Federal Lands Highway

Road Inventory Program

Road Inventory and Condition Assessment

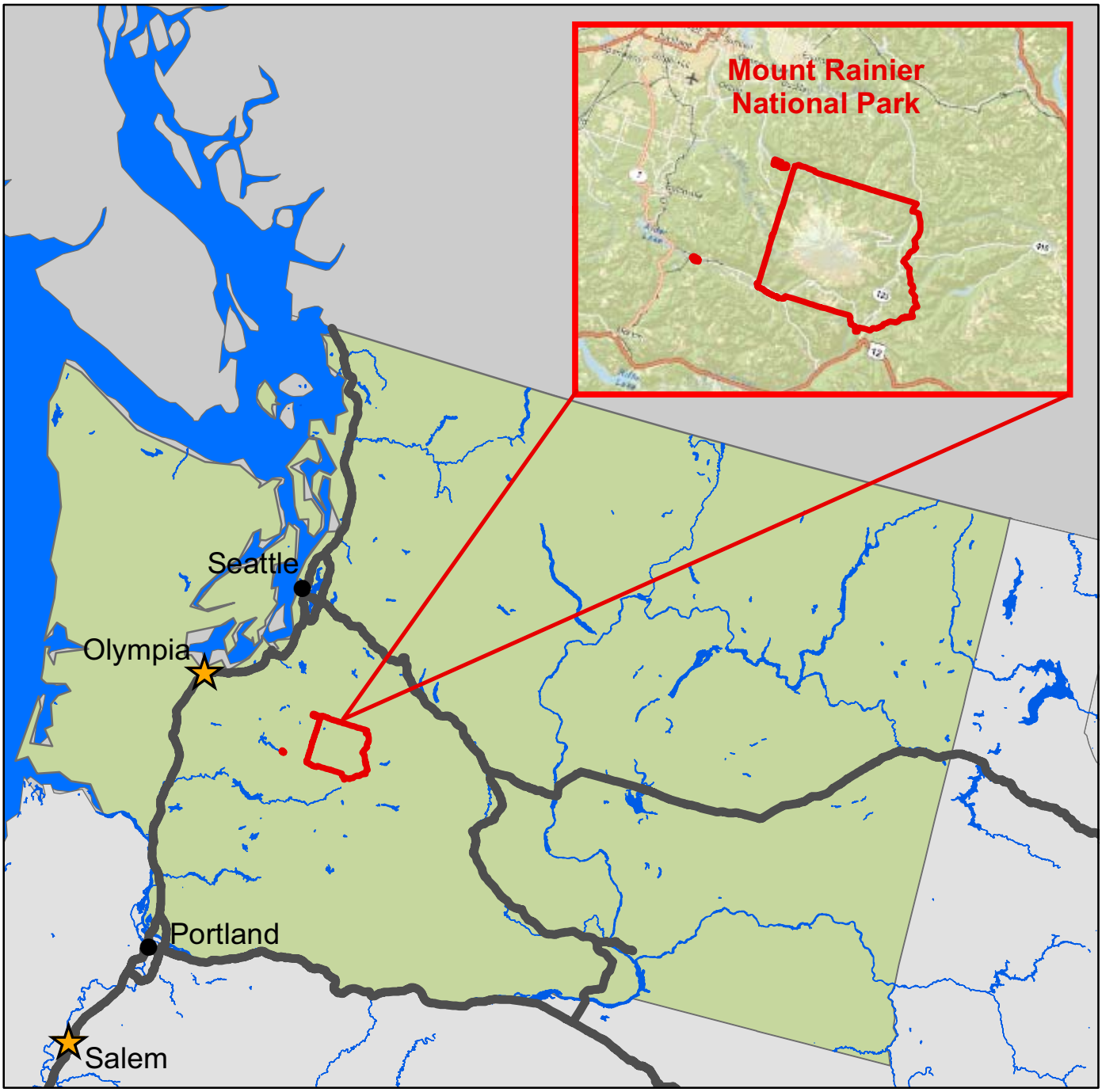
Mount Rainier National Park

MORA - 9450

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 10/2010
Report Date: 07/2012

Mount Rainier National Park
in
Washington



DCV = Data Collection Vehicle

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INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

Respectfully,

FHWA RIP Team

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Sterling, VA 20166
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Section 2
Park Route Inventory

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven
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*Unpaved route data was obtained from NPS and was not inventoried by the Road Inventory Program (RIP).

** DCV - Data Collection Vehicle

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

MORA

MOUNT RAINIER NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	5	20219		STATE ROUTE 123 (EAST SIDE HIGHWAY)	FROM SOUTH PARK BOUNDARY	TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY))	N/A	13.93	0.00	13.93	1	-1	AS	4,5
0011	5	20220		SUNRISE ROAD	FROM ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)) AT MP 7.03	TO ROUTE 0935 (SUNRISE LODGE PARKING)	N/A	15.38	0.00	15.38	1	-1	AS	5
0012	5	20222		STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)	FROM EAST PARK ENTRANCE (TIPSOO LAKE) NORTH	TO NORTH PARK ENTRANCE	N/A	11.56	0.00	11.56	1	-1	AS	5
0013	5	20224		STEVENS CANYON ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 15.61	TO ROUTE 0010 (STATE ROUTE 123 (EAST SIDE HIGHWAY))	N/A	19.04	0.00	19.04	1	-1	AS	3,4
0014	5	20141		NISQUALLY ROAD	FROM WEST PARK ENTRANCE	TO ROUTE 0916 (PARADISE PARKING (UPPER LOT))	N/A	17.68	0.00	17.68	1	-1	AS	2,3
0100	4	20211		LONGMIRE SOUTH BACK GATE ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 6.51	TO GATE	N/A	1.49	0.94	2.43	3	-1	AS	3
0101	NC	20196		WEST SIDE ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) NORTH AT MP 1.03	TO KLAPATCHE POINT	N/A	0.00	15.08	15.08	2	-1	GR	
0102	NC	20331		CARBON RIVER ENTRANCE ROAD	FROM WEST PARK BOUNDARY	TO FALLS CREEK	N/A	0.00	1.20	1.20	2	-1	GR	
0200A	5	20335		WHITE RIVER CAMPGROUND ROAD	FROM ROUTE 0011 (SUNRISE ROAD) AT MP 5.33	TO ROUTE 0200ZZ (WHITE RIVER CAMPGROUND LOOPS)	N/A	1.33	0.00	1.33	2	-1	AS	5
0200ZZ	5	40231		WHITE RIVER CAMPGROUND LOOPS	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)	THROUGH CAMPGROUND	N/A	0.89	0.00	0.89	3	-1	AS	5
0201	4	20194		SUNSHINE POINT CAMPGROUND	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 0.42	THROUGH CAMPGROUND	N/A	0.00	0.00	0.00	3	56,565	AS	2
0202	4	20215		PARADISE PICNIC AREA ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 17.33	TO ROUTE 0014 (NISQUALLY ROAD) AT MP 16.99	N/A	0.88	0.00	0.88	3	-1	AS	3
0203	5	20206		RICKSECKER POINT LOOP ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) WEST INTERSECTION	TO ROUTE 0014 (NISQUALLY ROAD) EAST INTERSECTION	N/A	1.05	0.00	1.05	2	-1	AS	3
0205	5	20199		COUGAR ROCK CAMPGROUND ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 8.62	TO ROUTE 0205ZZ (COUGAR ROCK CAMPGROUND LOOPS)	N/A	0.38	0.00	0.38	2	-1	AS	3

Cycle 5 NPS/RIP Route ID Report

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MORA

MOUNT RAINIER NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0205ZZ	4	102599		COUGAR ROCK CAMPGROUND LOOPS	FROM ROUTE 0014 (NISQUALLY ROAD)	THROUGH CAMPGROUND	N/A	1.97	0.00	1.97	3	-1	AS	3
0206	**5**	**20225**		**OHANAPECOSH CAMPGROUND ROAD**	**FROM ROUTE 0010 (STATE ROUTE 123 (EAST SIDE HIGHWAY)) AT MP 1.14**	**TO INTERSECTION OF ROUTE 0206GZ (OHANAPECOSH CAMPGROUND LOOP G) AND ROUTE 0206HZ (OHANAPECOSH CAMPGROUND LOOP H)**	**N/A**	**0.64**	**0.00**	**0.64**	**2**	**-1**	**AS**	**4**
0206ZZ	4	103486		OHANAPECOSH CAMPGROUND LOOPS	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD)	THROUGH CAMPGROUND	N/A	2.09	0.00	2.09	3	-1	AS	4
0207	NC	20227		MOWICH ROAD	FROM WEST PARK BOUNDARY	TO MOWICH LAKE RANGER STATION	N/A	0.00	5.74	5.74	3	-1	GR	
0209	4	20237		SUNRISE PICNIC AREA ROAD	FROM ROUTE 0935 (SUNRISE LODGE PARKING)	TO END OF LOOP	N/A	0.38	0.00	0.38	3	-1	AS	5
0210	4	104353		OHANAPECOSH RANGER STATION ACCESS ROAD	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON LEFT AT MP 0.03	TO END OF LOOP	N/A	0.37	0.00	0.37	3	-1	AS	4
0211	4	108257		COUGAR ROCK PICNIC AREA ROAD	FROM INTERSECTION OF ROUTE 0014 (NISQUALLY ROAD) AT MP 8.62 AND ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD)	TO END OF LOOP	N/A	0.29	0.00	0.29	3	-1	AS	3
0212	4	103903		LONGMIRE HISTORIC GAS STATION LOOP	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 6.48	TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD)	N/A	0.00	0.00	0.00	3	5,744	AS	3
0400	4	20190		TAHOMA WOODS HEADQUARTERS ROAD	FROM STATE ROUTE 706 (NISQUALLY ROAD)	TO END OF LOOP	N/A	0.32	0.17	0.49	3	-1	AS	1
0401ZZ	4	40232		TAHOMA WOODS RESIDENTIAL ROADS	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD) ON RIGHT AT MP 0.08	TO END OF LOOP	N/A	0.81	0.00	0.81	5	-1	AS	1
0402	NC	40233		SUNRISE SERVICE ROAD	FROM GENERATOR ROAD	TO END	N/A	0.00	0.24	0.24	6	-1	GR	
0403ZZ	4	40234		TAHOMA WOODS SEWAGE TREATMENT ROADS	FROM STATE ROUTE 706 (NISQUALLY ROAD)	TO END AT PLANT	N/A	0.04	0.00	0.04	6	-1	AS	1

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0404	NC	40235		LONGMIRE SEWAGE TREATMENT ROAD	FROM ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 1.22	TO END AT PLANT	N/A	0.00	0.10	0.10	6	33,423	GR	
0405	4	108258		KAUTZ HELIBASE ACCESS ROAD	FROM ROUTE 0014 (NISQUALLY ROAD) ON RIGHT AT MP 3.58	TO END	N/A	0.36	0.15	0.51	5	-1	AS	2
0500	**5**	**20234**		**VALLEY ROAD**	**FROM ROUTE 0916 (PARADISE PARKING (UPPER LOT))**	**TO ROUTE 0013 (STEVENS CANYON ROAD)**	**N/A**	**2.20**	**0.00**	**2.20**	**2**	**-1**	**AS**	**3**
0900	4	40236		TAHOMA WOODS RESIDENTIAL PARKING	ADJACENT TO ROUTE 0401Z (TAHOMA WOODS RESIDENTIAL ROAD) AT MP 0.73 ON RIGHT		N/A	0.00	0.00	0.00		3,304	AS	1
0901	4	40237		NISQUALLY ENTRANCE SERVICE AREA PARKING	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 0.05	TO PARKING	N/A	0.00	0.00	0.00		8,703	AS	2
0902	4	20241		KAUTZ CREEK TRAILHEAD PARKING	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 3.42	TO ROUTE 0014 (NISQUALLY ROAD)	N/A	0.00	0.00	0.00		17,846	AS	2
0903A	4	20243		LONGMIRE NATIONAL PARK INN PARKING LOOP	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 6.41	TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD)	N/A	0.00	0.00	0.00		55,660	AS	3
0904	4	20201		LONGMIRE RESIDENCE AREA PARKING	FROM ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) ON LEFT AND RIGHT	TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD)	N/A	0.00	0.00	0.00		64,521	AS	3
0905	4	20202		LONGMIRE MAINTENANCE AREA PARKING	FROM ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 0.10	TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD)	N/A	0.00	0.00	0.00		120,576	AS	3
0907ZZ	4	20246		COUGAR ROCK PICNIC AREA PARKING COMPLEX	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AND LEFT		N/A	0.00	0.00	0.00		23,330	AS	3
0913	4	20254		NARADA FALLS PARKING	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 14.88	TO ROUTE 0014 (NISQUALLY ROAD)	N/A	0.00	0.00	0.00		45,288	AS	3
0914	4	20255		PARADISE WASTEWATER TREATMENT PLANT PARKING	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 16.78	TO PARKING	N/A	0.00	0.00	0.00		6,874	AS	3

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0915	4	20256		PARADISE PARKING (LOWER LOT)	FROM ROUTE 0014 (NISQUALLY ROAD) AT MP 17.51	TO ROUTE 0937 (PARADISE RESIDENCE ROAD PARKING)	N/A	0.00	0.00	0.00		73,443	AS	3
0916	4	20257		PARADISE PARKING (UPPER LOT)	FROM END OF ROUTE 0014 (NISQUALLY ROAD) AT MP 17.68	TO BEGINNING OF ROUTE 0500 (VALLEY ROAD)	N/A	0.00	0.00	0.00		227,561	AS	3
0917ZZ	4	20258		FOURTH CROSSING PARKING COMPLEX	ADJACENT TO ROUTE 0500 (VALLEY ROAD) ON LEFT AND RIGHT AT MP 0.7		N/A	0.00	0.00	0.00		24,324	AS	3
0918	4	20259		LAKES TRAIL PARKING	ADJACENT TO ROUTE 0500 (VALLEY ROAD) ON RIGHT AT MP 1.84		N/A	0.00	0.00	0.00		7,703	AS	3
0920ZZ	4	20262		REFLECTION LAKES PARKING COMPLEX	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		20,829	AS	3
0921	4	20263		LOUISE LAKE PARKING	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) AT MP 2.40		N/A	0.00	0.00	0.00		7,297	AS	4
0922	4	20264		BOX CANYON PICNIC AREA PARKING	FROM ROUTE 0013 (STEVENS CANYON ROAD) AT MP 8.14	TO ROUTE 0013 (STEVENS CANYON ROAD)	N/A	0.00	0.00	0.00		18,790	AS	4
0923	4	20265		BOX CANYON OVERLOOK / EXHIBIT PARKING	FROM ROUTE 0013 (STEVENS CANYON ROAD) AT MP 8.70	TO ROUTE 0013 (STEVENS CANYON ROAD)	N/A	0.00	0.00	0.00		13,845	AS	4
0926	4	20268		GROVE OF THE PATRIARCHS PARKING	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) AT MP 18.80		N/A	0.00	0.00	0.00		10,445	AS	4
0927ZZ	4	20269		OHANAPECOSH RANGER STATION / RESIDENCE AREA PARKING COMPLEX	ADJACENT TO ROUTE 0210 (OHANAPECOSH RANGER STATION ACCESS ROAD)		N/A	0.00	0.00	0.00		41,591	AS	4
0928ZZ	4	20271		TIPSOO LAKE PARKING COMPLEX	ADJACENT TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY))		N/A	0.00	0.00	0.00		55,599	AS	5
0929	4	20272		WHITE RIVER RANGER SERVICE AREA PARKING	FROM ROUTE 0011 (SUNRISE ROAD) AT MP 1.30	TO PARKING	N/A	0.00	0.00	0.00		26,299	AS	5
0930ZZ	4	20275		WHITE RIVER INFORMATION CENTER PARKING	ADJACENT TO ROUTE 0011 (SUNRISE ROAD)		N/A	0.00	0.00	0.00		14,718	AS	5

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0934	4	20289		SUNRISE POINT PARKING	FROM ROUTE 0011 (SUNRISE ROAD) AT MP 12.80 ON LEFT	TO ROUTE 0011 (SUNRISE ROAD)	N/A	0.00	0.00	0.00		22,322	AS	5
0935	4	20292		SUNRISE LODGE PARKING	FROM END OF ROUTE 0011 (SUNRISE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		120,205	AS	5
0936ZZ	4	40227		TAHOMA WOODS HEADQUARTERS PARKING AREAS	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)	TO ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)	N/A	0.00	0.00	0.00		36,900	AS	1
0937	4	40228		PARADISE RESIDENCE ROAD PARKING	FROM ROUTE 0915 (PARADISE PARKING (LOWER LOT))	TO PARKING	N/A	0.00	0.00	0.00		6,760	AS	3
0940ZZ	4	104356		OHANAPECOSH CAMPGROUND PARKING AREAS	ADJACENT TO ROUTE 0206ZZ (OHANAPECOSH CAMPGROUND ROAD AND LOOPS)		N/A	0.00	0.00	0.00		11,819	AS	4
0941A	4	104386		COUGAR ROCK CAMPGROUND RANGER STATION PARKING	ADJACENT TO ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) AT MP 0.05		N/A	0.00	0.00	0.00		3,128	AS	3
0943ZZ	4	108256		PARADISE PICNIC AREA PARKING COMPLEX	FROM ROUTE 0202 (PARADISE PICNIC AREA ROAD)	TO PARKING	N/A	0.00	0.00	0.00		42,962	AS	3
0944ZZ	4	108261		LONGMIRE COMMUNITY BUILDING PARKING COMPLEX	ADJACENT TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 0.6 ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		5,389	AS	3
0946	4	240196		WHITE RIVER DAY USE PARKING	FROM ROUTE 0200ZZ (WHITE RIVER CAMPGROUND LOOPS)	TO ROUTE 0200ZZ (WHITE RIVER CAMPGROUND LOOPS)	N/A	0.00	0.00	0.00		17,841	AS	5
5000	**5**			**FOREST SERVICE ROAD**	**FROM HIGHWAY 706**	**TO HIGHWAY 12**	**N/A**	**23.01**	**0.00**	**23.01**		**-1**	**AS**	**2,3,4**

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CYCLE 5 COLLECTED SUMMARY TOTALS FOR MOUNT RAINIER NATIONAL PARK

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	84.09
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	84.09
Manually Rated Routes (SQFT)	0

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	0

CYCLE 5 COLLECTED CONCESSION TOTALS

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

CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	86
**Manually Rated Routes PCR	N/A
**Parking PCR	N/A
***Total Equivalent Lane Miles	187.19

TOTAL PARK SUMMARY FOR MOUNT RAINIER NATIONAL PARK

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	93.09
TOTAL PAVED PARKING (SQFT)	1,155,872

* - 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.

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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 MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset Entered in FMSS System

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0200ZZ	**40231**	**5**	**WHITE RIVER CAMPGROUND LOOPS**	**FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)**	**THROUGH CAMPGROUND**		**3**	**0.89**	**0.00**	**0.89**	**-1**
0205ZZ	102599	4	COUGAR ROCK CAMPGROUND LOOPS	FROM ROUTE 0014 (NISQUALLY ROAD)	THROUGH CAMPGROUND		3	1.97	0.00	1.97	-1
0206ZZ	103486	4	OHANAPECOSH CAMPGROUND LOOPS	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD)	THROUGH CAMPGROUND		3	2.09	0.00	2.09	-1
0401ZZ	40232	4	TAHOMA WOODS RESIDENTIAL ROADS	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD) ON RIGHT AT MP 0.08	TO END OF LOOP		5	0.81	0.00	0.81	-1
0403ZZ	40234	4	TAHOMA WOODS SEWAGE TREATMENT ROADS	FROM STATE ROUTE 706 (NISQUALLY ROAD)	TO END AT PLANT		6	0.04	0.00	0.04	-1
0907ZZ	20246	4	COUGAR ROCK PICNIC AREA PARKING COMPLEX	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AND LEFT				0.00	0.00	0.00	23,330
0917ZZ	20258	4	FOURTH CROSSING PARKING COMPLEX	ADJACENT TO ROUTE 0500 (VALLEY ROAD) ON LEFT AND RIGHT AT MP 0.7				0.00	0.00	0.00	24,324
0920ZZ	20262	4	REFLECTION LAKES PARKING COMPLEX	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) ON LEFT AND RIGHT				0.00	0.00	0.00	20,829
0927ZZ	20269	4	OHANAPECOSH RANGER STATION / RESIDENCE AREA PARKING COMPLEX	ADJACENT TO ROUTE 0210 (OHANAPECOSH RANGER STATION ACCESS ROAD)				0.00	0.00	0.00	41,591
0928ZZ	20271	4	TIPSOO LAKE PARKING COMPLEX	ADJACENT TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY))				0.00	0.00	0.00	55,599
0930ZZ	20275	4	WHITE RIVER INFORMATION CENTER PARKING	ADJACENT TO ROUTE 0011 (SUNRISE ROAD)				0.00	0.00	0.00	14,718
0936ZZ	40227	4	TAHOMA WOODS HEADQUARTERS PARKING AREAS	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)	TO ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)			0.00	0.00	0.00	36,900
0940ZZ	104356	4	OHANAPECOSH CAMPGROUND PARKING AREAS	ADJACENT TO ROUTE 0206ZZ (OHANAPECOSH CAMPGROUND ROAD AND LOOPS)				0.00	0.00	0.00	11,819
0943ZZ	108256	4	PARADISE PICNIC AREA PARKING COMPLEX	FROM ROUTE 0202 (PARADISE PICNIC AREA ROAD)	TO PARKING			0.00	0.00	0.00	42,962
0944ZZ	108261	4	LONGMIRE COMMUNITY BUILDING PARKING COMPLEX	ADJACENT TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 0.6 ON LEFT AND RIGHT				0.00	0.00	0.00	5,389

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0200ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0200AZ	40231	5	WHITE RIVER CAMPGROUND LOOP A	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)	TO END OF LOOP		3	0.33	0.00	0.33	-1
0200BZ	40231	5	WHITE RIVER CAMPGROUND LOOP B	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT	TO ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT		3	0.12	0.00	0.12	-1
0200CZ	40231	5	WHITE RIVER CAMPGROUND LOOP C	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT	TO ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT		3	0.18	0.00	0.18	-1
0200DZ	40231	5	WHITE RIVER CAMPGROUND LOOP D	FROM END OF ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)	TO END OF LOOP		3	0.26	0.00	0.26	-1

Asset MORA-0205ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0205AZ	102599	4	COUGAR ROCK CAMPGROUND LOOP A	FROM ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) ON RIGHT AT MP 0.07	TO END OF LOOP		3	0.26	0.00	0.26	-1
0205BZ	102599	4	COUGAR ROCK CAMPGROUND LOOP B	FROM ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) ON RIGHT AT MP 0.08	TO END OF LOOP		3	0.29	0.00	0.29	-1
0205CZ	102599	4	COUGAR ROCK CAMPGROUND LOOP C	FROM ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) ON RIGHT AT MP 0.13	TO END OF LOOP		3	0.34	0.00	0.34	-1
0205DZ	102599	4	COUGAR ROCK CAMPGROUND LOOP D	FROM ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) ON RIGHT AT MP 0.19	TO END OF LOOP		3	0.40	0.00	0.40	-1
0205EZ	102599	4	COUGAR ROCK CAMPGROUND LOOP E	FROM ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD) ON LEFT AT MP 0.36	TO ROUTE 0205 (COUGAR ROCK CAMPGROUND ROAD)		3	0.23	0.00	0.23	-1
0205FAZ	102599	4	COUGAR ROCK CAMPGROUND LOOP F BISECTOR	FROM ROUTE 0205FZ (COUGAR ROCK CAMPGROUND LOOP F) ON LEFT AT MP 0.32	TO ROUTE 0205FZ (COUGAR ROCK CAMPGROUND LOOP F)		3	0.02	0.00	0.02	-1
0205FZ	102599	4	COUGAR ROCK CAMPGROUND LOOP F	FROM END OF ROUTE 0205 (COUGAR ROCK CAMPGROUND)	TO END OF LOOP		3	0.43	0.00	0.43	-1

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0206ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0206AZ	103486	4	OHANAPECOSH CAMPGROUND LOOP A	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON LEFT AT MP 0.31	TO END OF LOOP		3	0.48	0.00	0.48	-1
0206BZ	103486	4	OHANAPECOSH CAMPGROUND LOOP B	FROM INTERSECTION OF ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON RIGHT AT MP 0.35 AND ROUTE 0206CZ (COUGAR ROCK CAMPGROUND LOOP C)	TO END OF LOOP		3	0.21	0.00	0.21	-1
0206CAZ	103486	4	OHANAPECOSH CAMPGROUND LOOP C BISECTOR	FROM ROUTE 0206CZ (COUGAR ROCK CAMPGROUND LOOP C) ON LEFT AT MP 0.11	TO ROUTE 0206CZ (OHANAPECOSH CAMPGROUND LOOP C)		3	0.04	0.00	0.04	-1
0206CZ	103486	4	OHANAPECOSH CAMPGROUND LOOP C	FROM INTERSECTION OF ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON LEFT AT MP 0.35 AND ROUTE 0206BZ (COUGAR ROCK CAMPGROUND LOOP B)	TO END OF LOOP		3	0.26	0.00	0.26	-1
0206DZ	103486	4	OHANAPECOSH CAMPGROUND LOOP D	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON LEFT AT MP 0.41	TO ROUTE 0206FZ (OHANAPECOSH CAMPGROUND LOOP F)		3	0.15	0.00	0.15	-1
0206EZ	103486	4	OHANAPECOSH CAMPGROUND LOOP E	FROM INTERSECTION OF ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON RIGHT AT MP 0.51 AND ROUTE 0206FZ (OHANAPECOSH CAMPGROUND LOOP E)	TO ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD)		3	0.23	0.00	0.23	-1
0206FZ	103486	4	OHANAPECOSH CAMPGROUND LOOP F	FROM INTERSECTION OF ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON LEFT AT MP 0.51 AND ROUTE 0206EZ (OHANAPECOSH CAMPGROUND LOOP E)	TO END OF LOOP		3	0.25	0.00	0.25	-1
0206GZ	103486	4	OHANAPECOSH CAMPGROUND LOOP G	FROM END OF ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD)	TO END OF LOOP		3	0.31	0.00	0.31	-1
0206HZ	103486	4	OHANAPECOSH CAMPGROUND LOOP H	FROM ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) ON RIGHT AT MP 0.56	TO ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD)		3	0.16	0.00	0.16	-1

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0401ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0401AZ	40232	4	TAHOMA WOODS RESIDENTIAL ROAD BISECTOR	FROM ROUTE 0401Z (TAHOMA WOODS RESIDENTIAL ROAD) ON LEFT AT MP 0.24	TO ROUTE 0401Z (TAHOMA WOODS RESIDENTIAL ROAD) AT MP 0.57		5	0.04	0.00	0.04	-1
0401Z	40232	4	TAHOMA WOODS RESIDENTIAL ROAD	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD) ON RIGHT AT MP 0.08	TO END OF LOOP		5	0.77	0.00	0.77	-1

Asset MORA-0403ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0403AZ	40234	4	TAHOMA WOODS SEWAGE TREATMENT AREA A	FROM ROUTE 0403Z (TAHOMA WOODS SEWAGE TREATMENT ROAD) ON RIGHT	TO END		6	0.00	0.00	0.00	3,893
0403Z	40234	4	TAHOMA WOODS SEWAGE TREATMENT ROAD	FROM STATE ROUTE 706 (NISQUALLY ROAD)	TO END AT PLANT		6	0.04	0.00	0.04	-1

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0907ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0907AZ	20246	4	COUGAR ROCK PICNIC AREA PARKING A	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.0				0.00	0.00	0.00	1,492
0907BZ	20246	4	COUGAR ROCK PICNIC AREA PARKING B	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.05				0.00	0.00	0.00	3,292
0907CZ	20246	4	COUGAR ROCK PICNIC AREA PARKING C	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON LEFT AT MP 0.07				0.00	0.00	0.00	4,243
0907DZ	20246	4	COUGAR ROCK PICNIC AREA PARKING D	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.07				0.00	0.00	0.00	777
0907EZ	20246	4	COUGAR ROCK PICNIC AREA PARKING E	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.11				0.00	0.00	0.00	2,806
0907FZ	20246	4	COUGAR ROCK PICNIC AREA PARKING F	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON LEFT AT MP 0.14				0.00	0.00	0.00	3,836
0907GZ	20246	4	COUGAR ROCK PICNIC AREA PARKING G	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.14				0.00	0.00	0.00	857
0907HZ	20246	4	COUGAR ROCK PICNIC AREA PARKING H	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON RIGHT AT MP 0.18				0.00	0.00	0.00	2,789
0907IZ	20246	4	COUGAR ROCK PICNIC AREA PARKING I	ADJACENT TO ROUTE 0211 (COUGAR ROCK PICNIC AREA ROAD) ON LEFT AT MP 0.20				0.00	0.00	0.00	3,238

Asset MORA-0917ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0917AZ	20258	4	FOURTH CROSSING PARKING A	ADJACENT TO ROUTE 0500 (VALLEY ROAD) ON RIGHT AT MP 0.66				0.00	0.00	0.00	13,401
0917BZ	20258	4	FOURTH CROSSING PARKING B	ADJACENT TO ROUTE 0500 (VALLEY ROAD) ON LEFT AT MP 0.70				0.00	0.00	0.00	10,923

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0920ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0920AZ	20262	4	REFLECTION LAKES PARKING A	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) ON LEFT AT MP 1.34				0.00	0.00	0.00	7,885
0920BZ	20262	4	REFLECTION LAKES PARKING B	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) ON RIGHT AT MP 1.44				0.00	0.00	0.00	5,802
0920CZ	20262	4	REFLECTION LAKES PARKING C	ADJACENT TO ROUTE 0013 (STEVENS CANYON ROAD) ON LEFT AT MP 1.50				0.00	0.00	0.00	7,142

Asset MORA-0927ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0927AZ	20269	4	OHANAPECOSH RANGER STATION PARKING A	ADJACENT TO ROUTE 0210 (OHANAPECOSH RANGER STATION ACCESS ROAD) AT MP 0.10				0.00	0.00	0.00	35,722
0927BZ	20269	4	OHANAPECOSH RANGER STATION PARKING B	ADJACENT TO ROUTE 0210 (OHANAPECOSH RANGER STATION ACCESS ROAD) AT MP 0.21				0.00	0.00	0.00	5,869

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0928ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0928AZ	20271	4	TIPSOO LAKE PARKING A	ADJACENT TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)) AT MP 0.30				0.00	0.00	0.00	8,130
0928BZ	20271	4	TIPSOO LAKE PARKING B	ADJACENT TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)) AT MP 0.44				0.00	0.00	0.00	3,930
0928CZ	20271	4	TIPSOO LAKE PARKING C	ADJACENT TO ROUTE 0012 (STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)) AT MP 0.63				0.00	0.00	0.00	43,539

Asset MORA-0930ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0930AZ	20275	4	WHITE RIVER INFORMATION CENTER PARKING A	ADJACENT TO ROUTE 0011 (SUNRISE ROAD) AT MP 1.37				0.00	0.00	0.00	12,496
0930BZ	20275	4	WHITE RIVER INFORMATION CENTER PARKING B	ADJACENT TO ROUTE 0011 (SUNRISE ROAD) AT MP 1.4				0.00	0.00	0.00	2,222

Asset MORA-0936ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0936AZ	40227	4	TAHOMA WOODS HEADQUARTERS PARKING A	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD) AT MP 0.11	TO ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)			0.00	0.00	0.00	18,651
0936BZ	40227	NC	TAHOMA WOODS HEADQUARTERS PARKING B	FROM ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)	TO ROUTE 0400 (TAHOMA WOODS HEADQUARTERS ROAD)			0.00	0.00	0.00	18,249

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0940ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0940AZ	104356	4	OHANAPECOSH CAMPGROUND VISITOR CENTER PARKING	ADJACENT TO ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) AT MP 0.31				0.00	0.00	0.00	2,516
0940BZ	104356	4	OHANAPECOSH CAMPGROUND AMPHITHEATER PARKING	ADJACENT TO ROUTE 0206 (OHANAPECOSH CAMPGROUND ROAD) AT MP 0.41				0.00	0.00	0.00	2,957
0940CZ	104356	4	OHANAPECOSH CAMPGROUND LOOP A PICNIC PARKING	ADJACENT TO ROUTE 0206AZ (OHANAPECOSH CAMPGROUND LOOP A) AT MP 0.04				0.00	0.00	0.00	2,624
0940DZ	104356	4	OHANAPECOSH CAMPGROUND LOOP B PARKING	ADJACENT TO ROUTE 0206BZ (OHANAPECOSH CAMPGROUND LOOP B) AT MP 0.21				0.00	0.00	0.00	3,722

NPS/RIP Subcomponent Details for MORA

Shading Color Key: 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

Red text denotes approx. mileage

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

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0943ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0943AZ	108256	4	PARADISE PICNIC AREA PARKING A	FROM ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.01	TO PARKING			0.00	0.00	0.00	22,978
0943BZ	108256	4	PARADISE PICNIC AREA PARKING B	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.05				0.00	0.00	0.00	934
0943CZ	108256	4	PARADISE PICNIC AREA PARKING C	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.11				0.00	0.00	0.00	4,159
0943DZ	108256	4	PARADISE PICNIC AREA PARKING D	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.12				0.00	0.00	0.00	1,899
0943EZ	108256	4	PARADISE PICNIC AREA PARKING E	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.16				0.00	0.00	0.00	1,921
0943FZ	108256	4	PARADISE PICNIC AREA PARKING F	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.23				0.00	0.00	0.00	892
0943GZ	108256	4	PARADISE PICNIC AREA PARKING G	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.27				0.00	0.00	0.00	1,379
0943HZ	108256	4	PARADISE PICNIC AREA PARKING H	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.34				0.00	0.00	0.00	1,209
0943IZ	108256	4	PARADISE PICNIC AREA PARKING I	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.44				0.00	0.00	0.00	1,074
0943JZ	108256	4	PARADISE PICNIC AREA PARKING J	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.50				0.00	0.00	0.00	2,965
0943KZ	108256	4	PARADISE PICNIC AREA PARKING K	ADJACENT TO ROUTE 0202 (PARADISE PICNIC AREA ROAD) AT MP 0.53				0.00	0.00	0.00	3,552

NPS/RIP Subcomponent Details for MORA

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).

MORA

MOUNT RAINIER NATIONAL PARK

Asset MORA-0944ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0944AZ	108261	4	LONGMIRE COMMUNITY BUILDING PARKING A	ADJACENT TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 0.56				0.00	0.00	0.00	3,414
0944BZ	108261	4	LONGMIRE COMMUNITY BUILDING PARKING B	ADJACENT TO ROUTE 0100 (LONGMIRE SOUTH BACK GATE ROAD) AT MP 0.56				0.00	0.00	0.00	1,975

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - MORA

ROUTES ADDED FROM PREVIOUS INVENTORY:

Route #	Route Name	Reason for Addition	Comments
5000	FOREST SERVICE ROAD	OTHER	NEW ROUTE ADDED AT CYCLE 5.

ROUTES MODIFIED FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Modification	Comments
0936ZZ	TAHOMA WOODS HEADQUARTERS PARKING AREAS	SQ FEET CHANGE	A NEW SECTION OF PARKING WAS ADDED IN CYCLE 5. THEREFORE THE SQUARE FEET AREA HAS INCREASED. THE ROUTE NUMBER CHANGED FROM 0936 TO 0936ZZ.

OTHER CHANGES FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Change	Comments
0100	LONGMIRE SOUTH BACK GATE ROAD	ROUTES COMBINED	CYCLE 4 ROUTE 0204 (UNPAVED) WAS COMBINED WITH ROUTE 0100 IN CYCLE 5.
0200A	WHITE RIVER CAMPGROUND ROAD	ROUTES COMBINED	PART OF CYCLE 4 ROUTE 0200B WAS COMBINED INTO ROUTE 0200A.
0200ZZ	WHITE RIVER CAMPGROUND LOOPS	ROUTE SPLIT	PART OF CYCLE 4 ROUTE 0200B WAS SPLIT OUT INTO PARKING ROUTE 0946. ANOTHER PART WAS SPLIT OUT AND COMBINED WITH ROUTE 0200A. THE ROUTE NUMBER WAS CHANGED IN CYCLE 5 TO ROUTE 0200ZZ AND INCLUDES ALL OF THE CAMPGROUND LOOPS.
0205ZZ	COUGAR ROCK CAMPGROUND LOOPS	ROUTES COMBINED	CYCLE 4 ROUTES 0205A-0205FA WERE COMBINED AT CYCLE 5 MEETING.
0206ZZ	OHANAPECOSH CAMPGROUND LOOPS	ROUTES COMBINED	CYCLE 4 ROUTES 0206A-0206H WERE COMBINED AT CYCLE 5 MEETING.
0401ZZ	TAHOMA WOODS RESIDENTIAL ROADS	ROUTES COMBINED	CYCLE 4 ROUTES 0401 AND 0401A WERE COMBINED AT CYCLE 5 MEETING.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - MORA

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0403ZZ	TAHOMA WOODS SEWAGE TREATMENT ROADS	ROUTES COMBINED	CYCLE 4 ROUTES 0403 AND 0403A WERE COMBINED AT CYCLE 5 MEETING.
0404	LONGMIRE SEWAGE TREATMENT ROAD	SURFACE TYPE CHANGE	ROUTE WAS PAVED IN CYCLE 4, UNPAVED IN CYCLE 5.
0940ZZ	OHANAPECOSH CAMPGROUND PARKING AREAS	ROUTES COMBINED	CYCLE 4 ROUTES 0940A-0940D WERE COMBINED AT CYCLE 5 MEETING.
0946	WHITE RIVER DAY USE PARKING	ROUTE SPLIT	PART OF CYCLE 4 ROUTE 0200B WAS SPLIT OUT INTO PARKING ROUTE 0946 IN CYCLE 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - MORA

ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Removal**	**Comments**
0906	WONDERLAND TRAIL PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0908	VAN TRUMP PARK TRAILHEAD PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0909	CHRISTINE FALLS VIEWPOINT PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0910A	GLACIER HILL CHAINUP PARKING A	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0910B	GLACIER HILL CHAINUP PARKING B	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0912	CANYON RIM VIEWPOINT PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A VIEWPOINT.
0919	INSPIRATION POINT PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A VIEWPOINT.
0924	NICKEL CREEK PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0925	BACKBONE RIDGE PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0931	OWYHIGH LAKE TRAIL PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0932	FRYINGPAN CREEK PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - MORA

ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Removal**	**Comments**
0933	LOWER YAKIMA PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0938	SNOW LAKE TRAIL PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0939	COWLITZ DIVIDE TRAIL PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0941B	COUGAR ROCK CAMPGROUND DUMP STATION	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0942	CARTER FALLS TRAILHEAD PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.
0945	TWIN FIRS TRAILHEAD PARKING	OTHER	DELETED PER PARK STAFF REQUEST IN CYCLE 5 BECAUSE IT IS CONSIDERED A PULLOUT.

Section 3
Park Summary Information

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

MORA: 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	5.28	6.28%	26.16	31.11%	20.42	24.29%	25.73	30.60%	**77.59**
2			0.79	0.94%	2.54	3.02%	2.27	2.70%	**5.60**
3	0.04	0.05%	0.20	0.24%	0.54	0.64%	0.11	0.13%	**0.89**
4									
5									
6									
7									
8									
Totals	**5.32**	**6.33%**	**27.15**	**32.29%**	**23.50**	**27.95%**	**28.11**	**33.43%**	**84.08**

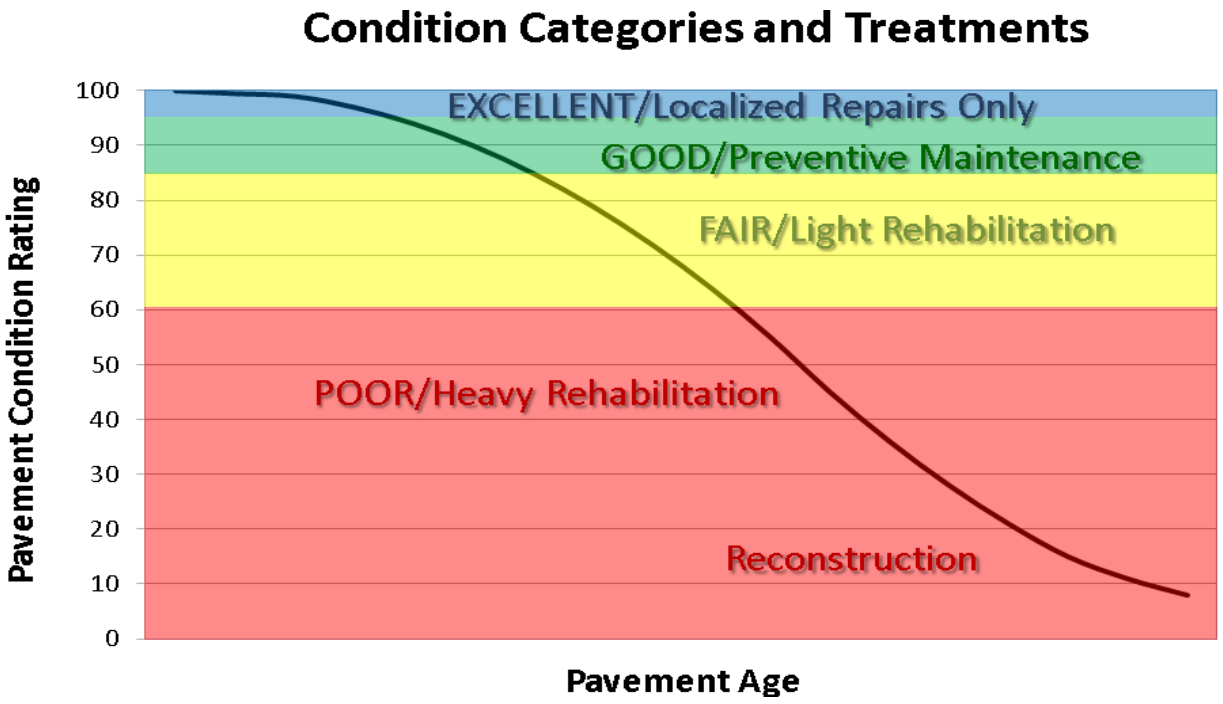
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class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

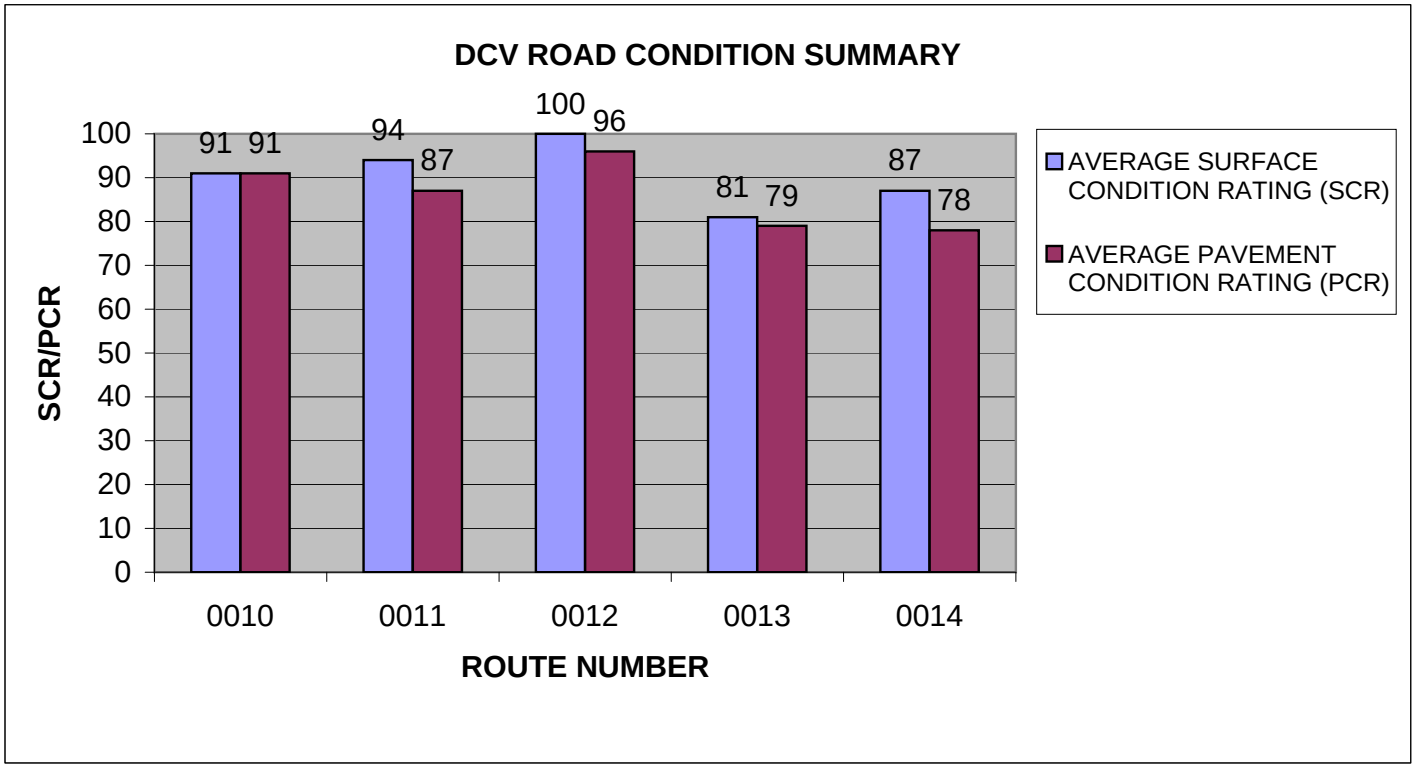
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely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



MORA: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

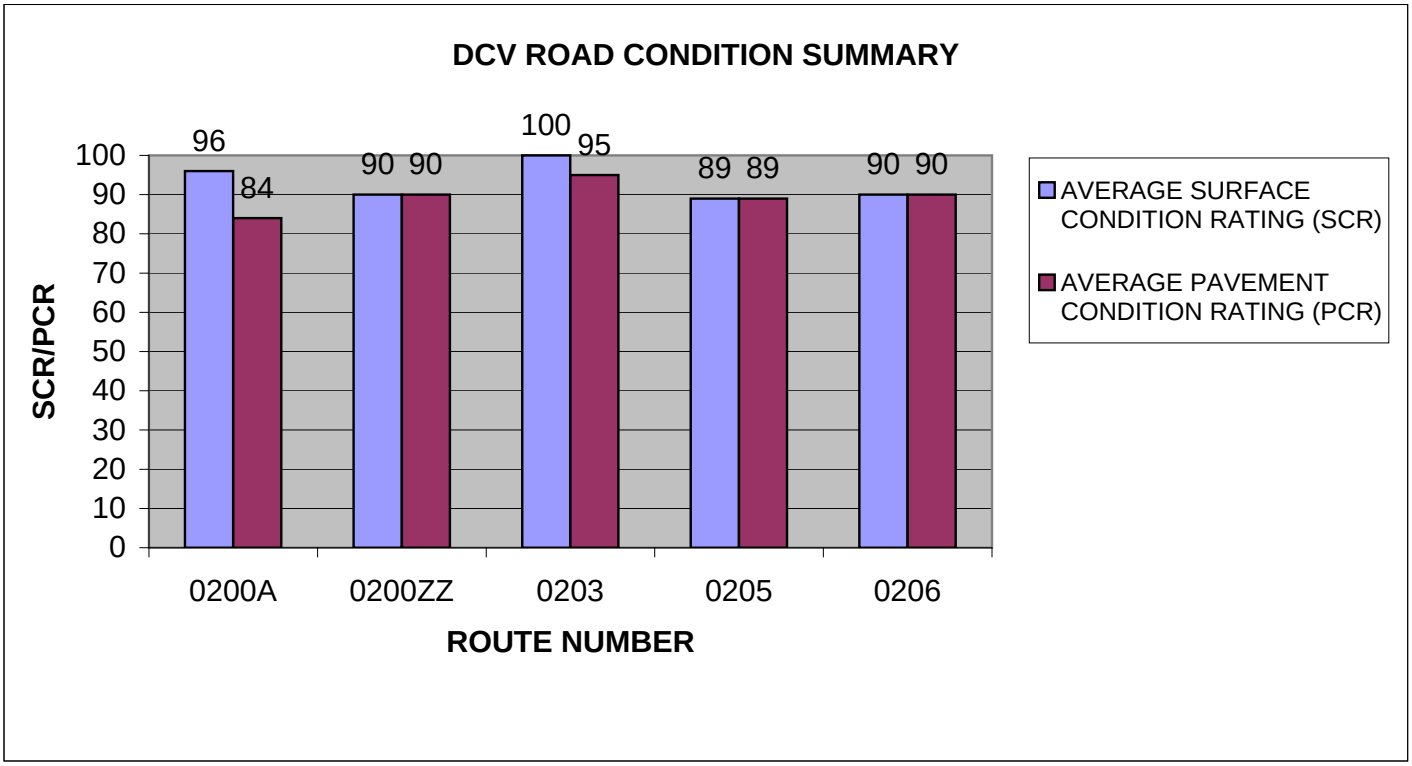
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	STATE ROUTE 123 (EAST SIDE HIGHWAY)	1	13.93	ASPHALT	91	91
0011	SUNRISE ROAD	1	15.38	ASPHALT	94	87
0012	STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)	1	11.56	ASPHALT	100	96
0013	STEVENS CANYON ROAD	1	19.04	ASPHALT	81	79
0014	NISQUALLY ROAD	1	17.68	ASPHALT	87	78



MORA: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

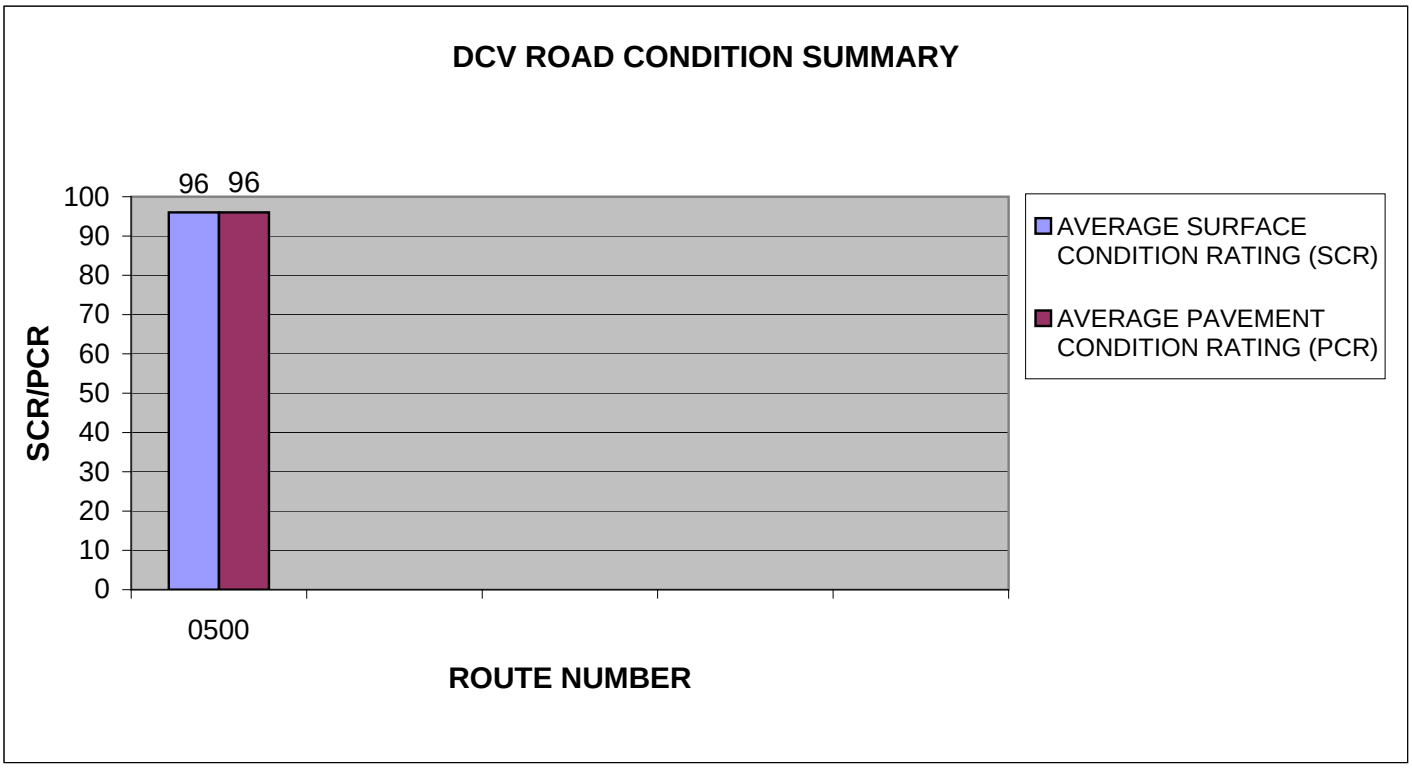
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0200A	WHITE RIVER CAMPGROUND ROAD	2	1.33	ASPHALT	96	84
0200ZZ	WHITE RIVER CAMPGROUND LOOPS	3	0.89	ASPHALT	90	90
0203	RICKSECKER POINT LOOP ROAD	2	1.05	ASPHALT	100	95
0205	COUGAR ROCK CAMPGROUND ROAD	2	0.38	ASPHALT	89	89
0206	OHANAPECOSH CAMPGROUND ROAD	2	0.64	ASPHALT	90	90



MORA: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0500	VALLEY ROAD	2	2.20	ASPHALT	96	96

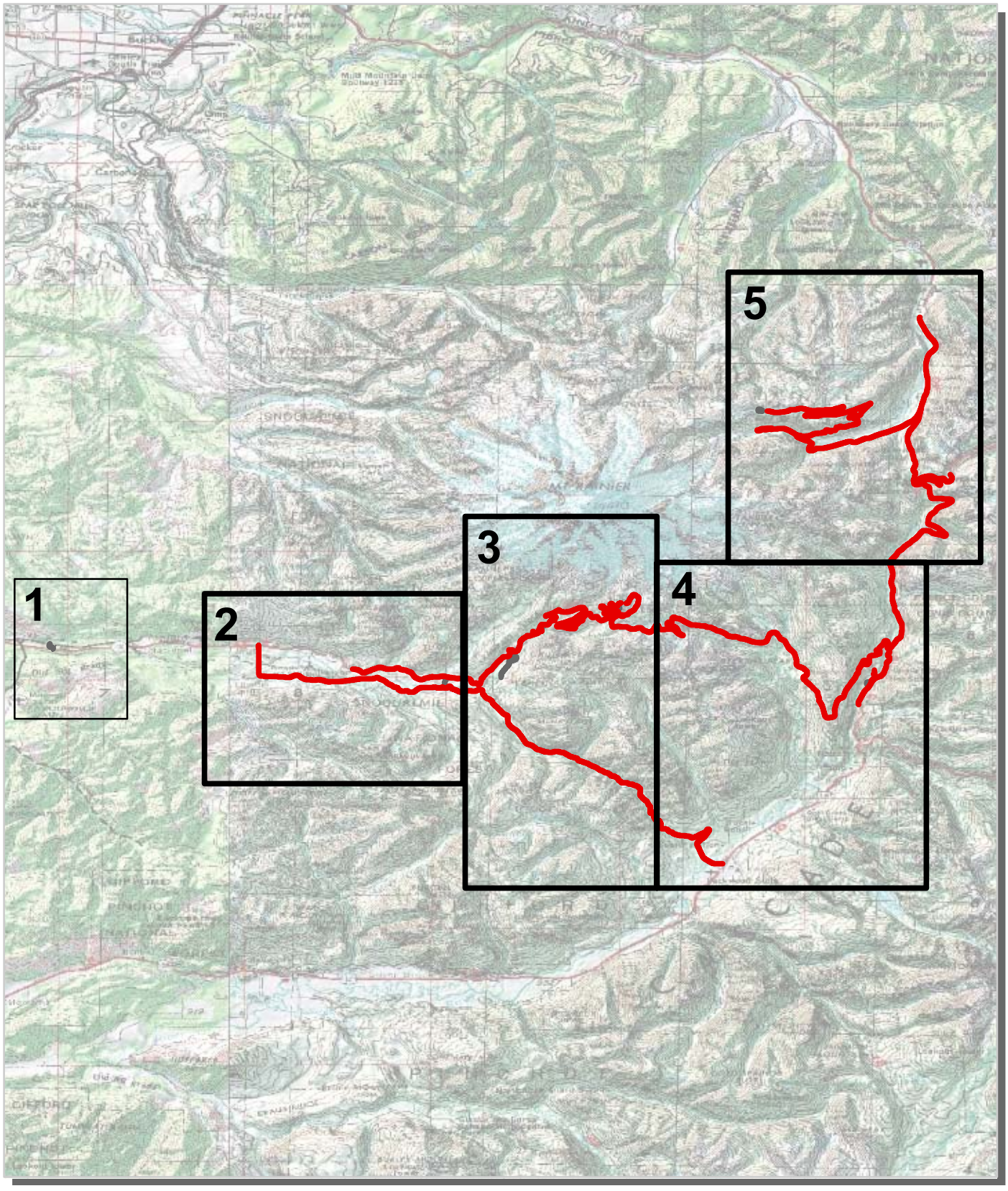


Section 4
Park Route Location Maps

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

Mount Rainier National Park
Route Location Map
Key Map



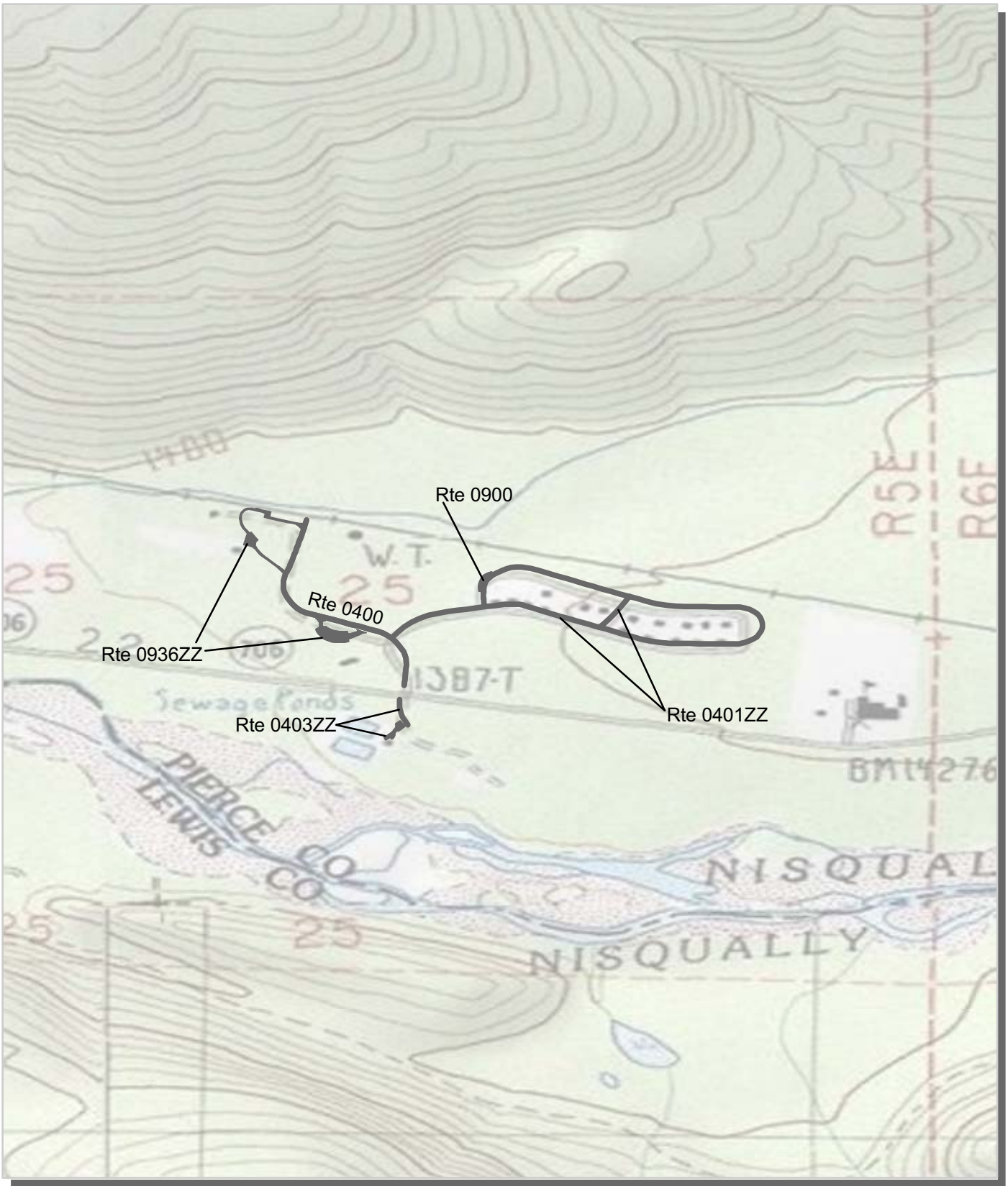
Cycle 5 Collected Routes

Routes Collected in Previous Cycle

6 3 0 6
Miles

N

Mount Rainier National Park
Route Location Map
Area 1



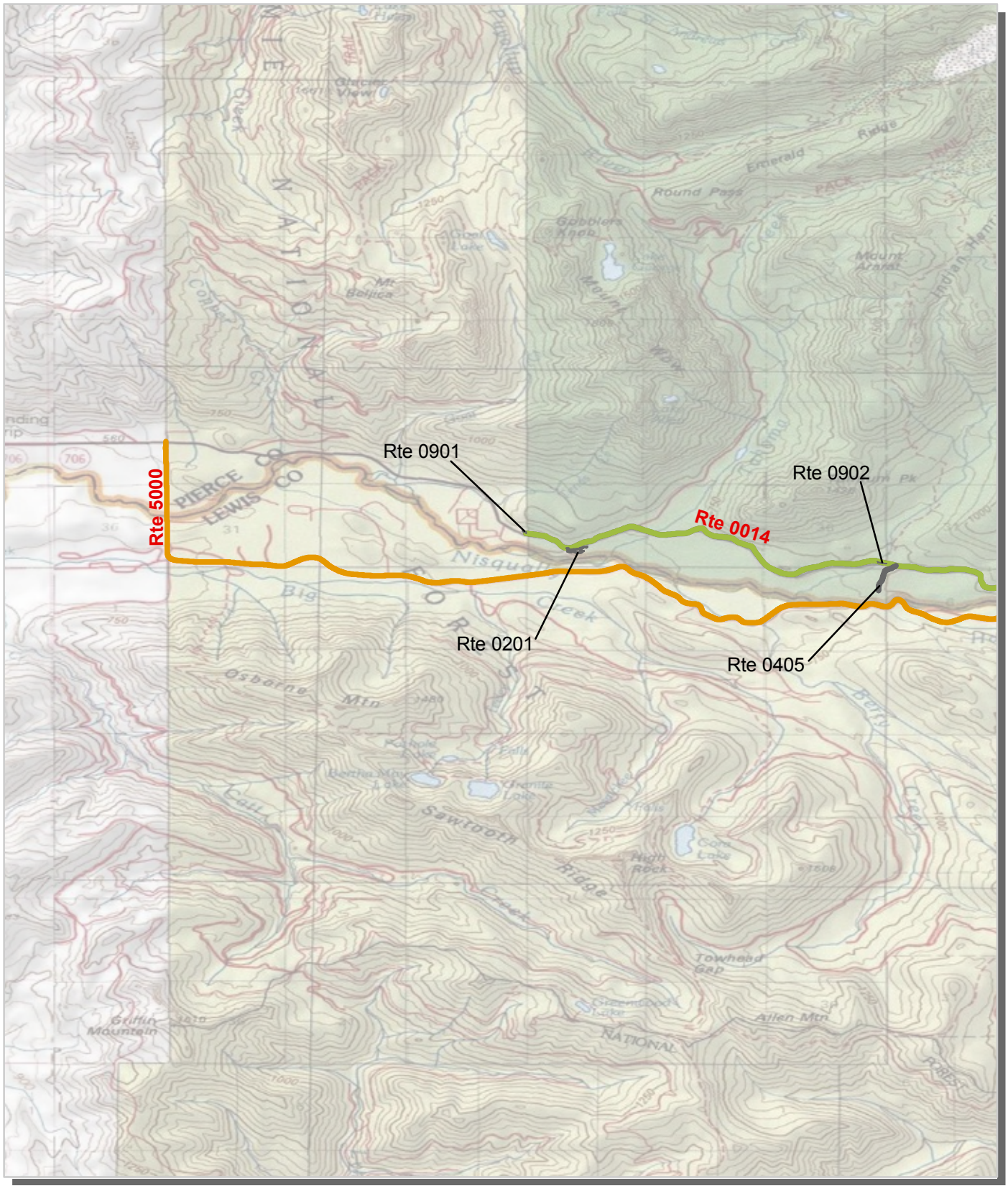
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.2 0.1 0 0.2
Miles

N

Mount Rainier National Park
Route Location Map
Area 2



Unique colors used to differentiate routes

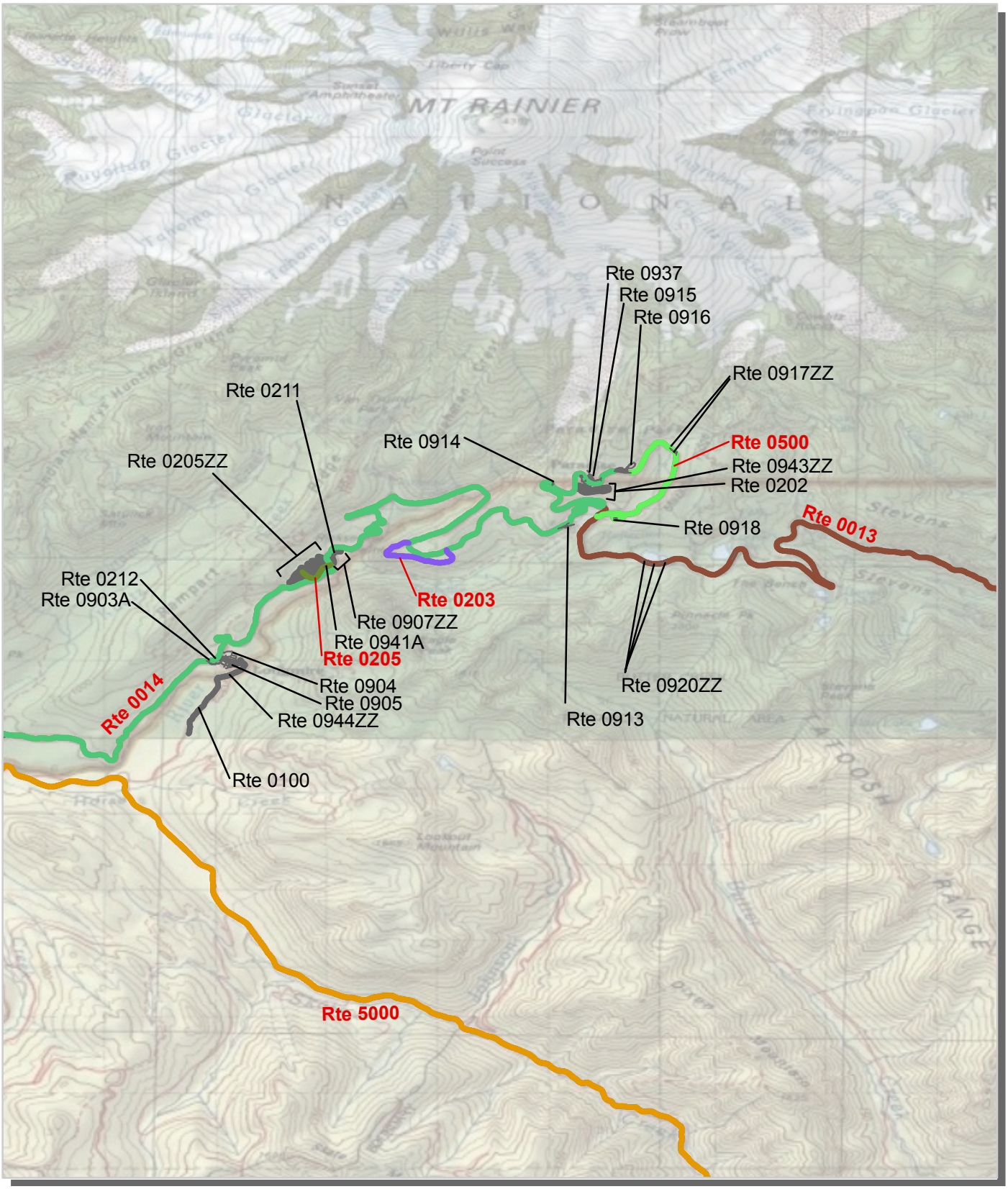
Routes Collected in Previous Cycle

1 0.5 0 1

Miles

N

Mount Rainier National Park
Route Location Map
Area 3



Unique colors used to differentiate routes

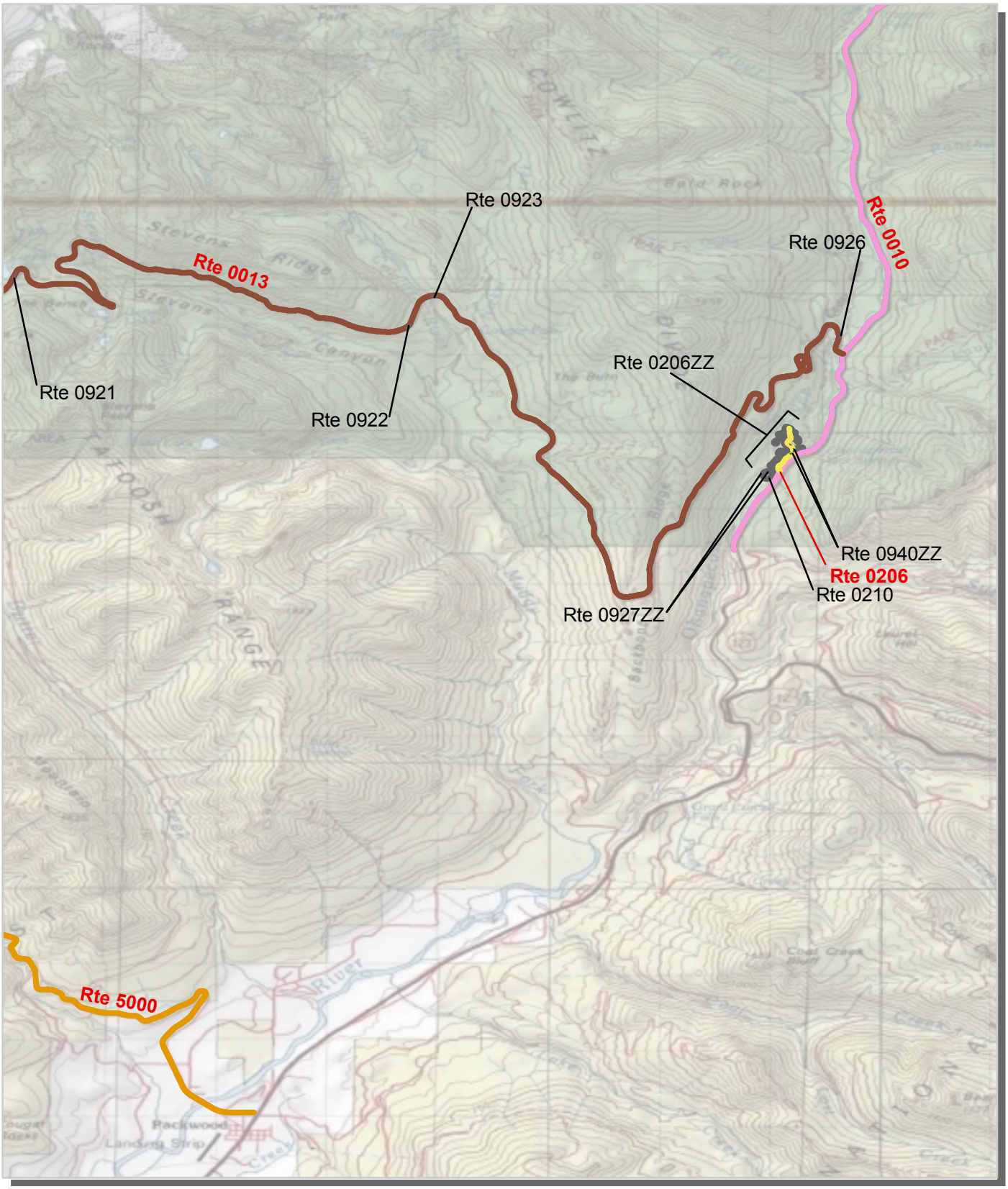
Routes Collected in Previous Cycle

1 0.5 0 1

Miles

N

Mount Rainier National Park
Route Location Map
Area 4



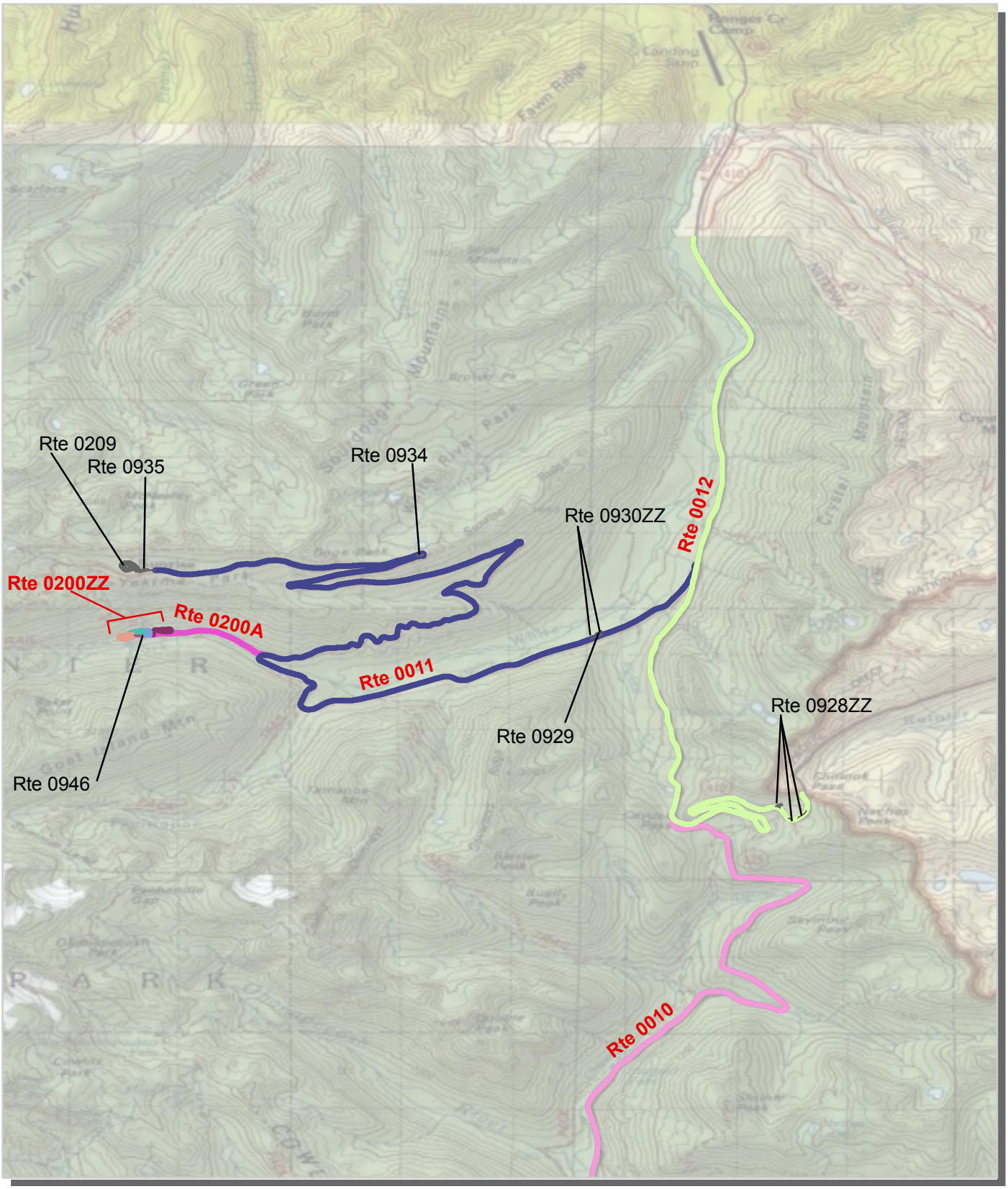
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

1 0.5 0 1
Miles

N

Mount Rainier National Park
Route Location Map
Area 5



Unique colors used to differentiate routes

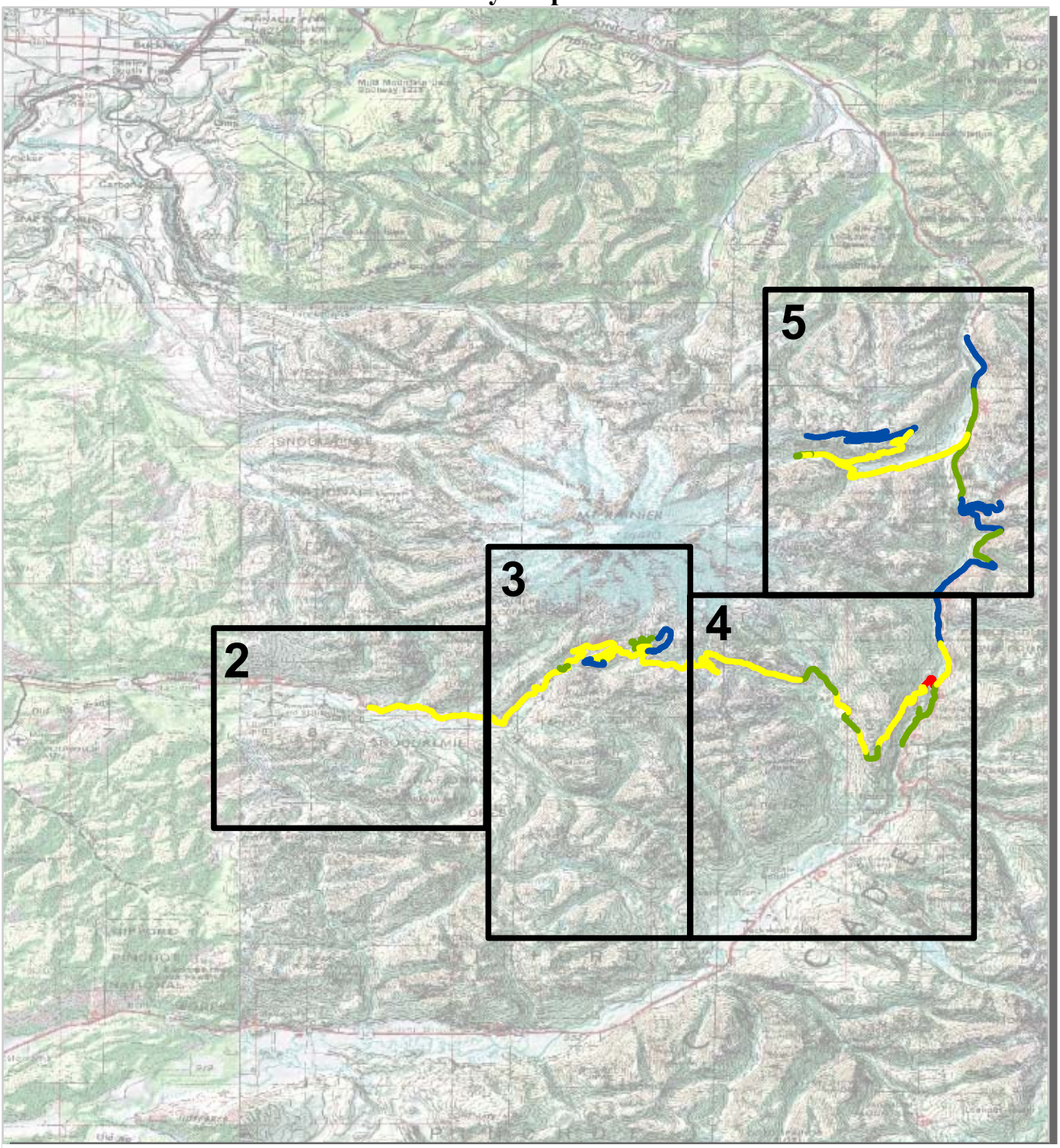
Routes Collected in Previous Cycle

1 0.5 0 1

Miles

N

Mount Rainier National Park
Route Condition Map
PCR - Mile by Mile
Key Map



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

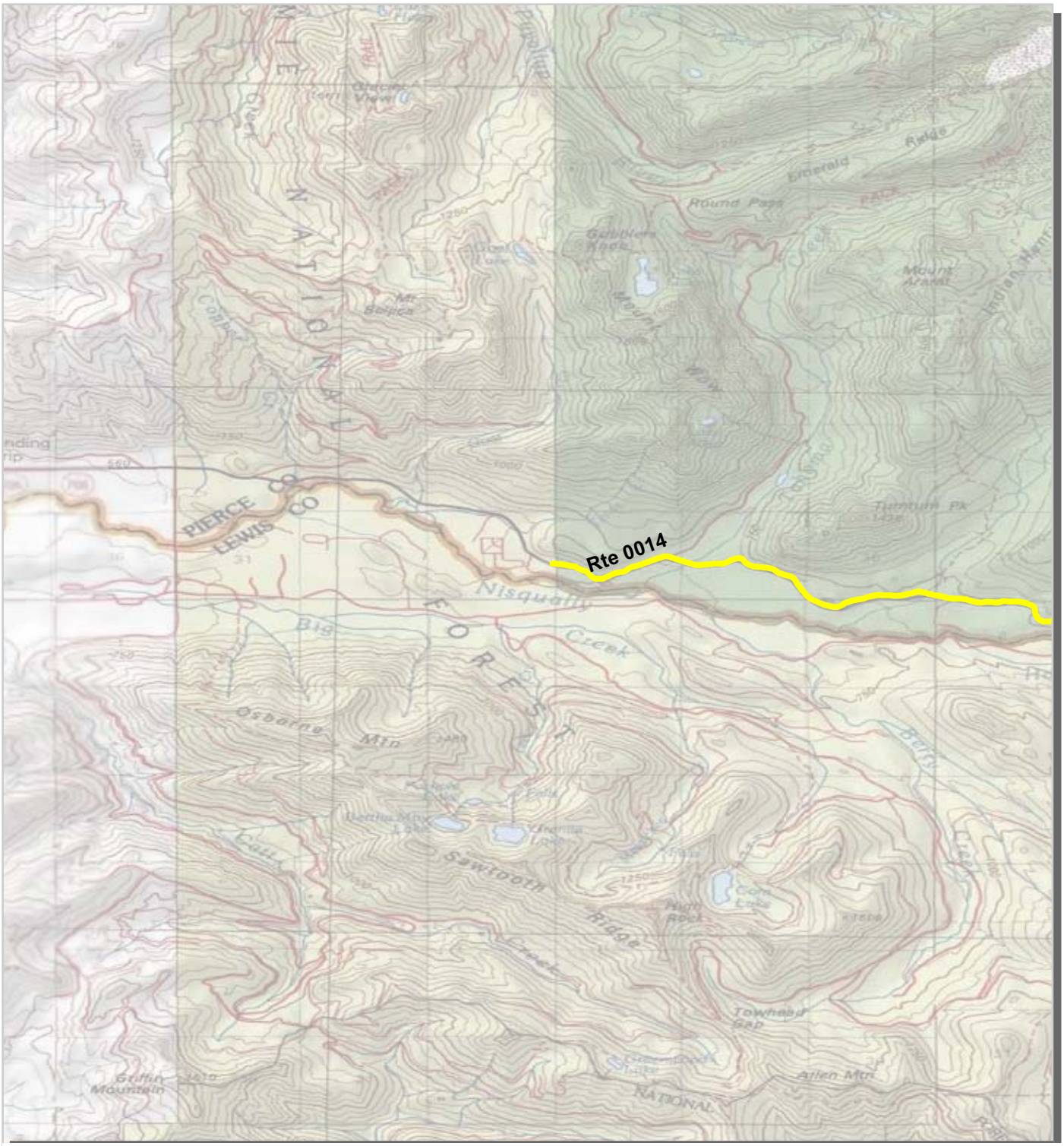
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

6 3 0 6 Miles

N

Mount Rainier National Park
Route Condition Map
PCR - Mile by Mile
Area 2



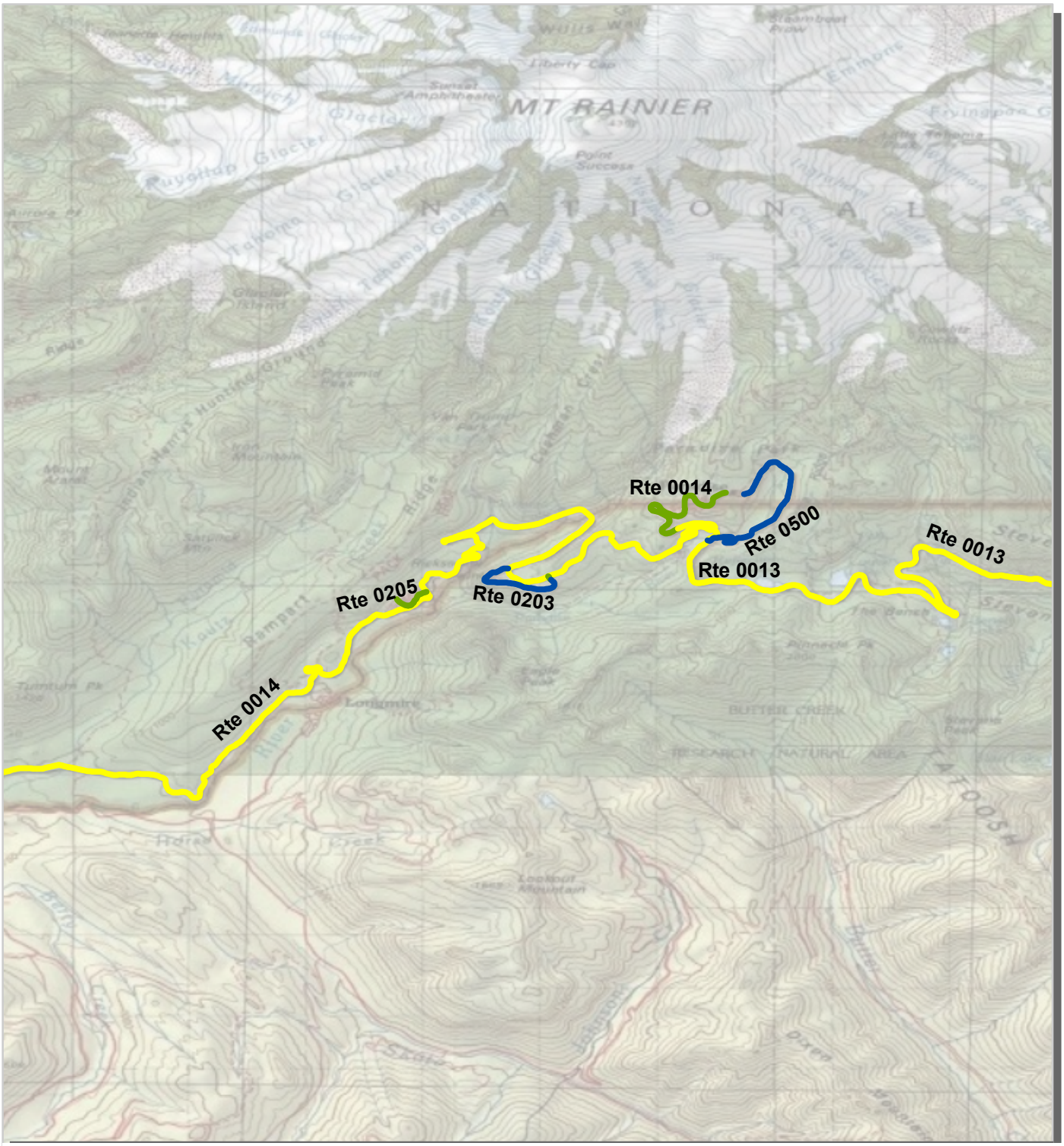
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

1 0.5 0 1
Miles

N

Mount Rainier National Park
Route Condition Map
PCR - Mile by Mile
Area 3



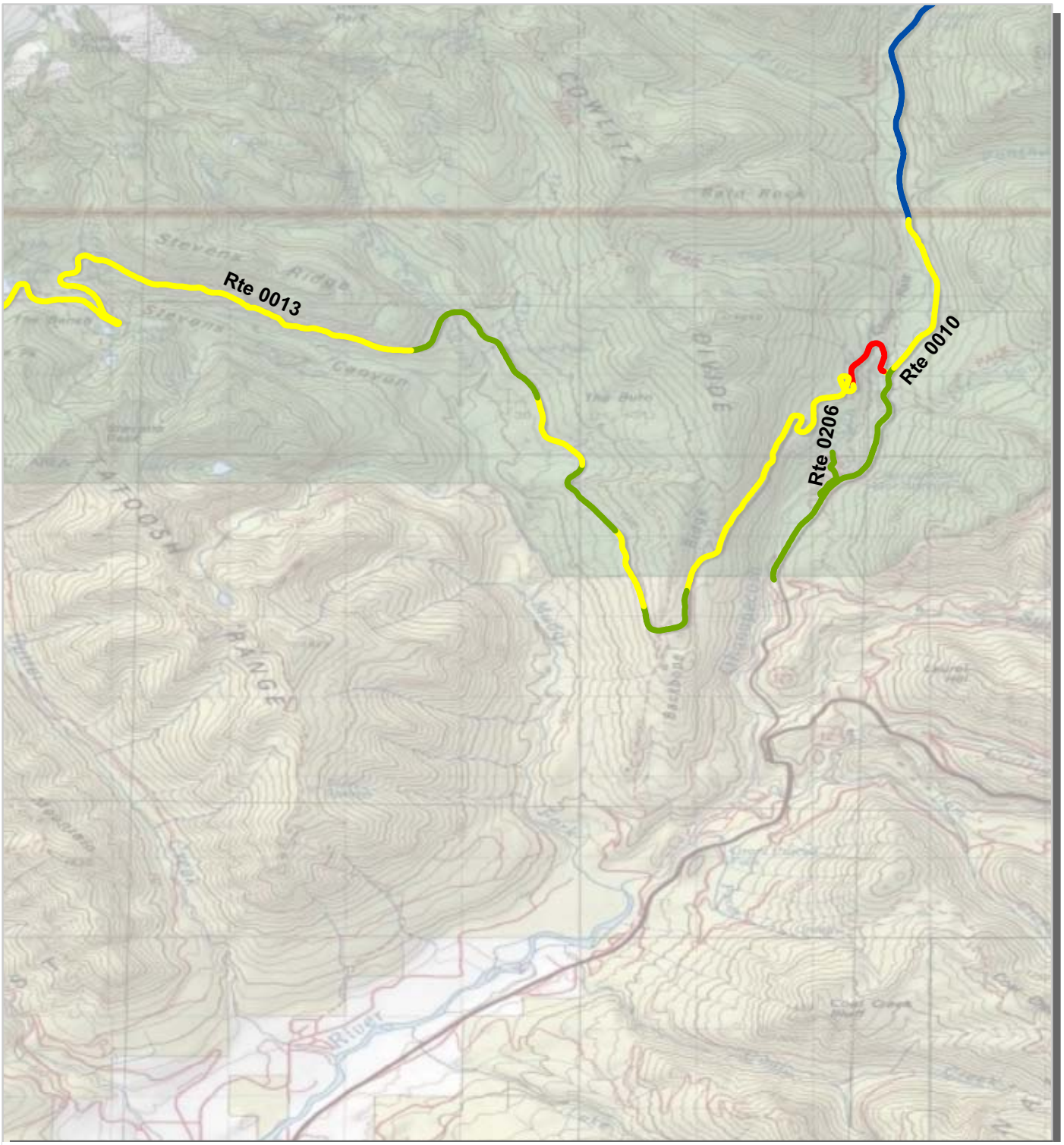
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

1 0.5 0 1
Miles

N

Mount Rainier National Park
Route Condition Map
PCR - Mile by Mile
Area 4



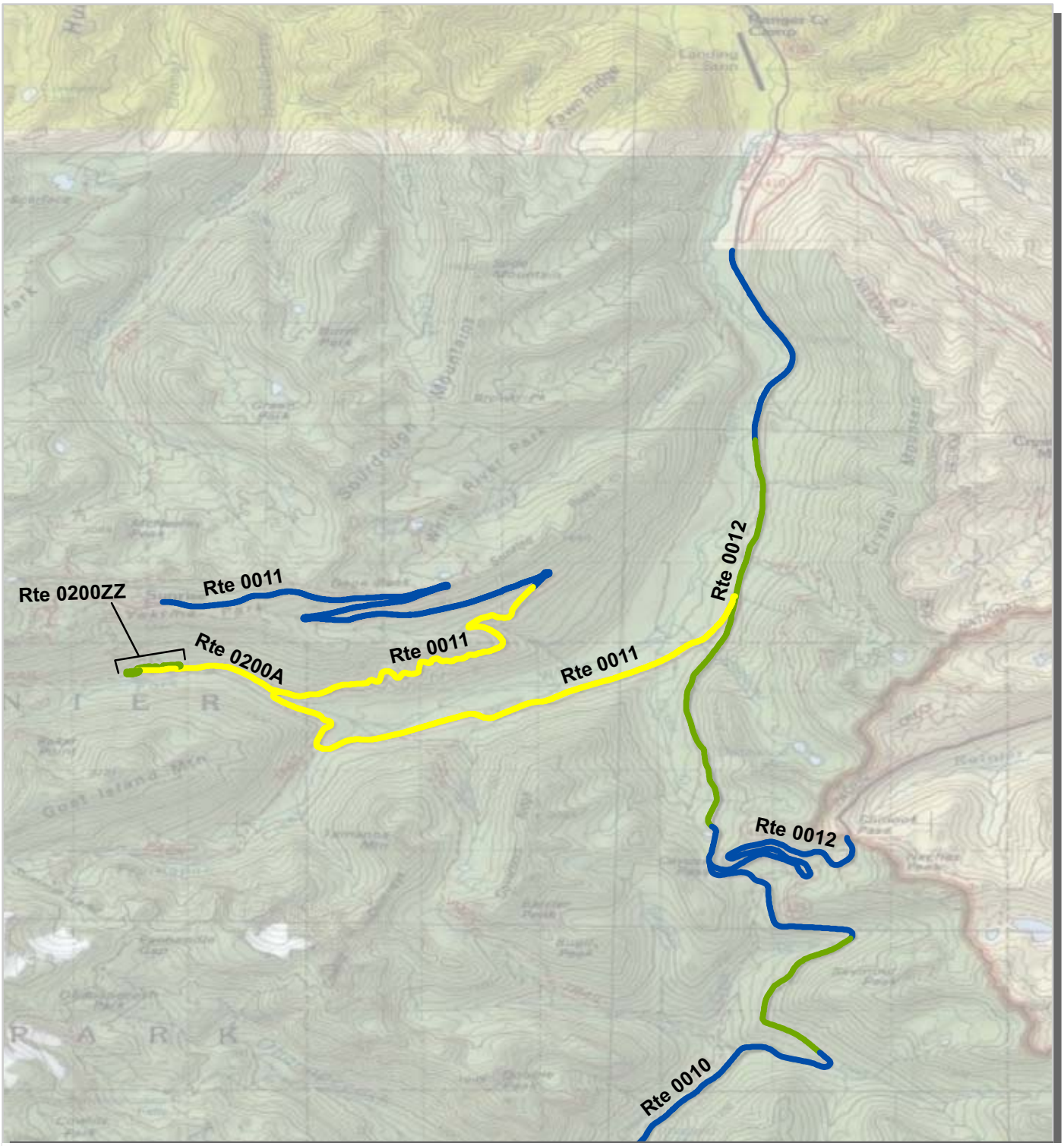
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

1 0.5 0 1 Miles

N

Mount Rainier National Park
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.

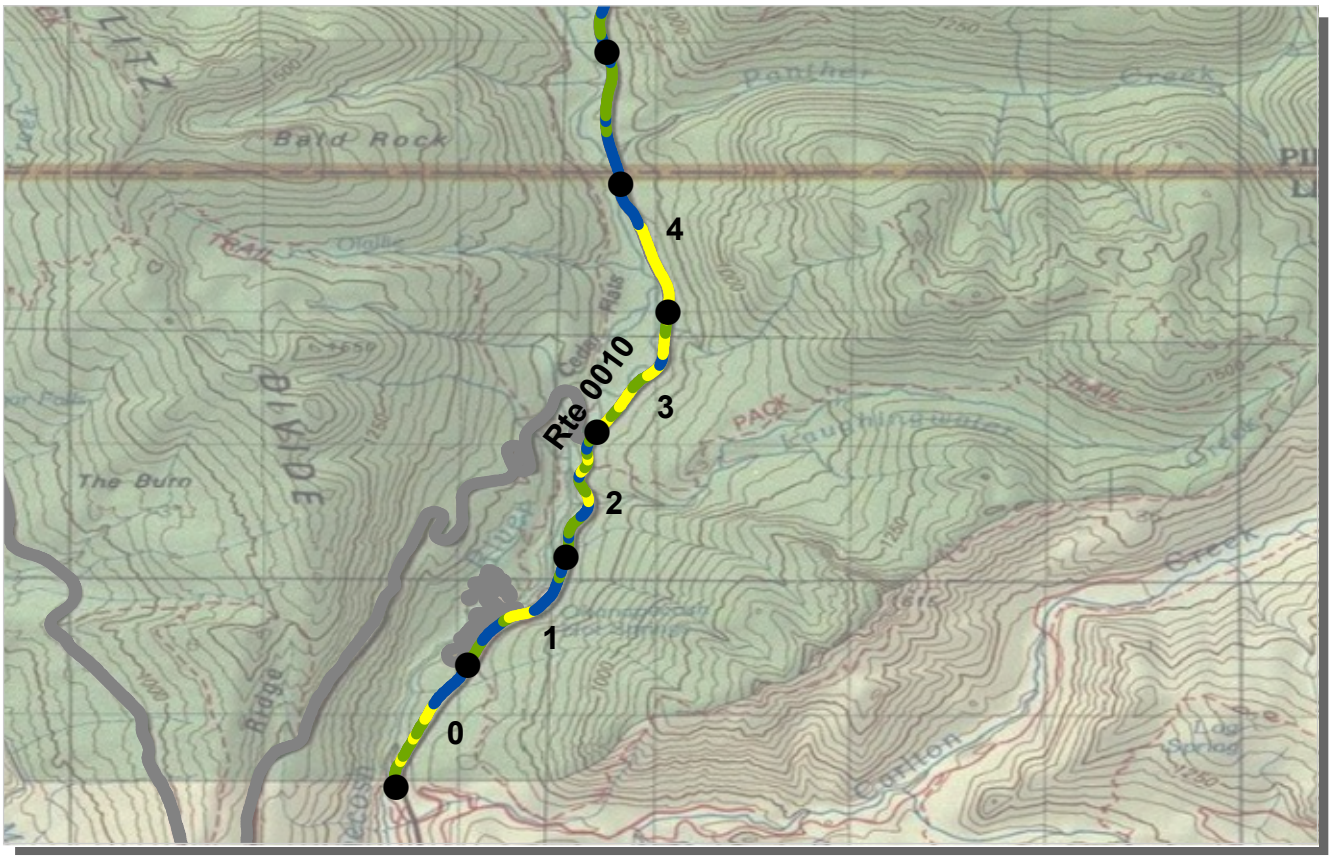
1 0.5 0 1
Miles

N

Section 5
Paved Route
Condition Rating Sheets

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program



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

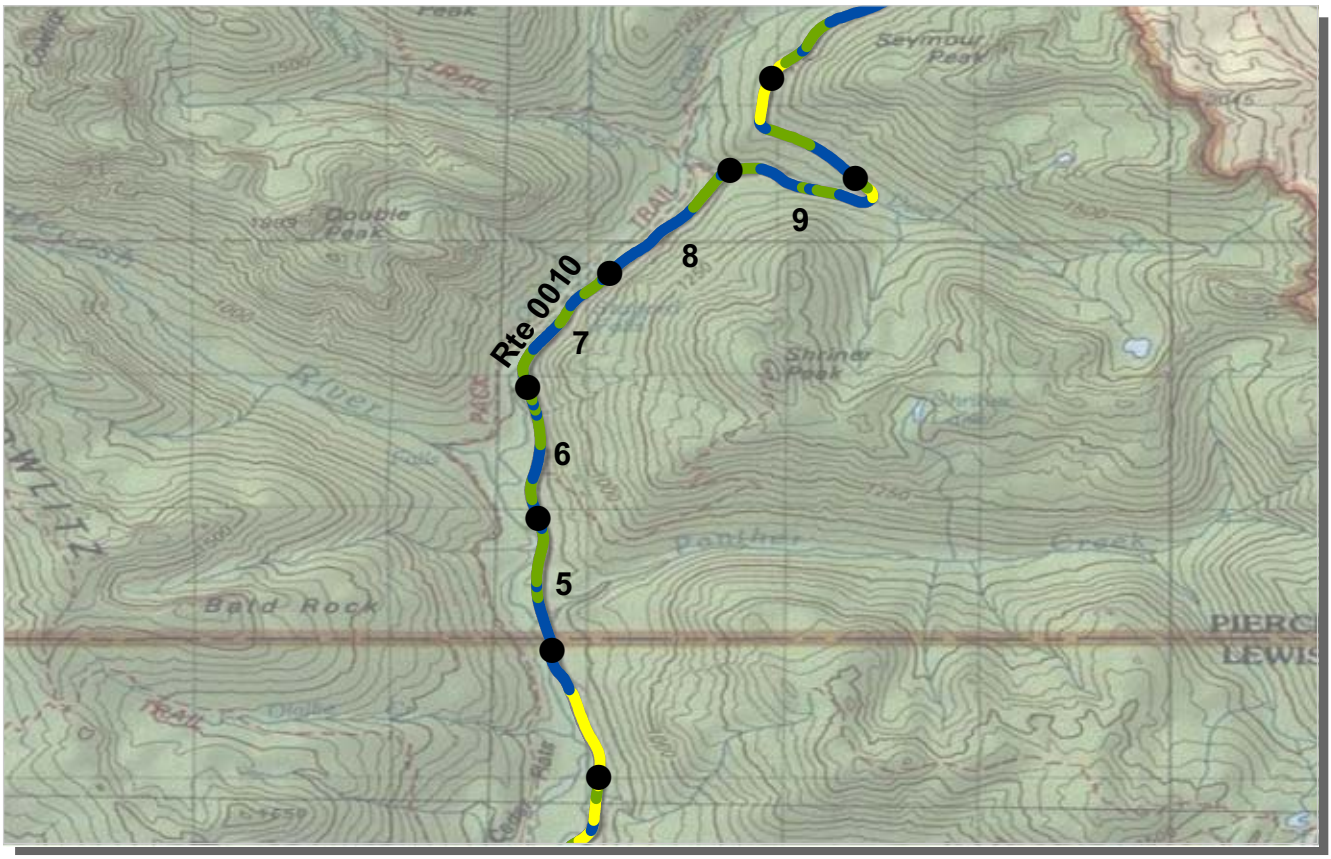
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 STATE ROUTE 123 (EAST SIDE HIGHWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 13.93 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	29	32	24	26
Lane Width (ft)	11	12	12	11	12
Roadway Condition Information					
SCR (Surface Condition Rating)	91	94	94	87	91
PCR (Pavement Condition Rating)	89	91	90	77	77
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	91	94	94	87	91
Roughness Condition Index (RCI)	87	87	84	62	56

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



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

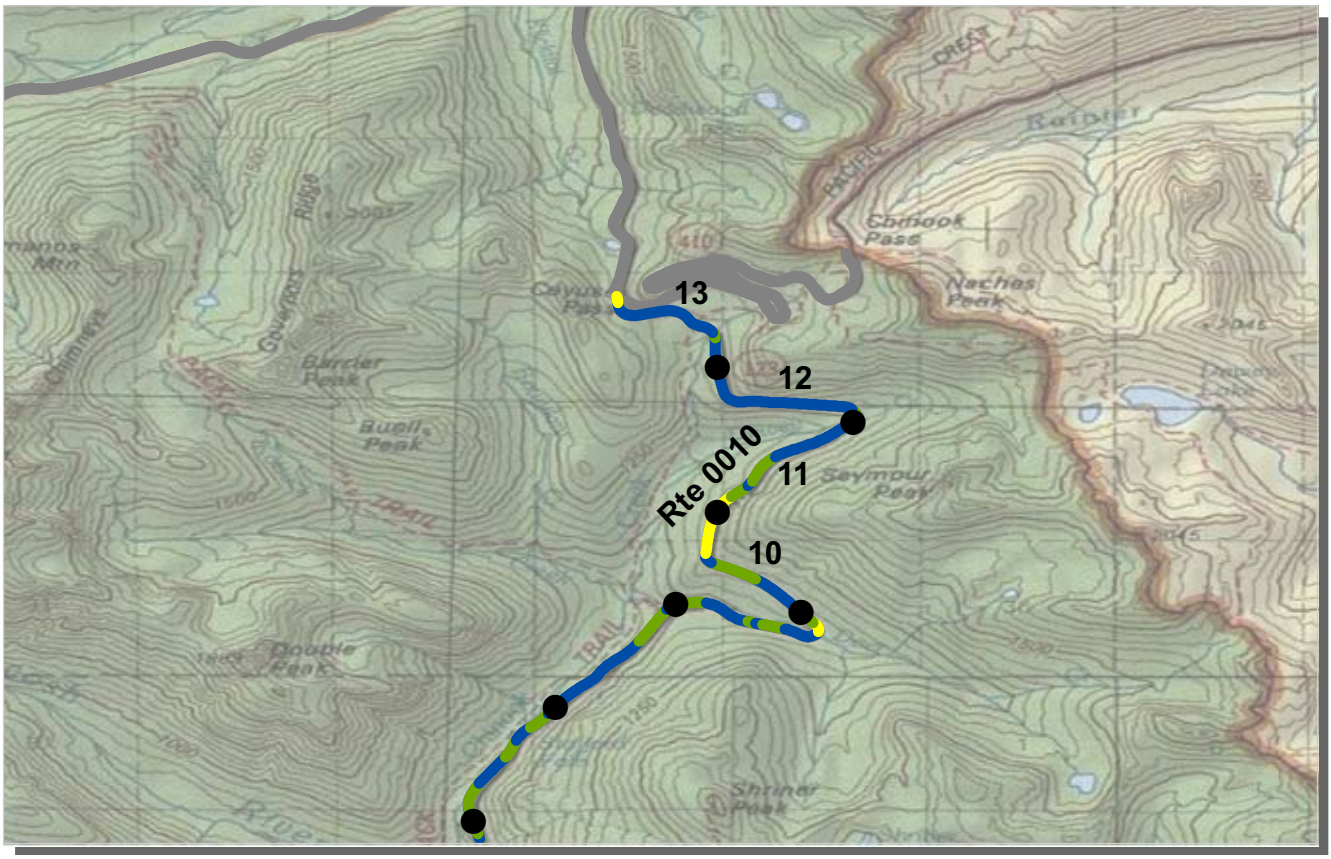
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 STATE ROUTE 123 (EAST SIDE HIGHWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 13.93 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	28	28	26	26	25
Lane Width (ft)	14	14	13	11	10
Roadway Condition Information					
SCR (Surface Condition Rating)	92	92	93	93	91
PCR (Pavement Condition Rating)	95	95	95	96	95
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	92	92	93	93	91
Roughness Condition Index (RCI)	100	100	99	100	100

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



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

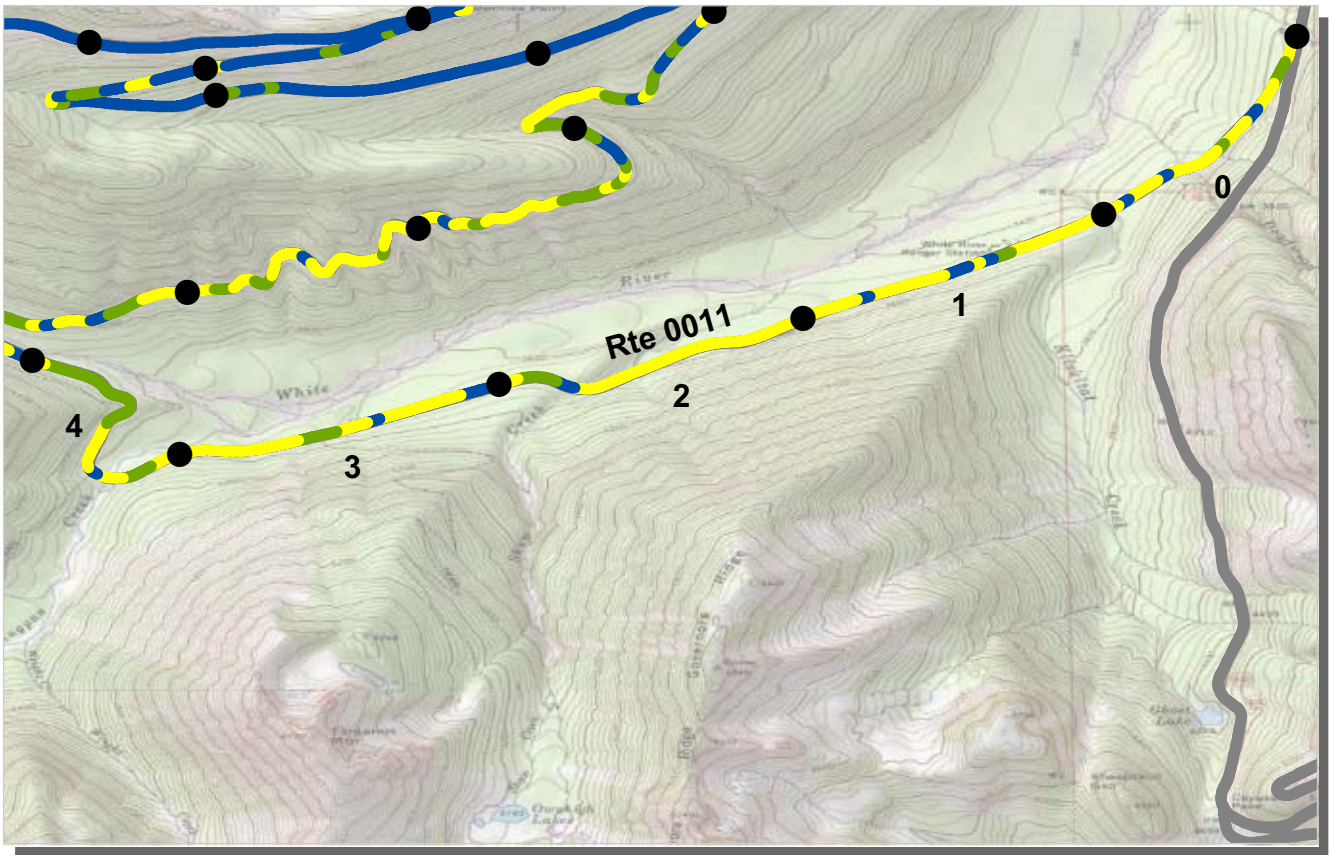
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0010 STATE ROUTE 123 (EAST SIDE HIGHWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 13.93 Miles**

Section Number	10	11	12	13	
Section Length (mi)	1.00	1.00	1.00	0.93	
Cross Section Information					
Number of Lanes	2	2	2	2	
Paved Width (ft)	27	26	27	28	
Lane Width (ft)	11	10	11	11	
Roadway Condition Information					
SCR (Surface Condition Rating)	83	88	95	95	
PCR (Pavement Condition Rating)	90	93	97	97	
Distress Index Values					
Structural Crack Index	100	100	100	100	
Transverse Cracking Index	100	100	100	100	
Patching Index	100	100	100	100	
Rutting Index	83	88	95	95	
Roughness Condition Index (RCI)	100	100	100	100	

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



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

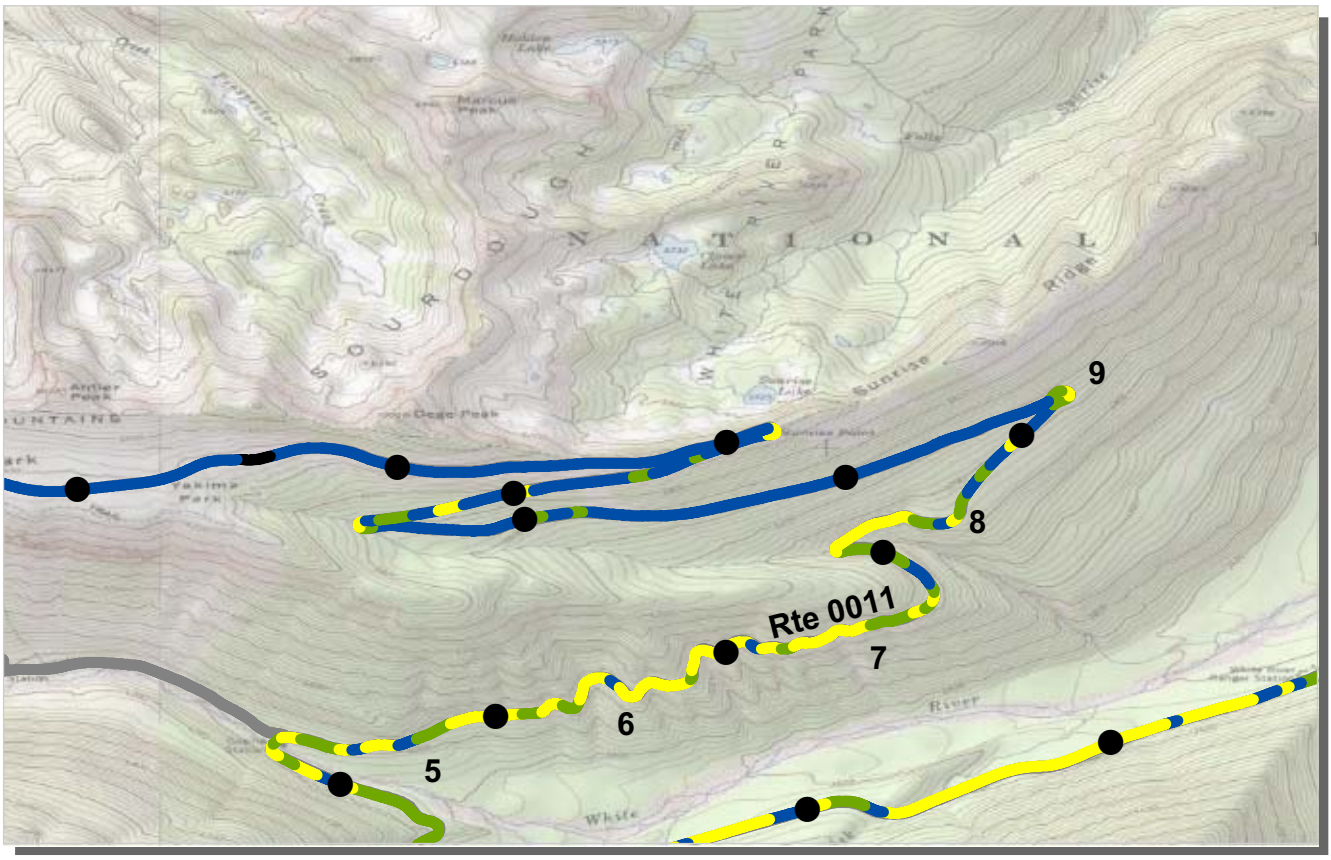
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0011 SUNRISE ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 15.38 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	21	21	20	21	20
Lane Width (ft)	10	10	10	10	10
Roadway Condition Information					
SCR (Surface Condition Rating)	94	92	93	93	92
PCR (Pavement Condition Rating)	75	78	78	78	79
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	94	92	93	93	92
Roughness Condition Index (RCI)	47	56	55	55	60

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



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

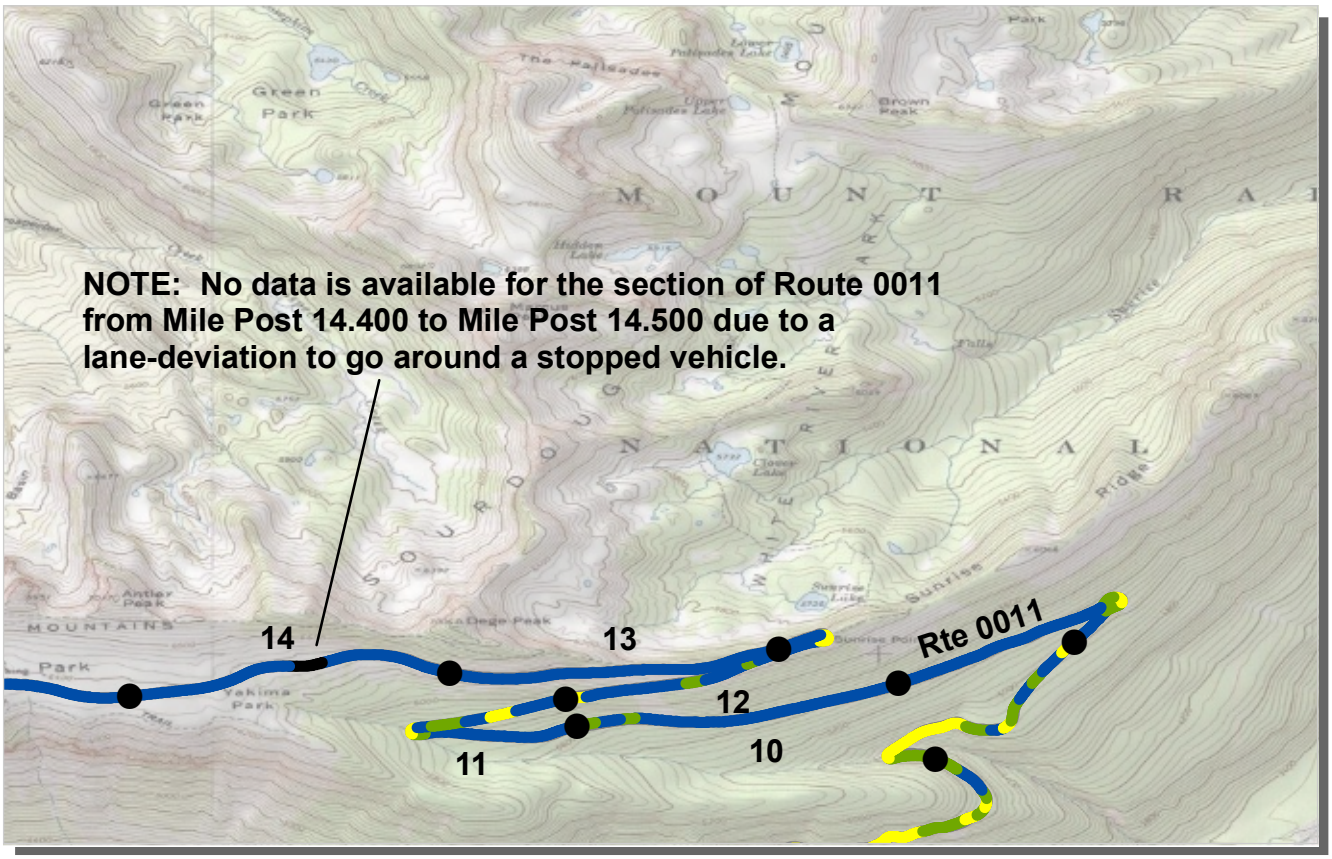
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0011 SUNRISE ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 15.38 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	20	21	22	21	20
Lane Width (ft)	10	10	10	10	10
Roadway Condition Information					
SCR (Surface Condition Rating)	93	92	94	94	98
PCR (Pavement Condition Rating)	81	80	84	84	99
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	93	92	94	94	98
Roughness Condition Index (RCI)	64	62	69	68	100

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



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

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

ROUTE: 0011 SUNRISE ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 15.38 Miles**

Section Number	10	11	12	13	14
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	21	22	20	20	21
Lane Width (ft)	10	10	10	10	10
Roadway Condition Information					
SCR (Surface Condition Rating)	97	96	94	96	98
PCR (Pavement Condition Rating)	98	96	96	98	99
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	97	96	94	96	98
Roughness Condition Index (RCI)	100	97	98	100	100

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

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

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

ROUTE: 0011 SUNRISE ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 15.38 Miles**

Section Number	15				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	95				
Roughness Condition Index (RCI)	100				

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

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

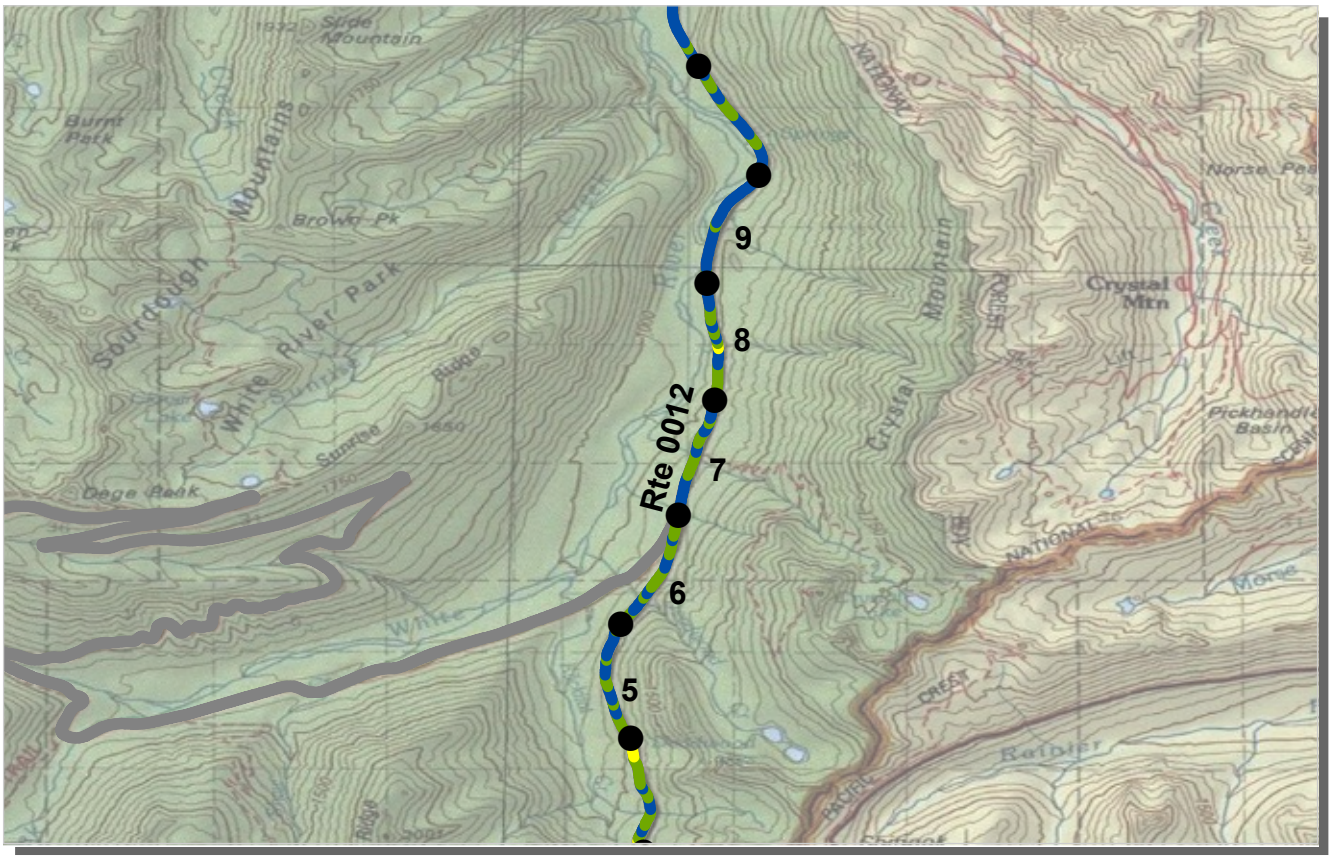
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0012 STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 11.56 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	29	28	25	25	24
Lane Width (ft)	13	13	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	100	99	100	100	100
PCR (Pavement Condition Rating)	100	99	100	98	86
Distress Index Values					
Structural Crack Index	100	99	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	100	99	100	100	100
Roughness Condition Index (RCI)	100	100	100	96	66

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



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

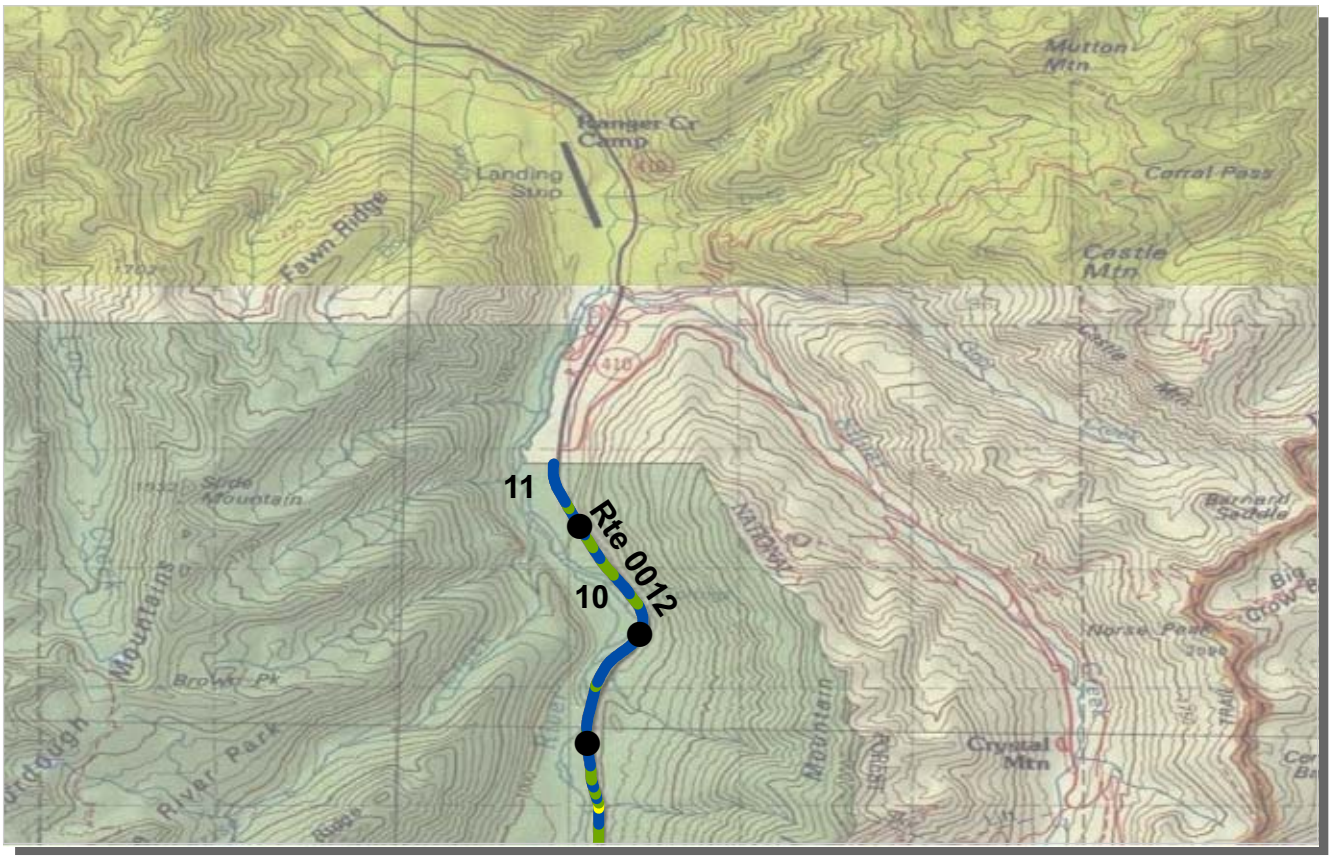
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0012 STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 11.56 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	27	25	26	24
Lane Width (ft)	11	11	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	100	100	100	100	100
PCR (Pavement Condition Rating)	94	93	94	93	99
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	100	100	100	100	100
Roughness Condition Index (RCI)	84	82	86	82	97

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



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

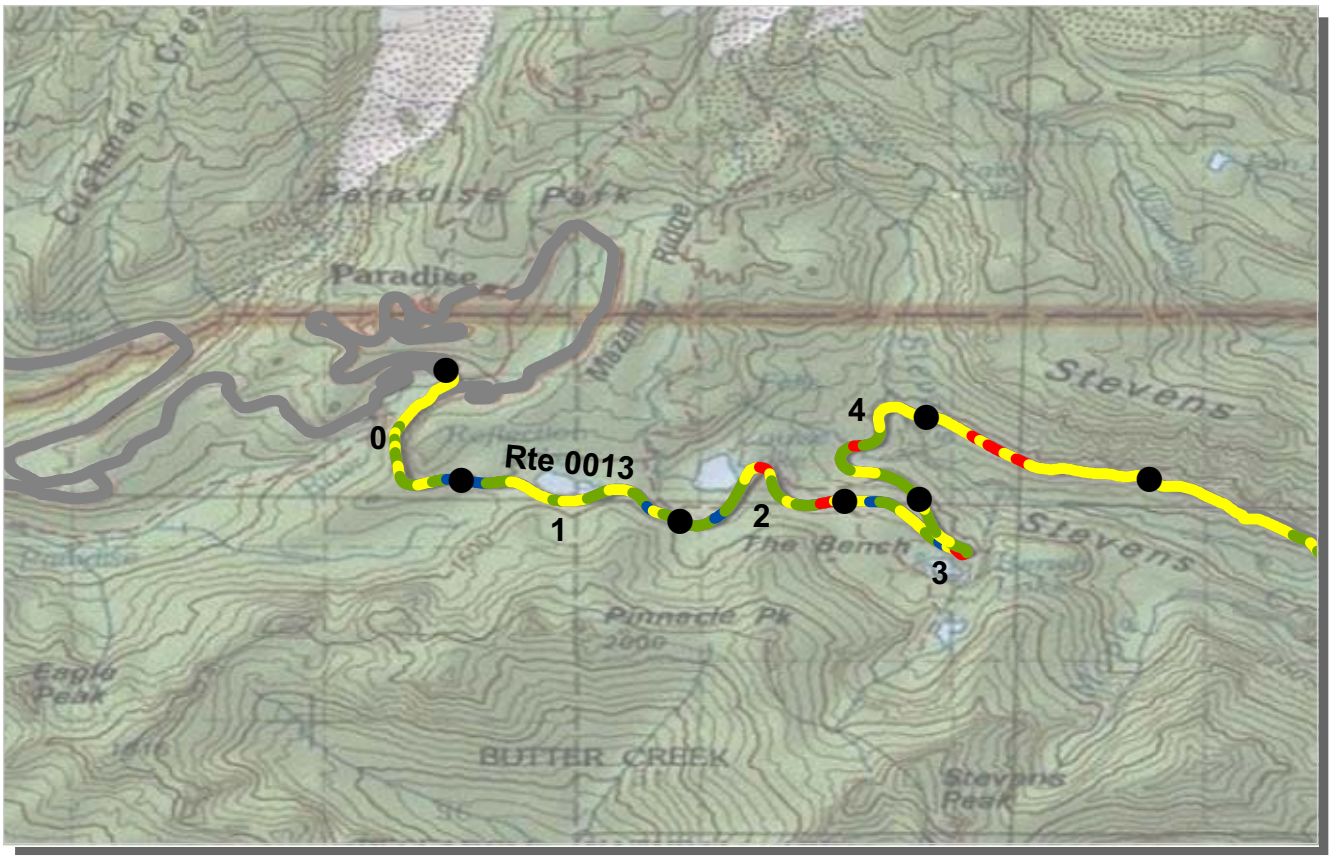
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0012 STATE ROUTE 410 (MATHER MEMORIAL PARKWAY)
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/18/2010
PACIFIC WEST REGION **TOTAL LENGTH: 11.56 Miles**

Section Number	10	11			
Section Length (mi)	1.00	0.56			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	24	25			
Lane Width (ft)	11	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	100	100			
PCR (Pavement Condition Rating)	96	100			
Distress Index Values					
Structural Crack Index	100	100			
Transverse Cracking Index	100	100			
Patching Index	100	100			
Rutting Index	100	100			
Roughness Condition Index (RCI)	89	100			

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



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

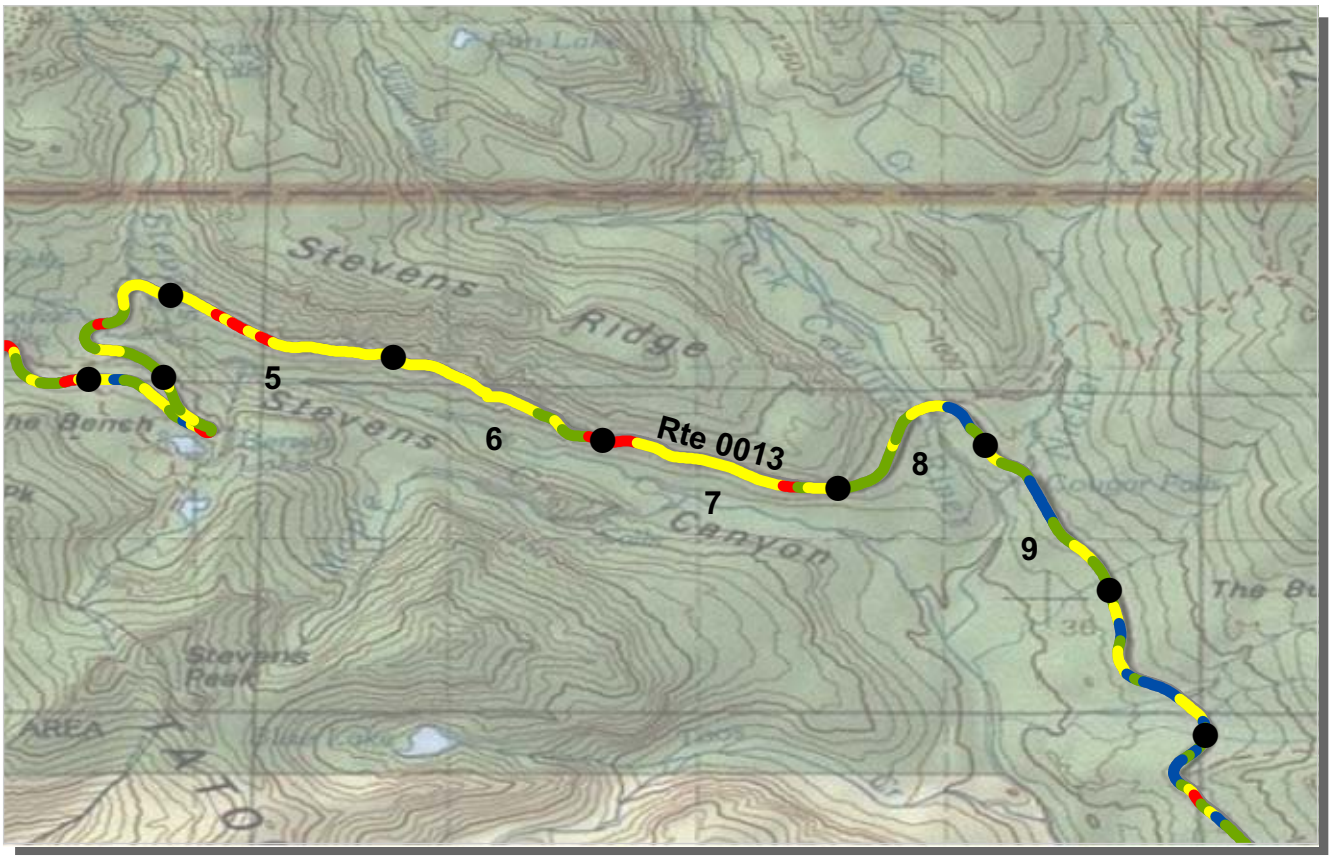
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0013 STEVENS CANYON ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 19.04 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	25	25	27	26
Lane Width (ft)	10	11	11	12	12
Roadway Condition Information					
SCR (Surface Condition Rating)	81	74	71	73	78
PCR (Pavement Condition Rating)	76	82	80	75	82
Distress Index Values					
Structural Crack Index	81	74	71	73	78
Transverse Cracking Index	95	92	94	90	82
Patching Index	100	100	100	99	100
Rutting Index	98	98	98	98	99
Roughness Condition Index (RCI)	69	95	93	79	88

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



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

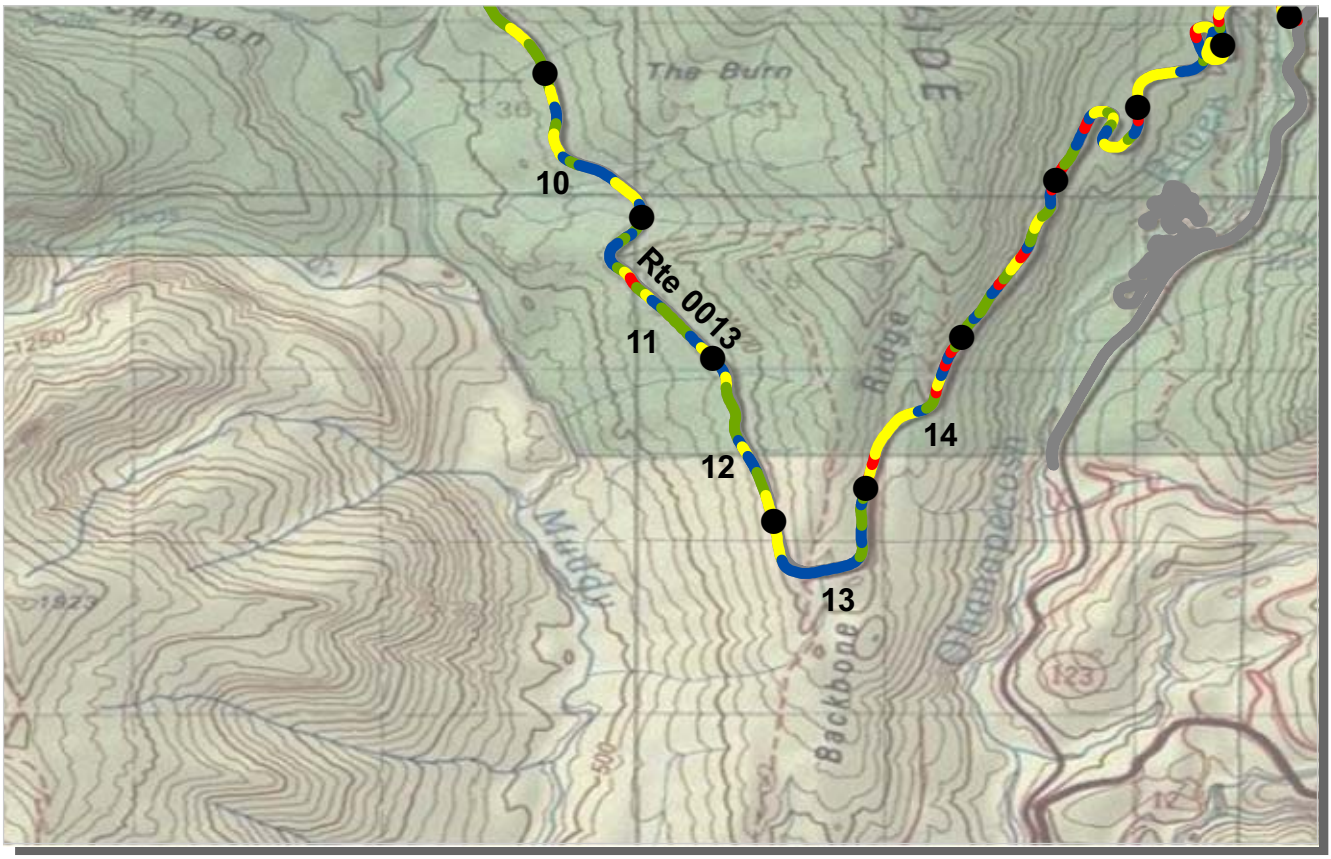
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0013 STEVENS CANYON ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 19.04 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	26	28	25	25
Lane Width (ft)	11	11	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	73	77	75	85	92
PCR (Pavement Condition Rating)	71	78	71	88	92
Distress Index Values					
Structural Crack Index	78	77	75	85	92
Transverse Cracking Index	73	80	82	94	99
Patching Index	100	100	100	100	100
Rutting Index	98	99	97	100	99
Roughness Condition Index (RCI)	68	79	66	93	91

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



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

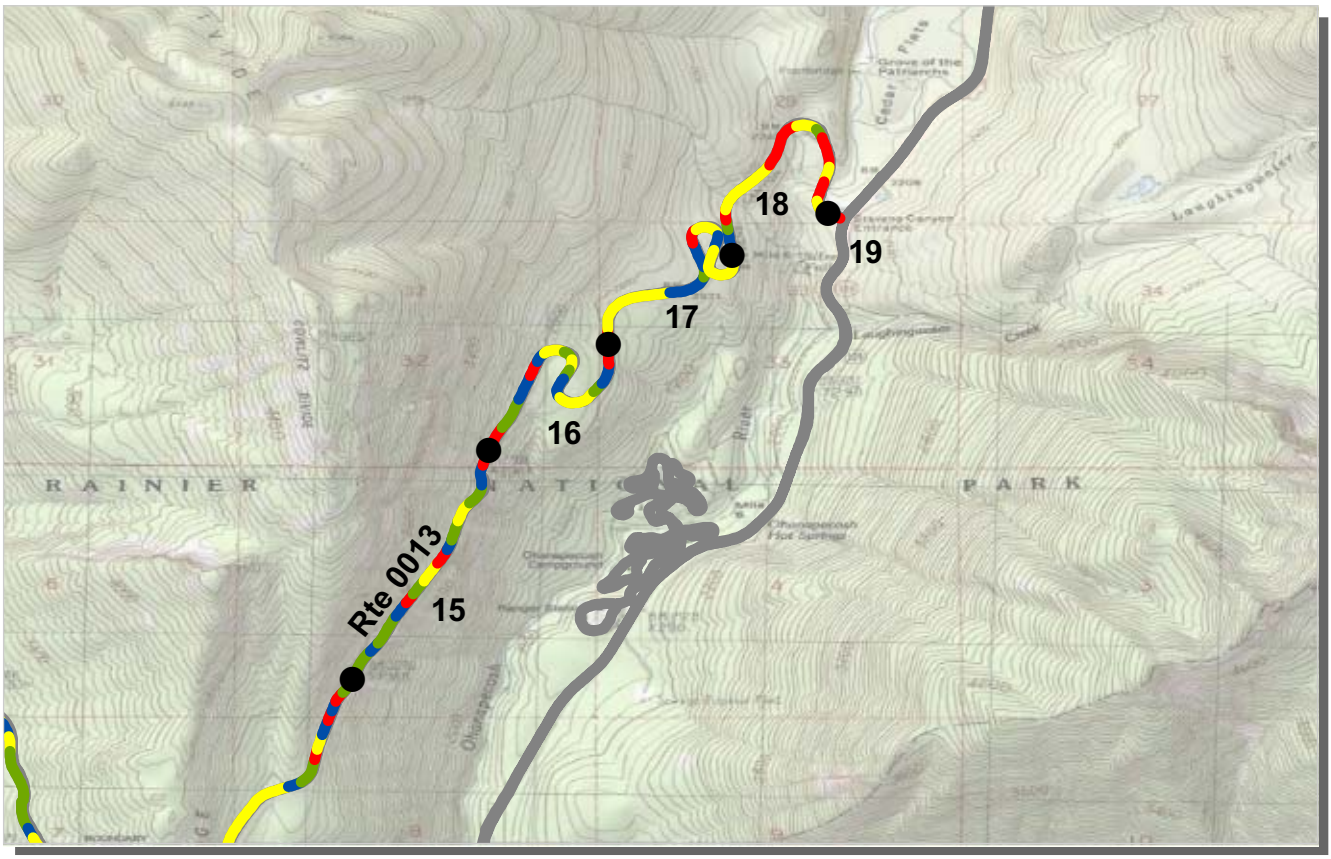
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0013 STEVENS CANYON ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 19.04 Miles**

Section Number	10	11	12	13	14
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	24	25	30	24
Lane Width (ft)	10	11	10	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	84	89	86	89	86
PCR (Pavement Condition Rating)	84	89	84	88	76
Distress Index Values					
Structural Crack Index	84	89	86	89	86
Transverse Cracking Index	98	99	99	98	99
Patching Index	100	99	100	100	97
Rutting Index	99	98	98	99	96
Roughness Condition Index (RCI)	85	90	82	87	61

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



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

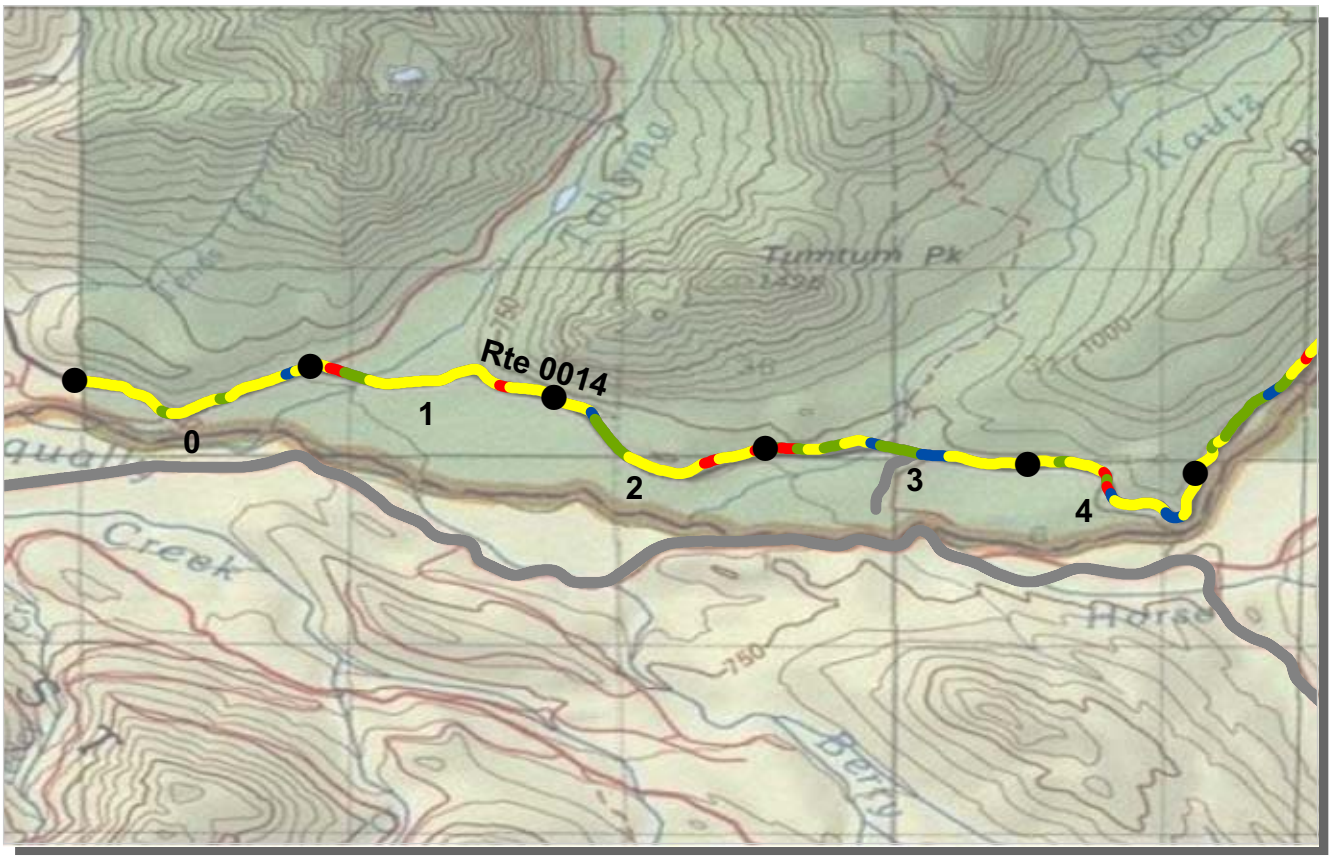
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0013 STEVENS CANYON ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 19.04 Miles**

Section Number	15	16	17	18	19
Section Length (mi)	1.00	1.00	1.00	1.00	0.04
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	24	24	27	56
Lane Width (ft)	11	11	11	12	16
Roadway Condition Information					
SCR (Surface Condition Rating)	87	93	89	63	79
PCR (Pavement Condition Rating)	83	81	74	53	65
Distress Index Values					
Structural Crack Index	87	93	89	63	79
Transverse Cracking Index	97	100	100	96	98
Patching Index	94	94	98	90	81
Rutting Index	98	98	98	96	95
Roughness Condition Index (RCI)	76	63	51	38	43

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



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

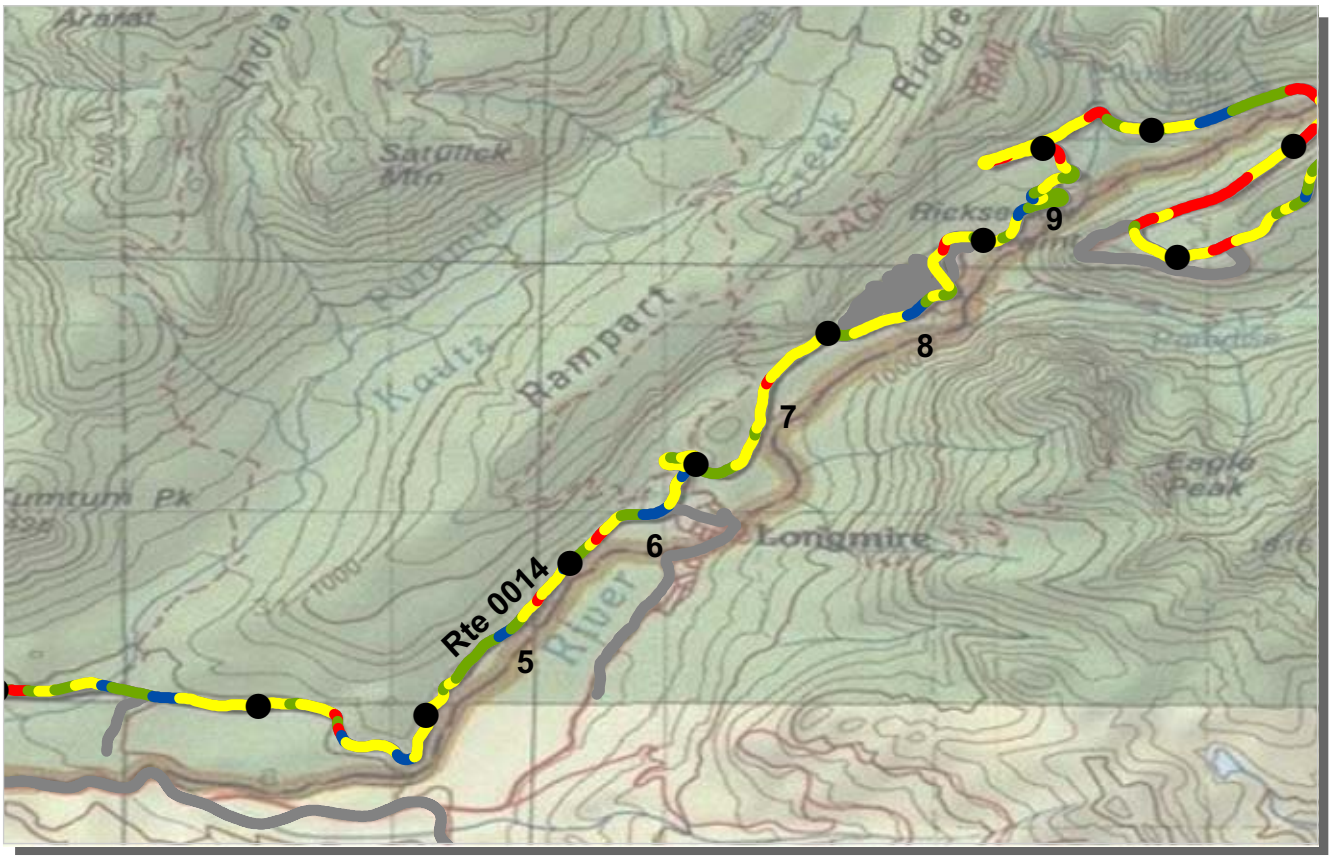
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0014 NISQUALLY ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 17.68 Miles**

Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	28	26	25	25	25
Lane Width (ft)	12	11	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	88	84	93	93	93
PCR (Pavement Condition Rating)	73	71	78	81	77
Distress Index Values					
Structural Crack Index	94	99	99	99	97
Transverse Cracking Index	100	100	100	99	100
Patching Index	98	100	93	94	93
Rutting Index	88	84	93	93	93
Roughness Condition Index (RCI)	51	52	56	64	54

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



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

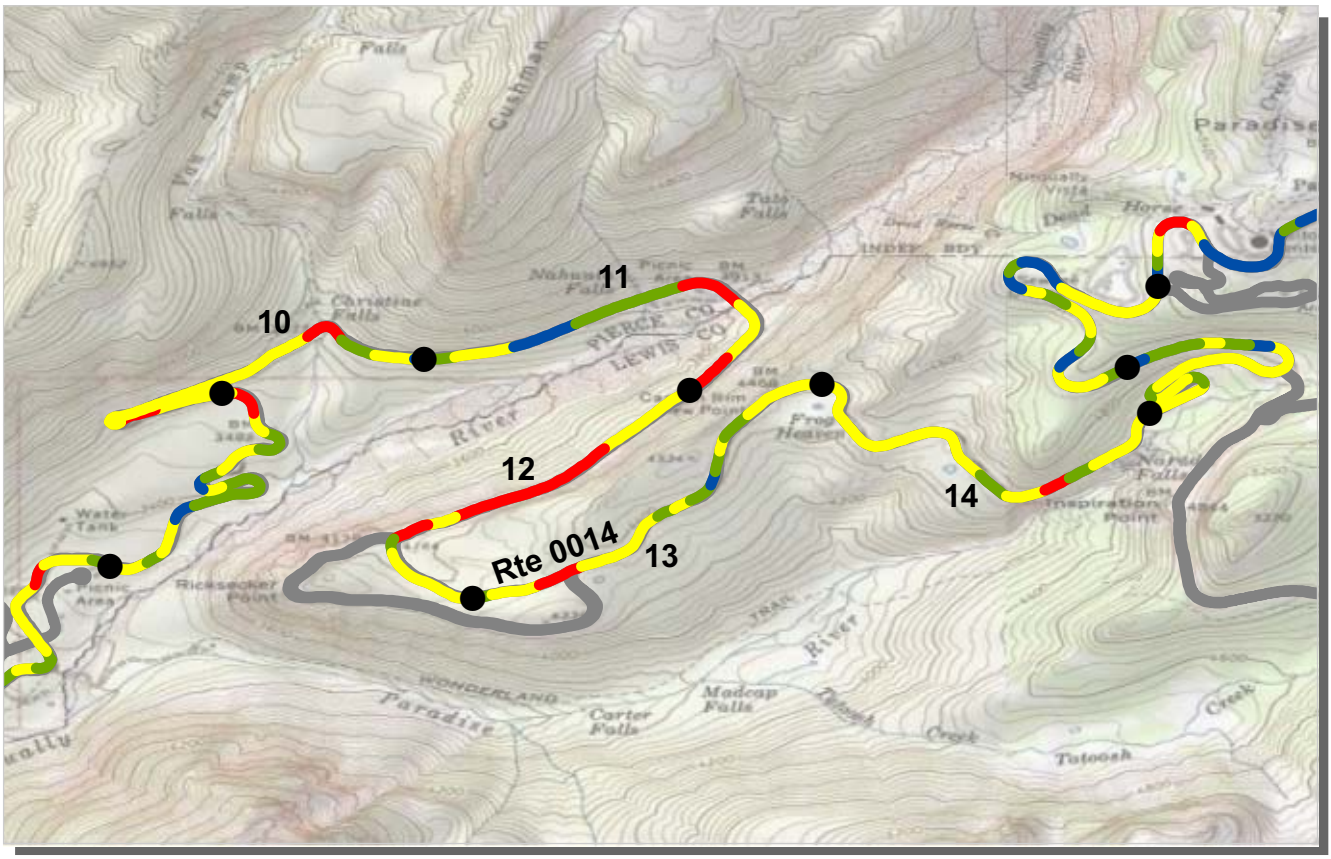
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0014 NISQUALLY ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 17.68 Miles**

Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	26	25	28	25
Lane Width (ft)	11	11	11	11	11
Roadway Condition Information					
SCR (Surface Condition Rating)	89	94	78	83	92
PCR (Pavement Condition Rating)	79	84	75	78	84
Distress Index Values					
Structural Crack Index	100	98	99	92	96
Transverse Cracking Index	100	100	100	100	100
Patching Index	89	97	99	100	95
Rutting Index	98	94	78	83	92
Roughness Condition Index (RCI)	65	70	71	71	72

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



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

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

ROUTE: 0014 NISQUALLY ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 17.68 Miles**

Section Number	10	11	12	13	14
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	25	26	25	25	26
Lane Width (ft)	11	12	11	12	12
Roadway Condition Information					
SCR (Surface Condition Rating)	86	87	72	89	88
PCR (Pavement Condition Rating)	74	79	68	79	76
Distress Index Values					
Structural Crack Index	94	87	72	89	88
Transverse Cracking Index	100	99	99	98	99
Patching Index	86	100	97	100	99
Rutting Index	96	92	91	92	96
Roughness Condition Index (RCI)	55	67	61	64	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

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

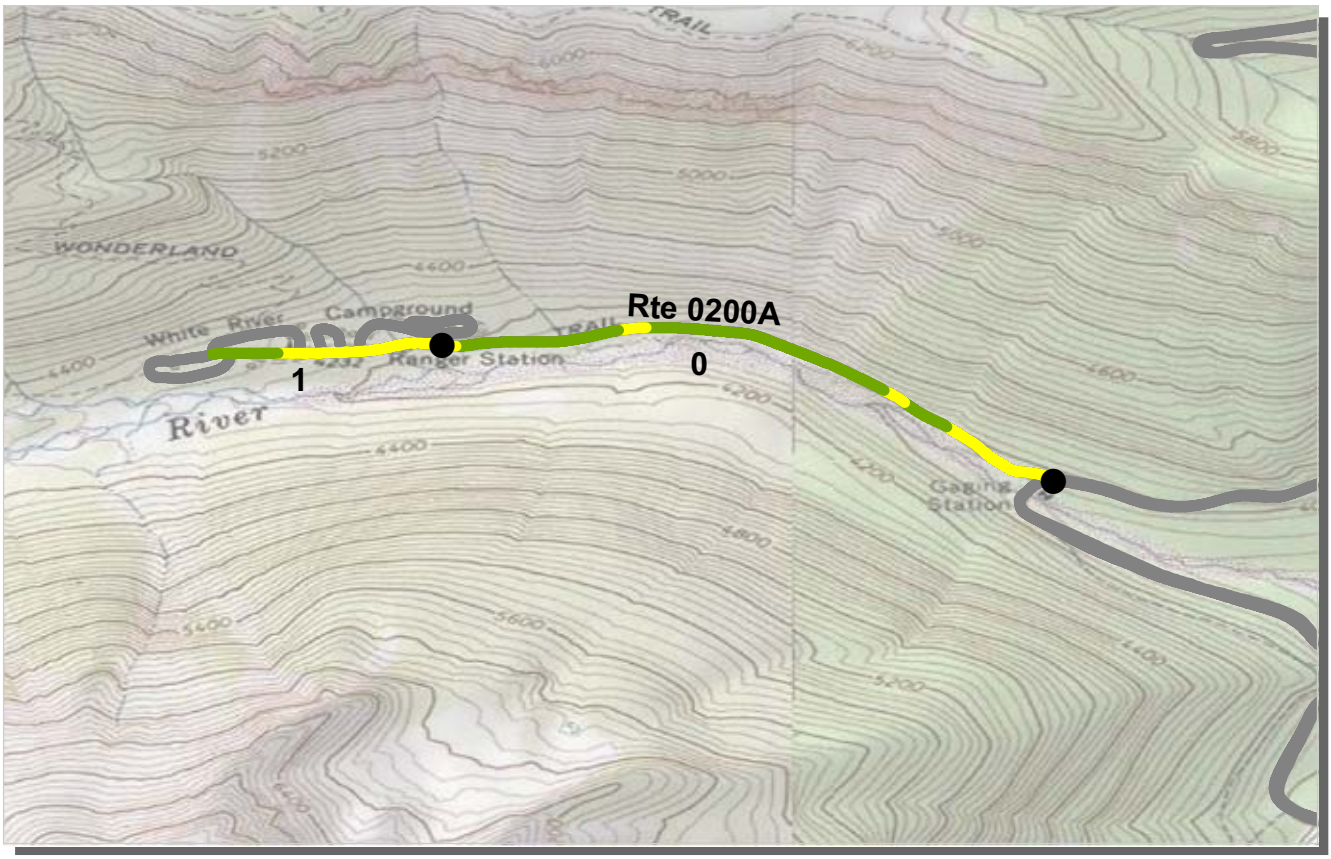
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0014 NISQUALLY ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 17.68 Miles**

Section Number	15	16	17		
Section Length (mi)	1.00	1.00	0.68		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	29	28	27		
Lane Width (ft)	13	12	12		
Roadway Condition Information					
SCR (Surface Condition Rating)	89	83	85		
PCR (Pavement Condition Rating)	79	85	85		
Distress Index Values					
Structural Crack Index	89	83	85		
Transverse Cracking Index	99	97	91		
Patching Index	100	100	100		
Rutting Index	97	97	97		
Roughness Condition Index (RCI)	65	87	84		

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



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

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

ROUTE: 0200A WHITE RIVER CAMPGROUND ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 1.33 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.33			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	24	20			
Lane Width (ft)	12	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	96	96			
PCR (Pavement Condition Rating)	84	83			
Distress Index Values					
Structural Crack Index	100	97			
Transverse Cracking Index	100	99			
Patching Index	100	100			
Rutting Index	96	96			
Roughness Condition Index (RCI)	65	63			

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

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

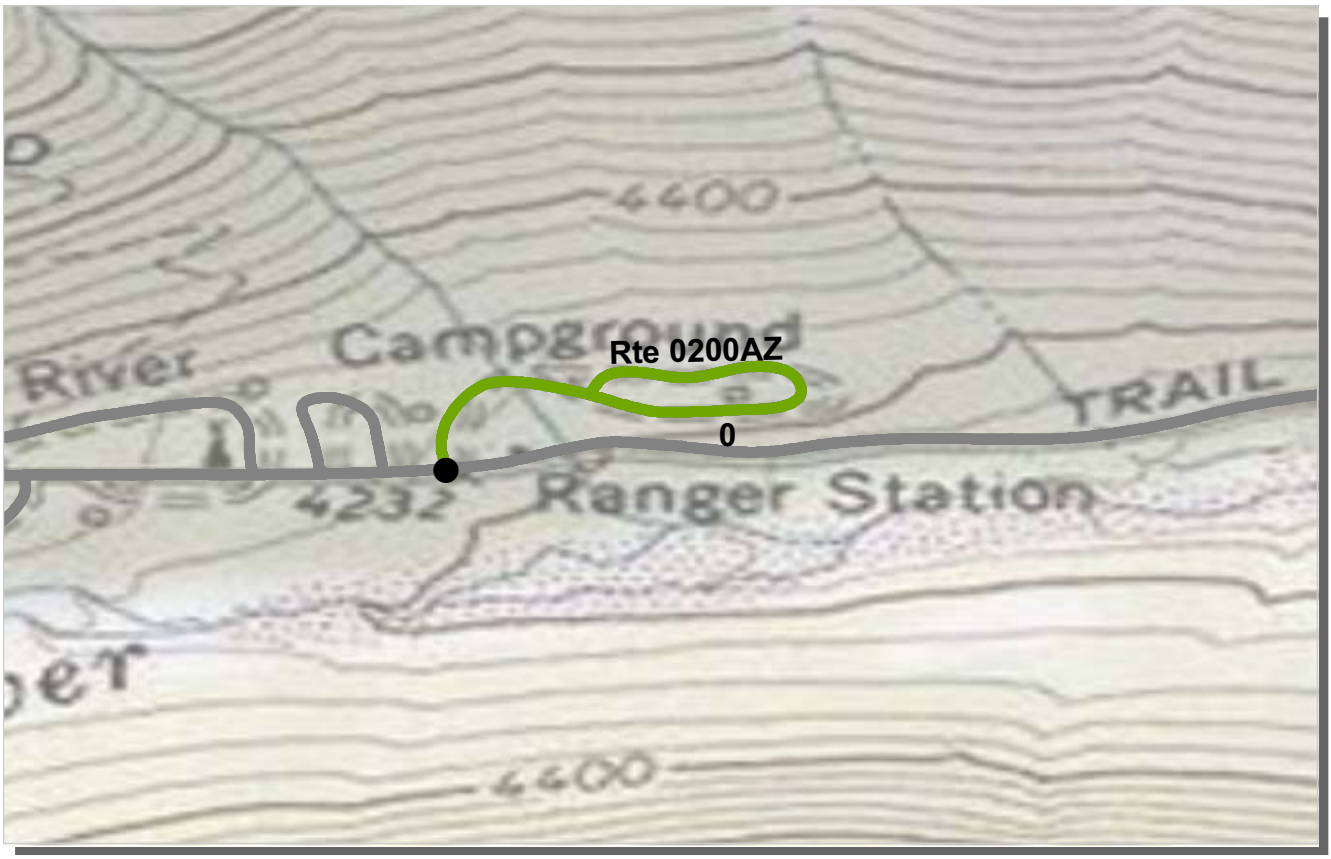
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0200ZZ WHITE RIVER CAMPGROUND LOOPS
MORA : MOUNT RAINIER NATIONAL PARK

Summary Record **COLLECTED: 10/1/2010**
PACIFIC WEST REGION **TOTAL LENGTH: 0.89 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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



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

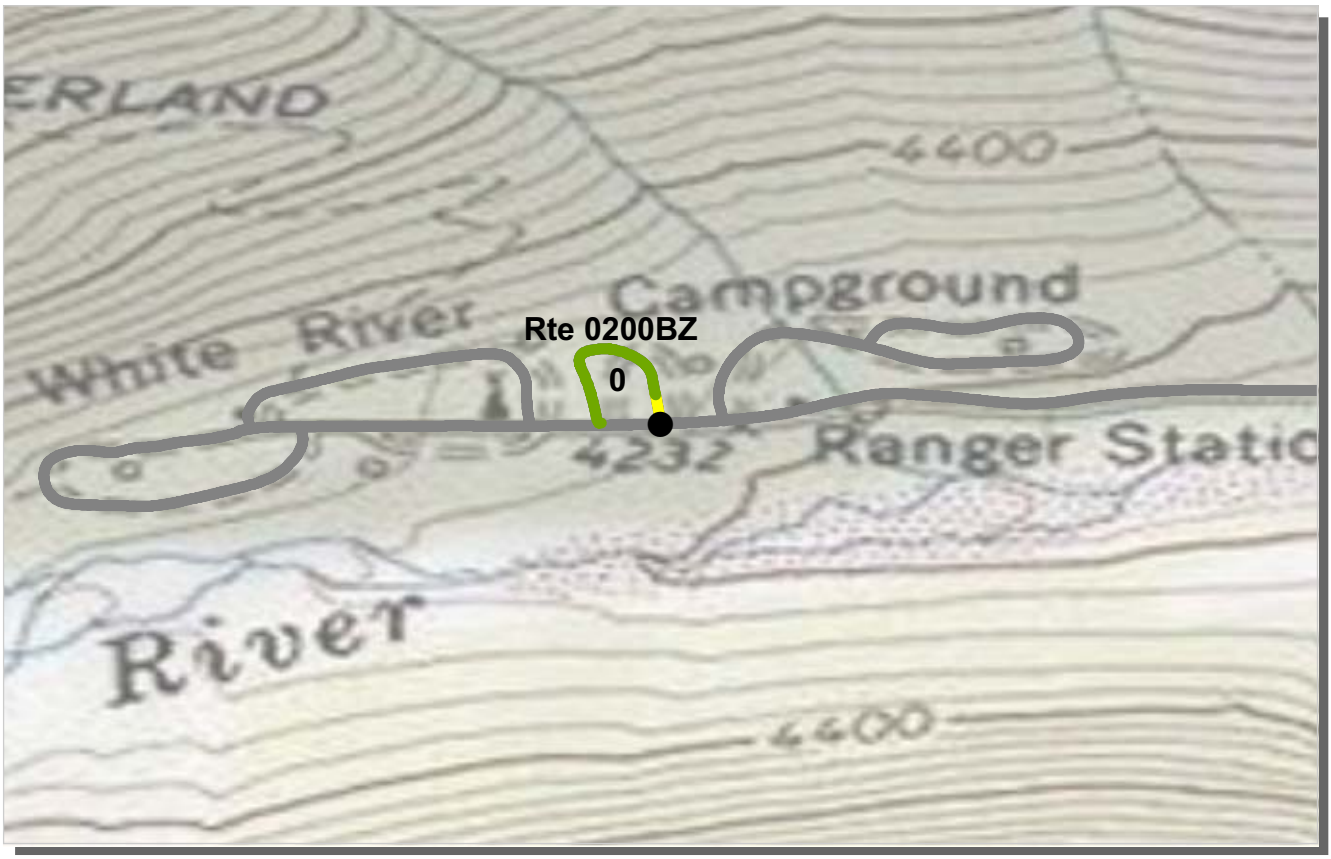
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0200AZ WHITE RIVER CAMPGROUND LOOP A
MORA : MOUNT RAINIER NATIONAL PARK

Subcomponent Record **COLLECTED: 10/1/2010**
PACIFIC WEST REGION **TOTAL LENGTH: 0.33 Miles**

Section Number	0				
Section Length (mi)	0.33				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	88				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0200BZ WHITE RIVER CAMPGROUND LOOP B
MORA : MOUNT RAINIER NATIONAL PARK

Subcomponent Record **COLLECTED: 10/1/2010**
PACIFIC WEST REGION **TOTAL LENGTH: 0.12 Miles**

Section Number	0				
Section Length (mi)	0.12				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	14				
Lane Width (ft)	7				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	90				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

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

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

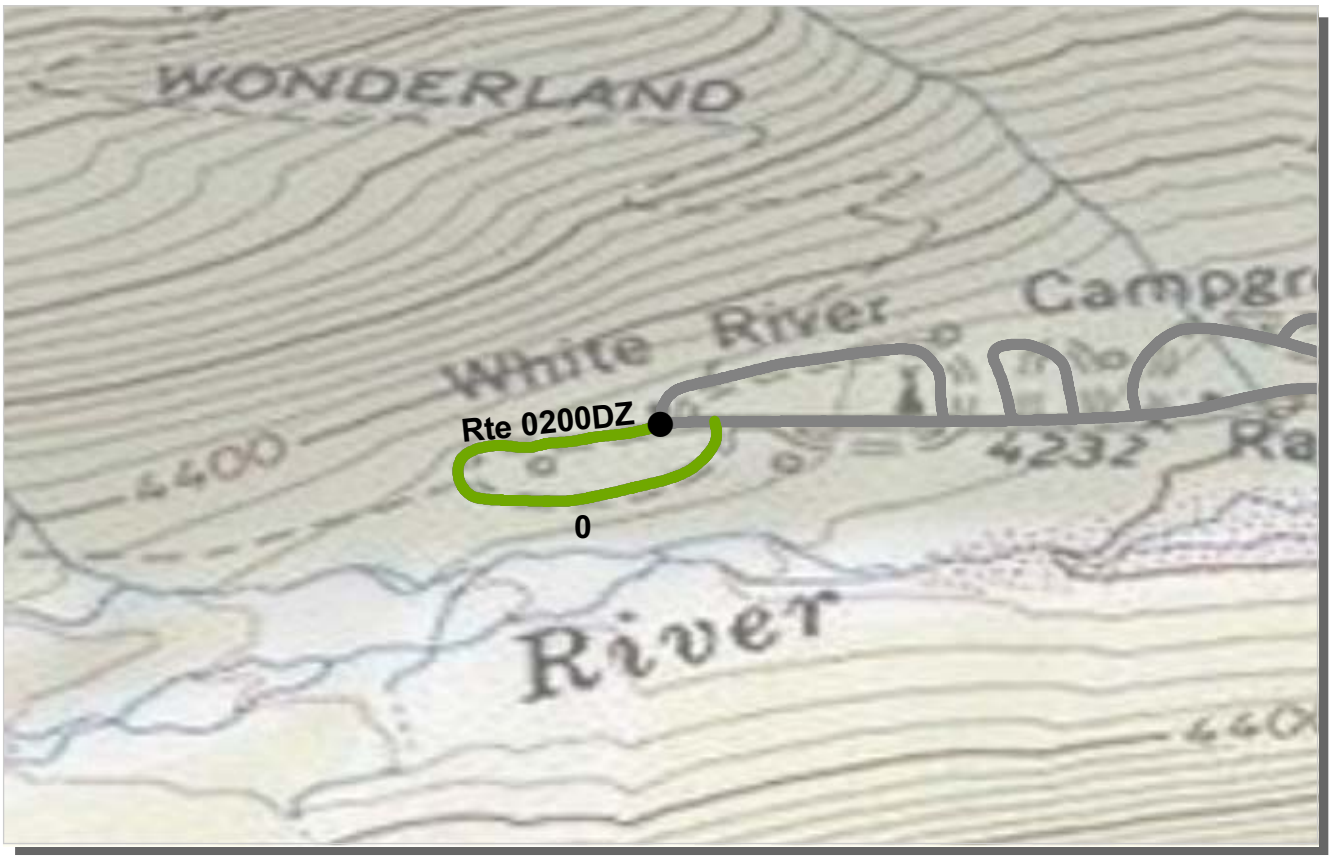
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0200CZ WHITE RIVER CAMPGROUND LOOP C
MORA : MOUNT RAINIER NATIONAL PARK

Subcomponent Record **COLLECTED: 10/1/2010**
PACIFIC WEST REGION **TOTAL LENGTH: 0.18 Miles**

Section Number	0				
Section Length (mi)	0.18				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	93				
PCR (Pavement Condition Rating)	93				
Distress Index Values					
Structural Crack Index	96				
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



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

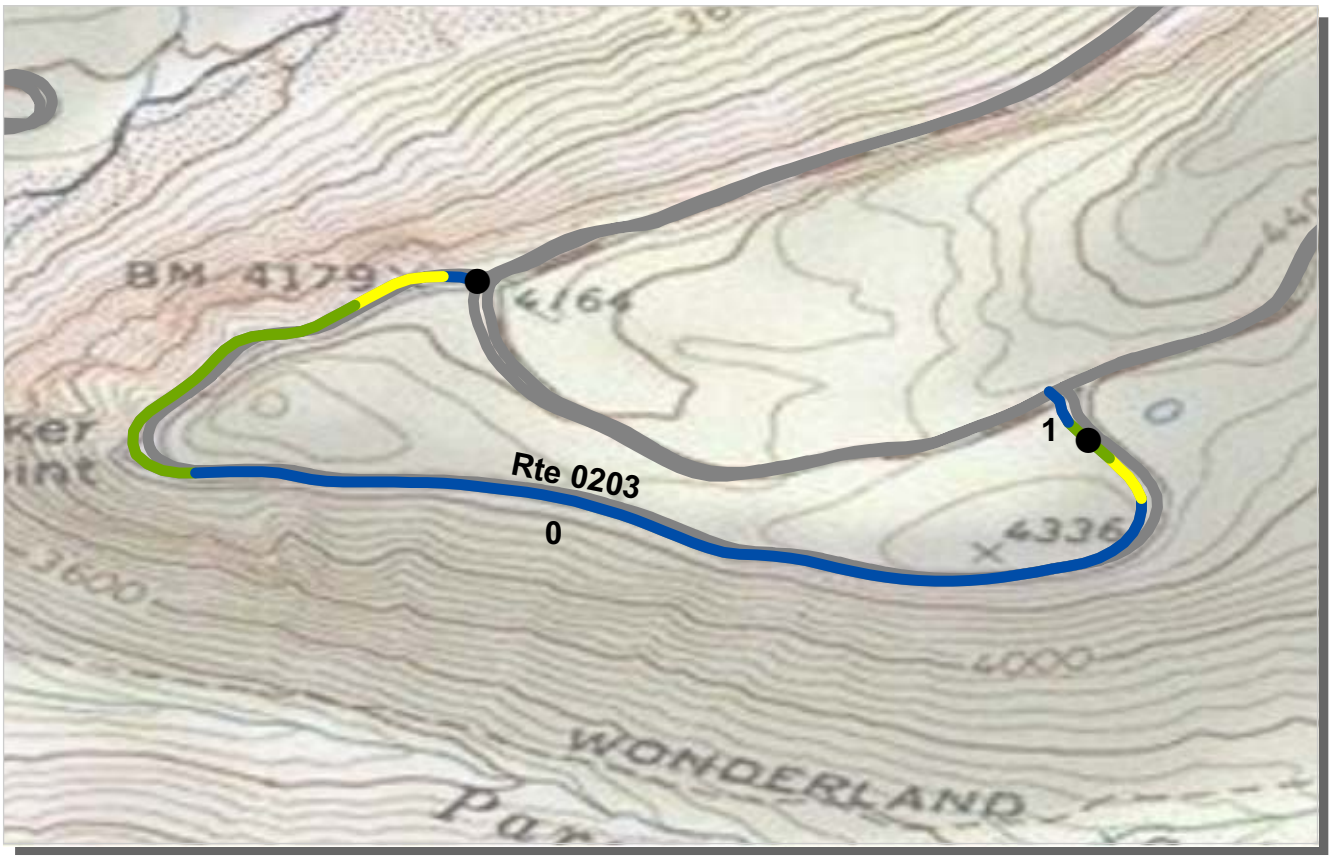
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0200DZ WHITE RIVER CAMPGROUND LOOP D
MORA : MOUNT RAINIER NATIONAL PARK

Subcomponent Record **COLLECTED: 10/1/2010**
PACIFIC WEST REGION **TOTAL LENGTH: 0.26 Miles**

Section Number	0				
Section Length (mi)	0.26				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	97				
Transverse Cracking Index	95				
Patching Index	100				
Rutting Index	91				
Roughness Condition Index (RCI)	NC				

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



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

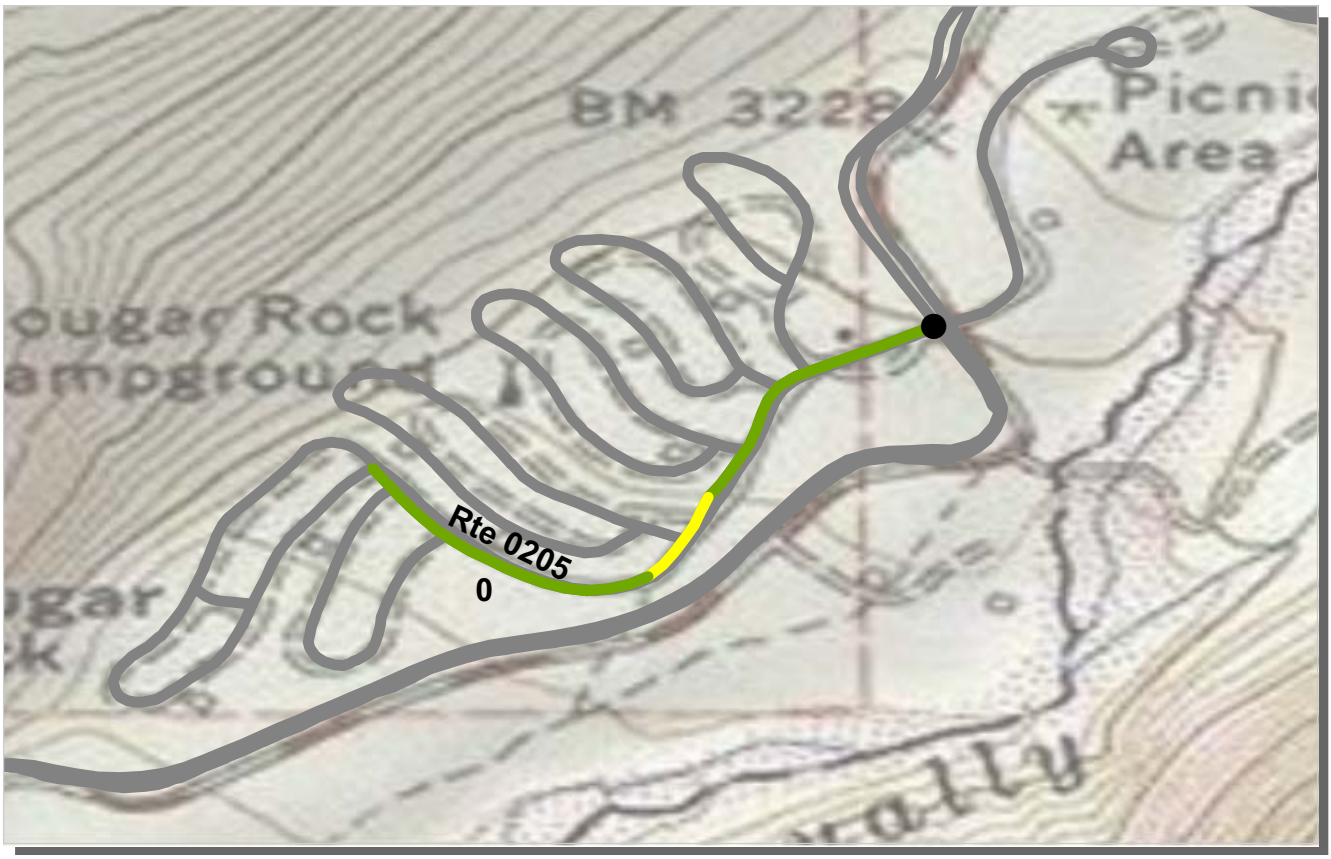
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0203 RICKSECKER POINT LOOP ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 1.05 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.05			
Cross Section Information					
Number of Lanes	1	1			
Paved Width (ft)	20	18			
Lane Width (ft)	15	13			
Roadway Condition Information					
SCR (Surface Condition Rating)	100	100			
PCR (Pavement Condition Rating)	95	94			
Distress Index Values					
Structural Crack Index	100	100			
Transverse Cracking Index	100	100			
Patching Index	100	100			
Rutting Index	100	100			
Roughness Condition Index (RCI)	87	85			

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



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

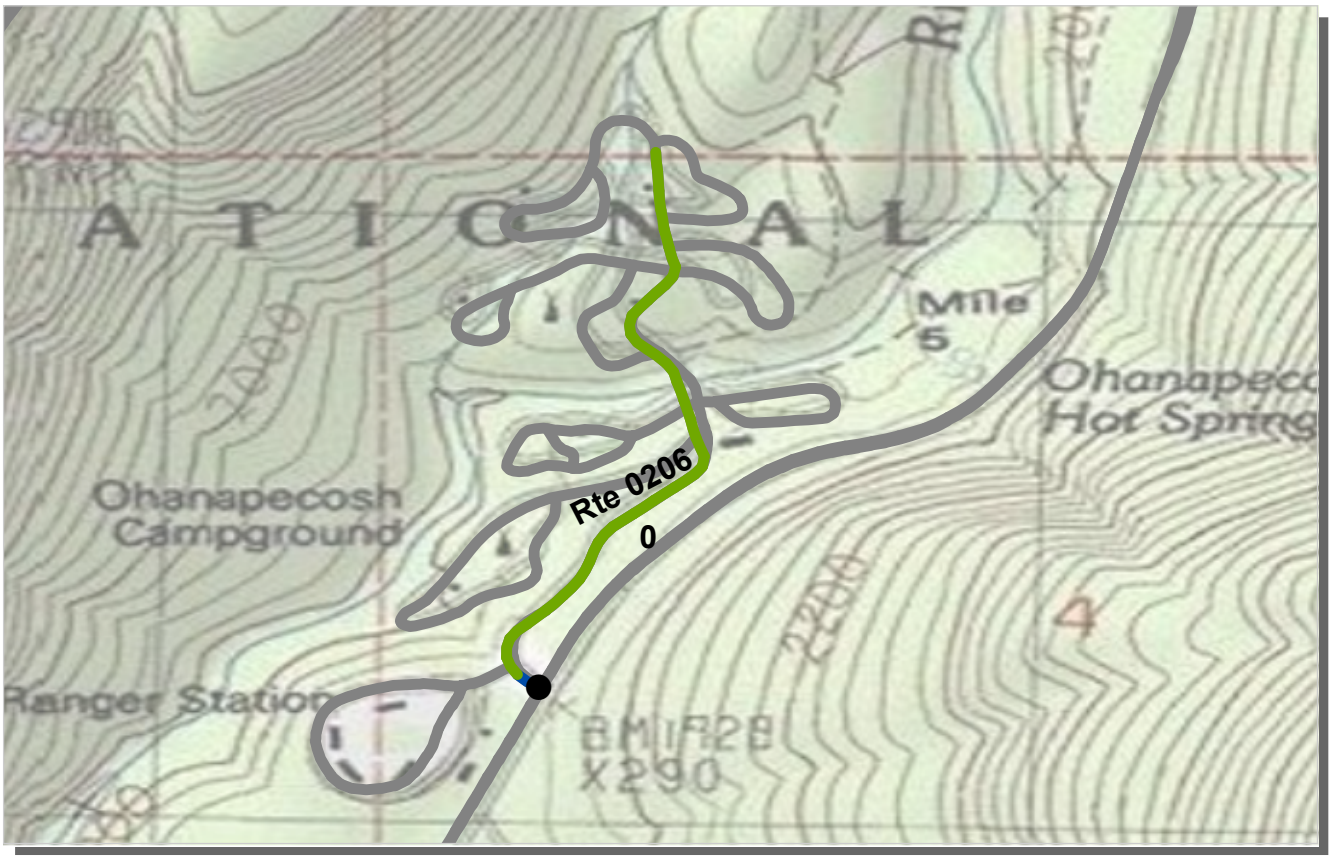
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0205 COUGAR ROCK CAMPGROUND ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 0.38 Miles**

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	89				
PCR (Pavement Condition Rating)	89				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	89				
Roughness Condition Index (RCI)	NC				

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



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

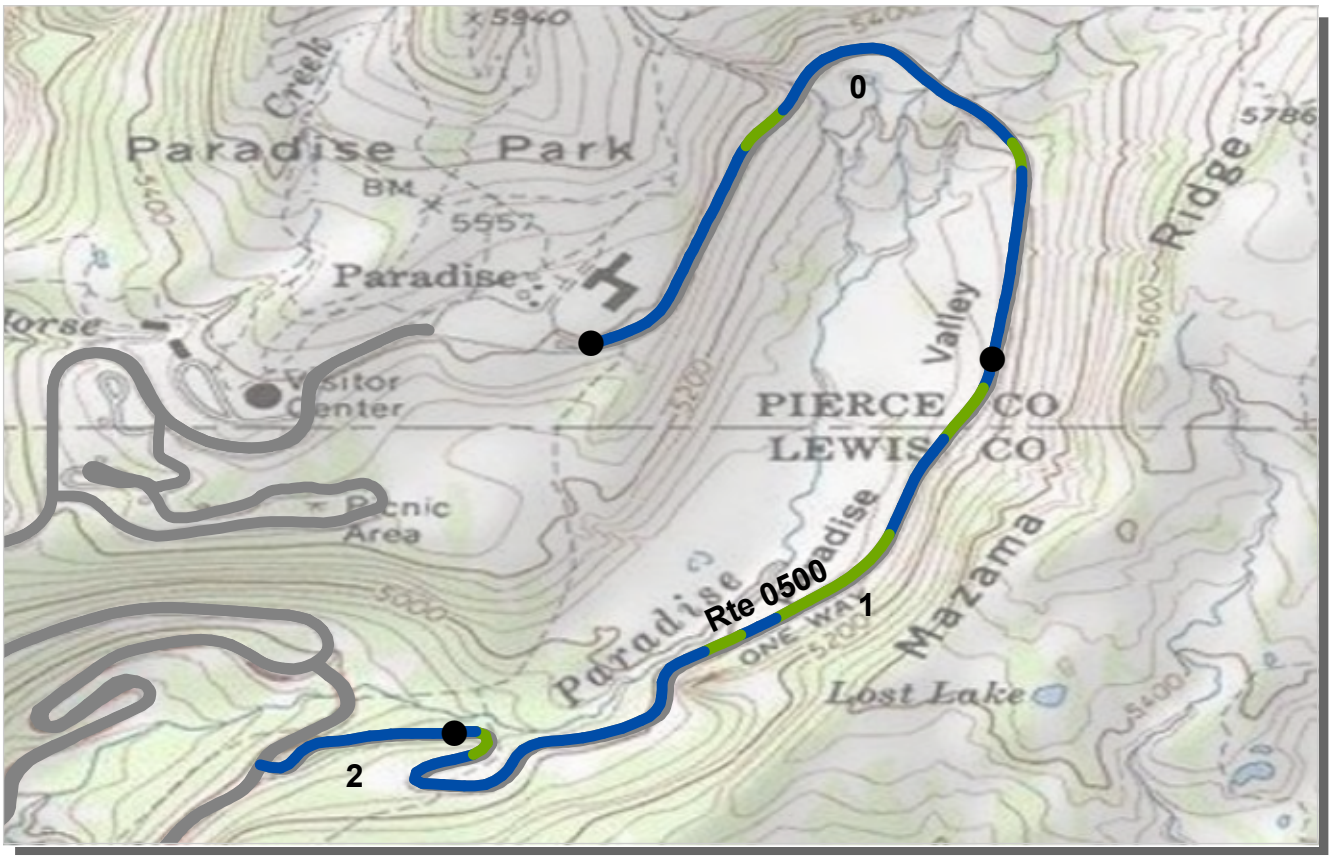
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0206 OHANAPECOSH CAMPGROUND ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 10/1/2010
PACIFIC WEST REGION **TOTAL LENGTH: 0.64 Miles**

Section Number	0				
Section Length (mi)	0.64				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0500 VALLEY ROAD
MORA : MOUNT RAINIER NATIONAL PARK

COLLECTED: 9/30/2010
PACIFIC WEST REGION **TOTAL LENGTH: 2.20 Miles**

Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.20		
Cross Section Information					
Number of Lanes	1	1	1		
Paved Width (ft)	23	21	20		
Lane Width (ft)	17	15	18		
Roadway Condition Information					
SCR (Surface Condition Rating)	97	95	96		
PCR (Pavement Condition Rating)	97	95	96		
Distress Index Values					
Structural Crack Index	99	99	100		
Transverse Cracking Index	100	100	100		
Patching Index	100	100	100		
Rutting Index	97	95	96		
Roughness Condition Index (RCI)	NC	NC	NC		

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

Section 6
Manually Rated Paved Route Condition Rating Sheets

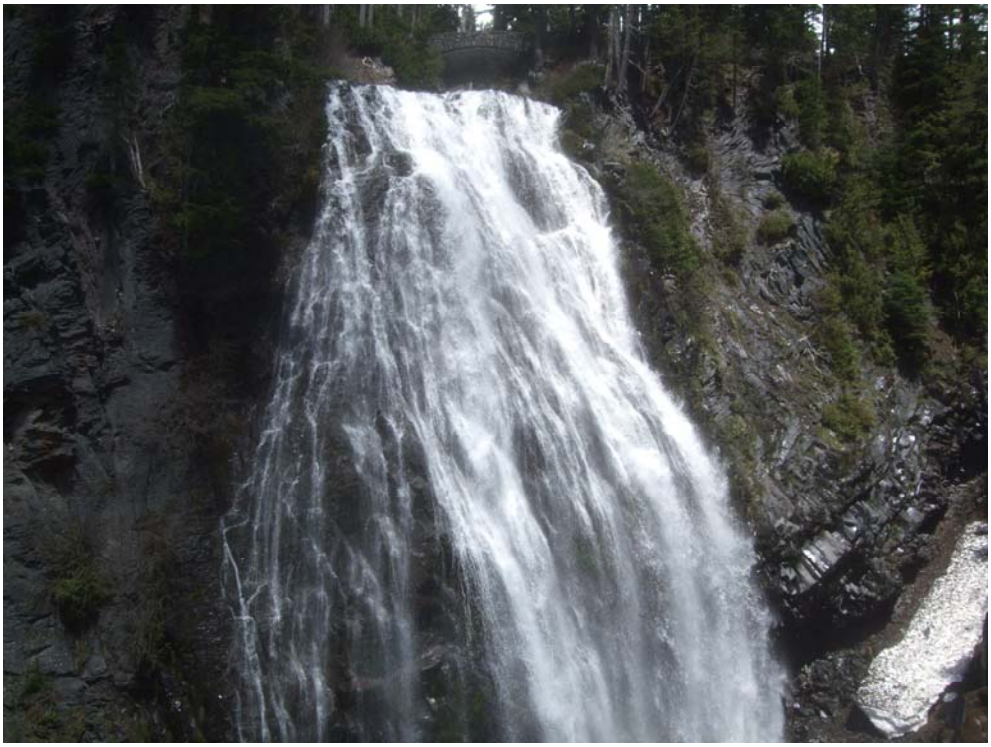
Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

MANUALLY RATED ROUTE CONDITION RATING SHEETS

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

Section 7
Parking Area
Condition Rating Sheets



Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

PARKING AREA CONDITION RATING SHEETS

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

Section 8
Route Maintenance Features Summaries

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

MORA: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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

FEATURE	ROUTE 0200A WHITE RIVER CAMPGROUND ROAD	ROUTE 0200ZZ WHITE RIVER CAMPGROUND LOOPS		UNIT
BRIDGE	0	0		EACH
CATTLE GUARD	0	0		EACH
CULVERT	0	0		EACH
CURB	127	79		LINEAR FEET
DROP INLET	0	0		EACH
GATE	1	0		EACH
GUARD/GUIDE RAIL	0	0		LINEAR FEET
CABLE	0	0		LINEAR FEET
NON-CABLE	0	0		LINEAR FEET
GUARD/GUIDE WALL	0	100		LINEAR FEET
BOLLARD	0	100		LINEAR FEET
TEMPORARY BARRIER	0	0		LINEAR FEET
NON TEMP/BOLLARD	0	0		LINEAR FEET
INTERSECTION	12	17		EACH
LOW WATER CROSSING	0	0		EACH
LOW WATER CROSSING	0	0		LINEAR FEET
MILE MARKER	0	0		EACH
OVERPASS	0	0		EACH
PARK BOUNDARY	0	0		EACH
PAVED DITCH	0	0		LINEAR FEET
PULLOUT	1	5		EACH
PULLOUT	100	391		LINEAR FEET
RAILROAD CROSSING	0	0		EACH
RETAINING WALL	0	0		EACH
RETAINING WALL	0	0		LINEAR FEET
SIGN	23	11		EACH
STATE BOUNDARY	0	0		EACH
TRAFFIC LIGHT	0	0		EACH
TUNNEL	0	0		EACH
TUNNEL	0	0		LINEAR FEET

STRUCTURE LIST

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

Section 9
Route Maintenance Features
Road Logs

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200A: WHITE RIVER 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 ROUTE 0011 (SUNRISE ROAD) AT MP 5.33
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0011 (SUNRISE ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0011 (SUNRISE ROAD)
0.026	0.026	INTERSECTION	LEFT	PAVED SPUR
0.047	0.047	GATE	N/A	N/A
0.048	0.048	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
1.040	1.040	SIGN	RIGHT	WARNING, ROAD NARROWS
1.053	1.053	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.063	1.063	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
1.066	1.066	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
1.068	1.087	PULLOUT	RIGHT	N/A
1.070	1.094	CURB-AND-GUTTER	RIGHT	N/A
1.095	1.095	SIGN	RIGHT	GUIDE, PETS MUST BE LEASHED AT ALL TIMES
1.096	1.096	SIGN	LEFT	WARNING, SLOW
1.096	1.096	SIGN	LEFT	WARNING, WARNING CAMP AT YOUR OWN RISK
1.112	1.112	SIGN	RIGHT	GUIDE, GATHERING FIREWOOD PROHIBITED
1.112	1.112	SIGN	RIGHT	GUIDE, RV
1.112	1.112	SIGN	RIGHT	GUIDE, SELF - REGISTRATION FEE $12.00 PER NIGHT 1. SELECT A CAMPSITE (LEAVE AS) 2. NOTE SITE NUMBER AND LO
1.116	1.116	INTERSECTION	RIGHT	ROUTE 0200AZ (WHITE RIVER CAMPGROUND LOOP A)
1.122	1.122	SIGN	RIGHT	GUIDE, LOOP A
1.142	1.142	SIGN	RIGHT	GUIDE, LOOP B
1.145	1.145	INTERSECTION	RIGHT	ROUTE 0200BZ (WHITE RIVER CAMPGROUND LOOP B)
1.155	1.155	SIGN	RIGHT	GUIDE, PIT TOILETS 200 YDS.
1.174	1.174	INTERSECTION	RIGHT	ROUTE 0200BZ (WHITE RIVER CAMPGROUND LOOP B)
1.179	1.179	SIGN	RIGHT	REGULATORY, DO NOT ENTER
1.194	1.194	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
1.204	1.204	SIGN	RIGHT	GUIDE, LOOP C
1.205	1.205	INTERSECTION	RIGHT	ROUTE 0200CZ (WHITE RIVER CAMPGROUND LOOP C)
1.212	1.212	INTERSECTION	LEFT	ROUTE 0946 (WHITE RIVER DAY USE PARKING)

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200A: WHITE RIVER 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
1.217	1.217	SIGN	LEFT	GUIDE, DAY USE PARKING
1.217	1.217	SIGN	LEFT	GUIDE, PICNICKING AND CLIMBER PARKING
1.288	1.288	INTERSECTION	LEFT	ROUTE 0946 (WHITE RIVER DAY USE PARKING)
1.307	1.307	SIGN	LEFT	REGULATORY, DO NOT ENTER
1.310	1.310	INTERSECTION	LEFT	ROUTE 0200DZ (WHITE RIVER CAMPGROUND LOOP D)
1.330	1.330	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.330	1.330	SIGN	RIGHT	REGULATORY, DO NOT ENTER
1.334	1.334	INTERSECTION	N/A	ROUTE 0200DZ (WHITE RIVER CAMPGROUND LOOP D)
1.334	1.334	INTERSECTION	RIGHT	ROUTE 0200CZ (WHITE RIVER CAMPGROUND LOOP C)
1.334	1.334	SIGN	RIGHT	GUIDE, LOOP D
1.334	1.334	ROUTE END	N/A	TO ROUTE 0200ZZ (WHITE RIVER CAMPGROUND LOOPS)

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200AZ: WHITE RIVER CAMPGROUND LOOP A

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.004	0.004	SIGN	LEFT	REGULATORY, STOP
0.073	0.079	GUARD/GUIDE WALL	RIGHT	N/A
0.092	0.096	GUARD/GUIDE WALL	RIGHT	N/A
0.110	0.110	INTERSECTION	LEFT	ROUTE 0200AZ (WHITE RIVER CAMPGROUND LOOP A)
0.131	0.136	GUARD/GUIDE WALL	LEFT	N/A
0.155	0.175	PULLOUT	LEFT	N/A
0.158	0.173	CURB	LEFT	N/A
0.191	0.194	GUARD/GUIDE WALL	RIGHT	N/A
0.327	0.327	SIGN	RIGHT	REGULATORY, YIELD
0.327	0.327	INTERSECTION	LEFT	ROUTE 0200AZ (WHITE RIVER CAMPGROUND LOOP A)
0.327	0.327	INTERSECTION	RIGHT	ROUTE 0200AZ (WHITE RIVER CAMPGROUND LOOP A)
0.327	0.327	ROUTE END	N/A	TO END OF LOOP

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200BZ: WHITE RIVER CAMPGROUND LOOP B

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.022	0.038	PULLOUT	RIGHT	N/A
0.118	0.118	SIGN	RIGHT	REGULATORY, YIELD
0.121	0.121	INTERSECTION	LEFT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.121	0.121	INTERSECTION	RIGHT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.121	0.121	ROUTE END	N/A	TO ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200CZ: WHITE RIVER CAMPGROUND LOOP C

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.087	0.101	PULLOUT	RIGHT	N/A
0.180	0.180	INTERSECTION	LEFT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.180	0.180	INTERSECTION	RIGHT	ROUTE 0200DZ (WHITE RIVER CAMPGROUND LOOP D)
0.180	0.180	ROUTE END	N/A	TO ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD) ON RIGHT

MORA: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0200DZ: WHITE RIVER CAMPGROUND LOOP D

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM END OF ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0200CZ (WHITE RIVER CAMPGROUND LOOP C)
0.019	0.019	SIGN	RIGHT	GUIDE, CAMPFIRE CIRCLE
0.047	0.047	SIGN	LEFT	GUIDE, FIRE USE ONLY
0.095	0.105	PULLOUT	RIGHT	N/A
0.118	0.118	SIGN	RIGHT	GUIDE, GLACIER BASIN
0.119	0.119	SIGN	RIGHT	GUIDE, BE BEAR AWARE FOOD STORAGE REQUIRED
0.120	0.120	SIGN	RIGHT	GUIDE, GLACIER BASIN
0.169	0.183	PULLOUT	RIGHT	N/A
0.181	0.181	SIGN	LEFT	REGULATORY, ONE WAY
0.182	0.182	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.190	0.191	GUARD/GUIDE WALL	LEFT	N/A
0.264	0.264	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.264	0.264	INTERSECTION	LEFT	ROUTE 0200DZ (WHITE RIVER CAMPGROUND LOOP D)
0.264	0.264	INTERSECTION	RIGHT	ROUTE 0200A (WHITE RIVER CAMPGROUND ROAD)
0.264	0.264	ROUTE END	N/A	TO END OF LOOP

Section 10
Appendix

Mount Rainier National Park

Federal Lands Highway
Road Inventory Program

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

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

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

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

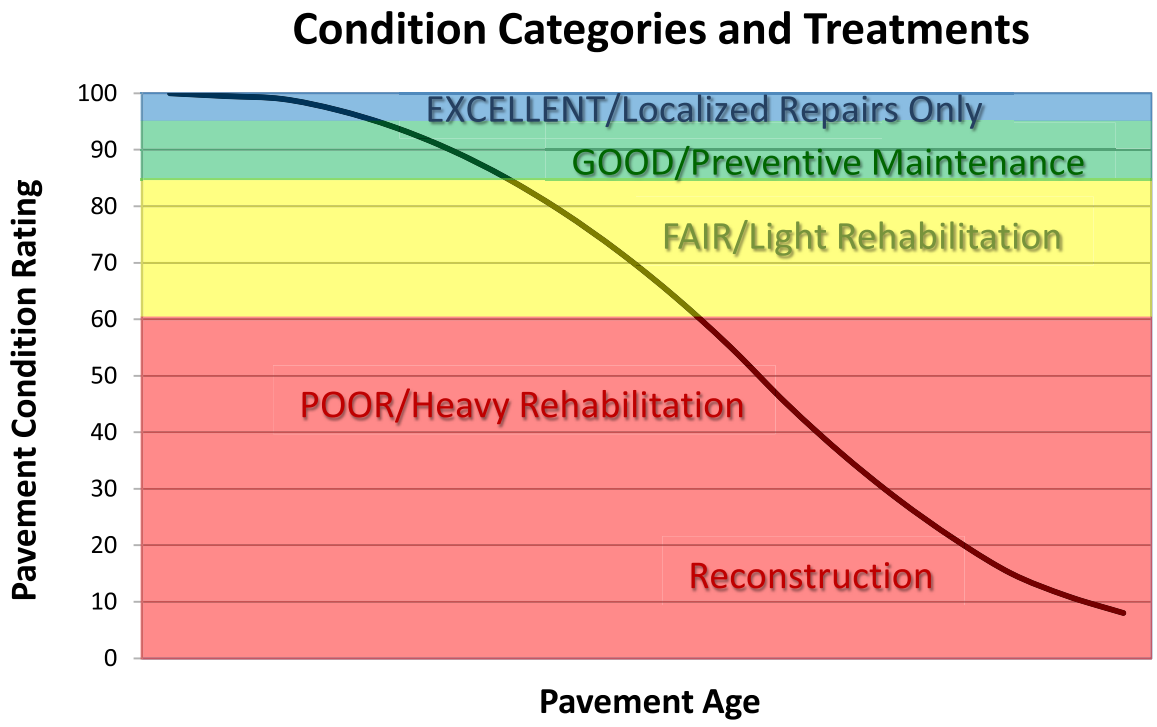
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation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

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

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

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

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



DESCRIPTION OF RATING SYSTEM

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

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

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

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

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

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

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

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

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

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

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

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

TRANSVERSE CRACKING

Description

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

Severity Levels

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

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

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

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

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

HIGH
Ruts with a measured depth ≥ 1.00"

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

RCI = $-0.0012(\text{IRI}^2) + 0.0499(\text{IRI}) + 99.542$

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

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

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

GPS on Manually Rated Roads (MRR)

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

Geodatabase – Background and Metadata

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

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

GLOSSARY OF TERMS AND ABBREVIATIONS

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