Federal Lands Highway

Road Inventory Program

Road Inventory and Condition Assessment

National Capital Parks – East

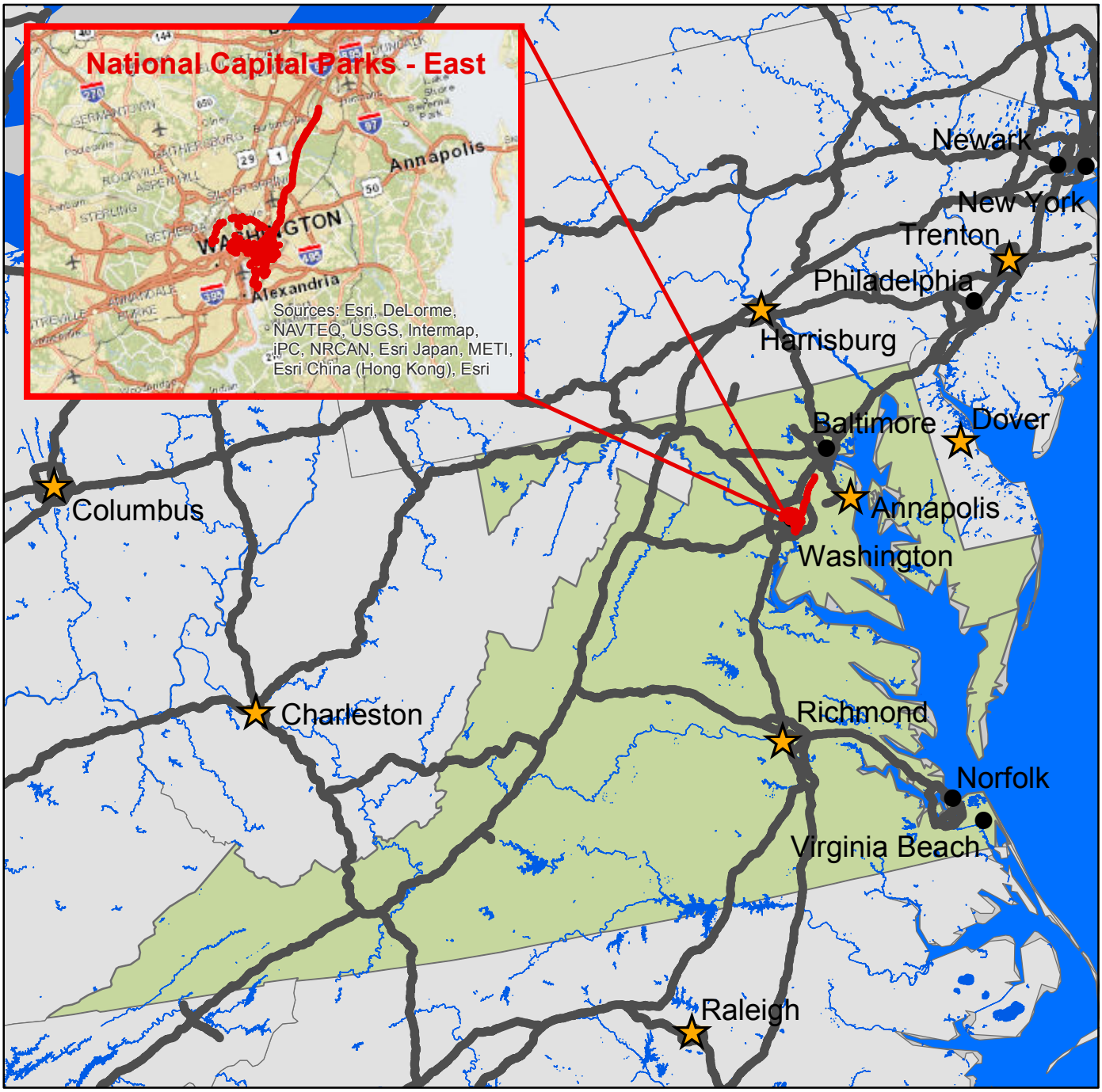
BAWA, FOWA, GREE, and SUIT reported separately

NACE

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 02/2013
Report Date: 09/2013

National Capital Parks - East
in
Maryland and District of Columbia



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 231 small parks with 529 paved route miles and associated paved parking areas.

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

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

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

Respectfully,

FHWA RIP Team

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Section 2
Park Route Inventory

National Capital Parks - East

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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NACE

NATIONAL CAPITAL PARKS - EAST

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**	**20707**		**OXON HILL VISITOR CENTER ENTRANCE ROAD**	**FROM BALD EAGLE ROAD (PARK BOUNDARY) AND ROUTE 0950 (OXON HILL VISITORS CENTER PARKING)**	**TO ROUTE 0408 (BOTTOM ROAD)**	**OXON HILL**	**0.10**	**0.00**	**0.10**	**1**		**AS**	**4**
0012	4	51896		KENILWORTH PARK ACCESS	FROM DEANE AVENUE NE AND LEE STREET SPUR ON RIGHT	TO END AT BARRIER AT MP 1.10	KENILWORTH PARK	0.80	0.30	1.10	5		AS	1
0013	**5**	**52184**		**ANACOSTIA DRIVE**	**FROM MIDDLE OF FREDERICK DOUGLAS BRIDGE OVERPASS (S CAPITAL STREET)**	**TO END OF ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD) AND ROUTE 0908 (ANACOSTIA BOAT RAMP PARKING)**	**ANACOSTIA PARK**	**2.09**	**0.00**	**2.09**	**1**		**AS**	**2,3**
0014	**5**	**52188**		**GOOD HOPE ROAD**	**FROM PARK BOUNDARY (NORTHWEST SIDE OF I-295 OVERPASS)**	**TO ROUTE 0013 (ANACOSTIA DRIVE)**	**ANACOSTIA PARK**	**0.07**	**0.00**	**0.07**	**1**		**AS**	**3**
0015	**5**	**52192**		**NICHOLSON STREET SE**	**FROM PARK BOUNDARY (NORTH SIDE OF I-295 ON RAMP OVERPASS)**	**TO ROUTE 0013 (ANACOSTIA DRIVE)**	**ANACOSTIA PARK**	**0.05**	**0.00**	**0.05**	**1**		**AS**	**2**
0016	**5**	**52194**		**ANACOSTIA PAVILION LOOP ROAD**	**FROM ROUTE 0013 (ANACOSTIA DRIVE)**	**TO END OF ROUTE 0013 (ANACOSTIA DRIVE) AND ROUTE 0908 (ANACOSTIA BOAT RAMP PARKING)**	**ANACOSTIA PARK**	**0.56**	**0.00**	**0.56**	**1**		**AS**	**2**
0017	**5**	**52113**		**FORT DUPONT DRIVE**	**FROM RANDLE CIRCLE SE**	**TO ROUTE 0018 (FORT DAVIS DRIVE)**	**FORT DUPONT**	**0.80**	**0.00**	**0.80**	**1**		**AS**	**1**
0018	**5**	**52114**		**FORT DAVIS DRIVE**	**FROM RIDGE ROAD SE**	**TO PENNSYLVANIA AVENUE SE**	**FORT DUPONT**	**1.21**	**0.00**	**1.21**	**1**		**AS**	**1**
0019	4	52115		RIDGE PICNIC AREA ROAD	FROM ROUTE 0017 (FORT DUPONT DRIVE)	TO ROUTE 0017 (FORT DUPONT DRIVE)	FORT DUPONT	0.46	0.00	0.46	3		AS	1
0020ZZ	**5**			**HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS**	**FROM HOWARD ROAD AND ANACOSTIA DRIVE SE**	**THROUGH RAMPS**	**ANACOSTIA PARK**	**0.25**	**0.00**	**0.25**	**1**		**AS**	**3**
0100	NC	52378		FORT FOOTE ROAD	FROM FORT FOOTE ROAD NEAR INTERSECTION WITH JESSICA DRIVE	TO END AT TREE LINE	FORT WASHINGTON	0.00	0.38	0.38	2		GR	
0101	NC	52238		COLONIAL FARM ACCESS	FROM END OF ROUTE 0112 (BRYAN POINT ROAD)	TO ROUTE 0955 (MAINTENANCE AREA/FUEL STATION)	PISCATAWAY PARK	0.00	0.44	0.44	2		GR	

Cycle 5 NPS/RIP Route ID Report

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0102	4	21315		FREDERICK DOUGLAS HOME ACCESS ROAD	FROM 14TH STREET	TO END OF LOOP	FREDERICK DOUGLASS HOME	0.18	0.00	0.18	5		AS	2
0104ZZ	**5**	**52198**		**HEADQUARTERS ACCESS AND AVIATION ROADS**	**FROM ROUTE 0013 (ANACOSTIA DRIVE)**	**TO ROUTE 0014 (GOOD HOPE ROAD)**	**ANACOSTIA PARK**	**0.54**	**0.00**	**0.54**	**2**		**AS**	**3**
0105ZZ	**5**	**52226**		**ANACOSTIA POOL AND RECREATION FACILITY ROADS**	**FROM ROUTE 0013 (ANACOSTIA DRIVE)**	**TO ROUTE 0013 (ANACOSTIA DRIVE)**	**ANACOSTIA PARK**	**0.13**	**0.00**	**0.13**	**2**		**AS**	**2**
0107	NC	52366		COLONIAL FARM BUILDINGS ACCESS	FROM ROUTE 0101 (COLONIAL FARM ACCESS) ON RIGHT	TO ROUTE 0953 (PISCATAWAY PARK / SAYLOR GROVE VISITORS CENTER PARKING) AT GATE	PISCATAWAY PARK	0.00	0.40	0.40	6		GR	
0108	**5**	**52379**		**FORT STANTON RESERVOIR ACCESS ROAD**	**FROM ERIE STREET SE**	**TO GATE AT RESERVOIR AT MP 0.47**	**FORT DUPONT**	**0.18**	**0.29**	**0.47**	**2**		**AS**	**2**
0111	**5**	**52432**		**27TH STREET SE**	**FROM NAYLOR ROAD SE**	**TO PARK BOUNDARY (TEXAS AVENUE SE)**	**FORT DUPONT**	**0.13**	**0.00**	**0.13**	**2**		**AS**	**2**
0112	**5**	**52239**		**BRYAN POINT ROAD**	**FROM PARK BOUNDARY AT PAVEMENT CHANGE**	**TO BEGIN ROUTE 0101 (COLONIAL FARM ACCESS)**	**PISCATAWAY PARK**	**0.20**	**0.00**	**0.20**	**2**		**AS**	**5**
0114	NC	52203		RAILROAD YARD ACCESS	FROM ROUTE 0908 (ANACOSTIA BOAT RAMP PARKING)	TO RAILROAD TRACKS	ANACOSTIA PARK	0.00	0.22	0.22	6		GR	
0117	4	52116		FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE)	FROM MINNESOTA AVENUE SE	TO ROUTE 0920 (U.S. PARK POLICE FORT DUPONT STABLES AND PARKING LOT)	FORT DUPONT	0.31	0.00	0.31	5		AS	1
0118	**5**	**52117**		**LANHAM ESTATES LOOP ROAD**	**FROM ALABAMA AVENUE SE**	**TO END OF LOOP**	**FORT DUPONT**	**0.33**	**0.00**	**0.33**	**2**		**AS**	**1**
0120	**5**	**52367**		**WHARF ROAD**	**FROM WHARF ROAD AT PARK BOUNDARY / FENCE LINE**	**TO ROUTE 0951 (FARMINGTON LANDING PARKING)**	**PISCATAWAY PARK**	**0.32**	**0.00**	**0.32**	**2**		**AS**	**5**
0121	NC	104575		MOCKLEY / RIVER ACCESS	FROM PARK BOUNDARY (FERGUSON FOUNDATION)	TO ROUTE 0122 (ACCOKEEK / MOCKLEY POINT ROAD)	PISCATAWAY PARK	0.00	0.50	0.50	4		GR	
0122	NC	104576		ACCOKEEK / MOCKLEY POINT ROAD	FROM ROUTE 0952 (ACCOKEEK CREEK PARKING (TAYAC))	TO MOCKLEY POINT	PISCATAWAY PARK	0.00	0.75	0.75	4		GR	

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NATIONAL CAPITAL PARKS - EAST

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0123	**5**	**104577**		**RIVER ROAD**	**FROM ROUTE 0124 (MARYLAND STATE HIGHWAY 227)**	**TO PARK BOUNDARY AT SIDE GATE**	**PISCATAWAY PARK**	**0.21**	**0.00**	**0.21**	**2**		**AS**	**6**
0124	**5**	**104595**		**MARYLAND STATE HIGHWAY 227**	**FROM PARK BOUNDARY AT SIGN**	**TO ROUTE 0956 (MARSHALL HALL BOAT RAMP PARKING)**	**PISCATAWAY PARK**	**1.12**	**0.00**	**1.12**	**2**		**AS**	**6**
0200	NC	20709		ORCHARD ROAD	FROM ROUTE 0950 (OXON HILL VISITORS CENTER PARKING)	TO INTERSECTION OF ROUTE 0400 (MAIN ENTRANCE LOOP) AND ROUTE 0407 (BACK ROAD)	OXON HILL	0.00	0.25	0.25	3		GR	
0202	NC	52368		ACCOKEEK CREEK ACCESS ROAD	FROM BRYAN POINT ROAD	TO ROUTE 0969 (ACCOKEEK CREEK ACCESS PARKING)	PISCATAWAY PARK	0.00	0.25	0.25	4		GR	
0203	NC	51841		WAGON ROAD	FROM ROUTE 0950 (OXON HILL VISITORS CENTER PARKING)	TO ROUTE 0407 (BACK ROAD)	OXON HILL	0.00	0.23	0.23	6		GR	
0206	4	103975		RIDGE PICNIC AREA LOOP	FROM ROUTE 0019 (RIDGE PICNIC AREA ROAD)	TO ROUTE 0019 (RIDGE PICNIC AREA ROAD)	FORT DUPONT	0.09	0.00	0.09	3		AS	1
0208	**5**			**NORTH STADIUM ENTRANCE ROAD**	**FROM ROUTE 0928 (RFK STADIUM NORTH PARKING)**	**TO OKLAHOMA AVENUE NE**	**ANACOSTIA PARK**	**0.11**	**0.00**	**0.11**	**3**		**AS**	**2**
0209	**5**			**SOUTH STADIUM ACCESS ROAD**	**FROM BARNEY CIRCLE AT 17TH STREET**	**TO ROUTE 0928 (RFK STADIUM NORTH PARKING)**	**ANACOSTIA PARK**	**1.21**	**0.00**	**1.21**	**3**		**AS**	**2**
0210	NC			FORT DUPONT COMMUNITY GARDEN ROAD	FROM ROUTE 0018 (FORT DAVIS DRIVE)	TO END OF LOOP	FORT DUPONT	0.00	0.27	0.27	3		GR	
0300	4	52369		MARSHALL HALL ACCESS ROAD	FROM ROUTE 0124 (MARYLAND STATE HIGHWAY 227) AT MP 0.72	TO ROUTE 0124 (MARYLAND STATE HIGHWAY 227) AT MP 0.94	PISCATAWAY PARK	0.28	0.00	0.28	3		AS	6
0301	4	52370		MARSHALL HALL LOOP ROAD	FROM ROUTE 0300 (MARSHALL HALL ACCESS ROAD)	TO END OF LOOP	PISCATAWAY PARK	0.13	0.00	0.13	3		AS	6
0303	NC	103973		BRANITAN ROAD	FROM ROUTE 0124 (MARYLAND STATE HIGHWAY 227)	TO JOHNSON CULLEN PROPERTY	PISCATAWAY PARK	0.00	0.94	0.94	2		GR	
0400	NC	51846		MAIN ENTRANCE LOOP	FROM END OF ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)	TO END OF LOOP	OXON HILL	0.00	0.41	0.41	5		GR	

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NATIONAL CAPITAL PARKS - EAST

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0401	NC	21270		AQUATIC GARDENS ADMINISTRATIVE ACCESS ROAD	FROM ROUTE 0901 (KENILWORTH AQUATIC GARDENS PARKING)	TO ROUTE 0423 (KENILWORTH AQUATIC GARDENS SERVICE ROAD)	KENILWORTH PARK	0.00	0.25	0.25	5		GR	
0402	4	51911		KENILWORTH MAINTENANCE ACCESS	FROM ANACOSTIA AVENUE NE	TO ROUTE 0906 (KENILWORTH MAINTENANCE YARD)	KENILWORTH PARK	0.08	0.00	0.08	6		AS	1
0403	NC	51923		LANGSTON SERVICE ROAD	FROM ROUTE 0905 (LANGSTON GOLF COURSE PARKING)	TO MAINTENANCE BUILDING / YARD	KENILWORTH PARK	0.00	0.17	0.17	5		GR	
0404	4	52120		RIVER TERRACE ACCESS ROAD	FROM ANACOSTIA AVENUE NE	TO END OF PAVEMENT AT MP 0.64	KENILWORTH PARK	0.05	0.59	0.64	5		AS	1
0406	4	52119		FORT DUPONT MAINTENANCE YARD ACCESS	FROM ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	TO ROUTE 0919A (FORT DUPONT INTERIOR MAINTENANCE AREA)	FORT DUPONT	0.06	0.00	0.06	5		AS	1
0407	NC	51849		BACK ROAD	FROM INTERSECTION OF ROUTE 0203 (WAGON ROAD) AND ROUTE 0400 (MAIN ENTRANCE LOOP)	TO ROUTE 0408 (BOTTOM ROAD)	OXON HILL	0.00	0.47	0.47	5		GR	
0408	4	51852		BOTTOM ROAD	FROM END OF ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)	TO OXON HILL BIKE TRAIL	OXON HILL	0.82	0.00	0.82	5		AS	4
0409	NC	51853		NURSERY ROAD	FROM ROUTE 0408 (BOTTOM ROAD)	TO OXON HILL NURSERY	OXON HILL	0.00	0.53	0.53	5		GR	
0410	4	51854		OXON HILL MAINTENANCE ACCESS ROAD	FROM ROUTE 0408 (BOTTOM ROAD)	TO OXON HILL RESIDENCE	OXON HILL	0.09	0.00	0.09	5		AS	4
0420	NC	52371		ECOSYSTEM FARM ACCESS ROAD	FROM BRYAN POINT ROAD	TO FARM	PISCATAWAY PARK	0.00	0.32	0.32	6		GR	
0421	NC	104579		ADMINISTRATIVE LOOP ROAD	FROM ROUTE 0107 (COLONIAL FARM BUILDINGS ACCESS)	TO ROUTE 0107 (COLONIAL FARM BUILDINGS ACCESS)	PISCATAWAY PARK	0.00	0.07	0.07	6		GR	
0423	NC	104057		KENILWORTH AQUATIC GARDENS SERVICE ROAD	FROM ANACOSTIA AVENUE NE	TO ROUTE 0902 (KENILWORTH AQUATIC GARDENS MAINTENANCE AREA)	KENILWORTH PARK	0.00	0.32	0.32	5		GR	
0424	4	103972		AOF TRAINING PARKING ROAD	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO END OF PAVEMENT	ANACOSTIA PARK	0.11	0.00	0.11	5		AS	3

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NATIONAL CAPITAL PARKS - EAST

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0425	4	103967		FORT DUPONT SUMMER THEATRE SERVICE ROAD	FROM ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	TO ROUTE 0922 (FORT DUPONT ACTIVITY CENTER PARKING)	FORT DUPONT	0.09	0.00	0.09	5		AS	1
0426	NC	103966		PARK HEADQUARTERS OVERFLOW PARKING ACCESS ROAD	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO ROUTE 0964A (HEADQUARTER OVERFLOW PARKING A)	ANACOSTIA PARK	0.00	0.32	0.32	5		GR	
0427	NC			FAA TOWER ACCESS ROAD	FROM ROUTE 0968 (FORT FOOTE PARKING)	TO FAA TOWER	FORT WASHINGTON	0.00	0.13	0.13	6		GR	
0429	NC			HARMONY HALL ACCESS ROAD	FROM LIVINGSTON ROAD	TO END OF LOOP	FORT WASHINGTON	0.00	0.16	0.16	5		GR	
0901	4	21271		KENILWORTH AQUATIC GARDENS PARKING	FROM ANACOSTIA AVENUE NE	TO ROUTE 0401 (AQUATIC GARDENS ADMINISTRATIVE ACCESS ROAD)	KENILWORTH PARK	0.00	0.00	0.00		38,114	AS	1
0902	4	52121		KENILWORTH AQUATIC GARDENS MAINTENANCE AREA	FROM END OF ROUTE 0423 (KENILWORTH AQUATIC GARDENS SERVICE ROAD)	TO PARKING	KENILWORTH PARK	0.00	0.00	0.00		634	AS	1
0903	NC	52122		KENILWORTH PARKING 1	ADJACENT TO ROUTE 0012 (KENILWORTH PARK ACCESS) AT MP 0.33 ON RIGHT		KENILWORTH PARK	0.00	0.00	0.00		50,500	GR	
0904	NC	52123		KENILWORTH PARKING 2	ADJACENT TO ROUTE 0012 (KENILWORTH PARK ACCESS) AT MP 0.72 ON RIGHT		KENILWORTH PARK	0.00	0.00	0.00		152,000	GR	
0905	**5**	**52129**		**LANGSTON GOLF COURSE PARKING**	**FROM 26TH STREET NE**	**TO PARKING**	**KENILWORTH PARK**	**0.00**	**0.00**	**0.00**		**51,676**	**AS**	**2**
0906	**5**	**21434**		**KENILWORTH MAINTENANCE YARD**	**FROM ROUTE 0402 (KENILWORTH MAINTENANCE ACCESS) AT END**	**THROUGH MAINTENANCE YARD**	**KENILWORTH PARK**	**0.00**	**0.00**	**0.00**		**53,602**	**AS**	**1**
0907	4	52217		PAVILION PARKING NORTH	FROM ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)	TO ROUTE 0013 (ANACOSTIA DRIVE)	ANACOSTIA PARK	0.00	0.00	0.00		63,169	AS	2
0908	4	21471		ANACOSTIA BOAT RAMP PARKING	FROM ROUTE 0013 (ANACOSTIA DRIVE) AND ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)	TO ROUTE 0114 (RAILROAD YARD ACCESS)	ANACOSTIA PARK	0.00	0.00	0.00		54,059	AS	2

Cycle 5 NPS/RIP Route ID Report

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0909	**5**	**21429**		**PAVILION PARKING SOUTH**	**FROM ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)**	**TO ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**99,603**	**AS**	**2**
0911	4	52222		NICHOLSON COMFORT STATION PARKING	FROM ROUTE 0015 (NICHOLSON STREET SE)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00		12,249	AS	2
0912	**5**	**52223**		**ANACOSTIA POOL & RECREATION FACILITY PARKING**	**FROM ROUTE 0105ZZ (ANACOSTIA POOL AND RECREATION FACILITY ROADS) ON RIGHT**	**TO PARKING**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**62,597**	**AS**	**2**
0913ZZ	4	21430		NACE PARK HEADQUARTERS PARKING AREAS	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00		32,294	AS	3
0915ZZ	4	52225		U.S. PARK POLICE AVIATION AND FUEL RAMP PARKING	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	ANACOSTIA PARK	0.00	0.00	0.00		14,251	AS	3
0916	4	21432		U.S. PARK POLICE OFFICE PARKING	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00		53,911	AS	3
0917	4	21316		FREDERICK DOUGLAS S HOME PARKING	FROM W STREET SE	TO PARKING	FREDERICK DOUGLASS HOME	0.00	0.00	0.00		10,077	AS	2
0918	4	21427		FORT DUPONT MAINTENANCE YARD PARKING	FROM ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	TO PARKING	FORT DUPONT	0.00	0.00	0.00		8,849	AS	1
0919A	4	52111		FORT DUPONT INTERIOR MAINTENANCE AREA	FROM END OF ROUTE 0406 (FORT DUPONT MAINTENANCE YARD ACCESS)	TO PARKING	FORT DUPONT	0.00	0.00	0.00		17,845	AS	1
0919B	4	104060		FORT DUPONT REAR MAINTENANCE AREA	FROM ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	TO PARKING	FORT DUPONT	0.00	0.00	0.00		4,733	AS	1
0920	4	52112		U.S. PARK POLICE FORT DUPONT STABLES AND PARKING LOT	FROM ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	TO END OF ROUTE 0117 (FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE))	FORT DUPONT	0.00	0.00	0.00		10,907	AS	1
0922	4	21428		FORT DUPONT ACTIVITY CENTER PARKING	FROM ROUTE 0017 (FORT DUPONT DRIVE) AT MP 0.21 (ON LEFT)	TO ROUTE 0425 (FORT DUPONT SUMMER THEATRE SERVICE ROAD) AT END	FORT DUPONT	0.00	0.00	0.00		42,964	AS	1

Cycle 5 NPS/RIP Route ID Report

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0923	4	52229		BUZZARD POINT MARINA PARKING	FROM ROUTE 0983 (BUZZARD POINT MARINA UNPAVED PARKING)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00		10,489	CO	3
0924	NC	52231		JAMES CREEK MARINA UNPAVED PARKING	FROM V STREET SE	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0925	**5**			**RFK STADIUM SOUTH PARKING**	**FROM 22ND STREET SE**	**TO PARKING**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**155,079**	**AS**	**2**
0926	**5**			**RFK STADIUM NORTH PARKING / DC POLICE**	**FROM C STREET RAMP ACCESS AT GATE**	**TO C STREET RAMP ACCESS AT GATE**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**108,267**	**AS**	**2**
0927	**5**			**RFK STADIUM SOUTHEAST PARKING**	**FROM INDEPENDENCE AVENUE SE**	**TO ROUTE 0209 (SOUTH STADIUM ACCESS ROAD)**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**798,743**	**AS**	**2**
0928	**5**			**RFK STADIUM NORTH PARKING**	**FROM C STREET NE**	**TO PARKING**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**1,624,057**	**AS**	**2**
0930	**5**			**RFK STADIUM EAST / DC ARMORY OVERFLOW PARKING**	**FROM 19TH STREET NE**	**TO PARKING**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**343,080**	**AS**	**2**
0950	**5**	**20708**		**OXON HILL VISITORS CENTER PARKING**	**FROM ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)**	**TO ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)**	**OXON HILL**	**0.00**	**0.00**	**0.00**		**35,573**	**AS**	**4**
0951	NC	52372		FARMINGTON LANDING PARKING	FROM END OF ROUTE 0120 (WHARF ROAD)	TO PARKING	PISCATAWAY PARK	0.00	0.00	0.00			GR	
0952	NC	104110		ACCOKEEK CREEK PARKING (TAYAC)	FROM BEGIN ROUTE 0122 (ACCOKEEK / MOCKLEY POINT ROAD)	TO PARKING	PISCATAWAY PARK	0.00	0.00	0.00			GR	
0953	NC	52374		PISCATAWAY PARK / SAYLOR GROVE VISITORS CENTER PARKING	FROM ROUTE 0112 (BRYAN POINT ROAD)	TO END OF ROUTE 0107 (COLONIAL FARM BUILDINGS ACCESS) AT GATE	PISCATAWAY PARK	0.00	0.00	0.00		51,000	GR	
0954	NC	52375		COLONIAL FARM BUILDINGS PARKING	FROM ROUTE 0101 (COLONIAL FARM ACCESS) ON LEFT	TO ROUTE 0101 (COLONIAL FARM ACCESS) ON LEFT	PISCATAWAY PARK	0.00	0.00	0.00		11,250	GR	
0955	NC	52376		MAINTENANCE AREA/FUEL STATION	FROM END OF ROUTE 0101 (COLONIAL FARM ACCESS)	TO PARKING	PISCATAWAY PARK	0.00	0.00	0.00			GR	
0956	4	52377		MARSHALL HALL BOAT RAMP PARKING	FROM END OF ROUTE 0124 (MARYLAND STATE HIGHWAY 227)	TO ROUTE 0124 (MARYLAND STATE HIGHWAY 227)	PISCATAWAY PARK	0.00	0.00	0.00		47,568	AS	6

Cycle 5 NPS/RIP Route ID Report

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0957	NC	104279		OXON HILL EMPLOYEE PARKING	FROM ROUTE 0407 (BACK ROAD)	TO PARKING	OXON HILL	0.00	0.00	0.00		6,950	GR	
0959	NC	104278		COLONIAL FARM ADMINISTRATIVE BUILDING PARKING	FROM ROUTE 0421 (ADMINISTRATIVE LOOP ROAD)	TO PARKING	PISCATAWAY PARK	0.00	0.00	0.00		2,625	GR	
0961	NC	104280		ACCOKEEK CREEK OUTER VISITOR PARKING	ADJACENT TO ROUTE 0202 (ACCOKEEK CREEK ACCESS ROAD) ON LEFT		PISCATAWAY PARK	0.00	0.00	0.00		3,350	GR	
0964A	NC	104281		HEADQUARTERS OVERFLOW PARKING A	ADJACENT TO ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)		ANACOSTIA PARK	0.00	0.00	0.00			GR	
0964B	NC	104282		HEADQUARTERS OVERFLOW PARKING B	FROM ROUTE 0426 (PARK HEADQUARTERS OVERFLOW PARKING ACCESS ROAD)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0964C	NC	104283		HEADQUARTERS OVERFLOW PARKING C	FROM ROUTE 0426 (PARK HEADQUARTERS OVERFLOW PARKING ACCESS ROAD)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0965A	NC	104284		AVIATION ROAD BALLFIELD PARKING A	ADJACENT TO ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)		ANACOSTIA PARK	0.00	0.00	0.00			GR	
0965B	NC	104285		AVIATION ROAD BALLFIELD PARKING B	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO PARKING	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0966ZZ	NC			LANHAM ESTATES PARK PICNIC PARKING AREAS	FROM ROUTE 0118 (LANHAM ESTATES LOOP ROAD) ON LEFT AND RIGHT SIDES	TO PARKING	FORT DUPONT	0.00	0.00	0.00		6,580	GR	
0968	NC	104111		FORT FOOTE PARKING	FROM ROUTE 0100 (FORT FOOTE ROAD)	TO PARKING	FORT WASHINGTON	0.00	0.00	0.00		4,870	GR	
0969	NC	52373		ACCOKEEK CREEK ACCESS PARKING	FROM END OF ROUTE 0202 (ACCOKEEK CREEK ACCESS ROAD)	TO PARKING	PISCATAWAY PARK	0.00	0.00	0.00			GR	
0970	NC	104109		KENILWORTH AQUATIC GARDENS EMPLOYEE PARKING 1	FROM ROUTE 0423 (KENILWORTH AQUATIC GARDENS SERVICE ROAD) ON RIGHT	TO PARKING	KENILWORTH PARK	0.00	0.00	0.00			GR	

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0971	NC	104071		KENILWORTH AQUATIC GARDENS EMPLOYEE PARKING 2	FROM ROUTE 0423 (KENILWORTH AQUATIC GARDENS SERVICE ROAD) ON LEFT	TO PARKING	KENILWORTH PARK	0.00	0.00	0.00			GR	
0972	NC	51904		LANGSTON DRIVING RANGE PARKING	FROM BENNING ROAD	TO PARKING	KENILWORTH PARK	0.00	0.00	0.00		91,000	GR	
0981	4			U.S. PARK POLICE IMPOUND PARKING / AOF SOUTH ROADWAY	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	ANACOSTIA PARK	0.00	0.00	0.00		22,511	AS	3
0982	**5**			**JAMES CREEK PAVED PARKING**	**FROM V STREET SW**	**TO V STREET SW**	**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**72,121**	**AS**	**3**
0983	NC			BUZZARD POINT MARINA UNPAVED PARKING	FROM V STREET SW	TO ROUTE 0923 (BUZZARD POINT MARINA PARKING)	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0984	NC			EARTH CONSERVATION CORPS UNPAVED PARKING	FROM HALF STREET SW	TO HALF STREET SW	ANACOSTIA PARK	0.00	0.00	0.00			GR	
0985	**5**			**KENILWORTH PARKSIDE TENNIS COURTS AND POOL**	**FROM INTERSECTION OF ANACOSTIA AVENUE NE AND 42NDSTREETNE**	**TO ANACOSTIA AVENUE NE**	**KENILWORTH PARK**	**0.00**	**0.00**	**0.00**		**29,220**	**AS**	**1**
0986	**5**			**KENILWORTH PARKSIDE PARKING**	**FROM ANACOSTIA AVENUE NE**	**TO ANACOSTIA AVENUE NE**	**KENILWORTH PARK**	**0.00**	**0.00**	**0.00**		**16,391**	**AS**	**1**
0987	**5**			**QUARLES FIELD PARKING**	**FROM ANACOSTIA AVENUE NE**	**TO PARKING**	**KENILWORTH PARK**	**0.00**	**0.00**	**0.00**		**6,953**	**AS**	**1**
0989	**5**			**3801 SOUTH CAPITOL STREET HOUSE PARKING AND COMPLEX**	**FROM INTERSECTION OF S CAPITOL STREET SE/SW, MARTIN LUTHER KING JR AVENUE, AND HALLEY PLACE SE**	**TO PARKING**		**0.00**	**0.00**	**0.00**		**8,763**	**AS**	**4**
0990	NC			RALEIGH STREET HOUSE ACCESS AND PARKING	FROM RALEIGH STREET SE	TO PARKING		0.00	0.00	0.00		8,590	GR	
0991	**5**			**ANACOSTIA SOUTH CAPITAL BRIDGE PARKING**	**ADJACENT TO ROUTE 0013 (ANACOSTIA DRIVE)**		**ANACOSTIA PARK**	**0.00**	**0.00**	**0.00**		**4,273**	**AS**	**3**

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CYCLE 5 COLLECTED SUMMARY TOTALS FOR NATIONAL CAPITAL PARKS - EAST

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	9.61
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	9.61
Manually Rated Routes (SQFT)	0

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	3,469,998

CYCLE 5 COLLECTED CONCESSION TOTALS

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

CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	66
**Manually Rated Routes PCR	N/A
**Parking PCR	63
***Total Equivalent Lane Miles	79.80

TOTAL PARK SUMMARY FOR NATIONAL CAPITAL PARKS - EAST

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	13.16
TOTAL PAVED PARKING (SQFT)	3,914,622

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

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

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

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General Park Road Functional Classification Table

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

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

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

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

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

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

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

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

****

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

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

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

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NACE

NATIONAL CAPITAL PARKS - EAST

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
0020ZZ	N/A	5	HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS	FROM HOWARD ROAD AND ANACOSTIA DRIVE SE	THROUGH RAMPS		1	0.25	0.00	0.25	
0104ZZ	52198	5	HEADQUARTERS ACCESS AND AVIATION ROADS	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO ROUTE 0014 (GOOD HOPE ROAD)		2	0.54	0.00	0.54	
0105ZZ	52226	5	ANACOSTIA POOL AND RECREATION FACILITY ROADS	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO ROUTE 0013 (ANACOSTIA DRIVE)		2	0.13	0.00	0.13	
0913ZZ	21430	4	NACE PARK HEADQUARTERS PARKING AREAS	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO PARKING			0.00	0.00	0.00	32,294
0915ZZ	52225	4	U.S. PARK POLICE AVIATION AND FUEL RAMP PARKING	FROM ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)	TO ROUTE 0104ZZ (HEADQUARTERS ACCESS AND AVIATION ROADS)			0.00	0.00	0.00	14,251
0966ZZ	N/A	NC	LANHAM ESTATES PARK PICNIC PARKING AREAS	FROM ROUTE 0118 (LANHAM ESTATES LOOP ROAD) ON LEFT AND RIGHT SIDES	TO PARKING			0.00	0.00	0.00	6,580

NACE-0020ZZ 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
0020AZ	N/A	5	ANACOSTIA DRIVE SE SPUR RAMP TO S CAPITAL STREET SE	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO ROUTE 0020BZ (ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE)		1	0.06	0.00	0.06	
0020BZ	N/A	5	ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO ANACOSTIA DRIVE SE RAMP AT PARK BOUNDARY		1	0.08	0.00	0.08	
0020CZ	N/A	5	S CAPITAL STREET SE RAMP TO HOWARD ROAD SE RAMP	FROM S CAPITAL STREET SE RAMP AT PARK BOUNDARY	TO ROUTE 0020DZ (HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE)		1	0.04	0.00	0.04	
0020DZ	N/A	5	HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE	FROM HOWARD ROAD SE RAMP AT PARK BOUNDARY	TO ROUTE 0013 (ANACOSTIA DRIVE)		1	0.07	0.00	0.07	

NPS/RIP Subcomponent Details for NACE

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).

NACE

NATIONAL CAPITAL PARKS - EAST

NACE-0104ZZ 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
0104AZ	52198	5	HEADQUARTERS ACCESS	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO BEGIN ROUTE 0104BZ (AVIATION ROAD) AT INTERSECTION WITH ROUTE 0981 (U.S. PARK POLICE IMPOUND PARKING / AOF SOUTH ROADWAY)		2	0.18	0.00	0.18	
0104BZ	52198	5	AVIATION ROAD	FROM END OF ROUTE 0104AZ (HEADQUARTERS ACCESS) AT INTERSECTION WITH ROUTE 0981 (U.S. PARK POLICE IMPOUND PARKING / AOF SOUTH ROADWAY)	TO ROUTE 0014 (GOOD HOPE ROAD)		2	0.36	0.00	0.36	

NACE-0105ZZ 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
0105AZ	52226	5	ANACOSTIA POOL AND RECREATION FACILITY ROAD	FROM ROUTE 0013 (ANACOSTIA DRIVE)	TO ROUTE 0013 (ANACOSTIA DRIVE)		2	0.11	0.00	0.11	
0105BZ	52226	5	ANACOSTIA POOL AND RECREATION FACILITY ROAD CUT-THROUGH	FROM ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD) ON LEFT	TO ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD) ON LEFT		2	0.02	0.00	0.02	

NACE-0913ZZ 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
0913AZ	21430	4	NACE PARK HEADQUARTERS PARKING A	FROM ROUTE 0104AZ (HEADQUARTERS ACCESS)	TO PARKING			0.00	0.00	0.00	17,652
0913BZ	21430	4	NACE PARK HEADQUARTERS PARKING B	FROM ROUTE 0104BZ (AVIATION ROAD)	TO PARKING			0.00	0.00	0.00	14,642

NPS/RIP Subcomponent Details for NACE

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).

NACE

NATIONAL CAPITAL PARKS - EAST

NACE-0915ZZ 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
0915AZ	52225	4	U.S. PARK POLICE AVIATION PARKING	FROM ROUTE 0104BZ (AVIATION ROAD)	TO ROUTE 0104BZ (AVIATION ROAD)			0.00	0.00	0.00	8,954
0915BZ	52225	4	USPP AVIATION FUEL RAMP	FROM ROUTE 0104BZ (AVIATION ROAD)	TO ROUTE 0104BZ (AVIATION ROAD)			0.00	0.00	0.00	5,297

NACE-0966ZZ 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
0966AZ	N/A	NC	LANHAM ESTATES PARK PICNIC AREA PARKING A	FROM ROUTE 0118 (LANHAM ESTATES LOOP ROAD) ON LEFT	TO PARKING			0.00	0.00	0.00	3,380
0966BZ	N/A	NC	LANHAM ESTATES PARK PICNIC AREA PARKING B	FROM ROUTE 0118 (LANHAM ESTATES LOOP ROAD) ON RIGHT	TO PARKING			0.00	0.00	0.00	3,200

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - NACE

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Addition**	**Comments**
0020ZZ	HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS	OTHER	NEW PAVED ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0208	NORTH STADIUM ENTRANCE ROAD	OTHER	ROUTE WAS IN THE RIP INVENTORY IN CYCLE 3 (WAS NACE-0208) AND WAS REMOVED DURING CYCLE 4 BECAUSE IT HAD BEEN TRANSFERRED TO DC GOVERNMENT AND WAS NOT IN FMSS. ROUTE WAS ADDED BACK, PER PARK'S REQUEST, TO THE RIP INVENTORY DURING THE CYCLE 5 ROUTE ID MEETING.
0209	SOUTH STADIUM ACCESS ROAD	OTHER	ROUTE WAS IN THE RIP INVENTORY IN CYCLE 3 (WAS NACE-0207) AND WAS REMOVED DURING CYCLE 4 BECAUSE IT HAD BEEN TRANSFERRED TO DC GOVERNMENT AND WAS NOT IN FMSS. ROUTE WAS ADDED BACK, PER PARK'S REQUEST, TO THE RIP INVENTORY DURING THE CYCLE 5 ROUTE ID MEETING.
0925	RFK STADIUM SOUTH PARKING	OTHER	ROUTE WAS IN RIP INVENTORY IN CYCLE 3 (WAS NACE-0925) AND WAS REMOVED DURING CYCLE 4. ROUTE WAS ADDED BACK TO RIP INVENTORY IN CYCLE 5, PER PARK'S REQUEST, BECAUSE ROUTE IS OWNED BY THE NPS (DC MAINTAINS PER HANDSHAKE AGREEMENT).
0926	RFK STADIUM NORTH PARKING / DC POLICE	OTHER	ROUTE WAS IN RIP INVENTORY IN CYCLE 3 (WAS NACE-0926) AND WAS REMOVED DURING CYCLE 4. ROUTE WAS ADDED BACK TO RIP INVENTORY IN CYCLE 5, PER PARK'S REQUEST, BECAUSE ROUTE IS OWNED BY THE NPS (DC MAINTAINS PER HANDSHAKE AGREEMENT).
0927	RFK STADIUM SOUTHEAST PARKING	OTHER	ROUTE WAS IN RIP INVENTORY IN CYCLE 3 (WAS NACE-0927) AND WAS REMOVED DURING CYCLE 4. ROUTE WAS ADDED BACK TO RIP INVENTORY IN CYCLE 5, PER PARK'S REQUEST, BECAUSE ROUTE IS OWNED BY THE NPS (DC MAINTAINS PER HANDSHAKE AGREEMENT).
0928	RFK STADIUM NORTH PARKING	OTHER	ROUTE WAS IN RIP INVENTORY IN CYCLE 3 (WAS NACE-0928) AND WAS REMOVED DURING CYCLE 4. ROUTE WAS ADDED BACK TO RIP INVENTORY IN CYCLE 5, PER PARK'S REQUEST, BECAUSE ROUTE IS OWNED BY THE NPS (DC MAINTAINS PER HANDSHAKE AGREEMENT).

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - NACE

ROUTES ADDED FROM PREVIOUS INVENTORY:

Route #	Route Name	Reason for Addition	Comments
0930	RFK STADIUM EAST / DC ARMORY OVERFLOW PARKING	OTHER	ROUTE WAS IN RIP INVENTORY IN CYCLE 3 (WAS NACE-0930) AND WAS REMOVED DURING CYCLE 4. ROUTE WAS ADDED BACK TO RIP INVENTORY IN CYCLE 5, PER PARK'S REQUEST, BECAUSE ROUTE IS OWNED BY THE NPS (DC MAINTAINS PER HANDSHAKE AGREEMENT).
0982	JAMES CREEK PAVED PARKING	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0985	KENILWORTH PARKSIDE TENNIS COURTS AND POOL	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0986	KENILWORTH PARKSIDE PARKING	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0987	QUARLES FIELD PARKING	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0989	3801 SOUTH CAPITOL STREET HOUSE PARKING AND COMPLEX	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST.
0991	ANACOSTIA SOUTH CAPITAL BRIDGE PARKING	OTHER	NEW ROUTE ADDED DURING THE CYCLE 5 MANUAL COLLECTION TRIP.

ROUTES MODIFIED FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Modification	Comments
0013	ANACOSTIA DRIVE	REALIGNED	ROUTE HAS BEEN REALIGNED (ROUTE MOVED AWAY FROM RIVER) SINCE CYCLE 4 DATA COLLECTION. NO CHANGE IN OVERALL LENGTH.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - NACE

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0012	KENILWORTH PARK ACCESS	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 2 TO 5; THIS IS AN ADMINISTRATIVE PARK ROAD WITH PUBLIC ACCESS PERMITTED TO DROP OFF HANDICAP PERSONS AT THE DOUGLAS HOME.
0015	NICHOLSON STREET SE	ROUTE NAME	ROUTE NAME CHANGED; WAS "22ND STREET".
0016	ANACOSTIA PAVILION LOOP ROAD	ROUTE NAME	ROUTE NAME CHANGED; WAS "LOOP ROAD".
0102	FREDERICK DOUGLAS HOME ACCESS ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 2 TO 5; THIS IS AN ADMINISTRATIVE PARK ROAD WITH PUBLIC ACCESS PERMITTED TO DROP OFF HANDICAP PERSONS.
0104ZZ	HEADQUARTERS ACCESS AND AVIATION ROADS	ROUTE NAME	ROUTE NAME CHANGED; WAS "HEADQUARTERS ACCESS".
0105ZZ	ANACOSTIA POOL AND RECREATION FACILITY ROADS	OTHER	LONGER LENGTH IN CYCLE 5 BECAUSE THE CUT THROUGH ROUTE WAS ADDED DURING THE CYCLE 5 ROUTE ID MEETING.
0112	BRYAN POINT ROAD	ROUTE NAME	ROUTE NAME CHANGED; WAS "SAYLOR GROVE ROAD".
0117	FORT DUPONT MAINTENANCE ACCESS ROAD (F STREET SE)	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 2 TO 5; THIS IS AN ADMINISTRATIVE PARK ROAD WITH PUBLIC ACCESS PERMITTED.
0118	LANHAM ESTATES LOOP ROAD	COLLECTION METHOD CHANGE	ROUTE COLLECTED WITH THE DATA COLLECTION IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 3.
0120	WHARF ROAD	OTHER	ROUTE NAME CHANGED; WAS "FARMINGTON LANDING ACCESS ROAD". ROUTE EXTENDED AND STARTS AT FENCE LINE (APPROXIMATELY .03 MI LONGER) IN CYCLE 5.
0402	KENILWORTH MAINTENANCE ACCESS	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 6; THIS IS AN ADMINISTRATIVE PARK ROAD WITH RESTRICTED ACCESS.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - NACE

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0410	OXON HILL MAINTENANCE ACCESS ROAD	ROUTE NAME	ROUTE NAME CHANGED; WAS "RESIDENCE ACCESS".
0424	AOF TRAINING PARKING ROAD	ROUTE NAME	ROUTE NAME CHANGED; WAS "USPP TRAINING FACILITIES ROAD".
0905	LANGSTON GOLF COURSE PARKING	OTHER	ROUTE COLLECTED IN CYCLE 5 BECAUSE IT WAS PARTIALLY UNDER CONSTRUCTION IN CYCLE 4. MINOR SHAPE AND AREA CHANGES.
0906	KENILWORTH MAINTENANCE YARD	OTHER	ROUTE COLLECTED IN CYCLE 5 BECAUSE IT WAS INACCESSIBLE IN CYCLE 4. IMPROVED GPS WAS COLLECTED.
0907	PAVILION PARKING NORTH	ROUTE NAME	ROUTE NAME CHANGED; WAS "AQUATIC RESOURCES EDUCATION CENTER PARKING".
0909	PAVILION PARKING SOUTH	OTHER	ROUTE COLLECTED IN CYCLE 5 BECAUSE THE ACCESS ROAD FROM ROUTE 0013 WAS DEMOLISHED. ROUTE NAME CHANGED; WAS "ANACOSTIA SKATE PARK PARKING".
0911	NICHOLSON COMFORT STATION PARKING	ROUTE NAME	ROUTE NAME CHANGED; WAS "PARK NODE PARKING".
0912	ANACOSTIA POOL & RECREATION FACILITY PARKING	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 5 DATA COLLECTION.
0915ZZ	U.S. PARK POLICE AVIATION AND FUEL RAMP PARKING	ROUTE NAME	ROUTE NAME CHANGED; WAS "U.S. PARK POLICE HELIPAD PARKING AREAS".
0919A	FORT DUPONT INTERIOR MAINTENANCE AREA	ROUTE NAME	ROUTE NAME CHANGED; WAS "FORT DUPONT MAINTENANCE AREA A".
0919B	FORT DUPONT REAR MAINTENANCE AREA	ROUTE NAME	ROUTE NAME CHANGED; WAS "FORT DUPONT MAINTENANCE AREA B".

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - NACE

OTHER CHANGES FROM PREVIOUS INVENTORY:

Route #	Route Name	Type of Change	Comments
0920	U.S. PARK POLICE FORT DUPONT STABLES AND PARKING LOT	ROUTE NAME	ROUTE NAME CHANGED; WAS "FORT DUPONT U.S. PARK POLICE HORSE MOUNTED UNIT PARKING AREA".
0950	OXON HILL VISITORS CENTER PARKING	OTHER	ROUTE COLLECTED IN CYCLE 5 BECAUSE THE ROUTE SHAPE HAS CHANGED SINCE CYCLE 4 DATA COLLECTION.

ROUTES REMOVED FROM PREVIOUS INVENTORY:

Route #	Route Name	Reason for Removal	Comments
0411	OXON HILL BIKE TRAIL AND MAINTENANCE ACCESS	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING, PER PARK'S REQUEST, BECAUSE THIS ROUTE IS MANAGED AS A TRAIL.
0910	ANACOSTIA RIVER PARKING	OTHER	ROUTE REMOVED IN CYCLE 5 BECAUSE THE SHAPE HAS CHANGED (ENTRANCES AND MEDIAN REMOVED) SINCE CYCLE 4 DATA COLLECTION AND NOW THE ROUTE IS MAINTAINED WITH THE ROAD.
0921	FORT DUPONT ICE SKATING RINK PARKING	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING, PER PARK'S REQUEST, BECAUSE THIS ROUTE IS NOW OWNED/MAINTAINED BY THE DISTRICT OF COLUMBIA.
0967	FORT DUPONT ICE SKATING RINK SERVICE PARKING	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING, PER PARK'S REQUEST, BECAUSE THIS ROUTE IS NOW OWNED/MAINTAINED BY THE DISTRICT OF COLUMBIA.
0980	RIDGE PICNIC AREA PARKING	OTHER	ROUTE REMOVED DURING THE CYCLE 5 ROUTE ID MEETING, PER PARK'S REQUEST, BECAUSE THIS ROUTE IS CONSIDERED PART OF ROUTE 0206.

Section 3
Park Summary Information

National Capital Parks - East

Federal Lands Highway
Road Inventory Program

NACE: 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	1.17	12.17%	0.68	7.08%	0.42	4.37%	2.86	29.76%	**5.13**
2	1.94	20.19%	0.26	2.71%	0.30	3.12%	0.66	6.87%	**3.16**
3	0.24	2.50%	0.16	1.66%	0.24	2.50%	0.68	7.08%	**1.32**
4									
5									
6									
7									
8									
Totals	**3.35**	**34.86%**	**1.10**	**11.44%**	**0.96**	**9.99%**	**4.20**	**43.70%**	**9.61**

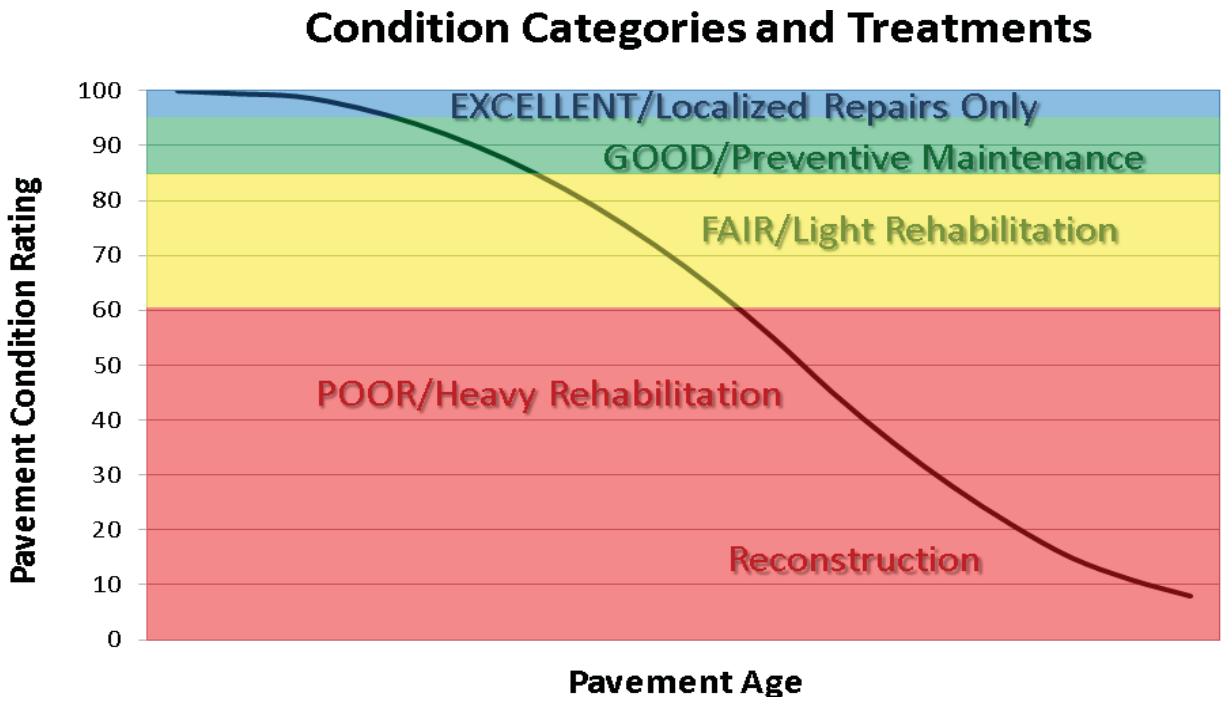
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class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

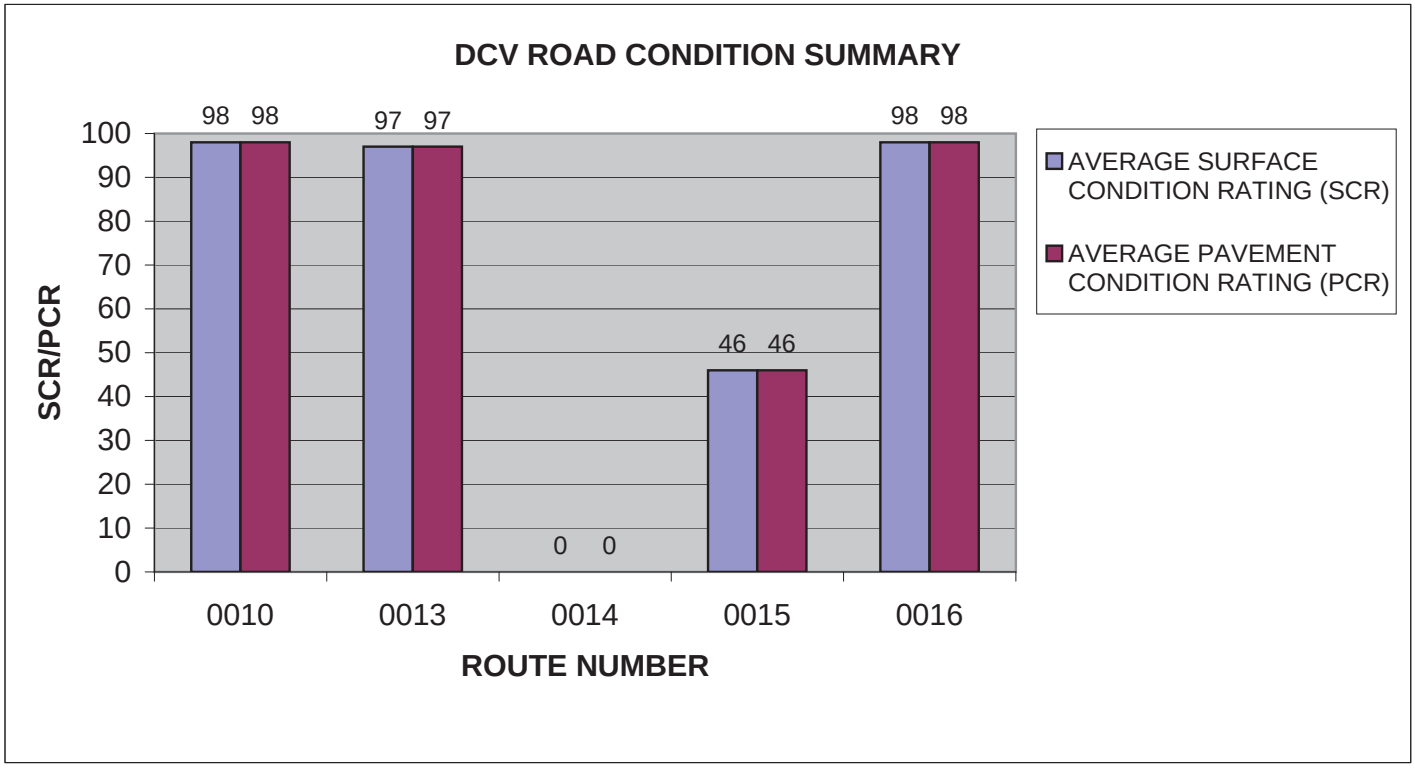
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely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



NACE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

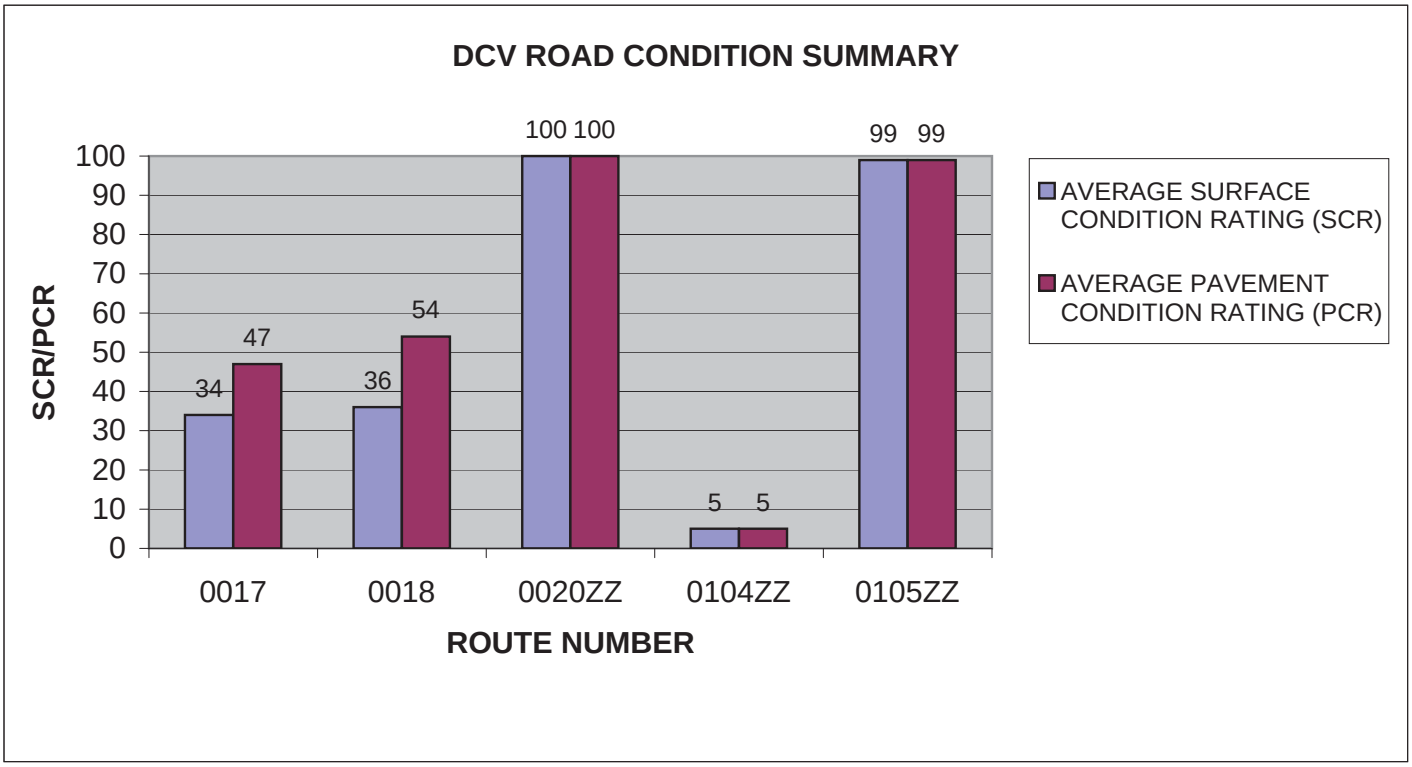
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	OXON HILL VISITOR CENTER ENTRANCE ROAD	1	0.10	ASPHALT	98	98
0013	ANACOSTIA DRIVE	1	2.09	ASPHALT	97	97
0014	GOOD HOPE ROAD	1	0.07	ASPHALT	0	0
0015	NICHOLSON STREET SE	1	0.05	ASPHALT	46	46
0016	ANACOSTIA PAVILION LOOP ROAD	1	0.56	ASPHALT	98	98



NACE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

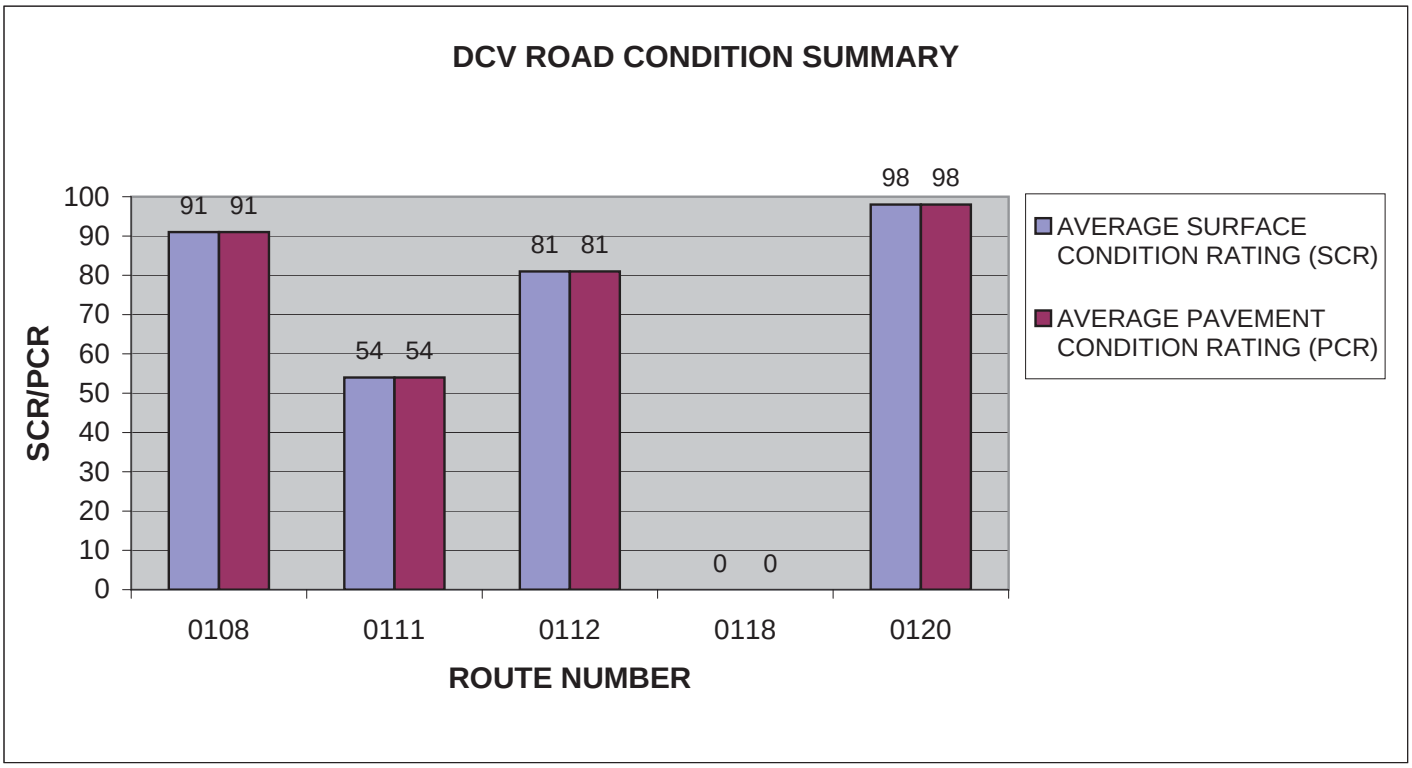
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0017	FORT DUPONT DRIVE	1	0.80	ASPHALT	34	47
0018	FORT DAVIS DRIVE	1	1.21	ASPHALT	36	54
0020ZZ	HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS	1	0.25	ASPHALT	100	100
0104ZZ	HEADQUARTERS ACCESS AND AVIATION ROADS	2	0.54	ASPHALT	5	5
0105ZZ	ANACOSTIA POOL AND RECREATION FACILITY ROADS	2	0.13	ASPHALT	99	99



NACE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

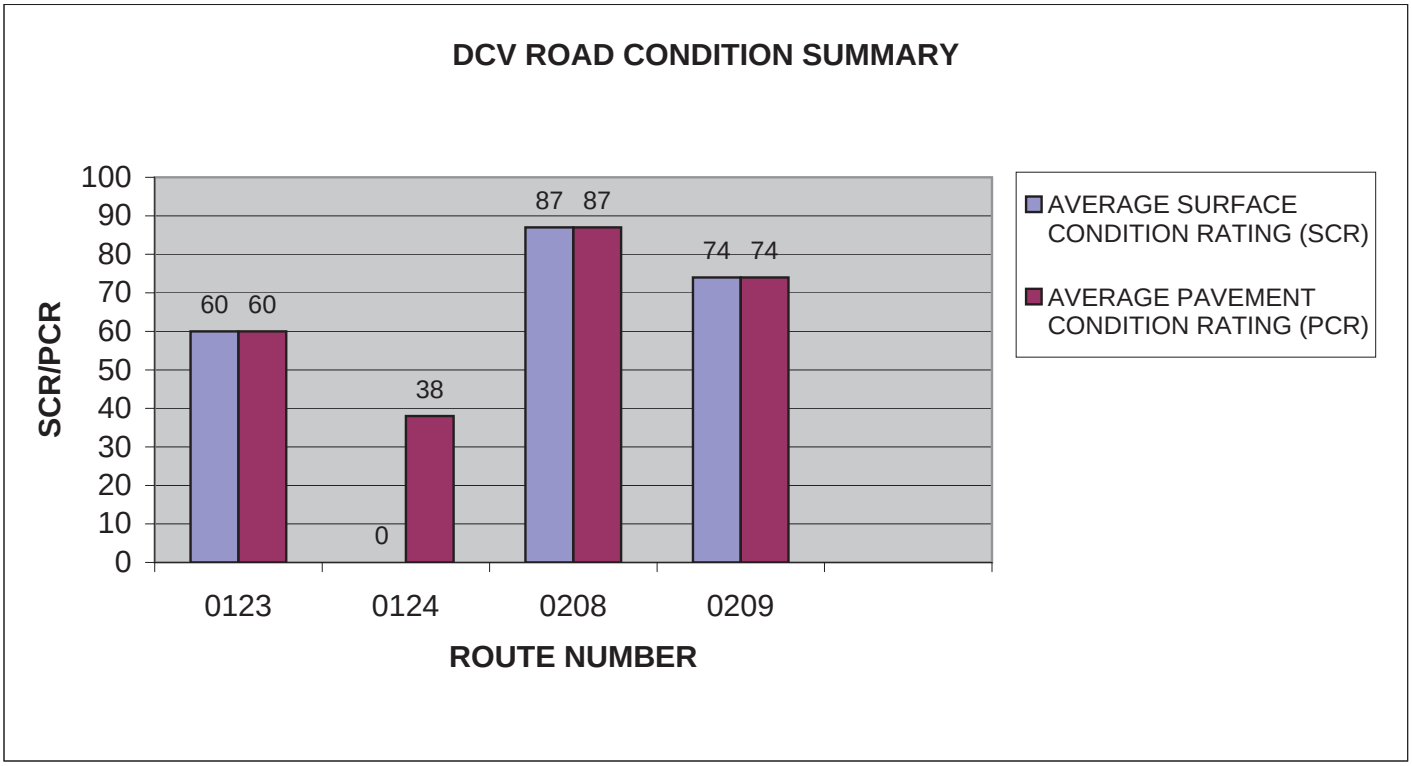
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0108	FORT STANTON RESERVOIR ACCESS ROAD	2	0.18	ASPHALT	91	91
0111	27TH STREET SE	2	0.13	ASPHALT	54	54
0112	BRYAN POINT ROAD	2	0.20	ASPHALT	81	81
0118	LANHAM ESTATES LOOP ROAD	2	0.33	ASPHALT	0	0
0120	WHARF ROAD	2	0.32	ASPHALT	98	98



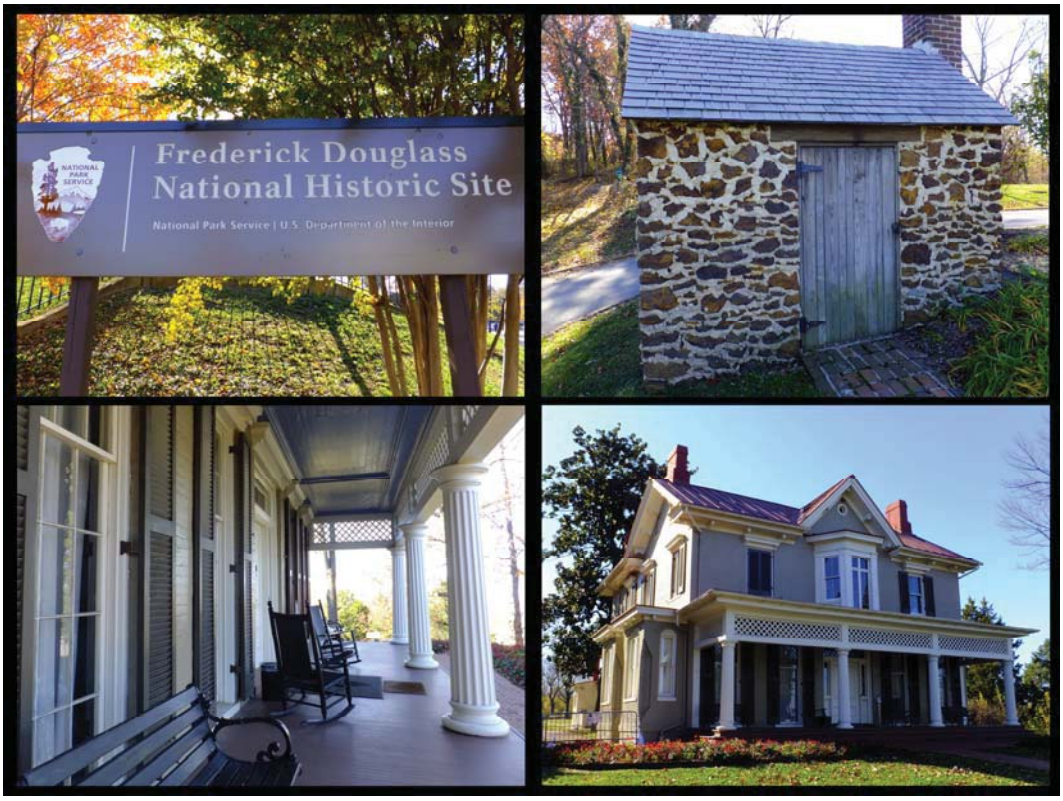
NACE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0123	RIVER ROAD	2	0.21	ASPHALT	60	60
0124	MARYLAND STATE HIGHWAY 227	2	1.12	ASPHALT	0	38
0208	NORTH STADIUM ENTRANCE ROAD	3	0.11	ASPHALT	87	87
0209	SOUTH STADIUM ACCESS ROAD	3	1.21	ASPHALT	74	74



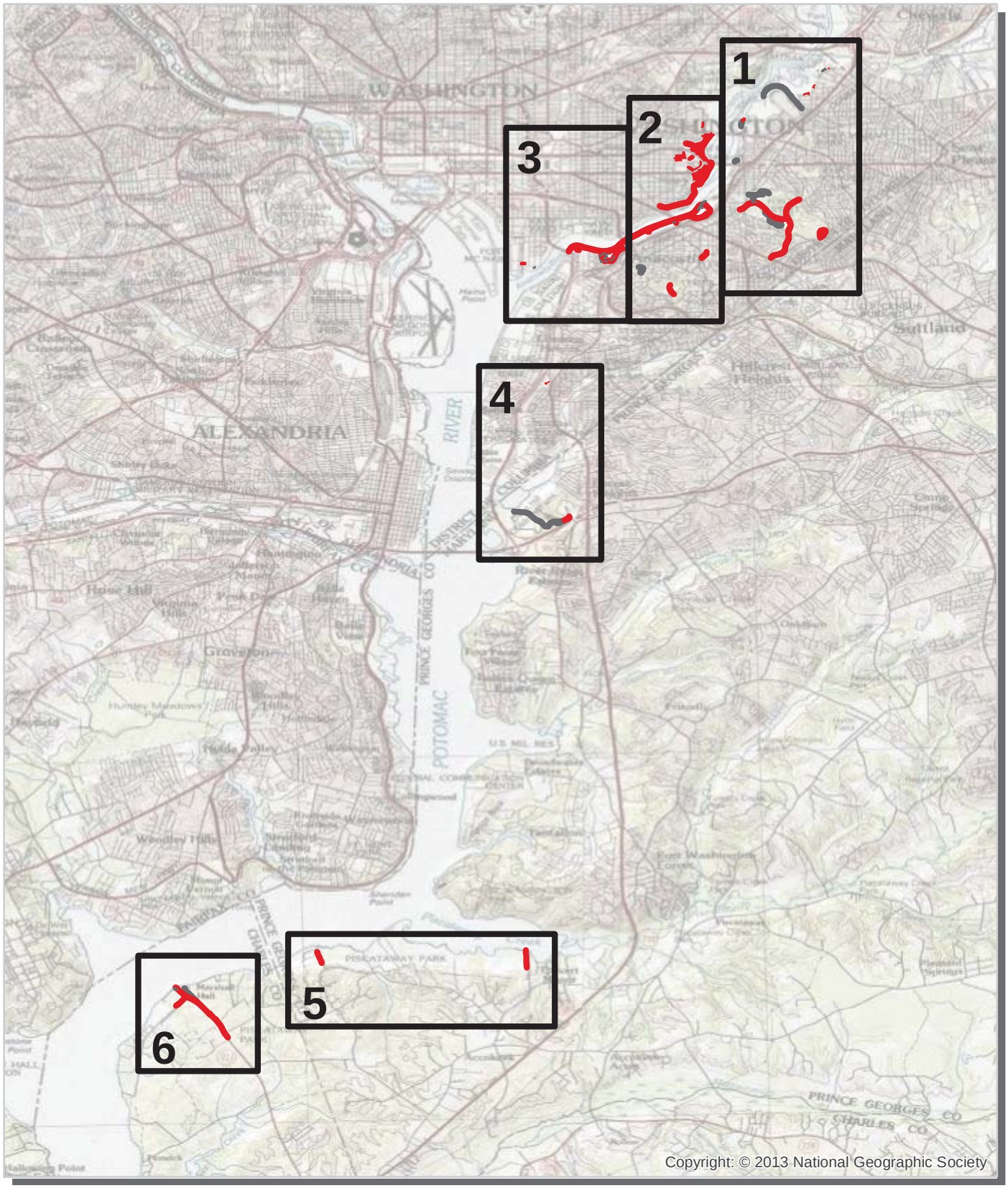
Section 4
Park Route Location Maps



National Capital Parks - East

Federal Lands Highway
Road Inventory Program

National Capital Parks - East
Route Location Map
Key Map



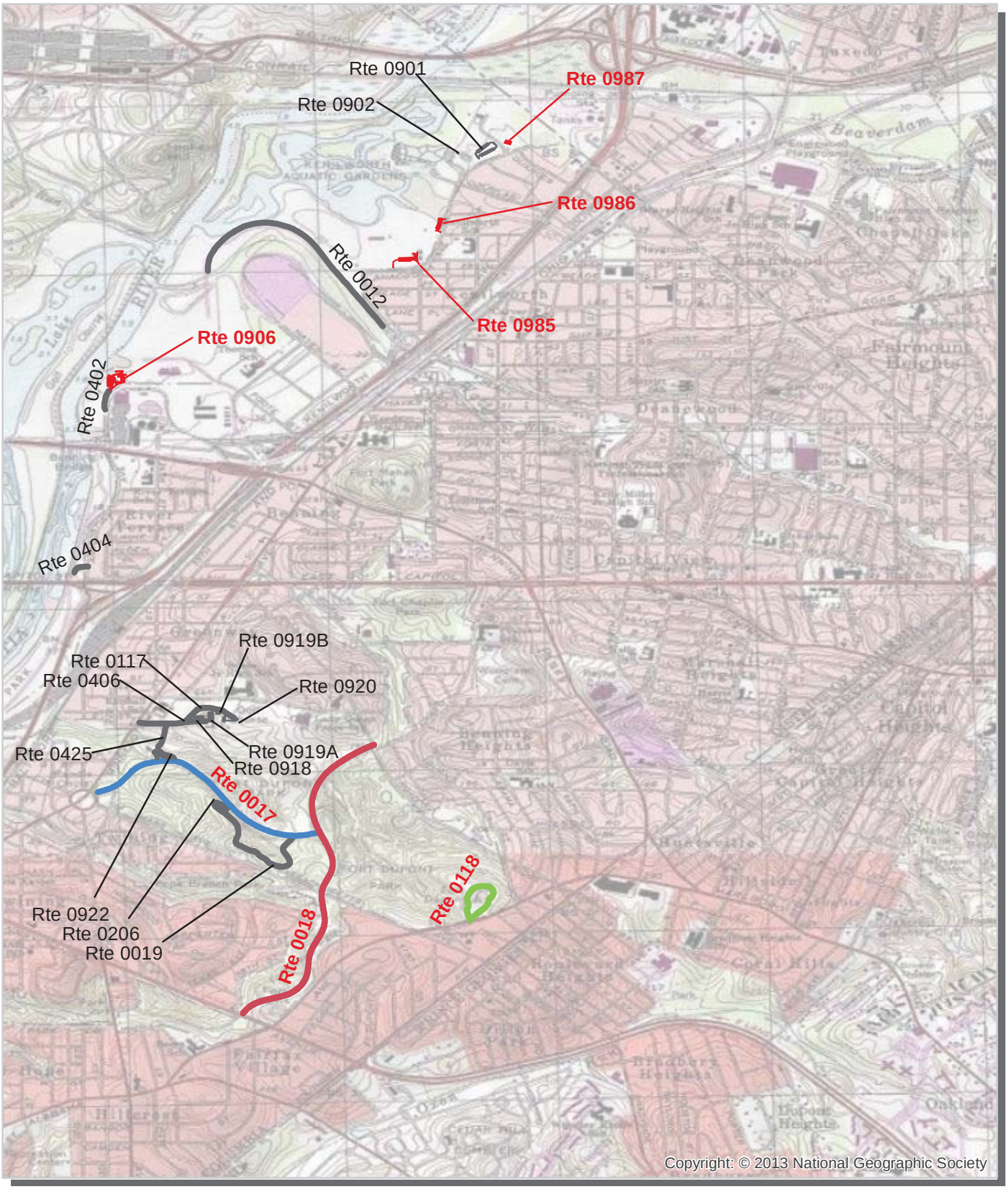
Cycle 5 Collected Routes

Routes Collected in Previous Cycle

2 1 0 2 Miles

N

National Capital Parks - East
Route Location Map
Area 1



Unique colors used to differentiate routes

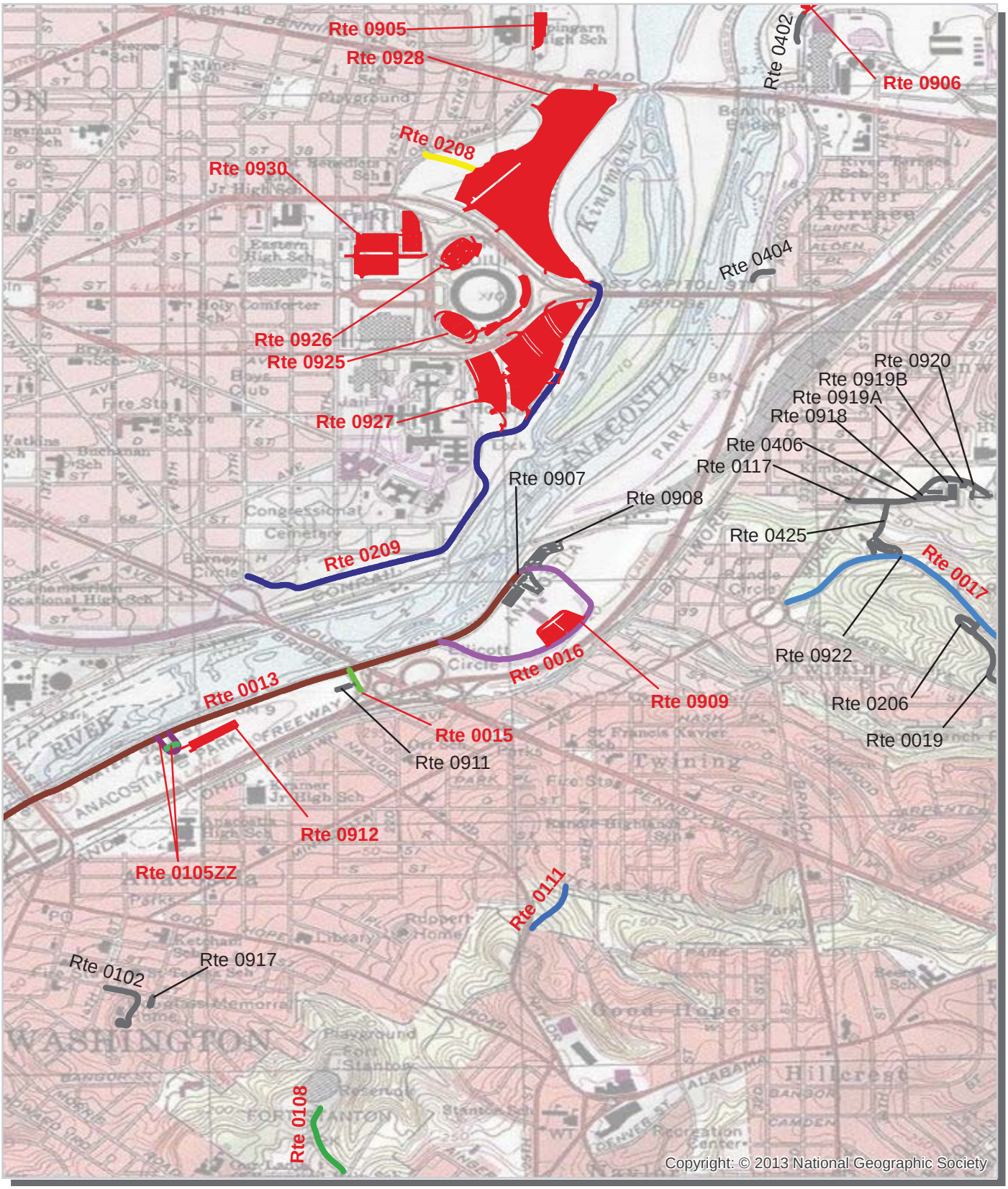
Routes Collected in Previous Cycle

0.5 0.25 0 0.5

Miles

N

National Capital Parks - East
Route Location Map
Area 2



Unique colors used to differentiate routes

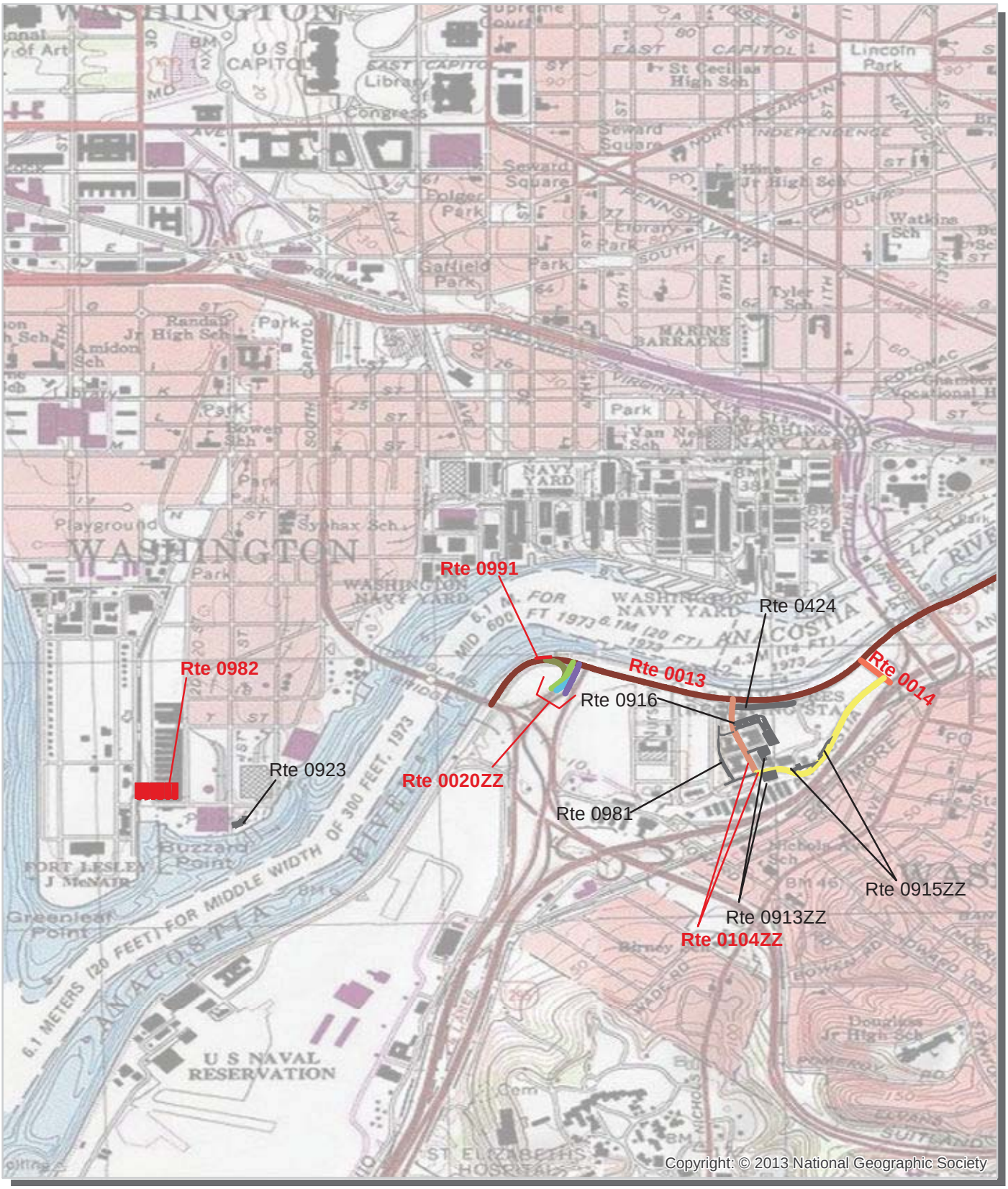
Routes Collected in Previous Cycle

0.3 0.15 0 0.3

Miles

N

National Capital Parks - East
Route Location Map
Area 3



Unique colors used to differentiate routes

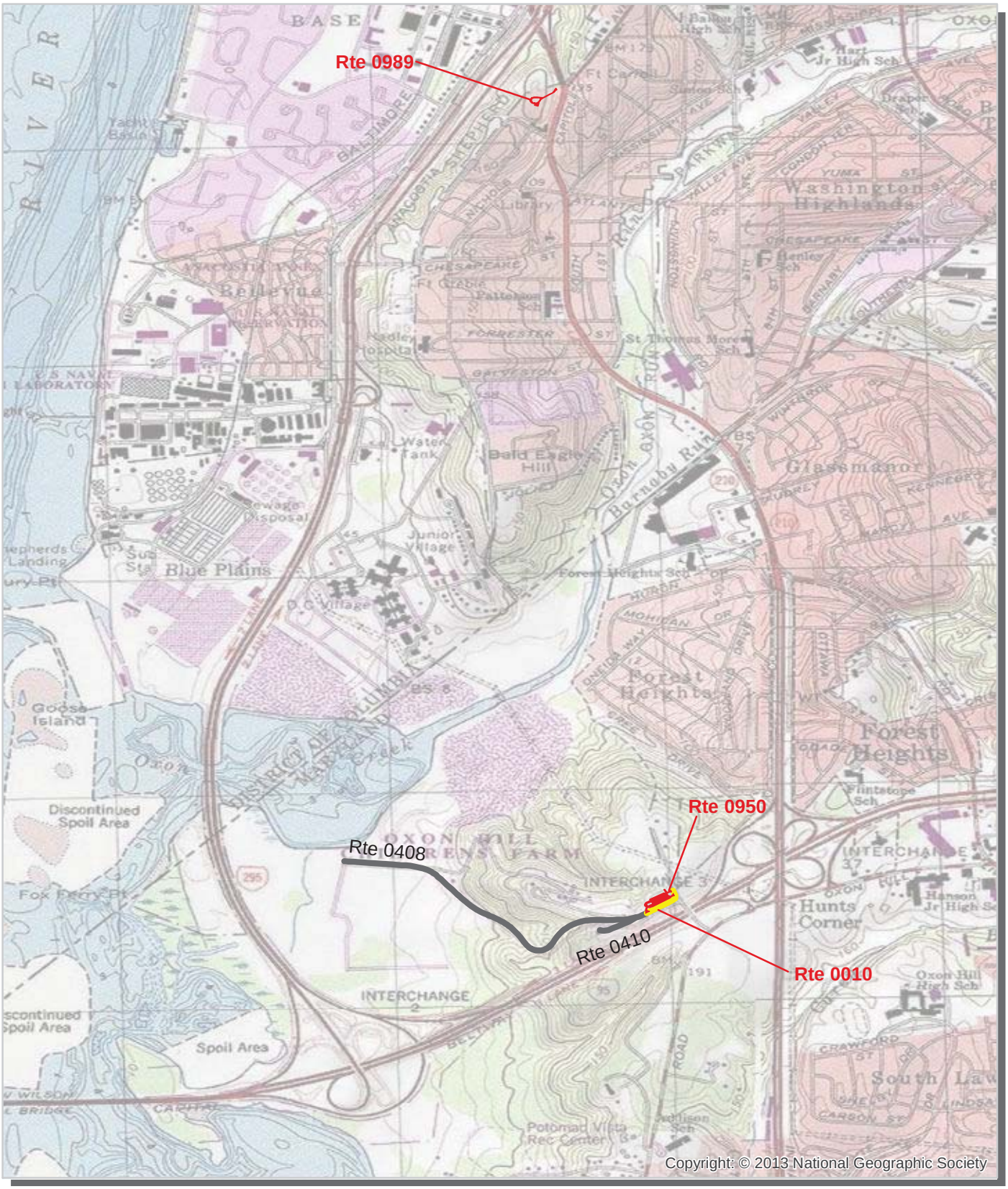
Routes Collected in Previous Cycle

0.2 0.1 0 0.2

Miles

N

National Capital Parks - East
Route Location Map
Area 4



Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.4 0.2 0 0.4

Miles

N

National Capital Parks - East
Route Location Map
Area 5

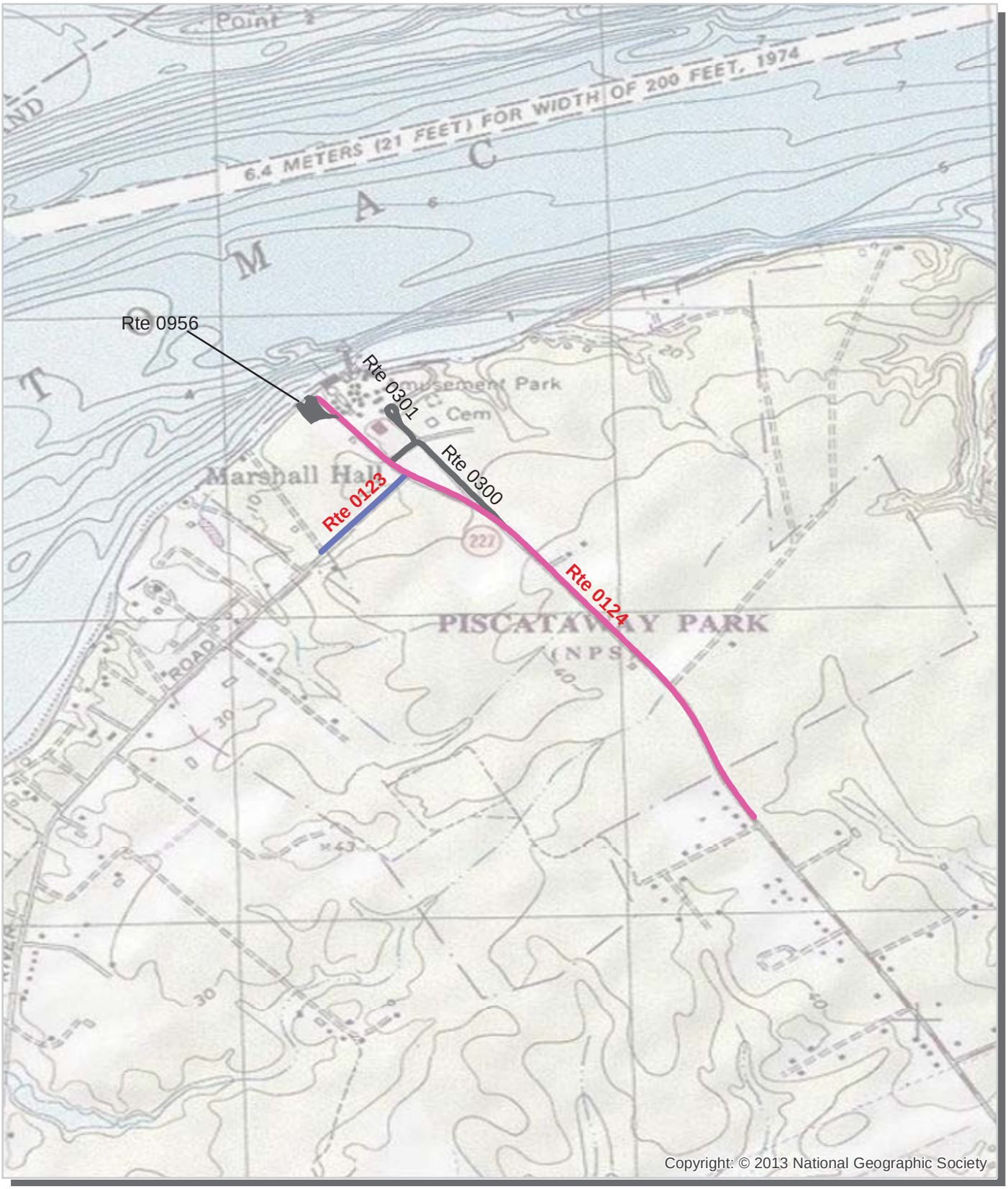
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.5 0.25 0 0.5
Miles

N

National Capital Parks - East
Route Location Map
Area 6



Unique colors used to differentiate routes

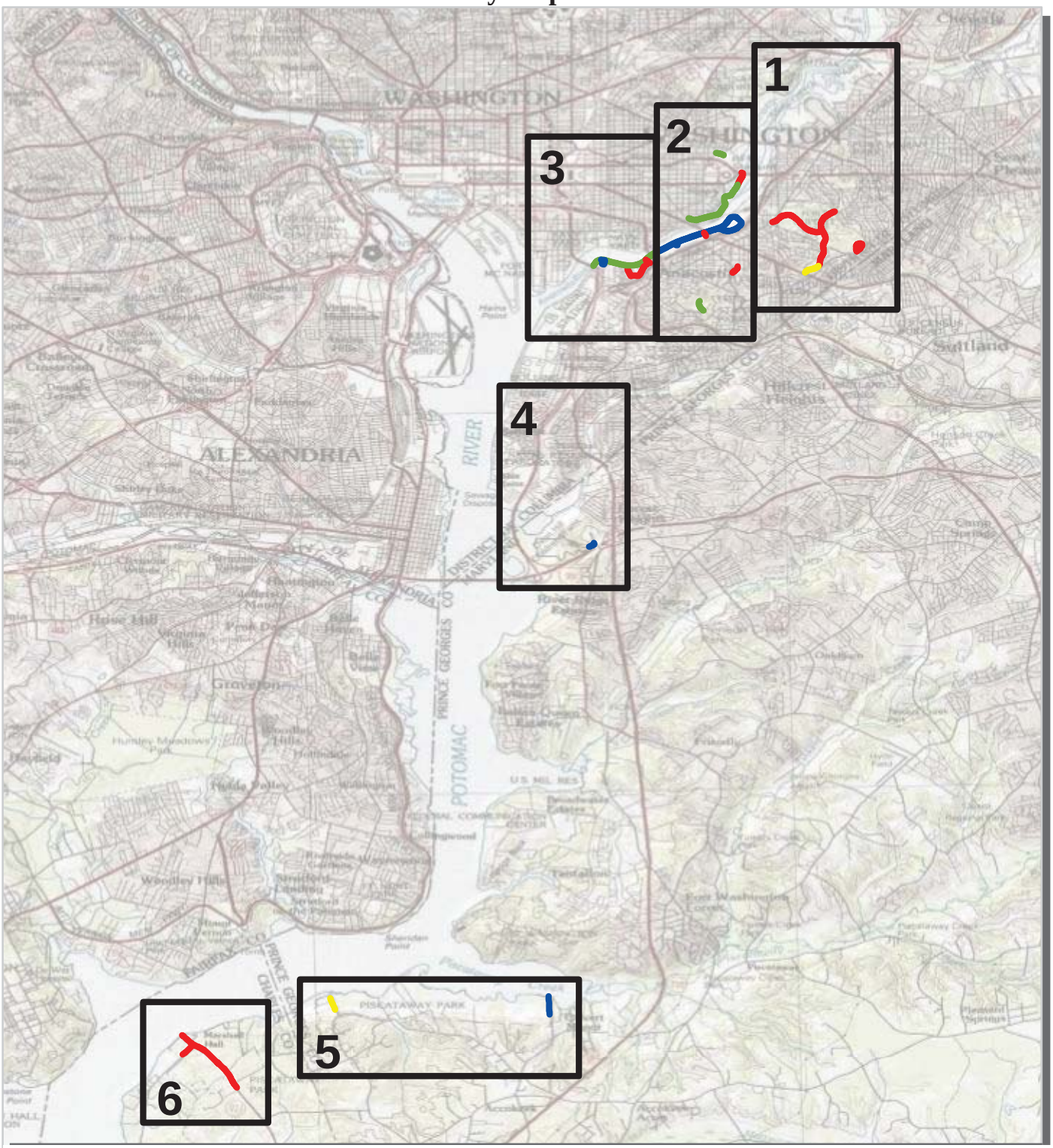
Routes Collected in Previous Cycle

0.2 0.1 0 0.2

Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Key Map



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

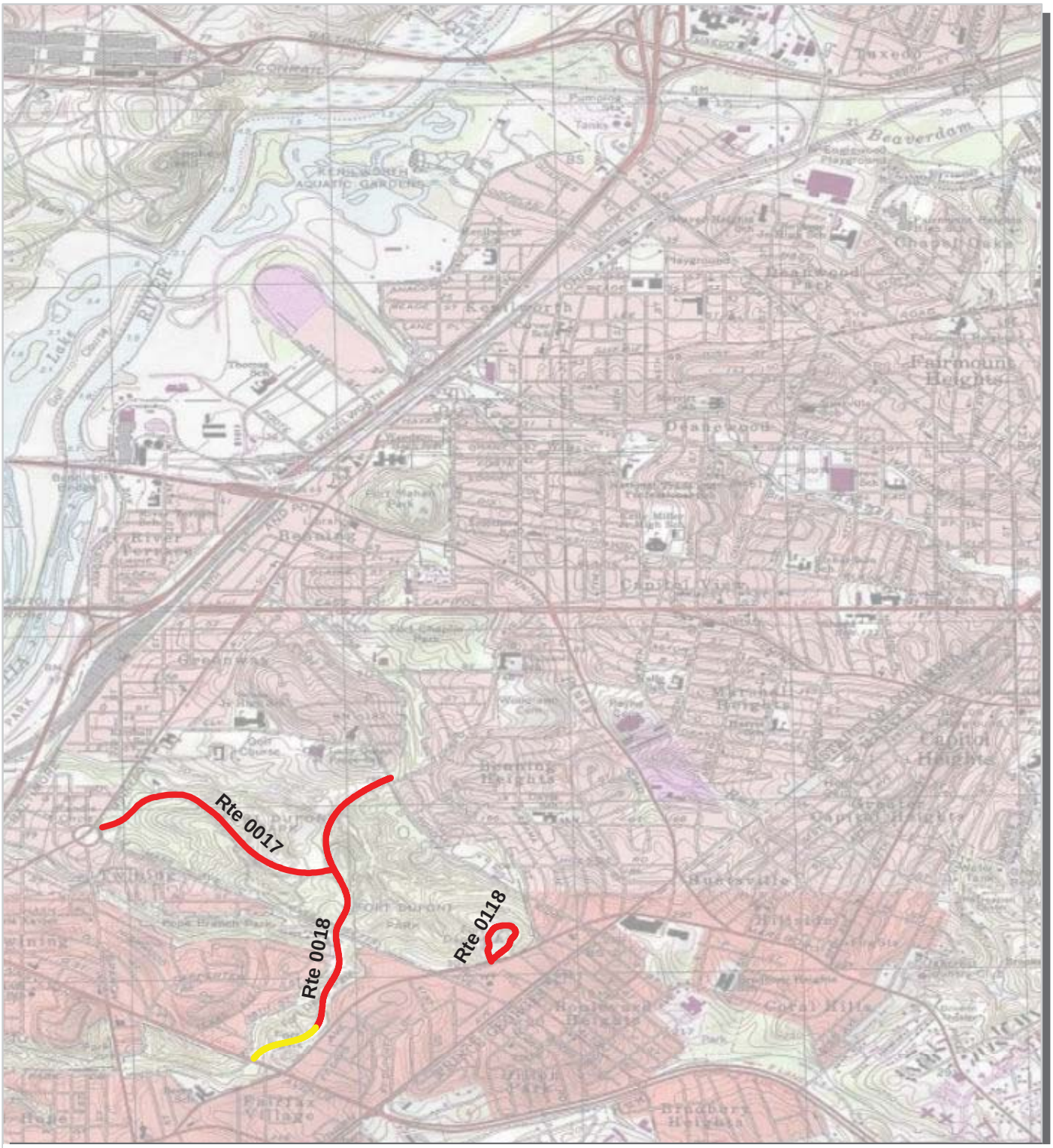
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

2 1 0 2 Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 1



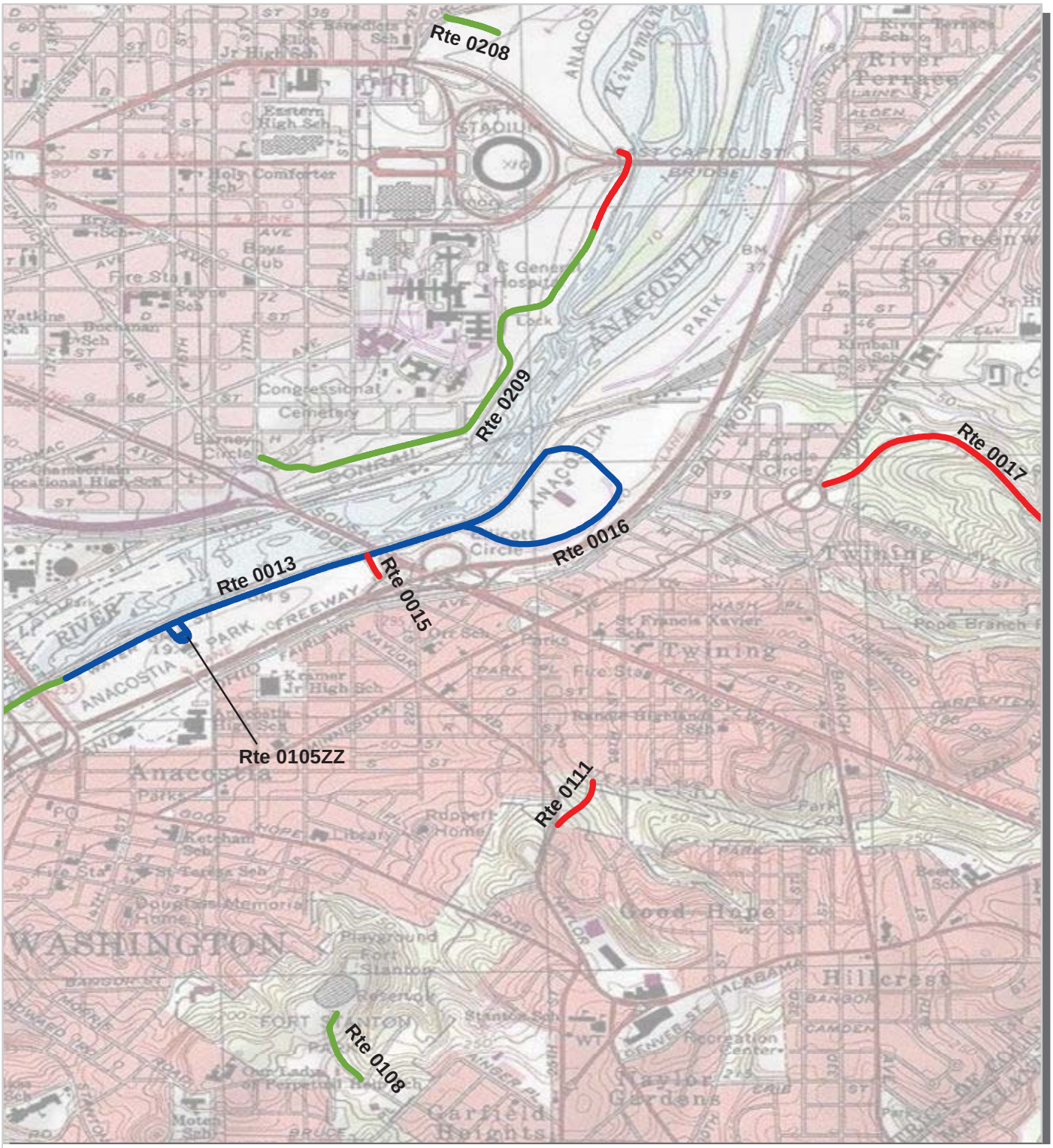
PCR Poor (0 - 60) Fair (61 - 84) Good (85 - 94) Excellent (95 - 100) No Data

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

0.5 0.25 0 0.5 Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 2



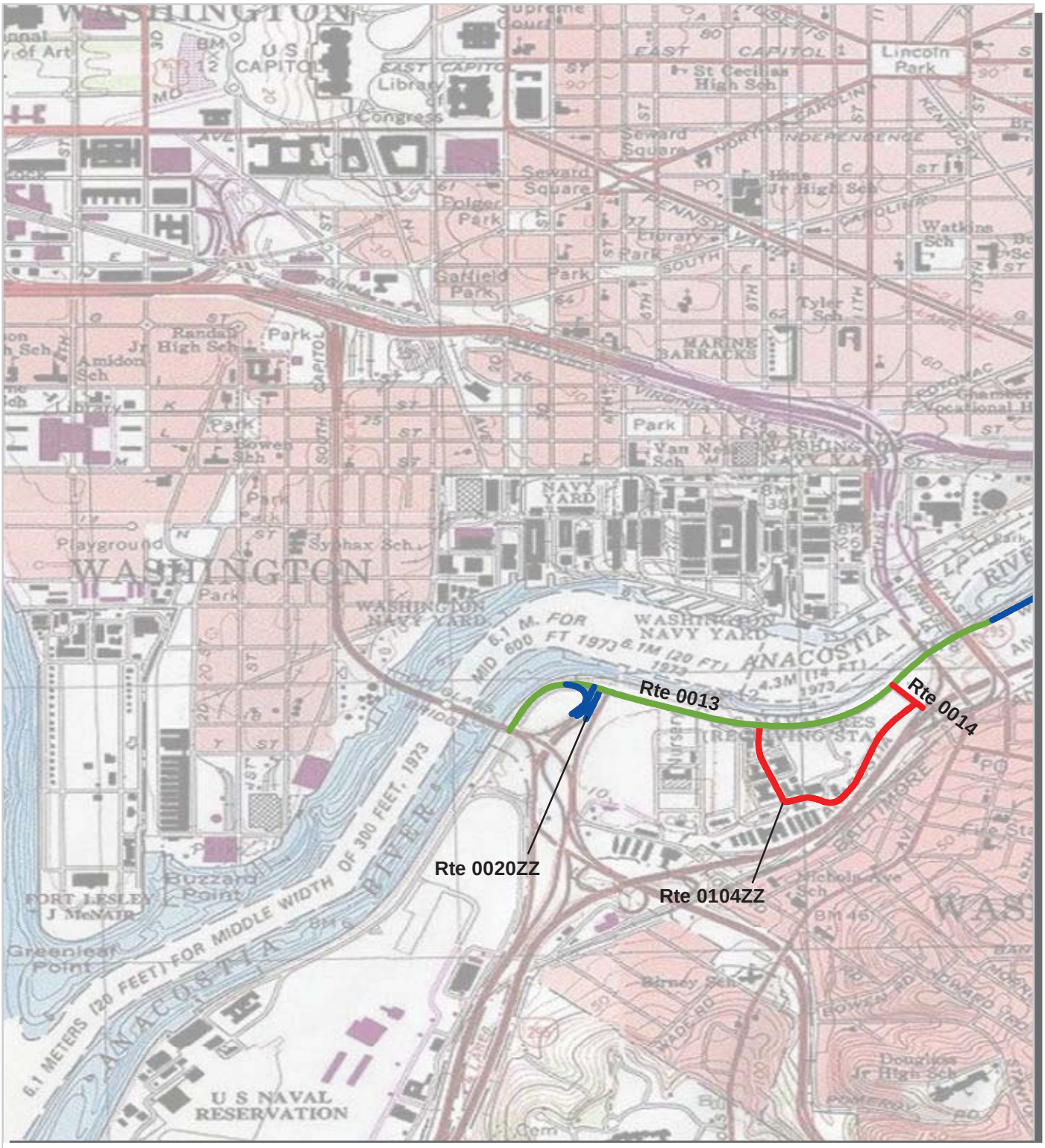
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.5 0.25 0 0.5 Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 3



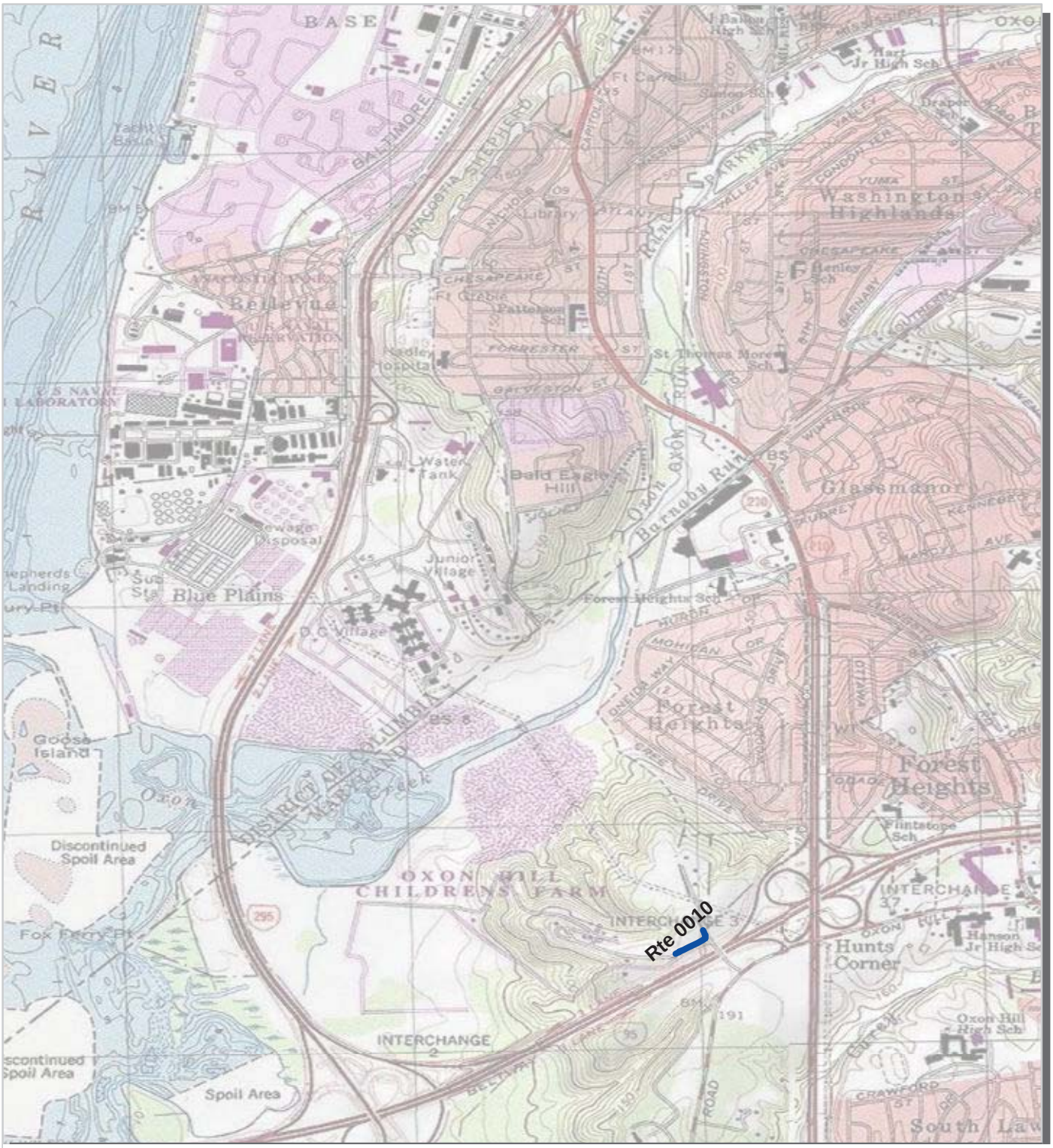
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.2 0.1 0 0.2 Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 4



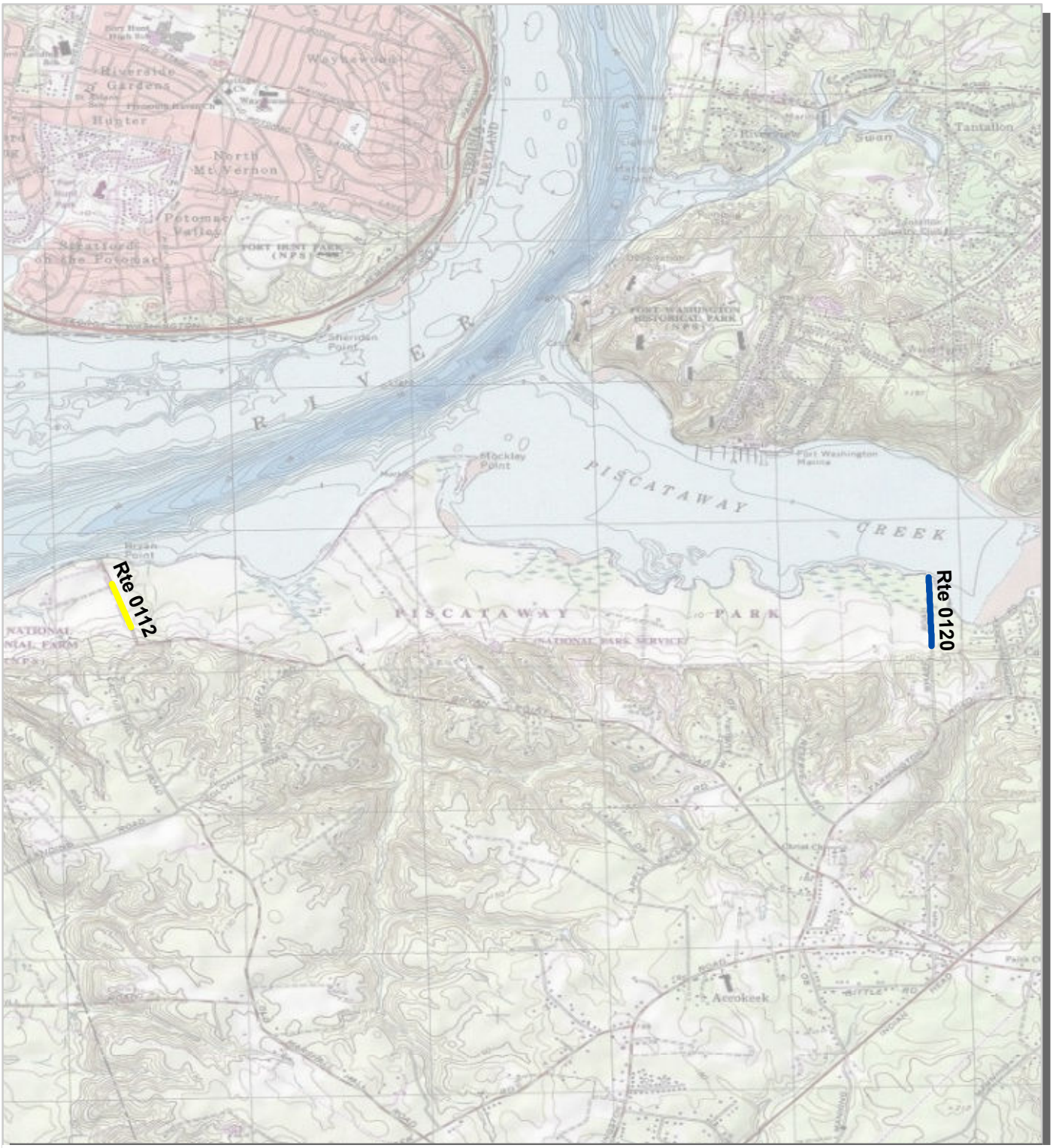
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.4 0.2 0 0.4 Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 5



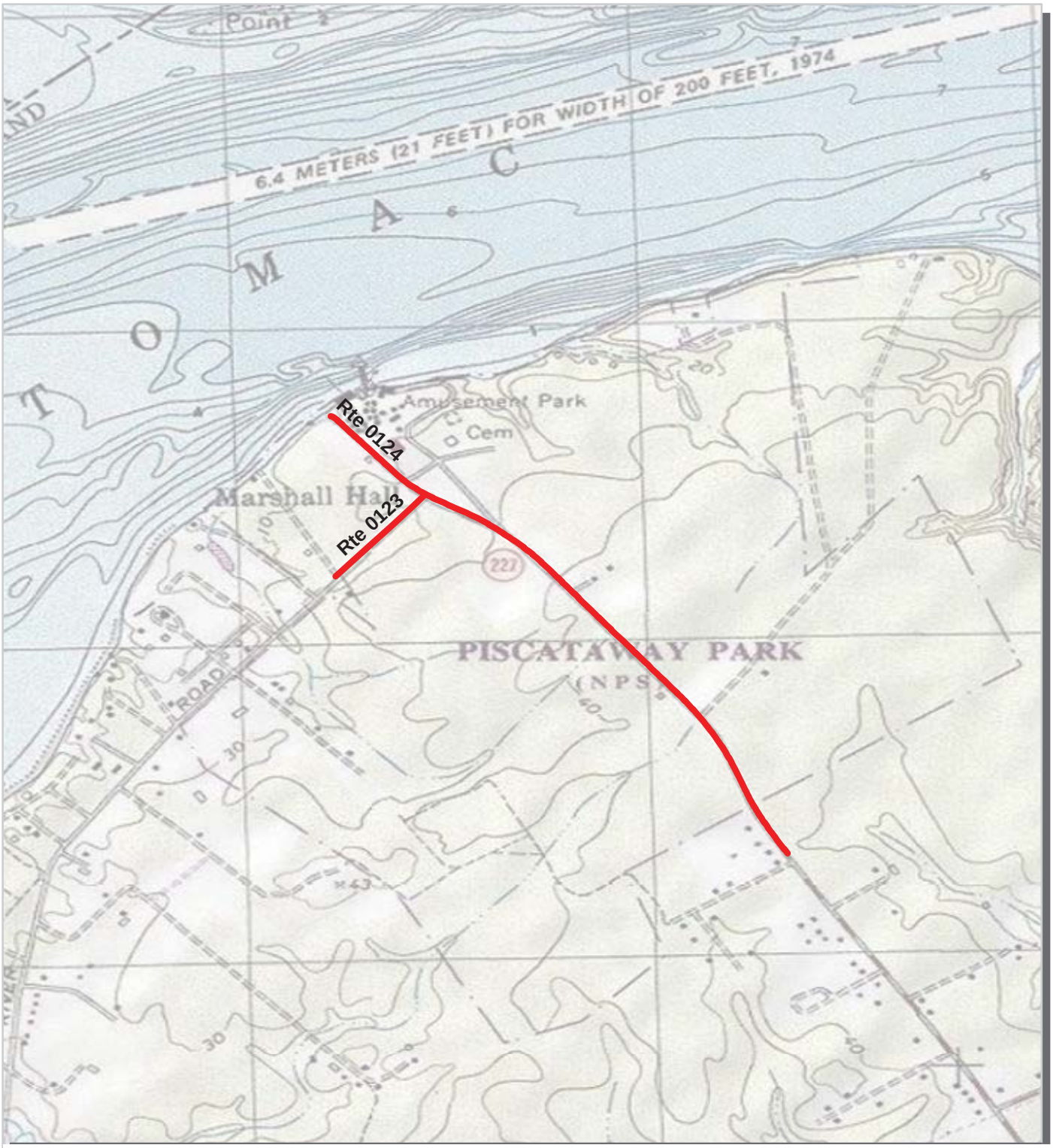
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.5 0.25 0 0.5
Miles

N

National Capital Parks - East
Route Condition Map
PCR - Mile by Mile
Area 6



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

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

0.2 0.1 0 0.2 Miles

N

Section 5
Paved Route
Condition Rating Sheets

National Capital Parks - East

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 OXON HILL VISITOR CENTER ENTRANCE ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/17/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.10 Miles**

Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	19				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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 ANACOSTIA DRIVE
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 2.09 Miles**

Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.09		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	21	20	20		
Lane Width (ft)	11	10	10		
Roadway Condition Information					
SCR (Surface Condition Rating)	94	99	99		
PCR (Pavement Condition Rating)	94	99	99		
Distress Index Values					
Structural Crack Index	94	100	100		
Transverse Cracking Index	99	100	100		
Patching Index	100	100	100		
Rutting Index	97	99	99		
Roughness Condition Index (RCI)	NC	NC	NC		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

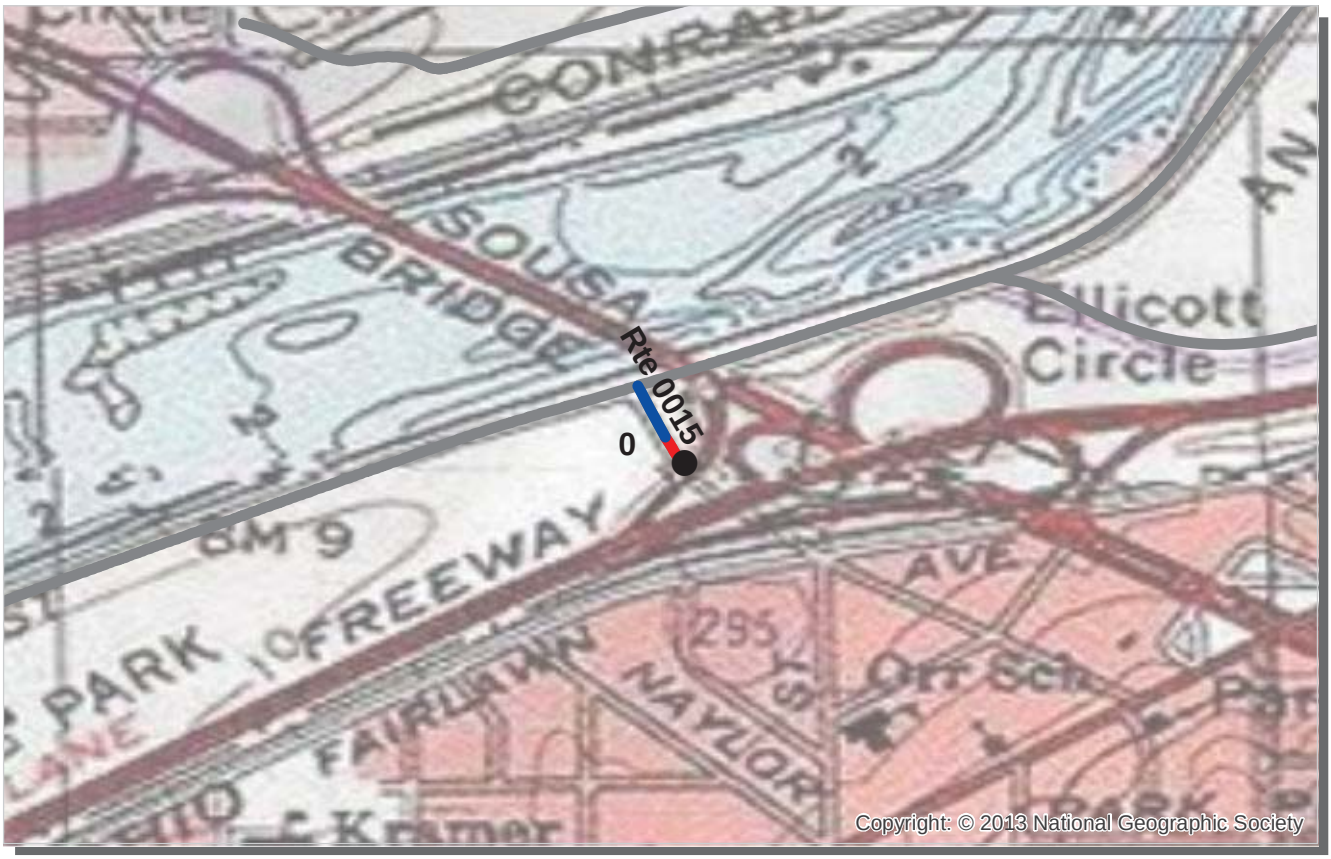
ROUTE: 0014 GOOD HOPE ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	26				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	100				
Patching Index	99				
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: 0015 NICHOLSON STREET SE
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.05 Miles**

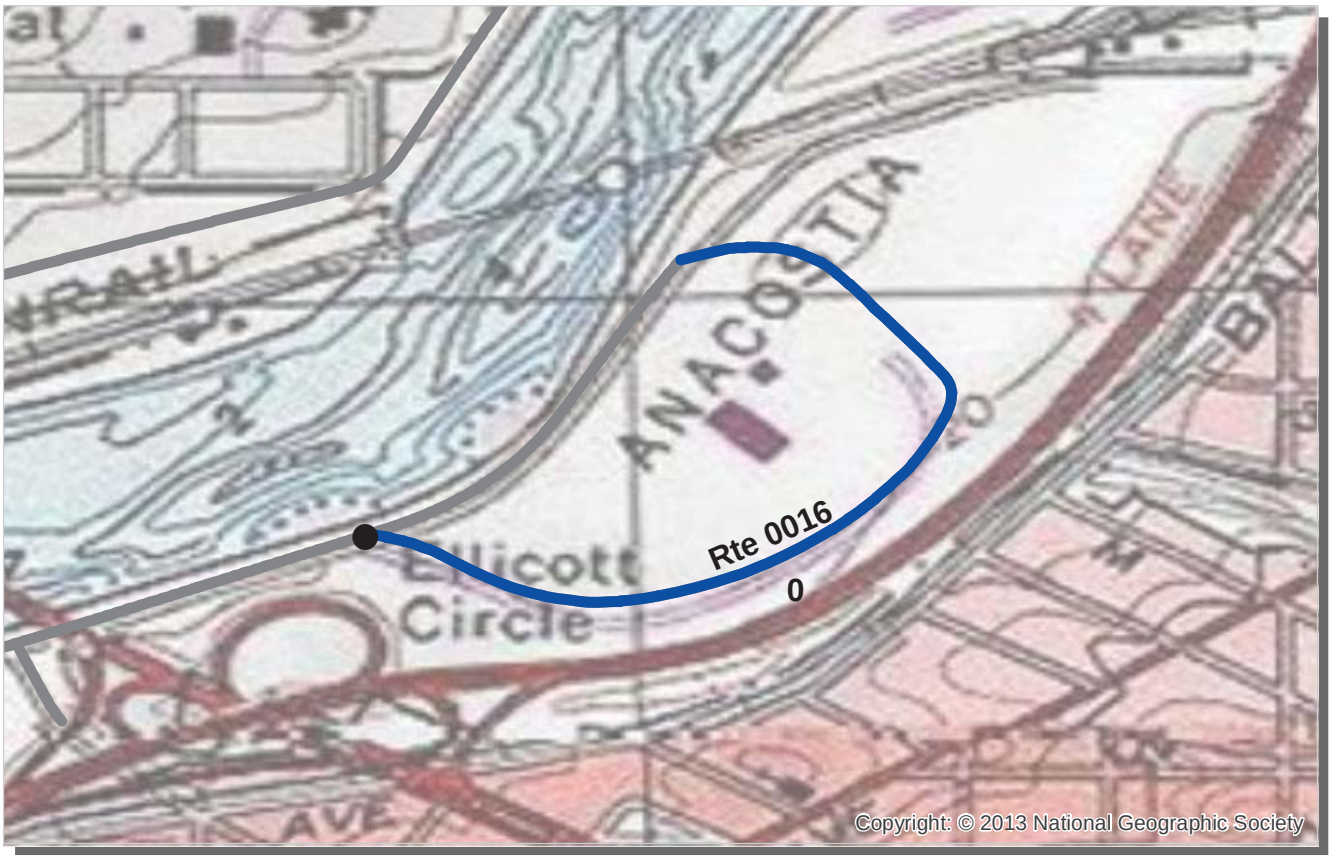
Section Number	0				
Section Length (mi)	0.05				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	27				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	46				
PCR (Pavement Condition Rating)	46				
Distress Index Values					
Structural Crack Index	46				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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: 0016 ANACOSTIA PAVILION LOOP ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.56 Miles**

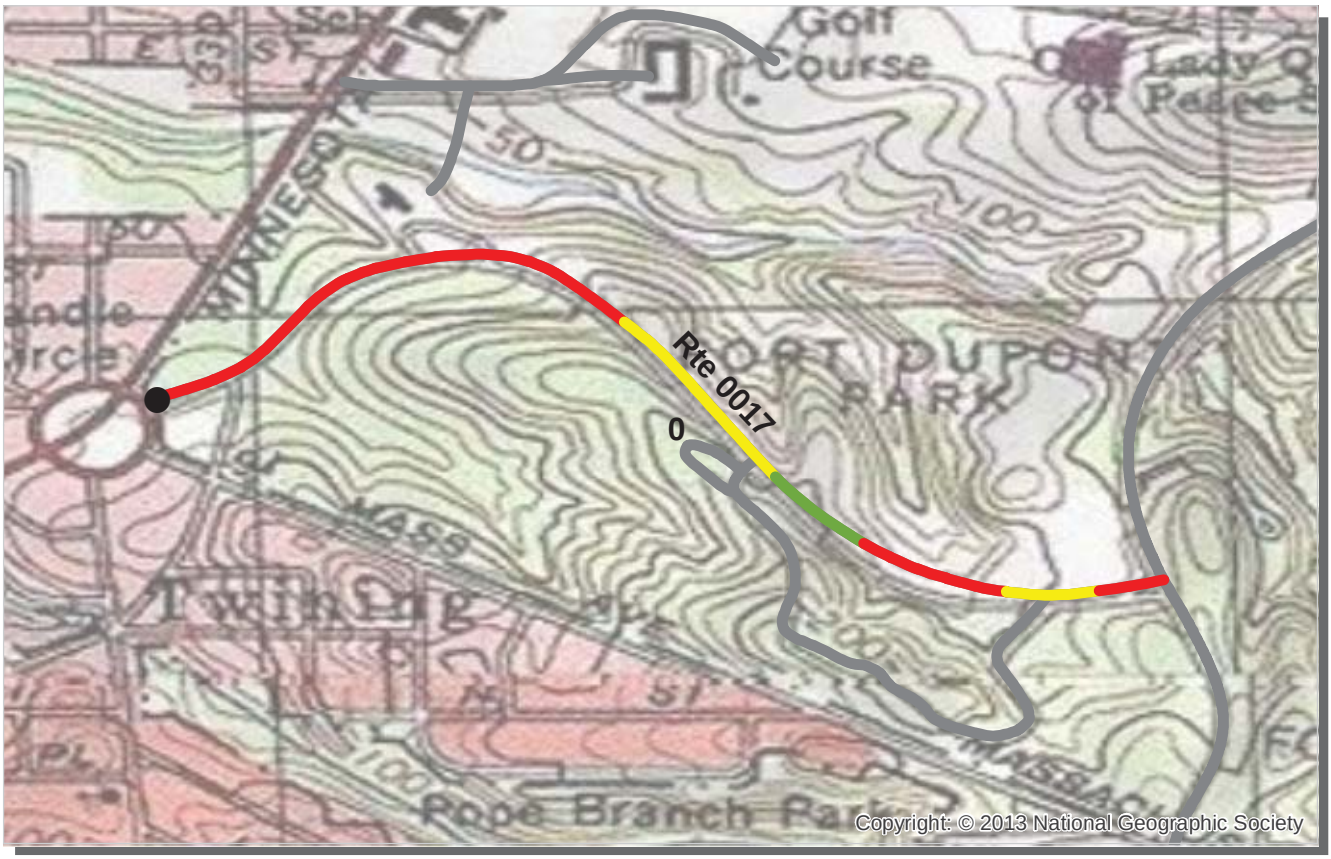
Section Number	0				
Section Length (mi)	0.56				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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: 0017 FORT DUPONT DRIVE
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/22/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.80 Miles**

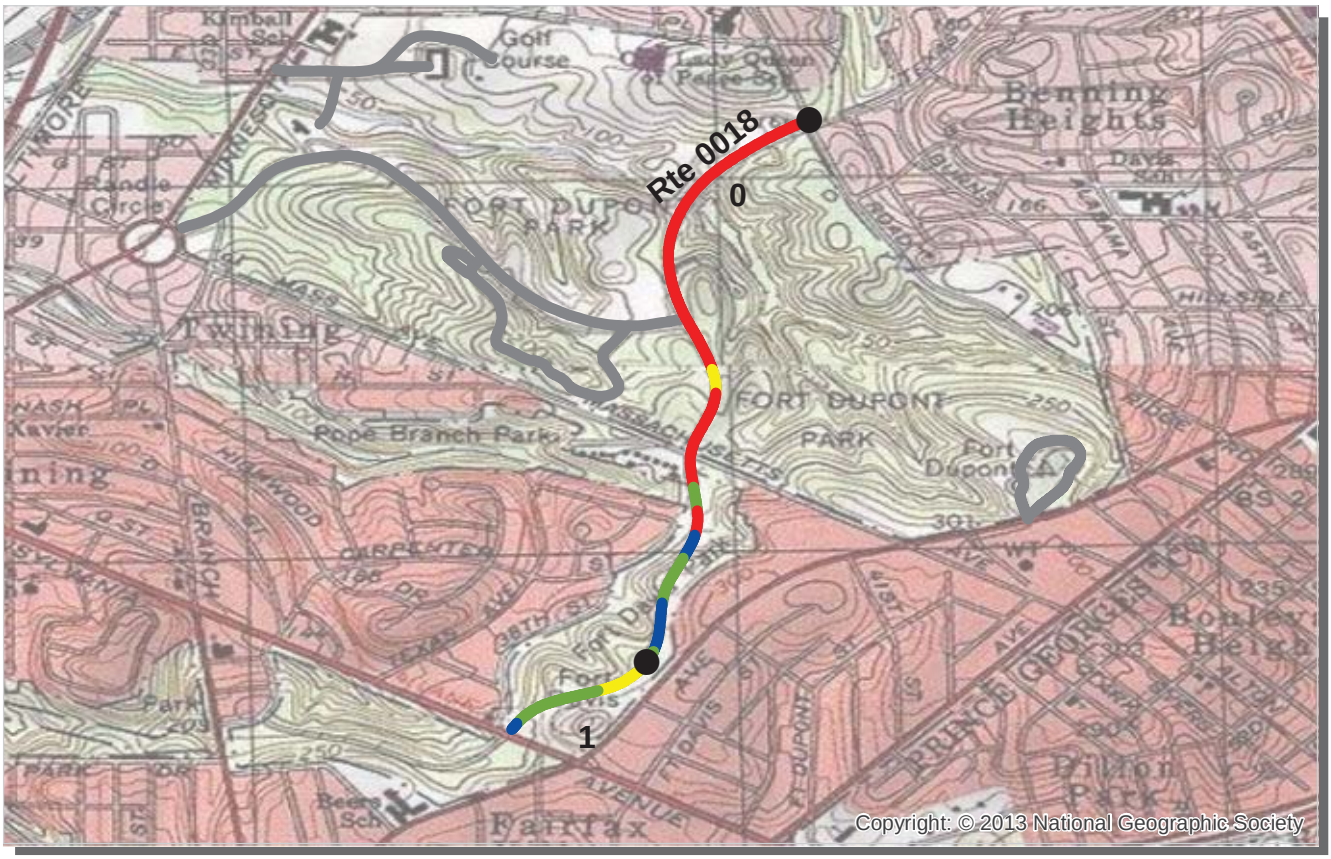
Section Number	0				
Section Length (mi)	0.80				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	25				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	34				
PCR (Pavement Condition Rating)	47				
Distress Index Values					
Structural Crack Index	34				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	89				
Roughness Condition Index (RCI)	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: 0018 FORT DAVIS DRIVE
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 1.21 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.21			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	23	23			
Lane Width (ft)	11	11			
Roadway Condition Information					
SCR (Surface Condition Rating)	26	82			
PCR (Pavement Condition Rating)	48	82			
Distress Index Values					
Structural Crack Index	26	82			
Transverse Cracking Index	98	95			
Patching Index	100	100			
Rutting Index	97	97			
Roughness Condition Index (RCI)	82	82			

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: 0020ZZ HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS
NACE : NATIONAL CAPITAL PARKS - EAST

Summary Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.25 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)	100				
PCR (Pavement Condition Rating)	100				
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: 0020AZ ANACOSTIA DRIVE SE SPUR RAMP TO S CAPITAL STREET SE
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.06 Miles**

Section Number	0				
Section Length (mi)	0.06				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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: 0020BZ ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

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

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

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: 0020CZ S CAPITAL STREET SE RAMP TO HOWARD ROAD SE RAMP
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.04 Miles**

Section Number	0				
Section Length (mi)	0.04				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	18				
Lane Width (ft)	18				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

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

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: 0020DZ HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

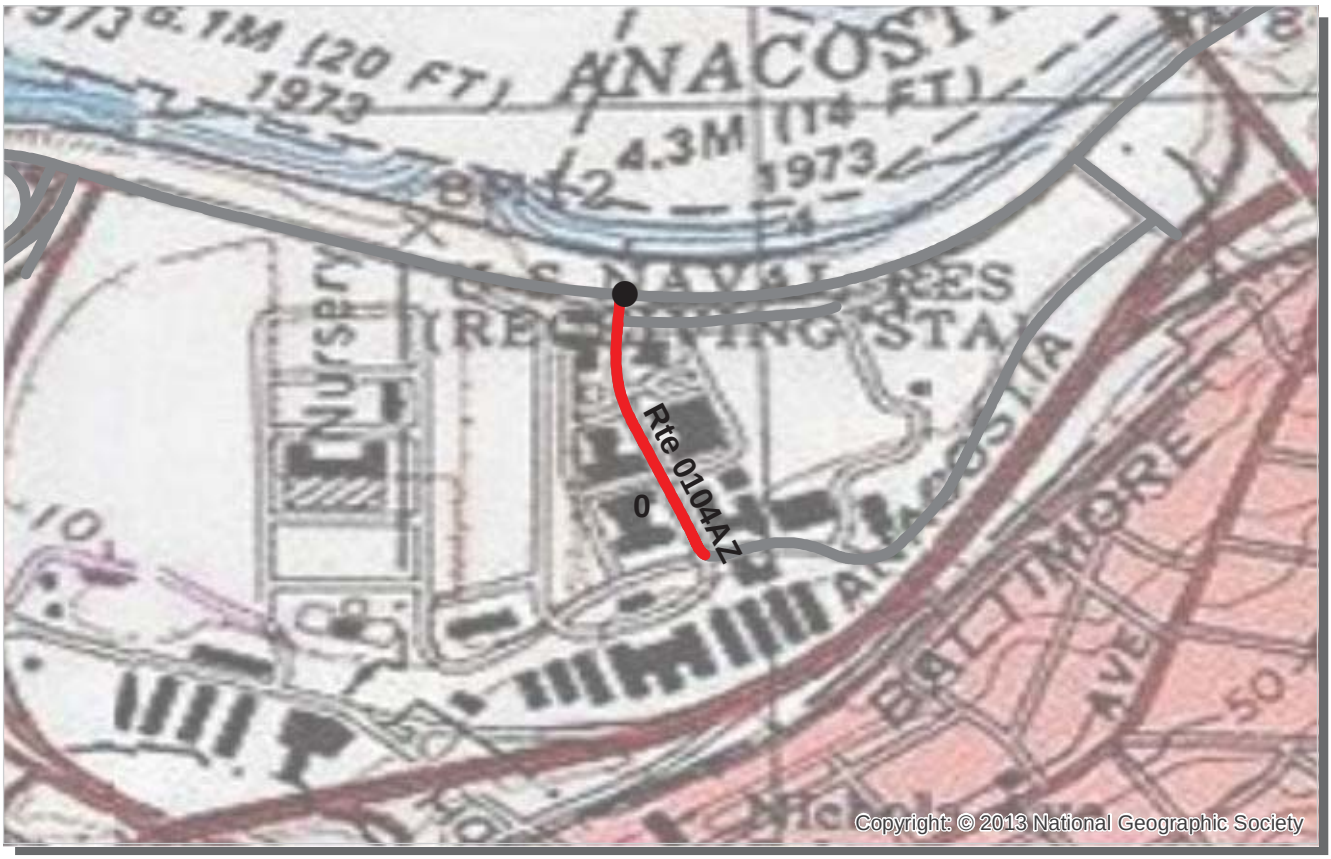
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0104ZZ HEADQUARTERS ACCESS AND AVIATION ROADS
NACE : NATIONAL CAPITAL PARKS - EAST

Summary Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.54 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)	5				
PCR (Pavement Condition Rating)	5				
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: 0104AZ HEADQUARTERS ACCESS
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.18 Miles**

Section Number	0				
Section Length (mi)	0.18				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	17				
PCR (Pavement Condition Rating)	17				
Distress Index Values					
Structural Crack Index	17				
Transverse Cracking Index	47				
Patching Index	98				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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: 0104BZ AVIATION ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.36 Miles**

Section Number	0				
Section Length (mi)	0.36				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	24				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	89				
Patching Index	99				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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: 0105ZZ ANACOSTIA POOL AND RECREATION FACILITY ROADS
NACE : NATIONAL CAPITAL PARKS - EAST

Summary Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.13 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)	99				
PCR (Pavement Condition Rating)	99				
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: 0105AZ ANACOSTIA POOL AND RECREATION FACILITY ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.11 Miles**

Section Number	0				
Section Length (mi)	0.11				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	26				
Lane Width (ft)	26				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

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

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: 0105BZ ANACOSTIA POOL AND RECREATION FACILITY ROAD CUT- THROUGH
NACE : NATIONAL CAPITAL PARKS - EAST

Subcomponent Record **COLLECTED: 2/15/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.02 Miles**

Section Number	0				
Section Length (mi)	0.02				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0108 FORT STANTON RESERVOIR ACCESS ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL 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)	91				
PCR (Pavement Condition Rating)	91				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	91				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0111 27TH STREET SE
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.13 Miles**

Section Number	0				
Section Length (mi)	0.13				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	23				
Lane Width (ft)	23				
Roadway Condition Information					
SCR (Surface Condition Rating)	54				
PCR (Pavement Condition Rating)	54				
Distress Index Values					
Structural Crack Index	54				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0112 BRYAN POINT ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/17/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.20 Miles**

Section Number	0				
Section Length (mi)	0.20				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	15				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	81				
PCR (Pavement Condition Rating)	81				
Distress Index Values					
Structural Crack Index	81				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	96				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0118 LANHAM ESTATES LOOP ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.33 Miles**

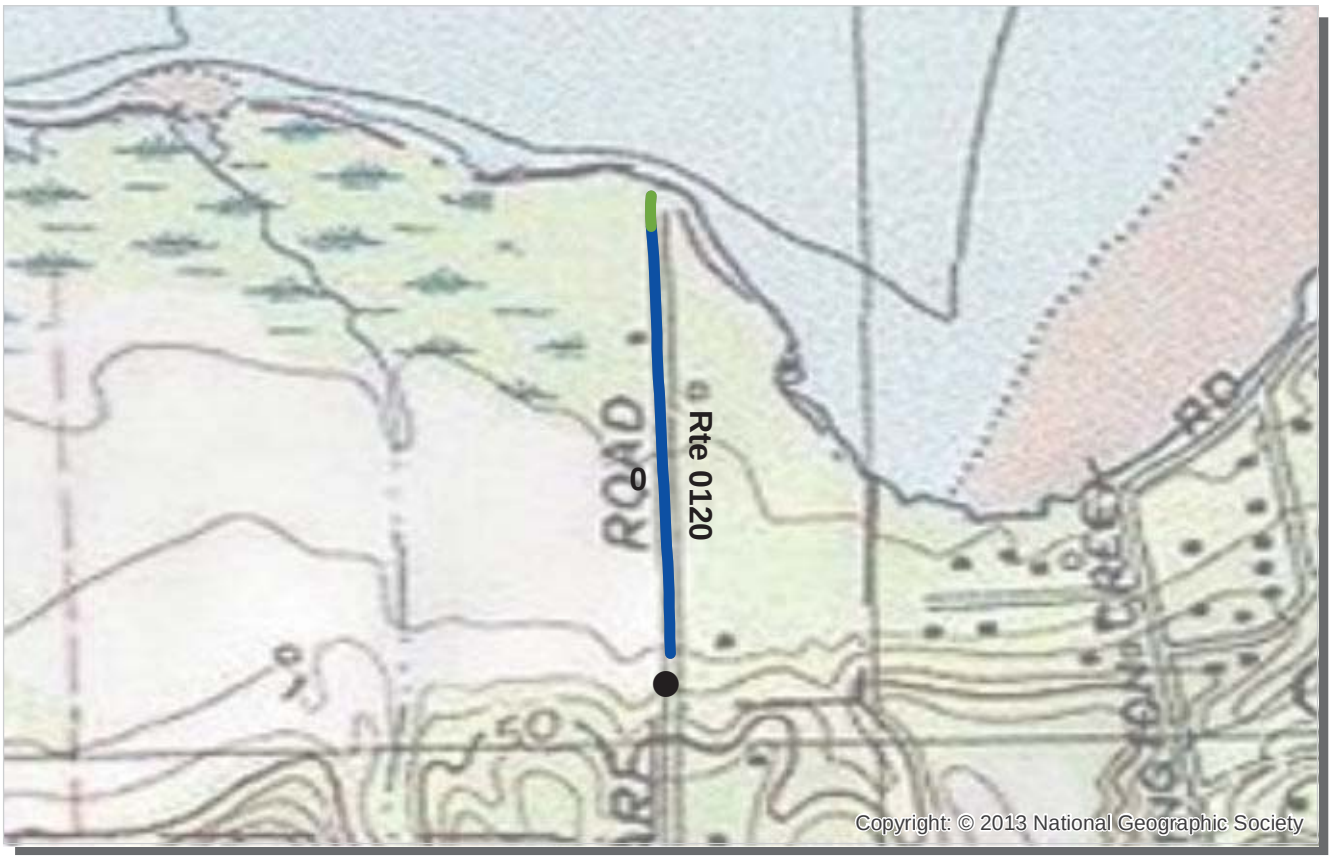
Section Number	0				
Section Length (mi)	0.33				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	11				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	99				
Patching Index	97				
Rutting Index	60				
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: 0120 WHARF ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/17/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.32 Miles**

Section Number	0				
Section Length (mi)	0.32				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	16				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

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

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: 0123 RIVER ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/17/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.21 Miles**

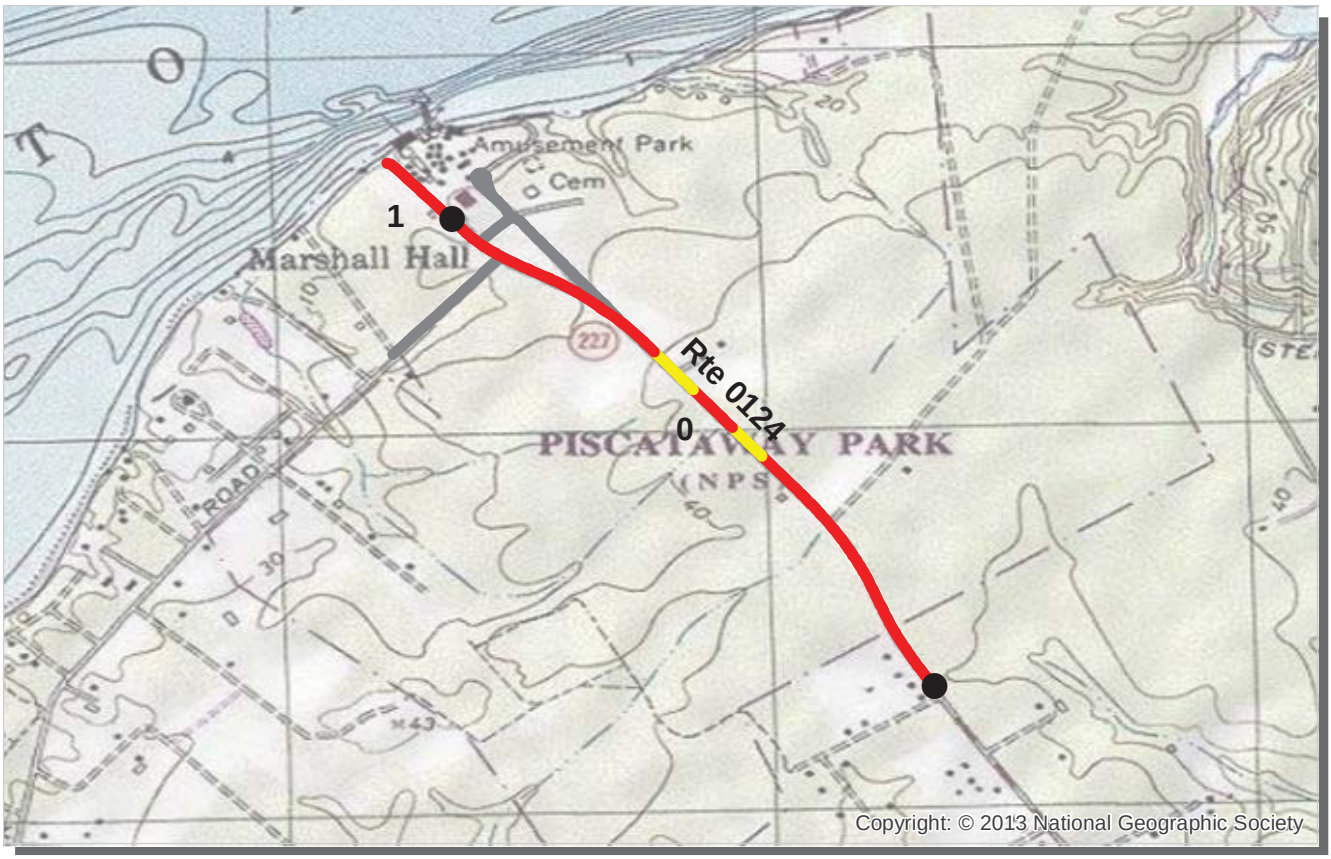
Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	60				
PCR (Pavement Condition Rating)	60				
Distress Index Values					
Structural Crack Index	60				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

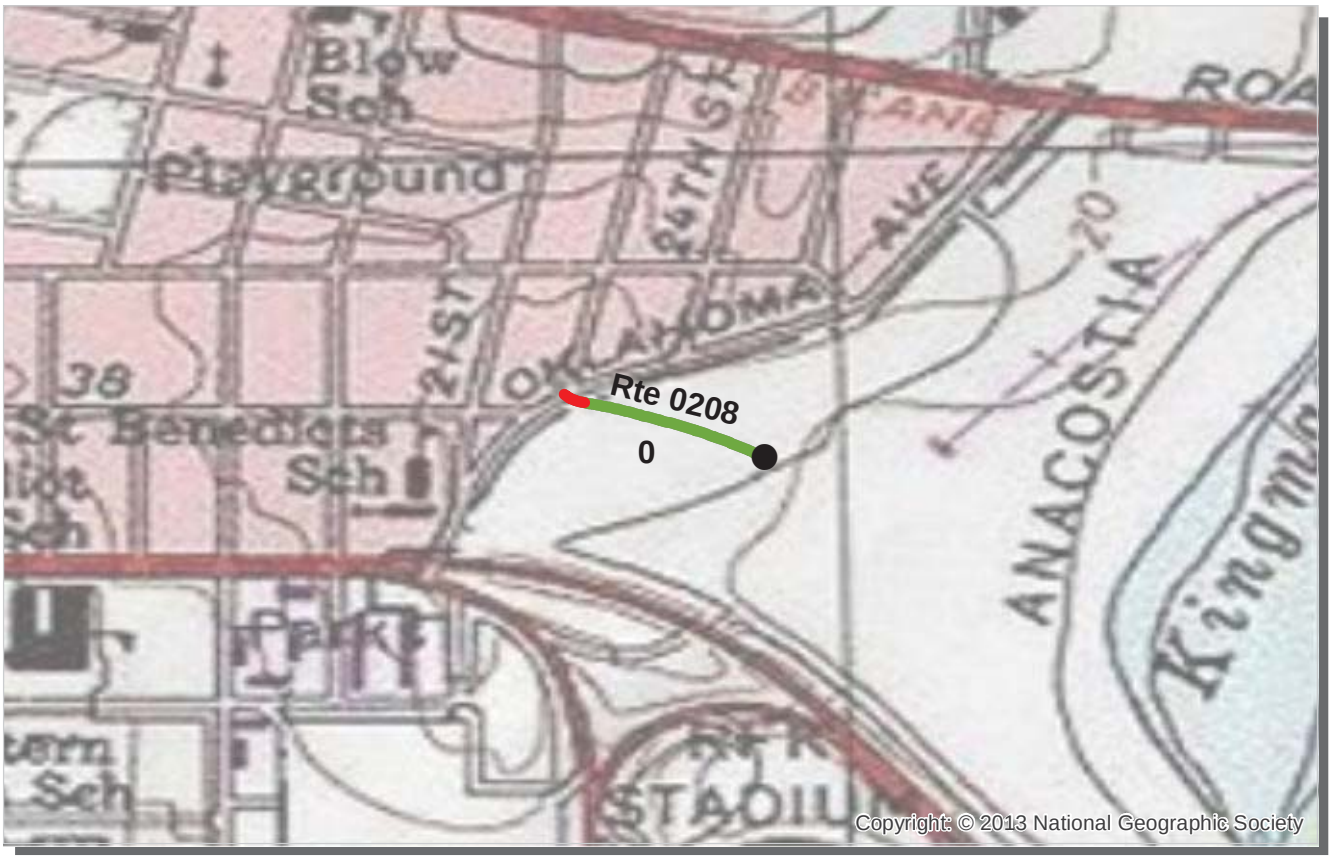
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0124 MARYLAND STATE HIGHWAY 227
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/17/2013
NATIONAL CAPITAL REGION **TOTAL LENGTH: 1.12 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.12			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	37	21			
Lane Width (ft)	10	9			
Roadway Condition Information					
SCR (Surface Condition Rating)	0	0			
PCR (Pavement Condition Rating)	40	23			
Distress Index Values					
Structural Crack Index	0	0			
Transverse Cracking Index	93	94			
Patching Index	100	100			
Rutting Index	98	93			
Roughness Condition Index (RCI)	100	57			

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: 0208 NORTH STADIUM ENTRANCE ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.11 Miles**

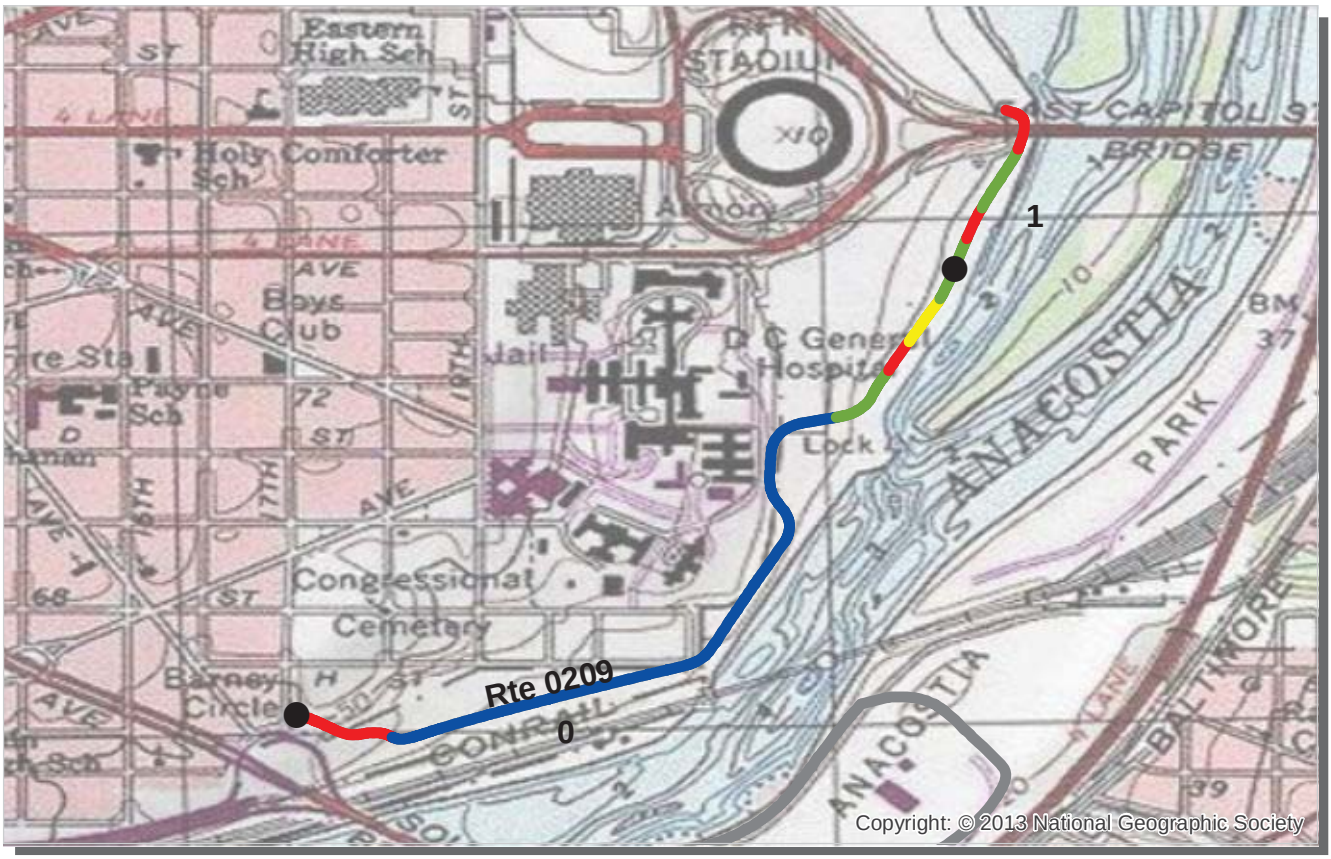
Section Number	0				
Section Length (mi)	0.11				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	87				
PCR (Pavement Condition Rating)	87				
Distress Index Values					
Structural Crack Index	87				
Transverse Cracking Index	100				
Patching Index	99				
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: 0209 SOUTH STADIUM ACCESS ROAD
NACE : NATIONAL CAPITAL PARKS - EAST

COLLECTED: 2/15/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 1.21 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.21			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	25	31			
Lane Width (ft)	12	16			
Roadway Condition Information					
SCR (Surface Condition Rating)	90	0			
PCR (Pavement Condition Rating)	90	0			
Distress Index Values					
Structural Crack Index	90	0			
Transverse Cracking Index	97	99			
Patching Index	99	99			
Rutting Index	96	89			
Roughness Condition Index (RCI)	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

National Capital Parks - East

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

National Capital Parks - East

Federal Lands Highway
Road Inventory Program

NATIONAL CAPITAL PARKS - EAST

Route 0905

LANGSTON GOLF COURSE PARKING

FROM 26TH STREET NE

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0905	PUBLIC	1/15/2013	51,676	0.89	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	4	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths

400 200 0 400 Feet

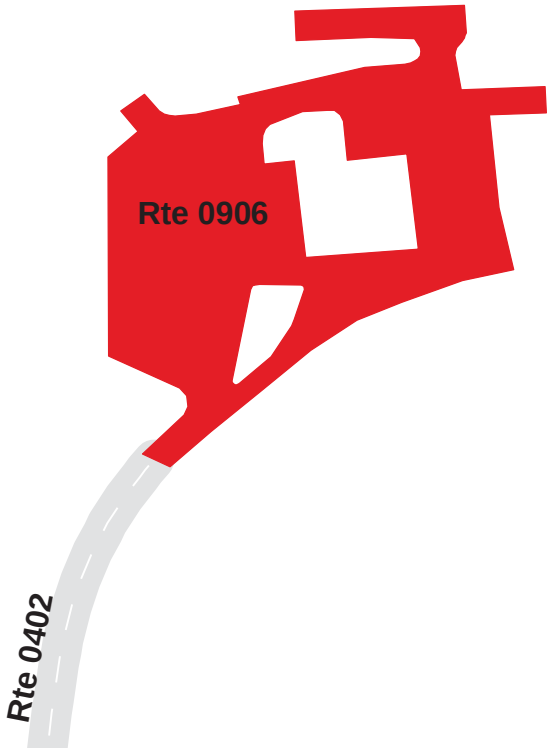
N

NATIONAL CAPITAL PARKS - EAST
Route 0906
KENILWORTH MAINTENANCE YARD

FROM ROUTE 0402 (KENILWORTH MAINTENANCE ACCESS) AT END
THROUGH MAINTENANCE YARD

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0906	NONPUBLIC	1/15/2013	53,602	0.92	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
1	1	2	NO CURB AND GUTTER	WOOD CURB	POOR/45

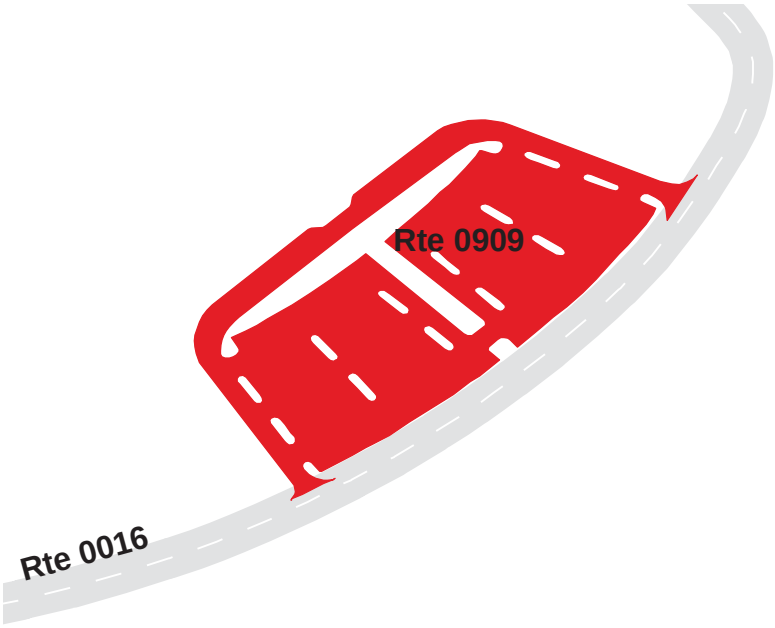
* Lane miles are based on 11' lane widths

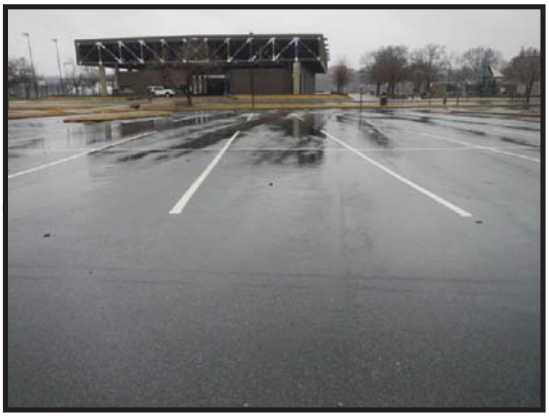


NATIONAL CAPITAL PARKS - EAST
Route 0909
PAVILION PARKING SOUTH
FROM ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)
TO ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0909	PUBLIC	1/15/2013	99,603	1.72	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	4	0	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths





400 200 0 400
Feet

N

NATIONAL CAPITAL PARKS - EAST

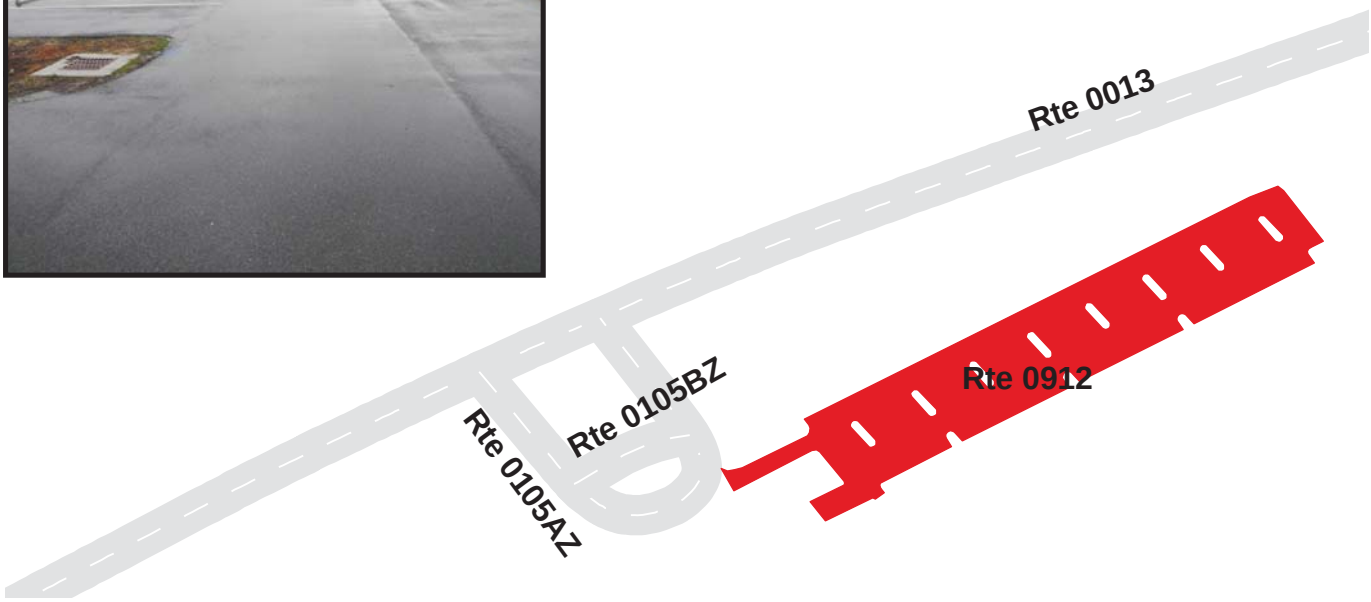
Route 0912

ANACOSTIA POOL & RECREATION FACILITY PARKING

FROM ROUTE 0105ZZ (ANACOSTIA POOL AND RECREATION FACILITY ROADS) ON RIGHT TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0912	PUBLIC	1/15/2013	62,597	1.08	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	8	1	NO CURB AND GUTTER	CONCRETE & WOOD CURB	GOOD/90

* Lane miles are based on 11' lane widths



NATIONAL CAPITAL PARKS - EAST

Route 0925

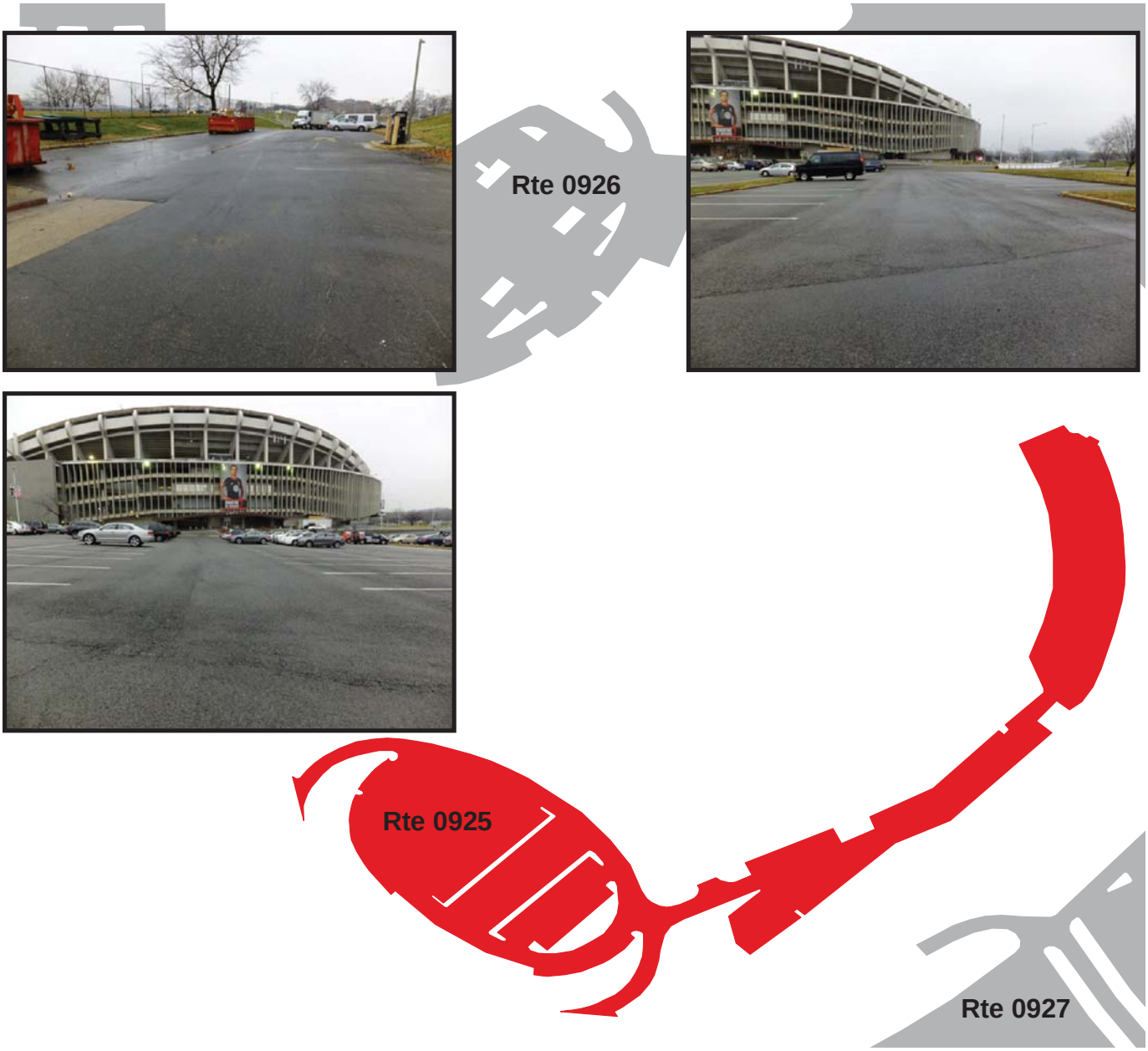
RFK STADIUM SOUTH PARKING

FROM 22ND STREET SE

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0925	PUBLIC	1/15/2013	155,079	2.67	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	8	10	CONCRETE CURB AND GUTTER	CONCRETE CURB	POOR/45

* Lane miles are based on 11' lane widths



400 200 0 400

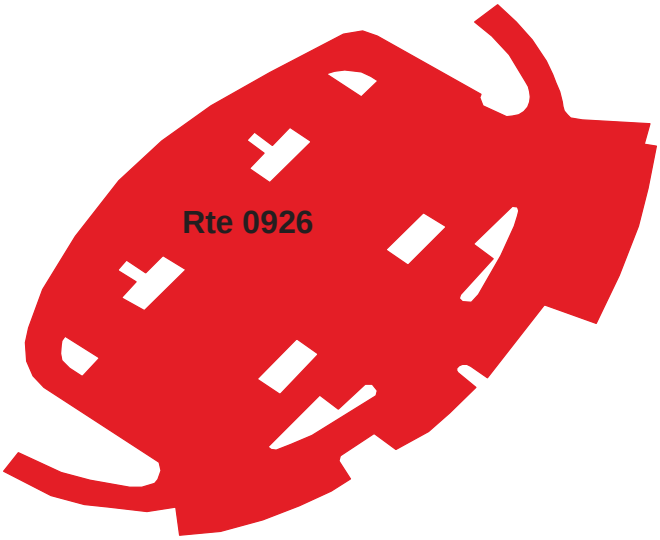
Feet

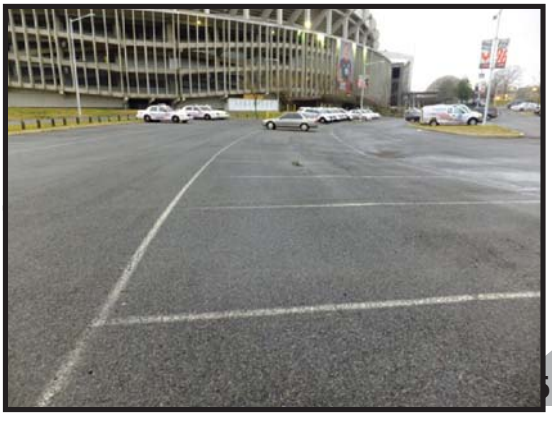
N

NATIONAL CAPITAL PARKS - EAST
Route 0926
RFK STADIUM NORTH PARKING / DC POLICE
FROM C STREET RAMP ACCESS AT GATE
TO C STREET RAMP ACCESS AT GATE

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0926	PUBLIC	1/15/2013	108,267	1.86	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	5	3	NO CURB AND GUTTER	CONCRETE CURB	GOOD/90

* Lane miles are based on 11' lane widths





300 150 0 300
Feet

NATIONAL CAPITAL PARKS - EAST
Route 0927
RFK STADIUM SOUTHEAST PARKING
FROM INDEPENDENCE AVENUE SE
TO ROUTE 0209 (SOUTH STADIUM ACCESS ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0927	PUBLIC	1/15/2013	798,743	13.75	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	17	14	CONCRETE CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths

800 400 0 800
Feet

NATIONAL CAPITAL PARKS - EAST

Route 0928

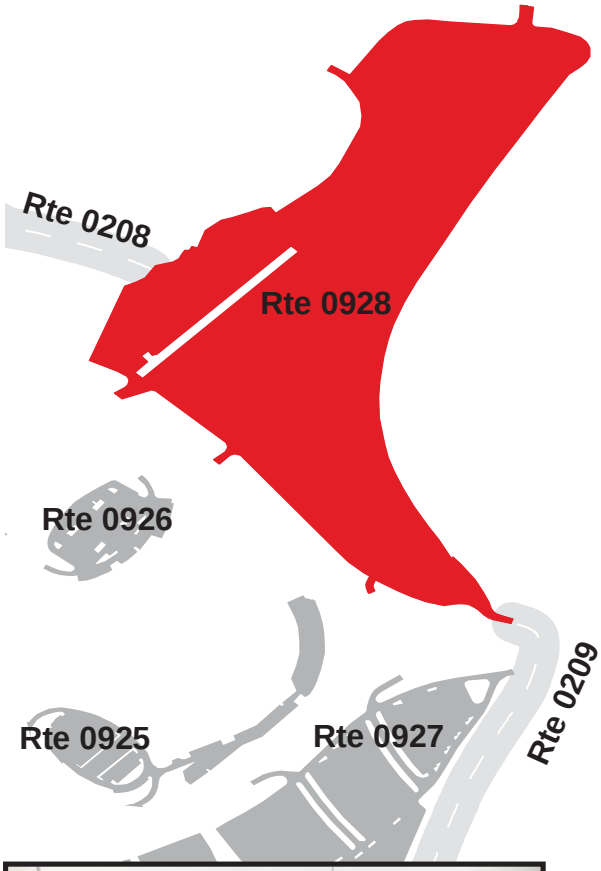
RFK STADIUM NORTH PARKING

FROM C STREET NE

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0928	PUBLIC	1/15/2013	1,624,057	27.96	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	27	7	CONCRETE CURB AND GUTTER	CONCRETE & STONE CURB	FAIR/73

* Lane miles are based on 11' lane widths



1,000 500 0 1,000 Feet

N

NATIONAL CAPITAL PARKS - EAST

Route 0930

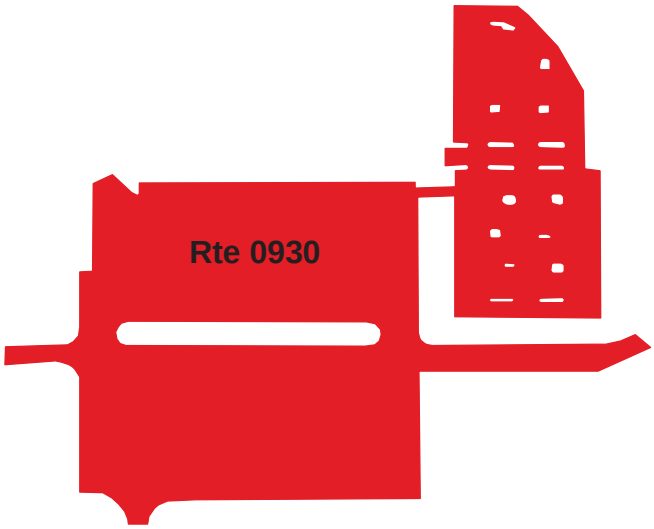
RFK STADIUM EAST / DC ARMORY OVERFLOW PARKING

FROM 19TH STREET NE

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0930	PUBLIC	1/15/2013	343,080	5.91	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	11	9	CONCRETE CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



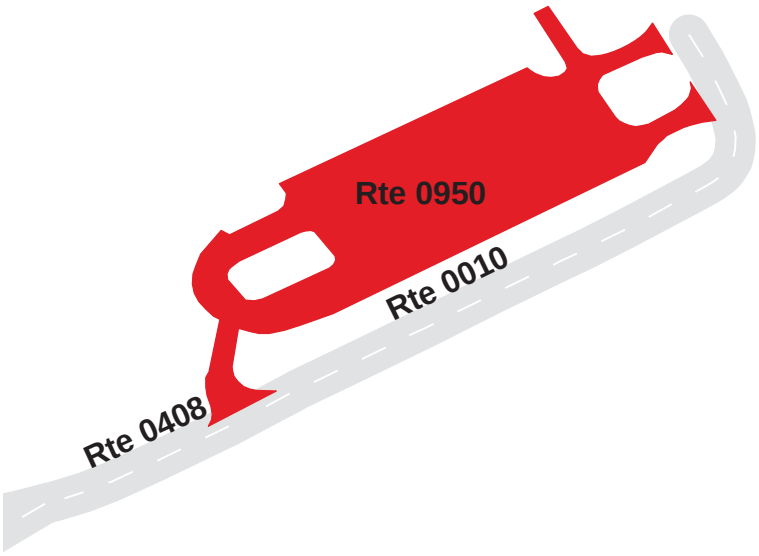
500 250 0 500

Feet

NATIONAL CAPITAL PARKS - EAST
Route 0950
OXON HILL VISITORS CENTER PARKING
FROM ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)
TO ROUTE 0010 (OXON HILL VISITOR CENTER ENTRANCE ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0950	PUBLIC	2/17/2013	35,573	0.61	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	2	NO CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths



300 150 0 300
Feet

NATIONAL CAPITAL PARKS - EAST
Route 0982
JAMES CREEK PAVED PARKING
FROM V STREET SW
TO V STREET SW

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0982	PUBLIC	1/15/2013	72,121	1.24	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT & CONCRETE	POOR/45

* Lane miles are based on 11' lane widths

300 150 0 300
Feet

N

NATIONAL CAPITAL PARKS - EAST

Route 0985

KENILWORTH PARKSIDE TENNIS COURTS AND POOL

FROM INTERSECTION OF ANACOSTIA AVENUE NE AND 42NDSTREETNE

TO ANACOSTIA AVENUE NE

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0985	PUBLIC	1/15/2013	29,220	0.50	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	2	NO CURB AND GUTTER	WOOD CURB	POOR/45

* Lane miles are based on 11' lane widths

300 150 0 300

Feet

N

NATIONAL CAPITAL PARKS - EAST

Route 0986

KENILWORTH PARKSIDE PARKING

FROM ANACOSTIA AVENUE NE

TO ANACOSTIA AVENUE NE

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0986	PUBLIC	1/15/2013	16,391	0.28	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	2	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths

200 100 0 200 Feet

NATIONAL CAPITAL PARKS - EAST

Route 0987

QUARLES FIELD PARKING

FROM ANACOSTIA AVENUE NE

TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0987	PUBLIC	1/15/2013	6,953	0.12	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

100 50 0 100 Feet

NATIONAL CAPITAL PARKS - EAST

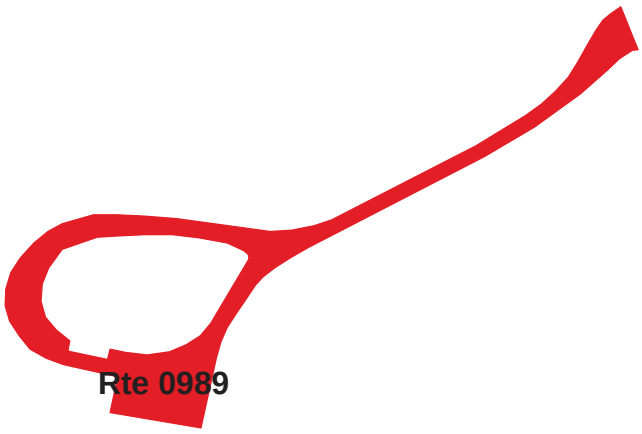
Route 0989

3801 SOUTH CAPITOL STREET HOUSE PARKING AND COMPLEX

FROM INTERSECTION OF S CAPITOL STREET SE/SW, MARTIN LUTHER KING JR AVENUE, AND HALLEY PLACE SE TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0989	NONPUBLIC	1/15/2013	8,763	0.15	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	CONCRETE CURB	POOR/45

* Lane miles are based on 11' lane widths



300 150 0 300 Feet

N

NATIONAL CAPITAL PARKS - EAST

Route 0991

ANACOSTIA SOUTH CAPITAL BRIDGE PARKING

ADJACENT TO ROUTE 0013 (ANACOSTIA DRIVE)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0991	PUBLIC	1/15/2013	4,273	0.07	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

150 75 0 150 Feet

N

Section 8
Route Maintenance Features Summaries

National Capital Parks - East

Federal Lands Highway
Road Inventory Program

NACE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

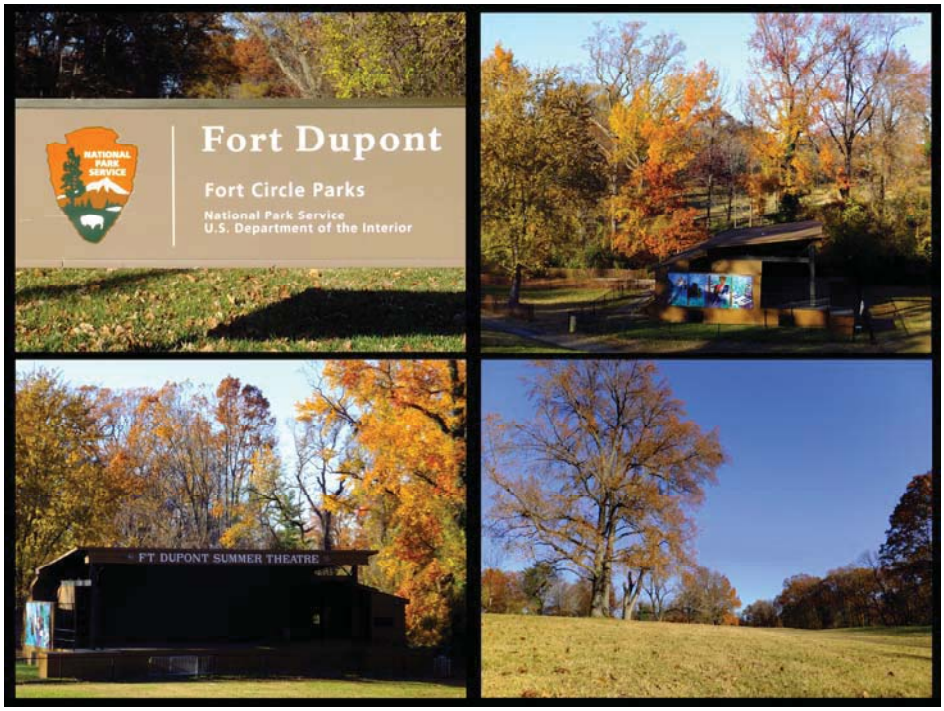
Notice: Culverts and drop inlets were NOT marked by NPS in Cycle 5 along new or re-aligned DCV driven routes.

FEATURE	ROUTE 0013 ANACOSTIA DRIVE	ROUTE 0020ZZ HOWARD ROAD AND ANACOSTIA DRIVE SE RAMPS	ROUTE 0118 LANHAM ESTATES LOOP ROAD	ROUTE 0120 WHARF ROAD	ROUTE 0208 NORTH STADIUM ENTRANCE ROAD	ROUTE 0209 SOUTH STADIUM ACCESS ROAD	UNIT
BRIDGE	0	0	1	0	0	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	0	0	0	0	0	0	EACH
CURB	18,580	2,144	0	0	0	839	LINEAR FEET
DROP INLET	0	0	0	0	0	0	EACH
GATE	2	0	2	0	1	0	EACH
GUARD/GUIDE RAIL	143	0	0	0	0	153	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	143	0	0	0	0	153	LINEAR FEET
GUARD/GUIDE WALL	0	0	153	0	0	0	LINEAR FEET
BOLLARD	0	0	0	0	0	0	LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	153	0	0	0	LINEAR FEET
INTERSECTION	15	15	7	3	3	7	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
OVERPASS	4	0	0	0	0	0	EACH
PARK BOUNDARY	0	2	0	1	0	0	EACH
PAVED DITCH	0	0	0	0	0	0	LINEAR FEET
PULLOUT	5	0	0	1	0	2	EACH
PULLOUT	2,979	0	0	69	0	586	LINEAR FEET
RAILROAD CROSSING	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	EACH
RETAINING WALL	0	0	0	0	0	0	LINEAR FEET
SIGN	77	13	12	3	0	56	EACH
STATE BOUNDARY	0	0	0	0	0	0	EACH
TRAFFIC LIGHT	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	LINEAR FEET

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



National Capital Parks - East

Federal Lands Highway
Road Inventory Program

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0013: ANACOSTIA DRIVE

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 MIDDLE OF FREDERICK DOUGLAS BRIDGE OVERPASS (S CAPITAL STREET)
0.000	0.000	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE (S CAPITAL STREET SW BRIDGE)
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (ANACOSTIA DRIVE SOUTHEAST / NON-NPS)
0.019	0.019	SIGN	RIGHT	GUIDE, TOUR BUS ROUTE
0.053	0.053	SIGN	RIGHT	GUIDE, ANACOSTIA PAVILION DC URBAN TREE HOUSE AQUATIC EDUCATION CENTER BOAT RAMP PARK HEADQUARTERS DC RECR
0.053	0.053	SIGN	RIGHT	GUIDE, NO ALCOHOLIC BEVERAGES
0.053	0.053	SIGN	RIGHT	GUIDE, PARK CLOSED AT DARK
0.150	0.150	INTERSECTION	LEFT	ROUTE 0991 (ANACOSTIA SOUTH CAPITAL BRIDGE PARKING)
0.158	0.158	INTERSECTION	RIGHT	ROUTE 0020AZ (ANACOSTIA DRIVE SE SPUR RAMP TO S CAPITAL STREET SE)
0.163	0.192	CURB-AND-GUTTER	RIGHT	N/A
0.170	0.191	CURB-AND-GUTTER	LEFT	N/A
0.191	0.191	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.195	0.199	CURB-AND-GUTTER	RIGHT	N/A
0.195	0.520	CURB-AND-GUTTER	LEFT	N/A
0.196	0.196	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.197	0.197	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.197	0.197	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.201	0.201	INTERSECTION	RIGHT	ROUTE 0020BZ (ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE)
0.207	0.212	CURB-AND-GUTTER	RIGHT	N/A
0.212	0.212	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.215	0.215	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.217	0.217	INTERSECTION	RIGHT	ROUTE 0020DZ (HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE)
0.220	0.505	CURB-AND-GUTTER	RIGHT	N/A
0.223	0.223	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.245	0.245	SIGN	RIGHT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.301	0.301	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0013: ANACOSTIA DRIVE

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
0.365	0.365	SIGN	LEFT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.385	0.412	GUARD/GUIDE RAIL	RIGHT	N/A
0.469	0.469	SIGN	LEFT	REGULATORY, NO PARKING
0.504	0.504	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.507	0.507	SIGN	LEFT	GUIDE, NATIONAL CAPITAL PARKS-EAST PARK HEADQUARTERS US PARK POLICE OPERATIONAL FACILITIES HELIPORT
0.507	0.507	SIGN	LEFT	GUIDE, NATIONAL CAPITAL PARKS-EAST PARK HEADQUARTERS US PARK POLICE OPERATIONAL FACILITIES HELIPORT
0.511	0.511	INTERSECTION	RIGHT	ROUTE 0104AZ (HEADQUARTERS ACCESS)
0.512	0.520	CURB-AND-GUTTER	RIGHT	N/A
0.519	0.519	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.519	0.519	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.520	0.520	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.522	0.757	CURB-AND-GUTTER	LEFT	N/A
0.522	0.675	CURB-AND-GUTTER	RIGHT	N/A
0.523	0.523	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.557	0.557	SIGN	RIGHT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.568	0.568	SIGN	LEFT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.674	0.674	SIGN	RIGHT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.675	0.725	PULLOUT	RIGHT	N/A
0.675	0.726	CURB	RIGHT	N/A
0.685	0.685	SIGN	LEFT	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.702	0.702	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
0.726	0.762	CURB-AND-GUTTER	RIGHT	N/A
0.746	0.746	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.747	0.747	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.759	0.759	SIGN	RIGHT	REGULATORY, STOP
0.760	0.837	CURB-AND-GUTTER	LEFT	N/A
0.762	0.762	SIGN	RIGHT	GUIDE, GOOD HOPE RD.

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0013: ANACOSTIA DRIVE

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
0.772	0.772	INTERSECTION	RIGHT	ROUTE 0014 (GOOD HOPE ROAD)
0.773	0.838	CURB-AND-GUTTER	RIGHT	N/A
0.775	0.775	GATE	N/A	N/A
0.786	0.786	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
0.827	0.827	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
0.881	0.881	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE (INTERSTATE 295 SB BRIDGE)
0.923	0.970	CURB-AND-GUTTER	LEFT	N/A
0.924	0.924	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE (INTERSTATE 295 NB BRIDGE)
0.926	0.926	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.931	0.962	CURB-AND-GUTTER	RIGHT	N/A
0.956	0.956	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.960	0.960	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.972	0.999	PULLOUT	RIGHT	N/A
0.975	0.999	CURB	RIGHT	N/A
0.990	0.990	SIGN	LEFT	REGULATORY, NO PARKING
0.996	1.225	CURB-AND-GUTTER	LEFT	N/A
0.999	1.227	CURB-AND-GUTTER	RIGHT	N/A
1.009	1.009	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
1.033	1.217	PULLOUT	RIGHT	N/A
1.063	1.063	SIGN	LEFT	REGULATORY, NO PARKING
1.139	1.139	SIGN	LEFT	REGULATORY, NO PARKING
1.216	1.216	SIGN	LEFT	REGULATORY, NO PARKING
1.223	1.223	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.227	1.254	CURB-AND-GUTTER	LEFT	N/A
1.227	1.227	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.228	1.228	INTERSECTION	RIGHT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
1.232	1.251	CURB-AND-GUTTER	RIGHT	N/A
1.234	1.234	SIGN	RIGHT	REGULATORY, NO PARKING

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0013: ANACOSTIA DRIVE

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
1.247	1.247	SIGN	RIGHT	GUIDE, ANACOSTIA FITNESS CENTER & POOL
1.250	1.250	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.254	1.254	INTERSECTION	RIGHT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
1.255	1.255	SIGN	RIGHT	REGULATORY, DO NOT ENTER
1.257	1.793	CURB-AND-GUTTER	LEFT	N/A
1.257	1.257	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.259	1.642	CURB-AND-GUTTER	RIGHT	N/A
1.261	1.261	SIGN	RIGHT	REGULATORY, DO NOT ENTER
1.273	1.273	SIGN	RIGHT	REGULATORY, NO PARKING
1.296	1.552	PULLOUT	LEFT	N/A
1.312	1.312	SIGN	RIGHT	REGULATORY, NO PARKING
1.386	1.386	SIGN	RIGHT	REGULATORY, NO PARKING
1.424	1.424	SIGN	RIGHT	REGULATORY, NO PARKING
1.443	1.443	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
1.500	1.500	SIGN	RIGHT	REGULATORY, NO PARKING
1.594	1.594	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
1.613	1.613	SIGN	RIGHT	REGULATORY, NO PARKING
1.640	1.640	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
1.640	1.640	SIGN	RIGHT	REGULATORY, STOP
1.651	1.651	INTERSECTION	RIGHT	ROUTE 0015 (NICHOLSON STREET SE)
1.652	1.656	CURB-AND-GUTTER	RIGHT	N/A
1.653	1.653	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.653	1.653	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.656	1.656	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.658	1.793	CURB-AND-GUTTER	RIGHT	N/A
1.660	1.660	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.661	1.661	GATE	N/A	N/A
1.662	1.662	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.662	1.662	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0013: ANACOSTIA DRIVE

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
1.662	1.662	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.662	1.662	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.688	1.688	OVERPASS	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE (PENNSYLVANIA AVENUE SE BRIDGE)
1.728	1.728	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
1.783	1.783	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
1.793	1.793	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.795	2.067	CURB-AND-GUTTER	LEFT	N/A
1.796	1.796	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.796	1.839	CURB-AND-GUTTER	RIGHT	N/A
1.804	1.804	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
1.806	1.853	PULLOUT	LEFT	N/A
1.816	1.816	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
1.846	1.846	INTERSECTION	RIGHT	ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)
1.846	1.871	CURB-AND-GUTTER	RIGHT	N/A
1.880	1.880	INTERSECTION	RIGHT	PAVED SPUR
1.880	2.049	CURB-AND-GUTTER	RIGHT	N/A
1.980	1.980	SIGN	RIGHT	GUIDE, ANACOSTIA PARK SKATING PAVILION
2.054	2.054	INTERSECTION	RIGHT	ROUTE 0907 (PAVILION PARKING NORTH)
2.055	2.066	CURB-AND-GUTTER	RIGHT	N/A
2.066	2.066	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
2.068	2.090	CURB-AND-GUTTER	LEFT	N/A
2.070	2.090	CURB-AND-GUTTER	RIGHT	N/A
2.072	2.072	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.091	2.091	SIGN	RIGHT	REGULATORY, DO NOT ENTER
2.091	2.091	INTERSECTION	N/A	ROUTE 0908 (ANACOSTIA BOAT RAMP PARKING)
2.091	2.091	INTERSECTION	RIGHT	ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD)
2.091	2.091	ROUTE END	N/A	TO END OF ROUTE 0016 (ANACOSTIA PAVILION LOOP ROAD) AND ROUTE 0908 (ANACOSTIA BOAT RAMP PARKING)

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0020AZ: ANACOSTIA DRIVE SE SPUR RAMP TO S CAPITAL STREET S

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 0013 (ANACOSTIA DRIVE)
0.000	0.060	ONE-WAY	N/A	N/A
0.000	0.000	INTERSECTION	N/A	ROUTE 0013 (ANACOSTIA DRIVE)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0013 (ANACOSTIA DRIVE)
0.005	0.032	CURB-AND-GUTTER	LEFT	N/A
0.005	0.032	CURB-AND-GUTTER	RIGHT	N/A
0.016	0.016	SIGN	RIGHT	GUIDE, TOUR BUS ROUTE
0.016	0.016	SIGN	RIGHT	GUIDE, SUITLAND PARKWAY
0.036	0.049	CURB-AND-GUTTER	LEFT	N/A
0.036	0.055	CURB-AND-GUTTER	RIGHT	N/A
0.060	0.060	INTERSECTION	LEFT	ROUTE 0020BZ (ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE)
0.060	0.060	INTERSECTION	N/A	ROUTE 0020BZ (ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE)
0.060	0.060	ROUTE END	N/A	TO ROUTE 0020BZ (ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE)

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0020BZ: ANACOSTIA DRIVE SE RAMP TO S CAPITAL STREET SE

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0013 (ANACOSTIA DRIVE)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0013 (ANACOSTIA DRIVE)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0013 (ANACOSTIA DRIVE)
0.000	0.075	ONE-WAY	N/A	N/A
0.005	0.027	CURB-AND-GUTTER	RIGHT	N/A
0.005	0.074	CURB-AND-GUTTER	LEFT	N/A
0.035	0.074	CURB-AND-GUTTER	RIGHT	N/A
0.035	0.035	INTERSECTION	RIGHT	ROUTE 0020AZ (ANACOSTIA DRIVE SE SPUR RAMP TO S CAPITAL STREET SE)
0.072	0.072	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.075	0.075	INTERSECTION	N/A	PAVED ROUTE (ANACOSTIA DRIVE SE RAMP / NON NPS)
0.075	0.075	ROUTE END	N/A	TO ANACOSTIA DRIVE SE RAMP AT PARK BOUNDARY

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0020CZ: S CAPITAL STREET SE RAMP TO HOWARD ROAD SE RAMP

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM S CAPITAL STREET SE RAMP AT PARK BOUNDARY
0.000	0.029	CURB	RIGHT	N/A
0.000	0.040	CURB	LEFT	N/A
0.000	0.000	PARK BOUNDARY	N/A	N/A
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (S CAPITAL STREET SE RAMP / NON NPS)
0.000	0.041	ONE-WAY	N/A	N/A
0.021	0.021	SIGN	RIGHT	REGULATORY, YIELD
0.041	0.041	INTERSECTION	LEFT	ROUTE 0020DZ (HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE)
0.041	0.041	INTERSECTION	RIGHT	ROUTE 0020DZ (HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE)
0.041	0.041	ROUTE END	N/A	TO ROUTE 0020DZ (HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE)

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0020DZ: HOWARD ROAD SE RAMP TO ANACOSTIA DRIVE SE

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FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM HOWARD ROAD SE RAMP AT PARK BOUNDARY
0.000	0.068	CURB-AND-GUTTER	RIGHT	N/A
0.000	0.070	ONE-WAY	N/A	N/A
0.000	0.000	PARK BOUNDARY	N/A	N/A
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (HOWARD ROAD SE RAMP / NON NPS)
0.000	0.025	CURB-AND-GUTTER	LEFT	N/A
0.039	0.039	INTERSECTION	LEFT	ROUTE 0020CZ (S CAPITAL STREET SE RAMP TO HOWARD ROAD SE RAMP)
0.041	0.069	CURB-AND-GUTTER	LEFT	N/A
0.062	0.062	SIGN	RIGHT	REGULATORY, STOP
0.062	0.062	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
0.065	0.065	SIGN	LEFT	REGULATORY, STOP
0.070	0.070	SIGN	N/A	GUIDE, NO ALCOHOLIC BEVERAGES
0.070	0.070	SIGN	N/A	GUIDE, GRAPHIC SIGN NO TEXT
0.070	0.070	SIGN	N/A	GUIDE, ANACOSTIA PAVILION DC URBAN TREE HOUSE AQUATIC EDUCATION CENTER BOAT RAMP PARK HEADQUARTERS DC RECR
0.070	0.070	SIGN	N/A	GUIDE, UNABLE TO READ FROM VIDEO
0.070	0.070	SIGN	N/A	GUIDE, PARK CLOSED AT DARK
0.070	0.070	SIGN	N/A	REGULATORY, NO PARKING OR DRIVING ON LAWN AREA
0.070	0.070	INTERSECTION	RIGHT	ROUTE 0013 (ANACOSTIA DRIVE)
0.070	0.070	INTERSECTION	LEFT	ROUTE 0013 (ANACOSTIA DRIVE)
0.070	0.070	ROUTE END	N/A	TO ROUTE 0013 (ANACOSTIA DRIVE)

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0105BZ: ANACOSTIA POOL AND RECREATION FACILITY ROAD CUT-

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 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD) ON LEFT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
0.000	0.023	ONE-WAY	N/A	N/A
0.011	0.011	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
0.023	0.023	INTERSECTION	RIGHT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
0.023	0.023	INTERSECTION	LEFT	ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD)
0.023	0.023	ROUTE END	N/A	TO ROUTE 0105AZ (ANACOSTIA POOL AND RECREATION FACILITY ROAD) ON LEFT

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0118: LANHAM ESTATES LOOP 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 ALABAMA AVENUE SE
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (ALABAMA AVENUE SE / NON NPS)
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (ALABAMA AVENUE SE / NON NPS)
0.003	0.003	INTERSECTION	RIGHT	ROUTE 0118 (LANHAM ESTATES LOOP ROAD)
0.003	0.328	ONE-WAY	N/A	N/A
0.007	0.021	GUARD/GUIDE WALL	LEFT	N/A
0.007	0.022	GUARD/GUIDE WALL	RIGHT	N/A
0.008	0.008	GATE	N/A	N/A
0.009	0.009	SIGN	RIGHT	GUIDE, PICNIC AREA PARK CLOSED AT DARK
0.009	0.009	SIGN	RIGHT	GUIDE, FORT CIRCLE PARK
0.012	0.018	BRIDGE	N/A	A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE
0.026	0.026	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.026	0.026	SIGN	RIGHT	GUIDE, REGULATIONS
0.034	0.034	SIGN	LEFT	REGULATORY, ONE WAY
0.071	0.071	SIGN	RIGHT	REGULATORY, ONE WAY
0.078	0.078	INTERSECTION	RIGHT	ROUTE 0966BZ (LANHAM ESTATES PARK PICNIC AREA PARKING B)
0.080	0.080	INTERSECTION	LEFT	ROUTE 0966AZ (LANHAM ESTATES PARK PICNIC AREA PARKING A)
0.113	0.113	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.113	0.113	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.136	0.136	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.191	0.191	SIGN	LEFT	REGULATORY, ONE WAY
0.319	0.319	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.319	0.319	SIGN	LEFT	REGULATORY, STOP
0.321	0.321	GATE	N/A	N/A
0.328	0.328	INTERSECTION	RIGHT	ROUTE 0118 (LANHAM ESTATES LOOP ROAD)
0.328	0.328	INTERSECTION	LEFT	ROUTE 0118 (LANHAM ESTATES LOOP ROAD)
0.328	0.328	ROUTE END	N/A	TO END OF LOOP

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0120: WHARF 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 WHARF ROAD AT PARK BOUNDARY / FENCE LINE
0.000	0.000	PARK BOUNDARY	N/A	N/A
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (WHARF ROAD / NON NPS)
0.005	0.018	PULLOUT	RIGHT	N/A
0.007	0.007	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.236	0.236	SIGN	LEFT	WARNING, NARROW ROAD
0.236	0.236	SIGN	LEFT	WARNING, 15 M.P.H.
0.304	0.304	INTERSECTION	RIGHT	ROUTE 0951 (FARMINGTON LANDING PARKING)
0.318	0.318	INTERSECTION	RIGHT	ROUTE 0951 (FARMINGTON LANDING PARKING)
0.318	0.318	ROUTE END	N/A	TO ROUTE 0951 (FARMINGTON LANDING PARKING)

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0208: NORTH STADIUM ENTRANCE 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 0928 (RFK STADIUM NORTH PARKING)
0.000	0.000	INTERSECTION	N/A	ROUTE 0928 (RFK STADIUM NORTH PARKING)
0.111	0.111	GATE	N/A	N/A
0.112	0.112	INTERSECTION	LEFT	PAVED ROUTE (OKLAHOMA AVENUE NE / NON NPS)
0.112	0.112	INTERSECTION	RIGHT	PAVED ROUTE (OKLAHOMA AVENUE NE / NON NPS)
0.112	0.112	ROUTE END	N/A	TO OKLAHOMA AVENUE NE

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0209: SOUTH STADIUM ACCESS 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 BARNEY CIRCLE AT 17TH STREET
0.000	0.055	CURB	LEFT	N/A
0.000	0.000	INTERSECTION	N/A	PAVED ROUTE (BARNEY CIRCLE / NON NPS)
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (17TH STREET NE / NON NPS)
0.003	0.088	CURB-AND-GUTTER	RIGHT	N/A
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.005	0.005	SIGN	LEFT	REGULATORY, ALL WAY
0.007	0.007	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.007	0.007	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.025	0.025	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.041	0.041	SIGN	RIGHT	REGULATORY, SPEED LIMIT 10
0.058	0.058	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.059	0.059	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.059	0.059	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.059	0.059	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.083	0.083	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.086	0.097	CURB-AND-GUTTER	LEFT	N/A
0.088	0.088	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.088	0.088	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.091	0.099	CURB-AND-GUTTER	RIGHT	N/A
0.096	0.096	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.096	0.096	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.107	0.107	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.108	0.108	SIGN	LEFT	GUIDE, WELCOME TO RFK STADIUM
0.111	0.111	INTERSECTION	RIGHT	PAVED ROUTE (RFK STADIUM ACCESS / NON NPS)
0.111	0.111	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.112	0.112	SIGN	RIGHT	REGULATORY, NO PARKING
0.113	0.113	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.139	0.139	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.149	0.149	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0209: SOUTH STADIUM ACCESS 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
0.149	0.149	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.151	0.151	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.155	0.155	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.155	0.155	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.156	0.156	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.156	0.211	PULLOUT	LEFT	N/A
0.156	0.212	PULLOUT	RIGHT	N/A
0.158	0.158	SIGN	RIGHT	REGULATORY, STAY IN LANE
0.191	0.191	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.259	0.259	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.284	0.284	SIGN	LEFT	REGULATORY, 15 M.P.H.
0.407	0.407	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.407	0.407	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.411	0.411	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.411	0.411	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.414	0.414	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.414	0.414	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.415	0.415	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.415	0.415	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.420	0.420	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.500	0.500	SIGN	LEFT	REGULATORY, STAY IN LANE
0.575	0.575	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.575	0.575	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.575	0.575	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.642	0.642	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.642	0.642	SIGN	RIGHT	WARNING, SHARE THE ROAD
0.699	0.699	SIGN	LEFT	WARNING, SHARE THE ROAD
0.699	0.699	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.813	0.813	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
0.813	0.813	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT

NACE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0209: SOUTH STADIUM ACCESS 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
0.813	0.813	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.852	0.852	INTERSECTION	LEFT	ROUTE 0927 (RFK STADIUM SOUTHEAST PARKING)
0.972	0.972	INTERSECTION	LEFT	ROUTE 0927 (RFK STADIUM SOUTHEAST PARKING)
1.169	1.169	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.169	1.169	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
1.169	1.169	INTERSECTION	LEFT	ROUTE 0927 (RFK STADIUM SOUTHEAST PARKING)
1.175	1.204	GUARD/GUIDE RAIL	LEFT	N/A
1.176	1.176	SIGN	N/A	WARNING, GRAPHIC SIGN NO TEXT
1.176	1.176	SIGN	N/A	WARNING, 13´ - 6"
1.209	1.209	SIGN	RIGHT	WARNING, RAISED TRAIL CROSSING AHEAD
1.211	1.211	INTERSECTION	N/A	ROUTE 0928 (RFK STADIUM NORTH PARKING)
1.211	1.211	ROUTE END	N/A	TO ROUTE 0928 (RFK STADIUM NORTH PARKING)

Section 10
Appendix

National Capital Parks - East

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 in relation to the distresses and indexes that comprise the Pavement Condition Rating (PCR), an extensive study was completed throughout 2010 that 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.

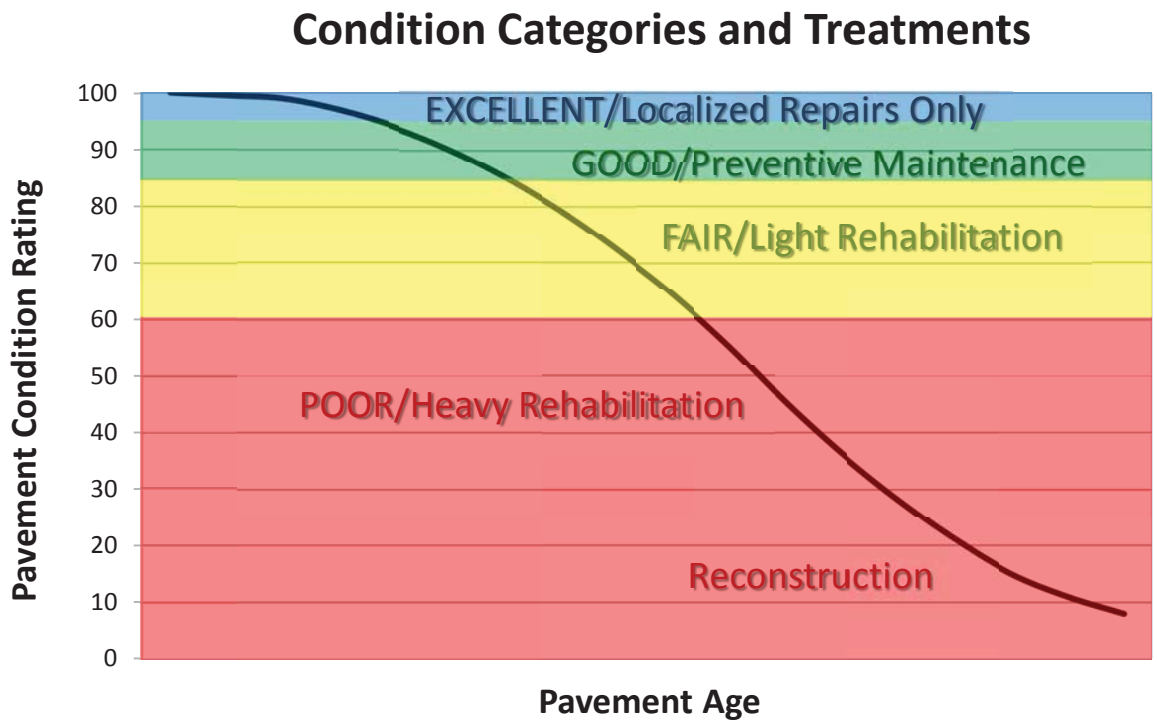
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation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

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

In addition to the RIP Index changes that were implemented in Cycle 5, we will 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.

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), National Park Service Road Inventory Program (NPS-RIP), collects condition data on paved roads, parkways, and parking areas in park units nationwide. Road surface condition data is collected using an automated Data Collection Vehicle (DCV). Roads having brick, cobblestone, or wood surfaces are not normally surveyed with the DCV, but are manually rated for the purpose of assigning a condition rating. Unpaved roads, parkways, and parking areas are not currently being evaluated for condition. Paved campground pads and driveways are also not currently being evaluated for condition.

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 high 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. The FHWA RIP distress types are similar to those described in the LTPP manual with some modifications. The 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 NPS-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, 231 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 8.

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 a patch may not exceed 0.30 mi. (0.48 km). Any full-lane width patch exceeding 0.30 mi. in length is considered a pavement change, not a patch for the purposes of distress analysis. Patching must have a quantifiable area.

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

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

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

HIGH
Ruts with a measured depth $\geq$ 1.00"

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

GPS is collected by an onboard system employing OmniSTAR real-time correction and a gyroscope (spin-type) to provide accurate positioning data (pitch/roll/heading) 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	+- 0.5 degrees
Grade	+- 0.5 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. Paved campground pads and driveways are not typically included in the inventory or GPS.

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 tabular 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. The metadata portion of the geodatabase also includes data dictionary report functionality that formats the metadata into an easy to read report.

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