



Federal Lands Highway Road Inventory Program

Road Inventory and Condition Assessment

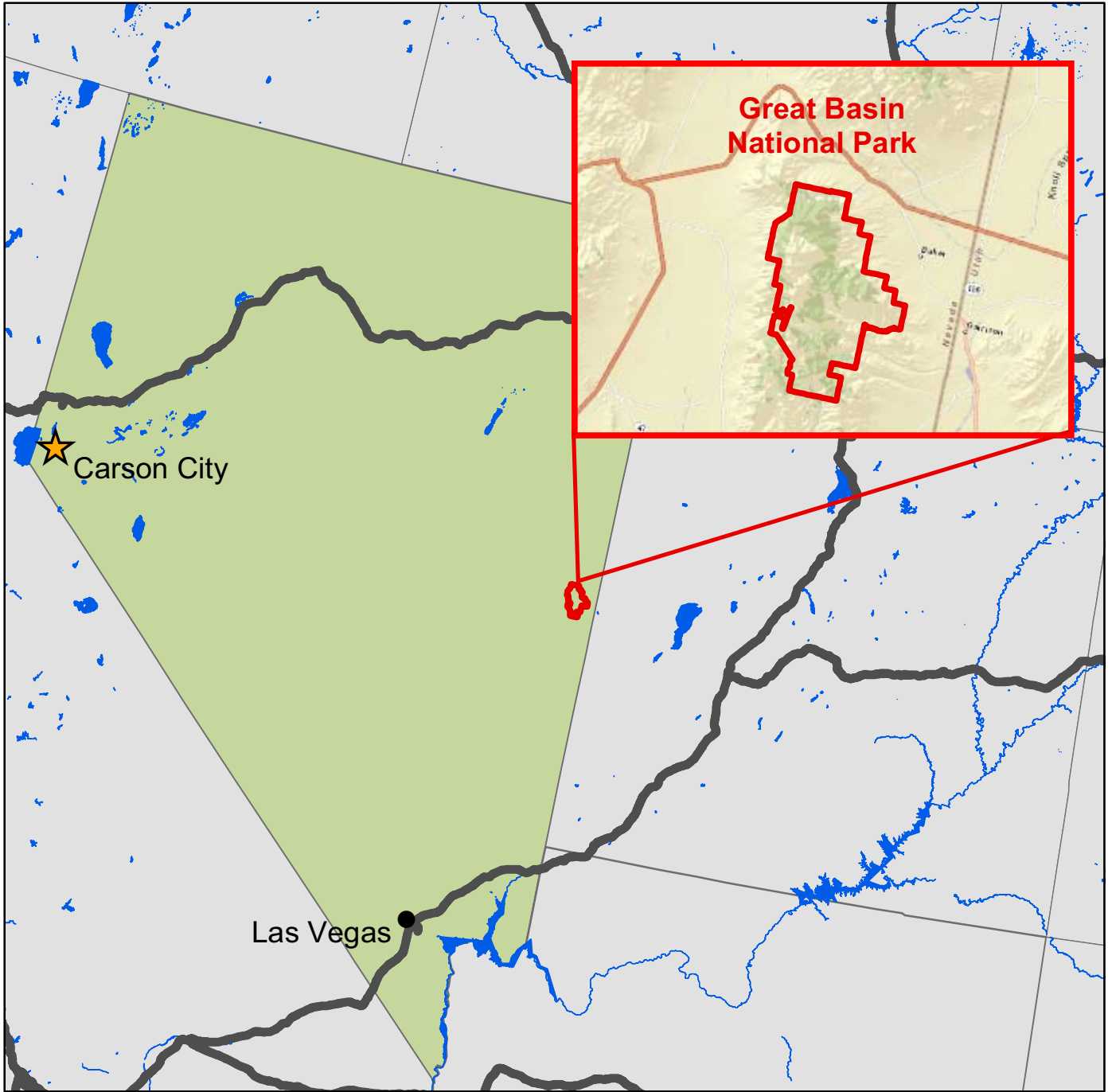


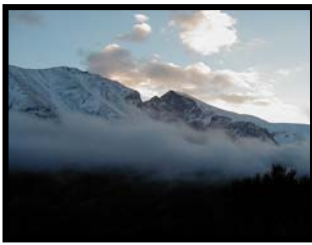
Great Basin National Park
GRBA - 8420

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 09/2011
Report Date: 11/2012

Great Basin National Park in Nevada





DCV = Data Collection Vehicle

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Section 1 Introduction



Great Basin National Park



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

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Section 2 Park Route Inventory



Great Basin National Park



Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 11/13/2012

(Numerical By Route #)

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Shading Color Key:

White = Paved Routes, DCV Driven

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Green = All Unpaved Parking Areas

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

** DCV - Data Collection Vehicle

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

GRBA

GREAT BASIN NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description		Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
					From	To								
0010	5	77068		ENTRANCE ROAD	FROM END OF ROUTE 5488 (NEVADA STATE ROUTE 488 (LEHMAN CAVES ROAD)) AT CATTLE GUARD	TO ROUTE 0900 (VISITOR CENTER PARKING)	N/A	0.71	0.00	0.71	1		AS	1
0100	5	77070		WHEELER PEAK SCENIC DRIVE	FROM ROUTE 0010 (ENTRANCE ROAD)	TO ROUTE 0904 (BRISTLECONE PARKING AREA)	N/A	11.75	0.00	11.75	2		AS	1, 2
0101ZZ	4	77073		UPPER LEHMAN CREEK CAMPGROUND ROADS	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	THROUGH CAMPGROUND	N/A	0.89	0.00	0.89	3		AS	2
0104	NC	77375		LEXINGTON ARCH ROAD BLM	FROM NEVADA STATE LINE	TO DEAD END	N/A	0.00	16.00	16.00	2		GR	
0105	NC	77080		BAKER CREEK ROAD	FROM ROUTE 0010 (ENTRANCE ROAD)	TO END OF LOOP	N/A	0.00	8.00	8.00	2		GR	
0106	5	77082		MATHER OVERLOOK	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	TO DEAD END AT MP 0.22	N/A	0.07	0.15	0.22	2		AS	2
0107	NC	77086		POLE CANYON ROAD	FROM ROUTE 0105 (BAKER CREEK ROAD)	TO ROUTE 0214 (POLE CANYON BACK ROAD)	N/A	0.00	0.66	0.66	4		GR	
0108	NC	77186		SNAKE CREEK ROAD	FROM ROUTE 0112 (SNAKE CREEK ROAD BLM)	TO SHOSHONE CAMPGROUND	N/A	0.00	7.30	7.30	2		GR	
0109	NC	77190		STRAWBERRY CREEK ROAD	FROM ROUTE 0114 (STRAWBERRY CREEK ROAD BLM)	TO BLUE CANYON CREEK	N/A	0.00	3.19	3.19	2		GR	
0112	NC	77386		SNAKE CREEK ROAD BLM	FROM SNAKE CREEK ROAD, WHITE PINE COUNTY NEVADA	TO ROUTE 0108 (SNAKE CREEK ROAD)	N/A	0.00	4.20	4.20	2		GR	
0114	NC	77395		STRAWBERRY CREEK ROAD BLM	FROM NEVADA DOT MAINTENANCE ROAD	TO ROUTE 0109 (STRAWBERRY CREEK ROAD)	N/A	0.00	2.70	2.70	2		GR	
0115	NC	77397		MOUNT WASHINGTON ROAD BLM	FROM SPRING VALLEY ROAD, WHITE PINE COUNTY, NEVADA	TO ROUTE 0215 (MOUNT WASHINGTON ROAD)	N/A	0.00	3.00	3.00	4		GR	
0201ZZ	4	77072		WHEELER PEAK CAMPGROUND ROADS	FROM ROUTE 0904 (BRISTLECONE PARKING AREA)	THROUGH CAMPGROUND	N/A	0.83	0.00	0.83	3		AS	2
0209	4	77075		LOWER LEHMAN CREEK CAMPGROUND LOOP	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE) AT MP 1.89	TO ROUTE 0100 (WHEELER PEAK SCENIC DRIVE) AT MP 1.81	N/A	0.31	0.00	0.31	3		AS	2
0210	NC	77081		BAKER CREEK CAMPGROUND ROAD	FROM ROUTE 0105 (BAKER CREEK ROAD)	TO DEAD END	N/A	0.00	1.00	1.00	3		GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 11/13/2012

(Numerical By Route #)

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GRBA

GREAT BASIN NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0211	NC	77089		GREY CLIFFS CAMPGROUND ROAD	FROM ROUTE 0107 (POLE CANYON ROAD) TO DEAD END	N/A	0.00	1.02	1.02	3		GR	
0212	NC	77409		MURPHY WASH ROAD BLM	FROM MURPHY WASH ROAD, SPRING VALLEY ROAD, WHITE PINE COUNTY, NEVADA TO DEAD END	N/A	0.00	11.00	11.00	4		GR	
0213	4	91505		CAVE ACCESS ROAD	FROM ROUTE 0900 (VISITOR CENTER PARKING) TO DEAD END	N/A	0.00	0.00	0.00	6	2,820	CO	1
0214	NC	77100		POLE CANYON BACK ROAD	FROM ROUTE 0107 (POLE CANYON ROAD) TO ROUTE 0105 (BAKER CREEK ROAD)	N/A	0.00	3.30	3.30	4		GR	
0215	NC	77198		MOUNT WASHINGTON ROAD	FROM ROUTE 0115 (MOUNT WASHINGTON ROAD BLM) TO DEAD END	N/A	0.00	2.85	2.85	4		GR	
0216	NC	77199		NORTH DECATHON CANYON ROAD	FROM ROUTE 0217 (SOUTH DECATHON CANYON ROAD) TO DEAD END	N/A	0.00	0.20	0.20	4		GR	
0217	NC	77201		SOUTH DECATHON CANYON ROAD	FROM ROUTE 0220 (DECATHON CANYON ROAD BLM) TO ROUTE 0216 (NORTH DECATHON CANYON ROAD)	N/A	0.00	0.09	0.09	4		GR	
0219	NC	77403		BIG WASH ROAD BLM	FROM BIG WASH ROAD, WHITE PINE COUNTY, NEVADA TO DEAD END	N/A	0.00	6.50	6.50	4		GR	
0220	NC	77405		DECATHON CANYON ROAD BLM	FROM ROUTE 0225 (BIG SPRINGS CONNECTION ROAD) TO ROUTE 0217 (SOUTH DECATHON CANYON ROAD)	N/A	0.00	13.00	13.00	4		GR	
0221	NC	79410		KIOUS BASIN ROAD	FROM ROUTE 0222 (KIOUS BASIN ROAD BLM) TO DEAD END	N/A	0.00	2.43	2.43	4		GR	
0222	NC	79411		KIOUS BASIN ROAD BLM	FROM WHITE PINE COUNTY ROAD TO ROUTE 0221 (KIOUS BASIN ROAD)	N/A	0.00	2.43	2.43	4		GR	
0224	NC	99943		LINCOLN CANYON ROAD BLM	FROM SPRING VALLEY ROAD, WHITE PINE COUNTY, NEVADA TO DEAD END	N/A	0.00	3.00	3.00	4		GR	
0225	NC	99944		BIG SPRINGS CONNECTION ROAD	FROM BIG SPRING ROAD, MILLARD COUNTY, UTAH TO ROUTE 0220 (DECATHON CANYON ROAD BLM)	N/A	0.00	45.00	45.00	4		GR	
0400ZZ	4	77076		RESIDENTIAL / MAINTENANCE ROADS	FROM ROUTE 0010 (ENTRANCE ROAD) THROUGH RESIDENTIAL AREA	N/A	0.37	0.00	0.37	6		AS	1
0401	NC	103133		WATER TANK ROAD	FROM ROUTE 0901 (VISITOR CENTER PICNIC AREA) TO DEAD END	N/A	0.00	0.50	0.50	6		GR	
0402	NC	77101		CAVE SPRINGS ACCESS ROAD	FROM ROUTE 0401 (WATER TANK ROAD) TO DEAD END	N/A	0.00	0.58	0.58	6		GR	

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GREAT BASIN NATIONAL PARK

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0403	NC	77084		BAKER RIDGE ROAD	FROM ROUTE 0105 (BAKER CREEK ROAD) TO DEAD END	N/A	0.00	0.34	0.34	6		GR	
0404	NC	77193		LAGOON ROAD	FROM ROUTE 0105 (BAKER CREEK ROAD) TO DEAD END	N/A	0.00	0.18	0.18	6		GR	
0405	NC	77200		BONEYARD ROAD	FROM ROUTE 0902 (MAINTENANCE YARD) TO DEAD END	N/A	0.00	0.15	0.15	6		GR	
0406	NC	77202		TANK FARM ROAD	FROM ROUTE 0400ZZ (RESIDENTIAL / MAINTENANCE ROADS) TO TRAIL	N/A	0.00	0.08	0.08	6		GR	
0407	NC	77205		GRAVEL PIT ROAD	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE) TO DEAD END	N/A	0.00	0.14	0.14	6		GR	
0900	4	91295		VISITOR CENTER PARKING	FROM END OF ROUTE 0010 (ENTRANCE ROAD) TO PARKING	N/A	0.00	0.00	0.00		43,362	AS	1
0901	4	91558		VISITOR CENTER PICNIC AREA	FROM ROUTE 0900 (VISITOR CENTER PARKING) TO PARKING	N/A	0.00	0.00	0.00		30,439	AS	1
0902	4	103835		MAINTENANCE YARD	FROM ROUTE 0400ZZ (RESIDENTIAL / MAINTENANCE ROADS) TO ROUTE 0400ZZ (RESIDENTIAL / MAINTENANCE ROADS)	N/A	0.00	0.00	0.00		15,155	AS	1
0903	4	91553		R.V. DUMP STATION	FROM ROUTE 0010 (ENTRANCE ROAD) TO ROUTE 0010 (ENTRANCE ROAD)	N/A	0.00	0.00	0.00		12,326	AS	1
0904	4	91294		BRISTLECONE PARKING AREA	FROM END OF ROUTE 0100 (WHEELER PEAK SCENIC DRIVE) TO ROUTE 0201ZZ (WHEELER PEAK CAMPGROUND ROADS)	N/A	0.00	0.00	0.00		31,407	AS	2
0905	4	103839		SUMMIT TRAILHEAD PARKING	ADJACENT TO ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	N/A	0.00	0.00	0.00		8,723	AS	2
0906	NC	103842		MATHER OVERLOOK PARKING	FROM END OF ROUTE 0106 (MATHER OVERLOOK) TO PARKING	N/A	0.00	0.00	0.00		6,327	GR	
0907	4	103844		OSCEOLA DITCH TRAILHEAD PARKING	ADJACENT TO ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	N/A	0.00	0.00	0.00		8,810	AS	2
0908ZZ	4	103849		LEHMAN CREEK PARKING AREAS	FROM ROUTE 0101ZZ (UPPER LEHMAN CREEK CAMPGROUND ROADS) TO PARKING	N/A	0.00	0.00	0.00		15,893	AS	2
0914	4	103895		LEHMAN CREEK WINTER TRAILHEAD PARKING (UPPER LEHMAN CREEK CAMPGROUND)	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE) TO ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	N/A	0.00	0.00	0.00		11,459	AS	2

Cycle 5 NPS/RIP Route ID Report

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GREAT BASIN NATIONAL PARK

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0915	NC	77417		BAKER RANGER STATION PARKING AREA	FROM NEVADA STATE ROUTE 487 (BAKER AVENUE) TO PARKING	N/A	0.00	0.00	0.00		2,358	GR	
0916	4	87879		APARTMENT PARKING AREA	FROM ROUTE 5487 (NEVADA STATE ROUTE 487 (BAKER AVENUE)) TO PARKING	N/A	0.00	0.00	0.00		21,572	AS	1
0917	4	87880		GREAT BASIN VC PARKING AREA	FROM ROUTE 5487 (NEVADA STATE ROUTE 487 (BAKER AVENUE)) TO PARKING	N/A	0.00	0.00	0.00		59,034	AS	1
0918	4	91497		UPPER BAKER CG ADA PARKING SPACE	ADJACENT TO ROUTE 0210 (BAKER CREEK CAMPGROUND ROAD)	N/A	0.00	0.00	0.00		280	CO	2
0919	5	91500		LOWER BAKER CG ADA PARKING SPACE	ADJACENT TO ROUTE 0210 (BAKER CREEK CAMPGROUND ROAD)	N/A	0.00	0.00	0.00		302	CO	2
5487	4			NEVADA STATE ROUTE 487 (BAKER AVENUE)	FROM NEVADA STATE ROUTE 487 (BAKER AVENUE) WITH 0916 (APARTMENT PARKING AREA) ON LEFT AND 0917 (GREAT BASIN VC PARKING AREA) ON RIGHT TO INTERSECTION WITH ROUTE 5488 (NEVADA STATE ROUTE 488 (LEHMAN CAVES ROAD)) AND CARSON STREET	N/A	0.25	0.00	0.25			AS	1
5488	4			NEVADA STATE ROUTE 488 (LEHMAN CAVES ROAD)	FROM INTERSECTION WITH ROUTE 5487 (NEVADA STATE ROUTE 487 (BAKER AVENUE)) AND CARSON STREET TO BEGINNING OF ROUTE 0010 (ENTRANCE ROAD) AT CATTLE GUARD	N/A	4.85	0.00	4.85			AS	1

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CYCLE 5 COLLECTED SUMMARY TOTALS FOR GREAT BASIN NATIONAL PARK

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	12.53
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	12.53
Manually Rated Routes (SQFT)	0

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	302
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CYCLE 5 COLLECTED CONCESSION TOTALS

Concession Paved Route Miles	0.00
Concession Paved Parking Area SQFT	0
Concession Manually Rated Routes SQFT	0

CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	85
**Manually Rated Routes PCR	N/A
**Parking PCR	90
***Total Equivalent Lane Miles	24.59

TOTAL PARK SUMMARY FOR GREAT BASIN NATIONAL PARK

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	14.93
TOTAL PAVED PARKING (SQFT)	258,762

* - 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.

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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 GRBA

Road Inventory Program 11/13/2012

(Numerical By Subcomponent #)

Page 1 of 2

Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

Grey = Paved Routes, DCV not Driven

Black = State, Local or Private non-NPS Routes

■ = Concession Route Flag ON

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

GRBA

GREAT BASIN NATIONAL PARK

Asset Entered in FMSS System

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0101ZZ	77073	4	UPPER LEHMAN CREEK CAMPGROUND ROADS	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	THROUGH CAMPGROUND		3	0.89	0.00	0.89	
0201ZZ	77072	4	WHEELER PEAK CAMPGROUND ROADS	FROM ROUTE 0904 (BRISTLECONE PARKING AREA)	THROUGH CAMPGROUND		3	0.83	0.00	0.83	
0400ZZ	77076	4	RESIDENTIAL / MAINTENANCE ROADS	FROM ROUTE 0010 (ENTRANCE ROAD)	THROUGH RESIDENTIAL AREA		6	0.37	0.00	0.37	
0908ZZ	103849	4	LEHMAN CREEK PARKING AREAS	FROM ROUTE 0101ZZ (UPPER LEHMAN CREEK CAMPGROUND ROADS)	TO PARKING			0.00	0.00	0.00	15,893

Asset GRBA-0101ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0101Z	77073	4	UPPER LEHMAN CREEK CAMPGROUND ACCESS ROAD	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	TO END OF LOOP		3	0.47	0.00	0.47	
0102Z	77073	4	UPPER LEHMAN CREEK UPPER CAMPGROUND ACCESS ROAD	FROM ROUTE 0101Z (UPPER LEHMAN CREEK CAMPGROUND ACCESS ROAD)	TO END OF LOOP		3	0.13	0.00	0.13	
0207Z	77073	4	UPPER LEHMAN CREEK LOWER CAMPGROUND ROAD	FROM ROUTE 0100 (WHEELER PEAK SCENIC DRIVE)	TO END OF LOOP		3	0.29	0.00	0.29	

Asset GRBA-0201ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0201Z	77072	4	WHEELER PEAK CAMPGROUND ROAD	FROM ROUTE 0904 (BRISTLECONE PARKING AREA)	TO END OF LOOP		3	0.60	0.00	0.60	
0203Z	77072	4	WHEELER PEAK UPPER CAMPGROUND ROAD	FROM ROUTE 0201Z (WHEELER PEAK CAMPGROUND ROAD)	TO END OF LOOP		3	0.23	0.00	0.23	

NPS/RIP Subcomponent Details for GRBA

Road Inventory Program 11/13/2012

(Numerical By Subcomponent #)

Page 2 of 2

Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

Grey = Paved Routes, DCV not Driven

Black = State, Local or Private non-NPS Routes

■ = Concession Route Flag ON

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

GRBA

GREAT BASIN NATIONAL PARK

Asset GRBA-0400ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Description		Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
			Route Name	From To						
0400AZ	77076	4	RESIDENTIAL / MAINTENANCE ROAD	FROM ROUTE 0010 (ENTRANCE ROAD) TO END OF LOOP		6	0.37	0.00	0.37	
0400BZ	77076	4	RESIDENTIAL SPUR ROAD (RES 2)	FROM ROUTE 0400AZ (RESIDENTIAL / MAINTENANCE ROAD) TO DEAD END		6	0.00	0.00	0.00	3,451

Asset GRBA-0908ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Description		Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
			Route Name	From To						
0908Z	103849	4	LEHMAN CREEK TRAILHEAD PARKING	FROM ROUTE 0101Z (UPPER LEHMAN CREEK CAMPGROUND ACCESS ROAD) TO ROUTE 0101Z (UPPER LEHMAN CREEK CAMPGROUND ACCESS ROAD)			0.00	0.00	0.00	3,102
0909Z	103849	4	LEHMAN CREEK LOWER TRAILHEAD PARKING	ADJACENT TO ROUTE 0102Z (UPPER LEHMAN CREEK UPPER CAMPGROUND ACCESS ROAD)			0.00	0.00	0.00	2,991
0910Z	103849	4	UPPER LEHMAN CREEK UPPER CAMPGROUND PARKING	ADJACENT TO ROUTE 0102Z (UPPER LEHMAN CREEK UPPER CAMPGROUND ACCESS ROAD)			0.00	0.00	0.00	1,253
0911Z	103849	4	UPPER LEHMAN CREEK PICNIC AREA PARKING	FROM ROUTE 0207Z (UPPER LEHMAN CREEK LOWER CAMPGROUND ROAD) TO ROUTE 0207Z (UPPER LEHMAN CREEK LOWER CAMPGROUND ROAD)			0.00	0.00	0.00	4,934
0912Z	103849	4	UPPER LEHMAN CREEK DAY USE PICNIC AREA PARKING	FROM ROUTE 0207Z (UPPER LEHMAN CREEK LOWER CAMPGROUND ROAD) TO PARKING			0.00	0.00	0.00	3,613

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - GRBA

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	Route Name	Type of Change	Comments
0919	LOWER BAKER CG ADA PARKING SPACE	OTHER	ROUTE WAS NOT COLLECTED IN CYCLE 4, NEW GPS AND CONDITION INFO COLLECTED IN CYCLE 5.

Section 3

Park Summary Information



Great Basin National Park



Federal Lands Highway
Road Inventory Program

GRBA: 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	0.04	0.32%	0.43	3.43%	0.22	1.76%	0.02	0.16%	0.71
2	0.15	1.20%	4.97	39.66%	5.36	42.78%	1.34	10.69%	11.82
3									
4									
5									
6									
7									
8									
Totals	0.19	1.52%	5.40	43.10%	5.58	44.53%	1.36	10.85%	12.53

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.

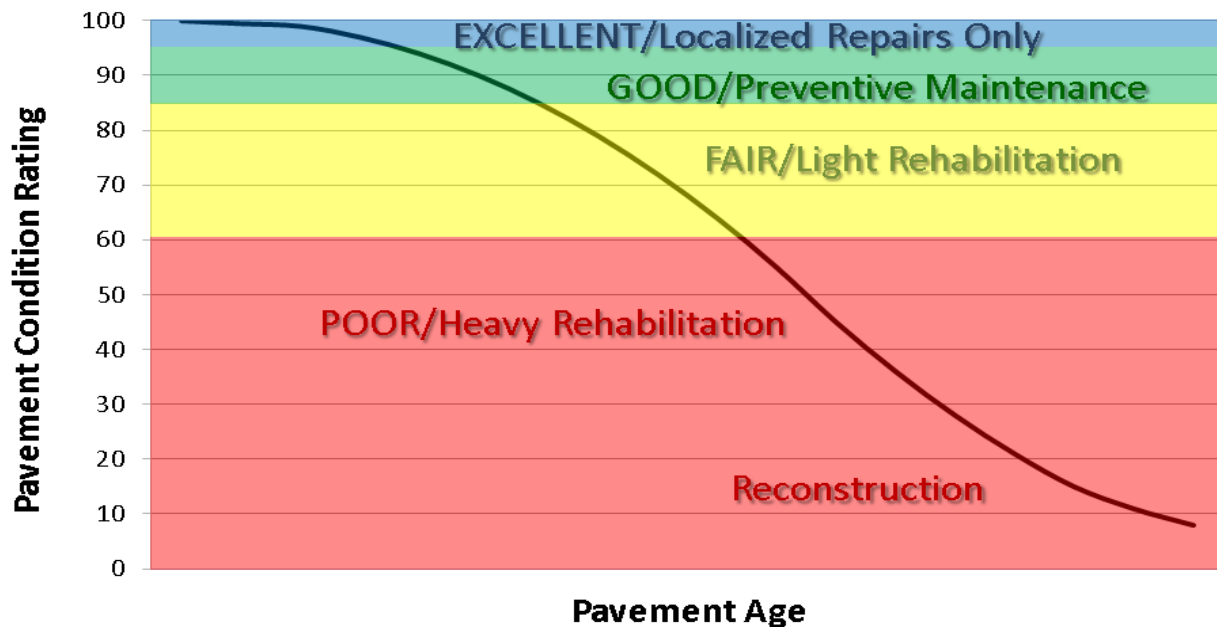
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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.

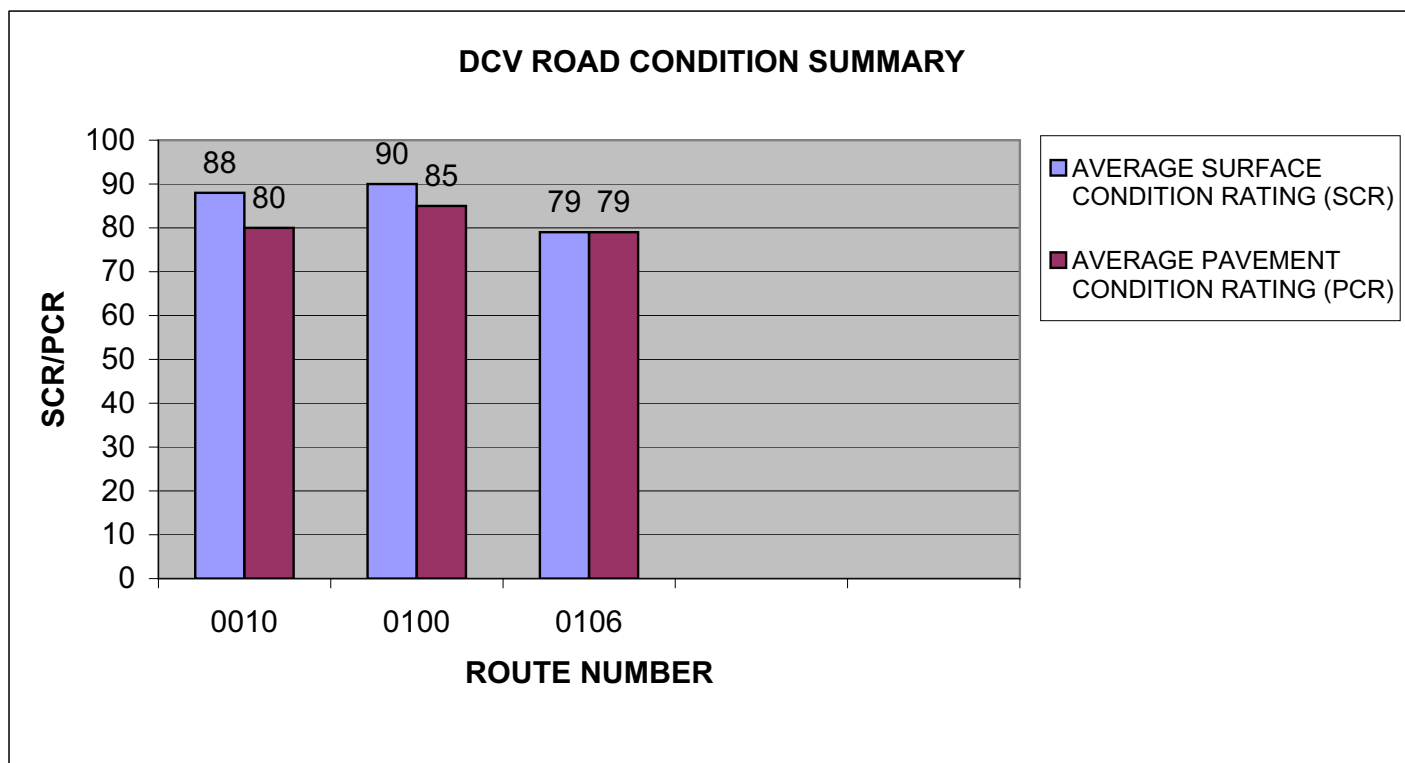
Condition Categories and Treatments



GRBA: 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	ENTRANCE ROAD	1	0.71	ASPHALT	88	80
0100	WHEELER PEAK SCENIC DRIVE	2	11.75	ASPHALT	90	85
0106	MATHER OVERLOOK	2	0.22	ASPHALT	79	79



Section 4

Park Route Location Maps

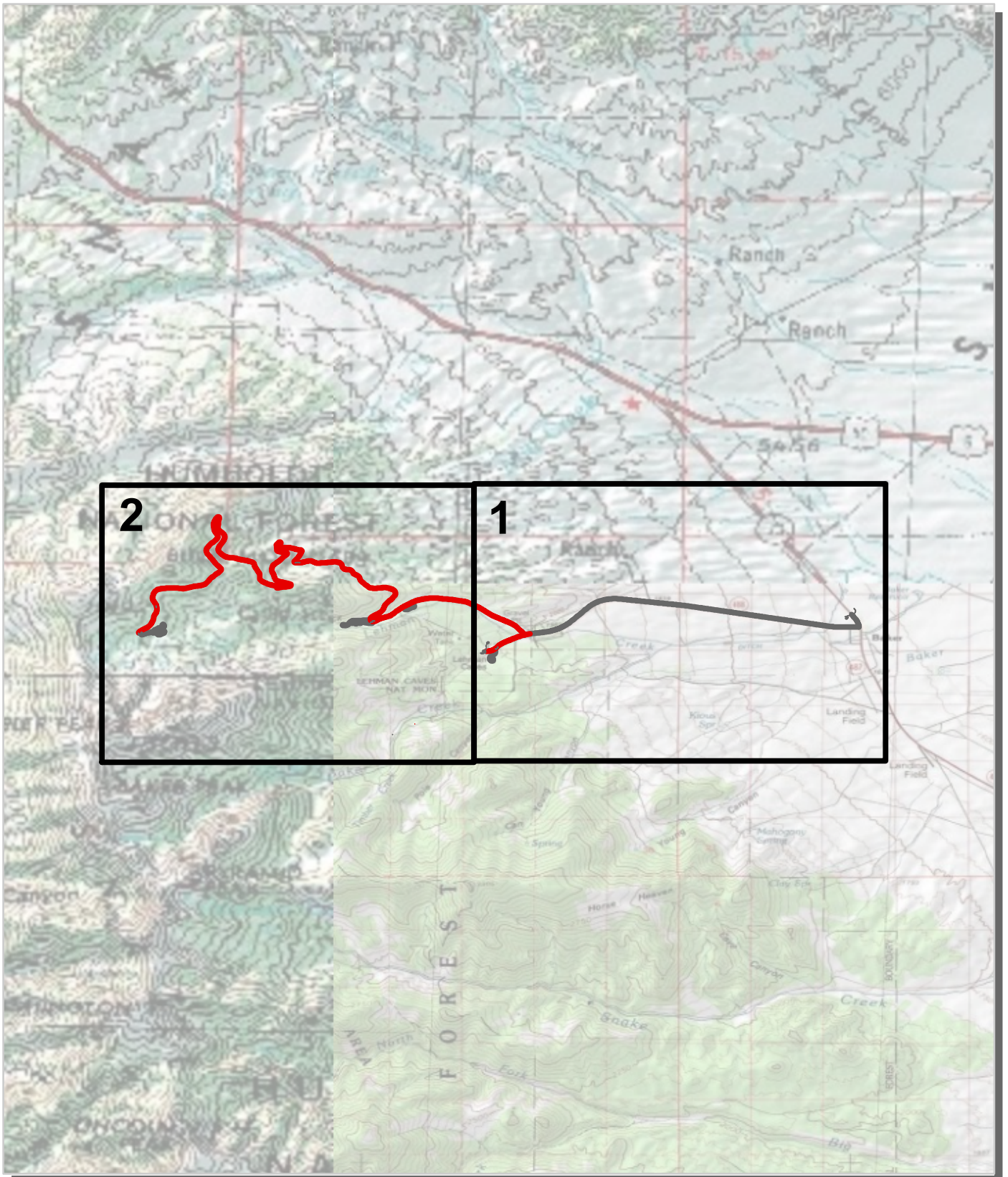


Great Basin National Park

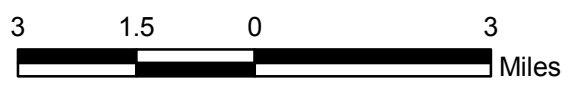


Federal Lands Highway
Road Inventory Program

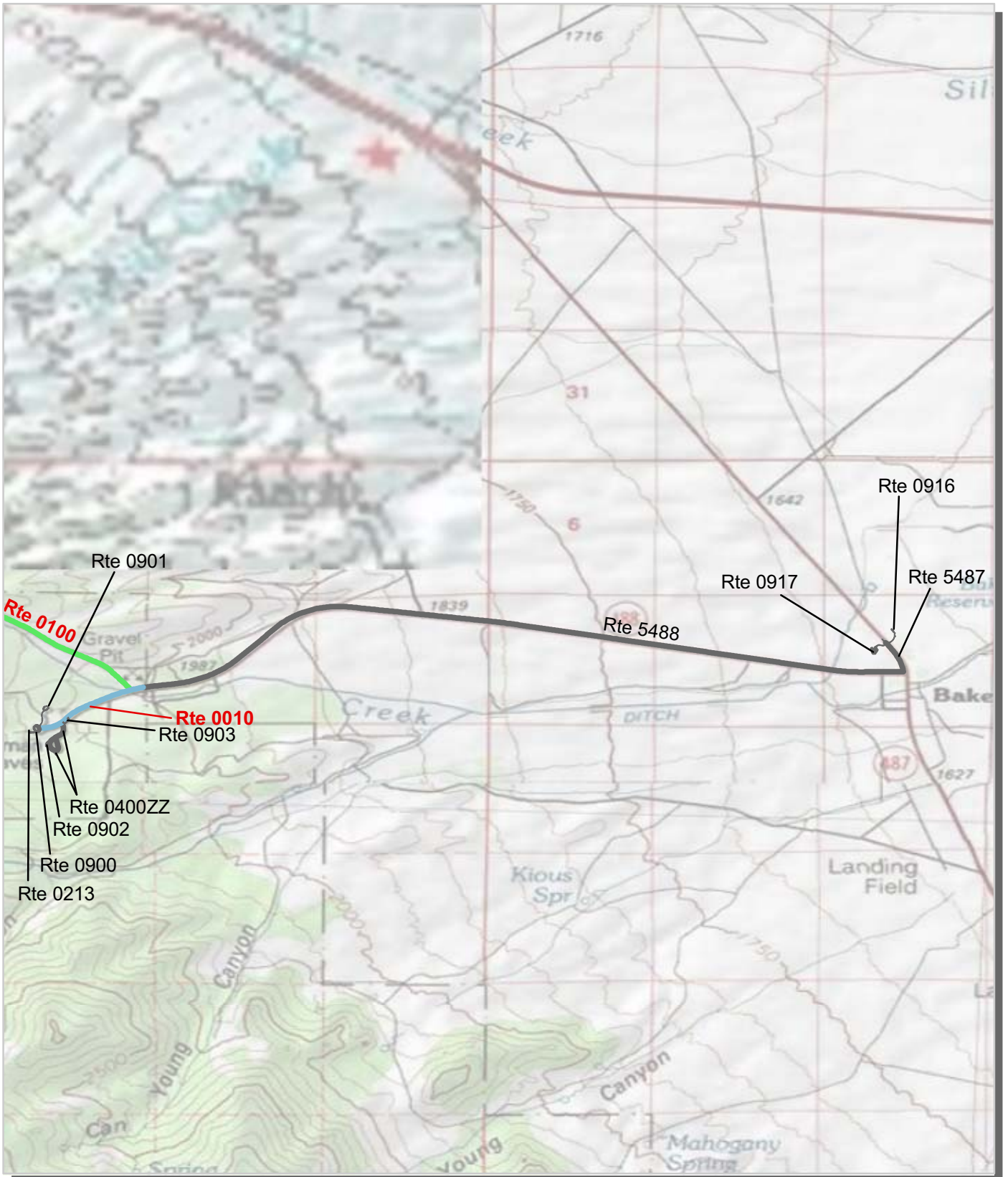
Great Basin National Park Route Location Map Key Map



-  Cycle 5 Collected Routes
-  Routes Collected in Previous Cycle

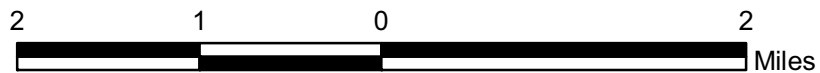


Great Basin National Park Route Location Map Area 1

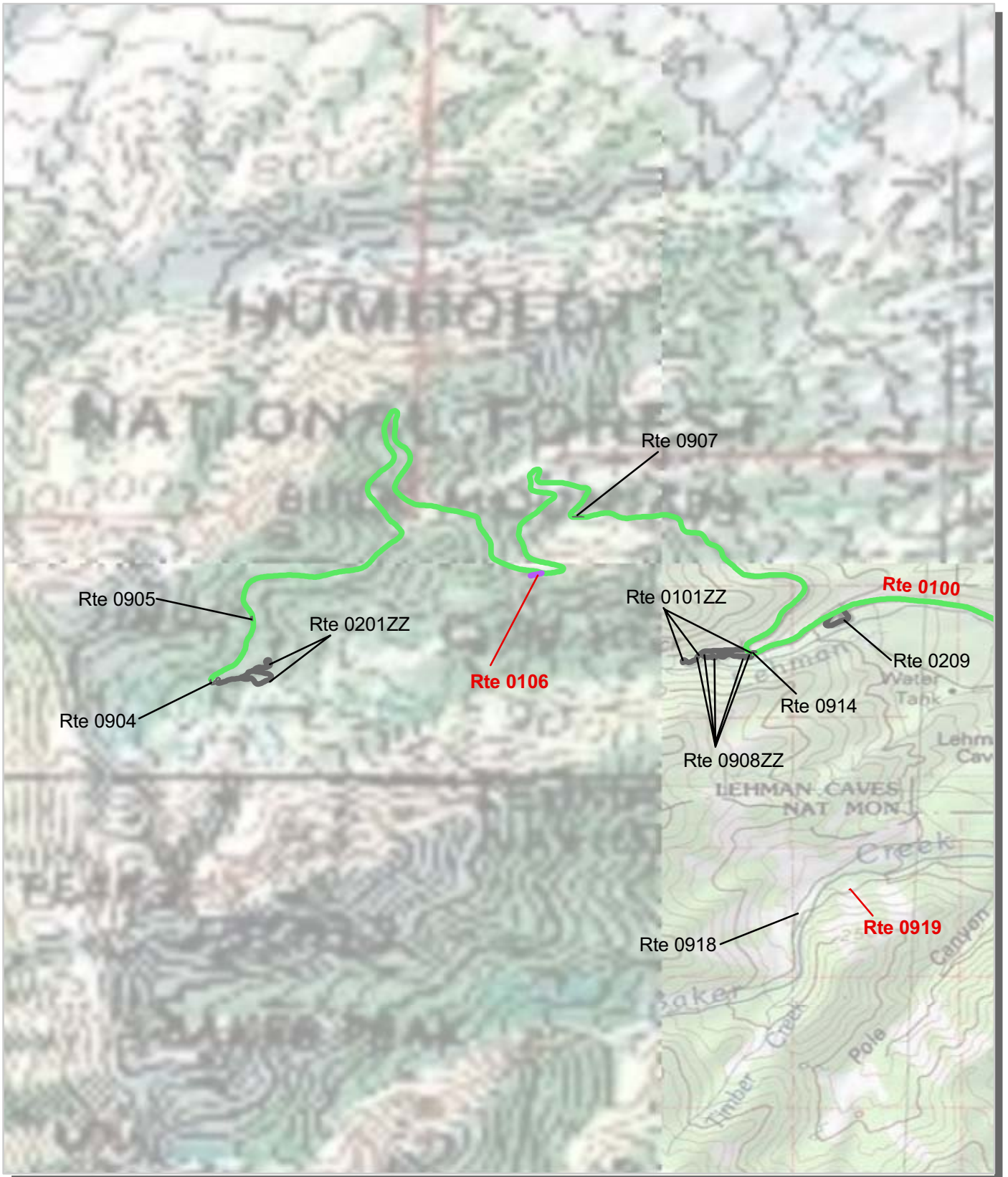


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle

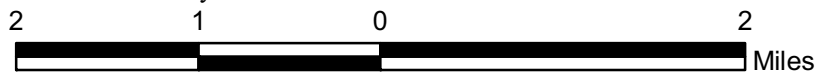


Great Basin National Park
Route Location Map
Area 2

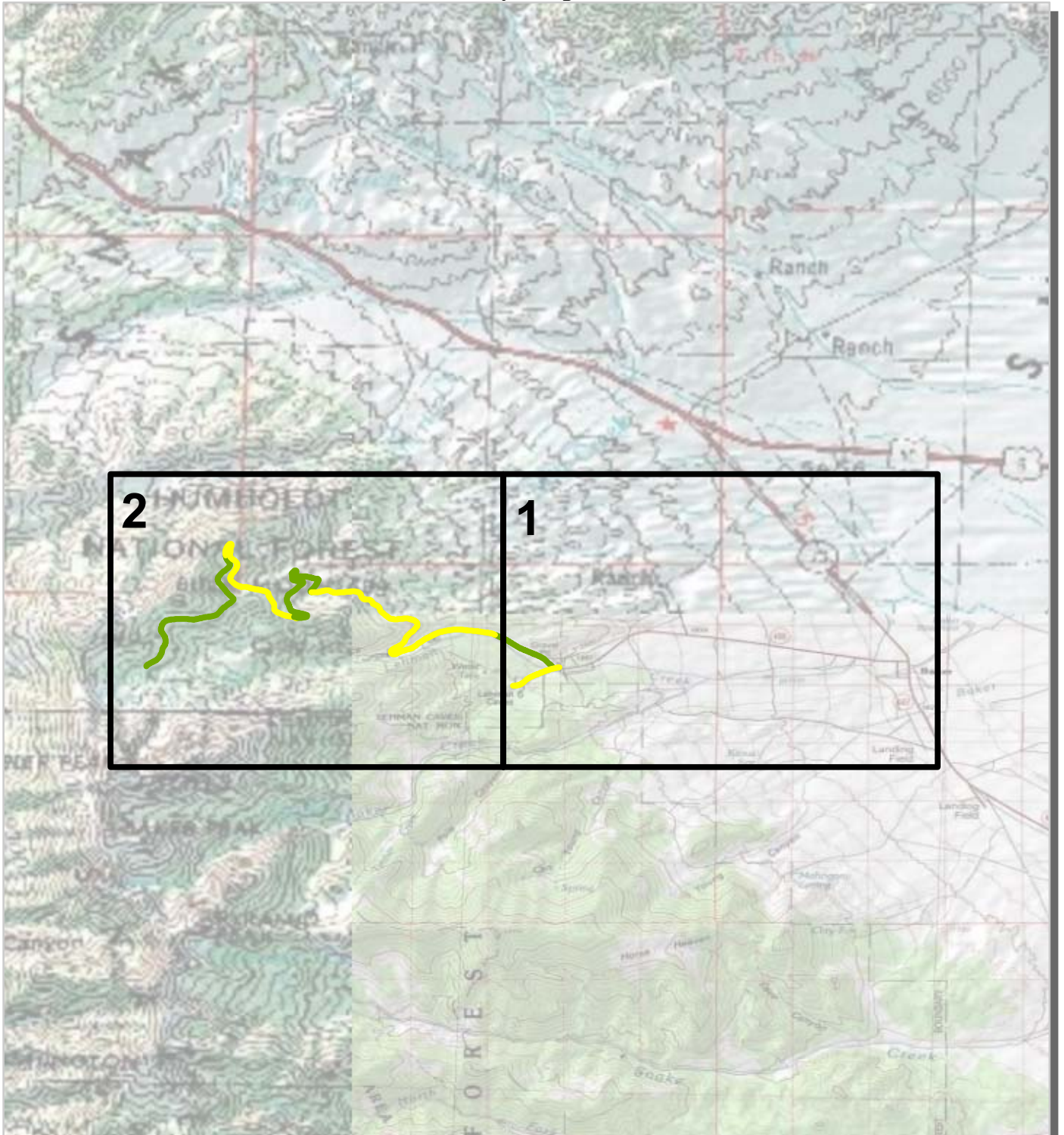


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



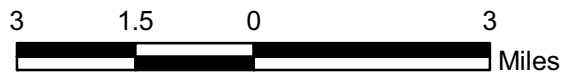
Great Basin National Park Route Condition Map PCR - Mile by Mile Key Map



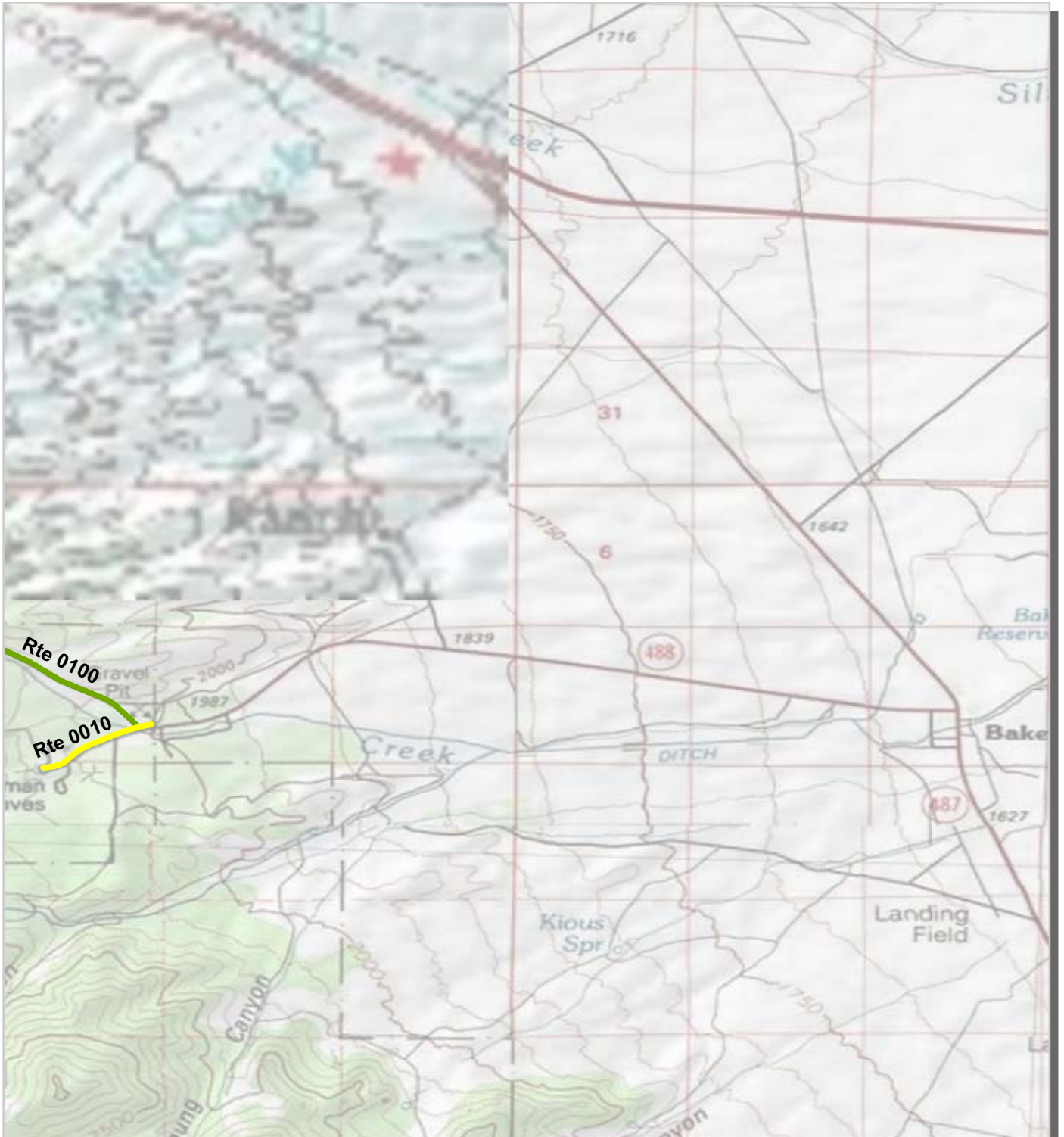
PCR	Poor		Fair		Good		Excellent		No Data	
	(0 - 60)		(61 - 84)	(85 - 94)		(95 - 100)				

* 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.



Great Basin National Park Route Condition Map PCR - Mile by Mile Area 1

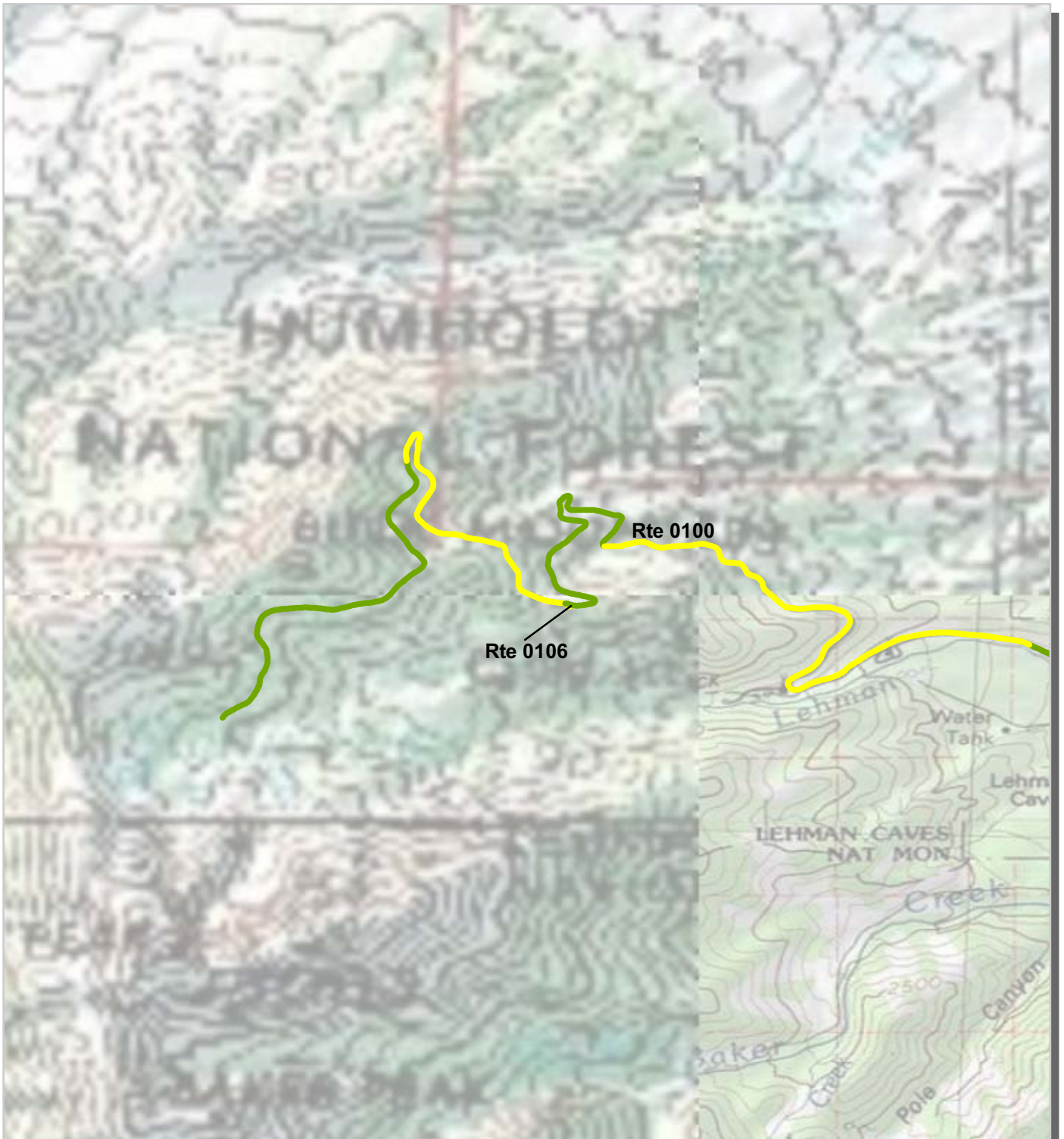


PCR	Poor		Fair		Good		Excellent		No Data	
	(0 - 60)		(61 - 84)	(85 - 94)	(95 - 100)					

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



**Great Basin National Park
Route Condition Map
PCR - Mile by Mile
Area 2**



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

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



Section 5
Paved Route
Condition Rating Sheets



Great Basin National Park





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.

ROUTE: 0010 ENTRANCE ROAD
GRBA : GREAT BASIN NATIONAL PARK

COLLECTED: 9/8/2011
TOTAL LENGTH: 0.71 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.71				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	25				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	80				
Distress Index Values					
Structural Crack Index	88				
Transverse Cracking Index	88				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	69				

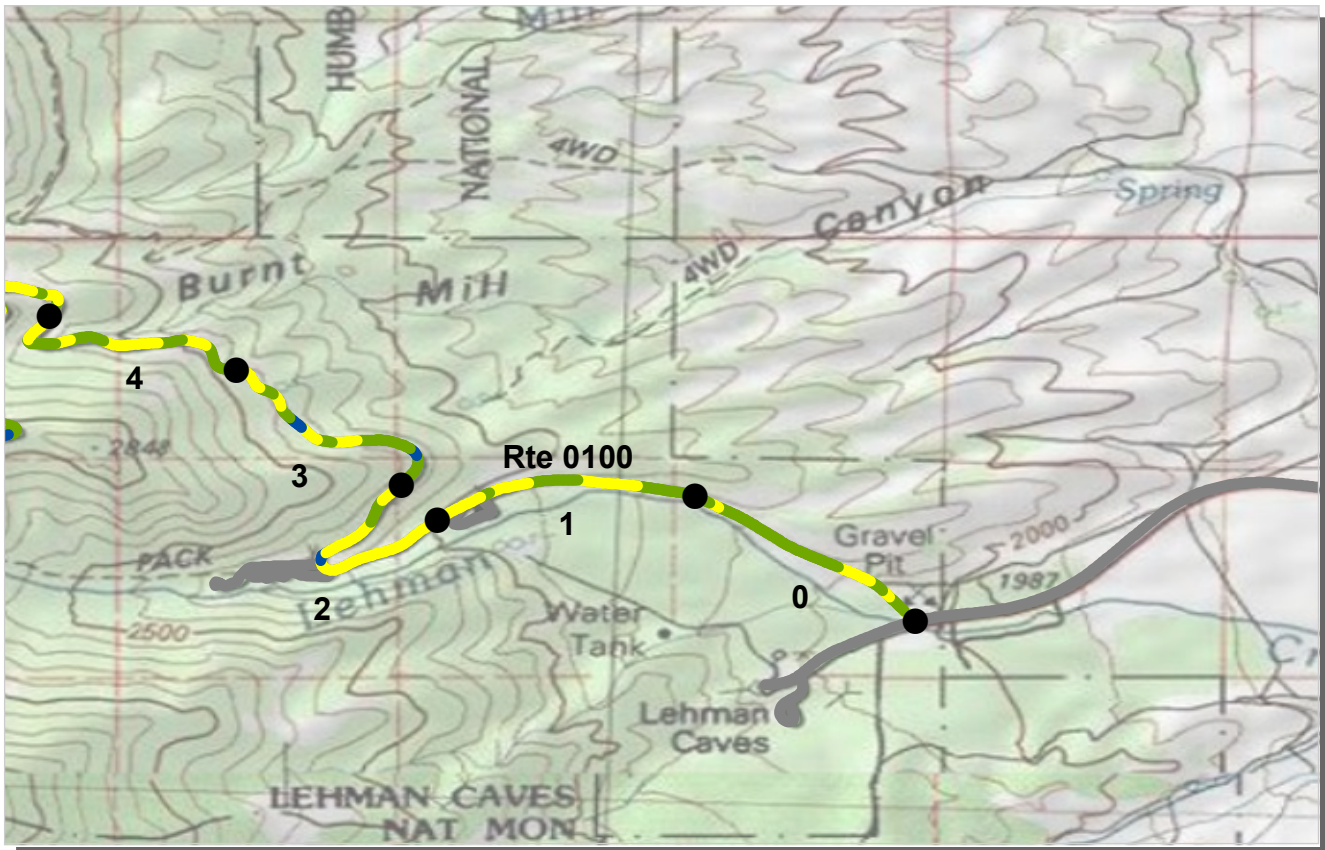
NOTES:

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



ROUTE: 0010 ENTRANCE ROAD



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.

ROUTE: 0100 WHEELER PEAK SCENIC DRIVE
GRBA : GREAT BASIN NATIONAL PARK

COLLECTED: 9/8/2011
TOTAL LENGTH: 11.75 Miles

PACIFIC WEST REGION

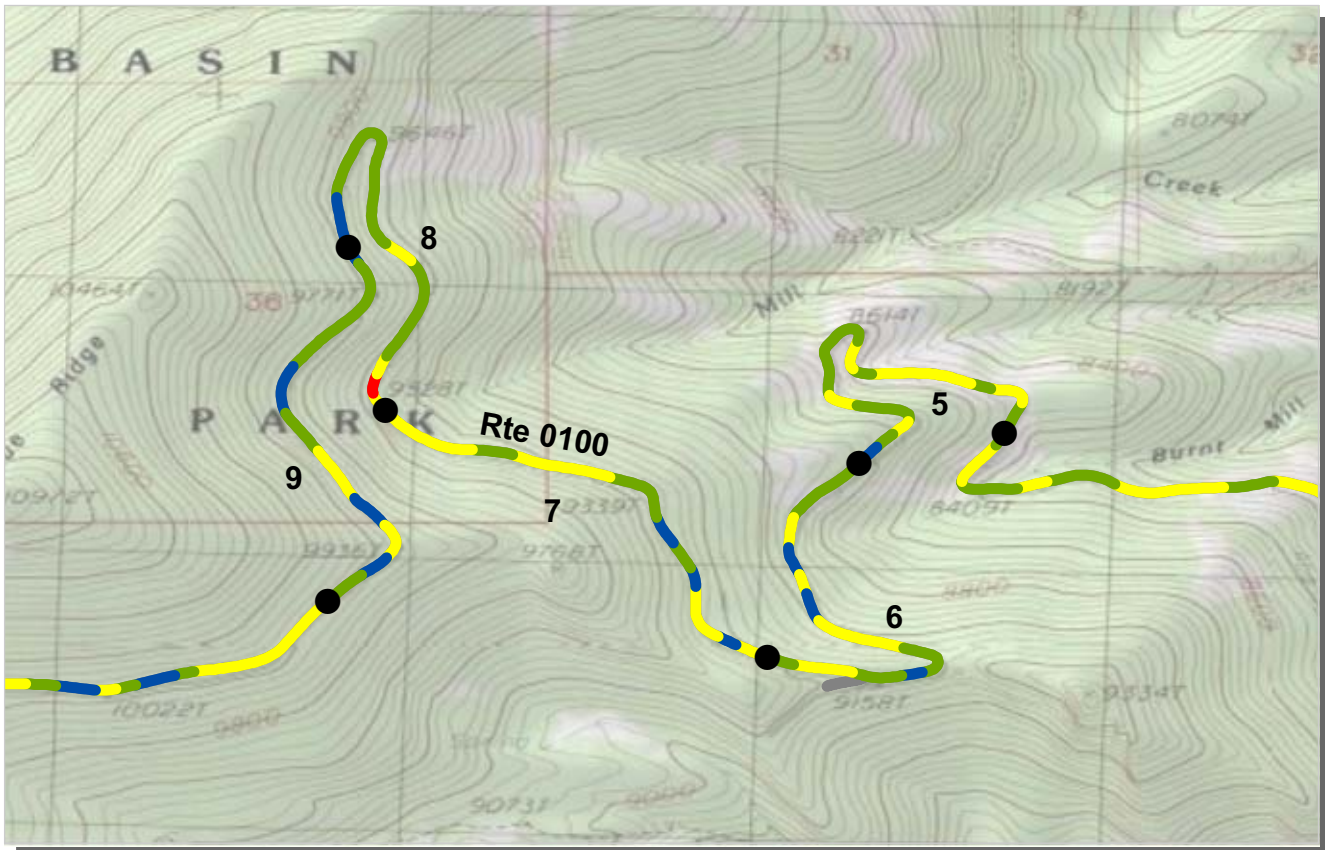
<i>Section Number</i>	0	1	2	3	4
<i>Section Length (mi)</i>	1.00	1.00	1.00	1.00	1.00
<i>Cross Section Information</i>					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	23	22	22	21
Lane Width (ft)	11	11	11	10	10
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	81	80	87	92	93
PCR (Pavement Condition Rating)	87	81	80	84	84
<i>Distress Index Values</i>					
Structural Crack Index	81	80	87	95	95
Transverse Cracking Index	85	88	90	92	93
Patching Index	100	100	100	100	100
Rutting Index	99	99	96	98	98
Roughness Condition Index (RCI)	95	83	70	73	71

NOTES:

Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
 See Section 10 for explanation of SCR, PCR, & all Distress Index Values.

NC - Not Collected N/A - Not Applicable

ROUTE: 0100 WHEELER PEAK SCENIC DRIVE



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.

ROUTE: 0100 WHEELER PEAK SCENIC DRIVE
GRBA : GREAT BASIN NATIONAL PARK

COLLECTED: 9/8/2011
TOTAL LENGTH: 11.75 Miles

PACIFIC WEST REGION

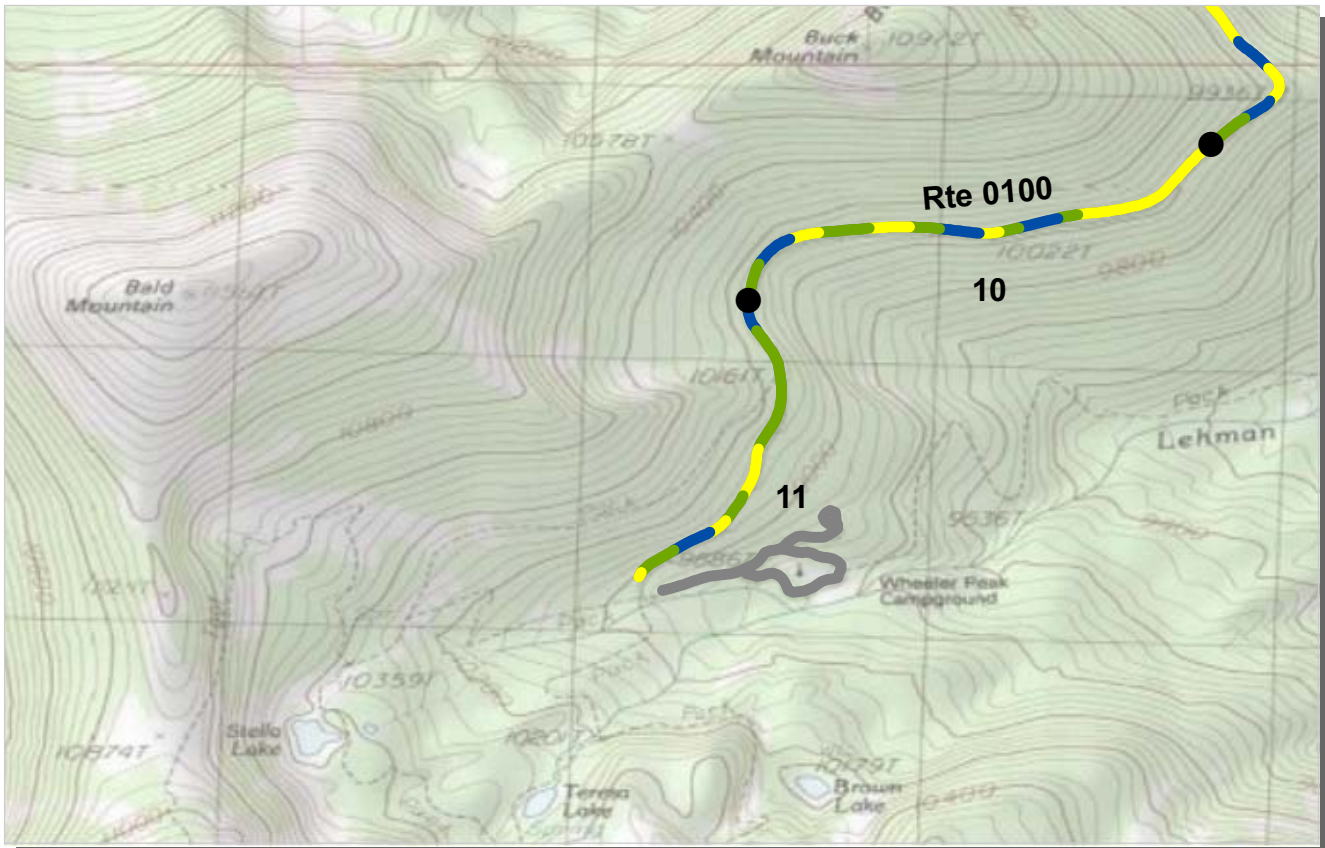
<i>Section Number</i>	5	6	7	8	9
<i>Section Length (mi)</i>	1.00	1.00	1.00	1.00	1.00
<i>Cross Section Information</i>					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	22	21	21	21	20
Lane Width (ft)	11	10	10	10	10
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	92	91	95	91	90
PCR (Pavement Condition Rating)	85	87	84	83	91
<i>Distress Index Values</i>					
Structural Crack Index	92	91	96	91	90
Transverse Cracking Index	93	92	95	94	96
Patching Index	100	99	100	100	100
Rutting Index	98	98	97	95	97
Roughness Condition Index (RCI)	75	81	67	70	92

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

ROUTE: 0100 WHEELER PEAK SCENIC DRIVE



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.

ROUTE: 0100 WHEELER PEAK SCENIC DRIVE
GRBA : GREAT BASIN NATIONAL PARK

COLLECTED: 9/8/2011
TOTAL LENGTH: 11.75 Miles

PACIFIC WEST REGION

<i>Section Number</i>	10	11			
<i>Section Length (mi)</i>	1.00	0.75			
<i>Cross Section Information</i>					
Number of Lanes	2	2			
Paved Width (ft)	21	21			
Lane Width (ft)	10	10			
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	89	96			
PCR (Pavement Condition Rating)	86	89			
<i>Distress Index Values</i>					
Structural Crack Index	89	97			
Transverse Cracking Index	94	98			
Patching Index	100	100			
Rutting Index	98	96			
Roughness Condition Index (RCI)	82	79			

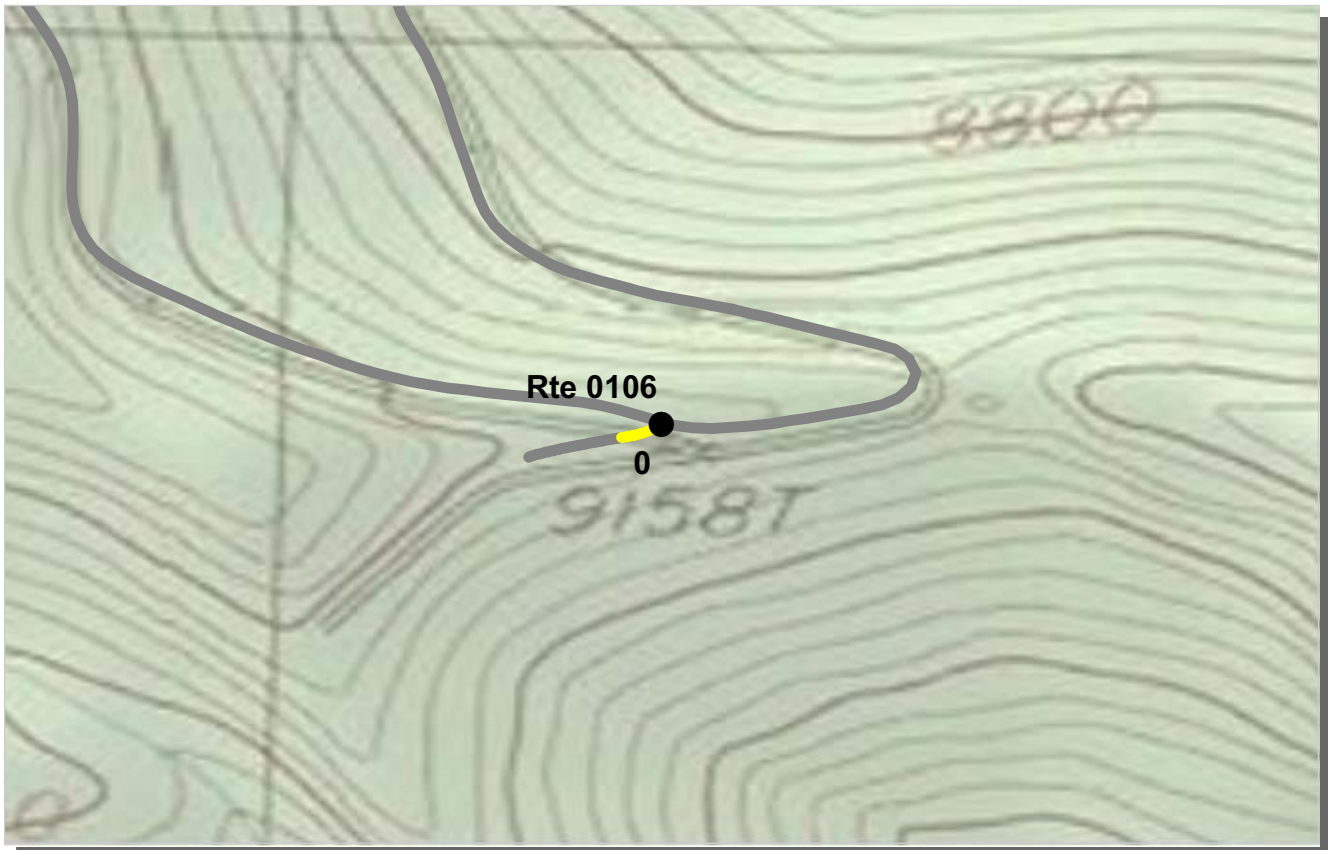
NOTES:

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



ROUTE: 0100 WHEELER PEAK SCENIC DRIVE



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.

ROUTE: 0106 MATHER OVERLOOK
GRBA : GREAT BASIN NATIONAL PARK

COLLECTED: 9/8/2011
TOTAL LENGTH: 0.07 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	79				
PCR (Pavement Condition Rating)	79				
Distress Index Values					
Structural Crack Index	82				
Transverse Cracking Index	95				
Patching Index	84				
Rutting Index	79				
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

ROUTE: 0106 MATHER OVERLOOK

Section 6
Manually Rated Paved Route
Condition Rating Sheets



Great Basin National Park



Federal Lands Highway
Road Inventory Program

MANUALLY RATED ROUTE CONDITION RATING SHEETS

This park is classified as a Large Park. Therefore, in Cycle 5, no manually rated routes were collected unless the route was modified or previously uncollected by RIP.

Section 7

Parking Area

Condition Rating Sheets



Great Basin National Park



GREAT BASIN NATIONAL PARK

Route 0919

LOWER BAKER CG ADA PARKING SPACE
ADJACENT TO ROUTE 0210 (BAKER CREEK CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0919	PUBLIC	9/8/2011	302	0.01	CO
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



Section 8
Route Maintenance
Features Summaries



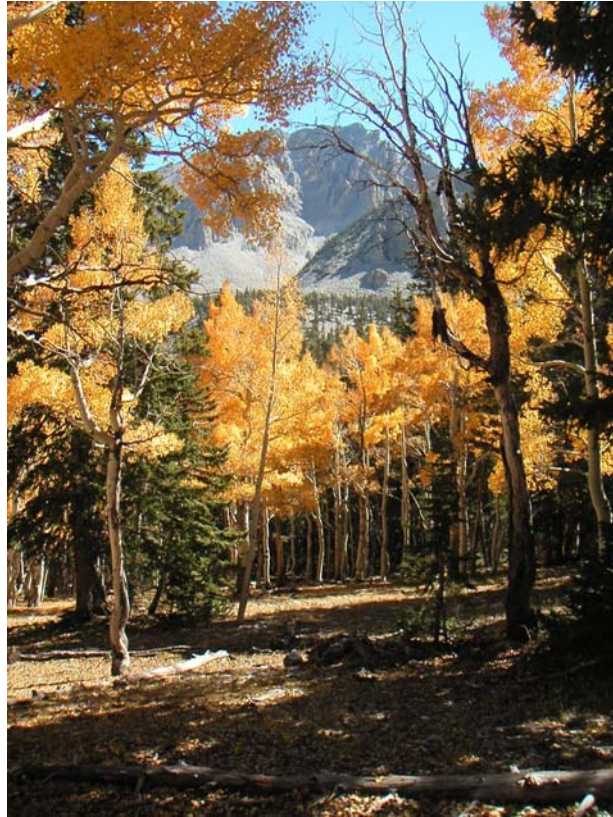
Great Basin National Park



DCV ROUTE MAINTENANCE FEATURES SUMMARY

This park is classified as a Large Park. DCV Route Maintenance Features are only collected in Cycle 5 on routes that were not collected in a previous cycle or routes that have had a significant change in alignment since the previous collection. For this park unit no DCV Route Maintenance Features were collected in Cycle-5, there are no DCV Route Maintenance Features to report for Cycle-5.

Section 9
Route Maintenance Features
Road Logs



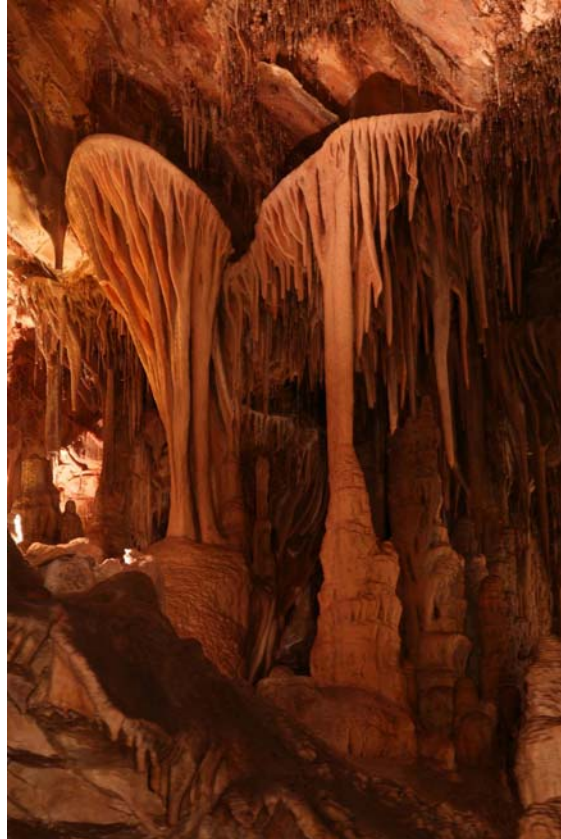
Great Basin National Park



ROUTE MAINTENANCE FEATURES ROAD LOGS

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

Section 10 Appendix



Great Basin National Park



Federal Lands Highway
Road Inventory Program

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

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

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

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

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

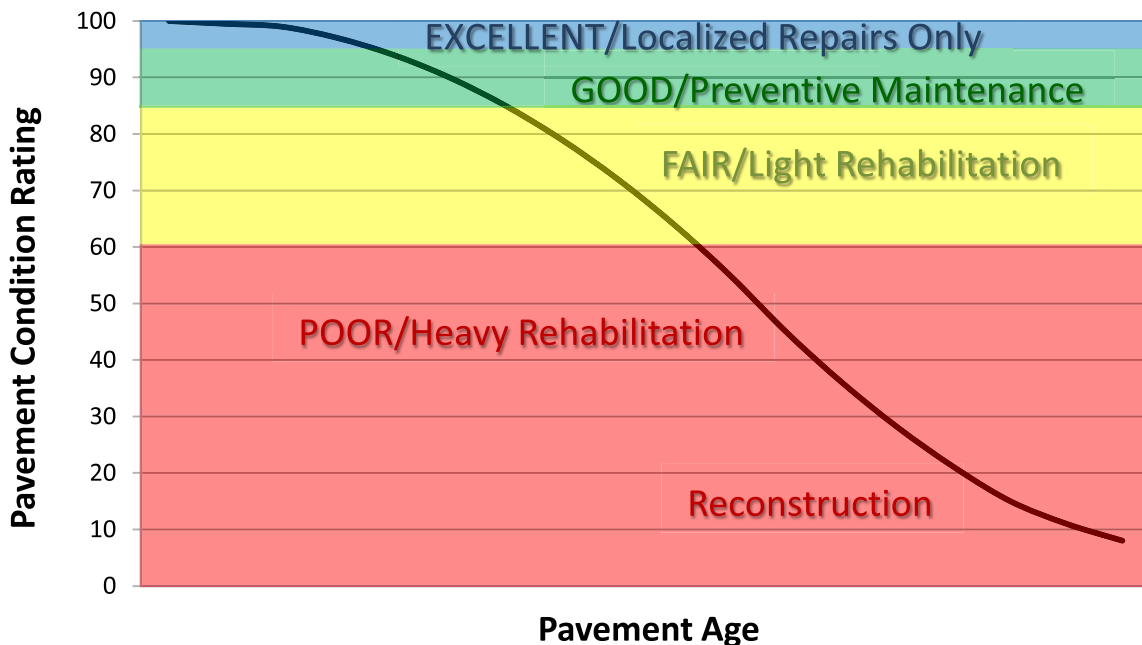
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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

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

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

Condition Categories and Treatments



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:

$$\text{Asphalt PCR} = (0.60 * \text{SCR}) + (0.40 * \text{RCI})$$

$$\text{Concrete PCR} = \text{RCI}$$

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 *severity*...LOW, MEDIUM, or HIGH based on criteria listed. For each severity, an *extent* 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 $\geq 0.20''$ and $\leq 0.49''$

MED

Ruts with a measured depth $\geq 0.50''$ and $\leq 0.99''$

HIGH

Ruts with a measured depth $\geq 1.00''$

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:

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

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:

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

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

$$\text{PATCH_INDEX} = 100 - 40 * (\% \text{PATCHING} / 80)$$

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:

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

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

$$\text{RUT_INDEX} = 100 - 40 * [(\% \text{LOW} / 535) + (\% \text{MED} / 205) + (\% \text{HI} / 40)]$$

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:

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

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

<u>TERM OR ABBREVIATION</u>	<u>DESCRIPTION OR DEFINITION</u>
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