**Cycle 5 NPS/RIP Route ID Report**
(Numerical By Route #)

**CEDAR BREAKS NATIONAL MONUMENT**

<table>
<thead>
<tr>
<th>Rte. No.</th>
<th>Cycle</th>
<th>Collect</th>
<th>FMSS No.</th>
<th>Conces</th>
<th>Route Name</th>
<th>Route Description</th>
<th>Maint. District</th>
<th>Paved Miles</th>
<th>Un-Paved Miles</th>
<th>Total Route Length</th>
<th>Func. Class</th>
<th>Manual Rated SQ/FT</th>
<th>Surf. Type</th>
<th>Area Maps</th>
</tr>
</thead>
<tbody>
<tr>
<td>0010</td>
<td>5</td>
<td></td>
<td>46904</td>
<td></td>
<td>MAIN SCENIC DRIVE</td>
<td>FROM SOUTH PARK BOUNDARY AT CATTLE GUARD TO ROUTE 0011 (STATE HIGHWAY 143)</td>
<td>N/A</td>
<td>5.13</td>
<td>0.00</td>
<td>5.13</td>
<td>1</td>
<td>AS</td>
<td>1,2</td>
<td></td>
</tr>
<tr>
<td>0011</td>
<td>5</td>
<td></td>
<td>46903</td>
<td></td>
<td>STATE HIGHWAY 143</td>
<td>FROM NORTH PARK BOUNDARY TO EAST PARK BOUNDARY</td>
<td>N/A</td>
<td>1.31</td>
<td>0.00</td>
<td>1.31</td>
<td>1</td>
<td>AS</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0100</td>
<td>5</td>
<td></td>
<td>52339</td>
<td></td>
<td>POINT SUPREME CAMPGROUND LOOP</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON RIGHT TO END OF LOOP</td>
<td>N/A</td>
<td>0.41</td>
<td>0.00</td>
<td>0.41</td>
<td>2</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0101</td>
<td>5</td>
<td></td>
<td>67845</td>
<td></td>
<td>CHESSMAN OVERLOOK ACCESS ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO END OF LOOP</td>
<td>N/A</td>
<td>0.16</td>
<td>0.00</td>
<td>0.16</td>
<td>2</td>
<td>AS</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0200</td>
<td>NC</td>
<td></td>
<td>92109</td>
<td></td>
<td>FOREST ACCESS ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO PARK BOUNDARY</td>
<td>N/A</td>
<td>0.00</td>
<td>0.15</td>
<td>0.15</td>
<td>3</td>
<td>GR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0400</td>
<td>NC</td>
<td></td>
<td>92110</td>
<td></td>
<td>WELL SERVICE ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO END</td>
<td>N/A</td>
<td>0.00</td>
<td>0.25</td>
<td>0.25</td>
<td>6</td>
<td>GR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0401Z2</td>
<td>5</td>
<td></td>
<td>47022</td>
<td></td>
<td>MAINTENANCE AREA SERVICE ROADS</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON RIGHT THROUGH MAINTENANCE AREA</td>
<td>N/A</td>
<td>0.26</td>
<td>0.03</td>
<td>0.29</td>
<td>6</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0402</td>
<td>NC</td>
<td></td>
<td>92111</td>
<td></td>
<td>BONEYARD ACCESS ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO END</td>
<td>N/A</td>
<td>0.00</td>
<td>0.10</td>
<td>0.10</td>
<td>5</td>
<td>GR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0403</td>
<td>NC</td>
<td></td>
<td>92112</td>
<td></td>
<td>ADAMS ACCESS ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO PARK BOUNDARY</td>
<td>N/A</td>
<td>0.00</td>
<td>0.50</td>
<td>0.50</td>
<td>5</td>
<td>GR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0900</td>
<td>5</td>
<td></td>
<td>46922</td>
<td></td>
<td>VISITOR CENTER PARKING</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON LEFT TO ROUTE 0010 (MAIN SCENIC DRIVE) ON LEFT</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>27,740</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0901</td>
<td>5</td>
<td></td>
<td>52353</td>
<td></td>
<td>RESIDENCE PARKING</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON RIGHT TO PARKING</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>21,330</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0902</td>
<td>5</td>
<td></td>
<td>47023</td>
<td></td>
<td>MAINTENANCE AREA PARKING</td>
<td>FROM ROUTE 0401Z2 (MAINTENANCE AREA SERVICE ROADS) ON RIGHT TO PARKING</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>10,546</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0903</td>
<td>5</td>
<td></td>
<td>47433</td>
<td></td>
<td>APARTMENT HOUSING AREA</td>
<td>ADJACENT TO ROUTE 0401Z2 (MAINTENANCE AREA SERVICE ROADS)</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>1,246</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0904</td>
<td>5</td>
<td></td>
<td>92114</td>
<td></td>
<td>PICNIC AREA PARKING</td>
<td>ADJACENT TO ROUTE 0100 (POINT SUPREME CAMPGROUND LOOP) ON LEFT</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>3,785</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>
## CEDAR BREAKS NATIONAL MONUMENT

<table>
<thead>
<tr>
<th>Rte. No.</th>
<th>Cycle</th>
<th>FMSS No.</th>
<th>Concess Route</th>
<th>Route Name</th>
<th>Route Description</th>
<th>Maint. District</th>
<th>Paved Miles</th>
<th>Un-Paved Miles</th>
<th>Total Route Length</th>
<th>Func. Class</th>
<th>Manual Rated SQ/FT</th>
<th>Surf. Type</th>
<th>Area Maps</th>
</tr>
</thead>
<tbody>
<tr>
<td>0905</td>
<td>5</td>
<td>67728</td>
<td></td>
<td>SUNSET VIEW PARKING</td>
<td>ADJACENT TO ROUTE 0010 (MAIN SCENIC DRIVE) ON LEFT</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>3,759</td>
<td>AS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>0906</td>
<td>5</td>
<td>75414</td>
<td></td>
<td>ALPINE POND PARKING</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) TO ROUTE 0010 (MAIN SCENIC DRIVE)</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>11,555</td>
<td>AS</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0907</td>
<td>5</td>
<td>67851</td>
<td></td>
<td>NORTH VIEW PARKING</td>
<td>FROM ROUTE 0011 (STATE HIGHWAY 143) TO ROUTE 0011 (STATE HIGHWAY 143)</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>19,750</td>
<td>AS</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0908</td>
<td>5</td>
<td>67844</td>
<td></td>
<td>CHESSMAN OVERLOOK PARKING</td>
<td>ADJACENT TO ROUTE 0101 (CHESSMAN OVERLOOK ACCESS ROAD) ON RIGHT</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>4,608</td>
<td>AS</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>0909</td>
<td>NC</td>
<td>241186</td>
<td></td>
<td>VIP PAD PARKING</td>
<td>ADJACENT TO ROUTE 0401ZZ (MAINTENANCE AREA SERVICE ROAD)</td>
<td>N/A</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>4,608</td>
<td>GR</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## CYCLE 5 SUMMARY TOTALS FOR CEDAR BREAKS NATIONAL MONUMENT

### CYCLE 5 ROUTE TOTALS

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Total Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCV Driven Route Miles</td>
<td>7.27</td>
</tr>
<tr>
<td>Manually Rated Route Miles</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5</td>
<td>7.27</td>
</tr>
<tr>
<td>Manually Rated Routes (SQFT)</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL UNPAVED PARK ROUTE MILES</td>
<td>1.03</td>
</tr>
</tbody>
</table>

### CYCLE 5 CONCESSION TOTALS

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Total SQFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concession Paved Route Miles</td>
<td>0.00</td>
</tr>
<tr>
<td>Concession Unpaved Route Miles</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL CONCESSION ROUTE MILES</td>
<td>0.00</td>
</tr>
<tr>
<td>Concession Paved Parking Area SQFT</td>
<td>0</td>
</tr>
<tr>
<td>Concession Unpaved Parking Area SQFT</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL CONCESSION PARKING AREA SQFT</td>
<td>0</td>
</tr>
<tr>
<td>Concession Manually Rated Routes SQFT</td>
<td>0</td>
</tr>
</tbody>
</table>

### CYCLE 5 PARKING AREA TOTALS

<table>
<thead>
<tr>
<th>Parking Type</th>
<th>Total SQFT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paved Parking (SQFT)</td>
<td>104,319</td>
</tr>
<tr>
<td>Unpaved Parking (SQFT)</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL PARKING (SQFT)</td>
<td>104,319</td>
</tr>
</tbody>
</table>

### CYCLE 5 WEIGHTED AVERAGE PARK VALUES

<table>
<thead>
<tr>
<th>Route Type</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>DCV Driven PCR</td>
<td>93</td>
</tr>
<tr>
<td><strong>Manually Rated Routes PCR</strong></td>
<td><strong>N/A</strong></td>
</tr>
<tr>
<td><strong>Parking PCR</strong></td>
<td>70</td>
</tr>
<tr>
<td>*<strong>Total Equivalent Lane Miles</strong></td>
<td><strong>17.12</strong></td>
</tr>
</tbody>
</table>

* - 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

(Numerical By Route #)

<table>
<thead>
<tr>
<th>Shading Color Key:</th>
<th>White = Paved Routes, DCV Driven</th>
<th>Yellow = Unpaved Routes, DCV not Driven</th>
<th>Blue = All Paved Parking Areas</th>
<th>Green = All Unpaved Parking Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Grey = Paved Routes, DCV not Driven</td>
<td>Black = State, Local or Private non-NPS Routes</td>
<td>= Concession Route Flag ON</td>
<td></td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
<th>Route Numbers</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
<td>Principal Park Road/Rural Parkway (Public Roads)</td>
<td>1-99</td>
<td>Notes: Rural parkways (e.g. Natchez Trace) are numbered 1-9. State Routes Inventoried for Park. Route Numbers 5000-5999</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td>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.</td>
<td>100-199</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong></td>
<td>Special Purpose Park Road (Public Roads) - Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc.</td>
<td>200-299</td>
<td>These roads generally serve low-speed traffic and are often designed for one-way circulation.</td>
</tr>
<tr>
<td><strong>4</strong></td>
<td>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.</td>
<td>200-299</td>
<td>Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly.</td>
</tr>
<tr>
<td><strong>5</strong></td>
<td>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.</td>
<td>400-499</td>
<td></td>
</tr>
<tr>
<td><strong>6</strong></td>
<td>Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads.</td>
<td>400-499</td>
<td>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.</td>
</tr>
<tr>
<td><strong>7</strong></td>
<td>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.</td>
<td>1-9</td>
<td>Route Numbers 1-9.</td>
</tr>
<tr>
<td><strong>8</strong></td>
<td>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.</td>
<td>600-699</td>
<td>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.</td>
</tr>
</tbody>
</table>

## 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

---

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.
# NPS/RIP Subcomponent Details for CEBR

## Shading Color Key:
- 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)*.

## CEDAR BREAKS NATIONAL MONUMENT

<table>
<thead>
<tr>
<th>Rte. No.</th>
<th>FMSS No.</th>
<th>Cycle Collected</th>
<th>Route Name</th>
<th>From Route Description</th>
<th>To Route Description</th>
<th>Concess Route</th>
<th>Func. Class</th>
<th>Paved Miles</th>
<th>Un-Paved Miles</th>
<th>Total Route Length</th>
<th>Manual Rated SQ/FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0401ZZ</td>
<td>47022</td>
<td>5</td>
<td>MAINTENANCE AREA SERVICE ROADS</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON RIGHT</td>
<td>THROUGH MAINTENANCE AREA</td>
<td></td>
<td></td>
<td>0.26</td>
<td>0.03</td>
<td>0.29</td>
<td></td>
</tr>
</tbody>
</table>

## CEBR-0401ZZ Subcomponent Breakdown

<table>
<thead>
<tr>
<th>Rte. No.</th>
<th>FMSS No.</th>
<th>Cycle Collected</th>
<th>Route Name</th>
<th>From Route Description</th>
<th>To Route Description</th>
<th>Concess Route</th>
<th>Func. Class</th>
<th>Paved Miles</th>
<th>Un-Paved Miles</th>
<th>Total Route Length</th>
<th>Manual Rated SQ/FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>0401AZ</td>
<td>47022</td>
<td>5</td>
<td>MAINTENANCE AREA SERVICE ROAD</td>
<td>FROM ROUTE 0010 (MAIN SCENIC DRIVE) ON RIGHT</td>
<td>TO END OF LOOP</td>
<td></td>
<td></td>
<td>0.26</td>
<td>0.00</td>
<td>0.26</td>
<td></td>
</tr>
</tbody>
</table>

| 0401BZ   | 47022    | NC              | MAINTENANCE AREA SERVICE ROAD (CUT THROUGH) | FROM ROUTE 0401AZ (MAIN SCENIC DRIVE) ON RIGHT | TO ROUTE 0401AZ (MAIN SCENIC DRIVE) ON RIGHT |              |             | 0.00        | 0.03            | 0.03              |                   |