



Federal Lands Highway Road Inventory Program

Road Inventory and Condition Assessment

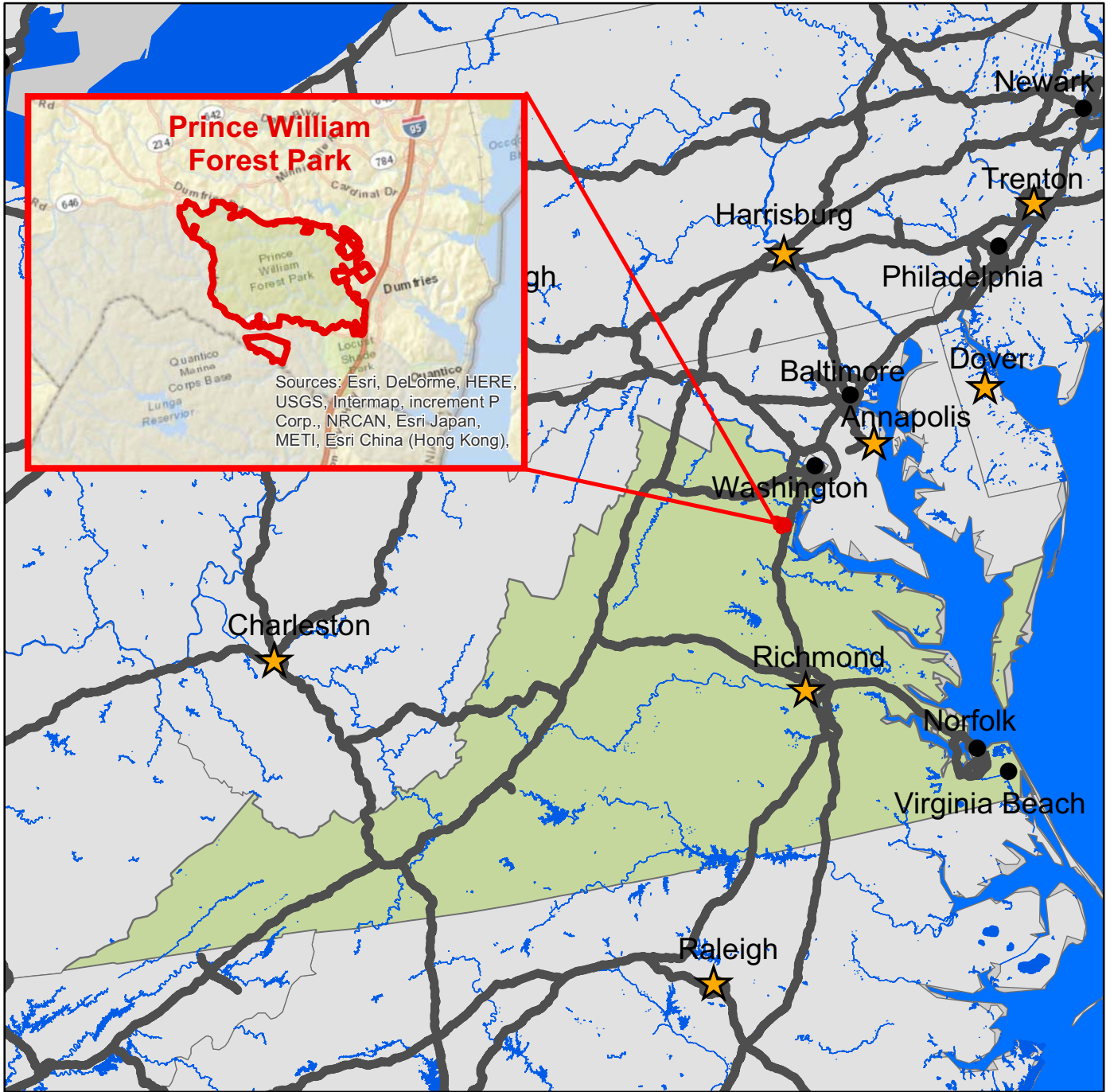


Prince William Forest Park PRWI

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 08/2013
Report Date: 03/2014

Prince William Forest Park in Virginia





DCV = Data Collection Vehicle

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Section 1 Introduction



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

INTRODUCTION

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

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

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

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

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

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

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

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

FHWA/Eastern Federal Lands
21400 Ridgetop Circle
Sterling, VA 20166
(703) 404-6371

FHWA/Central Federal Lands
12300 West Dakota Ave
Lakewood, CO 80228
(720) 963-3556

Section 2

Park Route Inventory



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 03/19/2014

(Numerical By Route #)

Page 1 of 7

Shading Color Key:

White = Paved Routes, DCV Driven

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Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

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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

PRWI

PRINCE WILLIAM FOREST PARK

| Rte. No. | Cycle Collected | FMSS No. | Concess Route | Route Name | From | To | Maint. District | Paved Miles | Un-Paved Miles | Total Route Length | Func. Class | Manual Rated SQ/FT | Surf. Type | Area Maps |
|----------|-----------------|----------|---------------|----------------------------------|--|--|-----------------|-------------|----------------|--------------------|-------------|--------------------|------------|-----------|
| 0010 | 5 | 30663 | | PARK ENTRANCE ROAD | FROM END OF ROUTE 5001 (VIRGINIA STATE ROUTE 619) | TO END OF LOOP | N/A | 0.66 | 0.00 | 0.66 | 1 | | AS | 2 |
| 0011 | 5 | 40581 | | SCENIC DRIVE | FROM ROUTE 0010 (PARK ENTRANCE ROAD) | TO END OF LOOP | N/A | 9.23 | 0.00 | 9.23 | 1 | | AS | 1,2 |
| 0012 | 5 | 30659 | | TURKEY RUN ACCESS ROAD | FROM ROUTE 0011 (SCENIC DRIVE) | TO ROUTE 0907 (TURKEY RUN EDUCATIONAL CENTER (TREC) PARKING) | N/A | 0.35 | 0.00 | 0.35 | 2 | | AS | 1 |
| 0013 | 5 | 30259 | | OAK RIDGE ROAD | FROM ROUTE 0011 (SCENIC DRIVE) | TO ROUTE 0501ZZ (OAK RIDGE CAMPGROUND LOOPS) | N/A | 0.65 | 0.00 | 0.65 | 2 | | AS | 1 |
| 0015 | 5 | 40582 | | TELEGRAPH ROAD | FROM ROUTE 0010 (PARK ENTRANCE ROAD) | TO ROUTE 0902 (TELEGRAPH ROAD PICNIC AREA PARKING) | N/A | 0.26 | 0.00 | 0.26 | 2 | | AS | 2 |
| 0100 | NC | 15877 | | CABIN CAMP 4 ROADS | FROM ROUTE 0404 (CAMP 4 ACCESS ROAD) | THROUGH CABIN CAMP 4 AREA | N/A | 0.00 | 0.60 | 0.60 | 3 | | GR | |
| 0101 | NC | 17289 | | CHOPAWAMSIK ROADS | FROM ROUTE 5001 (VIRGINIA STATE ROUTE 619) | TO END OF ROUTE | N/A | 0.00 | 0.60 | 0.60 | 6 | | GR | |
| 0102 | NC | 36393 | | CABIN CAMP 2 AND 5 ENTRANCE ROAD | FROM ROUTE 0412 (MAWAVI FIRE ROAD) | TO END OF ROUTE | N/A | 0.00 | 1.00 | 1.00 | 2 | | GR | |
| 0103 | NC | 35394 | | CABIN CAMP 1 ROADS | FROM ROUTE 0203 (PLEASANT ROAD) | TO END | N/A | 0.00 | 1.00 | 1.00 | 2 | | GR | |
| 0104 | NC | 15845 | | CABIN CAMP 5 ROADS | FROM ROUTE 0206 (CAMP 5 ACCESS ROAD) | THROUGH CABIN CAMP 5 AREA | N/A | 0.00 | 1.00 | 1.00 | 3 | | GR | |
| 0105 | NC | 40591 | | PYRITE MINE ROAD FIRE TRAIL | FROM ROUTE 0406 (PYRITE MINE ROAD) | TO END | N/A | 0.00 | 0.17 | 0.17 | 6 | | GR | |
| 0201 | 4 | 30386 | | CARTER DAY CAMP ROAD | FROM ROUTE 0011 (SCENIC DRIVE) | TO ROUTE 0400 (PARK HEADQUARTERS ROAD) | N/A | 0.31 | 0.00 | 0.31 | 6 | | AS | 2 |
| 0203 | NC | 30354 | | PLEASANT ROAD | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) | TO MINE ROAD | N/A | 0.00 | 1.77 | 1.77 | 2 | | GR | |
| 0204 | NC | 40583 | | CAMP 3 ACCESS ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 0.95 ON RIGHT | TO END | N/A | 0.00 | 0.18 | 0.18 | 2 | | GR | |
| 0205 | NC | 35390 | | CAMP 2 ACCESS ROAD | FROM ROUTE 0412 (MAWAVI FIRE ROAD) | TO END | N/A | 0.00 | 0.86 | 0.86 | 2 | | GR | |

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 03/19/2014

(Numerical By Route #)

Page 2 of 7

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PRWI

PRINCE WILLIAM FOREST PARK

| Rte. No. | Cycle Collected | FMSS No. | Concess Route | Route Name | Route Description | | Maint. District | Paved Miles | Un-Paved Miles | Total Route Length | Func. Class | Manual Rated SQ/FT | Surf. Type | Area Maps |
|----------|-----------------|----------|---------------|---|--|---|-----------------|-------------|----------------|--------------------|-------------|--------------------|------------|-----------|
| | | | | | From | To | | | | | | | | |
| 0206 | NC | 40584 | | CAMP 5 ACCESS ROAD | FROM ROUTE 0412 (MAWAVI FIRE ROAD) | TO ROUTE 0104 (CABIN CAMP 5 ROADS) | N/A | 0.00 | 0.50 | 0.50 | 2 | | GR | |
| 0207 | NC | 104733 | | OVERLOOK FIRE ROAD | FROM ROUTE 0412 (MAWAVI FIRE ROAD) | TO END | N/A | 0.00 | 0.38 | 0.38 | 5 | | GR | |
| 0208 | NC | 111777 | | PLANNED CHOPAWAMSIC BACKCOUNTRY ACCESS ROAD | FROM STATE ROUTE 619 | TO ROUTE 0930 (PLANNED CHOPAWAMSIC BACKCOUNTRY PARKING LOT) | N/A | 0.00 | 0.00 | 0.00 | 3 | | GR | |
| 0400 | 4 | 30383 | | PARK HEADQUARTERS ROAD | FROM ROUTE 5001 (VIRGINIA STATE ROUTE 619) | TO ROUTE 0906 (MAINTENANCE AREA PARKING) | N/A | 0.50 | 0.00 | 0.50 | 5 | | AS | 2 |
| 0401 | NC | 30363 | | BURMA ROAD | FROM ROUTE 0203 (PLEASANT ROAD) | TO ROUTE 0011 (SCENIC DRIVE) AT MP 3.84 ON RIGHT | N/A | 0.00 | 1.45 | 1.45 | 6 | | GR | |
| 0402 | NC | 40585 | | SPRIGGS LANE FIRE ROAD | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) | TO ROUTE 0401 (BURMA ROAD) | N/A | 0.00 | 0.36 | 0.36 | 6 | | GR | |
| 0404 | NC | 40587 | | CAMP 4 ACCESS ROAD | FROM ROUTE 0203 (PLEASANT ROAD) | TO ROUTE 0100 (CABIN CAMP 4 ROADS) | N/A | 0.00 | 0.77 | 0.77 | 2 | | GR | |
| 0405 | NC | 40475 | | LAKE ONE FIRE ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 3.00 ON RIGHT | TO END | N/A | 0.00 | 0.56 | 0.56 | 6 | | GR | |
| 0406 | NC | 30365 | | PYRITE MINE ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 2.48 ON RIGHT | TO PYRITE MINE BRIDGE | N/A | 0.00 | 1.10 | 1.10 | 6 | | GR | |
| 0407 | NC | 30671 | | NORTH ORENDA ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 2.40 ON RIGHT | TO ROUTE 0408 (SOUTH ORENDA ROAD) | N/A | 0.00 | 1.50 | 1.50 | 6 | | GR | |
| 0408 | NC | 30669 | | SOUTH ORENDA ROAD | FROM ROUTE 0204 (CAMP 3 ACCESS ROAD) | TO PIEDMONT TRAIL ROAD | N/A | 0.00 | 0.68 | 0.68 | 6 | | GR | |
| 0409 | NC | 30370 | | LIMING LANE EXTENDED | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 8.35 ON RIGHT | TO PARK BOUNDARY | N/A | 0.00 | 0.86 | 0.86 | 6 | | GR | |
| 0410 | NC | 30658 | | TAYLOR FARM FIRE ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 3.84 ON LEFT | TO END | N/A | 0.00 | 1.54 | 1.54 | 6 | | GR | |
| 0411 | NC | 30657 | | OLD BLACK TOP ROAD | FROM ROUTE 0907 (TURKEY RUN EDUCATIONAL CENTER (TREC) PARKING) | TO ROUTE 0011 (SCENIC DRIVE) AT MP 4.70 ON LEFT | N/A | 0.00 | 1.58 | 1.58 | 6 | | GR | |

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 03/19/2014

(Numerical By Route #)

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PRWI

PRINCE WILLIAM FOREST PARK

| 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 |
|----------|-----------------|----------|---------------|------------------------------------|---|-----------------|-------------|----------------|--------------------|-------------|--------------------|------------|-----------|
| 0412 | NC | 30266 | | MAWAVI FIRE ROAD | FROM ROUTE 0011 (SCENIC DRIVE) AT MP 6.40 ON LEFT TO ROUTE 5001 (VIRGINIA STATE ROUTE 619) | N/A | 0.00 | 0.96 | 0.96 | 2 | | GR | |
| 0413 | NC | 30253 | | WEST GATE FIRE ROAD | FROM ROUTE 0013 (OAK RIDGE ROAD) TO ROUTE 5001 (VIRGINIA STATE ROUTE 619) | N/A | 0.00 | 0.60 | 0.60 | 6 | | GR | |
| 0414 | NC | 40588 | | NOTTINGHAM FOREST ROAD | FROM NOTTINGHAM LANE TO END | N/A | 0.00 | 0.37 | 0.37 | 6 | | GR | |
| 0415 | NC | 40589 | | BOBCAT RIDGE ROAD | FROM BRECKENRIDGE ROAD TO END | N/A | 0.00 | 0.60 | 0.60 | 6 | | GR | |
| 0416 | NC | 40590 | | DEER RIDGE FIRE ROAD | FROM ROUTE 5001 (VIRGINIA STATE ROUTE 619) AT PARK BOUNDARY TO ROUTE 0415 (BOBCAT RIDGE ROAD) | N/A | 0.00 | 0.37 | 0.37 | 6 | | GR | |
| 0418 | 4 | 30378 | | ADMINISTRATIVE DRIVE | FROM ROUTE 0400 (PARK HEADQUARTERS ROAD) TO END OF LOOP | N/A | 0.16 | 0.00 | 0.16 | 5 | | AS | 2 |
| 0419 | NC | 38347 | | BRADFORD FIRE ROAD | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) TO END | N/A | 0.00 | 0.04 | 0.04 | 6 | | GR | |
| 0500 | 5 | 40592 | | TURKEY RUN CAMPGROUND LOOP | FROM ROUTE 0012 (TURKEY RUN ACCESS ROAD) TO ROUTE 0012 (TURKEY RUN ACCESS ROAD) | N/A | 0.15 | 0.00 | 0.15 | 3 | | AS | 1 |
| 0501ZZ | 4 | 30261 | | OAK RIDGE CAMPGROUND LOOPS | FROM END OF ROUTE 0013 (OAK RIDGE ROAD) THROUGH CAMPGROUND | N/A | 1.05 | 0.00 | 1.05 | 3 | | AS | 1 |
| 0502ZZ | 4 | 30367 | ■ | TRAVEL TRAILER VILLAGE LOOP ROADS | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) THROUGH LOOPS | N/A | 1.76 | 0.00 | 1.76 | 3 | | AS | 1 |
| 0503 | 4 | 40604 | | VISITOR CENTER HOST ROAD | FROM ROUTE 0010 (PARK ENTRANCE ROAD) TO END | N/A | 0.06 | 0.00 | 0.06 | 5 | 3,062 | AS | 2 |
| 0900 | 4 | 30958 | | VISITOR CENTER PARKING | FROM ROUTE 0010 (PARK ENTRANCE ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 4,481 | AS | 2 |
| 0901ZZ | 5 | 40510 | | ENTRANCE KIOSK PARKING | FROM ROUTE 0010 (PARK ENTRANCE ROAD) TO ROUTE 0010 (PARK ENTRANCE ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 4,425 | AS | 2 |
| 0902 | 4 | 30667 | | TELEGRAPH ROAD PICNIC AREA PARKING | FROM END OF ROUTE 0015 (TELEGRAPH ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 31,819 | AS | 2 |
| 0903 | 4 | 30665 | | PINE GROVE PICNIC GROUND PARKING | FROM ROUTE 0010 (PARK ENTRANCE ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 44,036 | AS | 2 |
| 0904 | 4 | 30956 | | ADMINISTRATIVE DRIVE PARKING | FROM ROUTE 0418 (ADMINISTRATIVE DRIVE) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 4,195 | AS | 2 |
| 0905 | 4 | 30950 | | MAINTENANCE AREA EMPLOYEE PARKING | FROM ROUTE 0400 (PARK HEADQUARTERS ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 12,261 | AS | 2 |

Cycle 5 NPS/RIP Route ID Report

Road Inventory Program 03/19/2014

(Numerical By Route #)

Page 4 of 7

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| |
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PRWI

PRINCE WILLIAM FOREST PARK

| 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 |
|-------------|-----------------|--------------|---------------|--|--|-----------------|-------------|----------------|--------------------|-------------|--------------------|------------|-----------|
| 0906 | 4 | 40507 | | MAINTENANCE AREA PARKING | FROM END OF ROUTE 0400 (PARK HEADQUARTERS ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 45,498 | AS | 2 |
| 0907 | 4 | 30984 | | TURKEY RUN EDUCATIONAL CENTER (TREC) PARKING | FROM END OF ROUTE 0012 (TURKEY RUN ACCESS ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 19,481 | AS | 1 |
| 0908 | 4 | 30909 | | SCENIC DRIVE PARKING A | ADJACENT TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 1,993 | AS | 2 |
| 0909 | 4 | 30914 | | SCENIC DRIVE PARKING B | ADJACENT TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 4,804 | AS | 2 |
| 0910 | 4 | 30916 | | SCENIC DRIVE PARKING C | ADJACENT TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 2,152 | AS | 1 |
| 0911 | 5 | 30919 | | SCENIC DRIVE PARKING D | FROM ROUTE 0011 (SCENIC DRIVE) TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 10,779 | AS | 1 |
| 0912 | 4 | 30930 | | SCENIC DRIVE PARKING E | FROM ROUTE 0011 (SCENIC DRIVE) TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 3,797 | AS | 1 |
| 0913 | 4 | 30933 | | SCENIC DRIVE PARKING F | FROM ROUTE 0011 (SCENIC DRIVE) TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 3,292 | AS | 1 |
| 0914 | 4 | 30936 | | SCENIC DRIVE PARKING G | FROM ROUTE 0011 (SCENIC DRIVE) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 8,035 | AS | 1 |
| 0915 | 4 | 30939 | | SCENIC DRIVE PARKING H | FROM ROUTE 0011 (SCENIC DRIVE) TO ROUTE 0011 (SCENIC DRIVE) | N/A | 0.00 | 0.00 | 0.00 | | 4,026 | AS | 1 |
| 0916 | 4 | 30942 | | SCENIC DRIVE PARKING I | FROM ROUTE 0011 (SCENIC DRIVE) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 3,849 | AS | 1 |
| 0917ZZ | 4 | 30976 | | OAK RIDGE CAMPGROUND PARKING LOTS | ADJACENT TO ROUTE 0013 (OAK RIDGE ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 3,487 | AS | 1 |
| 0918 | NC | 30973 | | CAMP 1 PARKING | ADJACENT TO ROUTE 0103 (CABIN CAMP 1 ROADS) | N/A | 0.00 | 0.00 | 0.00 | | 5,000 | GR | |
| 0919 | NC | 30964 | | CAMP 2 PARKING | ADJACENT TO ROUTE 0205 (CAMP 2 ACCESS ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 3,000 | GR | |
| 0920 | NC | 35397 | | CAMP 3 PARKING | ADJACENT TO ROUTE 0204 (CAMP 3 ACCESS ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 2,500 | GR | |
| 0921 | NC | 30974 | | CAMP 4 PARKING | ADJACENT TO ROUTE 0404 (CAMP 4 ACCESS ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 1,944 | GR | |
| 0923 | NC | 30985 | | CHOPAWAMSIK PARKING LOT | ADJACENT TO ROUTE 0415 (BOBCAT RIDGE ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 1,000 | GR | |
| 0924 | NC | 30977 | | OAK RIDGE B LOOP PARKING | ADJACENT TO ROUTE 0501ZZ (OAK RIDGE CAMPGROUND LOOPS) | N/A | 0.00 | 0.00 | 0.00 | | 200 | GR | |

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Page 5 of 7

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|---------------|-----------------|--------------|---------------|---|---|-----------------|-------------|----------------|--------------------|-------------|--------------------|------------|-----------|
| 0925 | NC | 30981 | | OAK RIDGE C LOOP PARKING | ADJACENT TO ROUTE 0501ZZ (OAK RIDGE CAMPGROUND LOOPS) | N/A | 0.00 | 0.00 | 0.00 | | 400 | GR | |
| 0926 | 4 | 112683 | | CARTER'S POND PARKING | FROM ROUTE 0011 (SCENIC DRIVE) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | 7,181 | AS | 2 |
| 0927 | NC | 15846 | | CAMP 5 PARKING | ADJACENT TO ROUTE 0206 (CAMP 5 ACCESS ROAD) | N/A | 0.00 | 0.00 | 0.00 | | 13,516 | GR | |
| 0928ZZ | 5 | 30982 | | TURKEY RUN CAMPGROUND AND LOOP PARKING AREAS | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | N/A | 0.00 | 0.00 | 0.00 | | 10,687 | AS | 1 |
| 0930 | NC | 111775 | | PLANNED CHOPAWAMSIC BACKCOUNTRY PARKING LOT | FROM END OF ROUTE 0208 (PLANNED CHOPAWAMSIC BACKCOUNTRY ACCESS ROAD) TO PARKING | N/A | 0.00 | 0.00 | 0.00 | | | GR | |
| 5000 | 4 | | | VIRGINIA STATE ROUTE 234 | FROM BRISTOW ROAD TO VAN BUREN ROAD / OL STAGE ROAD | N/A | 6.77 | 0.00 | 6.77 | | | AS | 1 |
| 5001 | 4 | | | VIRGINIA STATE ROUTE 619 | FROM MAWAVI ROAD TO BEGIN ROUTE 0010 (PARK ENTRANCE ROAD) | N/A | 4.08 | 0.00 | 4.08 | | | AS | 2 |
| 5002 | 5 | | | NOTTINGHAM DRIVE | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) TO DEAD END AT CUL-DE-SAC | N/A | 0.25 | 0.00 | 0.25 | | | AS | 1 |

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:

Red text denotes approx. mileage

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Grey = Paved Routes, DCV not Driven

Black = State, Local or Private non-NPS Routes

■ = Concession Route Flag ON

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

** DCV - Data Collection Vehicle

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

CYCLE 5 COLLECTED SUMMARY TOTALS FOR PRINCE WILLIAM FOREST PARK

CYCLE 5 COLLECTED ROUTE TOTALS

| | |
|--|--------------|
| DCV Driven Route Miles | 11.30 |
| Manually Rated Route Miles | 0.00 |
| TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5 | 11.30 |
| Manually Rated Routes (SQFT) | 0 |

* CYCLE 5 COLLECTED PARKING AREA TOTALS

| | |
|----------------------|--------|
| Paved Parking (SQFT) | 25,891 |
|----------------------|--------|

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 | 99 |
| **Manually Rated Routes PCR | N/A |
| **Parking PCR | 77 |
| ***Total Equivalent Lane Miles | 21.24 |

TOTAL PARK SUMMARY FOR PRINCE WILLIAM FOREST PARK

ROUTE TOTALS

| | |
|------------------------------|---------|
| TOTAL PAVED PARK ROUTE MILES | 15.14 |
| TOTAL PAVED PARKING (SQFT) | 230,278 |

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

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

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

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:

Red text denotes approx. mileage

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

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

** DCV - Data Collection Vehicle

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

General Park Road Functional Classification Table

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

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

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

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

Road Inventory Program 03/19/2014

(Numerical By Subcomponent #)

Page 1 of 3

Shading Color Key:

White = Paved Routes, DCV Driven

Yellow = Unpaved Routes, DCV not Driven

Blue = All Paved Parking Areas

Green = All Unpaved Parking Areas

Red text denotes approx. mileage

Grey = Paved Routes, DCV not Driven

Black = State, Local or Private non-NPS Routes

= Concession Route Flag ON

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

PRWI

PRINCE WILLIAM FOREST PARK

| Rte. No. | FMSS No. | Cycle Collected | Route Description | | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|---------------|--------------|-----------------|---|--|---------------|-------------|-------------|----------------|--------------------|--------------------|
| | | | Route Name | From | | | | | | |
| 0501ZZ | 30261 | 4 | OAK RIDGE CAMPGROUND LOOPS | FROM END OF ROUTE 0013 (OAK RIDGE ROAD) | | 3 | 1.05 | 0.00 | 1.05 | |
| 0502ZZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROADS | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) | | 3 | 1.76 | 0.00 | 1.76 | |
| 0901ZZ | 40510 | 5 | ENTRANCE KIOSK PARKING | FROM ROUTE 0010 (PARK ENTRANCE ROAD) | | | 0.00 | 0.00 | 0.00 | 4,425 |
| 0917ZZ | 30976 | 4 | OAK RIDGE CAMPGROUND PARKING LOTS | ADJACENT TO ROUTE 0013 (OAK RIDGE ROAD) | | | 0.00 | 0.00 | 0.00 | 3,487 |
| 0928ZZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING AREAS | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | 0.00 | 0.00 | 0.00 | 10,687 |

PRWI-0501ZZ Subcomponent Breakdown

| Rte. No. | FMSS No. | Cycle Collected | Route Description | | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|----------|----------|-----------------|-----------------------------|---|---------------|-------------|-------------|----------------|--------------------|--------------------|
| | | | Route Name | From | | | | | | |
| 0501AZ | 30261 | 4 | OAK RIDGE CAMPGROUND LOOP A | FROM END OF ROUTE 0013 (OAK RIDGE ROAD) | | 3 | 0.41 | 0.00 | 0.41 | |
| 0501BZ | 30261 | 4 | OAK RIDGE CAMPGROUND LOOP B | FROM ROUTE 0501AZ (OAK RIDGE CAMPGROUND LOOP A) | | 3 | 0.27 | 0.00 | 0.27 | |
| 0501CZ | 30261 | 4 | OAK RIDGE CAMPGROUND LOOP C | FROM ROUTE 0501BZ (OAK RIDGE CAMPGROUND LOOP B) | | 3 | 0.37 | 0.00 | 0.37 | 19,378 |

NPS/RIP Subcomponent Details for PRWI

Road Inventory Program 03/19/2014

(Numerical By Subcomponent #)

Page 2 of 3

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).

PRWI

PRINCE WILLIAM FOREST PARK

PRWI-0502ZZ Subcomponent Breakdown

| Rte. No. | FMSS No. | Cycle Collected | Route Description | | | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|----------|----------|-----------------|------------------------------------|--|--|---------------|-------------|-------------|----------------|--------------------|--------------------|
| | | | Route Name | From | To | | | | | | |
| 0502AZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROAD A | FROM ROUTE 5000 (VIRGINIA STATE ROUTE 234) | TO ROUTE 5000 (VIRGINIA STATE ROUTE 234) | ■ | 3 | 0.55 | 0.00 | 0.55 | |
| 0502BZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROAD B | FROM ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | TO ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | ■ | 3 | 0.28 | 0.00 | 0.28 | 14,573 |
| 0502CZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROAD C | FROM ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | TO ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | ■ | 3 | 0.29 | 0.00 | 0.29 | 15,470 |
| 0502DZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROAD D | FROM ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | TO ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | ■ | 3 | 0.31 | 0.00 | 0.31 | 16,579 |
| 0502EZ | 30367 | 4 | TRAVEL TRAILER VILLAGE LOOP ROAD E | FROM ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | TO ROUTE 0502AZ (TRAVEL TRAILER VILLAGE LOOP ROAD A) | ■ | 3 | 0.33 | 0.00 | 0.33 | 17,266 |

PRWI-0901ZZ Subcomponent Breakdown

| Rte. No. | FMSS No. | Cycle Collected | Route Description | | | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|----------|----------|-----------------|--------------------------|--------------------------------------|------------------------------------|---------------|-------------|-------------|----------------|--------------------|--------------------|
| | | | Route Name | From | To | | | | | | |
| 0901AZ | 40510 | 5 | ENTRANCE KIOSK PARKING A | FROM ROUTE 0010 (PARK ENTRANCE ROAD) | TO ROUTE 0010 (PARK ENTRANCE ROAD) | | | 0.00 | 0.00 | 0.00 | 2,137 |
| 0901BZ | 40510 | 5 | ENTRANCE KIOSK PARKING B | FROM ROUTE 0010 (PARK ENTRANCE ROAD) | TO ROUTE 0010 (PARK ENTRANCE ROAD) | | | 0.00 | 0.00 | 0.00 | 2,288 |

PRWI-0917ZZ Subcomponent Breakdown

| Rte. No. | FMSS No. | Cycle Collected | Route Description | | | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|----------|----------|-----------------|--------------------------------|---|----|---------------|-------------|-------------|----------------|--------------------|--------------------|
| | | | Route Name | From | To | | | | | | |
| 0917AZ | 30976 | 4 | OAK RIDGE CAMPGROUND PARKING A | ADJACENT TO ROUTE 0013 (OAK RIDGE ROAD) | | | 0.00 | 0.00 | 0.00 | 2,496 | |
| 0917BZ | 30976 | 4 | OAK RIDGE CAMPGROUND PARKING B | ADJACENT TO ROUTE 0013 (OAK RIDGE ROAD) | | | 0.00 | 0.00 | 0.00 | 991 | |

NPS/RIP Subcomponent Details for PRWI

Road Inventory Program 03/19/2014

(Numerical By Subcomponent #)

Page 3 of 3

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).

PRWI

PRINCE WILLIAM FOREST PARK

PRWI-0928ZZ Subcomponent Breakdown

| Rte. No. | FMSS No. | Cycle Collected | Route Name | From | To | Concess Route | Func. Class | Paved Miles | Un-Paved Miles | Total Route Length | Manual Rated SQ/FT |
|----------|----------|-----------------|--|---|----|---------------|-------------|-------------|----------------|--------------------|--------------------|
| 0928AZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING A | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,432 |
| 0928BZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING B | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,465 |
| 0928CZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING C | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 2,328 |
| 0928DZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING D | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,185 |
| 0928EZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING E | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,237 |
| 0928FZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING F | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,177 |
| 0928GZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING G | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 1,033 |
| 0928HZ | 30982 | 5 | TURKEY RUN CAMPGROUND AND LOOP PARKING H | ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP) | | | | 0.00 | 0.00 | 0.00 | 830 |

ROUTES ADDED FROM PREVIOUS INVENTORY:

| Route # | Route Name | Reason for Addition | Comments |
|---------|------------------|---------------------|--|
| 5002 | NOTTINGHAM DRIVE | OTHER | NON-NPS ROUTE ADDED DURING THE CYCLE 5 ROUTE ID MEETING. |

ROUTES MODIFIED FROM PREVIOUS INVENTORY:

| Route # | Route Name | Type of Modification | Comments |
|---------|------------------------|----------------------|---|
| 0911 | SCENIC DRIVE PARKING D | RECONSTRUCTED | ROUTE RECOLLECTED IN CYCLE 5 BECAUSE THE SHAPE HAS CHANGED SINCE CYCLE 4 DATA COLLECTION. |

OTHER CHANGES FROM PREVIOUS INVENTORY:

| Route # | Route Name | Type of Change | Comments |
|---------|----------------------------|-------------------------|---|
| 0012 | TURKEY RUN ACCESS ROAD | FUNCTIONAL CLASS CHANGE | FUNCTIONAL CLASSIFICATION CHANGED FROM 1 TO 2 BECAUSE ROUTE IS A PARK CONNECTOR ROAD. |
| 0013 | OAK RIDGE ROAD | FUNCTIONAL CLASS CHANGE | FUNCTIONAL CLASSIFICATION CHANGED FROM 1 TO 2 BECAUSE ROUTE IS A PARK CONNECTOR ROAD. |
| 0015 | TELEGRAPH ROAD | FUNCTIONAL CLASS CHANGE | FUNCTIONAL CLASSIFICATION CHANGED FROM 1 TO 2 BECAUSE ROUTE IS A PARK CONNECTOR ROAD. |
| 0201 | CARTER DAY CAMP ROAD | FUNCTIONAL CLASS CHANGE | FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 6 BECAUSE ROUTE IS AN ADMINISTRATIVE ROAD WITH RESTRICTED ACCESS. |
| 0500 | TURKEY RUN CAMPGROUND LOOP | ROUTE SPLIT | PARKING LOTS WERE SPLIT OUT (AS ROUTE 0928ZZ), DURING THE CYCLE 5 ROUTE ID MEETING, PER THE PARK'S REQUEST. |
| 0901ZZ | ENTRANCE KIOSK PARKING | OTHER | ROUTE 0901 WAS COLLECTED IN CYCLE 3, REMOVED IN CYCLE 4 PER THE PARK'S DIRECTION, AND ADDED BACK TO RIP DURING THE CYCLE 4 ALIGNMENT. |

OTHER CHANGES FROM PREVIOUS INVENTORY:

| Route # | Route Name | Type of Change | Comments |
|---------|--|----------------|--|
| 0928ZZ | TURKEY RUN CAMPGROUND AND LOOP PARKING AREAS | ROUTE SPLIT | PARKING LOTS WERE SPLIT OUT OF ROUTE 0500, DURING THE CYCLE 5 ROUTE ID MEETING, PER THE PARK'S REQUEST. |

Section 3

Park Summary Information



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

PRWI: 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 | 0.02 | 0.18% | 0.12 | 1.06% | 0.32 | 2.83% | 9.43 | 83.45% | 9.89 |
| 2 | | | 0.03 | 0.27% | 0.04 | 0.35% | 1.19 | 10.53% | 1.26 |
| 3 | 0.06 | 0.53% | 0.08 | 0.71% | 0.01 | 0.09% | | | 0.15 |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |
| 8 | | | | | | | | | |
| Totals | 0.08 | 0.71% | 0.23 | 2.03% | 0.37 | 3.27% | 10.62 | 93.98% | 11.30 |

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.

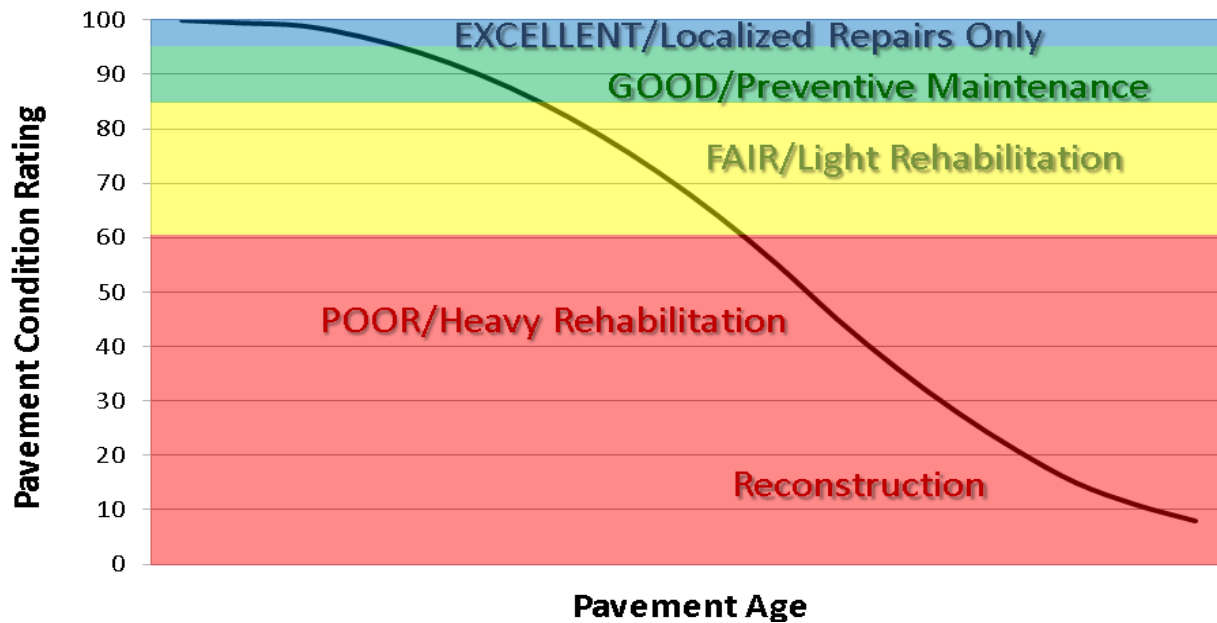
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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.

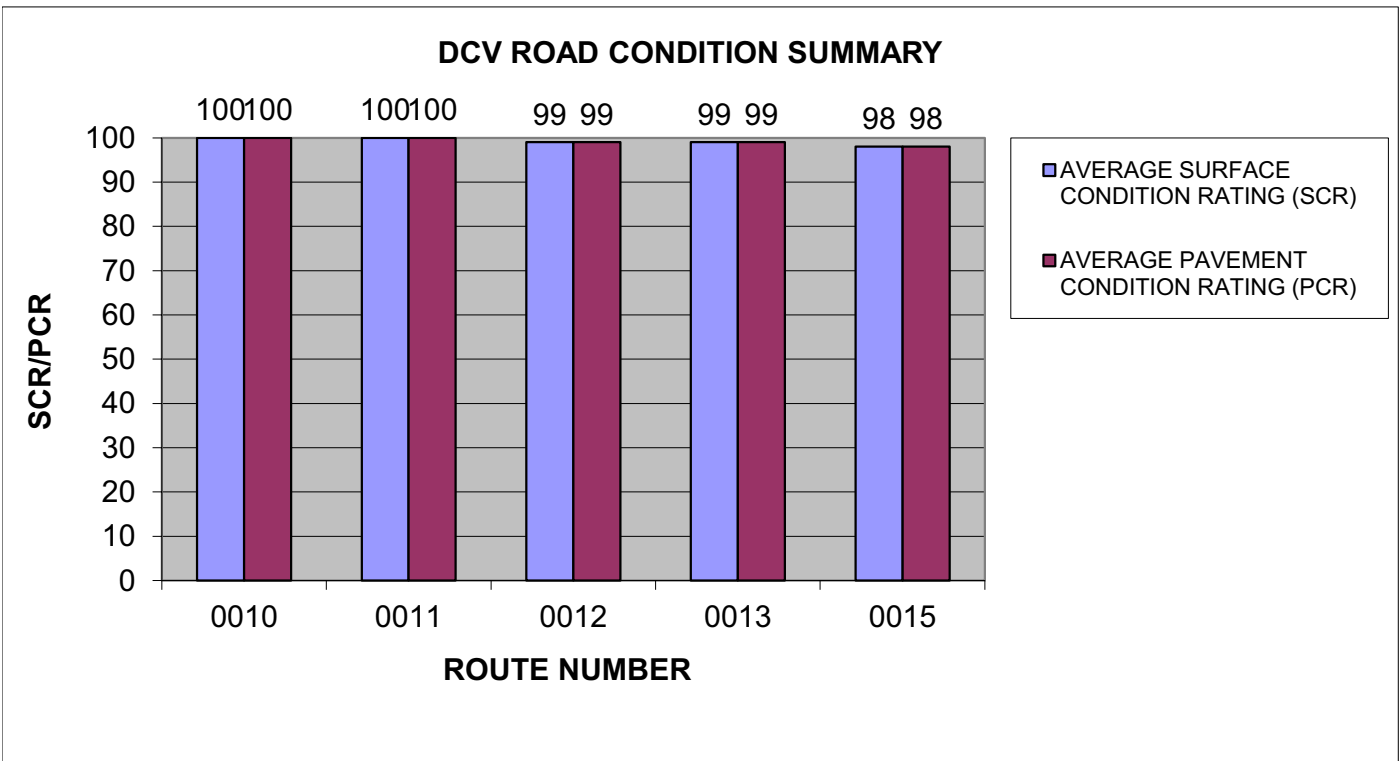
Condition Categories and Treatments



PRWI: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

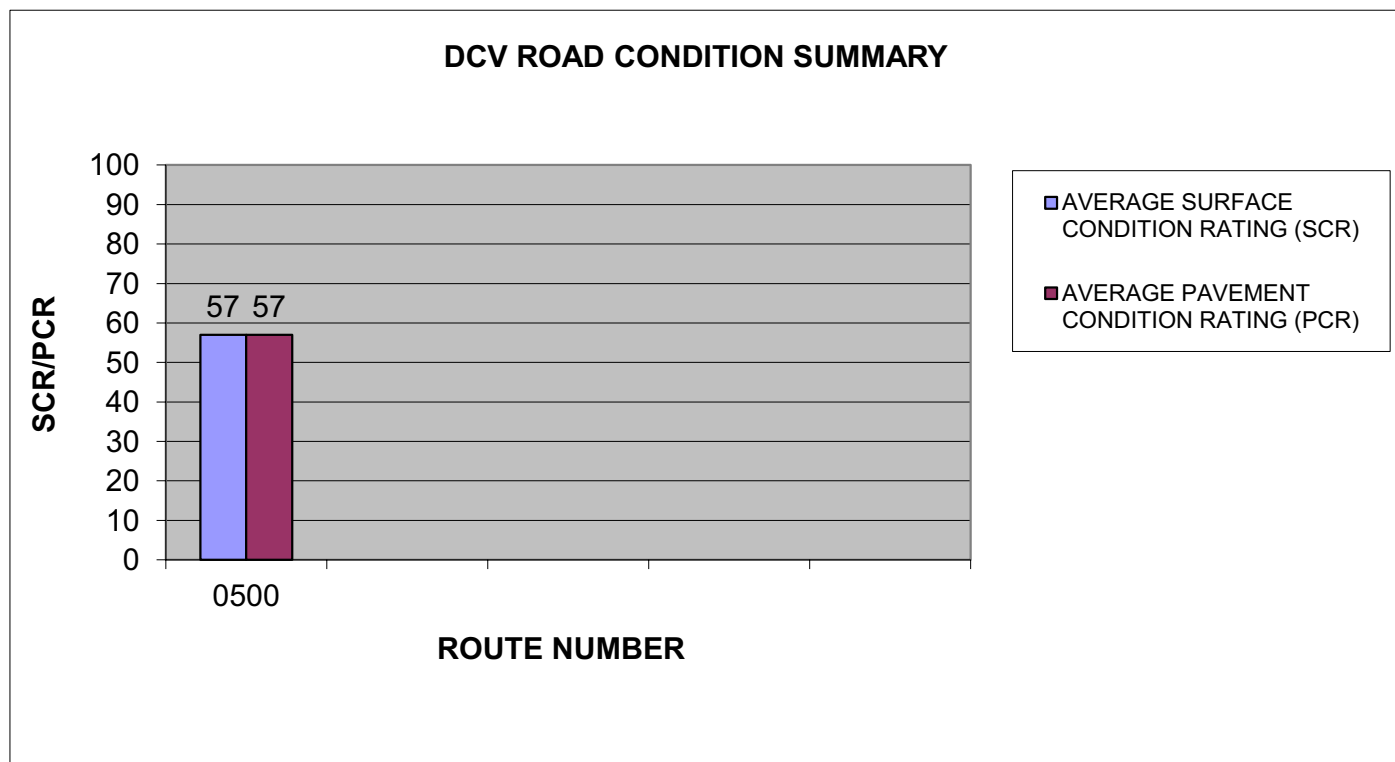
| ROUTE NUMBER | ROUTE NAME | FUNCT CLASS | PAVED LENGTH | SURFACE TYPE | AVERAGE SURFACE CONDITION RATING (SCR) | AVERAGE PAVEMENT CONDITION RATING (PCR) |
|--------------|------------------------|-------------|--------------|--------------|--|---|
| 0010 | PARK ENTRANCE ROAD | 1 | 0.66 | ASPHALT | 100 | 100 |
| 0011 | SCENIC DRIVE | 1 | 9.23 | ASPHALT | 100 | 100 |
| 0012 | TURKEY RUN ACCESS ROAD | 2 | 0.35 | ASPHALT | 99 | 99 |
| 0013 | OAK RIDGE ROAD | 2 | 0.65 | ASPHALT | 99 | 99 |
| 0015 | TELEGRAPH ROAD | 2 | 0.26 | ASPHALT | 98 | 98 |



PRWI: DCV ROAD CONDITION SUMMARY

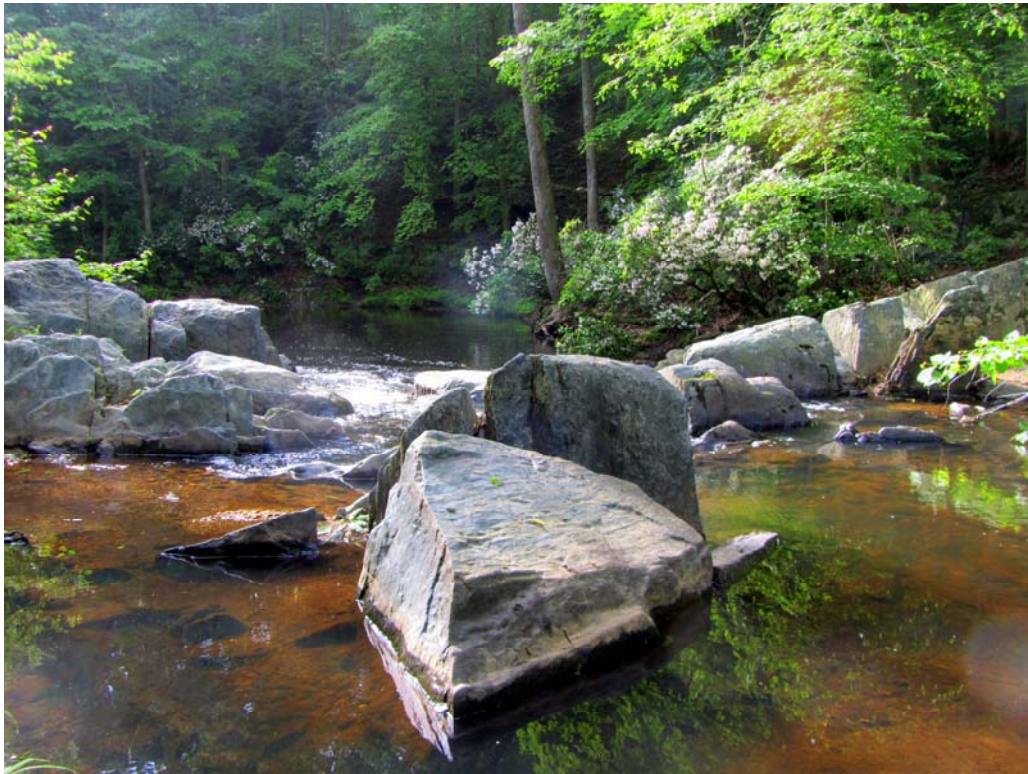
DCV - Data Collection Vehicle

| ROUTE NUMBER | ROUTE NAME | FUNCT CLASS | PAVED LENGTH | SURFACE TYPE | AVERAGE SURFACE CONDITION RATING (SCR) | AVERAGE PAVEMENT CONDITION RATING (PCR) |
|--------------|----------------------------|-------------|--------------|--------------|--|---|
| 0500 | TURKEY RUN CAMPGROUND LOOP | 3 | 0.15 | ASPHALT | 57 | 57 |



Section 4

Park Route Location Maps

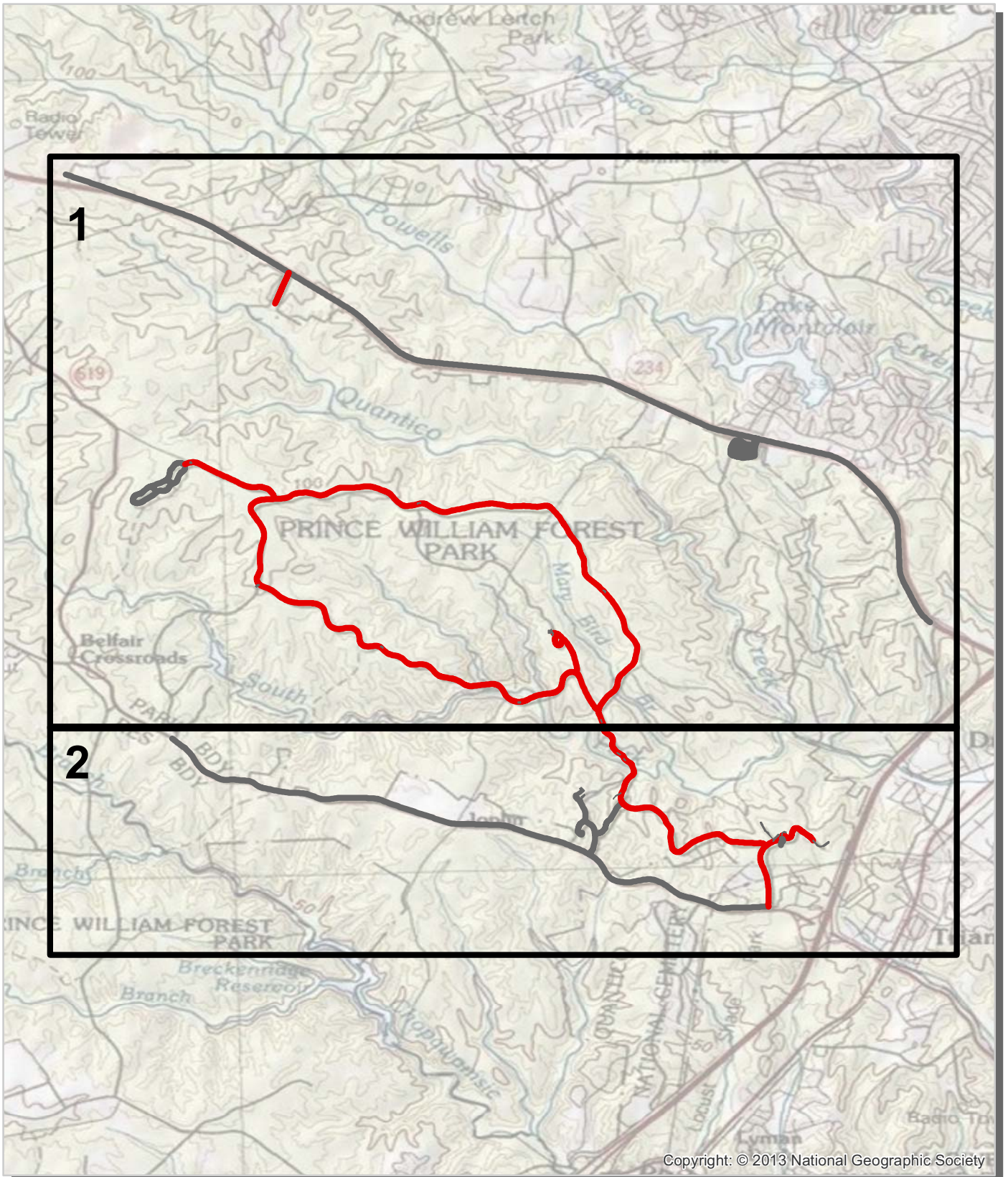




Prince William Forest Park

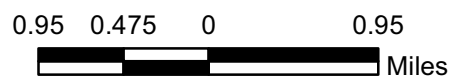


Federal Lands Highway
Road Inventory Program

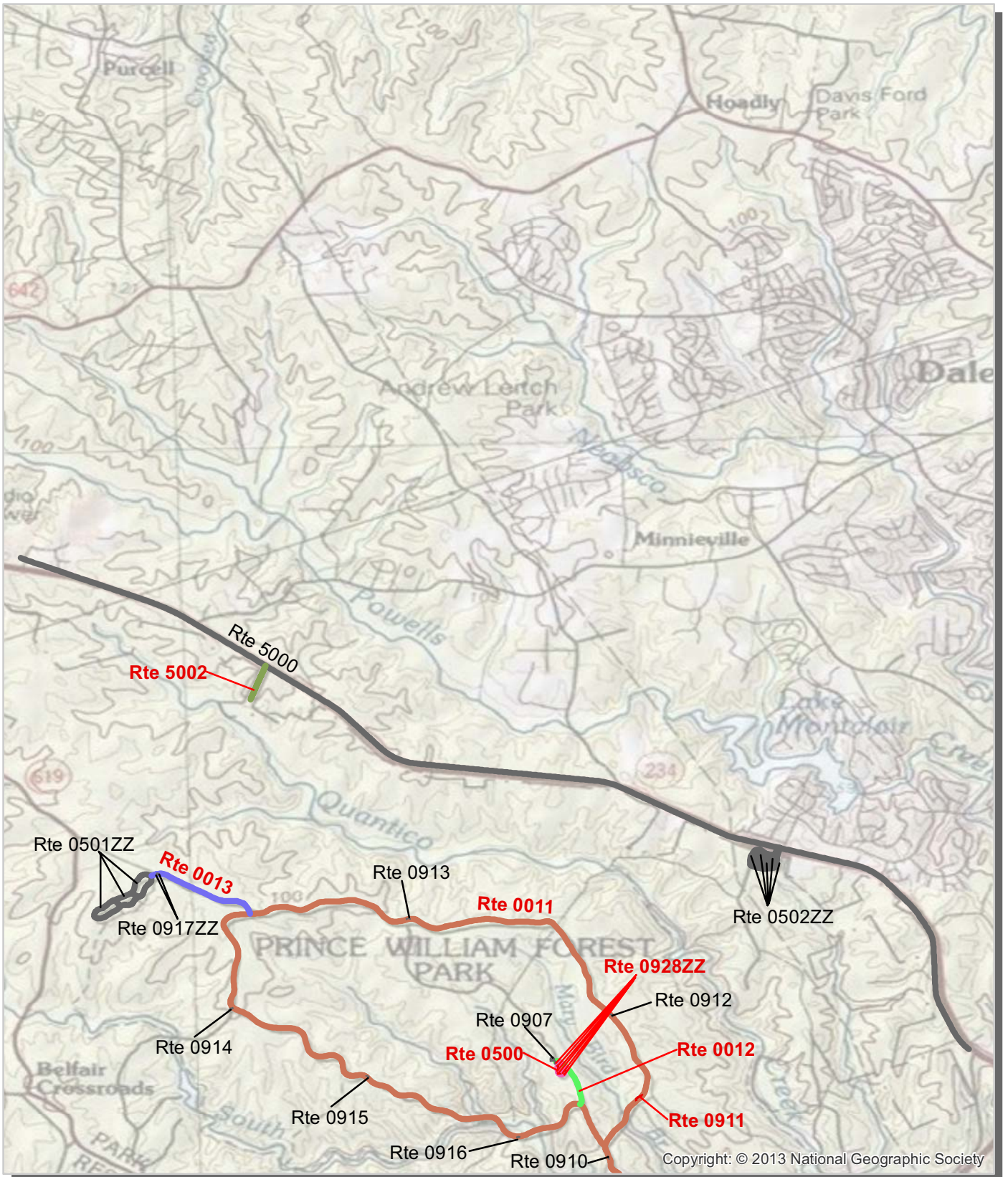
Prince William Forest Park Route Location Map Key Map



-  Cycle 5 Collected Routes
-  Routes Collected in Previous Cycle



Prince William Forest Park Route Location Map Area 1



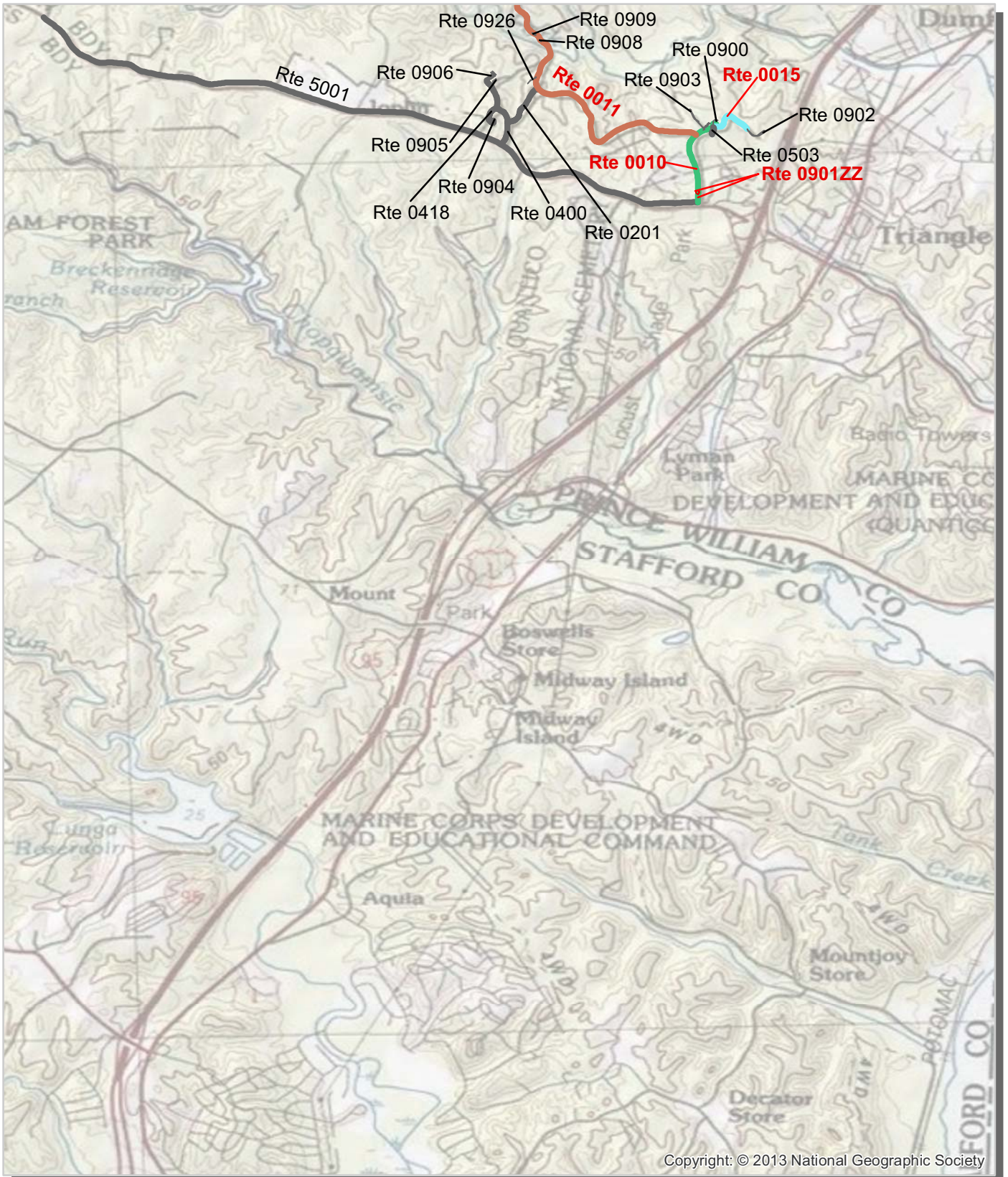
Copyright: © 2013 National Geographic Society

Unique colors used to differentiate routes

— Routes Collected in Previous Cycle



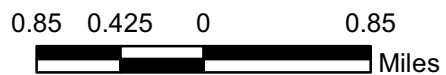
Prince William Forest Park Route Location Map Area 2



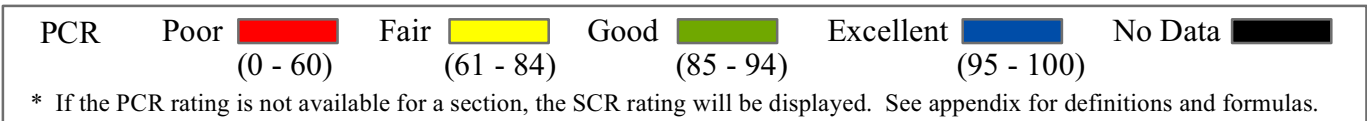
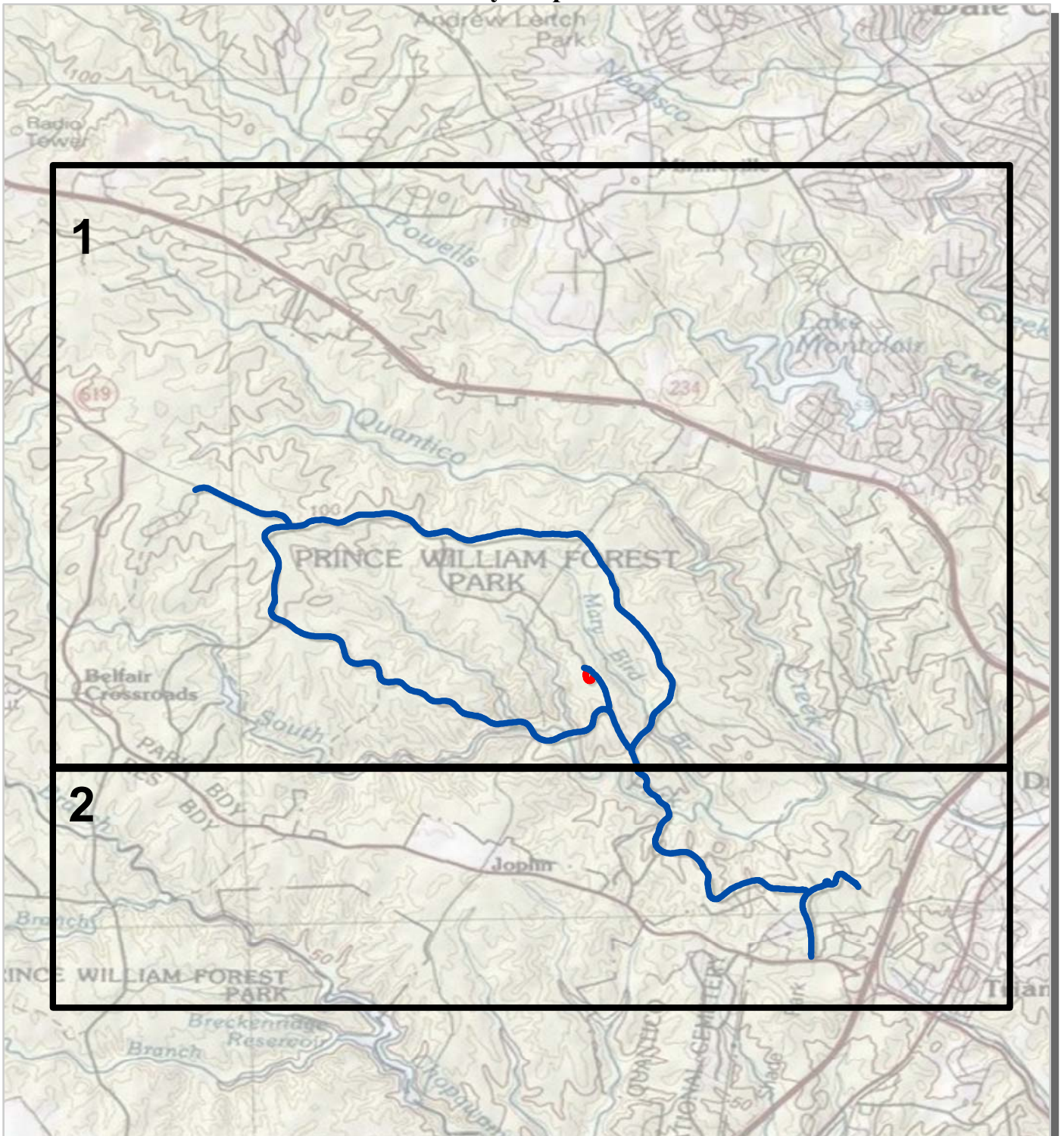
Copyright: © 2013 National Geographic Society

Unique colors used to differentiate routes

Routes Collected in Previous Cycle



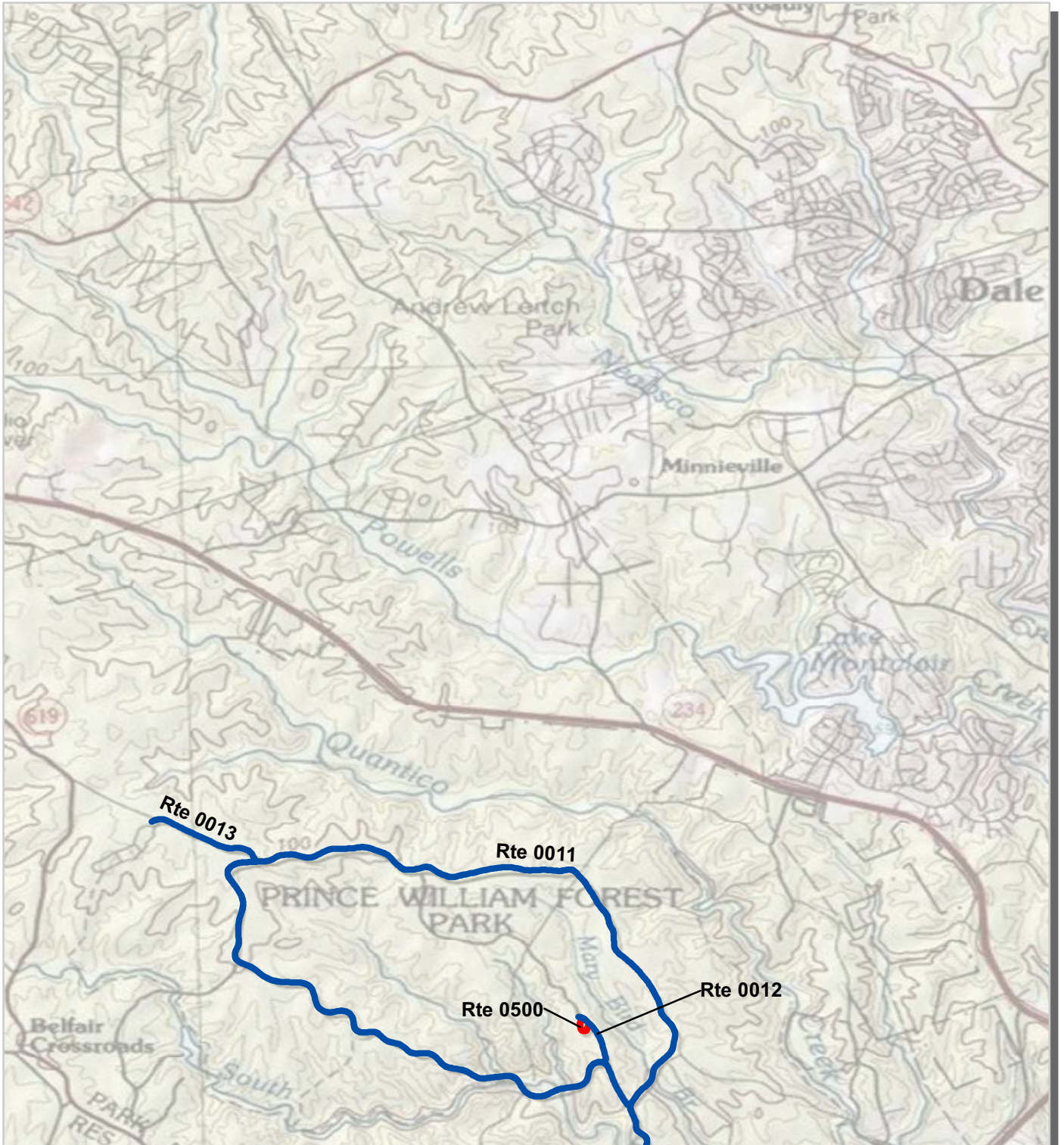
Prince William Forest Park Route Condition Map PCR - Mile by Mile Key Map



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

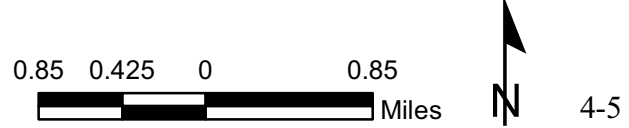


Prince William Forest Park Route Condition Map PCR - Mile by Mile Area 1

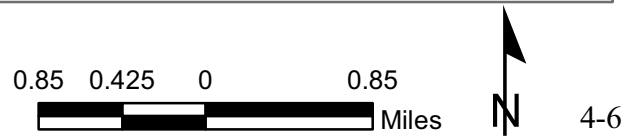
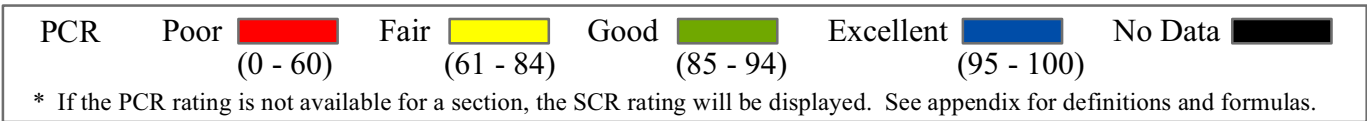
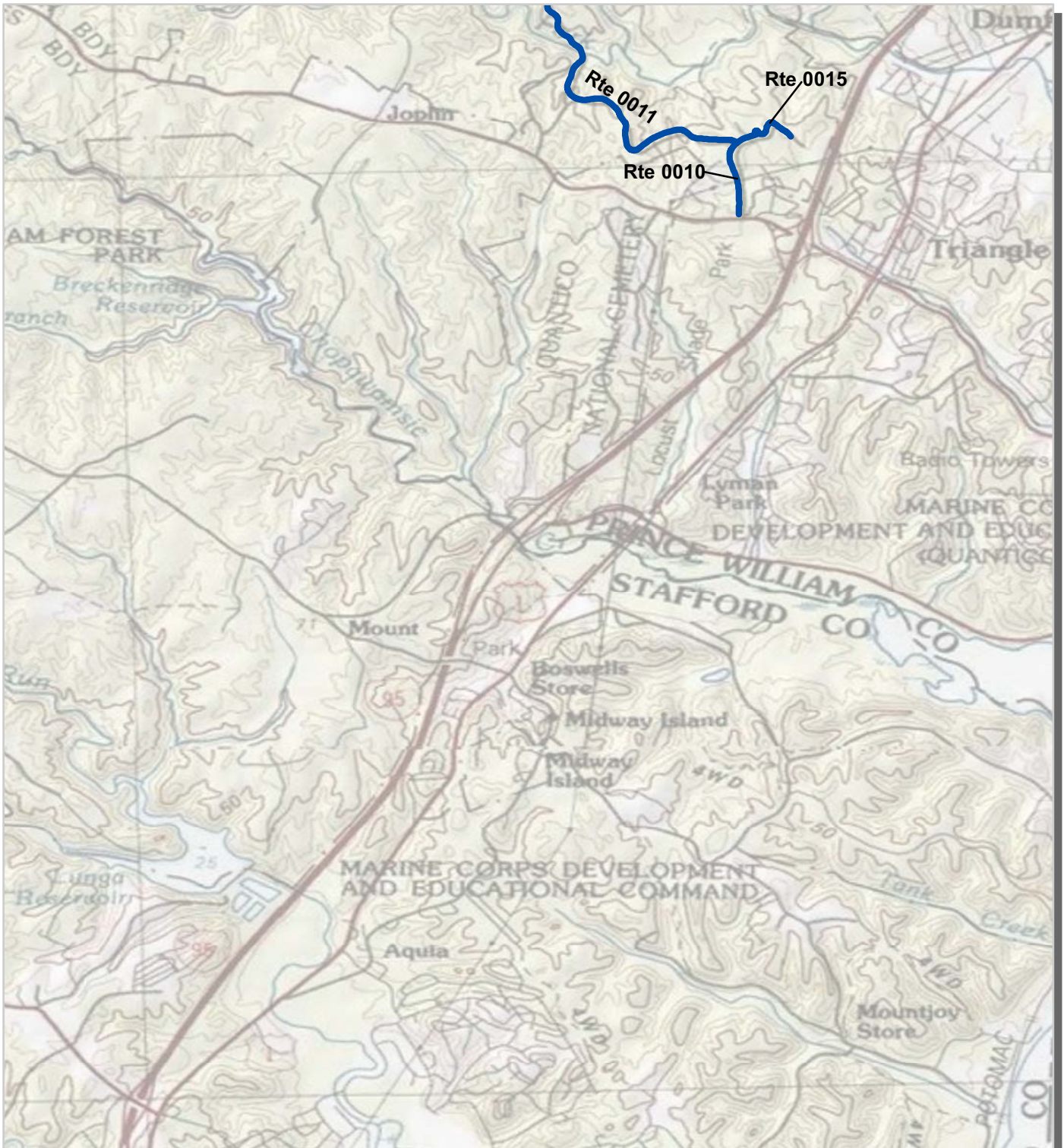


| | | | | | | | | | | |
|-----|----------|---|-----------|--|------|---|-----------|--|---------|---|
| PCR | Poor | | Fair | | Good | | Excellent | | No Data | |
| | (0 - 60) | | (61 - 84) | (85 - 94) | | (95 - 100) | | | | |

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



Prince William Forest Park Route Condition Map PCR - Mile by Mile Area 2



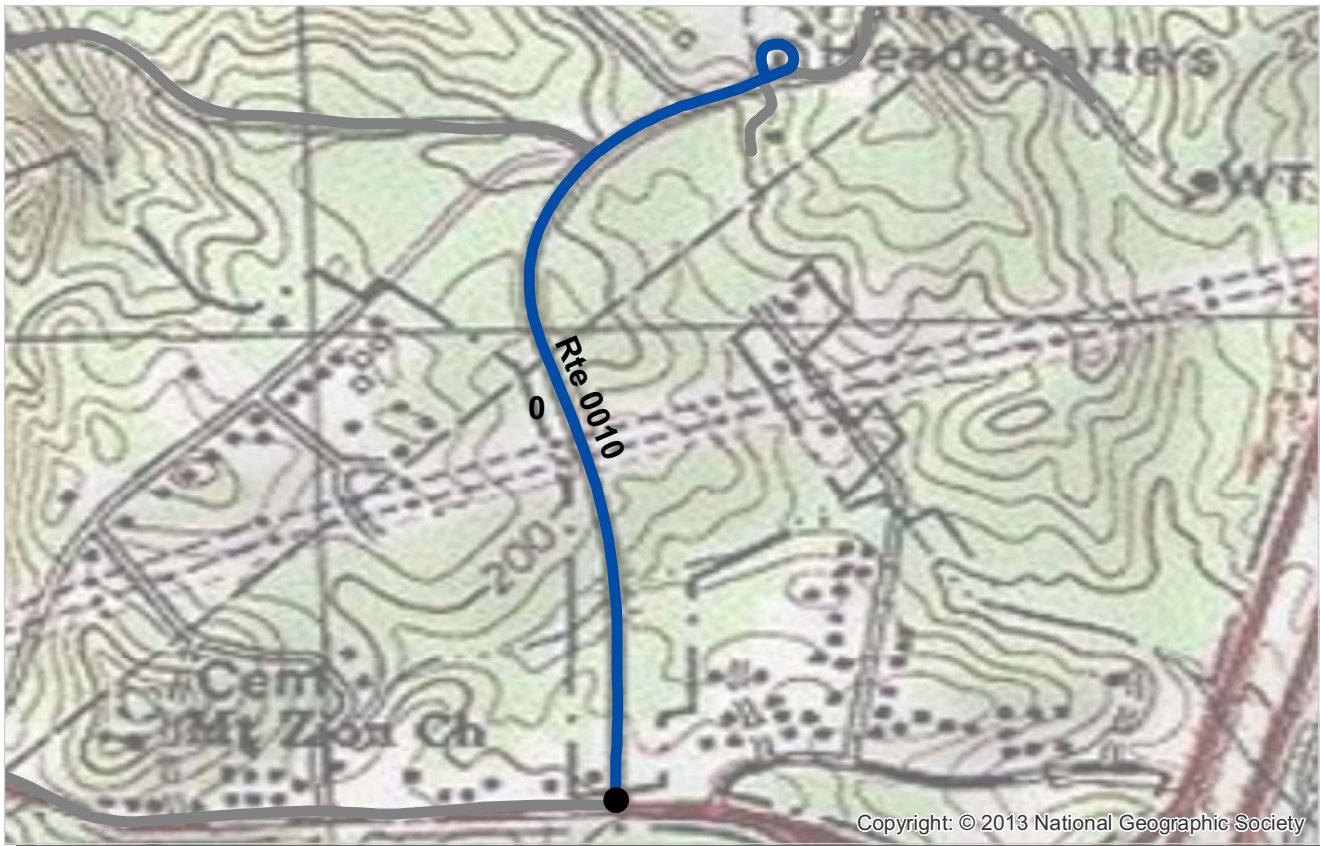
Section 5
Paved Route
Condition Rating Sheets



Prince William Forest Park



Federal Lands Highway
Road Inventory Program



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

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

ROUTE: 0010 PARK ENTRANCE ROAD
PRWI : PRINCE WILLIAM FOREST PARK

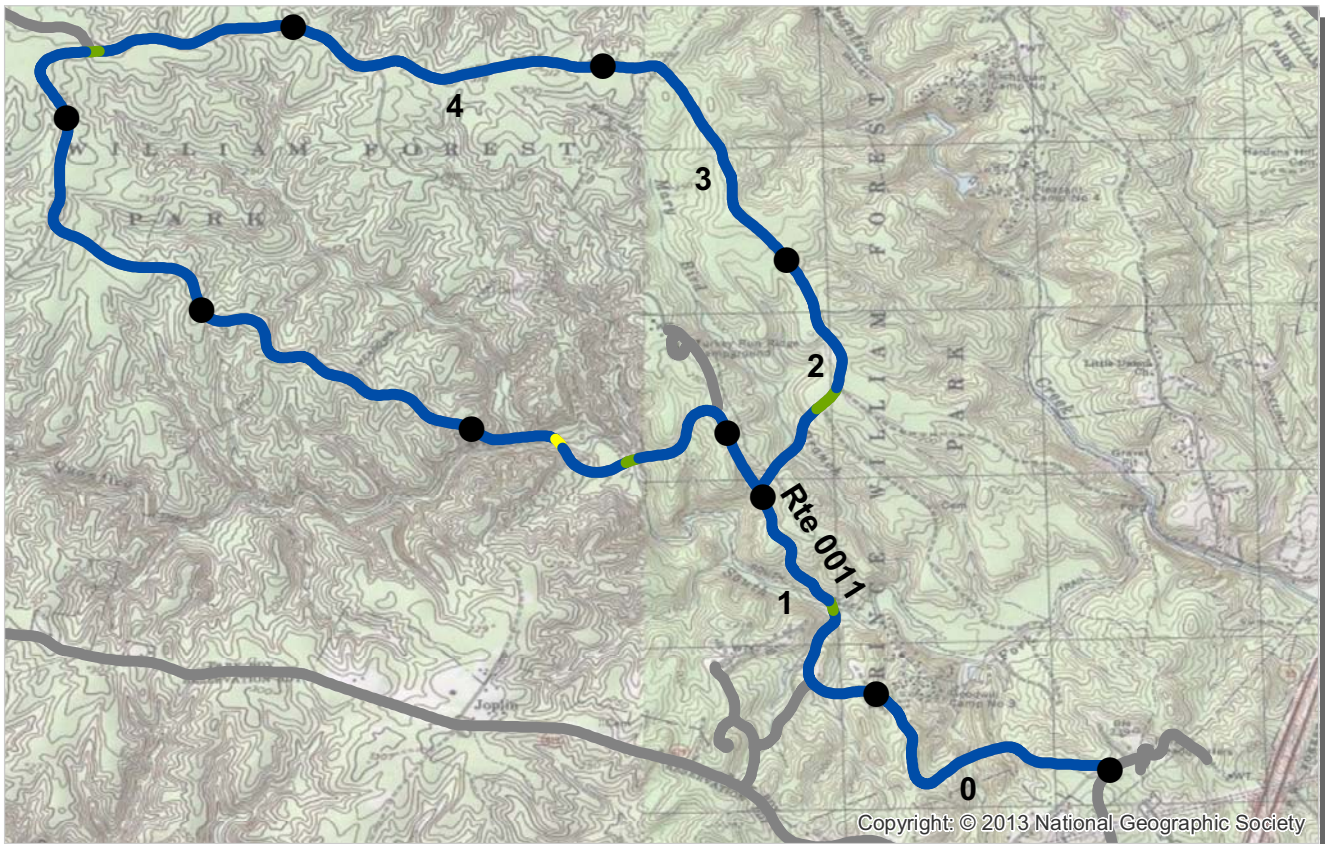
COLLECTED: 8/15/2013
TOTAL LENGTH: 0.66 Miles

NATIONAL CAPITAL REGION

| | | | | | |
|--------------------------------------|------|--|--|--|--|
| Section Number | 0 | | | | |
| Section Length (mi) | 0.66 | | | | |
| Cross Section Information | | | | | |
| Number of Lanes | 2 | | | | |
| Paved Width (ft) | 22 | | | | |
| Lane Width (ft) | 10 | | | | |
| Roadway Condition Information | | | | | |
| SCR (Surface Condition Rating) | 100 | | | | |
| PCR (Pavement Condition Rating) | 100 | | | | |
| Distress Index Values | | | | | |
| Structural Crack Index | 100 | | | | |
| Transverse Cracking Index | 100 | | | | |
| Patching Index | 100 | | | | |
| Rutting Index | 100 | | | | |
| Roughness Condition Index (RCI) | NC | | | | |

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

ROUTE: 0010 PARK ENTRANCE ROAD



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

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

ROUTE: 0011 SCENIC DRIVE
PRWI : PRINCE WILLIAM FOREST PARK

COLLECTED: 8/15/2013
TOTAL LENGTH: 9.23 Miles

NATIONAL CAPITAL 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 | 1 | 1 | 1 |
| Paved Width (ft) | 22 | 21 | 20 | 20 | 21 |
| Lane Width (ft) | 10 | 9 | 9 | 9 | 9 |
| <i>Roadway Condition Information</i> | | | | | |
| SCR (Surface Condition Rating) | 100 | 99 | 100 | 100 | 100 |
| PCR (Pavement Condition Rating) | 100 | 99 | 100 | 100 | 100 |
| <i>Distress Index Values</i> | | | | | |
| Structural Crack Index | 100 | 100 | 100 | 100 | 100 |
| Transverse Cracking Index | 100 | 99 | 100 | 100 | 100 |
| Patching Index | 100 | 100 | 100 | 100 | 100 |
| Rutting Index | 100 | 100 | 100 | 100 | 100 |
| Roughness Condition Index (RCI) | 100 | 100 | 100 | 100 | 100 |

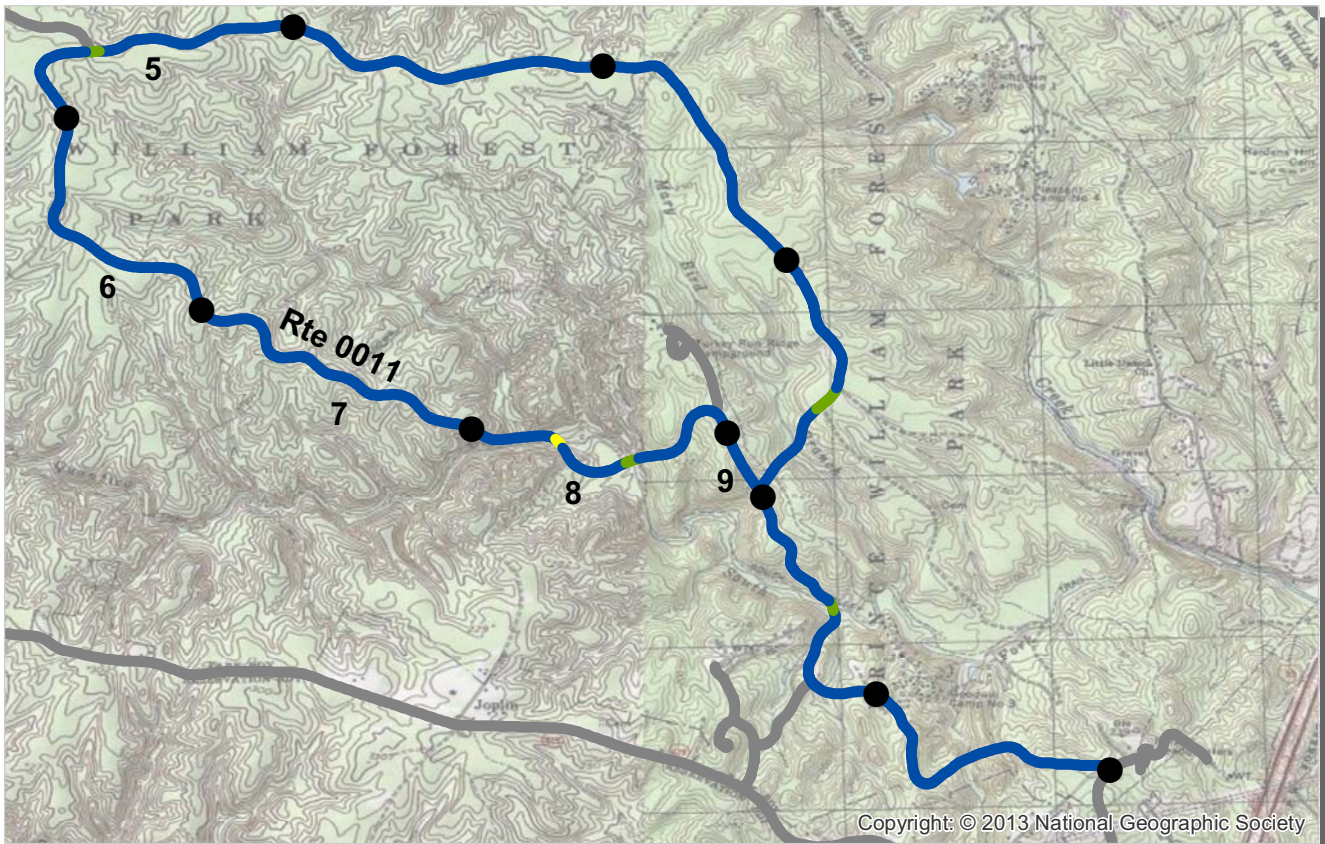
NOTES:

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0011 SCENIC DRIVE



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: 0011 SCENIC DRIVE
PRWI : PRINCE WILLIAM FOREST PARK

COLLECTED: 8/15/2013
TOTAL LENGTH: 9.23 Miles

NATIONAL CAPITAL REGION

| <i>Section Number</i> | 5 | 6 | 7 | 8 | 9 |
|--------------------------------------|------|------|------|------|------|
| <i>Section Length (mi)</i> | 1.00 | 1.00 | 1.00 | 1.00 | 0.23 |
| <i>Cross Section Information</i> | | | | | |
| Number of Lanes | 1 | 2 | 2 | 2 | 2 |
| Paved Width (ft) | 21 | 20 | 21 | 21 | 21 |
| Lane Width (ft) | 10 | 9 | 9 | 10 | 9 |
| <i>Roadway Condition Information</i> | | | | | |
| SCR (Surface Condition Rating) | 100 | 100 | 100 | 100 | 100 |
| PCR (Pavement Condition Rating) | 100 | 100 | 100 | 100 | 100 |
| <i>Distress Index Values</i> | | | | | |
| Structural Crack Index | 100 | 100 | 100 | 100 | 100 |
| Transverse Cracking Index | 100 | 100 | 100 | 100 | 100 |
| Patching Index | 100 | 100 | 100 | 100 | 100 |
| Rutting Index | 100 | 100 | 100 | 100 | 100 |
| Roughness Condition Index (RCI) | 100 | 100 | 100 | 100 | 100 |

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0011 SCENIC DRIVE



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: 0012 TURKEY RUN ACCESS ROAD
PRWI : PRINCE WILLIAM FOREST PARK

COLLECTED: 8/15/2013
TOTAL LENGTH: 0.35 Miles

NATIONAL CAPITAL REGION

| | | | | | |
|--------------------------------------|------|--|--|--|--|
| Section Number | 0 | | | | |
| Section Length (mi) | 0.35 | | | | |
| Cross Section Information | | | | | |
| Number of Lanes | 2 | | | | |
| Paved Width (ft) | 19 | | | | |
| Lane Width (ft) | 8 | | | | |
| 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

ROUTE: 0012 TURKEY RUN ACCESS ROAD



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

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

ROUTE: 0013 OAK RIDGE ROAD
PRWI : PRINCE WILLIAM FOREST PARK

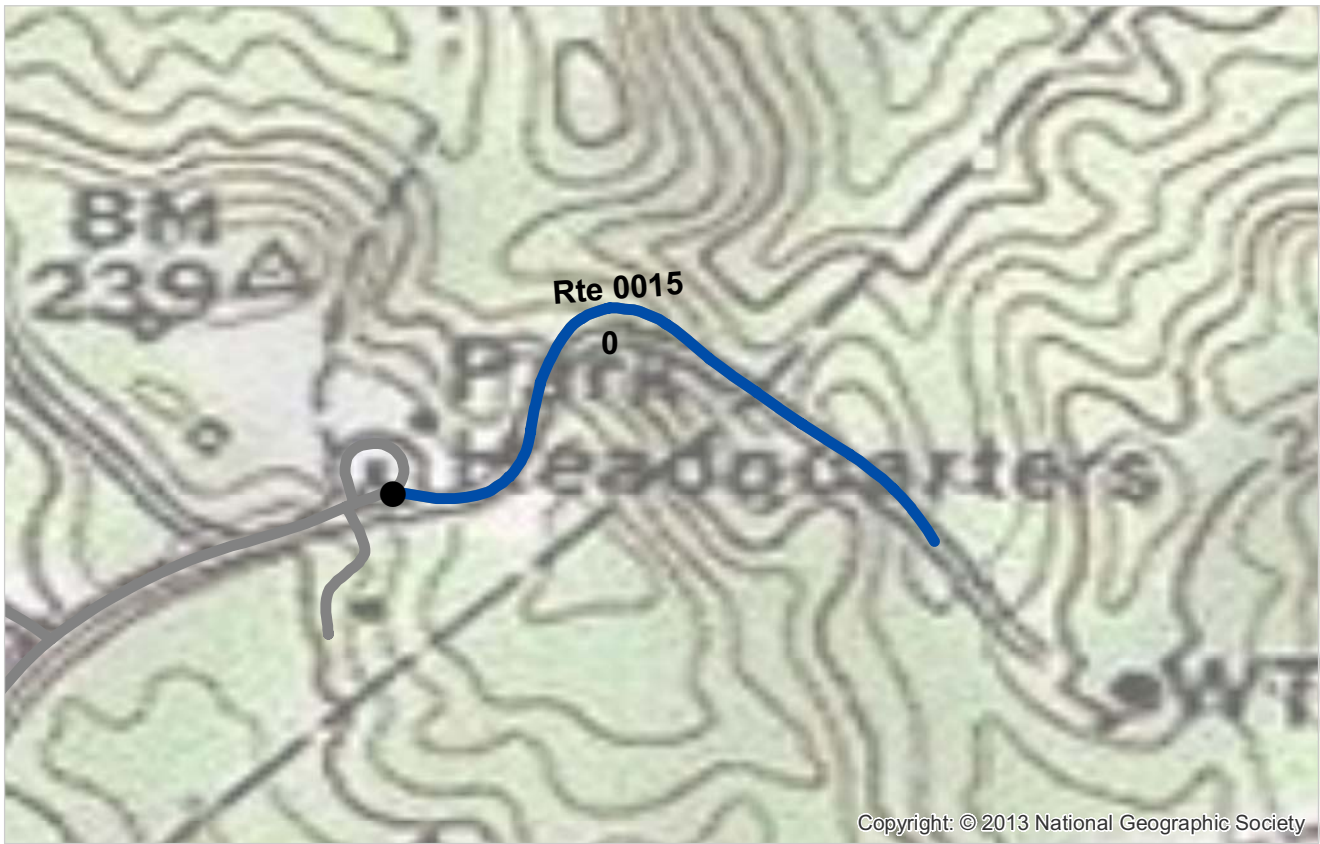
COLLECTED: 8/15/2013
TOTAL LENGTH: 0.65 Miles

NATIONAL CAPITAL REGION

| | | | | | |
|--------------------------------------|------|--|--|--|--|
| Section Number | 0 | | | | |
| Section Length (mi) | 0.65 | | | | |
| Cross Section Information | | | | | |
| Number of Lanes | 2 | | | | |
| Paved Width (ft) | 16 | | | | |
| Lane Width (ft) | 7 | | | | |
| 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) | 99 | | | | |

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

ROUTE: 0013 OAK RIDGE 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: 0015 TELEGRAPH ROAD
PRWI : PRINCE WILLIAM FOREST PARK

COLLECTED: 8/15/2013
TOTAL LENGTH: 0.26 Miles

NATIONAL CAPITAL REGION

| | | | | | |
|--------------------------------------|------|--|--|--|--|
| Section Number | 0 | | | | |
| Section Length (mi) | 0.26 | | | | |
| Cross Section Information | | | | | |
| Number of Lanes | 2 | | | | |
| Paved Width (ft) | 21 | | | | |
| Lane Width (ft) | 10 | | | | |
| Roadway Condition Information | | | | | |
| SCR (Surface Condition Rating) | 98 | | | | |
| PCR (Pavement Condition Rating) | 98 | | | | |
| Distress Index Values | | | | | |
| Structural Crack Index | 100 | | | | |
| Transverse Cracking Index | 100 | | | | |
| Patching Index | 100 | | | | |
| Rutting Index | 98 | | | | |
| Roughness Condition Index (RCI) | NC | | | | |

NOTES:

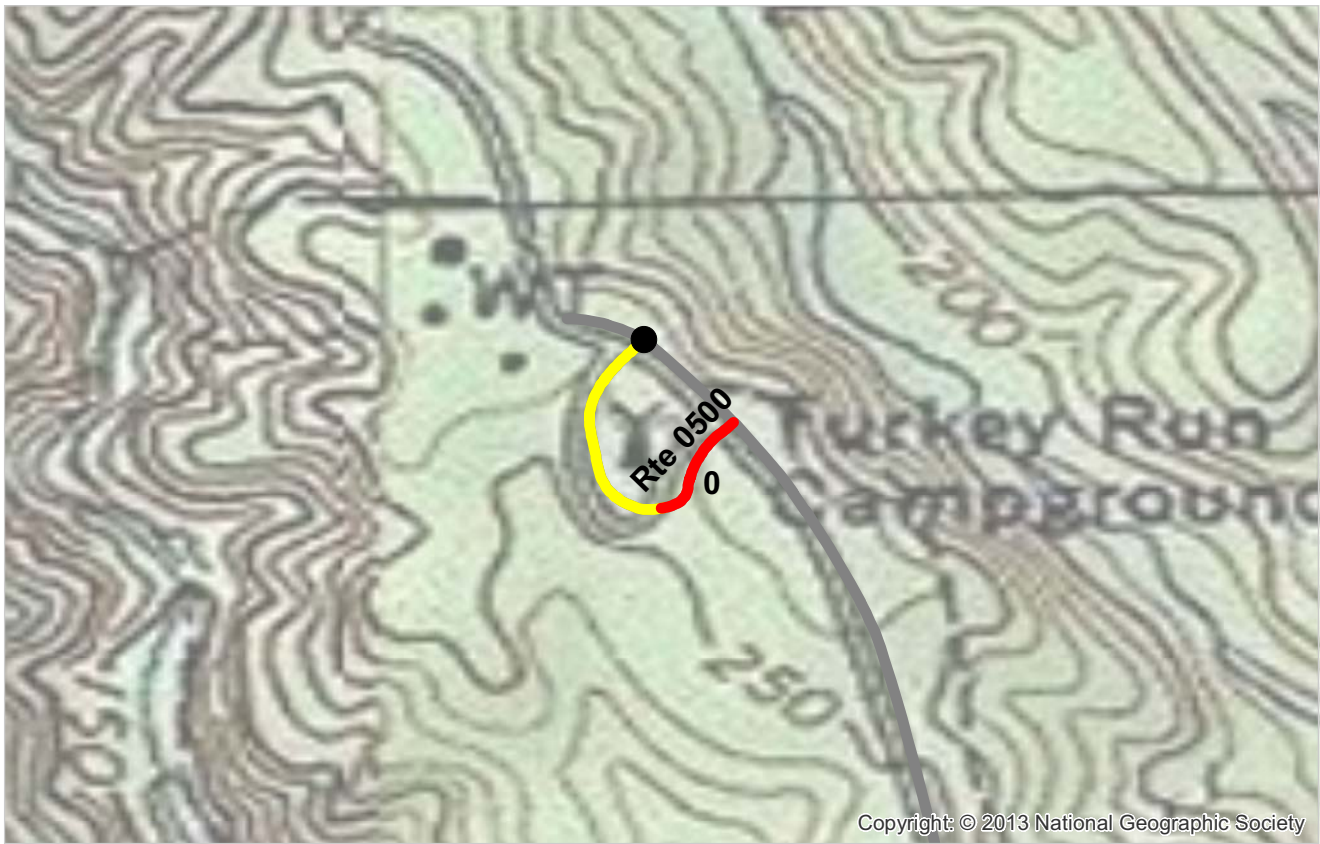
Structural Crack Index is a combination of the Longitudinal Cracking Index and Alligator Cracking Index.

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

NC - Not Collected N/A - Not Applicable



ROUTE: 0015 TELEGRAPH 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: 0500 TURKEY RUN CAMPGROUND LOOP
PRWI : PRINCE WILLIAM FOREST PARK

COLLECTED: 8/15/2013
TOTAL LENGTH: 0.15 Miles

NATIONAL CAPITAL REGION

| | | | | | |
|--------------------------------------|------|--|--|--|--|
| Section Number | 0 | | | | |
| Section Length (mi) | 0.15 | | | | |
| Cross Section Information | | | | | |
| Number of Lanes | 1 | | | | |
| Paved Width (ft) | 12 | | | | |
| Lane Width (ft) | 12 | | | | |
| Roadway Condition Information | | | | | |
| SCR (Surface Condition Rating) | 57 | | | | |
| PCR (Pavement Condition Rating) | 57 | | | | |
| Distress Index Values | | | | | |
| Structural Crack Index | 57 | | | | |
| Transverse Cracking Index | 87 | | | | |
| Patching Index | 93 | | | | |
| Rutting Index | 88 | | | | |
| Roughness Condition Index (RCI) | NC | | | | |

NOTES:

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0500 TURKEY RUN CAMPGROUND LOOP

Section 6
Manually Rated Paved Route
Condition Rating Sheets



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

MANUALLY RATED ROUTE CONDITION RATING SHEETS

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

Section 7
Parking Area
Condition Rating Sheets



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

PRINCE WILLIAM FOREST PARK

Route 0901ZZ

ENTRANCE KIOSK PARKING

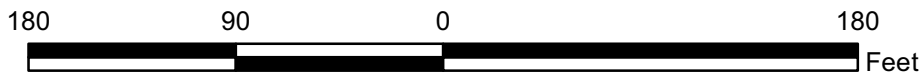
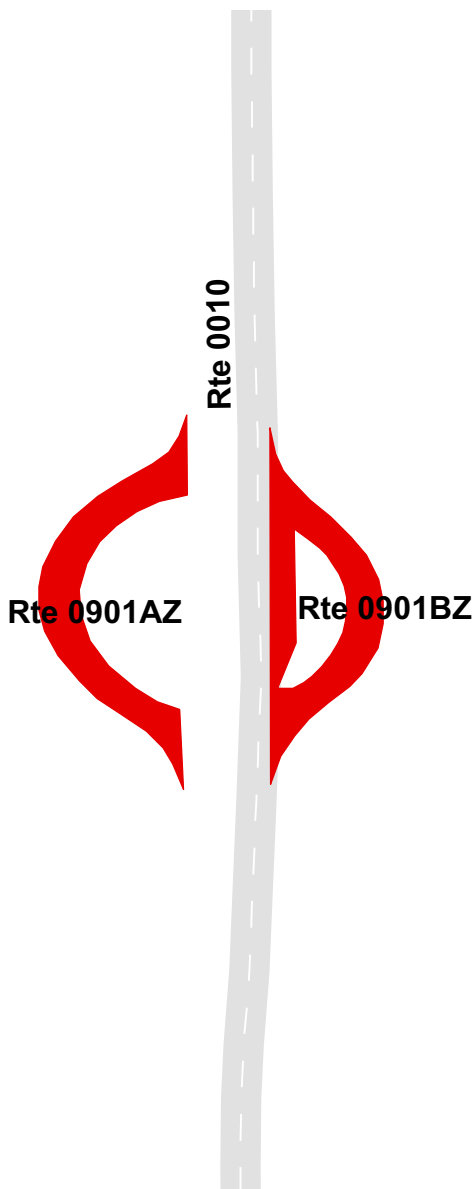
FROM ROUTE 0010 (PARK ENTRANCE ROAD)

TO ROUTE 0010 (PARK ENTRANCE ROAD)

Summary Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0901ZZ | NONPUBLIC | 1/22/2013 | 4,425 | 0.08 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 1 | 0 | NO CURB AND GUTTER | NO CURB | SUMMARY/97 |

* Lane miles are based on 11' lane widths



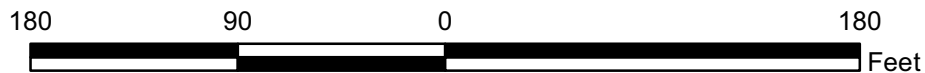
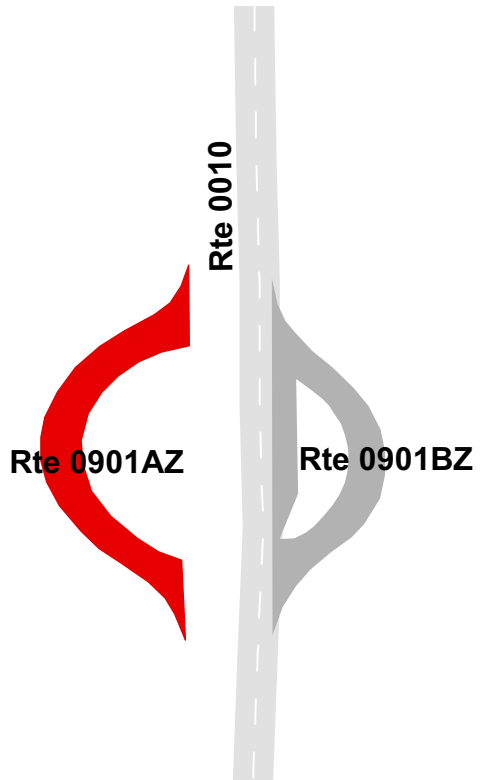
PRINCE WILLIAM FOREST PARK

Route 0901AZ

ENTRANCE KIOSK PARKING A
 FROM ROUTE 0010 (PARK ENTRANCE ROAD)
 TO ROUTE 0010 (PARK ENTRANCE ROAD)
 Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0901AZ | NONPUBLIC | 1/22/2013 | 2,137 | 0.04 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | NO CURB | EXCELLENT/97 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

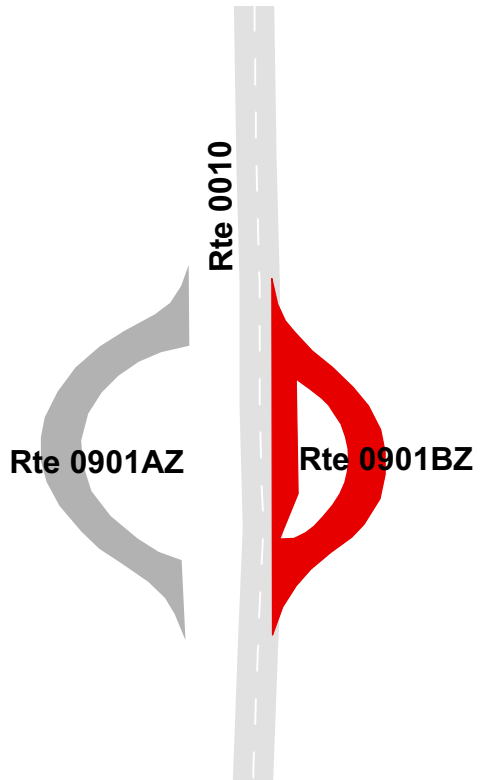
Route 0901BZ

ENTRANCE KIOSK PARKING B
 FROM ROUTE 0010 (PARK ENTRANCE ROAD)
 TO ROUTE 0010 (PARK ENTRANCE ROAD)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0901BZ | NONPUBLIC | 1/22/2013 | 2,288 | 0.04 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 1 | 0 | NO CURB AND GUTTER | NO CURB | EXCELLENT/97 |

* Lane miles are based on 11' lane widths



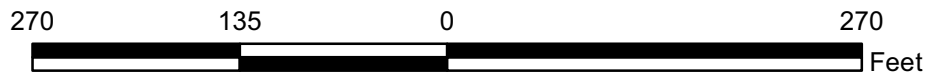
PRINCE WILLIAM FOREST PARK

Route 0911

SCENIC DRIVE PARKING D
 FROM ROUTE 0011 (SCENIC DRIVE)
 TO ROUTE 0011 (SCENIC DRIVE)

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0911 | PUBLIC | 1/22/2013 | 10,779 | 0.19 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 1 | 1 | 0 | NO CURB AND GUTTER | NO CURB | EXCELLENT/97 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

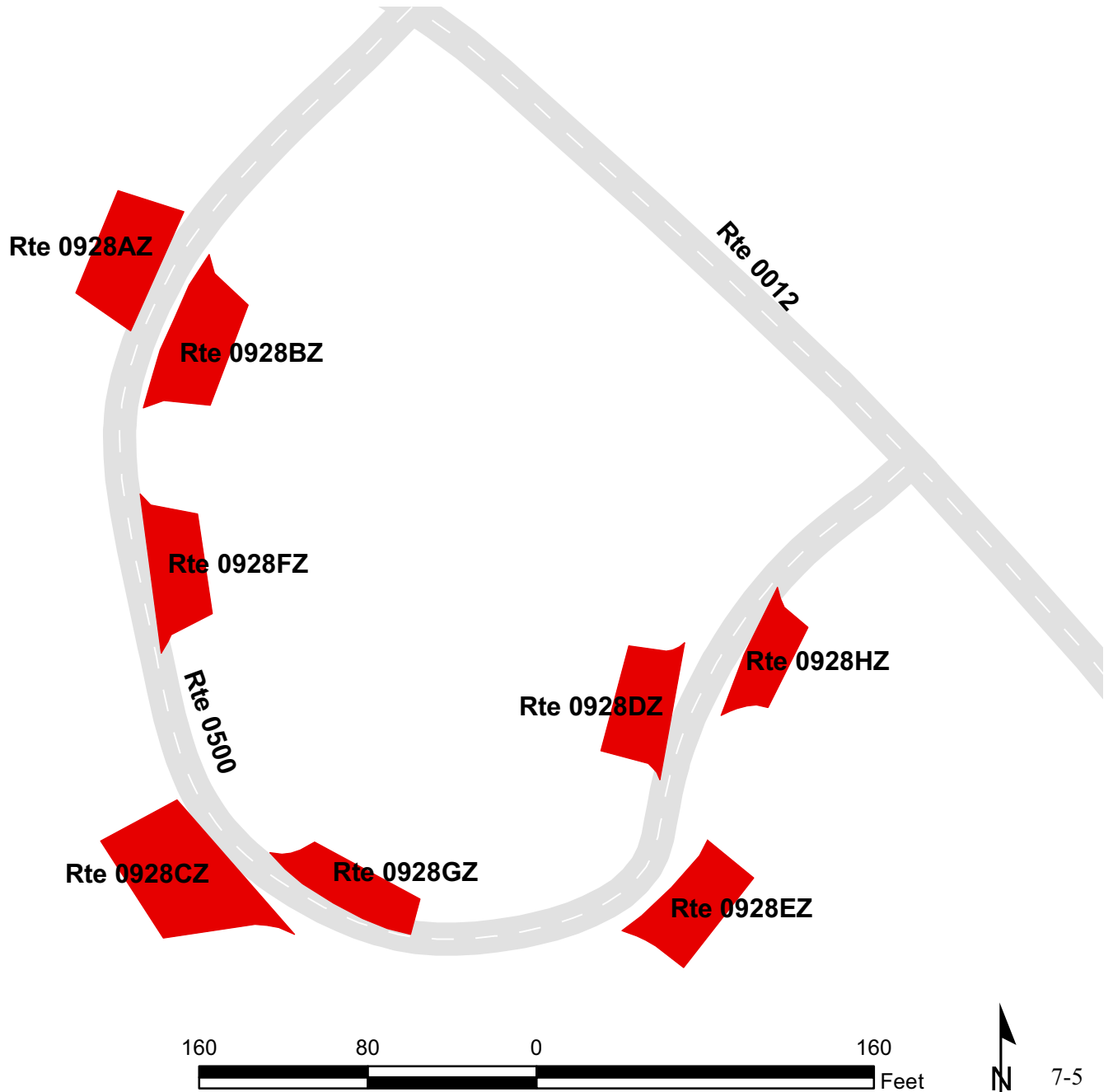
Route 0928ZZ

TURKEY RUN CAMPGROUND AND LOOP PARKING AREAS
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Summary Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928ZZ | PUBLIC | 1/22/2013 | 10,687 | 0.18 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | SUMMARY/49 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

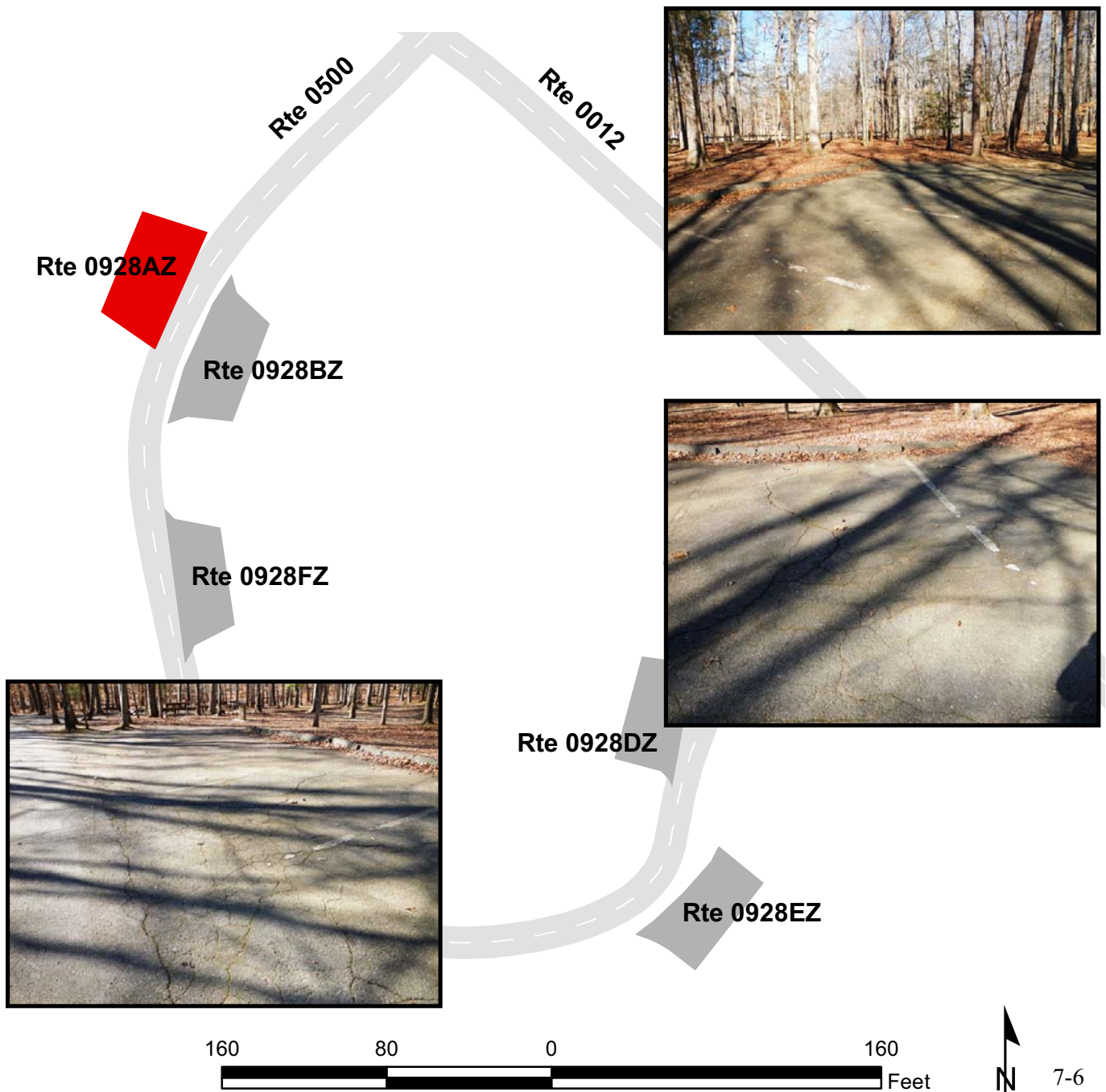
Route 0928AZ

TURKEY RUN CAMPGROUND AND LOOP PARKING A
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928AZ | PUBLIC | 1/22/2013 | 1,432 | 0.03 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | POOR/45 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

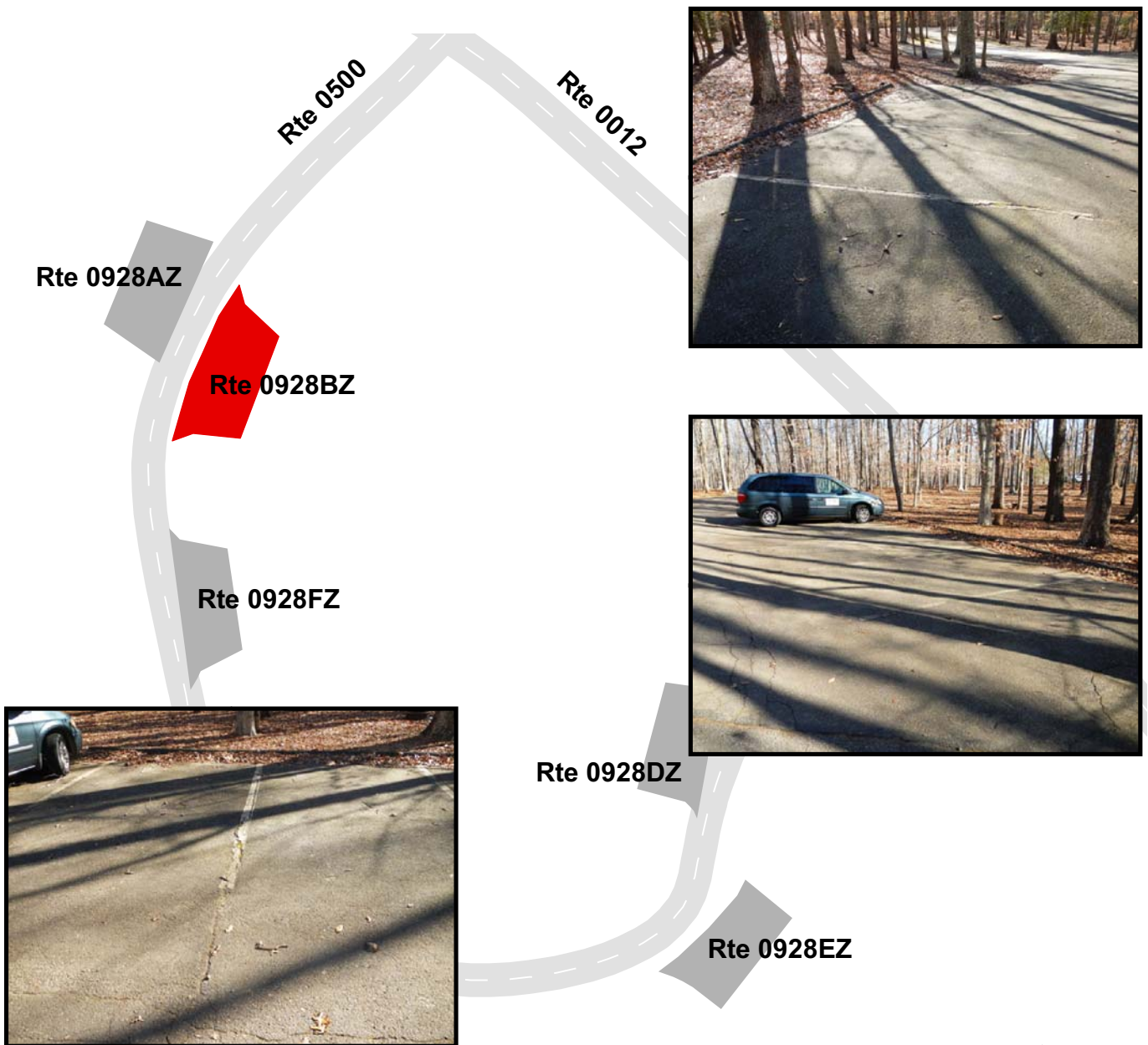
Route 0928BZ

TURKEY RUN CAMPGROUND AND LOOP PARKING B
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928BZ | PUBLIC | 1/22/2013 | 1,465 | 0.03 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | FAIR/73 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

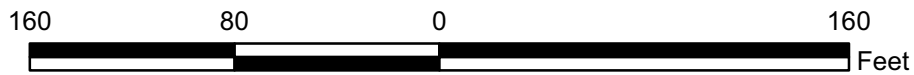
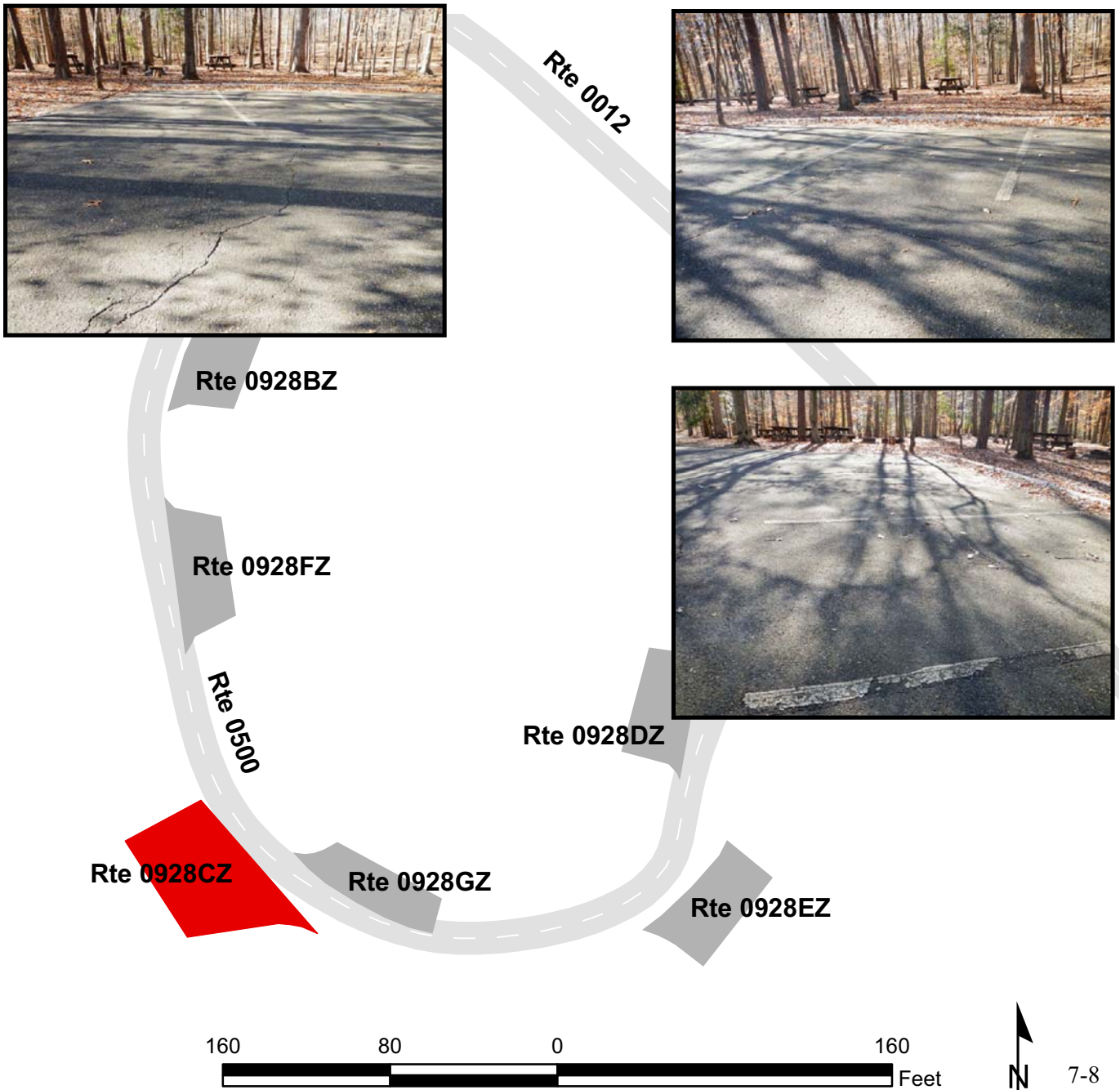
Route 0928CZ

TURKEY RUN CAMPGROUND AND LOOP PARKING C
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928CZ | PUBLIC | 1/22/2013 | 2,328 | 0.04 | 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



PRINCE WILLIAM FOREST PARK

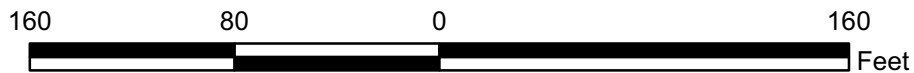
Route 0928DZ

TURKEY RUN CAMPGROUND AND LOOP PARKING D
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928DZ | PUBLIC | 1/22/2013 | 1,185 | 0.02 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | POOR/45 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

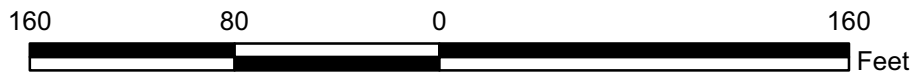
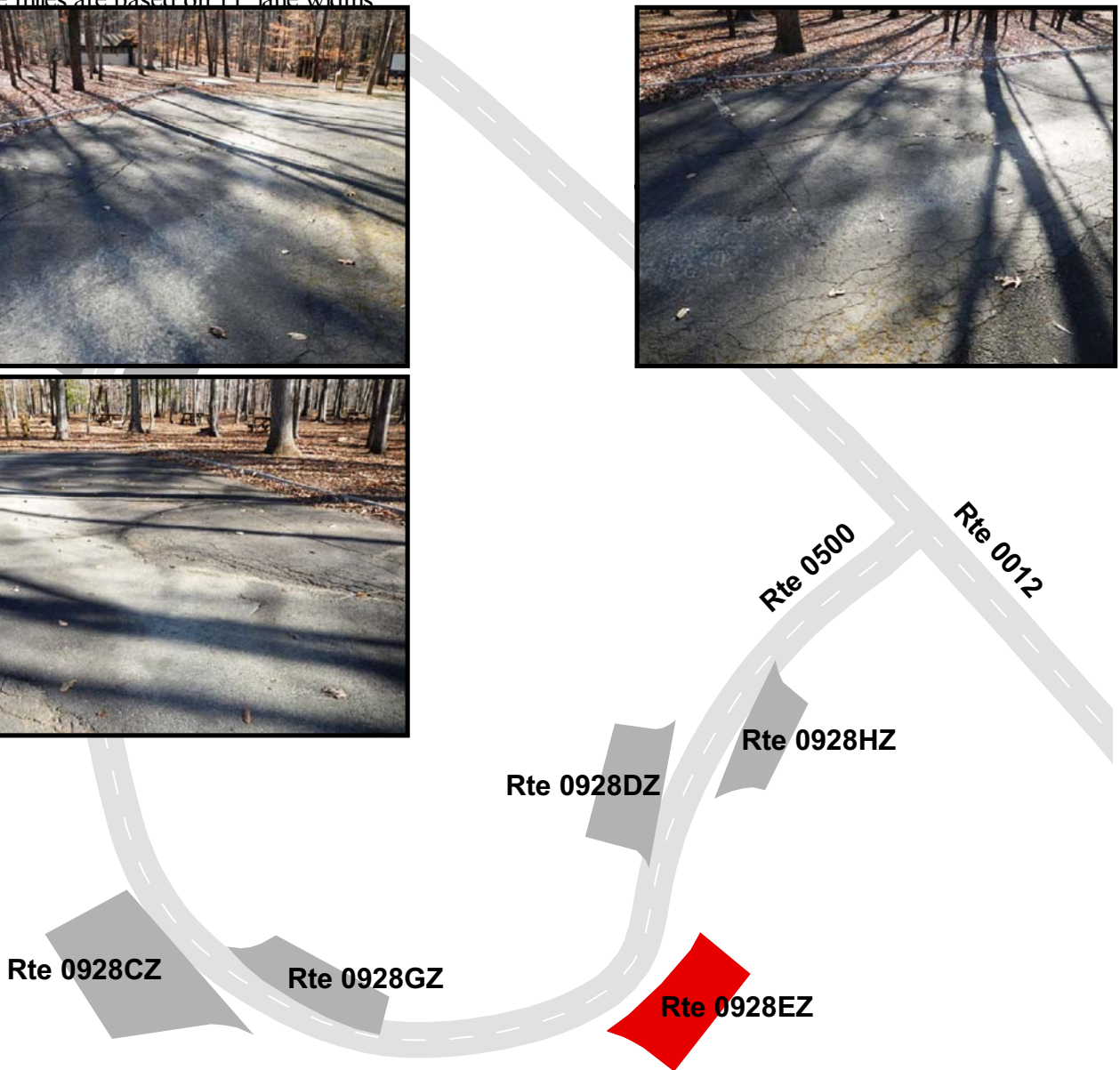
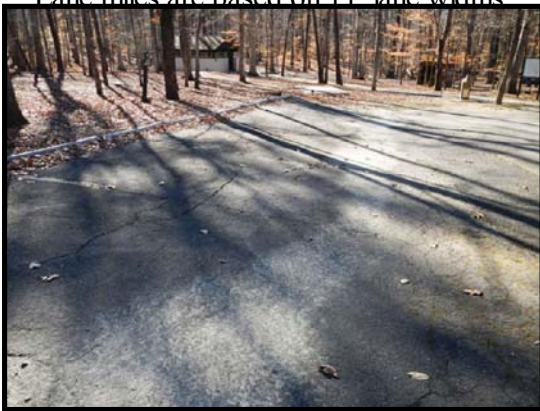
Route 0928EZ

TURKEY RUN CAMPGROUND AND LOOP PARKING E
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928EZ | PUBLIC | 1/22/2013 | 1,237 | 0.02 | 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



PRINCE WILLIAM FOREST PARK

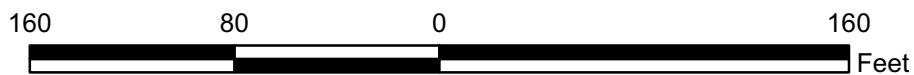
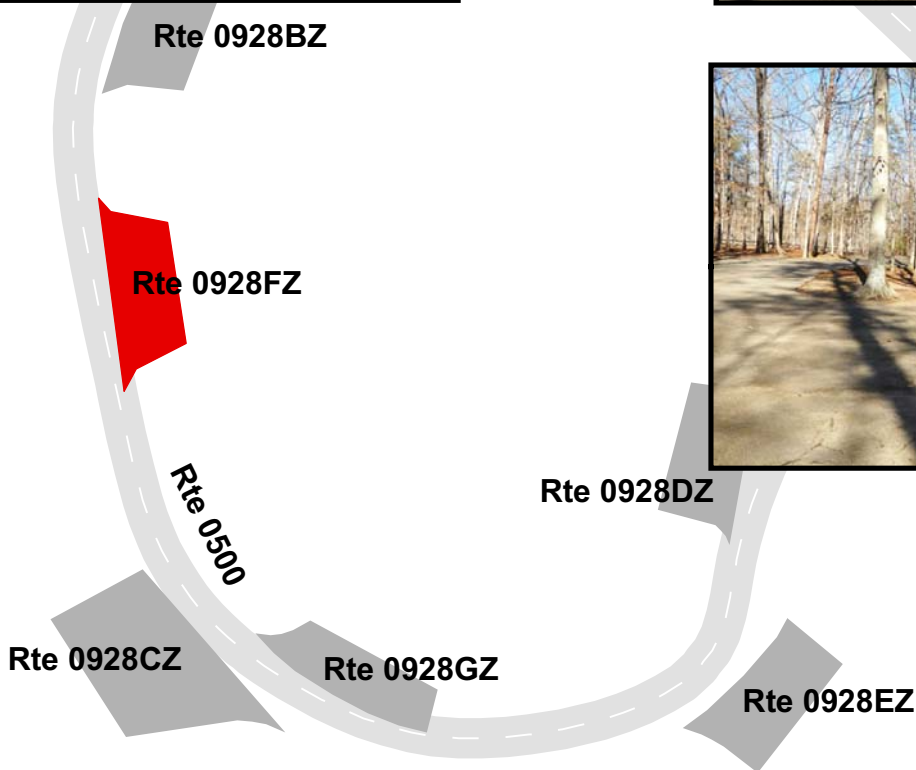
Route 0928FZ

TURKEY RUN CAMPGROUND AND LOOP PARKING F
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928FZ | PUBLIC | 1/22/2013 | 1,177 | 0.02 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | POOR/45 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

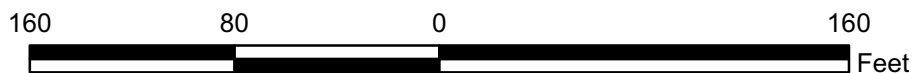
Route 0928GZ

TURKEY RUN CAMPGROUND AND LOOP PARKING G
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928GZ | PUBLIC | 1/22/2013 | 1,033 | 0.02 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | POOR/45 |

* Lane miles are based on 11' lane widths



PRINCE WILLIAM FOREST PARK

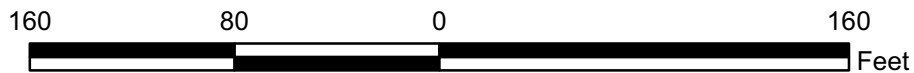
Route 0928HZ

TURKEY RUN CAMPGROUND AND LOOP PARKING H
ADJACENT TO ROUTE 0500 (TURKEY RUN CAMPGROUND LOOP)

Subcomponent Record

| Route Number | Public / NonPublic | Date Visited | Area (sq ft) | Lane Miles * | Surface Type |
|--------------|--------------------|--------------|--------------------|--------------|--------------|
| 0928HZ | PUBLIC | 1/22/2013 | 830 | 0.01 | AS |
| Culverts | Drop Inlets | Gates | Curb & Gutter | Curb | PCR |
| 0 | 0 | 0 | NO CURB AND GUTTER | ASPHALT CURB | POOR/45 |

* Lane miles are based on 11' lane widths



Section 8
Route Maintenance
Features Summaries



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

PRWI: DCV ROUTE MAINTENANCE FEATURES SUMMARY

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all new or re-aligned DCV driven routes.

| FEATURE | ROUTE 0500 TURKEY RUN CAMPGROUND LOOP | UNIT |
|--------------------|---|-------------|
| BRIDGE | 0 | EACH |
| CATTLE GUARD | 0 | EACH |
| CULVERT | 0 | EACH |
| CURB | 0 | LINEAR FEET |
| DROP INLET | 1 | EACH |
| GATE | 0 | EACH |
| GUARD/GUIDE RAIL | 0 | LINEAR FEET |
| CABLE | 0 | LINEAR FEET |
| NON-CABLE | 0 | LINEAR FEET |
| GUARD/GUIDE WALL | 0 | LINEAR FEET |
| BOLLARD | 0 | LINEAR FEET |
| TEMPORARY BARRIER | 0 | LINEAR FEET |
| NON TEMP/BOLLARD | 0 | LINEAR FEET |
| INTERSECTION | 13 | EACH |
| LOW WATER CROSSING | 0 | EACH |
| LOW WATER CROSSING | 0 | LINEAR FEET |
| MILE MARKER | 0 | EACH |
| OVERPASS | 0 | EACH |
| PARK BOUNDARY | 0 | EACH |
| PAVED DITCH | 0 | LINEAR FEET |
| PULLOUT | 0 | EACH |
| PULLOUT | 0 | LINEAR FEET |
| RAILROAD CROSSING | 0 | EACH |
| RETAINING WALL | 0 | EACH |
| RETAINING WALL | 0 | LINEAR FEET |
| SIGN | 15 | EACH |
| STATE BOUNDARY | 0 | EACH |
| TRAFFIC LIGHT | 0 | EACH |
| TUNNEL | 0 | EACH |
| TUNNEL | 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



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

PRWI: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500: TURKEY RUN CAMPGROUND LOOP

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all new or re-aligned DCV driven routes.

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---------------|-------------|--------------|-------|---|
| 0.000 | 0.000 | ROUTE BEGIN | N/A | FROM ROUTE 0012 (TURKEY RUN ACCESS ROAD) |
| 0.000 | 0.000 | INTERSECTION | RIGHT | ROUTE 0012 (TURKEY RUN ACCESS ROAD) |
| 0.000 | 0.150 | ONE-WAY | N/A | N/A |
| 0.000 | 0.000 | INTERSECTION | LEFT | ROUTE 0012 (TURKEY RUN ACCESS ROAD) |
| 0.006 | 0.006 | SIGN | RIGHT | REGULATORY, SPEED LIMIT 10 |
| 0.021 | 0.021 | SIGN | LEFT | GUIDE, B |
| 0.021 | 0.021 | SIGN | LEFT | GUIDE, CAMP INSIDE BORDERS |
| 0.027 | 0.027 | INTERSECTION | RIGHT | ROUTE 0928AZ (TURKEY RUN CAMPGROUND AND LOOP PARKING A) |
| 0.031 | 0.031 | SIGN | RIGHT | GUIDE, CAMP INSIDE BORDERS |
| 0.031 | 0.031 | INTERSECTION | LEFT | ROUTE 0928BZ (TURKEY RUN CAMPGROUND AND LOOP PARKING B) |
| 0.031 | 0.031 | SIGN | RIGHT | GUIDE, A |
| 0.035 | 0.035 | DROP INLET | LEFT | N/A |
| 0.053 | 0.053 | INTERSECTION | LEFT | ROUTE 0928FZ (TURKEY RUN CAMPGROUND AND LOOP PARKING F) |
| 0.070 | 0.070 | SIGN | RIGHT | GUIDE, C |
| 0.070 | 0.070 | SIGN | RIGHT | GUIDE, CAMP INSIDE BORDERS |
| 0.078 | 0.078 | INTERSECTION | RIGHT | ROUTE 0928CZ (TURKEY RUN CAMPGROUND AND LOOP PARKING C) |
| 0.084 | 0.084 | INTERSECTION | RIGHT | UNPAVED ROUTE |
| 0.086 | 0.086 | INTERSECTION | LEFT | ROUTE 0928GZ (TURKEY RUN CAMPGROUND AND LOOP PARKING G) |
| 0.089 | 0.089 | SIGN | RIGHT | REGULATORY, RESERVED PARKING |
| 0.111 | 0.111 | INTERSECTION | RIGHT | ROUTE 0928EZ (TURKEY RUN CAMPGROUND AND LOOP PARKING E) |
| 0.113 | 0.113 | SIGN | RIGHT | GUIDE, CAMP INSIDE BORDERS |
| 0.113 | 0.113 | SIGN | RIGHT | GUIDE, E |
| 0.120 | 0.120 | SIGN | LEFT | GUIDE, D |
| 0.120 | 0.120 | SIGN | LEFT | GUIDE, CAMP INSIDE BORDERS |
| 0.125 | 0.125 | INTERSECTION | LEFT | ROUTE 0928DZ (TURKEY RUN CAMPGROUND AND LOOP PARKING D) |

PRWI: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0500: TURKEY RUN CAMPGROUND LOOP

Notice: Culverts and drop inlets were marked by NPS and inventoried by RIP in Cycle 5 on all new or re-aligned DCV driven routes.

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|--------------------------|------------------------|----------------|-------------|---|
| 0.132 | 0.132 | INTERSECTION | RIGHT | ROUTE 0928HZ (TURKEY RUN CAMPGROUND AND LOOP PARKING H) |
| 0.140 | 0.140 | SIGN | RIGHT | GUIDE, IS YOUR CAMPFIRE DEAD OUT? |
| 0.146 | 0.146 | SIGN | LEFT | REGULATORY, DO NOT ENTER |
| 0.147 | 0.147 | SIGN | RIGHT | REGULATORY, STOP |
| 0.150 | 0.150 | INTERSECTION | LEFT | ROUTE 0012 (TURKEY RUN ACCESS ROAD) |
| 0.150 | 0.150 | INTERSECTION | RIGHT | ROUTE 0012 (TURKEY RUN ACCESS ROAD) |
| 0.150 | 0.150 | ROUTE END | N/A | TO ROUTE 0012 (TURKEY RUN ACCESS ROAD) |

Section 10 Appendix



Prince William Forest Park



Federal Lands Highway
Road Inventory Program

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

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

In an effort to improve the accuracy of treatment recommendations and pavement condition descriptions 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.

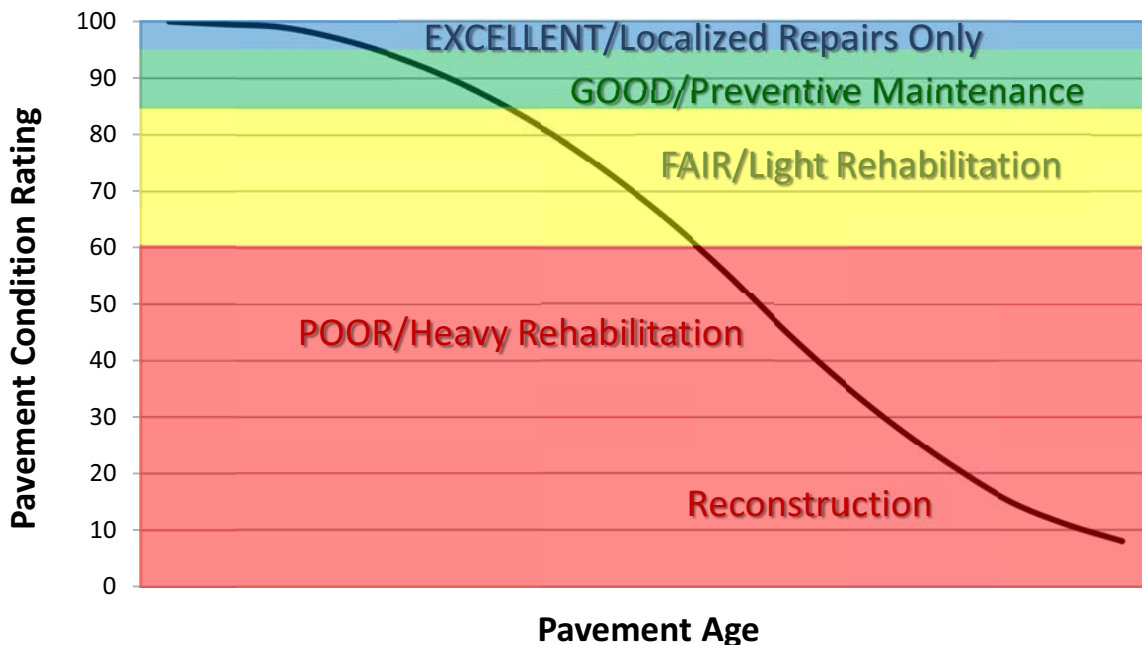
Explanation of the Excellent, Good, Fair and Poor Condition Descriptions

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.

Condition Categories and Treatments



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:

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

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

A detailed description of each distress index formula, roughness index formula, SCR and PCR is provided in this document beginning on page 8.

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 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:

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

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 (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

| <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 |