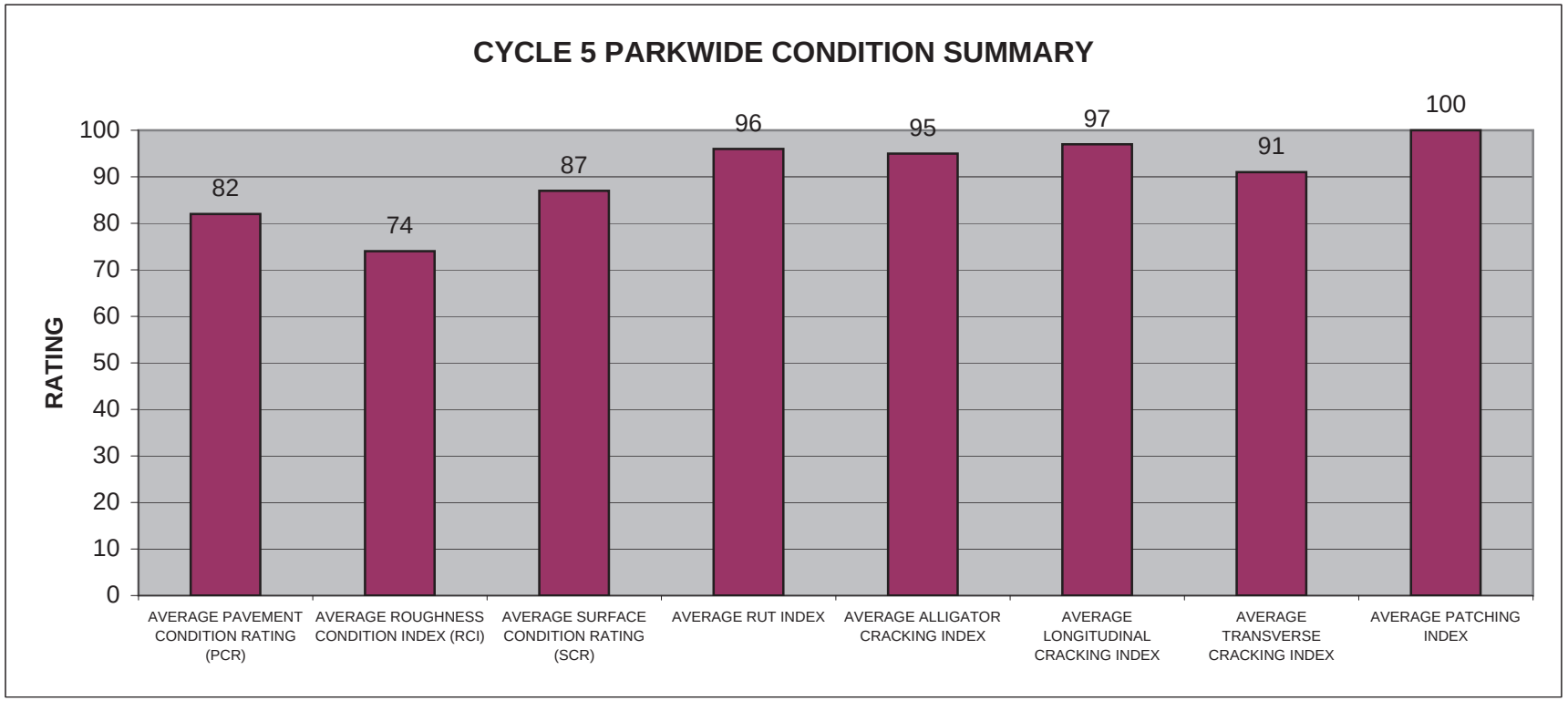
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0406	RESIDENCE AREA ROAD (FRUITA LANE)	5	0.20	ASPHALT	91	91



CARE: PARKWIDE DCV 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
82	74	87	96	95	97	91	100

All Index values are based on Data Collection Vehicle (DCV) driven roads that were collected in Cycle-5.
Roughness data is only collected on routes with lengths greater than 0.5 miles and a posted speed limit of 25 MPH or greater.

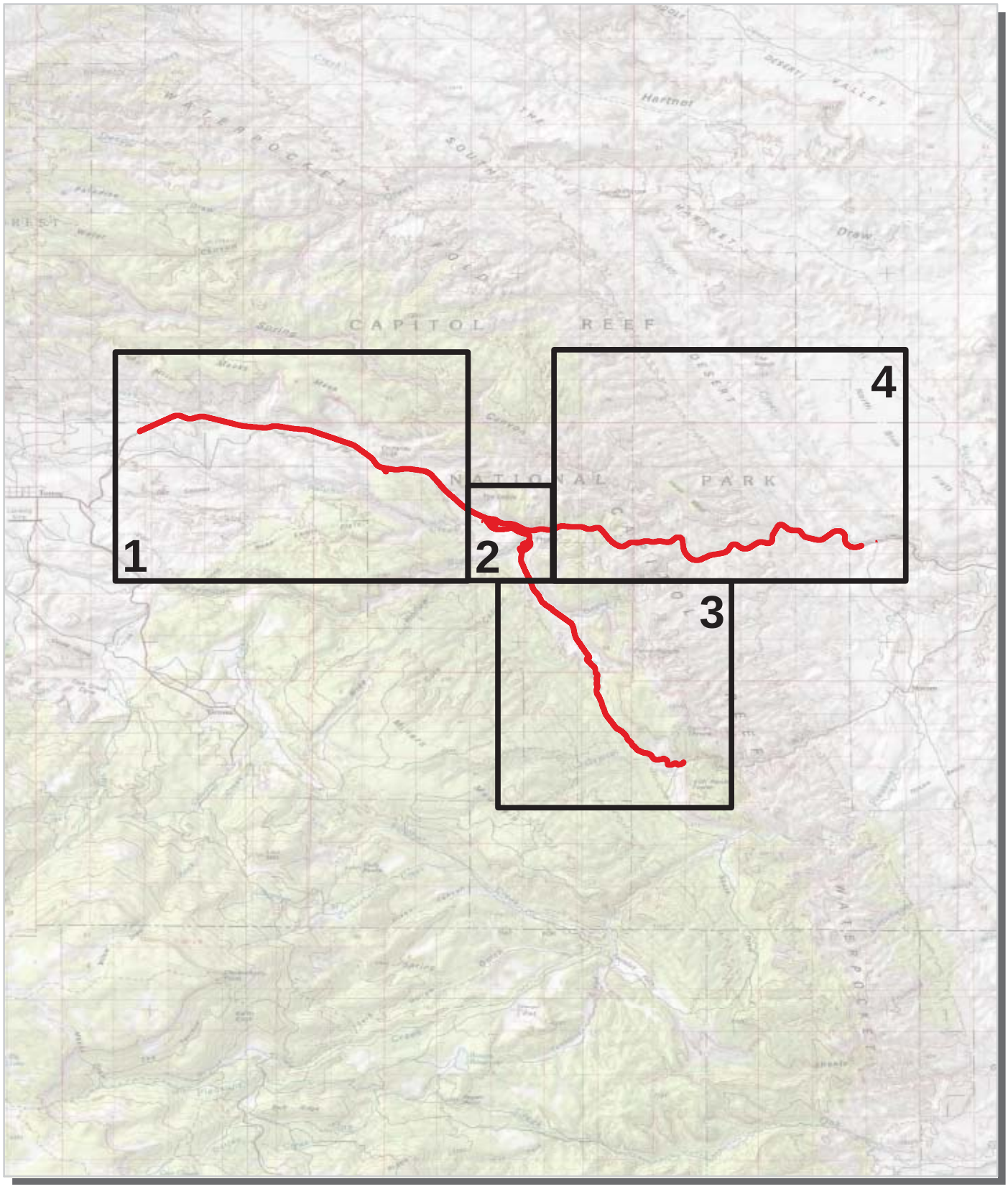


Section 4
Park Route Location Maps

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

Capitol Reef National Park
Route Location Map
Key Map

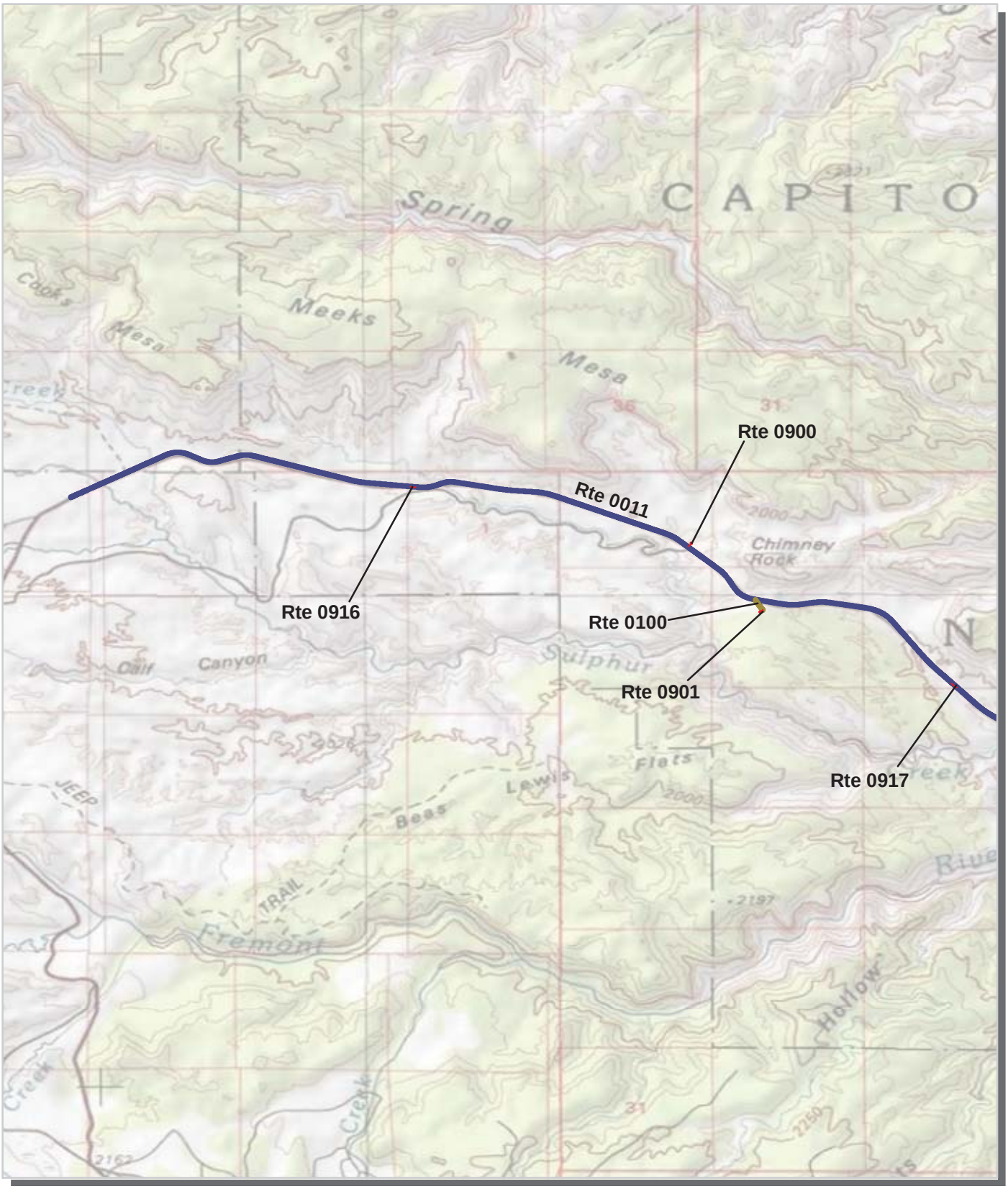


Cycle 5 Collected Routes

4 2 0 4
Miles

N

Capitol Reef National Park
Route Location Map
Area 1

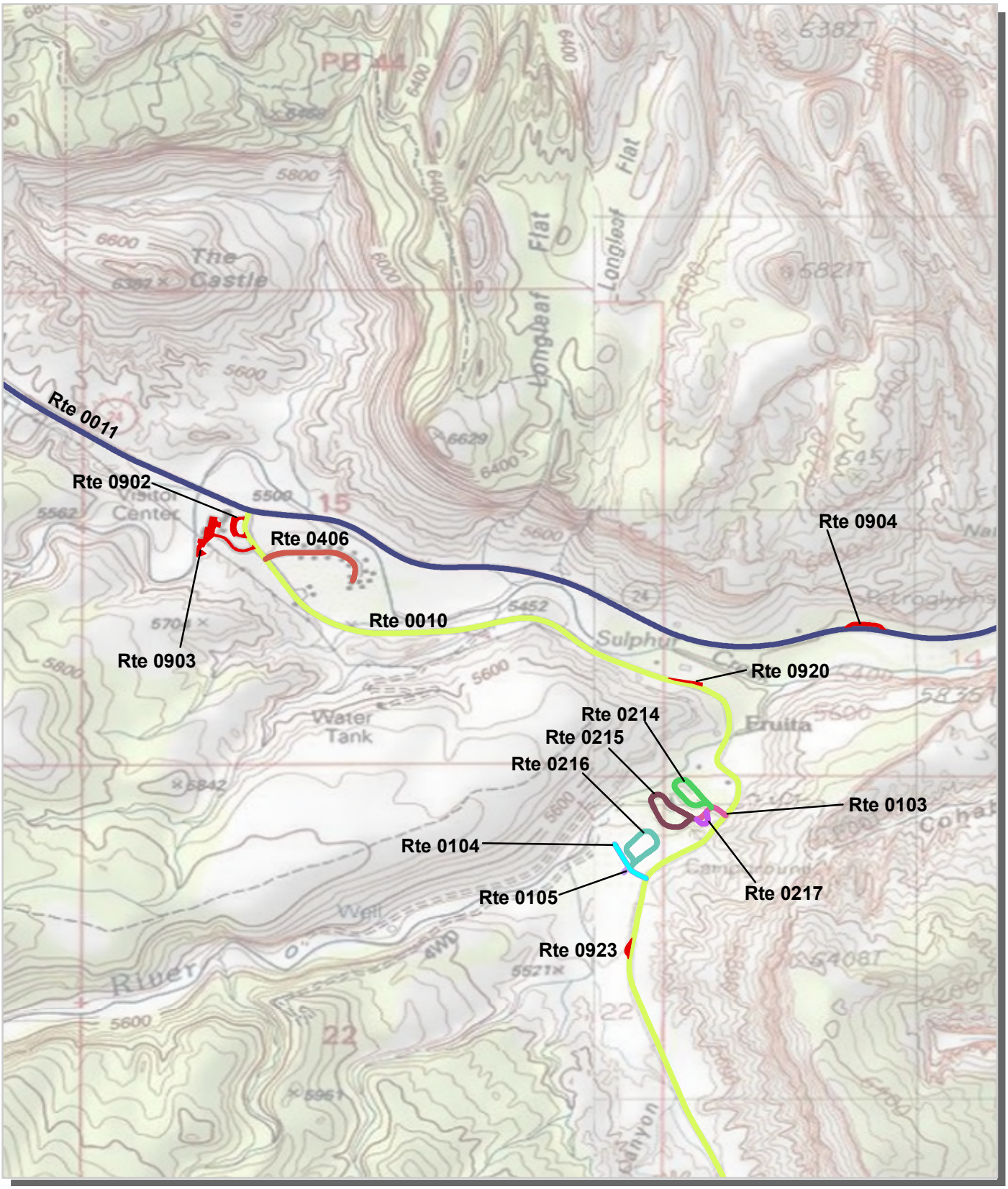


Unique colors used to differentiate routes

2 1 0 2 Miles

N

Capitol Reef National Park
Route Location Map
Area 2

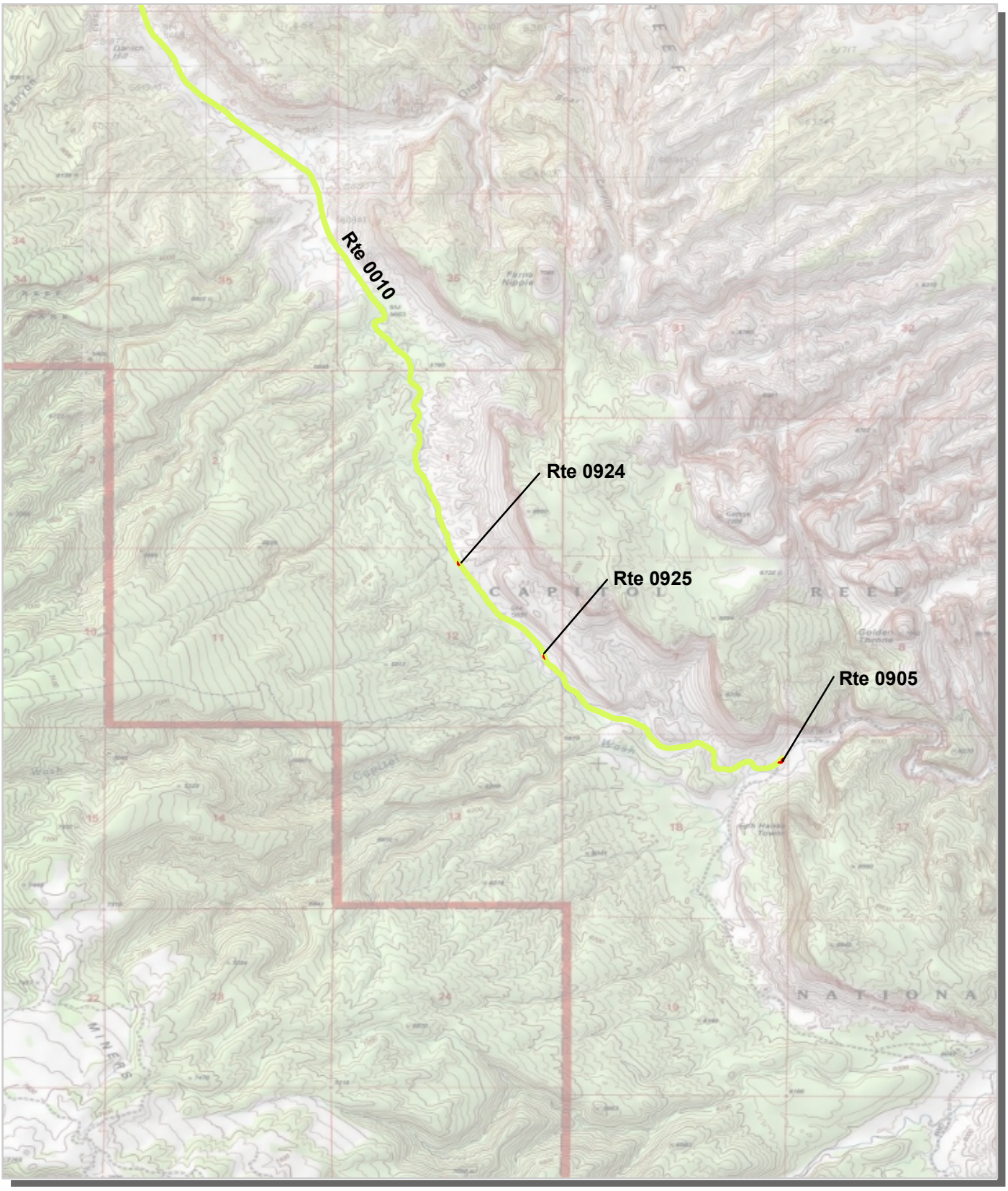


Unique colors used to differentiate routes

0.5 0.25 0 0.5 Miles

N

Capitol Reef National Park
Route Location Map
Area 3



Unique colors used to differentiate routes

1 0.5 0 1 Miles

N

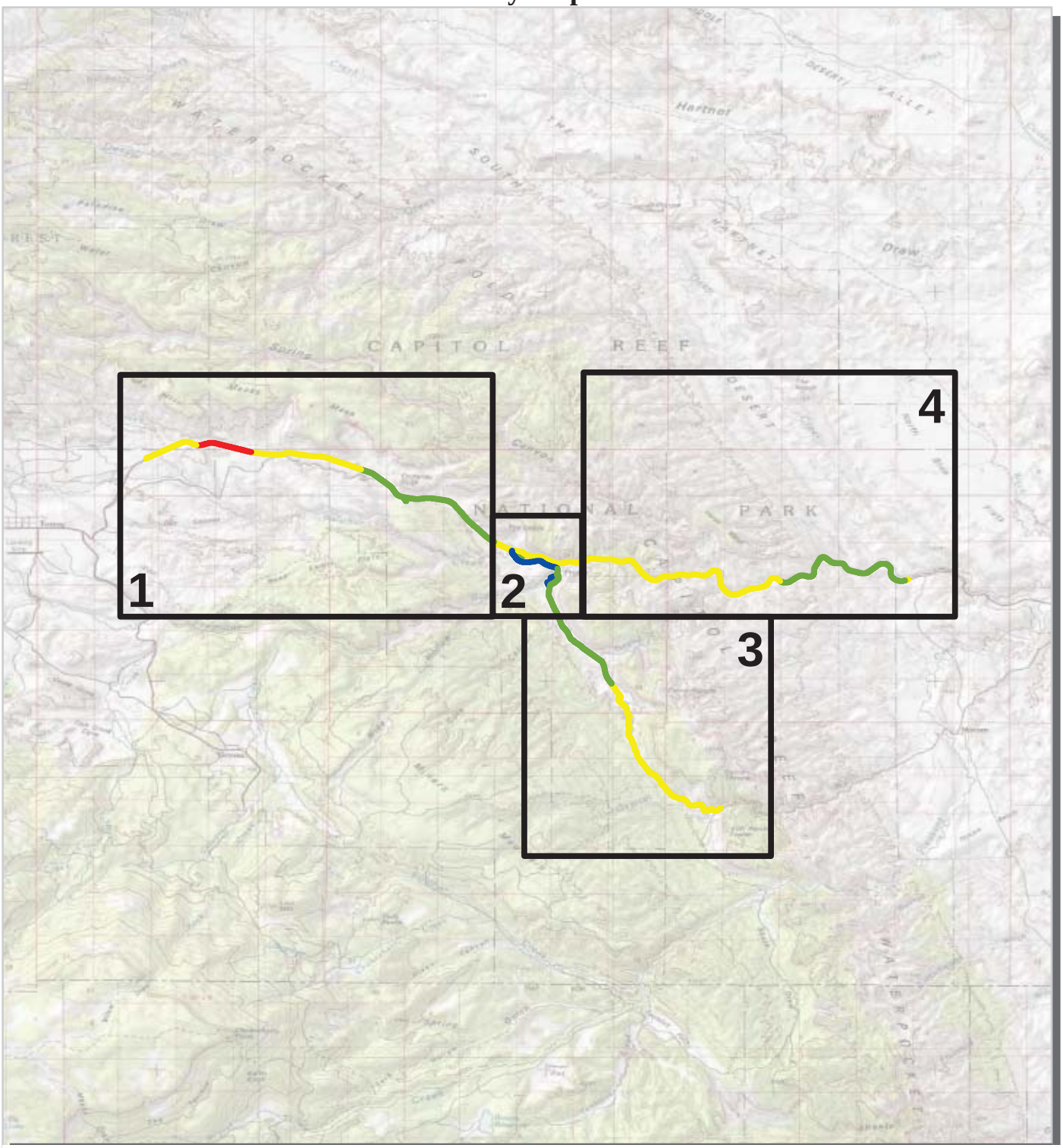
Capitol Reef National Park
Route Location Map
Area 4

Unique colors used to differentiate routes

1 0.5 0 1 Miles

N

Capitol Reef National Park
Route Condition Map
PCR - Mile by Mile
Key Map



PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

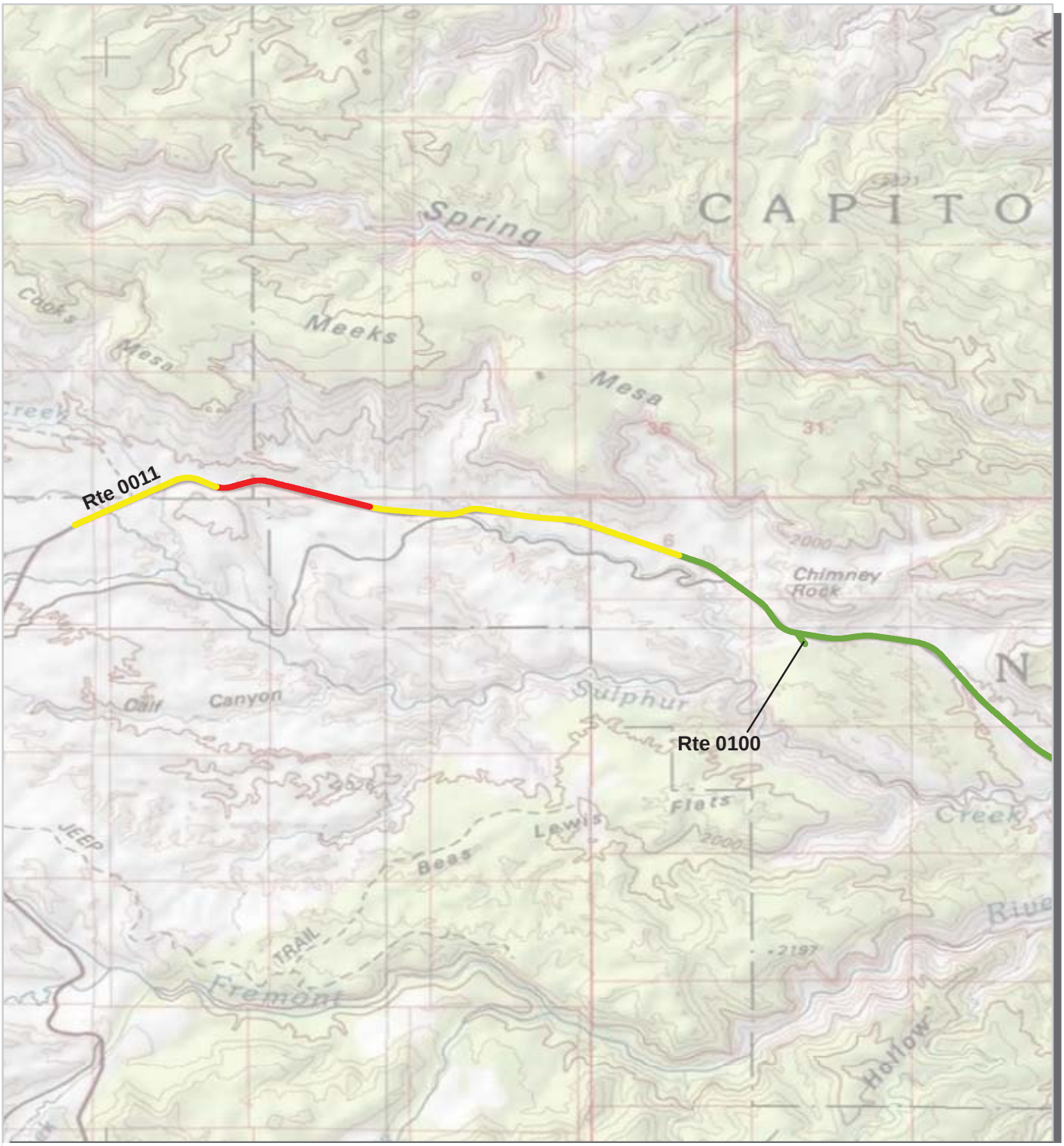
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

Note: Only routes collected by the DCV in Cycle-5 are displayed.

4 2 0 4 Miles

N

Capitol Reef National Park
Route Condition Map
PCR - Mile by Mile
Area 1



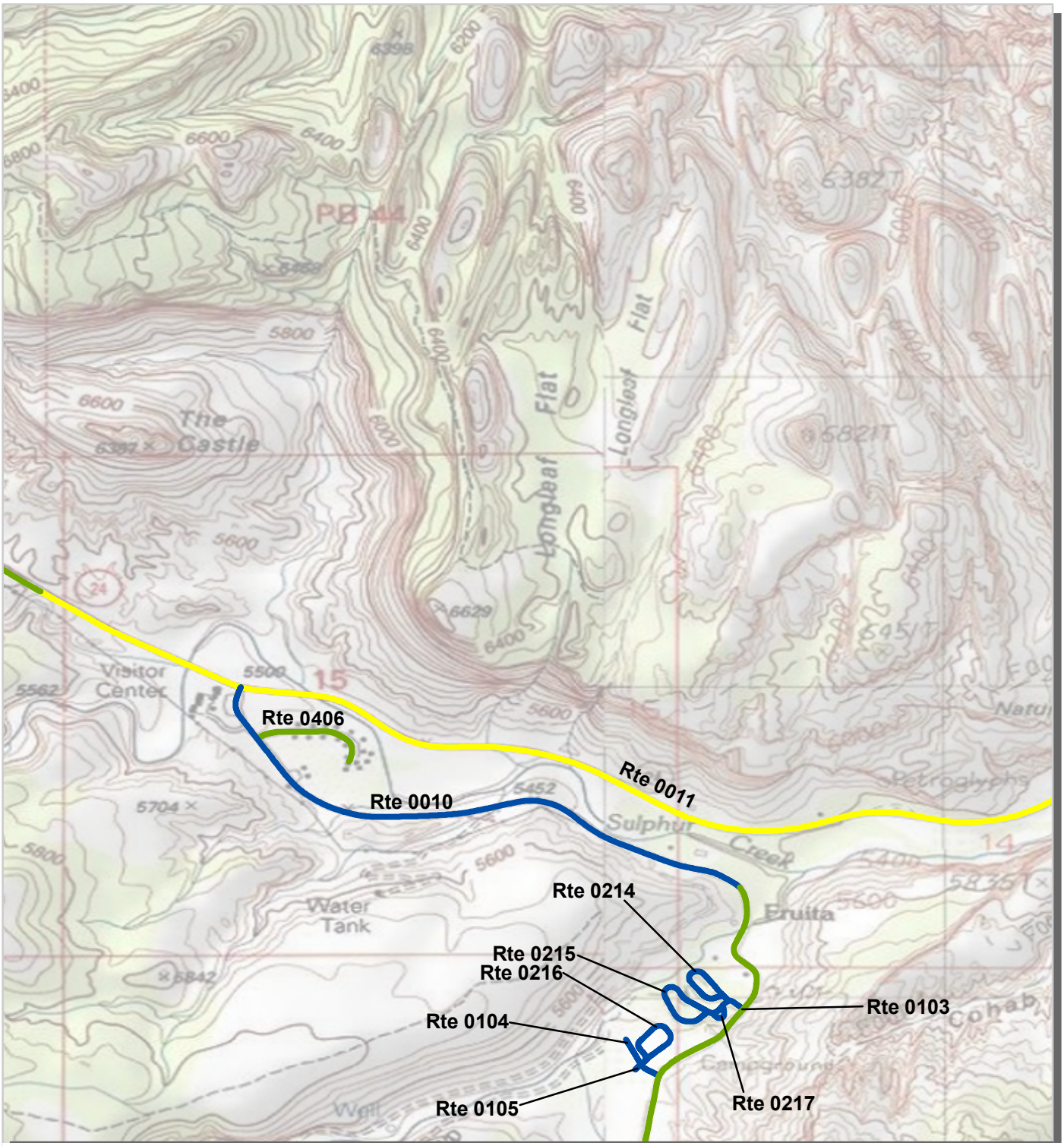
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

2 1 0 2 Miles

N

Capitol Reef National Park
Route Condition Map
PCR - Mile by Mile
Area 2



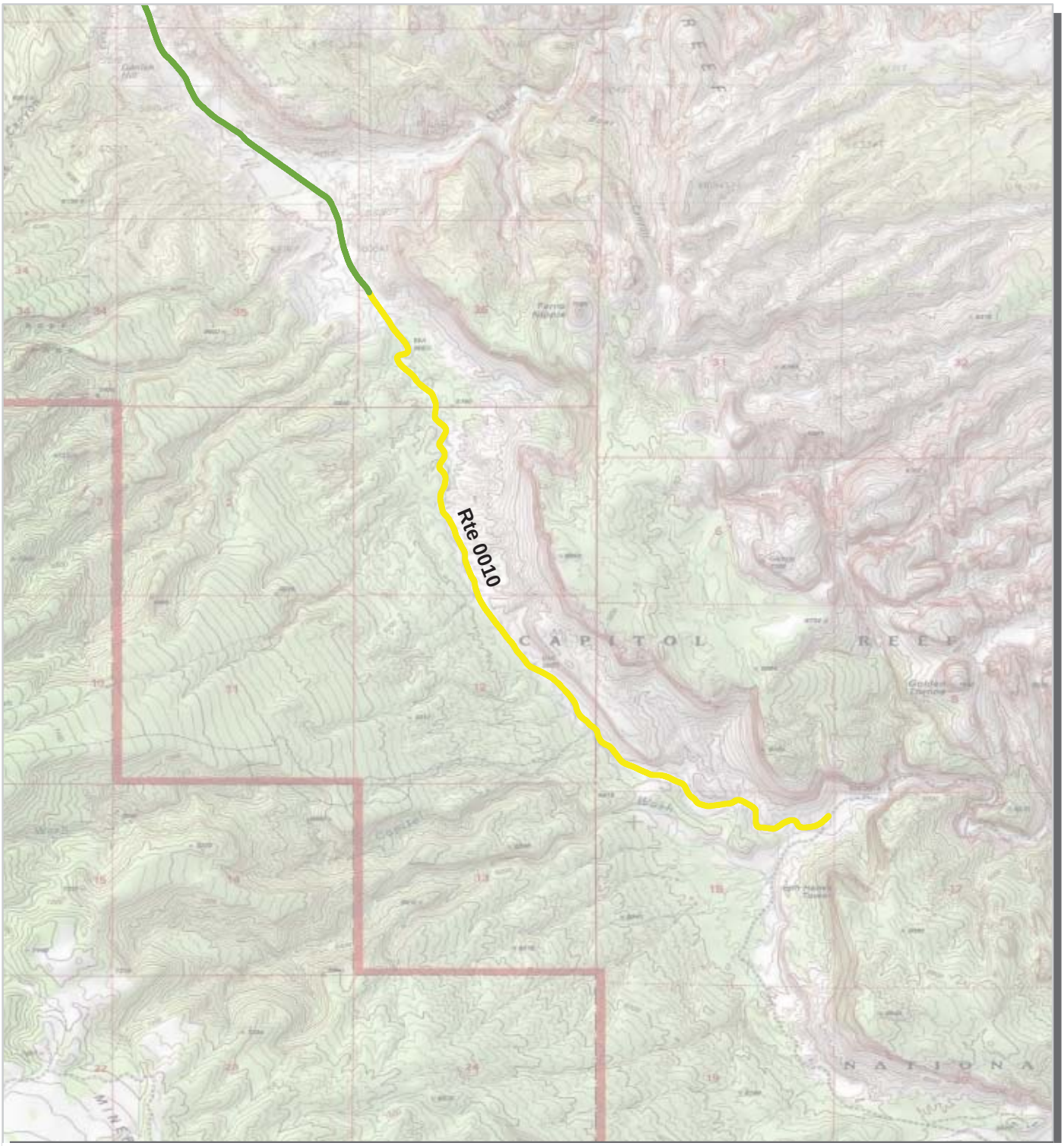
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.5 0.25 0 0.5 Miles

N

Capitol Reef National Park
Route Condition Map
PCR - Mile by Mile
Area 3



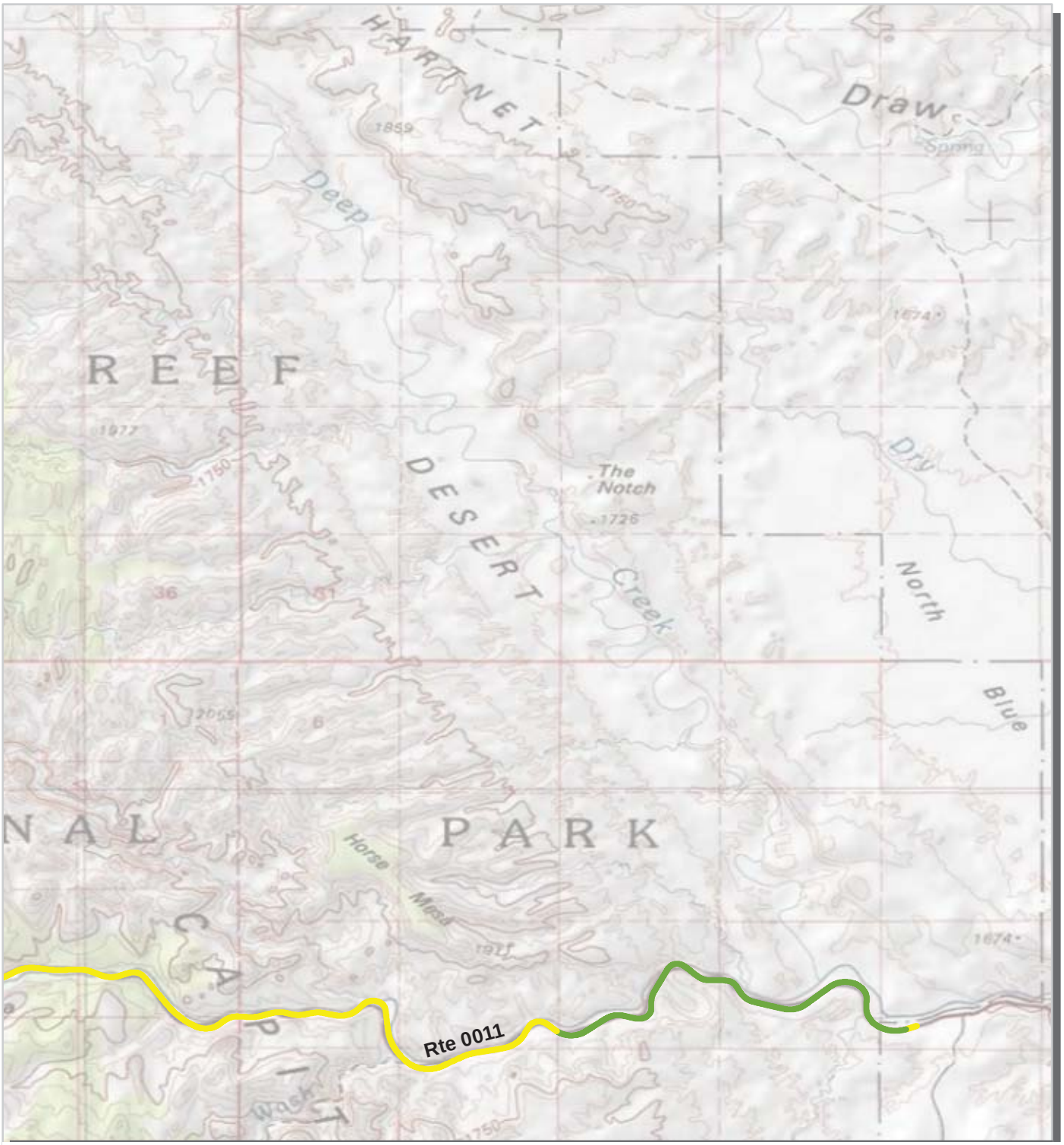
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

1 0.5 0 1 Miles

N

Capitol Reef National Park
Route Condition Map
PCR - Mile by Mile
Area 4



PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 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.

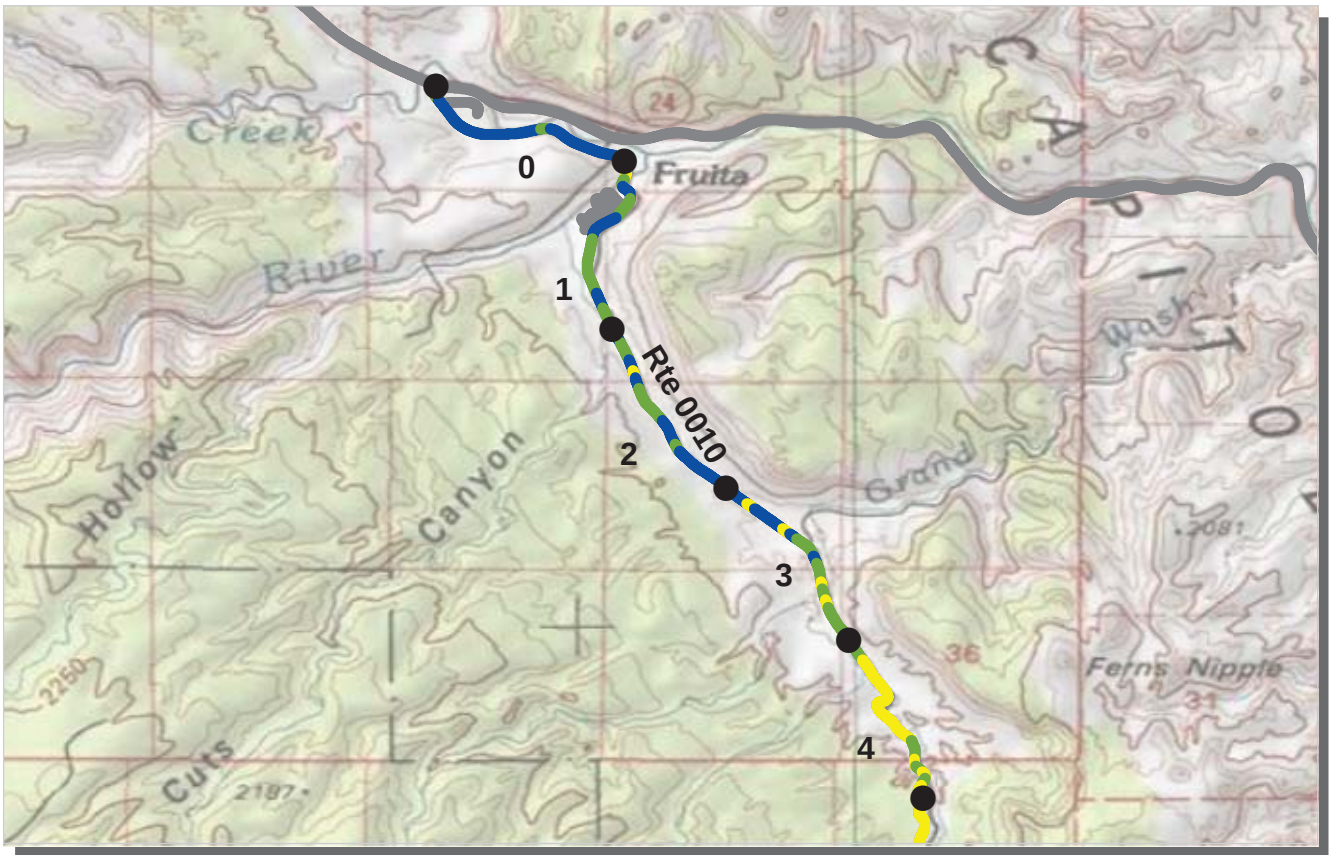
1 0.5 0 1 Miles

N

Section 5
Paved Route
Condition Rating Sheets

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program



PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

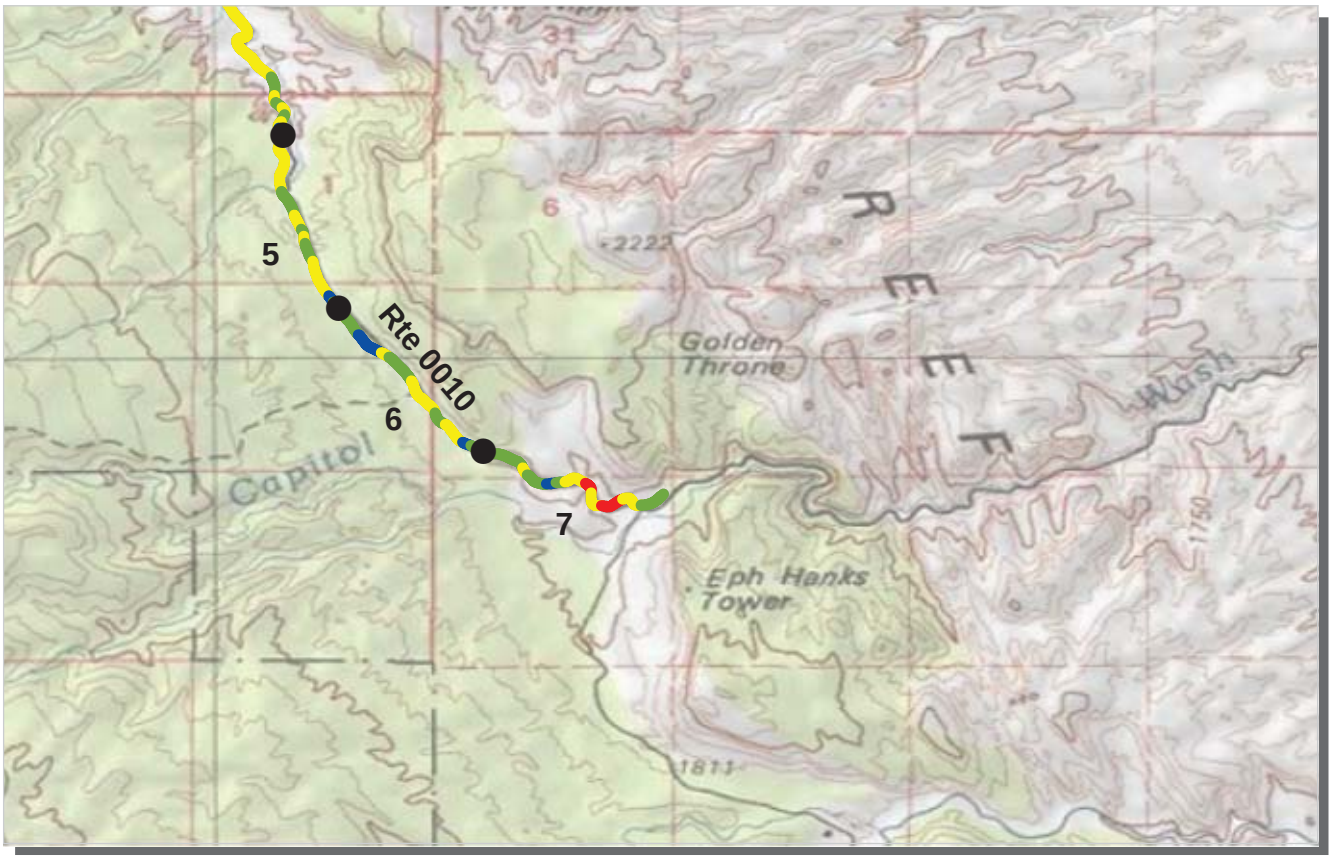
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 SCENIC DRIVE
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 7.99 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	22	21	18	18	18
Lane Width (ft)	11	10	9	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	100	100	99	99	97
PCR (Pavement Condition Rating)	100	94	94	86	78
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	100	100	99	99	97
Roughness Condition Index (RCI)	99	84	87	66	50

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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.

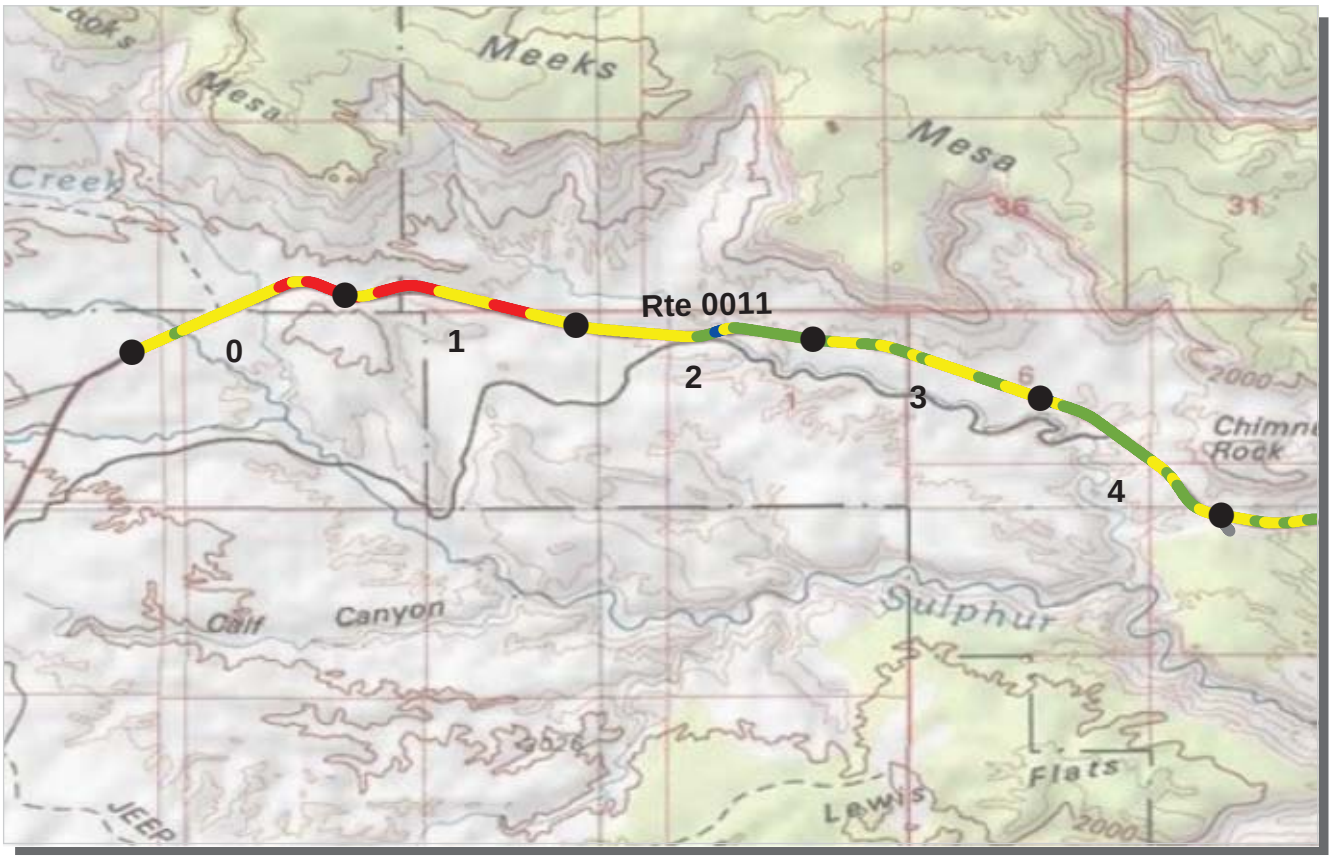
ROUTE: 0010 SCENIC DRIVE
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012

INTERMOUNTAIN REGION **TOTAL LENGTH: 7.99 Miles**

Section Number	5	6	7		
Section Length (mi)	1.00	1.00	0.99		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	19	19	19		
Lane Width (ft)	9	10	10		
Roadway Condition Information					
SCR (Surface Condition Rating)	97	95	91		
PCR (Pavement Condition Rating)	84	84	72		
Distress Index Values					
Structural Crack Index	100	100	100		
Transverse Cracking Index	100	100	100		
Patching Index	100	100	100		
Rutting Index	97	95	91		
Roughness Condition Index (RCI)	64	68	43		

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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: 0011 STATE HIGHWAY 24
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 16.07 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	24	24	24	23
Lane Width (ft)	10	10	10	10	10
Roadway Condition Information					
SCR (Surface Condition Rating)	81	48	84	82	87
PCR (Pavement Condition Rating)	75	52	79	84	85
Distress Index Values					
Structural Crack Index	84	48	91	82	94
Transverse Cracking Index	81	88	84	83	87
Patching Index	100	100	100	100	100
Rutting Index	96	92	93	98	97
Roughness Condition Index (RCI)	65	59	71	88	81

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable

PCR Poor (0 - 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: 0011 STATE HIGHWAY 24
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 16.07 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	23	31	25	30
Lane Width (ft)	10	10	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	85	86	56	82	84
PCR (Pavement Condition Rating)	85	86	64	80	79
Distress Index Values					
Structural Crack Index	92	93	56	96	95
Transverse Cracking Index	85	86	81	82	84
Patching Index	100	100	100	100	100
Rutting Index	97	97	93	95	95
Roughness Condition Index (RCI)	84	87	75	78	71

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable

PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

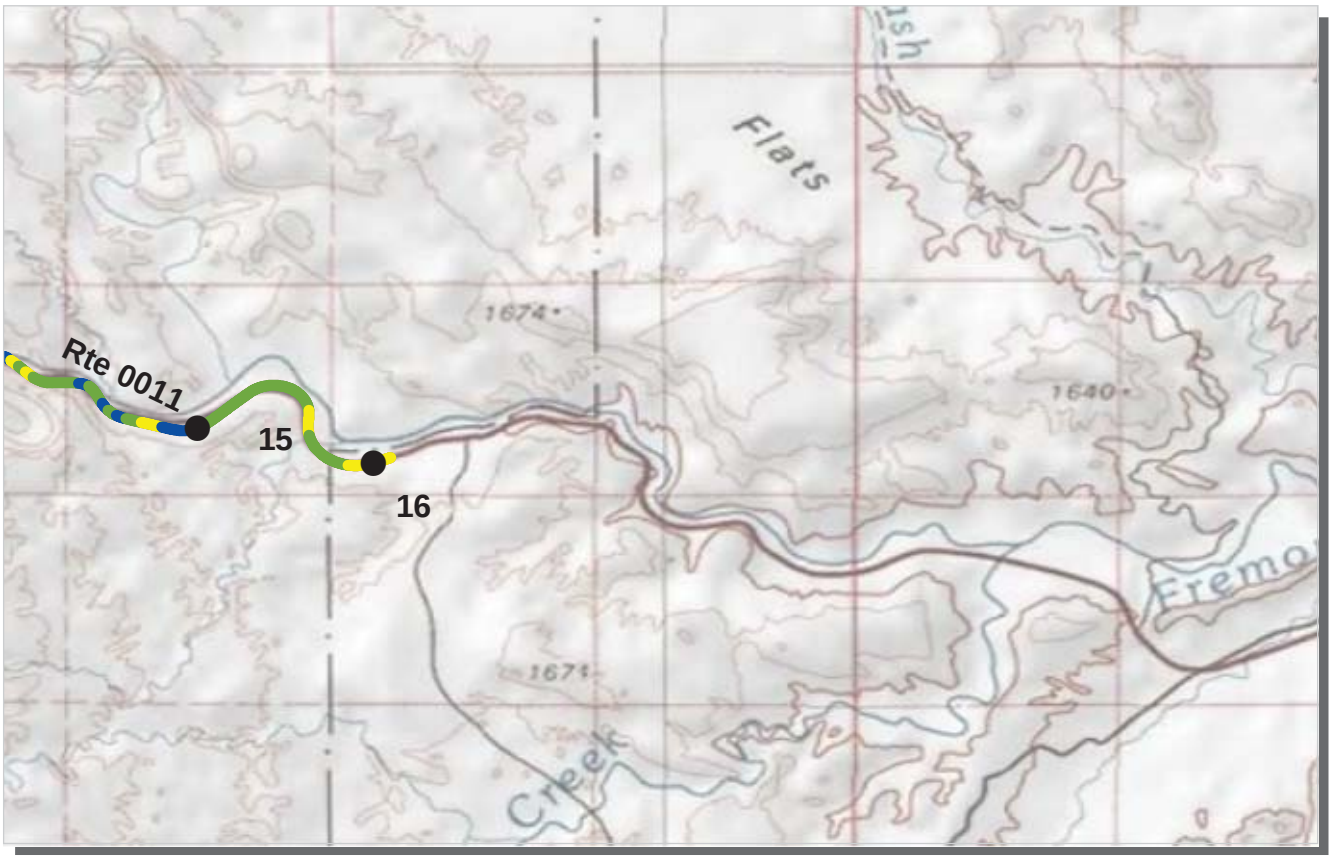
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0011 STATE HIGHWAY 24
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 16.07 Miles**

Section Number	10	11	12	13	14
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	27	27	28	29	29
Lane Width (ft)	10	11	10	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	87	84	82	89	95
PCR (Pavement Condition Rating)	81	79	76	85	90
Distress Index Values					
Structural Crack Index	89	91	90	95	100
Transverse Cracking Index	87	84	82	89	99
Patching Index	100	100	100	100	100
Rutting Index	94	95	96	91	95
Roughness Condition Index (RCI)	72	71	68	80	82

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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: 0011 STATE HIGHWAY 24
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 16.07 Miles**

Section Number	15	16			
Section Length (mi)	1.00	0.07			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	28	28			
Lane Width (ft)	11	11			
Roadway Condition Information					
SCR (Surface Condition Rating)	96	96			
PCR (Pavement Condition Rating)	87	75			
Distress Index Values					
Structural Crack Index	100	100			
Transverse Cracking Index	99	100			
Patching Index	100	100			
Rutting Index	96	96			
Roughness Condition Index (RCI)	74	43			

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable

PCR Poor (0 - 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: 0100 GOOSENECKS ROAD
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.10 Miles**

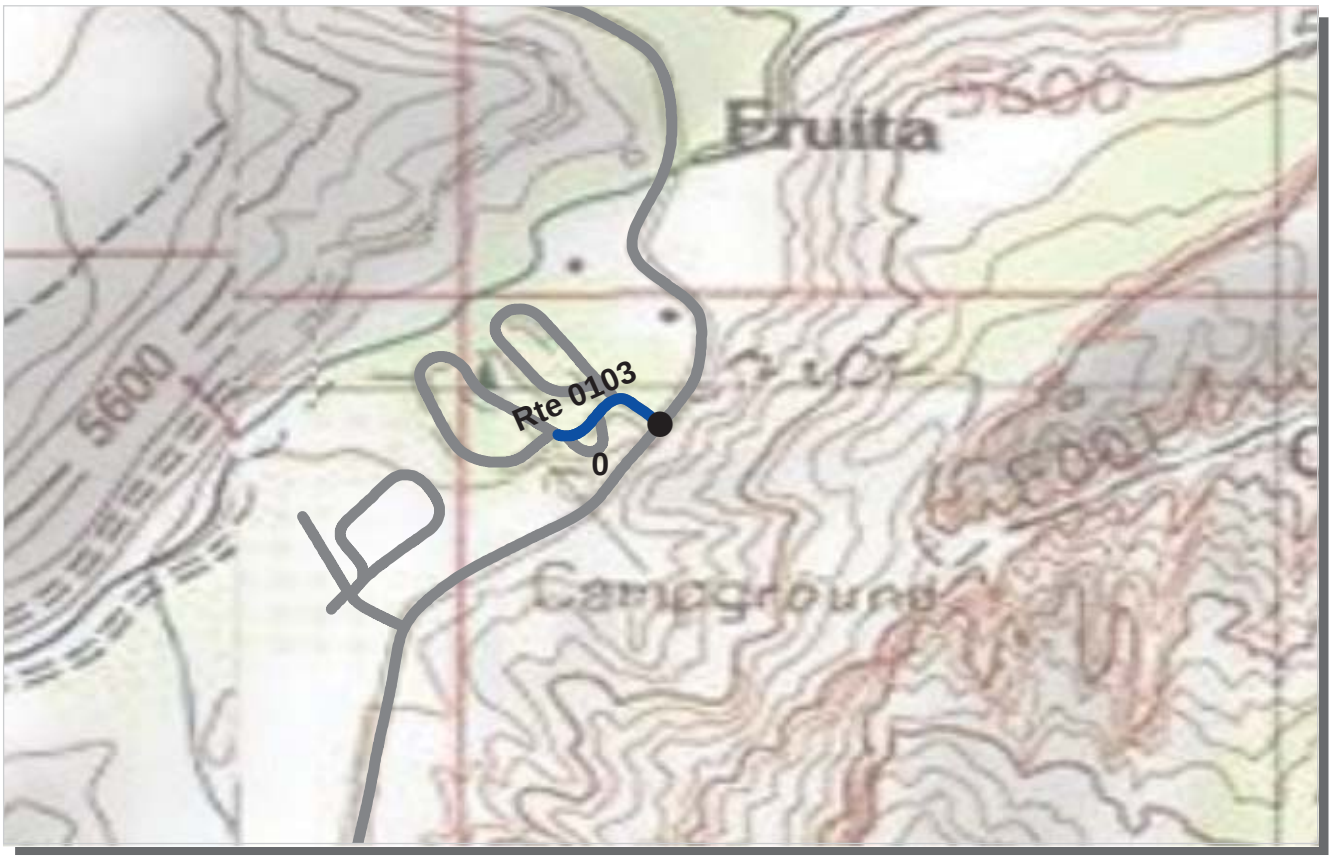
Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	91				
Transverse Cracking Index	95				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	NC				

NOTES:

Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.

See Section 10 for explanation of SCR, PCR, & all Distress Index Values.

NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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.

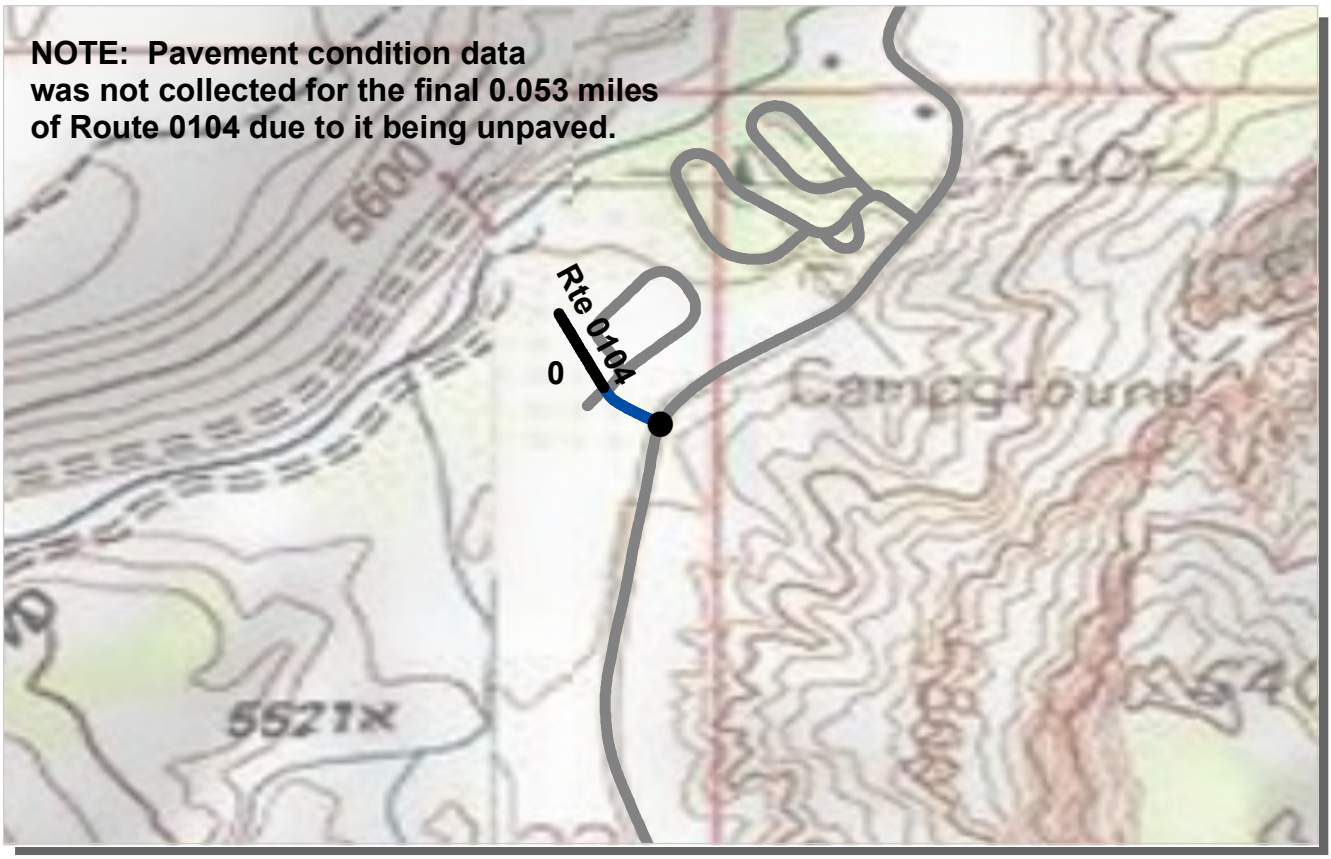
ROUTE: 0103 CAMPGROUND A AND B ACCESS ROAD
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

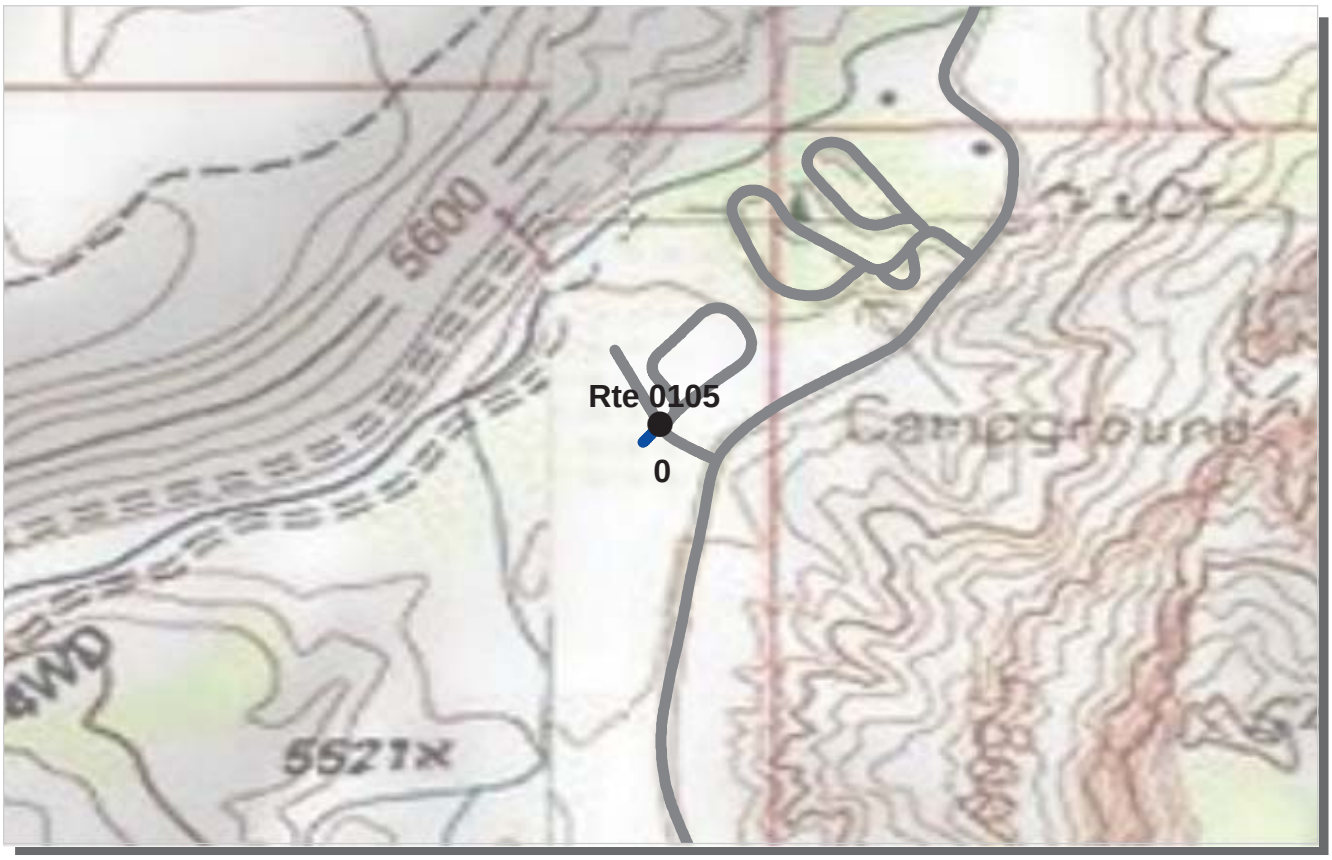
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0104 AMPHITHEATRE ACCESS ROAD
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.09 Miles**

Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	20				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	NC				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	NC				
Transverse Cracking Index	NC				
Patching Index	NC				
Rutting Index	NC				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

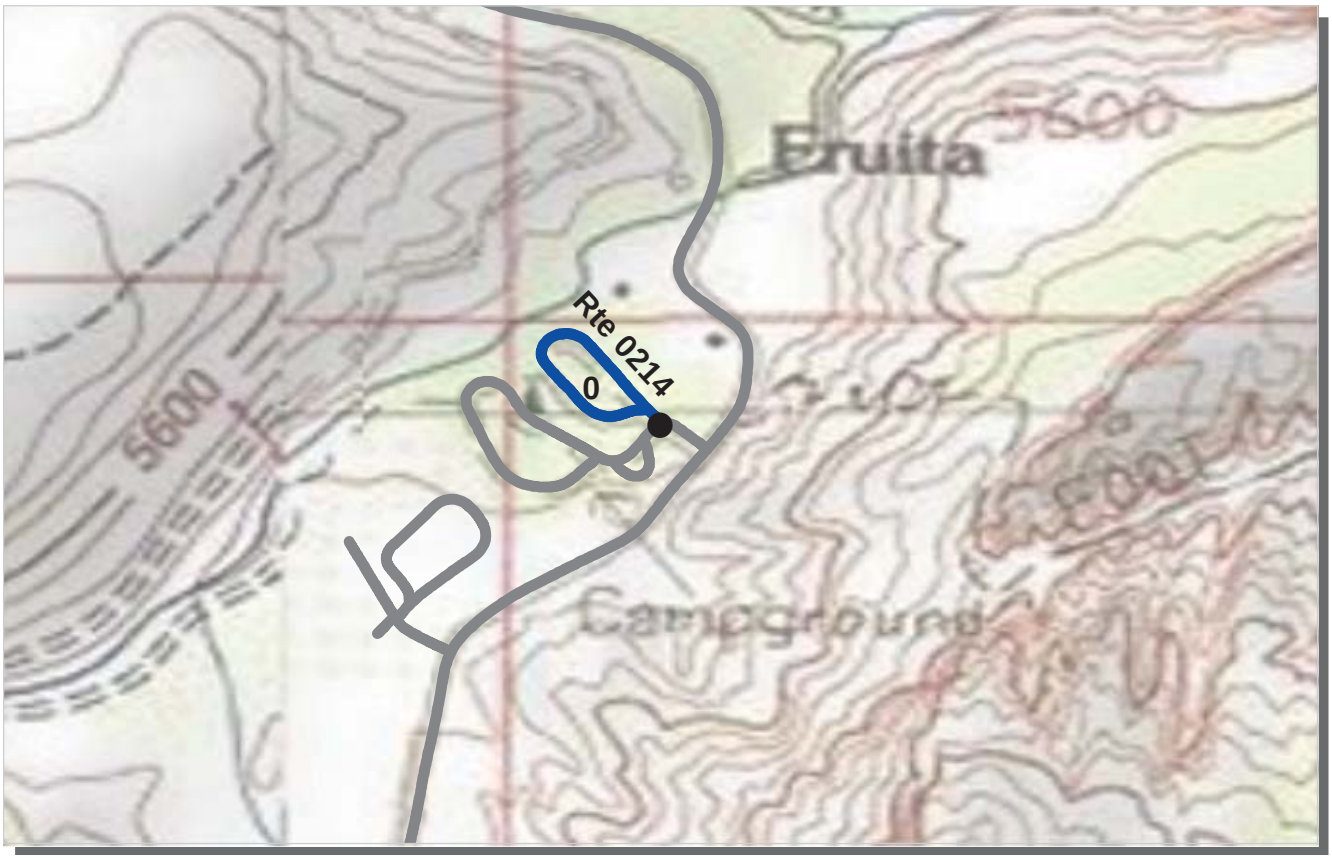
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0105 GROUP CAMP SITE ACCESS ROAD
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.02 Miles**

Section Number	0				
Section Length (mi)	0.02				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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: 0214 CAMPGROUND LOOP A
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.17 Miles**

Section Number	0				
Section Length (mi)	0.17				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable

PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

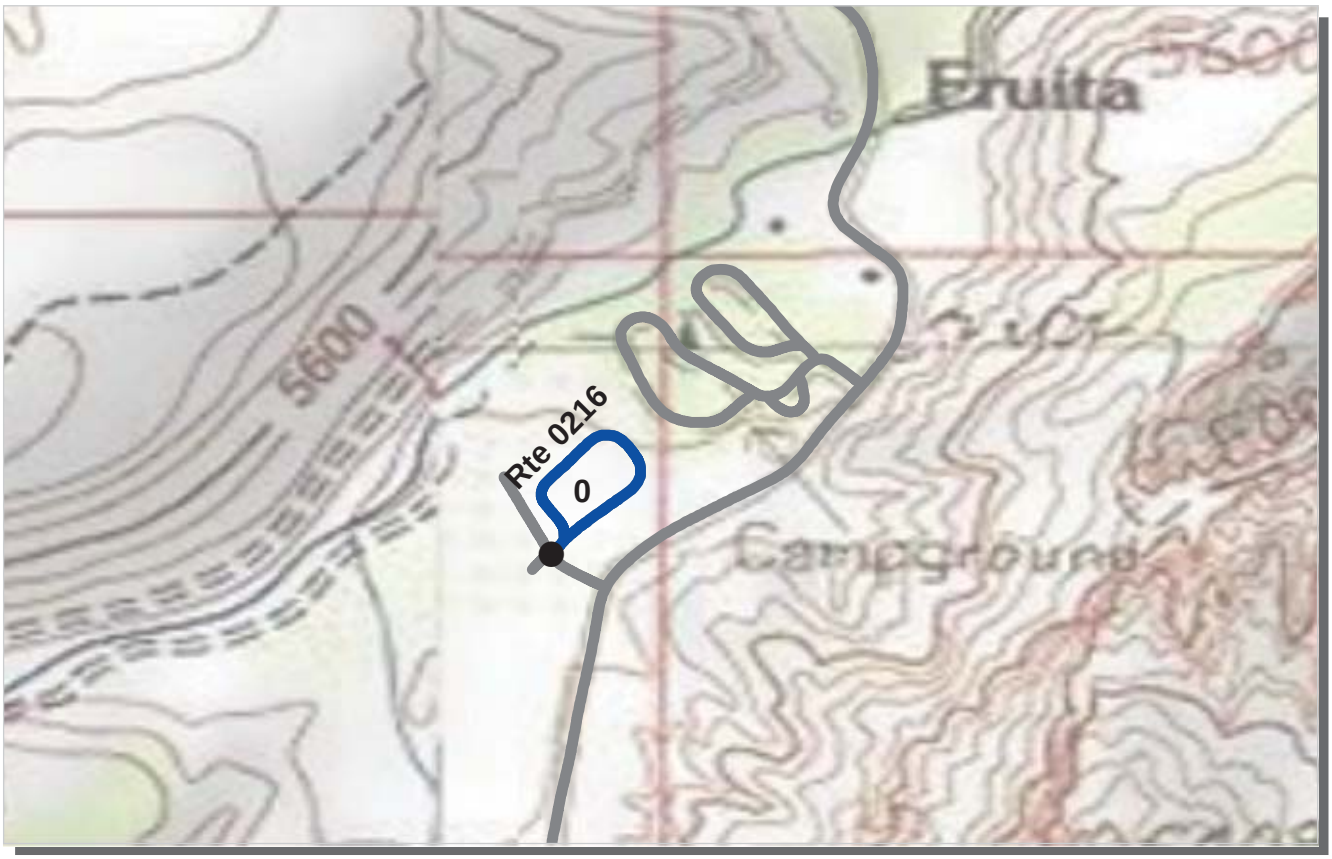
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0215 CAMPGROUND LOOP B
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.21 Miles**

Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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: 0216 CAMPGROUND LOOP C
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.18 Miles**

Section Number	0				
Section Length (mi)	0.18				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.

See Section 10 for explanation of SCR, PCR, & all Distress Index Values.

NC - Not Collected N/A - Not Applicable

PCR Poor (0 - 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.

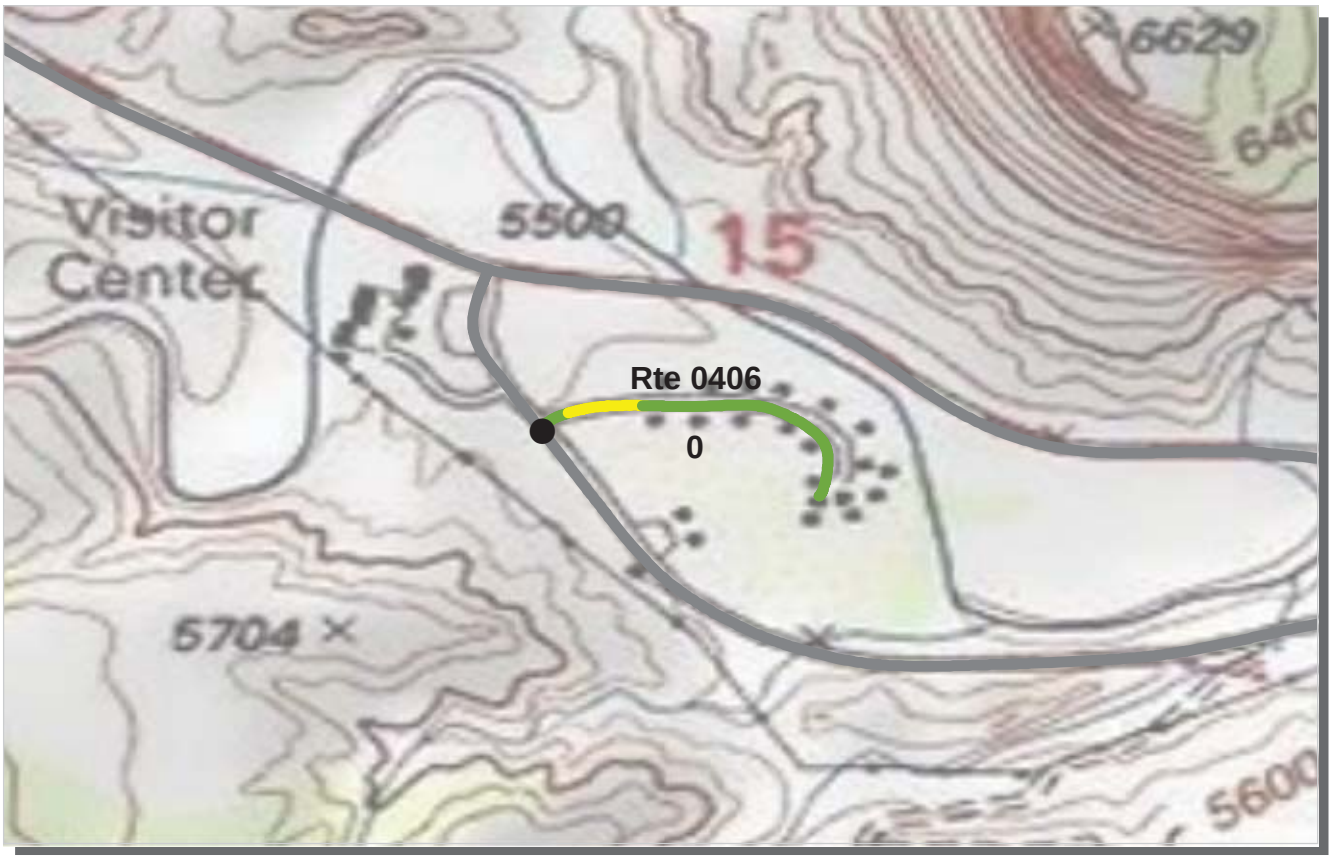
ROUTE: 0217 DUMP STATION ROAD
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.04 Miles**

Section Number	0				
Section Length (mi)	0.04				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	16				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable



PCR Poor (0 - 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: 0406 RESIDENCE AREA ROAD (FRUITA LANE)
CARE : CAPITOL REEF NATIONAL PARK

COLLECTED: 6/15/2012
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.20 Miles**

Section Number	0				
Section Length (mi)	0.20				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	91				
Transverse Cracking Index	92				
Patching Index	100				
Rutting Index	94				
Roughness Condition Index (RCI)	NC				

NOTES:
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
See Section 10 for explanation of SCR, PCR, & all Distress Index Values.
NC - Not Collected N/A - Not Applicable

Section 6
Manually Rated Paved Route Condition Rating Sheets

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

MANUALLY RATED ROUTE CONDITION RATING SHEETS

No data available for this section.

Section 7
Parking Area
Condition Rating Sheets

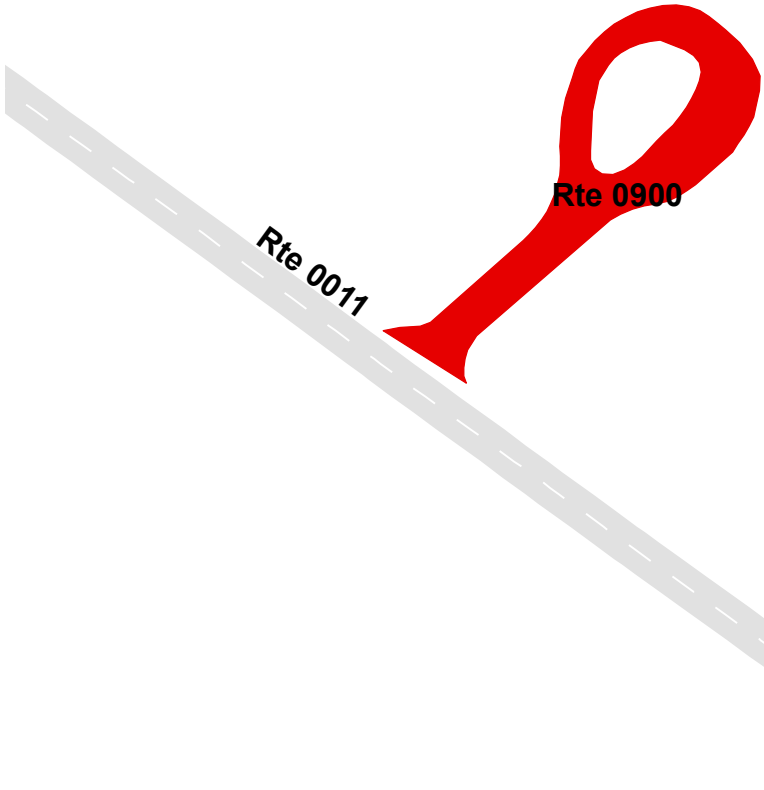
Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

CAPITOL REEF NATIONAL PARK
Route 0900
CHIMNEY ROCK PARKING
FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 4.34 ON LEFT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0900	PUBLIC	8/11/2011	7,968	0.14	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
1	0	0	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



200 100 0 200
Feet

N

CAPITOL REEF NATIONAL PARK

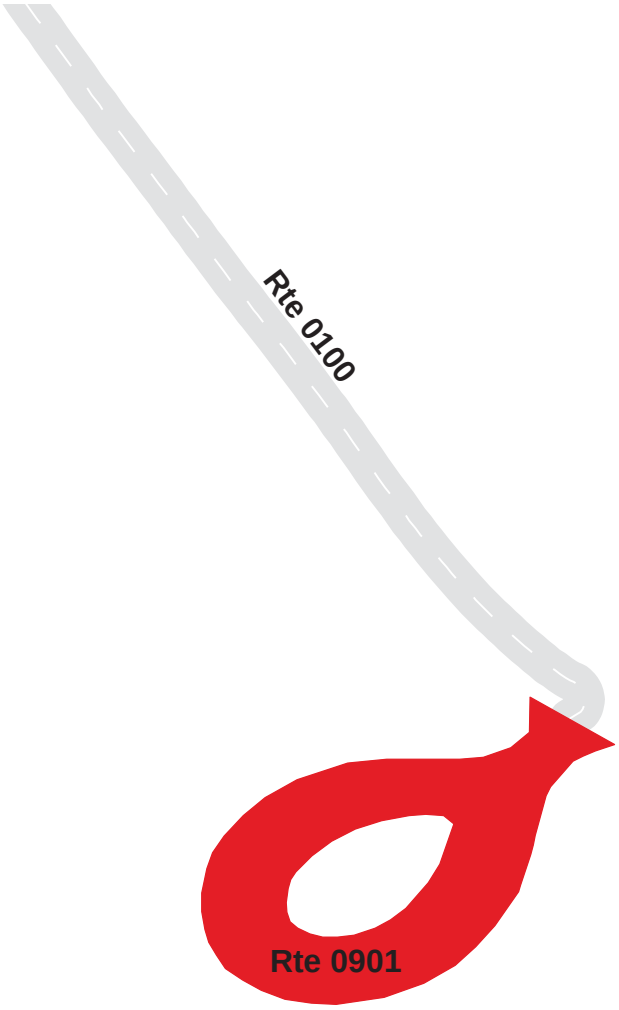
Route 0901

PANORAMA POINT PARKING

FROM ROUTE 0100 (GOOSENECKS ROAD) ON RIGHT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0901	PUBLIC	8/11/2011	9,543	0.16	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	FAIR/73

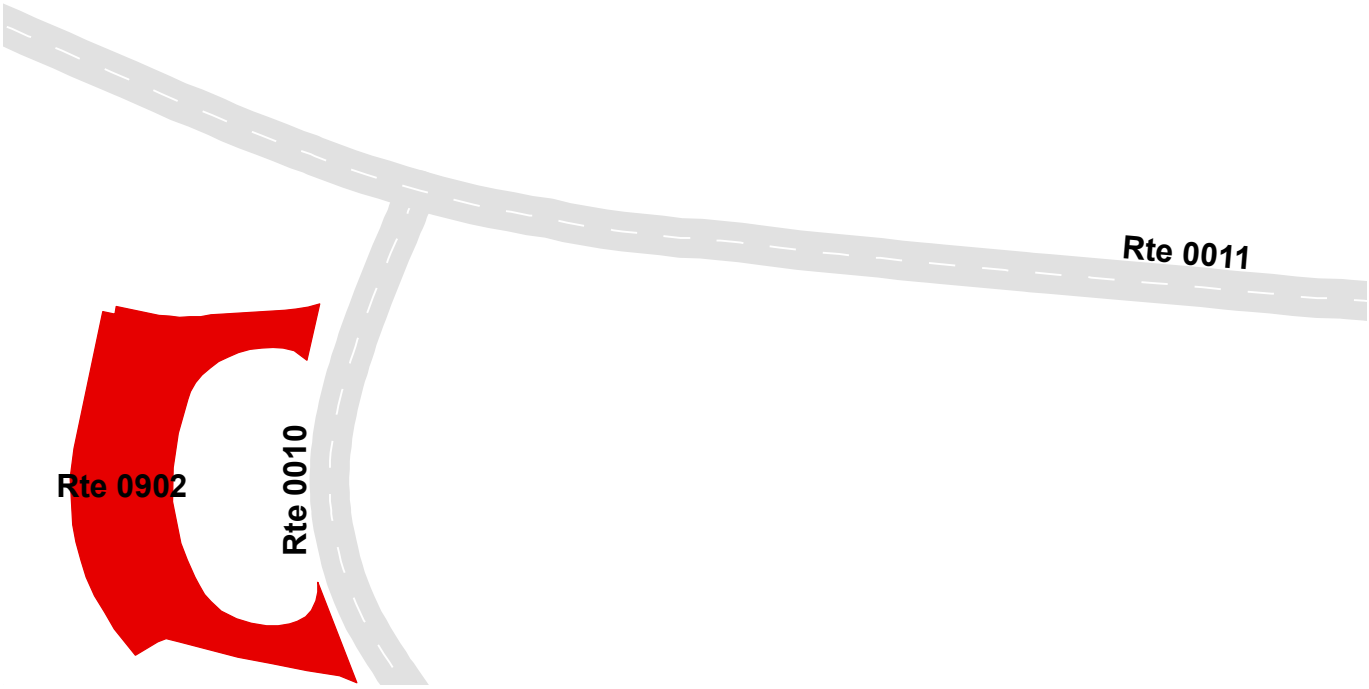
* Lane miles are based on 11' lane widths



CAPITOL REEF NATIONAL PARK
Route 0902
VISITOR CENTER PARKING
FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.02 ON RIGHT
TO ROUTE 0010 (SCENIC DRIVE) AT MP 0.06 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902	PUBLIC	8/11/2011	14,277	0.25	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

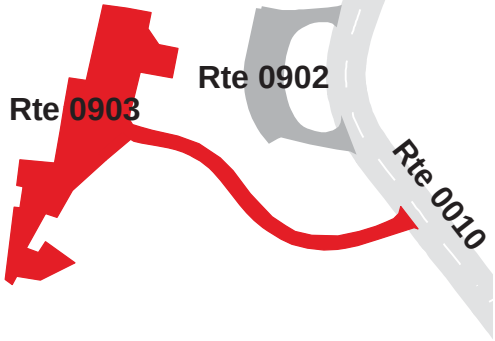
* Lane miles are based on 11' lane widths



CAPITOL REEF NATIONAL PARK
Route 0903
MAINTENANCE / ADMINISTRATIVE AREA
FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.07 ON RIGHT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0903	NONPUBLIC	8/11/2011	41,109	0.71	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	1	CONCRETE CURB AND GUTTER	CONCRETE CURB	POOR/45

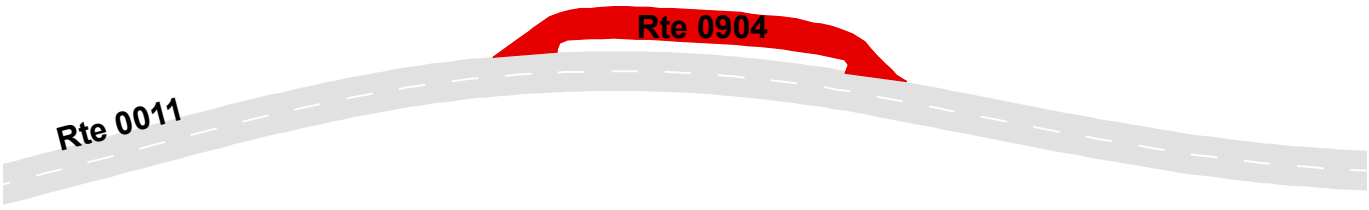
* Lane miles are based on 11' lane widths



CAPITOL REEF NATIONAL PARK
Route 0904
PETROGLYPHS PARKING
FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 8.45 ON LEFT
TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 8.50 ON LEFT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0904	PUBLIC	8/11/2011	11,367	0.20	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT CURB	FAIR/73

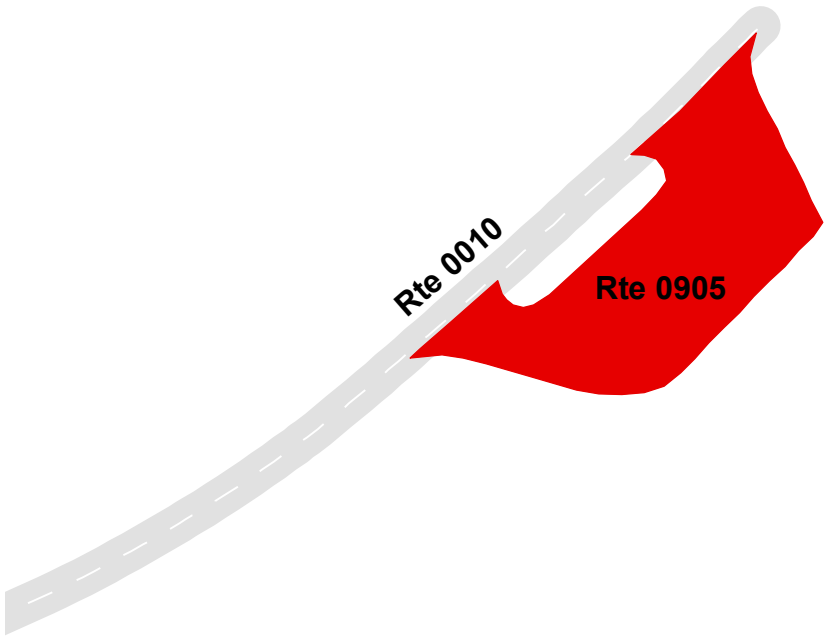
* Lane miles are based on 11' lane widths



CAPITOL REEF NATIONAL PARK
Route 0905
CAPITOL GORGE PARKING
FROM ROUTE 0010 (SCENIC DRIVE) AT MP 7.96 ON RIGHT
TO ROUTE 0010 (SCENIC DRIVE) AT MP 7.99 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0905	PUBLIC	8/11/2011	8,259	0.14	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	STONE CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths



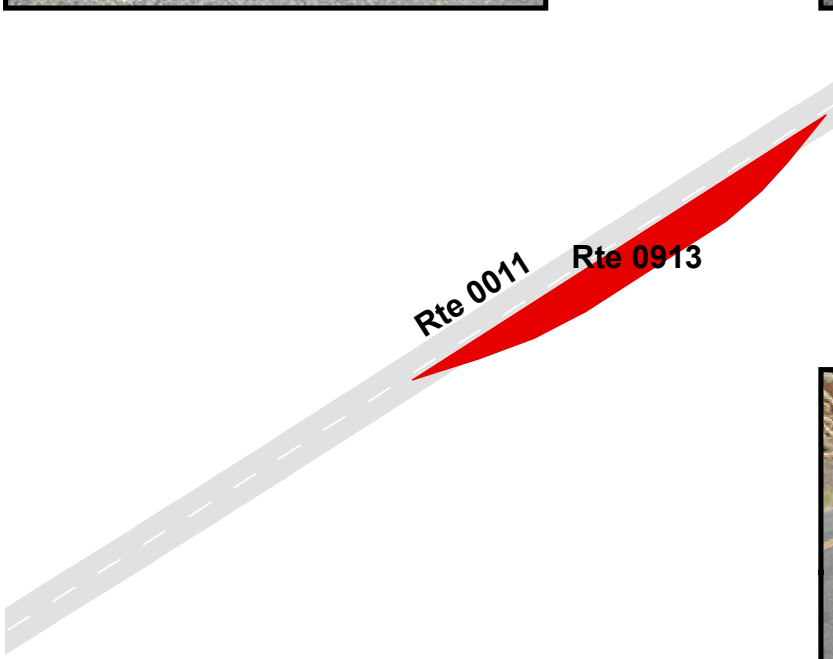
150 75 0 150
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0913
BEHUNIN CABIN PARKING
ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 13.28 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0913	PUBLIC	6/16/2012	3,067	0.05	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



200 100 0 200
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0914
ORIENTATION PARKING
FROM STATE HIGHWAY 24 ON LEFT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0914	PUBLIC	8/11/2011	13,286	0.23	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	CONCRETE CURB	POOR/45

* Lane miles are based on 11' lane widths

200 100 0 200
Feet

CAPITOL REEF NATIONAL PARK
Route 0915
HICKMAN NATURAL BRIDGE PARKING
FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.25 ON LEFT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0915	PUBLIC	8/11/2011	19,022	0.33	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT CURB	FAIR/73

* Lane miles are based on 11' lane widths

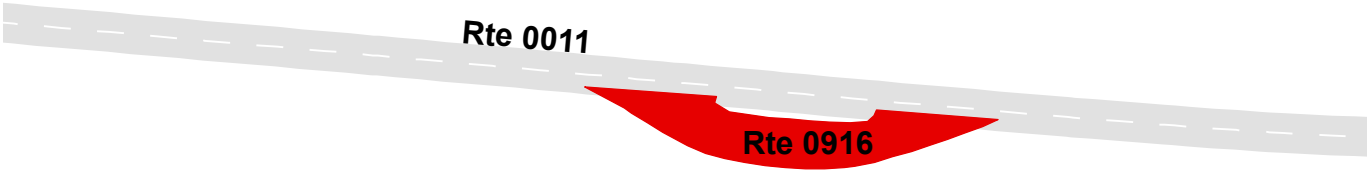
400 200 0 400
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0916
TWIN ROCKS PARKING
FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 2.39 ON RIGHT
TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 2.42 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0916	PUBLIC	8/11/2011	5,484	0.09	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths



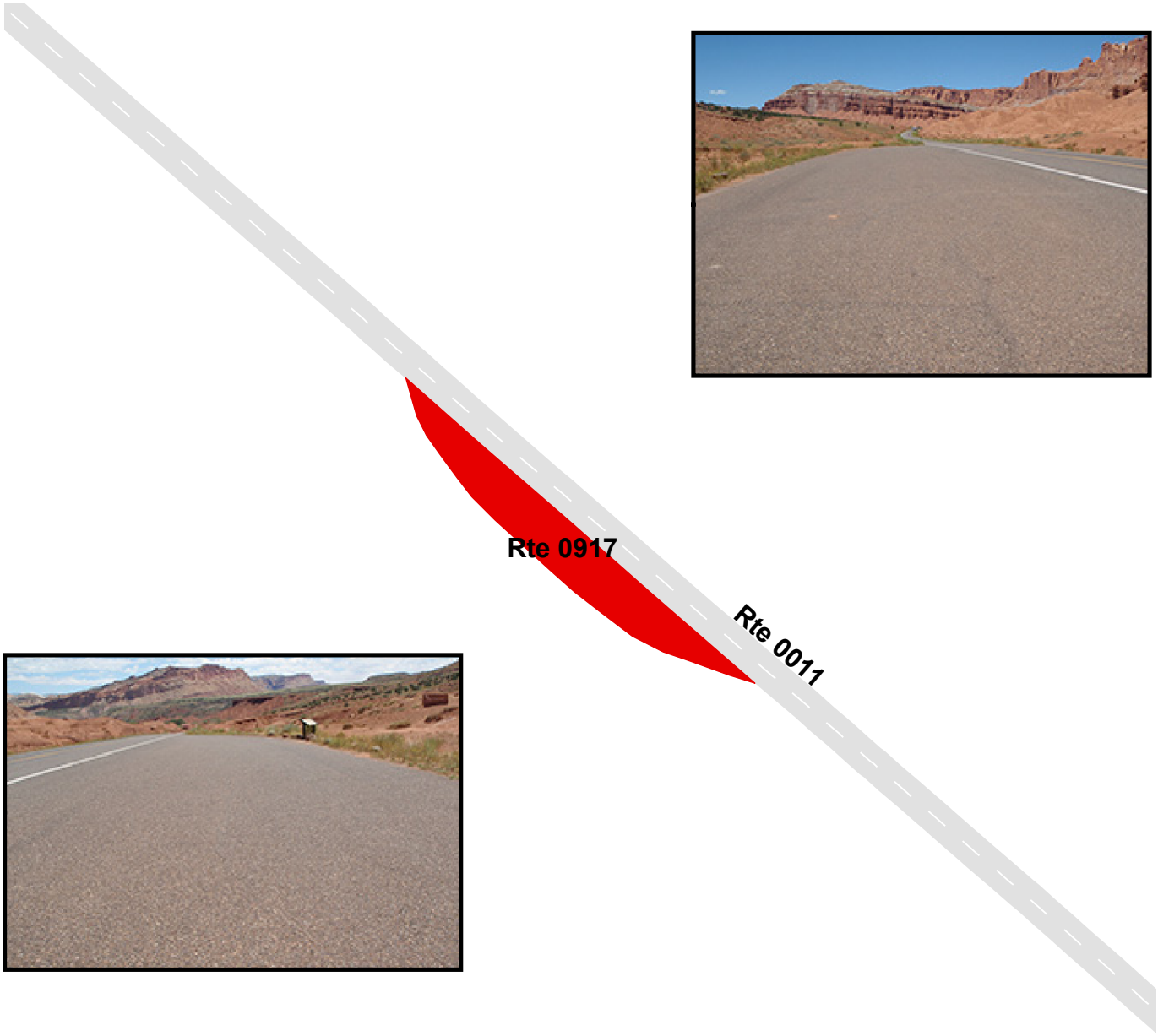
300 150 0 300
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0917
THE CASTLE PARKING
ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 6.61 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0917	PUBLIC	8/11/2011	6,927	0.12	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths



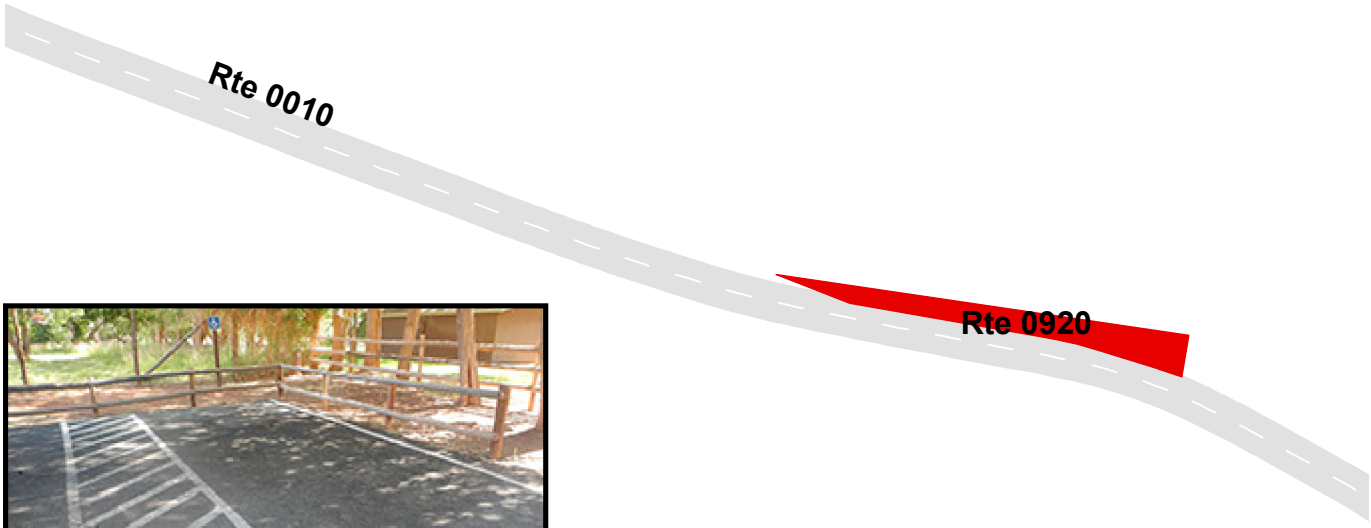
200 100 0 200
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0920
JOHNSON ORCHARD PARKING
ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 0.94 ON LEFT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0920	PUBLIC	6/16/2012	5,957	0.10	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths



300 150 0 300
Feet

N

CAPITOL REEF NATIONAL PARK
Route 0923
FEE STATION PULLOUT
ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 1.62 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0923	PUBLIC	6/16/2012	6,147	0.11	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths

200 100 0 200 Feet

N

CAPITOL REEF NATIONAL PARK
Route 0924
SLICK ROCK DIVIDE PARKING
ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 5.89 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0924	PUBLIC	6/16/2012	3,041	0.05	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	STONE CURB	GOOD/90

* Lane miles are based on 11' lane widths

CAPITOL REEF NATIONAL PARK
Route 0925
OLD WAGON TRAIL PARKING
ADJACENT TO ROUTE 0010 (SCENIC DRIVE) AT MP 6.54 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0925	PUBLIC	6/16/2012	1,720	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	STONE CURB	GOOD/90

* Lane miles are based on 11' lane widths

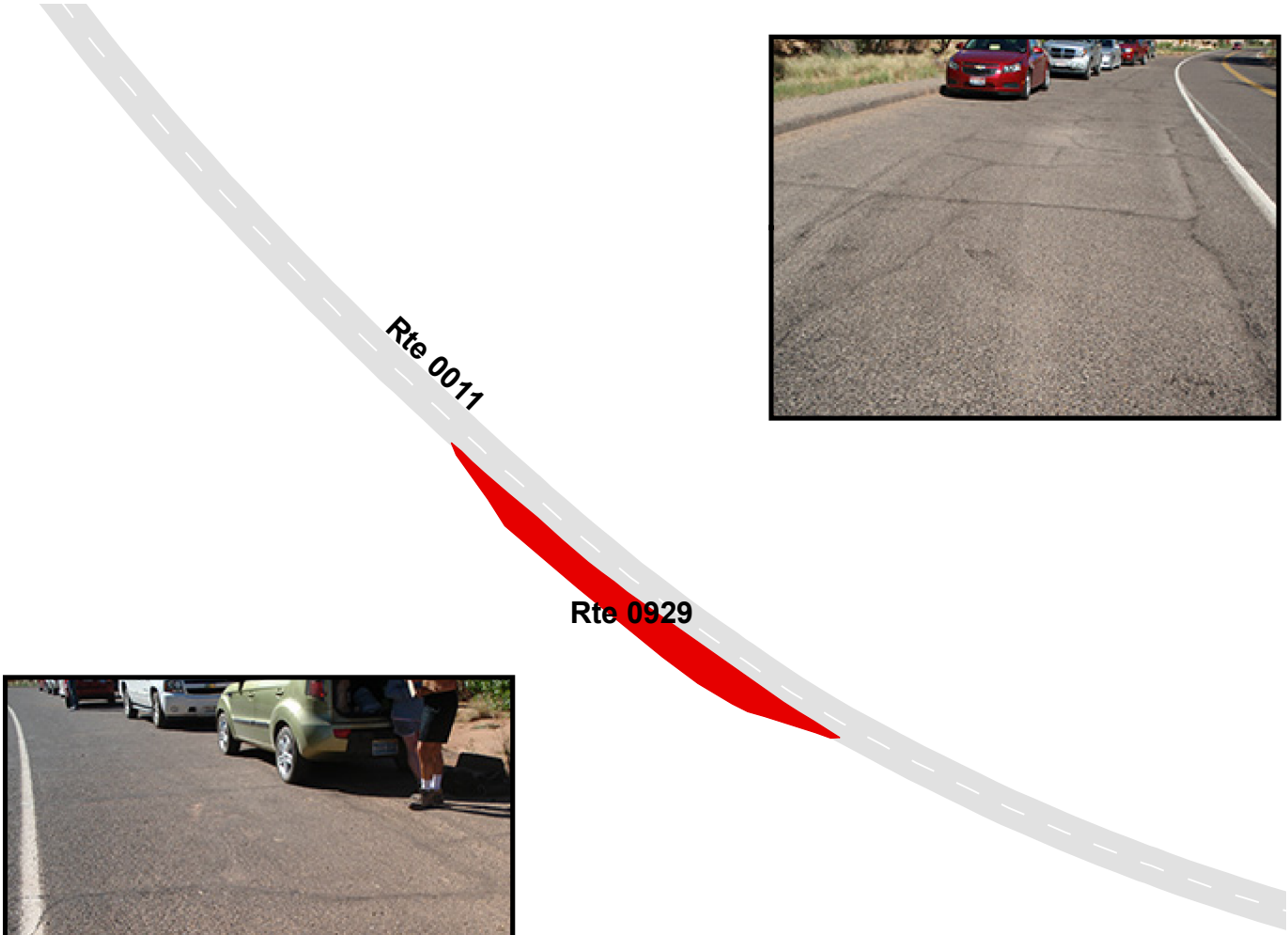
90 45 0 90 Feet

N

CAPITOL REEF NATIONAL PARK
Route 0929
GRAND WASH TRAILHEAD PARKING
ADJACENT TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 11.89 ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0929	PUBLIC	8/11/2011	4,212	0.07	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT CURB	FAIR/73

* Lane miles are based on 11' lane widths



200 100 0 200
Feet

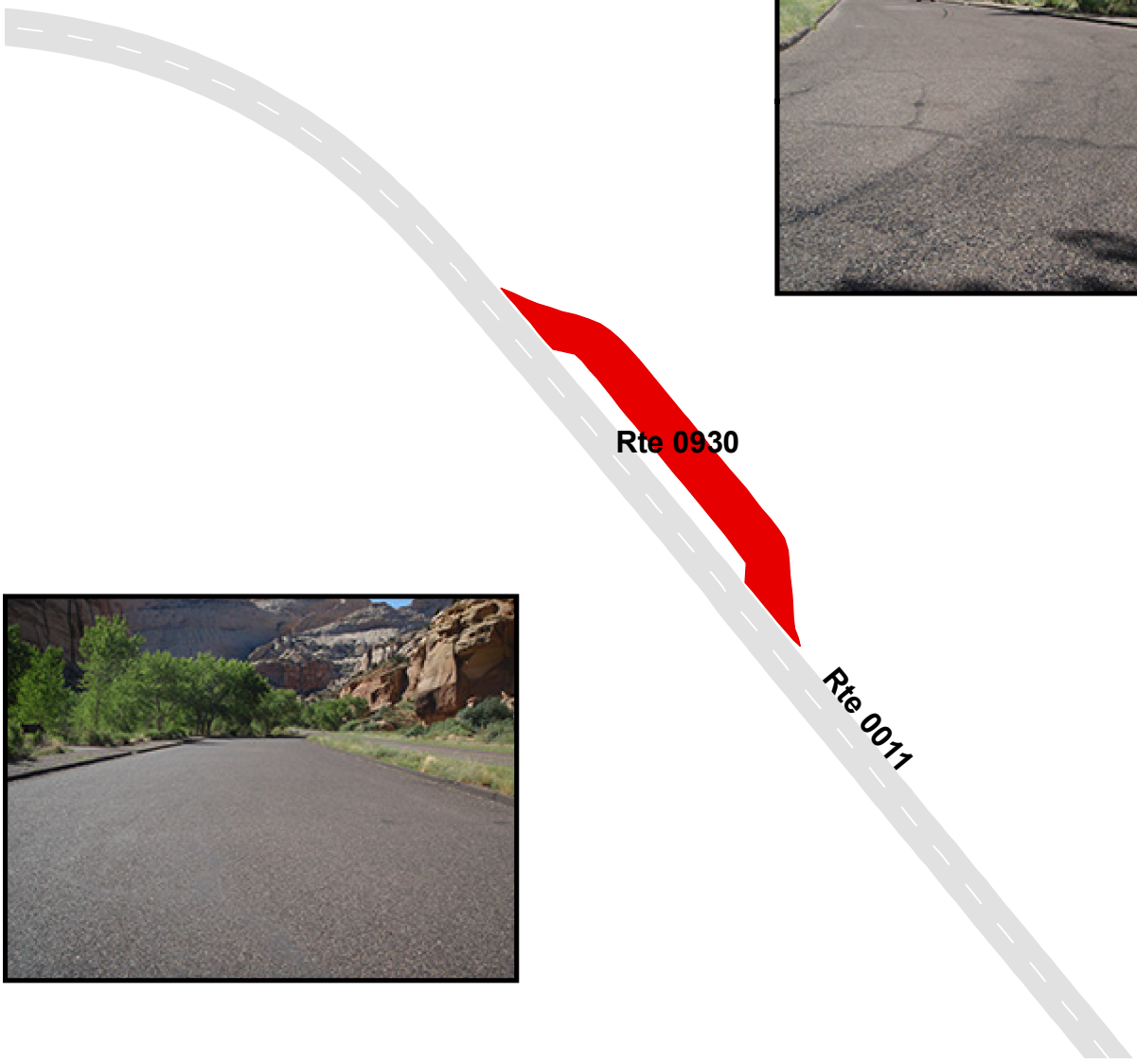
N

CAPITOL REEF NATIONAL PARK
Route 0930
CAPITOL DOME PARKING

FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.63 ON LEFT
TO ROUTE 0011 (STATE HIGHWAY 24) AT MP 9.69 ON LEFT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0930	PUBLIC	8/11/2011	11,202	0.19	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT CURB	FAIR/73

* Lane miles are based on 11' lane widths



300 150 0 300
Feet

N

Section 8
Parkwide/Route
Maintenance Features Summaries

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

CARE: PARKWIDE MAINTENANCE FEATURES SUMMARY
Includes DCV, MRL, MRP & PKG routes collected in Cycle-5

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all DCV driven routes. Culverts, drop inlets, and gates were also collected on all Manually Rated Routes and Paved Parking areas. Those totals are reflected below.

FEATURE	LINEAR FEET	COUNT
BRIDGE	--	4
CATTLE GUARD	--	0
CULVERT	--	202
CURB	22,392	--
DROP INLET	--	2
GATE	--	6
GUARD/GUIDE RAIL	3,560	--
CABLE	0	--
NON-CABLE	3,560	--
GUARD/GUIDE WALL	543	--
BOLLARD	0	--
TEMPORARY BARRIER	0	--
NON TEMP/BOLLARD	543	--
INTERSECTION	--	104
LOW WATER CROSSING	1,509	13
MILE MARKER	--	15
OVERPASS	--	0
PARK BOUNDARY	--	0
PAVED DITCH	0	--
PULLOUT	3,624	19
RAILROAD CROSSING	--	0
RETAINING WALL	0	0
SIGN	--	334
STATE BOUNDARY	--	0
TRAFFIC LIGHT	--	0
TUNNEL	0	0

CARE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5.

FEATURE	ROUTE 0010 SCENIC DRIVE	ROUTE 0011 STATE HIGHWAY 24	ROUTE 0100 GOOSENECKS ROAD	ROUTE 0103 CAMPGROUND A AND B ACCESS ROAD	ROUTE 0104 AMPHITHEATRE ACCESS ROAD	ROUTE 0105 GROUP CAMP SITE ACCESS ROAD	UNIT
BRIDGE	1	3	0	0	0	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	67	129	1	0	1	1	EACH
CURB	3,328	18,869	0	195	0	0	LINEAR FEET
DROP INLET	1	0	0	0	0	0	EACH
GATE	3	0	0	1	0	1	EACH
GUARD/GUIDE RAIL	0	3,560	0	0	0	0	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	0	3,560	0	0	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	543	0	0	0	0	LINEAR FEET
BOLLARD	0	0	0	0	0	0	LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	543	0	0	0	0	LINEAR FEET
INTERSECTION	34	30	4	7	5	3	EACH
LOW WATER CROSSING	13	0	0	0	0	0	EACH
LOW WATER CROSSING	1,509	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	15	0	0	0	0	EACH
OVERPASS	0	0	0	0	0	0	EACH
PARK BOUNDARY	0	0	0	0	0	0	EACH
PAVED DITCH	0	0	0	0	0	0	LINEAR FEET
PULLOUT	6	10	0	0	0	0	EACH
PULLOUT	999	2,435	0	0	0	0	LINEAR FEET
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	121	166	2	11	8	1	EACH
STATE BOUNDARY	0	0	0	0	0	0	EACH
TRAFFIC LIGHT	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	LINEAR FEET

CARE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5.

FEATURE	ROUTE 0214 CAMPGROUND LOOP A	ROUTE 0215 CAMPGROUND LOOP B	ROUTE 0216 CAMPGROUND LOOP C	ROUTE 0217 DUMP STATION ROAD	ROUTE 0406 RESIDENCE AREA ROAD (FRUITA LANE)		UNIT
BRIDGE	0	0	0	0	0		EACH
CATTLE GUARD	0	0	0	0	0		EACH
CULVERT	0	1	0	0	1		EACH
CURB	0	0	0	0	0		LINEAR FEET
DROP INLET	0	0	0	0	0		EACH
GATE	0	0	0	0	0		EACH
GUARD/GUIDE RAIL	0	0	0	0	0		LINEAR FEET
CABLE	0	0	0	0	0		LINEAR FEET
NON-CABLE	0	0	0	0	0		LINEAR FEET
GUARD/GUIDE WALL	0	0	0	0	0		LINEAR FEET
BOLLARD	0	0	0	0	0		LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0		LINEAR FEET
NON TEMP/BOLLARD	0	0	0	0	0		LINEAR FEET
INTERSECTION	5	4	5	4	3		EACH
LOW WATER CROSSING	0	0	0	0	0		EACH
LOW WATER CROSSING	0	0	0	0	0		LINEAR FEET
MILE MARKER	0	0	0	0	0		EACH
OVERPASS	0	0	0	0	0		EACH
PARK BOUNDARY	0	0	0	0	0		EACH
PAVED DITCH	0	0	0	0	0		LINEAR FEET
PULLOUT	1	1	1	0	0		EACH
PULLOUT	69	63	58	0	0		LINEAR FEET
RAILROAD CROSSING	0	0	0	0	0		EACH
RETAINING WALL	0	0	0	0	0		EACH
RETAINING WALL	0	0	0	0	0		LINEAR FEET
SIGN	5	6	3	4	7		EACH
STATE BOUNDARY	0	0	0	0	0		EACH
TRAFFIC LIGHT	0	0	0	0	0		EACH
TUNNEL	0	0	0	0	0		EACH
TUNNEL	0	0	0	0	0		LINEAR FEET

CARE: STRUCTURE LIST

ROUTE NUMBER	FUNCTIONAL CLASS	MILEPOST START	MILEPOST END	FEATURE	STRUCTURE NUMBER
0010	1	1.069	1.081	BRIDGE	1350-003

Section 9
Route Maintenance Features
Road Logs

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 7.39 ON RIGHT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (STATE HIGHWAY 24)
0.000	0.000	SIGN	N/A	GUIDE, UTAH HIGHWAY 24 WEST EAST
0.000	0.039	CURB	LEFT	N/A
0.000	0.000	INTERSECTION	LEFT	ROUTE 0011 (STATE HIGHWAY 24)
0.006	0.006	SIGN	LEFT	REGULATORY, STOP
0.016	0.016	INTERSECTION	RIGHT	ROUTE 0902 (VISITOR CENTER PARKING)
0.022	0.022	SIGN	RIGHT	GUIDE, VISITOR CENTER
0.022	0.048	CURB-AND-GUTTER	RIGHT	N/A
0.041	0.041	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.053	0.053	SIGN	LEFT	GUIDE, CAMPGROUND
0.055	0.055	INTERSECTION	RIGHT	ROUTE 0902 (VISITOR CENTER PARKING)
0.060	0.060	SIGN	RIGHT	GUIDE, FOOT PATH CAMPGROUND
0.067	0.067	SIGN	RIGHT	GUIDE, 10 MI SCENIC DRIVE PICNIC AREA 3/4 CAMPGROUND 1
0.067	0.067	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.072	0.072	DROP INLET	RIGHT	N/A
0.080	0.080	INTERSECTION	RIGHT	ROUTE 0903 (MAINTENANCE / ADMINISTRATIVE AREA)
0.111	0.111	INTERSECTION	LEFT	ROUTE 0406 (RESIDENCE AREA ROAD (FRUITA LANE))
0.123	0.123	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.228	0.228	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.228	0.228	SIGN	RIGHT	WARNING, NEXT 1 MILE
0.284	0.284	CULVERT	N/A	N/A
0.359	0.359	INTERSECTION	LEFT	ROUTE 0106 (FD MOTT ORCHARD ROAD)
0.398	0.398	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.406	0.406	CULVERT	N/A	N/A
0.552	0.552	INTERSECTION	RIGHT	ROUTE 0403 (WATER TANK ROAD)
0.567	0.567	CULVERT	N/A	N/A
0.579	0.579	CULVERT	N/A	N/A
0.688	0.688	INTERSECTION	LEFT	ROUTE 0107 (FD ABBIE CLARK ORCHAND ENTRY)
0.754	0.842	CURB	RIGHT	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.759	0.759	CULVERT	N/A	N/A
0.764	0.764	SIGN	RIGHT	WARNING, SPEED LIMIT 15
0.813	0.813	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
0.820	0.820	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.845	0.845	CULVERT	N/A	N/A
0.846	0.846	INTERSECTION	RIGHT	ROUTE 0402 (WATER INTAKE ROAD)
0.851	0.851	SIGN	RIGHT	GUIDE, BLACKSMITH SHOP
0.851	0.851	SIGN	RIGHT	GUIDE, RIPPLE ROCK NATURE CENTER
0.861	0.861	INTERSECTION	RIGHT	ROUTE 0910 (BLACKSMITH SHOP PARKING)
0.869	0.869	INTERSECTION	LEFT	UNPAVED ROUTE (RIPPLE ROCK ACCESS)
0.883	0.883	INTERSECTION	RIGHT	ROUTE 0910 (BLACKSMITH SHOP PARKING)
0.887	1.039	CURB	RIGHT	N/A
0.888	0.888	SIGN	RIGHT	GUIDE, MORMON HOMESTEAD & CRAFTS 1/4 MILE
0.916	0.916	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.941	0.941	INTERSECTION	LEFT	ROUTE 0920 (JOHNSON ORCHARD PARKING)
0.955	0.955	SIGN	LEFT	GUIDE, PICNIC GROVE
1.021	1.021	INTERSECTION	LEFT	ROUTE 0909 (PICNIC AREA PARKING)
1.027	1.027	SIGN	LEFT	GUIDE, NO CAMPING
1.042	1.042	SIGN	LEFT	GUIDE, NO CAMPING
1.046	1.046	CULVERT	N/A	N/A
1.048	1.048	INTERSECTION	LEFT	ROUTE 0909 (PICNIC AREA PARKING)
1.052	1.052	INTERSECTION	RIGHT	ROUTE 0931 (FD WATER TREATMENT PLANT PARKING)
1.056	1.056	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.058	1.058	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
1.060	1.060	SIGN	RIGHT	GUIDE, FREMONT RIVER
1.064	1.064	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.065	1.065	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.069	1.081	BRIDGE	N/A	1350-003 (FREMONT RIVER SCENIC DRIVE BRIDGE)
1.084	1.084	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.086	1.086	SIGN	LEFT	GUIDE, FREMONT RIVER

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.087	1.087	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.090	1.090	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.108	1.108	SIGN	LEFT	REGULATORY, NO PARKING ANY TIME
1.110	1.110	SIGN	RIGHT	GUIDE, GIFFORD HOUSE PARKING
1.114	1.114	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
1.116	1.116	INTERSECTION	RIGHT	ROUTE 0927 (GIFFORD HOUSE PARKING AREA)
1.120	1.120	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
1.134	1.134	SIGN	RIGHT	GUIDE, 8:00 AM- 5:00 PM
1.134	1.134	SIGN	RIGHT	GUIDE, HISTORIC GIFFORD FARMHOUSE MUSEUM & STORE
1.134	1.134	SIGN	RIGHT	GUIDE, OPEN
1.137	1.137	INTERSECTION	RIGHT	UNPAVED ROUTE
1.144	1.144	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
1.145	1.145	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
1.191	1.191	INTERSECTION	LEFT	ROUTE 0412 (FD JORGENSE PASTURE ENTRY)
1.227	1.227	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
1.227	1.227	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
1.227	1.227	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
1.229	1.229	SIGN	LEFT	GUIDE, CANYON TRAIL OVERLOOK TRAIL JCT 1 MILE TRAIL JCT BRIDGE TRAILHEAD
1.242	1.242	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
1.265	1.265	SIGN	LEFT	GUIDE, CAMPGROUND AMPHITHEATER SCENIC DRIVE
1.266	1.266	INTERSECTION	RIGHT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
1.298	1.298	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
1.391	1.391	CULVERT	N/A	N/A
1.442	1.442	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.459	1.459	INTERSECTION	RIGHT	ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
1.491	1.491	INTERSECTION	RIGHT	ROUTE 0413 (FD PENDLETON FIELD ROAD)
1.540	1.540	SIGN	RIGHT	GUIDE, SCENIC DRIVE 20 MI ROUND TRIP NOT A THRU ROAD
1.576	1.576	SIGN	RIGHT	GUIDE, FEE STATION AHEAD ALL VEHICLES STOP
1.579	1.579	SIGN	LEFT	REGULATORY, SPEED LIMIT 25

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.615	1.615	INTERSECTION	RIGHT	ROUTE 0923 (FEE STATION PULLOUT)
1.616	1.616	SIGN	LEFT	WARNING, SPEED LIMIT 15
1.629	1.629	SIGN	RIGHT	REGULATORY, STOP
1.631	1.631	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.632	1.632	GATE	N/A	N/A
1.652	1.652	CULVERT	N/A	N/A
1.659	1.659	INTERSECTION	RIGHT	ROUTE 0405 (BONEYARD AND LAGOON ACCESS ROAD)
1.666	1.666	CULVERT	N/A	N/A
1.671	1.671	SIGN	RIGHT	WARNING, ROAD NARROWS
1.748	1.748	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
1.748	1.748	CULVERT	N/A	N/A
1.755	1.755	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.816	1.816	CULVERT	N/A	N/A
1.901	1.901	CULVERT	N/A	N/A
1.952	1.952	CULVERT	N/A	N/A
2.017	2.017	INTERSECTION	RIGHT	ROUTE 0400 (BURN PILE ROAD)
2.039	2.039	SIGN	RIGHT	GUIDE, ALL VEHICLES RESTRICTED TO MAINTAINED ROADS
2.039	2.039	SIGN	RIGHT	GUIDE, NO CAMPING
2.065	2.065	CULVERT	N/A	N/A
2.184	2.184	CULVERT	N/A	N/A
2.255	2.255	CULVERT	N/A	N/A
2.418	2.454	CURB	RIGHT	N/A
2.418	2.454	PULLOUT	RIGHT	N/A
2.558	2.558	CULVERT	N/A	N/A
2.679	2.679	CULVERT	N/A	N/A
2.824	2.824	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
2.834	2.834	CULVERT	N/A	N/A
2.899	2.899	CULVERT	N/A	N/A
3.014	3.027	LOW WATER CROSSING	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
3.038	3.038	SIGN	RIGHT	GUIDE, DO NOT PARK IN BOTTON OF WASHES PARK ONLY ON BENCHLANDS
3.143	3.143	CULVERT	N/A	N/A
3.302	3.302	CULVERT	N/A	N/A
3.334	3.334	CULVERT	N/A	N/A
3.376	3.376	CULVERT	N/A	N/A
3.382	3.382	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
3.387	3.387	SIGN	RIGHT	GUIDE, GRAND WASH DO NOT ENTER IF STORM THREATENING
3.437	3.437	INTERSECTION	LEFT	ROUTE 0102 (GRAND WASH ROAD)
3.467	3.467	GATE	N/A	N/A
3.468	3.468	SIGN	RIGHT	REGULATORY, UNABLE TE READ FROM VIDEO
3.469	3.469	SIGN	RIGHT	REGULATORY, ROAD CLOSED
3.470	3.470	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
3.490	3.490	SIGN	LEFT	GUIDE, GRAND WASH DO NOT ENTER IF STORM THREATENING
3.608	3.608	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
3.658	3.671	LOW WATER CROSSING	N/A	N/A
3.681	3.681	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
3.725	3.725	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
3.754	3.754	CULVERT	N/A	N/A
3.853	3.853	CULVERT	N/A	N/A
3.950	3.950	CULVERT	N/A	N/A
4.010	4.010	CULVERT	N/A	N/A
4.023	4.051	CURB	RIGHT	N/A
4.023	4.051	PULLOUT	RIGHT	N/A
4.128	4.128	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
4.166	4.166	CULVERT	N/A	N/A
4.232	4.232	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
4.241	4.264	LOW WATER CROSSING	N/A	N/A
4.270	4.270	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
4.270	4.270	SIGN	RIGHT	WARNING, 10 M.P.H.
4.342	4.342	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.342	4.342	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.353	4.353	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.353	4.353	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.358	4.358	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.358	4.358	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.368	4.387	LOW WATER CROSSING	N/A	N/A
4.402	4.402	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.402	4.402	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.407	4.407	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.407	4.407	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.414	4.414	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.414	4.414	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.428	4.428	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.428	4.428	SIGN	LEFT	REGULATORY, 10 M.P.H.
4.461	4.476	LOW WATER CROSSING	N/A	N/A
4.524	4.539	LOW WATER CROSSING	N/A	N/A
4.545	4.545	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
4.584	4.597	LOW WATER CROSSING	N/A	N/A
4.678	4.678	CULVERT	N/A	N/A
4.688	4.688	SIGN	RIGHT	REGULATORY, 10 M.P.H.
4.688	4.688	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.757	4.776	LOW WATER CROSSING	N/A	N/A
4.757	4.757	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
4.811	4.846	PULLOUT	LEFT	N/A
4.811	4.846	CURB	LEFT	N/A
4.912	4.912	CULVERT	N/A	N/A
5.038	5.038	CULVERT	N/A	N/A
5.093	5.120	CURB	LEFT	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
5.093	5.120	PULLOUT	LEFT	N/A
5.158	5.158	SIGN	LEFT	WARNING, 10 M.P.H.
5.158	5.158	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
5.201	5.201	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
5.250	5.250	CULVERT	N/A	N/A
5.265	5.265	CULVERT	N/A	N/A
5.312	5.312	CULVERT	N/A	N/A
5.314	5.314	CULVERT	N/A	N/A
5.362	5.362	CULVERT	N/A	N/A
5.435	5.435	CULVERT	N/A	N/A
5.482	5.482	CULVERT	N/A	N/A
5.555	5.555	CULVERT	N/A	N/A
5.612	5.612	CULVERT	N/A	N/A
5.660	5.660	CULVERT	N/A	N/A
5.773	5.773	CULVERT	N/A	N/A
5.819	5.819	CULVERT	N/A	N/A
5.881	5.881	SIGN	LEFT	GUIDE, SLICK ROCK DIVIDE
5.881	5.881	SIGN	LEFT	GUIDE, SLICK ROCK DIVIDE
5.890	5.890	INTERSECTION	RIGHT	ROUTE 0924 (SLICK ROCK DIVIDE PARKING)
5.929	5.929	CULVERT	N/A	N/A
6.032	6.032	CULVERT	N/A	N/A
6.108	6.108	CULVERT	N/A	N/A
6.138	6.138	CULVERT	N/A	N/A
6.209	6.209	CULVERT	N/A	N/A
6.307	6.318	LOW WATER CROSSING	N/A	N/A
6.327	6.327	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
6.347	6.347	CULVERT	N/A	N/A
6.418	6.418	CULVERT	N/A	N/A
6.460	6.460	CULVERT	N/A	N/A
6.525	6.525	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
6.542	6.542	INTERSECTION	RIGHT	ROUTE 0925 (OLD WAGON TRAIL PARKING)
6.579	6.579	CULVERT	N/A	N/A
6.631	6.631	CULVERT	N/A	N/A
6.696	6.696	CULVERT	N/A	N/A
6.729	6.729	CULVERT	N/A	N/A
6.753	6.753	CULVERT	N/A	N/A
6.788	6.788	CULVERT	N/A	N/A
6.808	6.808	SIGN	RIGHT	WARNING, ROAD NARROWS
6.831	6.831	CULVERT	N/A	N/A
6.856	6.856	SIGN	LEFT	WARNING, ROAD NARROWS
6.856	6.890	CURB	RIGHT	N/A
6.856	6.890	PULLOUT	RIGHT	N/A
6.898	6.898	CULVERT	N/A	N/A
7.007	7.027	LOW WATER CROSSING	N/A	N/A
7.038	7.038	SIGN	LEFT	GUIDE, EGYPTIAN TEMPLE
7.074	7.103	CURB	LEFT	N/A
7.074	7.103	PULLOUT	LEFT	N/A
7.097	7.097	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
7.126	7.126	CULVERT	N/A	N/A
7.195	7.225	LOW WATER CROSSING	N/A	N/A
7.248	7.248	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
7.263	7.263	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
7.328	7.328	CULVERT	N/A	N/A
7.422	7.438	LOW WATER CROSSING	N/A	N/A
7.447	7.579	CURB	RIGHT	N/A
7.597	7.597	CULVERT	N/A	N/A
7.608	7.608	SIGN	RIGHT	WARNING, 15 M.P.H.
7.608	7.608	SIGN	RIGHT	WARNING, ROAD NARROWS
7.620	7.620	SIGN	RIGHT	WARNING, ICY ROAD
7.635	7.635	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: SCENIC DRIVE

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
7.688	7.767	LOW WATER CROSSING	N/A	N/A
7.772	7.772	SIGN	LEFT	WARNING, ICY ROAD
7.802	7.802	SIGN	LEFT	WARNING, 15 M.P.H.
7.802	7.802	SIGN	LEFT	WARNING, ROAD NARROWS
7.837	7.837	CULVERT	N/A	N/A
7.906	7.906	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
7.914	7.914	INTERSECTION	RIGHT	PAVED SPUR
7.931	7.931	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
7.932	7.932	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
7.935	7.935	SIGN	RIGHT	GUIDE, CAPITOL GORGE PLEASANT CREEK
7.943	7.943	INTERSECTION	RIGHT	ROUTE 0213 (PLEASANT CREEK ROAD)
7.960	7.960	INTERSECTION	RIGHT	ROUTE 0905 (CAPITOL GORGE PARKING)
7.966	7.966	SIGN	RIGHT	GUIDE, ATTENTION FLASH FLOODS
7.966	7.966	SIGN	RIGHT	GUIDE, VEHICLE LENGTH 27 FEET OR LESS
7.969	7.969	SIGN	LEFT	REGULATORY, 15 M.P.H.
7.969	7.969	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
7.975	7.975	SIGN	LEFT	WARNING, CAUTION NO SHOULDER
7.975	7.975	SIGN	LEFT	WARNING, NARROW ROAD
7.985	7.985	INTERSECTION	RIGHT	ROUTE 0905 (CAPITOL GORGE PARKING)
7.990	7.994	CURB	RIGHT	N/A
7.993	7.993	GATE	N/A	N/A
7.993	7.993	SIGN	RIGHT	GUIDE, CAPITOL GORGE
7.994	7.994	INTERSECTION	N/A	ROUTE 0101 (CAPITOL GORGE ROAD)
7.994	7.994	ROUTE END	N/A	TO BEGINNING OF ROUTE 0101 (CAPITOL GORGE ROAD)

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM STATE HIGHWAY 24 AT MP 72 / NON NPS
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (STATE HIGHWAY 24 AT MP 72 / NON NPS)
0.024	0.024	INTERSECTION	RIGHT	UNPAVED ROUTE
0.192	0.219	GUARD/GUIDE RAIL	RIGHT	N/A
0.199	0.216	GUARD/GUIDE RAIL	LEFT	N/A
0.216	0.228	GUARD/GUIDE WALL	LEFT	N/A
0.218	0.231	BRIDGE	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
0.219	0.231	GUARD/GUIDE WALL	RIGHT	N/A
0.228	0.255	GUARD/GUIDE RAIL	LEFT	N/A
0.231	0.249	GUARD/GUIDE RAIL	RIGHT	N/A
0.442	0.442	INTERSECTION	RIGHT	UNPAVED ROUTE
0.616	0.616	CULVERT	N/A	N/A
0.617	0.617	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.617	0.617	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.621	0.621	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.006	1.006	MILE MARKER	RIGHT	N/A
1.096	1.096	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.096	1.096	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.165	1.165	SIGN	LEFT	WARNING, 50 M.P.H.
1.165	1.165	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.244	1.244	CULVERT	N/A	N/A
1.273	1.273	SIGN	RIGHT	REGULATORY, PARK IN DESIGNATED AREAS ONLY
1.350	1.388	PULLOUT	RIGHT	N/A
1.396	1.396	SIGN	RIGHT	GUIDE, CAPITOL REEF NATIONAL PARK
1.396	1.396	SIGN	RIGHT	GUIDE, NATIONAL PARK SERVICE
1.421	1.421	CULVERT	N/A	N/A
1.486	1.486	CULVERT	N/A	N/A
1.488	1.488	SIGN	RIGHT	GUIDE, NO HUNTING
1.542	1.542	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.597	1.597	CULVERT	N/A	N/A
1.633	1.633	SIGN	RIGHT	GUIDE, VISITOR CENTER 6 CAMPGROUND 7
1.651	1.651	CULVERT	N/A	N/A
1.751	1.751	CULVERT	N/A	N/A
1.853	1.853	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
1.853	1.853	SIGN	RIGHT	GUIDE, VEHICLES RESTRICTED TO MAINTAINED ROADS
1.888	1.888	CULVERT	N/A	N/A
1.923	1.923	CULVERT	N/A	N/A
2.009	2.009	CULVERT	N/A	N/A
2.012	2.012	MILE MARKER	RIGHT	N/A
2.019	2.019	SIGN	RIGHT	GUIDE, CAMP ONLY IN CAMPGROUND
2.065	2.065	CULVERT	N/A	N/A
2.117	2.117	SIGN	RIGHT	GUIDE, ORIENTATION PULLOUT AHEAD
2.175	2.175	CULVERT	N/A	N/A
2.236	2.236	SIGN	RIGHT	REGULATORY, SPEED LIMIT 55
2.237	2.237	SIGN	LEFT	REGULATORY, SPEED LIMIT 55
2.253	2.253	CULVERT	N/A	N/A
2.357	2.357	CULVERT	N/A	N/A
2.360	2.360	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
2.360	2.360	SIGN	RIGHT	WARNING, 45 M.P.H.
2.393	2.393	INTERSECTION	RIGHT	ROUTE 0916 (TWIN ROCKS PARKING)
2.422	2.422	INTERSECTION	RIGHT	ROUTE 0916 (TWIN ROCKS PARKING)
2.441	2.441	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
2.508	2.508	CULVERT	N/A	N/A
2.619	2.619	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.619	2.619	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.619	2.619	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
2.623	2.623	CULVERT	N/A	N/A
2.649	2.649	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.649	2.649	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
2.690	2.690	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.690	2.690	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.707	2.707	CULVERT	N/A	N/A
2.788	2.788	CULVERT	N/A	N/A
2.792	2.792	SIGN	LEFT	WARNING, 45 M.P.H.
2.792	2.792	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.886	2.886	CULVERT	N/A	N/A
2.994	2.994	CULVERT	N/A	N/A
3.019	3.019	MILE MARKER	RIGHT	N/A
3.149	3.149	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
3.175	3.175	CULVERT	N/A	N/A
3.279	3.279	CULVERT	N/A	N/A
3.324	3.324	CULVERT	N/A	N/A
3.426	3.426	CULVERT	N/A	N/A
3.465	3.465	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
3.533	3.533	CULVERT	N/A	N/A
3.659	3.659	CULVERT	N/A	N/A
3.769	3.769	CULVERT	N/A	N/A
3.921	3.921	CULVERT	N/A	N/A
3.959	3.959	CULVERT	N/A	N/A
3.997	3.997	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.016	4.016	CULVERT	N/A	N/A
4.024	4.024	INTERSECTION	RIGHT	PAVED PARKING
4.062	4.062	INTERSECTION	RIGHT	PAVED PARKING
4.142	4.142	CULVERT	N/A	N/A
4.205	4.205	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.252	4.252	CULVERT	N/A	N/A
4.265	4.265	SIGN	RIGHT	GUIDE, CHIMNEY ROCK
4.284	4.284	CULVERT	N/A	N/A
4.340	4.340	INTERSECTION	LEFT	ROUTE 0900 (CHIMNEY ROCK PARKING)

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
4.342	4.342	CULVERT	N/A	N/A
4.388	4.388	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.423	4.423	SIGN	LEFT	GUIDE, CHIMNEY ROCK
4.508	4.508	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
4.539	4.539	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.539	4.539	SIGN	RIGHT	WARNING, 50 M.P.H.
4.584	4.607	PULLOUT	RIGHT	N/A
4.688	4.688	CULVERT	N/A	N/A
4.812	4.812	CULVERT	N/A	N/A
4.873	4.873	SIGN	RIGHT	WARNING, AHEAD
4.873	4.873	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
4.891	4.891	CULVERT	N/A	N/A
4.914	4.914	SIGN	RIGHT	GUIDE, PANORAMA POINT GOOSENECKS
4.941	4.941	SIGN	RIGHT	WARNING, 8%
4.941	4.941	SIGN	RIGHT	WARNING, NEXT 3 MI
4.981	4.981	INTERSECTION	RIGHT	ROUTE 0100 (GOOSENECKS ROAD)
5.001	5.001	SIGN	LEFT	WARNING, 50 M.P.H.
5.001	5.001	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
5.009	5.009	CULVERT	N/A	N/A
5.026	5.026	MILE MARKER	RIGHT	N/A
5.053	5.053	SIGN	LEFT	GUIDE, PANORAMA POINT GOOSENECKS
5.140	5.140	SIGN	LEFT	WARNING, AHEAD
5.140	5.140	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
5.203	5.203	CULVERT	N/A	N/A
5.264	5.264	CULVERT	N/A	N/A
5.339	5.339	CULVERT	N/A	N/A
5.509	5.509	CULVERT	N/A	N/A
5.579	5.579	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
5.645	5.645	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
5.785	5.785	INTERSECTION	RIGHT	PAVED PARKING

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
5.830	5.830	INTERSECTION	RIGHT	PAVED PARKING
5.947	5.947	CULVERT	N/A	N/A
6.022	6.022	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
6.030	6.030	MILE MARKER	RIGHT	N/A
6.122	6.122	CULVERT	N/A	N/A
6.139	6.139	CULVERT	N/A	N/A
6.207	6.207	CULVERT	N/A	N/A
6.270	6.270	CULVERT	N/A	N/A
6.571	6.571	CULVERT	N/A	N/A
6.605	6.605	INTERSECTION	RIGHT	ROUTE 0917 (THE CASTLE PARKING)
6.617	6.617	SIGN	RIGHT	GUIDE, THE CASTLE
6.640	6.640	CULVERT	N/A	N/A
6.758	6.758	CULVERT	N/A	N/A
6.913	6.913	CULVERT	N/A	N/A
6.929	6.929	SIGN	RIGHT	WARNING, 6%
6.929	6.929	SIGN	RIGHT	WARNING, NEXT 1000 FT
7.034	7.034	MILE MARKER	RIGHT	N/A
7.073	7.073	SIGN	LEFT	REGULATORY, SPEED LIMIT 55
7.075	7.075	SIGN	RIGHT	REGULATORY, REDUCED SPEED AHEAD
7.142	7.142	CULVERT	N/A	N/A
7.161	7.161	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
7.163	7.163	SIGN	LEFT	REGULATORY, SPEED LIMIT 55
7.192	7.192	SIGN	RIGHT	GUIDE, ENTERING FRUITA HISTORIC DISTRICT
7.217	7.217	SIGN	LEFT	GUIDE, TORREY 11 BICKNELL 18
7.219	7.219	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
7.219	7.219	SIGN	RIGHT	WARNING, AHEAD
7.237	7.277	GUARD/GUIDE WALL	RIGHT	N/A
7.246	7.285	GUARD/GUIDE WALL	LEFT	N/A
7.254	7.267	BRIDGE	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
7.277	7.277	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
7.301	7.301	SIGN	RIGHT	GUIDE, VISITOR CENTER CAMPGROUND SCENIC DRIVE
7.316	7.316	CULVERT	N/A	N/A
7.328	7.328	SIGN	LEFT	REGULATORY, 24
7.328	7.328	SIGN	LEFT	REGULATORY, WEST
7.333	7.333	SIGN	RIGHT	GUIDE, NO HUNTING
7.386	7.386	INTERSECTION	RIGHT	ROUTE 0010 (SCENIC DRIVE)
7.390	7.390	SIGN	RIGHT	GUIDE, CAINEVILLE 19 HANKSVILLE 37
7.448	7.448	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
7.449	7.449	CULVERT	N/A	N/A
7.464	7.500	CURB	RIGHT	N/A
7.493	7.493	SIGN	LEFT	GUIDE, CAMPGROUND FULL
7.493	7.493	SIGN	LEFT	GUIDE, VISITOR CENTER CAMPGROUND SCENIC DRIVE
7.520	7.520	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
7.527	7.527	SIGN	LEFT	WARNING, AHEAD
7.527	7.527	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
7.528	7.528	CULVERT	N/A	N/A
7.551	7.551	CULVERT	N/A	N/A
7.571	7.571	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
7.580	7.580	CULVERT	N/A	N/A
7.610	7.610	CULVERT	N/A	N/A
7.651	7.651	INTERSECTION	RIGHT	UNPAVED ROUTE
7.662	7.662	CULVERT	N/A	N/A
7.699	7.699	CULVERT	N/A	N/A
7.805	7.805	CULVERT	N/A	N/A
7.809	7.962	CURB	RIGHT	N/A
7.939	7.939	CULVERT	N/A	N/A
7.994	7.994	INTERSECTION	RIGHT	UNPAVED ROUTE
7.998	7.998	CULVERT	N/A	N/A
8.038	8.038	MILE MARKER	RIGHT	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
8.070	8.070	SIGN	RIGHT	GUIDE, HISTORIC FRUITA SCHOOL
8.131	8.131	INTERSECTION	LEFT	ROUTE 0907 (FRUITA SCHOOLHOUSE PARKING)
8.160	8.160	CULVERT	N/A	N/A
8.201	8.201	SIGN	LEFT	GUIDE, OPEN
8.202	8.202	SIGN	LEFT	GUIDE, HISTORIC FRUITA SCHOOL
8.251	8.251	INTERSECTION	RIGHT	UNPAVED ROUTE
8.294	8.294	CULVERT	N/A	N/A
8.392	8.392	SIGN	RIGHT	GUIDE, PETROGLYPHS
8.392	8.392	SIGN	RIGHT	GUIDE, RANGER PROGRAM 3:00 PM
8.394	8.394	CULVERT	N/A	N/A
8.398	8.398	CULVERT	N/A	N/A
8.445	8.445	INTERSECTION	LEFT	ROUTE 0904 (PETROGLYPHS PARKING)
8.499	8.499	INTERSECTION	LEFT	ROUTE 0904 (PETROGLYPHS PARKING)
8.499	8.499	INTERSECTION	RIGHT	UNPAVED ROUTE
8.565	8.565	SIGN	LEFT	GUIDE, UNABLE TE READ FROM VIDEO
8.565	8.565	SIGN	LEFT	GUIDE, PETROGLYPHS
8.615	8.615	CULVERT	N/A	N/A
8.678	8.678	CULVERT	N/A	N/A
8.821	8.821	CULVERT	N/A	N/A
8.846	8.846	SIGN	LEFT	GUIDE, ENTERING FRUITA HISTORIC DISTRICT
8.868	8.868	CULVERT	N/A	N/A
8.958	9.020	CURB	LEFT	N/A
8.974	8.974	CULVERT	N/A	N/A
9.040	9.040	MILE MARKER	RIGHT	N/A
9.103	9.103	SIGN	RIGHT	WARNING, 40 M.P.H.
9.103	9.103	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
9.105	9.105	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
9.128	9.158	CURB	RIGHT	N/A
9.160	9.160	CULVERT	N/A	N/A
9.168	9.168	SIGN	RIGHT	WARNING, AHEAD

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
9.168	9.168	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
9.189	9.189	SIGN	RIGHT	GUIDE, HICKMAN NATURAL BRIDGE
9.231	9.275	CURB	RIGHT	N/A
9.252	9.252	INTERSECTION	LEFT	ROUTE 0915 (HICKMAN NATURAL BRIDGE PARKING)
9.271	9.271	SIGN	RIGHT	GUIDE, FREMONT RIVER
9.279	9.296	GUARD/GUIDE RAIL	RIGHT	N/A
9.280	9.280	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
9.281	9.296	BRIDGE	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
9.282	9.297	GUARD/GUIDE RAIL	LEFT	N/A
9.283	9.283	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
9.296	9.296	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
9.298	9.298	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
9.305	9.305	SIGN	LEFT	GUIDE, FREMONT RIVER
9.306	9.311	CURB	LEFT	N/A
9.334	9.334	SIGN	LEFT	GUIDE, HICKMAN NATURAL BRIDGE
9.354	9.354	SIGN	LEFT	WARNING, AHEAD
9.354	9.354	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
9.354	9.354	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
9.354	9.354	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
9.362	9.438	CURB	LEFT	N/A
9.381	9.381	CULVERT	N/A	N/A
9.493	9.493	CULVERT	N/A	N/A
9.568	9.568	CULVERT	N/A	N/A
9.630	9.630	INTERSECTION	LEFT	ROUTE 0930 (CAPITOL DOME PARKING)
9.694	9.694	INTERSECTION	LEFT	ROUTE 0930 (CAPITOL DOME PARKING)
9.698	10.336	CURB	LEFT	N/A
9.718	9.718	CULVERT	N/A	N/A
9.742	9.742	SIGN	LEFT	WARNING, 40 M.P.H.
9.742	9.742	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
9.743	9.841	CURB	RIGHT	N/A
9.925	9.925	CULVERT	N/A	N/A
9.967	9.967	CULVERT	N/A	N/A
10.044	10.044	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
10.045	10.045	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
10.048	10.048	MILE MARKER	RIGHT	N/A
10.053	10.106	PULLOUT	RIGHT	N/A
10.055	10.100	CURB	RIGHT	N/A
10.219	10.219	CULVERT	N/A	N/A
10.280	10.336	PULLOUT	LEFT	N/A
10.307	10.352	CURB	RIGHT	N/A
10.353	10.353	CULVERT	N/A	N/A
10.391	10.391	CULVERT	N/A	N/A
10.525	10.605	CURB	LEFT	N/A
10.596	10.596	CULVERT	N/A	N/A
10.600	10.600	CULVERT	N/A	N/A
10.621	10.659	CURB	RIGHT	N/A
10.630	10.630	CULVERT	N/A	N/A
10.665	10.665	CULVERT	N/A	N/A
10.761	10.830	CURB	LEFT	N/A
10.808	10.808	CULVERT	N/A	N/A
10.997	10.997	CULVERT	N/A	N/A
11.052	11.052	MILE MARKER	RIGHT	N/A
11.074	11.126	PULLOUT	RIGHT	N/A
11.075	11.128	PULLOUT	LEFT	N/A
11.075	11.212	CURB	LEFT	N/A
11.078	11.126	CURB	RIGHT	N/A
11.202	11.202	CULVERT	N/A	N/A
11.203	11.203	CULVERT	N/A	N/A
11.231	11.231	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
11.270	11.362	CURB	RIGHT	N/A
11.368	11.368	CULVERT	N/A	N/A
11.487	11.848	CURB	LEFT	N/A
11.525	11.525	SIGN	LEFT	WARNING, 40 M.P.H.
11.525	11.525	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
11.527	11.527	SIGN	RIGHT	WARNING, 40 M.P.H.
11.527	11.527	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
11.571	11.571	CULVERT	N/A	N/A
11.603	11.603	CULVERT	N/A	N/A
11.648	11.648	CULVERT	N/A	N/A
11.726	11.726	CULVERT	N/A	N/A
11.770	11.770	CULVERT	N/A	N/A
11.808	11.808	SIGN	RIGHT	GUIDE, GRAND WASH
11.851	11.851	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
11.852	11.852	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
11.854	11.854	CULVERT	N/A	N/A
11.861	11.861	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
11.865	11.936	CURB	LEFT	N/A
11.866	11.866	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
11.890	11.890	INTERSECTION	RIGHT	ROUTE 0929 (GRAND WASH TRAILHEAD PARKING)
11.962	11.999	CURB	LEFT	N/A
11.965	11.965	SIGN	LEFT	GUIDE, GRAND WASH
12.028	12.028	CULVERT	N/A	N/A
12.033	12.224	CURB	LEFT	N/A
12.055	12.055	MILE MARKER	RIGHT	N/A
12.066	12.066	CULVERT	N/A	N/A
12.067	12.067	CULVERT	N/A	N/A
12.175	12.175	SIGN	LEFT	WARNING, 40 M.P.H.
12.175	12.175	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
12.187	12.187	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
12.260	12.260	CULVERT	N/A	N/A
12.298	12.298	CULVERT	N/A	N/A
12.299	12.299	CULVERT	N/A	N/A
12.344	12.344	CULVERT	N/A	N/A
12.390	12.390	SIGN	RIGHT	REGULATORY, SPEED LIMIT 45
12.391	12.391	SIGN	LEFT	REGULATORY, SPEED LIMIT 45
12.411	12.569	CURB	LEFT	N/A
12.440	12.440	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
12.459	12.511	CURB	RIGHT	N/A
12.466	12.466	CULVERT	N/A	N/A
12.519	12.519	CULVERT	N/A	N/A
12.572	12.572	CULVERT	N/A	N/A
12.619	12.619	CULVERT	N/A	N/A
12.732	12.732	SIGN	RIGHT	WARNING, 40 M.P.H.
12.732	12.732	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
12.735	12.735	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
12.778	12.778	CULVERT	N/A	N/A
12.845	12.907	CURB	RIGHT	N/A
12.852	12.852	CULVERT	N/A	N/A
12.853	12.853	CULVERT	N/A	N/A
12.928	12.966	PULLOUT	LEFT	N/A
12.932	12.956	CURB	LEFT	N/A
12.980	12.980	CULVERT	N/A	N/A
12.982	13.039	CURB	LEFT	N/A
13.039	13.039	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.043	13.043	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
13.060	13.060	MILE MARKER	RIGHT	N/A
13.095	13.146	PULLOUT	LEFT	N/A
13.165	13.165	SIGN	RIGHT	GUIDE, BEHUNIN CABIN
13.166	13.166	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
13.171	13.171	SIGN	LEFT	GUIDE, PARKING
13.213	13.252	CURB	RIGHT	N/A
13.228	13.228	SIGN	LEFT	WARNING, 40 M.P.H.
13.228	13.228	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
13.236	13.283	CURB	LEFT	N/A
13.247	13.247	CULVERT	N/A	N/A
13.279	13.279	INTERSECTION	RIGHT	ROUTE 0913 (BEHUNIN CABIN PARKING)
13.312	13.312	SIGN	RIGHT	WARNING, 35 M.P.H.
13.312	13.312	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.335	13.335	SIGN	LEFT	GUIDE, BEHUNIN CABIN
13.377	13.486	CURB	RIGHT	N/A
13.427	13.427	CULVERT	N/A	N/A
13.525	13.593	CURB	LEFT	N/A
13.535	13.535	CULVERT	N/A	N/A
13.587	13.587	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.587	13.587	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.610	13.610	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.610	13.610	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.613	13.656	PULLOUT	LEFT	N/A
13.628	13.628	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.649	13.649	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.649	13.649	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.649	13.649	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.670	13.670	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.670	13.670	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
13.715	13.767	CURB	RIGHT	N/A
13.762	13.786	GUARD/GUIDE RAIL	LEFT	N/A
13.837	13.876	GUARD/GUIDE RAIL	RIGHT	N/A
13.838	13.946	GUARD/GUIDE RAIL	LEFT	N/A
13.841	13.896	CURB	RIGHT	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
13.937	13.991	PULLOUT	LEFT	N/A
13.966	14.167	GUARD/GUIDE RAIL	RIGHT	N/A
13.966	14.175	CURB	RIGHT	N/A
13.977	14.018	CURB	LEFT	N/A
13.991	14.172	GUARD/GUIDE RAIL	LEFT	N/A
14.058	14.058	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.058	14.058	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.062	14.062	MILE MARKER	RIGHT	N/A
14.086	14.086	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.086	14.086	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.110	14.110	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.110	14.110	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.361	14.361	CULVERT	N/A	N/A
14.430	14.430	CULVERT	N/A	N/A
14.474	14.474	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.474	14.474	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.509	14.509	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.509	14.509	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.543	14.543	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.543	14.543	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.546	14.546	CULVERT	N/A	N/A
14.759	14.759	SIGN	LEFT	WARNING, 35 M.P.H.
14.759	14.759	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
14.768	14.768	CULVERT	N/A	N/A
14.837	14.837	CULVERT	N/A	N/A
14.840	14.840	SIGN	RIGHT	WARNING, 40 M.P.H.
14.840	14.840	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
15.066	15.066	MILE MARKER	RIGHT	N/A
15.112	15.112	SIGN	LEFT	GUIDE, CAMP ONLY IN CAMPGROUND
15.211	15.211	CULVERT	N/A	N/A

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0011: STATE HIGHWAY 24

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
15.241	15.241	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
15.241	15.241	SIGN	LEFT	GUIDE, VEHICLES RESTRICTED TO MAINTAINED ROADS
15.401	15.503	CURB	RIGHT	N/A
15.503	15.503	CULVERT	N/A	N/A
15.571	15.571	CULVERT	N/A	N/A
15.613	15.613	SIGN	LEFT	GUIDE, VISITOR CENTER 8 CAMPGROUND 9
15.662	15.662	INTERSECTION	RIGHT	UNPAVED ROUTE
15.678	15.678	CULVERT	N/A	N/A
15.696	15.696	SIGN	LEFT	REGULATORY, SPEED LIMIT 45
15.708	15.708	INTERSECTION	LEFT	UNPAVED PARKING
15.741	15.741	CULVERT	N/A	N/A
15.743	15.743	INTERSECTION	LEFT	UNPAVED PARKING
15.768	15.874	CURB	LEFT	N/A
15.838	15.838	SIGN	RIGHT	GUIDE, PARKING
15.878	15.878	INTERSECTION	RIGHT	PAVED ROUTE (PAVED PARKING / NON NPS)
15.971	15.971	SIGN	LEFT	REGULATORY, PARK IN DESIGNATED AREAS ONLY
16.032	16.069	CURB	RIGHT	N/A
16.069	16.069	MILE MARKER	RIGHT	N/A
16.070	16.070	INTERSECTION	N/A	PAVED ROUTE (STATE HIGHWAY 24 AT MP 88 / NON NPS)
16.070	16.070	ROUTE END	N/A	TO STATE HIGHWAY 24 AT MP 88 / NON NPS

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0100: GOOSENECKS ROAD

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0011 (STATE HIGHWAY 24) AT MP 4.98 ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0011 (STATE HIGHWAY 24)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (STATE HIGHWAY 24)
0.008	0.008	SIGN	LEFT	REGULATORY, STOP
0.020	0.020	CULVERT	N/A	N/A
0.094	0.094	SIGN	RIGHT	GUIDE, PANORAMA POINT GOOSENECKS 1
0.102	0.102	INTERSECTION	RIGHT	ROUTE 0901 (PANORAMA POINT PARKING)
0.102	0.102	INTERSECTION	N/A	ROUTE 0100 (GOOSENECKS ROAD) UNPAVED SECTION
0.102	0.102	ROUTE END	N/A	TO ROUTE 0918 (GOOSENECKS PARKING) AT MP 1.01

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0103: CAMPGROUND A AND B ACCESS ROAD

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.27 ON RIGHT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (SCENIC DRIVE)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (SCENIC DRIVE)
0.006	0.006	SIGN	LEFT	GUIDE, C- LOOP
0.006	0.006	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.006	0.006	SIGN	LEFT	REGULATORY, STOP
0.014	0.014	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.015	0.015	GATE	N/A	N/A
0.015	0.015	SIGN	LEFT	GUIDE, CAMP CLOSED
0.020	0.020	SIGN	RIGHT	GUIDE, NO WOOD GATHERING
0.026	0.030	CURB	RIGHT	N/A
0.029	0.029	SIGN	RIGHT	WARNING, SLOW
0.030	0.030	INTERSECTION	RIGHT	ROUTE 0214 (CAMPGROUND LOOP A)
0.032	0.032	SIGN	RIGHT	GUIDE, B LOOP A LOOP
0.036	0.069	CURB-AND-GUTTER	RIGHT	N/A
0.040	0.040	INTERSECTION	LEFT	ROUTE 0217 (DUMP STATION ROAD)
0.050	0.050	SIGN	RIGHT	REGULATORY, SPEED LIMIT 5
0.061	0.061	INTERSECTION	LEFT	ROUTE 0217 (DUMP STATION ROAD)
0.069	0.069	INTERSECTION	LEFT	ROUTE 0215 (CAMPGROUND LOOP B)
0.069	0.069	INTERSECTION	N/A	ROUTE 0215 (CAMPGROUND LOOP B)
0.069	0.069	SIGN	N/A	GUIDE, PET
0.069	0.069	SIGN	N/A	REGULATORY, ONE WAY
0.069	0.069	ROUTE END	N/A	TO ROUTE 0215 (CAMPGROUND LOOP B)

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0104: AMPHITHEATRE ACCESS ROAD

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 1.46 ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (SCENIC DRIVE)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (SCENIC DRIVE)
0.004	0.004	CULVERT	N/A	N/A
0.007	0.007	SIGN	LEFT	REGULATORY, STOP
0.017	0.017	SIGN	RIGHT	GUIDE, NO WOOD GATHERING
0.025	0.025	SIGN	RIGHT	GUIDE, LOOP C AMPHITHEATER GROUP AREA RESERVATIONS ONLY
0.027	0.027	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.032	0.032	INTERSECTION	LEFT	ROUTE 0105 (GROUP CAMP SITE ACCESS ROAD)
0.038	0.038	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.039	0.039	INTERSECTION	RIGHT	ROUTE 0216 (CAMPGROUND LOOP C)
0.039	0.039	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.045	0.045	SIGN	RIGHT	GUIDE, AMPHITHEATER
0.093	0.093	INTERSECTION	N/A	ROUTE 0926 (AMPHITHEATRE PARKING)
0.093	0.093	SIGN	LEFT	GUIDE, NO CAMPING
0.093	0.093	ROUTE END	N/A	TO END AT MP 0.19

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0105: GROUP CAMP SITE ACCESS ROAD

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.013	0.013	GATE	N/A	N/A
0.014	0.014	SIGN	RIGHT	GUIDE, GROUP CAMPSITE REGISTRATION REQUIRED
0.015	0.015	CULVERT	N/A	N/A
0.015	0.015	INTERSECTION	N/A	ROUTE 0105 (GROUP CAMP SITE ACCESS ROAD) UNPAVED SECTION
0.015	0.015	ROUTE END	N/A	TO ROUTE 0922 (GROUP CAMP SITE PARKING) AT MP 0.07

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0214: CAMPGROUND LOOP A

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.011	0.011	SIGN	RIGHT	REGULATORY, SPEED LIMIT 5
0.018	0.018	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.018	0.170	ONE-WAY	N/A	N/A
0.018	0.018	INTERSECTION	LEFT	ROUTE 0214 (CAMPGROUND LOOP A)
0.033	0.033	SIGN	RIGHT	GUIDE, CAMPGROUND HOST
0.079	0.079	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.116	0.129	PULLOUT	LEFT	N/A
0.123	0.123	SIGN	LEFT	GUIDE, WATER
0.170	0.170	INTERSECTION	LEFT	ROUTE 0214 (CAMPGROUND LOOP A)
0.170	0.170	INTERSECTION	RIGHT	ROUTE 0214 (CAMPGROUND LOOP A)
0.170	0.170	ROUTE END	N/A	TO END OF LOOP

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0215: CAMPGROUND LOOP B

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.000	0.205	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	N/A	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0215 (CAMPGROUND LOOP B)
0.035	0.035	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.036	0.048	PULLOUT	LEFT	N/A
0.042	0.042	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.074	0.074	CULVERT	N/A	N/A
0.094	0.094	SIGN	RIGHT	GUIDE, AMPHITHEATER
0.094	0.094	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.094	0.094	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.095	0.095	SIGN	RIGHT	GUIDE, FREMONT RIVER TRAIL- 1.3 MILES
0.205	0.205	INTERSECTION	RIGHT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.205	0.205	INTERSECTION	LEFT	ROUTE 0215 (CAMPGROUND LOOP B)
0.205	0.205	ROUTE END	N/A	TO END OF LOOP

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0216: CAMPGROUND LOOP C

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0104 (AMPHITHEATRE ACCESS ROAD)
0.010	0.010	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.011	0.011	INTERSECTION	LEFT	ROUTE 0216 (CAMPGROUND LOOP C)
0.011	0.184	ONE-WAY	N/A	N/A
0.018	0.018	SIGN	RIGHT	REGULATORY, SPEED LIMIT 5
0.019	0.019	SIGN	N/A	REGULATORY, ONE WAY
0.100	0.111	PULLOUT	RIGHT	N/A
0.184	0.184	INTERSECTION	RIGHT	ROUTE 0216 (CAMPGROUND LOOP C)
0.184	0.184	INTERSECTION	LEFT	ROUTE 0216 (CAMPGROUND LOOP C)
0.184	0.184	ROUTE END	N/A	TO END OF LOOP

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0217: DUMP STATION ROAD

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD) AT MP 0.06 ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.017	0.017	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
0.025	0.025	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.033	0.033	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.033	0.033	SIGN	LEFT	GUIDE, WATER
0.040	0.040	INTERSECTION	LEFT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.040	0.040	INTERSECTION	RIGHT	ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD)
0.040	0.040	ROUTE END	N/A	TO ROUTE 0103 (CAMPGROUND A AND B ACCESS ROAD) AT MP 0.04 ON LEFT

CARE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0406: RESIDENCE AREA ROAD (FRUITA LANE)

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all paved routes.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (SCENIC DRIVE) AT MP 0.11 ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (SCENIC DRIVE)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (SCENIC DRIVE)
0.004	0.004	CULVERT	N/A	N/A
0.008	0.008	SIGN	LEFT	REGULATORY, STOP
0.008	0.008	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	GUIDE, HOUSING AREA AUTHORIZED PERSONNEL ONLY
0.008	0.008	SIGN	RIGHT	GUIDE, NO BICYCLES
0.017	0.017	SIGN	RIGHT	WARNING, 10 M.P.H.
0.017	0.017	SIGN	RIGHT	WARNING, SLOW CHILDREN PLAYING
0.087	0.087	SIGN	LEFT	GUIDE, AUTHORIZED ONLY
0.199	0.199	INTERSECTION	N/A	PAVED ROUTE
0.199	0.199	ROUTE END	N/A	TO END

Section 10
Appendix

Capitol Reef National Park

Federal Lands Highway
Road Inventory Program

Explanation of Changes to the RIP Index Equations and Determination of PCR

In 2005, the FHWA began implementing the use of a Pavement Management System to assist the National Park Service in prioritizing Pavement Maintenance and Rehabilitation activities. The PMS used by FHWA is the Highway Pavement Management Application (HPMA) and this software has the ability to store inventory and condition data from RIP and forecast future performance using prediction models. Outputs include performance and condition reports at the National, Region, Park, or Route level. A regional prioritized list and optimization have been produced for most regions and the Federal Highway Deferred Maintenance is calculated via the HPMA as well.

In an effort to improve the accuracy of treatment recommendations and pavement condition descriptions vis a vis the distresses and indexes that comprise the Pavement Condition Rating (PCR), an extensive study was completed throughout 2010 that has resulted in changes to the Road Inventory Program condition reporting method and specifically, the calculation of PCR. It was determined that a better representation of PCR could be achieved by modifying the relative impact certain distresses would have on the overall rating.

Through the use of HPMA data, it was noted that false failure indicators existed with the existing PCR model, and that it would be necessary to reduce their impact. The distresses affected in this way were Rutting and Roughness. Conversely, experience showed that roadways with extensive cracking present were often shown to have a high PCR. Therefore, the crack index models were adjusted to be more sensitive to changes in crack severity or quantity. It was also determined that these issues were not due to a problem with data acquisition (i.e. the RIP "van"), but with the way the collected data was processed. The final change was to provide guidance on when to use the Roughness Condition Index (RCI) in the PCR calculation. Roughness data is of little value to determining overall condition on routes that, due to their length or geometrics, have lower vehicle operating speeds. Therefore, in Cycle 5, only routes that have lengths of one half mile or greater and posted speed limits of 25 mph or greater will have RCI reported and included in the PCR calculations.

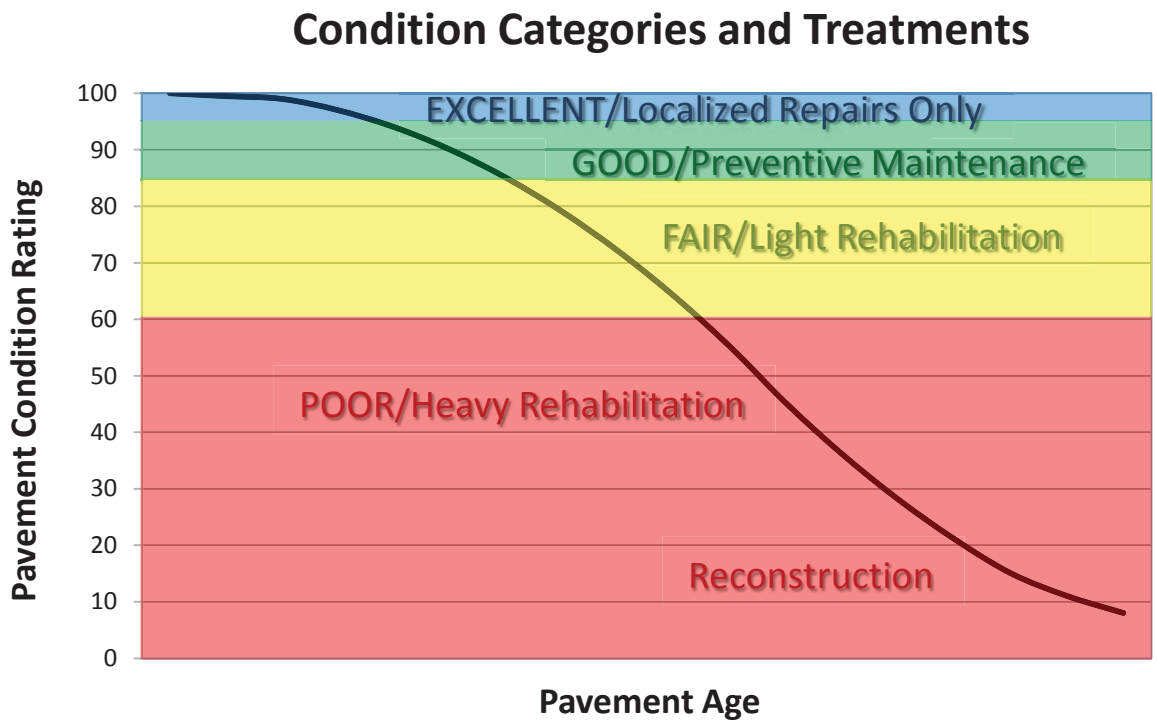
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation needs that were represented. The changes will allow greater use of RIP and HPMA data for not simply condition data reporting, but also as a reliable tool for project identification and selection.

Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

In addition to the RIP Index changes that will be implemented in Cycle 5, we will also aim to provide greater assistance in translating good/fair/poor categories into pavement needs categories. The PCR can be used to indicate the place in the Pavement Life Cycle and the types of treatments that should be considered now and into the future.

- Excellent/New: PCR of 95-100. Pavements in this range will require only spot repairs
- Good: PCR of 85-94. Pavements in this range will likely be candidates for Preventive Maintenance. Examples include Chip and Slurry Seals, Micro Surfacing and Thin Overlays.
- Fair: PCR of 61-84. Pavements in this range will likely be candidates of Light Rehabilitation (L3R). Examples include single-lift overlays up to 2.5 inches in total thickness, milling and overlays.
- Poor: PCR of 60 or below. Pavements in this range will likely be candidates of Heavy Rehabilitation or Reconstruction (H3R or 4R). Examples include Pulverization, Multiple Lift Overlays, and Reconstruction.

At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely on RIP data. Additionally, RIP produces a snapshot of conditions the year in which the data was collected. For further information or to obtain additional Pavement Management System's data from our Highway Pavement Management Application (HPMA) please contact the Eastern Federal Lands pavement team.



DESCRIPTION OF RATING SYSTEM

The Federal Highway Administration (FHWA), Road Inventory Program (RIP) for the National Park Service (NPS), collects roadway condition data on paved surfaces (asphalt, concrete, brick, and cobblestone) on roads, parkways, and parking areas in national parks nationwide. The road surface condition data is collected using an automated Data Collection Vehicle (DCV). Roads having brick or cobblestone surfacing are not normally surveyed with the DCV, but are manually rated for condition rating.

The FHWA RIP is implemented based on the premise that an accurate pavement surface condition assessment can be accomplished using automated crack detection technology as applied to digital images. Various methods of pavement condition assessment have been developed over the years with varying degrees of accuracy and acceptance. The use of digital photography to record pavement images and subsequent crack detection and classification has undergone continuous improvements over the past decade. Digital cameras with increasingly superior resolution and high definition have become more affordable, and the proprietary programming code and algorithms have been improved in crack detection software.

With the use of quality digital photography and automated crack detection software, FHWA RIP is tasked with executing a pavement condition assessment on about 5000 miles of National Park Service roads and parkways. Foremost in setting up the basis of pavement distress identification is employing the distress identification protocols used by FHWA. There is no single distress identification system that is universal among entities conducting a program of distress identification. For the purpose of the NPS RIP, FHWA employs distress identification protocols that are specific to this program.

FHWA has referenced the *"Distress Identification Manual for the Long-Term Pavement Performance Program", Publication No. FHWA-RD 03-031, June 2003,* as the point-of-reference for distress types on NPS pavement. In truth, the FHWA RIP distress types are similar to those described in the LTPP manual with some modifications. This document, *"Distress Identification Manual for the NPS Road Inventory Program, Cycle 5, 2010-2013"* was developed using the *"Distress Identification Manual for the Long-Term Pavement Performance Program"* as a guideline. Definitions of severity levels based on crack width contained in this document adhere to the LTPP Distress ID Manual. Modifications have been made to the definition of Alligator and Longitudinal Cracking and determination of Alligator Cracking severity. This manual also addresses Rutting and Roughness and its application to RIP.

In 2010, FHWA RIP began the fifth cycle of data collection in national parks. For Cycle 5, data will be collected in approximately 81 large parks (10 or more paved route miles) on Functional Class 1, 2, and 7 routes plus any new routes or parking areas previously not collected, totaling an estimated 4,459 paved route miles. Additionally, 168 small parks will be collected comprising approximately 529 paved route miles and associated paved parking areas. The data is used to support the National Park Service road maintenance program and Pavement Management System (PMS) developed and maintained by FHWA.

This ***"Distress Identification Manual for the NPS Road Inventory Program, Cycle 5, 2010-2013"*** will be used as a reference resource in crack detection and classification, determination of distress severity and extent, and in the calculation of distress index values for the FHWA RIP Cycle 5.

SURFACE DISTRESSES

Surface Condition Rating - SCR

Surface distresses are measured in the primary lane only. In the classification and measurement of all paved surface condition data, results will be reported in the database in record intervals of 0.02 miles (105.6 feet) (smallest granularity) along the route.

Surface distresses determined from digital images

- Transverse Cracks
- Longitudinal Cracks
- Alligator Cracks
- Patching/Potholes

Surface distress measured by DCV (Data Collection Vehicle) LRMS (Laser Rut Measuring System)

- Rutting

Each of the five surface distresses is assigned a computed surface distress index

- Transverse Crack Index
- Longitudinal Crack Index
- Alligator Crack Index
- Patching/Pothole Index
- Rutting Index

Surface distress data are classified as listed above, measured for severity, and quantified for extent. Classification, severity, and extent of these five surface distresses comprise the three main elements for calculation of SCR (Surface Condition Rating).

In addition to the five surface distresses, a **Structural Crack Index** is computed, which is a combination of the Longitudinal Crack Index and the Alligator Crack Index. The Structural Crack Index is then used in lieu of the LC and AC indices to compute SCR.

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

Roughness is measured by FHWA's DCV and reported as International Roughness Index (IRI) in inches/mile. Using IRI, the Roughness Condition Index (RCI) is computed.

Pavement Condition Rating - PCR

Using the SCR (computed from the five surface distresses) and the RCI, an overall Pavement Condition Rating (PCR) is computed. The formula for PCR is:

Asphalt PCR = (0.60 * SCR) + (0.40 * RCI)
Concrete PCR = RCI

A detailed description of each distress index formula, roughness index formula, SCR and PCR is provided in this document beginning on page 23.

Each classified surface distress will fall into one or more s*everity*…LOW, MEDIUM, or HIGH based on criteria listed. For each severity, an e*xtent* is established based on the measured quantity of the distress within that severity. Within each *severity* individual distresses are assigned a *Maximum Allowable Extent* (MAE). For example, LOW severity transverse cracking may be allowed up to 21.1 cracks within a 0.02 interval before it reaches MAE and fails.

The index formulas are based on a scale of 0-100. A PCR index value of 100 would indicate a "new" road with no measurable distresses or rough ride. A PCR value of 60 is determined to be *terminable serviceability* and the road is considered failed. The range of index values with condition descriptors is:

POOR (<=60), FAIR (61 - 84), GOOD (85 - 94), EXCELLENT (95 - 100)

Index values are generally computed based on cumulative deducts of the measured severities. As shown in the index formulas below, as any single severity reaches or exceeds MAE, the index computes to a value of 60 or less, and the road fails for that 0.02 interval.

> **Note:** As a result of a unique combination of measured surface distresses and IRI, index values occasionally compute to less than 0 or greater than 100. In this instance, an index value < 0 defaults 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.

On the following page, Table 1 summarizes the different types of distresses measured.

TABLE 1: Distress Summary

ASPHALT-SURFACED PAVEMENT DISTRESS TYPES with RUTTING and ROUGHNESS				
DISTRESS TYPE	**UNIT OF MEASURE…**	**…CONVERTED TO**	**DEFINED SEVERITY LEVELS?**	**MEASURED BY**
Alligator Cracking	**Square Feet**	**Percent of Lane Per 0.02 Mile**	**Yes**	**Digital Image Crack Detection Software**
Transverse Cracking	**Linear Feet**	**Number of Cracks Per 0.02 Mile**	**Yes**	**Digital Image Crack Detection Software**
Longitudinal Cracking	**Linear feet**	**Percent of Lane Length Per 0.02 Mile**	**Yes**	**Digital Image Crack Detection Software**
Patching/Potholes	**Square Feet**	**Percent of Lane Per 0.02 Mile**	**No**	**Digital Image Crack Detection Software**
Rutting	**Inches**	**Rut Depth Per 0.02 Mile**	**Yes**	**DCV – Laser Rut Measuring System (LRMS)**
Roughness	**IRI**	***RCI Per 0.02 Mile**	**No**	**DCV – Lasers /Accelerometers**

***Note: Roughness is measured on concrete roadways, but surface distresses and rutting are not measured. For concrete, PCR = RCI**

ALLIGATOR CRACKING

Description

Alligator cracking is considered a combination of fatigue and block cracking. It is a series of interconnected cracks in various stages of development. Alligator cracking develops into a many-sided pattern that resembles chicken wire or alligator skin. It can occur anywhere in the road lane. Alligator cracking must have a quantifiable area.

Severity Levels

LOW
An area of cracks with no or very few interconnecting cracks and the cracks are not spalled. Cracks are <= 0.25 in (6mm) in mean width. Cracks in the pattern are no further apart than 1 foot (0.328 m). May be sealed cracks with sealant in good condition and a crack width that cannot be determined.

MEDIUM
An area of interconnected cracks that form a complete pattern. Cracks may be slightly spalled. Cracks are >0.25 in. (6 mm) and <= 0.75 in. (19 mm) or any crack with a mean width <= 19 mm and adjacent low severity cracking. Cracks in the pattern are no further apart than 6 in. (150 mm).

HIGH
An area of interconnected cracks forming a complete pattern. Cracks are moderately or severely spalled. Cracks are >0.75 in (19mm) or any crack with a mean width <= 0.75 in (19mm) and adjacent medium to high severity random cracking.

A combination of observed crack width and crack pattern is used to determine overall severity of alligator cracking. Based on above description of each severity, the highest level of crack width and crack pattern determines overall severity. Table 2 illustrates this.

TABLE 2: Alligator Crack Severity Levels

ALLIGATOR CRACKING SEVERITY LEVELS		Crack Pattern		
		LOW	**MED**	**HIGH**
Crack Width	**LOW**	L	M	H
	MED	M	M	H
	HI	H	H	H

LONGITUDINAL CRACKING

Description

Longitudinal cracking occurs predominantly parallel to the pavement centerline. It can occur anywhere within the lane. Longitudinal cracks occurring in the wheelpath may be noteworthy.

Severity Levels

LOW
Cracks with a mean width of < 0.25 in. (6 mm). Sealed cracks with sealant in good condition and a width that cannot be determined.

MED
Cracks with a mean width > 0.25 in. (6 mm) and <= 0.75 in. (19 mm). Also, any crack with a mean width < 0.75 in. (19 mm) and adjacent random low severity cracking.

HIGH
Cracks with a mean width > 0.75 in. (19 mm). Also, any crack with a mean width < 0.75 in. (19 mm) and adjacent random medium to high severity cracking.

TRANSVERSE CRACKING

Description

Transverse cracking occurs predominantly perpendicular to the pavement centerline. It can occur anywhere within the lane.

Severity Levels

LOW
Cracks with a mean width of < 0.25 in. (6 mm). Sealed cracks with sealant in good condition and a width that cannot be determined.

MED
Cracks with a mean width > 0.25 in. (6 mm) and <= 0.75 in. (19 mm). Also, any crack with a mean width < 0.75 in. (19 mm) and adjacent random low severity cracking.

HIGH
Cracks with a mean width > 0.75 in. (19 mm). Also, any crack with a mean width < 0.75 in. (19 mm) and adjacent random medium to high severity cracking.

PATCHING AND POTHOLES

Description

Patching is an area of pavement surface that has been removed and replaced with patching material or an area of pavement surface that has had additional patching material applied. Patching may encompass partial lane or full lane width On full lane width patching; the total, contiguous length of patch may not exceed 0.30 mi. (0.48 km). (Any full-lane patch exceeding 0.30 mi. in length is considered a pavement change). Patching must have a quantifiable area.

Potholes are bowl-shaped holes of various sizes occurring in the pavement surface.

Severity Levels

There are no stratified severities for Patching/Potholes. They either are present or they are not.

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

LOW
Ruts with a measured depth ≥ 0.20" and ≤ 0.49"

MED
Ruts with a measured depth ≥ 0.50" and ≤ 0.99"

HIGH
Ruts with a measured depth ≥ 1.00"

Ruts < 0.20" are not included in the distress calculations.

ROUGHNESS

Description

Roughness is the measurement of the unevenness of the pavement in the direction of travel. It is measured in units of IRI (International Roughness Index), inches per mile, and is indicative of ride comfort.

Severity Levels

There are no stratified severity levels for roughness. The roughness (or smoothness) of a road surface can be defined by IRI in the following table.

TABLE 3: IRI

IRI Descriptions	
Type of Road	**Typical IRI (in/mile)**
New Road, no noticeable roughness	<90
Small level of roughness	90 – 126
Road of average roughness	126 – 190
Road with above average roughness	190 – 253
Road with severe roughness	253 – 380
Nearly impassable	>380

INDEX FORMULAS

Note**:** All index formulas listed below contain MAE applicable to 0.02 mile (105.6 feet) interval.

Alligator Crack Index

AC_INDEX = 100 – 40 * [(%LOW / 35) + (%MED / 15) + (%HI / 5)]

Where:

The values *%LOW*, *%MED* and *%HI* report the percentage of the observed pavement (0.02 mile, primary lane) that contains alligator cracking within the respective severities. These values range from 0 to 100.

%LOW = Percent of total area (primary lane, 0.02 in length), low severity
%MED = Percent of total area (primary lane, 0.02 in length), medium severity
%HI = Percent of total area (primary lane, 0.02 in length), high severity

Percent of total area is computed as:

$$\frac{\text{square foot area of alligator crack severity}}{\text{0.02 mile * lane width}}$$

In AC_INDEX, the denominators 35, 15, and 5 are the Maximum Allowable Extents (MAE) for each severity. In other words, we will allow up to 35% of low severity alligator cracking for a 0.02 interval before failure, 15% for medium severity, and so on. As you can see, if any single severity reaches MAE the resulting index value is 60, or failure.

Longitudinal Crack Index

LC_INDEX = 100 – 40 * [(%LOW / 175) + (%MED / 75) + (%HI / 25)]

Where:

The values *%LOW*, *%MED*, and *%HI* report the length of longitudinal cracking within each severity as a percent of the section length (0.02 mile, primary lane).
These values are ≥ 0 and can exceed 100.

%LOW = Percent of interval length (primary lane, 0.02 in length), low severity
%MED = Percent of interval length (primary lane, 0.02 in length), medium severity
%HI = Percent of interval length (primary lane, 0.02 in length), high severity

Percent of interval length is computed as:

$$\frac{\text{length of respective longitudinal cracking}}{\text{0.02 mile (105.6 feet)}}$$

In LC_INDEX, the denominators 175, 75, and 25 are the Maximum Allowable Extents (MAE) for each severity. In other words, we will allow up to 175% of low severity alligator cracking for a 0.02 interval before failure, 75% for medium severity, and so on. As you can see, if any single severity reaches MAE the resulting index value is 60, or failure.

Structural Crack Index

SC_INDEX = [100 - ((100 - AC_INDEX) + (100 - LC_INDEX))]

Structural Crack Index is a combination of Alligator Cracking and Longitudinal Cracking, and is used in the SCR formula in lieu of AC and LC separately.

Transverse Crack Index

TC_INDEX = 100 – 40 * [(LOW / 21.1) + (MED / 4.4) + (HI / 2.6)]

Where:

The values *LOW*, *MED* and *HI* report a count of the total number of transverse cracks (reported to three decimals) within each severity level, where one transverse crack is equal to the lane width. These values are ≥ 0.

LOW = Number of cracks in interval (primary lane, 0.02 in length), low severity
MED = Number of cracks in interval (primary lane, 0.02 in length), medium severity
HI = Number of cracks in interval (primary lane, 0.02 in length), high severity

Number of cracks is computed as:

$$\frac{\text{Total length of transverse cracks}}{\text{Lane width}}$$

In TC_INDEX, the denominators 21.1, 4.4, and 2.6 are the Maximum Allowable Extents (MAE) for each severity. In other words, we will allow up to 21.1 low severity transverse cracks for a 0.02 interval before failure, 4.4 cracks for medium severity, and so on. As you can see, if any single severity reaches MAE the resulting index value is 60, or failure.

Patching Index

PATCH_INDEX = 100 – 40 * (%PATCHING / 80)

Where:

The value *%PATCHING* reports the percentage of the observed pavement (0.02 mile, primary lane) that contains patching/potholes. This value ranges from 0 to 100.

%PATCHING = Percent of total area (primary lane, 0.02 in length)

Percent of total area is computed as:

$$\frac{\text{square foot area of patching/potholes}}{\text{0.02 mile * lane width}}$$

There are no severity levels for patching. It either exists or does not.

In PATCH_INDEX, the denominator 80 is the Maximum Allowable Extent (MAE) for each severity. In other words, we will allow up to 80% patching for a 0.02 interval before failure. As you can see, if patching/potholes reaches MAE the resulting index value is 60, or failure.

Rutting Index

RUT_INDEX = 100 – 40 * [(%LOW / 535) + (%MED / 205) + (%HI / 40)]

Where:

20 rut depth measurements are taken per 0.02 interval for each of 2 wheel paths (left and right), resulting in a total of 40 measurements taken for both wheel paths. *Each wheelpath is analyzed independently for rut severities.* The values *%LOW*, *%MED* and *%HI* are a *total percentage* of left wheelpath percentage and right wheelpath percentage added together for the respective severity. These values range from 0 to 200.

%LOW = Percent of LOW ruts in left wheelpath based on 20 ruts, plus percent of LOW ruts in right wheelpath based on 20 ruts.
%MED = Percent of MED ruts in left wheelpath based on 20 ruts, plus percent of MED ruts in right wheelpath based on 20 ruts.
%HI = Percent of HI ruts in left wheelpath based on 20 ruts, plus percent of HI ruts in right wheelpath based on 20 ruts.

Percent of rut measurements within each severity can also be computed as:

$$\frac{\text{total number of ruts within each severity in both wheelpaths}}{20} * 100$$

In RUT_INDEX, the denominators 535, 205, and 40 are the Maximum Allowable Extents for each severity. In other words, the formula allows up to 535% low severity

ruts for a 0.02 interval before. However, since 200 is the highest measurable percentage allowed, 535% is unattainable and therefore, no amount of LOW severity rutting will cause the RUT_INDEX to fail a road. Similarly, since the MAE for MED severity rutting is 205, no amount of MED severity rutting will cause the RUT_INDEX to reach 60 and fail the road. As you can see, LOW severity rutting reaches MAE the resulting index value is 60, or failure. This formula was intentionally designed to minimize the impact of LOW and MED severity rutting on RUT_INDEX.

Roughness Condition Index (Asphalt)

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

Where:

The value *AVG IRI* reports the average value of the Left IRI and Right IRI measurements for the interval (0.02 mile, primary lane). This value can range from approximately 40 to 999.0.

Average IRI is computed as:

$$\frac{\text{Left wheelpath IRI + Right wheelpath IRI}}{2}$$

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

RCI = $-0.0012(IRI^2) + 0.0499(IRI) + 99.542$

For concrete, PCR = RCI

Surface Condition Rating Index

SCR = *Lowest* Index Value Of: [SC_INDEX, TC_INDEX, PATCH_INDEX, RUT_INDEX]

Note: *The modified SCR equation above combines AC_INDEX and LC_INDEX, and considers that a single AC/LC index value of the Structural Crack Index (SC_INDEX). The lowest of the four computed index values (SC_INDEX, TC_INDEX, PATCH_INDEX, or RUT_INDEX) becomes the SCR.*

Where:

See above for determinations of SC_INDEX, TC_INDEX, PATCH_INDEX and RUT_INDEX.

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

Data Collection Vehicle Subsystems

Data on paved roads in Cycle 5 is collected by FHWA using a Pathway Services Inc. Data Collection Vehicle (DCV), called PathRunner. The DCV is driven in the primary-direction lane at posted speed limits and less.

CAMERAS

Forward-facing and rear-facing video is collected as .jpg digital imagery at a frequency of 26.4 feet.

Two forward-facing cameras are mounted above the vehicle cab, one pointed straight ahead and the other to the right shoulder providing seamless 120 degree viewing.

CAMERA SPECIFICATIONS **Two Forward/ One Rear Facing**	
Camera lens/type	FUJINON CCTV LENS H16x10B-Y41
Focal length	10 mm – 160 mm
Image size	8.8 mm x 6.6mm
Image format	*.jpg
Image resolution	HD 2000 X 1200
Image pixel size	depends on distance
Zoom ratio	16x
Max Relative Aperture	1:2.5
Iris range	F25-T800 (Equivalent to F800)

Pavement images are created using a Laser Scan Imaging System. This system is composed of a single high resolution line-scan camera and two lasers configured to image an approximate 11-foot wide lane with 1 mm resolution.

CAMERA SPECIFICATIONS **Pavement Line Scan**	
Image size	4280 pixels/line
Image width	4 meters (3950 mm nominal)
Laser class	3B
Power	250W
Vehicle speed limitations	62 mph
Environment	Dry pavement, day or night
Sensor size (approx)	300 mm(H) x 375 mm(L) x 200 mm(D)
Image frame length	26.4 feet

DMI (Distance Measuring Instrument)

The DMI (Distance Measuring Instrument) obtains road length measurements that are accurate to 0.1% for speeds up to 60 mph. The DMI is connected to the hub of the rear wheel on the driver's side, and is calibrated to the revolutions of the rear vehicle axle on a regular basis.

ROUGHNESS (IRI)

The collection system includes a South Dakota type laser profiler manufactured based on active Class 1 ASTM E950 standards. The dynamic profile of the pavement surface is collected from which the IRI roughness data is computed. The sensors include one accelerometer on each wheelpath, one height sensor (laser) on each wheelpath, and a distance transducer.

IRI SPECIFICATIONS	
Reported IRI units	Inches/mile
Vehicle speed limitations	12-62 mph
IRI equipment certification	Texas Transportation Institute (TTI)
Wavelengths accommodated	6 in. – 300 feet
IRI computed & reported	World Bank Technical Paper Number 46
Environment	Dry pavement, day or night, above 32 degrees F
Adherence to specifications	ASTM E950-98 (2004), ASTM E 1926-08, AASHTO MP 11-08, AASHTO PP 49-08

RUTTING

Rutting depths are measured using an INO Laser Rut Measurement System (LRMS). This system is a transverse profiling device that detects and characterizes pavement rutting. The LRMS can acquire full 4 meter width profiles of a pavement lane at normal traffic speeds and uses two laser profilers that digitize transverse sections of the pavement.

RUTTING SPECIFICATIONS	
Reported rut depth units	Inches
Vehicle speed limitations	Up to 62 mph
Sampling rate	30-150 profiles/second
Transverse resolution	1280 points/profile
Transverse field-of-view	4 m
Depth accuracy (nominal)	+/- 1 mm
Environment	Dry pavement, day or night, above 32 degrees F
Adherence to specifications	ASTM E1703M-95 (reapproved 2005)

GPS & INERTIAL SYSTEMS

GPS is collected by an onboard system employing Omnistar real time correction and a gyroscope Inertial Measuring Unit (IMU) to provide accurate positioning data in instances of satellite obstruction. All GPS coordinates are tied to image and linear distance measurements.

GPS SPECIFICATIONS	
Static accuracy	Sub-meter
Dynamic accuracy	2-3 meters
Receiver	12 satellite tracking
Coordinate system	Lat Lon WGS 84
Environment	Day or night
Cross-slope	+- 0.1 degrees
Grade	+- 0.1 degrees

GPS on Manually Rated Roads (MRR)

Parking areas, some roads, and other paved areas that are not fully drivable with the DCV are collected manually by field technicians. GPS is collected for these routes using portable Trimble GPS backpack units.

Geodatabase – Background and Metadata

In addition to this park report, a ***geodatabase*** containing both tabular and spatial data specific to this park has been provided. All data disseminated in the preceding report has been obtained from the tables and fields within said geodatabase. The geodatabase can be referenced for tabular data via Microsoft Access or for both tabular and spatial data via ESRI's ArcGIS Suite of software which consists of; ArcMap, ArcCatalog and ArcExplorer. Consolidating the RIP data into one database creates a seamless relationship of tables and geographic data. It will allow RIP to facilitate easier updates and enhancements in the future.

A geodatabase can be thought of as simply a database containing spatial data. Many different tables are contained with the park's geodatabase. A complete and thorough description of the tables and fields contained within this geodatabase can be found in the ***metadata***. The metadata is attached directly within the geodatabase and can be accessed via ESRI's ArcCatalog.

GLOSSARY OF TERMS AND ABBREVIATIONS

TERM OR ABBREVIATION	DESCRIPTION OR DEFINITION
AC	Alligator Cracking
CRS	Condition Rating Sheets (Section 5)
DCV	Data Collection Vehicle
Excellent	Excellent rating with an index value of 95 to 100
Fair	Fair rating with an index value from 61 to 84
FUNCT_CLASS	Functional Classification (see Route ID, Section 2)
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
LC	Longitudinal Cracking
MRR	Manually Rated Route
MRL	Manually Rated Line
MRP	Manually Rated Polygon
N/A	Not Applicable
NC	Not Collected
PATCH	Patching and Potholes
Paved Width	Width from edge-of-pavement to edge-of-pavement
PCR	Pavement Condition Rating
PKG	Parking Area
Poor	Poor rating with an index value of 0 to 60
RCI	Roughness Condition Index
SC	Structural Cracking
SCR	Surface Condition Rating
TC	Transverse Cracking