



Federal Lands Highway Road Inventory Program

Road Inventory and Condition Assessment

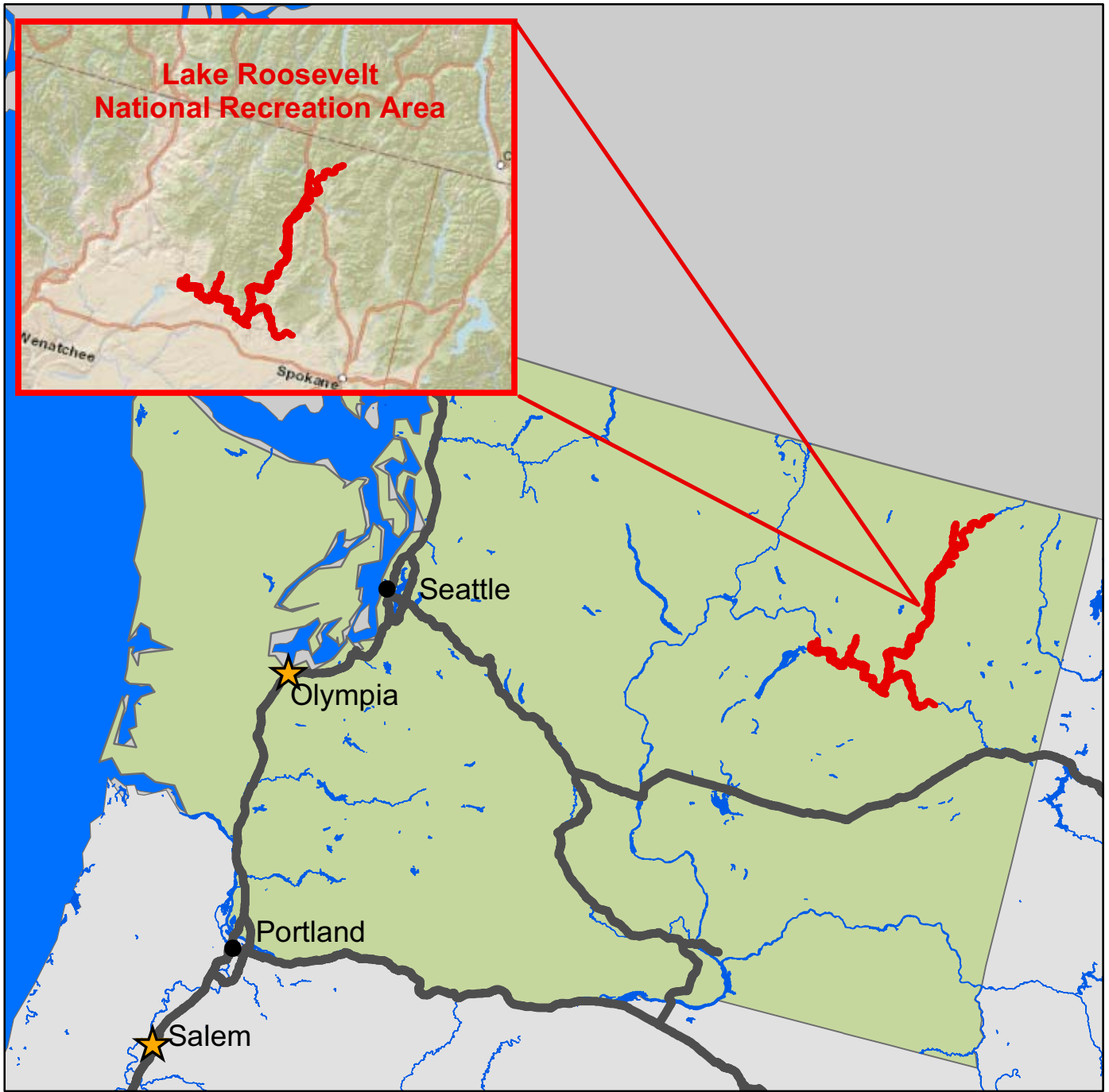


Lake Roosevelt National Recreation Area LARO - 9260

Cycle 5 Report

**Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 10/2010
Report Date: 05/2012**

Lake Roosevelt National Recreation Area in Washington





DCV = Data Collection Vehicle

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1. INTRODUCTION	1 - 1
2. PARK ROUTE INVENTORY Route IDs, Subcomponents & Changes Report (As Applicable)	2 - 1
3. PARK SUMMARY INFORMATION Paved Route Miles and Percentages by Functional Class and PCR DCV Road Condition Summary	3 - 1 3 - 3
4. PARK ROUTE LOCATION MAPS Route Location Key Map Route Location Area Map Route Condition Key Map – PCR Mile by Mile Route Condition Area Map – PCR Mile by Mile	4 - 1 4 - 2 4 - 8 4 - 9
5. PAVED ROUTE CONDITION RATING SHEETS CRS Pages	5 - 1
6. MANUALLY RATED PAVED ROUTE CONDITION RATING SHEETS MRR Pages	6 - 1
7. PARKING AREA CONDITION RATING SHEETS Paved Parking Area Pages	7 - 1
8. ROUTE MAINTENANCE FEATURES SUMMARIES DCV Route Maintenance Features Summary Structure List	8 - 1 8 - 2
9. ROUTE MAINTENANCE FEATURES ROAD LOGS Route Maintenance Features Road Logs	9 - 1
10. APPENDIX Explanation of Changes to the RIP Index Equations and Determination of PCR Explanation of the Excellent, Good, Fair and Poor Condition Descriptions Description of Rating System Surface Distresses Index Formulas Data Collection Vehicle Subsystems Geodatabase – Background and Metadata Glossary of Terms and Abbreviations	10 - 1 10 - 2 10 - 3 10 - 5 10 - 12 10 - 16 10 - 19 10 - 20

Section 1 Introduction



Lake Roosevelt National Recreation Area



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



Lake Roosevelt
National Recreation Area



Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 1 of 13

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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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

LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0100	5	4025		KETTLE FALLS ENTRANCE ROAD	FROM NORTH PARK BOUNDARY TO END OF LOOP	NORTH	1.81	0.00	1.81	2	0	AS	1
0101	5	108114		FORT SPOKANE PICNIC AREA LOOP ROAD	FROM STATE HIGHWAY 25 ACROSS FROM ROUTE 0203 (FORT SPOKANE CAMPGROUND ROAD) TO END OF LOOP	SOUTH	0.38	0.00	0.38	2	0	AS	4
0200	5	9889		SPRING CANYON ROAD	FROM STATE HIGHWAY 174 AT MP 24.34 TO END OF LOOP	SOUTH	1.64	0.00	1.64	2	0	AS	6
0201	4	39212		SPRING CANYON RV CAMPGROUND ROAD	FROM ROUTE 0200 (SPRING CANYON ROAD) TO ROUTE 0904 (SPRING CANYON RV CAMPGROUND PARKING)	SOUTH	0.12	0.00	0.12	3	0	AS	6
0202	4	9914		KELLER FERRY CAMPGROUND ROAD	FROM ROUTE 0928 (KELLER FERRY PICNIC/CAMP AREA PARKING) TO WEST END (GRAVEL)	SOUTH	0.54	0.00	0.54	3	0	AS	5
0204	5	00001368		EVANS CAMPGROUND ROAD	FROM STATE HIGHWAY 25 AT MP 90.3 ON LEFT TO ROUTE 0940 (EVANS DAY USE PARKING)	NORTH	0.38	0.00	0.38	2	0	AS	1
0205	5	39102		KETTLE FALLS PICNIC ROAD	FROM ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) NORTH END TO ROUTE 0100 (SOUTH END)	NORTH	0.38	0.00	0.38	2	0	AS	1
0206	4	39101		KETTLE FALLS MARINA ACCESS ROAD	FROM ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) TO ROUTE 0911C (KETTLE FALLS BOAT LAUNCH PARKING C)	NORTH	0.20	0.00	0.20	3	0	AS	1
0207	4	39092		KETTLE FALLS CAMPGROUND ROAD	FROM ROUTE 0206 (KETTLE FALLS MARINA ACCESS ROAD) AT MP 0.06 ON RIGHT TO NORTH END	NORTH	0.29	0.00	0.29	3	0	AS	1
0208	5	39213		HAWK CREEK CAMPGROUND ROAD	FROM FROM UNPAVED ROUTE AT PARK BOUNDARY TO ROUTE 0920 (HAWK CREEK BOAT LAUNCH PARKING)	SOUTH	0.24	0.00	0.24	2	0	AS	4
0209	5	10010		PORCUPINE BAY CAMPGROUND ROAD	FROM PARK BOUNDARY ON RIGHT TO ROUTE 0923 (PORCUPINE BAY BOAT LAUNCH PARKING)	SOUTH	0.34	0.00	0.34	2	0	AS	4
0210	5	00001508		HUNTERS CAMPGROUND ACCESS ROAD	FROM PARK BOUNDARY TO DEAD END AT ROCK PILE	NORTH	0.51	0.00	0.51	2	0	AS	3
0211	5	00002813		GIFFORD CAMPGROUND ACCESS ROAD	FROM STATE HIGHWAY 25 TO ROUTE 0917 (GIFFORD BOAT LAUNCH PARKING)	NORTH	0.29	0.00	0.29	2	0	AS	2

Cycle 5 NPS/RIP Route ID Report

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Page 2 of 13

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LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0212	5	3915		BRADBURY DAY USE AREA ROAD	FROM STATE HIGHWAY 25 AT MP 73.1 TO END OF LOOP AROUND ROUTE 0962ZZ (BRADBURY BEACH DAY USE PARKING AREA COMPLEX)	NORTH	0.31	0.00	0.31	2	0	AS	1
0213	5	3885		MARCUS ISLAND CAMPGROUND ENTRANCE ROAD	FROM STATE HIGHWAY 25 AT MP 86.7 ON LEFT TO END OF LOOP	NORTH	1.88	0.00	1.88	2	0	AS	1
0214	5	3859		NORTH GORGE CAMPGROUND ROAD	FROM STATE HIGHWAY 25 AT MP 97.5 ON LEFT TO END OF ROUTE	NORTH	0.18	0.00	0.18	2	0	AS	1
0215A	5	3892		KAMLOOPS ISLAND CAMPGROUND ROAD	FROM NORTHPORT FLAT CREEK AT MP 15.0 ON LEFT ROUTE 0939 (KAMLOOPS ISLAND CAMPGROUND LOOP PARKING)	NORTH	0.26	0.00	0.26	3	0	AS	1
0215B	5	105456		KAMLOOPS ISLAND CAMPGROUND LOOP	FROM ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD) TO 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)	NORTH	0.09	0.00	0.09	3	0	AS	1
0216	NC	9939		JONES BAY CAMPGROUND ROAD	FROM COUNTY ROAD TO END	SOUTH	0.00	0.10	0.10	3	0	GR	
0217	5	39107		KETTLE RIVER CAMPGROUND ROAD	FROM U.S. 395 AT MP 248.0 ON RIGHT TO END OF LOOP	NORTH	0.97	0.00	0.97	2	0	AS	1
0219	NC	3910		HAAG COVE CAMPGROUND LOOP	FROM COUNTY ROAD TO END	NORTH	0.00	0.21	0.21	3	0	GR	
0221	5	39216		SEVEN BAYS MARINA ACCESS ROAD	FROM PONDEROSA CREEK ROAD (COUNTY ROAD) TO ROUTE 0919 (SEVEN BAYS MARINA PARKING)	SOUTH	0.28	0.00	0.28	2	0	AS	4
0222	4	39217		FORT SPOKANE VISITOR CENTER ACCESS ROAD	FROM STATE HIGHWAY 25 TO ROUTE 0906 (FORT SPOKANE VISITOR CENTER PARKING)	SOUTH	0.26	0.00	0.26	3	0	AS	4
0223	4	39218		FORT SPOKANE FACILITIES ROAD	FROM ROUTE 0222 (FORT SPOKANE VISITOR CENTER ACCESS ROAD) AT MP 0.02 ON RIGHT TO ROUTE 0905 (FORT SPOKANE FACILITIES PARKING)	SOUTH	0.14	0.00	0.14	5	0	AS	4
0227	5	3922		DAISY BOAT LAUNCH ACCESS ROAD	FROM STATE HIGHWAY 25 AT MP 62.4 ON LEFT TO ROUTE 0926 (DAISY BOAT LAUNCH PARKING)	NORTH	0.35	0.00	0.35	2	0	AS	2
0230	NC	9874		CRESCENT BAY BOAT LAUNCH ACCESS ROAD	FROM STATE HIGHWAY 174 TO END	SOUTH	0.00	2.10	2.10	3	0	GR	

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Page 3 of 13

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					From	To								
0231	5	39220		KELLER FERRY CAMPGROUND ENTRANCE ROAD	FROM STATE HIGHWAY 21 AT MP 106.42	TO ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD) AT MP 0.19	SOUTH	0.06	0.00	0.06	2	0	AS	5
0232	5	39221		FORT SPOKANE CAMPGROUND ENTRANCE ROAD	FROM 0907 (FORT SPOKANE BOAT LAUNCH PARKING)	TO ROUTE 0232C (FORT SPOKANE CAMPGROUND LOOP C)	SOUTH	0.27	0.00	0.27	2	0	AS	4
0232A	4	108117		FORT SPOKANE CAMPGROUND LOOP A	FROM ROUTE 0232 (FORT SPOKANE CAMPGROUND ENTRANCE ROAD) AT MP 0.15 ON RIGHT	TO END OF LOOP	SOUTH	0.26	0.00	0.26	3	0	AS	4
0232B	4	108119		FORT SPOKANE CAMPGROUND LOOP B	FROM ROUTE 0232A (FORT SPOKANE CAMPGROUND LOOP A) AT MP 0.22 ON LEFT	TO ROUTE 0232 (FORT SPOKANE CAMPGROUND ENTRANCE ROAD)	SOUTH	0.18	0.00	0.18	3	0	AS	4
0232C	4	108120		FORT SPOKANE CAMPGROUND LOOP C	FROM END OF ROUTE 0232 (FORT SPOKANE CAMPGROUND ENTRANCE ROAD)	TO END OF LOOP AT ROUTE 0232 (FORT SPOKANE CAMPGROUND ENTRANCE ROAD)	SOUTH	0.30	0.00	0.30	3	0	AS	4
0232D	4	108121		FORT SPOKANE CAMPGROUND LOOP D	FROM ROUTE 0232C (FORT SPOKANE CAMPGROUND LOOP C) AT MP 0.17 ON LEFT	TO ROUTE 0232C (FORT SPOKANE CAMPGROUND LOOP C) AT MP 0.26	SOUTH	0.15	0.00	0.15	3	0	AS	4
0232E	4	108122		FORT SPOKANE CAMPGROUND LOOP E	FROM ROUTE 0232 (FORT SPOKANE CAMPGROUND ENTRANCE ROAD) AT MP 0.11 ON RIGHT	TO ROUTE 0232A (FORT SPOKANE CAMPGROUND LOOP A) AT MP 0.24	SOUTH	0.09	0.00	0.09	3	0	AS	4
0232F	4	108123		FORT SPOKANE CAMPGROUND LOOP F	FROM END OF ROUTE 0232C (FORT SPOKANE CAMPGROUND ENTRANCE ROAD) ON LEFT	TO END	SOUTH	0.09	0.00	0.09	3	0	AS	4
0233	4	9958		HAWK CREEK CAMPGROUND LOOP	FROM ROUTE 0208 (HAWK CREEK CAMPGROUND ROAD) AT MP 0.03 ON LEFT	TO END OF LOOP	SOUTH	0.21	0.00	0.21	3	0	AS	4
0238	4	39222		SPRING CANYON CAMPGROUND ROAD	FROM ROUTE 0201 (SPRING CANYON RV CAMPGROUND ROAD) AT MP 0.06 ON RIGHT	TO ROUTE 0201 (SPRING CANYON RV CAMPGROUND ROAD) AT MP 0.02 ON RIGHT	SOUTH	0.29	0.00	0.29	3	0	AS	6
0238A	4	108126		SPRING CANYON CAMPGROUND CONNECTOR A	FROM ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD) AT MP 0.05 ON RIGHT	TO ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD)	SOUTH	0.04	0.00	0.04	3	0	AS	6

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 4 of 13

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LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description		Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
					From	To								
0238B	4	108133		SPRING CANYON CAMPGROUND CONNECTOR B	FROM ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD) AT MP 0.06 ON RIGHT	TO ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD)	SOUTH	0.03	0.00	0.03	3	0	AS	6
0238C	4	108135		SPRING CANYON CAMPGROUND CONNECTOR C	FROM ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD) AT MP 0.10 ON RIGHT	TO ROUTE 0200 (SPRING CANYON ROAD)	SOUTH	0.06	0.00	0.06	3	0	AS	6
0239	4	39223		KELLER FERRY CAMPGROUND LOOP	FROM ROUTE 0928 (KELLER FERRY PICNIC/CAMP AREA PARKING) AND START OF ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD)	TO END OF LOOP	SOUTH	0.16	0.00	0.16	3	0	AS	5
0240A	4	39224		PORCUPINE BAY CAMPGROUND MAIN ROAD	FROM ROUTE 0209 (PORCUPINE BAY CAMPGROUND ROAD) AT MP 0.09 ON RIGHT	TO ROUTE 0209 (PORCUPINE BAY CAMPGROUND ROAD) AT MP 0.34 ON RIGHT	SOUTH	0.25	0.00	0.25	3	0	AS	4
0240B	4	105457		PORCUPINE BAY CAMPGROUND LOOP ROAD	FROM ROUTE 0240A (PORCUPINE BAY CAMPGROUND MAIN ROAD) AT MP 0.04 ON RIGHT	TO ROUTE 0240A (PORCUPINE BAY CAMPGROUND MAIN ROAD)	SOUTH	0.16	0.00	0.16	3	0	AS	4
0241	4	39289		HUNTERS CAMPGROUND ROAD	FROM ROUTE 0242 (HUNTERS BOAT LAUNCH ACCESS ROAD) AT MP 0.22 ON LEFT	TO ROUTE 0242 (HUNTERS BOAT LAUNCH ACCESS ROAD) AT MP 0.18	NORTH	0.33	0.00	0.33	3	0	AS	3
0241A	4	105454		HUNTERS CAMPGROUND CONNECTOR ROAD	FROM ROUTE 0241 (HUNTERS CAMPGROUND ROAD) AT MP 0.27 ON LEFT	TO ROUTE 0241 (HUNTERS CAMPGROUND ROAD) AT MP 0.05 ON LEFT	NORTH	0.03	0.00	0.03	3	0	AS	3
0242	5	39282		HUNTERS BOAT LAUNCH ACCESS ROAD	FROM ROUTE 0210 (HUNTERS CAMPGROUND ACCESS ROAD) AT MP 0.44 ON RIGHT	TO ROUTE 0918A (HUNTERS BOAT LAUNCH AREA A PARKING)	NORTH	0.51	0.00	0.51	2	0	AS	3
0243	4	39290		HUNTERS GROUP CAMP LOOP	FROM ROUTE 0210 (HUNTERS CAMPGROUND ACCESS ROAD) AT MP 0.44 ON LEFT	TO END OF LOOP	NORTH	0.21	0.00	0.21	3	0	AS	3
0244A	4	39256		GIFFORD CAMPGROUND ROAD	FROM ROUTE 0211 (GIFFORD CAMPGROUND ACCESS ROAD) AT MP 0.25 ON LEFT	TO END	NORTH	0.33	0.00	0.33	3	0	AS	2

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Page 5 of 13

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					From	To								
0244B	4	105433		GIFFORD CAMPGROUND LOOP B	FROM ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.01 ON RIGHT	TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.09 ON RIGHT	NORTH	0.09	0.00	0.09	3	0	AS	2
0244C	4	105440		GIFFORD CAMPGROUND LOOP C	FROM ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.12 ON RIGHT	TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.24 ON RIGHT	NORTH	0.15	0.00	0.15	3	0	AS	2
0244D	4	105441		GIFFORD CAMPGROUND LOOP D	FROM ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.27 ON RIGHT	TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.3 ON RIGHT	NORTH	0.09	0.00	0.09	3	0	AS	2
0244E	4	105442		GIFFORD CAMPGROUND LOOP E	FROM ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.26 ON LEFT	TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.32 ON LEFT	NORTH	0.08	0.00	0.08	3	0	AS	2
0244F	4	105443		GIFFORD CAMPGROUND EXIT SPUR	FROM ROUTE 0211 (GIFFORD CAMPGROUND ACCESS ROAD) AT MP 0.21 ON LEFT	TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.06 ON LEFT	NORTH	0.02	0.00	0.02	3	0	AS	2
0246	4	3889		SNAG COVE CAMPGROUND LOOP	FROM ROUTE 0944 (SNAG COVE CAMPGROUND AND BOAT LAUNCH PARKING)	TO NORTHPORT FLAT CREEK ROAD	NORTH	0.09	0.00	0.09	3	0	AS	1
0248	4	39359		NORTH GORGE CAMPGROUND SPUR	FROM ROUTE 0214 (NORTH GORGE CAMPGROUND ROAD) AT MP 0.03	TO END	NORTH	0.06	0.00	0.06	3	6,083	AS	1
0249A	4	39249		EVANS CAMPGROUND LOOP A	FROM ROUTE 0204 (EVANS CAMPGROUND ROAD) AT MP 0.21 ON RIGHT	TO ROUTE 0204 (EVANS CAMPGROUND ROAD) AT MP 0.38 ON RIGHT	NORTH	0.22	0.00	0.22	3	0	AS	1
0249B	4	105455		EVANS CAMPGROUND LOOP B	FROM ROUTE 0249A (EVANS CAMPGROUND LOOP A) AT MP 0.19 ON RIGHT	TO ROUTE 0940 (EVANS DAY USE PARKING)	NORTH	0.12	0.00	0.12	3	0	AS	1
0250	4	39308		MARCUS ISLAND CAMPGROUND LOOP	FROM ROUTE 0213 (MARCUS ISLAND CAMPGROUND ENTRANCE ROAD) AT MP 1.58 ON LEFT	TO ROUTE 0213 (MARCUS ISLAND CAMPGROUND ENTRANCE ROAD) AT MP 1.48 ON LEFT	NORTH	0.11	0.00	0.11	3	0	AS	1
0251A	4	39091		KETTLE FALLS CAMPGROUND LOOP 1	FROM ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.14 ON LEFT	TO ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.17 ON LEFT	NORTH	0.18	0.00	0.18	3	0	AS	1

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 6 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0251B	4	105444		KETTLE FALLS CAMPGROUND LOOP 2	FROM ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.20 ON LEFT TO ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.22 ON LEFT	NORTH	0.21	0.00	0.21	3	0	AS	1
0251C	4	105445		KETTLE FALLS CAMPGROUND LOOP 3	FROM ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.26 ON LEFT TO ROUTE 0207 (KETTLE FALLS CAMPGROUND ROAD) AT MP 0.29 ON LEFT	NORTH	0.24	0.00	0.24	3	0	AS	1
0252	5	39099		KETTLE FALLS LOCUST GROVE GROUP CAMPGROUND ROAD	FROM ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) TO END OF CUL DE SAC	NORTH	0.29	0.00	0.29	3	0	AS	1
0253	4	39098		KETTLE FALLS LIONS ISLAND SPUR	FROM ROUTE 0252 (KETTLE FALLS LOCUST GROVE GROUP CAMPGROUND ROAD) AT MP 0.0.19 ON RIGHT TO END OF PAVEMENT	NORTH	0.14	0.37	0.51	3	0	AS	1
0255	4	39096		KETTLE FALLS FACILITIES ROAD	FROM ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) AT MP 0.11 ON RIGHT TO ROUTE 0913ZZ (KETTLE FALLS FACILITIES PARKING AREA COMPLEX)	NORTH	0.06	0.00	0.06	5	0	AS	1
0256	4	39103		KETTLE FALLS SERVICE ACCESS ROAD	FROM BOISE ROAD (ABOUT 300 FEET BEFORE ROUTE 0100 BEGINS) TO END OF LOOP	NORTH	0.21	0.00	0.21	6	0	AS	1
0259	4	108140		BRADBURY DAY USE ACCESS ROAD	FROM ROUTE 0212 (BRADBURY DAY USE AREA ROAD) AT MP 0.10 ON RIGHT TO ROUTE 0937BZ (BRADBURY BEACH BOAT LAUNCH PARKING B)	NORTH	0.17	0.00	0.17	3	0	AS	1
0260	4	99141		KELLER FERRY FLOATING DOCK HOUSE ROAD	FROM ROUTE 0957 (KELLER FERRY HOUSEBOAT PARKING LOT) AT NORTHWEST END TO ROUTE 0957 (KELLER FERRY HOUSEBOAT PARKING LOT) AT NORTHEAST END	SOUTH	0.09	0.00	0.09	3	0	AS	5
0400	4	39104		KETTLE FALLS SERVICE/HOUSING ROAD (RIVERSIDE AVENUE)	FROM ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) AT MP 0.02 ON RIGHT TO ROUTE 0256 (KETTLE FALLS SERVICE ACCESS ROAD)	NORTH	0.24	0.00	0.24	5	0	AS	1
0401	4	39235		SPRING CANYON SERVICE/HOUSING ROAD	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 0.86 ON LEFT TO ROUTE 0901 (SPRING CANYON HOUSING PARKING)	SOUTH	0.09	0.00	0.09	5	0	AS	6
0404	NC	39236		FORT SPOKANE RESERVOIR ACCESS ROAD	FROM COUNTY ROAD TO END	SOUTH	0.00	0.30	0.30	6	0	GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 7 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0405	NC	39237		PORCUPINE BAY WATER TANK ACCESS ROAD	FROM COUNTY ROAD TO END	SOUTH	0.00	0.11	0.11	6	0	GR	
0406	NC	39292		HUNTERS WATER TANK ACCESS ROAD	FROM COUNTY ROAD TO END	NORTH	0.00	0.10	0.10	5	0	GR	
0407	NC	39239		FORT SPOKANE SEASONAL RESIDENCE ROAD	FROM COUNTY ROAD TO END	SOUTH	0.00	0.20	0.20	5	0	GR	
0408	NC	99140	■	KELLER FERRY MAINTENANCE SHOP ROAD	FROM ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) TO MAINTENANCE BUILDING	SOUTH	0.00	0.00	0.00	6	0	GR	
0900	4	9878		PARK HEADQUARTERS FACILITIES PARKING	FROM CREST DRIVE TO PARKING	SOUTH	0.00	0.00	0.00		25,722	AS	6
0901	4	39277		SPRING CANYON HOUSING PARKING	FROM END OF ROUTE 0401 (SPRING CANYON SERVICE/HOUSING ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		8,712	AS	6
0902G	4	105463		SPRING CANYON BOAT LAUNCH PARKING G	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.49 ON LEFT TO PARKING	SOUTH	0.00	0.00	0.00		39,388	AS	6
0902H	4	108149		SPRING CANYON BOAT LAUNCH PARKING H	FROM ROUTE 0902EZ (SPRING CANYON DAY USE PARKING E) AT END TO PARKING	SOUTH	0.00	0.00	0.00		27,342	AS	6
0902ZZ	4	39278		SPRING CANYON DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0200 (SPRING CANYON ROAD) ON LEFT AND RIGHT	SOUTH	0.00	0.00	0.00		53,793	AS	6
0904	4	39280		SPRING CANYON RV CAMPGROUND PARKING	FROM END OF ROUTE 0201 (SPRING CANYON RV CAMPGROUND ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		51,024	AS	6
0905	4	39281		FORT SPOKANE FACILITIES PARKING	FROM END OF ROUTE 0223 (FORT SPOKANE FACILITIES ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		32,635	AS	4
0906	4	39283		FORT SPOKANE VISITOR CENTER PARKING	FROM END OF ROUTE 0222 (FORT SPOKANE VISITOR CENTER ACCESS ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		19,864	AS	4
0907	5	39284		FORT SPOKANE BOAT LAUNCH PARKING	FROM STATE HIGHWAY 25 TO PARKING	SOUTH	0.00	0.00	0.00		141,888	AS	4
0908	4	39286		FORT SPOKANE GROUP CAMP PARKING	FROM 0907 (FORT SPOKANE BOAT LAUNCH PARKING) TO PARKING	SOUTH	0.00	0.00	0.00		29,180	AS	4

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 8 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0909ZZ	4	39287		FORT SPOKANE PICNIC LOOP PARKING AREA COMPLEX	ADJACENT TO ROUTE 0101 (FORT SPOKANE PICNIC AREA LOOP ROAD) ON RIGHT	SOUTH	0.00	0.00	0.00		27,661	AS	4
0910	4	39097		KETTLE FALLS INFORMATION CENTER PARKING	ADJACENT TO ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) AND ROUTE 0206 (KETTLE FALLS MARINA ACCESS ROAD)	NORTH	0.00	0.00	0.00		14,665	AS	1
0911A	4	39090		KETTLE FALLS BOAT LAUNCH PARKING A	FROM ROUTE 0100 (KETTLE FALLS ENTRANCE ROAD) TO ROUTE 0206 (KETTLE FALLS MARINA ACCESS ROAD)	NORTH	0.00	0.00	0.00		79,165	AS	1
0911B	4	105446		KETTLE FALLS BOAT LAUNCH PARKING B	FROM ROUTE 0206 (KETTLE FALLS MARINA ACCESS ROAD) TO PARKING	NORTH	0.00	0.00	0.00		9,759	AS	1
0911C	4	105447		KETTLE FALLS BOAT LAUNCH PARKING C	FROM END OF ROUTE 0206 (KETTLE FALLS MARINA ACCESS ROAD) TO PARKING	NORTH	0.00	0.00	0.00		42,108	AS	1
0913ZZ	4	39095		KETTLE FALLS FACILITIES PARKING AREA COMPLEX	FROM END OF ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) ON LEFT, RIGHT AND AHEAD TO PARKING	NORTH	0.00	0.00	0.00		41,874	AS	1
0914ZZ	4	39093		KETTLE FALLS DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0205 (KETTLE FALLS PICNIC ROAD) ON LEFT AND RIGHT	NORTH	0.00	0.00	0.00		24,913	AS	1
0915	4	39461		KELLER FERRY BOAT LAUNCH PARKING	FROM ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD) AT MP 0.06 ON RIGHT TO ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD) AT MP 0.18 ON RIGHT	SOUTH	0.00	0.00	0.00		116,887	AS	5
0917	4	39254		GIFFORD BOAT LAUNCH PARKING	FROM END OF ROUTE 0211 (GIFFORD CAMPGROUND ACCESS ROAD) TO PARKING	NORTH	0.00	0.00	0.00		47,206	AS	2
0918A	4	39285		HUNTERS BOAT LAUNCH AREA A PARKING	FROM ROUTE 0242 (HUNTERS BOAT LAUNCH ACCESS ROAD) AT MP 0.45 ON LEFT TO ROUTE 0242 (HUNTERS BOAT LAUNCH ACCESS ROAD) AT MP 0.51 ON LEFT	NORTH	0.00	0.00	0.00		30,028	AS	3
0918B	4	39288		HUNTERS BOAT LAUNCH AREA B PARKING	ADJACENT TO ROUTE 0242 (HUNTERS BOAT LAUNCH ACCESS ROAD) AT MP 0.35 ON LEFT	NORTH	0.00	0.00	0.00		69,644	AS	3

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 9 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0919	4	9964		SEVEN BAYS MARINA PARKING	FROM END OF ROUTE 0221 (SEVEN BAYS MARINA ACCESS ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		17,521	AS	4
0920	4	39466		HAWK CREEK BOAT LAUNCH PARKING	FROM END OF ROUTE 0208 (HAWK CREEK CAMPGROUND ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		18,516	AS	4
0921	4	9952		LINCOLN MILL BOAT LAUNCH PARKING	FROM END OF REDWINE CANYON ROAD TO PARKING	SOUTH	0.00	0.00	0.00		50,402	AS	4
0922	4	39468		HANSON HARBOR BOAT LAUNCH PARKING	FROM INTERSECTION OF WATER FRONT DRIVE EAST AND JONES ROAD EAST TO PARKING	SOUTH	0.00	0.00	0.00		47,754	AS	5
0923	4	39469		PORCUPINE BAY BOAT LAUNCH PARKING	FROM END OF ROUTE 0209 (PORCUPINE BAY CAMPGROUND ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		81,765	AS	4
0926	4	39245		DAISY BOAT LAUNCH PARKING	FROM END OF ROUTE 0227 (DAISY BOAT LAUNCH ACCESS ROAD) TO PARKING	NORTH	0.00	0.00	0.00		24,745	AS	2
0927	4	3856		CHINA BEND BOAT LAUNCH PARKING	ADJACENT TO STATE HIGHWAY 25 AT MP 101.6 ON LEFT	NORTH	0.00	0.00	0.00		22,284	AS	1
0928	4	39475		KELLER FERRY PICNIC/CAMP AREA PARKING	FROM END OF ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		33,766	AS	5
0929	4	39353		NORTH GORGE BOAT LAUNCH PARKING	FROM ROUTE 0214 (NORTH GORGE CAMPGROUND ROAD) TO ROUTE 0214 (NORTH GORGE CAMPGROUND ROAD)	NORTH	0.00	0.00	0.00		6,963	AS	1
0931	4	39478		KELLER FERRY RV DUMP STATION PARKING	ADJACENT TO ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD)	SOUTH	0.00	0.00	0.00		2,867	AS	5
0932	4	39483		PORCUPINE BAY DAY USE PARKING	FROM ROUTE 0240A (PORCUPINE BAY CAMPGROUND MAIN ROAD) AT MP 0.11 ON RIGHT TO ROUTE 0240A (PORCUPINE BAY CAMPGROUND MAIN ROAD) AT MP 0.17 ON RIGHT	SOUTH	0.00	0.00	0.00		17,229	AS	4
0934ZZ	4	39261		HUNTERS GROUP CAMPGROUND PARKING AREA COMPLEX	ADJACENT TO ROUTE 0243 (HUNTERS GROUP CAMP LOOP) ON LEFT AND RIGHT SIDES	NORTH	0.00	0.00	0.00		5,416	AS	3
0935	4	39262		HUNTERS DAY USE PARKING	FROM ROUTE 0210 (HUNTERS CAMPGROUND ACCESS ROAD) AT MP 0.47 ON LEFT TO ROUTE 0210 (HUNTERS CAMPGROUND ACCESS ROAD) AT MP 0.50 ON LEFT	NORTH	0.00	0.00	0.00		24,964	AS	3

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 10 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0936	4	00002828		CLOVERLEAF CAMPGROUND PARKING	FROM STATE HIGHWAY 25 AT MP 57.0 TO PARKING	NORTH	0.00	0.00	0.00		11,539	AS	2
0937ZZ	4	108155		BRADBURY BEACH BOAT LAUNCH PARKING AREA COMPLEX	ADJACENT TO ROUTE 0259 (BRADBURY DAY USE ACCESS ROAD) ON LEFT AND AT END	NORTH	0.00	0.00	0.00		21,981	AS	1
0938	4	3913		FRENCH ROCKS BOAT LAUNCH PARKING	FROM INCHELIUM HIGHWAY AT MP 7.78 ON LEFT TO PARKING	NORTH	0.00	0.00	0.00		51,221	AS	1
0939	5	39296		KAMLOOPS ISLAND CAMPGROUND LOOP PARKING	FROM END OF ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD) TO PARKING	NORTH	0.00	0.00	0.00		7,365	AS	1
0940	4	39250		EVANS DAY USE PARKING	FROM END OF ROUTE 0204 (EVANS CAMPGROUND ROAD) TO ROUTE 0249B (EVANS CAMPGROUND LOOP B)	NORTH	0.00	0.00	0.00		41,695	AS	1
0941	4	39247		EVANS BOAT LAUNCH PARKING	FROM ROUTE 0249A (EVANS CAMPGROUND LOOP A) AT MP 0.02 ON RIGHT TO PARKING	NORTH	0.00	0.00	0.00		24,584	AS	1
0942	4	39307		MARCUS ISLAND BOAT LAUNCH PARKING	ADJACENT TO ROUTE 0213 (MARCUS ISLAND CAMPGROUND ENTRANCE ROAD) AT MP 0.58	NORTH	0.00	0.00	0.00		17,720	AS	1
0943	5	39310		MARCUS ISLAND CAMPGROUND PARKING	FROM ROUTE 0213 (MARCUS ISLAND CAMPGROUND ENTRANCE ROAD) AT MP 1.29 ON RIGHT TO PARKING	NORTH	0.00	0.00	0.00		22,307	AS	1
0944	4	39362		SNAG COVE CAMPGROUND AND BOAT LAUNCH PARKING	ADJACENT TO NORTHPORT FLAT CREEK ROAD	NORTH	0.00	0.00	0.00		16,074	AS	1
0946	NC	39364		ST PAULS MISSION PARKING	FROM END OF ROUTE 5218 (ST PAULS MISSION ROAD) TO PARKING	NORTH	0.00	0.00	0.00		0	GR	
0947	4	39489		SEVEN BAYS BOAT LAUNCH PARKING	ADJACENT TO ROUTE 0221 (SEVEN BAYS MARINA ACCESS ROAD) AT MP 0.16 ON LEFT	SOUTH	0.00	0.00	0.00		56,450	AS	4

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 11 of 13

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LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0948	NC	39293		EVANS GROUP CAMPSITE	ADJACENT TO ROUTE 0204 (EVANS CAMPGROUND ROAD) AT MP 0.18 ON RIGHT	NORTH	0.00	0.00	0.00		0	GR	
0957	NC	99144	■	KELLER FERRY HOUSEBOAT PARKING LOT	FROM ROUTE 0408 (KELLER FERRY MAINTENANCE SHOP ROAD) TO ROUTE 0260 (KELLER FERRY FLOATING DOCK HOUSE ROAD)	SOUTH	0.00	0.00	0.00		0	GR	
0958	5	99148	■	KELLER FERRY STORE PARKING LOT	FROM ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD) TO ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD)	SOUTH	0.00	0.00	0.00		44,106	AS	5
0959	4	99738		GIFFORD COMFORT STATION LOOP PARKING	FROM ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.14 ON LEFT TO ROUTE 0244A (GIFFORD CAMPGROUND ROAD) AT MP 0.14 ON LEFT	NORTH	0.00	0.00	0.00		4,993	AS	2
0962ZZ	4	39242		BRADBURY BEACH DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0212 (BRADBURY DAY USE AREA ROAD) ON LEFT SIDE	NORTH	0.00	0.00	0.00		24,373	AS	1
0963	4	92346		GIFFORD MAINTENANCE AREA	ADJACENT TO ROUTE 0211 (GIFFORD CAMPGROUND ACCESS ROAD) AT MP 0.16 ON RIGHT	NORTH	0.00	0.00	0.00		18,163	AS	2
0964	5	114471		ROAD SC GROUPSITE #2 PARKING	FROM ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD) TO PARKING	SOUTH	0.00	0.00	0.00		18,699	AS	6
0965	5			NAPOLEON BRIDGE BOAT LAUNCH PARKING	FROM KETTLE RIVER ROAD TO PARKING	NORTH	0.00	0.00	0.00		32,738	AS	1
5218	4			ST PAULS MISSION ROAD	FROM U.S. 395 AT MP 266.0 ON RIGHT TO ROUTE 0946 (ST PAULS MISSION PARKING)	NORTH	0.57	0.38	0.95		0	AS	1

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 05/16/2012

(Numerical By Route #)

Page 12 of 13

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CYCLE 5 COLLECTED SUMMARY TOTALS FOR LAKE ROOSEVELT NATIONAL RECREATION AREA

<u>CYCLE 5 COLLECTED ROUTE TOTALS</u>		<u>CYCLE 5 COLLECTED CONCESSION TOTALS</u>	
DCV Driven Route Miles	11.41	Concession Paved Route Miles	0.00
Manually Rated Route Miles	0.00	Concession Paved Parking Area SQFT	44,106
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	11.41	Concession Manually Rated Rotes SQFT	0
Manually Rated Routes (SQFT)	0	<u>CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES</u>	
* <u>CYCLE 5 COLLECTED PARKING AREA TOTALS</u>		DCV Driven PCR	83
Paved Parking (SQFT)	267,103	**Manually Rated Routes PCR	N/A
		**Parking PCR	82
		***Total Equivalent Lane Miles	24.94

TOTAL PARK SUMMARY FOR LAKE ROOSEVELT NATIONAL RECREATION AREA

<u>ROUTE TOTALS</u>	
TOTAL PAVED PARK ROUTE MILES	18.79
TOTAL PAVED PARKING (SQFT)	1,701,658

* - 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	

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

** DCV - Data Collection Vehicle

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

General Park Road Functional Classification Table

- Class 1** Principal Park Road/Rural Parkway (Public Roads) - Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors. Route Numbers 1 - 99. Note: Rural parkways (e.g. Natchez Trace) are numbered 1 - 9. State Routes Inventoried for Park. Route Numbers 5000-5999
- Class 2** Connector Park Road (Public Roads) - Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. Route Numbers 100-199.
- Class 3** Special Purpose Park Road (Public Roads) - Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. Route Numbers 200-299.
- Class 4** Primitive Park Roads (Public Roads) - Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles. Route Numbers 200-299. Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly.
- Class 5** Administrative Access Road (Administrative Roads) - All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. Route Numbers 400-499.
- Class 6** Restricted Road (Administrative Roads) - All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Route Numbers 400-499. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5.
- Class 7** Urban Parkway (Urban Parkways and City Streets) - These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. Route Numbers 1-9.
- Class 8** City Streets (Urban Parkways and City Streets) - City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. Route Numbers 600-699.

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

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

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

Road Inventory Program 05/16/2012

(Numerical By Subcomponent #)

Page 1 of 4

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).

LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Asset Entered in FMSS System

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0902ZZ	39278	4	SPRING CANYON DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0200 (SPRING CANYON ROAD) ON LEFT AND RIGHT				0.00	0.00	0.00	53,793
0909ZZ	39287	4	FORT SPOKANE PICNIC LOOP PARKING AREA COMPLEX	ADJACENT TO ROUTE 0101 (FORT SPOKANE PICNIC AREA LOOP ROAD) ON RIGHT				0.00	0.00	0.00	27,661
0913ZZ	39095	4	KETTLE FALLS FACILITIES PARKING AREA COMPLEX	FROM END OF ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) ON LEFT, RIGHT AND AHEAD	TO PARKING			0.00	0.00	0.00	41,874
0914ZZ	39093	4	KETTLE FALLS DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0205 (KETTLE FALLS PICNIC ROAD) ON LEFT AND RIGHT				0.00	0.00	0.00	24,913
0934ZZ	39261	4	HUNTERS GROUP CAMPGROUND PARKING AREA COMPLEX	ADJACENT TO ROUTE 0243 (HUNTERS GROUP CAMP LOOP) ON LEFT AND RIGHT SIDES				0.00	0.00	0.00	5,416
0937ZZ	108155	4	BRADBURY BEACH BOAT LAUNCH PARKING AREA COMPLEX	ADJACENT TO ROUTE 0259 (BRADBURY DAY USE ACCESS ROAD) ON LEFT AND AT END				0.00	0.00	0.00	21,981
0962ZZ	39242	4	BRADBURY BEACH DAY USE PARKING AREA COMPLEX	ADJACENT TO ROUTE 0212 (BRADBURY DAY USE AREA ROAD) ON LEFT SIDE				0.00	0.00	0.00	24,373

NPS/RIP Subcomponent Details for LARO

Road Inventory Program 05/16/2012

(Numerical By Subcomponent #)

Page 2 of 4

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).

LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Asset LARO-0902ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0902AZ	39278	4	SPRING CANYON DAY USE PARKING A	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.35 ON LEFT	TO PARKING			0.00	0.00	0.00	6,402
0902BZ	39278	4	SPRING CANYON DAY USE PARKING B	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.35 ON RIGHT	TO PARKING			0.00	0.00	0.00	4,615
0902CZ	39278	4	SPRING CANYON DAY USE PARKING C	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.41 ON LEFT	TO PARKING			0.00	0.00	0.00	5,000
0902DZ	39278	4	SPRING CANYON DAY USE PARKING D	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.41 ON RIGHT	TO PARKING			0.00	0.00	0.00	5,959
0902EZ	39278	4	SPRING CANYON DAY USE PARKING E	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.45 ON LEFT	TO PARKING			0.00	0.00	0.00	29,188
0902FZ	39278	4	SPRING CANYON DAY USE PARKING F	FROM ROUTE 0200 (SPRING CANYON ROAD) AT MP 1.45 ON RIGHT	TO PARKING			0.00	0.00	0.00	2,629

Asset LARO-0909ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0909AZ	39287	4	FORT SPOKANE PICNIC LOOP PARKING A	ADJACENT TO ROUTE 0101 (FORT SPOKANE PICNIC AREA LOOP ROAD) AT MP 0.09 ON RIGHT				0.00	0.00	0.00	3,784
0909BZ	39287	4	FORT SPOKANE PICNIC LOOP PARKING B	ADJACENT TO ROUTE 0101 (FORT SPOKANE PICNIC AREA LOOP ROAD) AT MP 0.11 ON RIGHT				0.00	0.00	0.00	23,877

NPS/RIP Subcomponent Details for LARO

Road Inventory Program 05/16/2012

(Numerical By Subcomponent #)

Page 3 of 4

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).

LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Asset LARO-0913ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0913AZ	39095	4	KETTLE FALLS FACILITIES PARKING A	FROM END OF ROUTE 0255 (KETTLE FALLS FACILITIES ROAD)	TO PARKING			0.00	0.00	0.00	37,982
0913BZ	39095	4	KETTLE FALLS FACILITIES PARKING B	FROM END OF ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) ON RIGHT	TO PARKING			0.00	0.00	0.00	2,179
0913CZ	39095	4	KETTLE FALLS FACILITIES PARKING C	FROM END OF ROUTE 0255 (KETTLE FALLS FACILITIES ROAD) ON LEFT	TO PARKING			0.00	0.00	0.00	1,713

Asset LARO-0914ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0914AZ	39093	4	KETTLE FALLS DAY USE AREA PARKING A	ADJACENT TO ROUTE 0205 (KETTLE FALLS PICNIC ROAD) ON LEFT				0.00	0.00	0.00	10,761
0914BZ	39093	4	KETTLE FALLS DAY USE AREA PARKING B	ADJACENT TO ROUTE 0205 (KETTLE FALLS PICNIC ROAD) ON RIGHT				0.00	0.00	0.00	14,152

Asset LARO-0934ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0934AZ	39261	4	HUNTERS GROUP CAMPGROUND PARKING A	ADJACENT TO ROUTE 0243 (HUNTERS GROUP CAMP LOOP) AT MP 0.06 ON LEFT				0.00	0.00	0.00	2,064
0934BZ	39261	4	HUNTERS GROUP CAMPGROUND PARKING B	ADJACENT TO ROUTE 0243 (HUNTERS GROUP CAMP LOOP) AT MP 0.06 ON RIGHT				0.00	0.00	0.00	3,352

NPS/RIP Subcomponent Details for LARO

Road Inventory Program 05/16/2012

(Numerical By Subcomponent #)

Page 4 of 4

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).

LARO

LAKE ROOSEVELT NATIONAL RECREATION AREA

Asset LARO-0937ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description		Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
				From	To						
0937AZ	108155	4	BRADBURY BEACH BOAT LAUNCH PARKING A	FROM ROUTE 0259 (BRADBURY DAY USE ACCESS ROAD) AT MP 0.02 ON LEFT	TO ROUTE 0259 (BRADBURY DAY USE ACCESS ROAD) AT MP 0.08 ON LEFT			0.00	0.00	0.00	14,873
0937BZ	108155	4	BRADBURY BEACH BOAT LAUNCH PARKING B	FROM END OF ROUTE 0259 (BRADBURY DAY USE ACCESS ROAD)	TO PARKING			0.00	0.00	0.00	7,108

Asset LARO-0962ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description		Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
				From	To						
0962AZ	39242	4	BRADBURY BEACH DAY USE LOWER PARKING	FROM ROUTE 0212 (BRADBURY DAY USE AREA ROAD) AT MP 0.14 ON LEFT	TO ROUTE 0212 (BRADBURY DAY USE AREA ROAD) AT MP 0.20 ON LEFT			0.00	0.00	0.00	13,697
0962BZ	39242	4	BRADBURY BEACH DAY USE UPPER PARKING	ADJACENT TO ROUTE 0212 (BRADBURY DAY USE AREA ROAD) AT MP 0.27 ON LEFT				0.00	0.00	0.00	10,676

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - LARO

ROUTES ADDED FROM PREVIOUS INVENTORY:

Route #	Route Name	Reason for Addition	Comments
0964	ROAD SC GROUPSITE #2 PARKING	RECENTLY CONSTRUCTED ROUTE	THIS ROUTE HAS BEEN CONSTRUCTED SINCE CYCLE 4.
0965	NAPOLEON BRIDGE BOAT LAUNCH PARKING	RECENTLY CONSTRUCTED ROUTE	THIS ROUTE HAS BEEN CONSTRUCTED SINCE CYCLE 4.

ROUTES MODIFIED FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Modification	Comments
0204	EVANS CAMPGROUND ROAD	REALIGNED	THIS ROUTE HAS BEEN REALIGNED SINCE COLLECTION IN CYCLE 4.
0215A	KAMLOOPS ISLAND CAMPGROUND ROAD	SURFACE TYPE CHANGE	ROUTE WAS UNPAVED IN CYCLE 4. IT HAS SINCE BEEN PAVED AND WAS COLLECTED AND RATED IN CYCLE 5.
0215B	KAMLOOPS ISLAND CAMPGROUND LOOP	SURFACE TYPE CHANGE	ROUTE WAS UNPAVED IN CYCLE 4. IT HAS SINCE BEEN PAVED AND WAS COLLECTED AND RATED IN CYCLE 5.
0907	FORT SPOKANE BOAT LAUNCH PARKING	ROUTES COMBINED	ROUTE 0203 WAS COMBINED WITH ROUTE 0907 (FORT SPOKANE BOAT LAUNCH PARKING) IN CYCLE 5
0939	KAMLOOPS ISLAND CAMPGROUND LOOP PARKING	SURFACE TYPE CHANGE	ROUTE WAS UNPAVED IN CYCLE 4. IT HAS SINCE BEEN PAVED AND WAS COLLECTED AND RATED IN CYCLE 5.
0943	MARCUS ISLAND CAMPGROUND PARKING	ROUTES COMBINED	ROUTE 0943 WAS REMOVED IN CYCLE 4 BECAUSE IT WAS CONSIDERED PART OF THE ROAD (ROUTE 0257). IN CYCLE 5, IT WAS DETERMINED DURING THE ROUTE ID MEETING, THAT THE WHOLE AREA SHOULD BE CONSIDERED A PARKING AREA. ROUTE 0943 WAS REINSTATED, AND ROUTE 0257 WAS COMBINED INTO IT.
0958	KELLER FERRY STORE PARKING LOT	SURFACE TYPE CHANGE	ROUTE WAS UNPAVED IN CYCLE 4. IT HAS SINCE BEEN PAVED AND WAS COLLECTED AND RATED IN CYCLE 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - LARO

ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route #	Route Name	Reason for Removal	Comments
0933	PORCUPINE BAY RV DUMP STATION PARKING	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0949	GIFFORD CAMPGROUND DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0950	KETTLE FALLS DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0953	FORT SPOKANE CAMPGROUND REST ROOM PARKING	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0954	FORT SPOKANE CAMPGROUND DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0955	HUNTERS RV DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0956	SPRING CANYON RV DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.
0961	EVANS DUMP STATION	CLOSED/ABANDONED	THE PARK REMOVED THIS ROUTE BECAUSE THEY CONSIDERED THIS A PULLOUT AND NOT A PARKING LOT.

Section 3

Park Summary Information



Lake Roosevelt
National Recreation Area



Federal Lands Highway
Road Inventory Program

LARO: 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									
2	1.24	10.86%	3.25	28.46%	3.37	29.51%	2.92	25.57%	10.78
3	0.06	0.53%	0.07	0.61%	0.20	1.75%	0.31	2.71%	0.64
4									
5									
6									
7									
8									
Totals	1.30	11.38%	3.32	29.07%	3.57	31.26%	3.23	28.28%	11.42

Note: The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class 1, 2, & 7 routes, and any new routes not previously collected by RIP, are collected in Large Parks.

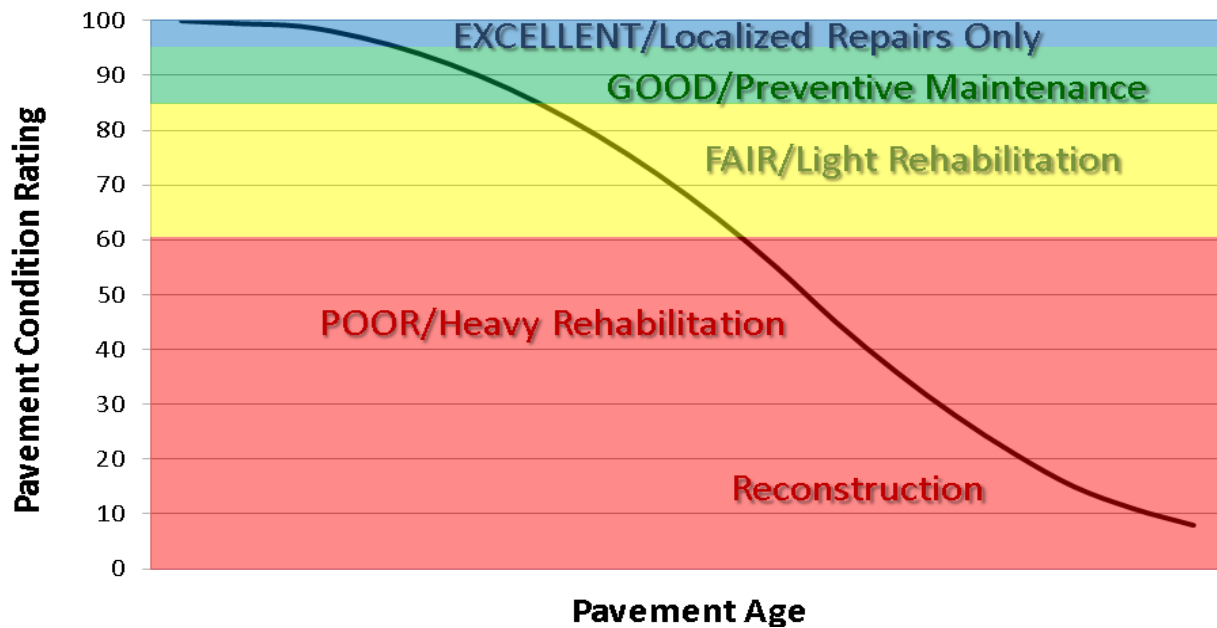
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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

- Excellent/New: PCR of 95-100. Pavements in this range will require only spot repairs
- Good: PCR of 85-94. Pavements in this range will likely be candidates for Preventive Maintenance. Examples include Chip and Slurry Seals, Micro Surfacing and Thin Overlays.
- Fair: PCR of 61-84. Pavements in this range will likely be candidates of Light Rehabilitation (L3R). Examples include single-lift overlays up to 2.5 inches in total thickness, milling and overlays.
- Poor: PCR of 0-60. Pavements in this range will likely be candidates of Heavy Rehabilitation or Reconstruction (H3R or 4R). Examples include Pulverization, Multiple Lift Overlays, and Reconstruction.

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

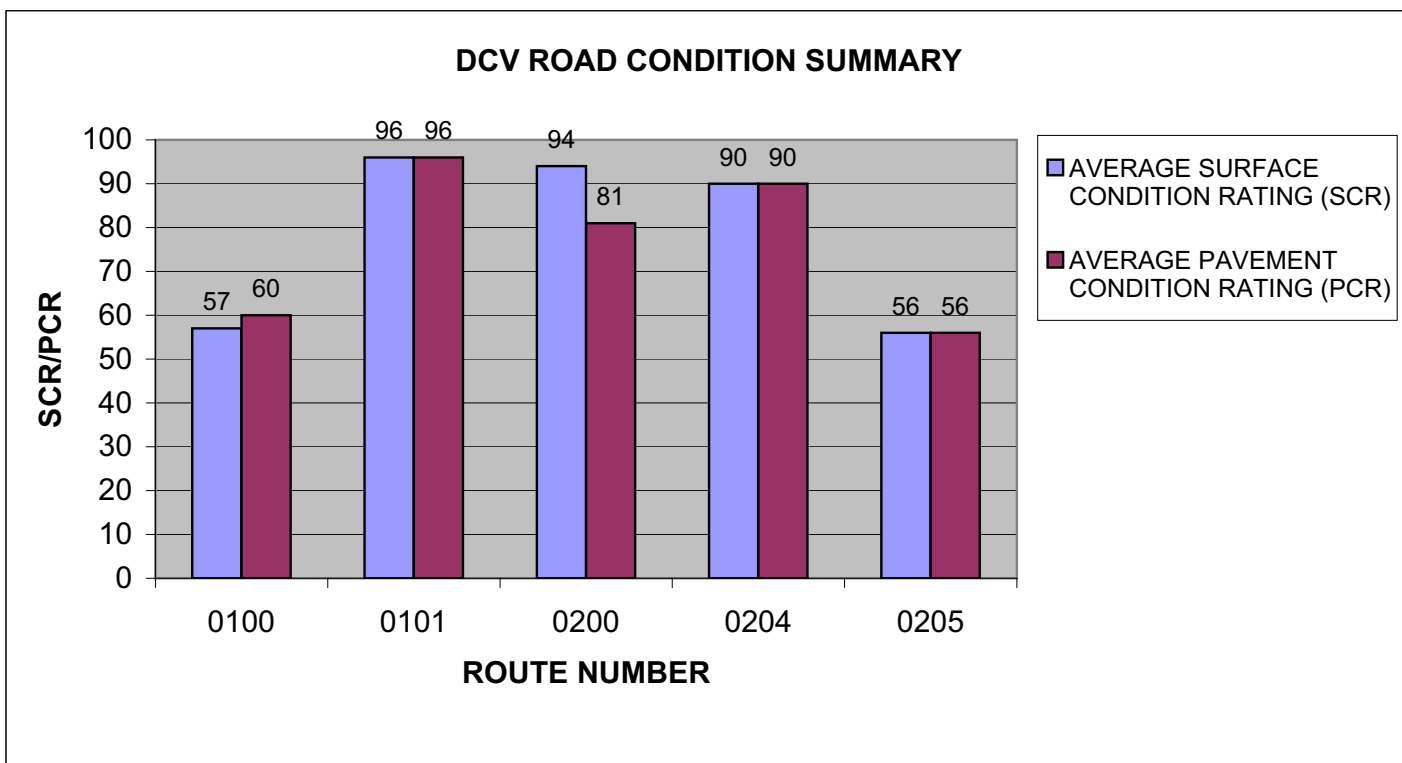
Condition Categories and Treatments



LARO: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

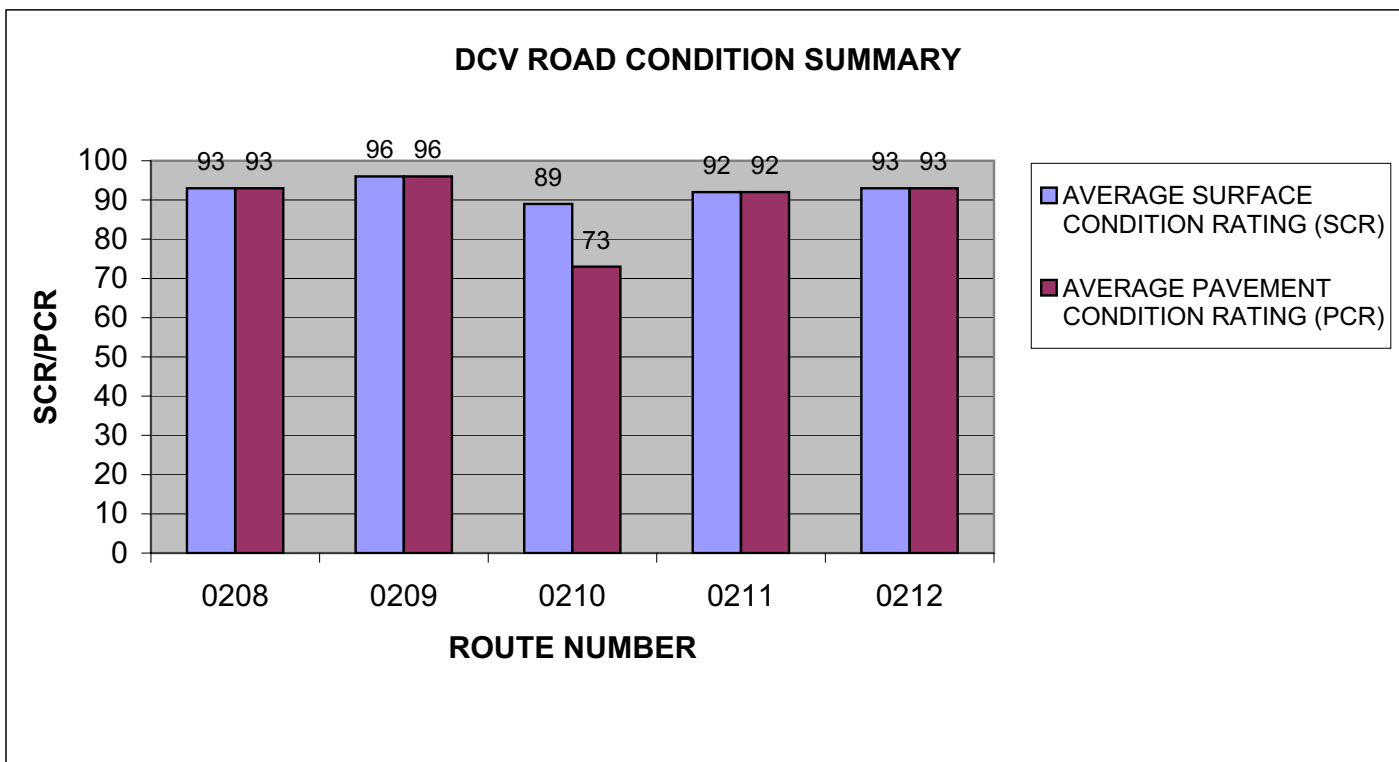
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0100	KETTLE FALLS ENTRANCE ROAD	2	1.81	ASPHALT	57	60
0101	FORT SPOKANE PICNIC AREA LOOP ROAD	2	0.38	ASPHALT	96	96
0200	SPRING CANYON ROAD	2	1.64	ASPHALT	94	81
0204	EVANS CAMPGROUND ROAD	2	0.38	ASPHALT	90	90
0205	KETTLE FALLS PICNIC ROAD	2	0.38	ASPHALT	56	56



LARO: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

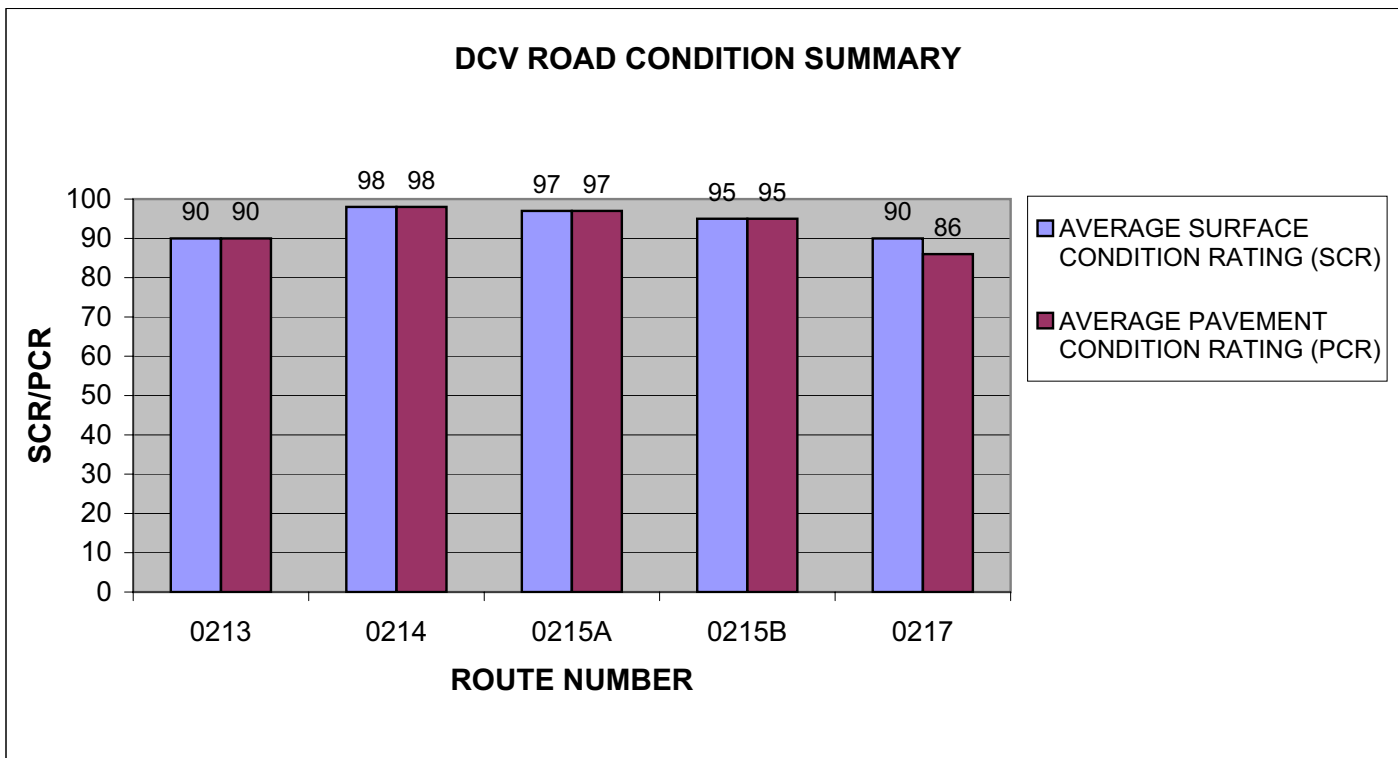
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0208	HAWK CREEK CAMPGROUND ROAD	2	0.24	ASPHALT	93	93
0209	PORCUPINE BAY CAMPGROUND ROAD	2	0.34	ASPHALT	96	96
0210	HUNTERS CAMPGROUND ACCESS ROAD	2	0.51	ASPHALT	89	73
0211	GIFFORD CAMPGROUND ACCESS ROAD	2	0.29	ASPHALT	92	92
0212	BRADBURY DAY USE AREA ROAD	2	0.31	ASPHALT	93	93



LARO: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

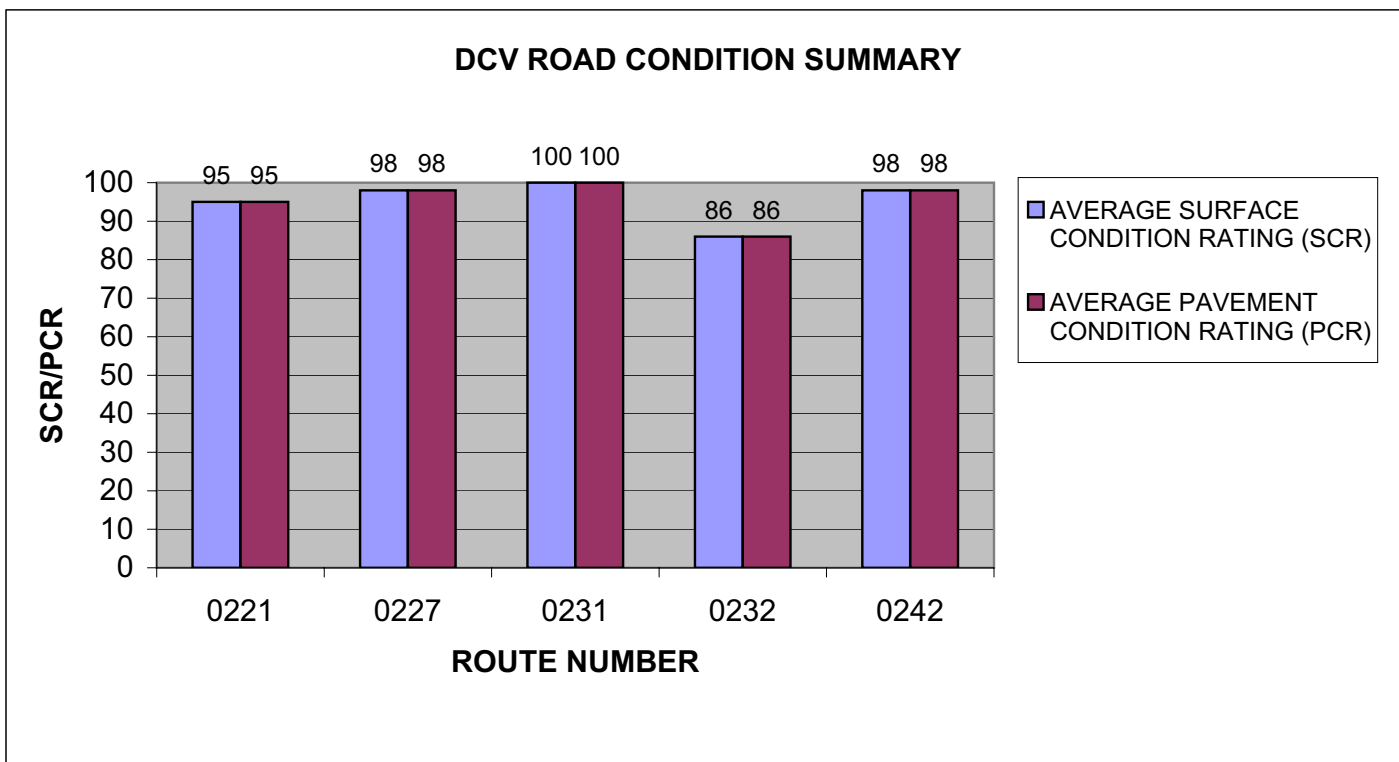
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0213	MARCUS ISLAND CAMPGROUND ENTRANCE ROAD	2	1.88	ASPHALT	90	90
0214	NORTH GORGE CAMPGROUND ROAD	2	0.18	ASPHALT	98	98
0215A	KAMLOOPS ISLAND CAMPGROUND ROAD	3	0.26	ASPHALT	97	97
0215B	KAMLOOPS ISLAND CAMPGROUND LOOP	3	0.09	ASPHALT	95	95
0217	KETTLE RIVER CAMPGROUND ROAD	2	0.97	ASPHALT	90	86



LARO: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

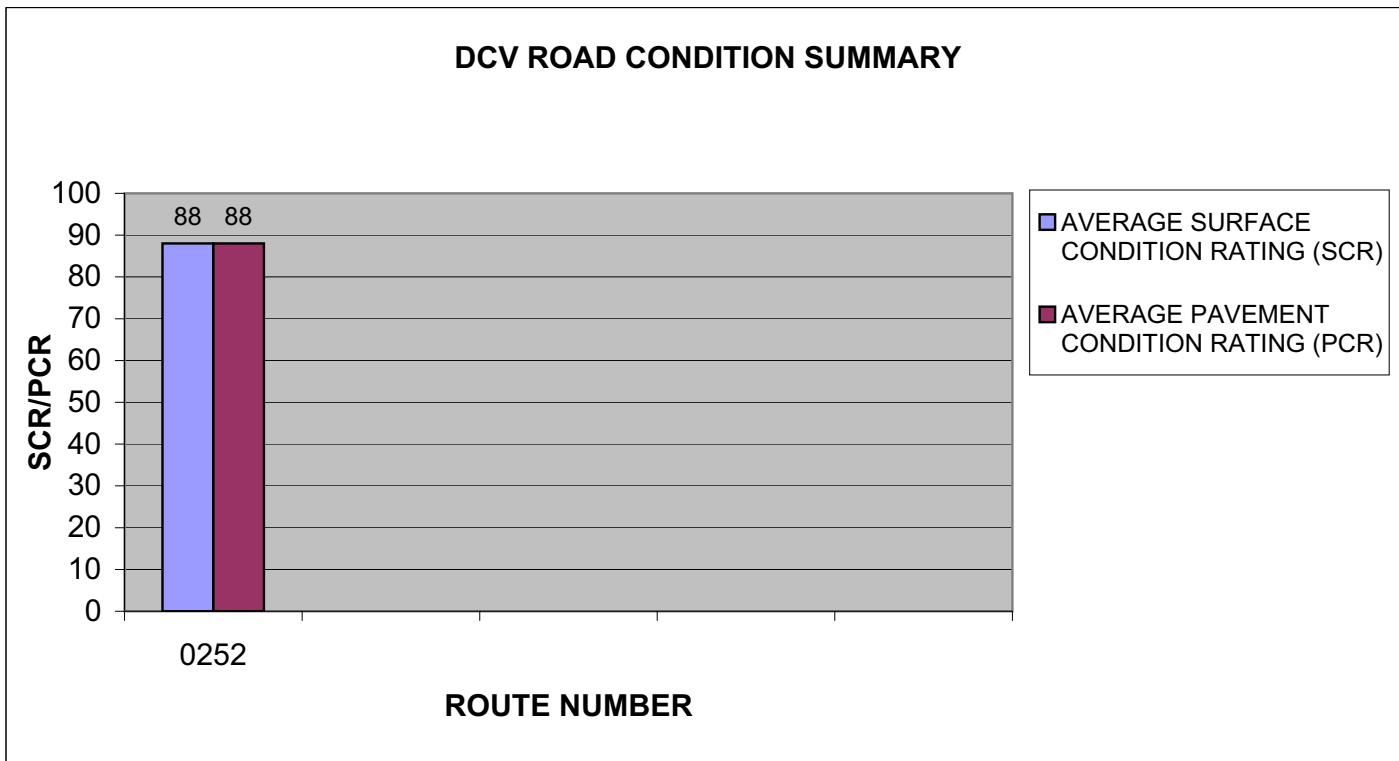
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0221	SEVEN BAYS MARINA ACCESS ROAD	2	0.28	ASPHALT	95	95
0227	DAISY BOAT LAUNCH ACCESS ROAD	2	0.35	ASPHALT	98	98
0231	KELLER FERRY CAMPGROUND ENTRANCE ROAD	2	0.06	ASPHALT	100	100
0232	FORT SPOKANE CAMPGROUND ENTRANCE ROAD	2	0.27	ASPHALT	86	86
0242	HUNTERS BOAT LAUNCH ACCESS ROAD	2	0.51	ASPHALT	98	98



LARO: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0252	KETTLE FALLS LOCUST GROVE GROUP CAMPGROUND ROAD	3	0.29	ASPHALT	88	88



Section 4

Park Route Location Maps

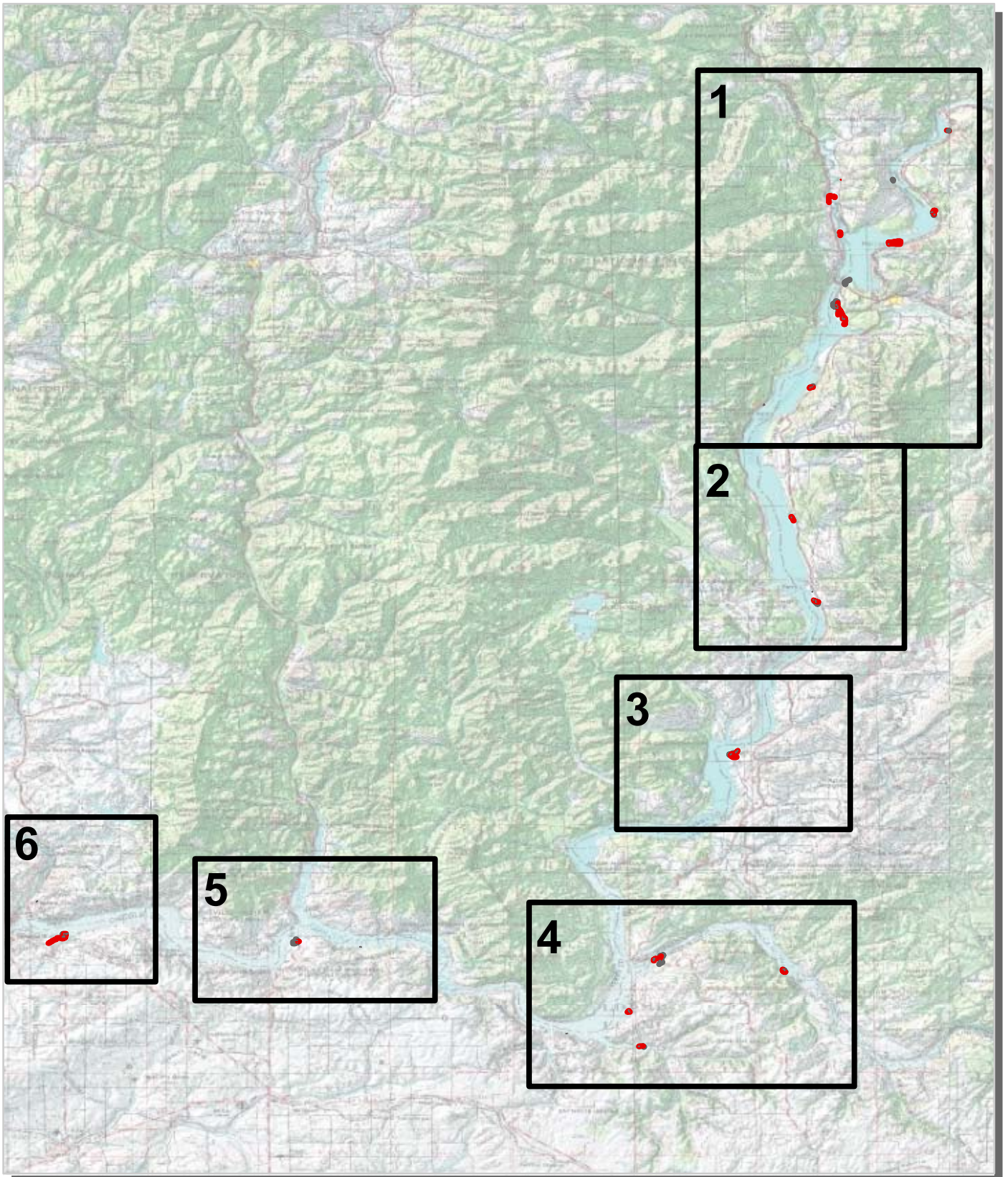


Lake Roosevelt National Recreation Area

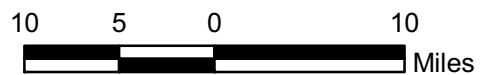


Federal Lands Highway
Road Inventory Program

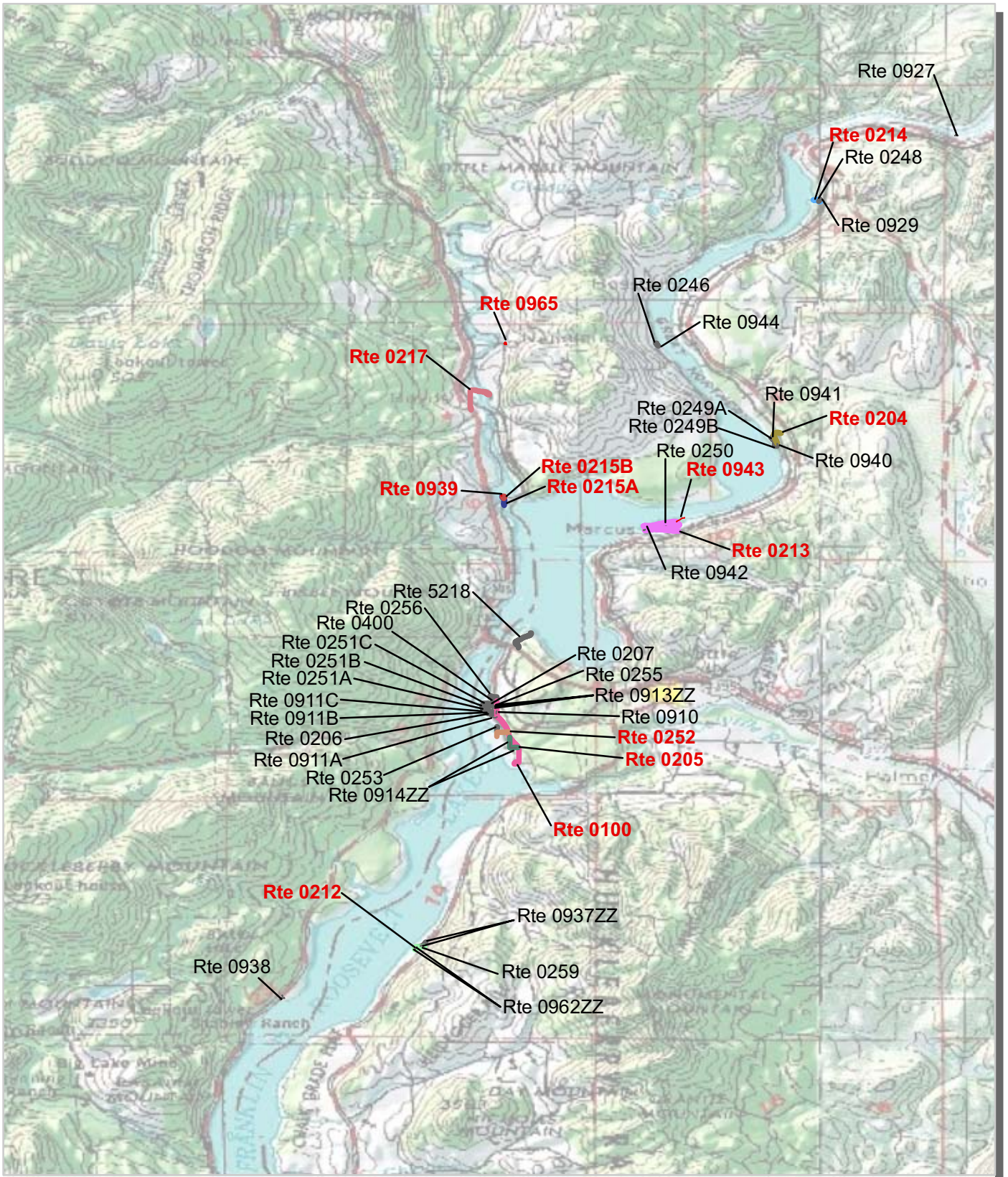
Lake Roosevelt National Recreation Area
Route Location Map
Key Map



— Cycle 5 Collected Routes
— Routes Collected in Previous Cycle

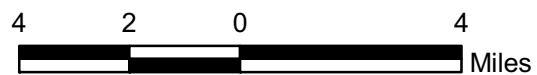


Lake Roosevelt National Recreation Area Route Location Map Area 1

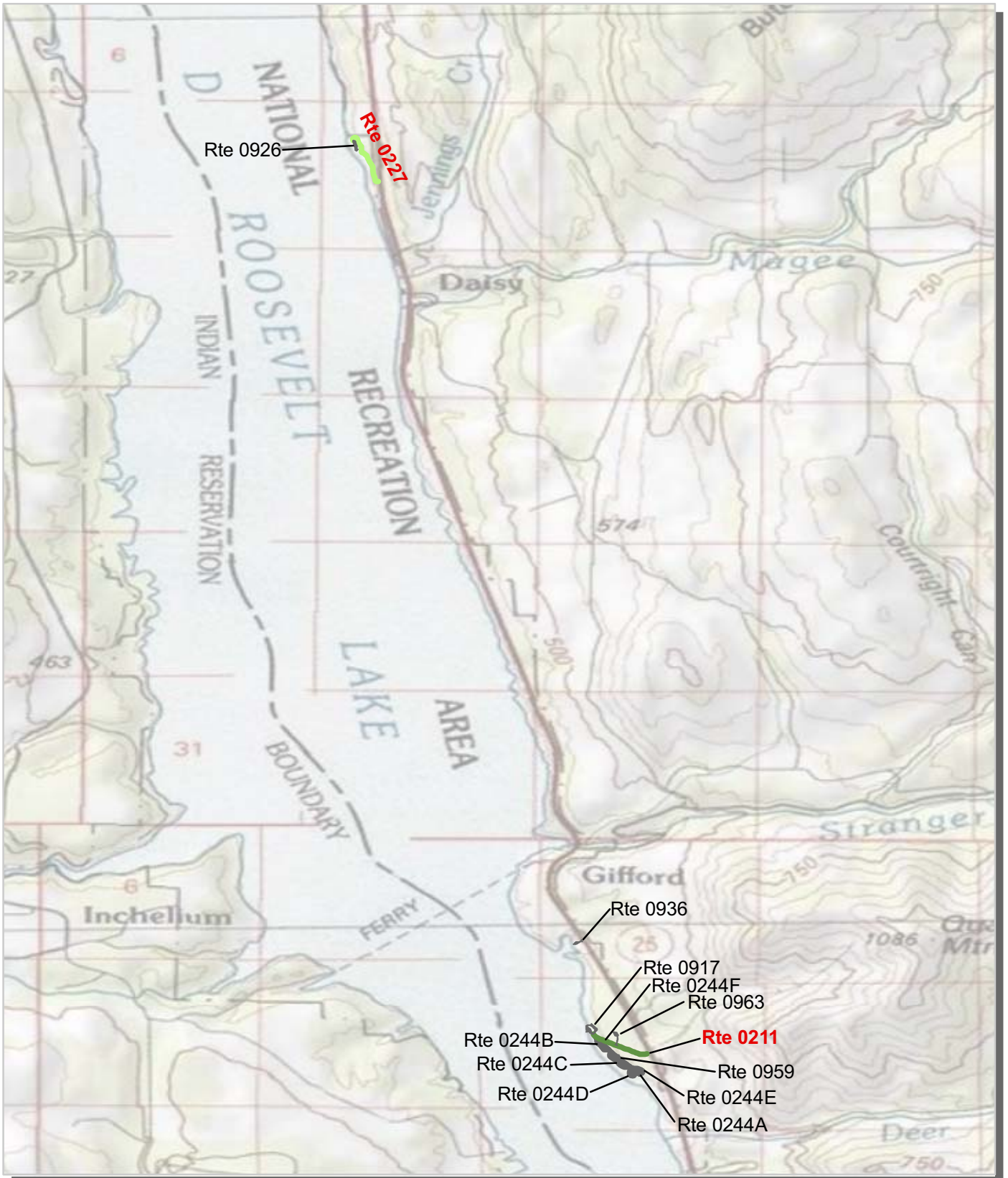


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle

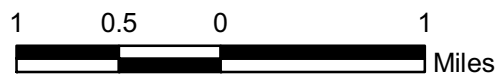


Lake Roosevelt National Recreation Area Route Location Map Area 2

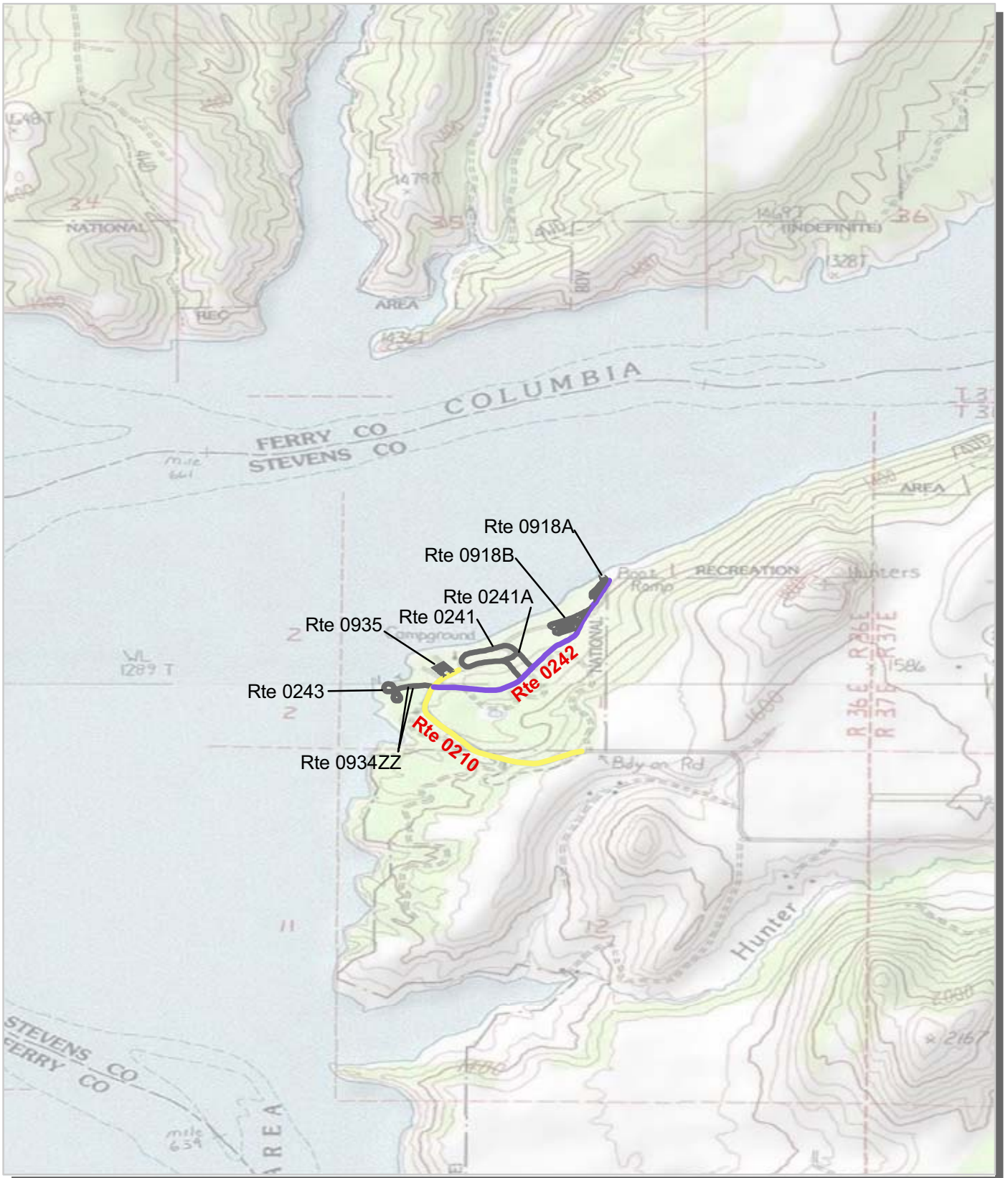


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle

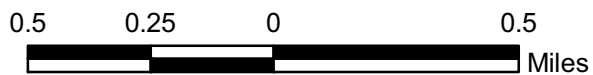


Lake Roosevelt National Recreation Area Route Location Map Area 3

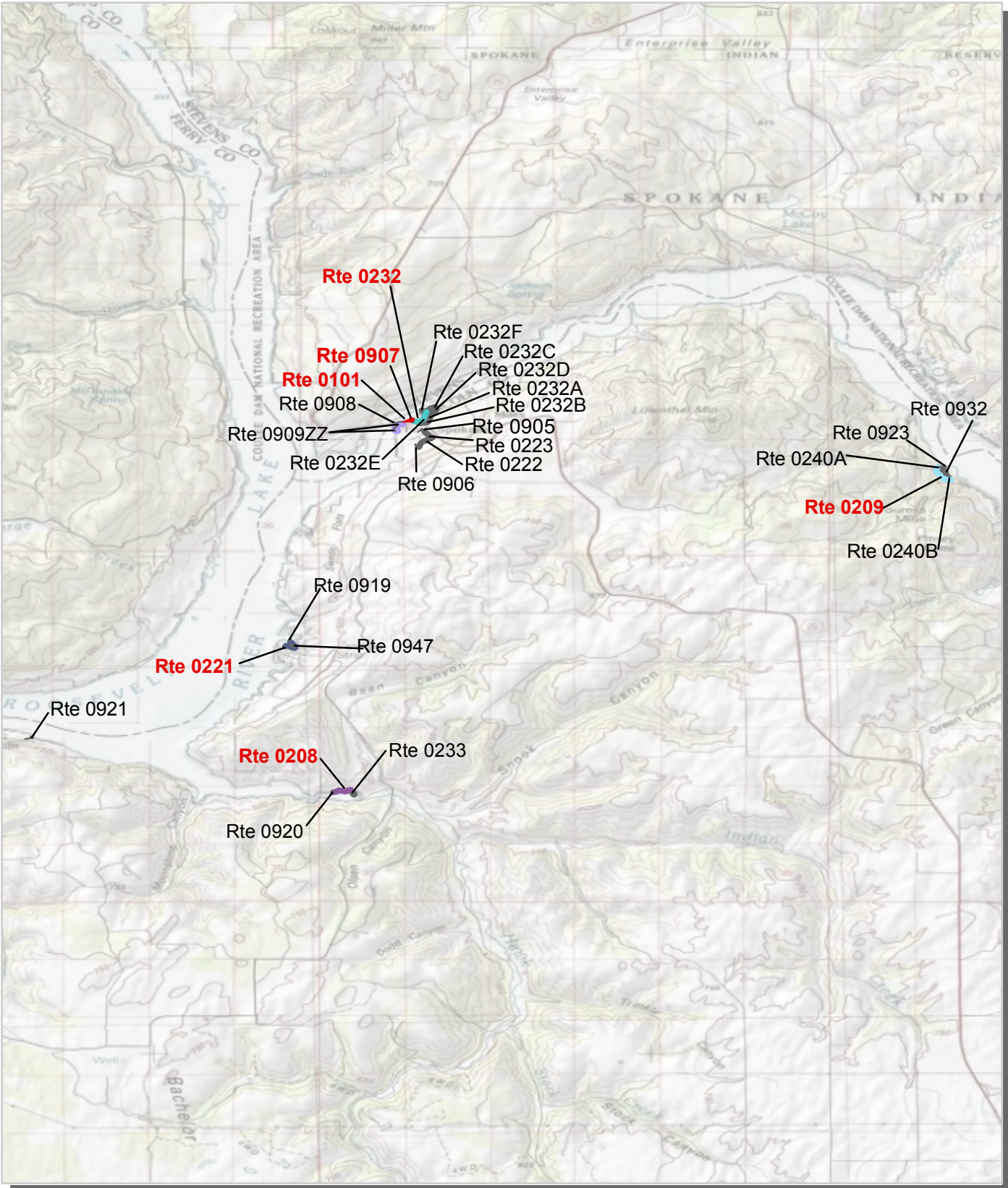


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle

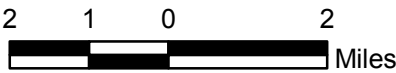


Lake Roosevelt National Recreation Area Route Location Map Area 4

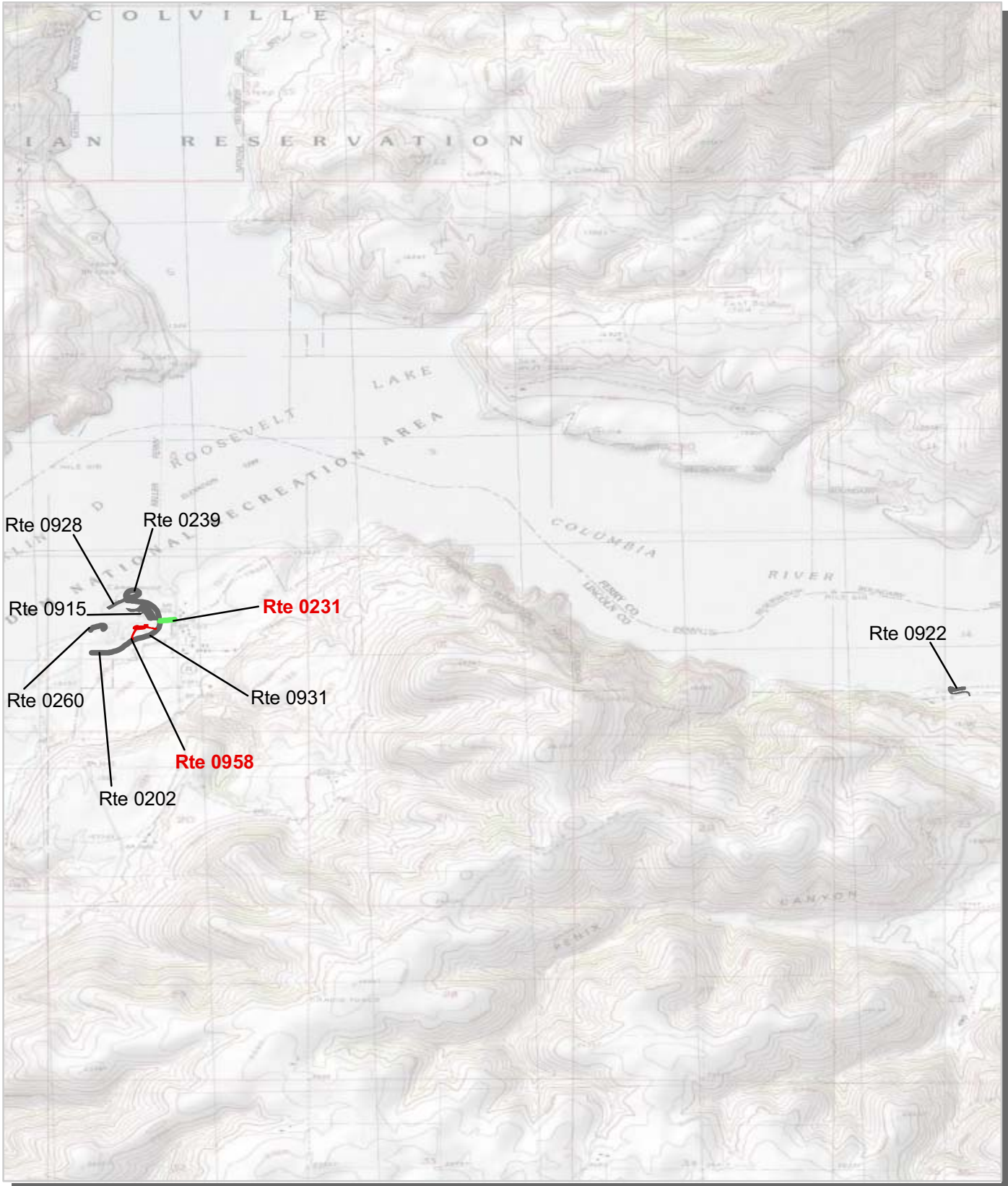


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle

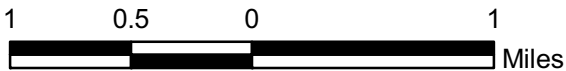


Lake Roosevelt National Recreation Area Route Location Map Area 5

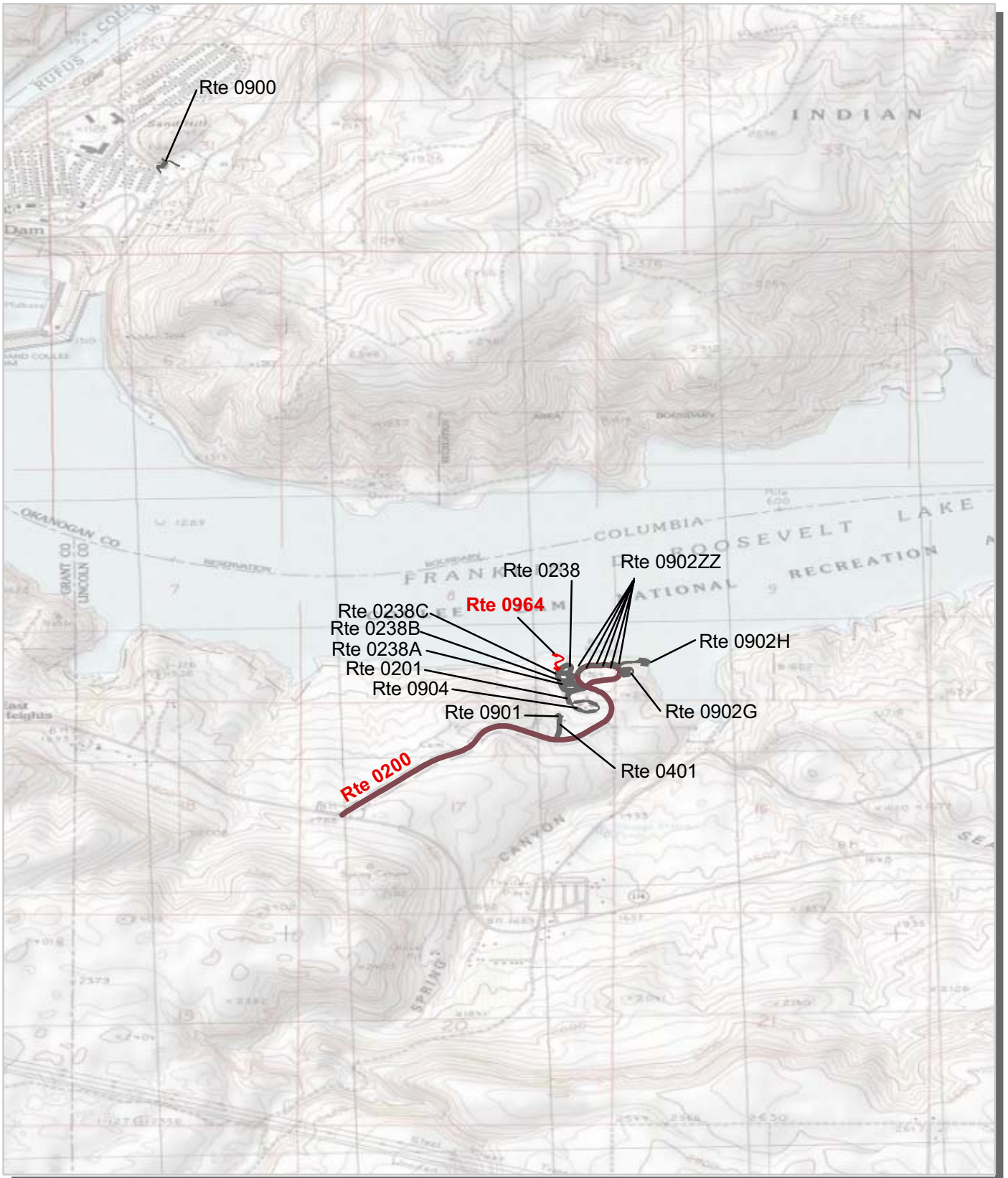


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



Lake Roosevelt National Recreation Area Route Location Map Area 6

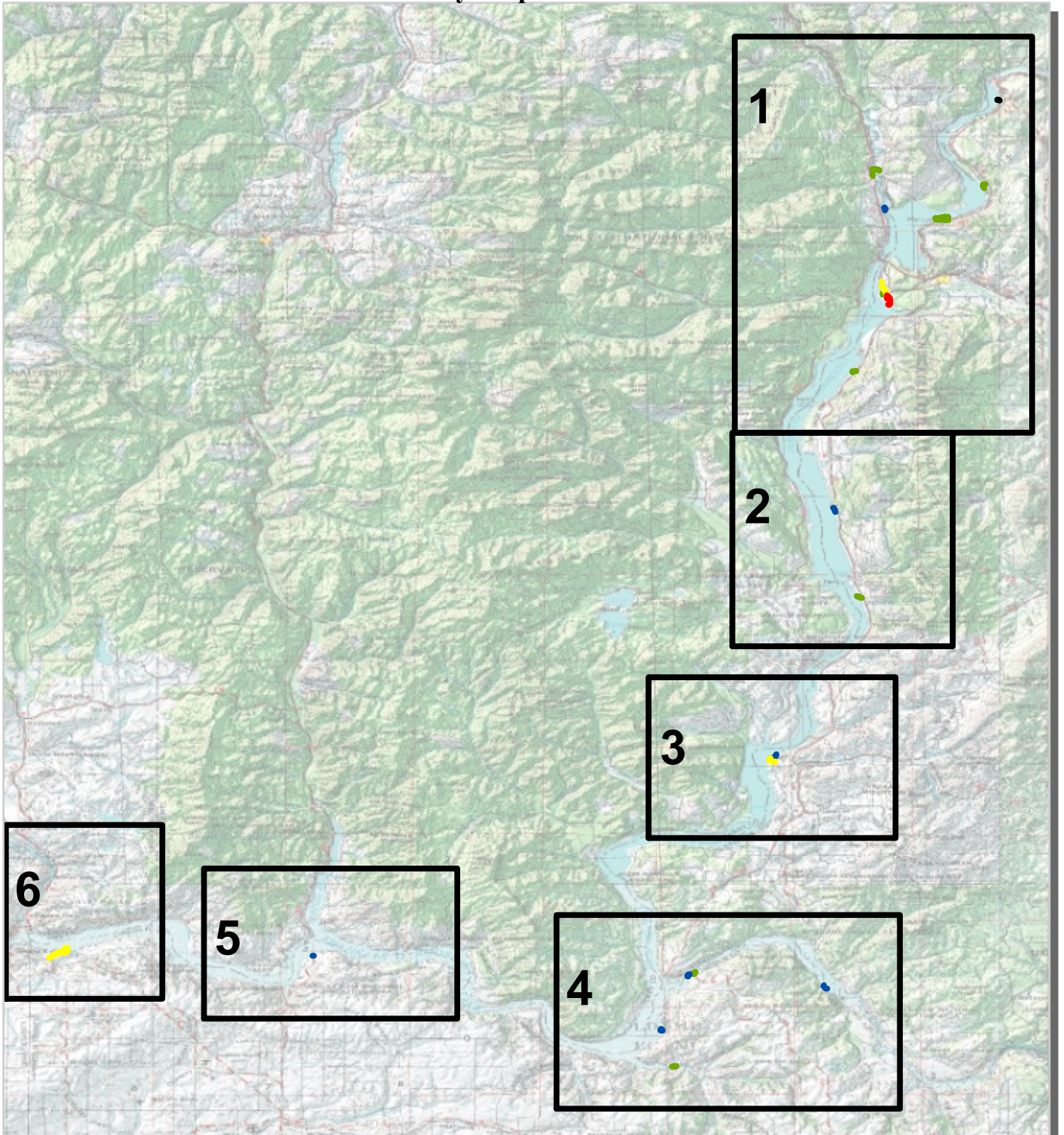


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



Lake Roosevelt National Recreation Area
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.

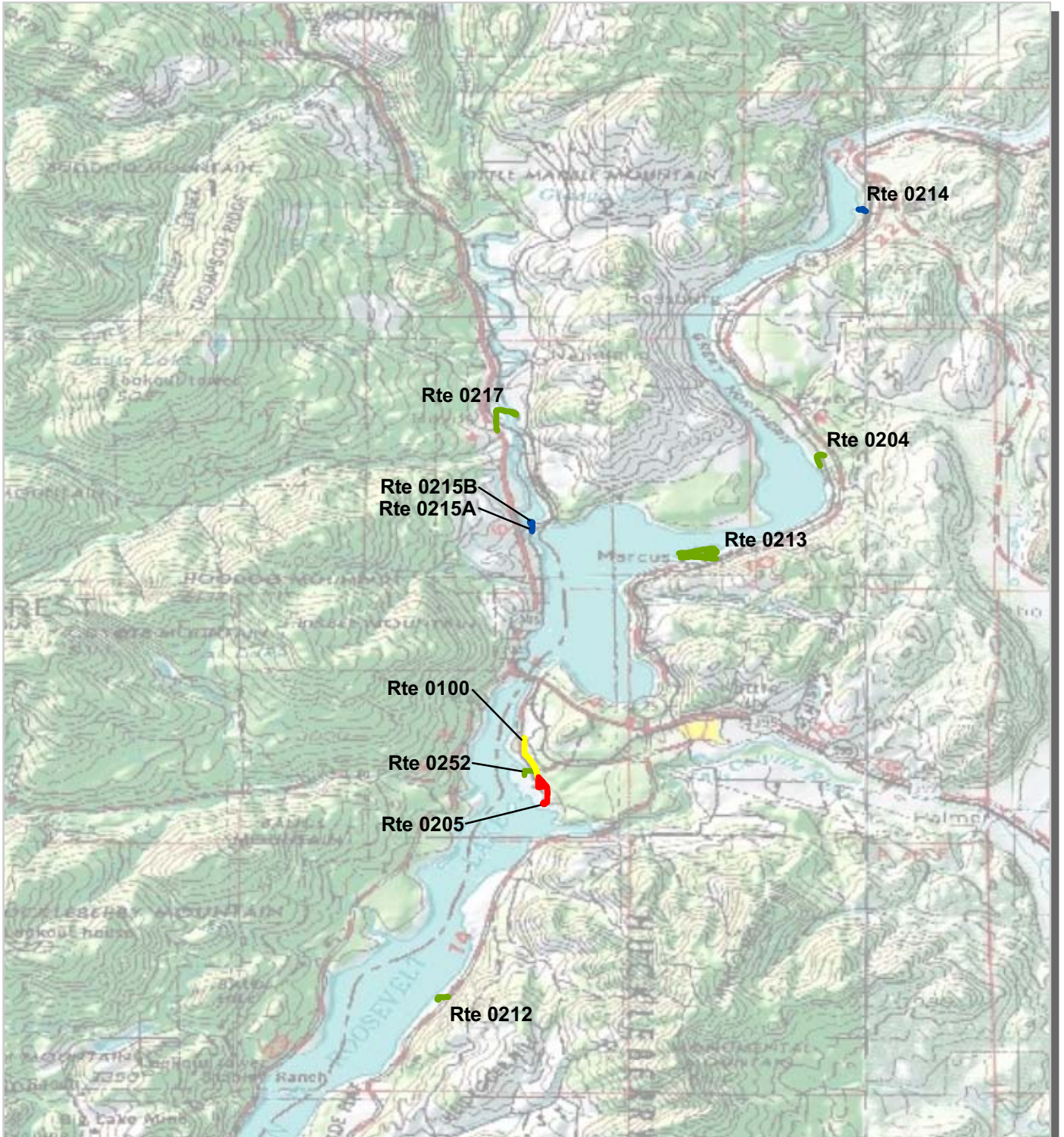


Lake Roosevelt National Recreation Area

Route Condition Map

PCR - Mile by Mile

Area 1

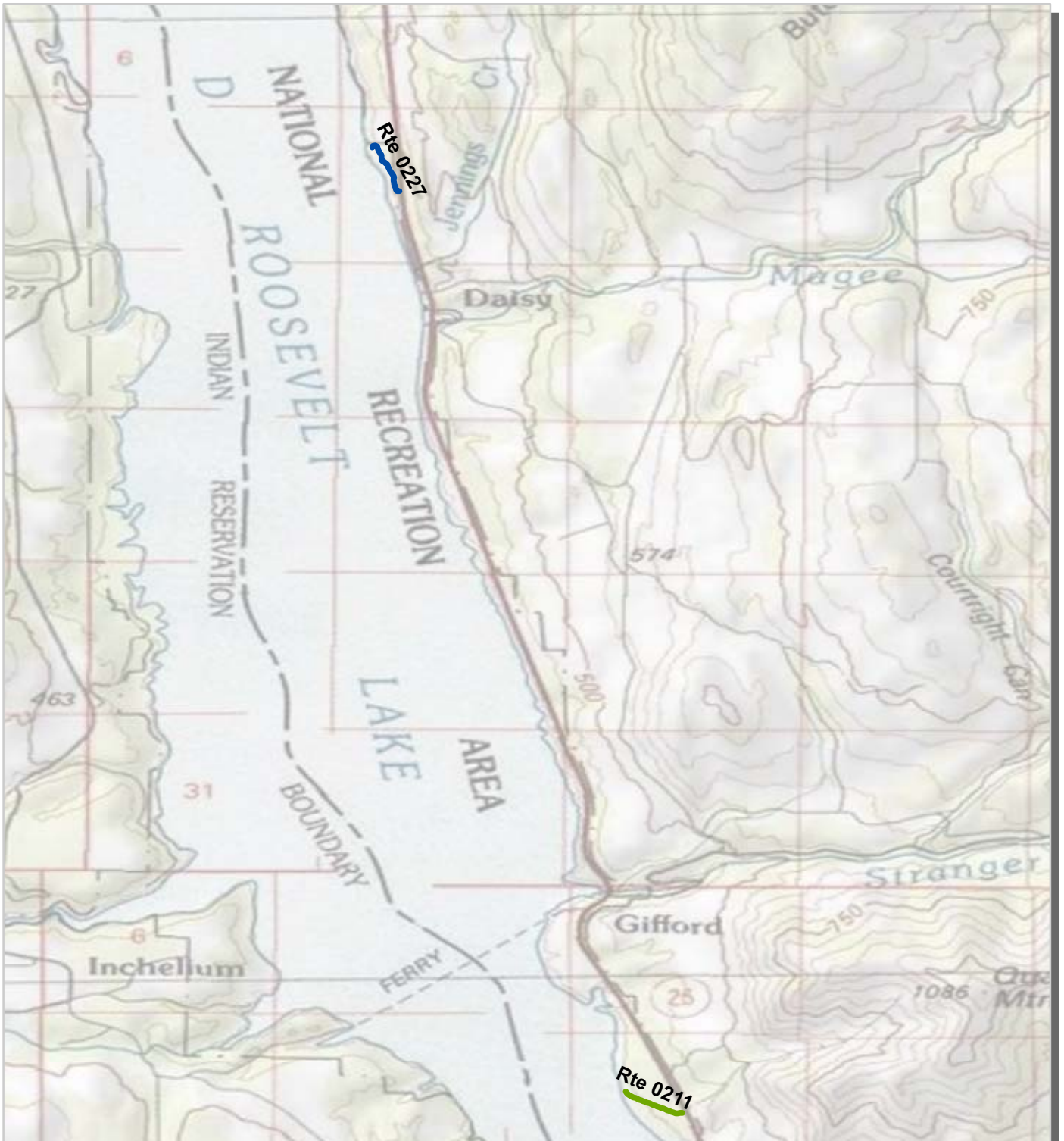


PCR	Poor		Fair		Good		Excellent		No Data	
	(0 - 60)		(61 - 84)	(85 - 94)	(95 - 100)					

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



**Lake Roosevelt National Recreation Area
Route Condition Map
PCR - Mile by Mile
Area 2**



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

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

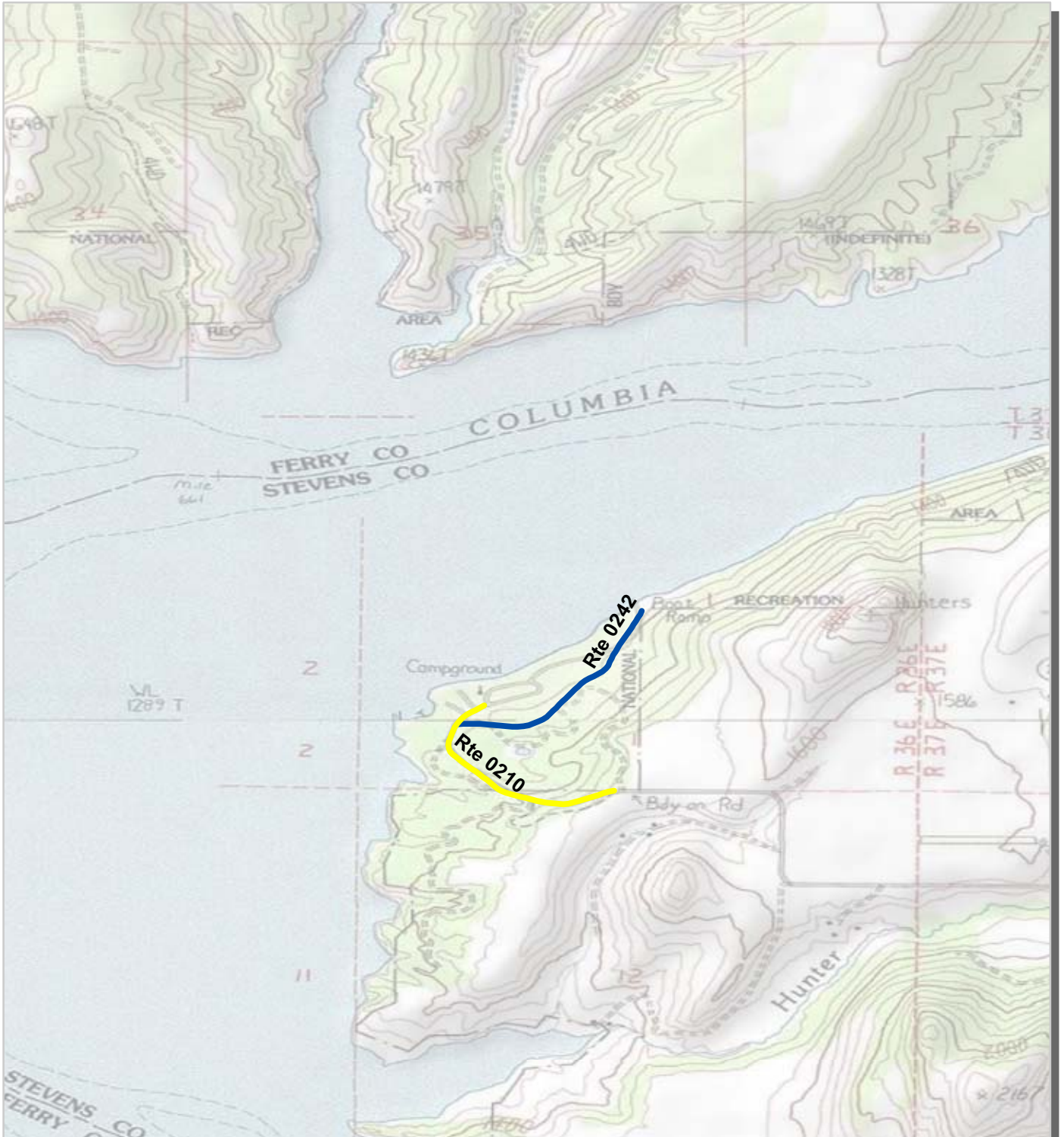


Lake Roosevelt National Recreation Area

Route Condition Map

PCR - Mile by Mile

Area 3



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.

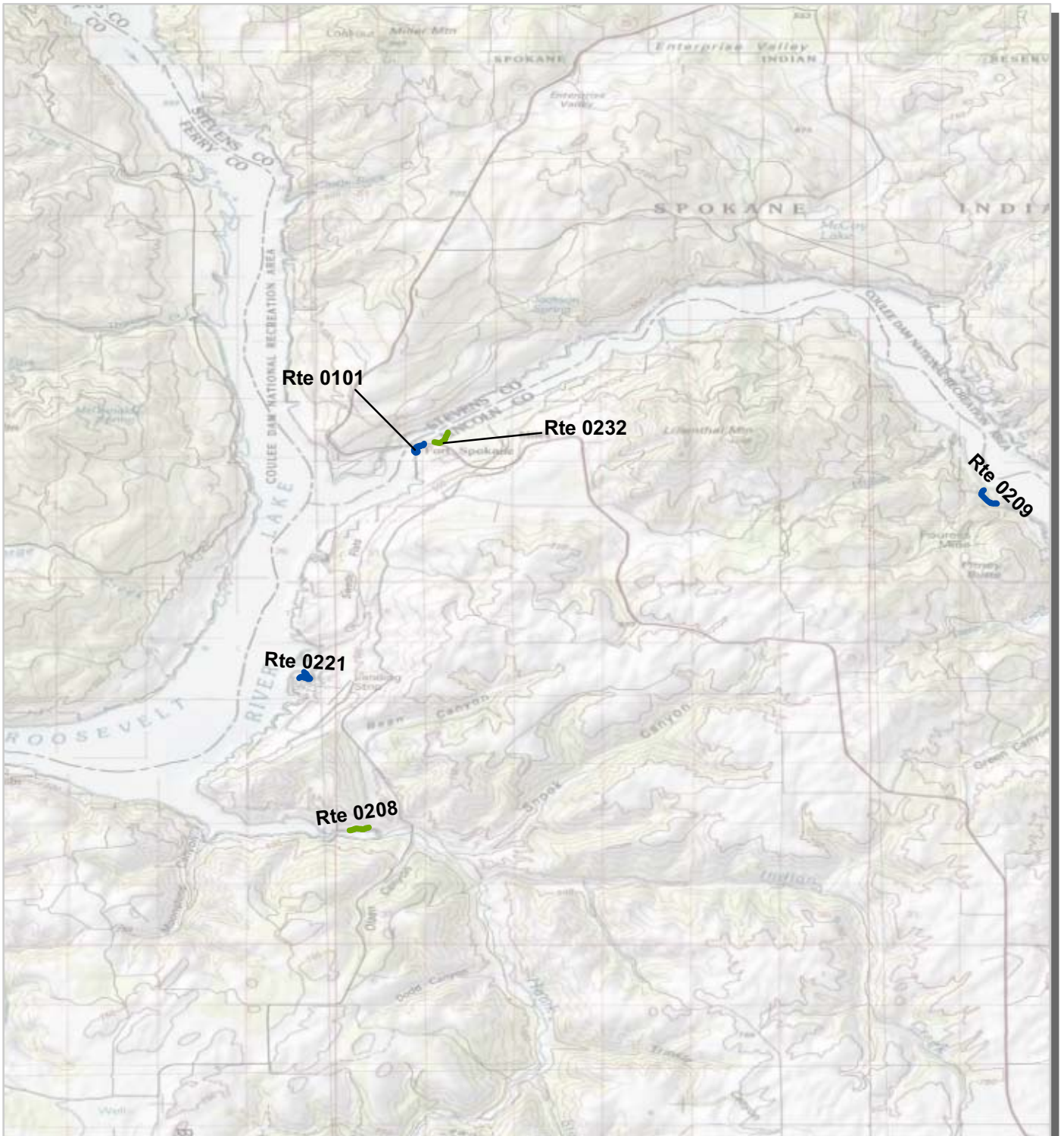


Lake Roosevelt National Recreation Area

Route Condition Map

PCR - Mile by Mile

Area 4

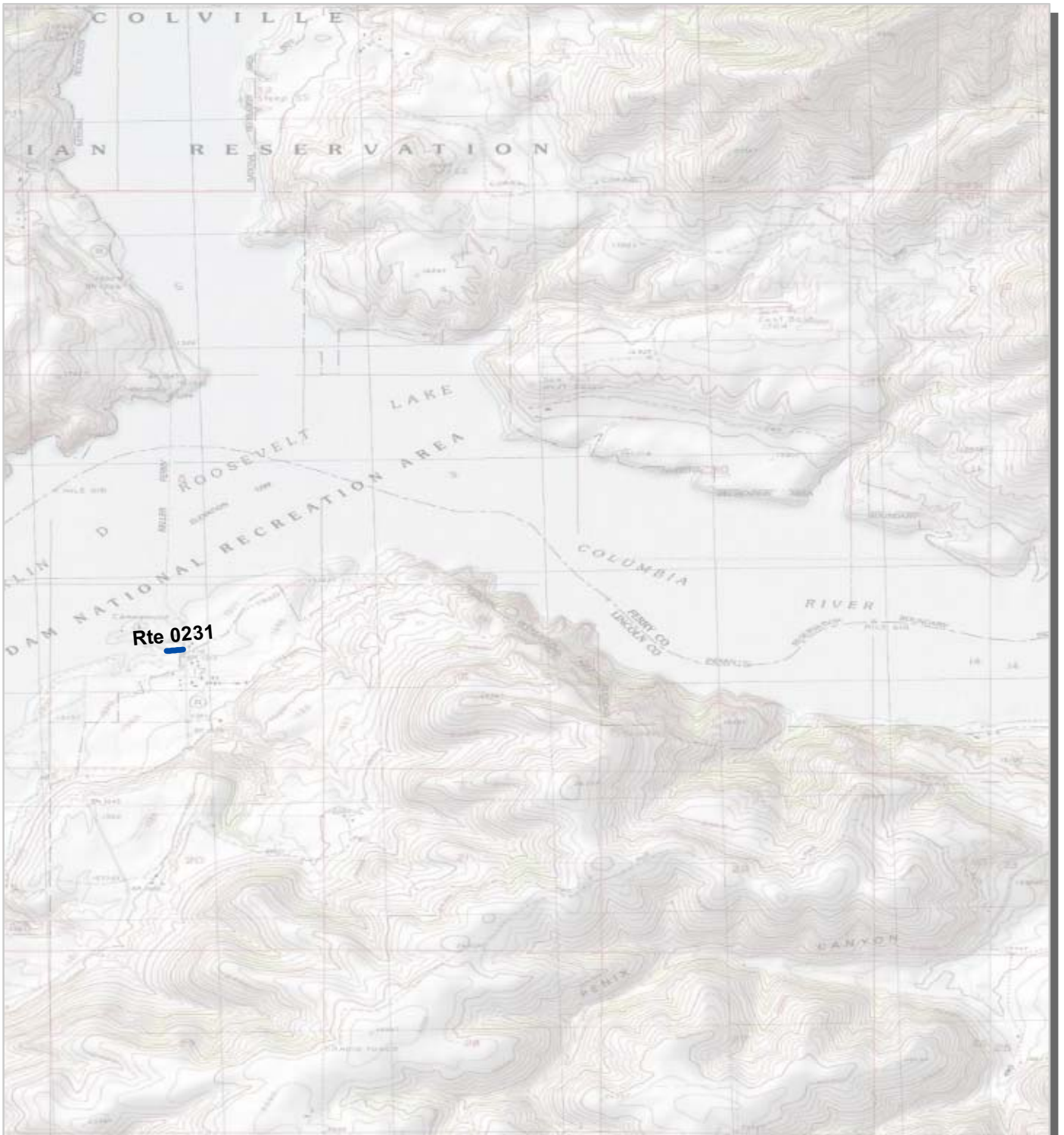


PCR	Poor		Fair		Good		Excellent		No Data	
	(0 - 60)		(61 - 84)	(85 - 94)		(95 - 100)				

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



**Lake Roosevelt National Recreation Area
Route Condition Map
PCR - Mile by Mile
Area 5**



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.

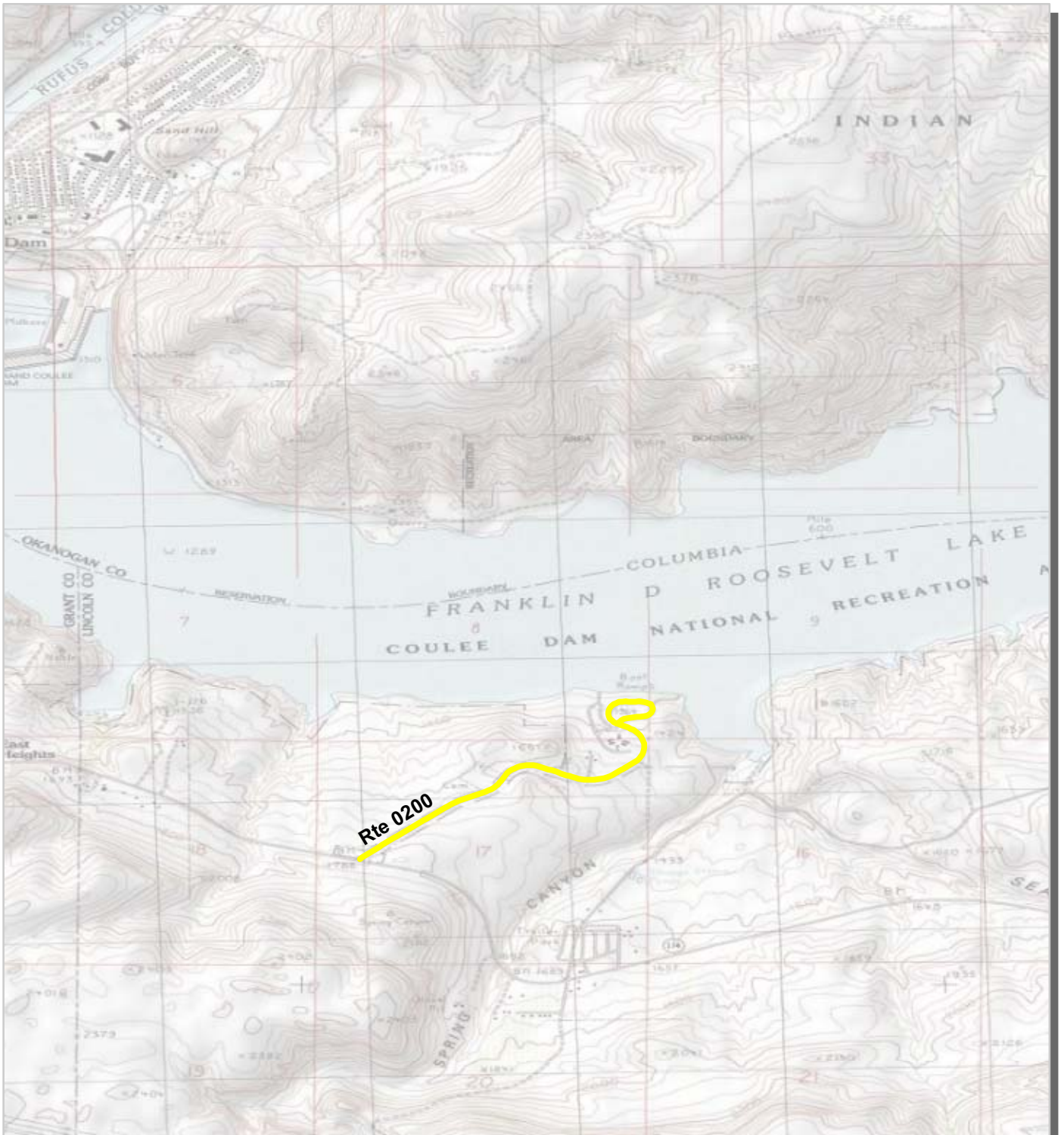


Lake Roosevelt National Recreation Area

Route Condition Map

PCR - Mile by Mile

Area 6



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

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



Section 5
Paved Route
Condition Rating Sheets



Lake Roosevelt
National Recreation Area



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: 0100 KETTLE FALLS ENTRANCE ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 1.81 Miles

PACIFIC WEST REGION

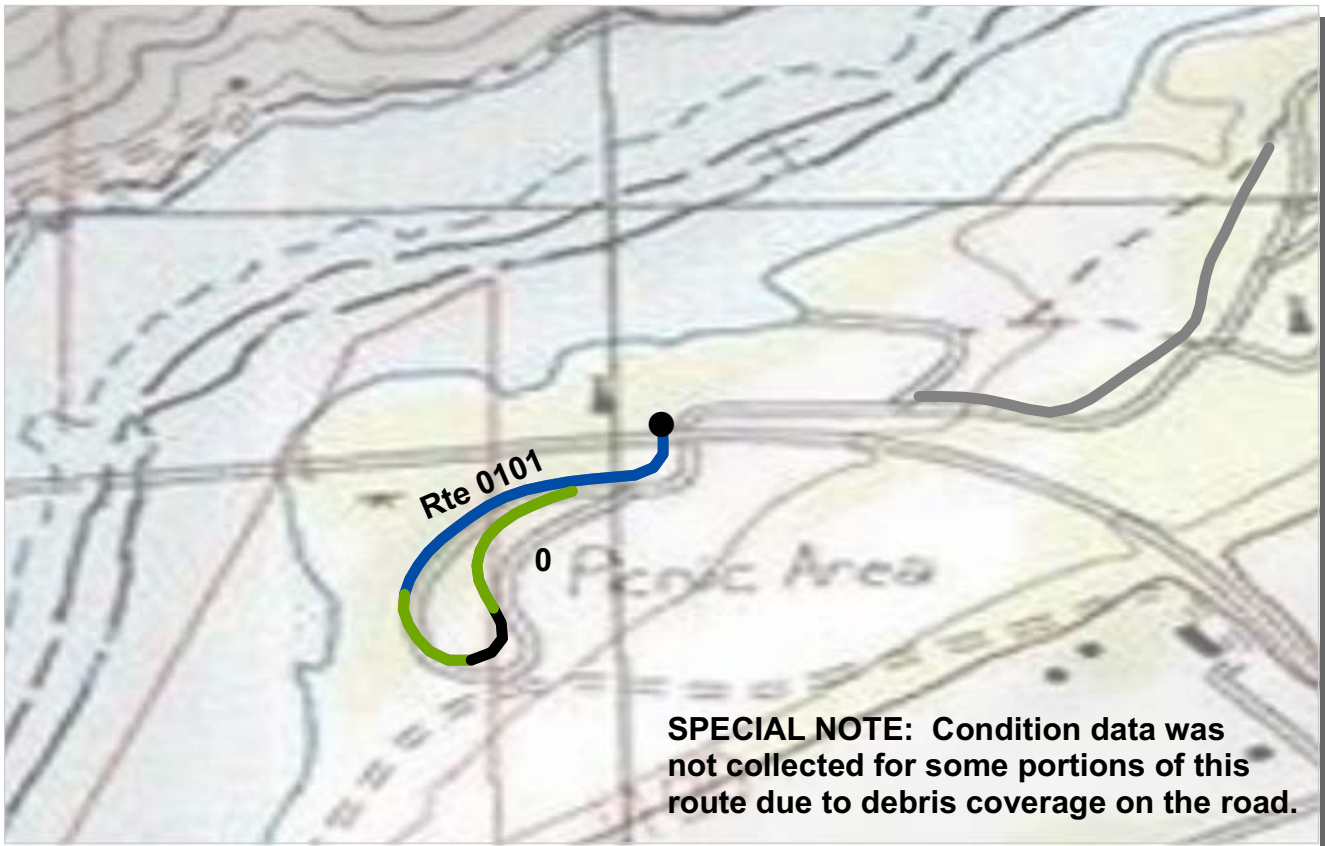
<i>Section Number</i>	0	1			
<i>Section Length (mi)</i>	1.00	0.81			
<i>Cross Section Information</i>					
Number of Lanes	2	2			
Paved Width (ft)	21	18			
Lane Width (ft)	10	10			
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	89	18			
PCR (Pavement Condition Rating)	81	34			
<i>Distress Index Values</i>					
Structural Crack Index	89	18			
Transverse Cracking Index	95	95			
Patching Index	99	100			
Rutting Index	95	87			
Roughness Condition Index (RCI)	70	58			

NOTES:

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0100 KETTLE FALLS ENTRANCE ROAD



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

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

ROUTE: 0101 FORT SPOKANE PICNIC AREA LOOP ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.38 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	20				
Lane Width (ft)	17				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	97				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

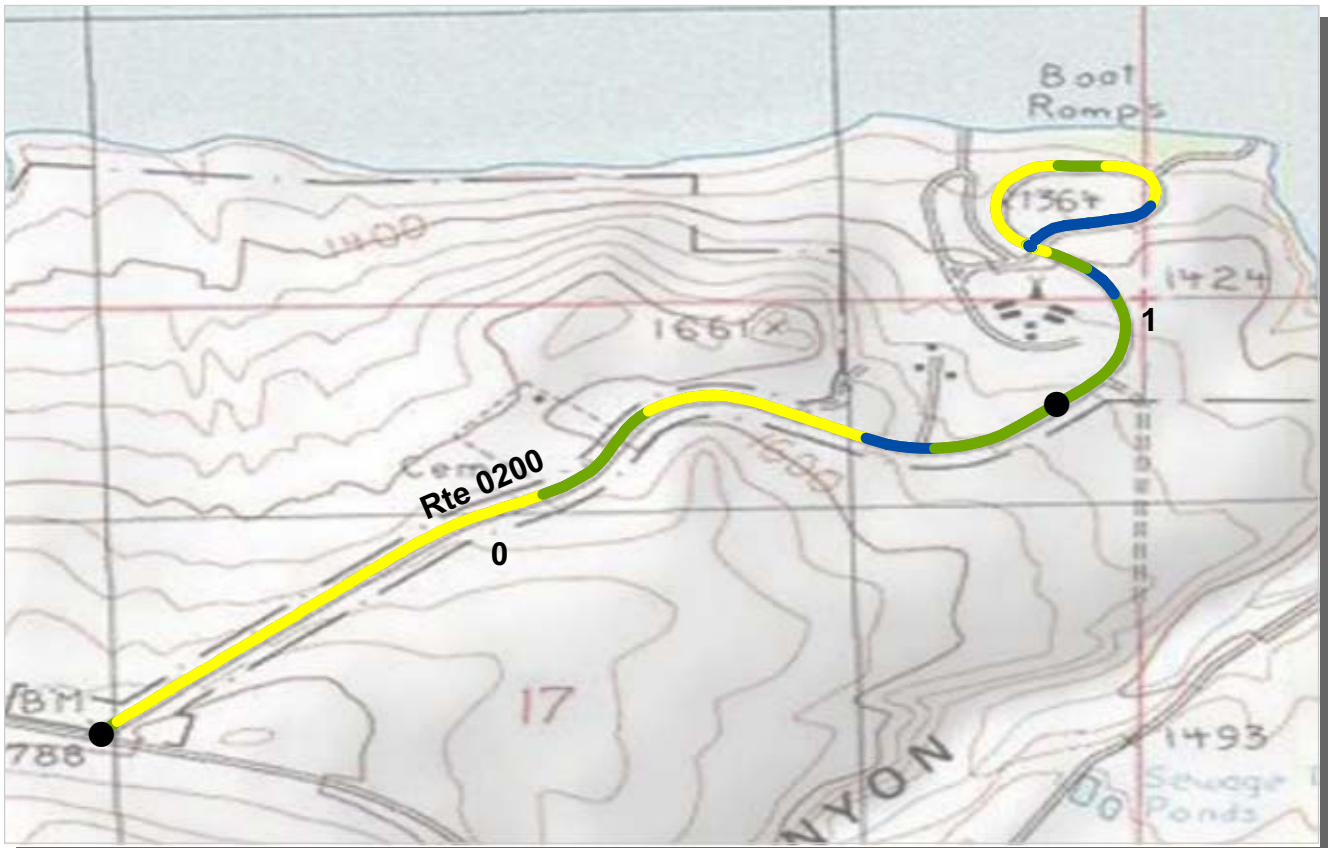
NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0101 FORT SPOKANE PICNIC AREA LOOP ROAD



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

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

ROUTE: 0200 SPRING CANYON ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 1.64 Miles

PACIFIC WEST REGION

<i>Section Number</i>	0	1			
<i>Section Length (mi)</i>	1.00	0.64			
<i>Cross Section Information</i>					
Number of Lanes	2	2			
Paved Width (ft)	22	22			
Lane Width (ft)	10	11			
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	94	95			
PCR (Pavement Condition Rating)	82	80			
<i>Distress Index Values</i>					
Structural Crack Index	100	100			
Transverse Cracking Index	100	100			
Patching Index	100	100			
Rutting Index	94	95			
Roughness Condition Index (RCI)	63	58			

NOTES:

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0200 SPRING CANYON ROAD



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

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

ROUTE: 0204 EVANS CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.38 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	10				
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	99				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

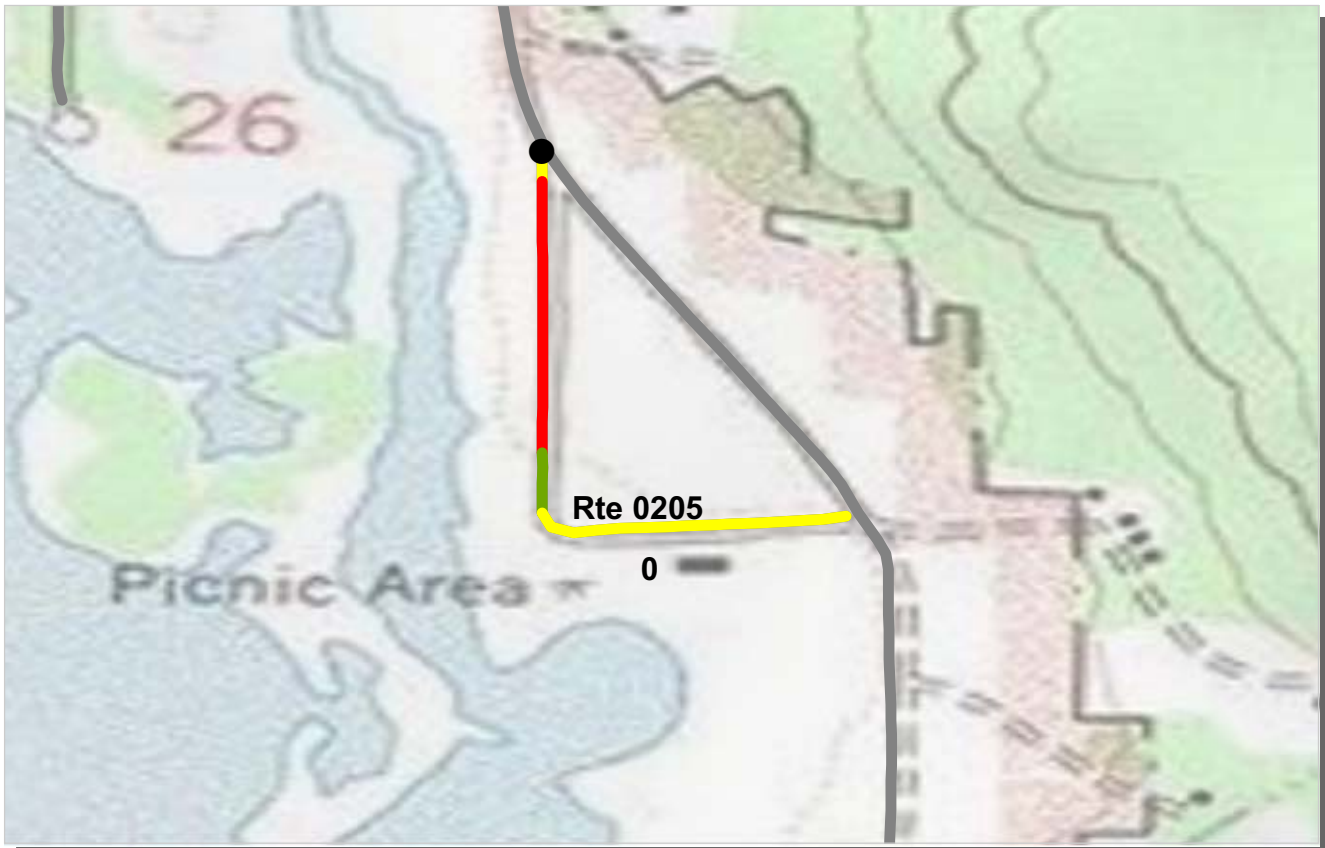
NOTES:

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

ROUTE: 0204 EVANS CAMPGROUND ROAD



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

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

ROUTE: 0205 KETTLE FALLS PICNIC ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.38 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	24				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	56				
PCR (Pavement Condition Rating)	56				
Distress Index Values					
Structural Crack Index	56				
Transverse Cracking Index	80				
Patching Index	100				
Rutting Index	93				
Roughness Condition Index (RCI)	NC				

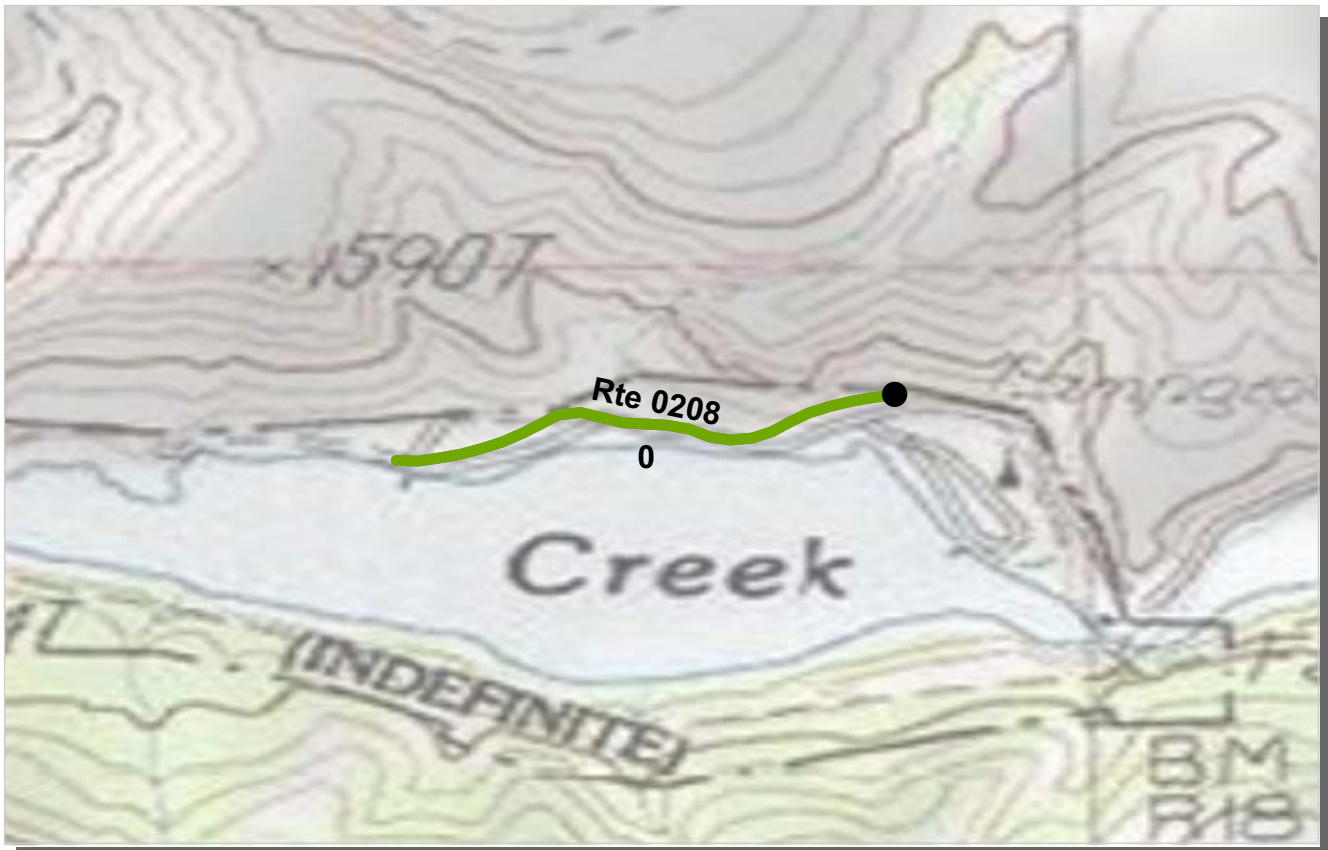
NOTES:

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

ROUTE: 0205 KETTLE FALLS PICNIC ROAD



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

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

ROUTE: 0208 HAWK CREEK CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.24 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.24				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	18				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	93				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
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



ROUTE: 0208 HAWK CREEK CAMPGROUND ROAD



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

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

ROUTE: 0209 PORCUPINE BAY CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.34 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.34				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	NC				

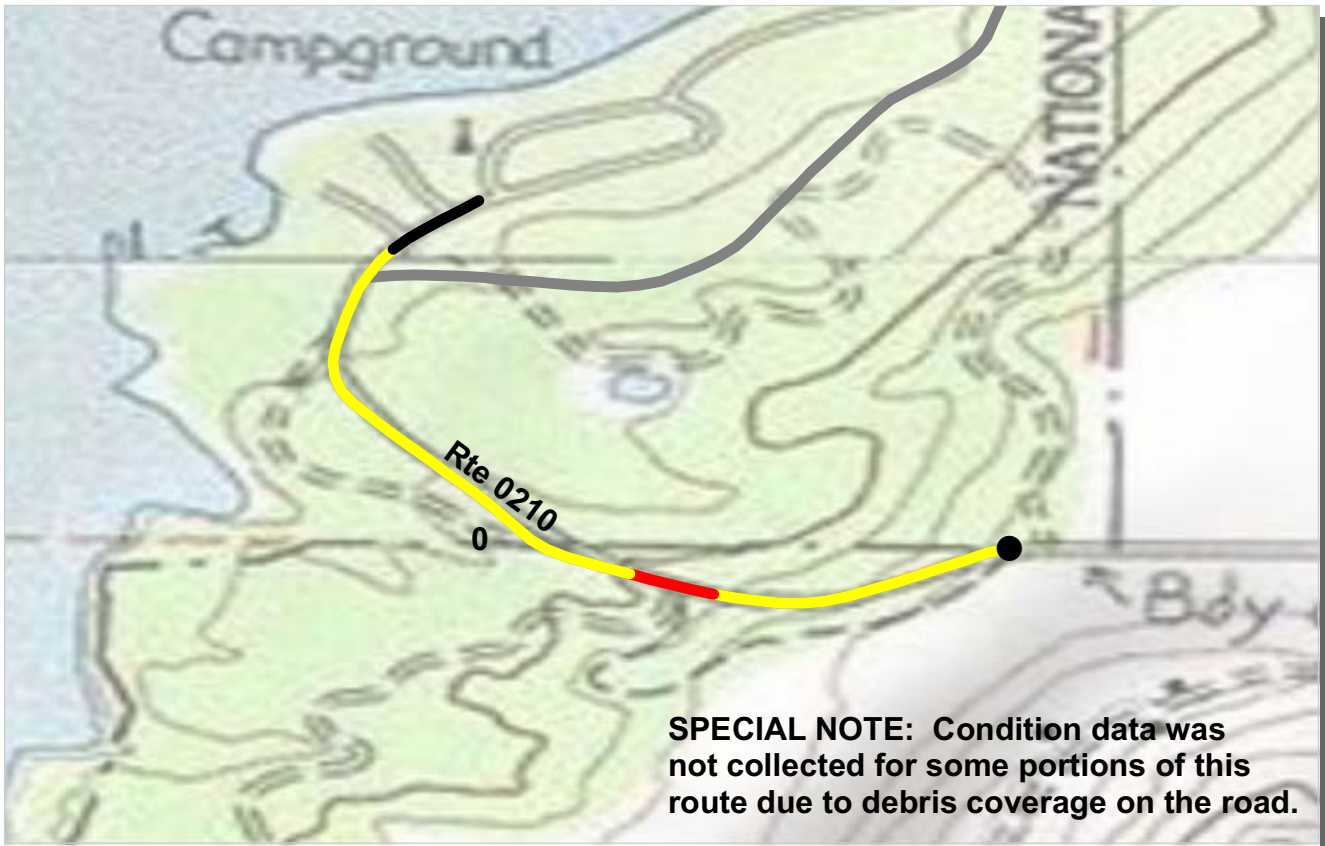
NOTES:

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

ROUTE: 0209 PORCUPINE BAY CAMPGROUND ROAD



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

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

ROUTE: 0210 HUNTERS CAMPGROUND ACCESS ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/3/2010
TOTAL LENGTH: 0.51 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.51				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	89				
PCR (Pavement Condition Rating)	73				
Distress Index Values					
Structural Crack Index	89				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	50				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0210 HUNTERS CAMPGROUND ACCESS ROAD



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

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

ROUTE: 0211 GIFFORD CAMPGROUND ACCESS ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/3/2010
TOTAL LENGTH: 0.29 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.29				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	92				
Roughness Condition Index (RCI)	NC				

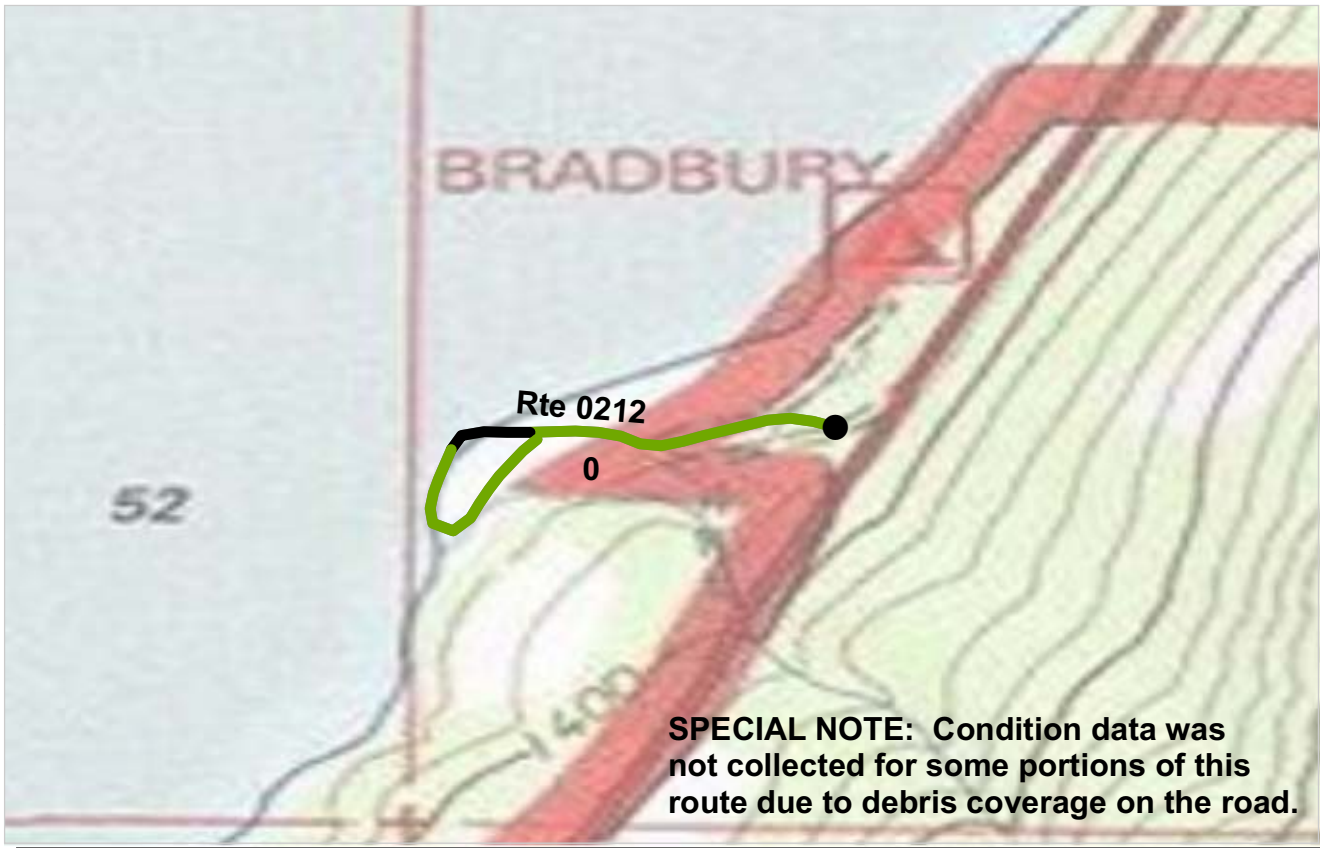
NOTES:

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

ROUTE: 0211 GIFFORD CAMPGROUND ACCESS ROAD



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

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

ROUTE: 0212 BRADBURY DAY USE AREA ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.31 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.31				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	21				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	93				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	93				
Roughness Condition Index (RCI)	NC				

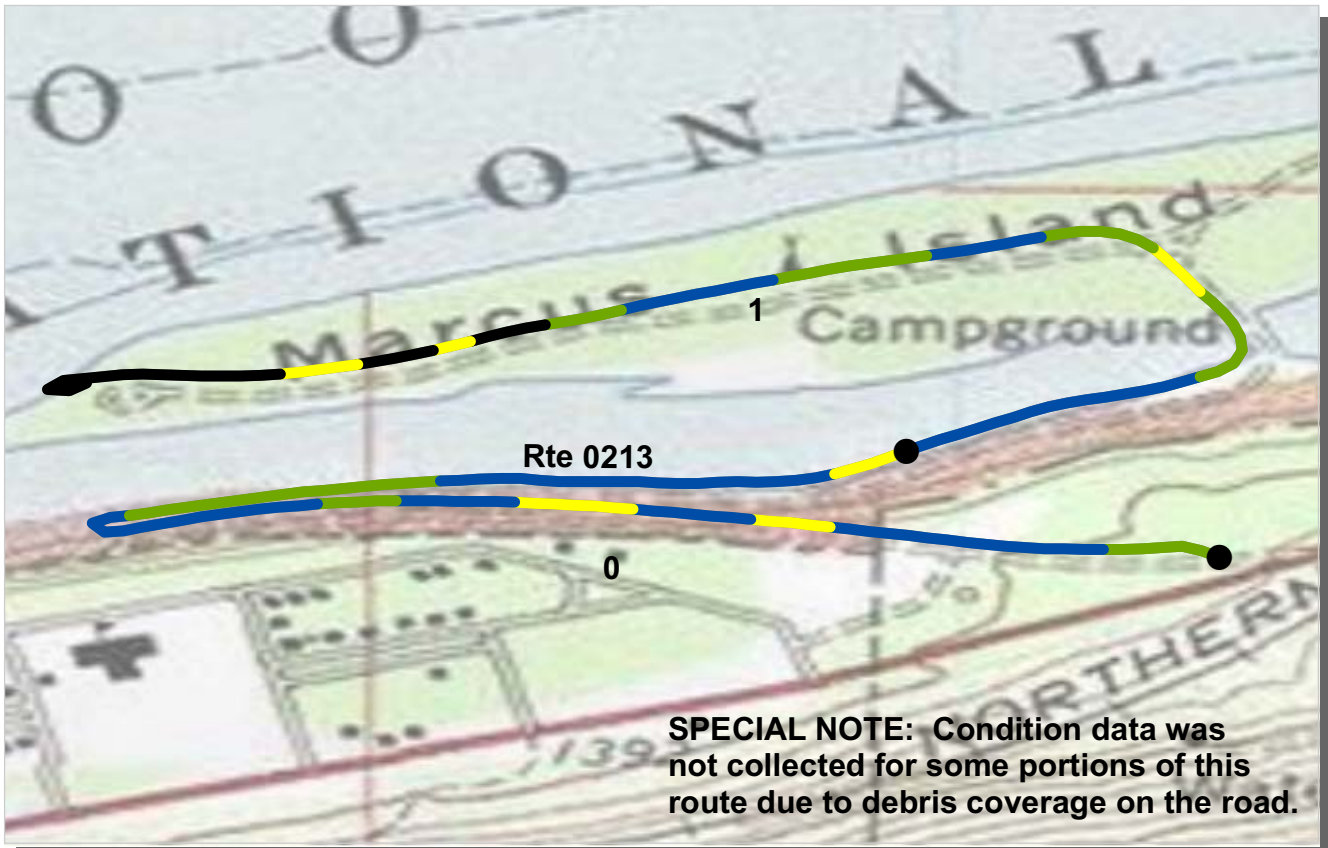
NOTES:

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

ROUTE: 0212 BRADBURY DAY USE AREA ROAD



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

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

ROUTE: 0213 MARCUS ISLAND CAMPGROUND ENTRANCE ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 1.88 Miles

PACIFIC WEST REGION

<i>Section Number</i>	0	1			
<i>Section Length (mi)</i>	1.00	0.88			
<i>Cross Section Information</i>					
Number of Lanes	2	2			
Paved Width (ft)	17	18			
Lane Width (ft)	9	10			
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	90	90			
PCR (Pavement Condition Rating)	90	90			
<i>Distress Index Values</i>					
Structural Crack Index	100	100			
Transverse Cracking Index	100	100			
Patching Index	100	100			
Rutting Index	90	90			
Roughness Condition Index (RCI)	NC	NC			

ROUTE: 0213 MARCUS ISLAND CAMPGROUND ENTRANCE ROAD

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		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: 0214 NORTH GORGE CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/3/2010
TOTAL LENGTH: 0.18 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.18				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0214 NORTH GORGE CAMPGROUND ROAD



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

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

ROUTE: 0215A KAMLOOPS ISLAND CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.26 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.26				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0215A KAMLOOPS ISLAND CAMPGROUND ROAD



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

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

ROUTE: 0215B KAMLOOPS ISLAND CAMPGROUND LOOP
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.09 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	95				
Roughness Condition Index (RCI)	NC				

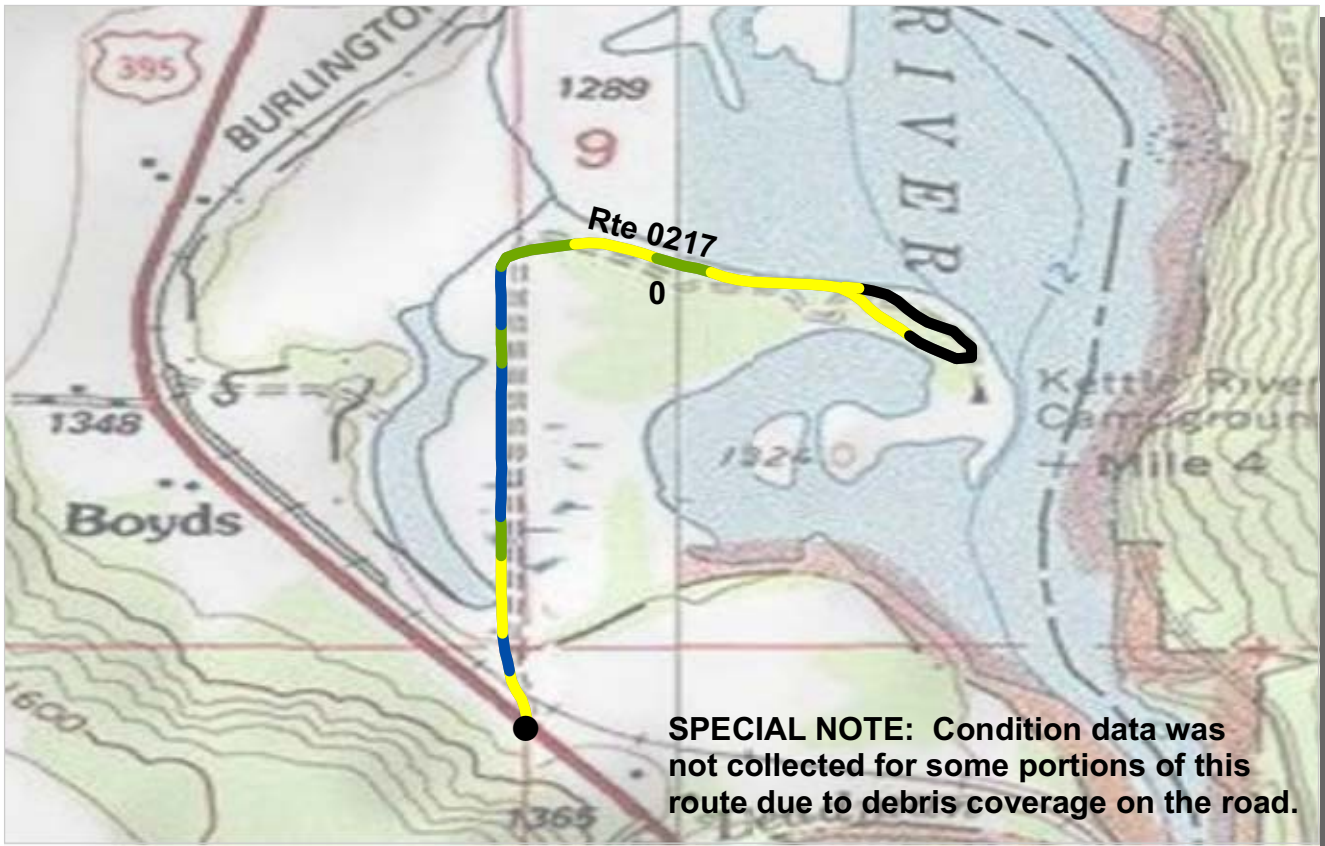
NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0215B KAMLOOPS ISLAND CAMPGROUND LOOP



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: 0217 KETTLE RIVER CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.97 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.97				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	16				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	86				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	80				

NOTES:

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0217 KETTLE RIVER CAMPGROUND ROAD



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

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

ROUTE: 0221 SEVEN BAYS MARINA ACCESS ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.28 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.28				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	26				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	95				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0221 SEVEN BAYS MARINA ACCESS ROAD



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

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

ROUTE: 0227 DAISY BOAT LAUNCH ACCESS ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/3/2010
TOTAL LENGTH: 0.35 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.35				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	20				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

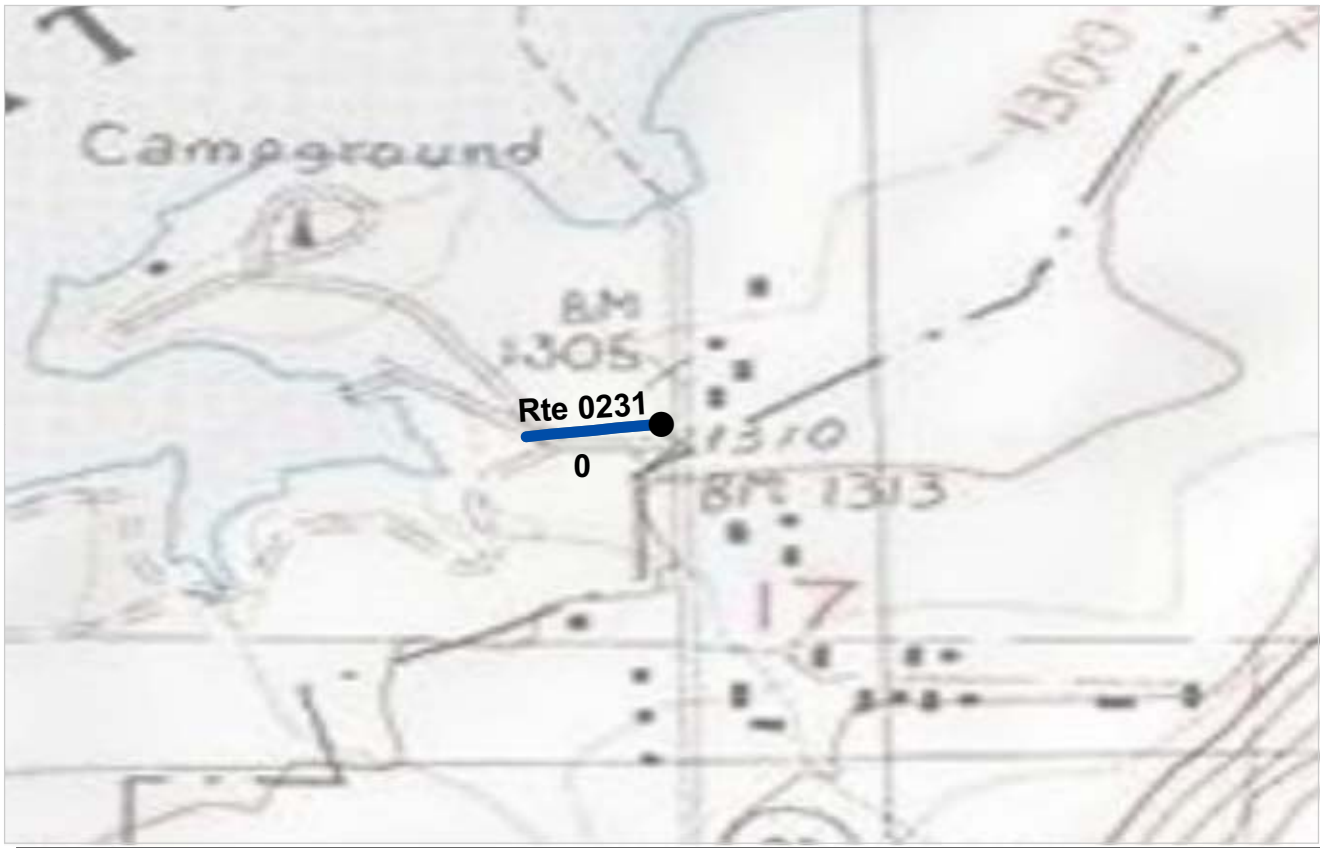
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0227 DAISY BOAT LAUNCH ACCESS ROAD



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

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

ROUTE: 0231 KELLER FERRY CAMPGROUND ENTRANCE ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.06 Miles

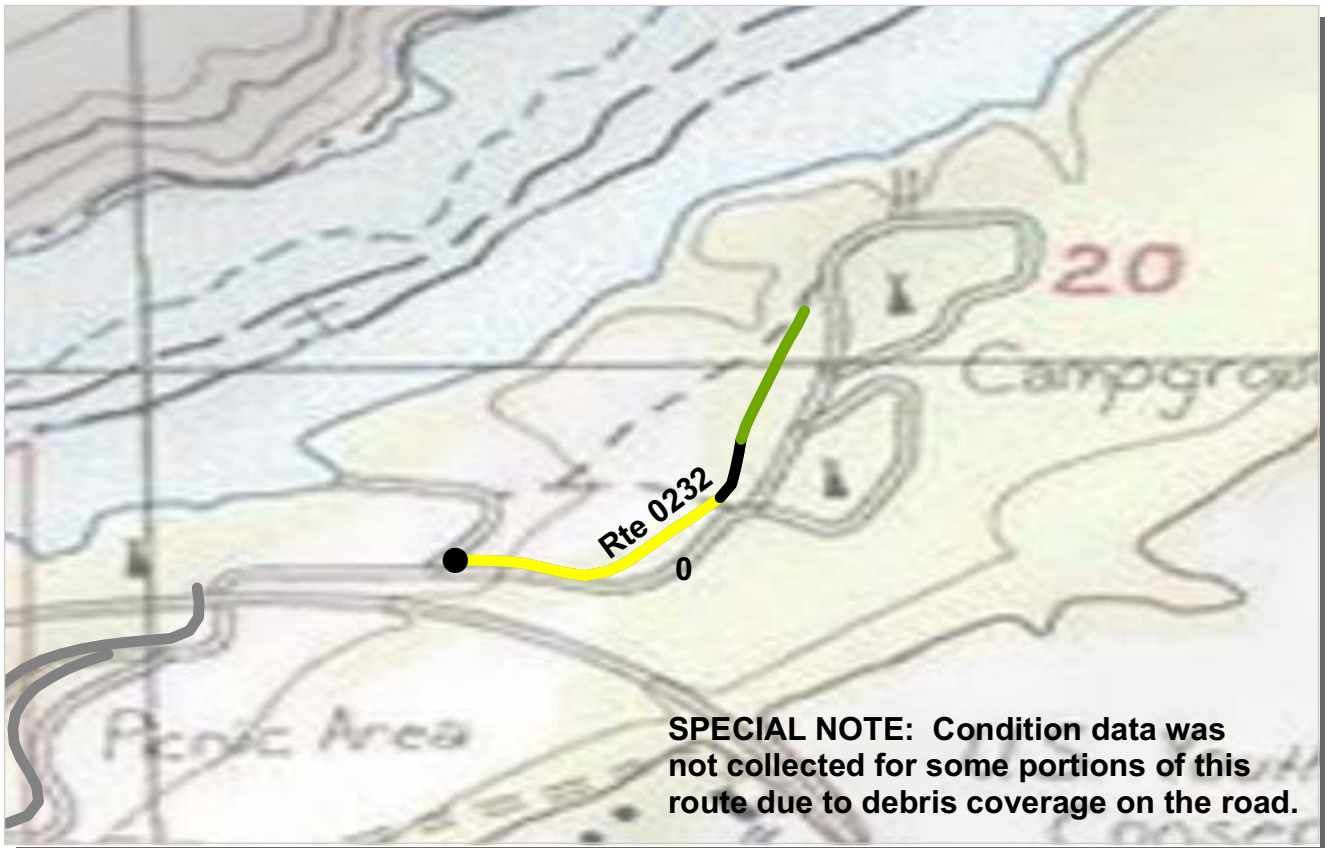
PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.06				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	26				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

ROUTE: 0231 KELLER FERRY CAMPGROUND ENTRANCE ROAD



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

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

ROUTE: 0232 FORT SPOKANE CAMPGROUND ENTRANCE ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/2/2010
TOTAL LENGTH: 0.27 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.27				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	86				
PCR (Pavement Condition Rating)	86				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	86				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0232 FORT SPOKANE CAMPGROUND ENTRANCE ROAD



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

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

ROUTE: 0242 HUNTERS BOAT LAUNCH ACCESS ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/3/2010
TOTAL LENGTH: 0.51 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.51				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	24				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

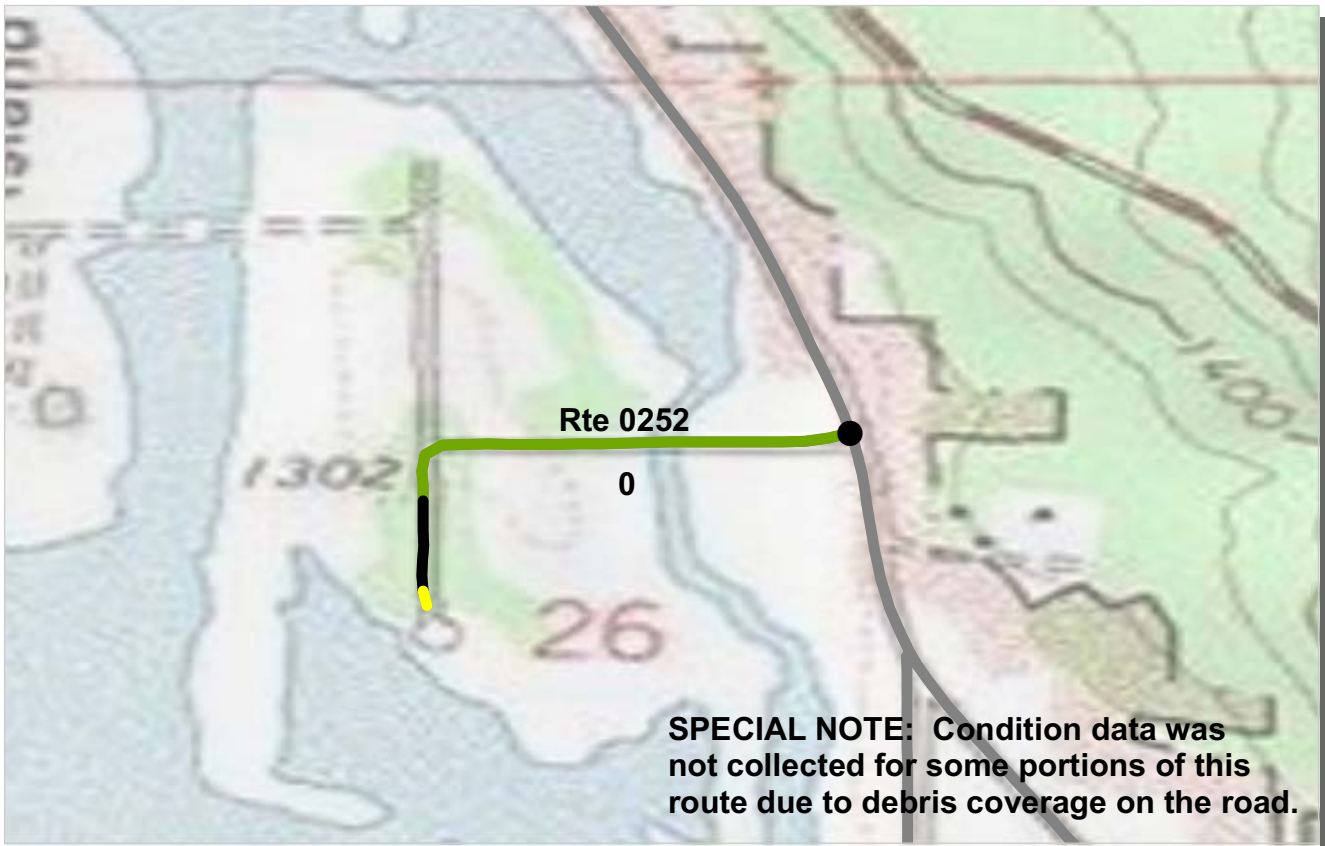
NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0242 HUNTERS BOAT LAUNCH ACCESS ROAD



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

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

ROUTE: 0252 KETTLE FALLS LOCUST GROVE GROUP CAMPGROUND ROAD
LARO : LAKE ROOSEVELT NATIONAL RECREATION AREA

COLLECTED: 10/4/2010
TOTAL LENGTH: 0.29 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.29				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	97				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

ROUTE: 0252 KETTLE FALLS LOCUST GROVE GROUP CAMPGROUND ROAD

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



Lake Roosevelt
National Recreation Area



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



Lake Roosevelt
National Recreation Area



Federal Lands Highway
Road Inventory Program

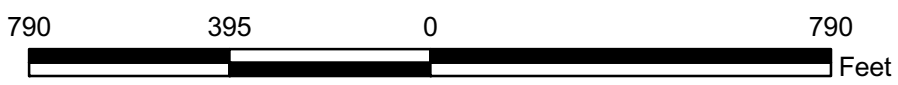
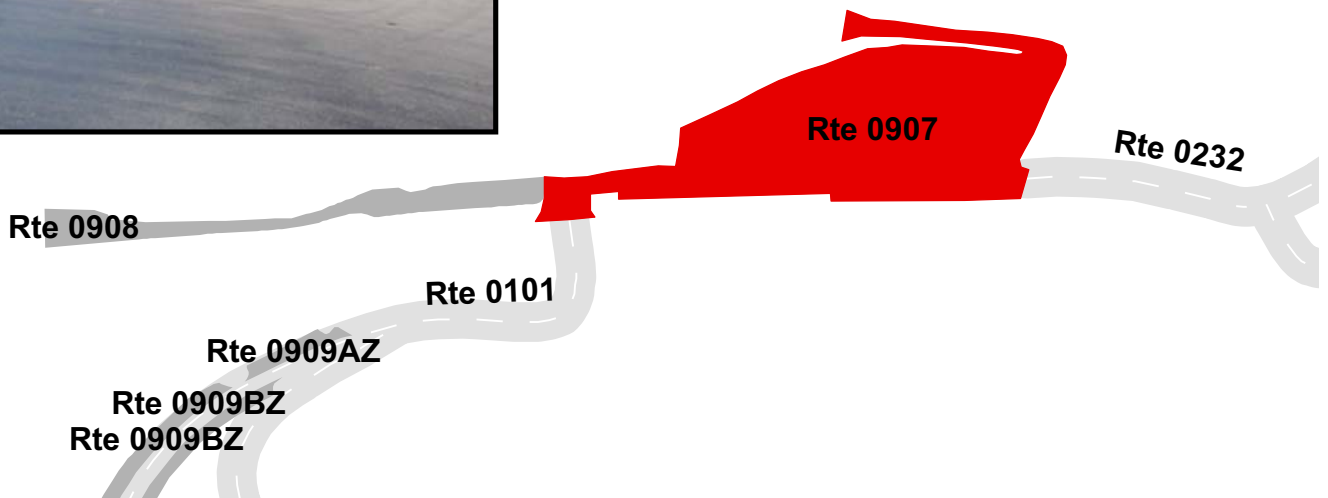
LAKE ROOSEVELT NATIONAL RECREATION AREA

Route 0907

FORT SPOKANE BOAT LAUNCH PARKING
FROM STATE HIGHWAY 25
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0907	PUBLIC	8/16/2010	141,888	2.44	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	1	0	NO CURB AND GUTTER	ASPHALT & CONCRETE	FAIR/73

* Lane miles are based on 11' lane widths



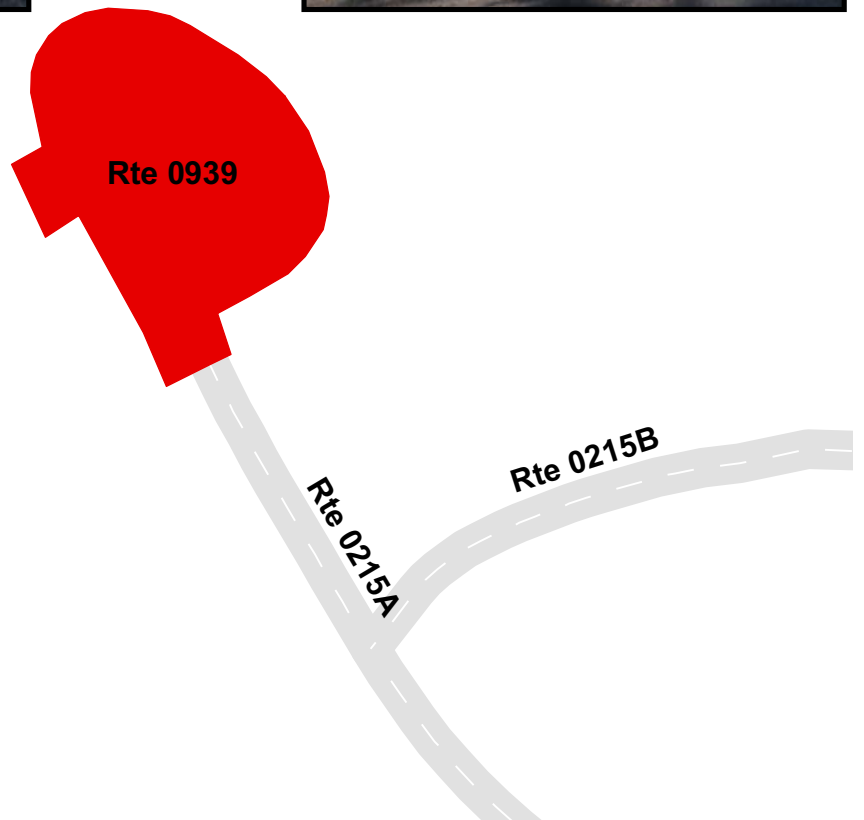
LAKE ROOSEVELT NATIONAL RECREATION AREA

Route 0939

KAMLOOPS ISLAND CAMPGROUND LOOP PARKING
 FROM END OF ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
 TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0939	PUBLIC	8/16/2010	7,365	0.13	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	0	NO CURB AND GUTTER	NO CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths



LAKE ROOSEVELT NATIONAL RECREATION AREA

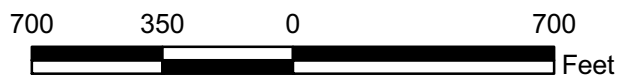
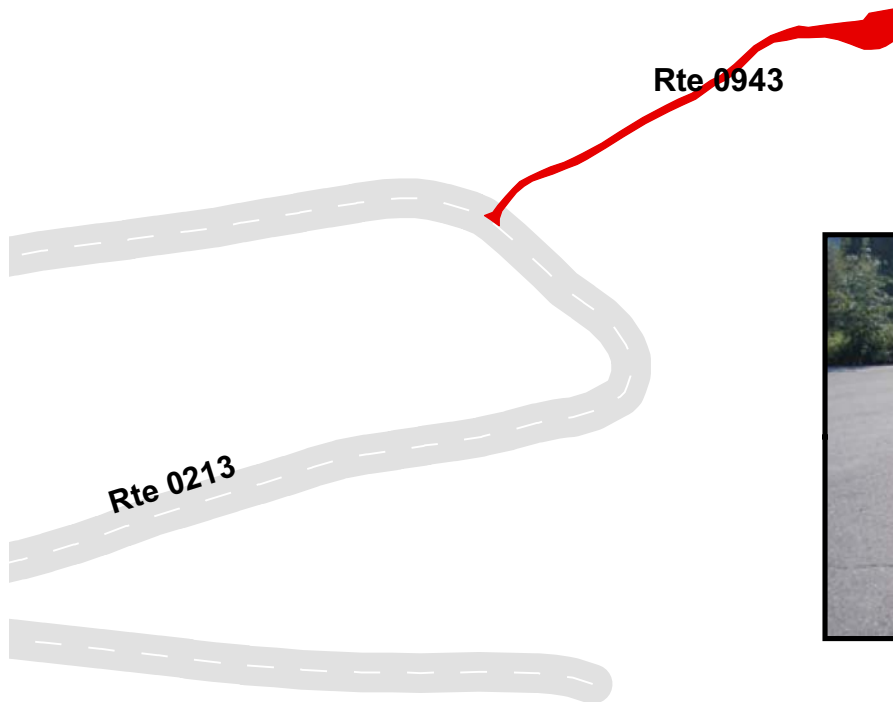
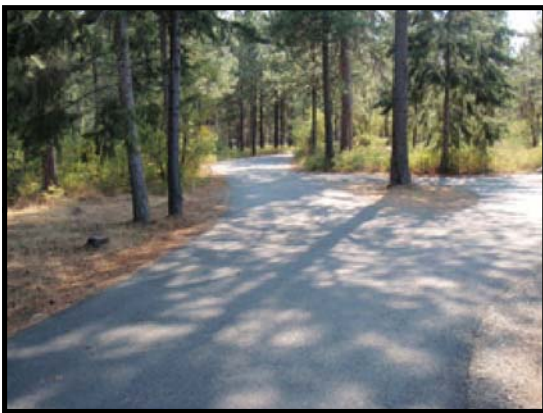
Route 0943

MARCUS ISLAND CAMPGROUND PARKING

FROM ROUTE 0213 (MARCUS ISLAND CAMPGROUND ENTRANCE ROAD) AT MP 1.29 ON RIGHT TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0943	PUBLIC	8/16/2010	22,307	0.38	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	0	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths



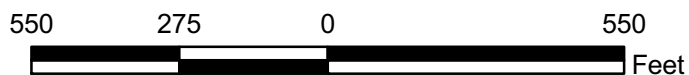
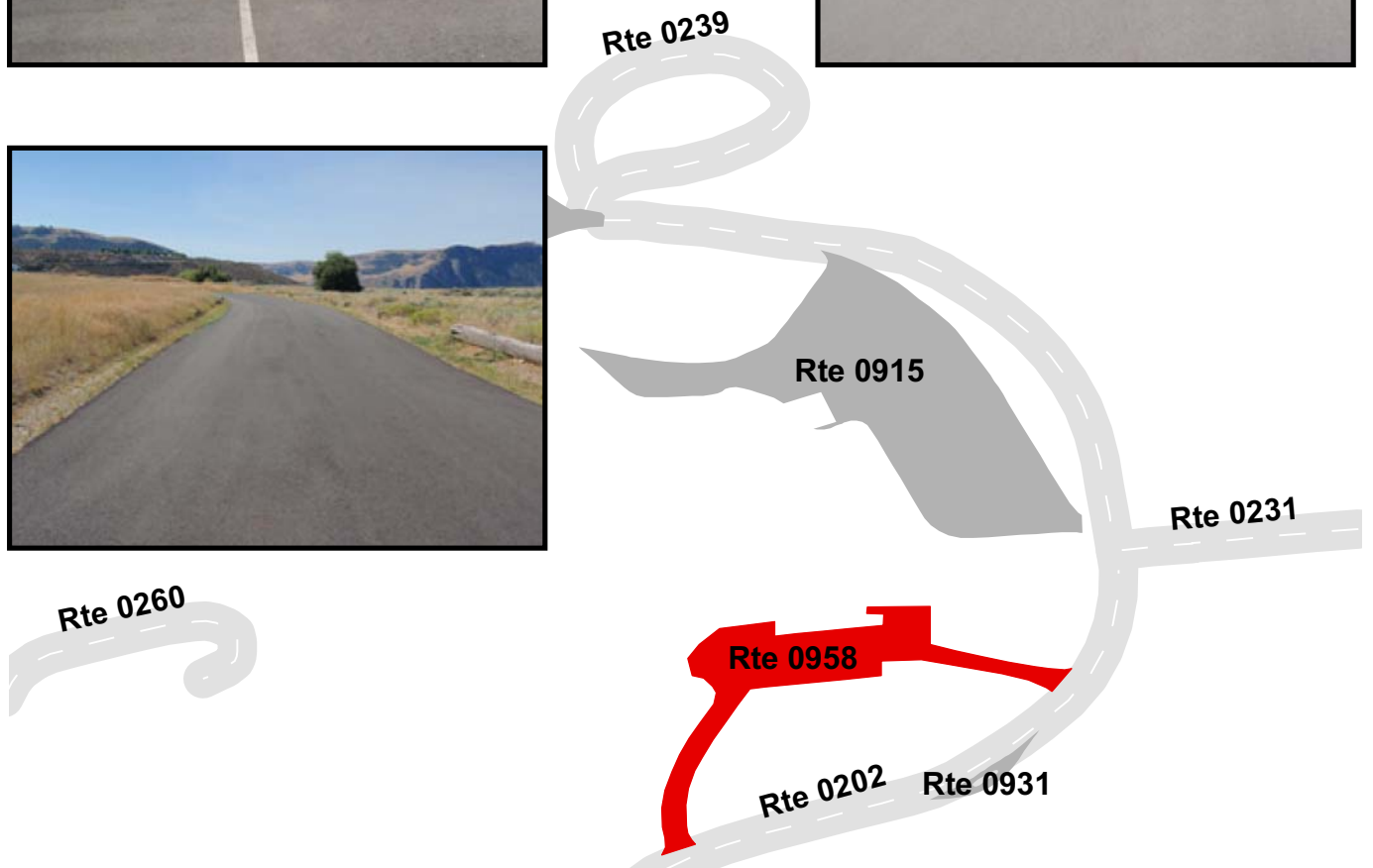
LAKE ROOSEVELT NATIONAL RECREATION AREA

Route 0958

KELLER FERRY STORE PARKING LOT
 FROM ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD)
 TO ROUTE 0202 (KELLER FERRY CAMPGROUND ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0958	PUBLIC	8/16/2010	44,106	0.76	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



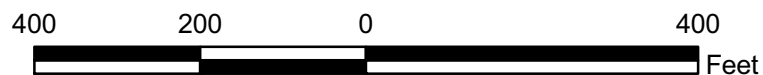
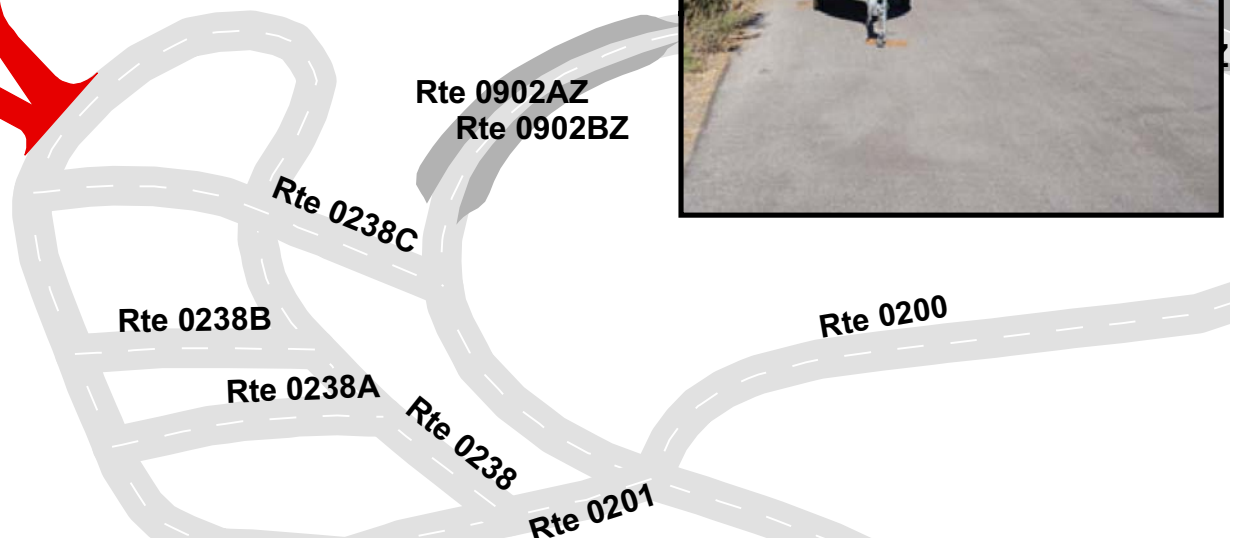
LAKE ROOSEVELT NATIONAL RECREATION AREA

Route 0964

ROAD SC GROUPOSITE #2 PARKING
FROM ROUTE 0238 (SPRING CANYON CAMPGROUND ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0964	PUBLIC	8/16/2010	18,699	0.32	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	2	1	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths



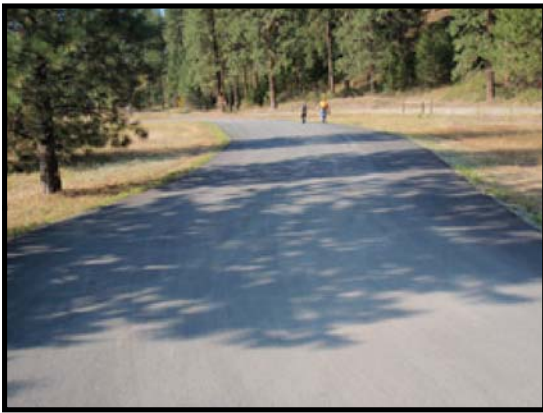
LAKE ROOSEVELT NATIONAL RECREATION AREA

Route 0965

NAPOLEON BRIDGE BOAT LAUNCH PARKING
FROM KETTLE RIVER ROAD
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0965	PUBLIC	8/16/2010	32,738	0.56	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	0	NO CURB AND GUTTER	CONCRETE CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths



Section 8

Route Maintenance Features Summaries



Lake Roosevelt
National Recreation Area



Federal Lands Highway
Road Inventory Program

LARO: DCV ROUTE MAINTENANCE FEATURES SUMMARY

FEATURE	ROUTE 0215A KAMLOOPS ISLAND CAMPGROUND ROAD	ROUTE 0215B KAMLOOPS ISLAND CAMPGROUND LOOP	UNIT
BRIDGE	0	0	EACH
CATTLE GUARD	0	0	EACH
CULVERT	0	0	EACH
CURB	0	0	LINEAR FEET
DROP INLET	0	0	EACH
GATE	0	0	EACH
GUARD/GUIDE RAIL	0	0	LINEAR FEET
CABLE	0	0	LINEAR FEET
NON-CABLE	0	0	LINEAR FEET
GUARD/GUIDE WALL	84	63	LINEAR FEET
BOLLARD	84	63	LINEAR FEET
TEMPORARY BARRIER	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	LINEAR FEET
INTERSECTION	5	4	EACH
LOW WATER CROSSING	0	0	EACH
LOW WATER CROSSING	0	0	LINEAR FEET
MILE MARKER	0	0	EACH
OVERPASS	0	0	EACH
PARK BOUNDARY	0	0	EACH
PAVED DITCH	74	0	LINEAR FEET
PULLOUT	3	0	EACH
PULLOUT	300	0	LINEAR FEET
RAILROAD CROSSING	0	0	EACH
RETAINING WALL	0	0	EACH
RETAINING WALL	0	0	LINEAR FEET
SIGN	0	1	EACH
STATE BOUNDARY	0	0	EACH
TRAFFIC LIGHT	0	0	EACH
TUNNEL	0	0	EACH
TUNNEL	0	0	LINEAR FEET

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

STRUCTURE LIST

No data available for this section.

Section 9
Route Maintenance Features
Road Logs



Lake Roosevelt
National Recreation Area



Federal Lands Highway
Road Inventory Program

LARO: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0215A: KAMLOOPS ISLAND CAMPGROUND 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 NORTHPORT FLAT CREEK AT MP 15.0 ON LEFT
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (NORTHPORT FLAT CREEK ROAD)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (NORTHPORT FLAT CREEK ROAD)
0.019	0.033	PAVED DITCH	RIGHT	N/A
0.080	0.096	PULLOUT	RIGHT	N/A
0.089	0.094	GUARD/GUIDE WALL	LEFT	N/A
0.113	0.139	PULLOUT	RIGHT	N/A
0.151	0.166	PULLOUT	LEFT	N/A
0.196	0.196	INTERSECTION	RIGHT	ROUTE 0215B (KAMLOOPS ISLAND CAMPGROUND LOOP)
0.202	0.213	GUARD/GUIDE WALL	RIGHT	N/A
0.238	0.238	INTERSECTION	RIGHT	ROUTE 0215B (KAMLOOPS ISLAND CAMPGROUND LOOP)
0.255	0.255	INTERSECTION	N/A	ROUTE 0939 (KAMLOOPS ISLAND CAMPGROUND LOOP PARKING)
0.255	0.255	ROUTE END	N/A	ROUTE 0939 (KAMLOOPS ISLAND CAMPGROUND LOOP PARKING)

LARO: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0215B: KAMLOOPS ISLAND CAMPGROUND LOOP

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 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
0.054	0.054	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.063	0.070	GUARD/GUIDE WALL	LEFT	N/A
0.064	0.069	GUARD/GUIDE WALL	RIGHT	N/A
0.086	0.086	INTERSECTION	LEFT	ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
0.086	0.086	INTERSECTION	RIGHT	ROUTE 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)
0.086	0.086	ROUTE END	N/A	TO 0215A (KAMLOOPS ISLAND CAMPGROUND ROAD)

Section 10 Appendix



Lake Roosevelt National Recreation Area



Federal Lands Highway
Road Inventory Program

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

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

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

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

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

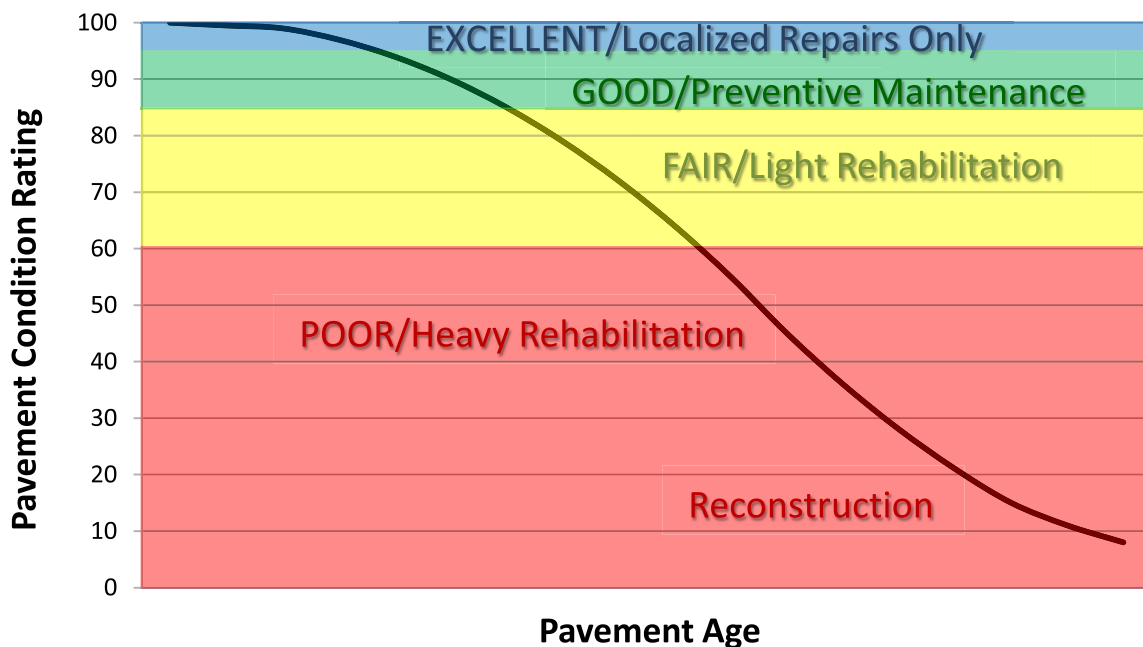
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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

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

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

Condition Categories and Treatments



DESCRIPTION OF RATING SYSTEM

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

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

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

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

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

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

LOW

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

MEDIUM

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

HIGH

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

LOW

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

MED

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

HIGH

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

TRANSVERSE CRACKING

Description

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

Severity Levels

LOW

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

MED

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

HIGH

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

LOW

Ruts with a measured depth $\geq 0.20''$ and $\leq 0.49''$

MED

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

HIGH

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

Ruts $< 0.20''$ are not included in the distress calculations.

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

These values are ≥ 0 and can exceed 100.

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

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

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

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

GPS on Manually Rated Roads (MRR)

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

Geodatabase – Background and Metadata

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

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

GLOSSARY OF TERMS AND ABBREVIATIONS

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