



Federal Lands Highway Road Inventory Program

Road Inventory and Condition Assessment



Point Reyes National Seashore
PORE – 8530

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collection Date: 02/2010
Report Date: 06/2011

Point Reyes National Seashore in California





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Section 1 Introduction



Point Reyes National Seashore



Federal Lands Highway
Road Inventory Program

INTRODUCTION

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

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

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

Cycle 4 was initiated in the spring of 2006 covering 86 large parks and several associated small parks consisting of 5,553 paved route miles and 6,232 paved parking areas. Cycle 4, at the time of this writing in April 2011, has completed data collection and is nearing completion with the delivery of all data to the NPS.

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

In an effort to improve the accuracy of treatment recommendations and pavement condition descriptions, an extensive study was completed throughout 2010 that has resulted in changes to the RIP condition reporting method, specifically the distresses and indexes that comprise the

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

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

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

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

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

Respectfully,

FHWA RIP Team

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Section 2

Park Route Inventory



Point Reyes National Seashore



Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 06/13/2011

(Numerical By Route #)

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Shading Color Key:
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= Concession Route Flag ON

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

** DCV - Data Collection Vehicle

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

PORE

POINT REYES NATIONAL SEASHORE

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	5	00002545		LIMANTOUR ROAD	FROM ROUTE 5002 (BEAR VALLEY ROAD) TO ROUTE 0945 (LIMANTOUR BEACH MAIN PARKING)	N/A	7.57	0.00	7.57	1	0	AS	3,4
0100	5	00002527		SOUTH BEACH ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0909 (SOUTH BEACH PARKING)	N/A	0.70	0.00	0.70	2	0	AS	2
0101	5	00002512		DRAKES BEACH ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0911 (DRAKES BEACH PARKING)	N/A	1.50	0.00	1.50	2	0	AS	2
0102	5	00002520		NORTH BEACH ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0910 (NORTH BEACH PARKING)	N/A	0.60	0.00	0.60	2	0	AS	2
0103	NC	89529		SACRAMENTO LANDING ROAD	FROM ROUTE 0104 (L RANCH ROAD) TO SACRAMENTO LANDING	N/A	0.00	1.10	1.10	2	0	GR	
0104	NC	00002480		L RANCH ROAD	FROM PIERCE POINT ROAD TO RESIDENCES AND UTILITIES	N/A	0.00	2.60	2.60	2	0	GR	
0105	NC	00002604		PALOMARIN ROAD	FROM MESA ROAD TO ROUTE 0936 (PALOMARIN TRAILHEAD PARKING)	N/A	0.00	1.20	1.20	2	0	GR	
0106	NC	12318		OLEMA MARSH ROAD	FROM BEAR VALLEY ROAD TO RESIDENCE UTILITY	N/A	0.00	0.30	0.30	2	0	GR	
0107	NC	32708		MUDDY HOLLOW ROAD	FROM ROUTE 0010 (LIMANTOUR ROAD) TO ROUTE 0943 (MUDDY HOLLOW PARKING)	N/A	0.00	0.20	0.20	2	0	GR	
0108	NC	46133		BEAR VALLEY TRAIL ROAD	FROM ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) TO GLEN TRAIL	N/A	0.00	3.10	3.10	2	0	GR	
0200	4	00002491		LIGHTHOUSE ROAD	FROM END OF ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO LIGHT HOUSE APARTMENT GATE	N/A	1.48	0.00	1.48	3	0	AS	2
0201	4	00002499		CHIMNEY ROCK ROAD	FROM END OF ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0401 (LIFE BOAT STATION ROAD) AT ROUTE 0917 (CHIMNEY ROCK TRAILHEAD PARKING)	N/A	0.91	0.00	0.91	3	0	AS	2
0202	4	89543		SCHOONER BAY ROAD (OYSTER FARM ROAD)	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO DRAKES BAY OYSTER PARKING	N/A	0.06	0.70	0.76	3	0	AS	2
0203A	4	00002535		ESTERO TRAILHEAD ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0203B (HOME RANCH ROAD) AT CATTLE GUARD JUST PAST ROUTE 0918	N/A	0.97	0.00	0.97	3	0	AS	3

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PORE

POINT REYES NATIONAL SEASHORE

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0203B	4	99954		HOME RANCH ROAD	FROM CATTLEGUARD AT END OF ROUTE 0203A (ESTERO TRAILHEAD ROAD) TO END OF PAVEMENT AT HOME RANCH	N/A	0.68	0.00	0.68	6	0	AS	3
0204	4	00002534		MOUNT VISION ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0919 (MOUNT VISION TRAILHEAD UPPER PARKING)	N/A	3.86	0.00	3.86	3	0	AS	3
0205	4	32713		MCCLURE BEACH ACCESS ROAD	FROM END OF ROUTE 5003 (PIERCE POINT ROAD) AT ROUTE 0921 (PIERCE POINT UPPER PARKING) TO ROUTE 0912 (MCCLURE BEACH PARKING)	N/A	0.20	0.00	0.20	3	0	AS	1
0206	4	35177		LIMANTOUR BEACH TRAIL ACCESS ROAD	FROM ROUTE 0010 (LIMANTOUR ROAD) AT MP 7.49 ON LEFT TO ROUTE 0904 (LIMANTOUR BEACH TRAIL PARKING SOUTH)	N/A	0.37	0.00	0.37	3	0	AS	3
0210	4	12324		LAGUNA ROAD	FROM ROUTE 0010 (LIMANTOUR ROAD) AT MP 5.94 TO ROUTE 0942 (ENVIRONMENTAL ED CENTER PARKING)	N/A	0.65	0.00	0.65	3	0	AS	3
0211	4	32719		BEAR VALLEY TRAILHEAD ROAD	FROM ROUTE 5002 (BEAR VALLEY ROAD) TO ROUTE 0108 (BEAR VALLEY TRAIL ROAD) AT ROUTE 0914 (BEAR VALLEY TRAILHEAD PARKING)	N/A	0.33	0.00	0.33	3	0	AS	4
0213	NC	00002592		FIVE BROOKS ROAD	FROM HIGHWAY 1 TO ROUTE 0939 (FIVE BROOKS TRAILHEAD PARKING)	N/A	0.00	0.20	0.20	3	0	GR	
0214	NC	12326		COAST CAMP ROAD	FROM ROUTE 0210 (LAGUNA ROAD) TO COAST CAMPGROUND	N/A	0.00	2.90	2.90	3	0	GR	
0215	NC	12327		SKY CAMP ROAD	FROM ROUTE 0010 (LIMANTOUR ROAD) TO SKY CAMPGROUND	N/A	0.00	1.30	1.30	3	0	GR	
0216	NC	12328		GLEN CAMP ROAD	FROM STEWART TRAIL ROAD TO GLEN CAMPGROUND	N/A	0.00	1.20	1.20	3	0	GR	
0217	NC	3107		MARSHALL BEACH TRAIL ROAD	FROM ROUTE 0104 (L RANCH ROAD) TO MARSHALL BEACH CAMPGROUND	N/A	0.00	1.20	1.20	4	0	GR	
0218	NC	32722		WILDCAT CAMPGROUND ROAD	FROM ROUTE 0219 (STEWART TRAIL ROAD) TO WILDCAT CAMPGROUND	N/A	0.00	1.20	1.20	3	0	GR	
0219	NC	34147		STEWART TRAIL ROAD	FROM FIVE BROOKS PARKING TO ROUTE 0216 (GLEN CAMP ROAD)	N/A	0.00	5.40	5.40	3	0	GR	
0220	5	117012		US COAST GUARD CEMETERY ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO USCG FACILITY ENTRANCE (AT CATTLE GUARD AND A SIGN)	N/A	0.53	0.00	0.53	3	0	AS	2

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0221	NC	116469		STEWART HORSE CAMP ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO STEWART HORSE CAMP	N/A	0.00	0.50	0.50	3	0	GR	
0222	5	89542		COMMONWEAL ROAD	FROM MESA ROAD TO END OF PAVEMENT	N/A	0.41	0.68	1.09	3	0	AS	5
0401	4	32716		LIFEBOAT STATION ROAD	FROM END OF ROUTE 0201 (CHIMNEY ROCK ROAD) (BEAR RIGHT) TO ROUTE 0944 (LIFEBOAT STATION PARKING)	N/A	0.35	0.00	0.35	5	0	AS	2
0402	4	103737		FISH DOCKS (MENDOZA) ROAD	FROM ROUTE 0401 (LIFE BOAT STATION ROAD) AT MP 0.00 TO END OF PAVEMENT AT DOCKS	N/A	0.13	0.00	0.13	6	0	AS	2
0403	NC	89457		RED BARN CLASSROOM ROAD	FROM ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) TO RED BARD	N/A	0.00	0.30	0.30	5	0	GR	
0404	4	35179		LIMANTOUR RESIDENCE ROAD WEST	FROM ROUTE 0010 (LIMANTOUR ROAD) AT MP 7.34 ON RIGHT TO ROUTE 0905 (LIMANTOUR RESIDENCE ROAD WEST PARKING)	N/A	0.08	0.00	0.08	5	0	AS	3
0408	4	32721		MORGAN HORSE RANCH ROAD	FROM END OF ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) TO END OF LOOP	N/A	0.24	0.00	0.24	5	0	AS	4
0410	4	32724		BEAR VALLEY MAINTENANCE ACCESS ROAD	FROM ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) AT MP 0.03 TO ROUTE 0902B (BEAR VALLEY R AND T EQUIPMENT PARKING)	N/A	0.22	0.00	0.22	5	0	AS	4
0411	4	89415		NORTH OPERATIONS CENTER ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 0931 (NDOC OFFICE PARKING)	N/A	0.24	0.00	0.24	3	0	AS	2
0413	NC	89412		MOUNT VISION FIRE LANE	FROM ROUTE 0204 (MOUNT VISION ROAD) TO RESIDENCE 535	N/A	0.00	0.30	0.30	6	0	GR	
0414	NC	89414		LUPTON RANCH ROAD	FROM STATE HIGHWAY 1 TO LUPTON RANCH	N/A	0.00	0.30	0.30	6	0	GR	
0415	NC	89416		LEARNING CENTER ROAD	FROM STATE HIGHWAY 1 TO LEARNING CENTER	N/A	0.00	0.40	0.40	5	0	GR	
0416	4	3110		CROSS MARIN TRAIL ROAD	FROM ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST) TO STATE PARK BOUNDARY SIGN	N/A	1.60	0.00	1.60	5	0	AS	4
0417	NC	91081		KULE LOKLO ACCESS ROAD	FROM ROUTE 0010 (LIMANTOUR ROAD) TO KULE LOKLO INTERPRETIVE EXHIBIT	N/A	0.00	0.30	0.30	5	0	GR	
0418	NC	12323		SUNNYSIDE DRIVE	FROM ROUTE 0010 (LIMANTOUR ROAD) TO GATE AT ROBERTS DRIVE (PRIVATE ROAD)	N/A	0.00	1.00	1.00	5	0	GR	
0419	NC	3102		RANDALL TRAIL ROAD	FROM STATE HIGHWAY 1 TO BOLINAS RIDGE TRAIL	N/A	0.00	1.60	1.60	6	0	GR	

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POINT REYES NATIONAL SEASHORE

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0420	NC	32703		BOLINAS RIDGE TRAIL ROAD	FROM ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST) TO FAIRFAX BOLINAS ROAD	N/A	0.00	11.10	11.10	6	0	GR	
0421	NC	32711		MUDDY HOLLOW PUMPHOUSE ROAD	FROM ROUTE 0107 (MUDDY HOLLOW ROAD) TO PUMP HOUSE	N/A	0.00	0.50	0.50	5	0	GR	
0422	NC	228937		BEAR VALLEY WATER SYSTEM ACCESS ROAD	FROM HORS TRAIL TO BEAR VALLEY WATER TANK	N/A	0.00	0.50	0.50	5	0	GR	
0423	NC	116481		GIACOMINI ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO END OF ROUTE	N/A	0.00	0.25	0.25	6	0	GR	
0424	NC	228319		STEWART TRAIL SPUR ROAD	FROM ROUTE 0219 (STEWART TRAIL ROAD) TO STEWART HORSE CAMP WATER SYSTEM	N/A	0.00	0.25	0.25	3	0	GR	
0425	NC	101390		TOMALES BEACH ROAD	FROM PIERCE POINT ROAD TO TOMALES BEACH CAMPGROUND	N/A	0.00	1.20	1.20	3	0	GR	
0500	4	35178		LIMANTOUR RESIDENCE ROAD EAST	FROM ROUTE 0010 (LIMANTOUR ROAD) AT MP 7.34 ON LEFT TO END AT RESIDENCE DRIVEWAY	N/A	0.37	0.00	0.37	5	0	AS	3
0900	4	89506		PARK HEADQUARTERS PARKING	ADJACENT TO ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) AT MP 0.01 ON RIGHT	N/A	0.00	0.00	0.00		9,296	AS	4
0901	4	89505		BEAR VALLEY VISITOR CENTER PARKING	ADJACENT TO ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) AT MP 0.2 ON RIGHT	N/A	0.00	0.00	0.00		31,136	AS	4
0902A	5	105920		BEAR VALLEY R AND T PARKING	FROM ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) ON RIGHT TO PARKING	N/A	0.00	0.00	0.00		7,903	AS	4
0902B	4	89520		BEAR VALLEY R AND T EQUIPMENT PARKING	FROM END OF ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) TO PARKING	N/A	0.00	0.00	0.00		22,408	AS	4
0902C	4	89508		BEAR VALLEY HO RESIDENTS PARKING	ADJACENT TO ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) AT MP 0.1 ON RIGHT	N/A	0.00	0.00	0.00		5,761	AS	4

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0902D	4	103628		BEAR VALLEY BLDG 77 PARKING	ADJACENT TO ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) AT MP 0.05 ON LEFT	N/A	0.00	0.00	0.00		10,695	AS	4
0903	4	89516		LIGHTHOUSE RESIDENCE PARKING	ADJACENT TO ROUTE 0200 (LIGHTHOUSE ROAD) AT MP 1.4 ON RIGHT	N/A	0.00	0.00	0.00		1,056	AS	2
0904	4	89517		LIMANTOUR BEACH TRAIL PARKING SOUTH	FROM END OF ROUTE 0206 (LIMANTOUR BEACH TRAIL ACCESS ROAD) TO PARKING	N/A	0.00	0.00	0.00		10,129	AS	3
0905	4	104911		LIMANTOUR RESIDENCE ROAD WEST PARKING	FROM END OF ROUTE 0404 (LIMANTOUR RESIDENCE ROAD WEST) TO PARKING	N/A	0.00	0.00	0.00		2,824	AS	3
0906	NC	89440		BAYVIEW TRAIL PARKING (ADAMS PIT)	ADJACENT TO ROUTE 0010 (LIMANTOUR ROAD)	N/A	0.00	0.00	0.00		18,000	GR	
0907	NC	89439		SKY TRAILHEAD PARKING	ADJACENT TO ROUTE 0010 (LIMANTOUR ROAD)	N/A	0.00	0.00	0.00		4,800	GR	
0908	NC	89441		LIMANTOUR BUS PARKING (ED CENTER)	ADJACENT TO ROUTE 0010 (LIMANTOUR ROAD)	N/A	0.00	0.00	0.00		5,000	GR	
0909	4	89514		SOUTH BEACH PARKING	FROM END OF ROUTE 0100 (SOUTH BEACH ROAD) TO PARKING	N/A	0.00	0.00	0.00		96,010	AS	2
0910	4	89512		NORTH BEACH PARKING	FROM END OF ROUTE 0102 (NORTH BEACH ROAD) TO PARKING	N/A	0.00	0.00	0.00		35,758	AS	2
0911	4	89513		DRAKES BEACH PARKING	FROM END OF ROUTE 0101 (DRAKES BEACH ROAD) TO PARKING	N/A	0.00	0.00	0.00		202,486	AS	2
0912	4	89509		MCCLURE BEACH PARKING	FROM END OF ROUTE 0205 (MCCLURE BEACH ACCESS ROAD) TO PARKING	N/A	0.00	0.00	0.00		15,649	AS	1
0913	NC	89420		MOUNT VISION MIDDLE PARKING (BISHOP PINES TRAILHEAD)	ADJACENT TO ROUTE 0010 (LIMANTOUR ROAD)	N/A	0.00	0.00	0.00		25,200	GR	
0914	NC	89437		BEAR VALLEY TRAILHEAD PARKING	FROM END OF ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD) TO PARKING	N/A	0.00	0.00	0.00		80,000	GR	
0915	4	89518		LAGUNA TRAILHEAD PARKING	FROM ROUTE 0210 (LAGUNA ROAD) AT MP 0.5 ON RIGHT TO PARKING	N/A	0.00	0.00	0.00		6,891	AS	3
0917	NC	89429		CHIMNEY ROCK TRAILHEAD PARKING	FROM END OF ROUTE 0201 (CHIMNEY ROCK ROAD) TO PARKING	N/A	0.00	0.00	0.00		18,000	GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 06/13/2011

(Numerical By Route #)

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Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

Grey = Paved Routes, DCV not Driven

Black = State, Local or Private non-NPS Routes

■ = Concession Route Flag ON

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** DCV - Data Collection Vehicle

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

PORE

POINT REYES NATIONAL SEASHORE

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0918	NC	89423		ESTERO TRAILHEAD PARKING	FROM END OF ROUTE 0203A (ESTERO TRAILHEAD ROAD) TO PARKING	N/A	0.00	0.00	0.00		12,180	GR	
0919	NC	89422		MOUNT VISION TRAILHEAD UPPER PARKING	FROM END OF ROUTE 0204 (MOUNT VISION ROAD) TO PARKING	N/A	0.00	0.00	0.00		12,180	GR	
0921	NC	89430		PIERCE POINT UPPER PARKING	ADJACENT TO ROUTE 5003 (PIERCE POINT ROAD)	N/A	0.00	0.00	0.00		12,000	GR	
0922	NC	89428		CHIMNEY ROCK UPPER PARKING	ADJACENT TO ROUTE 0201(CHIMNEY ROCK ROAD)	N/A	0.00	0.00	0.00		5,000	GR	
0923	NC	89425		BULL POINT TRAILHEAD PARKING	ADJACENT TO ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)	N/A	0.00	0.00	0.00		4,800	GR	
0924	NC	89427		ABBOTS LAGOON TRAILHEAD PARKING	ADJACENT TO ROUTE 5003 (PIERCE POINT ROAD)	N/A	0.00	0.00	0.00		15,000	GR	
0925	4	103636		MORGAN HORSE RANCH HANDICAP PARKING	ADJACENT TO ROUTE 0408 (MORGAN HORSE RANCH ROAD) AT MP 0.1	N/A	0.00	0.00	0.00		674	AS	4
0927	4	89510		MCI EXHIBIT PARKING	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)	N/A	0.00	0.00	0.00		4,634	AS	2
0930	4	89515		LIGHTHOUSE VISITOR PARKING	ADJACENT TO ROUTE 0200 (LIGHTHOUSE ROAD) AT MP 1.1 ON LEFT	N/A	0.00	0.00	0.00		17,118	AS	2
0931	4	89511		NDOC OFFICE PARKING	FROM END OF ROUTE 0411 (BEAR VALLEY MAINTENANCE ACCESS ROAD) TO PARKING	N/A	0.00	0.00	0.00		21,351	AS	2
0932	NC	102181		NEW FIRE STATION PARKING	ADJACENT TO ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD)	N/A	0.00	0.00	0.00		4,761	GR	
0933	NC	14603		MARSHALL BEACH UNPAVED PARKING	ADJACENT TO ROUTE 0104 (L RANCH ROAD)	N/A	0.00	0.00	0.00		13,750	GR	
0934	NC	89419		MOUNT VISION OVERLOOK LOWER PARKING	ADJACENT TO ROUTE 0204 (MOUNT VISION ROAD)	N/A	0.00	0.00	0.00		4,000	GR	
0935	NC	89424		COAST GUARD CEMETARY PARKING	ADJACENT TO COAST GUARD ENTRANCE ROAD	N/A	0.00	0.00	0.00		900	GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 06/13/2011

(Numerical By Route #)

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PORE

POINT REYES NATIONAL SEASHORE

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0936	NC	89431		PALOMARIN TRAILHEAD PARKING	ADJACENT TO ROUTE 0105 (PALOMARIN ROAD)	N/A	0.00	0.00	0.00		33,000	GR	
0937	NC	89432		PALOMARIN SURFER BEACH TRAILHEAD PARKING	ADJACENT TO ROUTE 0105 (PALOMARIN ROAD)	N/A	0.00	0.00	0.00		6,000	GR	
0938	NC	89433		PALOMARIN PRBO PARKING	ADJACENT TO ROUTE 0105 (PALOMARIN ROAD)	N/A	0.00	0.00	0.00		12,800	GR	
0939	NC	89434		FIVE BROOKS TRAILHEAD PARKING	ADJACENT TO ROUTE 0213 (FIVE BROOKS ROAD)	N/A	0.00	0.00	0.00		48,000	GR	
0940	NC	89435		TOMALES BAY (MARTINELLI'S) TRAILHEAD PARKING	ADJACENT TO STATE HIGHWAY 1	N/A	0.00	0.00	0.00		7,200	GR	
0941	NC	89438		BEAR VALLEY HORSE/BUS PARKING	ADJACENT TO ROUTE 0211 (BEAR VALLEY TRAILHEAD ROAD)	N/A	0.00	0.00	0.00		10,000	GR	
0942	NC	89442		ENVIRONMENTAL ED CENTER PARKING	ADJACENT TO ROUTE 0210 (LAGUNA ROAD)	N/A	0.00	0.00	0.00		2,000	GR	
0943	NC	89443		MUDDY HOLLOW PARKING	FROM END OF ROUTE 0107 (MUDDY HOLLOW ROAD) TO PARKING	N/A	0.00	0.00	0.00		7,500	GR	
0944	NC	89452		LIFE BOAT STATION PARKING	ADJACENT TO ROUTE 0401 (LIFEBOAT STATION ROAD)	N/A	0.00	0.00	0.00		10,000	GR	
0945	NC	89453		LIMANTOUR BEACH MAIN PARKING	FROM END OF ROUTE 0210 (LAGUNA ROAD) TO PARKING	N/A	0.00	0.00	0.00		70,000	GR	
0946	NC	89455		OTTINGERS HILL PARKING	ADJACENT TO SIR FRANCIS DRAKE BOULEVARD	N/A	0.00	0.00	0.00		5,000	GR	
0947	NC	89458		RED BARN CLASSROOM PARKING	ADJACENT TO ROUTE 0403 (RED BARN CLASSROOM ROAD)	N/A	0.00	0.00	0.00		6,000	GR	
0948	NC	89523		SEA LION OVERLOOK PARKING	ADJACENT TO ROUTE 0200 (LIGTHOUSE ROAD)	N/A	0.00	0.00	0.00		720	GR	
0949	NC	89524		BEAR VALLEY RESOURCE PARKING	ADJACENT TO ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD)	N/A	0.00	0.00	0.00		2,600	GR	
0950	NC	89526		SCHOONER BAY PARKING	ADJACENT TO ROUTE 0202 (SCHOONER BAY ROAD) (OYSTER FARM ROAD)	N/A	0.00	0.00	0.00		16,900	GR	
0951	NC	90584		KEHOE BEACH TRAILHEAD TURNOUT	ADJACENT TO ROUTE 5003 (PIERCE POINT ROAD)	N/A	0.00	0.00	0.00		2,800	GR	

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 06/13/2011

(Numerical By Route #)

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** DCV - Data Collection Vehicle

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PORE

POINT REYES NATIONAL SEASHORE

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0952	NC	90633		SACRAMENTO LANDING MAIN HOUSE PARKING	ADJACENT TO ROUTE 0103 (SACRAMENTO LANDING ROAD)	N/A	0.00	0.00	0.00		800	GR	
0953	NC	97171		SACRAMENTO PIER PARKING	FROM END OF ROUTE 0103 (SACRAMENTO LANDING ROAD) TO PARKING	N/A	0.00	0.00	0.00		880	GR	
0954	NC	97175		SACRAMENTO LANDING DORM PARKING	ADJACENT TO ROUTE 0103 (SACRAMENTO LANDING ROAD)	N/A	0.00	0.00	0.00		1,250	GR	
0955	NC	97319		AT&T PARKING	ADJACENT TO ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)	N/A	0.00	0.00	0.00		0	GR	
0956	NC	105919		OLEMA MARSH PARKING	ADJACENT TO ROUTE 0106 (OLEMA MARSH ROAD)	N/A	0.00	0.00	0.00		5,000	GR	
0958	NC	105922		SCHOONER BAY EXHIBIT PULLOUT	ADJACENT TO SIR FRANCIS DRAKE BOULEVARD	N/A	0.00	0.00	0.00		3,000	GR	
0959	5	116372		LIMANTOUR PICNIC AREA ADA PARKING LOT	FROM ROUTE 0010 (LIMANTOUR DRIVE) TO PARKING	N/A	0.00	0.00	0.00		4,576	AS	3
0960	NC	110255		LEARNING CENTER PARKING	FROM END OF ROUTE 0415 (LEARNING CENTER ROAD) TO PARKING	N/A	0.00	0.00	0.00		1,920	GR	
0961	5	89519		CROSS MARIN TRAILHEAD PARKING AREA	FROM ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST) TO ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST)	N/A	0.00	0.00	0.00		14,296	AS	4
0962	5	230204	■	COMMONWEAL PARKING	FROM ROUTE 0222 (COMMONWEAL ROAD) TO ROUTE 0222 (COMMONWEAL ROAD)	N/A	0.00	0.00	0.00		30,883	AS	5
5000	4			SIR FRANCIS DRAKE BOULEVARD EAST	FROM INTERSECTION OF CHEDA RANCH ROAD TO BEAR VALLEY ROAD	N/A	2.50	0.00	2.50		0	AS	4
5001	4			SIR FRANCIS DRAKE BOULEVARD WEST	FROM BEAR VALLEY ROAD TO LIGHTHOUSE ROAD	N/A	30.00	0.00	30.00		0	AS	2, 3, 4
5002	4			BEAR VALLEY ROAD	FROM HIGHWAY 1 TO SIR FRANCIS DRAKE BOULEVARD	N/A	2.75	0.00	2.75		0	AS	4
5003	4			PIERCE POINT ROAD	FROM ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST) TO END AT ROUTE 0921 (PIERCE POINT UPPER PARKING)	N/A	8.50	0.00	8.50		0	AS	1, 3

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 06/13/2011

(Numerical By Route #)

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

CYCLE 5 COLLECTED SUMMARY TOTALS FOR POINT REYES NATIONAL SEASHORE

<u>CYCLE 5 COLLECTED ROUTE TOTALS</u>		<u>CYCLE 5 COLLECTED CONCESSION TOTALS</u>	
DCV Driven Route Miles	11.31	Concession Paved Route Miles	0.00
Manually Rated Route Miles	0.00	Concession Paved Parking Area SQFT	30,883
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	11.31	Concession Manually Rated Rotes SQFT	0
Manually Rated Routes (SQFT)	0	<u>CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES</u>	
* <u>CYCLE 5 COLLECTED PARKING AREA TOTALS</u>		DCV Driven PCR	70
Paved Parking (SQFT)	57,658	**Manually Rated Routes PCR	N/A
		**Parking PCR	49
		***Total Equivalent Lane Miles	29.16

TOTAL PARK SUMMARY FOR POINT REYES NATIONAL SEASHORE

<u>ROUTE TOTALS</u>	
TOTAL PAVED PARK ROUTE MILES IN THE ENTIRE PARK	67.80
TOTAL PAVED PARKING (SQFT)	551,534

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

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

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

Cycle 5 NPS/RIP Route ID Report

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General Park Road Functional Classification Table

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

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

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

5000 route numbers are assigned to Non-NPS Routes that are State, County or City owned which border, traverse, or provide access to Park Facilities or Assets. 5000 Routes are driven for GPS and Video Log only.

Surface Type Abbreviations:

- AS - Asphaltic Concrete Pavement**
- CO - Portland Cement Concrete Pavement**
- BR - Brick or Pavers Road Bed**
- CB - Cobble Stone Road Bed**
- GR - Gravel Road Bed**
- SA - Sand Road Bed**
- NV - Native or Dirt Material Road Bed**
- OT - Other Materials Road Bed**

ROUTE IDENTIFICATION CHANGES TO PAVED ASSESTS FROM PREVIOUS CYCLE - PORE

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route #	Route Name	Reason for Addition	Comments
0220	Us Coast Guard Cemetery Road	OTHER	Added to the inventory during Cycle 5.
0222	Commonweal Road	OTHER	Added to the inventory during Cycle 5.
0959	Limantour Picnic Area Ada Parking Lot	OTHER	Added to the inventory during Cycle 5.
0961	Cross Marin Trailhead Parking Area	OTHER	Added to the inventory during Cycle 5.
0962	Commonweal Parking	OTHER	Added to the inventory during Cycle 5.
ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	Route Name	Type of Modification	Comments
0902A	Bear Valley R And T Parking	OTHER	Considered unpaved in Cycle 4, paved in Cycle 5.

Section 3

Park Summary Information



Point Reyes National Seashore



Federal Lands Highway
Road Inventory Program

PORE: PAVED ROUTE MILES AND PERCENTAGES BY FUNCTIONAL CLASS AND PCR

F.C.	Pavement Condition Rating (PCR)								TOTAL MILES
	Poor (0-60)		Fair (61-84)		Good (85-94)		Excellent (95-100)		
	MILES	%	MILES	%	MILES	%	MILES	%	
1	0.32	2.83%	3.82	33.78%	2.63	23.25%	0.80	7.07%	7.57
2	1.22	10.79%	0.84	7.43%	0.24	2.12%	0.50	4.42%	2.80
3	0.57	5.04%	0.22	1.95%	0.13	1.15%	0.02	0.18%	0.94
4									
5									
6									
7									
8									
Totals	2.11	18.65%	4.88	43.15%	3.00	26.52%	1.32	11.67%	11.31

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

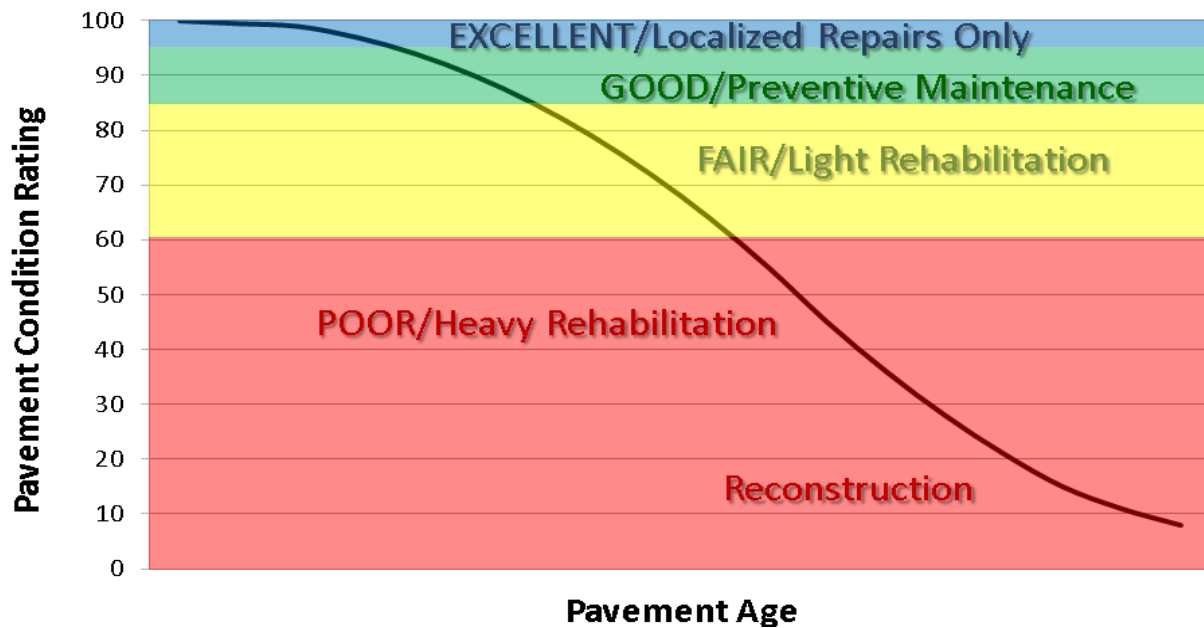
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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

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

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

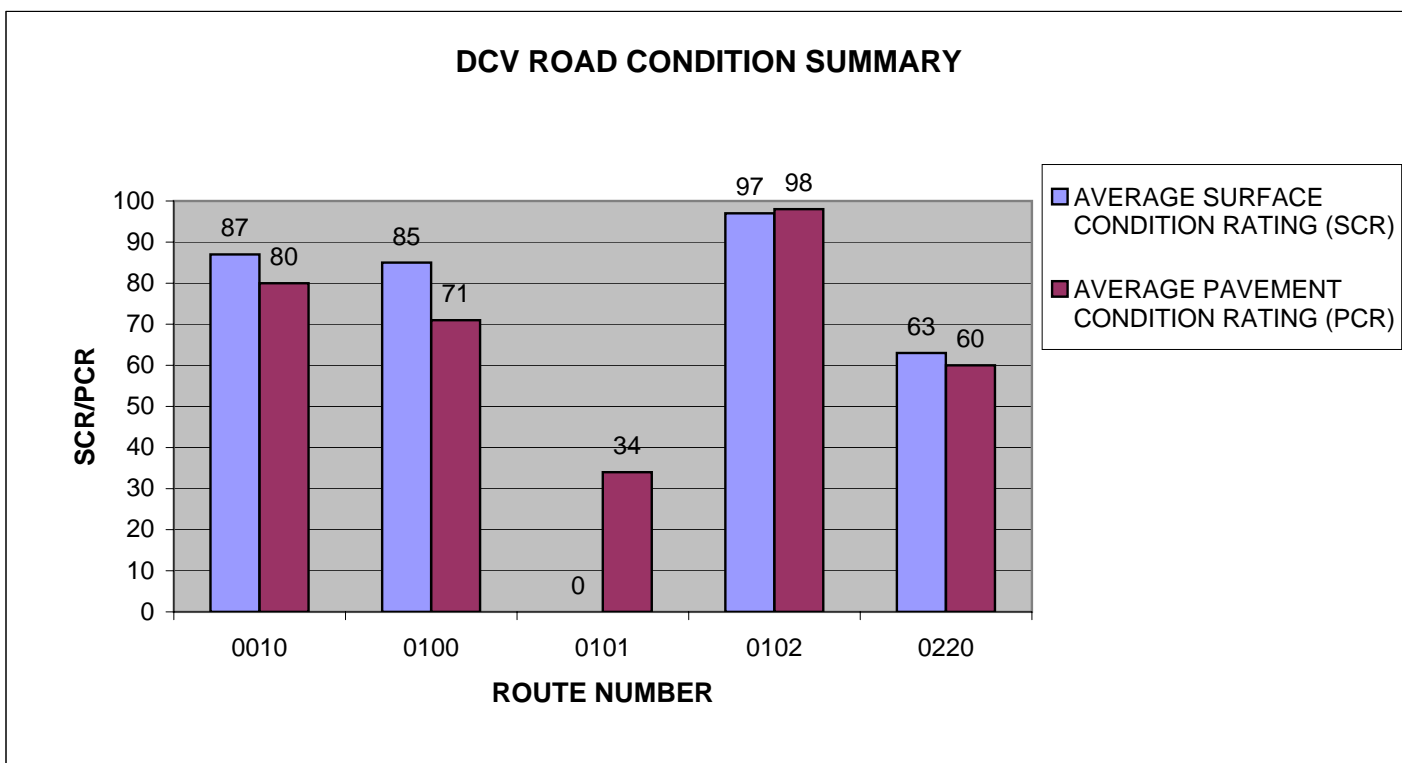
Condition Categories and Treatments



PORE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

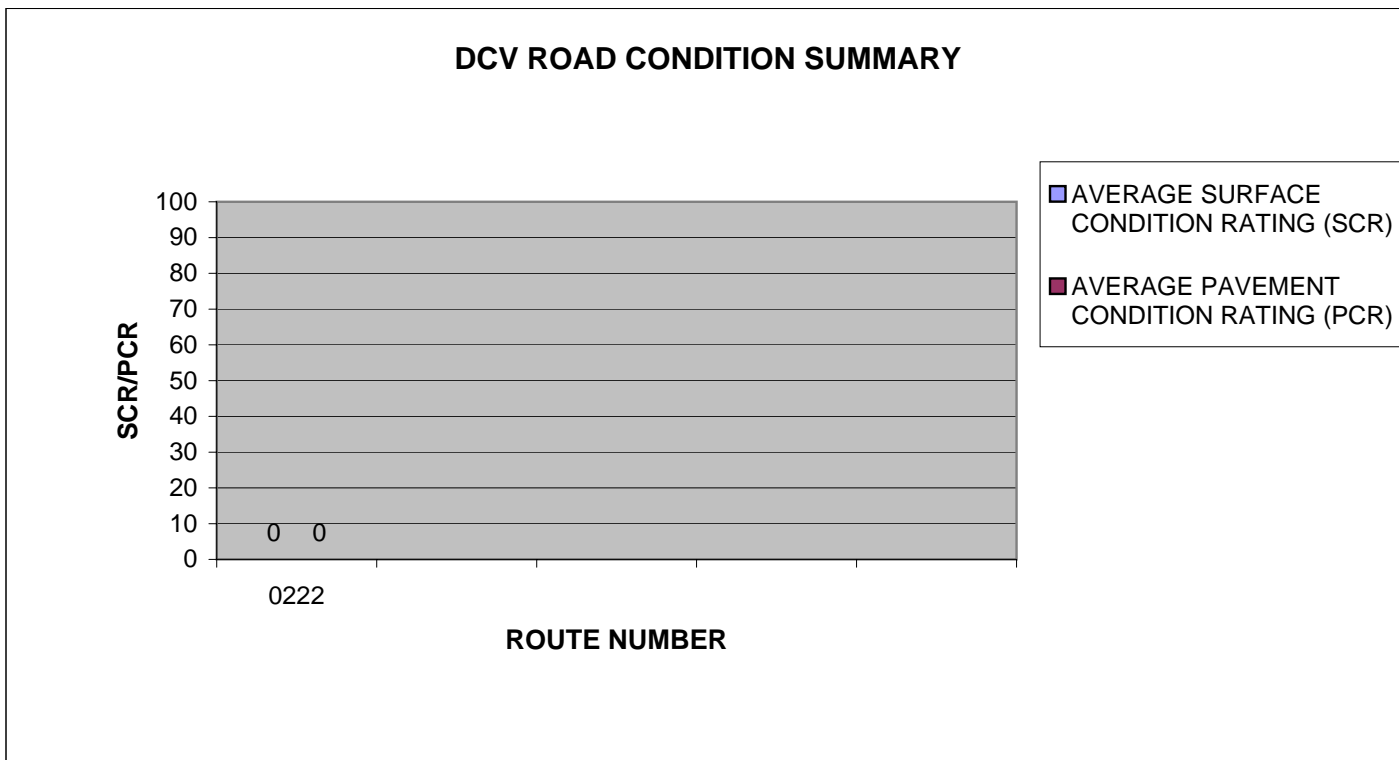
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	LIMANTOUR ROAD	1	7.57	ASPHALT	87	80
0100	SOUTH BEACH ROAD	2	0.70	ASPHALT	85	71
0101	DRAKES BEACH ROAD	2	1.50	ASPHALT	0	34
0102	NORTH BEACH ROAD	2	0.60	ASPHALT	97	98
0220	US COAST GUARD CEMETERY ROAD	3	0.53	ASPHALT	63	60



PORE: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	ROUTE LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0222	COMMONWEAL ROAD	3	1.09	ASPHALT	0	0



Section 4

Park Route Location Maps

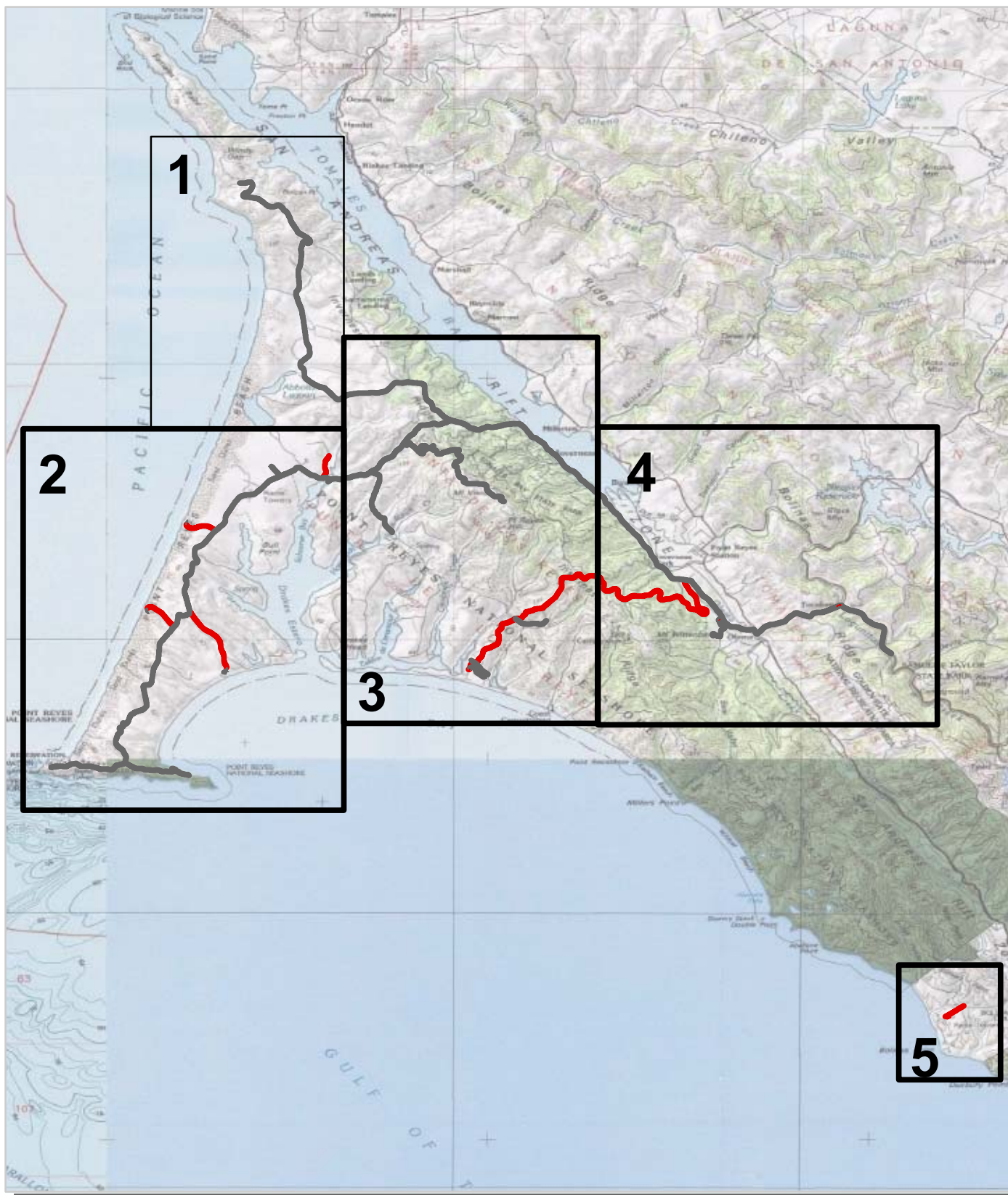




Point Reyes
National Seashore



Federal Lands Highway
Road Inventory Program

Point Reyes National Seashore Route Location Map Key Map



 Cycle 5 Collected Routes
 Routes Collected in Previous Cycle



Point Reyes National Seashore Route Location Map Area 1



Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



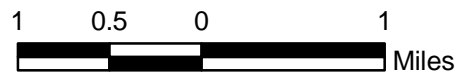
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Point Reyes National Seashore Route Location Map Area 2

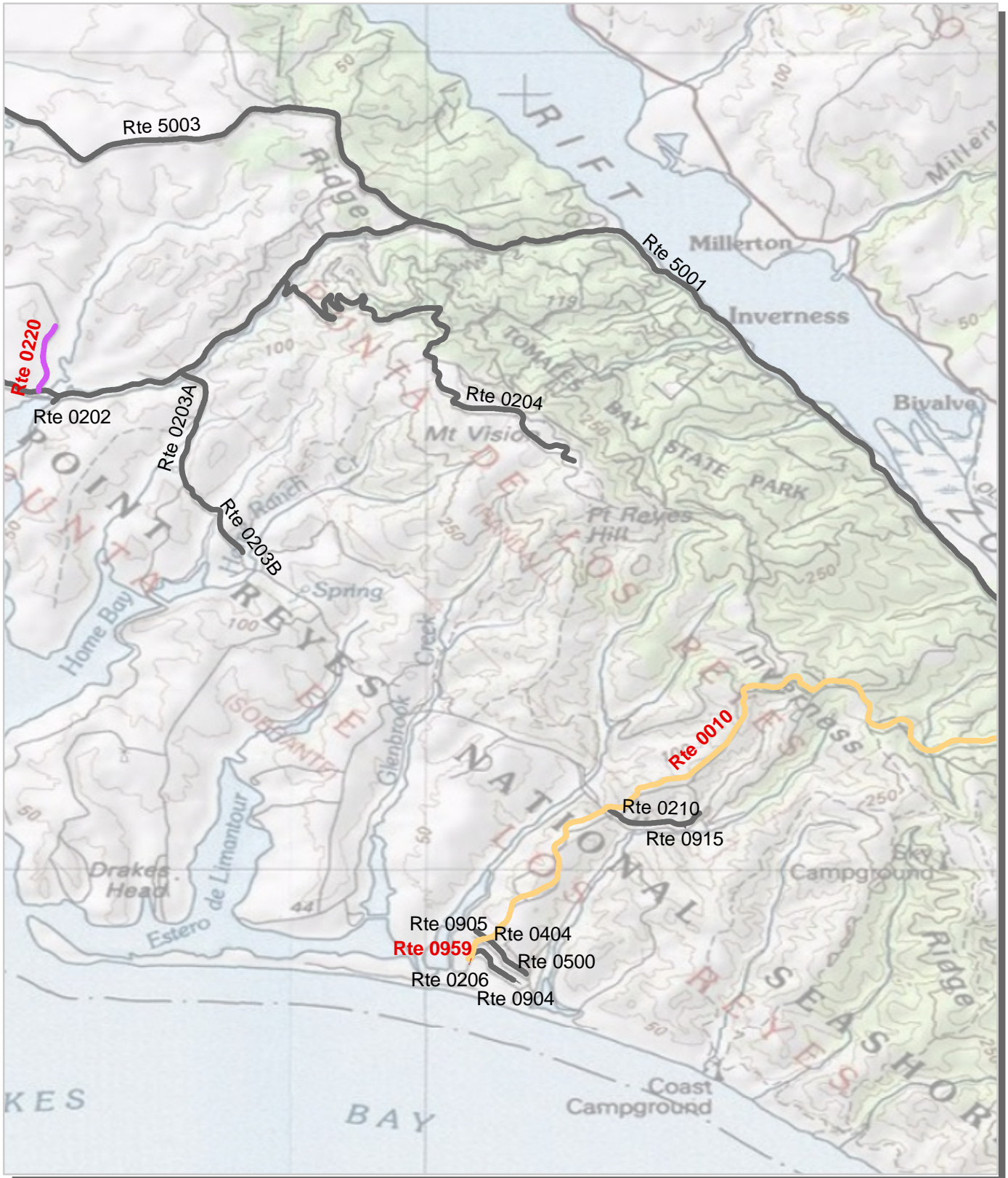


Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



Point Reyes National Seashore Route Location Map Area 3



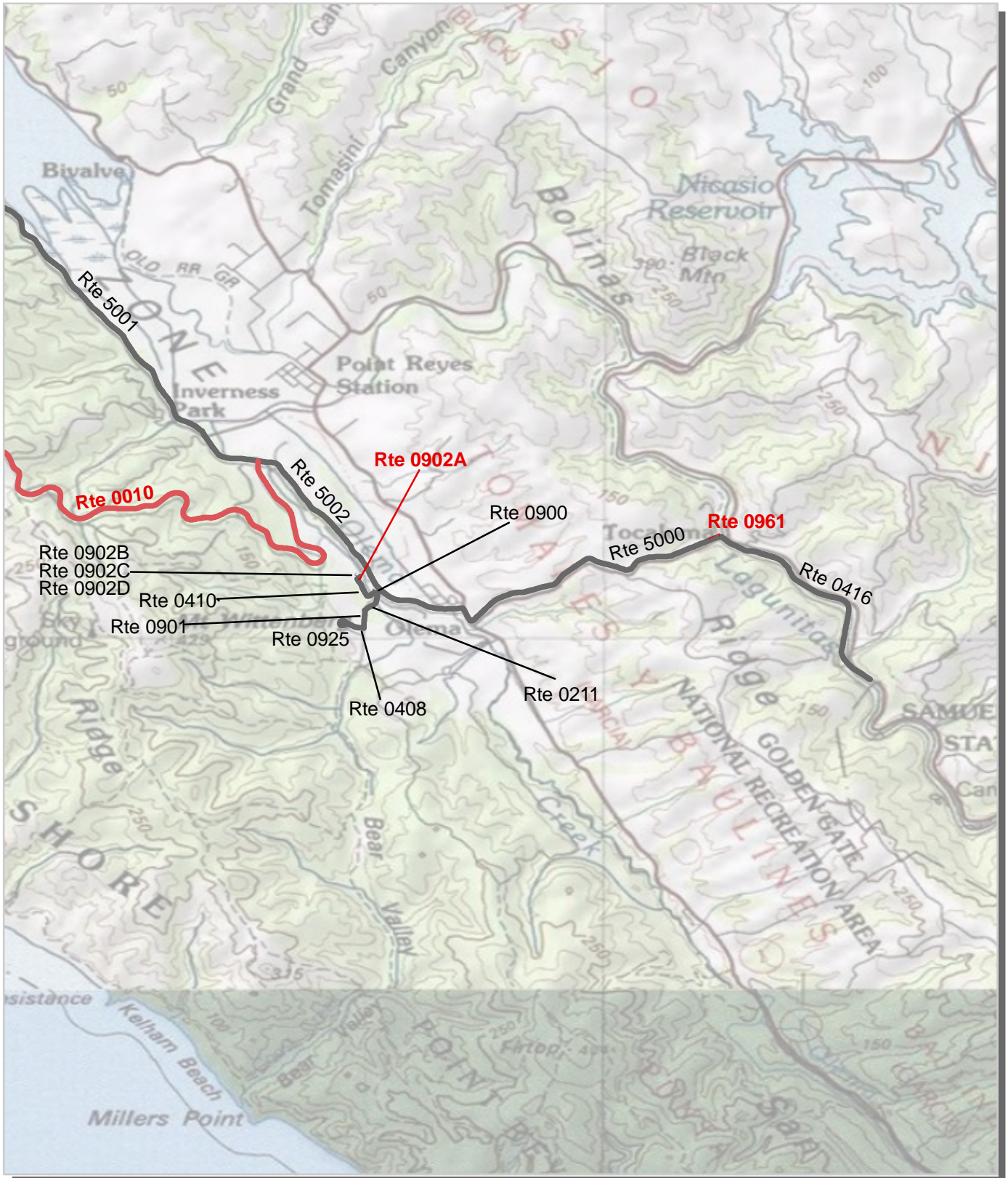
Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



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Point Reyes National Seashore Route Location Map Area 4



Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



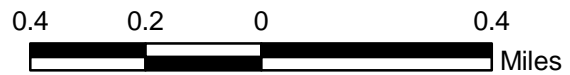
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Point Reyes National Seashore Route Location Map Area 5



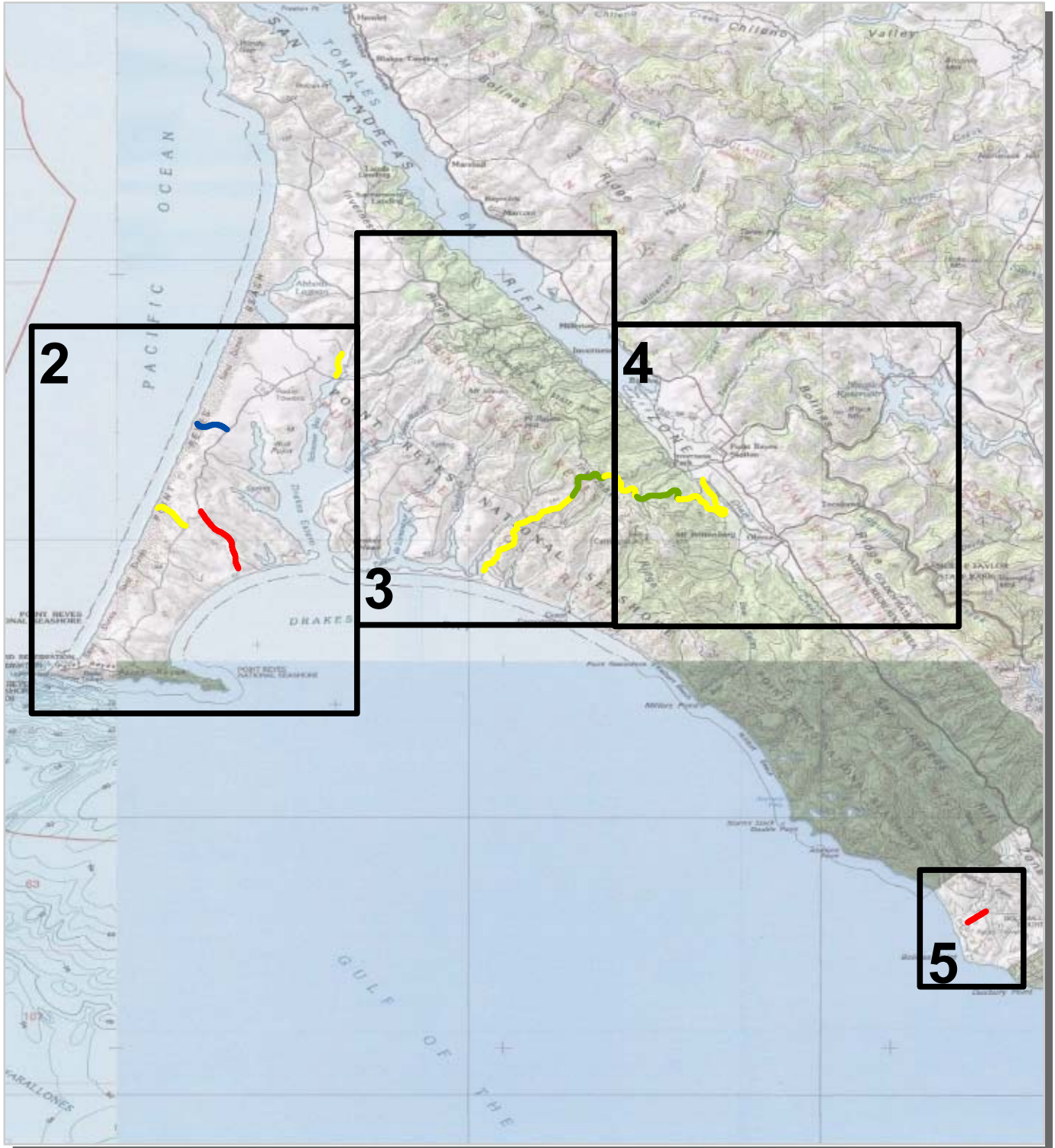
Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



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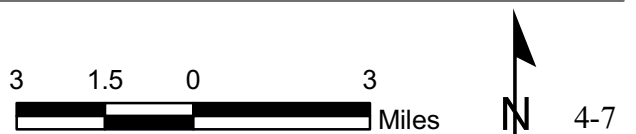
Point Reyes National Seashore Route Condition Map PCR - Mile by Mile Key Map



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

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

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

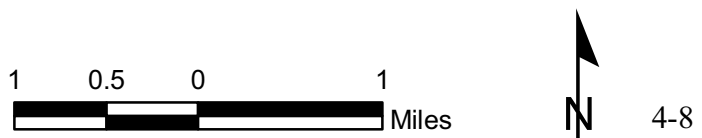


Point Reyes National Seashore Route Condition Map PCR - Mile by Mile Area 2



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.

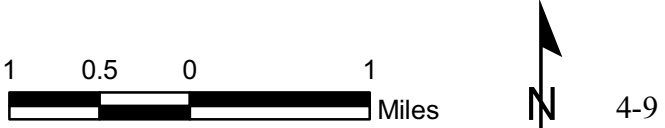


**Point Reyes National Seashore
Route Condition Map
PCR - Mile by Mile
Area 3**

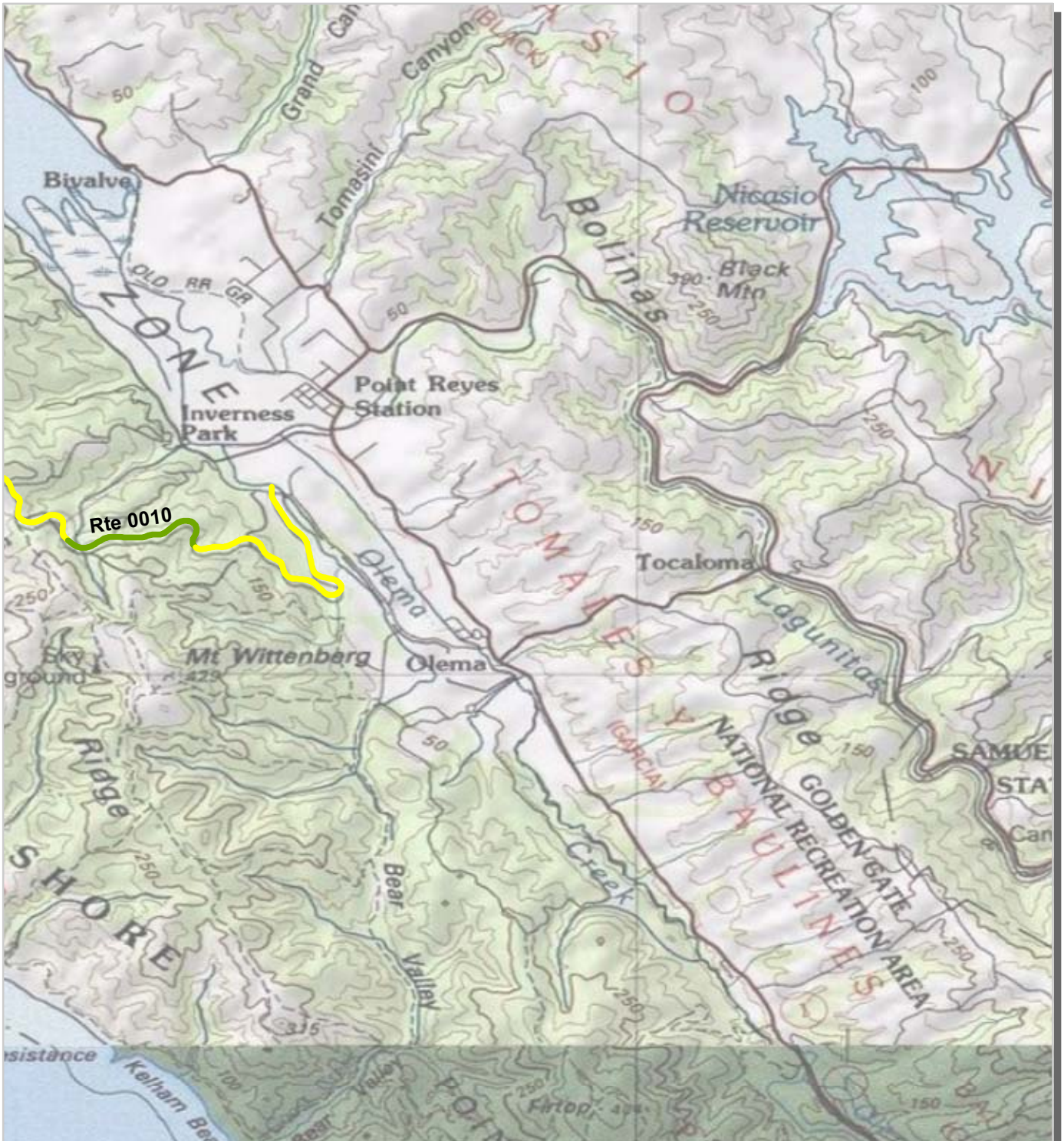


PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

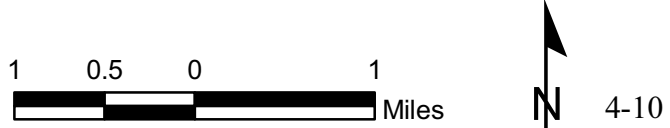


Point Reyes National Seashore Route Condition Map PCR - Mile by Mile Area 4



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.



**Point Reyes National Seashore
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.



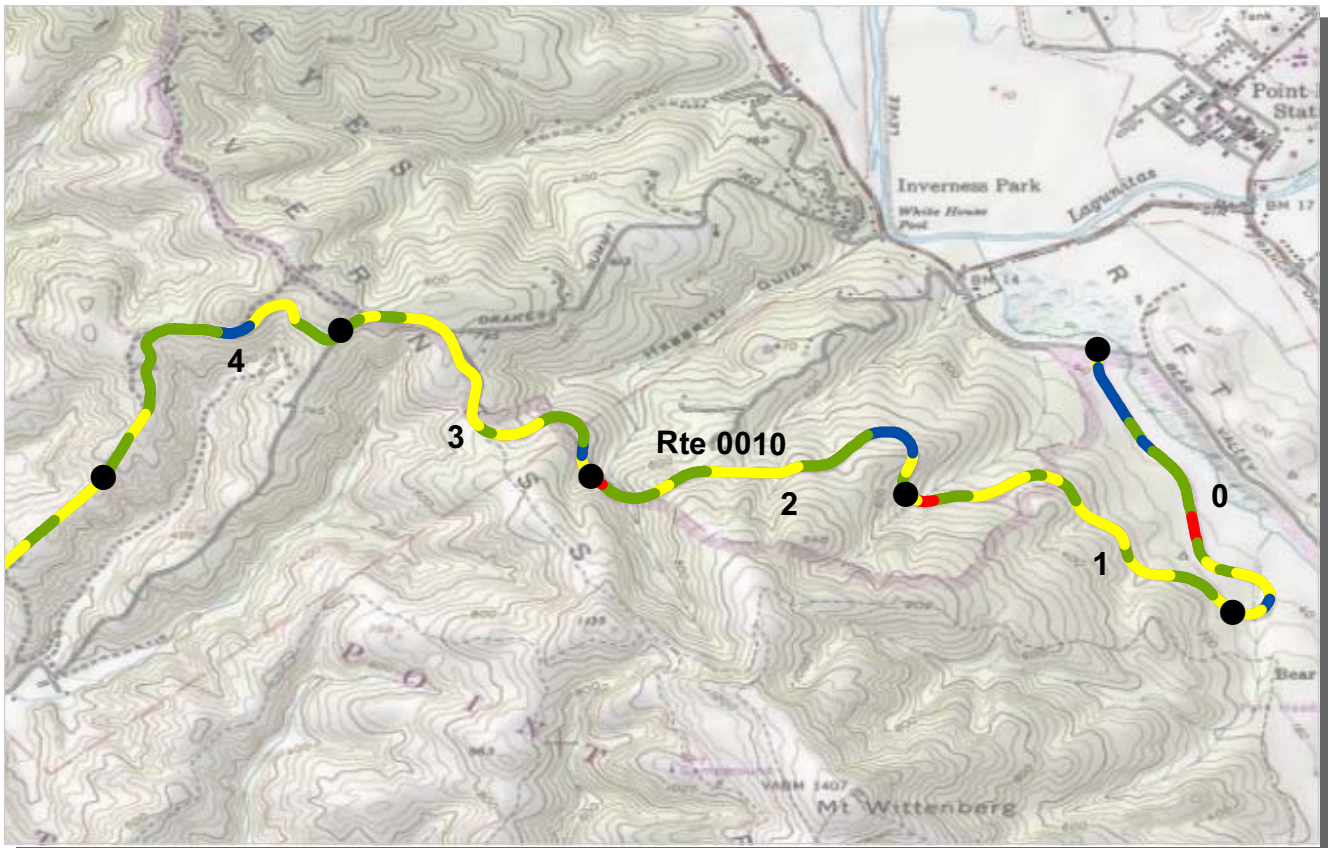
Section 5
Paved Route
Condition Rating Sheets



Point Reyes
National Seashore



Federal Lands Highway
Road Inventory Program



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

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

ROUTE: 0010 LIMANTOUR ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/13/2010
TOTAL LENGTH: 7.57 Miles

PACIFIC WEST REGION

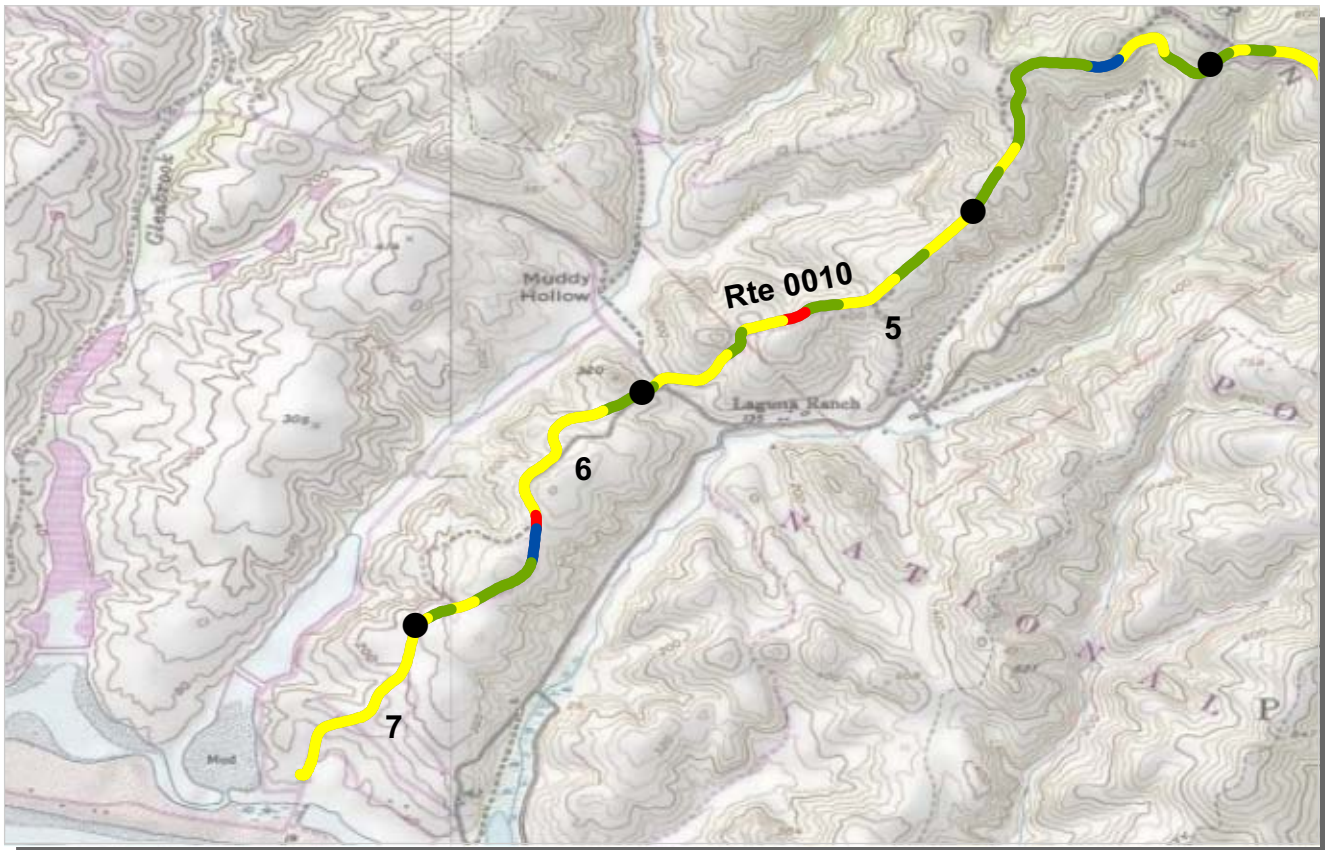
<i>Section Number</i>	0	1	2	3	4
<i>Section Length (mi)</i>	1.00	1.00	1.00	1.00	1.00
<i>Cross Section Information</i>					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	33	32	31	28	24
Lane Width (ft)	14	14	14	13	12
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	61	92	93	90	92
PCR (Pavement Condition Rating)	72	82	86	80	87
<i>Distress Index Values</i>					
Structural Crack Index	61	97	96	97	97
Transverse Cracking Index	96	99	100	100	99
Patching Index	100	100	100	100	100
Rutting Index	94	92	93	90	92
Roughness Condition Index (RCI)	88	66	75	65	80

NOTES:

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

NC - Not Collected N/A - Non Applicable

ROUTE: 0010 LIMANTOUR ROAD



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

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

ROUTE: 0010 LIMANTOUR ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/13/2010
TOTAL LENGTH: 7.57 Miles

PACIFIC WEST REGION

<i>Section Number</i>	5	6	7		
<i>Section Length (mi)</i>	1.00	1.00	0.57		
<i>Cross Section Information</i>					
Number of Lanes	2	2	2		
Paved Width (ft)	24	24	24		
Lane Width (ft)	11	12	12		
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	89	94	89		
PCR (Pavement Condition Rating)	79	80	71		
<i>Distress Index Values</i>					
Structural Crack Index	96	99	96		
Transverse Cracking Index	99	100	99		
Patching Index	100	100	100		
Rutting Index	89	94	89		
Roughness Condition Index (RCI)	64	59	45		

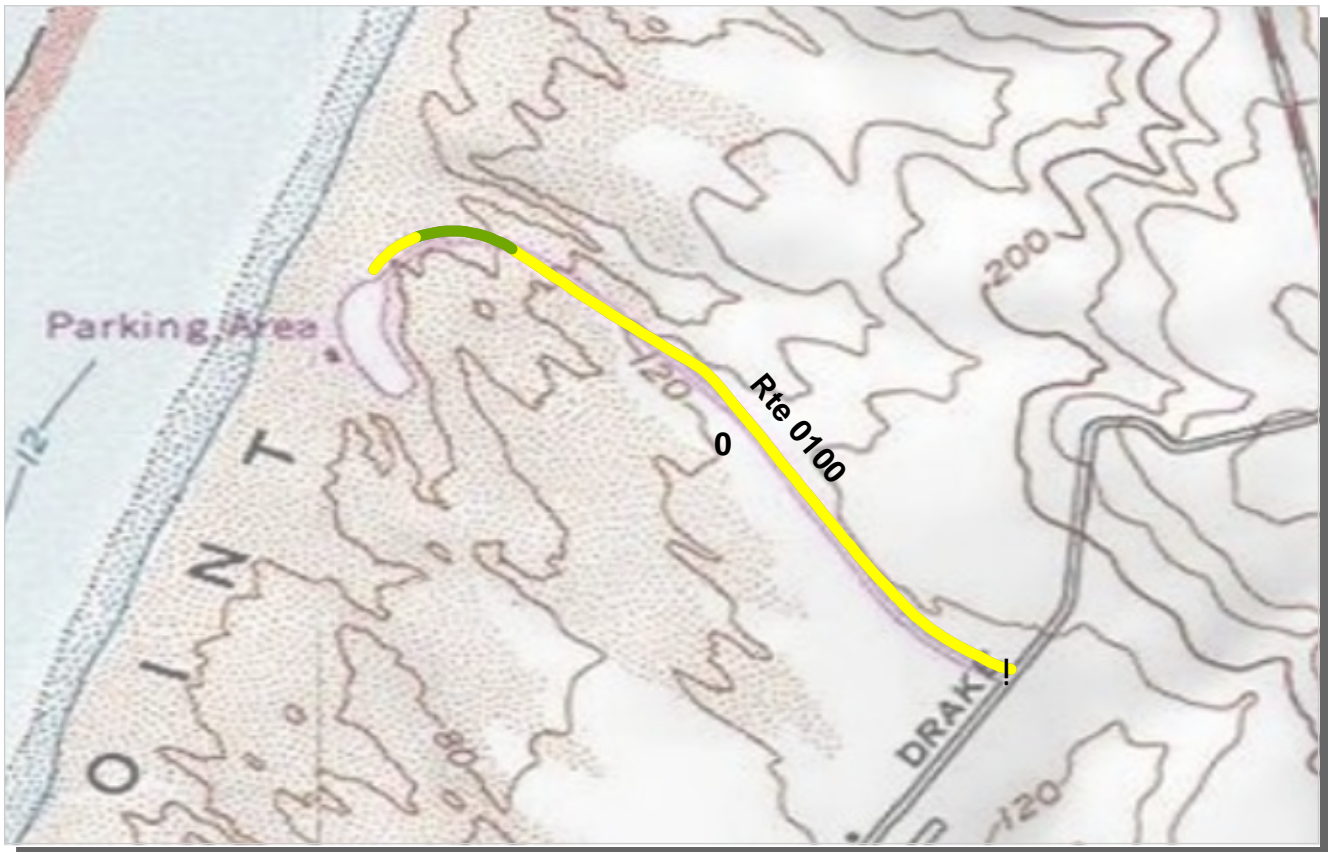
NOTES:

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 - Non Applicable



ROUTE: 0010 LIMANTOUR ROAD



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

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

ROUTE: 0100 SOUTH BEACH ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/13/2010
TOTAL LENGTH: 0.70 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.70				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	85				
PCR (Pavement Condition Rating)	71				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	85				
Roughness Condition Index (RCI)	49				

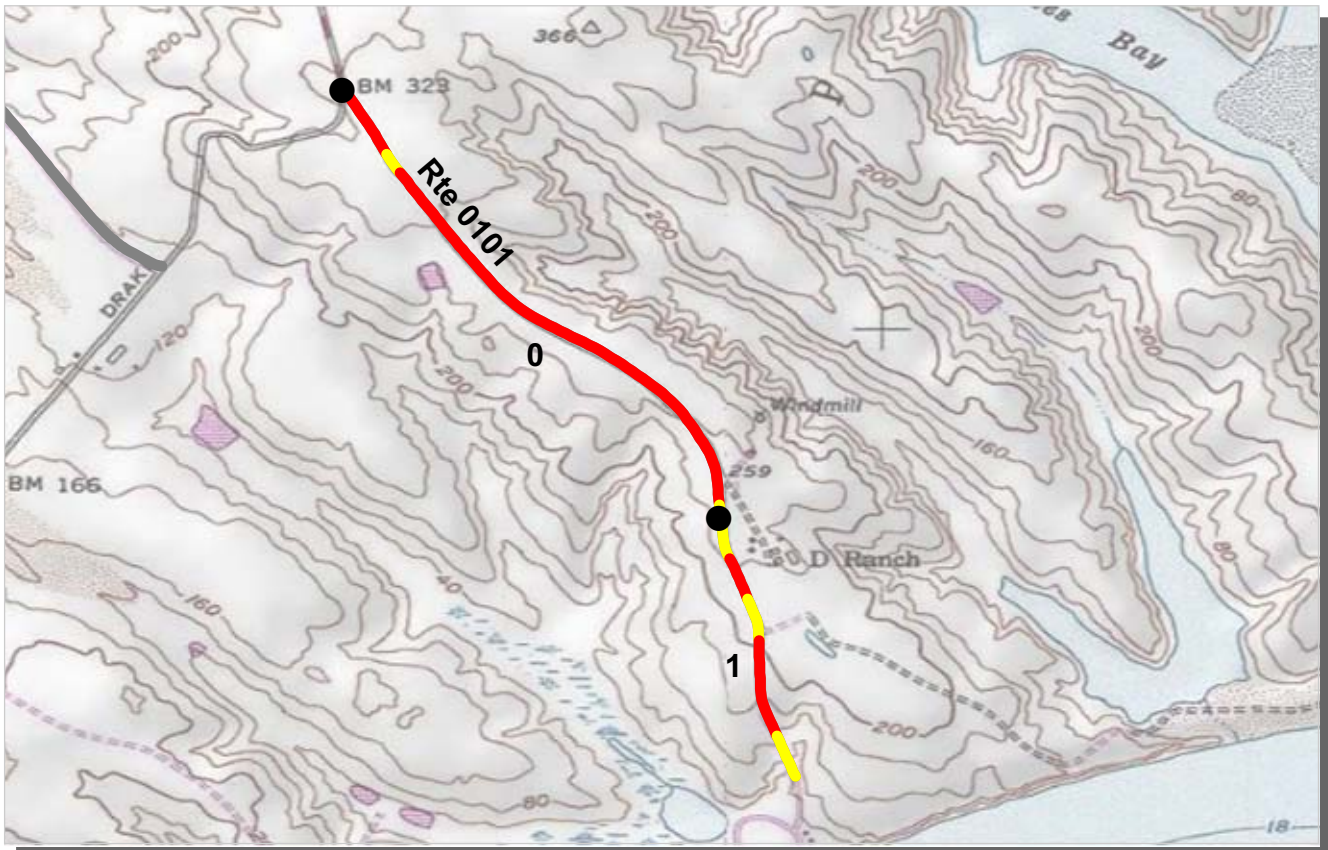
NOTES:

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 - Non Applicable

0

ROUTE: 0100 SOUTH BEACH ROAD



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

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

ROUTE: 0101 DRAKES BEACH ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/13/2010
TOTAL LENGTH: 1.50 Miles

PACIFIC WEST REGION

<i>Section Number</i>	0	1			
<i>Section Length (mi)</i>	1.00	0.50			
<i>Cross Section Information</i>					
Number of Lanes	2	2			
Paved Width (ft)	33	32			
Lane Width (ft)	14	13			
<i>Roadway Condition Information</i>					
SCR (Surface Condition Rating)	0	0			
PCR (Pavement Condition Rating)	33	35			
<i>Distress Index Values</i>					
Structural Crack Index	0	0			
Transverse Cracking Index	98	98			
Patching Index	99	100			
Rutting Index	93	95			
Roughness Condition Index (RCI)	83	87			

NOTES:

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

NC - Not Collected N/A - Non Applicable

ROUTE: 0101 DRAKES BEACH ROAD



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

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

ROUTE: 0102 NORTH BEACH ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/13/2010
TOTAL LENGTH: 0.60 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.60				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	33				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	98				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	100				

NOTES:

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

NC - Not Collected N/A - Non Applicable

ROUTE: 0102 NORTH BEACH ROAD



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

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

ROUTE: 0220 US COAST GUARD CEMETERY ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/11/2010
TOTAL LENGTH: 0.53 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.53				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	63				
PCR (Pavement Condition Rating)	60				
Distress Index Values					
Structural Crack Index	63				
Transverse Cracking Index	100				
Patching Index	98				
Rutting Index	95				
Roughness Condition Index (RCI)	56				

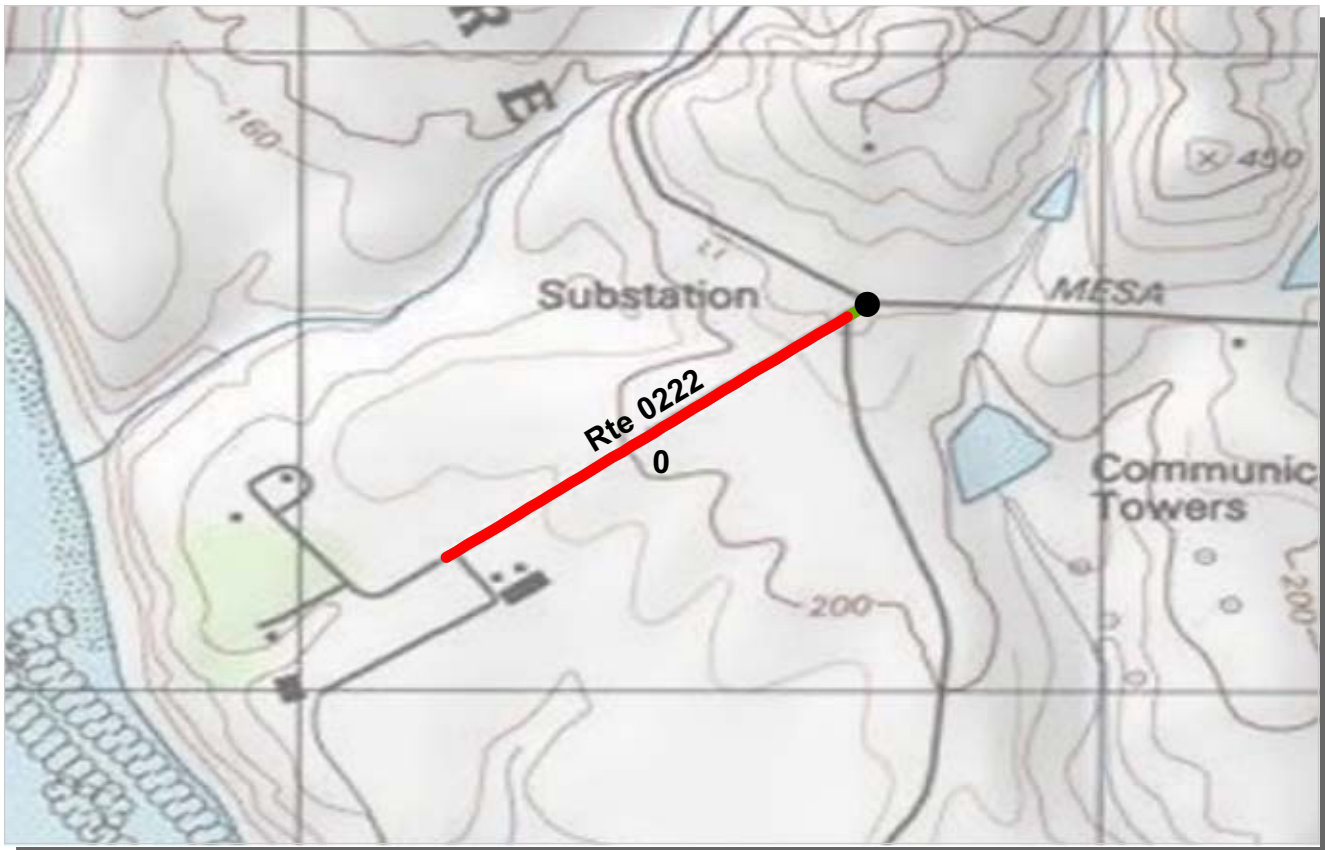
NOTES:

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

NC - Not Collected N/A - Non Applicable



ROUTE: 0220 US COAST GUARD CEMETERY ROAD



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

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

ROUTE: 0222 COMMONWEAL ROAD
PORE : POINT REYES NATIONAL SEASHORE

COLLECTED: 2/11/2010
TOTAL LENGTH: 0.41 Miles

PACIFIC WEST REGION

Section Number	0				
Section Length (mi)	0.41				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
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	99				
Patching Index	100				
Rutting Index	61				
Roughness Condition Index (RCI)	NC				

NOTES:

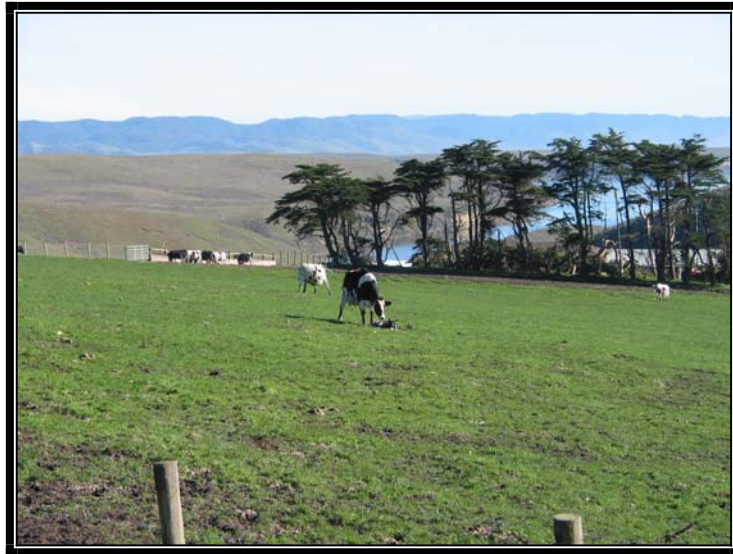
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.
 See Section 10 for explanation of SCR, PCR, & all Distress Index Values.

NC - Not Collected N/A - Non Applicable



ROUTE: 0222 COMMONWEAL ROAD

Section 6
Manually Rated Route
Condition Rating Sheets



Point Reyes
National Seashore



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 previously uncollected by RIP.

Section 7
Parking Area
Condition Rating Sheets



Point Reyes
National Seashore



Federal Lands Highway
Road Inventory Program

POINT REYES NATIONAL SEASHORE

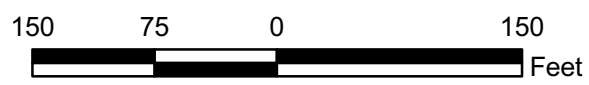
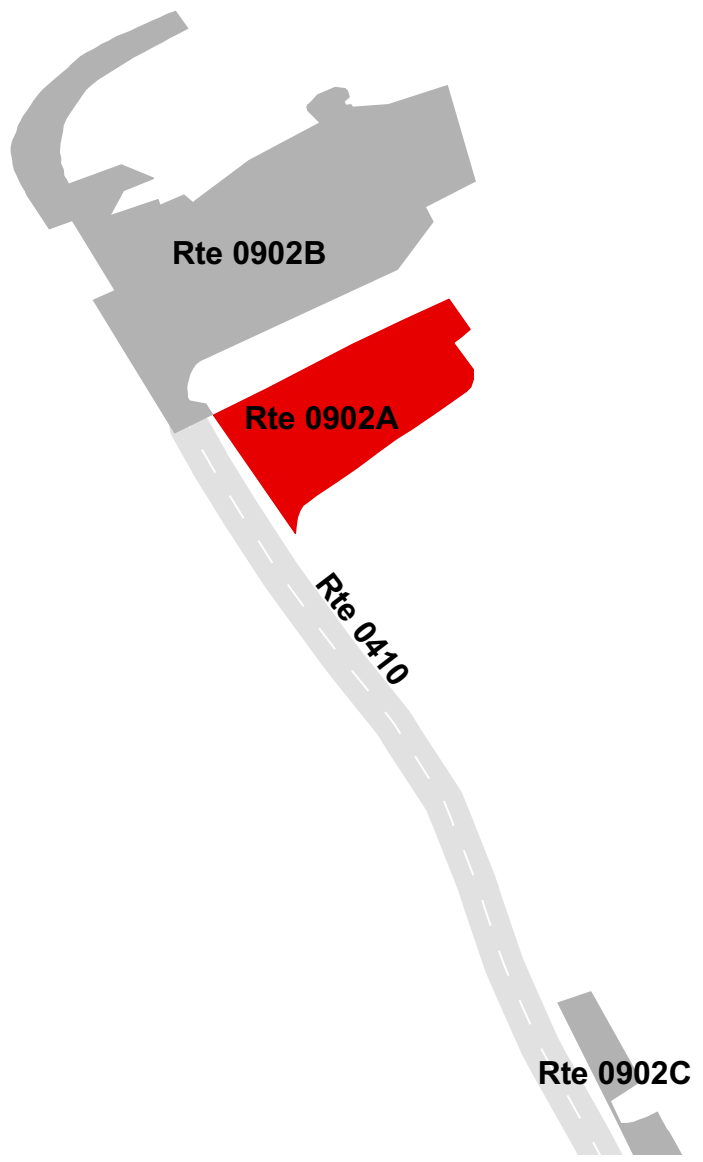
Route 0902A

BEAR VALLEY R AND T PARKING

FROM ROUTE 0410 (BEAR VALLEY MAINTENANCE ACCESS ROAD) ON RIGHT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902A	PUBLIC	1/28/2010	7,903	0.14	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	0	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



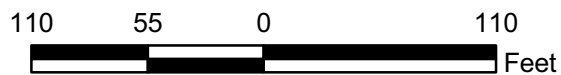
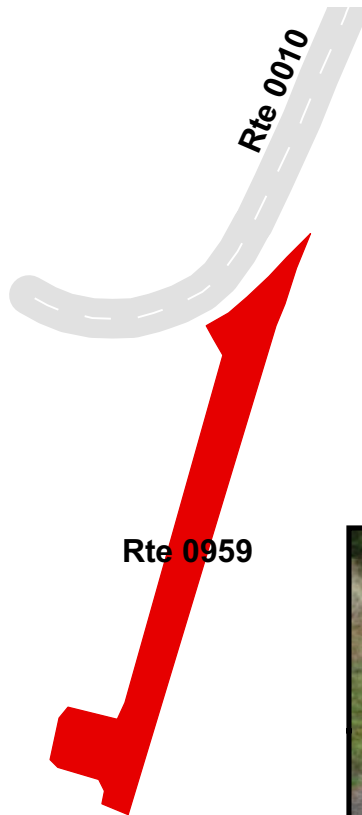
POINT REYES NATIONAL SEASHORE

Route 0959

LIMANTOUR PICNIC AREA ADA PARKING LOT
FROM ROUTE 0010 (LIMANTOUR DRIVE)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0959	PUBLIC	1/28/2010	4,576	0.08	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
1	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



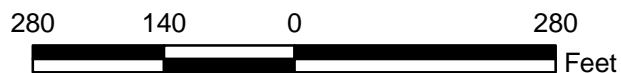
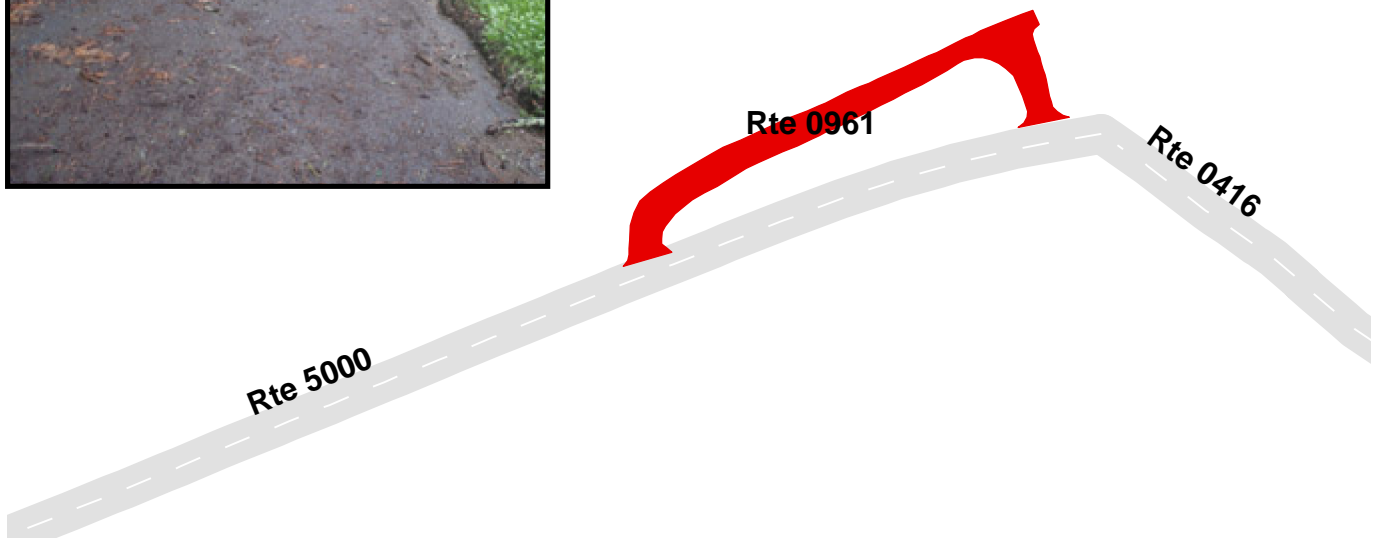
POINT REYES NATIONAL SEASHORE

Route 0961

CROSS MARIN TRAILHEAD PARKING AREA
 FROM ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST)
 TO ROUTE 5000 (SIR FRANCIS DRAKE BOULEVARD EAST)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0961	PUBLIC	1/28/2010	14,296	0.25	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
2	0	0	NO CURB AND GUTTER	NO CURB	POOR/45

* Lane miles are based on 11' lane widths



0

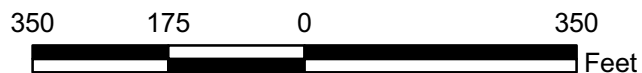
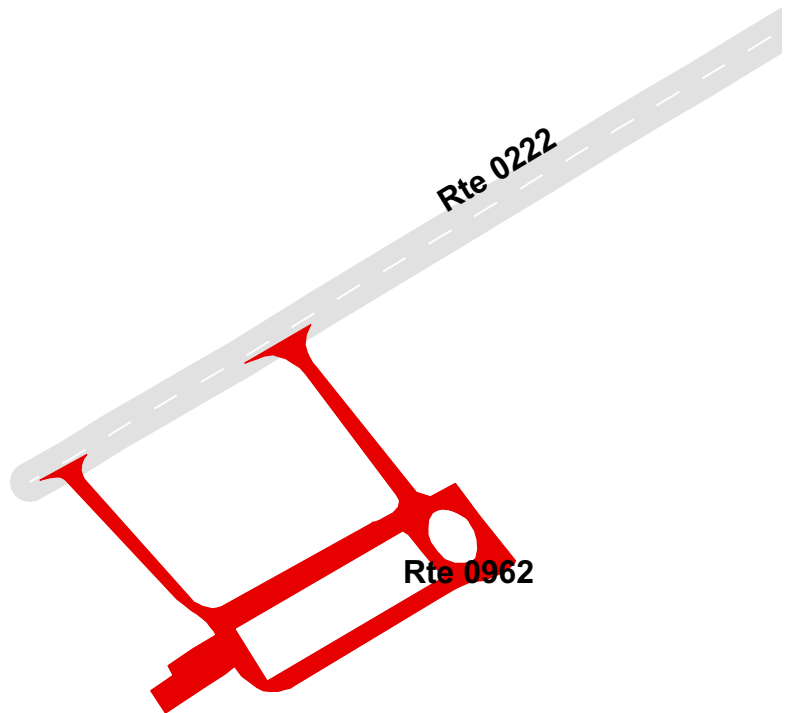
POINT REYES NATIONAL SEASHORE

Route 0962

COMMONWEAL PARKING
 FROM ROUTE 0222 (COMMONWEAL ROAD)
 TO ROUTE 0222 (COMMONWEAL ROAD)

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0962	PUBLIC	1/28/2010	30,883	0.53	AS
Culverts	Drop Inlets	Gates	Curb & Gutter	Curb	PCR
0	0	2	CONCRETE CURB AND GUTTER	CONCRETE CURB	POOR/45

* Lane miles are based on 11' lane widths



Section 8
Route
Maintenance Features Summaries



Point Reyes
National Seashore



Federal Lands Highway
Road Inventory Program

PORE: DCV ROUTE MAINTENANCE FEATURES SUMMARY

FEATURE	ROUTE 0220 US COAST GUARD CEMETERY ROAD	ROUTE 0222 COMMONWEAL ROAD	UNIT
BARRIER	0	116	LINEAR FEET
BOLLARD	0	116	LINEAR FEET
BRIDGE	0	0	EACH
CABLE	0	0	LINEAR FEET
CATTLE GUARD	3	1	EACH
CULVERT	0	0	EACH
CURB	0	0	LINEAR FEET
DROP INLET	0	0	EACH
GATE	0	0	EACH
GUARD/GUIDE RAIL	0	0	LINEAR FEET
GUARD/GUIDE WALL	0	116	LINEAR FEET
INTERSECTION	4	6	EACH
LOW WATER CROSSING	0	0	EACH
LOW WATER CROSSING	0	0	LINEAR FEET
MILE MARKER	0	0	EACH
OVERHEAD SIGN	0	0	EACH
OVERPASS	0	0	EACH
PARK BOUNDARY	0	0	EACH
PAVED DITCH	0	0	LINEAR FEET
PULLOUT	0	0	EACH
PULLOUT	0	0	LINEAR FEET
RAILROAD CROSSING	0	0	EACH
RETAINING WALL	0	0	EACH
RETAINING WALL	0	0	LINEAR FEET
SIGN	4	11	EACH
STATE BOUNDARY	0	0	EACH
TEMPORARY BARRIER	0	0	LINEAR FEET
TRAFFIC LIGHT	0	0	EACH
TUNNEL	0	0	EACH
TUNNEL	0	0	LINEAR FEET

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

STRUCTURE LIST

No data available for this section.

Section 9
Route Maintenance Features
Road Logs



Point Reyes
National Seashore



Federal Lands Highway
Road Inventory Program

PORE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0220: US COAST GUARD CEMETERY 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 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)
0.000	0.000	SIGN	LEFT	REGULATORY, STOP
0.000	0.000	INTERSECTION	LEFT	ROUTE 5001 (SIR FRANCIS DRAKE BOULEVARD WEST)
0.017	0.017	CATTLE GUARD	N/A	N/A
0.184	0.184	SIGN	RIGHT	GUIDE, HISTORIC LIFE- SAVING SERVICE AND G RANCH CEMETERY
0.186	0.186	INTERSECTION	RIGHT	UNPAVED PARKING (G RANCH CEMETERY)
0.204	0.204	CATTLE GUARD	N/A	N/A
0.211	0.211	SIGN	RIGHT	REGULATORY, PRIVATE DRIVEWAY NO TRESPASSING
0.529	0.529	SIGN	RIGHT	REGULATORY, U.S. PROPERTY NO TRESPASSING
0.529	0.529	CATTLE GUARD	N/A	N/A
0.530	0.530	INTERSECTION	N/A	PAVED ROUTE (US COAST GUARD ROAD / NON NPS)
0.530	0.530	ROUTE END	N/A	TO USCG FACILITY ENTRANCE (AT CATTLE GUARD AND A SIGN)

PORE: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0222: COMMONWEAL 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 MESA ROAD
0.000	0.000	INTERSECTION	RIGHT	PAVED ROUTE (MESA ROAD / NON NPS)
0.000	0.000	CATTLE GUARD	N/A	N/A
0.000	0.000	INTERSECTION	LEFT	PAVED ROUTE (MESA ROAD / NON NPS)
0.024	0.024	INTERSECTION	LEFT	UNPAVED ROUTE
0.036	0.036	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.036	0.036	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.036	0.036	SIGN	RIGHT	REGULATORY, NO PARKING BEYOND THIS POINT
0.036	0.036	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.052	0.052	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.332	0.332	SIGN	RIGHT	REGULATORY, AUTHORIZED VEHICLES ONLY
0.341	0.341	SIGN	RIGHT	GUIDE, COMMONWEAL MAIN OFFICE RETREAT CENTER HOUSES
0.342	0.342	SIGN	RIGHT	REGULATORY, SPEED LIMIT 10
0.343	0.343	INTERSECTION	LEFT	ROUTE 0962 (COMMONWEAL PARKING)
0.360	0.360	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
0.366	0.366	SIGN	LEFT	GUIDE, CAUTION
0.387	0.409	GUARD/GUIDE WALL	RIGHT	N/A
0.393	0.393	INTERSECTION	LEFT	ROUTE 0962 (COMMONWEAL PARKING)
0.410	0.410	SIGN	LEFT	REGULATORY, AUTHORIZED VEHICLES ONLY
0.410	0.410	INTERSECTION	N/A	ROUTE 0222 (COMMONWEAL ROAD) UNPAVED SECTION
0.410	0.410	ROUTE END	N/A	TO END OF PAVEMENT

Section 10 Appendix



Point Reyes National Seashore



Federal Lands Highway
Road Inventory Program

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

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

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

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

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

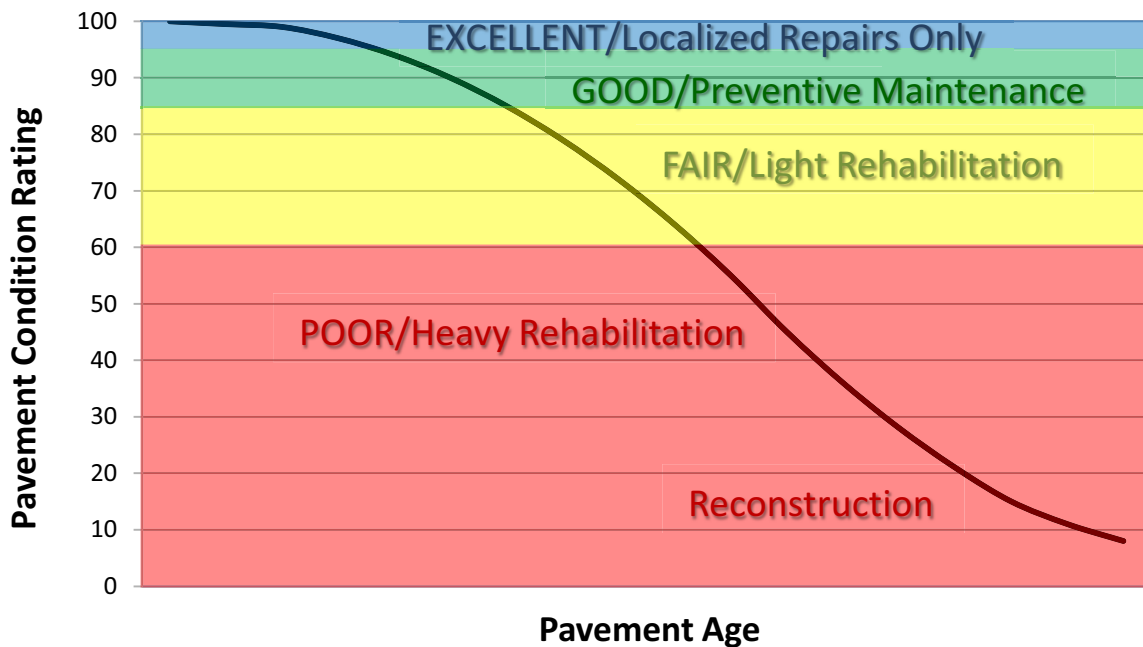
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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

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

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

Condition Categories and Treatments



DESCRIPTION OF RATING SYSTEM

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

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

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

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

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

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

LOW

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

MEDIUM

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

HIGH

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

LOW

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

MED

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

HIGH

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

TRANSVERSE CRACKING

Description

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

Severity Levels

LOW

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

MED

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

HIGH

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

LOW

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

MED

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

HIGH

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

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

These values are ≥ 0 and can exceed 100.

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

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

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

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

GPS on Manually Rated Roads (MRR)

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

Geodatabase – Background and Metadata

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

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

GLOSSARY OF TERMS AND ABBREVIATIONS

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