Federal Lands Highway

Road Inventory Program

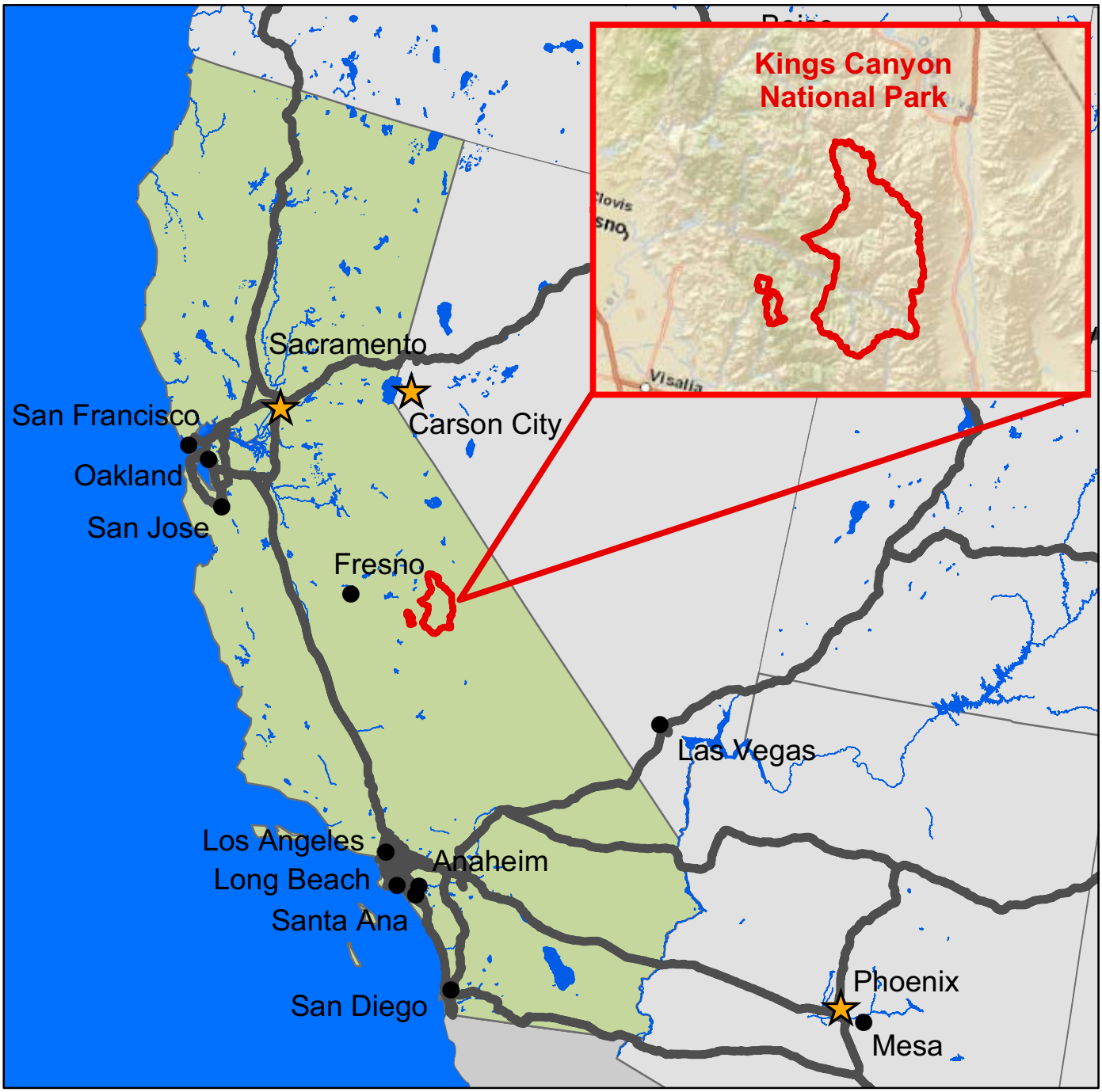
Road Inventory and Condition Assessment

Kings Canyon National Park
KICA

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 09/2011
Report Date: 01/2013

Kings Canyon National Park
in
California



DCV = Data Collection Vehicle

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Section 1
Introduction

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

INTRODUCTION

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

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

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

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

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

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

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

Cycle 5 has launched in the summer of 2010 and will again comprise all parks, large and small, that are served by paved roads and/or parking areas. For Cycle 5, the decision was made to collect condition data in large parks on Functional Class 1, 2, and 7 paved routes only, as well as any new routes that were previously not collected. In small parks, all paved routes and parking areas will be collected. As a result, this will include 81 large parks with 4,459 paved route miles and 168 small parks with 529 paved route miles and associated paved parking areas.

Since 1984, the Road Inventory Program has been funded through the Federal Lands Highway Park Roads and Parkways (PRP) Program. Currently, coordination of the RIP with FLH is under the NPS Washington Headquarters Park Facility Management Division. The FLH Washington office coordinates policy and prepares national reports and needs assessment studies for Congress.

In 1998, the Transportation Equity Act for the 21st Century (TEA-21) amended Title 23 U.S.C., and inserted Section 204(a)(6) requiring the FHWA and NPS, to develop by rule, a Pavement Management System (PMS) applied to park roads and parkways serving the National Park System.

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

Respectfully,

FHWA RIP Team

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Section 2
Park Route Inventory

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven | Yellow = Unpaved Routes, DCV not Driven | Blue = All Paved Parking Areas | Green = All Unpaved Parking Areas
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KICA

KINGS CANYON NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	**5**	**73857**		**GENERALS HIGHWAY**	**FROM BORDER OF SEQUOIA NATIONAL PARK AND NATIONAL FOREST**	**TO ROUTE 0015 (GRANT GROVE ROAD)**	**N/A**	**13.21**	**0.00**	**13.21**	**1**		**AS**	**1**
0011	**5**	**73050**		**CEDAR GROVE ROAD**	**FROM WEST PARK BOUNDARY**	**TO END OF LOOP**	**N/A**	**7.58**	**0.00**	**7.58**	**1**		**AS**	**2**
0015	**5**	**73052**		**GRANT GROVE ROAD**	**FROM SOUTHWEST PARK BOUNDARY**	**TO NORTH PARK BOUNDARY**	**N/A**	**4.70**	**0.00**	**4.70**	**1**		**AS**	**1**
0101	**5**	**73054**		**PANORAMIC POINT ROAD**	**FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.36 ON RIGHT**	**TO ROUTE 0932 PANORAMIC POINT PARKING**	**N/A**	**2.34**	**0.00**	**2.34**	**2**		**AS**	**1**
0200	NC	73084		CEDAR GROVE MOTOR NATURE ROAD	FROM ROUTE 0011 (CEDAR GROVE ROAD)	TO END OF ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD)	N/A	0.00	3.30	3.30	4		GR	
0205	**5**	**73056**		**CEDAR GROVE NORTH SIDE ROAD**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 0.70 ON LEFT**	**TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 1.78**	**N/A**	**1.56**	**0.00**	**1.56**	**2**		**AS**	**2**
0206ZZ	**5**	**73059**		**SHEEP CREEK CAMPGROUND ROADS**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 1.29 ON LEFT**	**THROUGH CAMPGROUND**	**N/A**	**1.43**	**0.00**	**1.43**	**3**		**AS**	**2**
0207ZZ	4	73060		SENTINEL CAMPGROUND ROADS	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON RIGHT	THROUGH CAMPGROUND	N/A	1.16	0.00	1.16	3		AS	2
0208ZZ	4	73062		CANYON VIEW CAMPGROUND ROADS	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.23 ON LEFT	THROUGH CAMPGROUND	N/A	0.84	0.00	0.84	3		AS	2
0209ZZ	**5**	**73063**		**MORAINE CAMPGROUND ROADS**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.53 ON LEFT**	**THROUGH CAMPGROUND**	**N/A**	**1.49**	**0.00**	**1.49**	**3**		**AS**	**2**
0212	**5**	**73065**		**GRANT TREE ROAD**	**FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.58 ON LEFT**	**TO ROUTE 0912 (GRANT TREE PARKING)**	**N/A**	**0.77**	**0.00**	**0.77**	**2**		**AS**	**1**
0216ZZ	4	73066		AZALEA CAMPGROUND ROADS	FROM ROUTE 0212 (GRANT TREE ROAD) AT MP 0.03 ON LEFT	THROUGH CAMPGROUND	N/A	1.60	0.00	1.60	3		AS	1
0217	**5**	**73067**		**CRYSTAL SPRINGS ROAD**	**FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.58 ON RIGHT**	**TO ROUTE 0101 (PANORAMIC POINT ROAD)**	**N/A**	**0.28**	**0.00**	**0.28**	**2**		**AS**	**1**
0218ZZ	**5**	**73068**		**CRYSTAL SPRINGS CAMPGROUND ROADS**	**FROM ROUTE 0217 (CRYSTAL SPRINGS ROAD) ON LEFT**	**THROUGH CAMPGROUND**	**N/A**	**1.15**	**0.00**	**1.15**	**3**		**AS**	**1**

Cycle 5 NPS/RIP Route ID Report

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KINGS CANYON NATIONAL PARK

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0220ZZ	**5**	**73069**		**SUNSET CAMPGROUND ROADS**	**FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.17 ON LEFT**	**THROUGH CAMPGROUND**	**N/A**	**1.31**	**0.00**	**1.31**	**3**		**AS**	**1**
0231	NC	73086		REDWOOD SADDLE ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY)	TO WEST PARK BOUNDARY	N/A	0.00	1.29	1.29	4		GR	
0400	4	73070		CEDAR GROVE RESIDENCE ROAD	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON LEFT	TO ROUTE 0200 (CEDAR GROVE MOTOR NATURE ROAD)	N/A	0.73	0.00	0.73	5		AS	2
0401	4	73071		CEDAR GROVE RESIDENCE LOOP	FROM ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD) AT MP 0.59 ON LEFT	TO ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD)	N/A	0.24	0.00	0.24	5		AS	2
0402ZZ	4	73072	■	PICNIC ESTATES LOOP ROADS	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON LEFT	THROUGH RESIDENTIAL AREA	N/A	0.48	0.00	0.48	5		AS	2
0403	NC	73088		HELIPORT SERVICE ROAD	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.31 ON RIGHT	TO HELIPORT	N/A	0.00	0.76	0.76	6		GR	
0404	NC	73090		CANYON VIEW SERVICE ROAD	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 3.27 ON RIGHT	TO END	N/A	0.00	0.20	0.20	6		GR	
0408	NC	73093		LEWIS CREEK RESIDENCE ROAD	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 0.23 ON LEFT	TO END	N/A	0.00	0.20	0.20	6		GR	
0411	4	73074		GRANT GROVE RESIDENCE EAST WIRTH WAY	FROM ROUTE 0417ZZ (GRANT GROVE RESIDENCE LOWER LOOP ROADS)	TO ROUTE 0417ZZ (GRANT GROVE RESIDENCE LOWER LOOP ROADS)	N/A	0.43	0.00	0.43	5		AS	1
0414ZZ	4	73075		SWALE WORK CENTER ROUTES	FROM END OF ROUTE 0212 (GRANT TREE ROAD)	THROUGH WORK CENTER AREA	N/A	0.88	0.00	0.88	6		AS	1
0415	4	73078		GRANT GROVE RESIDENCE UPPER LOOP	FROM ROUTE 0411 (GRANT GROVE RESIDENCE EAST LOOP) AT MP 0.10 ON RIGHT	TO END OF LOOP	N/A	0.12	0.00	0.12	5		AS	1
0417ZZ	4	73079		GRANT GROVE RESIDENCE LOWER LOOP ROADS	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.1 ON RIGHT	THROUGH RESIDENCE LOOP	N/A	0.47	0.00	0.47	5		AS	1
0418	4	73080		GRANT GROVE WATER TOWER ACCESS ROAD	FROM ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.17 ON RIGHT	TO WATER TOWER	N/A	0.41	0.00	0.41	6		AS	1
0419	4	73082	■	PETER SPRINGS TRAILER RESIDENCE ROAD	FROM ROUTE 0101 (PANORAMIC POINT ROAD)	TO END	N/A	0.00	0.00	0.00	5	15,227	AS	1

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0425	NC	73097		PARK RIDGE ROAD	FROM ROUTE 0101 (PANORAMIC POINT ROAD)	TO LOOKOUT TOWER	N/A	0.00	2.86	2.86	6		GR	
0426	NC	114561		LEWIS CREEK SEWAGE TREATMENT PLANT SERVICE ROAD	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 0.2 ON LEFT	TO END	N/A	0.00	0.14	0.14	6		GR	
0900	4	73099		BIG STUMP PICNIC AREA	ADJACENT TO ROUTE 0015 (GRANT GROVE ROAD) (SOUTH) AT MP 0.88 ON LEFT		N/A	0.00	0.00	0.00		35,947	AS	1
0901	4	73101		KINGS CANYON OVERLOOK	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 8.58 ON RIGHT		N/A	0.00	0.00	0.00		8,097	AS	1
0902	4	73103		GRANT GROVE MAINTENANCE AREA	ADJACENT TO ROUTE 0417ZZ (GRANT GROVE RESIDENCE LOWER LOOP ROADS)		N/A	0.00	0.00	0.00		38,101	AS	1
0903	4	73104		SUNSET AMPHITHEATER PARKING	FROM ROUTE 0220ZZ (SUNSET CAMPGROUND ROADS)	TO PARKING	N/A	0.00	0.00	0.00		24,948	AS	1
0904	4	73105	■	GRANT GROVE PLAZA PARKING	ADJACENT TO ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.40 ON RIGHT		N/A	0.00	0.00	0.00		16,445	AS	1
0905	4	73107	■	GRANT GROVE CONCESSION SERVICE ACCESS	FROM ROUTE 0904 (GRANT GROVE CONCESSION PARKING)	TO LOADING AREA	N/A	0.00	0.00	0.00		8,263	AS	1
0906ZZ	4	73108		GRANT GROVE VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.0 ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		13,197	AS	1
0907	4	73109	■	MANZANITA TRAIL PARKING	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.09 ON RIGHT		N/A	0.00	0.00	0.00		6,324	AS	1
0908ZZ	4	73110	■	GRANT GROVE OLD MARKET PARKING AREAS	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.1 ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		7,277	AS	1
0909	4	73111	■	JOHN MUIR LODGE PARKING	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.22		N/A	0.00	0.00	0.00		21,840	AS	1
0910	4	73112	■	MEADOW CAMP CABINS ROAD	FROM ROUTE 0217 (CRYSTAL SPRINGS ROAD) AT MP 0.2	THROUGH CABIN AREA	N/A	0.00	0.00	0.00		9,246	AS	1

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0911	4	73135		COLUMBINE PICNIC PARKING	ADJACENT TO ROUTE 0212 (GRANT TREE ROAD) AT MP 0.24 ON LEFT		N/A	0.00	0.00	0.00		8,282	AS	1
0912	4	73136		GRANT TREE PARKING	FROM END OF ROUTE 0212 (GRANT TREE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		54,511	AS	1
0913	4	73137		CEDAR GROVE WASTE WATER TREATMENT FACILITY ACCESS	FROM ROUTE 0011 (CEDAR GROVE ROAD) ON LEFT	TO END	N/A	0.00	0.00	0.00		11,320	AS	2
0914	4	73139		CEDAR GROVE MAINTENANCE AREA	FROM ROUTE 0401 (CEDAR GROVE RESIDENCE LOOP) AT MP 0.01	TO ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD)	N/A	0.00	0.00	0.00		15,442	AS	2
0915	NC	104963		CEDAR GROVE CORRAL PARKING	ADJACENT TO ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD)		N/A	0.00	0.00	0.00			GR	
0916	4	73140	■	CEDAR GROVE VILLAGE PARKING	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD)	TO ROUTE 0402ZZ (CEDAR GROVE VILLAGE RESIDENCE LOOP ROADS)	N/A	0.00	0.00	0.00		60,206	AS	2
0917	4	73141	■	CEDAR GROVE VILLAGE PICNIC PARKING	ADJACENT TO ROUTE 0916 (CEDAR GROVE VILLAGE PARKING)		N/A	0.00	0.00	0.00		24,253	AS	2
0918ZZ	4	73142		CEDAR GROVE VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0207ZZ (SENTINEL CAMPGROUND ROADS)		N/A	0.00	0.00	0.00		45,872	AS	2
0919	4	73144		CEDAR GROVE VISITOR CENTER SERVICE LOOP	ADJACENT TO ROUTE 0918ZZ BEHIND VISITOR CENTER		N/A	0.00	0.00	0.00		3,078	AS	2
0921	4	73146		SHEEP CREEK DUMP STATION	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 1.21 ON LEFT		N/A	0.00	0.00	0.00		4,242	AS	2
0922	4	73147		CANYON VIEW PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.79 ON LEFT		N/A	0.00	0.00	0.00		5,983	AS	2
0923	4	73148		KNAPP'S CABIN PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 3.94 ON LEFT		N/A	0.00	0.00	0.00		8,570	AS	2
0927	4	73604		ZUMWALT MEADOW PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 6.34 ON RIGHT		N/A	0.00	0.00	0.00		17,653	AS	2
0928	4	73606		ROAD'S END INFORMATION PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 7.17 ON RIGHT		N/A	0.00	0.00	0.00		46,034	AS	2

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0929	4	73608		ROAD'S END RESTROOM PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 7.24 ON LEFT		N/A	0.00	0.00	0.00		2,522	AS	2
0930	4	73609		ROAD'S END COPPER CREEK TRAIL PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 7.33 ON RIGHT		N/A	0.00	0.00	0.00		20,298	AS	2
0931	4	73611		ROAD'S END LONG TERM PARKING	ADJACENT TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 7.49 ON RIGHT		N/A	0.00	0.00	0.00		43,704	AS	2
0932	4	73613		PANORAMIC POINT PARKING	FROM END OF ROUTE 0101 (PANORAMIC POINT ROAD)	TO PARKING	N/A	0.00	0.00	0.00		6,390	AS	1
0933	NC	104961		GRANT GROVE CORRAL PARKING	ADJACENT TO ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.73 ON LEFT		N/A	0.00	0.00	0.00			GR	
0934	4	73614		REDWOOD CANYON OVERLOOK PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 10.20 ON LEFT		N/A	0.00	0.00	0.00		13,650	AS	1
0936ZZ	**5**			**SWALE WORK CENTER AND ARROWHEAD INTERAGENCY PARKING AREAS**	**FROM ROUTE 0414ZZ (SWALE WORK CENTER ROUTES) ON LEFT AND RIGHT**	**TO PARKING AREAS**	**N/A**	**0.00**	**0.00**	**0.00**		**4,734**	**AS**	**1**
5000	4			PARK ROAD / WILSONIA ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY)	TO ROUTE 0417AZ (GRANT GROVE RESIDENCE LOWER LOOP ROAD A)	N/A	0.63	0.00	0.63			AS	1
5001	4			LILAC LANE	FROM WILSONIA ROAD	TO END OF PAVEMENT	N/A	0.23	0.00	0.23			AS	1
5002	4			HAZEL LANE	FROM LAUREL LANE	TO FERN LANE	N/A	0.29	0.00	0.29			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	

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

** DCV - Data Collection Vehicle

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

CYCLE 5 COLLECTED SUMMARY TOTALS FOR KINGS CANYON NATIONAL PARK

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	34.94
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	34.94
Manually Rated Routes (SQFT)	0

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	4,734

CYCLE 5 COLLECTED CONCESSION TOTALS

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

CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	83
**Manually Rated Routes PCR	N/A
**Parking PCR	54
***Total Equivalent Lane Miles	68.62

TOTAL PARK SUMMARY FOR KINGS CANYON NATIONAL PARK

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	43.18
TOTAL PAVED PARKING (SQFT)	586,429

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

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

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

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

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

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** DCV - Data Collection Vehicle

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

General Park Road Functional Classification Table

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

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

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

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

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

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

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

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

****

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

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

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

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).

KICA

KINGS CANYON NATIONAL PARK

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
0206ZZ	**73059**	**5**	**SHEEP CREEK CAMPGROUND ROADS**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 1.29 ON LEFT**	**THROUGH CAMPGROUND**		**3**	**1.43**	**0.00**	**1.43**	
0207ZZ	73060	4	SENTINEL CAMPGROUND ROADS	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON RIGHT	THROUGH CAMPGROUND		3	1.16	0.00	1.16	
0208ZZ	73062	4	CANYON VIEW CAMPGROUND ROADS	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.23 ON LEFT	THROUGH CAMPGROUND		3	0.84	0.00	0.84	
0209ZZ	**73063**	**5**	**MORAINE CAMPGROUND ROADS**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.53 ON LEFT**	**THROUGH CAMPGROUND**		**3**	**1.49**	**0.00**	**1.49**	
0216ZZ	73066	4	AZALEA CAMPGROUND ROADS	FROM ROUTE 0212 (GRANT TREE ROAD) AT MP 0.03 ON LEFT	THROUGH CAMPGROUND		3	1.60	0.00	1.60	
0218ZZ	**73068**	**5**	**CRYSTAL SPRINGS CAMPGROUND ROADS**	**FROM ROUTE 0217 (CRYSTAL SPRINGS ROAD) ON LEFT**	**THROUGH CAMPGROUND**		**3**	**1.15**	**0.00**	**1.15**	
0220ZZ	**73069**	**5**	**SUNSET CAMPGROUND ROADS**	**FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.17 ON LEFT**	**THROUGH CAMPGROUND**		**3**	**1.31**	**0.00**	**1.31**	
0402ZZ	73072	4	PICNIC ESTATES LOOP ROADS	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON LEFT	THROUGH RESIDENTIAL AREA	■	5	0.48	0.00	0.48	
0414ZZ	73075	4	SWALE WORK CENTER ROUTES	FROM END OF ROUTE 0212 (GRANT TREE ROAD)	THROUGH WORK CENTER AREA		6	0.88	0.00	0.88	
0417ZZ	73079	4	GRANT GROVE RESIDENCE LOWER LOOP ROADS	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.1 ON RIGHT	THROUGH RESIDENCE LOOP		5	0.47	0.00	0.47	
0906ZZ	73108	4	GRANT GROVE VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.0 ON LEFT AND RIGHT				0.00	0.00	0.00	13,197
0908ZZ	73110	4	GRANT GROVE OLD MARKET PARKING AREAS	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.1 ON LEFT AND RIGHT		■		0.00	0.00	0.00	7,277
0918ZZ	73142	4	CEDAR GROVE VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0207ZZ (SENTINEL CAMPGROUND ROADS)				0.00	0.00	0.00	45,872
0936ZZ	**N/A**	**5**	**SWALE WORK CENTER AND ARROWHEAD INTERAGENCY PARKING AREAS**	**FROM ROUTE 0414ZZ (SWALE WORK CENTER ROUTES) ON LEFT AND RIGHT**	**TO PARKING AREAS**			**0.00**	**0.00**	**0.00**	**4,734**

NPS/RIP Subcomponent Details for KICA

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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KICA

KINGS CANYON NATIONAL PARK

KICA-0206ZZ 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
0206AZ	73059	5	SHEEP CREEK CAMPGROUND ROAD A	FROM ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B) (SHEEP CREEK CAMPGROUND ROAD B) ON RIGHT	TO END OF LOOP		3	0.49	0.00	0.49	
0206BZ	73059	5	SHEEP CREEK CAMPGROUND ROAD B	FROM ROUTE 0011 (CEDAR GROVE ROAD)	TO END OF LOOP		3	0.47	0.00	0.47	
0206CZ	73059	5	SHEEP CREEK CAMPGROUND ROAD C	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)		3	0.07	0.00	0.07	
0206DZ	73059	5	SHEEP CREEK CAMPGROUND ROAD D	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON RIGHT	TO ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)		3	0.08	0.00	0.08	
0206EZ	73059	5	SHEEP CREEK CAMPGROUND ROAD E	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)		3	0.11	0.00	0.11	
0206FZ	73059	5	SHEEP CREEK CAMPGROUND ROAD F	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)		3	0.14	0.00	0.14	
0206GZ	73059	5	SHEEP CREEK CAMPGROUND ROAD G	FROM ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B) ON RIGHT	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)		3	0.09	0.00	0.09	

NPS/RIP Subcomponent Details for KICA

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

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KICA

KINGS CANYON NATIONAL PARK

KICA-0207ZZ 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
0207AZ	73060	4	SENTINEL CAMPGROUND ROAD A	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON LEFT	TO END OF LOOP		3	0.60	0.00	0.60	
0207BZ	73060	4	SENTINEL CAMPGROUND ROAD B	FROM ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A) AT MP 0.05 ON LEFT	TO ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A)		3	0.22	0.00	0.22	
0207CZ	73060	4	SENTINEL CAMPGROUND ROAD C	FROM ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A) AT MP 0.10 ON LEFT	TO ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A)		3	0.12	0.00	0.12	
0207DZ	73060	4	SENTINEL CAMPGROUND ROAD D	FROM ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A) AT MP 0.13 ON LEFT	TO ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A)		3	0.12	0.00	0.12	
0207EZ	73060	4	SENTINEL CAMPGROUND ROAD E	FROM ROUTE 0207BZ (SENTINEL CAMPGROUND ROAD B) AT MP 0.15 ON LEFT	TO ROUTE 0207BZ (SENTINEL CAMPGROUND ROAD B)		3	0.10	0.00	0.10	

KICA-0208ZZ 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
0208AZ	73062	4	CANYON VIEW CAMPGROUND ROAD A	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.23 ON LEFT	TO END OF LOOP		3	0.31	0.00	0.31	
0208BZ	73062	4	CANYON VIEW CAMPGROUND ROAD B	FROM ROUTE 0208AZ (CANYON VIEW CAMPGROUND ROAD A) AT MP 0.15 ON RIGHT	TO ROUTE 0208CZ (CANYON VIEW CAMPGROUND ROAD C)		3	0.18	0.00	0.18	
0208CZ	73062	4	CANYON VIEW CAMPGROUND ROAD C	FROM ROUTE 0208AZ (CANYON VIEW CAMPGROUND ROAD A) AT MP 0.28 ON RIGHT	TO ROUTE 0208AZ (CANYON VIEW CAMPGROUND ROAD A)		3	0.35	0.00	0.35	

NPS/RIP Subcomponent Details for KICA

Shading Color Key:
Red text denotes approx. mileage

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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).

KICA

KINGS CANYON NATIONAL PARK

KICA-0209ZZ 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
0209AZ	**73063**	**5**	**MORAINE CAMPGROUND ROAD A**	**FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.53 ON LEFT**	**TO END OF LOOP**		**3**	**0.61**	**0.00**	**0.61**	
0209BZ	73063	4	MORAINE CAMPGROUND ROAD B	FROM ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A) ON LEFT	TO ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)		3	0.10	0.00	0.10	
0209CZ	73063	4	MORAINE CAMPGROUND ROAD C	FROM ROUTE 0209BZ (MORAINE CAMPGROUND ROAD B) AT MP 0.03 ON LEFT	TO ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)		3	0.16	0.00	0.16	
0209DZ	73063	4	MORAINE CAMPGROUND ROAD D	FROM ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A) ON RIGHT	TO ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)		3	0.37	0.00	0.37	
0209EZ	73063	4	MORAINE CAMPGROUND ROAD E	FROM ROUTE 0209DZ (MORAINE CAMPGROUND ROAD D) AT MP 0.12 ON RIGHT	TO ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)		3	0.12	0.00	0.12	
0209FZ	73063	4	MORAINE CAMPGROUND ROAD F	FROM ROUTE 0209DZ (MORAINE CAMPGROUND ROAD D) AT MP 0.18 ON RIGHT	TO ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)		3	0.13	0.00	0.13	

KICA-0216ZZ 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
0216AZ	73066	4	AZALEA CAMPGROUND ROAD A	FROM ROUTE 0212 (GRANT TREE ROAD) AT MP 0.03 ON LEFT	TO END OF LOOP		3	0.77	0.00	0.77	
0216BZ	73066	4	AZALEA CAMPGROUND ROAD B	FROM ROUTE 0216AZ (AZALEA CAMPGROUND ROAD A) AT MP 0.34 ON RIGHT	TO END OF LOOP		3	0.34	0.00	0.34	
0216CZ	73066	4	AZALEA CAMPGROUND ROAD C	FROM ROUTE 0216BZ (AZALEA CAMPGROUND ROAD B) AT MP 0.15 ON LEFT	TO ROUTE 0216BZ (AZALEA CAMPGROUND ROAD B)		3	0.03	0.00	0.03	
0216DZ	73066	4	AZALEA CAMPGROUND ROAD D	FROM ROUTE 0216AZ (AZALEA CAMPGROUND ROAD A) AT MP 0.25 ON LEFT	TO ROUTE 0216AZ (AZALEA CAMPGROUND ROAD A)		3	0.26	0.00	0.26	
0216EZ	73066	4	AZALEA CAMPGROUND ROAD E	FROM ROUTE 0216AZ (AZALEA CAMPGROUND ROAD A) AT MP 0.34 ON LEFT	TO ROUTE 0216AZ (AZALEA CAMPGROUND ROAD A)		3	0.20	0.00	0.20	

NPS/RIP Subcomponent Details for KICA

Shading Color Key:
Red text denotes approx. mileage

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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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KICA

KINGS CANYON NATIONAL PARK

KICA-0218ZZ 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
0218AZ	73068	5	CRYSTAL SPRINGS CAMPGROUND ROAD A	FROM ROUTE 0217 (CRYSTAL SPRINGS ROAD)	TO END OF LOOP		3	0.47	0.00	0.47	
0218BZ	73068	5	CRYSTAL SPRINGS CAMPGROUND ROAD B	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)	TO END OF LOOP		3	0.38	0.00	0.38	
0218CZ	73068	5	CRYSTAL SPRINGS CAMPGROUND ROAD C	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)	TO ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)		3	0.21	0.00	0.21	
0218DZ	73068	5	CRYSTAL SPRINGS CAMPGROUND ROAD D	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)	TO ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)		3	0.10	0.00	0.10	

KICA-0220ZZ 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
0220AZ	73069	5	SUNSET CAMPGROUND ROAD A	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.17 ON LEFT	TO END OF LOOP		3	0.50	0.00	0.50	
0220BZ	73069	5	SUNSET CAMPGROUND ROAD B	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A) AT MP 0.2 ON LEFT	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)		3	0.41	0.00	0.41	
0220CZ	73069	5	SUNSET CAMPGROUND ROAD C	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)		3	0.05	0.00	0.05	
0220DZ	73069	5	SUNSET CAMPGROUND ROAD D	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)		3	0.08	0.00	0.08	
0220EZ	73069	5	SUNSET CAMPGROUND ROAD E	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)		3	0.08	0.00	0.08	
0220FZ	73069	5	SUNSET CAMPGROUND ROAD F	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)	TO ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)		3	0.09	0.00	0.09	
0220GZ	73069	5	SUNSET CAMPGROUND ROAD G	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)	TO ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)		3	0.10	0.00	0.10	

NPS/RIP Subcomponent Details for KICA

Shading Color Key:
Red text denotes approx. mileage

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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).

KICA

KINGS CANYON NATIONAL PARK

KICA-0402ZZ 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
0402AZ	73072	4	PICNIC ESTATES LOOP ROAD A	FROM ROUTE 0205 (CEDAR GROVE NORTH SIDE ROAD) ON LEFT	TO END OF LOOP	■	5	0.39	0.00	0.39	
0402BZ	73072	4	PICNIC ESTATES LOOP ROAD B	FROM ROUTE 0402AZ (CEDAR GROVE VILLAGE RESIDENCE LOOP ROAD A) (CEDAR GROVE VILLAGE RESIDENCE LOOP ROAD A) AT MP .17 ON LEFT	TO ROUTE 0402AZ (CEDAR GROVE VILLAGE RESIDENCE LOOP ROAD A) (CEDAR GROVE VILLAGE RESIDENCE LOOP ROAD A)	■	5	0.09	0.00	0.09	

KICA-0414ZZ 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
0414AZ	73075	4	SWALE WORK CENTER LOOP A	FROM ROUTE 0414Z (SWALE WORK CENTER ROAD) AT MP 0.46	TO ROUTE 0414Z (SWALE WORK CENTER ROAD) AT MP 0.4		6	0.06	0.00	0.06	
0414Z	73075	4	SWALE WORK CENTER ROAD	FROM END OF ROUTE 0212 (GRANT TREE ROAD)	TO END OF LOOP		6	0.82	0.00	0.82	

KICA-0417ZZ 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
0417AZ	73079	4	GRANT GROVE RESIDENCE LOWER LOOP ROAD A	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.10 ON RIGHT	END OF LOOP		5	0.42	0.00	0.42	
0417BZ	73079	4	GRANT GROVE RESIDENCE LOWER LOOP ROAD B	FROM ROUTE 0417AZ (GRANT GROVE RESIDENCE LOWER LOOP ROAD A) AT MP 0.24 ON RIGHT	TO ROUTE 0417AZ (GRANT GROVE RESIDENCE LOWER LOOP ROAD A)		5	0.05	0.00	0.05	

NPS/RIP Subcomponent Details for KICA

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).

KICA

KINGS CANYON NATIONAL PARK

KICA-0906ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0906AZ	73108	4	GRANT GROVE VISITOR CENTER PARKING AREA A	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.06 ON RIGHT				0.00	0.00	0.00	7,630
0906BZ	73108	4	GRANT GROVE VISITOR CENTER PARKING AREA B	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.05 ON LEFT		■		0.00	0.00	0.00	3,125
0906CZ	73108	4	GRANT GROVE VISITOR CENTER PARKING AREA C	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.08 ON LEFT				0.00	0.00	0.00	2,442

KICA-0908ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0908AZ	73110	4	GRANT GROVE OLD MARKET PARKING AREA A	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.14 ON RIGHT		■		0.00	0.00	0.00	3,584
0908BZ	73110	4	GRANT GROVE OLD MARKET PARKING AREA B	ADJACENT TO ROUTE 0101 (PANORAMIC POINT ROAD) AT MP 0.13 ON LEFT		■		0.00	0.00	0.00	3,693

KICA-0918ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0918AZ	73142	4	CEDAR GROVE VISITOR CENTER PARKING AREA A	ADJACENT TO ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A) AT MP 0.03 ON RIGHT				0.00	0.00	0.00	43,686
0918BZ	73142	4	CEDAR GROVE VISITOR CENTER PARKING AREA B	ADJACENT TO ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A) AT MP 0.31 ON RIGHT				0.00	0.00	0.00	2,186

NPS/RIP Subcomponent Details for KICA

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven | Yellow = Unpaved Routes, DCV not Driven | Blue = All Paved Parking Areas | Green = All Unpaved Parking Areas

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

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

KICA

KINGS CANYON NATIONAL PARK

KICA-0936ZZ 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
0936AZ	N/A	5	SWALE WORK CENTER PARKING A	FROM ROUTE 0414Z (SWALE WORK CENTER ROAD) ON LEFT	TO PARKING			0.00	0.00	0.00	1,614
0936BZ	N/A	5	SWALE WORK CENTER PARKING B	FROM ROUTE 0414Z (SWALE WORK CENTER ROAD) ON RIGHT	TO PARKING			0.00	0.00	0.00	1,621
0937Z	N/A	5	ARROWHEAD INTERAGENCY HOTSHOT CREW PARKING	FROM ROUTE 0414Z (SWALE WORK CENTER ROAD)	TO PARKING			0.00	0.00	0.00	1,499

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - KICA

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0205	CEDAR GROVE NORTH SIDE ROAD	FUNCTIONAL CLASS CHANGE	THE FUNCTIONAL CLASSIFICATION WAS CHANGED FROM 3 TO 2 IN CYCLE 5 PER THE PARK'S REQUEST. ROUTE WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5.
0206ZZ	SHEEP CREEK CAMPGROUND ROADS	COLLECTION METHOD CHANGE	ROUTE WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5.
0209ZZ	MORAINE CAMPGROUND ROADS	OTHER	A PORTION OF THIS ROUTE (SUBCOMPONENT 0209AZ) WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5. ALL OTHER SUBCOMPONENTS HAD NO CHANGES IN CYCLE 5.
0212	GRANT TREE ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 3 TO 2 IN CYCLE 5 PER THE PARK'S REQUEST.
0217	CRYSTAL SPRINGS ROAD	FUNCTIONAL CLASS CHANGE	THE FUNCTIONAL CLASSIFICATION WAS CHANGED FROM 3 TO 2 IN CYCLE 5 PER THE PARK'S REQUEST. ROUTE WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5.
0218ZZ	CRYSTAL SPRINGS CAMPGROUND ROADS	COLLECTION METHOD CHANGE	ROUTE WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5.
0220ZZ	SUNSET CAMPGROUND ROADS	COLLECTION METHOD CHANGE	ROUTE WAS MANUALLY RATED IN CYCLE 4 AND DRIVEN WITH THE DATA COLLECTION VEHICLE IN CYCLE 5.
0402ZZ	PICNIC ESTATES LOOP ROADS	OTHER	ROUTE NAME CHANGED PER THE PARK'S REQUEST; WAS "CEDAR GROVE VILLAGE RESIDENCE LOOP ROADS".
0411	GRANT GROVE RESIDENCE EAST WIRTH WAY	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION WAS CHANGED FROM 6 TO 5 IN CYCLE 5 PER THE PARK'S REQUEST.
0414ZZ	SWALE WORK CENTER ROUTES	ROUTES COMBINED	CYCLE 4 ROUTES 0414 AND 0414A WERE COMBINED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - KICA

OTHER CHANGES FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Change	Comments
0415	GRANT GROVE RESIDENCE UPPER LOOP	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION WAS CHANGED FROM 6 TO 5 IN CYCLE 5 PER THE PARK'S REQUEST.
0936ZZ	SWALE WORK CENTER AND ARROWHEAD INTERAGENCY PARKING AREAS	ROUTES COMBINED	ROUTES 0936A, 0936B, AND 0937 WERE COMBINED INTO ROUTE 0936ZZ DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. THESE PARKING AREAS WERE RECOLLECTED IN CYCLE 5 TO UPDATE GPS.

ROUTES REMOVED FROM PREVIOUS INVENTORY:

Route #	Route Name	Reason for Removal	Comments
0920	ROUTE 0011 (CEDAR GROVE ROAD) PARKING AT MP 0.81	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. IT'S A PULLOUT THAT IS MAINTAINED WITH THE ROAD.
0924	ROARING RIVER FALLS PARKING	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. THIS PARKING AREA IS MANAGED ALONG WITH THE ROAD RATHER THAN AS A SEPARATE LOCATION.
0925	ROUTE 0011 (CEDAR GROVE ROAD) PARKING AT MP 5.02	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. IT'S A TURNOUT AND IS MANAGED WITH THE ROAD.
0926	ROUTE 0011 (CEDAR GROVE ROAD) PARKING AT MP 5.42	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. IT'S A TURNOUT AND IS MANAGED WITH THE ROAD.
0935	ROUTE 0010 (GENERALS HIGHWAY) PARKING AT MP 11.72	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. IT'S A TURNOUT AND IS MANAGED WITH THE ROAD.

Section 3
Park Summary Information

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

KICA: 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	0.16	0.46%	9.54	27.30%	8.21	23.50%	7.58	21.69%	**25.49**
2	1.52	4.35%	0.60	1.72%	1.66	4.75%	1.17	3.35%	**4.95**
3	0.95	2.72%	0.64	1.83%	2.52	7.21%	0.39	1.12%	**4.50**
4									
5									
6									
7									
8									
Totals	**2.63**	**7.53%**	**10.78**	**30.85%**	**12.39**	**35.46%**	**9.14**	**26.16%**	**34.94**

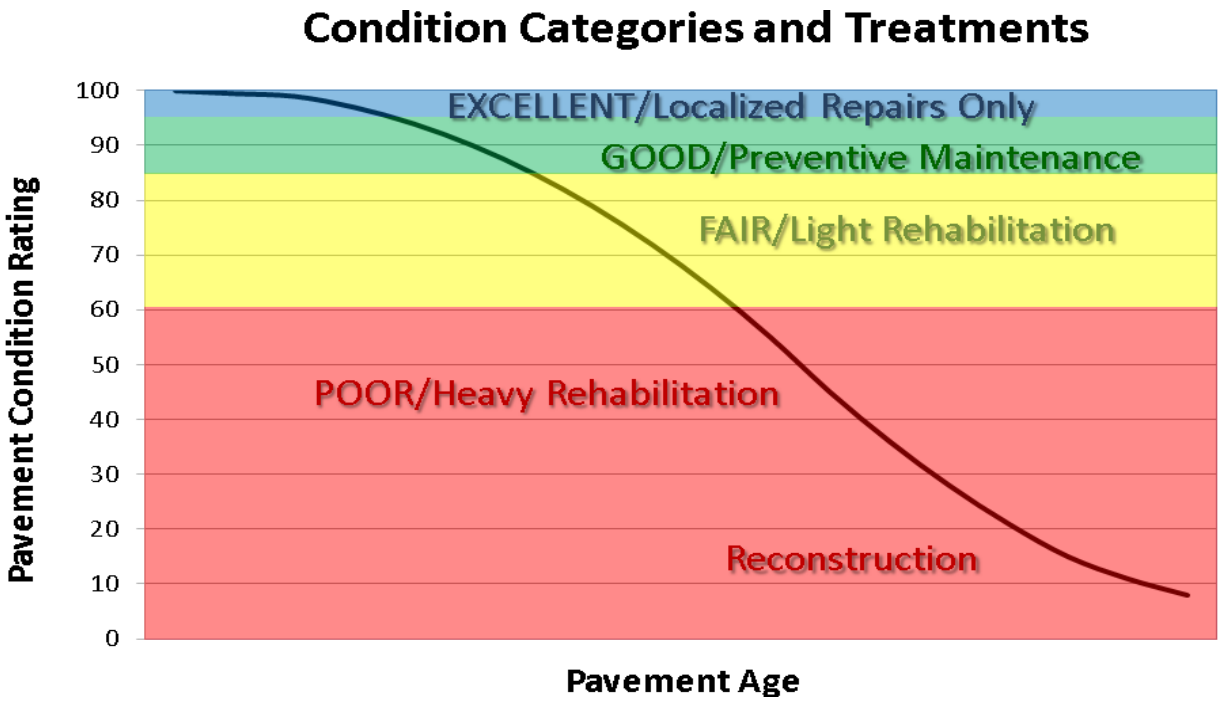
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class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

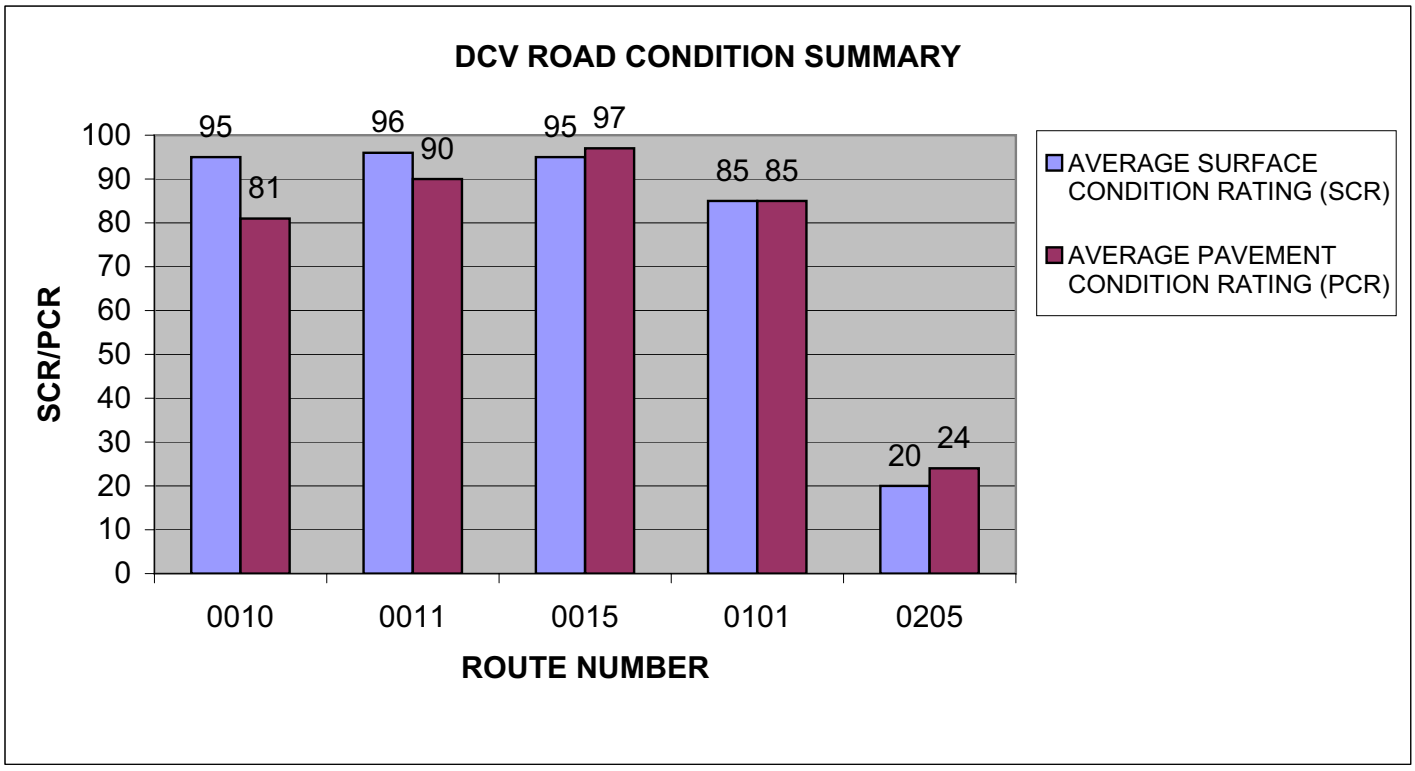
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely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



KICA: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

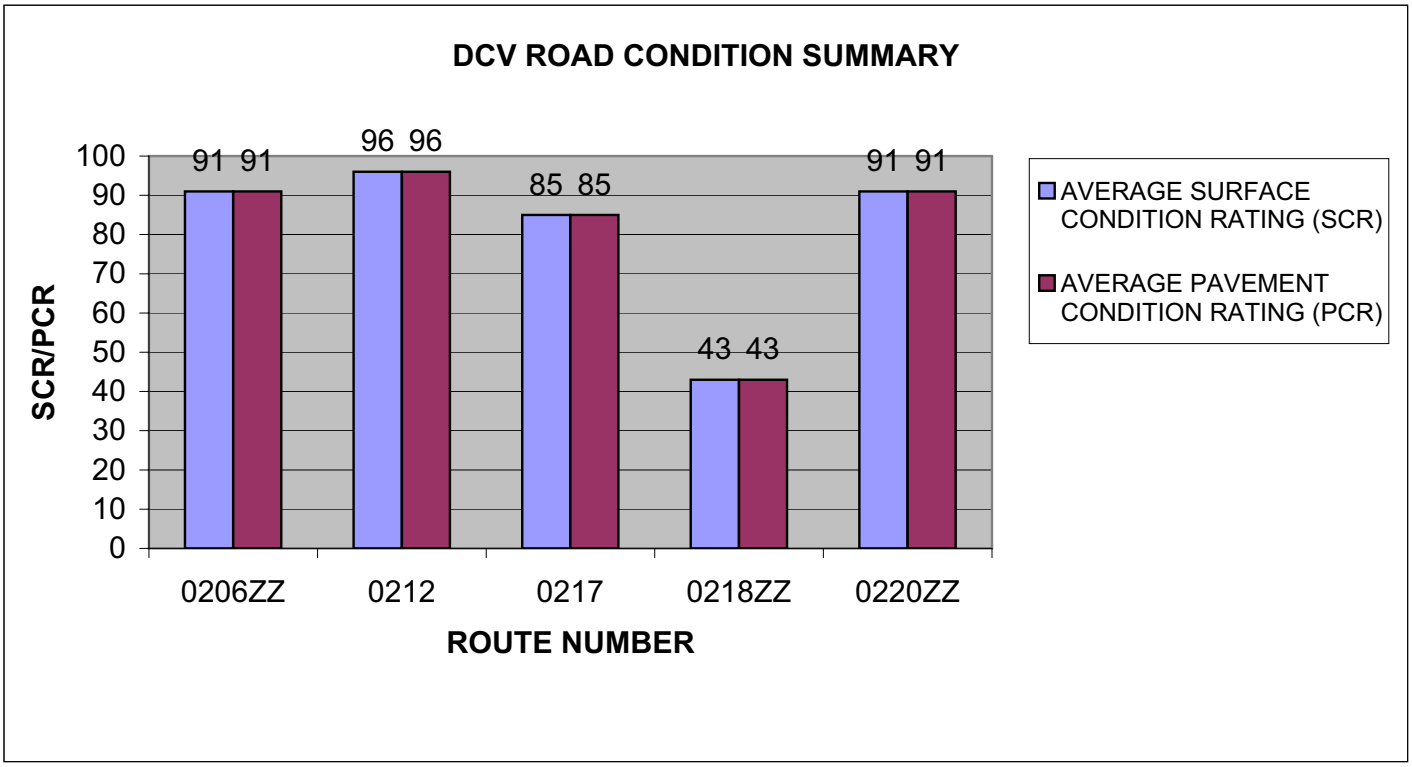
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	GENERALS HIGHWAY	1	13.21	ASPHALT	95	81
0011	CEDAR GROVE ROAD	1	7.58	ASPHALT	96	90
0015	GRANT GROVE ROAD	1	4.70	ASPHALT	95	97
0101	PANORAMIC POINT ROAD	2	2.34	ASPHALT	85	85
0205	CEDAR GROVE NORTH SIDE ROAD	2	1.56	ASPHALT	20	24



KICA: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0206ZZ	SHEEP CREEK CAMPGROUND ROADS	3	1.43	ASPHALT	91	91
0212	GRANT TREE ROAD	2	0.77	ASPHALT	96	96
0217	CRYSTAL SPRINGS ROAD	2	0.28	ASPHALT	85	85
0218ZZ	CRYSTAL SPRINGS CAMPGROUND ROADS	3	1.15	ASPHALT	43	43
0220ZZ	SUNSET CAMPGROUND ROADS	3	1.31	ASPHALT	91	91

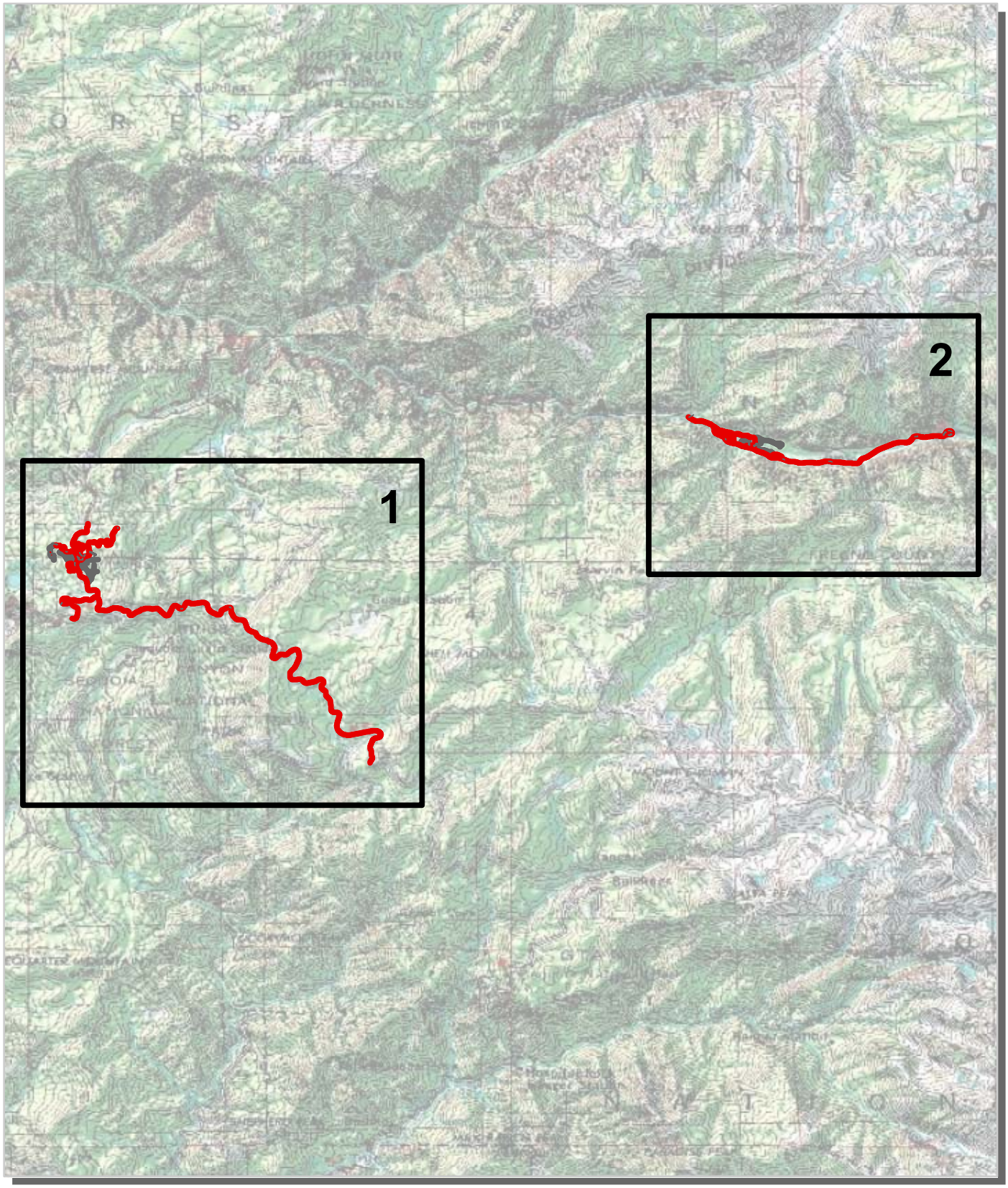


Section 4
Park Route Location Maps

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

Kings Canyon National Park
Route Location Map
Key Map



Cycle 5 Collected Routes

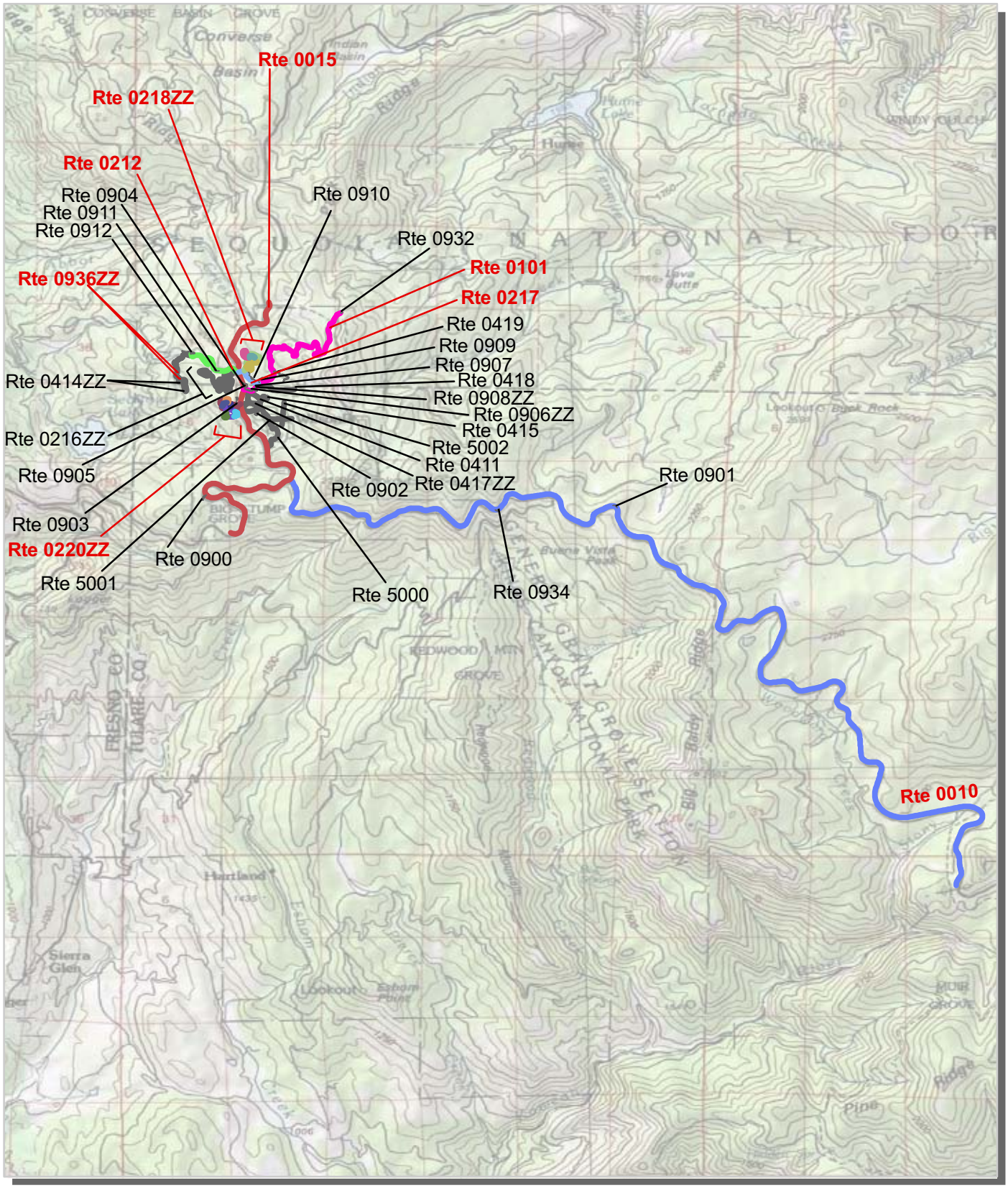
Routes Collected in Previous Cycle

4 2 0 4

Miles

N

Kings Canyon National Park
Route Location Map
Area 1



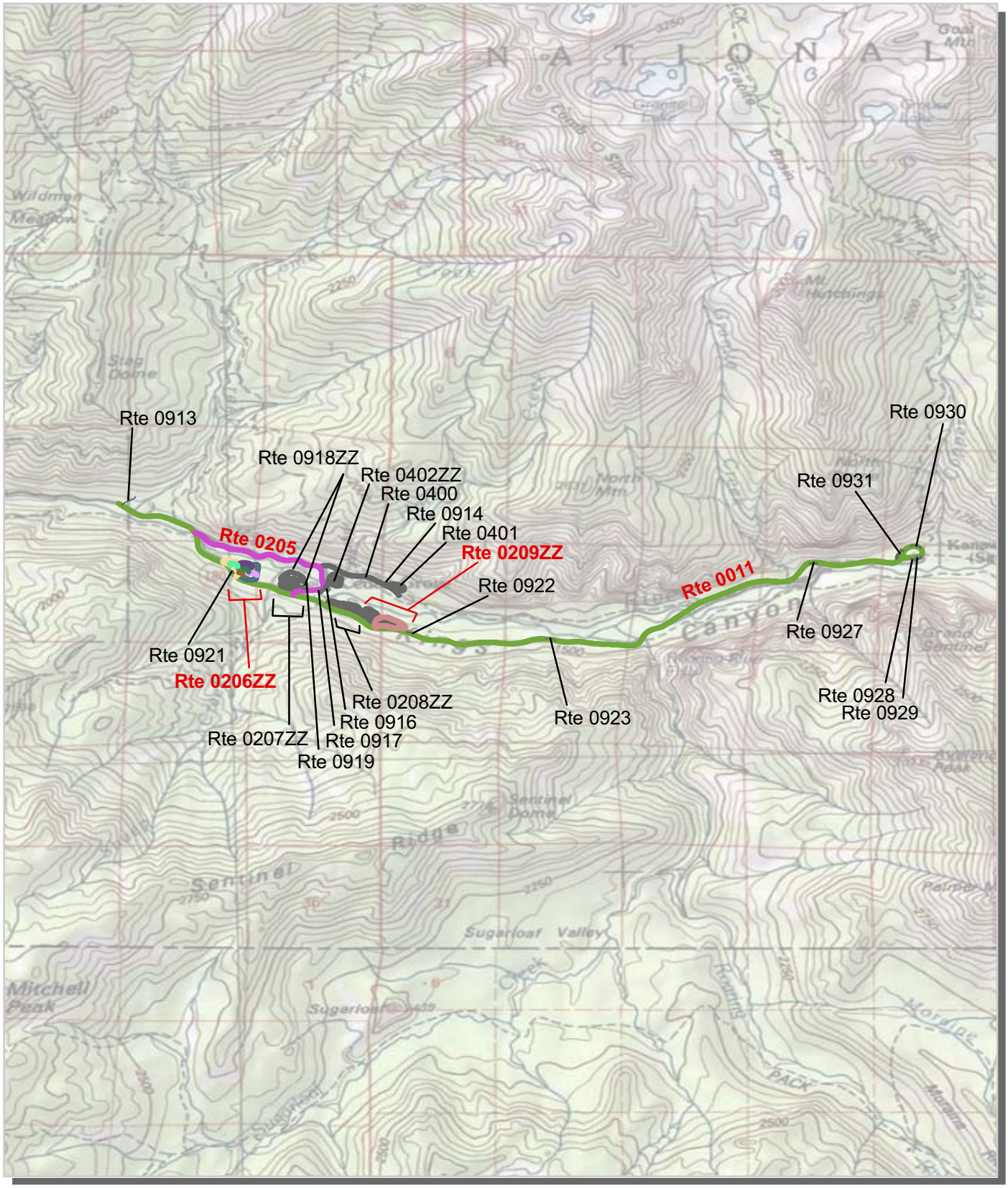
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

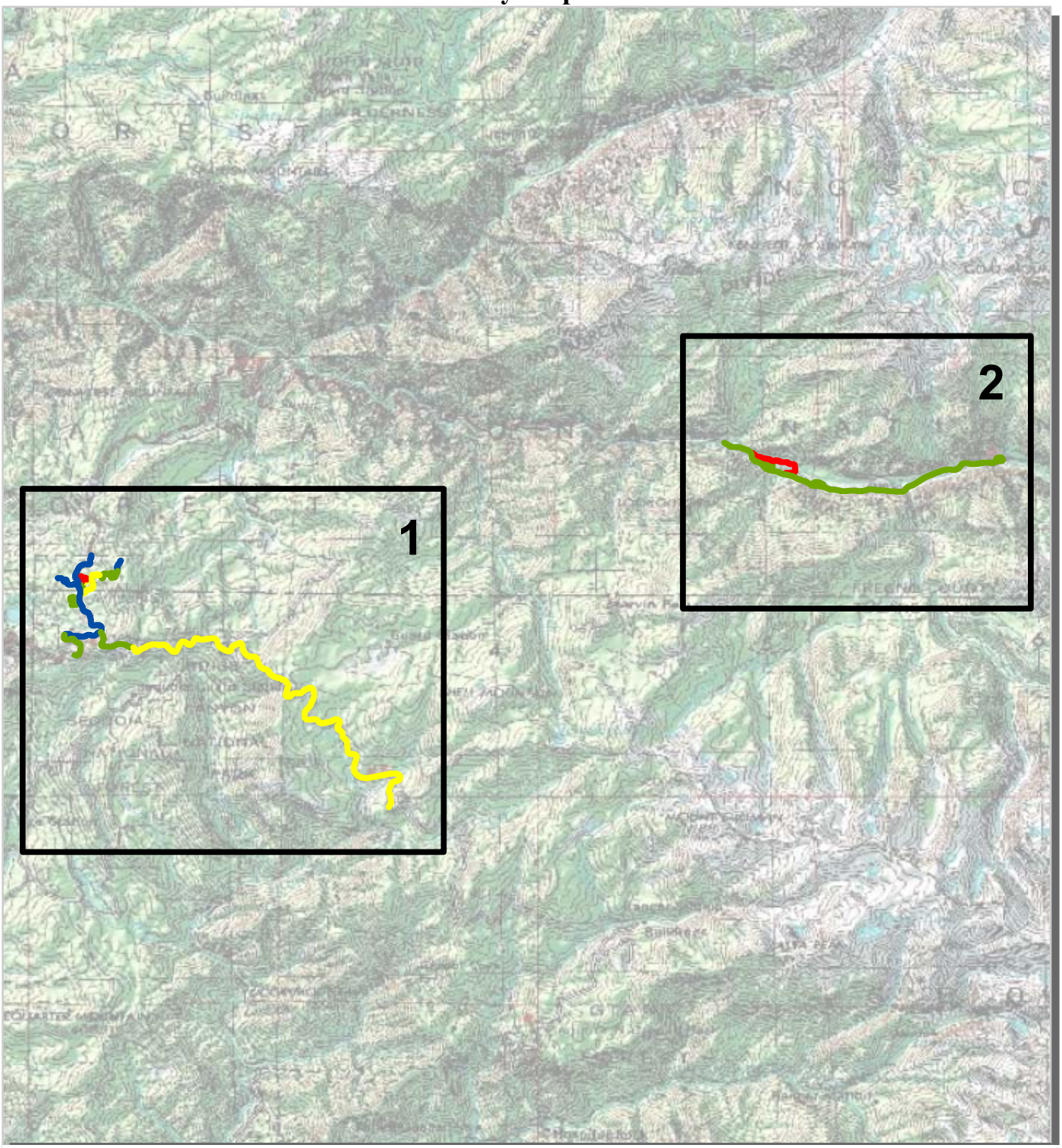
1 0.5 0 1
Miles

N

Kings Canyon National Park
Route Location Map
Area 2



Kings Canyon 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)	

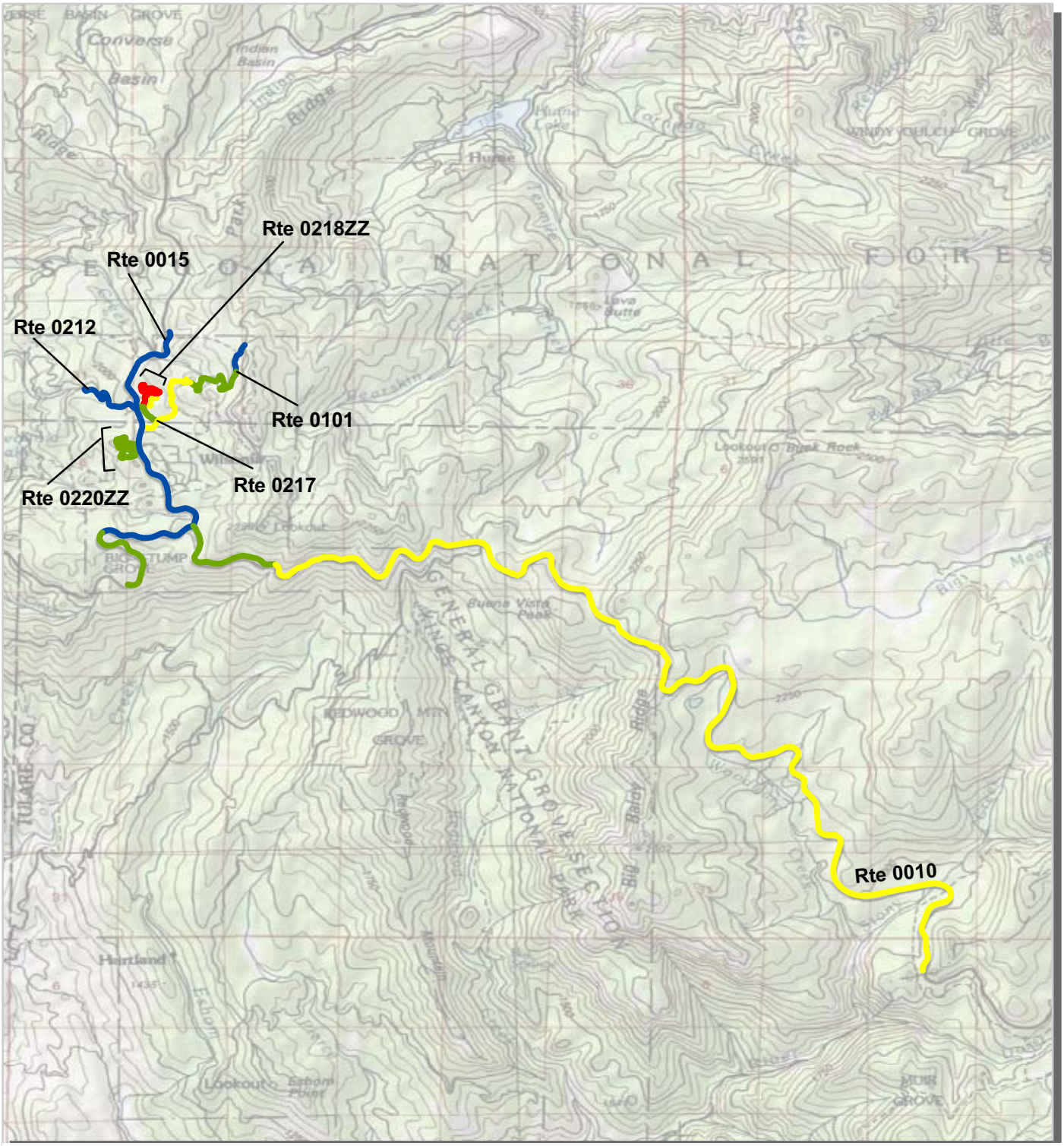
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

4 2 0 4 Miles

N

Kings Canyon National Park
Route Condition Map
PCR - Mile by Mile
Area 1



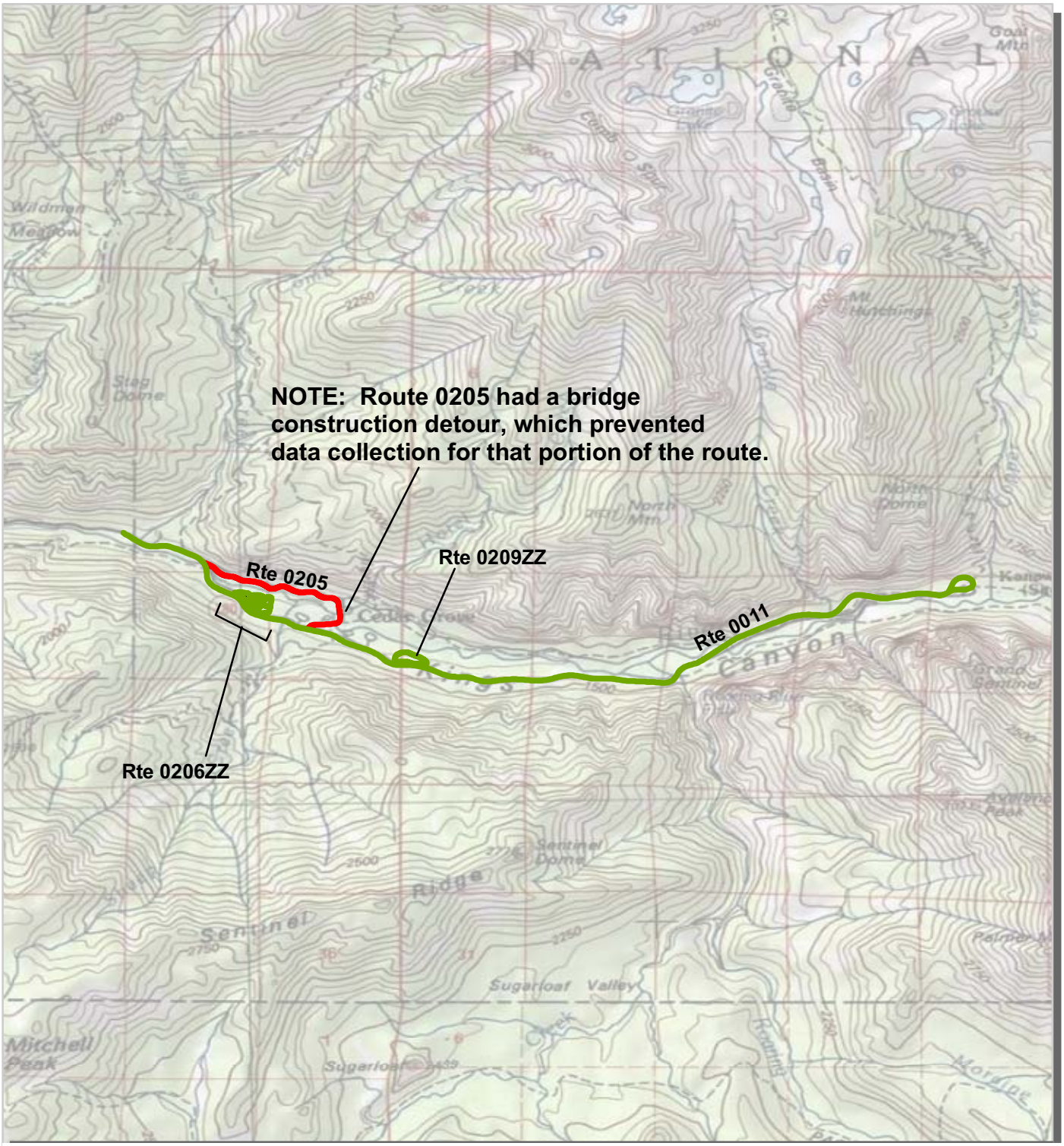
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

2 1 0 2 Miles

N

Kings Canyon National Park
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.

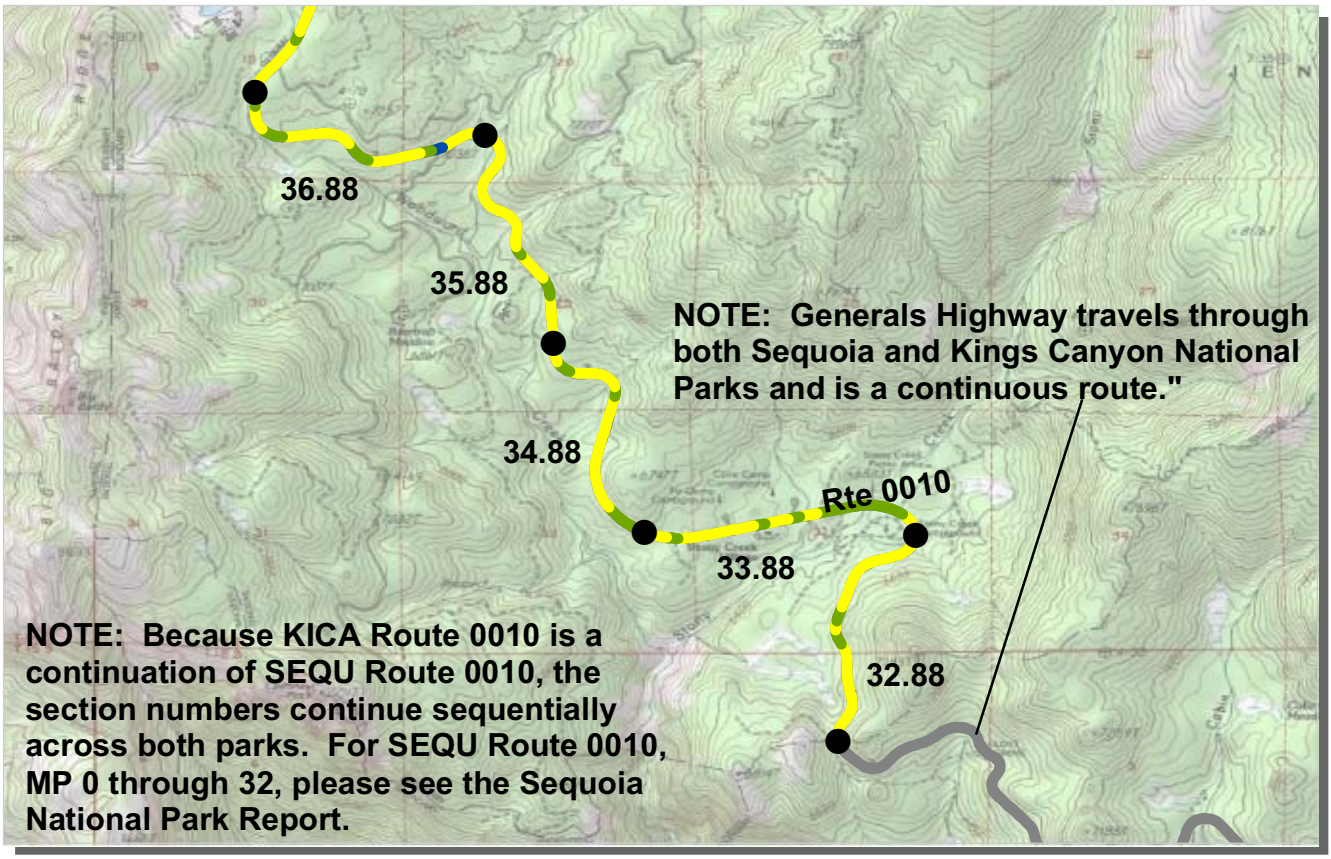
2 1 0 2 Miles

N

Section 5
Paved Route
Condition Rating Sheets

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program



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

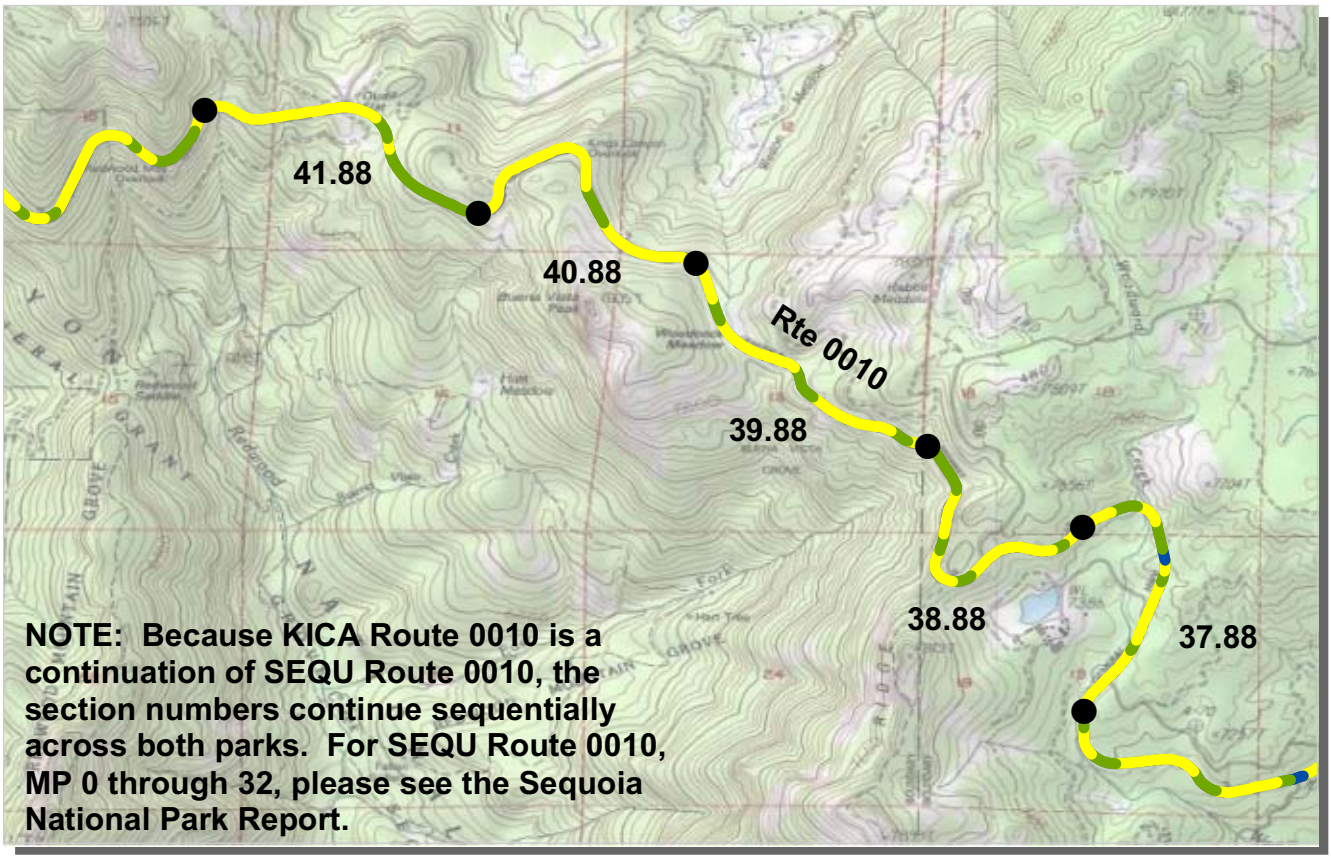
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 GENERALS HIGHWAY
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 13.21 Miles**

Section Number	32.88	33.88	34.88	35.88	36.88
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	22	22	23	22	21
Lane Width (ft)	9	10	10	10	10
Roadway Condition Information					
SCR (Surface Condition Rating)	96	97	95	96	96
PCR (Pavement Condition Rating)	76	79	80	81	81
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	96	97	95	96	96
Roughness Condition Index (RCI)	47	52	58	58	59

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



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

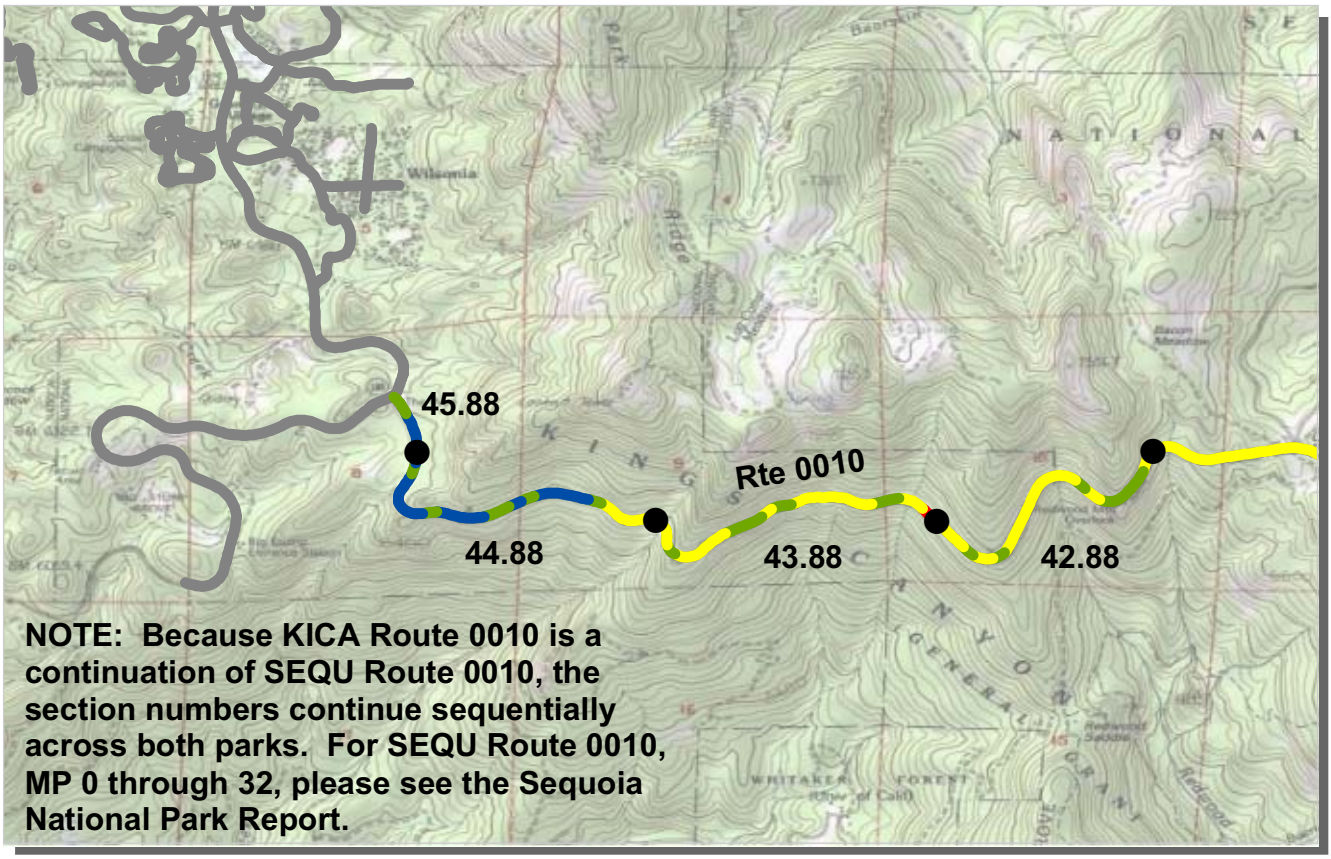
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 GENERALS HIGHWAY
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 13.21 Miles**

Section Number	37.88	38.88	39.88	40.88	41.88
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	22	21	22	23	23
Lane Width (ft)	10	10	10	10	9
Roadway Condition Information					
SCR (Surface Condition Rating)	95	97	96	95	95
PCR (Pavement Condition Rating)	81	82	79	80	83
Distress Index Values					
Structural Crack Index	100	99	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	95	97	96	95	95
Roughness Condition Index (RCI)	61	59	54	58	64

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



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

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

ROUTE: 0010 GENERALS HIGHWAY
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 13.21 Miles**

Section Number	42.88	43.88	44.88	45.88	
Section Length (mi)	1.00	1.00	1.00	0.21	
Cross Section Information					
Number of Lanes	2	2	2	2	
Paved Width (ft)	24	26	23	24	
Lane Width (ft)	10	12	10	10	
Roadway Condition Information					
SCR (Surface Condition Rating)	93	92	95	95	
PCR (Pavement Condition Rating)	79	79	91	94	
Distress Index Values					
Structural Crack Index	98	92	100	100	
Transverse Cracking Index	100	100	100	100	
Patching Index	100	100	100	100	
Rutting Index	93	93	95	95	
Roughness Condition Index (RCI)	59	60	84	93	

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

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

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

ROUTE: 0011 CEDAR GROVE ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/19/2011

PACIFIC WEST REGION **TOTAL LENGTH: 7.58 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	25	25	25	25
Lane Width (ft)	12	12	12	11	12
Roadway Condition Information					
SCR (Surface Condition Rating)	96	98	95	97	96
PCR (Pavement Condition Rating)	91	93	93	92	92
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	96	98	95	97	96
Roughness Condition Index (RCI)	84	85	91	85	87

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0011 CEDAR GROVE ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/19/2011

PACIFIC WEST REGION **TOTAL LENGTH: 7.58 Miles**

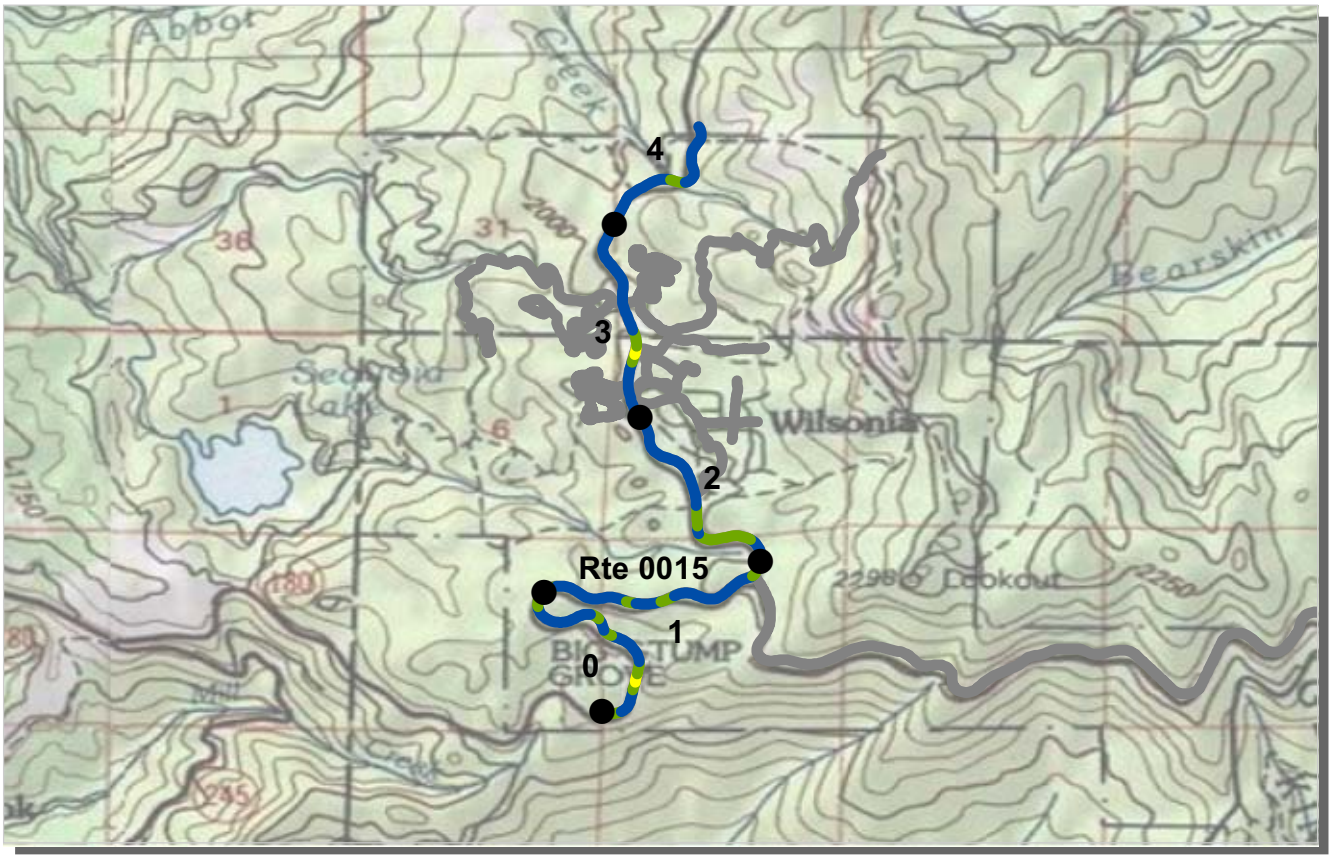
Section Number	5	6	7		
Section Length (mi)	1.00	1.00	0.58		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	22	22	22		
Lane Width (ft)	11	10	10		
Roadway Condition Information					
SCR (Surface Condition Rating)	97	96	96		
PCR (Pavement Condition Rating)	88	87	89		
Distress Index Values					
Structural Crack Index	100	100	100		
Transverse Cracking Index	100	100	100		
Patching Index	100	100	100		
Rutting Index	97	96	96		
Roughness Condition Index (RCI)	75	73	78		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0015 GRANT GROVE ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 4.70 Miles**

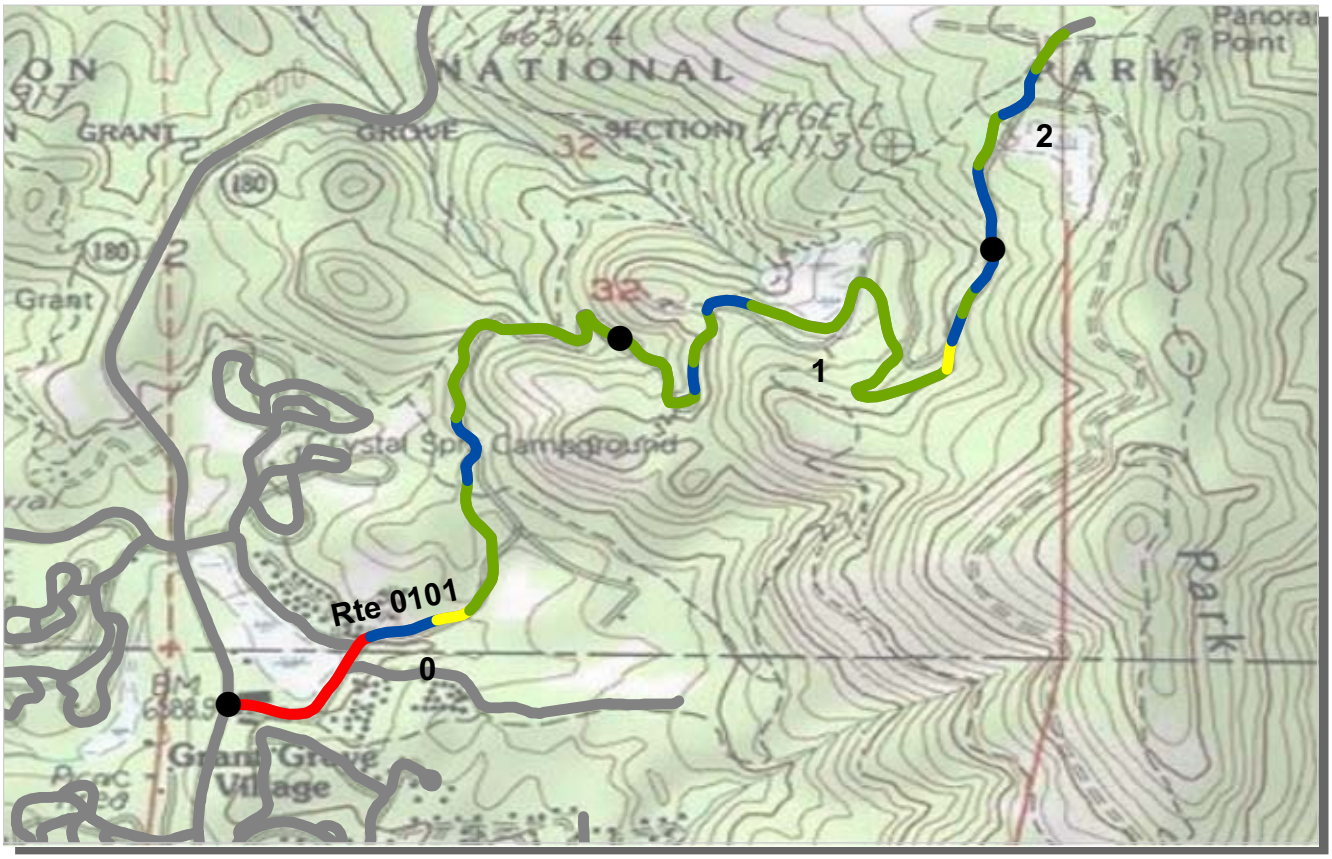
Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	0.70
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	26	26	27	26	27
Lane Width (ft)	11	10	10	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	95	93	94	96	97
PCR (Pavement Condition Rating)	94	96	96	98	98
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	95	93	94	96	97
Roughness Condition Index (RCI)	93	100	100	100	100

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0101 PANORAMIC POINT ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 2.34 Miles**

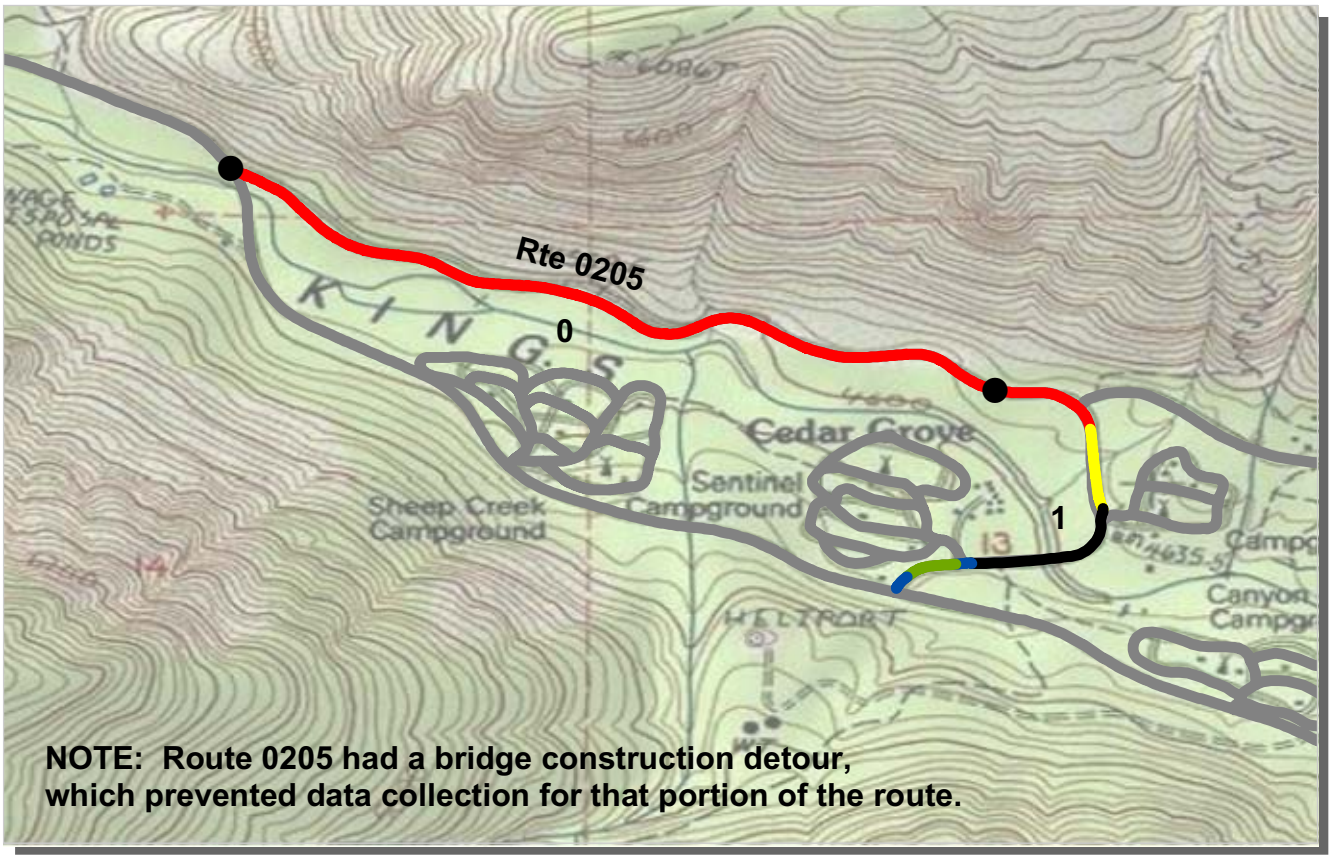
Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.34		
Cross Section Information					
Number of Lanes	1	1	1		
Paved Width (ft)	16	13	13		
Lane Width (ft)	12	12	13		
Roadway Condition Information					
SCR (Surface Condition Rating)	77	90	95		
PCR (Pavement Condition Rating)	77	90	95		
Distress Index Values					
Structural Crack Index	77	93	100		
Transverse Cracking Index	98	100	100		
Patching Index	100	100	100		
Rutting Index	91	90	95		
Roughness Condition Index (RCI)	NC	NC	NC		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

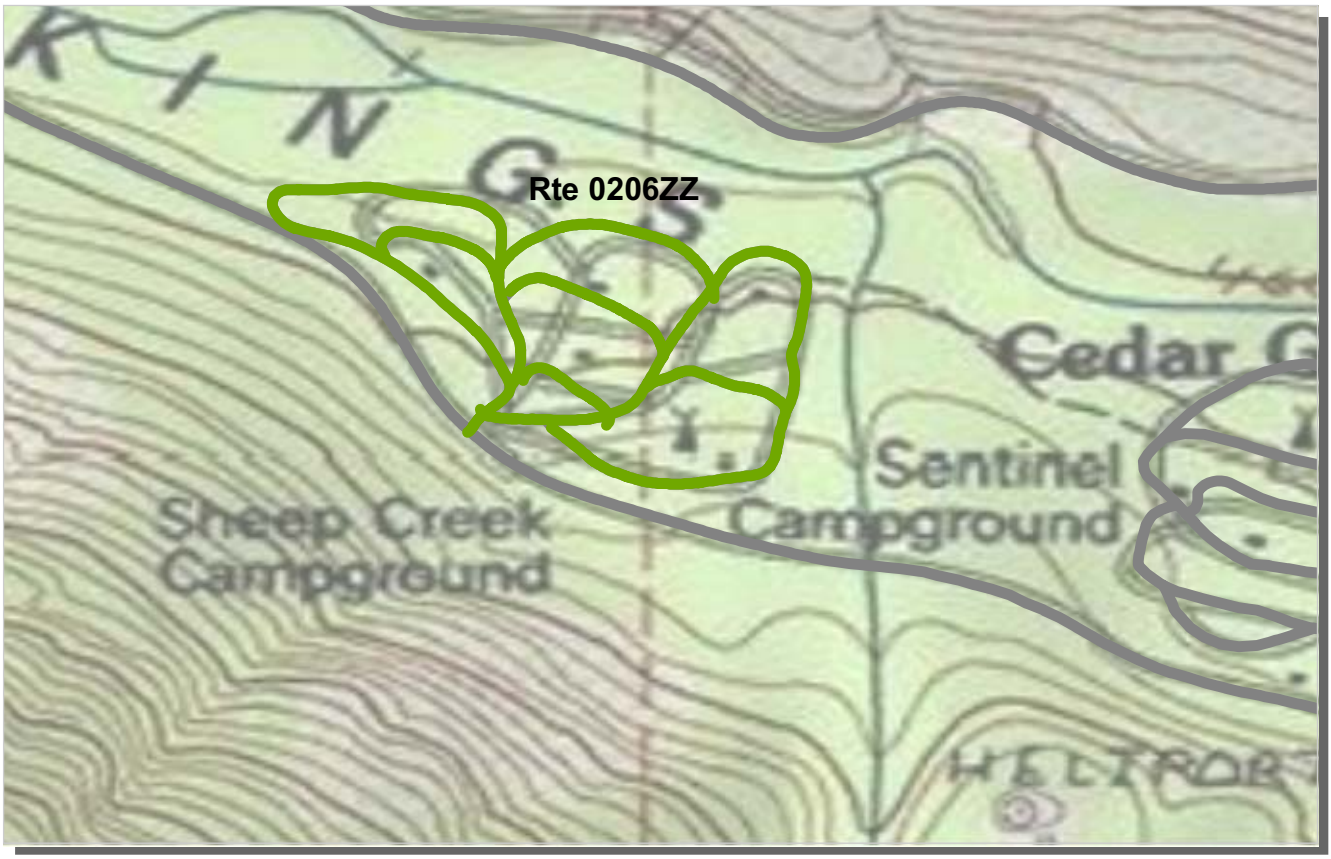
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0205 CEDAR GROVE NORTH SIDE ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/19/2011
PACIFIC WEST REGION **TOTAL LENGTH: 1.56 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.56			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	18	19			
Lane Width (ft)	9	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	0	57			
PCR (Pavement Condition Rating)	10	48			
Distress Index Values					
Structural Crack Index	0	57			
Transverse Cracking Index	99	99			
Patching Index	96	99			
Rutting Index	83	91			
Roughness Condition Index (RCI)	26	34			

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



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

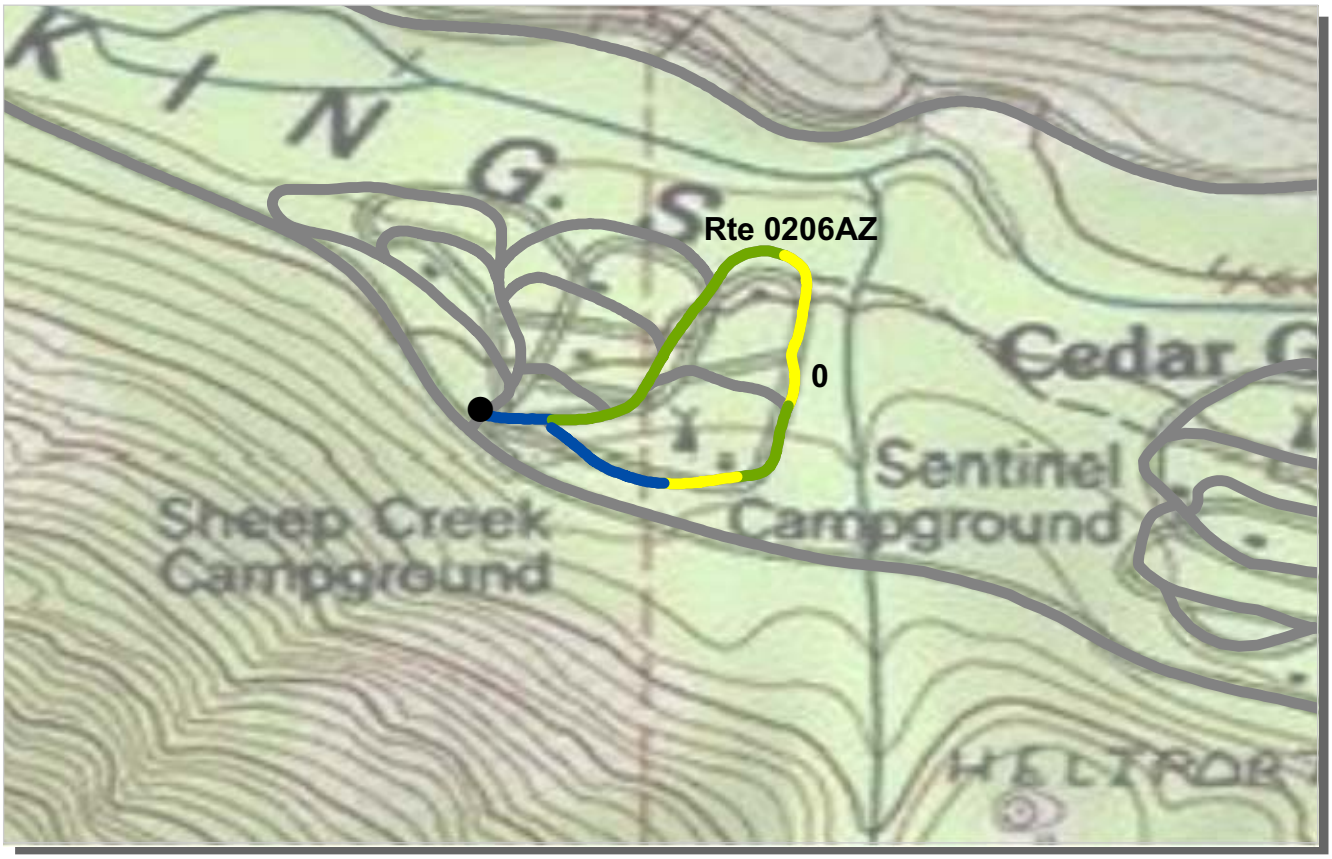
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0206ZZ SHEEP CREEK CAMPGROUND ROADS
KICA : KINGS CANYON NATIONAL PARK

Summary Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 1.43 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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



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

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

ROUTE: 0206AZ SHEEP CREEK CAMPGROUND ROAD A
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.49 Miles**

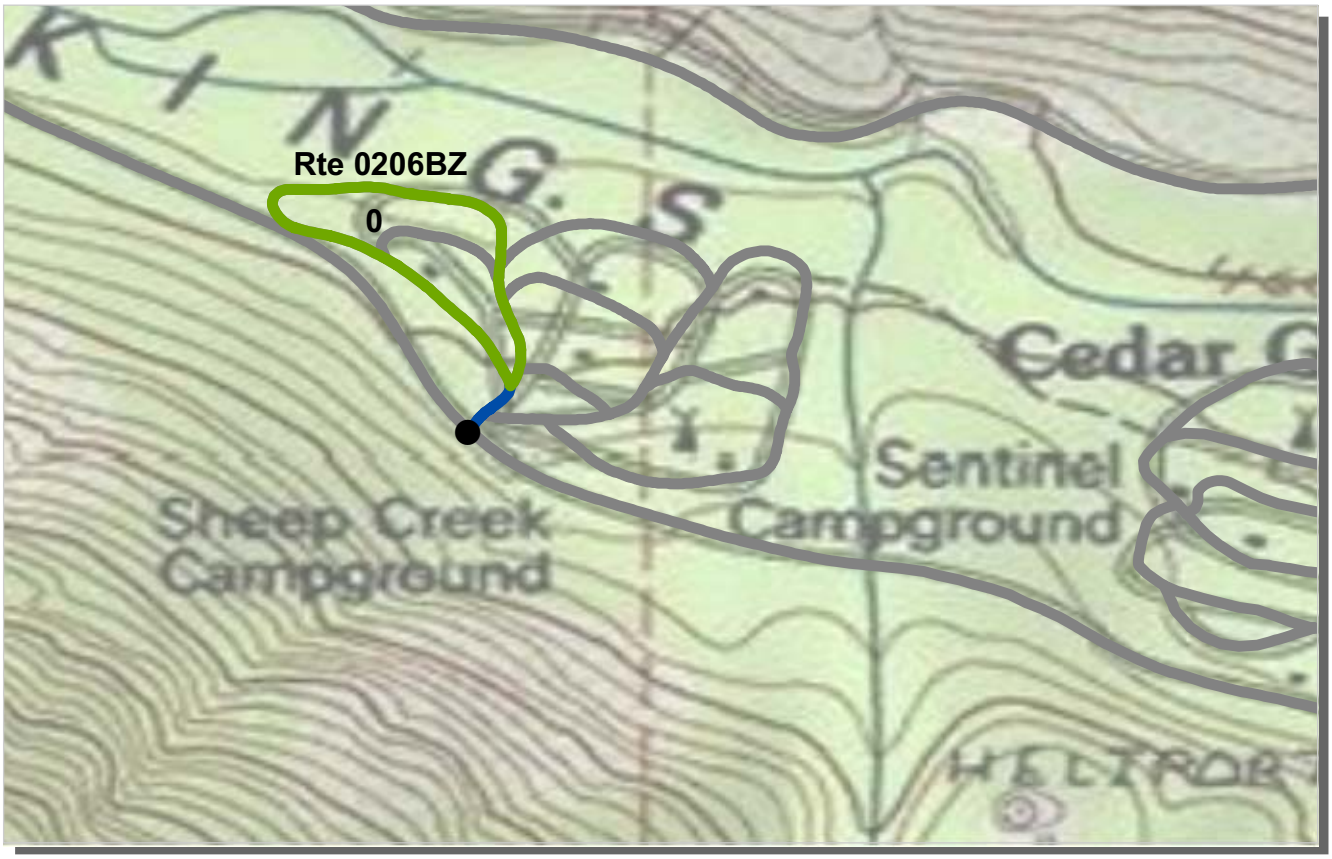
Section Number	0				
Section Length (mi)	0.49				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	89				
PCR (Pavement Condition Rating)	89				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	95				
Patching Index	100				
Rutting Index	89				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0206BZ SHEEP CREEK CAMPGROUND ROAD B
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.47 Miles**

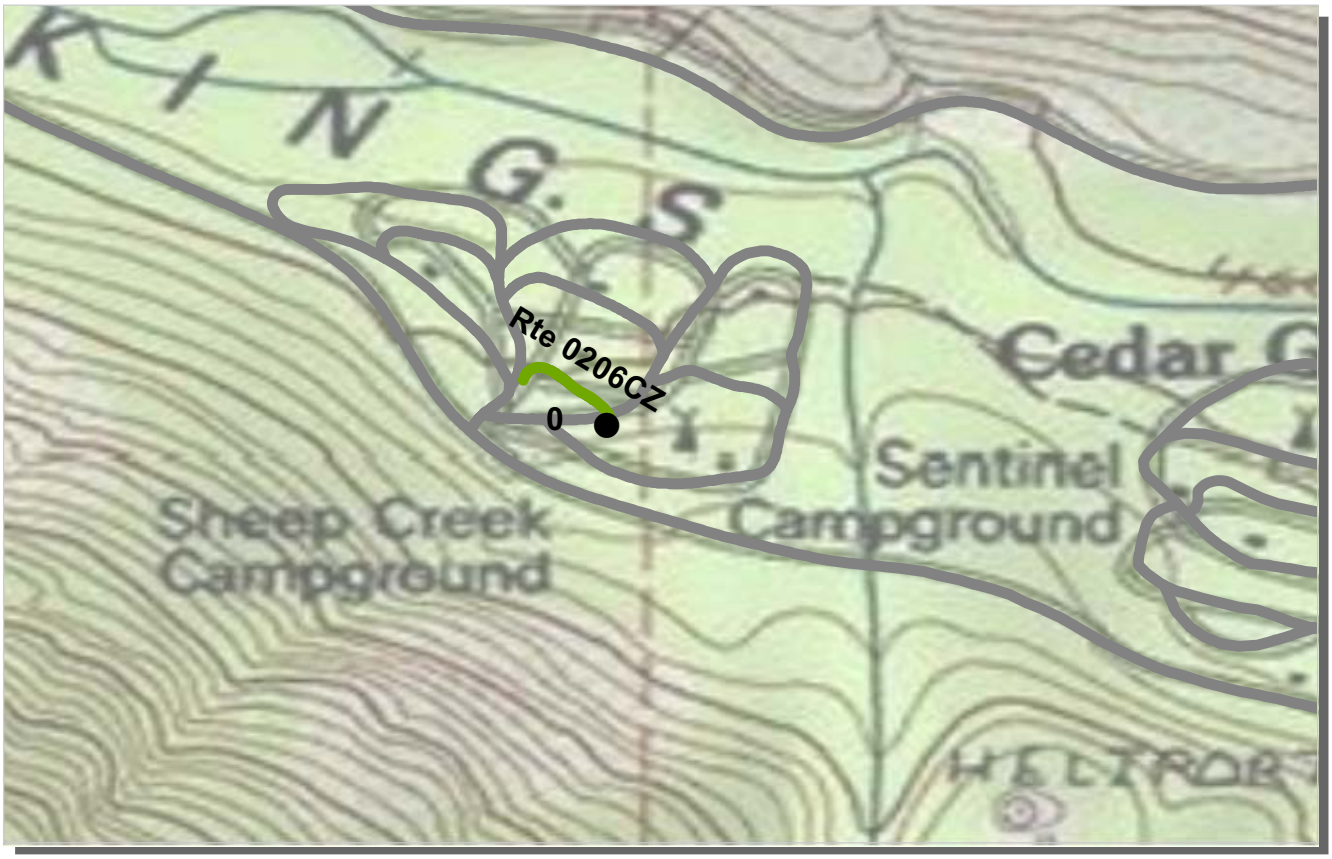
Section Number	0				
Section Length (mi)	0.47				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	93				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	93				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0206CZ SHEEP CREEK CAMPGROUND ROAD C
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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

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

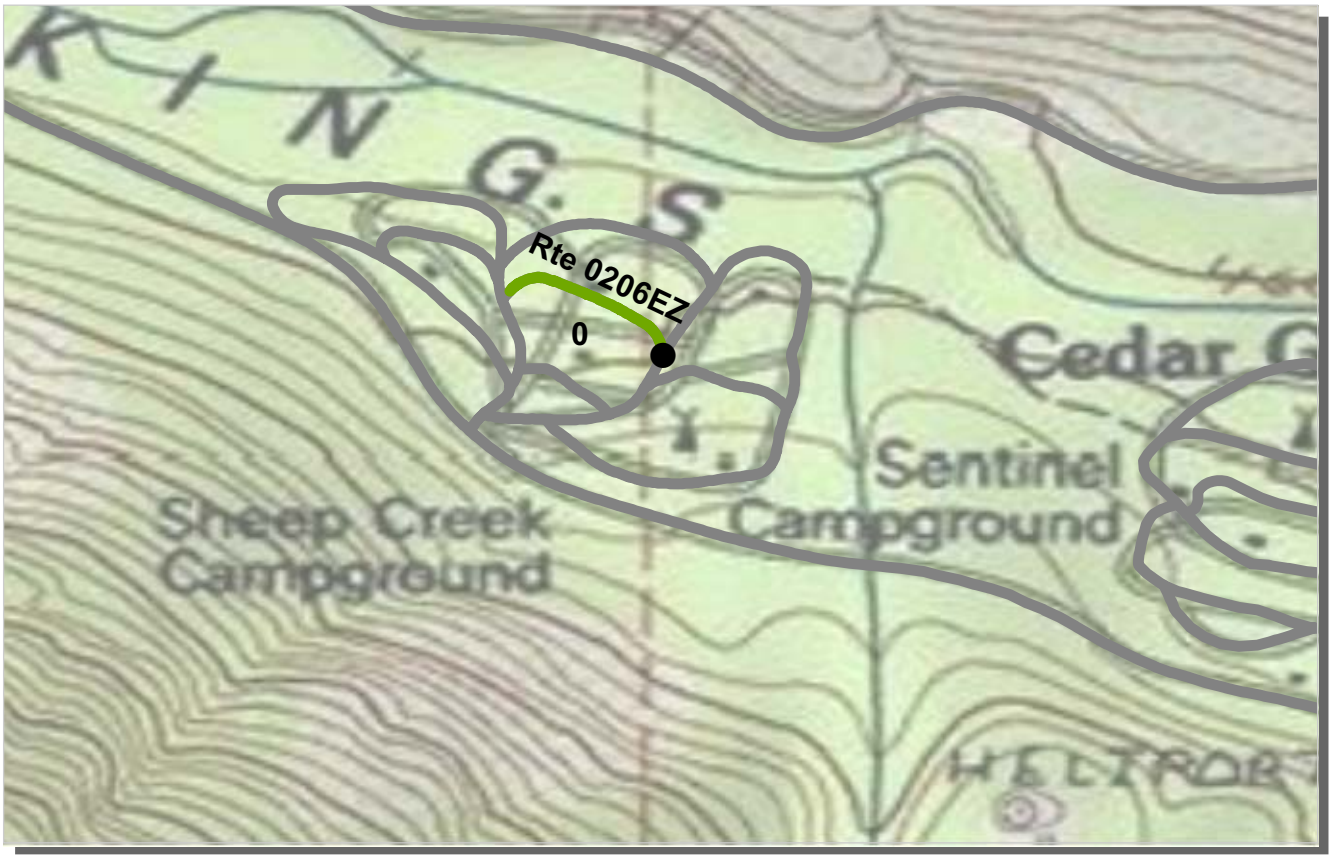
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0206DZ SHEEP CREEK CAMPGROUND ROAD D
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0206EZ SHEEP CREEK CAMPGROUND ROAD E
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.11 Miles**

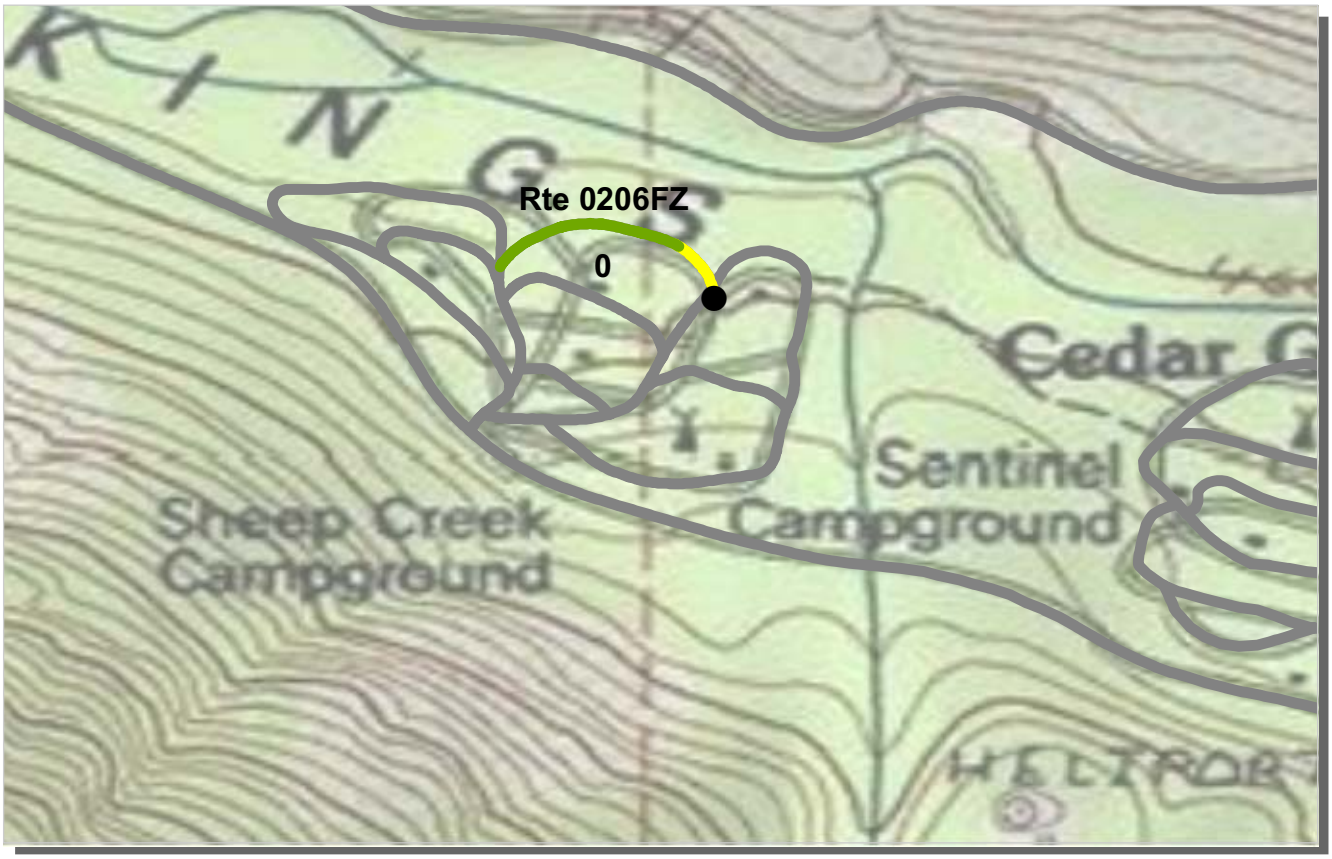
Section Number	0				
Section Length (mi)	0.11				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	91				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

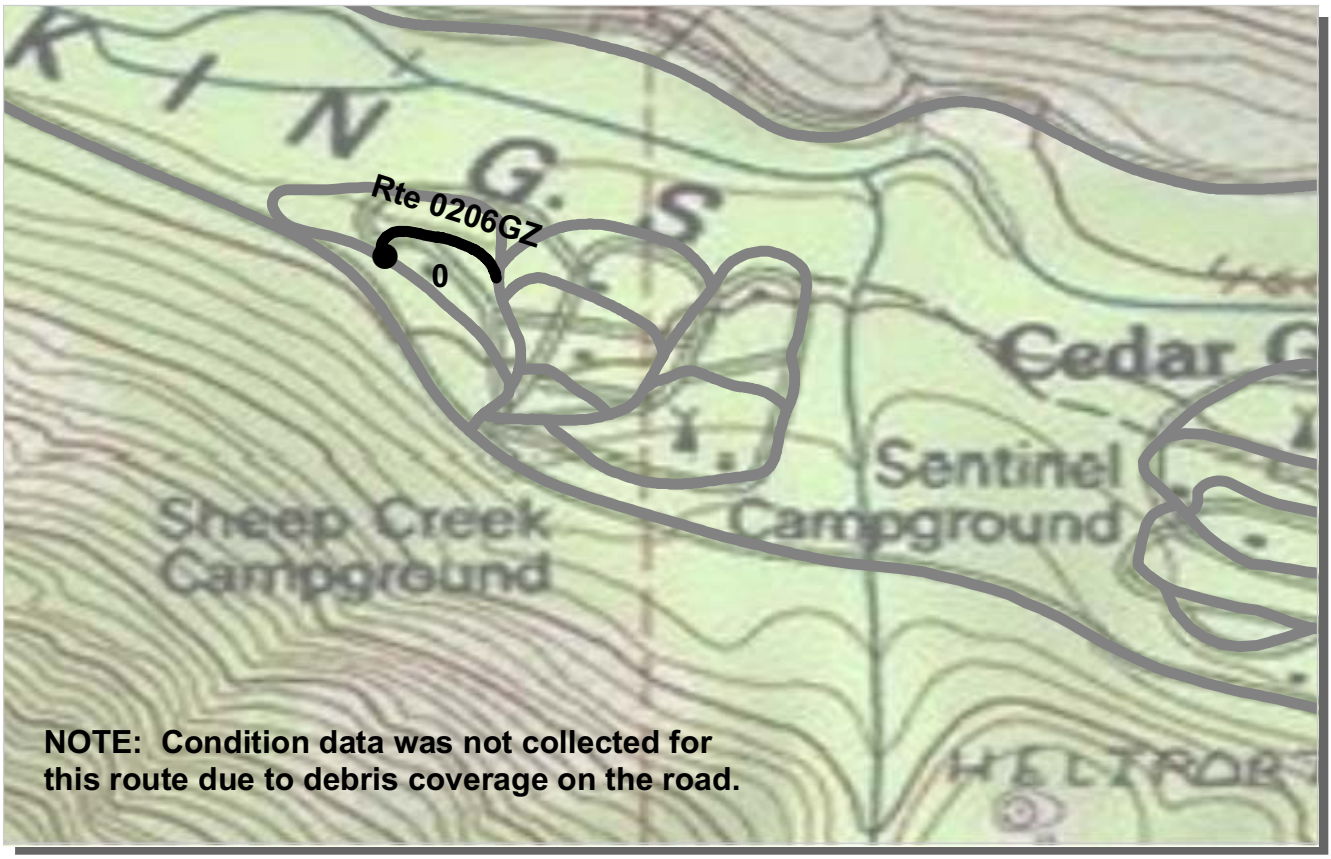
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0206FZ SHEEP CREEK CAMPGROUND ROAD F
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.14 Miles**

Section Number	0				
Section Length (mi)	0.14				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	97				
Transverse Cracking Index	93				
Patching Index	99				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

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



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

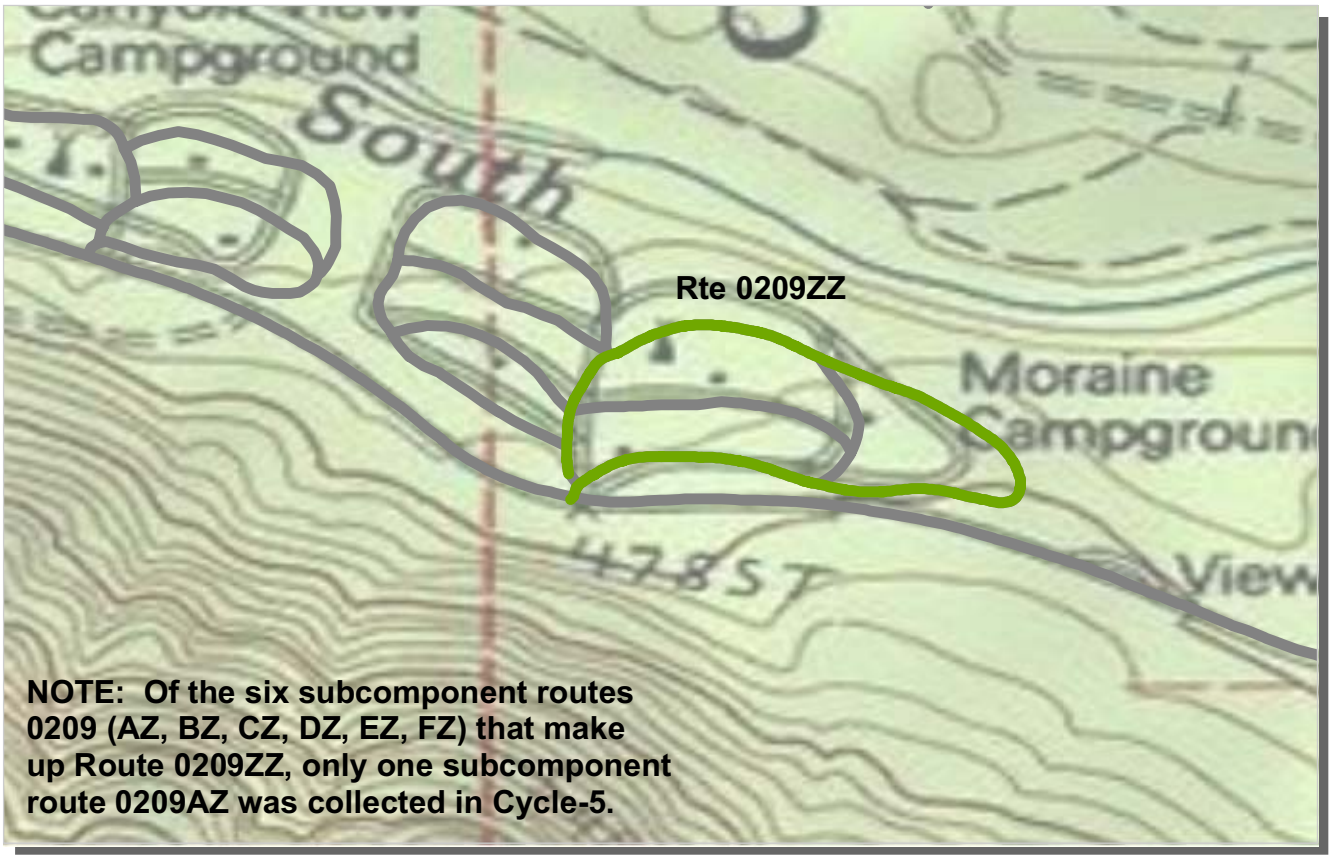
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0206GZ SHEEP CREEK CAMPGROUND ROAD G
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.09 Miles**

Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	10				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	NC				
PCR (Pavement Condition Rating)	NC				
Distress Index Values					
Structural Crack Index	NC				
Transverse Cracking Index	NC				
Patching Index	NC				
Rutting Index	NC				
Roughness Condition Index (RCI)	NC				

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



N

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

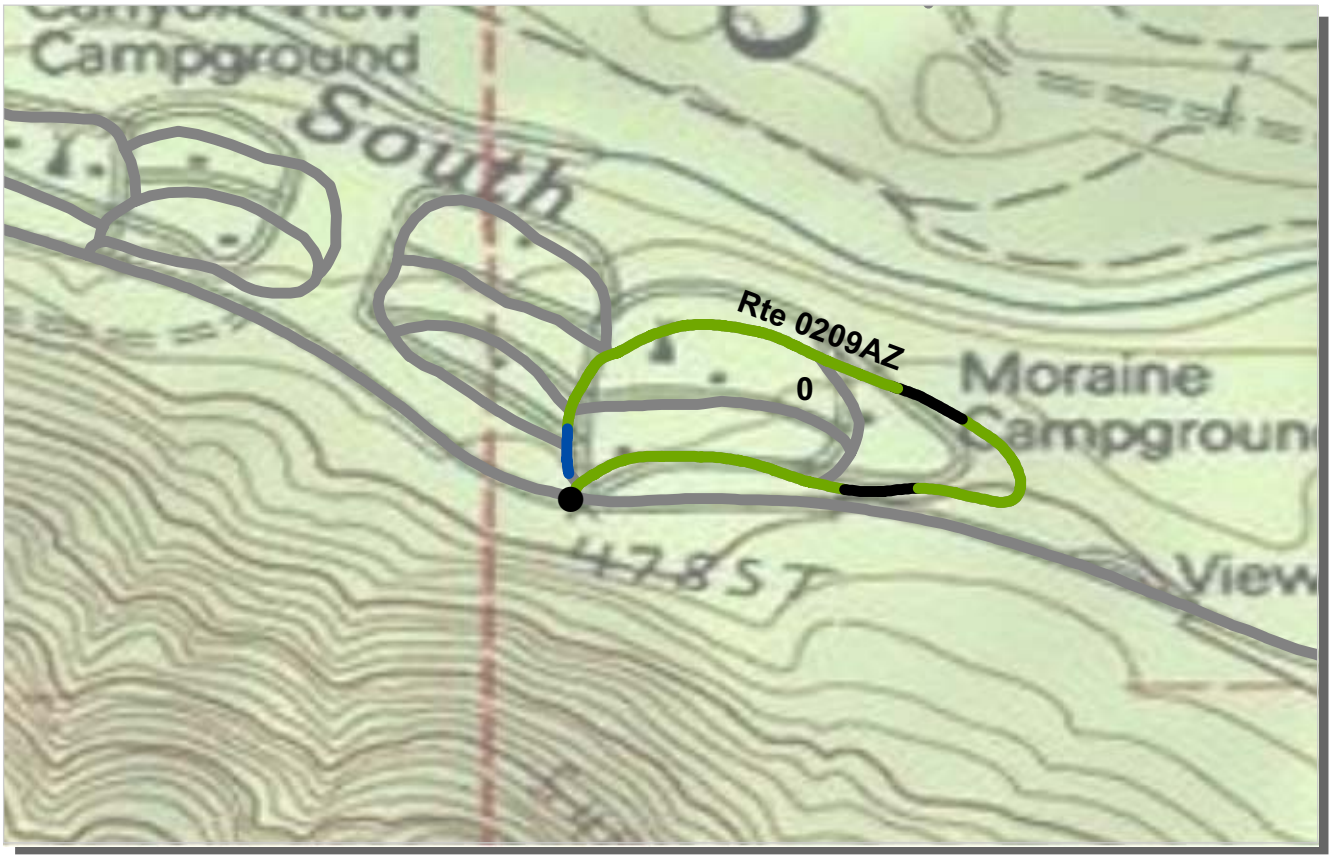
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0209ZZ MORAINE CAMPGROUND ROADS
KICA : KINGS CANYON NATIONAL PARK

Summary Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 1.49 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	N/A				
PCR (Pavement Condition Rating)	N/A				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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



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

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

ROUTE: 0209AZ MORAINE CAMPGROUND ROAD A
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.61 Miles**

Section Number	0				
Section Length (mi)	0.61				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	89				
PCR (Pavement Condition Rating)	89				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	89				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0212 GRANT TREE ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.77 Miles**

Section Number	0				
Section Length (mi)	0.77				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	27				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
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

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

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

ROUTE: 0217 CRYSTAL SPRINGS ROAD
KICA : KINGS CANYON NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.28 Miles**

Section Number	0				
Section Length (mi)	0.28				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	85				
PCR (Pavement Condition Rating)	85				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	85				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0218ZZ CRYSTAL SPRINGS CAMPGROUND ROADS
KICA : KINGS CANYON NATIONAL PARK

Summary Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 1.15 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	43				
PCR (Pavement Condition Rating)	43				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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

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

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

ROUTE: 0218AZ CRYSTAL SPRINGS CAMPGROUND ROAD A
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.47 Miles**

Section Number	0				
Section Length (mi)	0.47				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	24				
PCR (Pavement Condition Rating)	24				
Distress Index Values					
Structural Crack Index	24				
Transverse Cracking Index	97				
Patching Index	98				
Rutting Index	87				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0218BZ CRYSTAL SPRINGS CAMPGROUND ROAD B
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.38 Miles**

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	72				
PCR (Pavement Condition Rating)	72				
Distress Index Values					
Structural Crack Index	72				
Transverse Cracking Index	98				
Patching Index	96				
Rutting Index	83				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0218CZ CRYSTAL SPRINGS CAMPGROUND ROAD C
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.21 Miles**

Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	9				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	47				
PCR (Pavement Condition Rating)	47				
Distress Index Values					
Structural Crack Index	47				
Transverse Cracking Index	96				
Patching Index	99				
Rutting Index	80				
Roughness Condition Index (RCI)	NC				

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

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

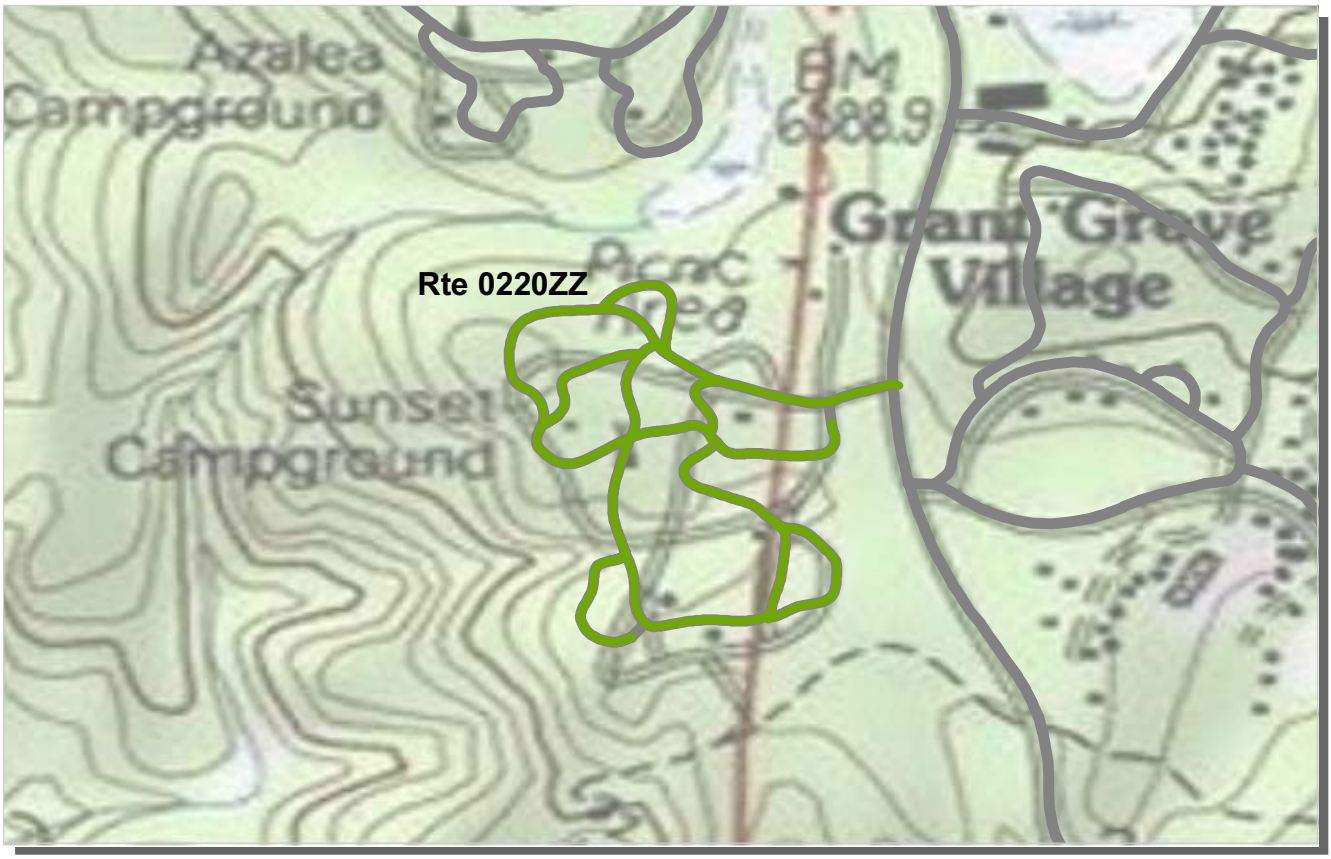
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0218DZ CRYSTAL SPRINGS CAMPGROUND ROAD D
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.10 Miles**

Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	52				
PCR (Pavement Condition Rating)	52				
Distress Index Values					
Structural Crack Index	52				
Transverse Cracking Index	94				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0220ZZ SUNSET CAMPGROUND ROADS
KICA : KINGS CANYON NATIONAL PARK

Summary Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 1.31 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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

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

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

ROUTE: 0220AZ SUNSET CAMPGROUND ROAD A
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.50 Miles**

Section Number	0				
Section Length (mi)	0.50				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	91				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0220BZ SUNSET CAMPGROUND ROAD B
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.41 Miles**

Section Number	0				
Section Length (mi)	0.41				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0220CZ SUNSET CAMPGROUND ROAD C
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.05 Miles**

Section Number	0				
Section Length (mi)	0.05				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0220DZ SUNSET CAMPGROUND ROAD D
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0220EZ SUNSET CAMPGROUND ROAD E
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	91				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0220FZ SUNSET CAMPGROUND ROAD F
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.09 Miles**

Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	11				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0220GZ SUNSET CAMPGROUND ROAD G
KICA : KINGS CANYON NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.10 Miles**

Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	89				
PCR (Pavement Condition Rating)	89				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	89				
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

Kings Canyon 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

Kings Canyon National Park

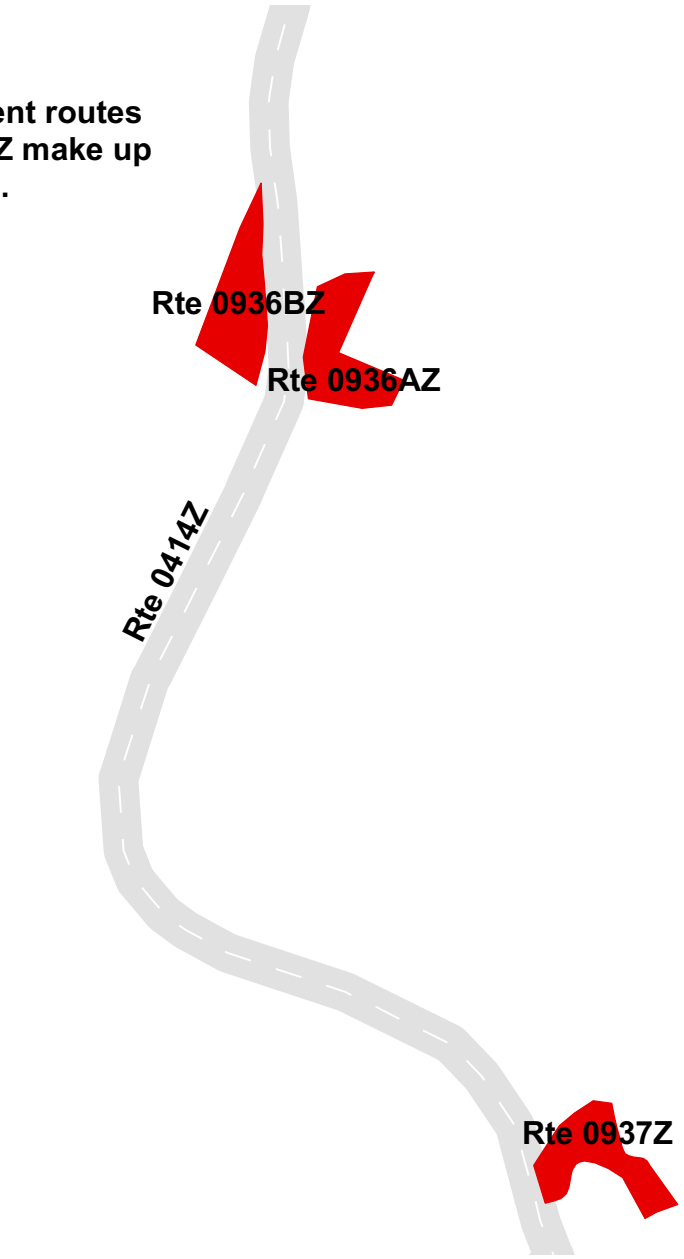
Federal Lands Highway
Road Inventory Program

KINGS CANYON NATIONAL PARK
Route 0936ZZ
SWALE WORK CENTER AND ARROWHEAD INTERAGENCY PARKING AREAS
FROM ROUTE 0414ZZ (SWALE WORK CENTER ROUTES) ON LEFT AND RIGHT
TO PARKING AREAS
Summary Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0936ZZ	NONPUBLIC	9/19/2011	4,734	0.08	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	NO CURB AND GUTTER	NO CURB	SUMMARY/54

* Lane miles are based on 11' lane widths

NOTE: Three subcomponent routes 0936AZ, 0936BZ, and 0937Z make up the summary route 0936ZZ.



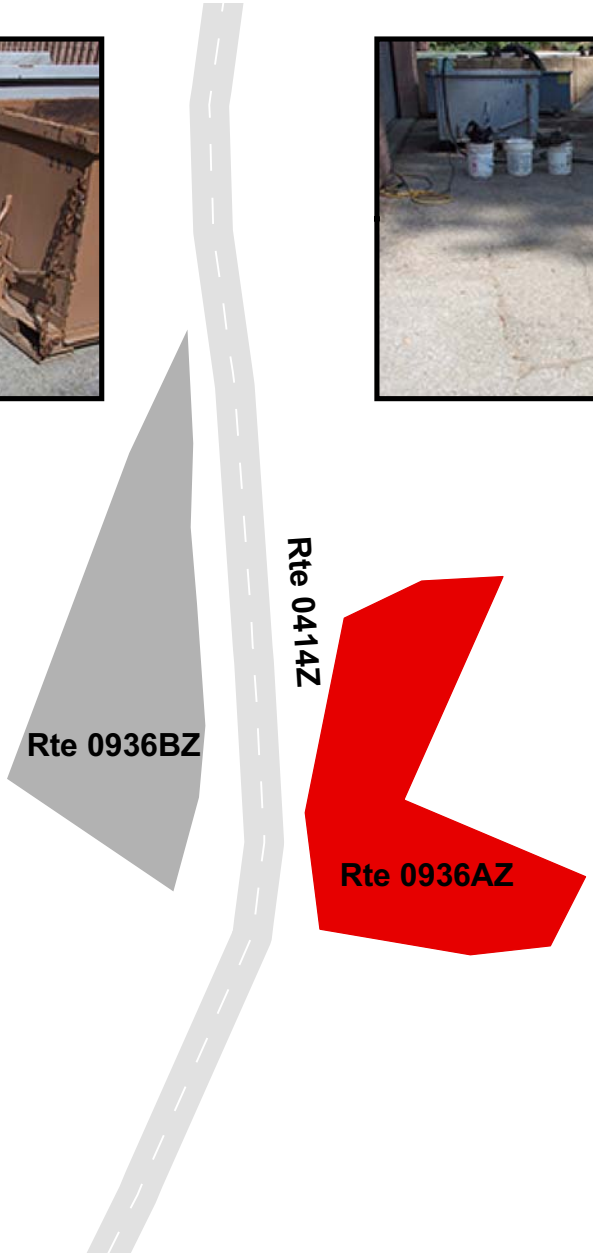
KINGS CANYON NATIONAL PARK
Route 0936AZ
SWALE WORK CENTER PARKING A

FROM ROUTE 0414Z (SWALE WORK CENTER ROAD) ON LEFT
TO PARKING

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0936AZ	NONPUBLIC	9/19/2011	1,614	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



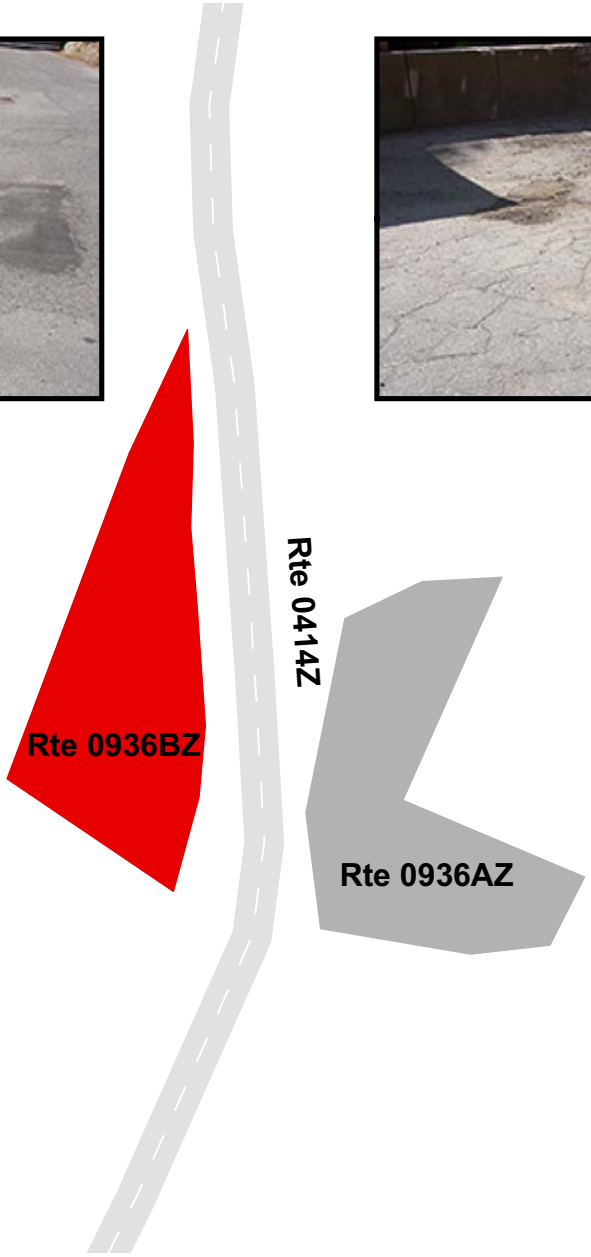
KINGS CANYON NATIONAL PARK
Route 0936BZ
SWALE WORK CENTER PARKING B

FROM ROUTE 0414Z (SWALE WORK CENTER ROAD) ON RIGHT TO PARKING

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0936BZ	NONPUBLIC	9/19/2011	1,621	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



50 25 0 50 Feet

N

KINGS CANYON NATIONAL PARK
Route 0937Z
ARROWHEAD INTERAGENCY HOTSHOT CREW PARKING
FROM ROUTE 0414Z (SWALE WORK CENTER ROAD)
TO PARKING
Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0937Z	NONPUBLIC	9/19/2011	1,499	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths

50 25 0 50 Feet

Section 8
Route Maintenance Features Summaries

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

KICA: DCV ROUTE MAINTENANCE FEATURES SUMMARY

Notice: Culverts and drop inlets were NOT marked by NPS in Cycle 5 along new or re-aligned DCV driven routes.

FEATURE	ROUTE 0205 CEDAR GROVE NORTH SIDE ROAD	ROUTE 0206ZZ SHEEP CREEK CAMPGROUND ROADS	ROUTE 0217 CRYSTAL SPRINGS ROAD	ROUTE 0218ZZ CRYSTAL SPRINGS CAMPGROUND ROADS	ROUTE 0220ZZ SUNSET CAMPGROUND ROADS		UNIT
BRIDGE	1	0	0	0	0		EACH
CATTLE GUARD	0	0	0	0	0		EACH
CULVERT	0	0	0	0	0		EACH
CURB	0	0	63	0	0		LINEAR FEET
DROP INLET	0	0	0	0	0		EACH
GATE	0	1	0	1	1		EACH
GUARD/GUIDE RAIL	0	0	0	0	0		LINEAR FEET
CABLE	0	0	0	0	0		LINEAR FEET
NON-CABLE	0	0	0	0	0		LINEAR FEET
GUARD/GUIDE WALL	0	0	0	0	0		LINEAR FEET
BOLLARD	0	0	0	0	0		LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0		LINEAR FEET
NON TEMP/BOLLARD	0	0	0	0	0		LINEAR FEET
INTERSECTION	9	41	8	27	46		EACH
LOW WATER CROSSING	0	0	0	0	0		EACH
LOW WATER CROSSING	0	0	0	0	0		LINEAR FEET
MILE MARKER	0	0	0	0	0		EACH
OVERPASS	0	0	0	0	0		EACH
PARK BOUNDARY	0	0	0	0	0		EACH
PAVED DITCH	0	0	63	0	0		LINEAR FEET
PULLOUT	0	0	0	0	0		EACH
PULLOUT	0	0	0	0	0		LINEAR FEET
RAILROAD CROSSING	0	0	0	0	0		EACH
RETAINING WALL	0	0	0	0	0		EACH
RETAINING WALL	0	0	0	0	0		LINEAR FEET
SIGN	21	23	4	17	35		EACH
STATE BOUNDARY	0	0	0	0	0		EACH
TRAFFIC LIGHT	0	0	0	0	0		EACH
TUNNEL	0	0	0	0	0		EACH
TUNNEL	0	0	0	0	0		LINEAR FEET

STRUCTURE LIST

This park is classified as a large park. Therefore, in Cycle 5, BIP-Structures were inventoried only if they were located along routes that were modified or previously uncollected by RIP, so this report does not provide an all-inclusive listing of all BIP-Structures in the park.

Section 9
Route Maintenance Features
Road Logs

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0205: CEDAR GROVE NORTH SIDE ROAD

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 0.70 ON LEFT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (CEDAR GROVE ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0011 (CEDAR GROVE ROAD)
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.011	0.011	SIGN	RIGHT	GUIDE, CEDAR GROVE VILLAGE LODGE, MARKET, PACK STATION VISITOR CENTER RANGER STATION
0.020	0.020	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.035	0.035	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.039	0.039	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.045	0.045	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.058	0.058	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.076	0.076	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.095	0.095	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.053	1.053	SIGN	RIGHT	REGULATORY, BRIDGE OUT AHEAD CEDAR GROVE VILLAGE ACCESS ONLY
1.053	1.053	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
1.101	1.101	INTERSECTION	LEFT	ROUTE 0400 (CEDAR GROVE RESIDENCE ROAD)
1.102	1.102	SIGN	LEFT	GUIDE, CEDAR LANE
1.118	1.118	SIGN	LEFT	GUIDE, PACK STATION GRANT GROVE 31MI.
1.254	1.254	SIGN	RIGHT	GUIDE, FOOD LODGING
1.258	1.258	INTERSECTION	LEFT	ROUTE 0402AZ (PICNIC ESTATES LOOP ROAD A)
1.258	1.258	INTERSECTION	N/A	ROUTE 0205 (CEDAR GROVE ROAD) UNCOLLECTED SECTION
1.318	1.400	BRIDGE	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
1.456	1.456	INTERSECTION	N/A	ROUTE 0205 (CEDAR GROVE ROAD) UNCOLLECTED SECTION
1.465	1.465	INTERSECTION	RIGHT	ROUTE 0207AZ (SENTINEL CAMPGROUND ROAD A)
1.484	1.484	SIGN	LEFT	GUIDE, RANGER STATION AMPHITHEATER SENTINEL
1.509	1.509	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
1.556	1.556	SIGN	RIGHT	GUIDE, NORTH SIDE DRIVE
1.556	1.556	SIGN	RIGHT	REGULATORY, STOP
1.556	1.556	SIGN	N/A	GUIDE, ROADS END GRANT GROVE

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0205: CEDAR GROVE NORTH SIDE ROAD

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.556	1.556	SIGN	LEFT	REGULATORY, BRIDGE OUT AHEAD VISITOR CENTER RANGER STATION CAMPGROUND ACCESS ONLY
1.556	1.556	INTERSECTION	RIGHT	ROUTE 0011 (CEDAR GROVE ROAD)
1.556	1.556	INTERSECTION	LEFT	ROUTE 0011 (CEDAR GROVE ROAD)
1.556	1.556	SIGN	RIGHT	GUIDE, LOOP CANYON ROAD
1.556	1.556	ROUTE END	N/A	TO ROUTE 0011 (CEDAR GROVE ROAD) AT MP 1.78

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206AZ: SHEEP CREEK CAMPGROUND ROAD A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B) (SHEEP CREEK CAMPGROUND ROAD B) ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.018	0.018	SIGN	RIGHT	REGULATORY, SPEED LIMIT 10
0.027	0.027	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.027	0.491	ONE-WAY	N/A	N/A
0.032	0.032	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.033	0.033	SIGN	RIGHT	REGULATORY, ONE WAY
0.068	0.068	INTERSECTION	LEFT	ROUTE 0206CZ (SHEEP CREEK CAMPGROUND ROAD C)
0.073	0.073	SIGN	LEFT	GUIDE, 39-42
0.092	0.092	INTERSECTION	RIGHT	ROUTE 0206DZ (SHEEP CREEK CAMPGROUND ROAD D)
0.093	0.093	SIGN	RIGHT	GUIDE, 43-4-47
0.120	0.120	INTERSECTION	LEFT	ROUTE 0206EZ (SHEEP CREEK CAMPGROUND ROAD E)
0.125	0.125	SIGN	LEFT	GUIDE, 48-55
0.166	0.166	INTERSECTION	LEFT	ROUTE 0206FZ (SHEEP CREEK CAMPGROUND ROAD F)
0.175	0.175	SIGN	LEFT	GUIDE, 10-38 56-67
0.221	0.233	DEBRIS ON ROAD	N/A	N/A
0.308	0.317	DEBRIS ON ROAD	N/A	N/A
0.321	0.321	INTERSECTION	LEFT	ROUTE 0206DZ (SHEEP CREEK CAMPGROUND ROAD D)
0.322	0.322	SIGN	RIGHT	REGULATORY, ONE WAY
0.491	0.491	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.491	0.491	INTERSECTION	N/A	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.491	0.491	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206BZ: SHEEP CREEK CAMPGROUND ROAD B

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0011 (CEDAR GROVE ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0011 (CEDAR GROVE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (CEDAR GROVE ROAD)
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.009	0.009	GATE	N/A	N/A
0.010	0.010	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.016	0.016	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.016	0.465	ONE-WAY	N/A	N/A
0.018	0.018	SIGN	LEFT	GUIDE, CAUTION ACTIVE BEAR AREA PROPER FOOD STORAGE IS THE LAW AND YOUR RESPONSIBILITY INSTRUCTIONS ARE P
0.021	0.021	SIGN	RIGHT	GUIDE, 1-67 68-111
0.038	0.038	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.039	0.039	INTERSECTION	RIGHT	ROUTE 0206CZ (SHEEP CREEK CAMPGROUND ROAD C)
0.039	0.039	SIGN	RIGHT	REGULATORY, SPEED LIMIT 10
0.042	0.042	SIGN	RIGHT	REGULATORY, ONE WAY
0.043	0.043	SIGN	RIGHT	REGULATORY, WRONG WAY
0.044	0.044	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.154	0.154	INTERSECTION	RIGHT	ROUTE 0206GZ (SHEEP CREEK CAMPGROUND ROAD G)
0.154	0.154	SIGN	RIGHT	GUIDE, 103- 111
0.381	0.381	INTERSECTION	LEFT	ROUTE 0206FZ (SHEEP CREEK CAMPGROUND ROAD F)
0.390	0.390	INTERSECTION	RIGHT	ROUTE 0206GZ (SHEEP CREEK CAMPGROUND ROAD G)
0.390	0.390	SIGN	RIGHT	REGULATORY, ONE WAY
0.405	0.405	INTERSECTION	LEFT	ROUTE 0206EZ (SHEEP CREEK CAMPGROUND ROAD E)
0.458	0.458	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.465	0.465	INTERSECTION	LEFT	ROUTE 0206CZ (SHEEP CREEK CAMPGROUND ROAD C)
0.465	0.465	INTERSECTION	N/A	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.465	0.465	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206CZ: SHEEP CREEK CAMPGROUND ROAD C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.065	ONE-WAY	N/A	N/A
0.065	0.065	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.065	0.065	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.065	0.065	ROUTE END	N/A	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206DZ: SHEEP CREEK CAMPGROUND ROAD D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.079	ONE-WAY	N/A	N/A
0.079	0.079	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.079	0.079	SIGN	LEFT	REGULATORY, ONE WAY
0.079	0.079	INTERSECTION	LEFT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.079	0.079	ROUTE END	N/A	TO ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206EZ: SHEEP CREEK CAMPGROUND ROAD E

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.106	ONE-WAY	N/A	N/A
0.106	0.106	SIGN	RIGHT	REGULATORY, ONE WAY
0.106	0.106	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.106	0.106	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.106	0.106	ROUTE END	N/A	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206FZ: SHEEP CREEK CAMPGROUND ROAD F

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A) ON LEFT
0.000	0.143	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206AZ (SHEEP CREEK CAMPGROUND ROAD A)
0.142	0.142	SIGN	RIGHT	REGULATORY, ONE WAY
0.143	0.143	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.143	0.143	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.143	0.143	ROUTE END	N/A	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0206GZ: SHEEP CREEK CAMPGROUND ROAD G

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B) ON RIGHT
0.000	0.085	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.008	0.085	DEBRIS ON ROAD	N/A	N/A
0.085	0.085	INTERSECTION	LEFT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.085	0.085	INTERSECTION	RIGHT	ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)
0.085	0.085	SIGN	N/A	REGULATORY, ONE WAY
0.085	0.085	ROUTE END	N/A	TO ROUTE 0206BZ (SHEEP CREEK CAMPGROUND ROAD B)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0209AZ: MORAINE CAMPGROUND ROAD A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0011 (CEDAR GROVE ROAD) AT MP 2.53 ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0011 (CEDAR GROVE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (CEDAR GROVE ROAD)
0.008	0.008	INTERSECTION	LEFT	ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)
0.008	0.610	ONE-WAY	N/A	N/A
0.010	0.010	SIGN	N/A	GUIDE, CEDAR GROVE
0.016	0.016	SIGN	LEFT	GUIDE, 1-68 69-120
0.016	0.016	SIGN	RIGHT	REGULATORY, ROADS
0.017	0.017	GATE	N/A	N/A
0.018	0.018	SIGN	LEFT	GUIDE, CAMPGROUND CLOSED
0.141	0.141	INTERSECTION	LEFT	ROUTE 0209BZ (MORAINE CAMPGROUND ROAD B)
0.144	0.144	SIGN	LEFT	GUIDE, SITES 15-49 50-68
0.179	0.196	DEBRIS ON ROAD	N/A	N/A
0.335	0.356	DEBRIS ON ROAD	N/A	N/A
0.404	0.404	INTERSECTION	LEFT	ROUTE 0209BZ (MORAINE CAMPGROUND ROAD B)
0.508	0.518	DEBRIS ON ROAD	N/A	N/A
0.529	0.529	INTERSECTION	LEFT	ROUTE 0209FZ (MORAINE CAMPGROUND ROAD F)
0.530	0.530	INTERSECTION	LEFT	ROUTE 0209DZ (MORAINE CAMPGROUND ROAD D)
0.534	0.534	SIGN	RIGHT	REGULATORY, ONE WAY
0.571	0.571	INTERSECTION	LEFT	ROUTE 0209CZ (MORAINE CAMPGROUND ROAD C)
0.571	0.571	INTERSECTION	RIGHT	ROUTE 0209EZ (MORAINE CAMPGROUND ROAD E)
0.574	0.574	SIGN	RIGHT	REGULATORY, ONE WAY
0.589	0.589	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.590	0.590	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.592	0.592	INTERSECTION	RIGHT	ROUTE 0209DZ (MORAINE CAMPGROUND ROAD D)
0.601	0.601	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.609	0.609	GATE	N/A	N/A
0.609	0.609	SIGN	RIGHT	GUIDE, CAMPGROUND
0.610	0.610	INTERSECTION	LEFT	ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)
0.610	0.610	INTERSECTION	N/A	ROUTE 0209AZ (MORAINE CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0209AZ: MORAINE CAMPGROUND ROAD A

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.610	0.610	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0217: CRYSTAL SPRINGS ROAD

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.58 ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0015 (GRANT GROVE ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0212 (GRANT TREE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0015 (GRANT GROVE ROAD)
0.003	0.015	CURB	LEFT	N/A
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.052	0.052	SIGN	LEFT	GUIDE, CRYSTAL SPRINGS CAMPGROUND
0.052	0.052	SIGN	LEFT	GUIDE, CRYSTAL SPRINGS CAMPGROUND
0.061	0.061	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.240	0.240	INTERSECTION	LEFT	ROUTE 0910 (MEADOW CAMP CABINS ROAD)
0.256	0.268	PAVED DITCH	LEFT	N/A
0.267	0.267	SIGN	LEFT	GUIDE, MEADOW CAMP CABINS 84100
0.268	0.268	INTERSECTION	RIGHT	PAVED SPUR
0.280	0.280	INTERSECTION	RIGHT	ROUTE 0101 (PANORAMIC POINT ROAD)
0.280	0.280	INTERSECTION	LEFT	ROUTE 0101 (PANORAMIC POINT ROAD)
0.280	0.280	ROUTE END	N/A	TO ROUTE 0101 (PANORAMIC POINT ROAD)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0218AZ: CRYSTAL SPRINGS CAMPGROUND ROAD A

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0217 (CRYSTAL SPRINGS ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0217 (CRYSTAL SPRINGS ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0217 (CRYSTAL SPRINGS ROAD)
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.007	0.007	GATE	N/A	N/A
0.007	0.007	SIGN	N/A	GUIDE, CAMPGROUND CLOSED
0.039	0.039	SIGN	RIGHT	GUIDE, CAMPERS STOP AHEAD READ REGISTRATION-FEE INSTRUCTIONS
0.050	0.050	SIGN	LEFT	WARNING, CAUTION ACTIVE BEAR AREA
0.050	0.050	SIGN	LEFT	GUIDE, PROPER FOOD STORAGE IS THE LAW AND RESPONSIBILITY INSTRUCTIONS ARE POSTED AT YOUR CAMPSITE.
0.174	0.174	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.174	0.470	ONE-WAY	N/A	N/A
0.181	0.231	DEBRIS ON ROAD	N/A	N/A
0.185	0.185	INTERSECTION	LEFT	ROUTE 0218DZ (CRYSTAL SPRINGS CAMPGROUND ROAD D)
0.190	0.190	SIGN	LEFT	REGULATORY, ONE WAY
0.229	0.229	INTERSECTION	LEFT	ROUTE 0218DZ (CRYSTAL SPRINGS CAMPGROUND ROAD D)
0.282	0.308	DEBRIS ON ROAD	N/A	N/A
0.382	0.407	DEBRIS ON ROAD	N/A	N/A
0.424	0.424	SIGN	RIGHT	REGULATORY, ONE WAY
0.426	0.426	INTERSECTION	RIGHT	ROUTE 0218CZ (CRYSTAL SPRINGS CAMPGROUND ROAD C)
0.435	0.446	DEBRIS ON ROAD	N/A	N/A
0.459	0.459	INTERSECTION	RIGHT	ROUTE 0218CZ (CRYSTAL SPRINGS CAMPGROUND ROAD C)
0.460	0.460	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.470	0.470	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.470	0.470	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.470	0.470	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0218BZ: CRYSTAL SPRINGS CAMPGROUND ROAD B

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.005	0.375	ONE-WAY	N/A	N/A
0.005	0.005	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.053	0.063	DEBRIS ON ROAD	N/A	N/A
0.130	0.155	DEBRIS ON ROAD	N/A	N/A
0.144	0.144	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.157	0.157	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.170	0.170	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.179	0.179	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.180	0.180	SIGN	LEFT	REGULATORY, ONE WAY
0.294	0.294	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.309	0.309	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.311	0.311	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.374	0.374	SIGN	LEFT	REGULATORY, WRONG WAY
0.375	0.375	INTERSECTION	RIGHT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.375	0.375	INTERSECTION	LEFT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.375	0.375	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0218CZ: CRYSTAL SPRINGS CAMPGROUND ROAD C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.209	ONE-WAY	N/A	N/A
0.005	0.005	SIGN	RIGHT	REGULATORY, ONE WAY
0.058	0.058	INTERSECTION	RIGHT	ROUTE 0218BZ (CRYSTAL SPRINGS CAMPGROUND ROAD B)
0.128	0.153	DEBRIS ON ROAD	N/A	N/A
0.209	0.209	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.209	0.209	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.209	0.209	ROUTE END	N/A	TO ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0218DZ: CRYSTAL SPRINGS CAMPGROUND ROAD D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.000	0.095	ONE-WAY	N/A	N/A
0.021	0.021	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.032	0.032	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.034	0.055	DEBRIS ON ROAD	N/A	N/A
0.073	0.073	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.095	0.095	INTERSECTION	RIGHT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.095	0.095	INTERSECTION	LEFT	ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)
0.095	0.095	ROUTE END	N/A	TO ROUTE 0218AZ (CRYSTAL SPRINGS CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220AZ: SUNSET CAMPGROUND ROAD A

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0015 (GRANT GROVE ROAD) AT MP 3.17 ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0015 (GRANT GROVE ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0015 (GRANT GROVE ROAD)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.017	0.017	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.022	0.022	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.023	0.023	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.023	0.023	SIGN	RIGHT	WARNING, CAUTION ACTIVE BEAR AREA
0.023	0.023	SIGN	RIGHT	GUIDE, MOVE ALL FOOD, COOLERS, TOILETRIES AND TRASH FROM YOUR VEHICLE TO FOOD STORAGE LOCKERS DAY AND NIGH
0.026	0.026	GATE	N/A	N/A
0.026	0.026	SIGN	N/A	GUIDE, CAMPGROUND CLOSED
0.032	0.032	INTERSECTION	RIGHT	ROUTE 0903 (SUNSET AMPHITHEATER PARKING)
0.040	0.040	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.040	0.500	ONE-WAY	N/A	N/A
0.050	0.050	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.056	0.056	SIGN	RIGHT	GUIDE, CAMP ONLY IN DESIGNATED SITES 6 PERSONS PER SITE 14 DAY CAMPING LIMIT
0.057	0.057	SIGN	RIGHT	GUIDE, AMPHITHEATER PARKING GROUP CAMPSITES
0.104	0.104	INTERSECTION	LEFT	ROUTE 0220CZ (SUNSET CAMPGROUND ROAD C)
0.108	0.108	SIGN	RIGHT	REGULATORY, ONE WAY
0.109	0.109	SIGN	LEFT	GUIDE, 153-157 ONE WAY
0.130	0.130	INTERSECTION	RIGHT	ROUTE 0220DZ (SUNSET CAMPGROUND ROAD D)
0.137	0.137	SIGN	RIGHT	GUIDE, 11-25
0.141	0.141	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.146	0.146	SIGN	LEFT	GUIDE, 26-41
0.161	0.161	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.174	0.174	INTERSECTION	RIGHT	ROUTE 0220DZ (SUNSET CAMPGROUND ROAD D)
0.179	0.179	SIGN	RIGHT	REGULATORY, ONE WAY
0.253	0.253	INTERSECTION	LEFT	ROUTE 0220EZ (SUNSET CAMPGROUND ROAD E)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220AZ: SUNSET CAMPGROUND ROAD A

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.254	0.254	SIGN	RIGHT	REGULATORY, ONE WAY
0.349	0.349	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.365	0.365	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.365	0.365	INTERSECTION	RIGHT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.368	0.368	SIGN	LEFT	REGULATORY, ONE WAY
0.368	0.368	SIGN	RIGHT	GUIDE, 57-72
0.368	0.368	SIGN	RIGHT	GUIDE, EXIT
0.414	0.414	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.418	0.418	INTERSECTION	LEFT	ROUTE 0220CZ (SUNSET CAMPGROUND ROAD C)
0.426	0.426	INTERSECTION	RIGHT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.428	0.428	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.500	0.500	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.500	0.500	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.500	0.500	ROUTE END	N/A	TO END OF LOOP

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220BZ: SUNSET CAMPGROUND ROAD B

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A) AT MP 0.2 ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.412	ONE-WAY	N/A	N/A
0.003	0.003	INTERSECTION	RIGHT	ROUTE 0220EZ (SUNSET CAMPGROUND ROAD E)
0.075	0.075	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.075	0.075	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.094	0.094	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.149	0.149	INTERSECTION	RIGHT	ROUTE 0220FZ (SUNSET CAMPGROUND ROAD F)
0.157	0.157	SIGN	RIGHT	GUIDE, 83-88 89-152
0.200	0.200	INTERSECTION	RIGHT	ROUTE 0220FZ (SUNSET CAMPGROUND ROAD F)
0.253	0.253	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.265	0.265	INTERSECTION	RIGHT	ROUTE 0220GZ (SUNSET CAMPGROUND ROAD G)
0.268	0.268	SIGN	RIGHT	REGULATORY, ONE WAY
0.273	0.273	SIGN	RIGHT	GUIDE, 119-130 131-152
0.323	0.323	INTERSECTION	RIGHT	ROUTE 0220GZ (SUNSET CAMPGROUND ROAD G)
0.412	0.412	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.412	0.412	SIGN	RIGHT	REGULATORY, WRONG WAY
0.412	0.412	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.412	0.412	SIGN	LEFT	GUIDE, 61-72 EXIT
0.412	0.412	ROUTE END	N/A	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220CZ: SUNSET CAMPGROUND ROAD C

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.046	ONE-WAY	N/A	N/A
0.046	0.046	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.046	0.046	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.046	0.046	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.046	0.046	ROUTE END	N/A	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220DZ: SUNSET CAMPGROUND ROAD D

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.000	0.080	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.080	0.080	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.080	0.080	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.080	0.080	SIGN	RIGHT	REGULATORY, ONE WAY
0.080	0.080	ROUTE END	N/A	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220EZ: SUNSET CAMPGROUND ROAD E

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	N/A	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.081	ONE-WAY	N/A	N/A
0.018	0.018	SIGN	LEFT	GUIDE, 42-72 73-157
0.081	0.081	INTERSECTION	LEFT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.081	0.081	INTERSECTION	RIGHT	ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)
0.081	0.081	SIGN	N/A	REGULATORY, ONE WAY
0.081	0.081	ROUTE END	N/A	TO ROUTE 0220AZ (SUNSET CAMPGROUND ROAD A)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220FZ: SUNSET CAMPGROUND ROAD F

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.089	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.089	0.089	SIGN	LEFT	REGULATORY, ONE WAY
0.089	0.089	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.089	0.089	INTERSECTION	N/A	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.089	0.089	ROUTE END	N/A	TO ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)

KICA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220GZ: SUNSET CAMPGROUND ROAD G

Notice: Culverts and drop inlets were NOT marked by NPS nor inventoried by RIP in Cycle 5 on any new or re-aligned DCV driven routes. Therefore no culverts or drop inlets are reported in Section 9, unless a culvert has a BIP structure number attached to it.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.000	INTERSECTION	N/A	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.000	0.102	ONE-WAY	N/A	N/A
0.102	0.102	INTERSECTION	LEFT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.102	0.102	INTERSECTION	RIGHT	ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)
0.102	0.102	ROUTE END	N/A	TO ROUTE 0220BZ (SUNSET CAMPGROUND ROAD B)

Section 10
Appendix

Kings Canyon National Park

Federal Lands Highway
Road Inventory Program

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

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

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

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

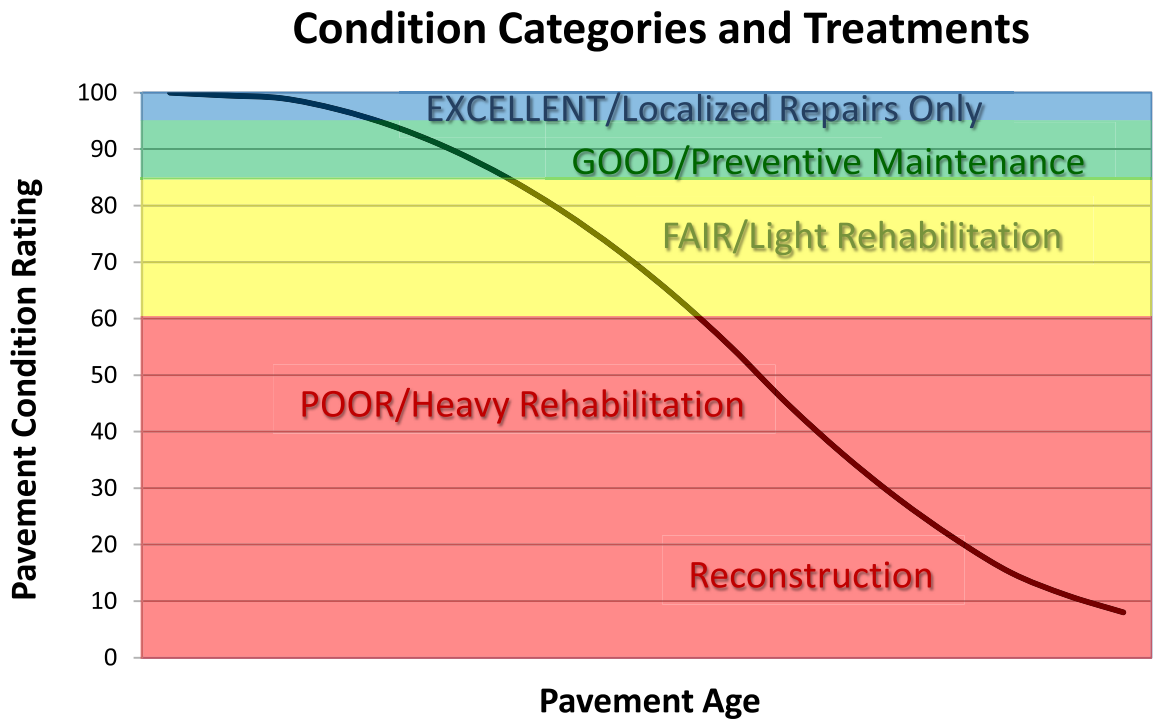
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation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

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

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

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

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



DESCRIPTION OF RATING SYSTEM

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

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

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

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

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

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

> **Note:** As a result of a unique combination of measured surface distresses and IRI, index values occasionally compute to less than 0 or greater than 100. In this instance, an index value < 0 defaults to 0. Index values > 100 default to 100. For all indices, a higher value indicates a better road condition, and a lower value indicates a poorer road condition.

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

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

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

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

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

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

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

TRANSVERSE CRACKING

Description

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

Severity Levels

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

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

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

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

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

HIGH
Ruts with a measured depth ≥ 1.00"

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

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

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

GPS on Manually Rated Roads (MRR)

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

Geodatabase – Background and Metadata

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

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

GLOSSARY OF TERMS AND ABBREVIATIONS

TERM OR ABBREVIATION	DESCRIPTION OR DEFINITION
AC	Alligator Cracking
CRS	Condition Rating Sheets (Section 5)
DCV	Data Collection Vehicle
Excellent	Excellent rating with an index value of 95 to 100
Fair	Fair rating with an index value from 61 to 84
FUNCT_CLASS	Functional Classification (see Route ID, Section 2)
Good	Good rating with an index value from 85 to 94
IRI	International Roughness Index
Lane Width	Width from road centerline to fogline, or from centerline to edge-of-pavement when no fogline exists
LC	Longitudinal Cracking
MRR	Manually Rated Route
MRL	Manually Rated Line
MRP	Manually Rated Polygon
N/A	Not Applicable
NC	Not Collected
PATCH	Patching and Potholes
Paved Width	Width from edge-of-pavement to edge-of-pavement
PCR	Pavement Condition Rating
PKG	Parking Area
Poor	Poor rating with an index value of 0 to 60
RCI	Roughness Condition Index
SC	Structural Cracking
SCR	Surface Condition Rating
TC	Transverse Cracking