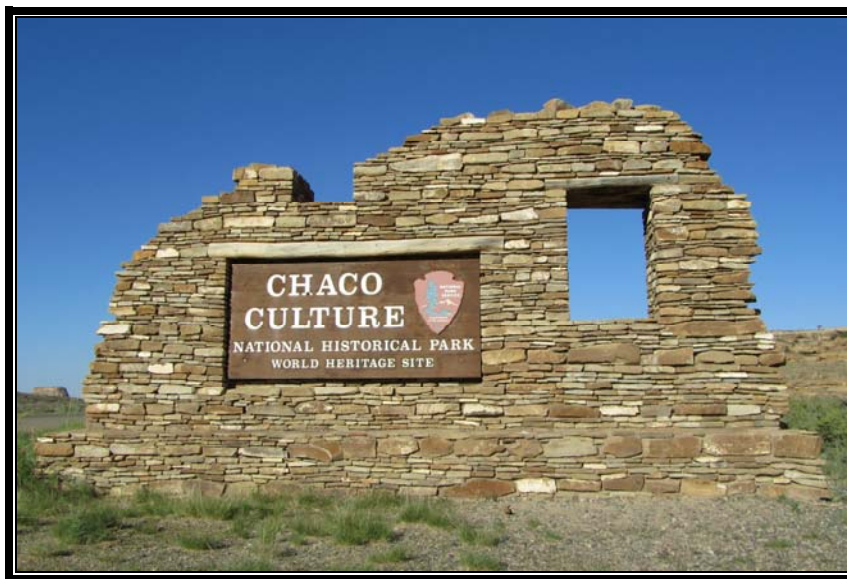




Federal Lands Highway Road Inventory Program

Road Inventory and Condition Assessment



Chaco Culture National Historical Park CHCU

Cycle 5 Report

**Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 08/2012
Report Date: 12/2012**

Chaco Culture National Historical Park in New Mexico

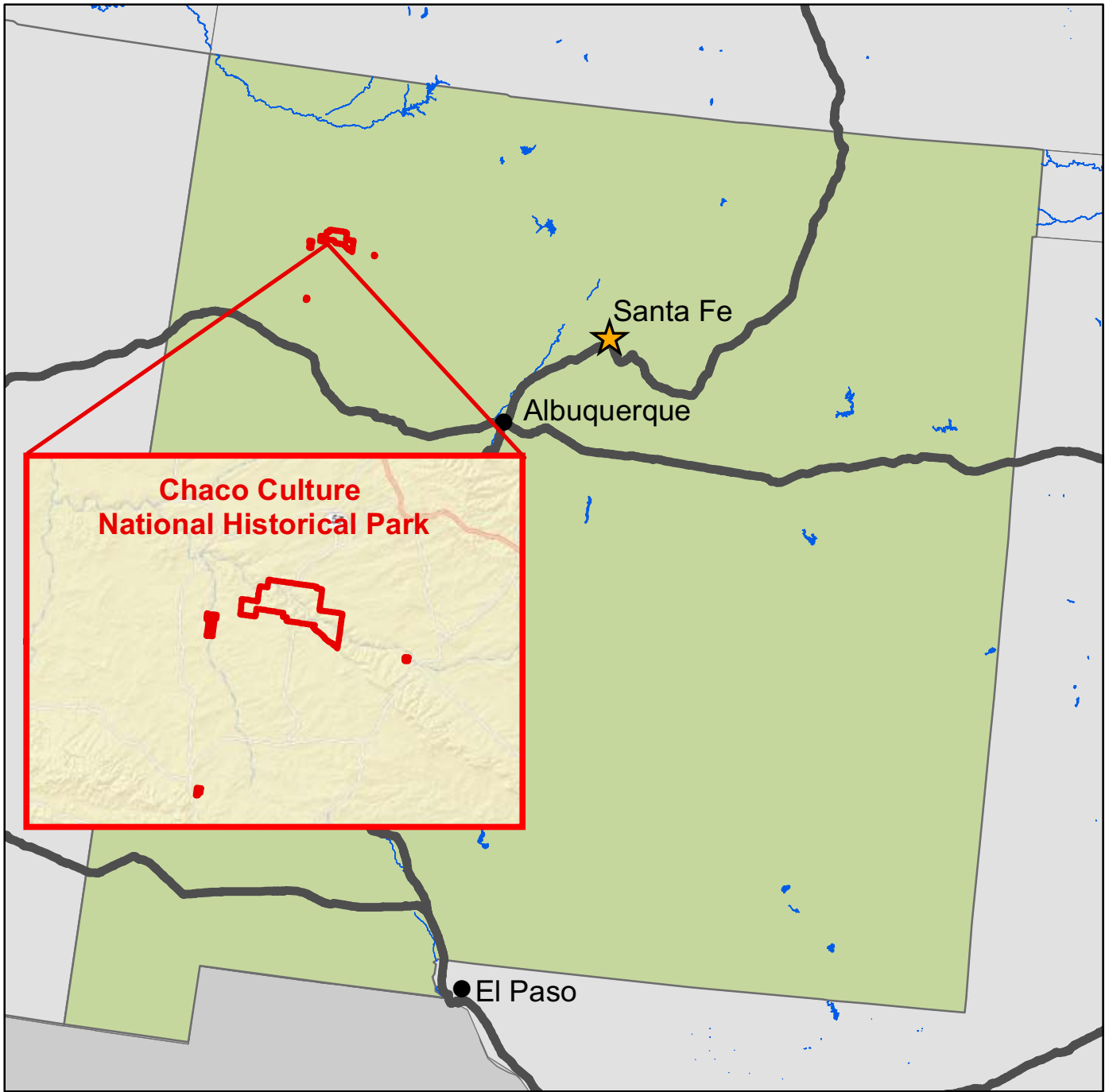




TABLE OF CONTENTS

	<u>SECTION</u>	<u>PAGE</u>
1.	INTRODUCTION	1 - 1
2.	PARK ROUTE INVENTORY Route IDs, Subcomponents & Changes Report (As Applicable)	2 - 1
3.	PARK SUMMARY INFORMATION	3 - 1
4.	PARK ROUTE LOCATION MAPS Route Location Key Map Route Location Area Map	4 - 1 4 - 2
5.	PAVED ROUTE CONDITION RATING SHEETS	5 - 1
6.	MANUALLY RATED PAVED ROUTE CONDITION RATING SHEETS MRR Pages	6 - 1
7.	PARKING AREA CONDITION RATING SHEETS Paved Parking Area Pages	7 - 1
8.	PARKWIDE / ROUTE MAINTENANCE FEATURES SUMMARIES	8 - 1
9.	ROUTE MAINTENANCE FEATURES ROAD LOGS	9 - 1
10.	APPENDIX Glossary of Terms and Abbreviations GPS on Manually Rated Routes Geodatabase Background and Metadata	10 - 1 10 - 2 10 - 3

Section 1 Introduction



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

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 168 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) 963-3560

Section 2

Park Route Inventory



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 12/06/2012

(Numerical By Route #)

Page 1 of 5

Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

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

*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

CHCU

CHACO CULTURE NATIONAL HISTORICAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	5	71980		MAIN ENTRANCE ROAD	FROM PARK BOUNDARY AND INDIAN SERVICE ROUTE 7950 TO INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH) AND ROUTE 0200 (LOOP ROAD)	N/A	2.71	0.00	2.71	1	354,858	AS	1
0100	5	71982		2 WAY LOOP ROAD SOUTH	FROM INTERSECTION OF ROUTE 0200 (LOOP ROAD) AND ROUTE 0010 (MAIN ENTRANCE ROAD) TO INTERSECTION OF ROUTE 0200 (LOOP ROAD) AND HIGHWAY 57	N/A	0.62	0.00	0.62	2	72,674	AS	1
0200	5	71984		LOOP ROAD	FROM INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH) AND END OF ROUTE 0010 (MAIN ENTRANCE ROAD) TO INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH) AND HIGHWAY 57	N/A	6.98	0.00	6.98	2	541,760	AS	1
0201	NC	113613		KIN KLIZHIN ACCESS ROAD	FROM BIA ROUTE 57 AT PARK BOUNDARY TO END	N/A	0.00	2.50	2.50	4		NV	
0201A	NC	72008		KIN KLIZHIN ACCESS ROAD SPUR	FROM ROUTE 0201 (KIN KLIZHIN ACCESS ROAD) TO ROUTE 0909 (KIN KLIZHIN PARKING)	N/A	0.00	0.48	0.48	4		NV	
0202	NC	72006		GALLO CAMPGROUND LOOP ROAD	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 1.62 (ON RIGHT) TO END	N/A	0.00	1.00	1.00	3		NV	
0203	NC	72003		SOUTH ENTRANCE ROAD	FROM ROUTE 0200 (LOOP ROAD) AT MP 3.74 (ON RIGHT) TO HIGHWAY 57	N/A	0.00	0.50	0.50	1		GR	
0204	NC	92291		KIN BINEOLA ROAD	FROM PARK BOUNDARY TO ROUTE 0912 (KIN BINEOLA PARKING)	N/A	0.00	0.61	0.61	4		GR	
0205	NC	92292		KIN YA'A ROAD	FROM HIGHWAY 371 TO ROUTE 0913 (KIN YA'A PARKING)	N/A	0.00	1.20	1.20	4		GR	
0206	4	71996		PUEBLO DEL ARROYO ROAD	FROM ROUTE 0200 (LOOP ROAD) AT MP 3.61 (ON RIGHT) TO END OF LOOP	N/A	0.46	0.00	0.46	3		AS	1
0400	4	71985		HA EMPLOYEE HOUSING ROAD	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 2.23 (ON RIGHT) TO END OF PAVEMENT AT ELECTRICAL SUBSTATION	N/A	0.35	0.00	0.35	5		AS	1
0401	NC	72004		WIJIFI ACCESS ROAD	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) TO EAST BOUNDARY	N/A	0.00	2.50	2.50	6		GR	
0402	NC	72001		WATER TANK ROAD	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 0.37 (ON RIGHT) TO END	N/A	0.00	3.00	3.00	6		GR	
0403	NC	92294		ALTO ROAD	FROM EAST BOUNDARY TO PUEBLO ALTO GREAT HOUSE	N/A	0.00	4.29	4.29	6		GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 12/06/2012

(Numerical By Route #)

Page 2 of 5

Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

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

*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

CHCU

CHACO CULTURE NATIONAL HISTORICAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0404	NC	92302		CHACRA MESA ROAD	FROM EAST BOUNDARY TO END	N/A	0.00	4.84	4.84	6		GR	
0405	4	115762		UPPER MAINTENANCE AREA SERVICE ROAD	FROM ROUTE 0400 (HA EMPLOYEE HOUSING ROAD) AT MP 0.19 (ON RIGHT) TO ROUTE 0915 (UPPER MAINTENANCE AREA PARKING)	N/A	0.09	0.00	0.09	6	4,541	AS	1
0406	NC	92301		SOUTH GAP ROAD	FROM ROUTE 0200 (LOOP ROAD) TO SOUTH GAP RAINE GAUGE	N/A	0.00	1.18	1.18	6		NV	
0900	4	71987		WIJJI TRAIL PARKING	ADJACENT TO ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 1.37 (ON LEFT)	N/A	0.00	0.00	0.00		4,097	AS	1
0901	4	71989		VISITOR CENTER PARKING	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 2.61 (ON RIGHT) TO PARKING	N/A	0.00	0.00	0.00		38,899	AS	1
0902	4	71990		EMPLOYEE PARKING	FROM ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 2.67 (ON RIGHT) TO PARKING	N/A	0.00	0.00	0.00		12,533	AS	1
0903	4	71991		RESIDENTIAL PARKING	FROM ROUTE 0400 (HA EMPLOYEE HOUSING ROAD) AT MP 0.13 (ON LEFT) TO PARKING	N/A	0.00	0.00	0.00		7,178	AS	1
0904	4	71993		MAINTENANCE AREA	FROM ROUTE 0400 (HA EMPLOYEE HOUSING ROAD) AT MP 0.12 (ON RIGHT) TO ROUTE 0400 (HA EMPLOYEE HOUSING ROAD) AT MP 0.16 (ON RIGHT)	N/A	0.00	0.00	0.00		25,759	AS	1
0905	4	71994		PUEBLO BONITO PARKING	FROM ROUTE 0200 (LOOP ROAD) AT MP 3.42 (ON RIGHT) TO ROUTE 0200 (LOOP ROAD) AT MP 3.53 (ON RIGHT)	N/A	0.00	0.00	0.00		22,969	AS	1
0906A	4	113612		PUEBLO DEL ARROYO PARKING NORTH	ADJACENT TO ROUTE 0206 (PUEBLO DEL ARROYO ROAD) AT MP 0.43 (ON LEFT)	N/A	0.00	0.00	0.00		3,448	AS	1
0906B	4	113609		PUEBLO DEL ARROYO PARKING SOUTH	ADJACENT TO ROUTE 0206 (PUEBLO DEL ARROYO ROAD) AT MP 0.43 (ON RIGHT)	N/A	0.00	0.00	0.00		4,579	AS	1
0907	4	71998		CASA RINCONADA PARKING	FROM ROUTE 0200 (LOOP ROAD) AT MP 3.88 (ON RIGHT) TO ROUTE 0200 (LOOP ROAD) AT MP 3.94 (ON RIGHT)	N/A	0.00	0.00	0.00		12,133	AS	1
0908	4	71999		PREHISTORIC STAIRWAY PARKING	FROM ROUTE 0200 (LOOP ROAD) AT MP 4.11 (ON RIGHT) TO ROUTE 0200 (LOOP ROAD) AT MP 4.16 (ON RIGHT)	N/A	0.00	0.00	0.00		4,998	AS	1

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 12/06/2012

(Numerical By Route #)

Page 3 of 5

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven
Grey = Paved Routes, DCV not Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

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

*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

CHCU

CHACO CULTURE NATIONAL HISTORICAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0909	NC	110554		KIN KLIZHIN PARKING	ADJACENT TO ROUTE 0201A (KIN KLIZHIN ACCESS ROAD SPUR)	N/A	0.00	0.00	0.00			GR	
0910	NC	110656		FAJADA VIEW PARKING	ADJACENT TO ROUTE 0010 (MAIN ENTRANCE ROAD) AT MP 2.24 (ON LEFT)	N/A	0.00	0.00	0.00			GR	
0911	NC	113593		HUNGO PAVI PARKING	ADJACENT TO ROUTE 0200 (LOOP ROAD) AT MP 1.77 (ON RIGHT)	N/A	0.00	0.00	0.00			GR	
0912	NC	113418		KIN BINEOLA PARKING	ADJACENT TO ROUTE 0204 (KIN BINEOLA ROAD)	N/A	0.00	0.00	0.00			GR	
0913	NC	113419		KIN YA'A PARKING	ADJACENT TO ROUTE 0205 (KIN YA'A ROAD)	N/A	0.00	0.00	0.00			GR	
0914	NC	92293		PUEBLO PINTADO PARKING	FROM EAST PARK BOUNDARY TO PARKING	N/A	0.00	0.00	0.00			GR	
0915	NC	115766		UPPER MAINTENANCE AREA PARKING	FROM ROUTE 0405 (UPPER MAINTENANCE AREA SERVICE ROAD) AT END TO PARKING	N/A	0.00	0.00	0.00			GR	

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven
Grey = Paved Routes, DCV not Driven

Yellow = Unpaved Routes, DCV not Driven
Black = State, Local or Private non-NPS Routes

Blue = All Paved Parking Areas
■ = Concession Route Flag ON

Green = All Unpaved Parking Areas

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

** DCV - Data Collection Vehicle

*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

CYCLE 5 COLLECTED SUMMARY TOTALS FOR CHACO CULTURE NATIONAL HISTORICAL PARK

<u>CYCLE 5 COLLECTED ROUTE TOTALS</u>	
DCV Driven Route Miles	0.00
Manually Rated Route Miles	10.31
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	10.31
Manually Rated Routes (SQFT)	0.00

<u>* CYCLE 5 COLLECTED PARKING AREA TOTALS</u>	
Paved Parking (SQFT)	0

<u>CYCLE 5 COLLECTED CONCESSION TOTALS</u>	
Concession Paved Route Miles	0.00
Concession Paved Parking Area SQFT	0
Concession Manually Rated Rotes SQFT	0

<u>CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES</u>	
DCV Driven PCR	N/A
**Manually Rated Routes PCR	45
**Parking PCR	N/A
***Total Equivalent Lane Miles	16.69

TOTAL PARK SUMMARY FOR CHACO CULTURE NATIONAL HISTORICAL PARK

<u>ROUTE TOTALS</u>	
TOTAL PAVED PARK ROUTE MILES	11.21
TOTAL PAVED PARKING (SQFT)	136,593

* - 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
Grey = Paved Routes, DCV not Driven

Yellow = Unpaved Routes, DCV not Driven
Black = State, Local or Private non-NPS Routes

Blue = All Paved Parking Areas
■ = Concession Route Flag ON

Green = All Unpaved Parking Areas

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

** DCV - Data Collection Vehicle

*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

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 - CHCU

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	Route Name	Type of Change	Comments
0010	MAIN ENTRANCE ROAD	COLLECTION METHOD CHANGE	ROUTE MANUALLY RATED IN CYCLE 5; WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 4.
0100	2 WAY LOOP ROAD SOUTH	COLLECTION METHOD CHANGE	ROUTE MANUALLY RATED IN CYCLE 5; WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 4.
0200	LOOP ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 3 TO 2 BECAUSE THIS IS A CONNECTOR PARK ROAD. MANUALLY RATED IN CYCLE 5; WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 4.
0405	UPPER MAINTENANCE AREA SERVICE ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 6 BECAUSE THIS IS AN ADMINISTRATIVE ROUTE WITH RESTRICTED ACCESS.

Section 3

Park Summary Information



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

This park is classified as a Large Park. No Data Collection Vehicle routes were collected during Cycle 5 for this park, therefore, there is no data to report for this section.

Section 4

Park Route Location Maps

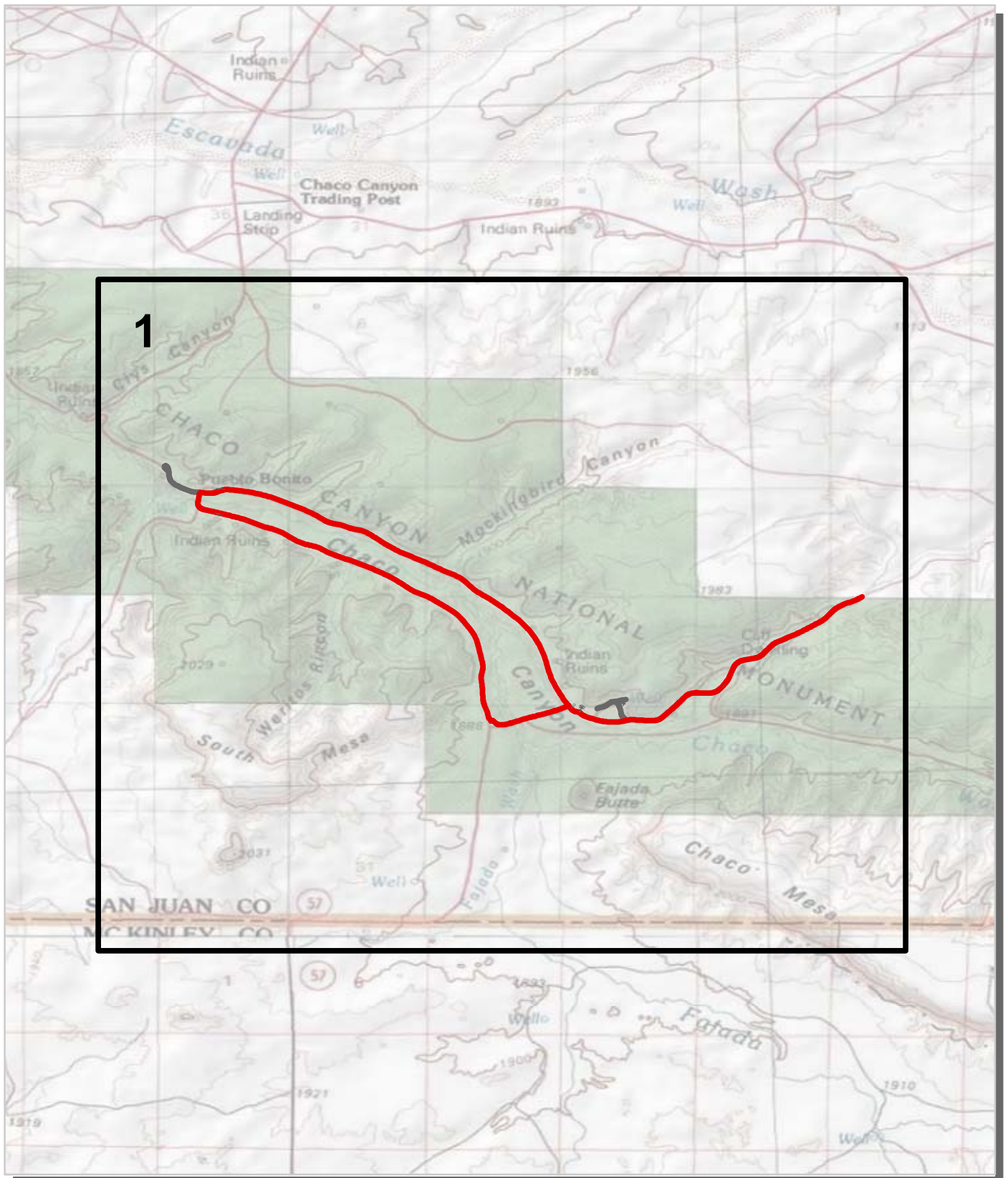



Chaco Culture National Historical Park

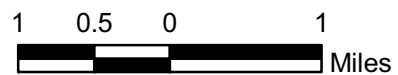


Federal Lands Highway
Road Inventory Program

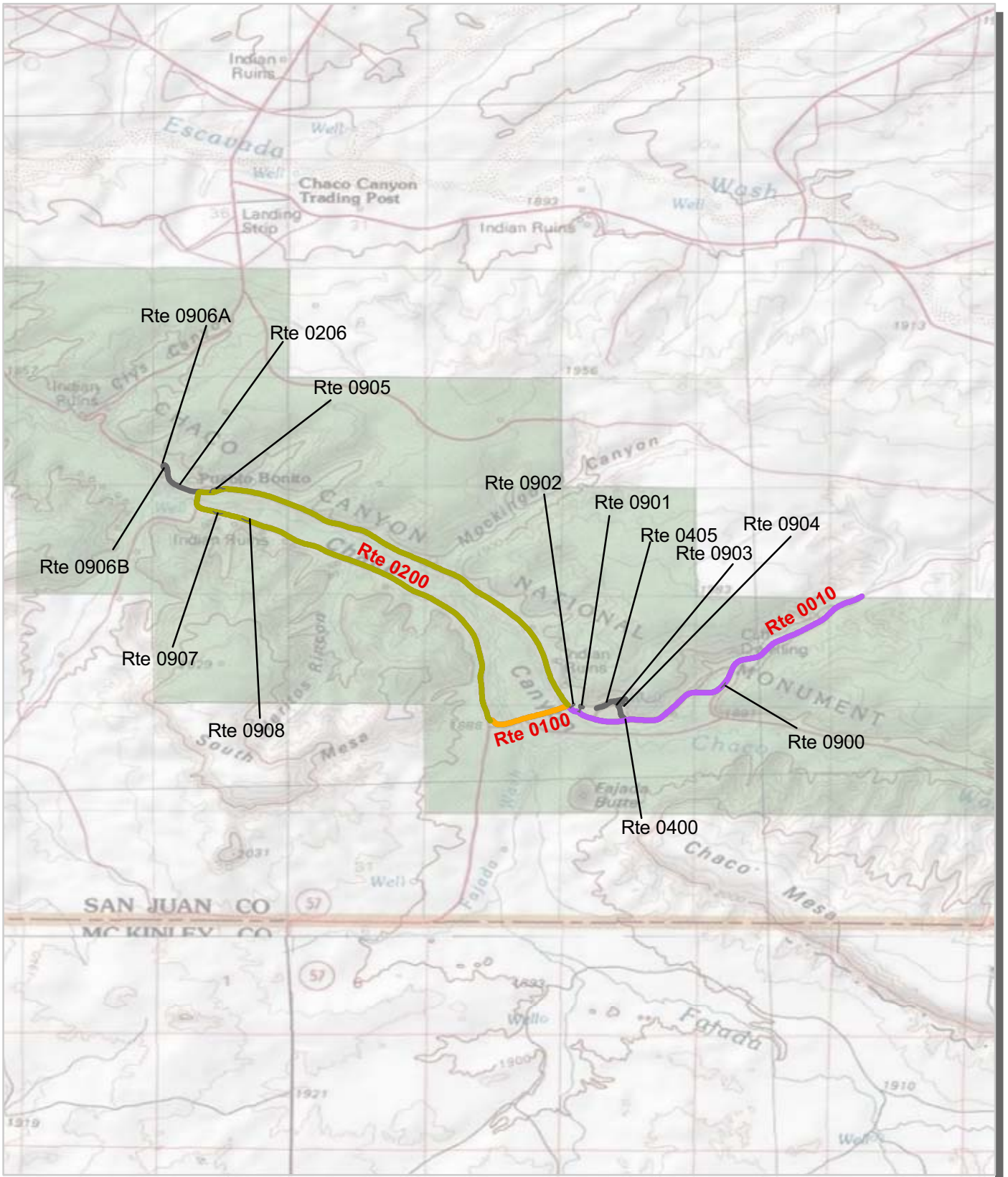
Chaco Culture National Historical Park Route Location Map Key Map



-  Cycle 5 Collected Routes
-  Routes Collected in Previous Cycle

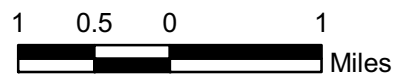


Chaco Culture National Historical Park Route Location Map Area 1



Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



Section 5
Paved Route
Condition Rating Sheets



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

PAVED ROUTE CONDITION RATING SHEETS

This park is classified as a Large Park. No Data Collection Vehicle routes were collected during Cycle 5 for this park, therefore, there is no data to report for this section.

Section 6
Manually Rated Paved Route
Condition Rating Sheets



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

CHACO CULTURE NATIONAL HISTORICAL PARK

Route 0010

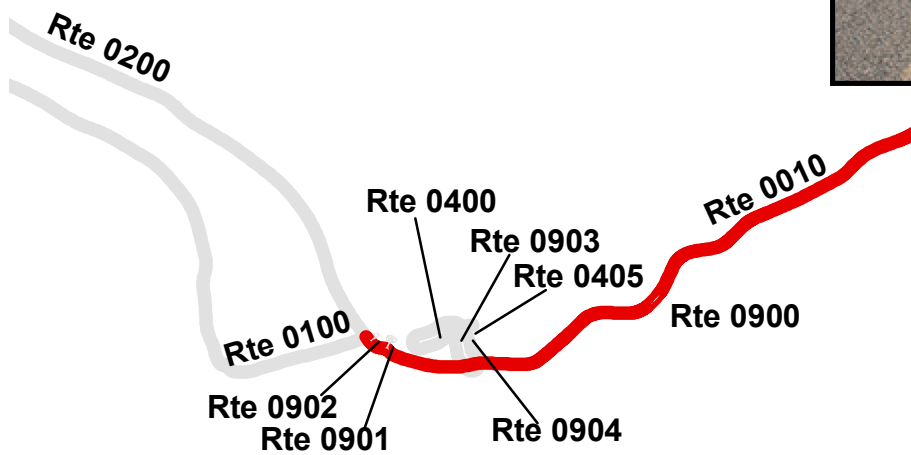
MAIN ENTRANCE ROAD

FROM PARK BOUNDARY AND INDIAN SERVICE ROUTE 7950

TO INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH) AND ROUTE 0200 (LOOP ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Paved Length (mi)	Paved Width (ft)
0010	PUBLIC	8/7/2012	354,858	6.11	2.71	24.8
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR	Surface Type
N/A	N/A	N/A	N/A	N/A	POOR/45	AS

* Lane miles are based on 11' lane widths



CHACO CULTURE NATIONAL HISTORICAL PARK

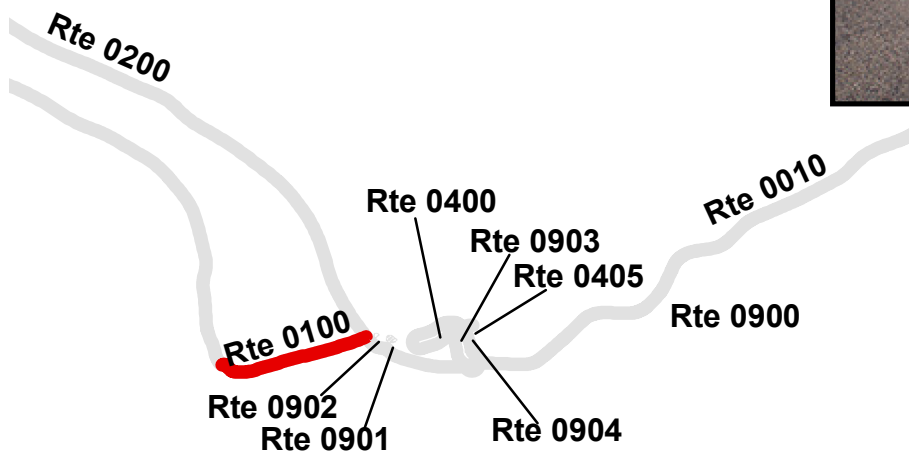
Route 0100

2 WAY LOOP ROAD SOUTH

FROM INTERSECTION OF ROUTE 0200 (LOOP ROAD) AND ROUTE 0010 (MAIN ENTRANCE ROAD)
TO INTERSECTION OF ROUTE 0200 (LOOP ROAD) AND HIGHWAY 57

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Paved Length (mi)	Paved Width (ft)
0100	PUBLIC	8/7/2012	72,674	1.25	0.62	22.2
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR	Surface Type
N/A	N/A	N/A	N/A	N/A	POOR/45	AS

* Lane miles are based on 11' lane widths



CHACO CULTURE NATIONAL HISTORICAL PARK

Route 0200

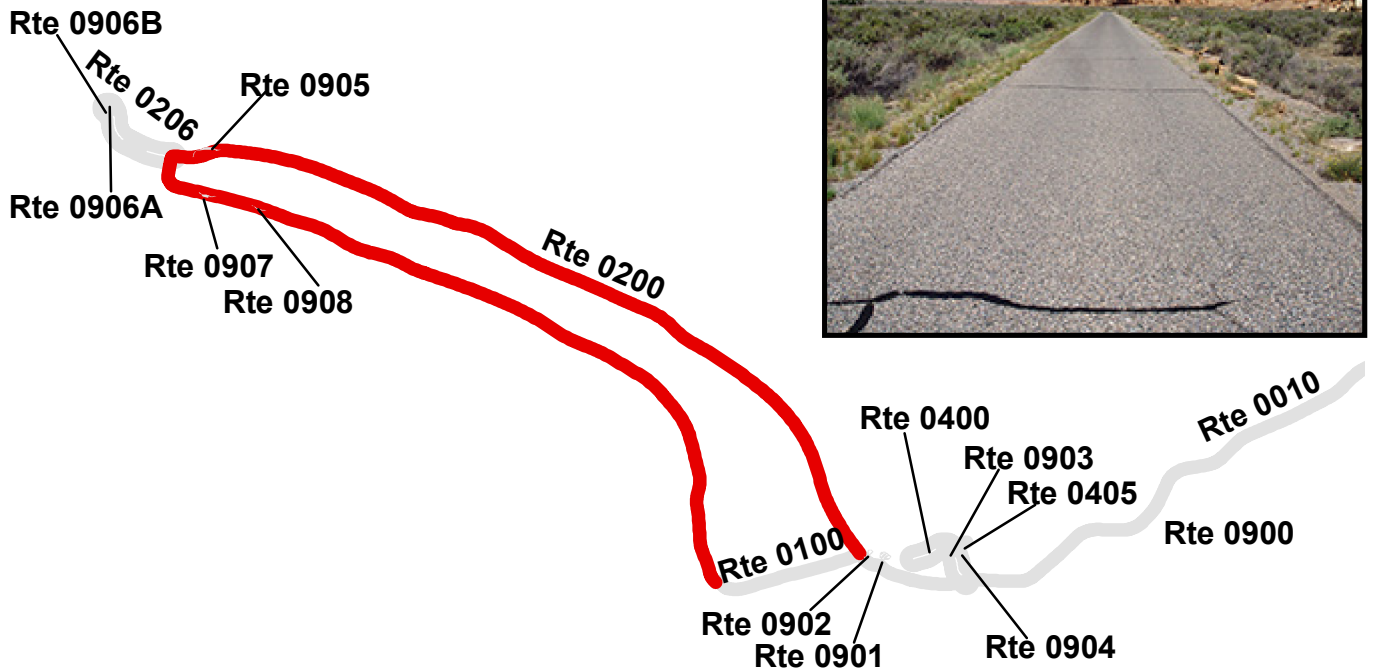
LOOP ROAD

FROM INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH)
AND END OF ROUTE 0010 (MAIN ENTRANCE ROAD)

TO INTERSECTION OF ROUTE 0100 (2 WAY LOOP ROAD SOUTH) AND HIGHWAY 57

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Paved Length (mi)	Paved Width (ft)
0200	PUBLIC	8/7/2012	541,760	9.33	6.98	14.7
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR	Surface Type
N/A	N/A	N/A	N/A	N/A	POOR/45	AS

* Lane miles are based on 11' lane widths



Section 7
Parking Area
Condition Rating Sheets



Chaco Culture National Historical Park



**Federal Lands Highway
Road Inventory Program**

PARKING AREA CONDITION RATING SHEETS

No data available for this section.

Section 8
Parkwide/Route
Maintenance Features Summaries



Chaco Culture National Historical Park



DCV ROUTE MAINTENANCE FEATURES SUMMARY

This park is classified as a Large Park. Therefore, in Cycle 5, no features asset inventory was conducted unless the route was modified or previously uncollected by RIP.

Section 9
Route Maintenance Features
Road Logs



Chaco Culture National Historical Park



ROUTE MAINTENANCE FEATURES ROAD LOGS

This park is classified as a Large Park. Therefore, in Cycle 5, no features asset inventory was conducted unless the route was modified or previously uncollected by RIP.

Section 10 Appendix



Chaco Culture National Historical Park



Federal Lands Highway
Road Inventory Program

GLOSSARY OF TERMS AND ABBREVIATIONS

<u>TERM OR ABBREVIATION</u>	<u>DESCRIPTION OR DEFINITION</u>
Excellent	Excellent rating with an index value of 97
Fair	Fair rating with an index value of 73
Func. Class	Functional Classification (see Route ID, Section 2)
Good	Good rating with an index value of 90
MRR	Manually Rated Route
MRL	Manually Rated Line
MRP	Manually Rated Polygon
N/A	Not Applicable
NC	Not Collected
PKG	Parking Area
Poor	Poor rating with an index value of 45

GPS on Manually Rated Roads (MRR)

Parking areas, some roads, and other paved areas that are not fully drivable with the RIP Data Collection Vehicle 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.