Federal Lands Highway

Road Inventory Program

Road Inventory and Condition Assessment

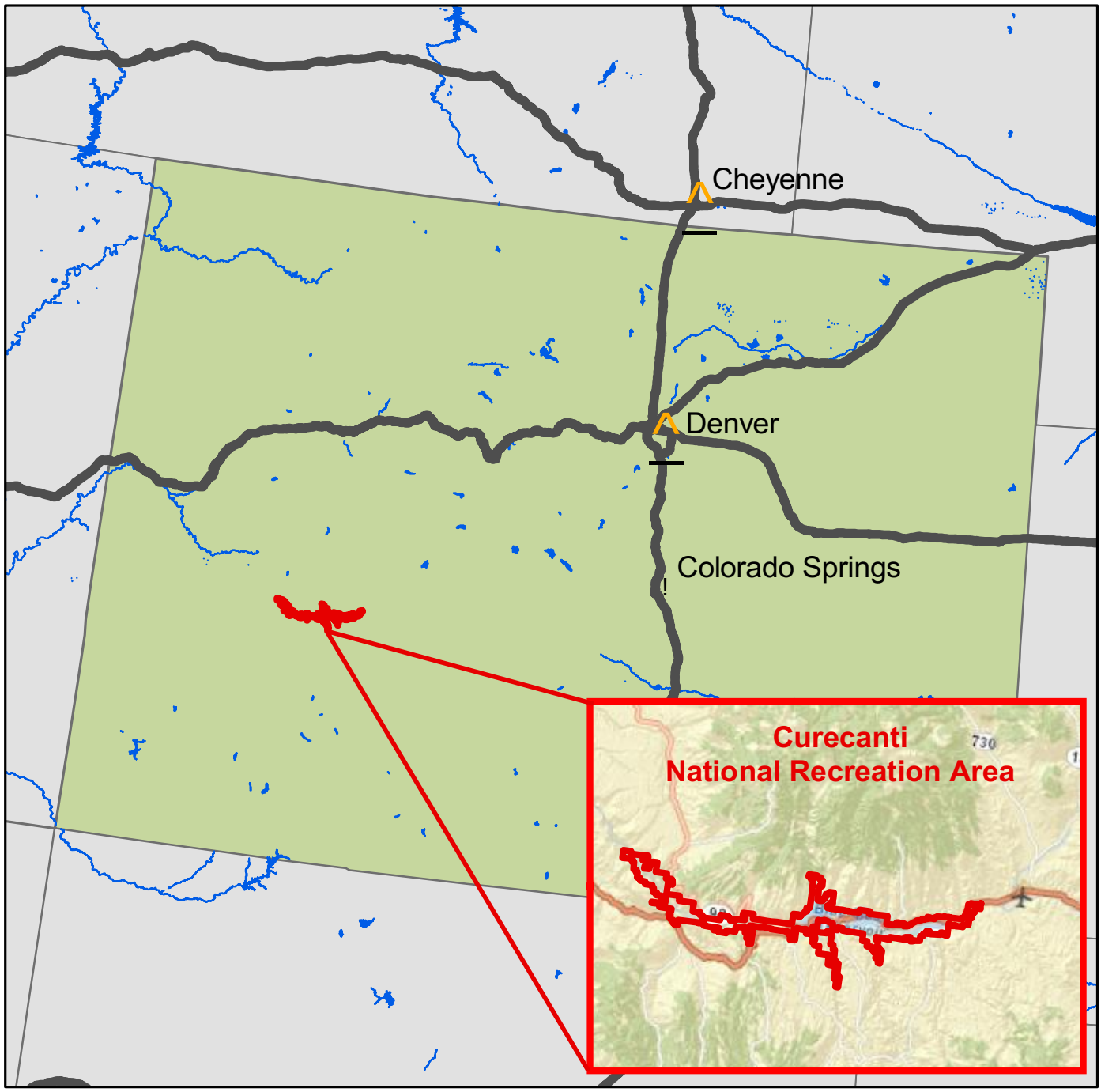
Curecanti National Recreation Area

CURE - 1379

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 10/2011
Report Date: 09/2012

Curecanti National Recreation Area
in
Colorado



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 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

Curecanti National Recreation Area

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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CURE

CURECANTI NATIONAL RECREATION AREA

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	79442		ELK CREEK ENTRANCE ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO BOAT RAMP	N/A	0.58	0.00	0.58	1		AS	3
0100	5	90805		LAKE FORK CAMPGROUND ROAD	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO ROUTE 0914A (LAKE FORK MARINA PARKING)	N/A	0.18	0.00	0.18	2		AS	2
0101	NC	75882		EAST ELK CREEK ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0950 (EAST ELK CREEK PARKING)	N/A	0.00	1.06	1.06	2		GR	
0102	NC	90831		BAY OF CHICKENS ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0951 (BAY OF CHICKENS PARKING)	N/A	0.00	0.59	0.59	2		GR	
0103	NC	90832		DRY GULCH ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0952 (DRY GULCH PARKING)	N/A	0.00	0.37	0.37	2		GR	
0104	NC	75883		RED CREEK ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0953 (RED CREEK PARKING) ON LEFT	N/A	0.00	0.45	0.45	2		GR	
0105	NC	75881		SOAP CREEK FS -721	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO ROUTE 0106 (PONDEROSA ROAD)	N/A	0.00	7.22	7.22	2		GR	
0106	NC	90833		PONDEROSA ROAD	FROM ROUTE 0105 (SOAP CREEK FS -721)	TO ROUTE 0956 (PONDEROSA ROAD PARKING)	N/A	0.00	1.90	1.90	2		GR	
0107	NC	75884		GATEVIEW ROAD	FROM COUNTY ROAD 25	TO ROUTE 0958 (GATEVIEW ROAD PARKING)	N/A	0.00	5.09	5.09	2		GR	
0108	5	108067		DRY CREEK ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0922 (DRY CREEK PARKING)	N/A	0.16	0.00	0.16	2		AS	3
0200	5	90834		IOLA ROAD	FROM ROUTE 5149 (STATE HIGHWAY 149)	TO ROUTE 0917 (IOLA BOAT PARKING)	N/A	0.22	0.00	0.22	3		AS	3
0206	NC	90835		WILLOW CREEK ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO END	N/A	0.00	0.28	0.28	3		GR	
0207	5	90836		ELK CREEK CAMPGROUND ROAD	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)	TO BEGIN ROUTES 0227 (ELK CREEK CAMPGROUND LOOP B) AND 0228 (ELK CREEK CAMPGROUND LOOP C)	N/A	0.46	0.00	0.46	3		AS	3
0220	5	90837		ELK CREEK SERVICE ROAD	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	TO INTERSECTION OF ROUTE 0960 (WAREHOUSE STORAGE AREA) AND ROUTE 0403 (ELK CREEK WATER TANK ROAD)	N/A	0.34	0.00	0.34	3		AS	3
0221	5	83617		OLD US HIGHWAY 50	FROM ROUTE 5050 (US HIGHWAY 50)	TO ROUTE 0935 (SWIM BEACH PARKING)	N/A	0.37	0.00	0.37	3		AS	3
0223	NC	90839		SAPINERO FISHING ACCESS ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO END	N/A	0.00	0.25	0.25	3		GR	

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0224	NC	90840		LAKE FORK FISHING ACCESS ROAD	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO END	N/A	0.00	0.23	0.23	3		GR	
0226	5	90842		ELK CREEK CAMPGROUND LOOP A	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON LEFT	TO END OF LOOP	N/A	0.42	0.00	0.42	3		AS	3
0227	5	90843		ELK CREEK CAMPGROUND LOOP B	FROM END OF ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON LEFT	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	N/A	0.31	0.00	0.31	3		AS	3
0228	5	90844		ELK CREEK CAMPGROUND LOOP C	FROM END OF ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	N/A	0.29	0.00	0.29	3		AS	3
0229	5	90845		ELK CREEK CAMPGROUND LOOP D	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT	TO END OF LOOP	N/A	0.44	0.00	0.44	3		AS	3
0230	5	90846		CIMARRON CAMPGROUND LOOP	FROM ROUTE 5000 (MORROW POINT DAM ROAD)	TO END OF LOOP	N/A	0.30	0.00	0.30	3		AS	1
0231	5	90847		NEW STEVENS CREEK CAMPGROUND ROAD	FROM ROUTE 5050 (US HIGHWAY 50)	TO BEGIN ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)	N/A	0.10	0.00	0.10	3		AS	3
0232	5	90848		NEW STEVENS CREEK CAMPGROUND LOOP A	FROM END OF ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)	TO END OF LOOP	N/A	0.21	0.00	0.21	3		AS	3
0233	5	90849		NEW STEVENS CREEK CAMPGROUND LOOP B	FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD) ON LEFT	TO END OF LOOP	N/A	0.20	0.00	0.20	3		AS	3
0235	5	90850		NEW STEVENS CREEK CAMPGROUND LOOP C	FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD) ON RIGHT	TO END OF LOOP	N/A	0.33	0.00	0.33	3		AS	3
0236	NC	233385		COVE ROAD	FROM US HIGHWAY 50	TO PARK BOUNDARY	N/A	0.00	0.60	0.60	3		GR	
0240	5	238291		LAKE FORK LOWER CAMPGROUND ROAD	FROM ROUTE 0914A (LAKE FORK MARINA PARKING A)	TO END	N/A	0.22	0.00	0.22	3		AS	2

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0241	5	90865		LAKE FORK UPPER CAMPGROUND LOOP	FROM END OF ROUTE 0100 (LAKE FORK CAMPGROUND ROAD) AND ROUTE 0914A (LAKE FORK MARINA PARKING A)	TO END OF LOOP	N/A	0.29	0.00	0.29	3		AS	2
0400	5	90851		ELK CREEK MAINTENANCE ROAD	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)	TO BEGIN ROUTE 0402 (ELK CREEK RESIDENCE ROAD) AND INTERSECTION WITH ROUTE 0900 (MAINTENANCE AREA)	N/A	0.22	0.00	0.22	5		AS	3
0402	5	90852		ELK CREEK RESIDENCE ROAD	FROM END OF ROUTE 0400 (ELK CREEK MAINTENANCE ROAD) AND INTERSECTION WITH ROUTE 0900 (MAINTENANCE AREA)	TO ROUTE 0902C (HOUSING PARKING)	N/A	0.21	0.00	0.21	5		AS	3
0403	NC	238293		ELK CREEK WATER TANK ROAD	FROM ROUTE 0220 (ELK CREEK SERVICE ROAD) ON RIGHT	TO WATER TANK	N/A	0.00	0.05	0.05	5		GR	
0404	NC	238294		LAKE FORK WATER TANK ROAD	FROM ROUTE 0912 (LAKE FORK LOWER CAMPGROUND LOOP PARKING)	TO END	N/A	0.00	0.09	0.09	6		GR	
0405	NC	238295		LAKE FORK SEWER UTILITY AREA ROAD	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO ROUTE 0912 (LAKE FORK LOWER CAMPGROUND LOOP PARKING)	N/A	0.00	0.11	0.11	6		GR	
0406	NC	238298		IOLA WATER TANK ROAD	FROM ROUTE 0200 (IOLA ROAD)	TO WATER TANK	N/A	0.00	0.20	0.20	6		GR	
0407	NC	238299		IOLA WELL PUMPHOUSE ROAD	FROM ROUTE 5149 (STATE HIGHWAY 149)	TO PUMPHOUSE	N/A	0.00	0.07	0.07	6		GR	
0408	NC	238300		STEVENS CREEK WELL PUMPHOUSE	FROM ROUTE 0962 (STEVENS CREEK CAMPGROUND OVERFLOW PARKING)	TO PUMPHOUSE	N/A	0.00	0.06	0.06	6		GR	
0409	NC	238301		CIMARRON WATER TANK ROAD	FROM ROUTE 0230 (CIMARRON CAMPGROUND LOOP)	TO WATER TANK	N/A	0.00	0.34	0.34	6		GR	

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0900	5	90853		MAINTENANCE AREA	FROM END OF ROUTE 0400 (ELK CREEK MAINTENANCE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		39,824	AS	3
0901	5	90854		EMPLOYEE PARKING	ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD)		N/A	0.00	0.00	0.00		4,494	AS	3
0902A	5	103038		EC6 PARKING	ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD) ON RIGHT		N/A	0.00	0.00	0.00		2,414	AS	3
0902B	5	103036		EC7 PARKING	ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD) ON LEFT		N/A	0.00	0.00	0.00		1,771	AS	3
0902C	5	103037		EC5 PARKING	FROM END OF ROUTE 0402 (ELK CREEK RESIDENCE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		1,460	AS	3
0902D	5	90855		SERVICE PARKING	FROM ROUTE 0402 (ELK CREEK RESIDENCE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		2,779	AS	3
0902E	5	238302		EC1 PARKING	FROM ROUTE 0402 (ELK CREEK RESIDENCE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		11,348	AS	3
0903	5	90856		VISITOR CENTER PARKING	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT	N/A	0.00	0.00	0.00		75,190	AS	3
0904	5	75233		MARINA PARKING	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		94,462	AS	3
0906	5	90858		ELK CREEK PICNIC AREA PARKING	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	TO ROUTE 0220 (ELK CREEK SERVICE ROAD) ON LEFT	N/A	0.00	0.00	0.00		16,815	AS	3
0907	5	90859		RV SEWER DUMP STATION	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)	N/A	0.00	0.00	0.00		8,646	AS	3
0908	5	90860		WASH STATION	ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		2,066	AS	3
0909A	5	103034		KIOSK PARKING A	ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		1,225	AS	3

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0909B	5	90861		KIOSK PARKING B	ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		866	AS	3
0910A	5	75835		LAKE FORK VISITOR CENTER PARKING A	ADJACENT TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		1,864	AS	2
0910B	5	103039		LAKE FORK VISITOR CENTER PARKING B	ADJACENT TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		2,044	AS	2
0911	5	90862		RV DUMP STATION	FROM ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)	TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)	N/A	0.00	0.00	0.00		6,740	AS	2
0912	5	90864		LAKE FORK LOWER CAMPGROUND LOOP PARKING	ADJACENT TO ROUTE 0240 (LAKE FORK LOWER CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		1,702	AS	2
0914A	5	90866		LAKE FORK MARINA PARKING A	FROM END OF ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)	TO PARKING	N/A	0.00	0.00	0.00		62,296	AS	2
0914B	5	103021		LAKE FORK MARINA PARKING B	FROM ROUTE 0914A (LAKE FORK MARINA PARKING)	TO ROUTE 0240 (LAKE FORK LOWER CAMPGROUND ROAD)	N/A	0.00	0.00	0.00		18,574	AS	2
0915	5	90867		LAKE FORK HANDICAP PARKING	FROM ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)	TO PARKING	N/A	0.00	0.00	0.00		783	AS	2
0916A	5	103035		IOLA PARKING A	ADJACENT TO ROUTE 0200 (IOLA ROAD)		N/A	0.00	0.00	0.00		5,322	AS	3
0916B	5	75851		IOLA PARKING B	ADJACENT TO ROUTE 0200 (IOLA ROAD)		N/A	0.00	0.00	0.00		4,158	AS	3
0917	5	90868		IOLA BOAT PARKING	FROM END OF ROUTE 0200 (IOLA ROAD)	TO PARKING	N/A	0.00	0.00	0.00		59,850	AS	3
0918	5	90869		NEVERSINK PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		20,544	AS	3
0919	5	90870		COOPER RANCH PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		36,095	AS	3
0920	5	90871		NEW STEVENS CREEK PARKING	FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)	TO PARKING	N/A	0.00	0.00	0.00		27,830	AS	3
0921	5	90872		OLD STEVENS CREEK PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		44,066	AS	3

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0922	5	90873		DRY CREEK PARKING	FROM END OF ROUTE 0108 (DRY CREEK ROAD)	TO PARKING	N/A	0.00	0.00	0.00		26,359	AS	3
0923	5	90874		DILLON PINNACLES PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		21,776	AS	2
0924	5	90876		PIONEER POINT PARKING	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00		20,629	AS	2
0925	5	90877		HERMITS REST LOOKOUT	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00		12,847	AS	1
0926	5	75050		BLUE MESA DAM PARKING	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00		13,350	AS	2
0927	5	90878		EAST CIMARRON PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		9,646	AS	1
0929	5	90880		CIMARRON DUMP STATION	FROM ROUTE 5000 (MORROW POINT DAM ROAD)	TO ROUTE 5000 (MORROW POINT DAM ROAD)	N/A	0.00	0.00	0.00		7,219	AS	1
0930A	5	90881		CIMARRON VISITOR CENTER PARKING A	ADJACENT TO ROUTE 5000 (MORROW POINT DAM ROAD)		N/A	0.00	0.00	0.00		1,161	AS	1
0930B	5	103016		CIMARRON VISITOR CENTER PARKING B	ADJACENT TO ROUTE 5000 (MORROW POINT DAM ROAD)		N/A	0.00	0.00	0.00		1,816	AS	1
0931	5	90882		CIMARRON EMPLOYEE PARKING	FROM ROUTE 5000 (MORROW POINT DAM ROAD)	TO PARKING	N/A	0.00	0.00	0.00		3,015	AS	1
0932	5	90883		BEAVER CREEK PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		14,613	AS	3
0933	5	90884		LAKE CITY BRIDGE PARKING	ADJACENT TO ROUTE 5149 (STATE HIGHWAY 149)		N/A	0.00	0.00	0.00		9,389	AS	3
0934	NC	75467		WILLOW CREEK PARKING	FROM ROUTE 0206 (WILLOW CREEK ROAD)	TO PARKING	N/A	0.00	0.00	0.00		2,500	GR	
0935	NC	90885		SWIM BEACH PARKING	FROM ROUTE 0221 (OLD US HWY 50)	TO PARKING	N/A	0.00	0.00	0.00		1,000	GR	
0936	NC	90888		LAKE FORK BRIDGE PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		3,000	GR	
0937	5	75839		LAKE FORK MAINTENANCE AREA	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00		41,884	AS	2
0938	5	90891		CIMARRON MAINTENANCE AREA	FROM BEGIN ROUTE 5000 (MORROW POINT DAM ROAD)	TO PARKING	N/A	0.00	0.00	0.00		22,435	AS	1

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

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** DCV - Data Collection Vehicle NC - Not Collected

CURE

CURECANTI NATIONAL RECREATION AREA

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
0939	**5**	**90897**		**MORROW POINT DAM PICNIC AREA**	**FROM MORROW POINT DAM ROAD**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**31,312**	**AS**	**1**
0940	NC	90898		RIVERWAY PARKING	FROM COUNTY ROUTE 32	TO PARKING	N/A	0.00	0.00	0.00		12,300	GR	
0941ZZ	**5**	**90899**		**NEVERSINK PARKING AREAS**	**FROM ROUTE 0918 (NEVERSINK PARKING) ON LEFT AND RIGHT**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**1,821**	**AS**	**3**
0942	NC	90900		NEVERSINK UNPAVED PARKING	FROM ROUTE 0918 (NEVERSINK PARKING) ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		12,200	GR	
0943	**5**	**90901**		**COOPER RANCH COMFORT STATION PARKING**	**ADJACENT TO ROUTE 0919 (COOPER RANCH PARKING)**		**N/A**	**0.00**	**0.00**	**0.00**		**1,340**	**AS**	**3**
0944	NC	90902		COOPER RANCH RIVER ACCESS PARKING	FROM ROUTE 0919 (COOPER RANCH PARKING) ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		6,315	GR	
0945	NC	75479		COOPER WEST PARKING	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		29,450	GR	
0946	NC	90903		WILSON LANDING NORTH SIDE	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		27,300	GR	
0947	NC	90904		WILSON LANDING SOUTH SIDE	FROM ROUTE 5050 (US HIGHWAY 50)	TO PARKING	N/A	0.00	0.00	0.00		13,570	GR	
0950	NC	90905		EAST ELK CREEK PARKING	FROM ROUTE 0101 (EAST ELK CREEK ROAD)	TO PARKING	N/A	0.00	0.00	0.00		6,735	GR	
0951	NC	90906		BAY OF CHICKENS PARKING	FROM ROUTE 0102 (BAY OF CHICKENS ROAD)	TO PARKING	N/A	0.00	0.00	0.00		8,000	GR	
0952	NC	90907		DRY GULCH PARKING	FROM ROUTE 0103 (DRY GULCH ROAD)	TO PARKING	N/A	0.00	0.00	0.00		18,200	GR	
0953	NC	90908		RED CREEK PARKING	FROM ROUTE 0104 (RED CREEK ROAD)	TO PARKING	N/A	0.00	0.00	0.00		6,520	GR	
0954	NC	75743		MCINTIRE GULCH PARKING A	FROM ROUTE 0105 (SOAP CREEK FS -721)	TO PARKING	N/A	0.00	0.00	0.00		11,900	GR	
0955	NC	90909		MCINTIRE GULCH PARKING B	FROM ROUTE 0105 (SOAP CREEK FS -721)	TO PARKING	N/A	0.00	0.00	0.00		3,500	GR	
0956	NC	90910		PONDEROSA ROAD PARKING	FROM ROUTE 0106 (PONDEROSA ROAD)	TO PARKING	N/A	0.00	0.00	0.00		9,750	GR	
0957	NC	90911		CRYSTAL PARKING AREA	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00		6,624	GR	
0958	NC	90912		GATEVIEW ROAD PARKING	FROM ROUTE 0107 (GATEVIEW ROAD)	TO PARKING	N/A	0.00	0.00	0.00		21,449	GR	

Cycle 5 NPS/RIP Route ID Report

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Green = All Unpaved Parking Areas
Grey = Paved Routes, DCV not Driven
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= Concession Route Flag ON

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CURE

CURECANTI NATIONAL RECREATION AREA

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
0959	NC	75457		PINE CREEK PARKING AREA	ADJACENT TO COUNTY ROAD 50F		N/A	0.00	0.00	0.00		11,664	GR	
0960	**5**	**238303**		**WAREHOUSE STORAGE AREA**	**FROM END OF ROUTE 0220 (ELK CREEK SERVICE ROAD)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**21,237**	**AS**	**3**
0961	NC	238304		LAKE FORK OVERFLOW PARKING	FROM ROUTE 5092 (STATE HIGHWAY 92)	TO PARKING	N/A	0.00	0.00	0.00			GR	
0962	NC	238305		STEVENS CREEK CAMPGROUND OVERFLOW PARKING	FROM ROUTE 0920 (NEW STEVENS CREEK PARKING)	TO ROUTE 0920 (NEW STEVENS CREEK PARKING)	N/A	0.00	0.00	0.00			GR	
0963	**5**	**238306**		**BLUE MESA OVERLOOK PARKING**	**FROM ROUTE 5092 (STATE HIGHWAY 92)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**35,702**	**AS**	**2**
5000	**5**			**MORROW POINT DAM ROAD**	**FROM ROUTE 0938 (CIMARRON MAINTENANCE AREA)**	**TO ROUTE 0230 (CIMARRON CAMPGROUND LOOP)**	**N/A**	**0.23**	**0.00**	**0.23**			**AS**	**1**
5050	**5**			**US HIGHWAY 50**	**FROM COUNTY ROAD 32**	**MORROW POINT DAM ROAD**	**N/A**	**40.67**	**0.00**	**40.67**			**AS**	**1,2,3**
5092	**5**			**STATE HIGHWAY 92**	**FROM ROUTE 5050 (US HIGHWAY 50)**	**TO ROUTE 0925 (HERMITS REST LOOKOUT)**	**N/A**	**18.11**	**0.00**	**18.11**			**AS**	**1,2**
5149	**5**			**STATE HIGHWAY 149**	**FROM ROUTE 5050 (US HIGHWAY 50)**	**TO COUNTY HIGHWAY 25 AT GATEVIEW COUNTY**	**N/A**	**24.53**	**0.00**	**24.53**			**AS**	**3**

Cycle 5 NPS/RIP Route ID Report

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Grey = Paved Routes, DCV not Driven	Black = State, Local or Private non-NPS Routes	= Concession Route Flag ON	

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CYCLE 5 SUMMARY TOTALS FOR CURECANTI NATIONAL RECREATION AREA

CYCLE 5 ROUTE TOTALS

DCV Driven Route Miles	5.83
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	5.83
Manually Rated Routes (SQFT)	0
TOTAL UNPAVED PARK ROUTE MILES	18.96

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)	852,779
Unpaved Parking (SQFT)	211,977
TOTAL PARKING (SQFT)	1,064,756

CYCLE 5 WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	95
**Manually Rated Routes PCR	N/A
**Parking PCR	90
***Total Equivalent Lane Miles	25.16

* - 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

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Grey = Paved Routes, DCV not Driven	Black = State, Local or Private non-NPS Routes	= Concession Route Flag ON	

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General Park Road Functional Classification Table

Class 1 Principal Park Road/Rural Parkway (Public Roads) Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors. Route Numbers 1 - 99. Note: Rural parkways (e.g. Natchez Trace) are numbered 1 - 9. State Routes Inventoried for Park. Route Numbers 5000-5999

Class 2 Connector Park Road (Public Roads) - Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. Route Numbers 100-199.

Class 3 Special Purpose Park Road (Public Roads) - Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. Route Numbers 200-299.

Class 4 Primitive Park Roads (Public Roads) - Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles. Route Numbers 200-299.
Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly.

Class 5 Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499.

Class 6 Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5.

Class 7 Urban Parkway (Urban Parkways and City Streets) - These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9.

Class 8 City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699.

****

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

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

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

NPS/RIP Subcomponent Details for CURE

Shading Color Key:
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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

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CURE

CURECANTI NATIONAL RECREATION AREA

Asset Entered in FMSS System

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0941ZZ	90899	5	NEVERSINK PARKING AREAS	FROM ROUTE 0918 (NEVERSINK PARKING) ON LEFT AND RIGHT	TO PARKING			0.00	0.00	0.00	1,821

Asset CURE-0941ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0941AZ	90899	5	NEVERSINK PARKING AREA A	FROM ROUTE 0918 (NEVERSINK PARKING) ON RIGHT	TO PARKING			0.00	0.00	0.00	935
0941BZ	90899	5	NEVERSINK PARKING AREA B	FROM ROUTE 0918 (NEVERSINK PARKING) ON LEFT	TO PARKING			0.00	0.00	0.00	886

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CURE

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Addition**	**Comments**
0108	DRY CREEK ROAD	ROUTE SPLIT	ROUTE 0922 (AS COLLECTED IN CYCLE 3) HAS BEEN SPLIT INTO A DATA COLLECTION VEHICLE ROUTE (0108) AND PARKING (0922).
0960	WAREHOUSE STORAGE AREA	OTHER	NEW ROUTE ADDED AFTER CYCLE 3 DATA COLLECTION.
0963	BLUE MESA OVERLOOK PARKING	OTHER	NEW ROUTE ADDED IN CYCLE 5.
5000	MORROW POINT DAM ROAD	OTHER	NEW ROUTE ADDED IN CYCLE 5.
5050	US HIGHWAY 50	OTHER	NEW ROUTE ADDED IN CYCLE 5.
5092	STATE HIGHWAY 92	OTHER	NEW ROUTE ADDED IN CYCLE 5.
5149	STATE HIGHWAY 149	OTHER	NEW ROUTE ADDED IN CYCLE 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CURE

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Modification**	**Comments**
0207	ELK CREEK CAMPGROUND ROAD	REALIGNED	ROUTE 0207 WAS DRIVEN SLIGHTLY LONGER IN CYCLE 5 TO INCLUDE A PORTION OF WHAT WAS COLLECTED AS 0228 IN CYCLE 3, THEREFORE 0207 IS SLIGHTLY LONGER, AND 0228 IS SLIGHTLY SHORTER.
0220	ELK CREEK SERVICE ROAD	ROUTE SPLIT	ROUTE 0220 (AS COLLECTED IN CYCLE 3) HAS BEEN SPLIT INTO A PUBLIC (0220) AND ADMINISTRATIVE (0403) ROAD. AS A RESULT ROUTE LENGTH DECREASED SLIGHTLY IN CYCLE 5.
0228	ELK CREEK CAMPGROUND LOOP C	REALIGNED	ROUTE 0228 IS SLIGHTLY SHORTER IN CYCLE 5 BECAUSE A SECTION OF IT WAS CHANGED TO BE THE ENDING OF ROUTE 0207.
0229	ELK CREEK CAMPGROUND LOOP D	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 3 DATA COLLECTION.
0240	LAKE FORK LOWER CAMPGROUND ROAD	ROUTE SPLIT	ROUTE 0912 (AS COLLECTED IN CYCLE 3) HAS BEEN SPLIT INTO A DATA COLLECTION VEHICLE ROUTE (0240), PARKING (0912).
0241	LAKE FORK UPPER CAMPGROUND LOOP	OTHER	ROUTE 0913 (AS COLLECTED IN CYCLE 3) WAS CHANGED TO A DATA COLLECTION VEHICLE ROUTE (0241) BECAUSE IT IS CLASSIFIED AS A ROAD, NOT A PARKING AREA.
0402	ELK CREEK RESIDENCE ROAD	LENGTH CHANGE	ROUTE SLIGHTLY LONGER IN CYCLE 5 TO INCLUDE THE ENTIRE LENGTH TO THE DEAD END.
0902D	SERVICE PARKING	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 3 DATA COLLECTION. ROUTE NAME CHANGED FROM “UPPER RESIDENCE PARKING” IN CYCLE 3 TO “EC1 PARKING” IN CYCLE 5.
0903	VISITOR CENTER PARKING	SQ FEET CHANGE	ROUTE AREA INCREASED DUE TO THE REMOVAL OF AN ISLAND IN THE PARKING LOT.
0908	WASH STATION	REALIGNED	THERE HAS BEEN A SLIGHT INCREASE IN THE ROUTE AREA DUE TO THE ROUTE SHAPE CHANGING. ALSO, THE ROUTE NOW HAS BOTH ASPHALT AND CONCRETE SURFACE.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CURE

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Modification**	**Comments**
0912	LAKE FORK LOWER CAMPGROUND LOOP PARKING	ROUTE SPLIT	ROUTE 0912 (AS COLLECTED IN CYCLE 3) HAS BEEN SPLIT INTO A DATA COLLECTION VEHICLE ROUTE (0240), PARKING (0912).
0918	NEVERSINK PARKING	RECONSTRUCTED	THE ENTIRE PARKING LOOP IS NOW PAVED.
0919	COOPER RANCH PARKING	RECONSTRUCTED	THE ENTIRE PARKING LOOP IS NOW PAVED.
0920	NEW STEVENS CREEK PARKING	SQ FEET CHANGE	ROUTE AREA DECREASED IN CYCLE 5 DUE TO THE REMOVAL OF A SECTION OF PAVEMENT BELONGING TO BOAT RAMP.
0921	OLD STEVENS CREEK PARKING	SQ FEET CHANGE	ROUTE AREA DECREASED IN CYCLE 5 DUE TO THE REMOVAL OF A SECTION OF PAVEMENT.
0922	DRY CREEK PARKING	ROUTE SPLIT	ROUTE 0922 (AS COLLECTED IN CYCLE 3) HAS BEEN SPLIT INTO A DATA COLLECTION VEHICLE ROUTE (0108) AND PARKING (0922).
0941ZZ	NEVERSINK PARKING AREAS	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 3 DATA COLLECTION. WAS ROUTE 0941 IN CYCLE 3.
0943	COOPER RANCH COMFORT STATION PARKING	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 3 DATA COLLECTION.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - CURE

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0902A	EC6 PARKING	OTHER	ROUTE NAME CHANGED FROM “HOUSING PARKING” IN CYCLE 3 TO “EC6 PARKING” IN CYCLE 5.
0902B	EC7 PARKING	OTHER	ROUTE NAME CHANGED FROM “HOUSING PARKING” IN CYCLE 3 TO “EC7 PARKING” IN CYCLE 5.
0902C	EC5 PARKING	OTHER	ROUTE NAME CHANGED FROM “HOUSING PARKING” IN CYCLE 3 TO “EC5 PARKING” IN CYCLE 5.
0902E	EC1 PARKING	OTHER	ROUTE 0902E WAS COLLECTED AS ROUTE 0959 IN CYCLE 3; ROUTE 0959 IS ACTUALLY AN UNPAVED ROUTE. ROUTE NAME CHANGED FROM “UPPER RESIDENCE PARKING” IN CYCLE 3 TO “EC1 PARKING” IN CYCLE 5.
0959	PINE CREEK PARKING AREA	OTHER	ROUTE 0959 IS UNPAVED; THE ROUTE THAT WAS MISIDENTIFIED AS ROUTE 0959 IN CYCLE 3 IS ACTUALLY ROUTE 0902E. THE ROUTE NAME CHANGED FROM “UPPER RESIDENCE PARKING” IN CYCLE 3 TO “PINE CREEK PARKING AREA” IN CYCLE 5.
ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Removal**	**Comments**
0222	EAST PORTAL CAMPGROUND ACCESS ROAD	OTHER	CHANGED FROM A CURE LOCATION TO A BLCA LOCATION THROUGH ALIGNMENT.
0905	ELK CREEK CAMPGROUND HOST PARKING	OTHER	ROUTE REMOVED AFTER THE MANUAL COLLECTION TRIP BECAUSE IT IS AN R.V. SITE PAD.
0949	OLD HIGHWAY 50 PARKING	OTHER	ROUTE REMOVED BECAUSE IT IS A DUPLICATE OF ROUTE 0221.

Section 3
Park Summary Information

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

CURE: 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			0.12	2.07%	0.32	5.52%	0.14	2.41%	**0.58**
2					0.12	2.07%	0.22	3.79%	**0.34**
3	0.01	0.17%	0.16	2.76%	1.37	23.62%	2.94	50.69%	**4.48**
4									
5					0.12	2.07%	0.28	4.83%	**0.40**
6									
7									
8									
Totals	**0.01**	**0.17%**	**0.28**	**4.83%**	**1.93**	**33.27%**	**3.58**	**61.72%**	**5.80**

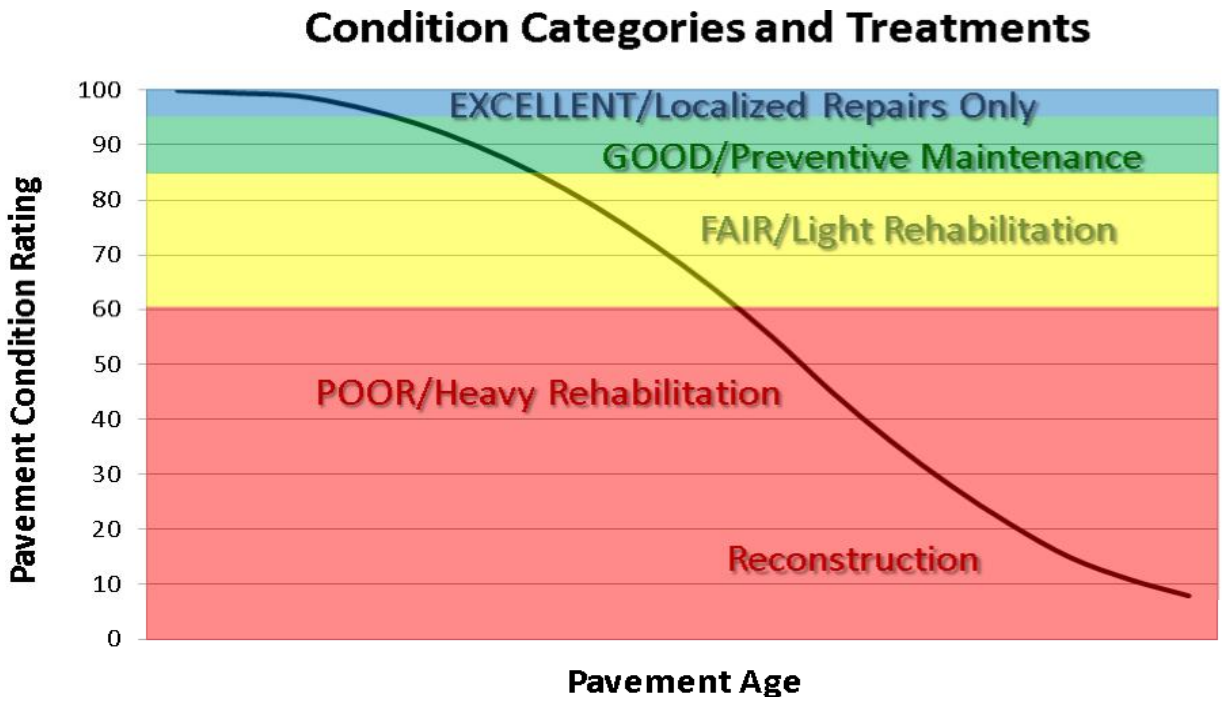
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class 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.

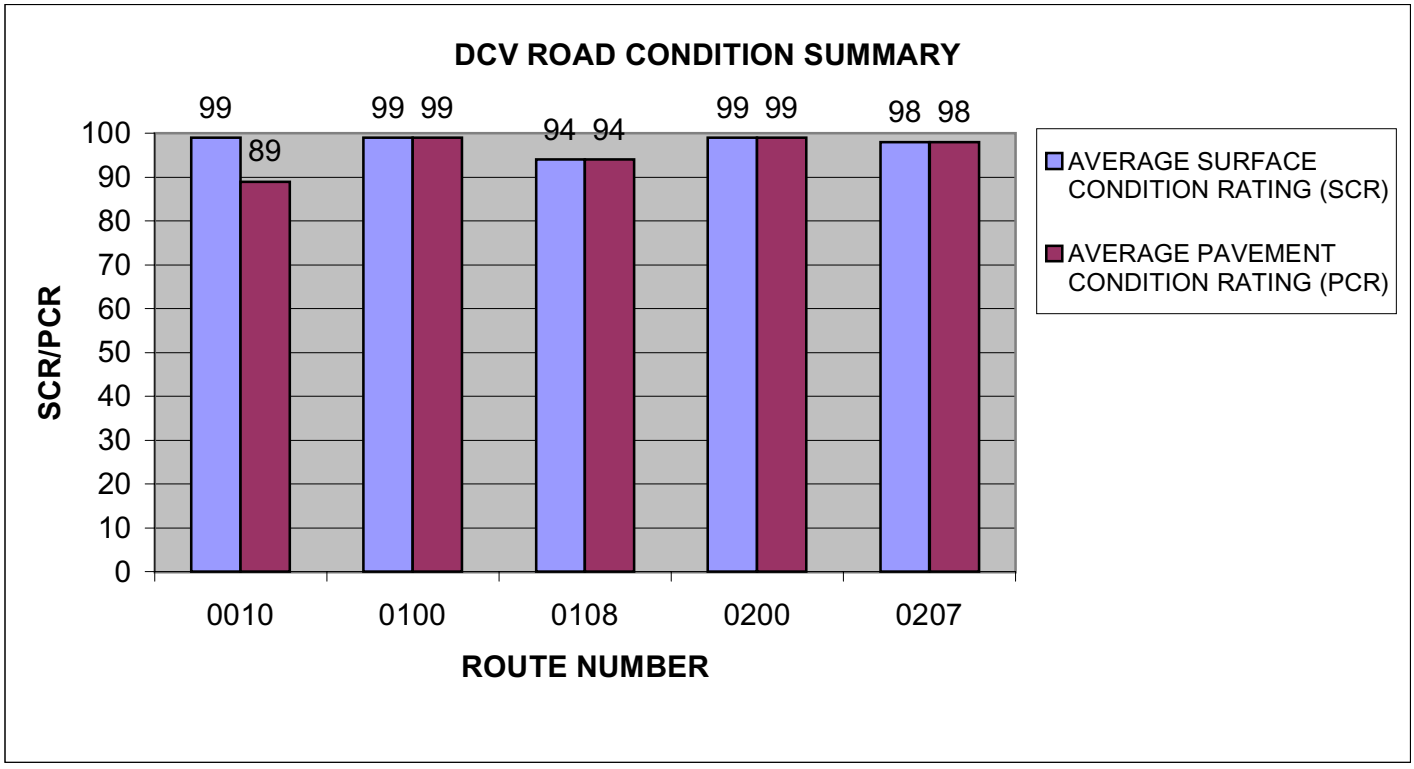
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely 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.



CURE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

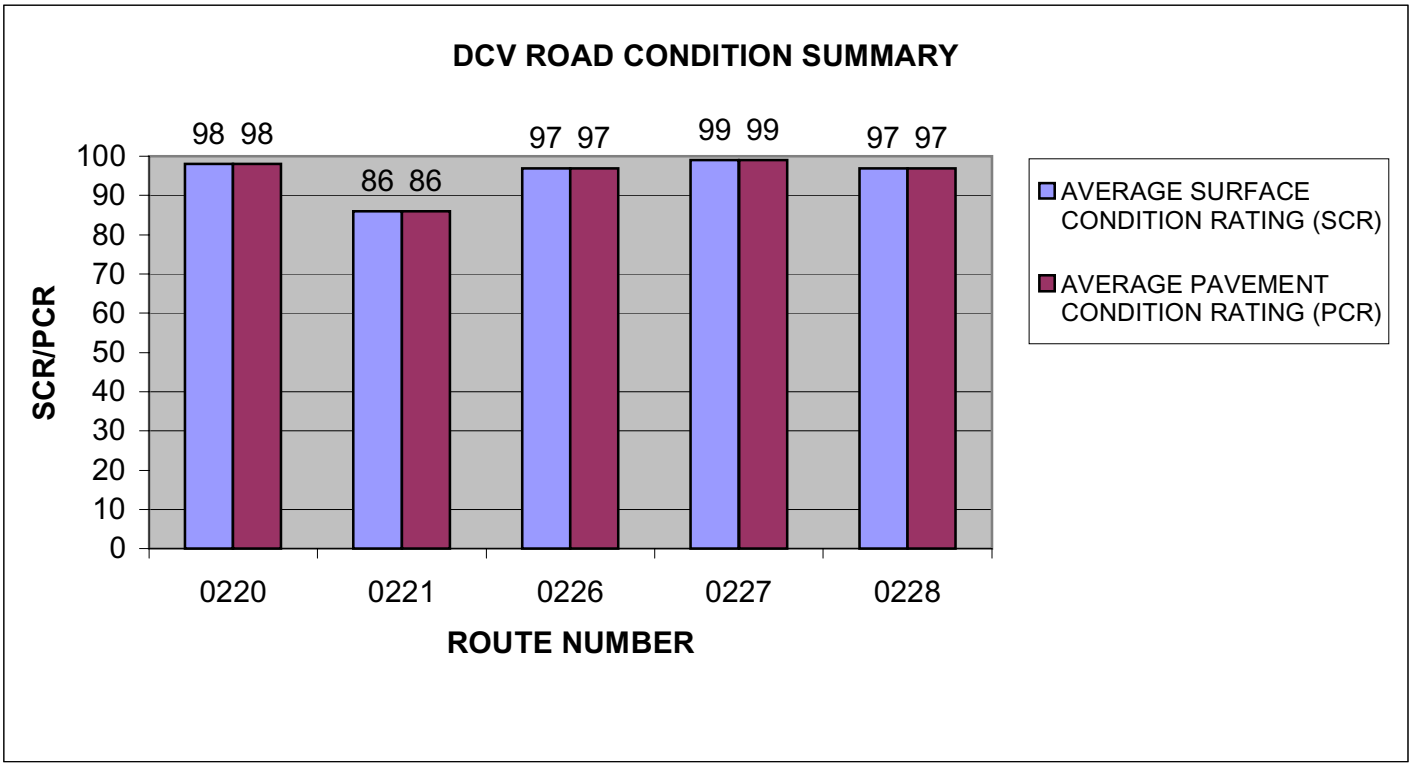
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	ELK CREEK ENTRANCE ROAD	1	0.58	ASPHALT	99	89
0100	LAKE FORK CAMPGROUND ROAD	2	0.18	ASPHALT	99	99
0108	DRY CREEK ROAD	2	0.16	ASPHALT	94	94
0200	IOLA ROAD	3	0.22	ASPHALT	99	99
0207	ELK CREEK CAMPGROUND ROAD	3	0.46	ASPHALT	98	98



CURE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

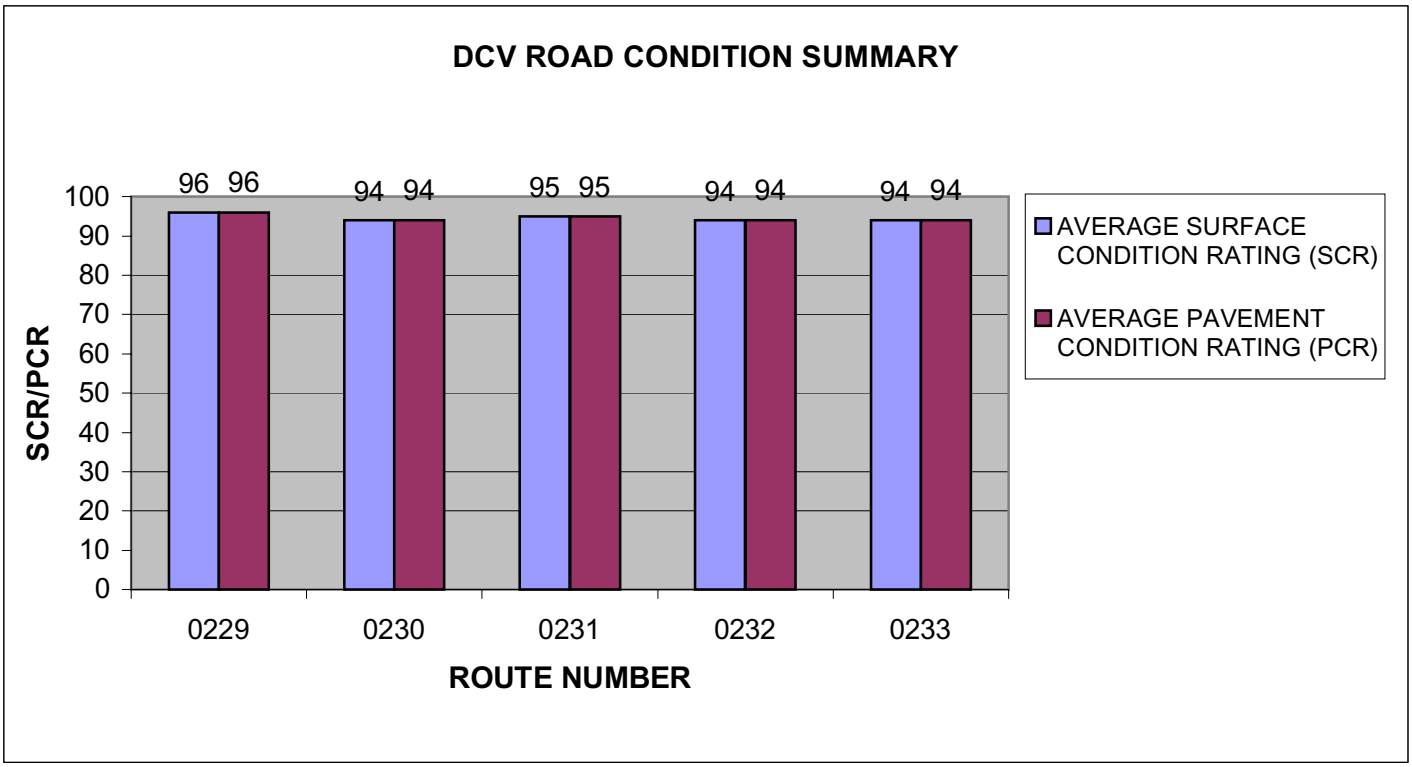
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0220	ELK CREEK SERVICE ROAD	3	0.34	ASPHALT	98	98
0221	OLD US HIGHWAY 50	3	0.37	ASPHALT	86	86
0226	ELK CREEK CAMPGROUND LOOP A	3	0.42	ASPHALT	97	97
0227	ELK CREEK CAMPGROUND LOOP B	3	0.31	ASPHALT	99	99
0228	ELK CREEK CAMPGROUND LOOP C	3	0.29	ASPHALT	97	97



CURE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

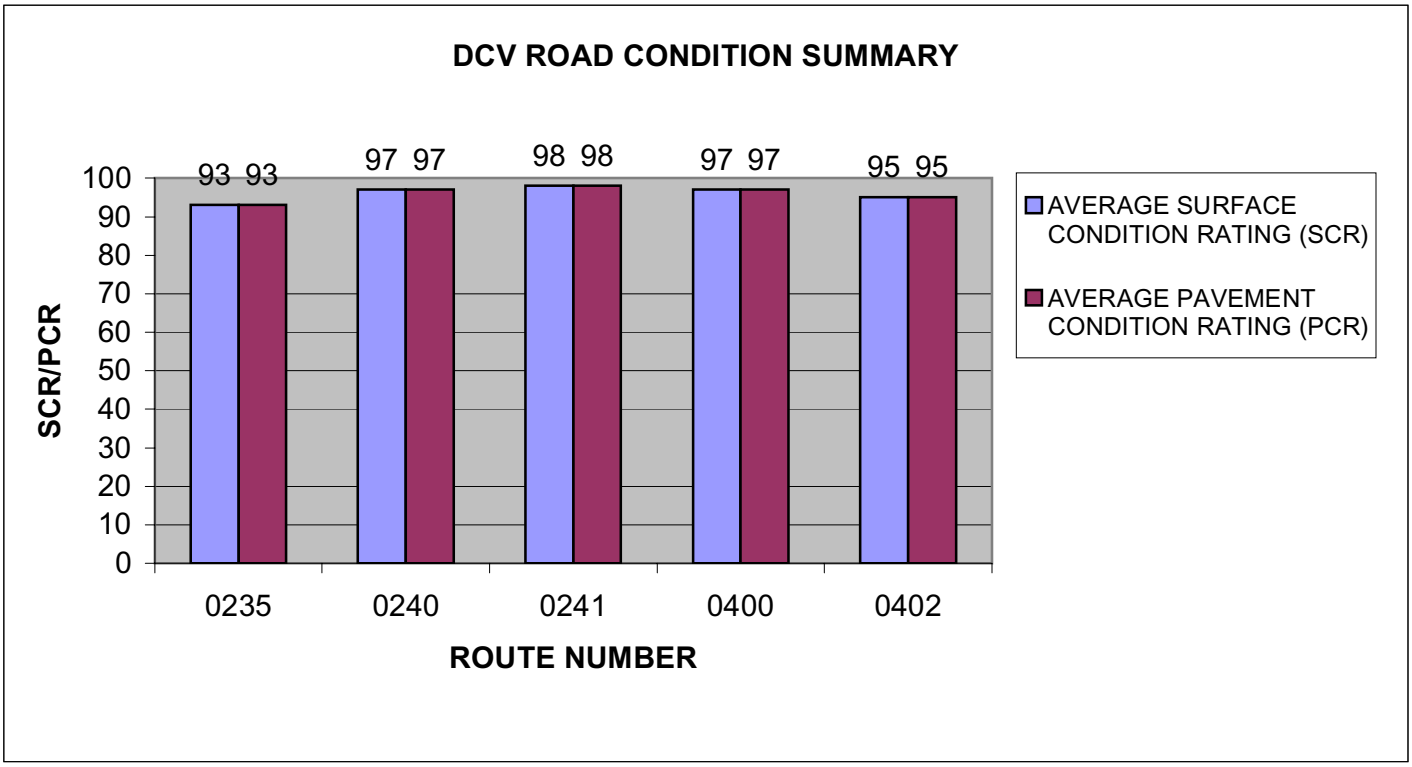
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0229	ELK CREEK CAMPGROUND LOOP D	3	0.44	ASPHALT	96	96
0230	CIMARRON CAMPGROUND LOOP	3	0.30	ASPHALT	94	94
0231	NEW STEVENS CREEK CAMPGROUND ROAD	3	0.10	ASPHALT	95	95
0232	NEW STEVENS CREEK CAMPGROUND LOOP A	3	0.21	ASPHALT	94	94
0233	NEW STEVENS CREEK CAMPGROUND LOOP B	3	0.20	ASPHALT	94	94



CURE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

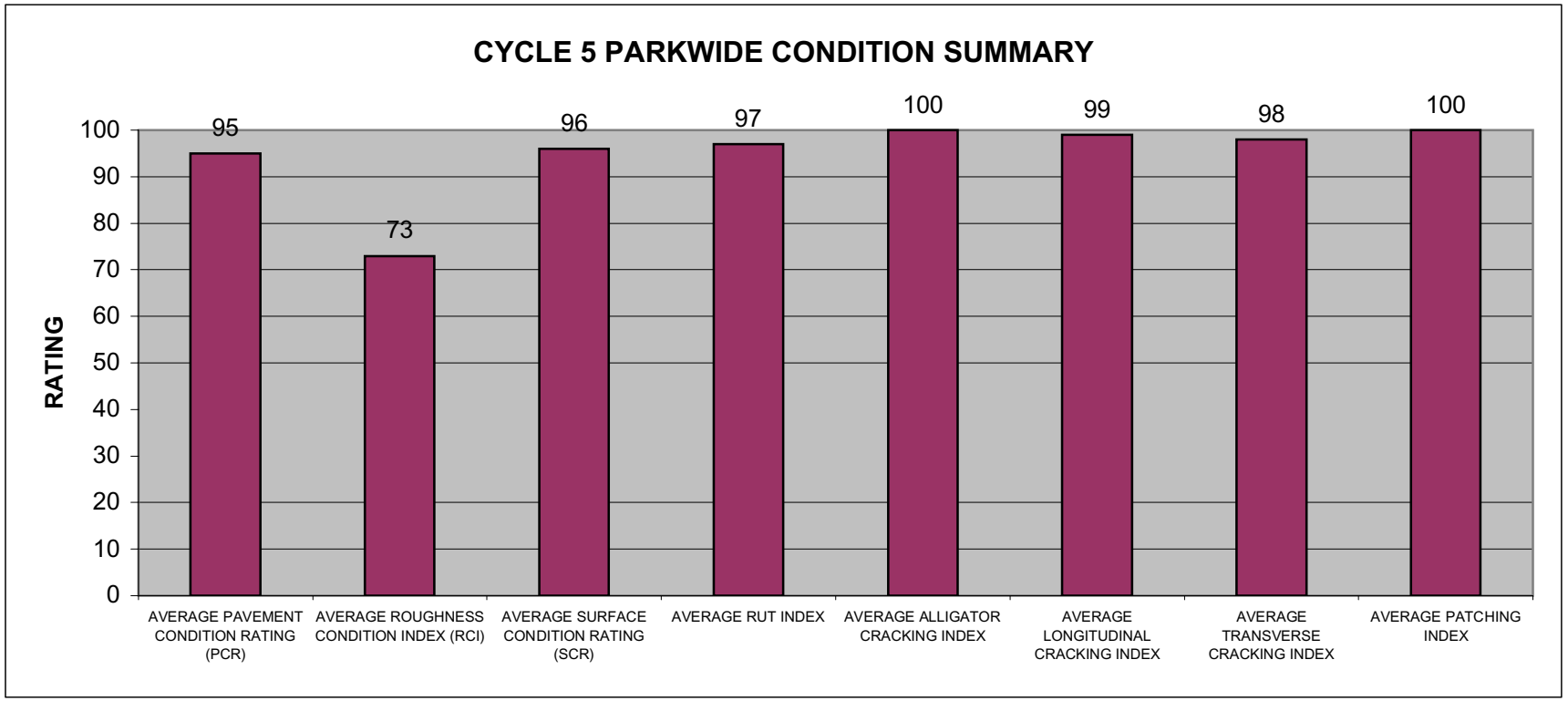
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0235	NEW STEVENS CREEK CAMPGROUND LOOP C	3	0.33	ASPHALT	93	93
0240	LAKE FORK LOWER CAMPGROUND ROAD	3	0.22	ASPHALT	97	97
0241	LAKE FORK UPPER CAMPGROUND LOOP	3	0.29	ASPHALT	98	98
0400	ELK CREEK MAINTENANCE ROAD	5	0.22	ASPHALT	97	97
0402	ELK CREEK RESIDENCE ROAD	5	0.21	ASPHALT	95	95



CURE: 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
95	73	96	97	100	99	98	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.

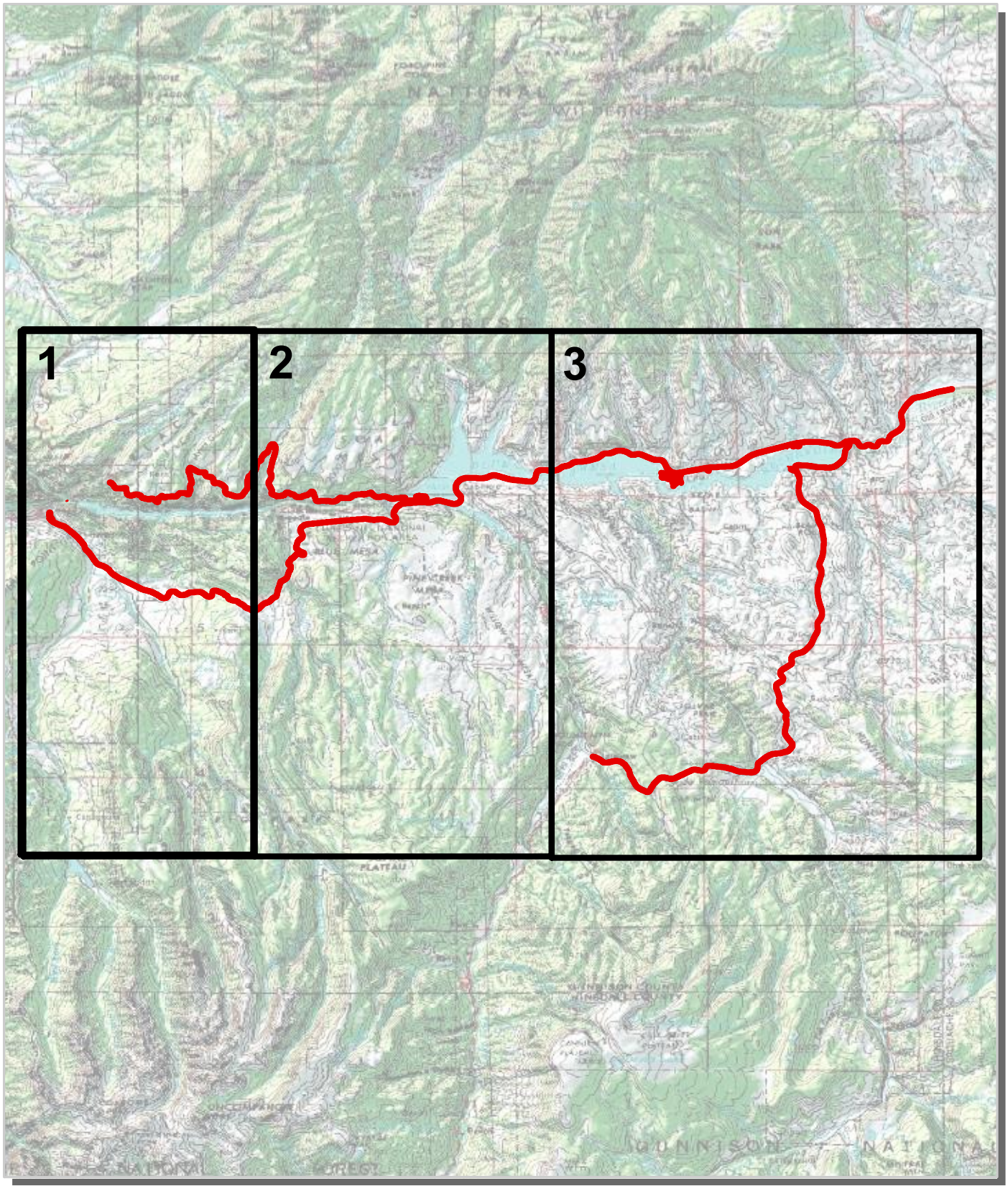


Section 4
Park Route Location Maps

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

Curecanti National Recreation Area
Route Location Map
Key Map



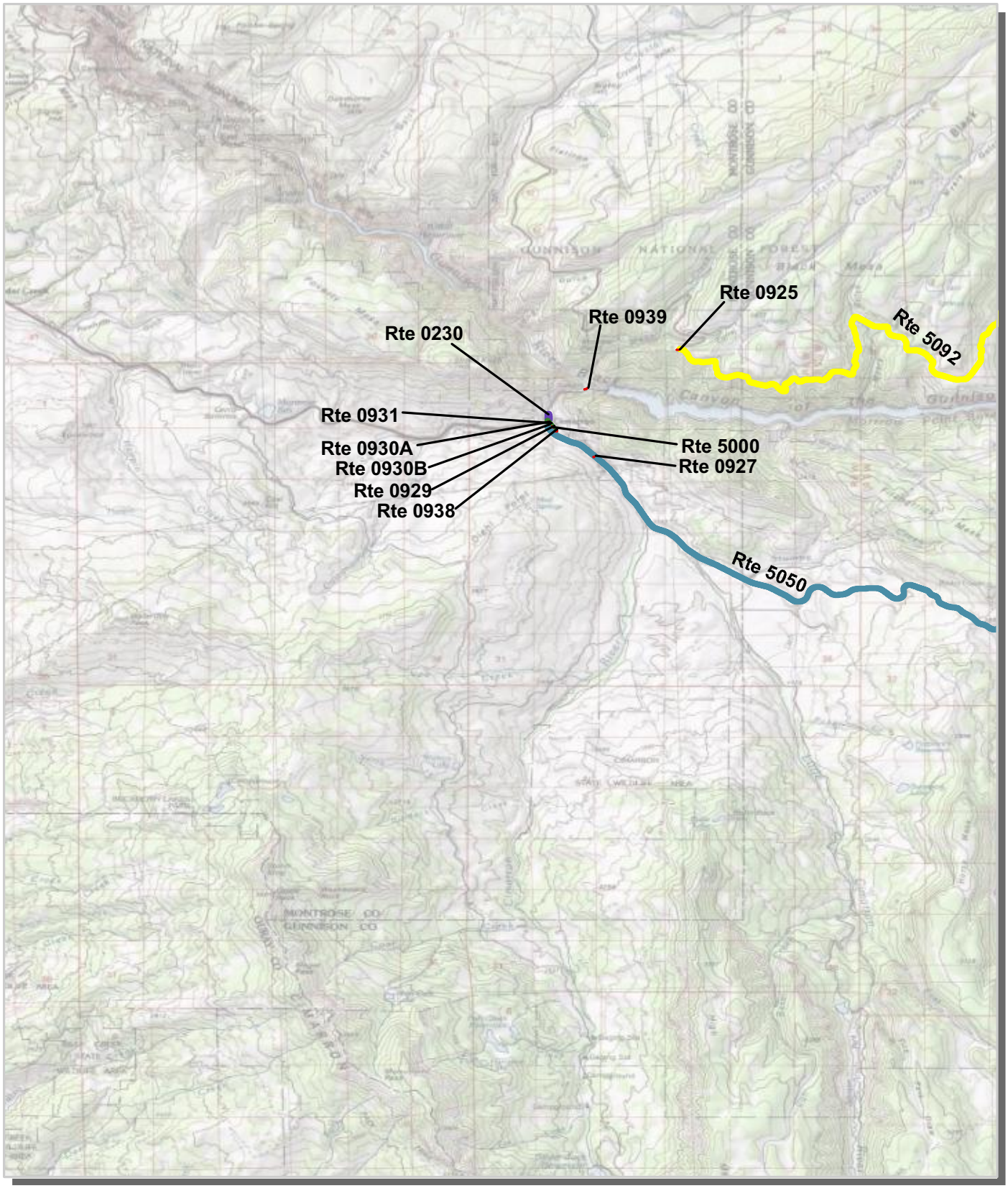
Cycle 5 Collected Routes

0

10 5 0 10

Miles

Curecanti National Recreation Area
Route Location Map
Area 1



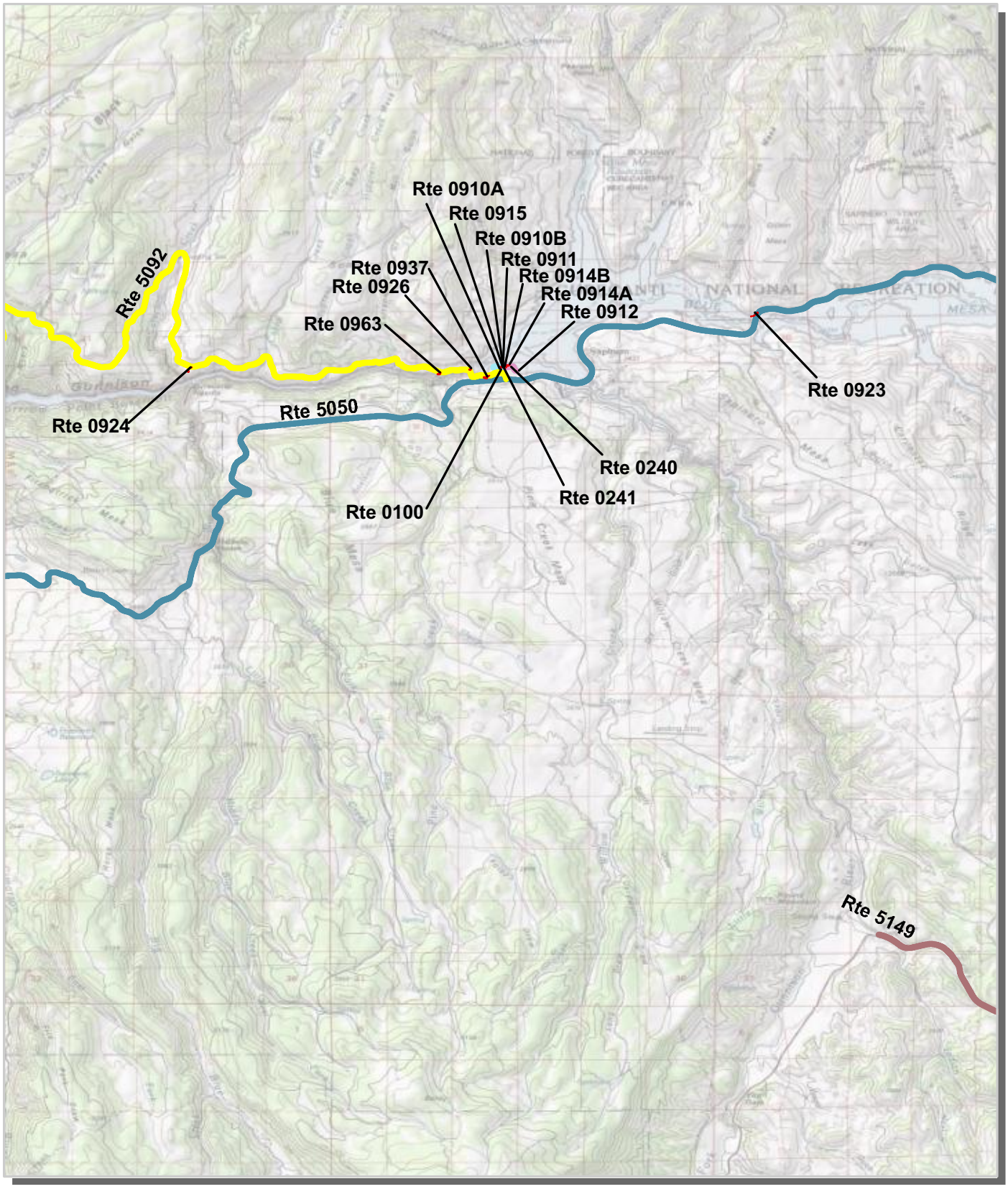
Unique colors used to differentiate routes

0

4 2 0 4

Miles

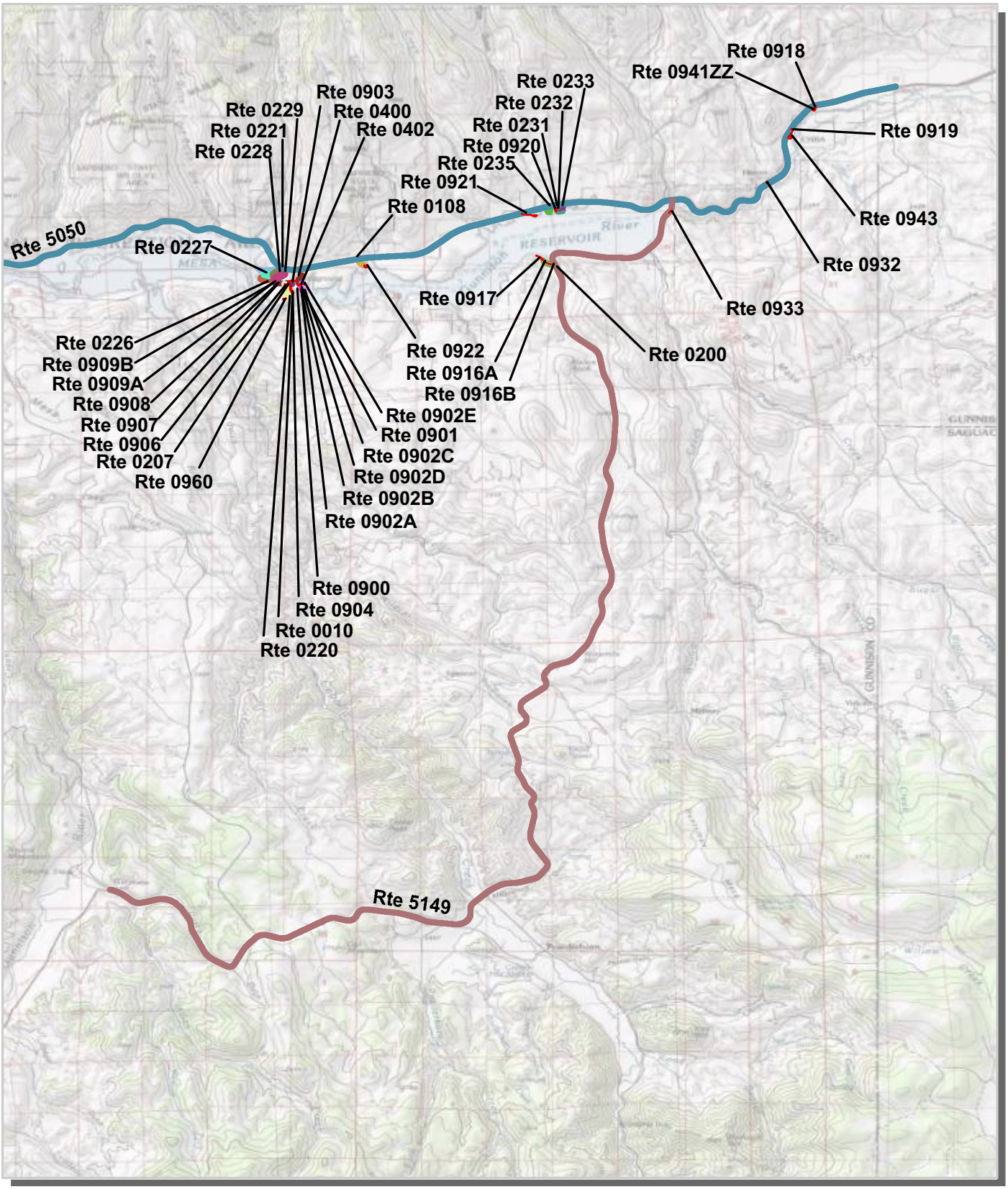
Curecanti National Recreation Area
Route Location Map
Area 2



Unique colors used to differentiate routes

5 2.5 0 5 Miles

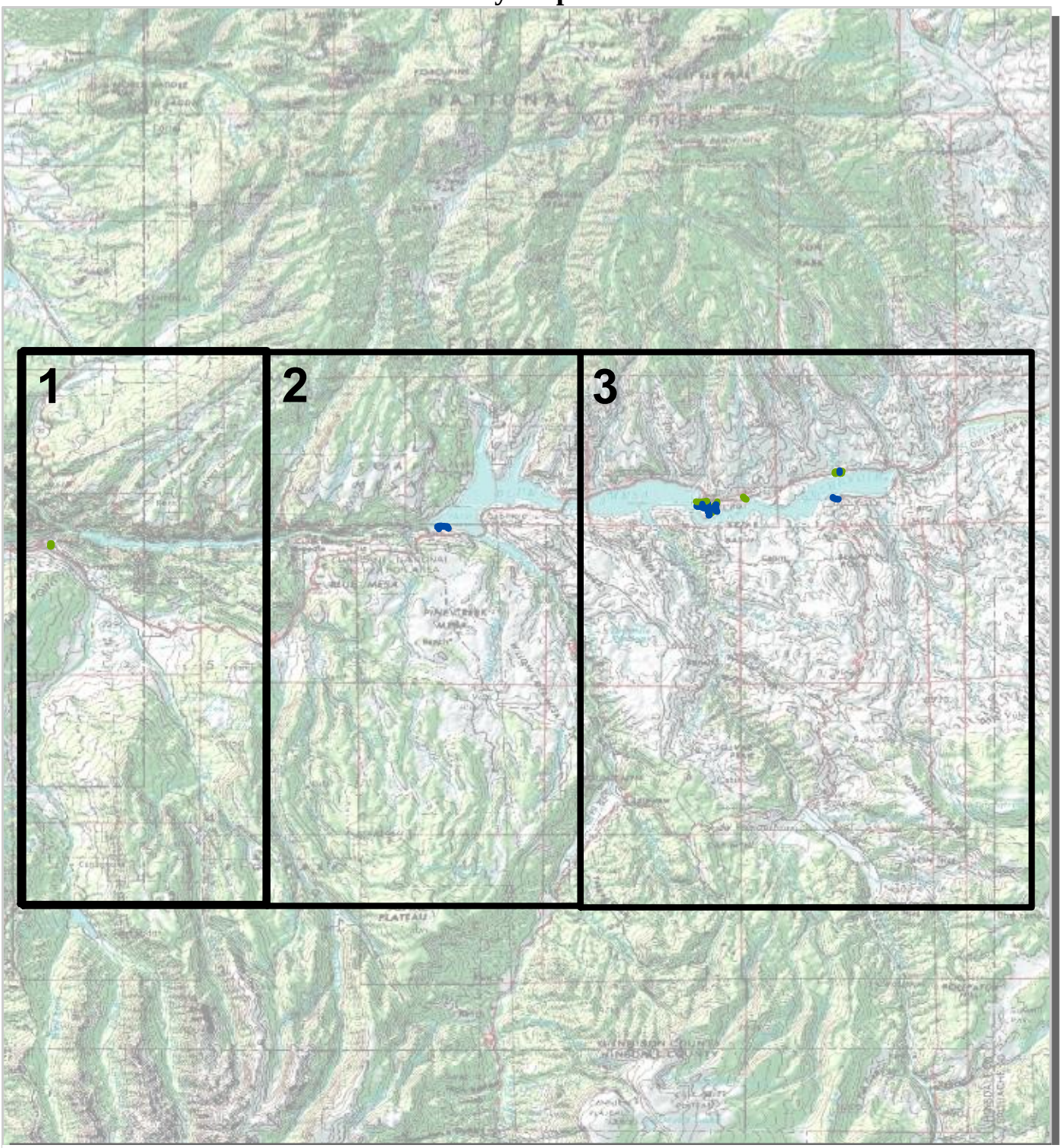
Curecanti National Recreation Area
Route Location Map
Area 3



Unique colors used to differentiate routes

5 2.5 0 5 Miles

Curecanti National Recreation Area
Route Condition Map
PCR - Mile by Key Map



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

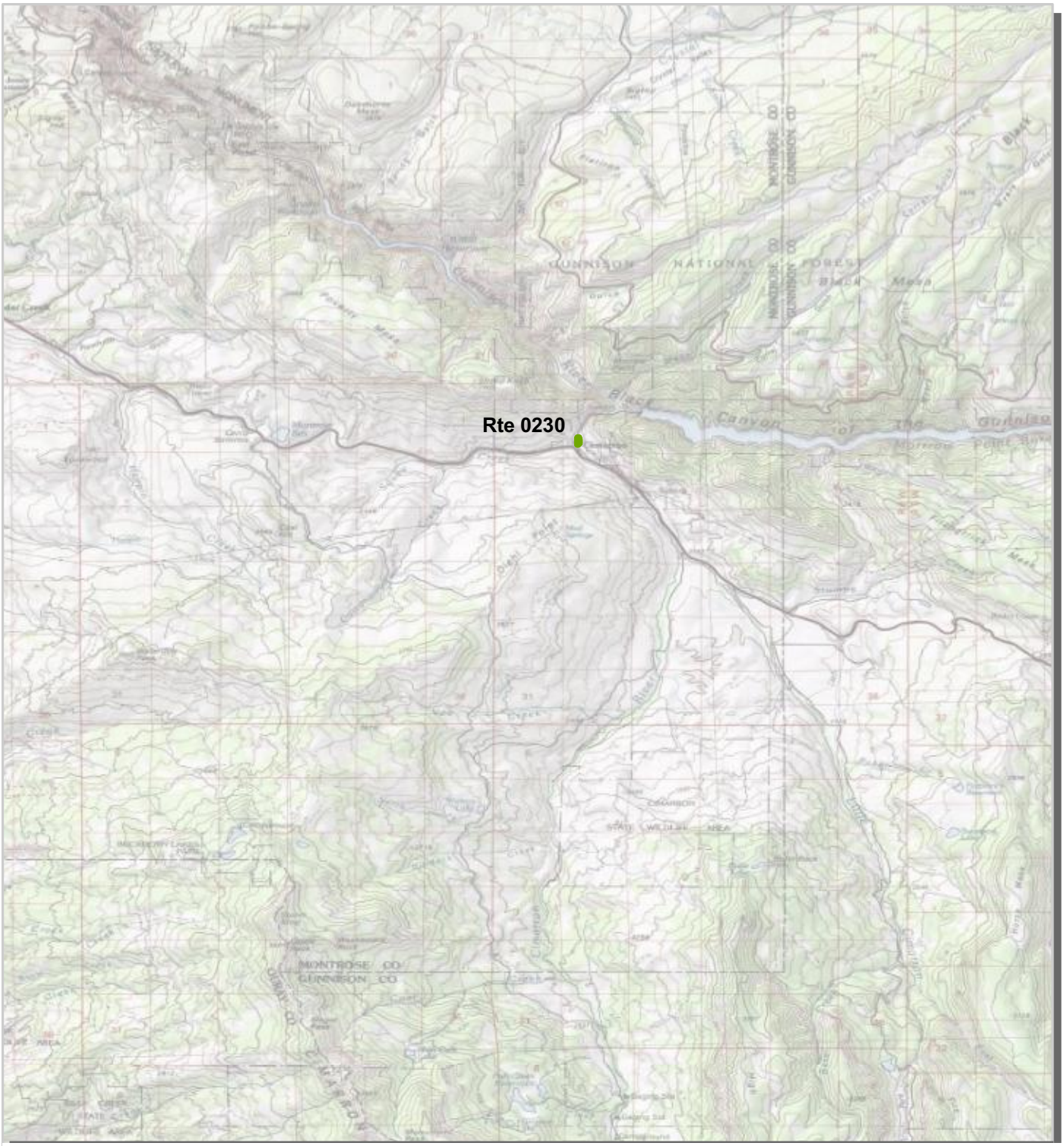
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

10 5 0 10

Miles

Curecanti National Recreation Area
Route Condition Map
PCR - Mile by Mile
Area 1



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

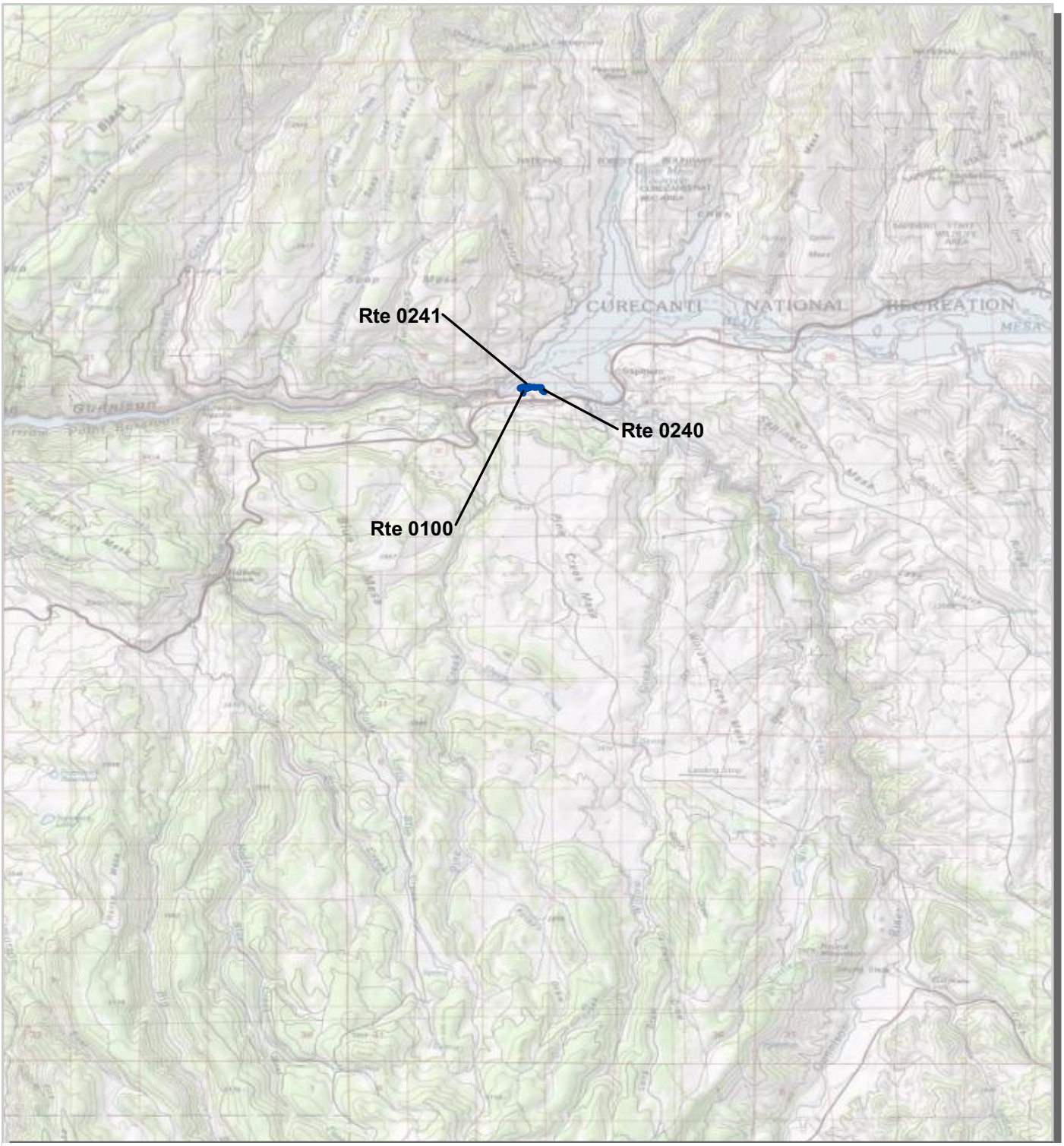
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

0

4 2 0 4

Miles

Curecanti National Recreation Area
Route Condition Map
PCR - Mile by Mile
Area 2



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

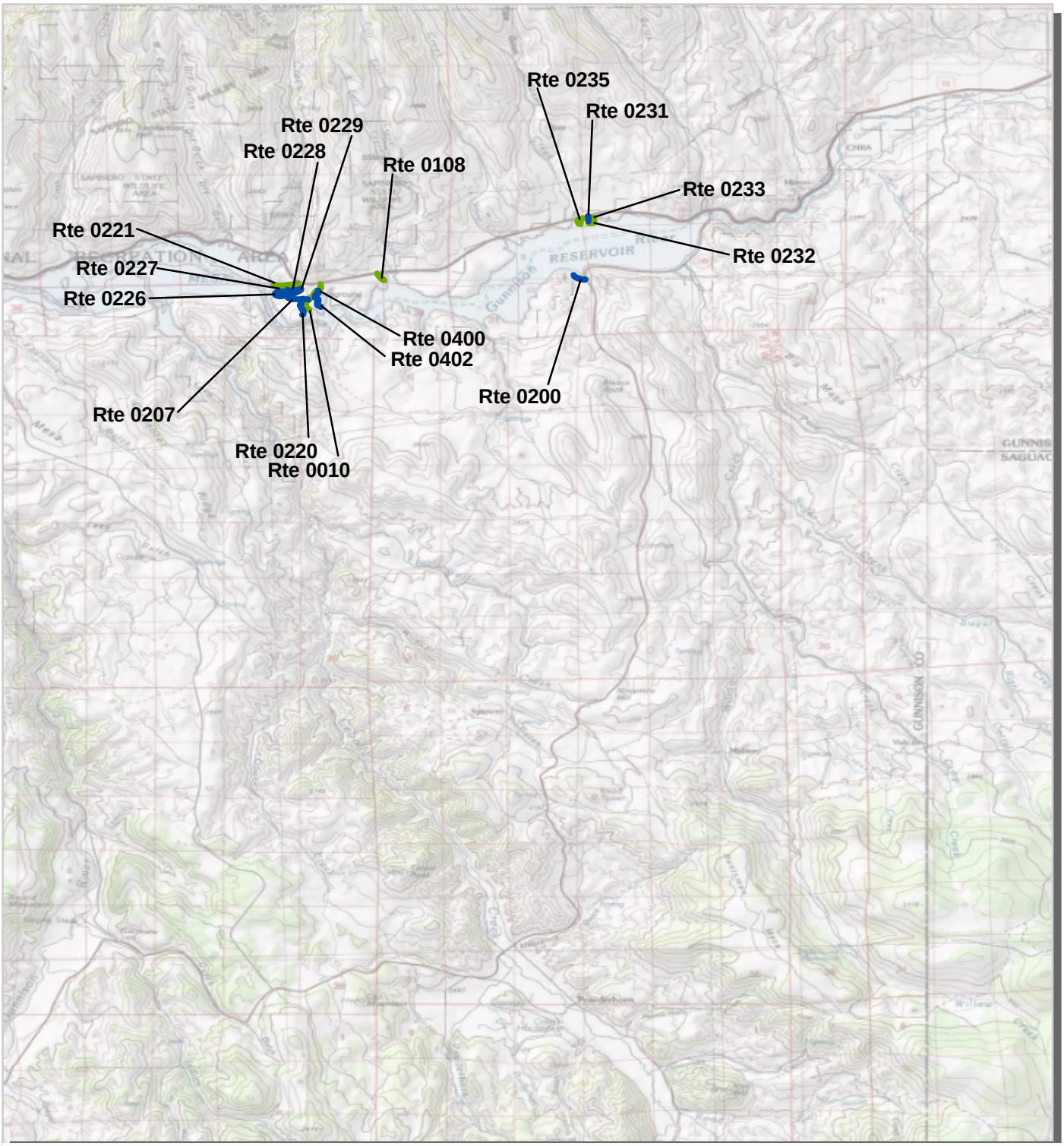
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

0

4 2 0 4

Miles

Curecanti National Recreation Area
Route Condition Map
PCR - Mile by Mile
Area 3



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.

5 2.5 0 5 Miles

Section 5
Paved Route
Condition Rating Sheets

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

0

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 ELK CREEK ENTRANCE ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.58 Miles**

Section Number	0				
Section Length (mi)	0.58				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	89				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	73				

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

0

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 LAKE FORK CAMPGROUND ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.18 Miles**

Section Number	0				
Section Length (mi)	0.18				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	24				
Lane Width (ft)	10				
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

0

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

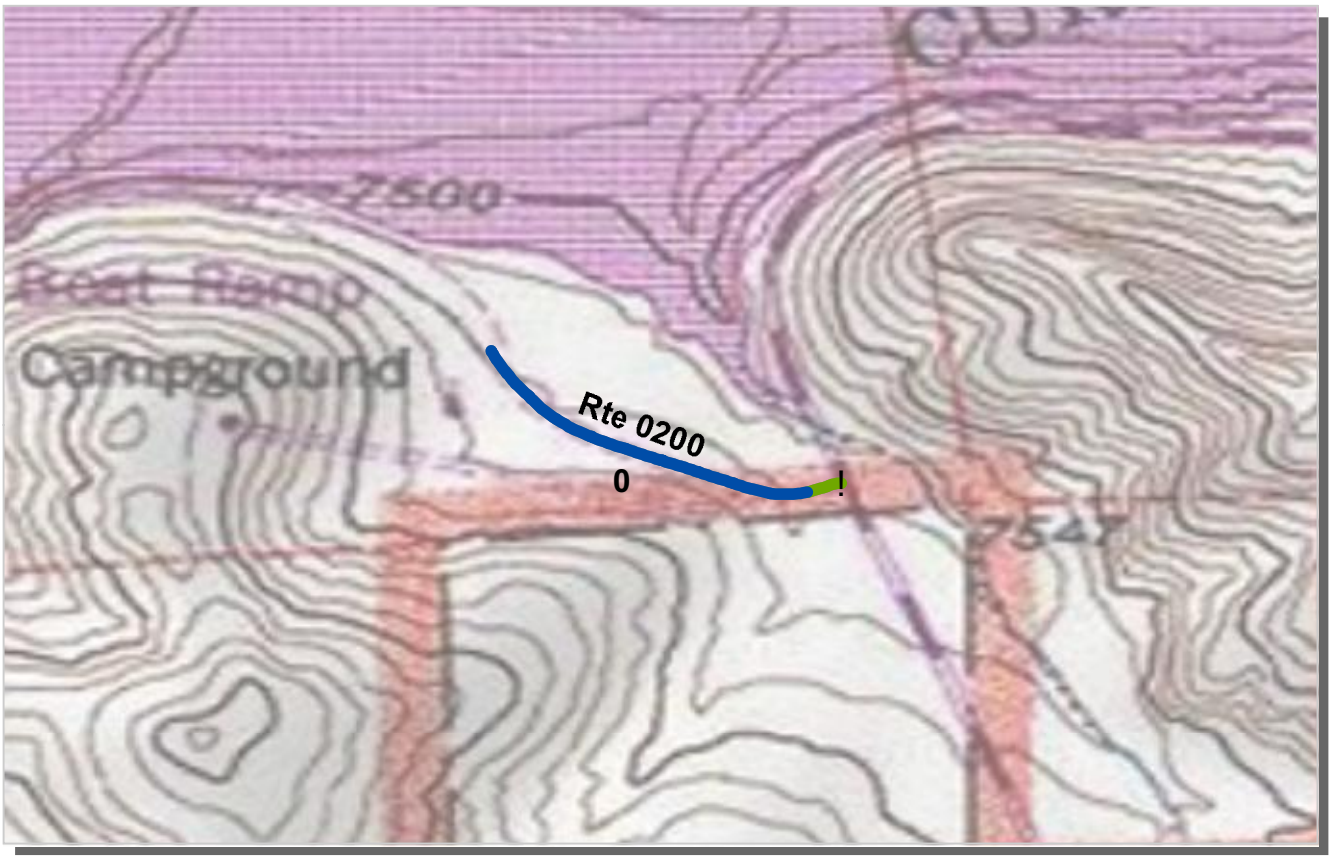
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0108 DRY CREEK ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.16 Miles**

Section Number	0				
Section Length (mi)	0.16				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	26				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	94				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
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



0

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: 0200 IOLA ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.22 Miles**

Section Number	0				
Section Length (mi)	0.22				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
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

0

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: 0207 ELK CREEK CAMPGROUND ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.46 Miles**

Section Number	0				
Section Length (mi)	0.46				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
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

0

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

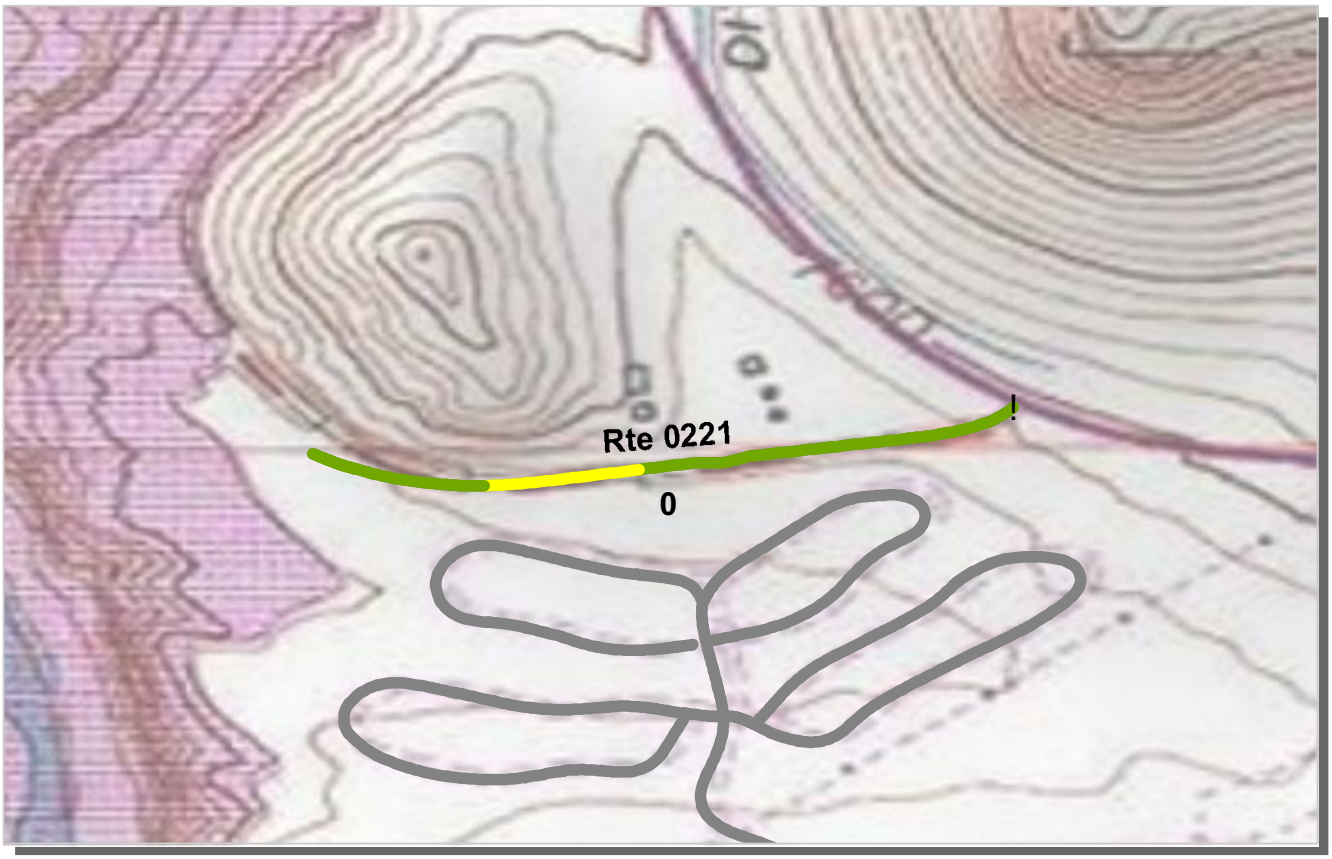
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0220 ELK CREEK SERVICE ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.34 Miles**

Section Number	0				
Section Length (mi)	0.34				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	9				
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



0

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: 0221 OLD US HIGHWAY 50
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.37 Miles**

Section Number	0				
Section Length (mi)	0.37				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	86				
PCR (Pavement Condition Rating)	86				
Distress Index Values					
Structural Crack Index	91				
Transverse Cracking Index	95				
Patching Index	100				
Rutting Index	86				
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

0

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

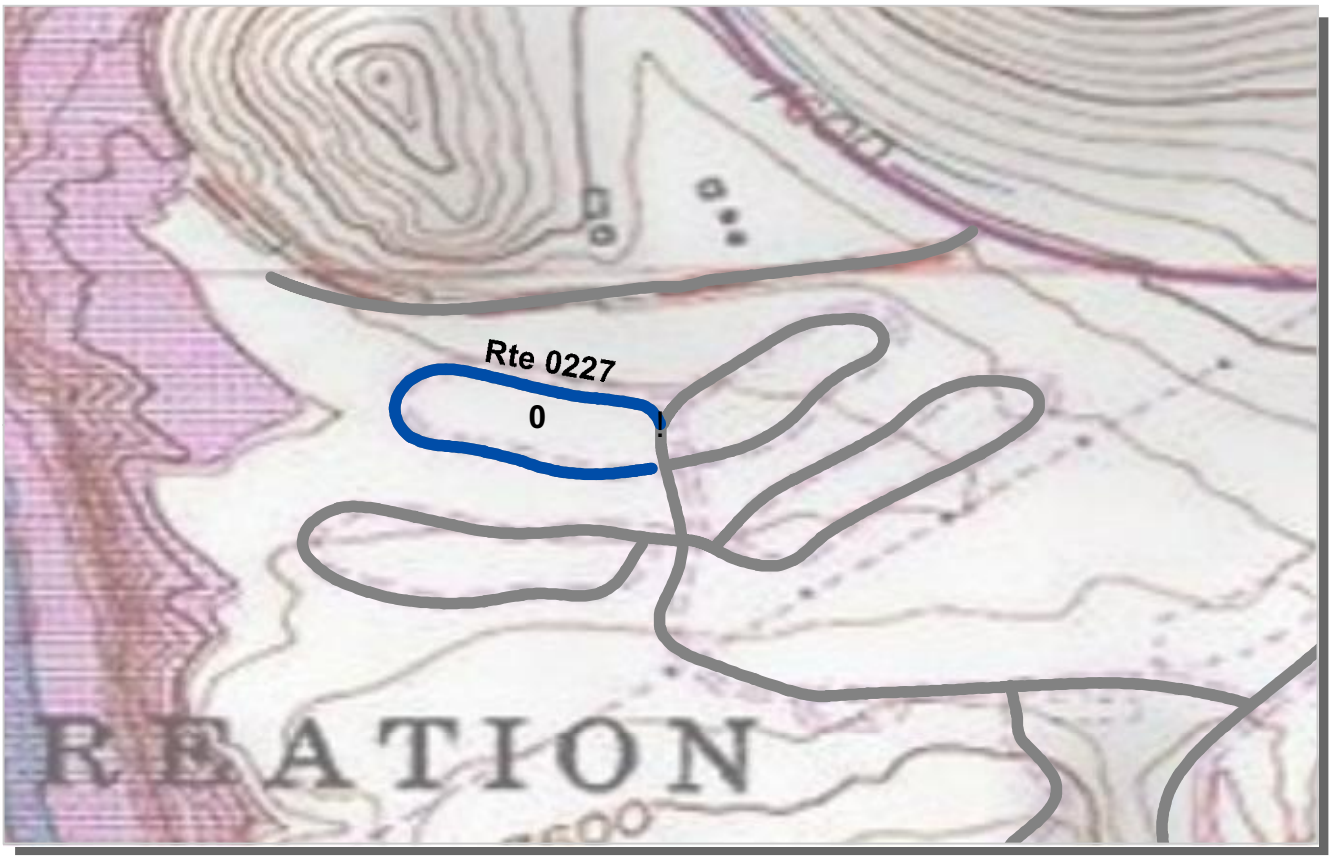
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0226 ELK CREEK CAMPGROUND LOOP A
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.42 Miles**

Section Number	0				
Section Length (mi)	0.42				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
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



0

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: 0227 ELK CREEK CAMPGROUND LOOP B
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.31 Miles**

Section Number	0				
Section Length (mi)	0.31				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
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

0

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

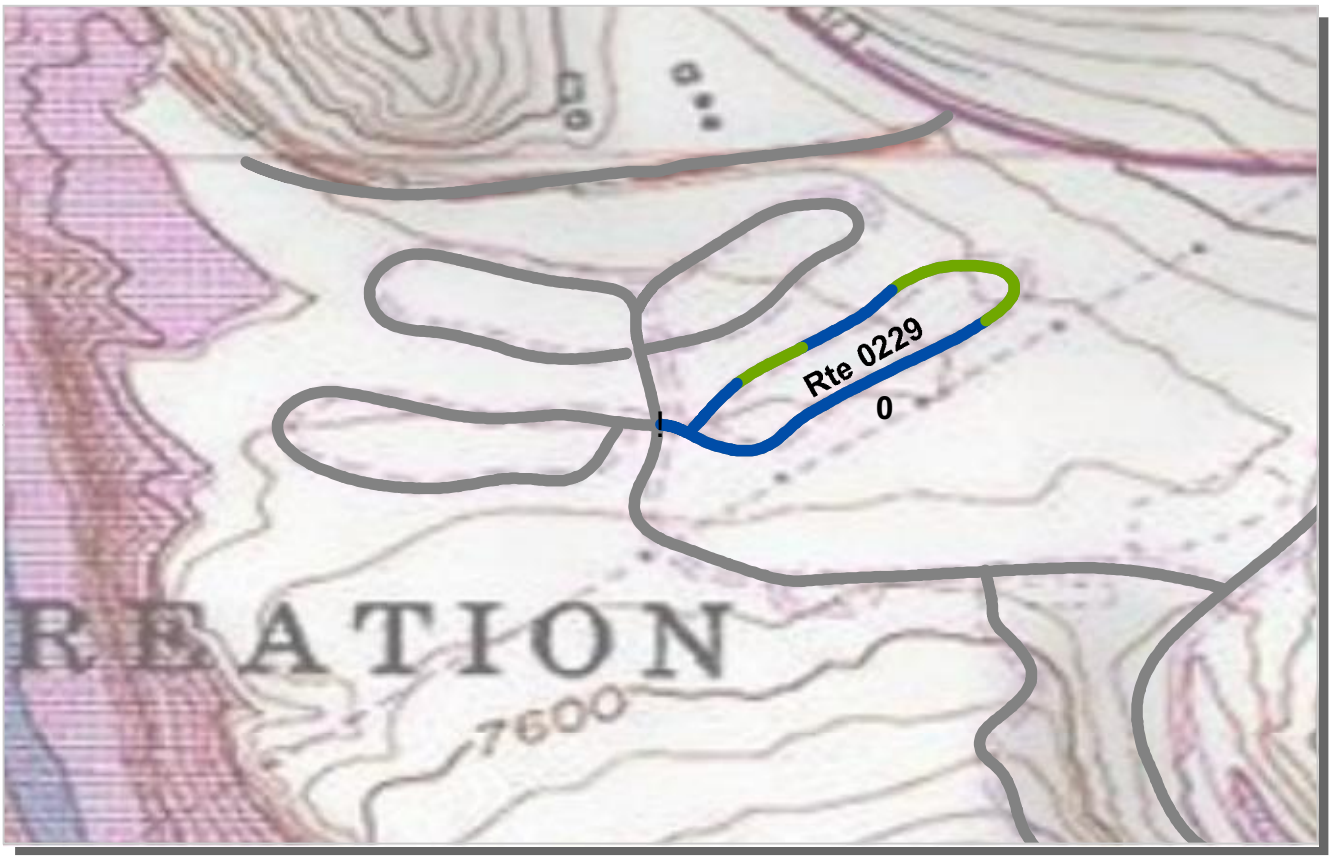
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0228 ELK CREEK CAMPGROUND LOOP C
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.29 Miles**

Section Number	0				
Section Length (mi)	0.29				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	97				
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



0

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: 0229 ELK CREEK CAMPGROUND LOOP D
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.44 Miles**

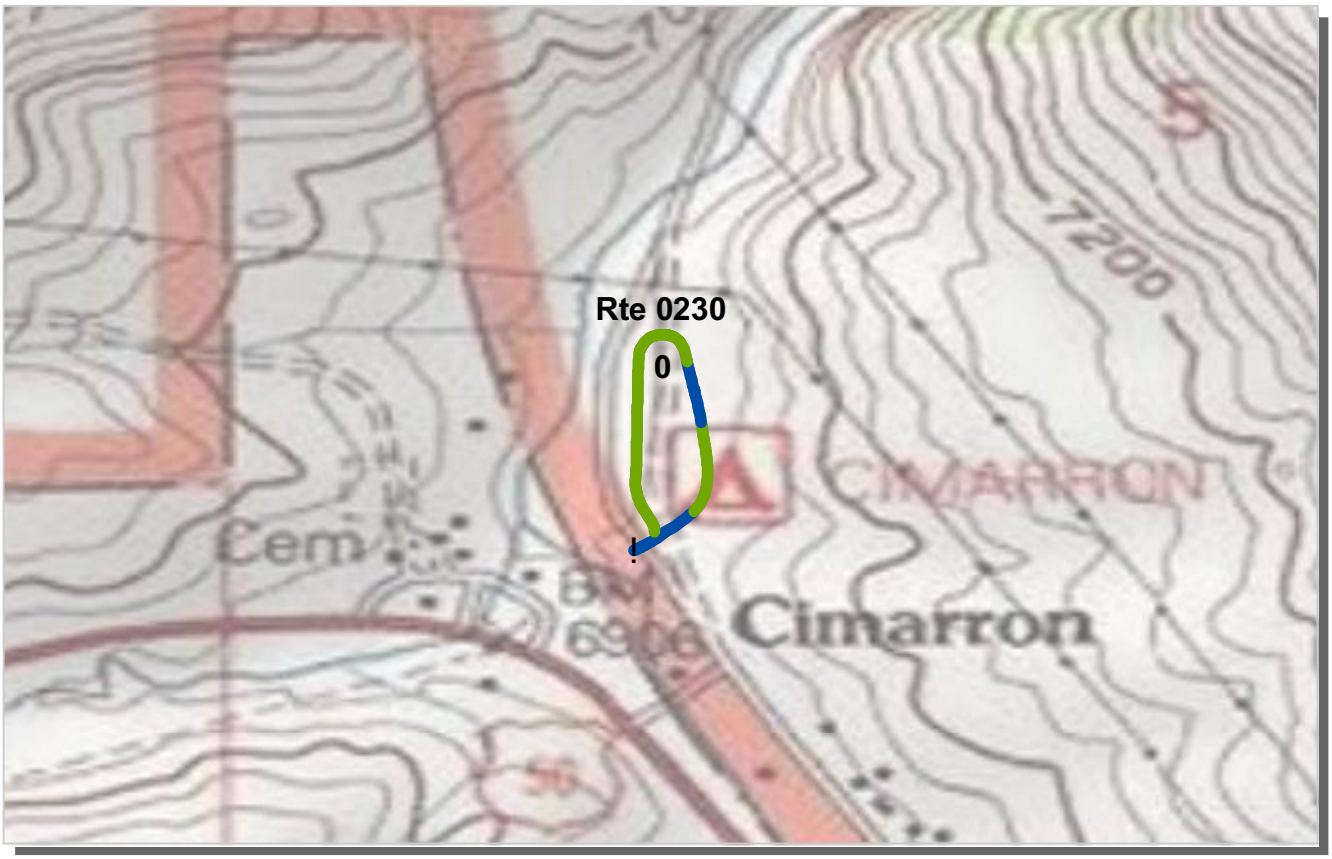
Section Number	0				
Section Length (mi)	0.44				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	96				
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



0

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

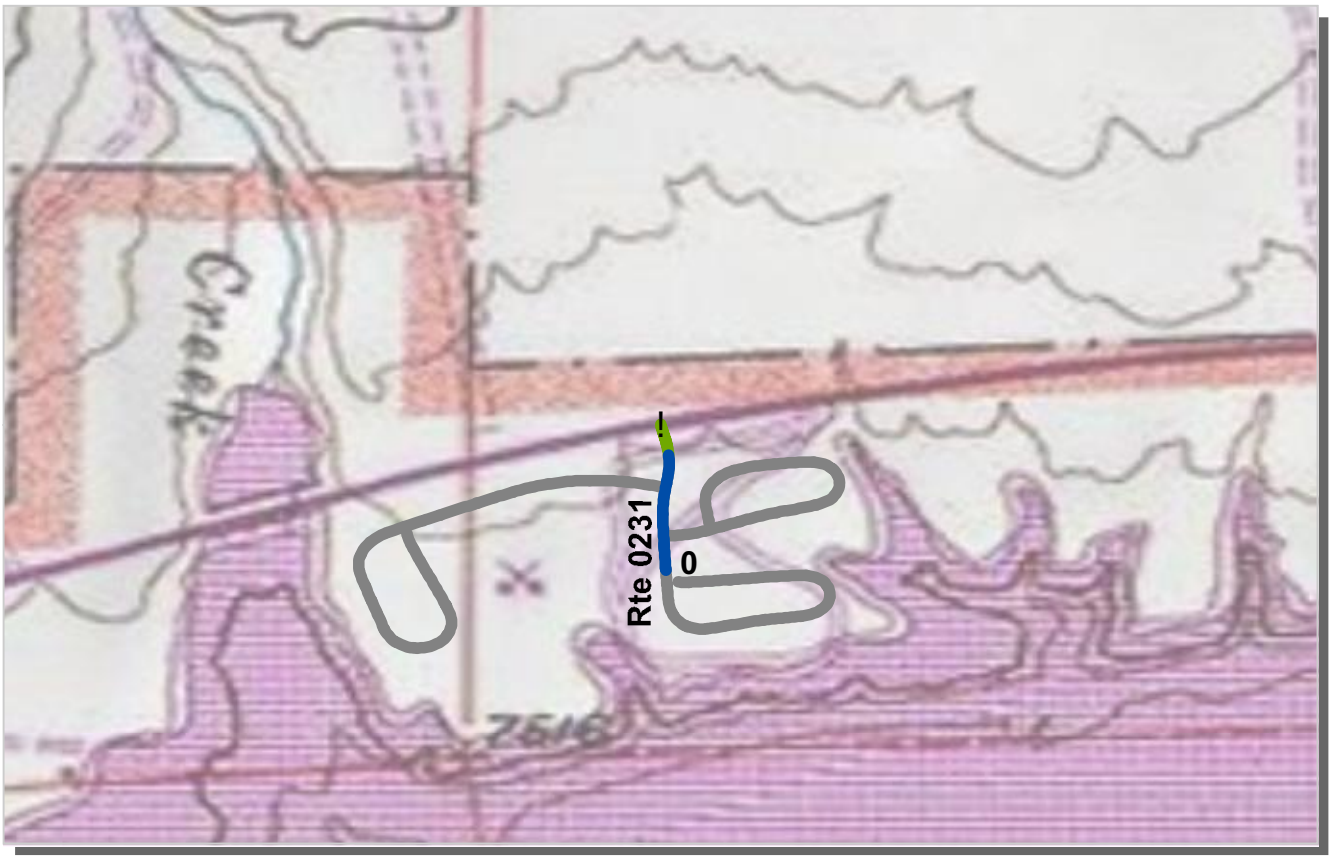
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0230 CIMARRON CAMPGROUND LOOP
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.30 Miles**

Section Number	0				
Section Length (mi)	0.30				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	94				
Distress Index Values					
Structural Crack Index	96				
Transverse Cracking Index	94				
Patching Index	100				
Rutting Index	96				
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



0

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: 0231 NEW STEVENS CREEK CAMPGROUND ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

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)	23				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	96				
Transverse Cracking Index	95				
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

0

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

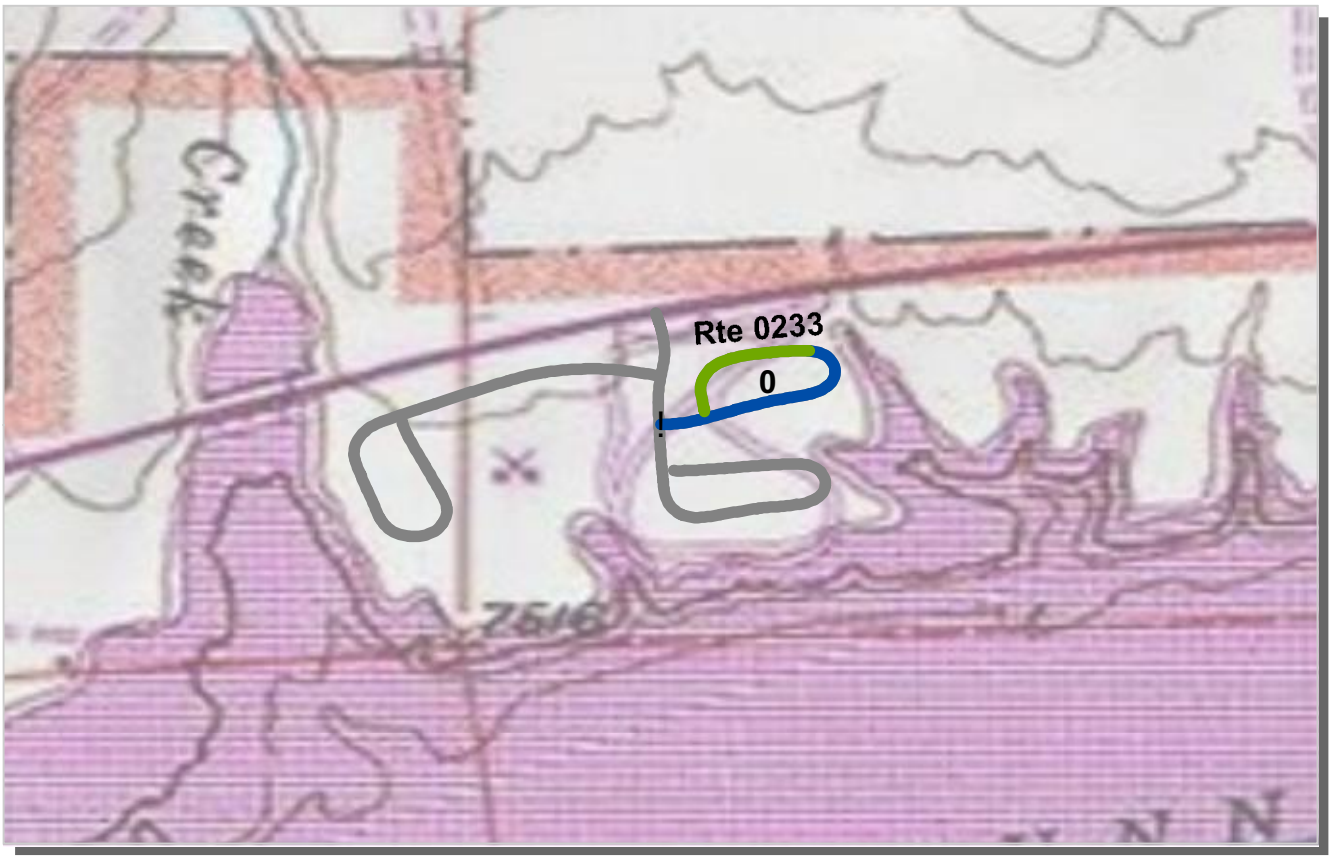
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0232 NEW STEVENS CREEK CAMPGROUND LOOP A
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.21 Miles**

Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	20				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	94				
Distress Index Values					
Structural Crack Index	96				
Transverse Cracking Index	94				
Patching Index	100				
Rutting Index	97				
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



0

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

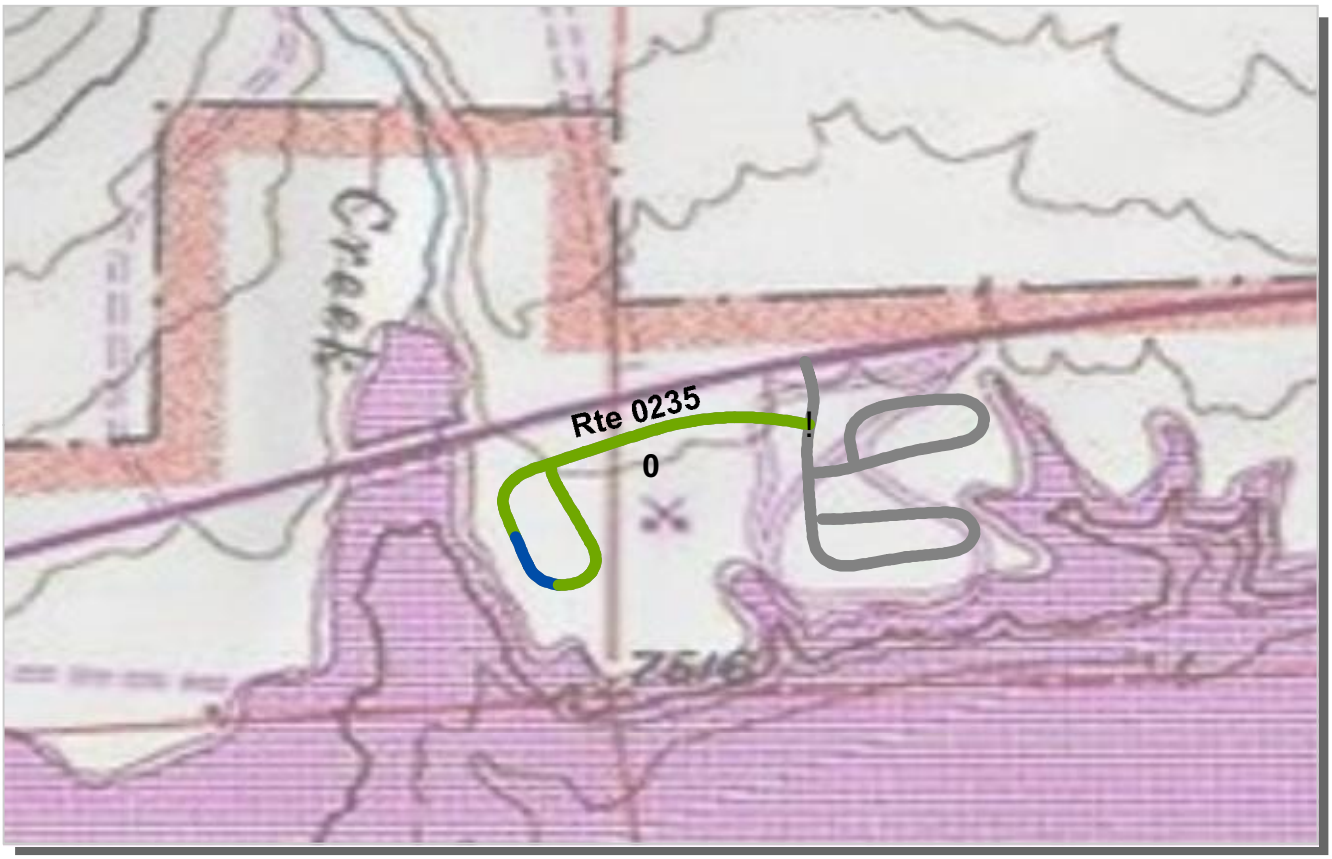
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0233 NEW STEVENS CREEK CAMPGROUND LOOP B
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.20 Miles**

Section Number	0				
Section Length (mi)	0.20				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	19				
Lane Width (ft)	19				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	94				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	94				
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



0

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

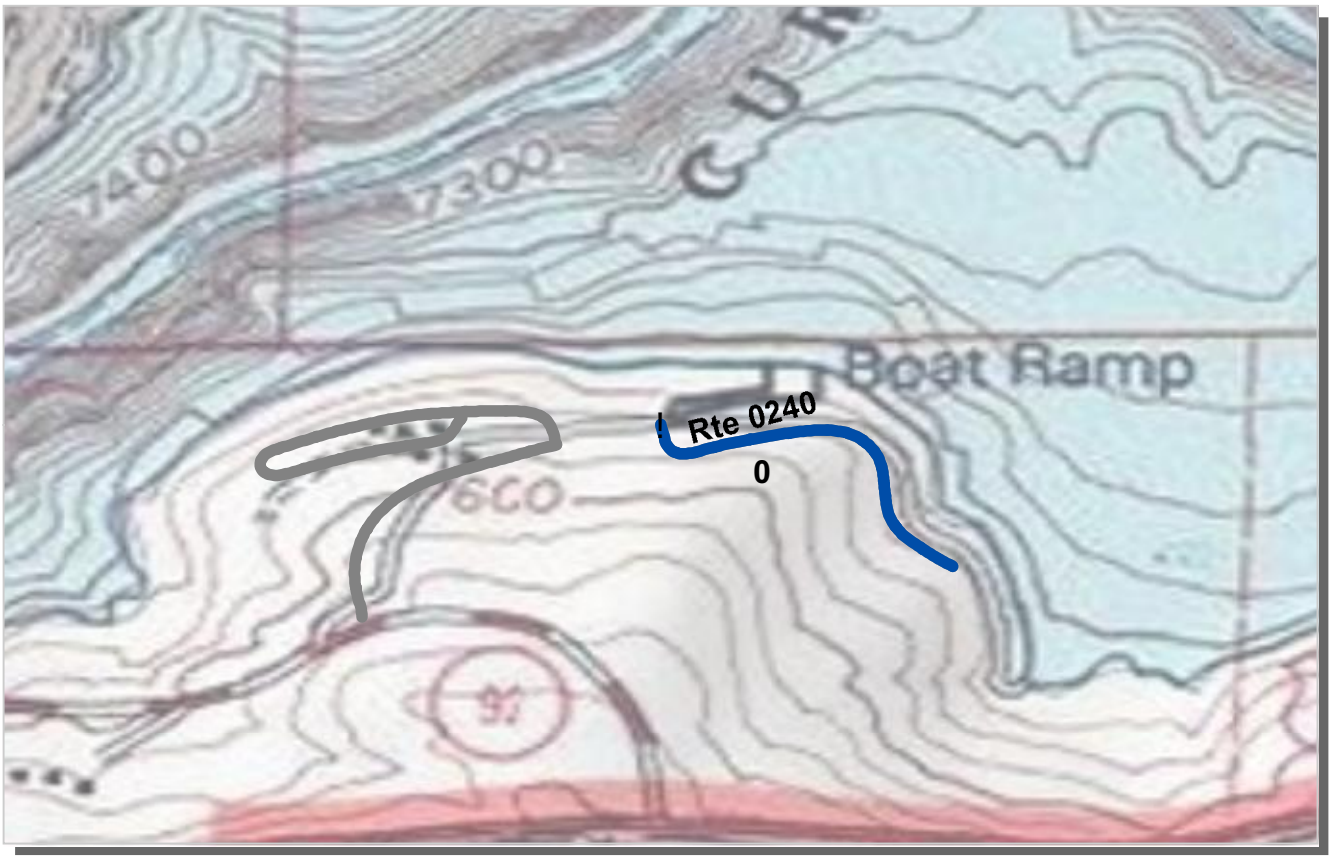
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0235 NEW STEVENS CREEK CAMPGROUND LOOP C
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.33 Miles**

Section Number	0				
Section Length (mi)	0.33				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	21				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	93				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	93				
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



0

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: 0240 LAKE FORK LOWER CAMPGROUND ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.22 Miles**

Section Number	0				
Section Length (mi)	0.22				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
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

0

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: 0241 LAKE FORK UPPER CAMPGROUND LOOP
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.29 Miles**

Section Number	0				
Section Length (mi)	0.29				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	32				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	99				
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

0

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

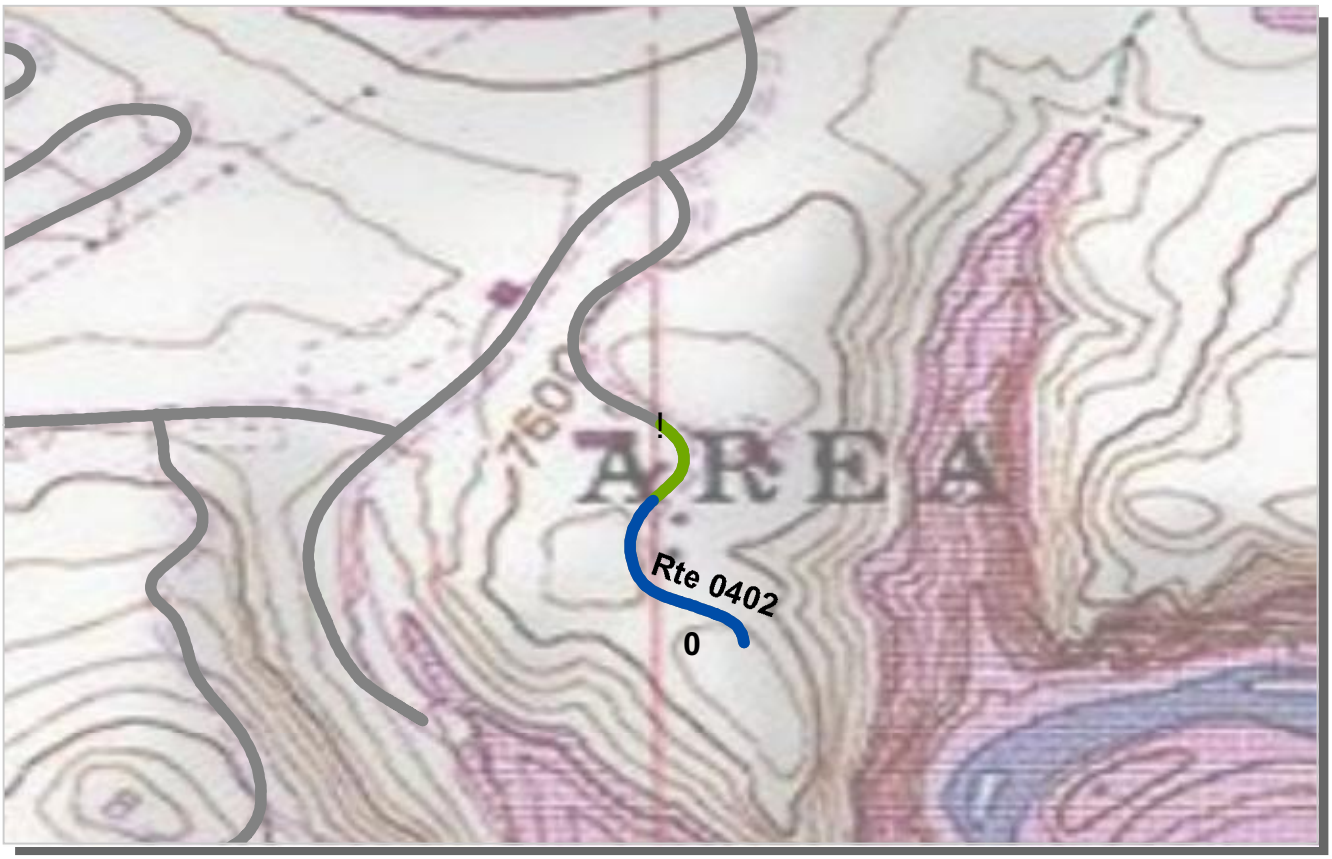
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0400 ELK CREEK MAINTENANCE ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011
INTERMOUNTAIN REGION **TOTAL LENGTH: 0.22 Miles**

Section Number	0				
Section Length (mi)	0.22				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
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



0

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: 0402 ELK CREEK RESIDENCE ROAD
CURE : CURECANTI NATIONAL RECREATION AREA

COLLECTED: 10/18/2011

INTERMOUNTAIN REGION **TOTAL LENGTH: 0.19 Miles**

Section Number	0				
Section Length (mi)	0.19				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	20				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	95				
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

Curecanti National Recreation Area

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

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

CURECANTI NATIONAL RECREATION AREA

Route 0900

MAINTENANCE AREA

FROM END OF ROUTE 0400 (ELK CREEK MAINTENANCE ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0900	NONPUBLIC	8/9/2011	39,824	0.69	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

CURECANTI NATIONAL RECREATION AREA

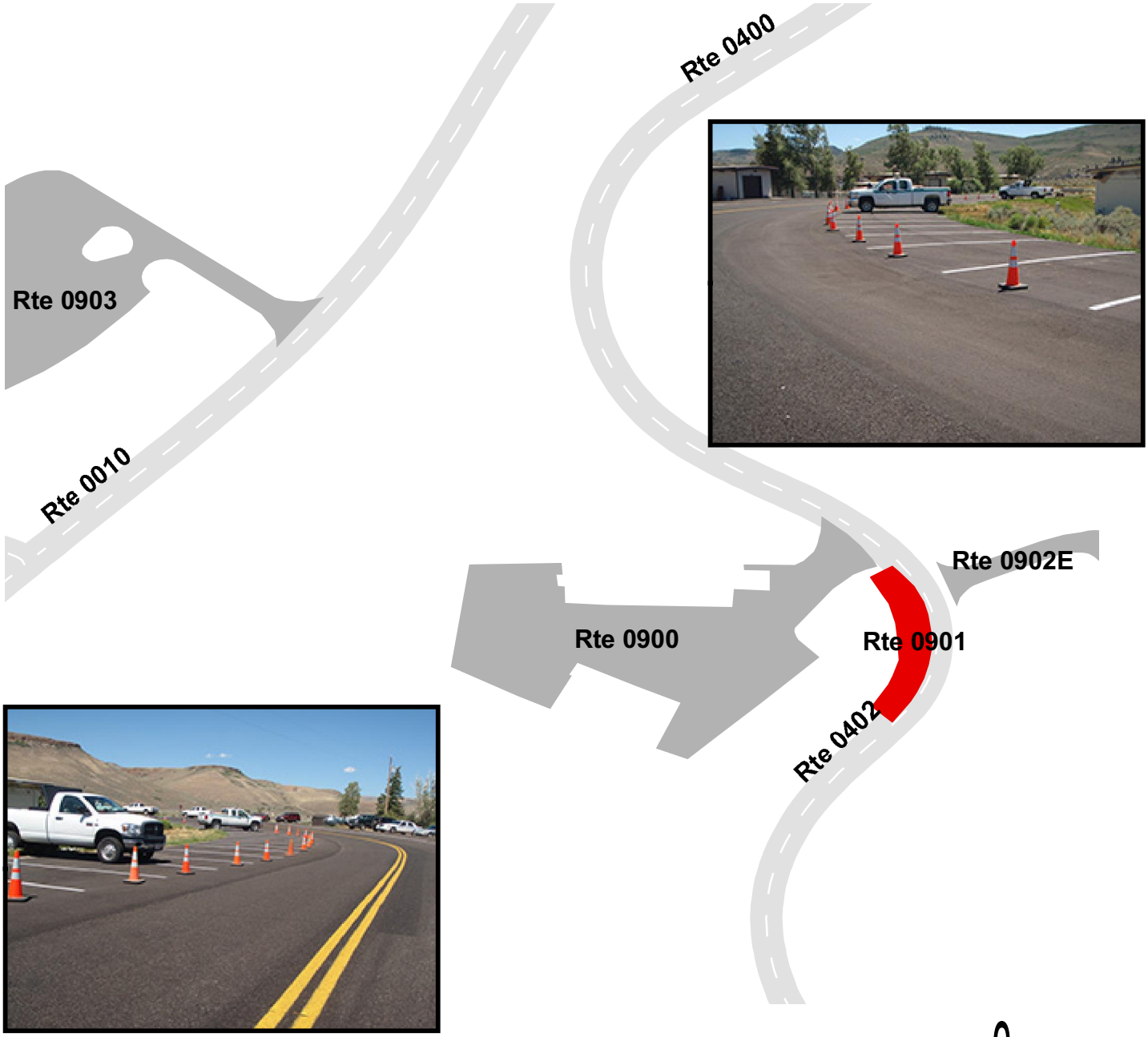
Route 0901

EMPLOYEE PARKING

ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0901	NONPUBLIC	8/9/2011	4,494	0.08	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

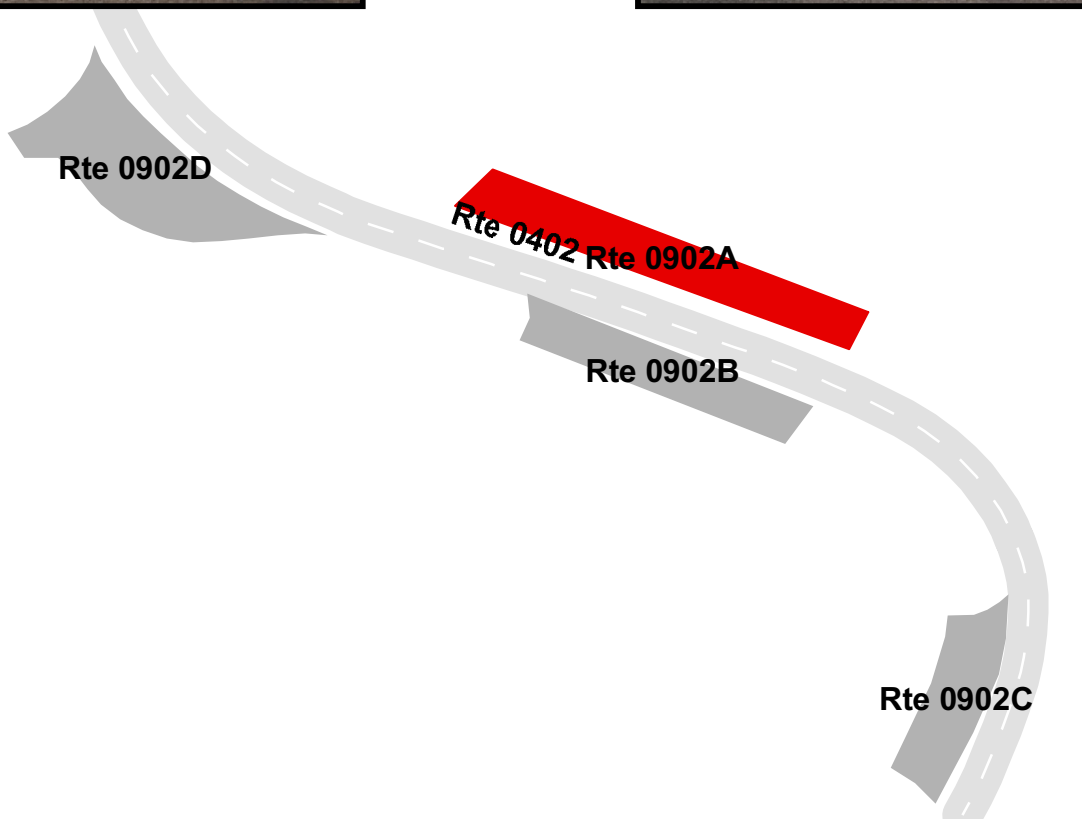
* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA
Route 0902A
EC6 PARKING
ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD) ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902A	NONPUBLIC	8/9/2011	2,414	0.04	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

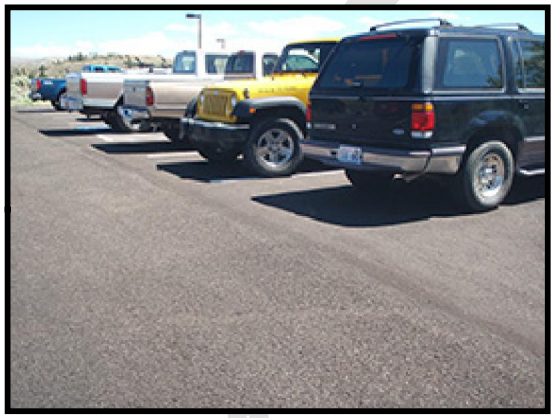
* Lane miles are based on 11' lane widths

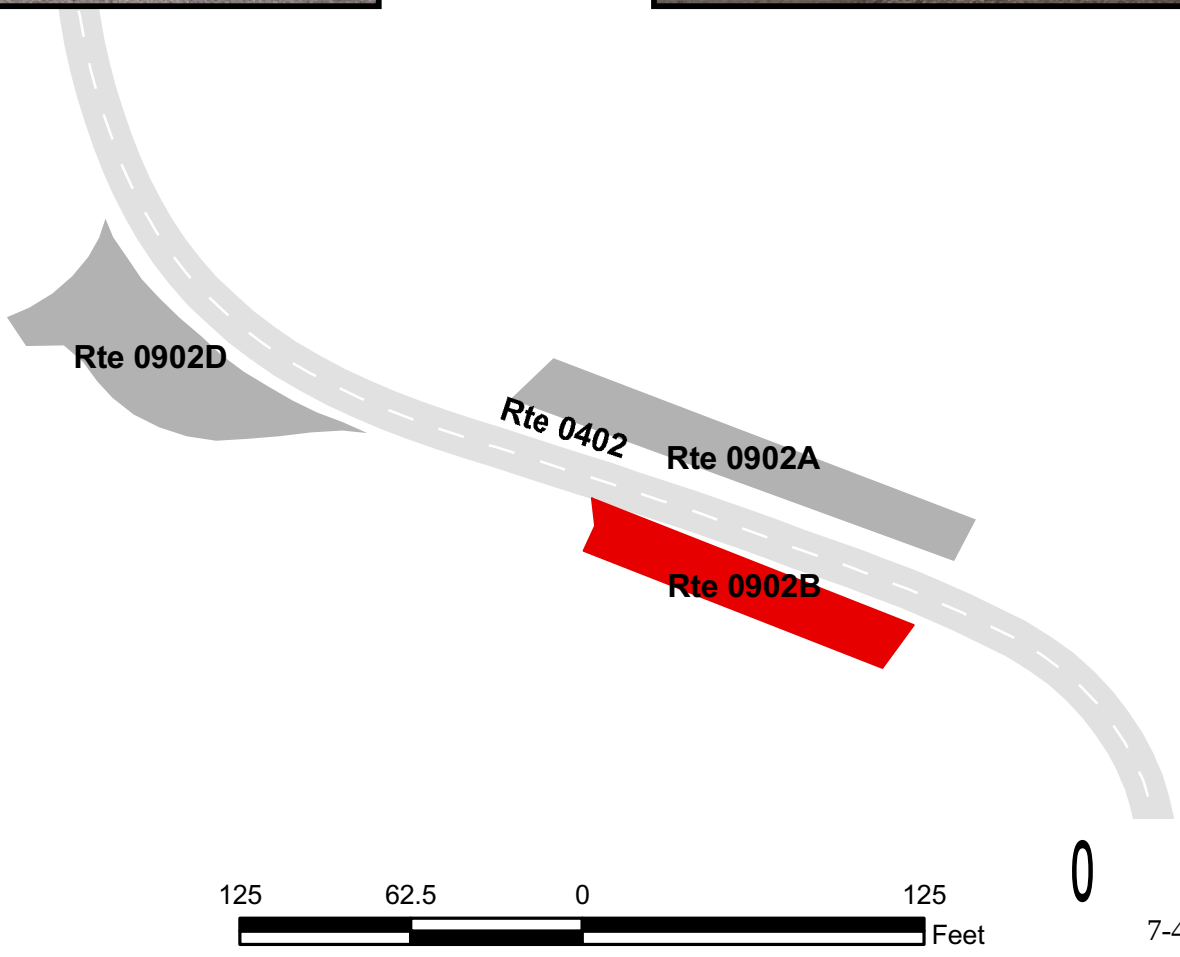


CURECANTI NATIONAL RECREATION AREA
Route 0902B
EC7 PARKING
ADJACENT TO ROUTE 0402 (ELK CREEK RESIDENCE ROAD) ON LEFT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902B	NONPUBLIC	8/9/2011	1,771	0.03	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





CURECANTI NATIONAL RECREATION AREA

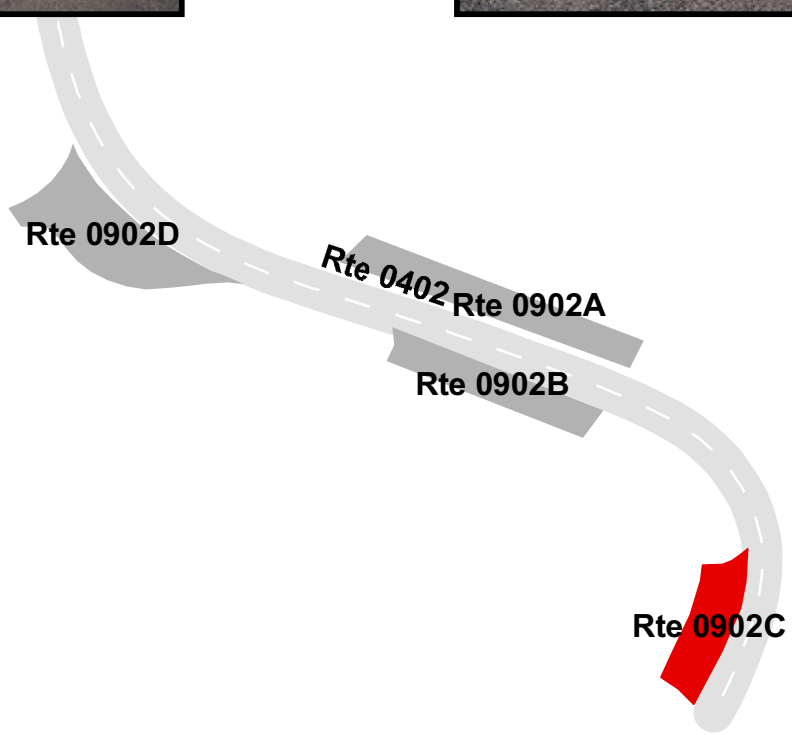
Route 0902C

EC5 PARKING

FROM END OF ROUTE 0402 (ELK CREEK RESIDENCE ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902C	NONPUBLIC	8/9/2011	1,460	0.03	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



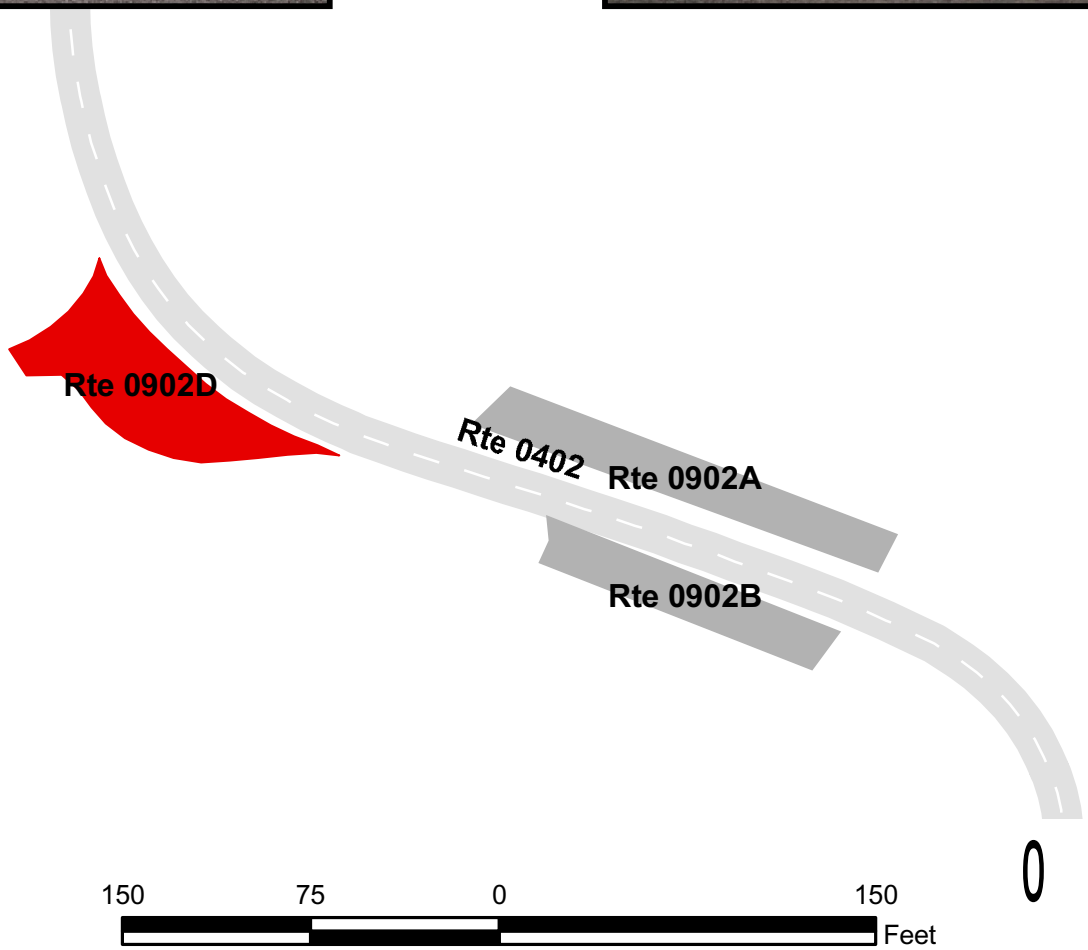
200 100 0 200 Feet

0

CURECANTI NATIONAL RECREATION AREA
Route 0902D
SERVICE PARKING
FROM ROUTE 0402 (ELK CREEK RESIDENCE ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902D	NONPUBLIC	8/9/2011	2,779	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



CURECANTI NATIONAL RECREATION AREA

Route 0902E

EC1 PARKING

FROM ROUTE 0402 (ELK CREEK RESIDENCE ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902E	NONPUBLIC	8/9/2011	11,348	0.20	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

CURECANTI NATIONAL RECREATION AREA

Route 0903

VISITOR CENTER PARKING

FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0903	PUBLIC	8/9/2011	75,190	1.30	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA

Route 0904

MARINA PARKING

FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0904	PUBLIC	8/9/2011	94,462	1.63	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	2	1	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

790 395 0 790

Feet

CURECANTI NATIONAL RECREATION AREA

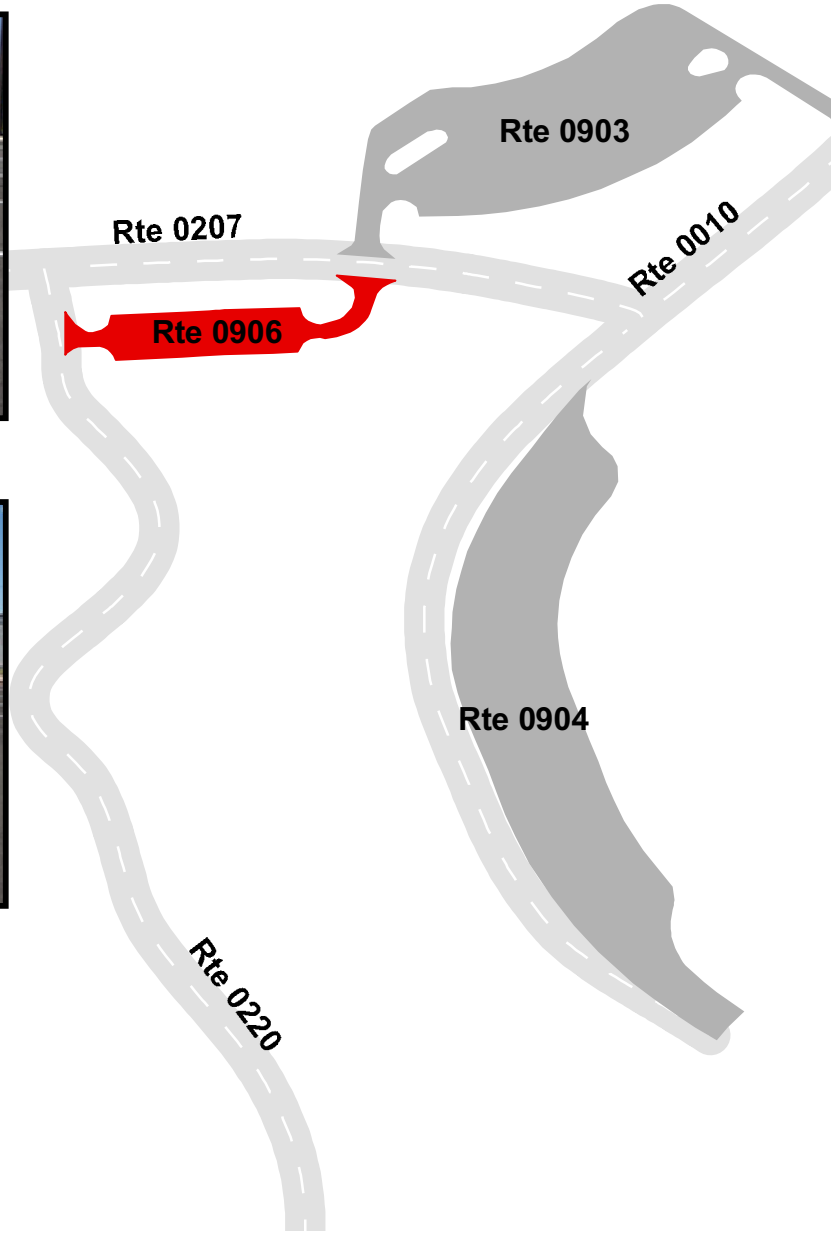
Route 0906

ELK CREEK PICNIC AREA PARKING

FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
TO ROUTE 0220 (ELK CREEK SERVICE ROAD) ON LEFT

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0906	PUBLIC	8/9/2011	16,815	0.29	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



600 300 0 600 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0907

RV SEWER DUMP STATION

FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0907	PUBLIC	8/9/2011	8,646	0.15	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	2	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

410 205 0 410 Feet

CURECANTI NATIONAL RECREATION AREA

Route 0908

WASH STATION

ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

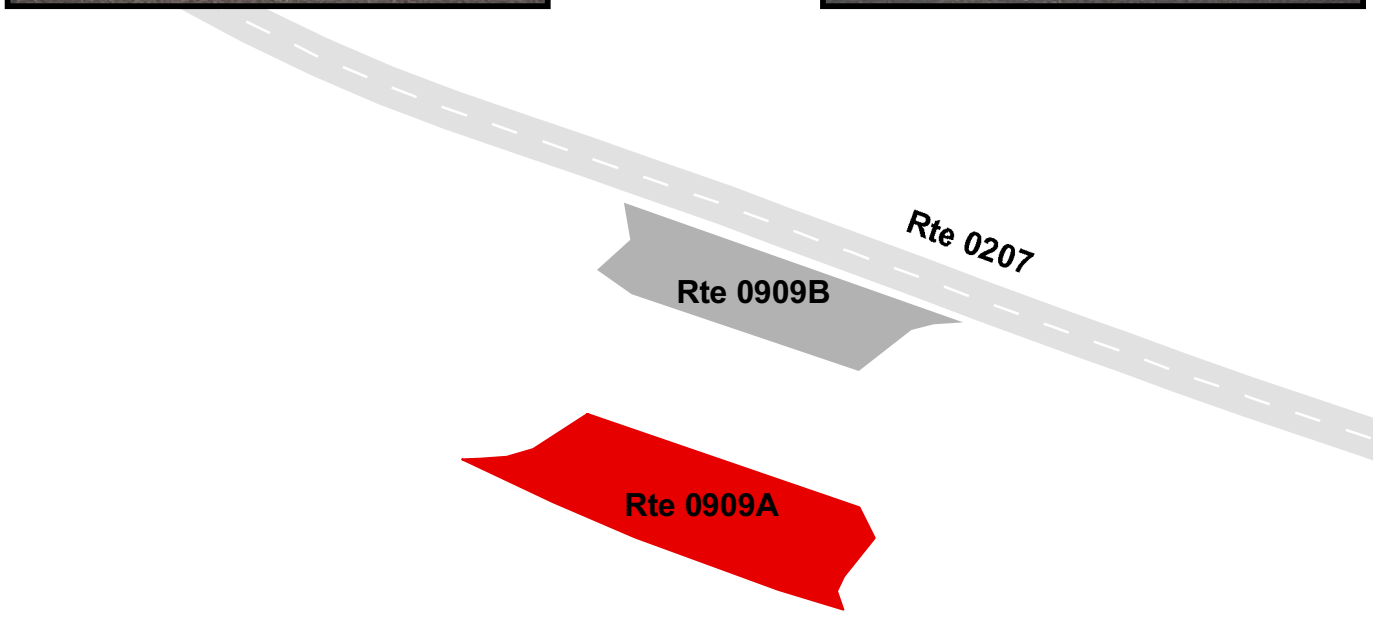
Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0908	PUBLIC	8/9/2011	2,066	0.04	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA
Route 0909A
KIOSK PARKING A
ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0909A	NONPUBLIC	8/9/2011	1,225	0.02	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



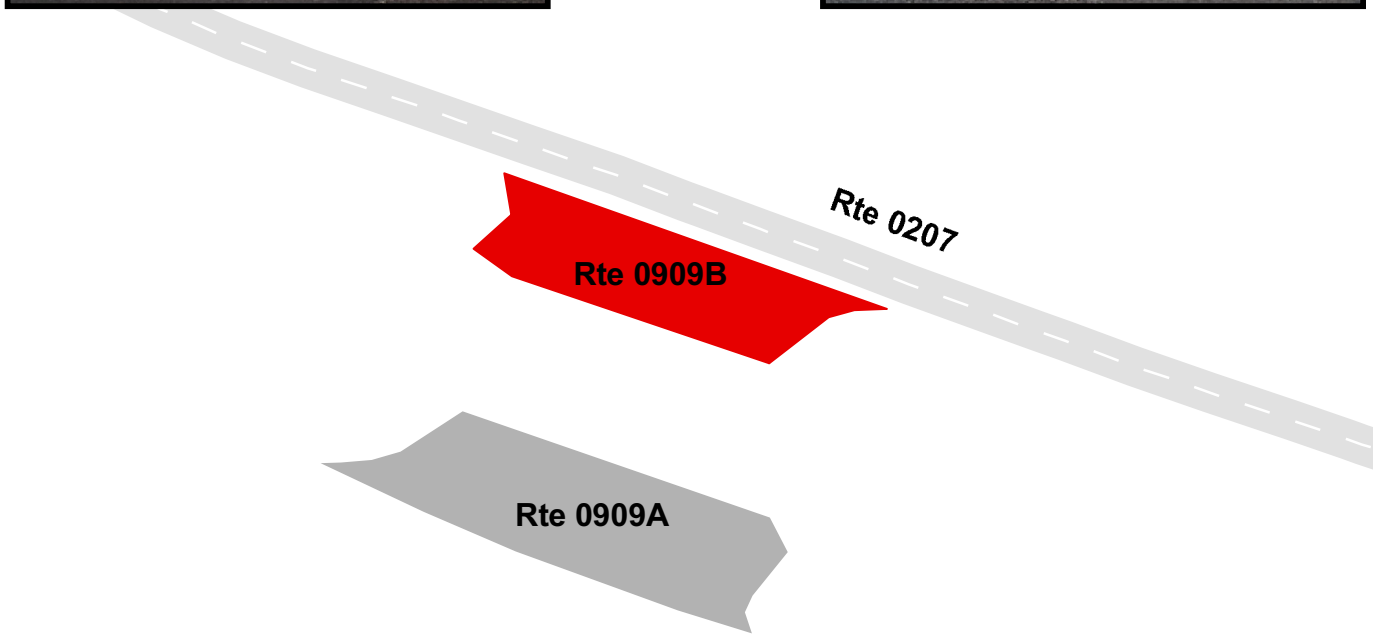
80 40 0 80 Feet

0

CURECANTI NATIONAL RECREATION AREA
Route 0909B
KIOSK PARKING B
ADJACENT TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0909B	NONPUBLIC	8/9/2011	866	0.02	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



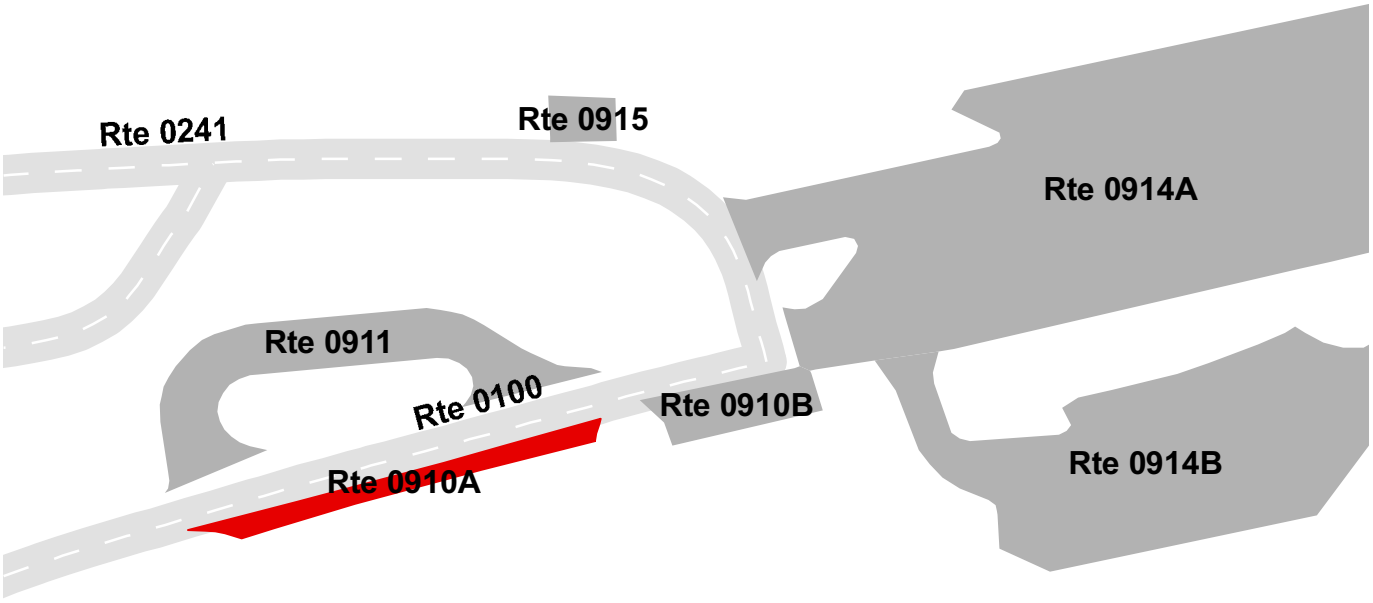
80 40 0 80 Feet

0

CURECANTI NATIONAL RECREATION AREA
Route 0910A
LAKE FORK VISITOR CENTER PARKING A
ADJACENT TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0910A	PUBLIC	8/9/2011	1,864	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

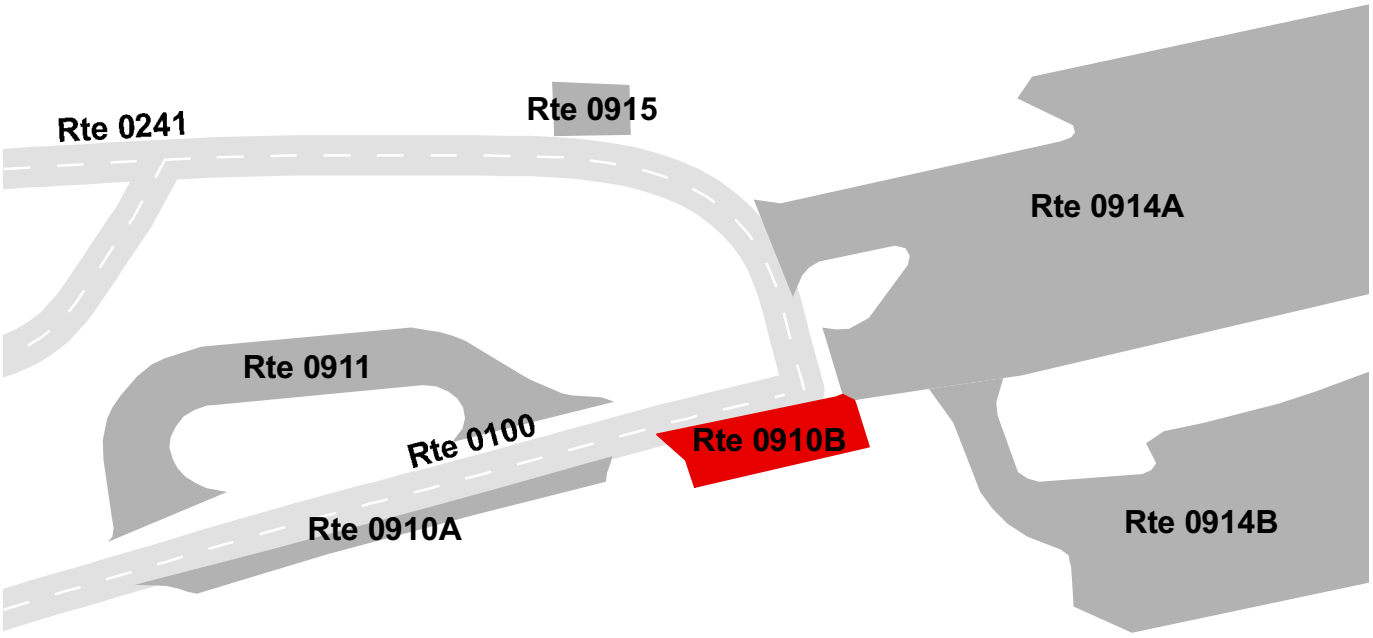
* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA
Route 0910B
LAKE FORK VISITOR CENTER PARKING B
ADJACENT TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0910B	PUBLIC	8/9/2011	2,044	0.04	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



CURECANTI NATIONAL RECREATION AREA

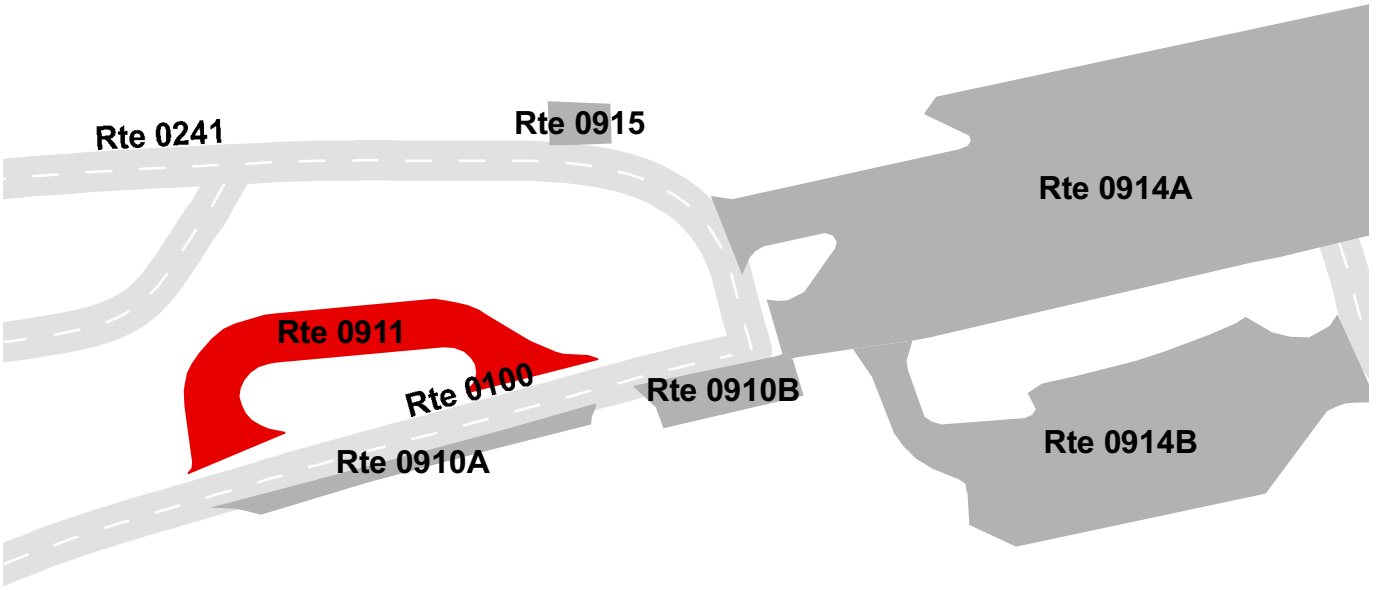
Route 0911

RV DUMP STATION

FROM ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)
TO ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0911	PUBLIC	8/9/2011	6,740	0.12	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	2	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

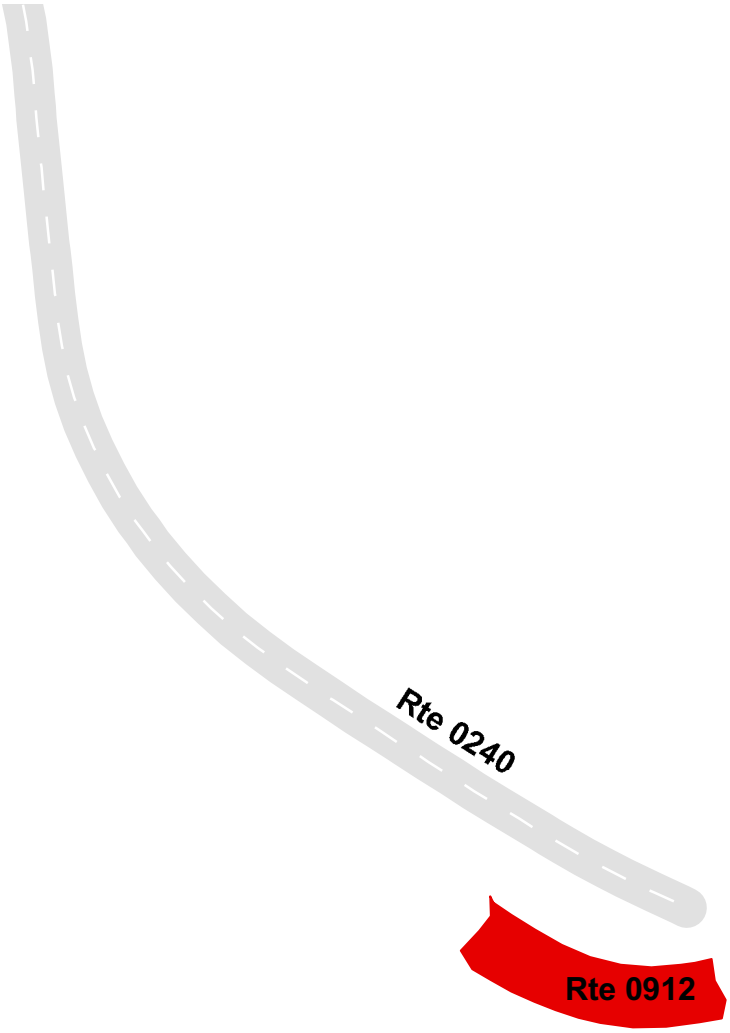
* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA
Route 0912
LAKE FORK LOWER CAMPGROUND LOOP PARKING
ADJACENT TO ROUTE 0240 (LAKE FORK LOWER CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0912	PUBLIC	8/9/2011	1,702	0.03	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

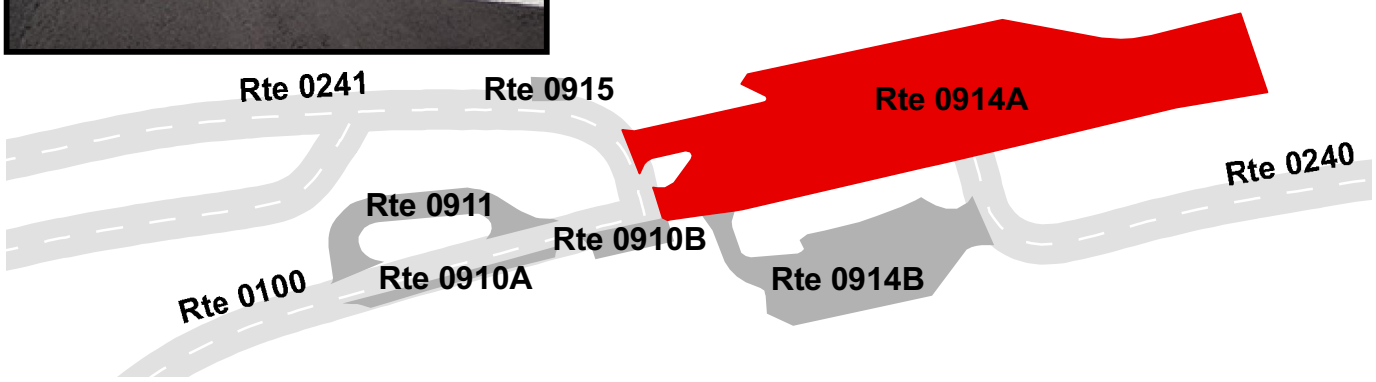


100 50 0 100
Feet

CURECANTI NATIONAL RECREATION AREA
Route 0914A
LAKE FORK MARINA PARKING A
FROM END OF ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0914A	PUBLIC	8/9/2011	62,296	1.07	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	2	1	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA

Route 0914B

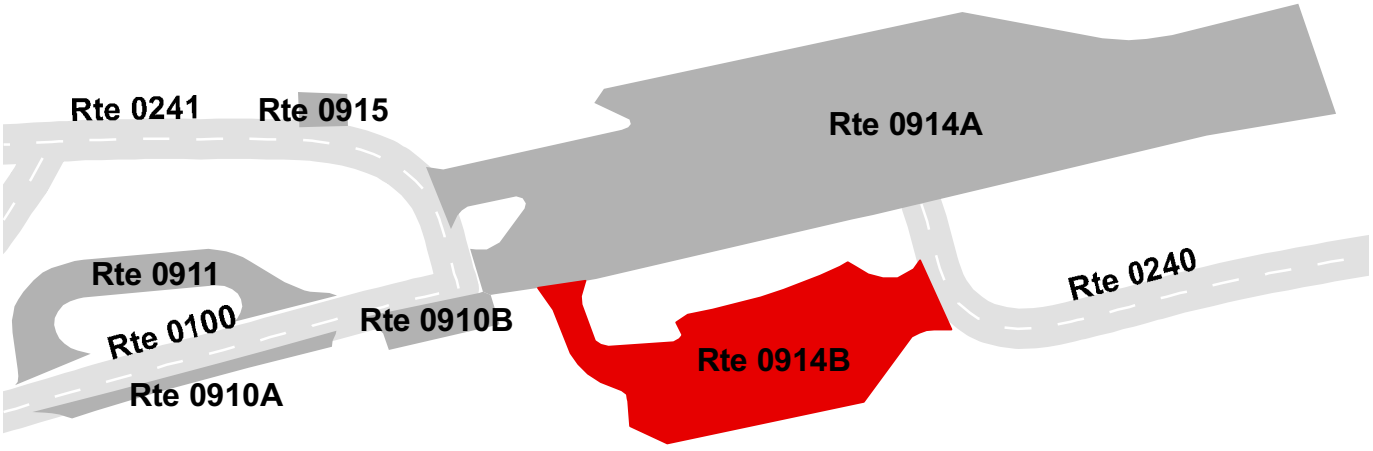
LAKE FORK MARINA PARKING B

FROM ROUTE 0914A (LAKE FORK MARINA PARKING)

TO ROUTE 0240 (LAKE FORK LOWER CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0914B	PUBLIC	8/9/2011	18,574	0.32	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	2	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

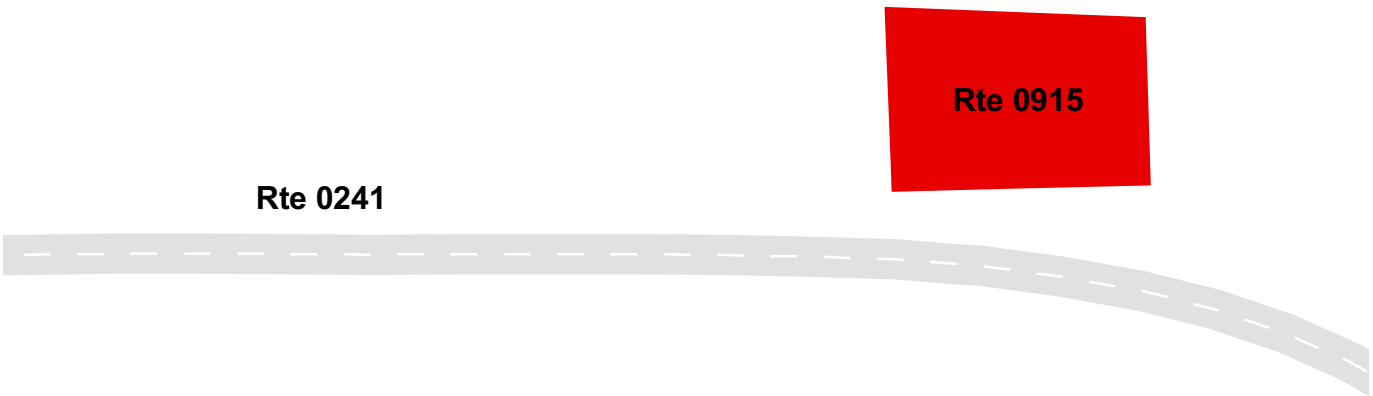
* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA
Route 0915
LAKE FORK HANDICAP PARKING
FROM ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0915	PUBLIC	8/9/2011	783	0.01	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



50 25 0 50 Feet

CURECANTI NATIONAL RECREATION AREA
Route 0916A
IOLA PARKING A
ADJACENT TO ROUTE 0200 (IOLA ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0916A	PUBLIC	8/9/2011	5,322	0.09	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

400 200 0 400 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0916B

IOLA PARKING B

ADJACENT TO ROUTE 0200 (IOLA ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0916B	PUBLIC	8/9/2011	4,158	0.07	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA

Route 0917

IOLA BOAT PARKING

FROM END OF ROUTE 0200 (IOLA ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0917	PUBLIC	8/9/2011	59,850	1.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA

Route 0918

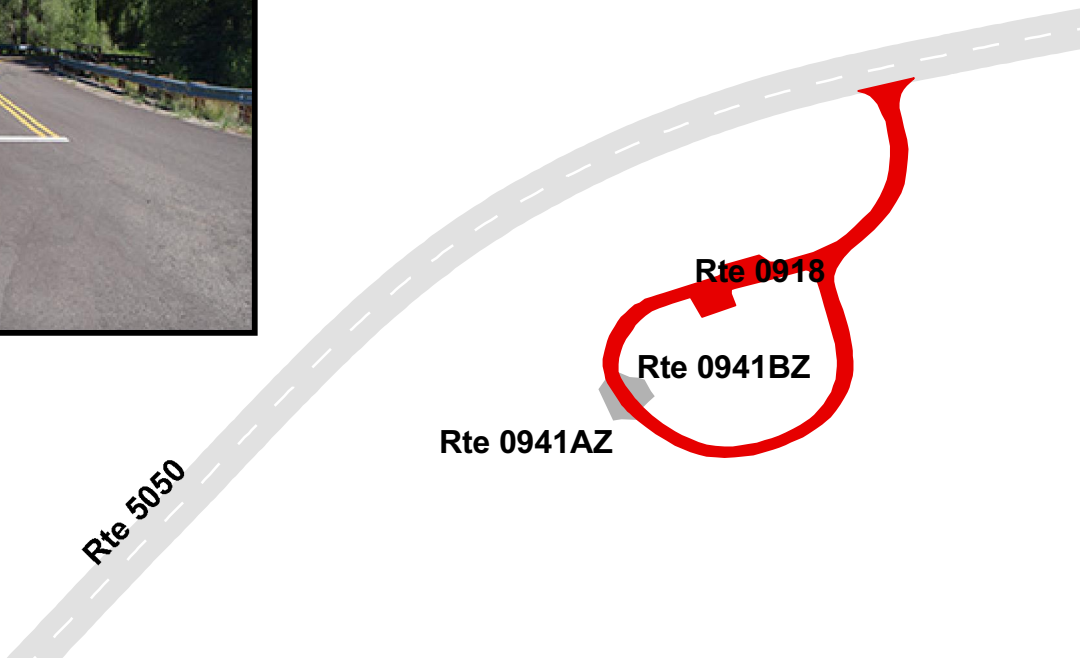
NEVERSINK PARKING

FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0918	PUBLIC	8/8/2011	20,544	0.35	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
1	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA

Route 0919

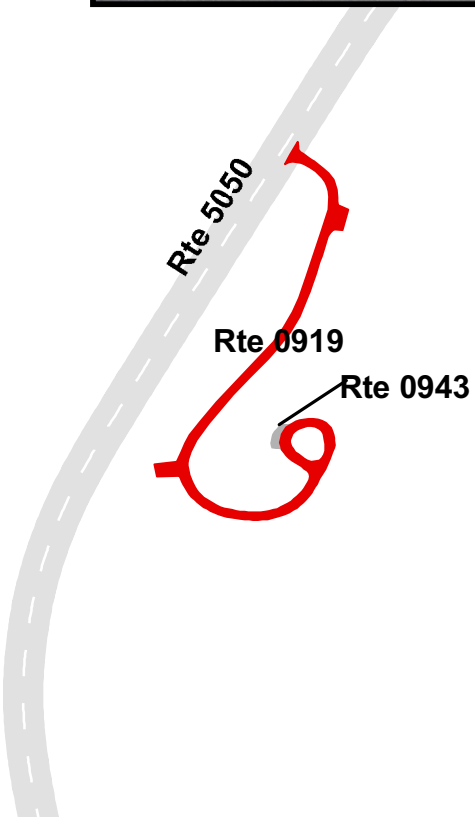
COOPER RANCH PARKING

FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0919	PUBLIC	8/8/2011	36,095	0.62	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



1,000 500 0 1,000 Feet

CURECANTI NATIONAL RECREATION AREA

Route 0920

NEW STEVENS CREEK PARKING

FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0920	PUBLIC	8/9/2011	27,830	0.48	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA

Route 0921

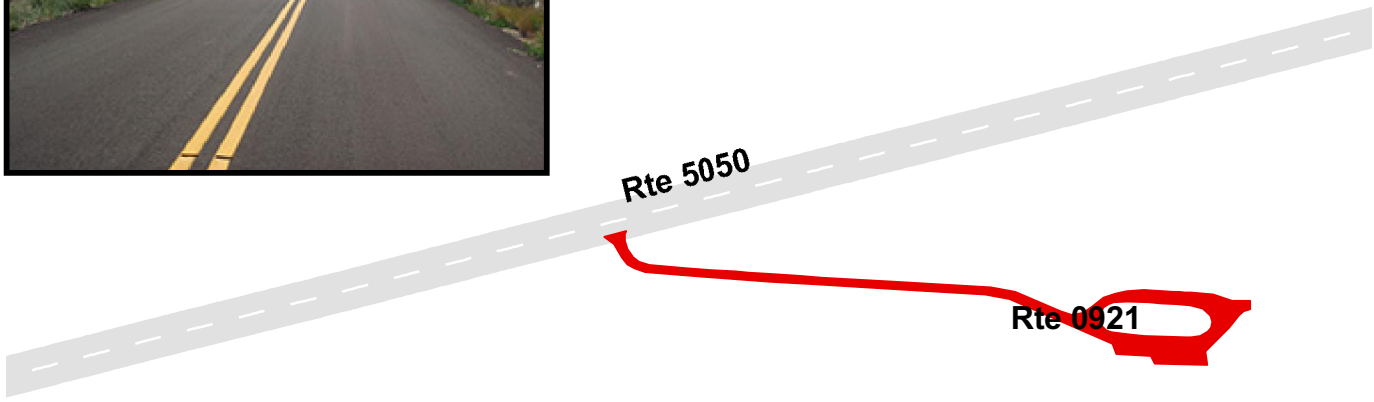
OLD STEVENS CREEK PARKING

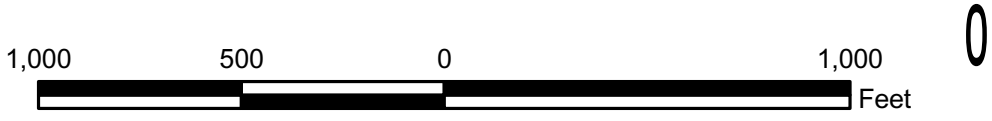
FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0921	PUBLIC	8/9/2011	44,066	0.76	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





CURECANTI NATIONAL RECREATION AREA

Route 0922

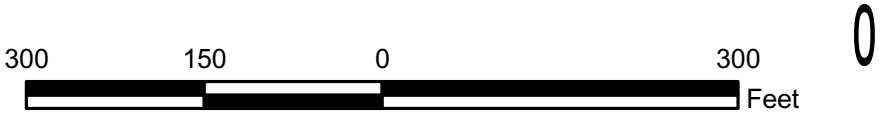
DRY CREEK PARKING

FROM END OF ROUTE 0108 (DRY CREEK ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0922	PUBLIC	8/9/2011	26,359	0.45	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



CURECANTI NATIONAL RECREATION AREA

Route 0923

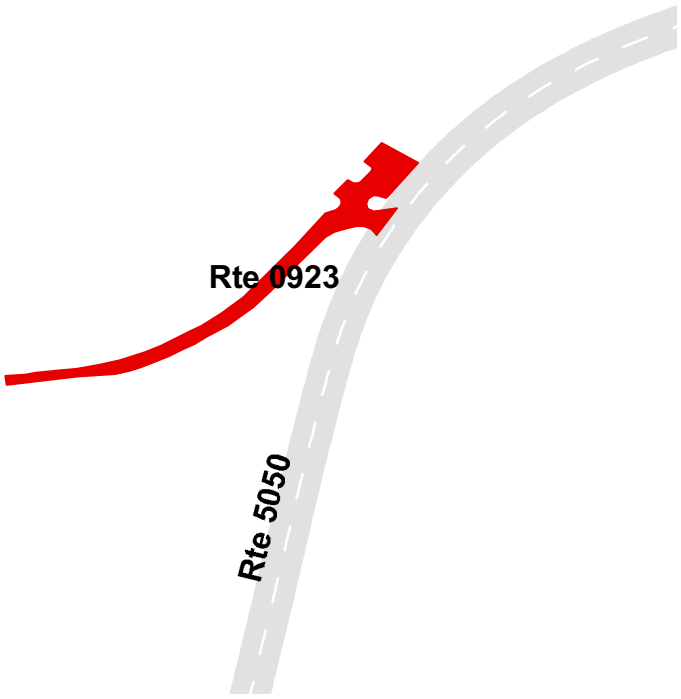
DILLON PINNACLES PARKING

FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0923	PUBLIC	8/9/2011	21,776	0.38	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



CURECANTI NATIONAL RECREATION AREA

Route 0924

PIONEER POINT PARKING

FROM ROUTE 5092 (STATE HIGHWAY 92)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0924	PUBLIC	8/9/2011	20,629	0.36	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
1	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

600 300 0 600 Feet

CURECANTI NATIONAL RECREATION AREA

Route 0925

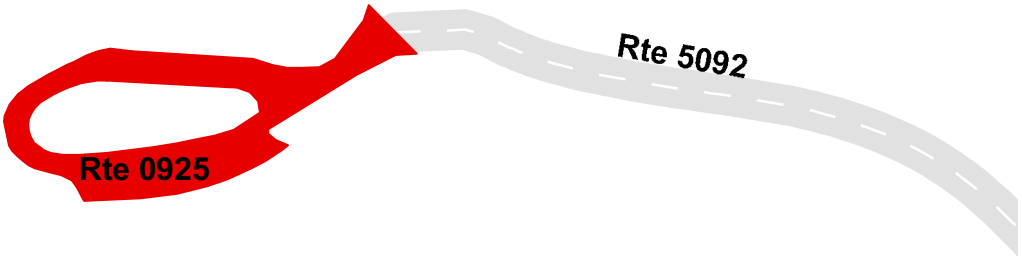
HERMITS REST LOOKOUT

FROM ROUTE 5092 (STATE HIGHWAY 92)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0925	PUBLIC	8/9/2011	12,847	0.22	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA

Route 0926

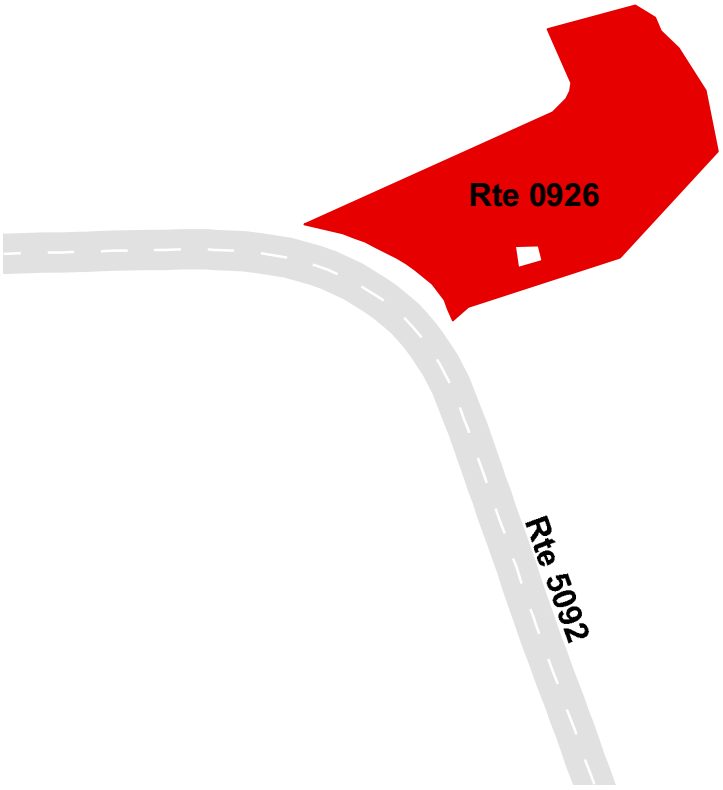
BLUE MESA DAM PARKING

FROM ROUTE 5092 (STATE HIGHWAY 92)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0926	PUBLIC	8/9/2011	13,350	0.23	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



CURECANTI NATIONAL RECREATION AREA

Route 0927

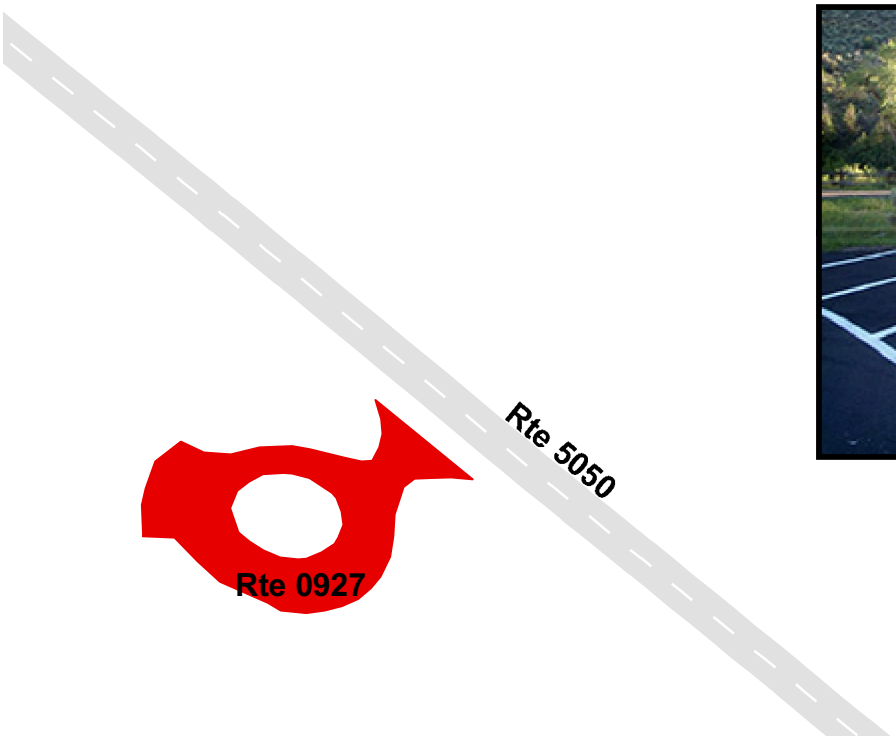
EAST CIMARRON PARKING

FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0927	PUBLIC	8/9/2011	9,646	0.17	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	2	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths



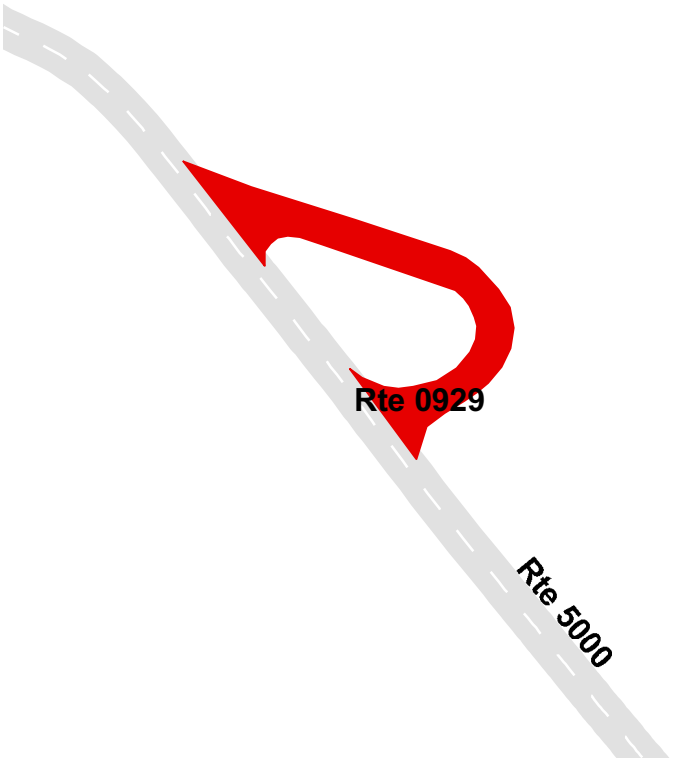
200 100 0 200 Feet

0

CURECANTI NATIONAL RECREATION AREA
Route 0929
CIMARRON DUMP STATION
FROM ROUTE 5000 (MORROW POINT DAM ROAD)
TO ROUTE 5000 (MORROW POINT DAM ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0929	PUBLIC	8/10/2011	7,219	0.12	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	2	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths



240 120 0 240 Feet

N

CURECANTI NATIONAL RECREATION AREA
Route 0930A
CIMARRON VISITOR CENTER PARKING A
ADJACENT TO ROUTE 5000 (MORROW POINT DAM ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0930A	PUBLIC	8/10/2011	1,161	0.02	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

CURECANTI NATIONAL RECREATION AREA
Route 0930B
CIMARRON VISITOR CENTER PARKING B
ADJACENT TO ROUTE 5000 (MORROW POINT DAM ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0930B	PUBLIC	8/10/2011	1,816	0.03	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

CURECANTI NATIONAL RECREATION AREA

Route 0931

CIMARRON EMPLOYEE PARKING

FROM ROUTE 5000 (MORROW POINT DAM ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0931	PUBLIC	8/10/2011	3,015	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

CURECANTI NATIONAL RECREATION AREA

Route 0932

BEAVER CREEK PARKING

FROM ROUTE 5050 (US HIGHWAY 50)

TO PARKING

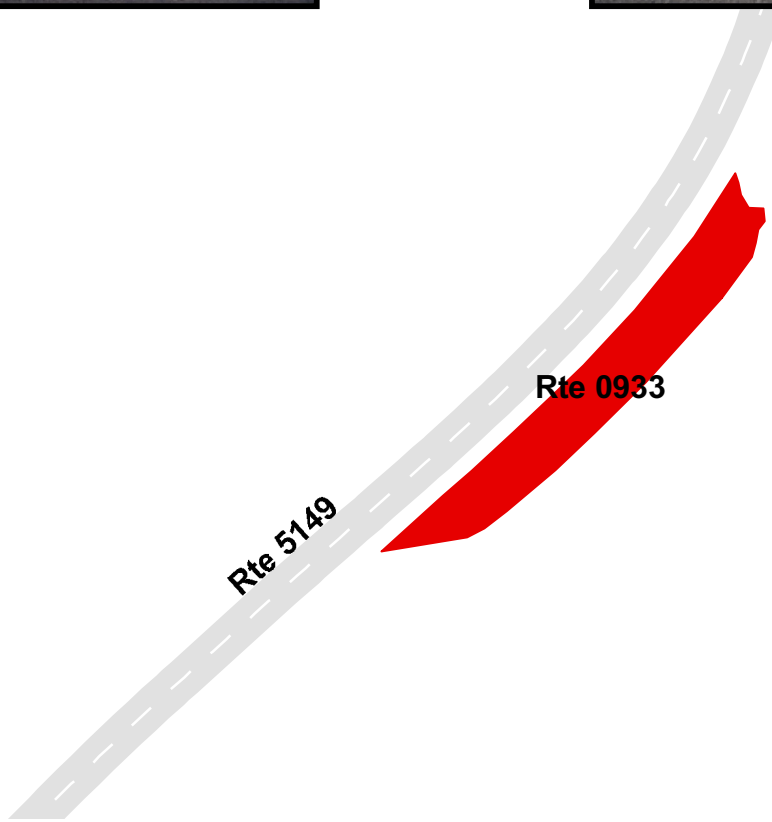
Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0932	PUBLIC	8/8/2011	14,613	0.25	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	1	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA
Route 0933
LAKE CITY BRIDGE PARKING
ADJACENT TO ROUTE 5149 (STATE HIGHWAY 149)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0933	PUBLIC	8/9/2011	9,389	0.16	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths



250 125 0 250 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0937

LAKE FORK MAINTENANCE AREA

FROM ROUTE 5092 (STATE HIGHWAY 92)

TO PARKING

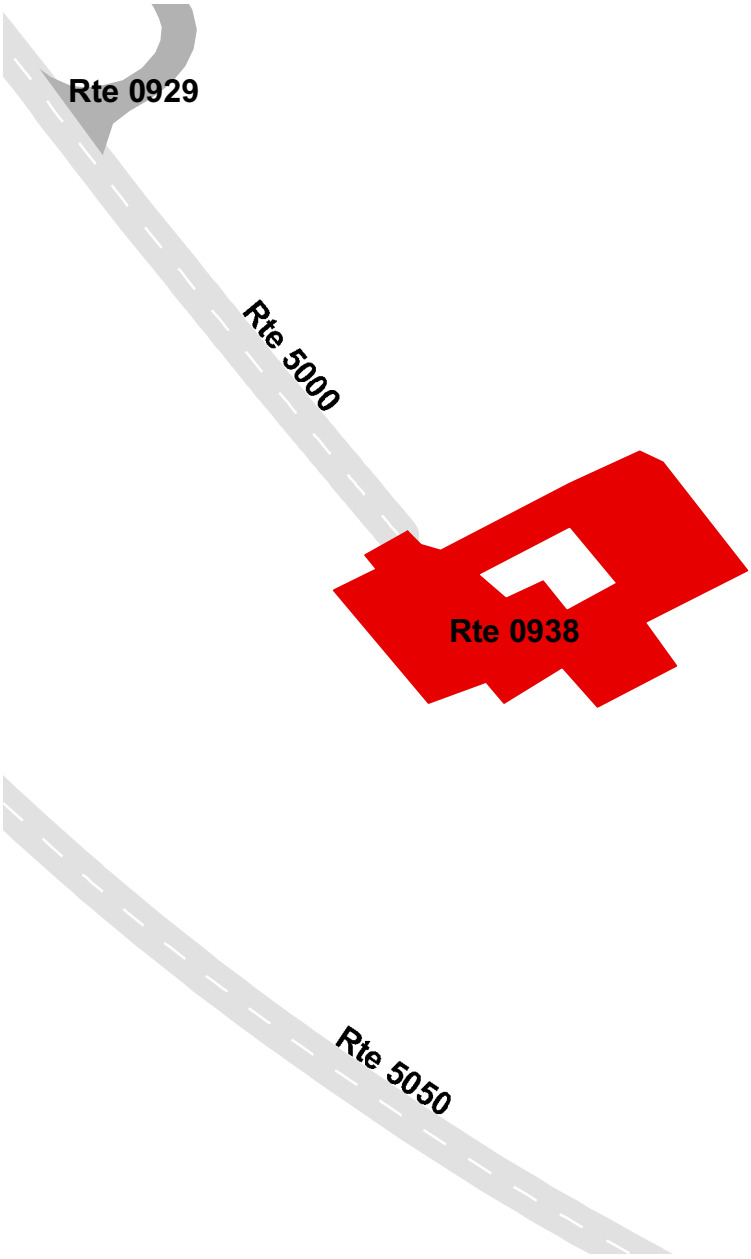
Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0937	NONPUBLIC	8/8/2011	41,884	0.72	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

CURECANTI NATIONAL RECREATION AREA
Route 0938
CIMARRON MAINTENANCE AREA
FROM BEGIN ROUTE 5000 (MORROW POINT DAM ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0938	NONPUBLIC	8/10/2011	22,435	0.39	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



CURECANTI NATIONAL RECREATION AREA

Route 0939

MORROW POINT DAM PICNIC AREA

FROM MORROW POINT DAM ROAD

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0939	PUBLIC	8/10/2011	31,312	0.54	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

610 305 0 610 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0941ZZ

NEVERSINK PARKING AREAS

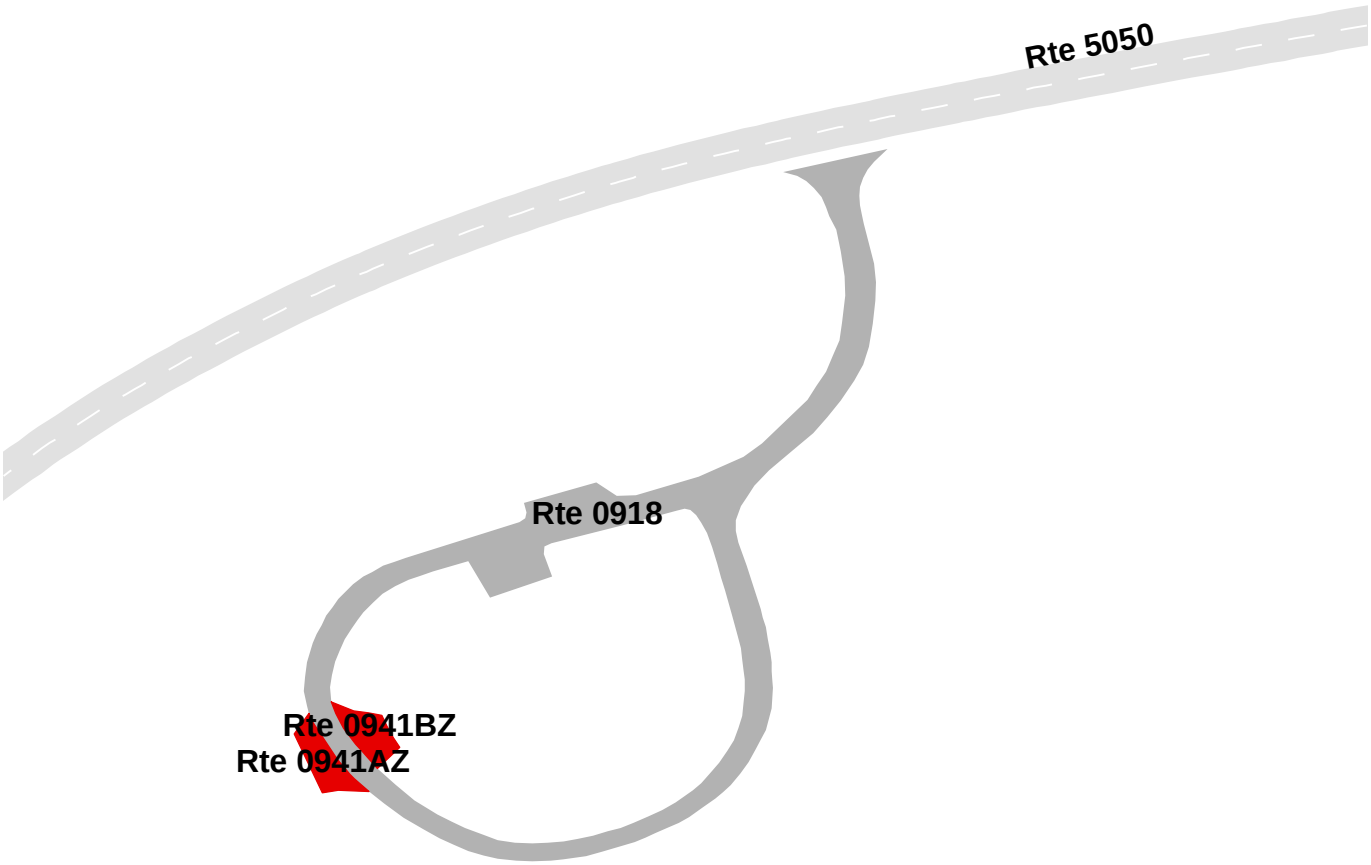
FROM ROUTE 0918 (NEVERSINK PARKING) ON LEFT AND RIGHT

TO PARKING

Summary Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0941ZZ	PUBLIC	8/8/2011	1,821	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	SUMMARY/90

* Lane miles are based on 11' lane widths



280 140 0 280 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0941AZ

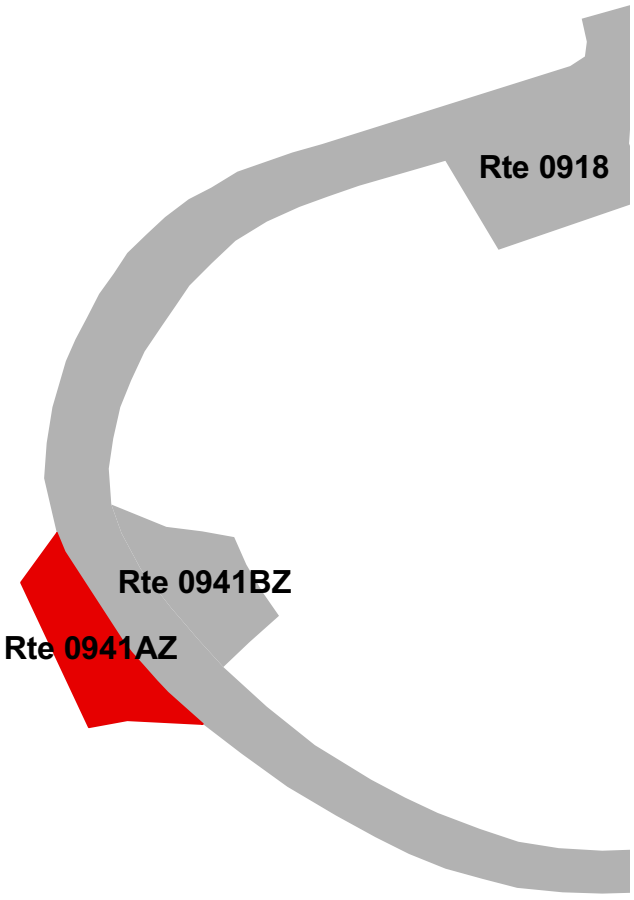
NEVERSINK PARKING AREA A

FROM ROUTE 0918 (NEVERSINK PARKING) ON RIGHT TO PARKING

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0941AZ	PUBLIC	8/8/2011	935	0.02	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



100 50 0 100 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0941BZ

NEVERSINK PARKING AREA B

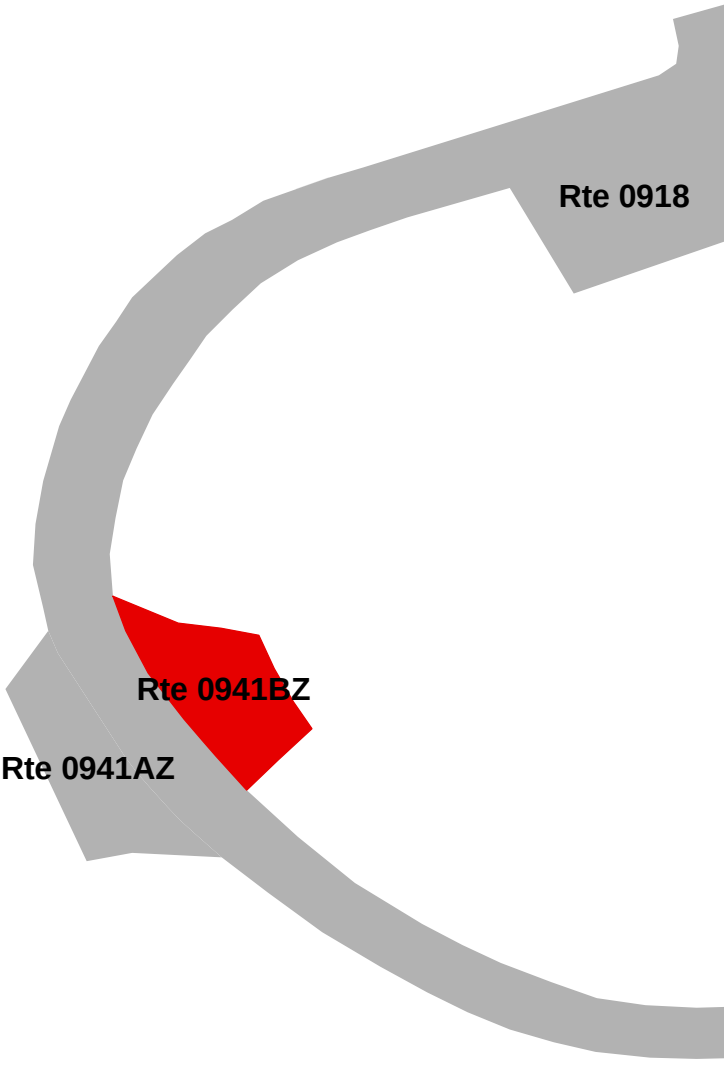
FROM ROUTE 0918 (NEVERSINK PARKING) ON LEFT

TO PARKING

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0941BZ	PUBLIC	8/8/2011	886	0.02	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



100 50 0 100 Feet

0

CURECANTI NATIONAL RECREATION AREA

Route 0943

COOPER RANCH COMFORT STATION PARKING

ADJACENT TO ROUTE 0919 (COOPER RANCH PARKING)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0943	PUBLIC	8/8/2011	1,340	0.02	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

CURECANTI NATIONAL RECREATION AREA

Route 0960

WAREHOUSE STORAGE AREA

FROM END OF ROUTE 0220 (ELK CREEK SERVICE ROAD)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0960	PUBLIC	8/9/2011	21,237	0.37	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

350 175 0 350 Feet

CURECANTI NATIONAL RECREATION AREA

Route 0963

BLUE MESA OVERLOOK PARKING

FROM ROUTE 5092 (STATE HIGHWAY 92)

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0963	PUBLIC	8/9/2011	35,702	0.62	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

400 200 0 400 Feet

0

Section 8
Parkwide/Route
Maintenance Features Summaries

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

CURE: 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	--	0
CATTLE GUARD	--	0
CULVERT	--	17
CURB	2,665	--
DROP INLET	--	26
GATE	--	33
GUARD/GUIDE RAIL	96	--
CABLE	0	--
NON-CABLE	96	--
GUARD/GUIDE WALL	170	--
BOLLARD	170	--
TEMPORARY BARRIER	0	--
NON TEMP/BOLLARD	0	--
INTERSECTION	--	123
LOW WATER CROSSING	0	0
MILE MARKER	--	0
OVERPASS	--	0
PARK BOUNDARY	--	0
PAVED DITCH	0	--
PULLOUT	1,563	12
RAILROAD CROSSING	--	0
RETAINING WALL	0	0
SIGN	--	165
STATE BOUNDARY	--	0
TRAFFIC LIGHT	--	0
TUNNEL	0	0

CURE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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	ROUTE 0010 ELK CREEK ENTRANCE ROAD	ROUTE 0100 LAKE FORK CAMPGROUND ROAD	ROUTE 0108 DRY CREEK ROAD	ROUTE 0200 IOLA ROAD	ROUTE 0207 ELK CREEK CAMPGROUND ROAD	ROUTE 0220 ELK CREEK SERVICE ROAD	UNIT
BRIDGE	0	0	0	0	0	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	4	0	1	1	1	0	EACH
CURB	1,125	0	0	90	106	0	LINEAR FEET
DROP INLET	2	1	0	1	1	0	EACH
GATE	0	1	1	1	0	1	EACH
GUARD/GUIDE RAIL	0	0	0	32	0	0	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	0	0	0	32	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	0	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	0	0	0	0	0	LINEAR FEET
INTERSECTION	7	8	3	6	19	5	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
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	1	0	0	1	0	0	EACH
PULLOUT	375	0	0	74	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	19	14	9	9	17	8	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

CURE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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	ROUTE 0221 OLD US HIGHWAY 50	ROUTE 0226 ELK CREEK CAMPGROUND LOOP A	ROUTE 0227 ELK CREEK CAMPGROUND LOOP B	ROUTE 0228 ELK CREEK CAMPGROUND LOOP C	ROUTE 0229 ELK CREEK CAMPGROUND LOOP D	ROUTE 0230 CIMARRON CAMPGROUND LOOP	UNIT
BRIDGE	0	0	0	0	0	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	2	0	0	0	0	1	EACH
CURB	0	105	0	42	84	0	LINEAR FEET
DROP INLET	0	0	1	1	2	0	EACH
GATE	0	1	2	2	1	1	EACH
GUARD/GUIDE RAIL	0	0	0	0	64	0	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	0	0	0	0	64	0	LINEAR FEET
GUARD/GUIDE WALL	0	0	0	0	0	80	LINEAR FEET
BOLLARD	0	0	0	0	0	80	LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	0	0	0	0	LINEAR FEET
INTERSECTION	3	6	5	5	6	5	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
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	0	2	1	1	2	1	EACH
PULLOUT	0	290	84	148	243	95	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	5	7	9	9	9	11	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

CURE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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	ROUTE 0231 NEW STEVENS CREEK CAMPGROUND ROAD	ROUTE 0232 NEW STEVENS CREEK CAMPGROUND LOOP A	ROUTE 0233 NEW STEVENS CREEK CAMPGROUND LOOP B	ROUTE 0235 NEW STEVENS CREEK CAMPGROUND LOOP C	ROUTE 0240 LAKE FORK LOWER CAMPGROUND ROAD	ROUTE 0241 LAKE FORK UPPER CAMPGROUND LOOP	UNIT
BRIDGE	0	0	0	0	0	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	0	0	1	1	1	0	EACH
CURB	0	0	0	0	216	897	LINEAR FEET
DROP INLET	0	0	0	0	0	4	EACH
GATE	1	0	1	1	1	1	EACH
GUARD/GUIDE RAIL	0	0	0	0	0	0	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	0	0	0	0	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	26	32	32	0	0	LINEAR FEET
BOLLARD	0	26	32	32	0	0	LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	0	0	0	0	LINEAR FEET
INTERSECTION	7	4	5	5	4	8	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
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	0	1	1	1	0	0	EACH
PULLOUT	0	90	69	95	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	12	1	3	4	5	7	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

CURE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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	ROUTE 0400 ELK CREEK MAINTENANCE ROAD	ROUTE 0402 ELK CREEK RESIDENCE ROAD	UNIT
BRIDGE	0	0	EACH
CATTLE GUARD	0	0	EACH
CULVERT	1	1	EACH
CURB	0	0	LINEAR FEET
DROP INLET	0	0	EACH
GATE	0	0	EACH
GUARD/GUIDE RAIL	0	0	LINEAR FEET
CABLE	0	0	LINEAR FEET
NON-CABLE	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	0	LINEAR FEET
BOLLARD	0	0	LINEAR FEET
TEMPORARY BARRIER	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	LINEAR FEET
INTERSECTION	4	8	EACH
LOW WATER CROSSING	0	0	EACH
LOW WATER CROSSING	0	0	LINEAR FEET
MILE MARKER	0	0	EACH
OVERPASS	0	0	EACH
PARK BOUNDARY	0	0	EACH
PAVED DITCH	0	0	LINEAR FEET
PULLOUT	0	0	EACH
PULLOUT	0	0	LINEAR FEET
RAILROAD CROSSING	0	0	EACH
RETAINING WALL	0	0	EACH
RETAINING WALL	0	0	LINEAR FEET
SIGN	6	1	EACH
STATE BOUNDARY	0	0	EACH
TRAFFIC LIGHT	0	0	EACH
TUNNEL	0	0	EACH
TUNNEL	0	0	LINEAR FEET

STRUCTURE LIST

No data available for this section.

Section 9
Route Maintenance Features
Road Logs

Curecanti National Recreation Area

Federal Lands Highway
Road Inventory Program

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: ELK CREEK ENTRANCE ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	SIGN	N/A	GUIDE, MONTROSE GUNNISON
0.000	0.000	INTERSECTION	LEFT	ROUTE 5050 (US HIGHWAY 50)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.040	0.040	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.092	0.092	CULVERT	N/A	N/A
0.135	0.135	INTERSECTION	LEFT	ROUTE 0400 (ELK CREEK MAINTENANCE ROAD)
0.148	0.148	SIGN	RIGHT	GUIDE, BOAT RAMP CAMPGROUND BOAT PERMITS VISITOR CENTER
0.175	0.175	CULVERT	N/A	N/A
0.184	0.184	SIGN	RIGHT	GUIDE, CURECANTI ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED BEFORE & AFTER LAUNCH
0.213	0.213	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.222	0.222	CULVERT	N/A	N/A
0.239	0.239	SIGN	RIGHT	GUIDE, VISITOR CENTER CAMPGROUND
0.260	0.260	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.292	0.292	INTERSECTION	RIGHT	ROUTE 0903 (VISITOR CENTER PARKING)
0.325	0.325	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.342	0.342	SIGN	RIGHT	GUIDE, MARINA RESTAURANT CAMPGROUND BOAT PERMITS
0.346	0.346	SIGN	RIGHT	GUIDE, ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED
0.356	0.356	CULVERT	N/A	N/A
0.359	0.359	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.370	0.385	CURB-AND-GUTTER	LEFT	N/A
0.371	0.371	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.377	0.377	SIGN	RIGHT	REGULATORY, NOTICE RV WITH TRAILER RETURN TRAILER TO CAMPSITE
0.379	0.567	CURB-AND-GUTTER	RIGHT	N/A
0.386	0.386	SIGN	LEFT	GUIDE, ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0010: ELK CREEK ENTRANCE ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.387	0.387	SIGN	RIGHT	GUIDE, NO CAMPING USE VISITOR CENTER PARKING FOR DETACHED BOAT TRAILERS
0.387	0.387	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.395	0.395	INTERSECTION	LEFT	ROUTE 0904 (MARINA PARKING)
0.420	0.491	PULLOUT	RIGHT	N/A
0.437	0.437	SIGN	RIGHT	GUIDE, BOAT PREP RIGHT LANE
0.479	0.479	DROP INLET	RIGHT	N/A
0.484	0.484	SIGN	RIGHT	REGULATORY, STOP
0.484	0.484	SIGN	RIGHT	GUIDE, END BOAT PREP LANE
0.528	0.528	DROP INLET	RIGHT	N/A
0.572	0.582	CURB-AND-GUTTER	RIGHT	N/A
0.582	0.582	INTERSECTION	N/A	NPS BOAT RAMP
0.582	0.582	ROUTE END	N/A	TO BOAT RAMP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0100: LAKE FORK CAMPGROUND ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5092 (STATE HIGHWAY 92)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5092 (STATE HIGHWAY 92)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5092 (STATE HIGHWAY 92)
0.006	0.006	SIGN	LEFT	REGULATORY, STOP
0.009	0.009	SIGN	LEFT	REGULATORY, STOP
0.009	0.009	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.010	0.010	SIGN	RIGHT	GUIDE, LAKE FORK CAMPGROUND CURECANTI NATIONAL RECREATION AREA
0.011	0.011	GATE	N/A	N/A
0.013	0.013	SIGN	RIGHT	REGULATORY, STOP
0.013	0.013	SIGN	RIGHT	WARNING, UNABLE TO READ FROM VIDEO
0.034	0.034	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.081	0.081	SIGN	RIGHT	REGULATORY, SPEED BUMP AHEAD
0.101	0.101	SIGN	RIGHT	GUIDE, CURECANTI ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED BEFORE & AFTER LAUNCH
0.106	0.106	DROP INLET	RIGHT	N/A
0.120	0.120	SIGN	RIGHT	GUIDE, BOAT AND CAMPING PERMITS AT VISITOR CENTER
0.125	0.125	INTERSECTION	LEFT	ROUTE 0911 (RV DUMP STATION)
0.144	0.144	INTERSECTION	RIGHT	ROUTE 0910A (LAKE FORK VISITOR CENTER PARKING A)
0.154	0.154	INTERSECTION	LEFT	ROUTE 0911 (RV DUMP STATION)
0.162	0.162	SIGN	RIGHT	GUIDE, LAKE FORK
0.172	0.172	INTERSECTION	LEFT	ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)
0.172	0.172	INTERSECTION	RIGHT	ROUTE 0910B (LAKE FORK VISITOR CENTER PARKING B)
0.175	0.175	INTERSECTION	N/A	ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.175	0.175	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.175	0.175	SIGN	LEFT	GUIDE, NO UNATTACHED TRAILERS
0.175	0.175	SIGN	RIGHT	REGULATORY, STOP
0.175	0.175	ROUTE END	N/A	TO ROUTE 0914A (LAKE FORK MARINA PARKING)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0108: DRY CREEK ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5050 (US HIGHWAY 50)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.006	0.006	SIGN	LEFT	GUIDE, DRY CREEK CURECANTI NATIONAL RECREATION AREA
0.011	0.011	GATE	N/A	N/A
0.012	0.012	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.013	0.013	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.014	0.014	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.015	0.015	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.032	0.032	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.048	0.048	CULVERT	N/A	N/A
0.156	0.156	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.156	0.156	SIGN	RIGHT	GUIDE, NO CAMPING
0.159	0.159	INTERSECTION	N/A	ROUTE 0922 (DRY CREEK PARKING)
0.159	0.159	ROUTE END	N/A	TO ROUTE 0922 (DRY CREEK PARKING)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200: IOLA ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5149 (STATE HIGHWAY 149)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5149 (STATE HIGHWAY 149)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5149 (STATE HIGHWAY 149)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.010	0.010	CULVERT	N/A	N/A
0.012	0.012	SIGN	LEFT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.012	0.012	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.013	0.013	GATE	N/A	N/A
0.014	0.014	SIGN	RIGHT	REGULATORY, STOP
0.014	0.014	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.015	0.015	SIGN	LEFT	GUIDE, IOLA CURECANTI NATIONAL RECREATION AREA
0.015	0.015	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.024	0.024	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.098	0.098	INTERSECTION	RIGHT	ROUTE 0916B (IOLA PARKING B)
0.118	0.118	DROP INLET	RIGHT	N/A
0.122	0.132	CURB-AND-GUTTER	RIGHT	N/A
0.156	0.156	INTERSECTION	RIGHT	ROUTE 0916A (IOLA PARKING A)
0.158	0.158	INTERSECTION	LEFT	ROUTE 0406 (IOLA WATER TANK ROAD)
0.187	0.194	CURB-AND-GUTTER	RIGHT	N/A
0.189	0.189	SIGN	RIGHT	GUIDE, CURECANTI ALL VESSELS MUST BE CERTIFIED MUSSEL FREE BEFORE LAUNCH
0.193	0.207	PULLOUT	RIGHT	N/A
0.211	0.217	GUARD/GUIDE RAIL	RIGHT	N/A
0.217	0.217	INTERSECTION	N/A	ROUTE 0917 (IOLA BOAT PARKING)
0.217	0.217	ROUTE END	N/A	TO ROUTE 0917 (IOLA BOAT PARKING)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0207: ELK CREEK CAMPGROUND ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.048	0.048	SIGN	RIGHT	GUIDE, ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED
0.057	0.057	INTERSECTION	LEFT	ROUTE 0906 (ELK CREEK PICNIC AREA PARKING)
0.057	0.057	INTERSECTION	RIGHT	ROUTE 0903 (VISITOR CENTER PARKING)
0.065	0.065	SIGN	LEFT	GUIDE, ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED
0.068	0.068	SIGN	RIGHT	GUIDE, CAMPGROUND BOAT PERMITS
0.125	0.125	INTERSECTION	LEFT	ROUTE 0220 (ELK CREEK SERVICE ROAD)
0.129	0.129	CULVERT	N/A	N/A
0.189	0.189	INTERSECTION	LEFT	ROUTE 0907 (RV SEWER DUMP STATION)
0.189	0.189	SIGN	RIGHT	GUIDE, RV DUMP STATION OPEN NO WATER
0.212	0.212	INTERSECTION	RIGHT	ROUTE 0908 (WASH STATION)
0.230	0.230	INTERSECTION	LEFT	ROUTE 0907 (RV SEWER DUMP STATION)
0.234	0.234	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.235	0.312	ONE-WAY	N/A	N/A
0.238	0.238	SIGN	N/A	REGULATORY, GRAPHIC SIGN NO TEXT
0.238	0.238	SIGN	N/A	REGULATORY, SPEED LIMIT 15
0.260	0.260	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) CUT-THRU
0.260	0.274	CURB-AND-GUTTER	N/A	N/A
0.264	0.264	SIGN	N/A	GUIDE, ELK CREEK CAMPGROUND CAMPGROUND REGISTRATION BOAT PERMITS
0.267	0.267	SIGN	N/A	REGULATORY, STOP
0.278	0.278	INTERSECTION	LEFT	ROUTE 0909B (KIOSK PARKING B)
0.283	0.289	CURB-AND-GUTTER	N/A	N/A
0.288	0.288	SIGN	RIGHT	REGULATORY, RETURN TO BOAT RAMP
0.301	0.301	SIGN	N/A	REGULATORY, RETURN TO BOAT RAMP
0.306	0.306	SIGN	N/A	REGULATORY, SPEED LIMIT 15

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0207: ELK CREEK CAMPGROUND ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.306	0.306	SIGN	N/A	REGULATORY, GRAPHIC SIGN NO TEXT
0.314	0.314	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.323	0.323	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.354	0.354	SIGN	RIGHT	GUIDE, CAMP HOST INFORMATION
0.356	0.356	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
0.359	0.359	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.378	0.378	INTERSECTION	LEFT	ROUTE 0226 (ELK CREEK CAMPGROUND LOOP A)
0.378	0.378	INTERSECTION	RIGHT	ROUTE 0229 (ELK CREEK CAMPGROUND LOOP D)
0.395	0.395	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) CUT-THRU
0.428	0.428	INTERSECTION	LEFT	ROUTE 0227 (ELK CREEK CAMPGROUND LOOP B)
0.428	0.428	INTERSECTION	RIGHT	ROUTE 0228 (ELK CREEK CAMPGROUND LOOP C)
0.430	0.459	ONE-WAY	N/A	N/A
0.444	0.444	DROP INLET	N/A	N/A
0.459	0.459	INTERSECTION	N/A	ROUTE 0228 (ELK CREEK CAMPGROUND LOOP C)
0.459	0.459	INTERSECTION	LEFT	ROUTE 0227 (ELK CREEK CAMPGROUND LOOP B)
0.459	0.459	ROUTE END	N/A	TO BEGIN ROUTES 0227 (ELK CREEK CAMPGROUND LOOP B) AND 0228 (ELK CREEK CAMPGROUND LOOP C)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220: ELK CREEK SERVICE ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.016	0.016	INTERSECTION	LEFT	ROUTE 0906 (ELK CREEK PICNIC AREA PARKING)
0.017	0.017	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.022	0.022	SIGN	RIGHT	REGULATORY, STOP
0.023	0.023	GATE	N/A	N/A
0.027	0.027	SIGN	LEFT	GUIDE, SERVICE ROAD EMPLOYEES ONLY
0.031	0.031	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.287	0.287	SIGN	LEFT	WARNING, CAUTION STOP BEFORE ENTERING ROAD OBSERVE AND YIELD TO ONCOMING TRAFFIC THIS IS A ONE LANE ROAD
0.316	0.316	SIGN	LEFT	WARNING, 9% GRADE
0.316	0.316	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.322	0.322	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
0.335	0.335	INTERSECTION	RIGHT	ROUTE 0403 (ELK CREEK WATER TANK ROAD)
0.335	0.335	INTERSECTION	N/A	ROUTE 0960 (WAREHOUSE STORAGE AREA)
0.335	0.335	ROUTE END	N/A	TO INTERSECTION OF ROUTE 0960 (WAREHOUSE STORAGE AREA) AND ROUTE 0403 (ELK CREEK WATER TANK ROAD)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0221: OLD US HIGHWAY 50

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5050 (US HIGHWAY 50)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.102	0.102	CULVERT	N/A	N/A
0.118	0.118	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.172	0.172	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.316	0.316	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.337	0.337	CULVERT	N/A	N/A
0.365	0.365	SIGN	LEFT	GUIDE, NO CAMPING
0.372	0.372	INTERSECTION	N/A	ROUTE 0935 (SWIM BEACH PARKING)
0.372	0.372	ROUTE END	N/A	TO ROUTE 0935 (SWIM BEACH PARKING)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0226: ELK CREEK CAMPGROUND LOOP A

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0229 (ELK CREEK CAMPGROUND LOOP D)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.008	0.008	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	LEFT	REGULATORY, STOP
0.010	0.010	GATE	N/A	N/A
0.011	0.011	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.011	0.011	SIGN	RIGHT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.022	0.022	INTERSECTION	LEFT	ROUTE 0226 (ELK CREEK CAMPGROUND LOOP A)
0.022	0.420	ONE-WAY	N/A	N/A
0.027	0.027	SIGN	LEFT	REGULATORY, ONE WAY
0.051	0.074	PULLOUT	LEFT	N/A
0.059	0.071	CURB	LEFT	N/A
0.220	0.220	SIGN	RIGHT	GUIDE, NO GENERATOR USE THIS SITE AFTER 8:00 PM THANK YOU
0.220	0.252	PULLOUT	LEFT	N/A
0.235	0.235	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.241	0.249	CURB	LEFT	N/A
0.420	0.420	INTERSECTION	LEFT	ROUTE 0226 (ELK CREEK CAMPGROUND LOOP A)
0.420	0.420	INTERSECTION	RIGHT	ROUTE 0226 (ELK CREEK CAMPGROUND LOOP A)
0.420	0.420	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0227: ELK CREEK CAMPGROUND LOOP B

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON LEFT
0.000	0.309	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0228 (ELK CREEK CAMPGROUND LOOP C)
0.007	0.007	GATE	N/A	N/A
0.008	0.008	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.008	0.008	SIGN	LEFT	REGULATORY, STOP
0.168	0.168	DROP INLET	N/A	N/A
0.234	0.250	PULLOUT	LEFT	N/A
0.304	0.304	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.304	0.304	SIGN	LEFT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.304	0.304	SIGN	RIGHT	REGULATORY, STOP
0.304	0.304	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.305	0.305	GATE	N/A	N/A
0.309	0.309	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.309	0.309	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.309	0.309	SIGN	N/A	REGULATORY, ONE WAY
0.309	0.309	INTERSECTION	N/A	ROUTE 0228 (ELK CREEK CAMPGROUND LOOP C)
0.309	0.309	ROUTE END	N/A	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0228: ELK CREEK CAMPGROUND LOOP C

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0227 (ELK CREEK CAMPGROUND LOOP B)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.293	ONE-WAY	N/A	N/A
0.006	0.006	GATE	N/A	N/A
0.008	0.008	SIGN	LEFT	REGULATORY, STOP
0.008	0.008	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.187	0.215	PULLOUT	RIGHT	N/A
0.197	0.205	CURB	RIGHT	N/A
0.265	0.265	DROP INLET	N/A	N/A
0.286	0.286	SIGN	LEFT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.286	0.286	SIGN	RIGHT	REGULATORY, STOP
0.288	0.288	GATE	N/A	N/A
0.288	0.288	SIGN	N/A	WARNING, GRAPHIC SIGN NO TEXT
0.288	0.288	SIGN	N/A	WARNING, GRAPHIC SIGN NO TEXT
0.293	0.293	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.293	0.293	INTERSECTION	N/A	ROUTE 0227 (ELK CREEK CAMPGROUND LOOP B)
0.293	0.293	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.293	0.293	SIGN	N/A	REGULATORY, ONE WAY
0.293	0.293	ROUTE END	N/A	TO ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0229: ELK CREEK CAMPGROUND LOOP D

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0207 (ELK CREEK CAMPGROUND ROAD) ON RIGHT
0.000	0.000	INTERSECTION	N/A	ROUTE 0226 (ELK CREEK CAMPGROUND LOOP A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0207 (ELK CREEK CAMPGROUND ROAD)
0.003	0.003	SIGN	LEFT	REGULATORY, STOP
0.003	0.003	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.004	0.004	GATE	N/A	N/A
0.006	0.006	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.006	0.006	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.006	0.006	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.006	0.006	SIGN	RIGHT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.008	0.008	SIGN	N/A	GUIDE, UNABLE TO READ FROM VIDEO
0.008	0.008	SIGN	N/A	GUIDE, UNABLE TO READ FROM VIDEO
0.018	0.018	INTERSECTION	LEFT	ROUTE 0229 (ELK CREEK CAMPGROUND LOOP D)
0.018	0.437	ONE-WAY	N/A	N/A
0.022	0.022	SIGN	LEFT	REGULATORY, ONE WAY
0.069	0.094	PULLOUT	LEFT	N/A
0.077	0.085	CURB	LEFT	N/A
0.138	0.140	GUARD/GUIDE RAIL	LEFT	N/A
0.138	0.140	GUARD/GUIDE RAIL	RIGHT	N/A
0.140	0.140	DROP INLET	N/A	N/A
0.272	0.293	PULLOUT	LEFT	N/A
0.279	0.287	CURB	LEFT	N/A
0.361	0.365	GUARD/GUIDE RAIL	LEFT	N/A
0.361	0.365	GUARD/GUIDE RAIL	RIGHT	N/A
0.365	0.365	DROP INLET	N/A	N/A
0.437	0.437	INTERSECTION	LEFT	ROUTE 0229 (ELK CREEK CAMPGROUND LOOP D)
0.437	0.437	INTERSECTION	RIGHT	ROUTE 0229 (ELK CREEK CAMPGROUND LOOP D)
0.437	0.437	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0230: CIMARRON CAMPGROUND LOOP

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5000 (MORROW POINT DAM ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5000 (MORROW POINT DAM ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5000 (MORROW POINT DAM ROAD)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.005	0.005	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.008	0.008	GATE	N/A	N/A
0.011	0.011	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.011	0.011	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.012	0.012	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.012	0.012	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.014	0.014	INTERSECTION	LEFT	ROUTE 0230 (CIMARRON CAMPGROUND LOOP)
0.014	0.300	ONE-WAY	N/A	N/A
0.019	0.019	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.020	0.023	GUARD/GUIDE WALL	LEFT	N/A
0.021	0.021	SIGN	RIGHT	GUIDE, U.S.FEE AREA CIMARRON CAMPGROUND CAMPING FEE $ 6.00
0.043	0.043	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.043	0.043	SIGN	RIGHT	GUIDE, CAMP HOST INFORMATION
0.082	0.082	CULVERT	N/A	N/A
0.085	0.103	PULLOUT	LEFT	N/A
0.092	0.098	GUARD/GUIDE WALL	LEFT	N/A
0.095	0.095	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.290	0.296	GUARD/GUIDE WALL	LEFT	N/A
0.300	0.300	INTERSECTION	LEFT	ROUTE 0230 (CIMARRON CAMPGROUND LOOP)
0.300	0.300	INTERSECTION	RIGHT	ROUTE 0230 (CIMARRON CAMPGROUND LOOP)
0.300	0.300	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0231: NEW STEVENS CREEK CAMPGROUND ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5050 (US HIGHWAY 50)
0.000	0.000	INTERSECTION	LEFT	ROUTE 5050 (US HIGHWAY 50)
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.011	0.011	SIGN	LEFT	GUIDE, STEVENS CREEK CARECANTI NATIONAL RECREATION AREA
0.015	0.015	GATE	N/A	N/A
0.016	0.016	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.016	0.016	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.017	0.017	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.017	0.017	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.026	0.026	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.029	0.029	SIGN	RIGHT	GUIDE, STEVENS CREEK CAMPGROUND CAMPING FEE $12.00
0.044	0.044	INTERSECTION	RIGHT	ROUTE 0235 (NEW STEVENS CREEK CAMPGROUND LOOP C)
0.050	0.050	SIGN	RIGHT	GUIDE, CURECANTI ALL MOTORIZED WATERCRAFT MUSSEL INSPECTION REQUIRED BEFORE & AFTER LAUNCH
0.072	0.072	INTERSECTION	LEFT	ROUTE 0233 (NEW STEVENS CREEK CAMPGROUND LOOP B)
0.072	0.072	INTERSECTION	RIGHT	ROUTE 0920 (NEW STEVENS CREEK PARKING)
0.080	0.080	SIGN	RIGHT	GUIDE, LOOP A CAMPSITES MAY BE RESERVED IN THIS LOOP.
0.080	0.080	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.089	0.089	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.096	0.096	INTERSECTION	LEFT	ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)
0.096	0.096	INTERSECTION	N/A	ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)
0.096	0.096	ROUTE END	N/A	TO BEGIN ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0232: NEW STEVENS CREEK CAMPGROUND LOOP A

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)
0.000	0.000	INTERSECTION	N/A	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.000	0.206	ONE-WAY	N/A	N/A
0.047	0.047	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.070	0.087	PULLOUT	LEFT	N/A
0.075	0.080	GUARD/GUIDE WALL	LEFT	N/A
0.206	0.206	INTERSECTION	RIGHT	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.206	0.206	INTERSECTION	LEFT	ROUTE 0232 (NEW STEVENS CREEK CAMPGROUND LOOP A)
0.206	0.206	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0233: NEW STEVENS CREEK CAMPGROUND LOOP B

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD) ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.005	0.005	GATE	N/A	N/A
0.008	0.008	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.008	0.008	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.009	0.009	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.018	0.202	ONE-WAY	N/A	N/A
0.019	0.019	INTERSECTION	LEFT	ROUTE 0233 (NEW STEVENS CREEK CAMPGROUND LOOP B)
0.048	0.061	PULLOUT	LEFT	N/A
0.052	0.058	GUARD/GUIDE WALL	LEFT	N/A
0.054	0.054	CULVERT	N/A	N/A
0.202	0.202	INTERSECTION	LEFT	ROUTE 0233 (NEW STEVENS CREEK CAMPGROUND LOOP B)
0.202	0.202	INTERSECTION	RIGHT	ROUTE 0233 (NEW STEVENS CREEK CAMPGROUND LOOP B)
0.202	0.202	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0235: NEW STEVENS CREEK CAMPGROUND LOOP C

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD) ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0231 (NEW STEVENS CREEK CAMPGROUND ROAD)
0.009	0.009	SIGN	RIGHT	GUIDE, LOOP C
0.046	0.046	GATE	N/A	N/A
0.047	0.047	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.048	0.048	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.142	0.332	ONE-WAY	N/A	N/A
0.142	0.142	INTERSECTION	LEFT	ROUTE 0235 (NEW STEVENS CREEK CAMPGROUND LOOP C)
0.160	0.160	SIGN	RIGHT	GUIDE, DOG WALK
0.243	0.243	CULVERT	N/A	N/A
0.277	0.295	PULLOUT	LEFT	N/A
0.284	0.290	GUARD/GUIDE WALL	LEFT	N/A
0.332	0.332	INTERSECTION	LEFT	ROUTE 0235 (NEW STEVENS CREEK CAMPGROUND LOOP C)
0.332	0.332	INTERSECTION	RIGHT	ROUTE 0235 (NEW STEVENS CREEK CAMPGROUND LOOP C)
0.332	0.332	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0240: LAKE FORK LOWER CAMPGROUND ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.000	0.000	INTERSECTION	N/A	ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.005	0.009	CURB-AND-GUTTER	RIGHT	N/A
0.010	0.010	INTERSECTION	RIGHT	ROUTE 0914B (LAKE FORK MARINA PARKING B)
0.016	0.026	CURB-AND-GUTTER	RIGHT	N/A
0.021	0.028	CURB-AND-GUTTER	LEFT	N/A
0.026	0.026	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.027	0.027	GATE	N/A	N/A
0.028	0.028	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.028	0.028	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.028	0.028	SIGN	RIGHT	REGULATORY, STOP
0.040	0.040	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.141	0.141	CULVERT	N/A	N/A
0.141	0.149	CURB-AND-GUTTER	RIGHT	N/A
0.142	0.154	CURB-AND-GUTTER	LEFT	N/A
0.216	0.216	INTERSECTION	RIGHT	ROUTE 0912 (LAKE FORK LOWER CAMPGROUND LOOP PARKING)
0.219	0.219	INTERSECTION	N/A	TO END
0.219	0.219	ROUTE END	N/A	TO END

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0241: LAKE FORK UPPER CAMPGROUND LOOP

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0100 (LAKE FORK CAMPGROUND ROAD) AND ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.000	0.000	INTERSECTION	N/A	ROUTE 0914B (LAKE FORK MARINA PARKING B)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0100 (LAKE FORK CAMPGROUND ROAD)
0.003	0.058	CURB-AND-GUTTER	LEFT	N/A
0.004	0.007	CURB-AND-GUTTER	RIGHT	N/A
0.012	0.012	INTERSECTION	RIGHT	ROUTE 0914A (LAKE FORK MARINA PARKING A)
0.015	0.025	CURB-AND-GUTTER	RIGHT	N/A
0.016	0.016	GATE	N/A	N/A
0.016	0.016	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.016	0.016	SIGN	LEFT	REGULATORY, ROAD CLOSED NO PARKING IN FRONT OF GATE
0.018	0.018	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.018	0.018	SIGN	RIGHT	REGULATORY, STOP
0.018	0.018	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.028	0.028	INTERSECTION	RIGHT	ROUTE 0915 (LAKE FORK HANDICAP PARKING)
0.030	0.034	CURB-AND-GUTTER	RIGHT	N/A
0.034	0.034	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.060	0.060	INTERSECTION	LEFT	ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)
0.112	0.112	DROP INLET	N/A	N/A
0.135	0.173	CURB-AND-GUTTER	RIGHT	N/A
0.152	0.152	DROP INLET	N/A	N/A
0.156	0.171	CURB-AND-GUTTER	LEFT	N/A
0.171	0.171	SIGN	RIGHT	GUIDE, WALK-IN CAMPSITES
0.196	0.196	DROP INLET	N/A	N/A
0.201	0.217	CURB-AND-GUTTER	RIGHT	N/A
0.237	0.237	DROP INLET	N/A	N/A
0.272	0.285	CURB-AND-GUTTER	LEFT	N/A
0.276	0.292	CURB-AND-GUTTER	RIGHT	N/A
0.292	0.292	INTERSECTION	LEFT	ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0241: LAKE FORK UPPER CAMPGROUND LOOP

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.292	0.292	INTERSECTION	RIGHT	ROUTE 0241 (LAKE FORK UPPER CAMPGROUND LOOP)
0.292	0.292	ROUTE END	N/A	TO END OF LOOP

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0400: ELK CREEK MAINTENANCE ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (ELK CREEK ENTRANCE ROAD)
0.005	0.005	SIGN	LEFT	REGULATORY, YIELD
0.014	0.014	SIGN	RIGHT	GUIDE, SERVICE ROAD EMPLOYEES ONLY
0.065	0.065	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.105	0.105	CULVERT	N/A	N/A
0.169	0.169	SIGN	RIGHT	WARNING, SLOW CHILDREN PLAYING
0.196	0.196	SIGN	LEFT	REGULATORY, PLEASE BUCKLE UP
0.204	0.204	SIGN	RIGHT	REGULATORY, STOP
0.215	0.215	INTERSECTION	N/A	ROUTE 0402 (ELK CREEK RESIDENCE ROAD)
0.215	0.215	INTERSECTION	RIGHT	ROUTE 0900 (MAINTENANCE AREA)
0.215	0.215	ROUTE END	N/A	TO BEGIN ROUTE 0402 (ELK CREEK RESIDENCE ROAD) AND INTERSECTION WITH ROUTE 0900 (MAINTENANCE AREA)

CURE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0402: ELK CREEK RESIDENCE ROAD

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.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0400 (ELK CREEK MAINTENANCE ROAD) AND INTERSECTION WITH ROUTE 0900 (MAINTENANCE AREA)
0.000	0.000	INTERSECTION	N/A	ROUTE 0400 (ELK CREEK MAINTENANCE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0900 (MAINTENANCE AREA)
0.000	0.000	SIGN	LEFT	REGULATORY, STOP
0.015	0.015	INTERSECTION	LEFT	ROUTE 0902E (EC1 PARKING)
0.032	0.032	INTERSECTION	RIGHT	ROUTE 0901 (EMPLOYEE PARKING)
0.115	0.115	INTERSECTION	RIGHT	ROUTE 0902D (SERVICE PARKING)
0.150	0.150	INTERSECTION	LEFT	ROUTE 0902A (EC6 PARKING)
0.155	0.155	INTERSECTION	RIGHT	ROUTE 0902B (EC7 PARKING)
0.168	0.168	CULVERT	N/A	N/A
0.186	0.186	INTERSECTION	RIGHT	ROUTE 0902C (EC5 PARKING)
0.186	0.186	ROUTE END	N/A	TO ROUTE 0902C (HOUSING PARKING)

Section 10
Appendix

Curecanti National Recreation Area

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.

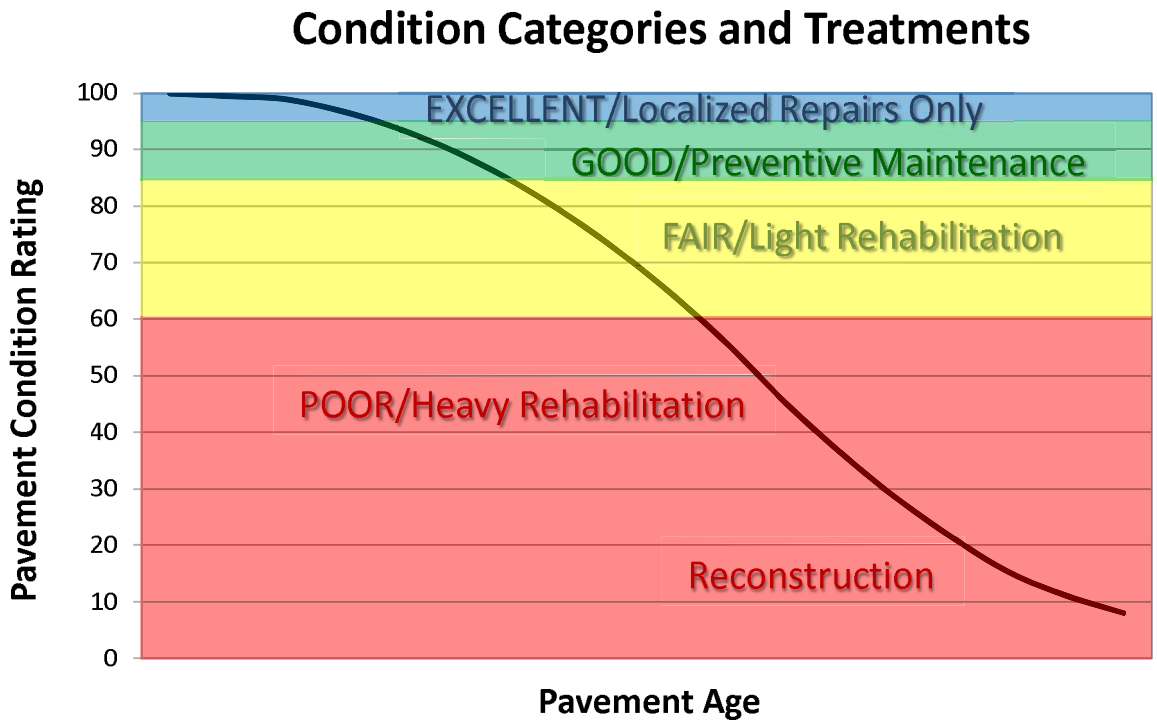
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation 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