Federal Lands Highway

Road Inventory Program

Road Inventory and Condition Assessment

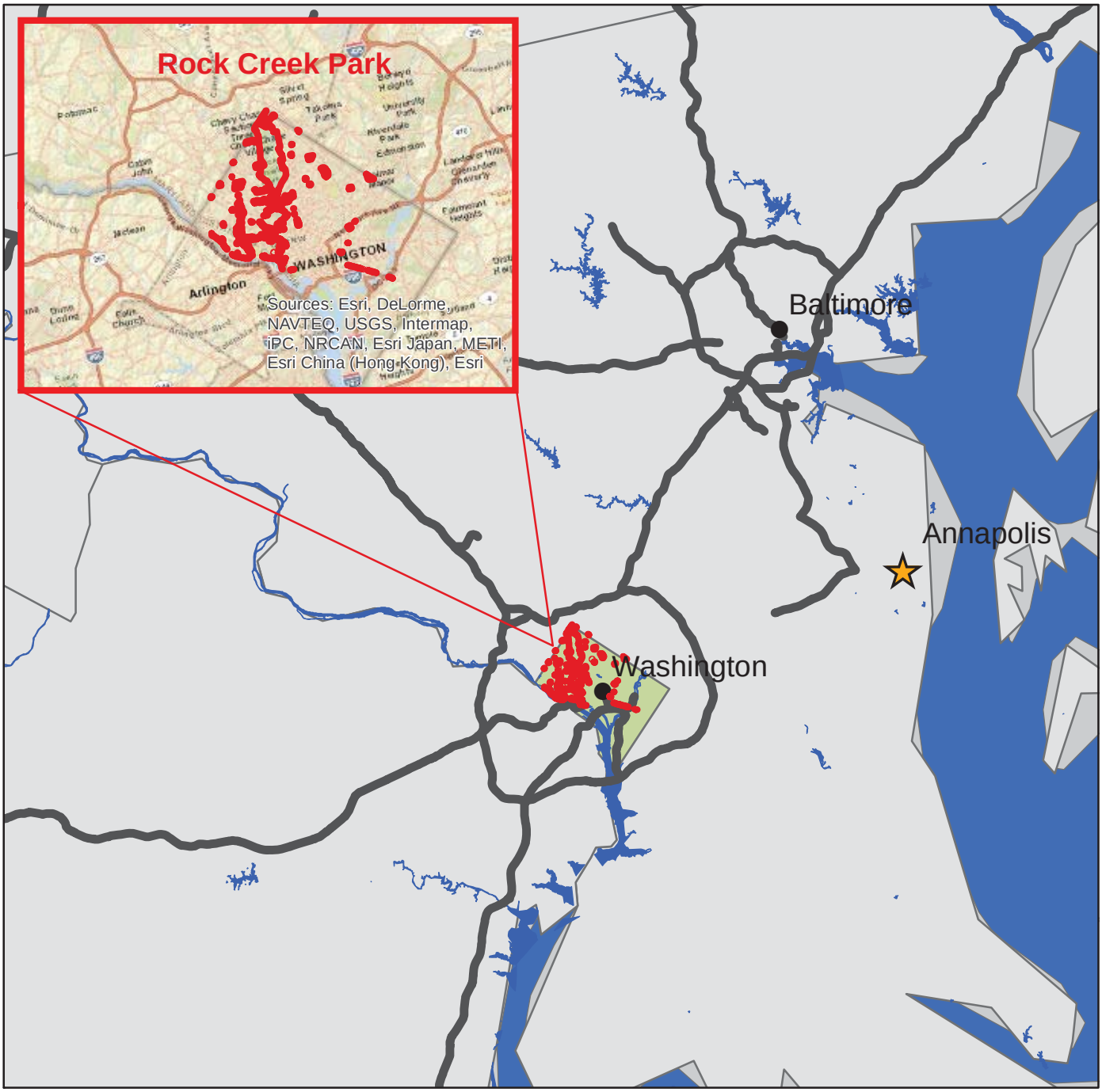
Rock Creek Park

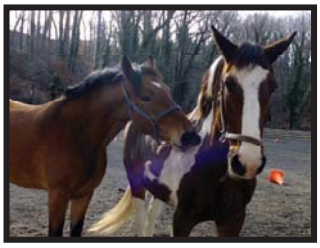
ROCR

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 04/2013
Report Date: 10/2013

Rock Creek Park
in
District of Columbia





DCV = Data Collection Vehicle

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INTRODUCTION

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

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

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

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

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

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

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

Cycle 5 has launched in the summer of 2010 and will again comprise all parks, large and small, that are served by paved roads and/or parking areas. For Cycle 5, the decision was made to collect condition data in large parks on Functional Class 1, 2, and 7 paved routes only, as well as any new routes that were previously not collected. In small parks, all paved routes and parking areas will be collected. As a result, this will include 81 large parks with 4,459 paved route miles and 231 small parks with 529 paved route miles and associated paved parking areas.

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

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

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

Respectfully,

FHWA RIP Team

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Section 2
Park Route Inventory

Rock Creek Park

Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven
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*** Only Functional Class 1, 2, & 7 routes, and previously uncollected routes were collected in Cycle 5

ROCR

ROCK CREEK PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0001	5	26130		ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND	FROM ROUTE 0932 (THOMPSON'S BOAT CENTER PARKING LOT) ON LEFT AND VIRGINIA AVENUE NORTHWEST ON RIGHT	TO CALVERT STREET NORTHWEST	N/A	2.16	0.00	2.16	1		AS	3
0002	5	51639		ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND	FROM CALVERT STREET NORTHWEST	TO ROUTE 0932 (THOMPSON'S BOAT CENTER PARKING LOT) ON RIGHT AND VIRGINIA AVENUE NORTHWEST ON LEFT	N/A	2.16	0.00	2.16	1		AS	3
0010	5	26716		BEACH DRIVE NORTHWEST	FROM PARK BOUNDARY AT MARYLAND STATE LINE (SIGN AND GATE)	TO ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)	N/A	6.48	0.00	6.48	1		AS	1,2,3
0011	5	26727		WEST BEACH DRIVE NORTHWEST	FROM PARKSIDE DRIVE NORTHWEST ON RIGHT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST)	N/A	0.08	0.00	0.08	1		AS	1
0012	5	26729		WISE ROAD NORTHWEST	FROM OREGON AVENUE NORTHWEST	TO ROUTE 0010 (BEACH DRIVE NORTHWEST)	N/A	0.61	0.00	0.61	1		AS	1
0013	5	27709		SHERRILL DRIVE NORTHWEST	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO 16TH STREET NORTHWEST	N/A	0.33	0.00	0.33	1		AS	1
0014	5	26717		BINGHAM DRIVE NORTHWEST	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO OREGON AVENUE NORTHWEST	N/A	0.42	0.00	0.42	1		AS	1
0015	5	26722		JOYCE ROAD NORTHWEST	FROM MILITARY ROAD NORTHWEST EASTBOUND	TO ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	N/A	0.53	0.00	0.53	1		AS	2
0016	5	26725		ROSS DRIVE NORTHWEST	FROM MILITARY ROAD NORTHWEST WESTBOUND	TO ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)	N/A	1.27	0.00	1.27	1		AS	2
0017	5	26723		MORROW DRIVE NORTHWEST	FROM ROUTE 0015 (JOYCE ROAD NORTHWEST)	TO 16TH STREET NORTHWEST	N/A	0.61	0.00	0.61	1		AS	2

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Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0018	5	26726		STAGE ROAD	FROM CONCRETE PATH	TO ROUTE 0017 (MORROW DRIVE NORTHWEST)	N/A	0.43	0.00	0.43	1		AS	2
0019	5	26720		GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST	FROM MILITARY ROAD NORTHWEST	TO ROUTE 0027 (BROAD BRANCH ROAD NORTHWEST) ON LEFT	N/A	1.65	0.00	1.65	1		AS	2
0020	5	27712		EAST GLOVER ROAD	FROM ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST) AT MP 0.13	TO ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST) AT MP 0.41	N/A	0.29	0.00	0.29	1		AS	2
0021	5	26721		GRANT ROAD NORTHWEST	FROM ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)	TO BROAD BRANCH ROAD NORTHWEST	N/A	0.37	0.00	0.37	1		AS	2
0022	5	26719		BLAGDEN AVENUE NORTHWEST	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO PARK BOUNDARY AT PAVEMENT CHANGE	N/A	0.16	0.00	0.16	1		AS	2
0024	5	26724		PINEY BRANCH PARKWAY NORTHWEST	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO ARKANSAS AVENUE NORTHWEST	N/A	0.84	0.00	0.84	1		AS	3
0025	5	51642		17TH STREET NORTHWEST	FROM ROUTE 0024 (PINEY BRANCH PARKWAY NORTHWEST)	TO PARK BOUNDARY SIGN	N/A	0.11	0.00	0.11	1		AS	3
0026	5	27710		CATHEDRAL AVENUE NORTHWEST	FROM CALVERT STREET NORTHWEST OVERPASS	TO ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)	N/A	0.14	0.00	0.14	1		AS	3
0027	5	27878		BROAD BRANCH ROAD NORTHWEST	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST) ON RIGHT	N/A	0.05	0.00	0.05	1		AS	2
0100	NC	29191		FORT TOTTEN PARK ACCESS	FROM FORT TOTTEN DRIVE	TO FORT TOTTEN DRIVE	N/A	0.00	0.28	0.28	2		GR	
0101	NC	29321		BARNARD HILL ROAD	FROM BUNKER HILL ROAD	TO END	N/A	0.00	0.42	0.42	2		GR	
0205	4	32670		MILKHOUSE FORD ROAD	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO ROUTE 0010 (BEACH DRIVE NORTHWEST)	N/A	0.14	0.00	0.14	3	7,550	AS	2

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Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0206	4	27711		ROCK CREEK PARK GOLF COURSE ACCESS ROAD	FROM 16TH STREET NORTHWEST	TO END OF LOOP	N/A	0.32	0.00	0.32	3		AS	2
0401	NC	29322		GOLF COURSE ROAD	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO END OF ROAD	N/A	0.00	0.54	0.54	5		GR	
0404	4	51646		CENTER FOR URBAN ECOLOGY ROAD	FROM ELLIOT PLACE NORTHWEST	TO ROUTE 0938 (CENTER FOR URBAN ECOLOGY PARKING)	N/A	0.10	0.00	0.10	6		AS	4
0405	4	51647		LOVERS LANE	FROM R STREET NORTHWEST AT PARK BOUNDARY	TO END OF PAVEMENT	N/A	0.19	0.23	0.42	6	9,926	AS	3
0406	NC	29323		OLD ROCK CREEK DAY ROAD	FROM ROCK CREEK DRIVE	TO END OF ROAD	N/A	0.00	0.07	0.07	5		GR	
0407	NC	51648		DUMDARTON OAKS ACCESS	FROM ROUTE 0405 (LOVERS LANE)	TO CONCRETE BARRIER	N/A	0.00	0.22	0.22	5		GR	
0408	NC	33709		KLINGLE MANSION SERVICE COURT AREA ROAD	FROM ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)	TO KLINGLE ROAD	N/A	0.00	0.15	0.15	5		GR	
0409	NC	33706		KLINGLE MANSION ENTRANCE LOOP ROAD	FROM END OF ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)	TO END OF LOOP	N/A	0.00	0.11	0.11	5		GR	
0500	4	51640		HORSE STABLE ROAD	FROM OREGON AVENUE NORTHWEST	TO ROUTE 0904 (H3 STABLE PARKING)	N/A	0.18	0.00	0.18	5		AS	1
0502	**5**	**33705**		**KLINGLE MANSION ENTRANCE ROAD**	**FROM WILLIAMSBURG LANE NORTHWEST**	**TO BEGINNING OF ROUTE 0409 (KLINGLE MANSION ENTRANCE LOOP ROAD)**	**N/A**	**0.12**	**0.00**	**0.12**	**7**		**AS**	**3**
0503	**5**	**51644**		**NORTH WATERSIDE DRIVE**	**FROM MASSACHUSETTS AVENUE NORTHWEST**	**TO ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)**	**N/A**	**0.16**	**0.00**	**0.16**	**7**		**AS**	**3**
0504ZZ	**5**	**51649**		**RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET**	**FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)**	**TO K STREET NORTHWEST - WHITEHURST FREEWAY**	**N/A**	**0.28**	**0.00**	**0.28**	**7**		**AS**	**3**

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0505	5	51650		RAMP FROM S/B ROCK CREEK PARKWAY TO PENNSYLVANIA AVENUE	FROM ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)	TO PENNSYLVANIA AVENUE NORTHWEST	N/A	0.08	0.00	0.08	7		AS	3
0506	5	51725		RAMP FROM "P" STREET TO N/B ROCK CREEK PARKWAY	FROM P STREET NORTHWEST	TO ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)	N/A	0.08	0.00	0.08	7		AS	3
0507ZZ	5	51726		RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET	FROM P STREET NORTHWEST AND ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)	TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND) AND P STREET NORTHWEST	N/A	0.19	0.00	0.19	7		AS	3
0508	5	51727		RAMP TO HARVARD STREET	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO HARVARD STREET NORTHWEST	N/A	0.07	0.00	0.07	7		AS	3
0509ZZ	5	27924		SOUTH WATERSIDE DRIVE N/B & S/B	FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND MASSACHUSSETTS AVENUE NORTHWEST	TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND) AND MASSACHUSSETTS AVENUE NORTHWEST	N/A	0.77	0.00	0.77	7		AS	3
0511ZZ	5	51638		RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW	FROM ROUTE 0015 (JOYCE ROAD NORTHWEST)	TO 17TH STREET NORTHWEST ON RIGHT AND MILITARY ROAD NORTHWEST WESTBOUND	N/A	0.27	0.00	0.27	7		AS	2
0900ZZ	4	51728		KLINGLE MANSION PARKING AREAS	ADJACENT TO ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)		N/A	0.00	0.00	0.00		7,526	AS	3
0902ZZ	**5**	**51730**		**CARTER BARRON PARKING AREAS**	**FROM ROUTE 0018 (STAGE ROAD)**	**TO ROUTE 0018 (STAGE ROAD) AND COLORADO AVENUE NORTHWEST**	**N/A**	**0.00**	**0.00**	**0.00**		**245,503**	**AS**	**2**
0903ZZ	4	51731		ROCK CREEK GOLF COURSE PARKING AREAS	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO PARKING	N/A	0.00	0.00	0.00		43,428	AS	2

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0904	4	51732		H3 STABLE PARKING	FROM END OF ROUTE 0500 (HORSE STABLE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		17,789	AS	1
0910	**5**	**51734**		**EDGEWATER STABLE PARKING**	**FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**26,658**	**AS**	**3**
0911	4	51735		PICNIC GROVE #2 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST)	TO ROUTE 0010 (BEACH DRIVE NORTHWEST)	N/A	0.00	0.00	0.00		11,025	AS	3
0912ZZ	4	51736		USPP PARKING AREA AREAS	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT AND RIGHT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	N/A	0.00	0.00	0.00		7,280	AS	2
0913	4	51738		PICNIC GROVE #6 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON RIGHT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON RIGHT	N/A	0.00	0.00	0.00		23,731	AS	2
0914	4	51739		PICNIC GROVE #7 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	N/A	0.00	0.00	0.00		18,240	AS	1
0915	4	51740		PICNIC GROVE # 8 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	N/A	0.00	0.00	0.00		12,065	AS	1
0916	4	51780		PICNIC GROVE #9 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	N/A	0.00	0.00	0.00		10,884	AS	1
0917	4	51783		PICNIC GROVE #10 PARKING	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	N/A	0.00	0.00	0.00		14,571	AS	1
0918	**5**	**51784**		**PICNIC GROVE #1 PARKING**	**FROM SHOEMAKER STREET NORTHWEST**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**10,686**	**AS**	**3**
0920	4	51787		TENNIS COURT PARKING LOOP	FROM PARK ROAD NORTHWEST	TO PARKING	N/A	0.00	0.00	0.00		15,510	AS	3
0921	4	51788		PICNIC AREA #2 NORTH / BROAD BRANCH PARKING	FROM ROUTE 0027 (BROAD BRANCH ROAD NORTHWEST)	TO PARKING	N/A	0.00	0.00	0.00		11,944	AS	2
0922	**5**	**51790**		**PICNIC GROVE #27 PARKING**	**FROM ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**1,979**	**AS**	**2**
0923	4	51792		PICNIC GROVE #13 PARKING	FROM ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)	TO ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)	N/A	0.00	0.00	0.00		23,115	AS	2

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0924	4	51794		NATURE CENTER ACCESS PARKING	FROM ROUTE 0020 (EAST GLOVER ROAD)	TO PARKING	N/A	0.00	0.00	0.00		49,835	AS	2
0925ZZ	4	51797		BOARDING STABLE ACCESS ROAD PARKING AREAS	FROM ROUTE 0924 (NATURE CENTER ACCESS PARKING)	TO PARKING	N/A	0.00	0.00	0.00		27,444	AS	2
0926	4	51798		ROCR MAINTENANCE PARKING	FROM ROUTE 0020 (EAST GLOVER ROAD)	TO PARKING	N/A	0.00	0.00	0.00		64,421	AS	2
0927	4	51800		PICNIC GROVE #20 PARKING	FROM ROUTE 0016 (ROSS DRIVE NORTHWEST)	TO ROUTE 0016 (ROSS DRIVE NORTHWEST)	N/A	0.00	0.00	0.00		1,253	AS	2
0928	4	51801		PICNIC GROVE #20A PARKING	FROM ROUTE 0016 (ROSS DRIVE NORTHWEST)	TO ROUTE 0016 (ROSS DRIVE NORTHWEST)	N/A	0.00	0.00	0.00		2,401	AS	2
0929	4	51802		PICNIC GROVE #21 PARKING	FROM ROUTE 0016 (ROSS DRIVE NORTHWEST)	TO PARKING	N/A	0.00	0.00	0.00		1,660	AS	2
0930	4	51804		PICNIC GROVE #22 PARKING	FROM ROUTE 0016 (ROSS DRIVE NORTHWEST)	TO PARKING	N/A	0.00	0.00	0.00		2,515	AS	2
0931	NC	51805		BATTERY KEMBLE ACCESS PARKING	FROM CHAIN BRIDGE ROAD	TO PARKING	N/A	0.00	0.00	0.00		23,295	GR	
0932	4	51807		THOMPSON'S BOAT CENTER PARKING LOT	FROM ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND) AT END	TO PARKING	N/A	0.00	0.00	0.00		35,683	AS	3
0933	4	51809		CARTER BARRON STAGE PARKING	FROM ROUTE 0018 (STAGE ROAD) AT MP 0.05 (ON RIGHT)	TO PARKING	N/A	0.00	0.00	0.00		3,368	AS	2
0934	4	51810		CARTER BARRON STAGE OVERFLOW PARKING	ADJACENT TO ROUTE 0018 (STAGE ROAD) AT MP 0.03 (ON RIGHT)		N/A	0.00	0.00	0.00		2,486	AS	2
0935	4	51811		ROCK CREEK GOLF COURSE MAINTENANCE PARKING	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD) AT MP 0.25 (ON LEFT)	TO PARKING	N/A	0.00	0.00	0.00		6,092	AS	2
0936	4	51813		PICNIC GROVE #11 PARKING	FROM ROUTE 0014 (BINGHAM DRIVE NORTHWEST) AT MP 0.25 (ON LEFT)	TO ROUTE 0014 (BINGHAM DRIVE NORTHWEST) AT MP 0.27 (ON LEFT)	N/A	0.00	0.00	0.00		2,243	AS	1
0937	4	51814		PICNIC GROVE #12 PARKING	FROM ROUTE 0014 (BINGHAM DRIVE NORTHWEST) AT MP 0.34 (ON LEFT)	TO ROUTE 0014 (BINGHAM DRIVE NORTHWEST) AT MP 0.36 (ON LEFT)	N/A	0.00	0.00	0.00		2,303	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

ROCR

ROCK CREEK PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0938	**5**	**51815**		**CENTER FOR URBAN ECOLOGY PARKING**	**FROM END OF ROUTE 0404 (CENTER FOR URBAN ECOLOGY ROAD)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**19,178**	**CO**	**4**
0939	4	51641		BOX OFFICE ROAD & PARKING	FROM COLORADO AVENUE NORTHWEST	TO COLORADO AVENUE NORTHWEST	N/A	0.00	0.00	0.00		18,781	AS	2
0940	**5**			**PIERCE MILL BUS LOOP**	**FROM TILDEN STREET NORTHWEST**	**TO TILDEN STREET NORTHWEST**	**N/A**	**0.00**	**0.00**	**0.00**		**4,274**	**AS**	**3**

Cycle 5 NPS/RIP Route ID Report

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Grey = Paved Routes, DCV not Driven	Black = State, Local or Private non-NPS Routes	= Concession Route Flag ON	

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** DCV - Data Collection Vehicle

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

CYCLE 5 COLLECTED SUMMARY TOTALS FOR ROCK CREEK PARK

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	20.71
Manually Rated Route Miles	0.00
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	20.71
Manually Rated Routes (SQFT)	0

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	308,278

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	50
**Manually Rated Routes PCR	N/A
**Parking PCR	72
***Total Equivalent Lane Miles	43.18

TOTAL PARK SUMMARY FOR ROCK CREEK PARK

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	21.64
TOTAL PAVED PARKING (SQFT)	745,871

* - 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:
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Grey = Paved Routes, DCV not Driven	Black = State, Local or Private non-NPS Routes	= Concession Route Flag ON	

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** DCV - Data Collection Vehicle

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

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 ROCR

Shading Color Key:
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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).

ROCR

ROCK CREEK PARK

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0504ZZ	**51649**	**5**	**RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET**	**FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)**	**TO K STREET NORTHWEST - WHITEHURST FREEWAY**		**7**	**0.28**	**0.00**	**0.28**	
0507ZZ	**51726**	**5**	**RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET**	**FROM P STREET NORTHWEST AND ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)**	**TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND) AND P STREET NORTHWEST**		**7**	**0.19**	**0.00**	**0.19**	
0509ZZ	**27924**	**5**	**SOUTH WATERSIDE DRIVE N/B & S/B**	**FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND MASSACHUSSETTS AVENUE NORTHWEST**	**TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND) AND MASSACHUSSETTS AVENUE NORTHWEST**		**7**	**0.77**	**0.00**	**0.77**	
0511ZZ	**51638**	**5**	**RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW**	**FROM ROUTE 0015 (JOYCE ROAD NORTHWEST)**	**TO 17TH STREET NORTHWEST ON RIGHT AND MILITARY ROAD NORTHWEST WESTBOUND**		**7**	**0.27**	**0.00**	**0.27**	
0900ZZ	51728	4	KLINGLE MANSION PARKING AREAS	ADJACENT TO ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)				0.00	0.00	0.00	7,526
0902ZZ	**51730**	**5**	**CARTER BARRON PARKING AREAS**	**FROM ROUTE 0018 (STAGE ROAD)**	**TO ROUTE 0018 (STAGE ROAD) AND COLORADO AVENUE NORTHWEST**			**0.00**	**0.00**	**0.00**	**245,503**
0903ZZ	51731	4	ROCK CREEK GOLF COURSE PARKING AREAS	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO PARKING			0.00	0.00	0.00	43,428
0912ZZ	51736	4	USPP PARKING AREA AREAS	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT AND RIGHT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT			0.00	0.00	0.00	7,280
0925ZZ	51797	4	BOARDING STABLE ACCESS ROAD PARKING AREAS	FROM ROUTE 0924 (NATURE CENTER ACCESS PARKING)	TO PARKING			0.00	0.00	0.00	27,444

NPS/RIP Subcomponent Details for ROCR

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ROCR

ROCK CREEK PARK

ROCR-0504ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0504AZ	51649	5	RAMP FROM N/B ROCK CREEK PARKWAY TO "K" STREET	FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)	TO K STREET NORTHWEST - WHITEHURST FREEWAY		7	0.06	0.00	0.06	
0504BZ	51649	5	RAMP FROM S/B ROCK CREEK PARKWAY TO "K" STREET	FROM K STREET NORTHWEST - WHITEHURST FREEWAY	TO ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)		7	0.07	0.00	0.07	
0504CZ	51649	5	RAMP FROM "K" STREET TO N/B ROCK CREEK PARKWAY	FROM ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)	TO 28TH STREET NORTHWEST ON RIGHT AND K STREET NORTHWEST - WHITEHURST FREEWAY ON LEFT		7	0.08	0.00	0.08	
0504DZ	51649	5	RAMP FROM "K" STREET TO S/B ROCK CREEK PARKWAY	FROM K STREET NORTHWEST - WHITEHURST FREEWAY	TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)		7	0.07	0.00	0.07	

ROCR-0507ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0507AZ	51726	5	RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY	FROM P STREET NORTHWEST	TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)		7	0.09	0.00	0.09	
0513BZ	51726	5	RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET	FROM ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)	TO P STREET NORTHWEST		7	0.10	0.00	0.10	

NPS/RIP Subcomponent Details for ROCR

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Red text denotes approx. mileage
Grey = Paved Routes, DCV not Driven | Black = State, Local or Private non-NPS Routes | = Concession Route Flag ON

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ROCR

ROCK CREEK PARK

ROCR-0509ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0509AZ	27924	5	SOUTH WATERSIDE DRIVE N/B	FROM ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND) AND MASSACHUSETTS AVENUE NORTHWEST	TO MASSACHUSETTS AVENUE NORTHWEST AND ROUTE 0001 (ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND)		7	0.38	0.00	0.38	
0510BZ	27924	5	SOUTH WATERSIDE DRIVE S/B	FROM MASSACHUSETTS AVENUE NORTHWEST	TO ROUTE 0002 (ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND)		7	0.39	0.00	0.39	

ROCR-0511ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0511CZ	51638	5	RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW	FROM ROUTE 0015 (JOYCE ROAD NORTHWEST)	TO 17TH STREET NORTHWEST ON RIGHT		7	0.08	0.00	0.08	
0511DZ	51638	5	RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW	FROM ROUTE 0015 (JOYCE ROAD NORTHWEST)	TO MILITARY ROAD NORTHWEST WESTBOUND		7	0.19	0.00	0.19	

ROCR-0900ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0900AZ	51728	4	KLINGLE MANSION PARKING A	FROM ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)	TO PARKING			0.00	0.00	0.00	3,690
0900BZ	51728	4	KLINGLE MANSION PARKING B	ADJACENT TO ROUTE 0502 (KLINGLE MANSION ENTRANCE ROAD)				0.00	0.00	0.00	3,836

NPS/RIP Subcomponent Details for ROCR

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Grey = Paved Routes, DCV not Driven | Black = State, Local or Private non-NPS Routes | = Concession Route Flag ON

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ROCR

ROCK CREEK PARK

ROCR-0902ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0902AZ	51730	5	CARTER BARRON PARKING AREA - LOT A	FROM ROUTE 0018 (STAGE ROAD)	TO ROUTE 0902BZ (CARTER BARRON PARKING AREA - LOT B)			0.00	0.00	0.00	17,507
0902BZ	51730	5	CARTER BARRON PARKING AREA - LOT B	FROM ROUTE 0018 (STAGE ROAD)	TO ROUTE 0902AZ (CARTER BARRON PARKING AREA - LOT A) AND ROUTE 0902CZ (CARTER BARRON PARKING AREA - LOT C)			0.00	0.00	0.00	139,771
0902CZ	51730	5	CARTER BARRON PARKING AREA - LOT C	FROM ROUTE 0902BZ (CARTER BARRON PARKING AREA - LOT B)	TO COLORADO AVENUE NORTHWEST			0.00	0.00	0.00	88,225

ROCR-0903ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0903AZ	51731	4	ROCK CREEK GOLF COURSE PARKING A	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO PARKING			0.00	0.00	0.00	14,019
0903BZ	51731	4	ROCK CREEK GOLF COURSE PARKING B	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO PARKING			0.00	0.00	0.00	16,128
0903CZ	51731	4	ROCK CREEK GOLF COURSE PARKING C	FROM ROUTE 0206 (ROCK CREEK PARK GOLF COURSE ACCESS ROAD)	TO PARKING			0.00	0.00	0.00	13,281

ROCR-0912ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0912AZ	51736	4	USPP PARKING AREA A	FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT	TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT			0.00	0.00	0.00	5,458
0912BZ	51736	4	USPP PARKING AREA B / PICNIC GROVE #5	ADJACENT TO ROUTE 0010 (BEACH DRIVE NORTHWEST) ON RIGHT				0.00	0.00	0.00	1,822

NPS/RIP Subcomponent Details for ROCR

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Grey = Paved Routes, DCV not Driven | Black = State, Local or Private non-NPS Routes | = Concession Route Flag ON

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ROCR

ROCK CREEK PARK

ROCR-0925ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0925AZ	51797	4	BOARDING STABLE ACCESS ROAD PARKING A	FROM ROUTE 0924 (NATURE CENTER ACCESS PARKING)	TO PARKING			0.00	0.00	0.00	10,506
0925BZ	51797	4	BOARDING STABLE ACCESS ROAD PARKING B	FROM ROUTE 0925AZ (BOARDING STABLE ACCESS ROAD PARKING A)	TO PARKING			0.00	0.00	0.00	16,938

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - ROCR

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Addition**	**Comments**
0940	PIERCE MILL BUS LOOP	OTHER	PAVED PARKING AREA ADDED IN CYCLE 5.

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Modification**	**Comments**
0900ZZ	KLINGLE MANSION PARKING AREAS	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE (0900AZ) TO REFLECT PARKING LOT GEOMETRY ACCURATELY.
0910	EDGEWATER STABLE PARKING	SQ FEET CHANGE	ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY.
0918	PICNIC GROVE #1 PARKING	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY. RECOLLECTED IN CYCLE 5.
0922	PICNIC GROVE #27 PARKING	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY. RECOLLECTED IN CYCLE 5.
0927	PICNIC GROVE #20 PARKING	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY.
0938	CENTER FOR URBAN ECOLOGY PARKING	SQ FEET CHANGE	MINOR ADJUSTMENT MADE TO SHAPE TO REFLECT PARKING LOT GEOMETRY ACCURATELY. MULTIPLE SURFACE TYPES: AS 2 PARTS, 6626 SF; CO PAD= 1 PART, 12552 SF.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - ROCR

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0015	JOYCE ROAD NORTHWEST	ROUTES COMBINED	MOVED THE ROUTE START POINT BACK TO MILITARY ROAD NW TO INCLUDE THE ON-RAMP. THE ON-RAMP WAS PART OF 0511ZZ IN CYCLE 4.
0016	ROSS DRIVE NORTHWEST	ROUTES COMBINED	REVERSED DIRECTION AND INCLUDED THE ON-RAMP. THE ON-RAMP WAS PART OF 0511ZZ IN CYCLE 4.
0019	GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST	ROUTE NAME	NAME CHANGED FROM "GLOVER ROAD NORTHWEST" TO "GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST".
0405	LOVERS LANE	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASS CHANGE FROM 5 TO 6 IN CYCLE 5.
0504ZZ	RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET	ROUTE NAME	NAME CHANGED FROM "RAMP A FOR K STREET NORTHWEST-WHITEHURST FREEWAY" TO "RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0505	RAMP FROM S/B ROCK CREEK PARKWAY TO PENNSYLVANIA AVENUE	ROUTE NAME	NAME CHANGED FROM "PENNSYLVANIA AVENUE RAMP" TO "RAMP FROM S/B ROCK CREEK PARKWAY TO PENNSYLVANIA AVENUE" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0506	RAMP FROM "P" STREET TO N/B ROCK CREEK PARKWAY	ROUTE NAME	NAMED CHANGED FROM "P STREET RAMP NORTHBOUND" TO "RAMP FROM "P" STREET TO N/B ROCK CREEK PARKWAY" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0507ZZ	RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET	ROUTE NAME	NAME CHANGED FROM "P STREET RAMPS SOUTHBOUND" TO "RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0509ZZ	SOUTH WATERSIDE DRIVE N/B & S/B	ROUTE NAME	NAME CHANGED FROM "SOUTH WATERSIDE DRIVE NORTHWEST" TO "SOUTH WATERSIDE DRIVE N/B & S/B" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - ROCR

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0511ZZ	RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW	ROUTE SPLIT	LENGTH SHORTER IN CYCLE 5 BECAUSE TWO OF THE RAMPS WERE SPLIT OUT OF 0511ZZ AND COMBINED WITH ROUTES 0015 & 0016. NAME CHANGED FROM "RAMPS FOR MILITARY ROAD NORTHWEST" TO "RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0902ZZ	CARTER BARRON PARKING AREAS	ROUTE NAME	NAME CHANGED FROM "CARTER BARRON TENNIS CENTER PARKING" TO "CARTER BARRON PARKING AREAS".
0921	PICNIC AREA #2 NORTH / BROAD BRANCH PARKING	ROUTE NAME	NAME CHANGED FROM "BIKE ROUTE PARKING / PICNIC AREA #2" TO "PICNIC AREA #2 NORTH/ BROAD BRANCH PARKING" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.
0926	ROCR MAINTENANCE PARKING	ROUTE NAME	NAMED CHANGED FROM "HEADQUARTERS PARKING" TO "ROCR MAINTENANCE PARKING" IN CYCLE 5.
0939	BOX OFFICE ROAD & PARKING	ROUTE NAME	NAME CHANGED FROM "CARTER BARRON LOOP AND PARKING AREA" TO "BOX OFFICE ROAD & PARKING" PER USPP RECOMMENDATION AND PARK'S APPROVAL IN CYCLE 5.

ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Reason for Removal**	**Comments**
0919	PIERCE MILL PARKING	OTHER	NO LONGER A PARKING AREA, REMOVED IN CYCLE 5.

Section 3
Park Summary Information

Rock Creek Park

Federal Lands Highway
Road Inventory Program

ROCR: 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	8.57	41.38%	5.69	27.47%	2.68	12.94%	1.75	8.45%	**18.69**
2									
3									
4									
5									
6									
7	0.89	4.30%	0.48	2.32%	0.30	1.45%	0.35	1.69%	**2.02**
8									
Totals	**9.46**	**45.68%**	**6.17**	**29.79%**	**2.98**	**14.39%**	**2.10**	**10.14%**	**20.71**

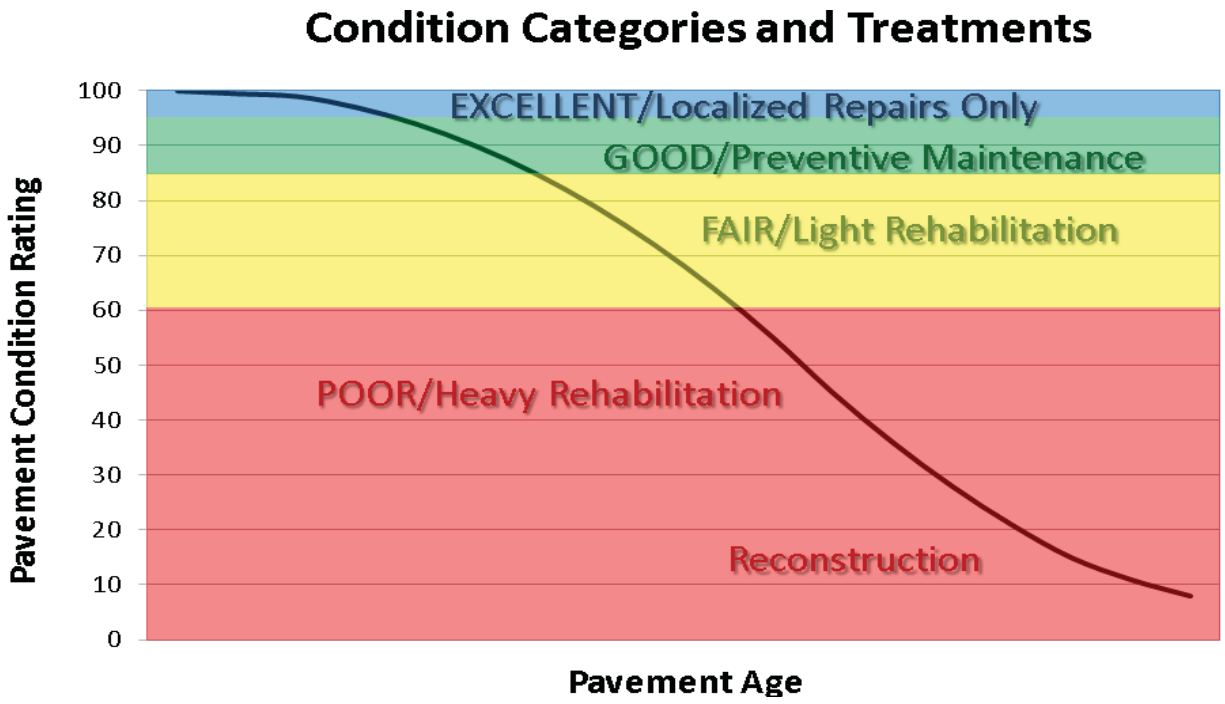
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class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

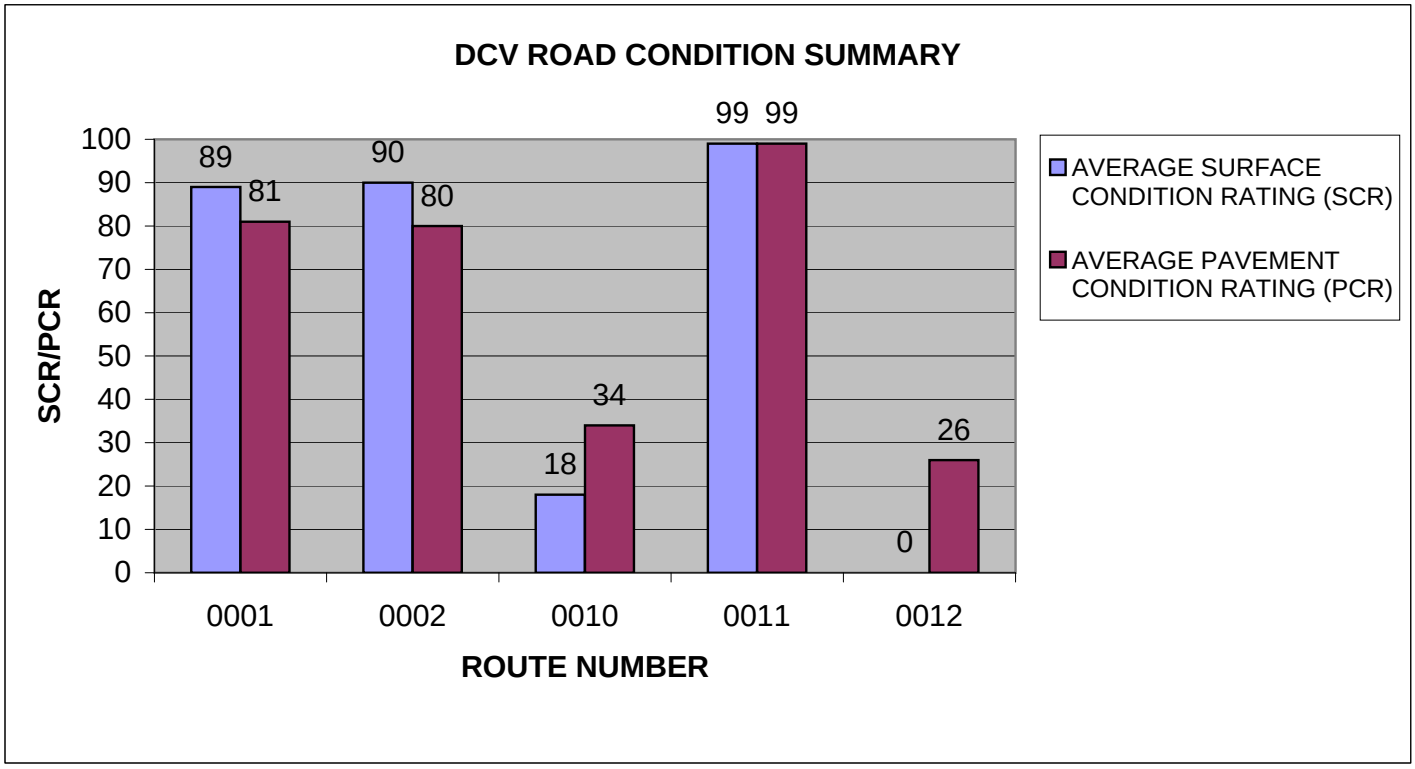
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely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



ROCR: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

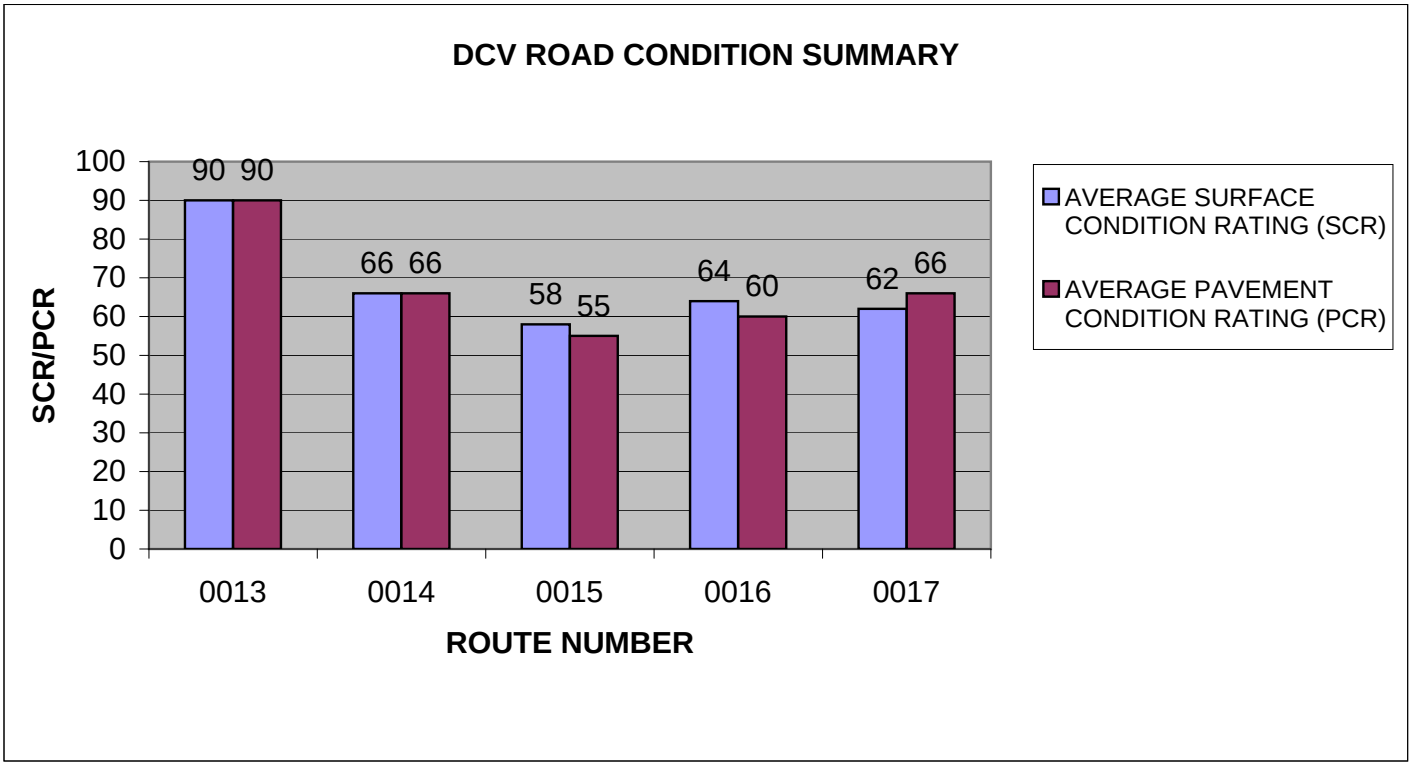
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0001	ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND	1	2.16	ASPHALT	89	81
0002	ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND	1	2.16	ASPHALT	90	80
0010	BEACH DRIVE NORTHWEST	1	6.48	ASPHALT	18	34
0011	WEST BEACH DRIVE NORTHWEST	1	0.08	ASPHALT	99	99
0012	WISE ROAD NORTHWEST	1	0.61	ASPHALT	0	26



ROCR: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

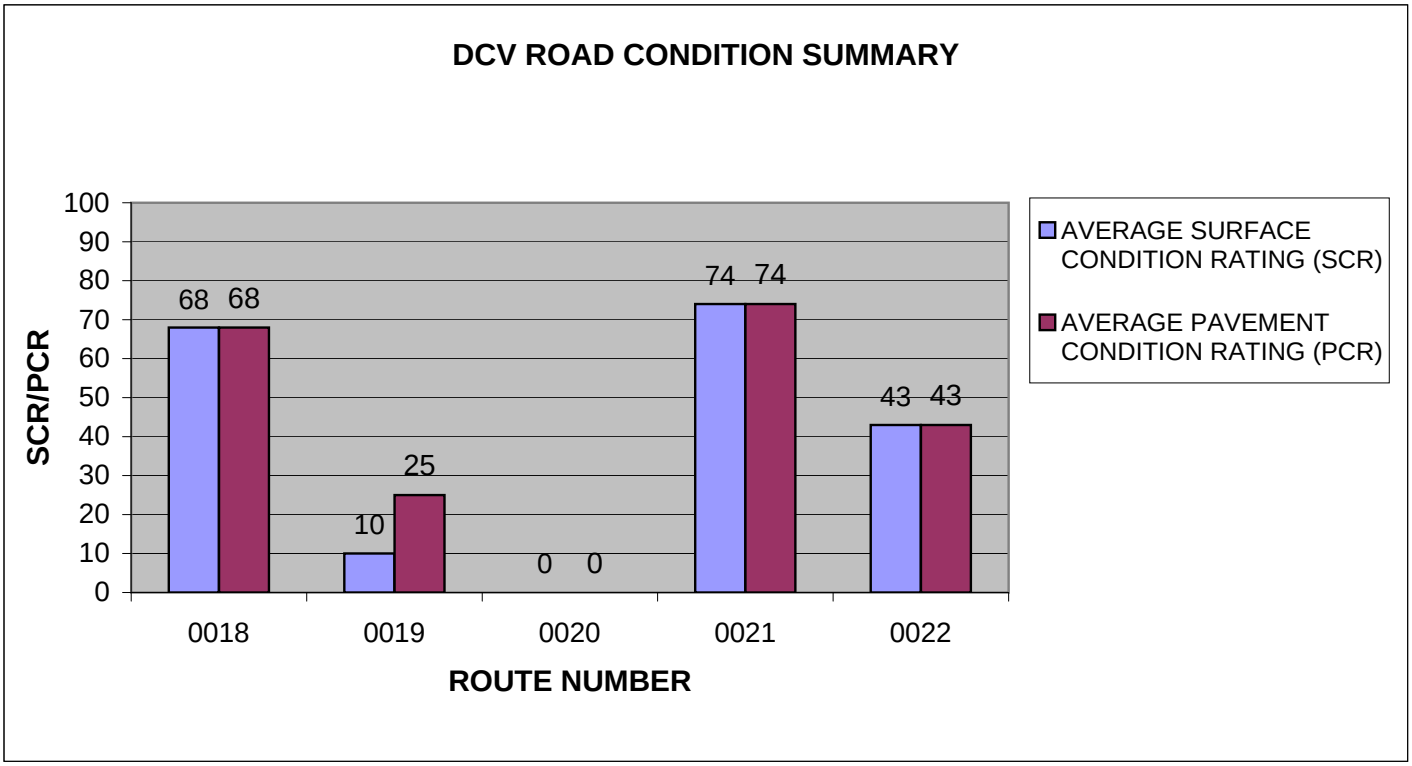
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0013	SHERRILL DRIVE NORTHWEST	1	0.33	ASPHALT	90	90
0014	BINGHAM DRIVE NORTHWEST	1	0.42	ASPHALT	66	66
0015	JOYCE ROAD NORTHWEST	1	0.53	ASPHALT	58	55
0016	ROSS DRIVE NORTHWEST	1	1.27	ASPHALT	64	60
0017	MORROW DRIVE NORTHWEST	1	0.61	ASPHALT	62	66



ROCR: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

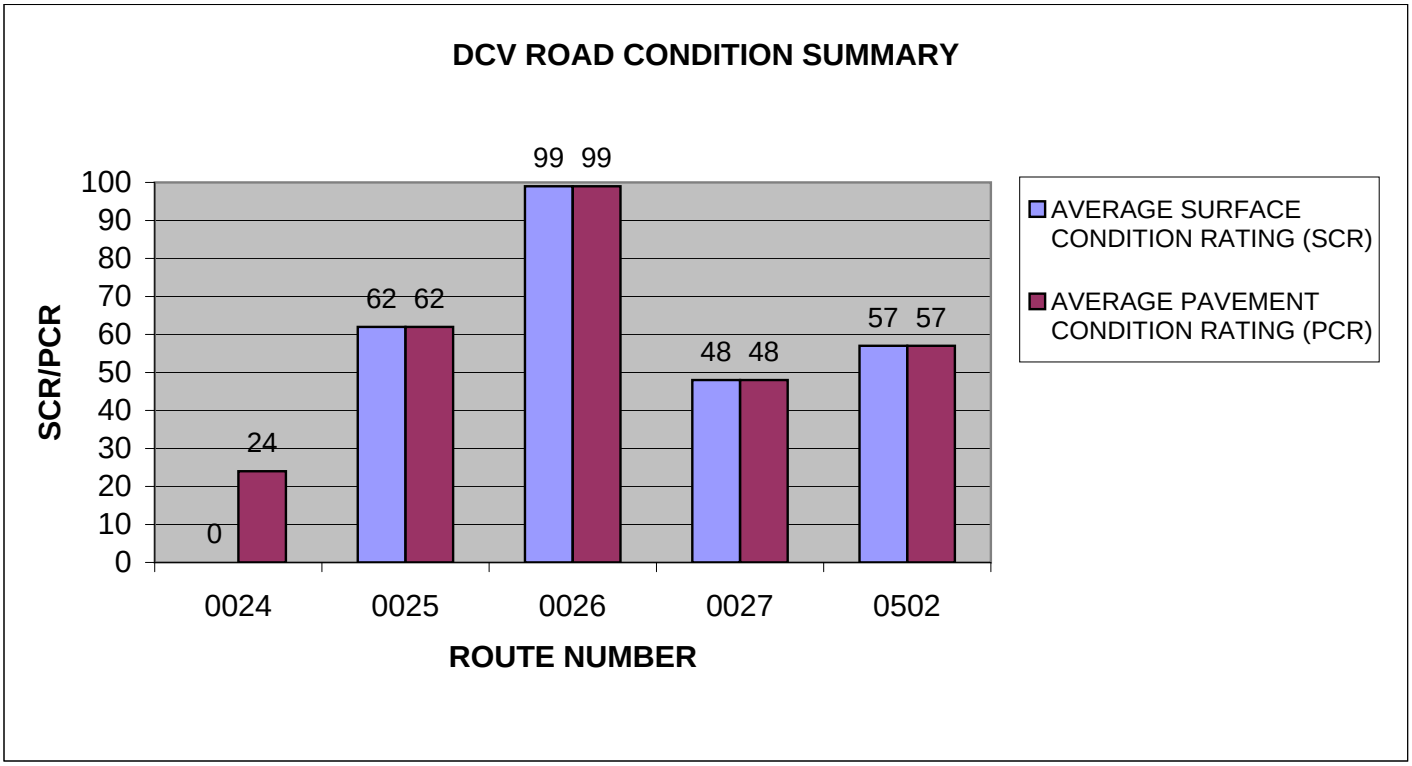
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0018	STAGE ROAD	1	0.43	ASPHALT	68	68
0019	GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST	1	1.65	ASPHALT	10	25
0020	EAST GLOVER ROAD	1	0.29	ASPHALT	0	0
0021	GRANT ROAD NORTHWEST	1	0.37	ASPHALT	74	74
0022	BLAGDEN AVENUE NORTHWEST	1	0.16	ASPHALT	43	43



ROCR: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

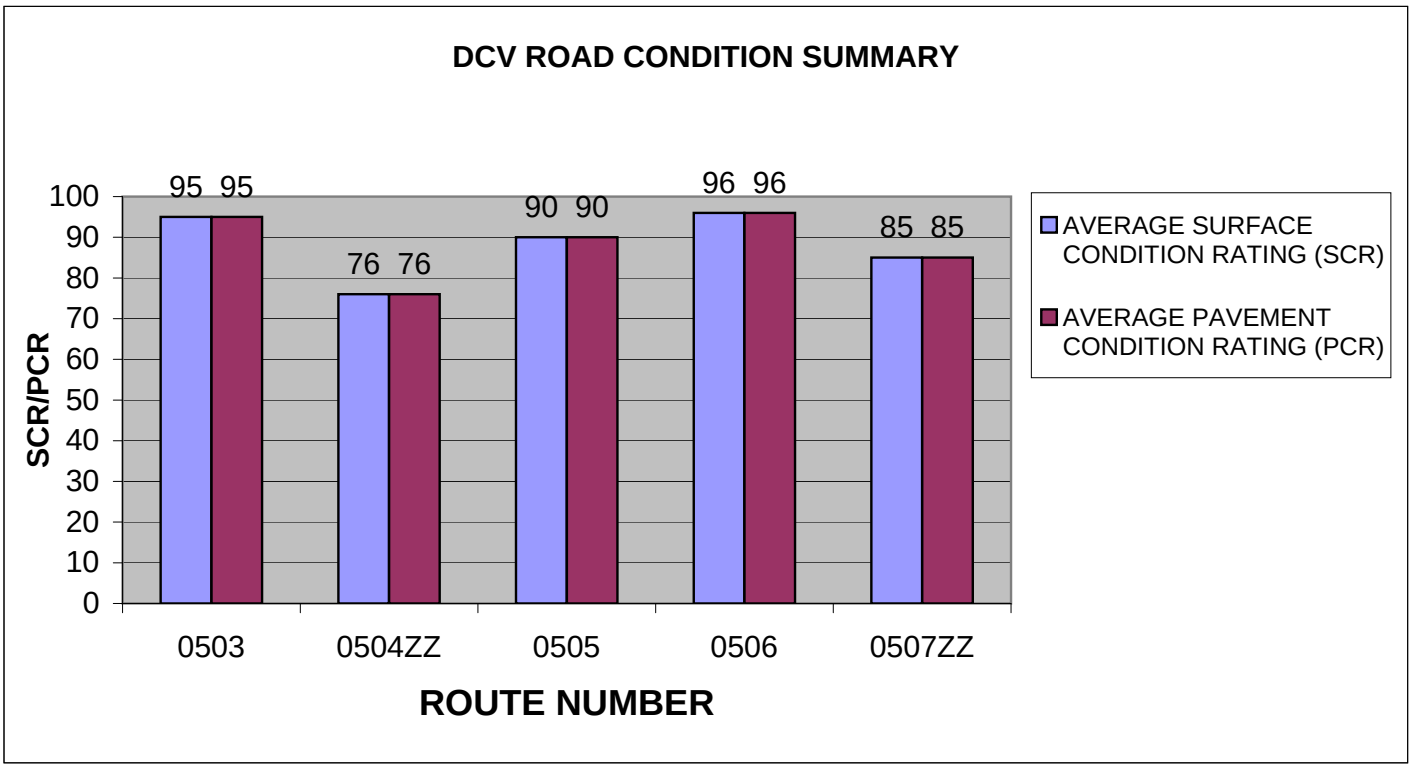
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0024	PINEY BRANCH PARKWAY NORTHWEST	1	0.84	ASPHALT	0	24
0025	17TH STREET NORTHWEST	1	0.11	ASPHALT	62	62
0026	CATHEDRAL AVENUE NORTHWEST	1	0.14	ASPHALT	99	99
0027	BROAD BRANCH ROAD NORTHWEST	1	0.05	ASPHALT	48	48
0502	KLINGLE MANSION ENTRANCE ROAD	7	0.12	ASPHALT	57	57



ROCR: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

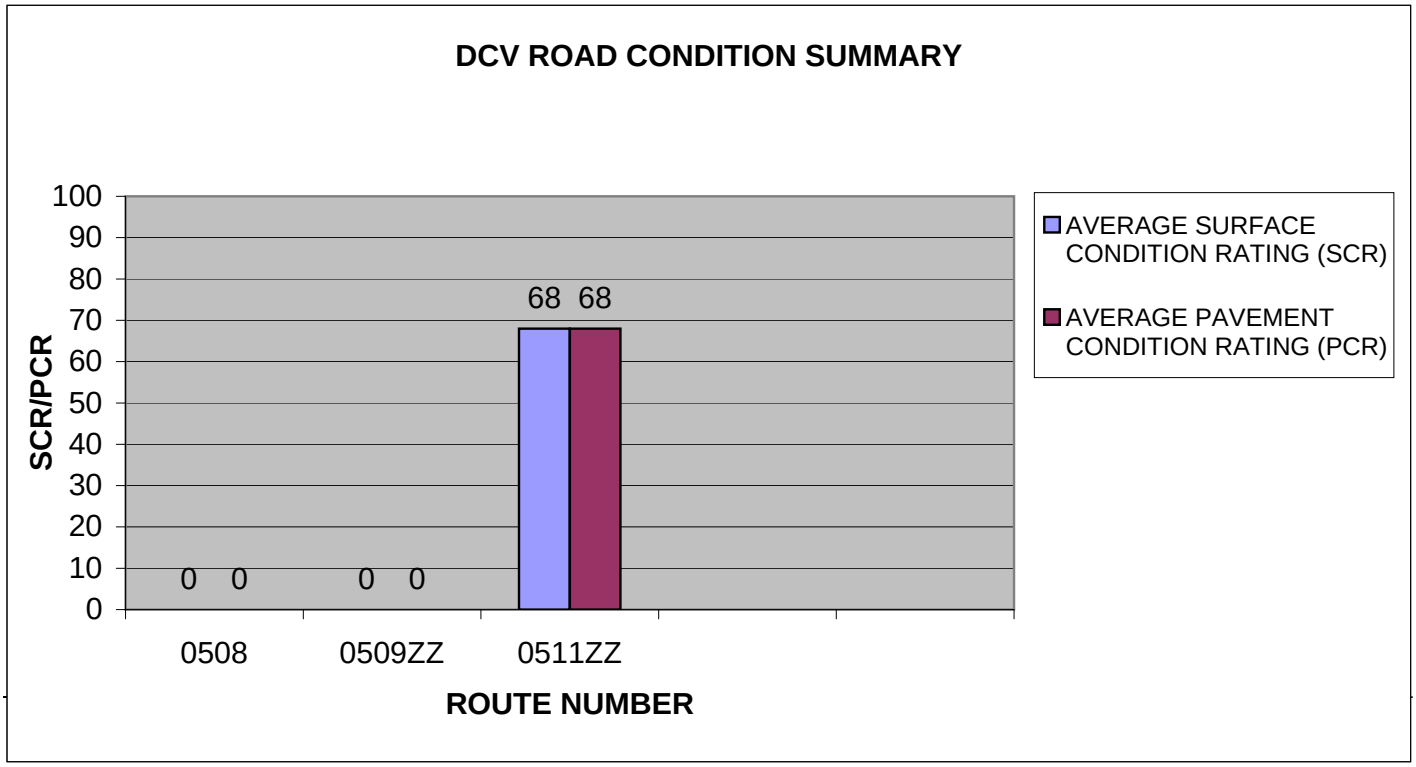
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0503	NORTH WATERSIDE DRIVE	7	0.16	ASPHALT	95	95
0504ZZ	RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET	7	0.28	ASPHALT	76	76
0505	RAMP FROM S/B ROCK CREEK PARKWAY TO PENNSYLVANIA AVENUE	7	0.08	ASPHALT	90	90
0506	RAMP FROM "P" STREET TO N/B ROCK CREEK	7	0.08	ASPHALT	96	96
0507ZZ	RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET	7	0.19	ASPHALT	85	85



ROCR: 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)
0508	RAMP TO HARVARD STREET	7	0.07	ASPHALT	0	0
0509ZZ	SOUTH WATERSIDE DRIVE N/B & S/B	7	0.77	ASPHALT	0	0
0511ZZ	RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW	7	0.27	ASPHALT	68	68

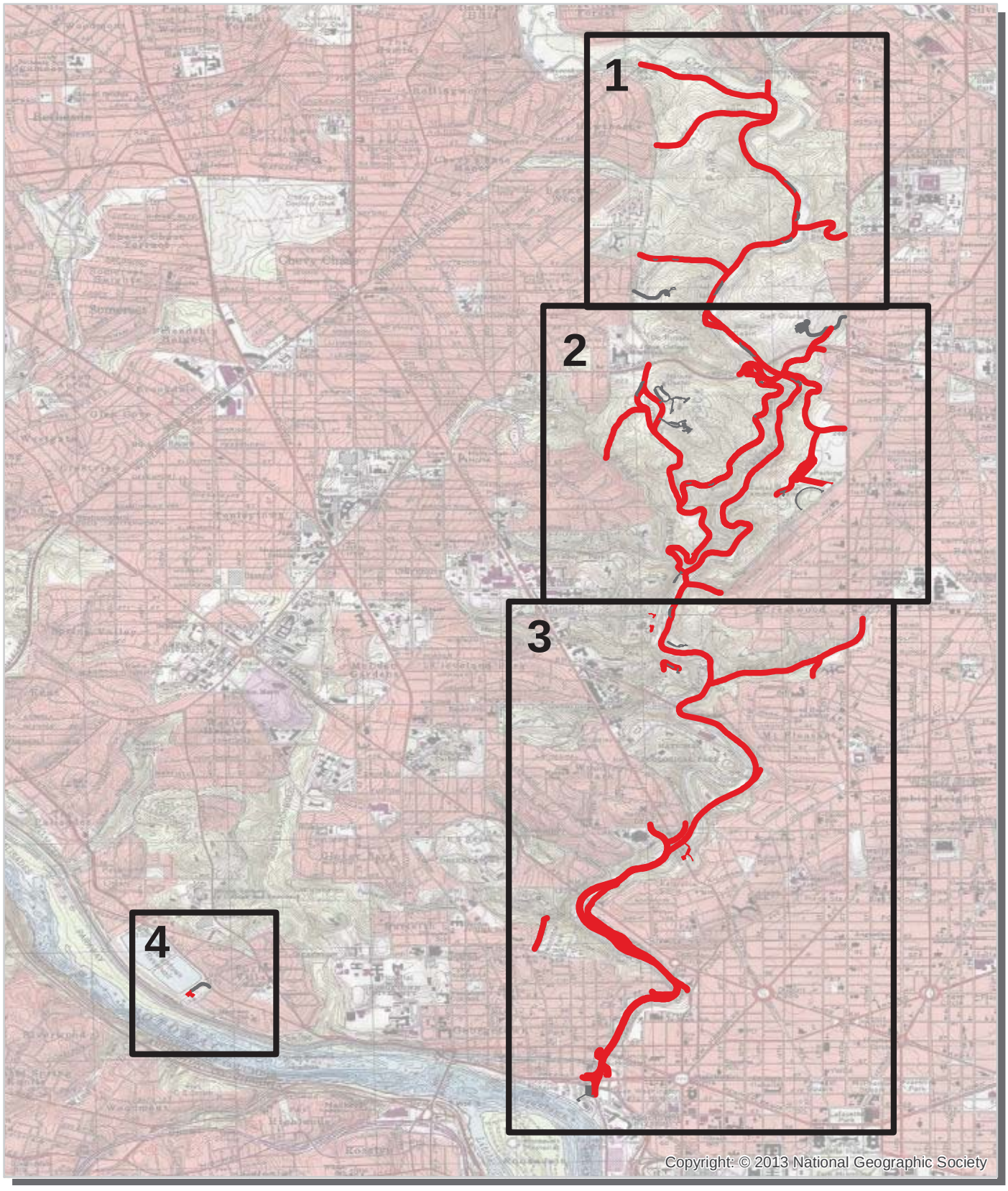


Section 4
Park Route Location Maps

Rock Creek Park

Federal Lands Highway
Road Inventory Program

Rock Creek Park
Route Location Map
Key Map



Cycle 5 Collected Routes

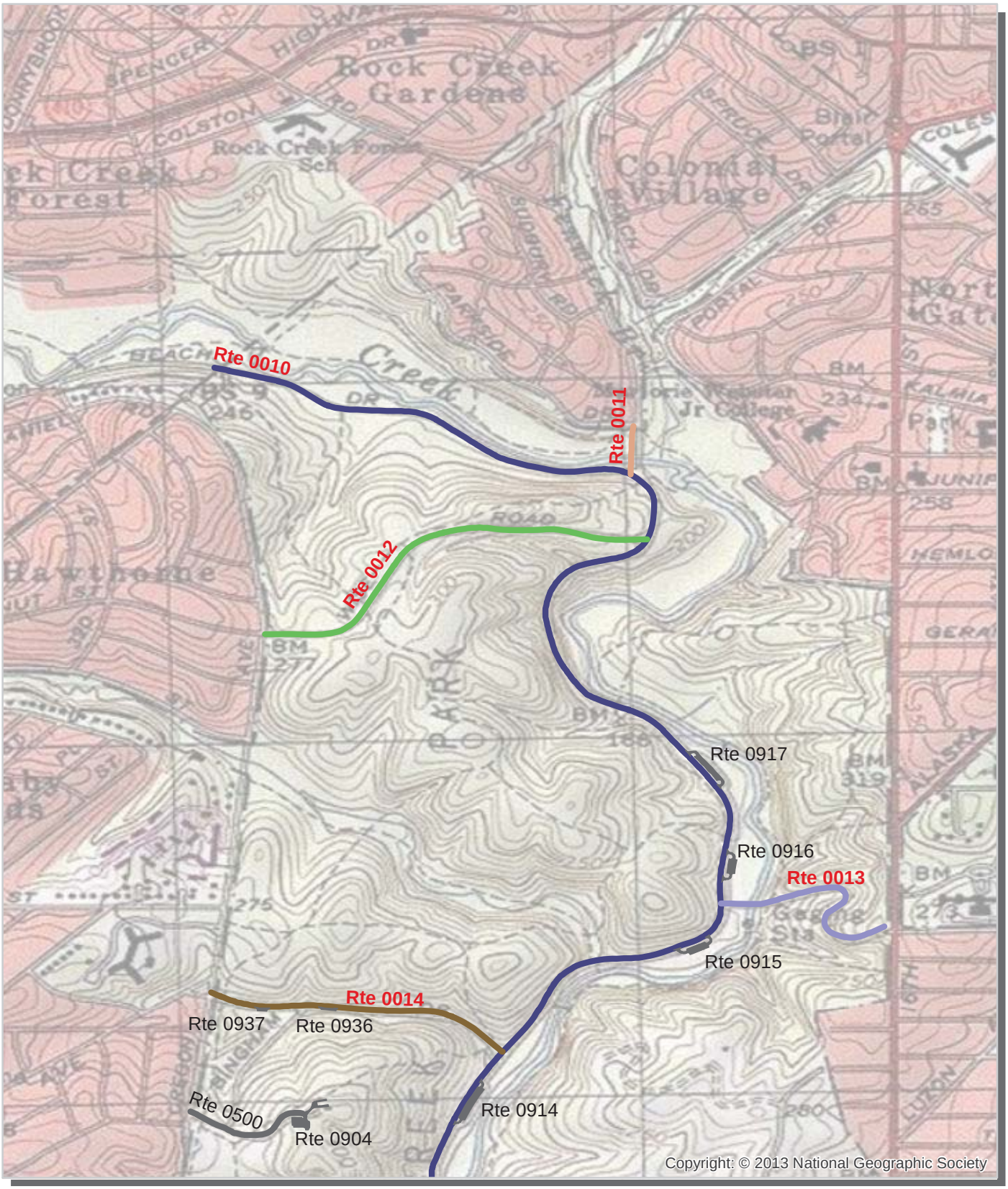
Routes Collected in Previous Cycle

0.8 0.4 0 0.8

Miles

N

Rock Creek Park
Route Location Map
Area 1



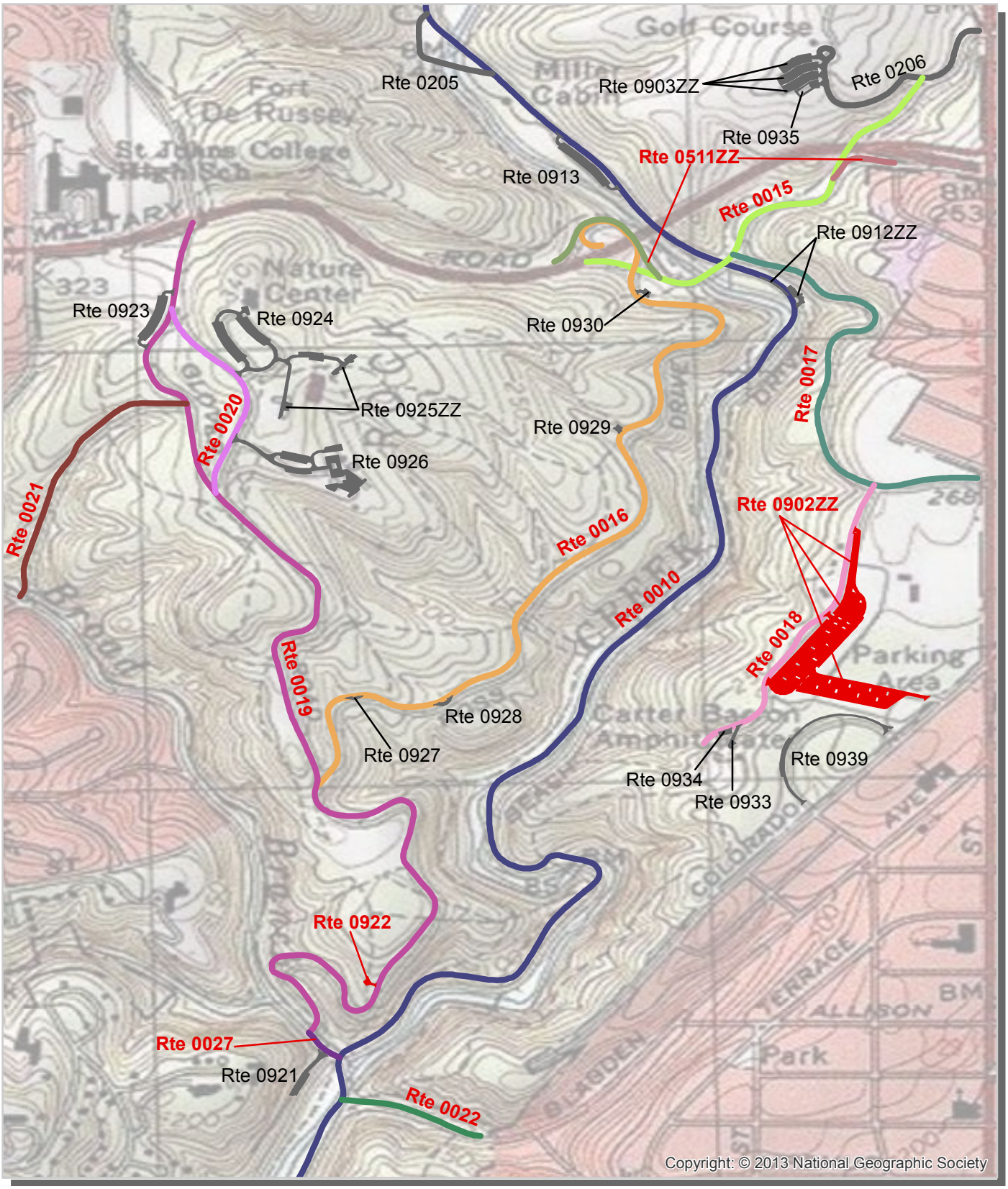
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.4 0.2 0 0.4 Miles

N

Rock Creek Park
Route Location Map
Area 2



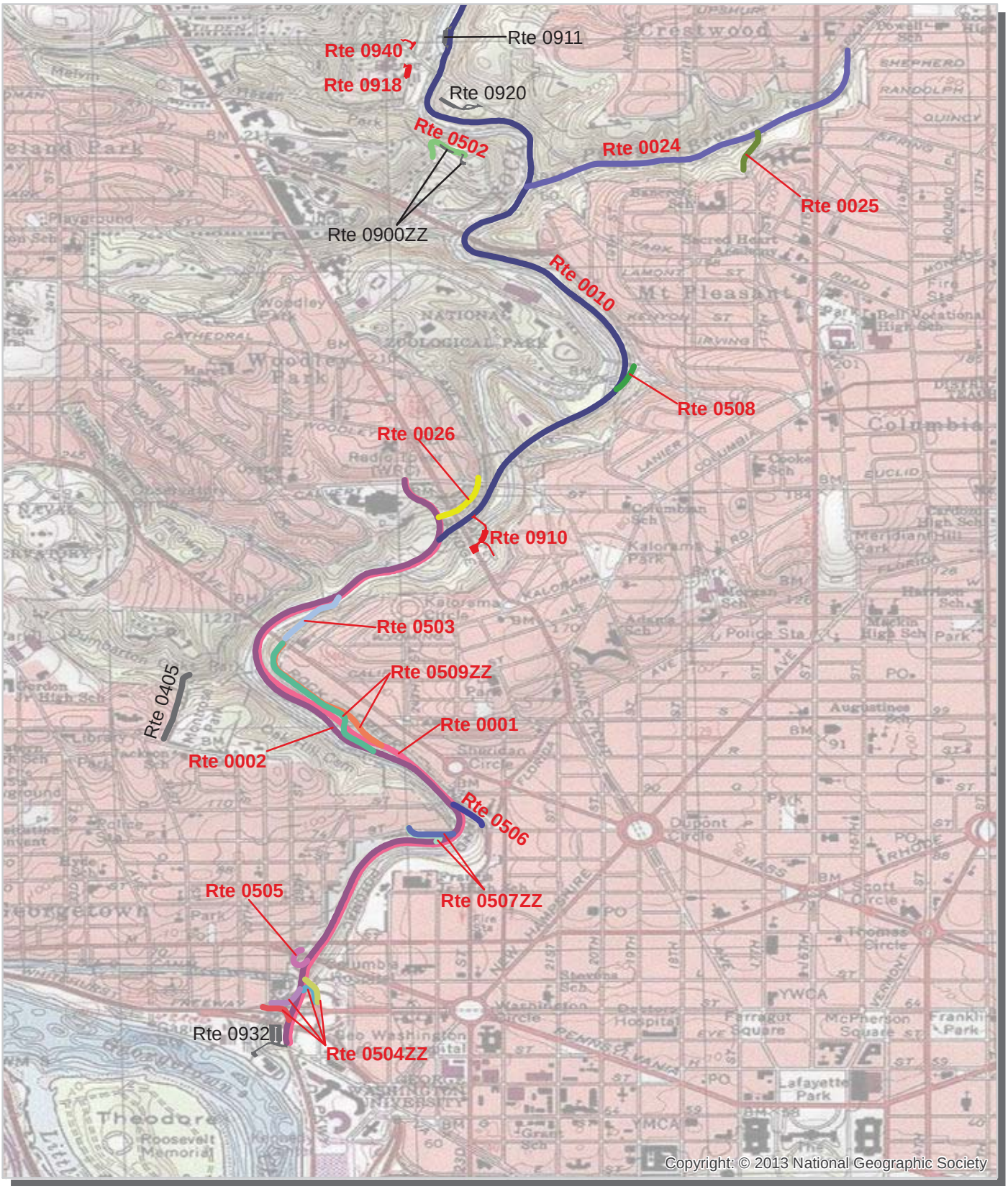
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.35 0.175 0 0.35 Miles

N

Rock Creek Park
Route Location Map
Area 3



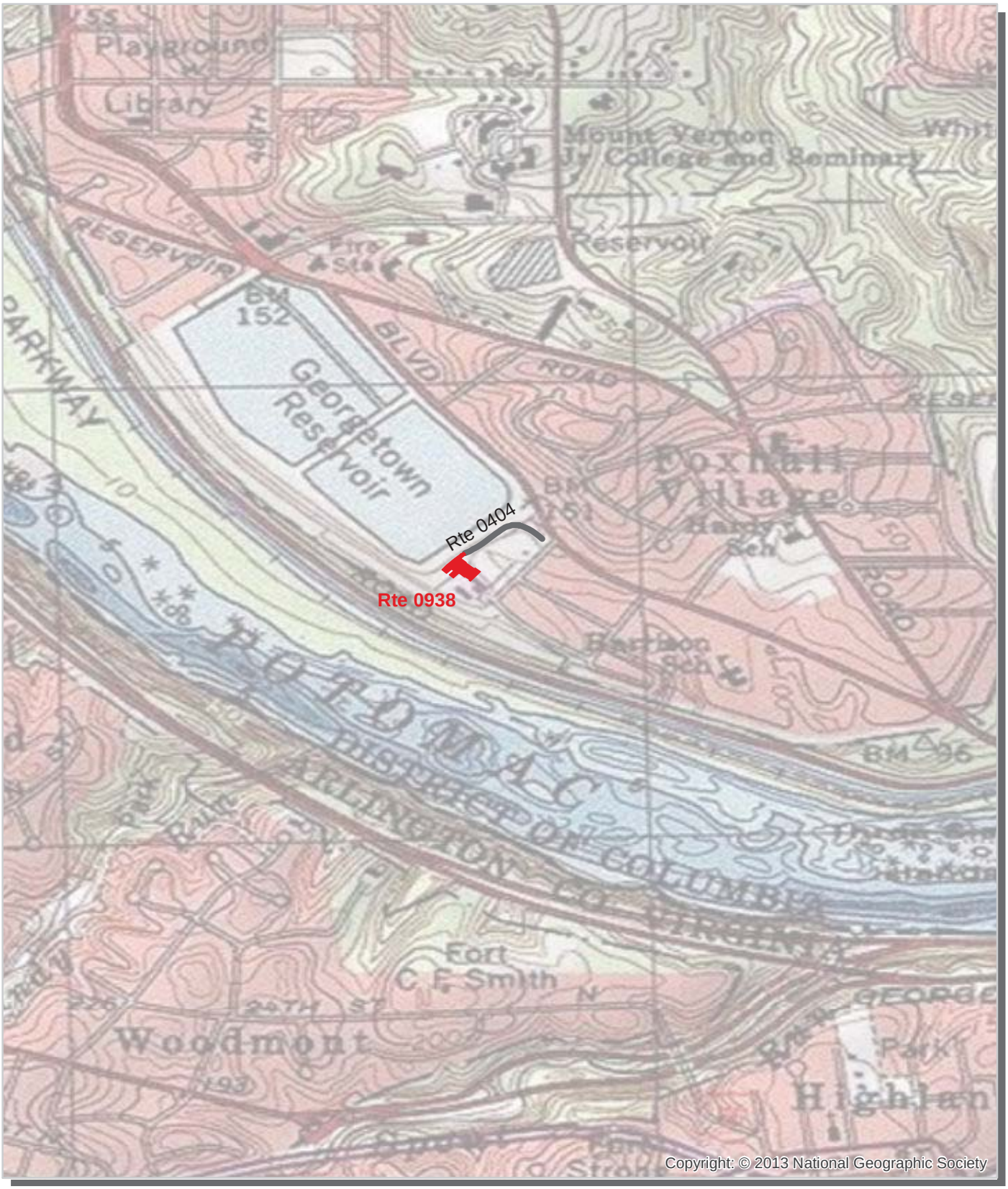
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.65 0.325 0 0.65 Miles

N

Rock Creek Park
Route Location Map
Area 4



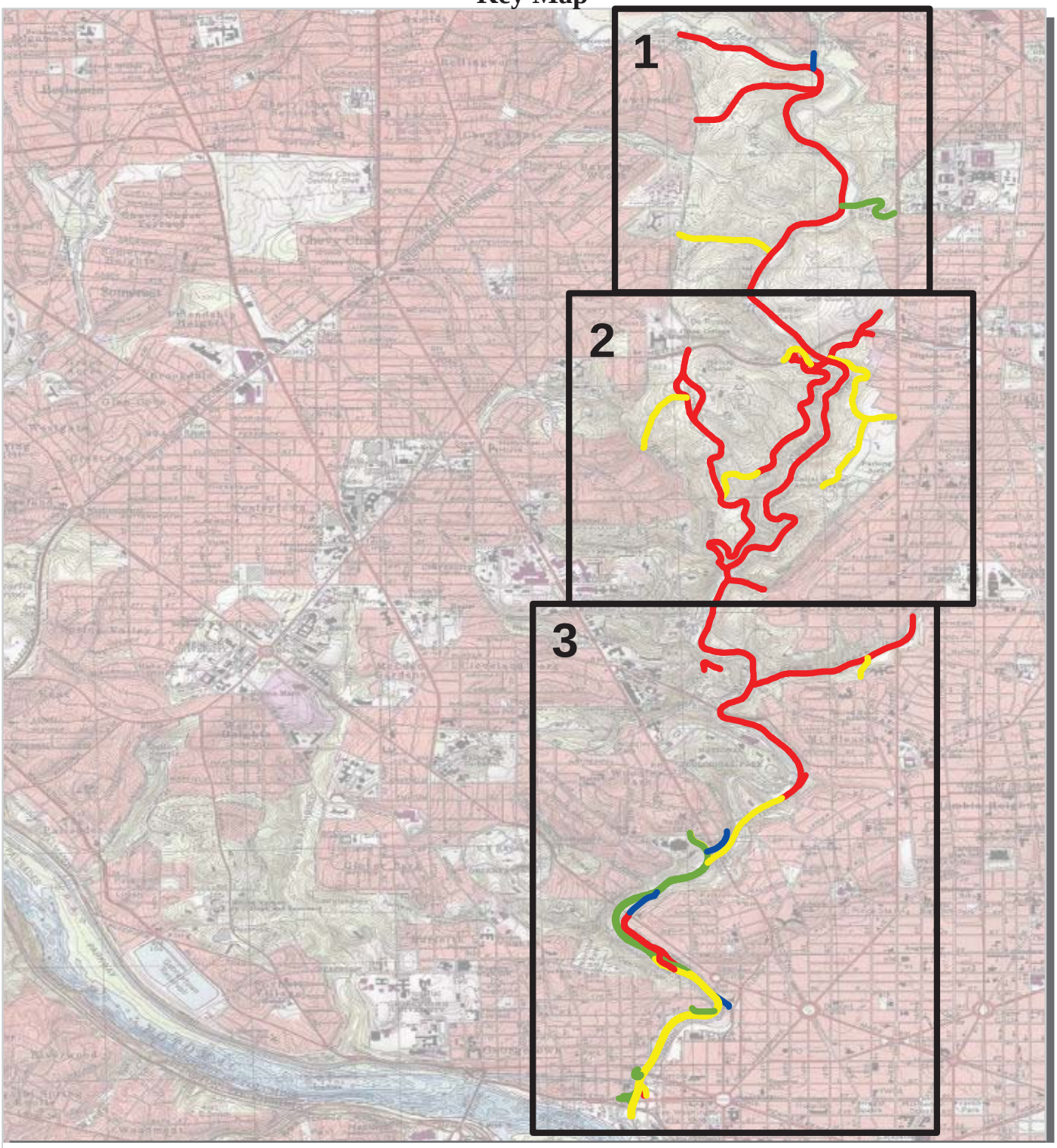
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

0.3 0.15 0 0.3 Miles

N

Rock Creek Park
Route Condition Map
PCR - Mile by Mile
Key Map



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

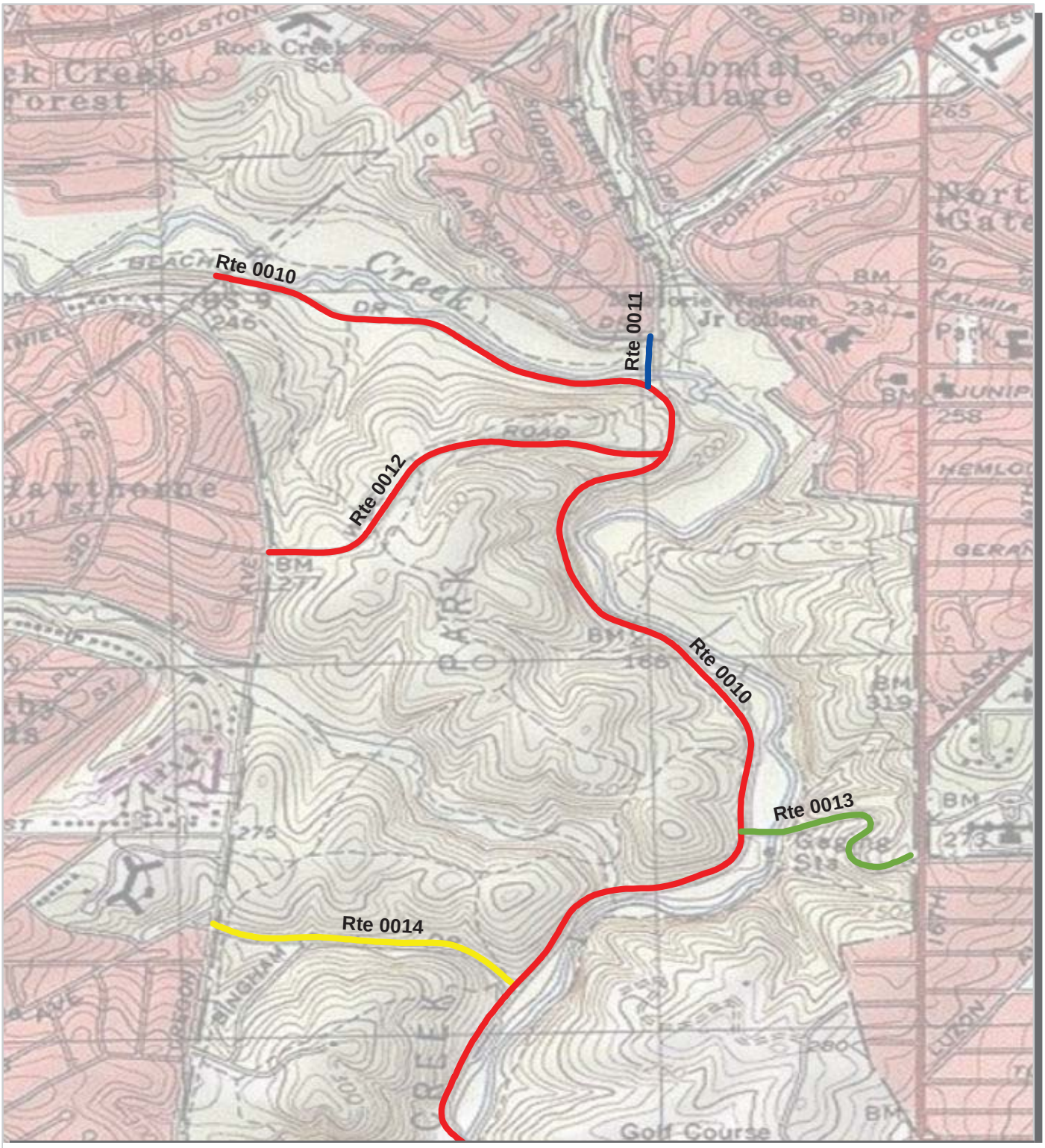
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

0.8 0.4 0 0.8 Miles

N

Rock Creek Park
Route Condition Map
PCR - Mile by Mile
Area 1



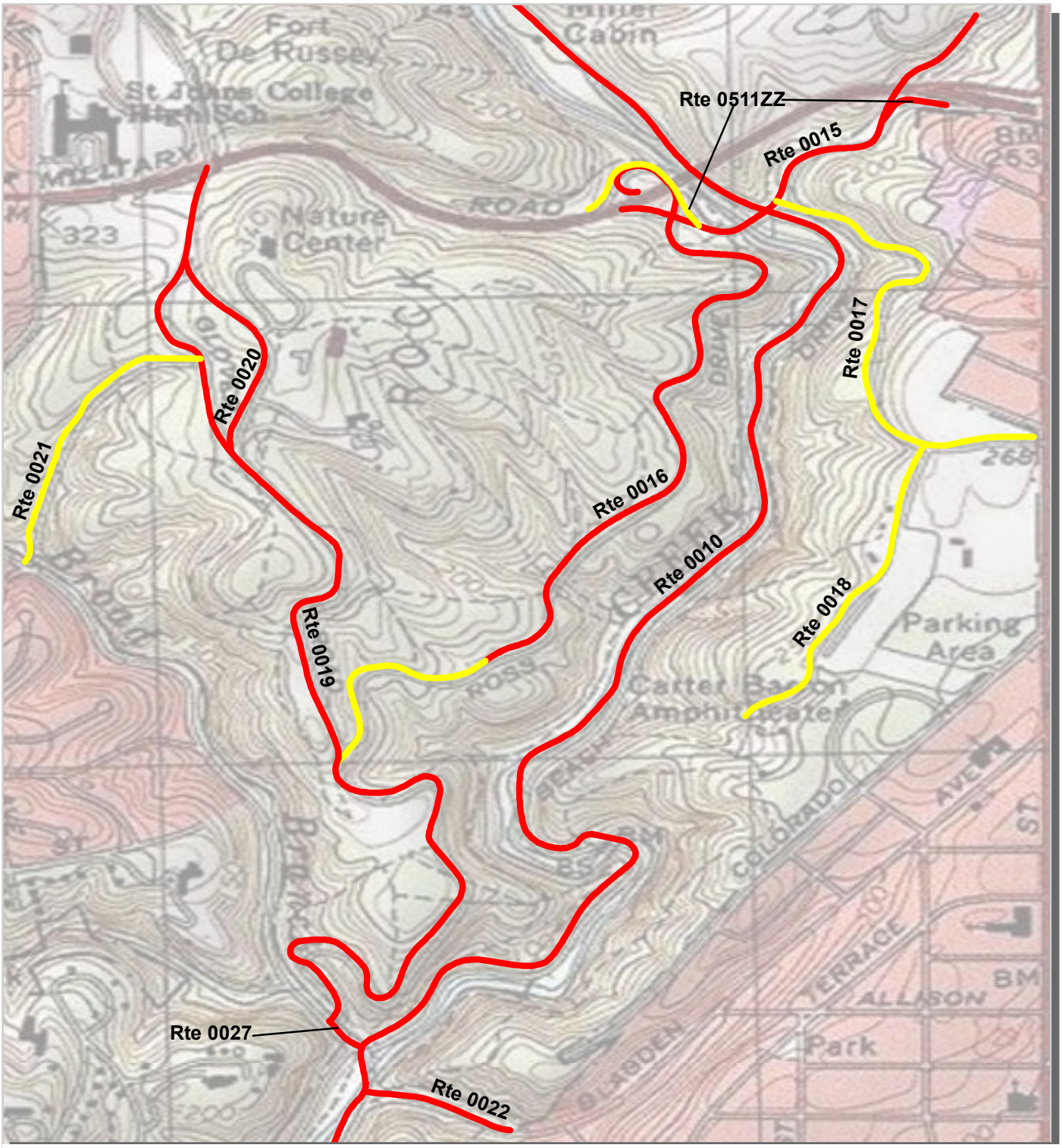
PCR — Poor (0 - 60) | Fair (61 - 84) | Good (85 - 94) | Excellent (95 - 100) | No Data

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

0.4 0.2 0 0.4 Miles

N

Rock Creek Park
Route Condition Map
PCR - Mile by Mile
Area 2



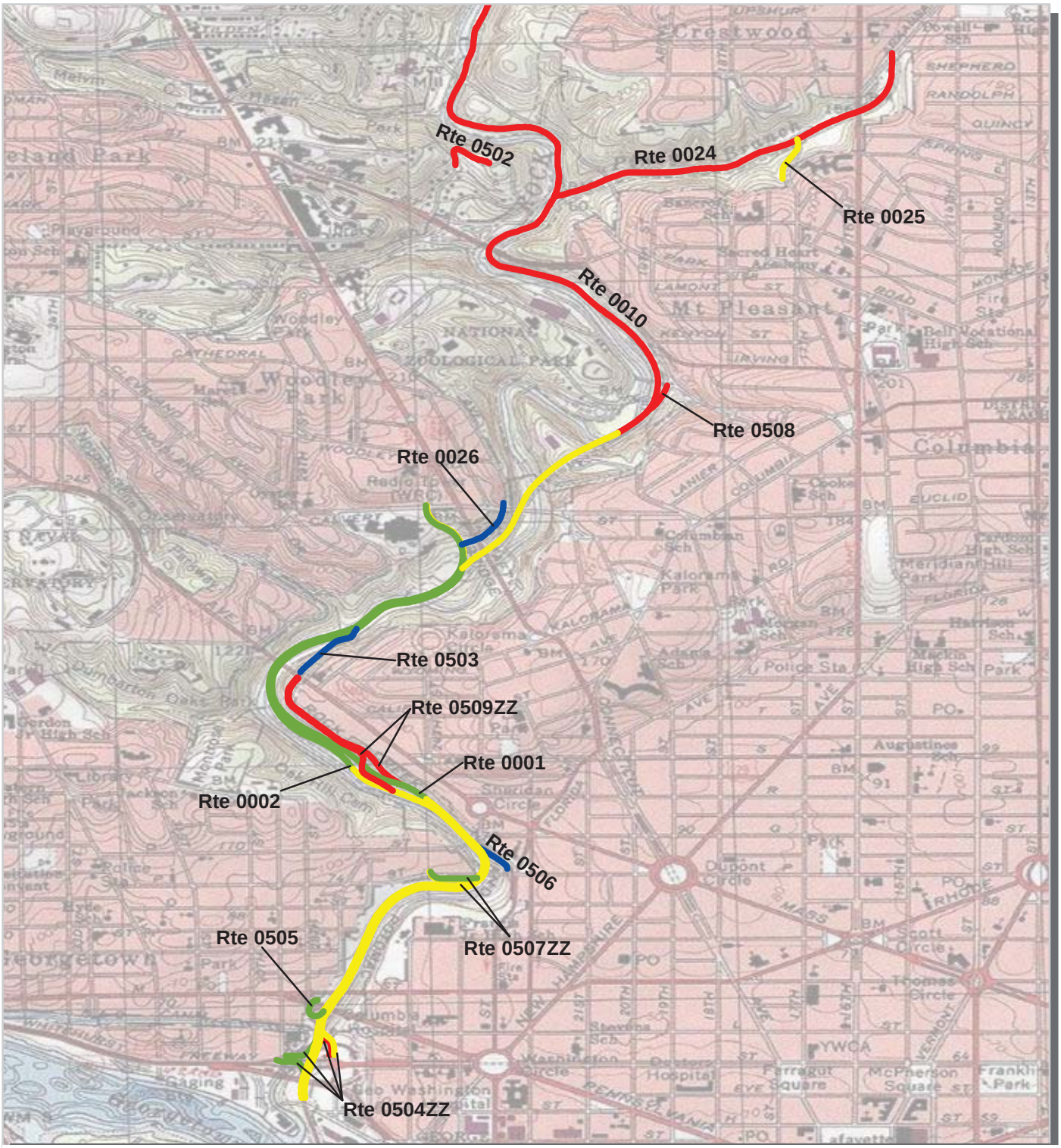
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.35 0.175 0 0.35 Miles

N

Rock Creek Park
Route Condition Map
PCR - Mile by Mile
Area 3



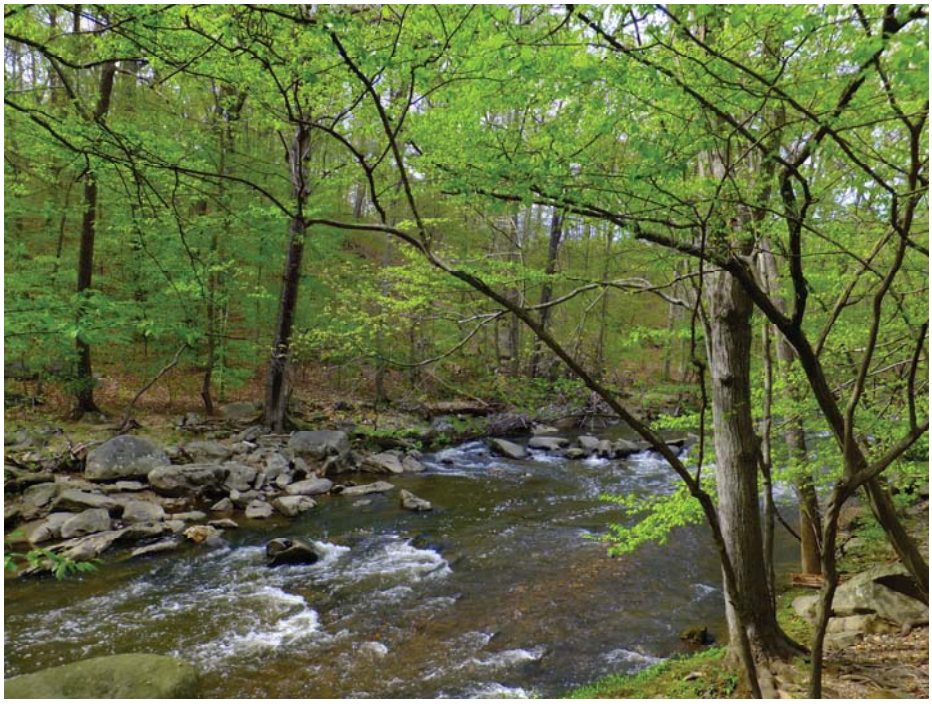
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

0.65 0.325 0 0.65 Miles

N

Section 5
Paved Route
Condition Rating Sheets



Rock Creek Park

Federal Lands Highway
Road Inventory Program

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

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

ROUTE: 0001 ROCK CREEK AND POTOMAC PARKWAY NORTHBOUND
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 2.16 Miles**

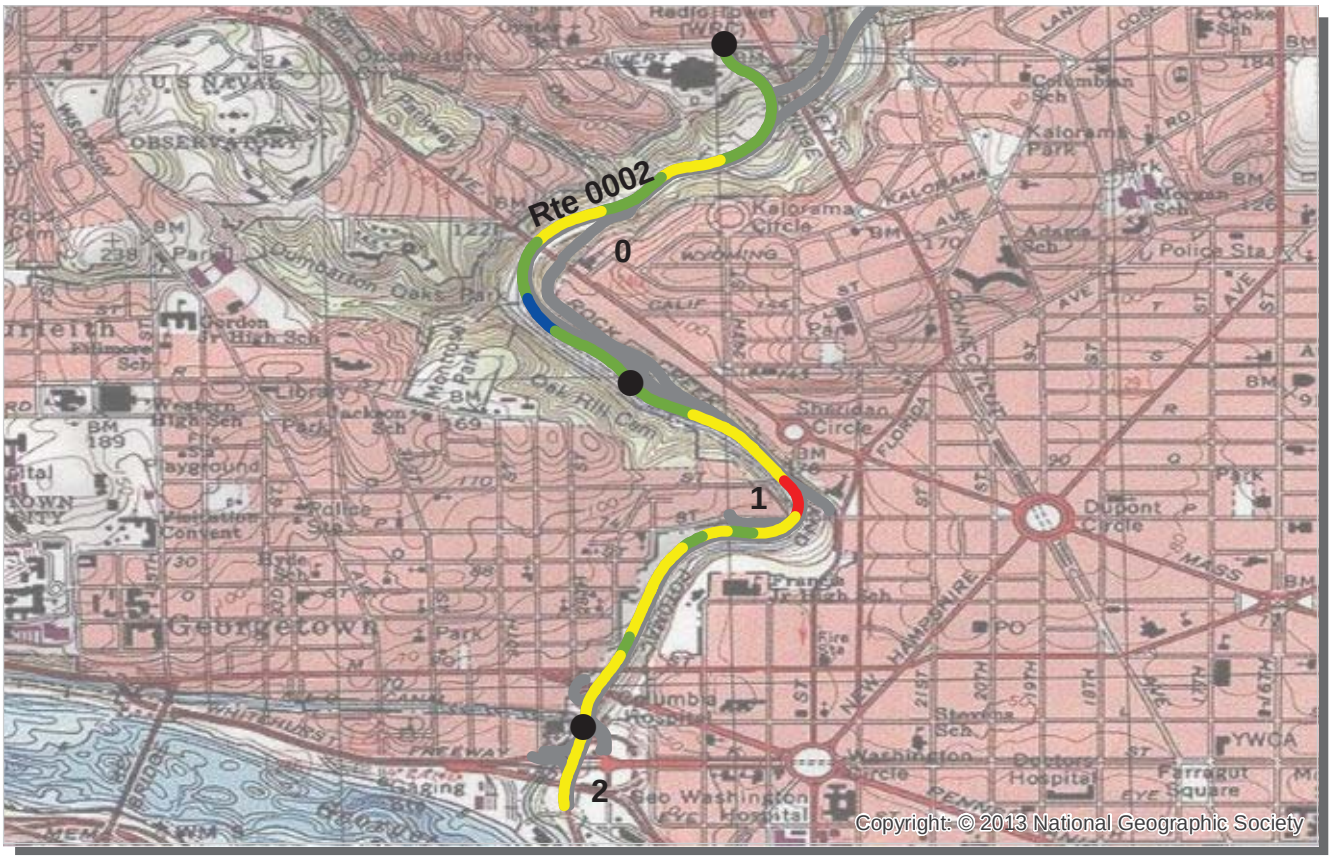
Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.16		
Cross Section Information					
Number of Lanes	2	2	1		
Paved Width (ft)	24	22	14		
Lane Width (ft)	11	10	11		
Roadway Condition Information					
SCR (Surface Condition Rating)	78	98	99		
PCR (Pavement Condition Rating)	74	88	84		
Distress Index Values					
Structural Crack Index	78	98	99		
Transverse Cracking Index	82	100	100		
Patching Index	100	100	100		
Rutting Index	99	100	99		
Roughness Condition Index (RCI)	68	73	61		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0002 ROCK CREEK AND POTOMAC PARKWAY SOUTHBOUND
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 2.16 Miles**

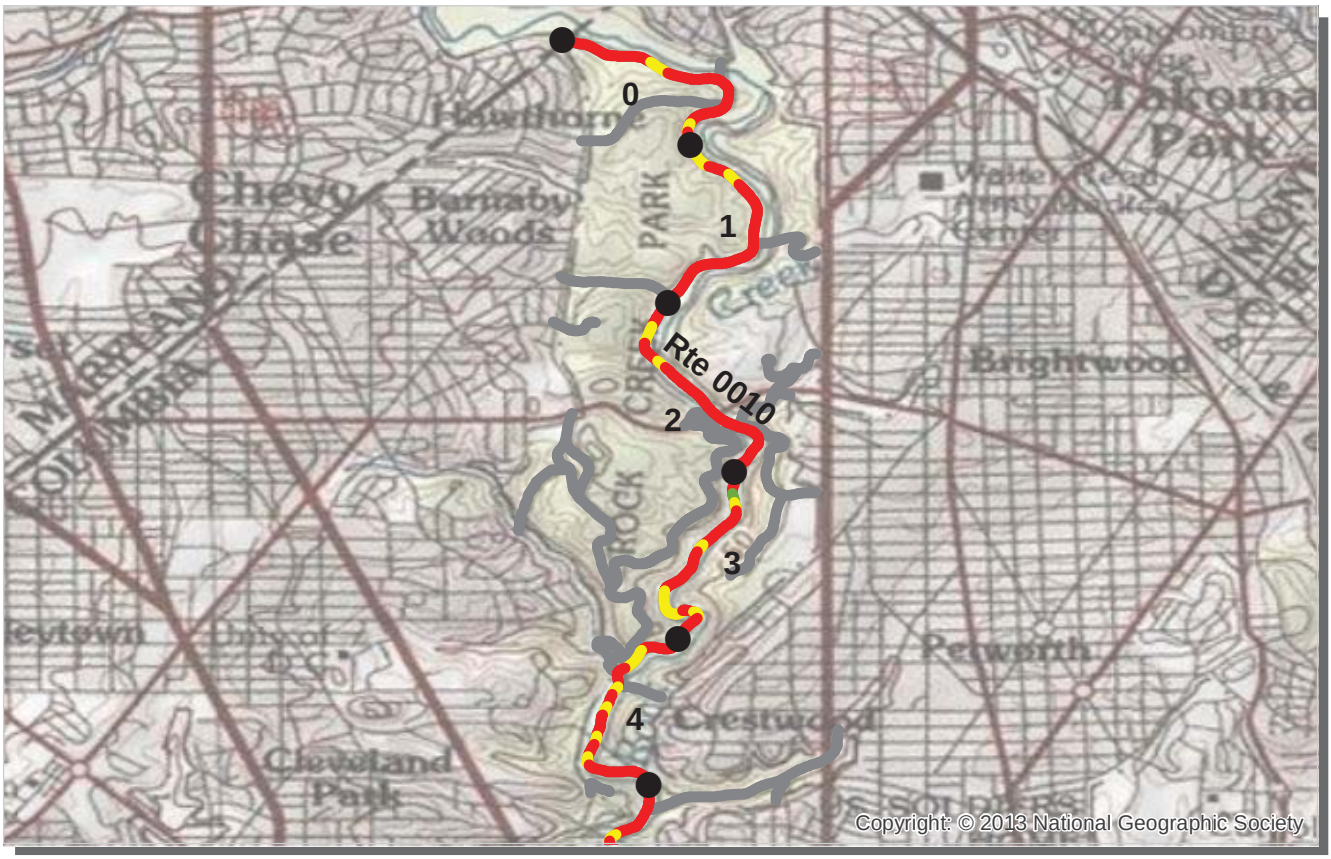
Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.16		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	21	24	26		
Lane Width (ft)	11	11	11		
Roadway Condition Information					
SCR (Surface Condition Rating)	99	81	84		
PCR (Pavement Condition Rating)	86	75	70		
Distress Index Values					
Structural Crack Index	99	81	91		
Transverse Cracking Index	100	90	84		
Patching Index	100	99	100		
Rutting Index	100	98	95		
Roughness Condition Index (RCI)	66	67	48		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0010 BEACH DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 6.48 Miles**

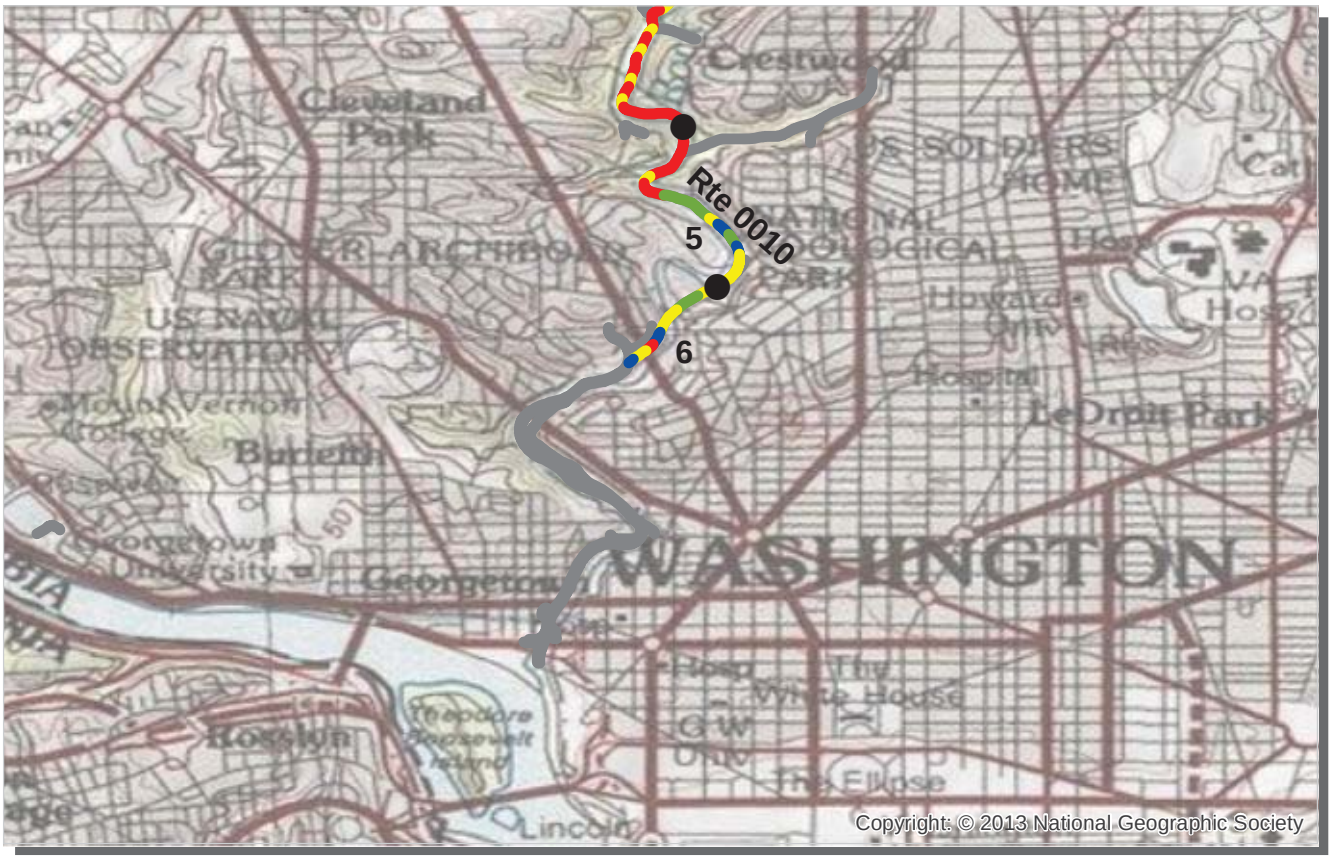
Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	21	19	19	19	20
Lane Width (ft)	10	9	9	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	9	0	0	15	3
PCR (Pavement Condition Rating)	26	25	23	33	20
Distress Index Values					
Structural Crack Index	9	0	0	15	3
Transverse Cracking Index	97	99	98	99	99
Patching Index	95	93	94	97	93
Rutting Index	89	89	92	95	91
Roughness Condition Index (RCI)	51	63	57	59	46

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0010 BEACH DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 6.48 Miles**

Section Number	5	6			
Section Length (mi)	1.00	0.48			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	22	22			
Lane Width (ft)	10	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	43	91			
PCR (Pavement Condition Rating)	53	82			
Distress Index Values					
Structural Crack Index	43	91			
Transverse Cracking Index	99	95			
Patching Index	99	100			
Rutting Index	96	96			
Roughness Condition Index (RCI)	67	69			

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0011 WEST BEACH DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

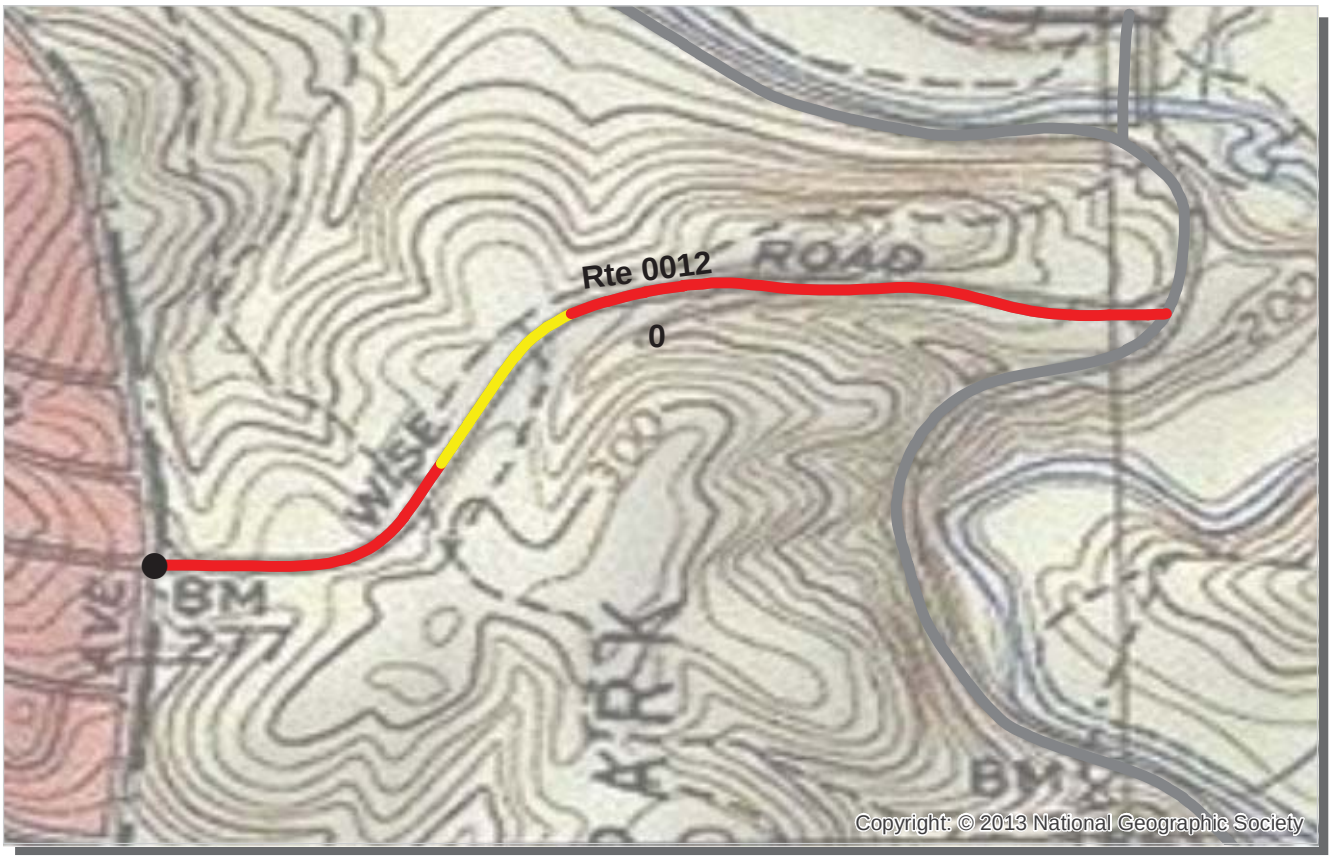
Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	25				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0012 WISE ROAD NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.61 Miles**

Section Number	0				
Section Length (mi)	0.61				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	26				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	99				
Patching Index	93				
Rutting Index	95				
Roughness Condition Index (RCI)	65				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0013 SHERRILL DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

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

Section Number	0				
Section Length (mi)	0.33				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	90				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0014 BINGHAM DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.42 Miles**

Section Number	0				
Section Length (mi)	0.42				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	18				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	66				
PCR (Pavement Condition Rating)	66				
Distress Index Values					
Structural Crack Index	66				
Transverse Cracking Index	96				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0015 JOYCE ROAD NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.53 Miles**

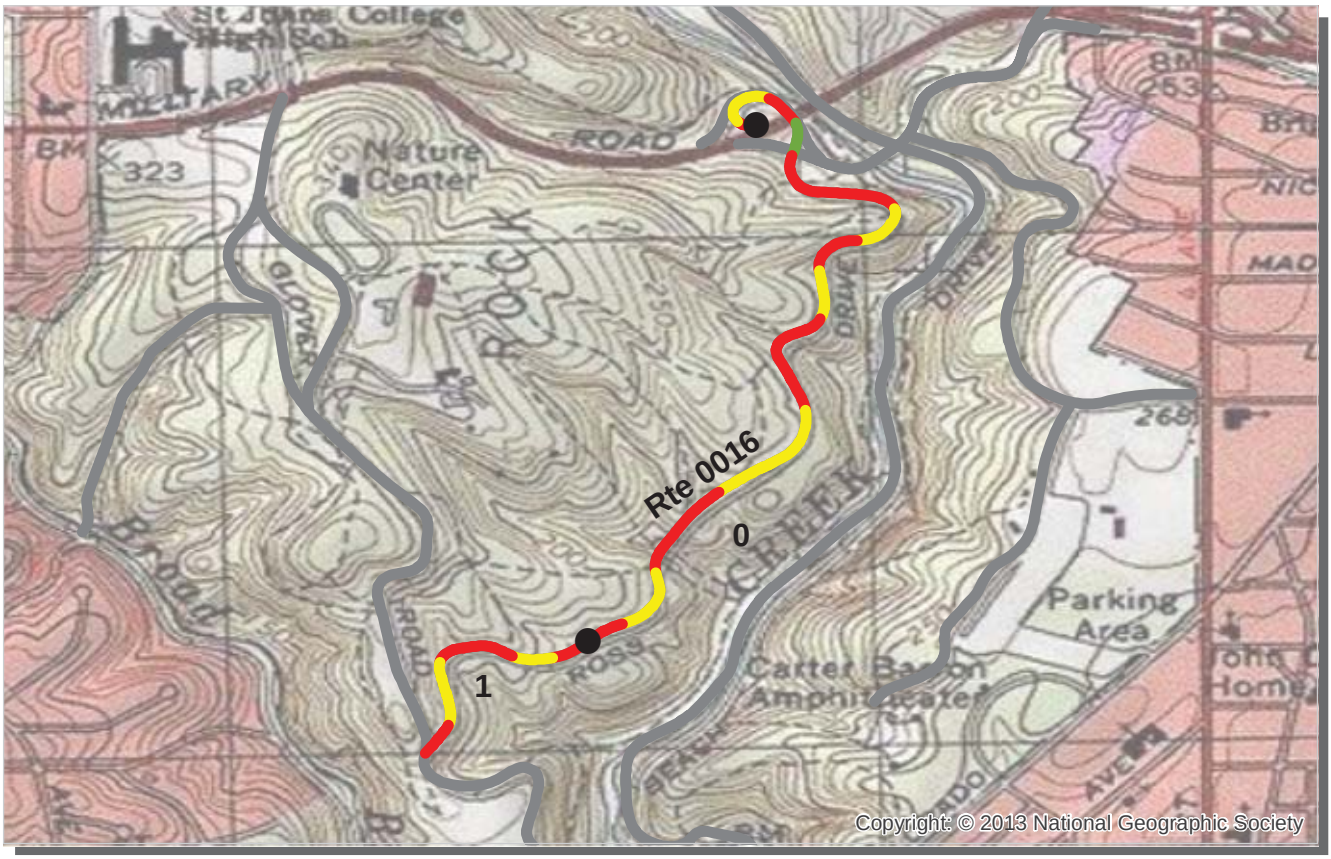
Section Number	0				
Section Length (mi)	0.53				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	58				
PCR (Pavement Condition Rating)	55				
Distress Index Values					
Structural Crack Index	58				
Transverse Cracking Index	93				
Patching Index	99				
Rutting Index	98				
Roughness Condition Index (RCI)	50				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0016 ROSS DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 1.27 Miles**

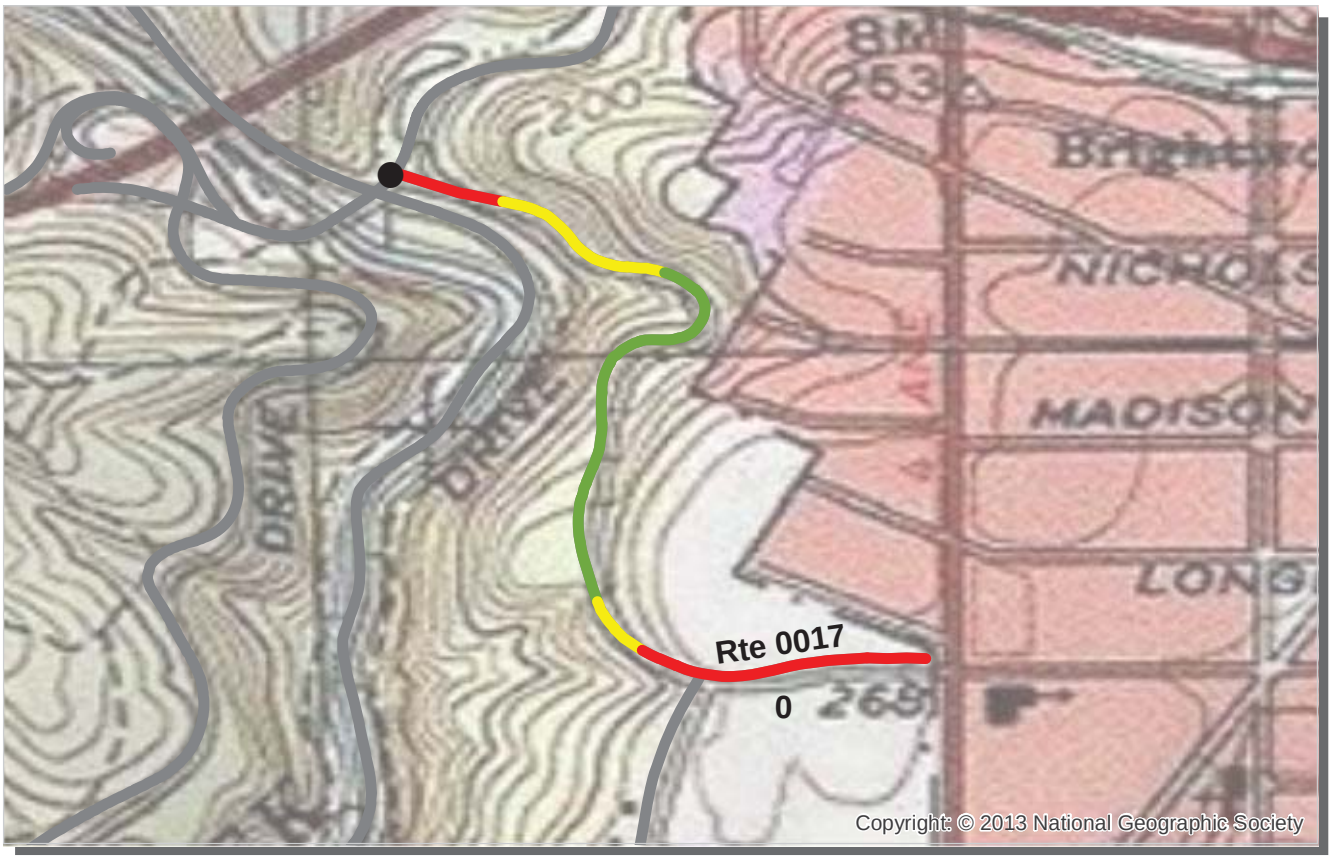
Section Number	0	1			
Section Length (mi)	1.00	0.27			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	19	22			
Lane Width (ft)	10	11			
Roadway Condition Information					
SCR (Surface Condition Rating)	63	69			
PCR (Pavement Condition Rating)	59	66			
Distress Index Values					
Structural Crack Index	63	70			
Transverse Cracking Index	93	95			
Patching Index	99	100			
Rutting Index	72	69			
Roughness Condition Index (RCI)	52	61			

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0017 MORROW DRIVE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.61 Miles**

Section Number	0				
Section Length (mi)	0.61				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	24				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	62				
PCR (Pavement Condition Rating)	66				
Distress Index Values					
Structural Crack Index	62				
Transverse Cracking Index	97				
Patching Index	98				
Rutting Index	96				
Roughness Condition Index (RCI)	71				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

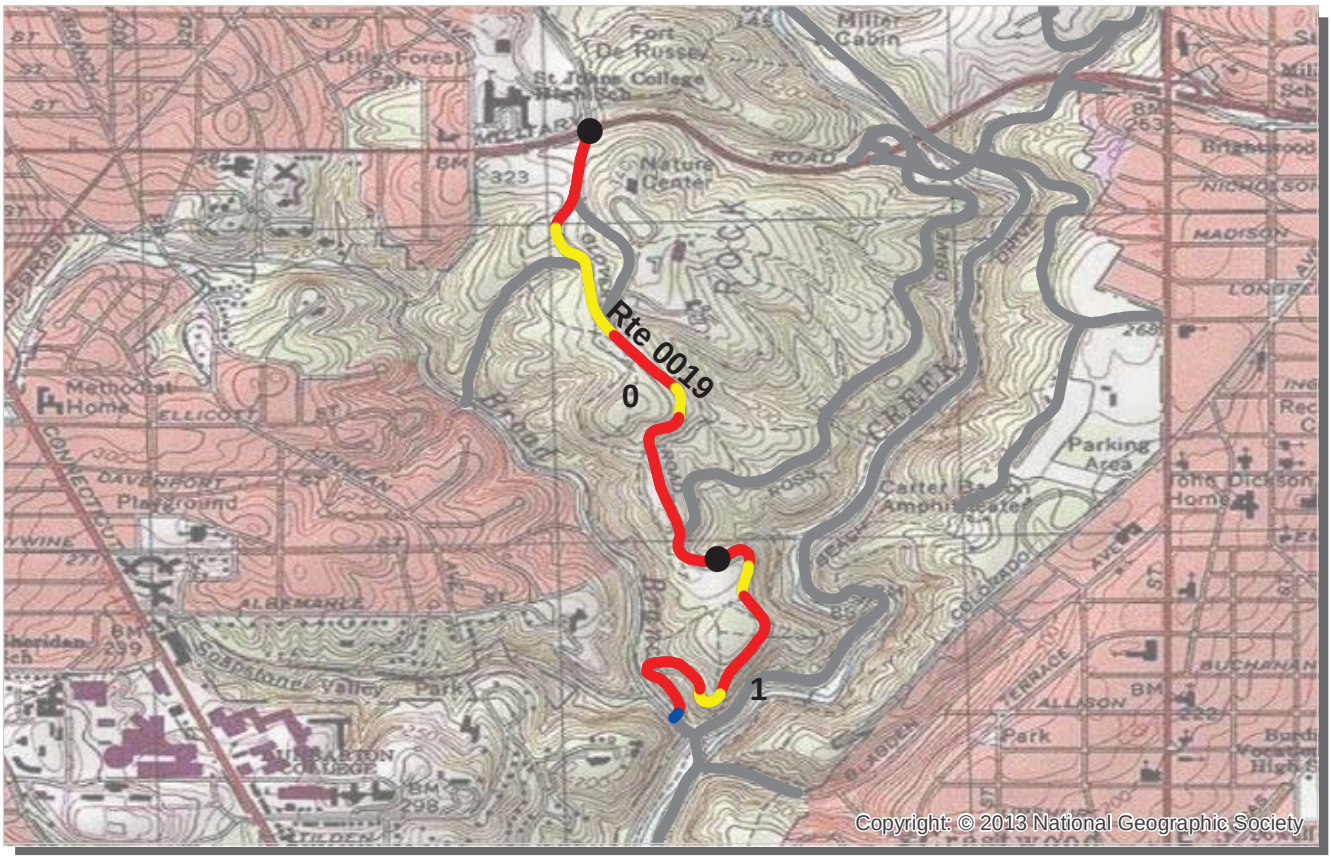
ROUTE: 0018 STAGE ROAD
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.43 Miles**

Section Number	0				
Section Length (mi)	0.43				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	68				
PCR (Pavement Condition Rating)	68				
Distress Index Values					
Structural Crack Index	68				
Transverse Cracking Index	94				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

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



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

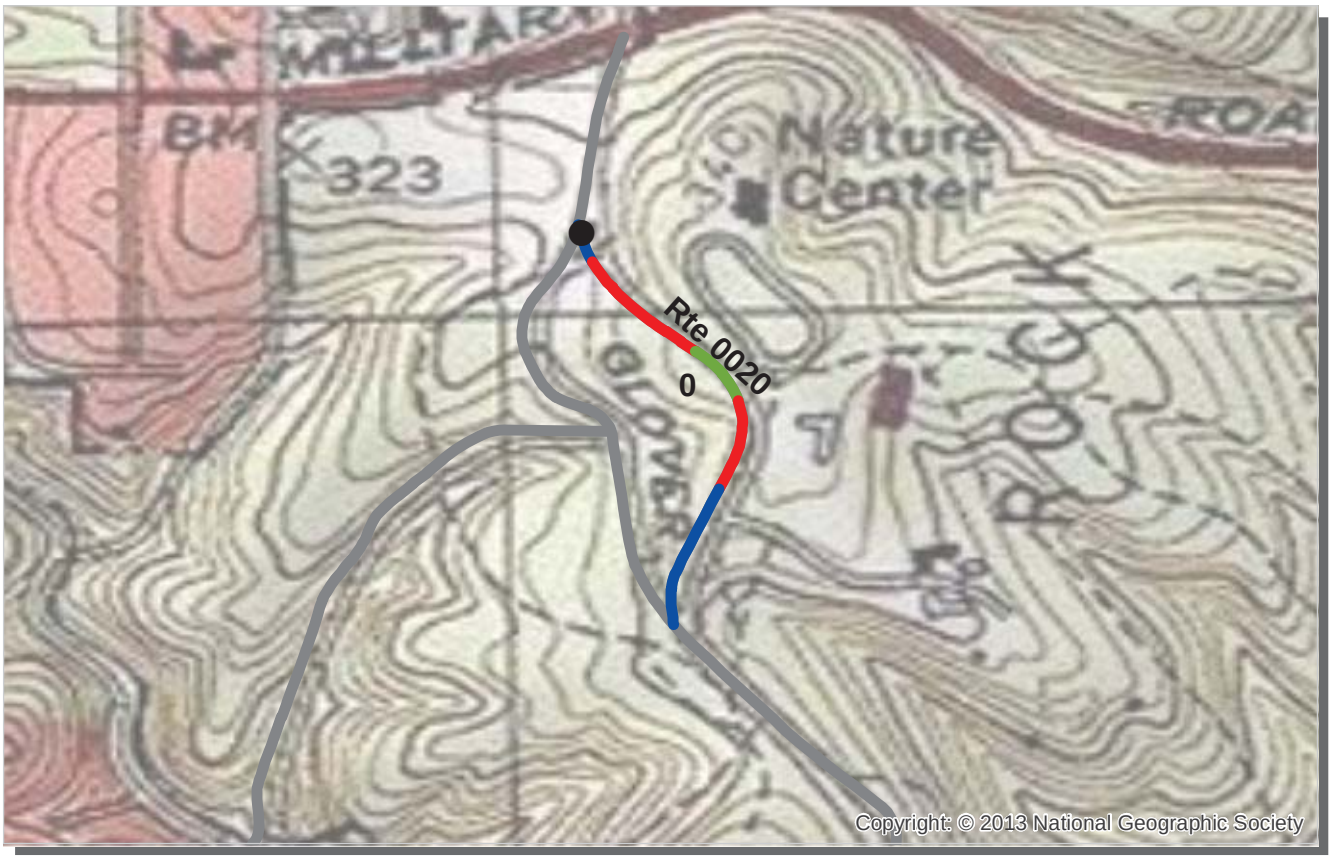
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0019 GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013
NATIONAL CAPITAL REGION **TOTAL LENGTH: 1.65 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.65			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	19	18			
Lane Width (ft)	9	7			
Roadway Condition Information					
SCR (Surface Condition Rating)	0	25			
PCR (Pavement Condition Rating)	20	33			
Distress Index Values					
Structural Crack Index	0	25			
Transverse Cracking Index	92	95			
Patching Index	99	93			
Rutting Index	89	89			
Roughness Condition Index (RCI)	50	45			

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



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

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

ROUTE: 0020 EAST GLOVER ROAD
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.29 Miles**

Section Number	0				
Section Length (mi)	0.29				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	18				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	96				
Patching Index	99				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0021 GRANT ROAD NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.37 Miles**

Section Number	0				
Section Length (mi)	0.37				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	18				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	74				
PCR (Pavement Condition Rating)	74				
Distress Index Values					
Structural Crack Index	75				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	74				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0022 BLAGDEN AVENUE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.16 Miles**

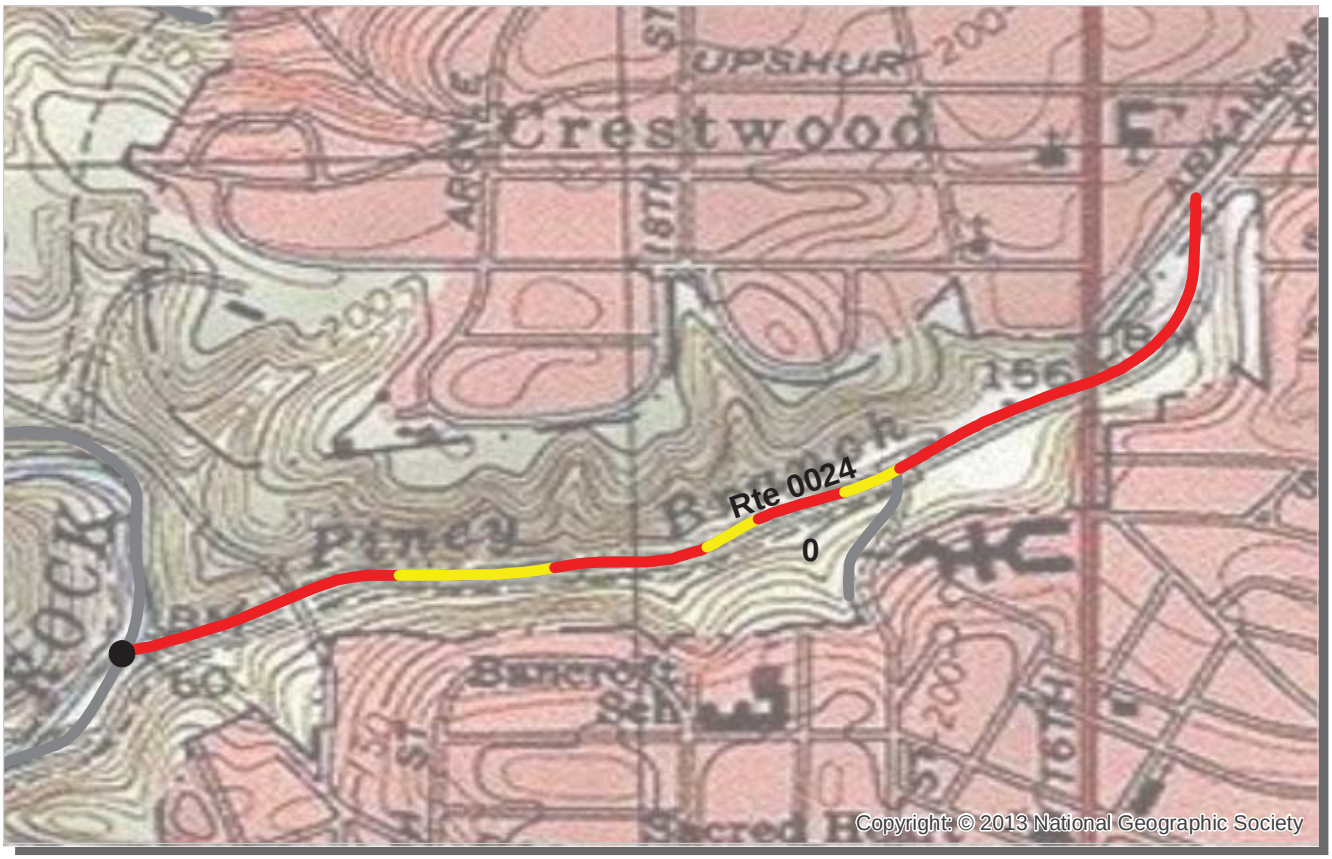
Section Number	0				
Section Length (mi)	0.16				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	43				
PCR (Pavement Condition Rating)	43				
Distress Index Values					
Structural Crack Index	43				
Transverse Cracking Index	89				
Patching Index	98				
Rutting Index	95				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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: 0024 PINEY BRANCH PARKWAY NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.84 Miles**

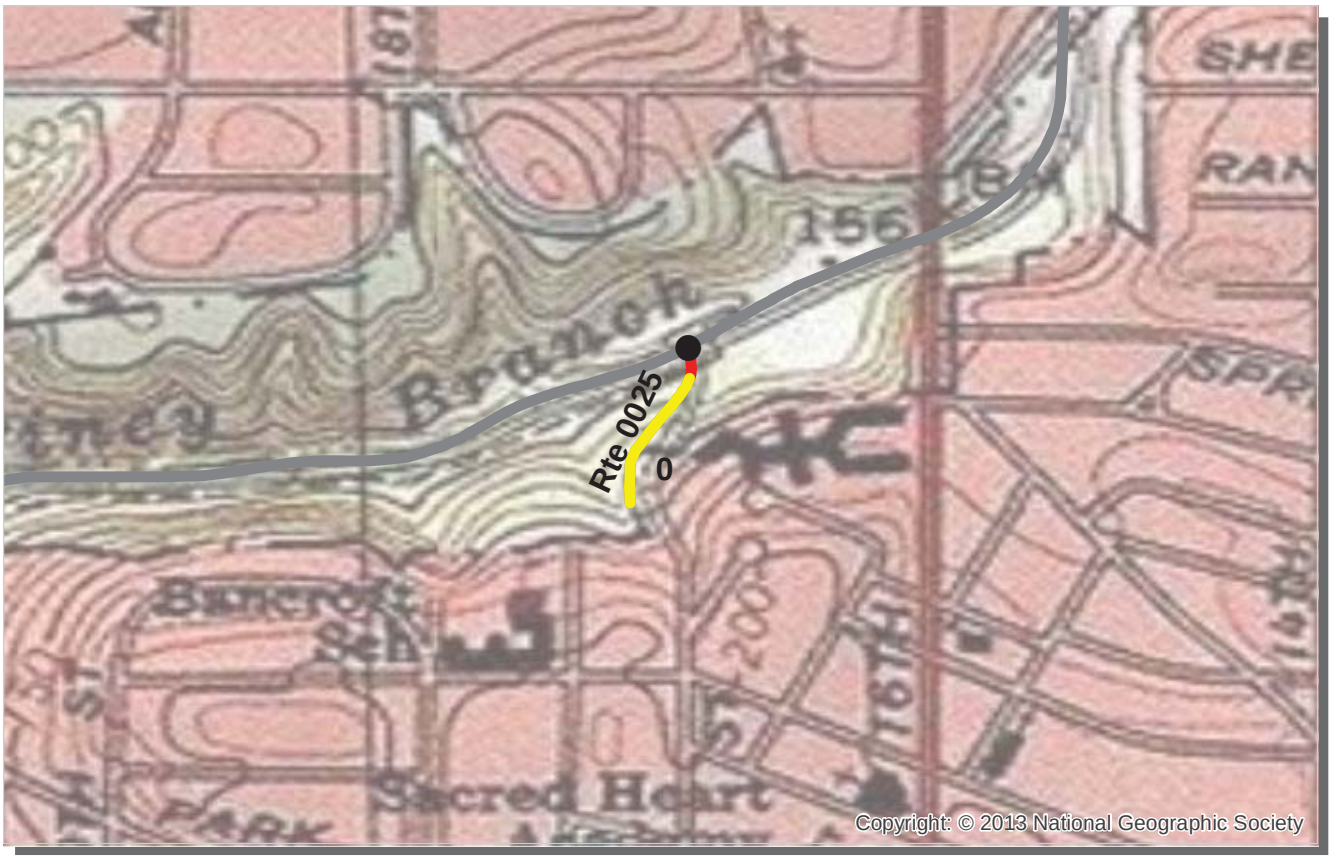
Section Number	0				
Section Length (mi)	0.84				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	10				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	24				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	96				
Patching Index	97				
Rutting Index	95				
Roughness Condition Index (RCI)	61				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0025 17TH STREET NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

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

Section Number	0				
Section Length (mi)	0.11				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	62				
PCR (Pavement Condition Rating)	62				
Distress Index Values					
Structural Crack Index	62				
Transverse Cracking Index	92				
Patching Index	99				
Rutting Index	94				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0026 CATHEDRAL AVENUE NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.14 Miles**

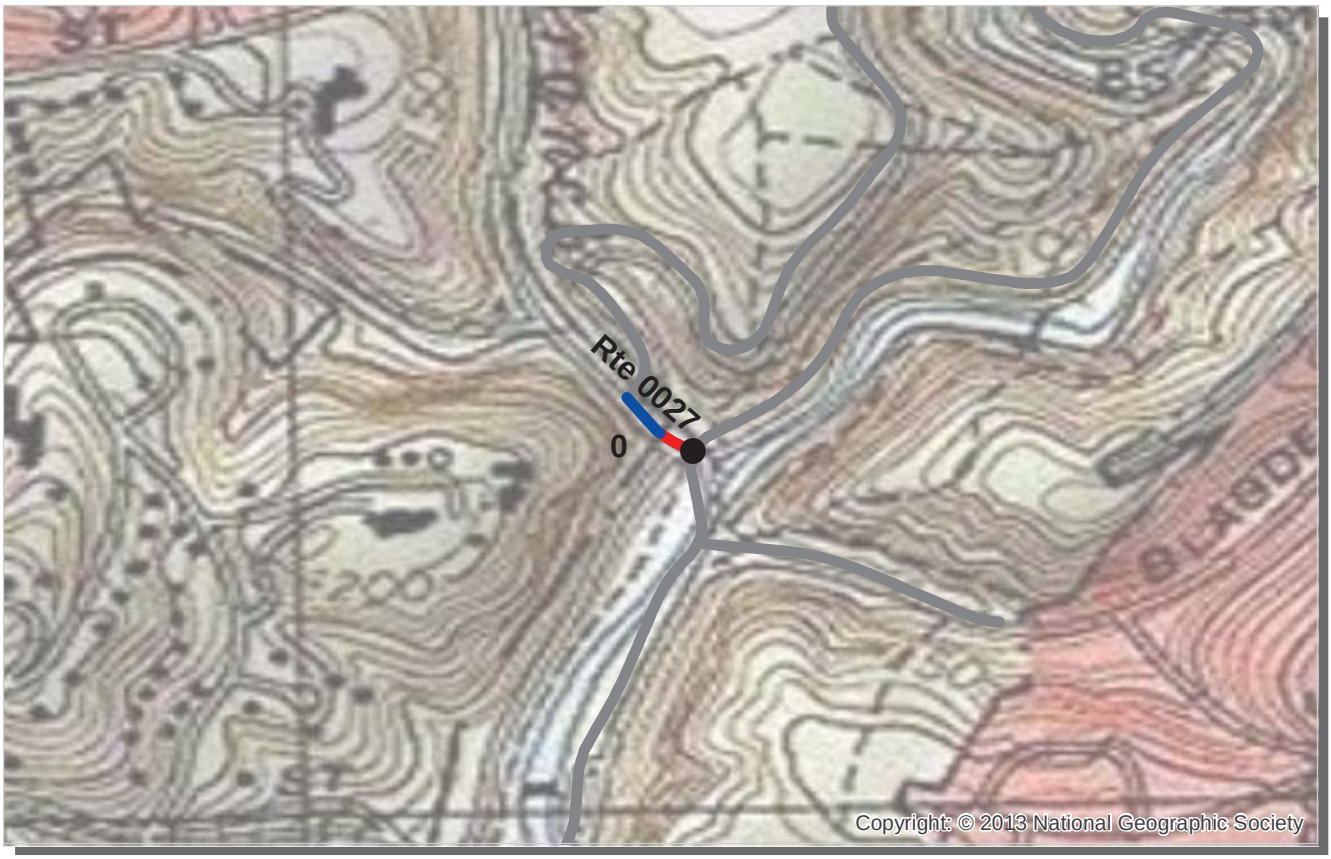
Section Number	0				
Section Length (mi)	0.14				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	31				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0027 BROAD BRANCH ROAD NORTHWEST
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

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

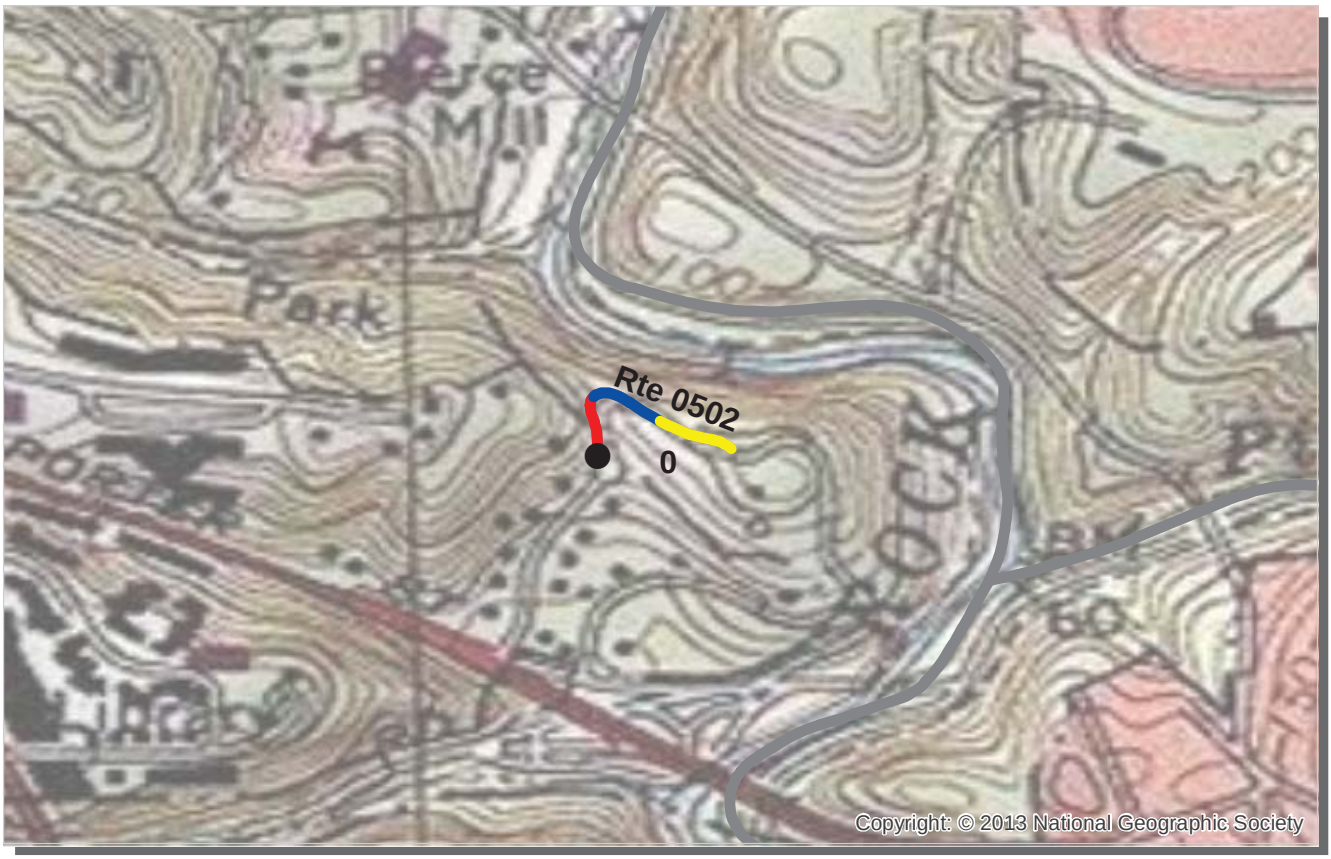
Section Number	0				
Section Length (mi)	0.05				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	21				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	48				
PCR (Pavement Condition Rating)	48				
Distress Index Values					
Structural Crack Index	48				
Transverse Cracking Index	91				
Patching Index	100				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0502 KLINGLE MANSION ENTRANCE ROAD
ROCR : ROCK CREEK PARK

COLLECTED: 2/21/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.12 Miles**

Section Number	0				
Section Length (mi)	0.12				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
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	99				
Patching Index	99				
Rutting Index	93				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0503 NORTH WATERSIDE DRIVE
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.16 Miles**

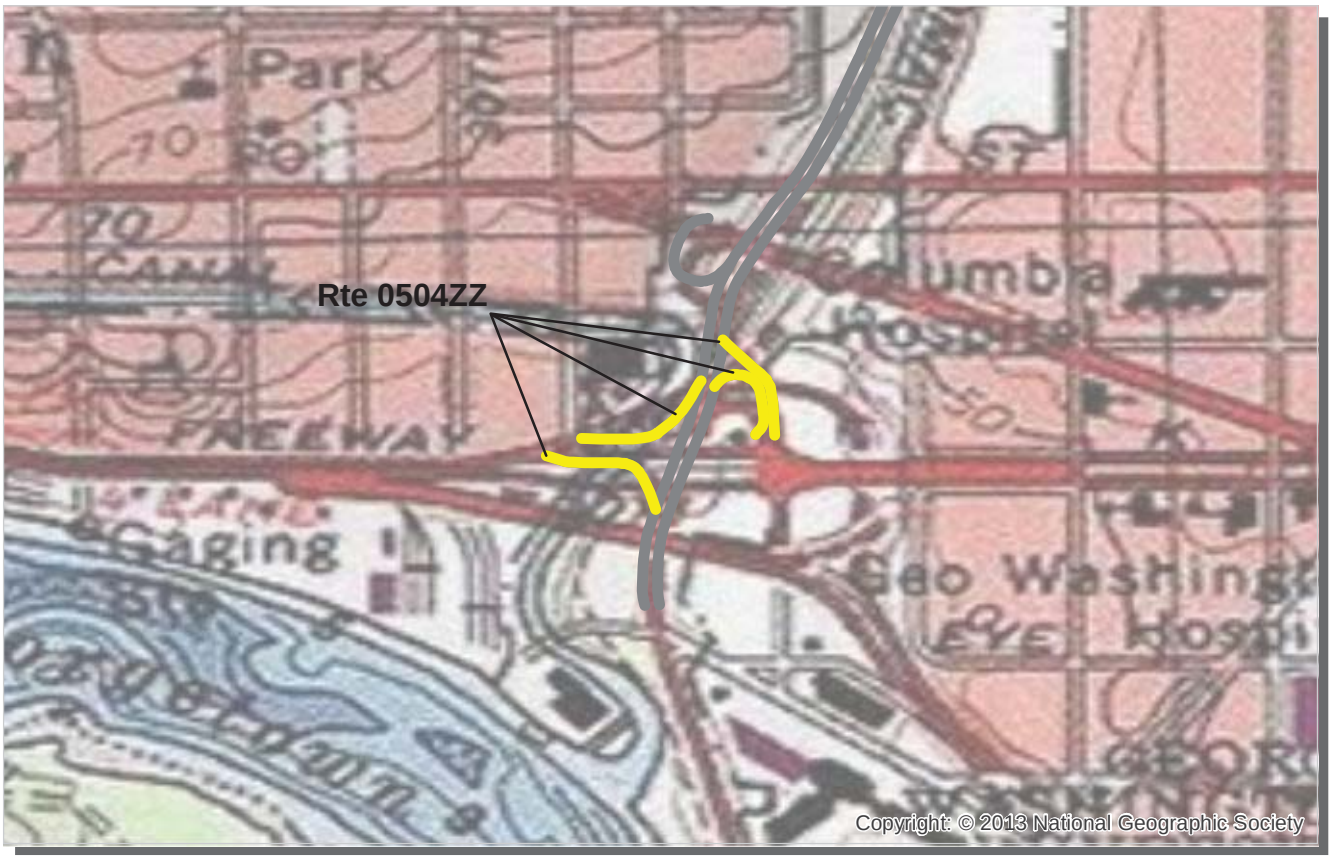
Section Number	0				
Section Length (mi)	0.16				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	95				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

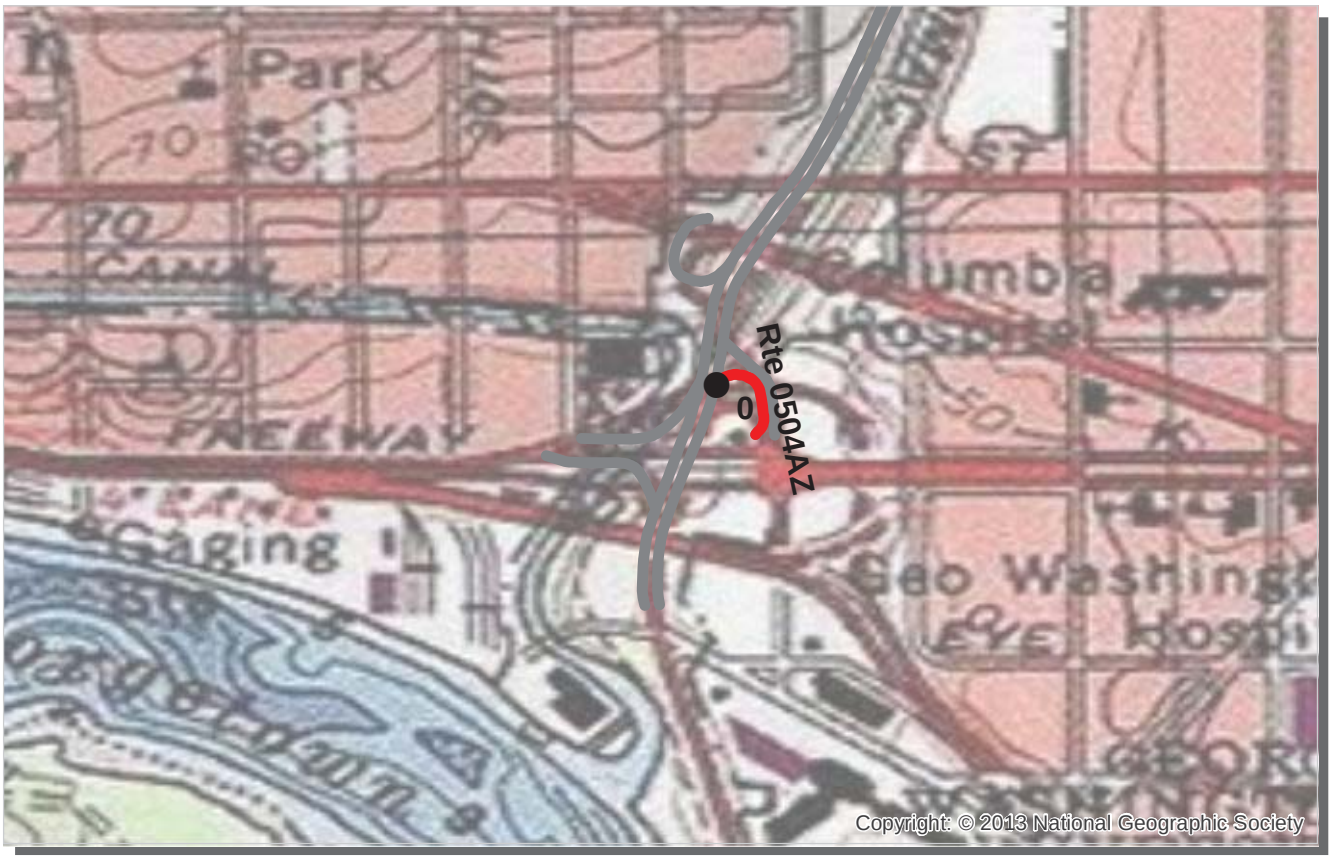
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0504ZZ RAMPS FROM N/B & S/B ROCK CREEK PARKWAY TO "K" STREET
ROCR : ROCK CREEK PARK

Summary Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.28 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	76				
PCR (Pavement Condition Rating)	76				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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



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

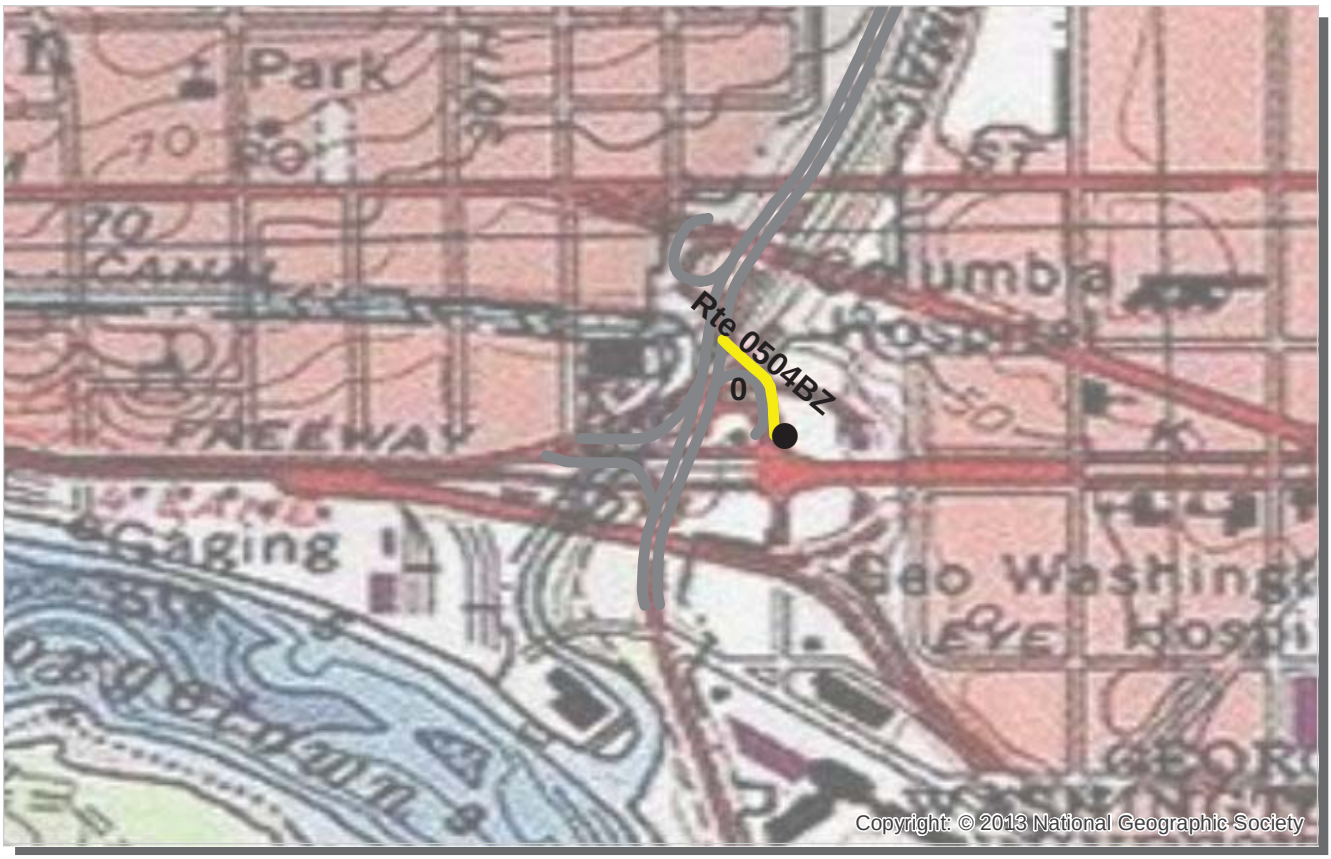
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0504AZ RAMP FROM N/B ROCK CREEK PARKWAY TO "K" STREET
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.06 Miles**

Section Number	0				
Section Length (mi)	0.06				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	20				
Lane Width (ft)	19				
Roadway Condition Information					
SCR (Surface Condition Rating)	51				
PCR (Pavement Condition Rating)	51				
Distress Index Values					
Structural Crack Index	51				
Transverse Cracking Index	64				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0504BZ RAMP FROM S/B ROCK CREEK PARKWAY TO "K" STREET
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	20				
Lane Width (ft)	18				
Roadway Condition Information					
SCR (Surface Condition Rating)	74				
PCR (Pavement Condition Rating)	74				
Distress Index Values					
Structural Crack Index	75				
Transverse Cracking Index	74				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

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

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

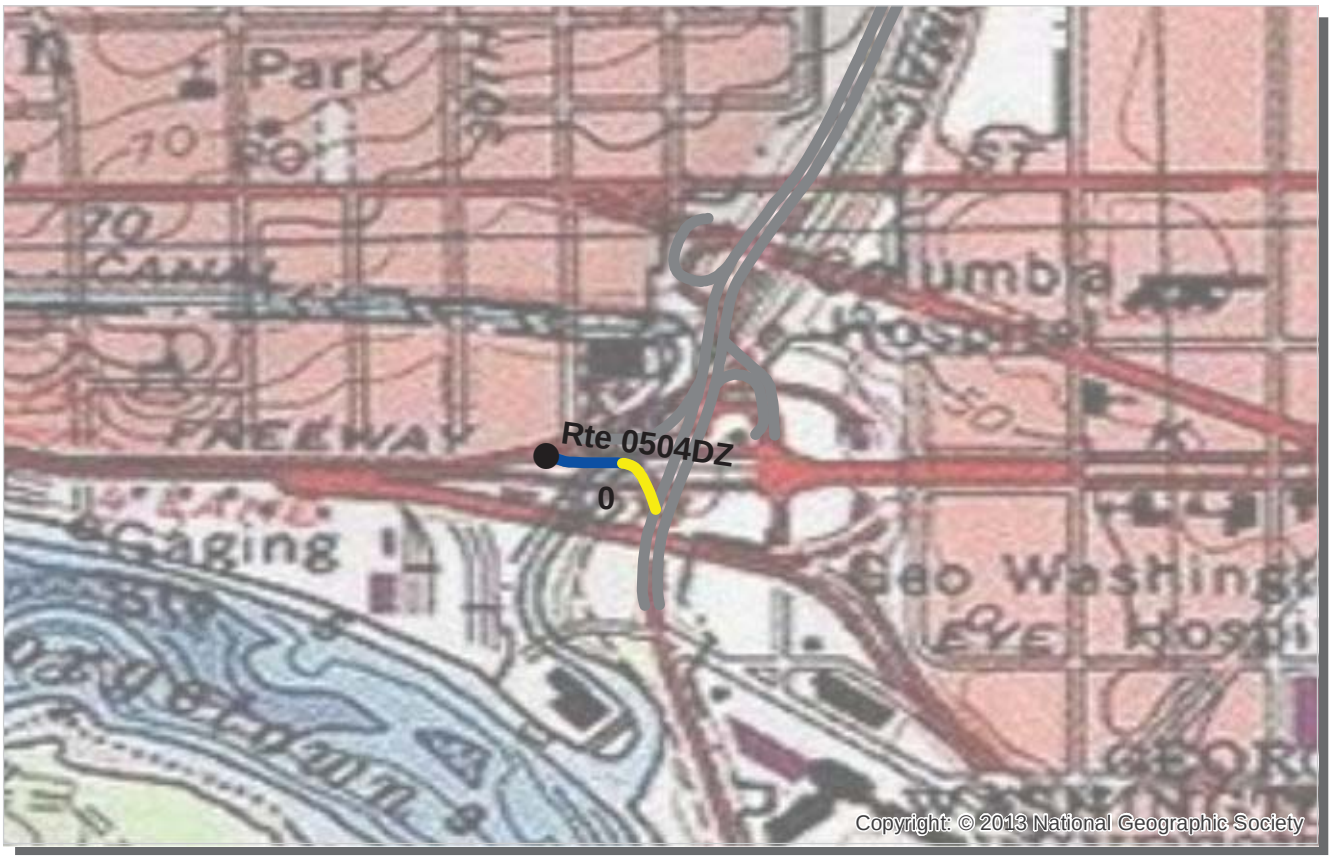
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0504CZ RAMP FROM "K" STREET TO N/B ROCK CREEK PARKWAY
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	23				
Lane Width (ft)	22				
Roadway Condition Information					
SCR (Surface Condition Rating)	87				
PCR (Pavement Condition Rating)	87				
Distress Index Values					
Structural Crack Index	89				
Transverse Cracking Index	87				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

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



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

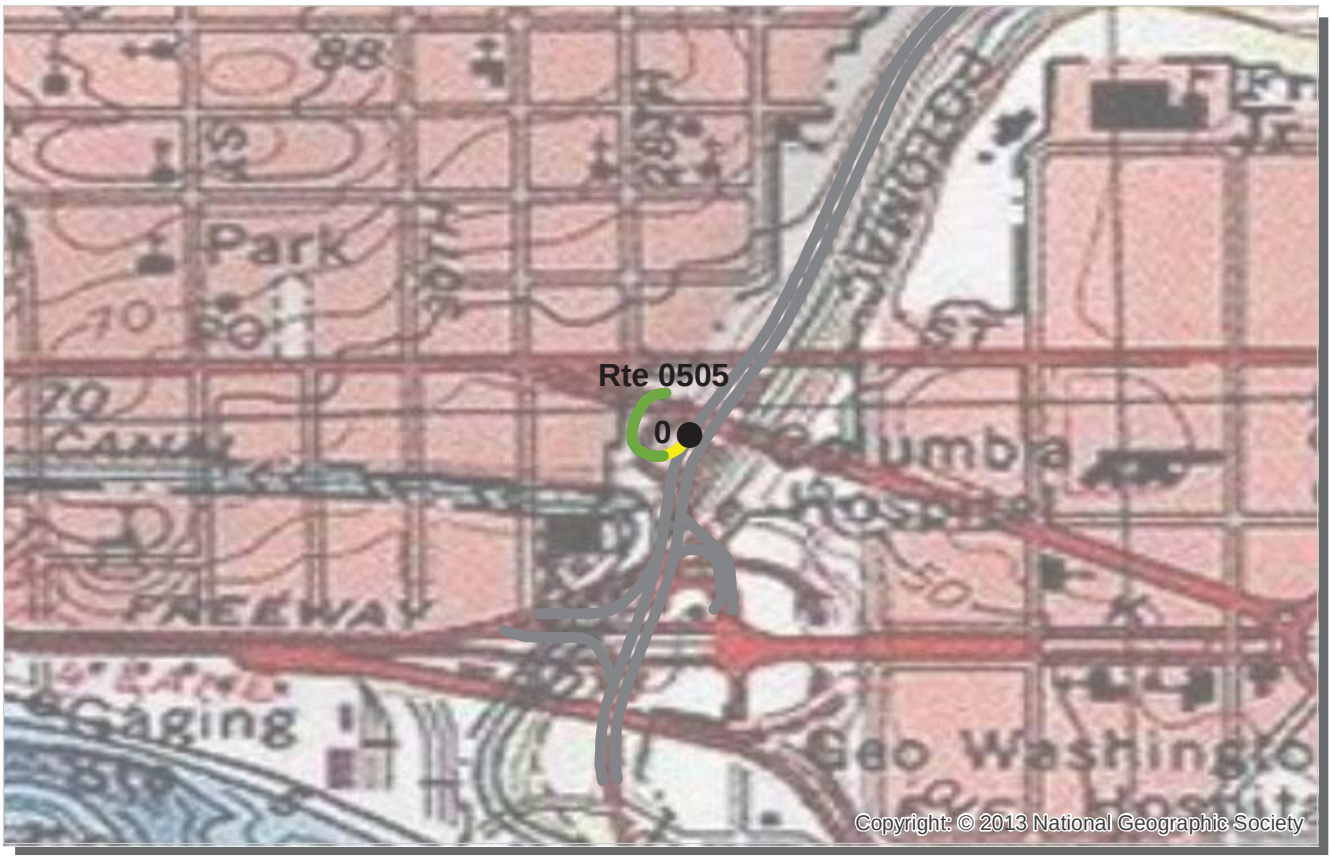
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0504DZ RAMP FROM "K" STREET TO S/B ROCK CREEK PARKWAY
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	18				
Lane Width (ft)	18				
Roadway Condition Information					
SCR (Surface Condition Rating)	86				
PCR (Pavement Condition Rating)	86				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	86				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0505 RAMP FROM S/B ROCK CREEK PARKWAY TO PENNSYLVANIA AVENUE
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

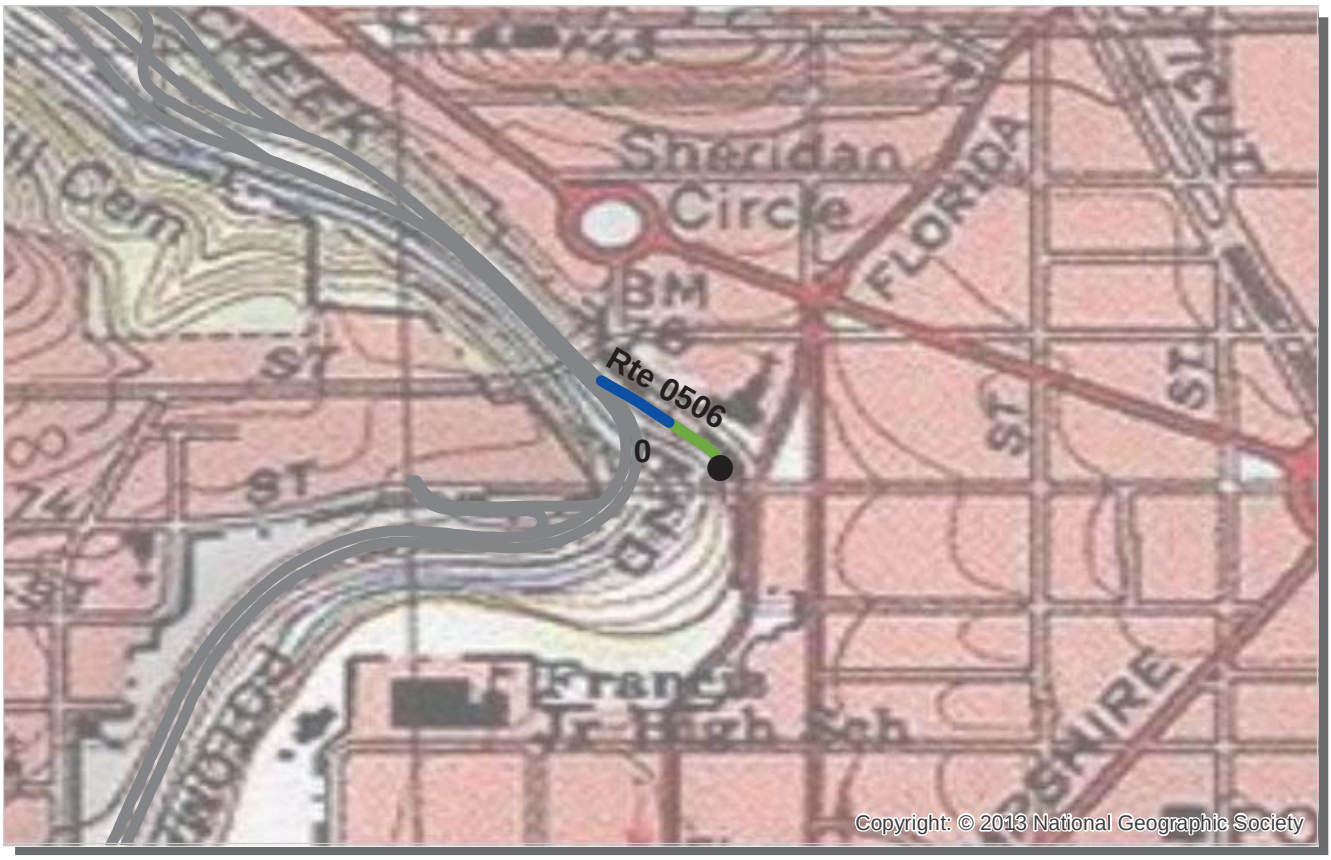
Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	90				
Transverse Cracking Index	91				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0506 RAMP FROM "P" STREET TO N/B ROCK CREEK PARKWAY
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	20				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	96				
PCR (Pavement Condition Rating)	96				
Distress Index Values					
Structural Crack Index	96				
Transverse Cracking Index	98				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0507ZZ RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY
AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET
ROCR : ROCK CREEK PARK

Summary Record **COLLECTED: 4/2/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.19 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	85				
PCR (Pavement Condition Rating)	85				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

ROUTE: 0507ZZ RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY AND RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET

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: 0507AZ RAMP FROM "P" STREET TO S/B ROCK CREEK PARKWAY
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 4/2/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.09 Miles**

Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	84				
PCR (Pavement Condition Rating)	84				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	84				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0513BZ RAMP FROM S/B ROCK CREEK PARKWAY TO "P" STREET
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.10 Miles**

Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	85				
PCR (Pavement Condition Rating)	85				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	85				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0508 RAMP TO HARVARD STREET
ROCR : ROCK CREEK PARK

COLLECTED: 2/16/2013

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

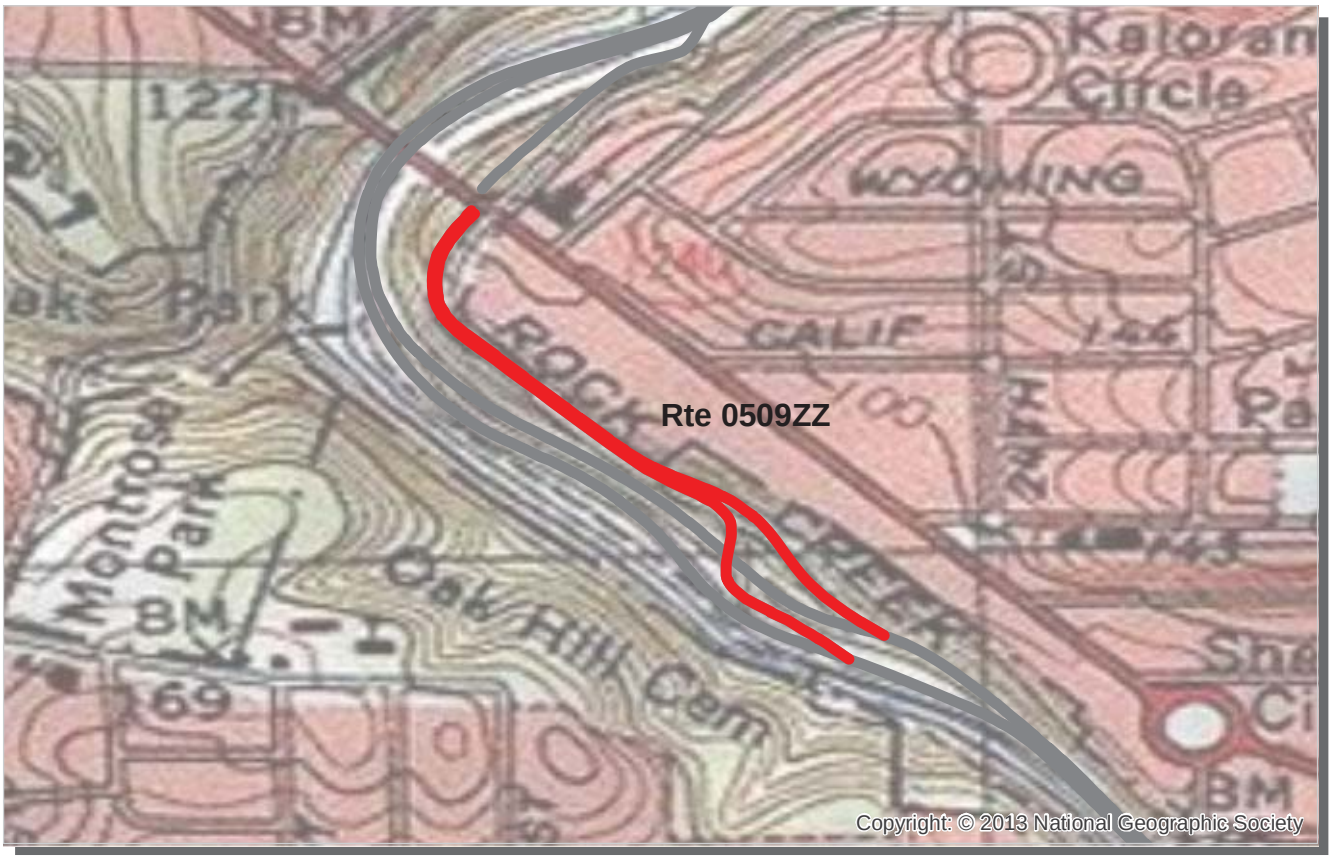
Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	87				
Patching Index	96				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0509ZZ SOUTH WATERSIDE DRIVE N/B & S/B
ROCR : ROCK CREEK PARK

Summary Record **COLLECTED: 4/2/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.77 Miles**

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

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

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

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

ROUTE: 0509AZ SOUTH WATERSIDE DRIVE N/B
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/16/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.38 Miles**

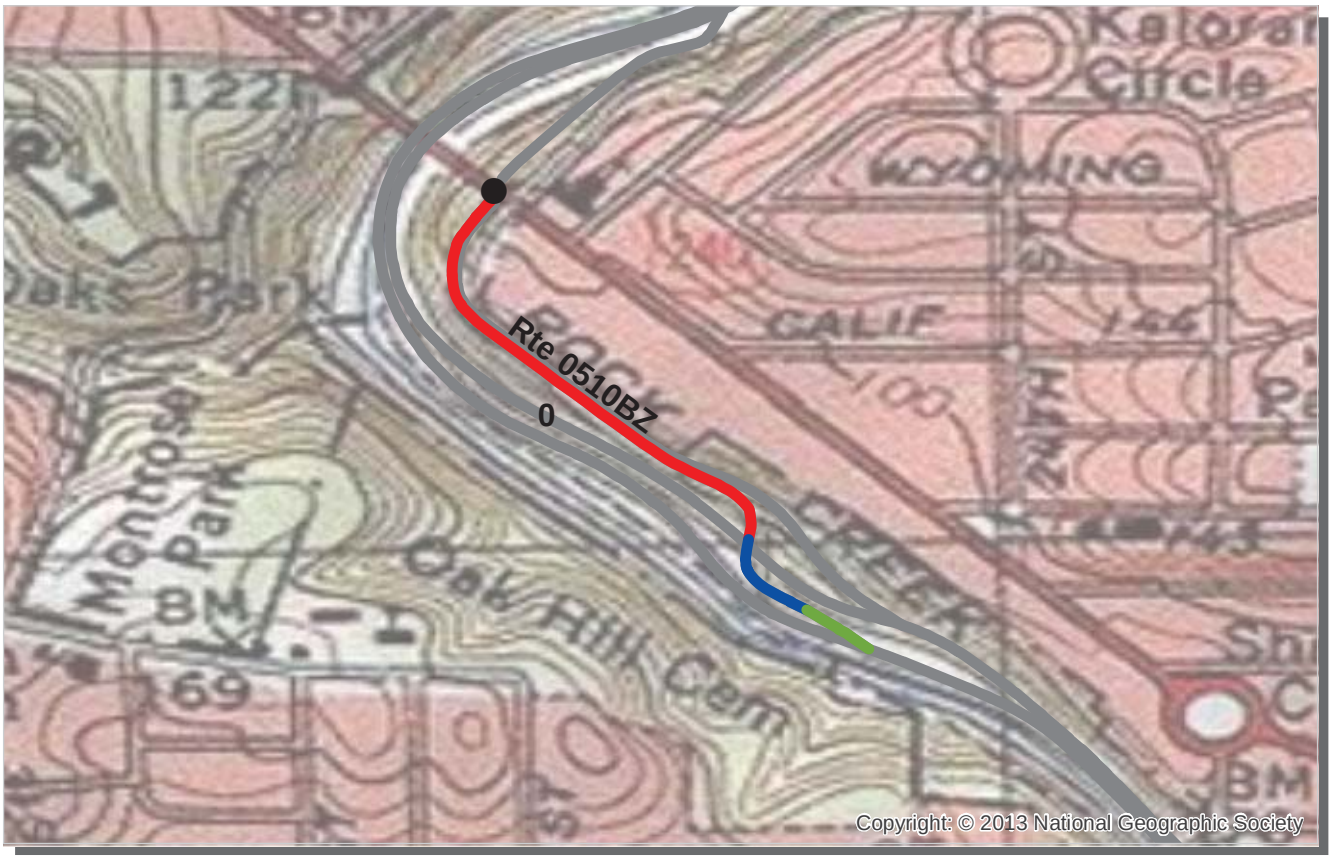
Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	93				
Patching Index	98				
Rutting Index	96				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0510BZ SOUTH WATERSIDE DRIVE S/B
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 4/2/2013**

NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.39 Miles**

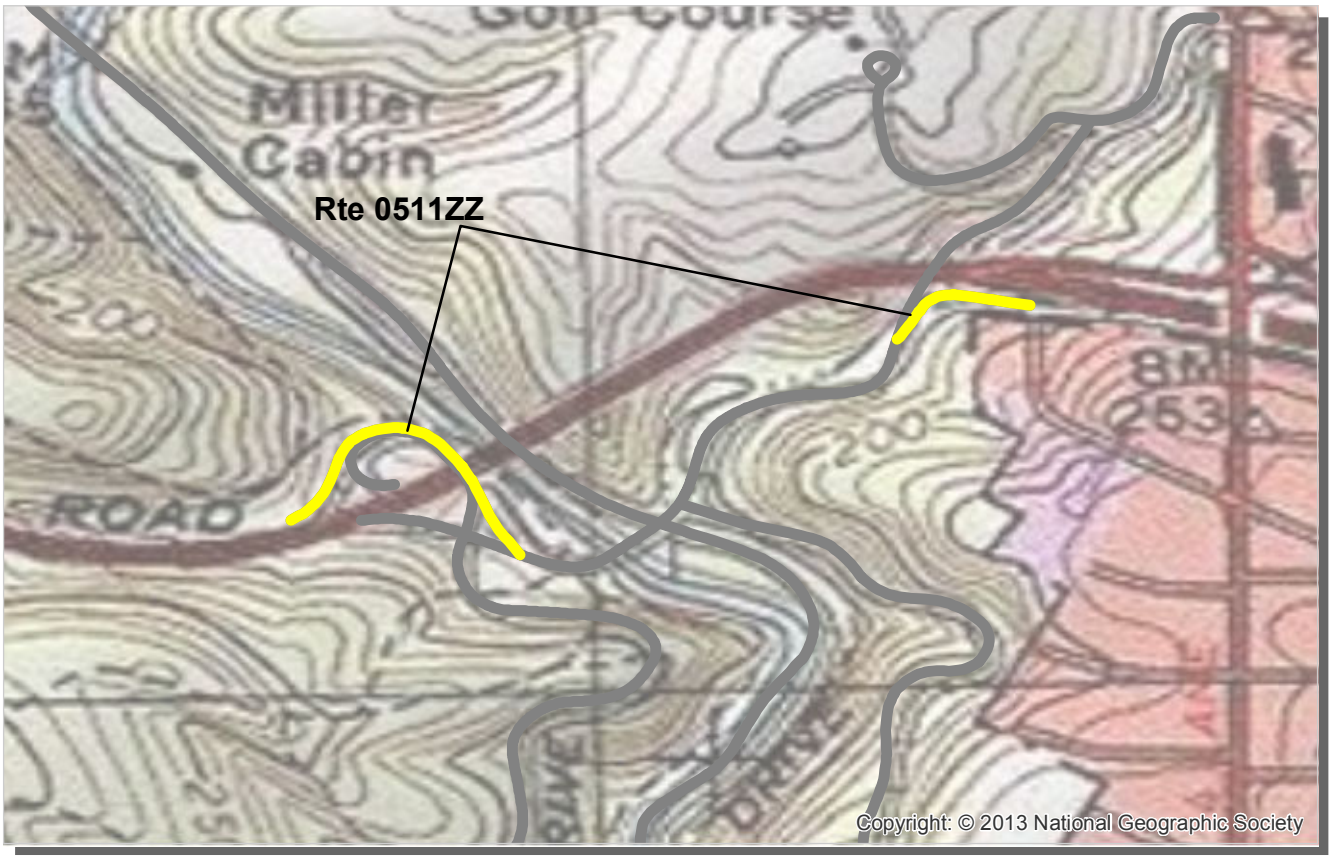
Section Number	0				
Section Length (mi)	0.39				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	17				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	0				
PCR (Pavement Condition Rating)	0				
Distress Index Values					
Structural Crack Index	0				
Transverse Cracking Index	94				
Patching Index	97				
Rutting Index	93				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

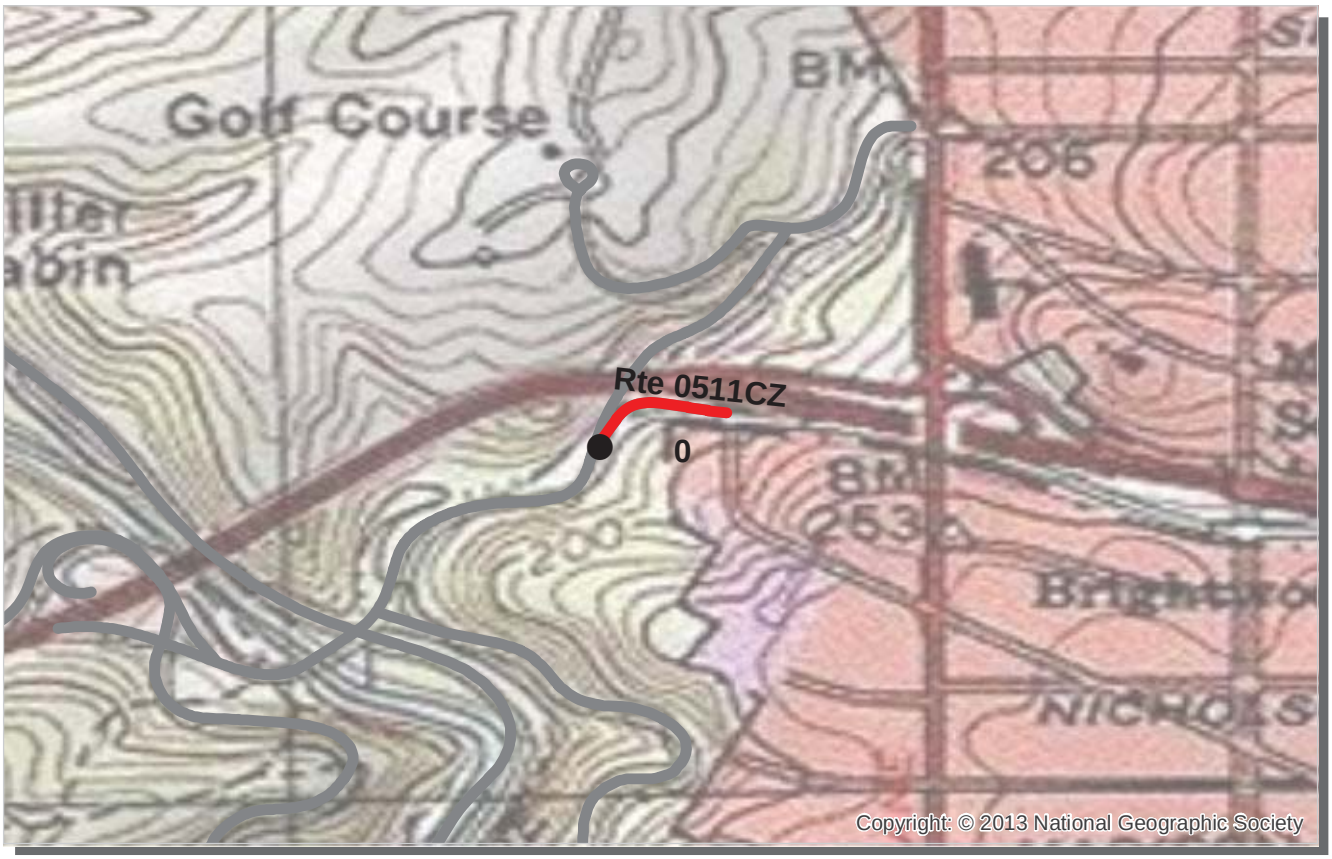
ROUTE: 0511ZZ RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW
ROCR : ROCK CREEK PARK

Summary Record **COLLECTED: 2/21/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.27 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	68				
PCR (Pavement Condition Rating)	68				
Distress Index Values					
Structural Crack Index	N/A				
Transverse Cracking Index	N/A				
Patching Index	N/A				
Rutting Index	N/A				
Roughness Condition Index (RCI)	N/A				

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

ROUTE: 0511ZZ RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW AND RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW



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: 0511CZ RAMP FROM N/B JOYCE ROAD NW TO 17TH STREET NW
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/21/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.08 Miles**

Section Number	0				
Section Length (mi)	0.08				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	22				
Lane Width (ft)	22				
Roadway Condition Information					
SCR (Surface Condition Rating)	45				
PCR (Pavement Condition Rating)	45				
Distress Index Values					
Structural Crack Index	45				
Transverse Cracking Index	72				
Patching Index	97				
Rutting Index	98				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0511DZ RAMP FROM S/B JOYCE ROAD NW TO MILITARY ROAD NW
ROCR : ROCK CREEK PARK

Subcomponent Record **COLLECTED: 2/21/2013**
NATIONAL CAPITAL REGION **TOTAL LENGTH: 0.19 Miles**

Section Number	0				
Section Length (mi)	0.19				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	84				
PCR (Pavement Condition Rating)	84				
Distress Index Values					
Structural Crack Index	92				
Transverse Cracking Index	84				
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

Section 6
Manually Rated Paved Route Condition Rating Sheets

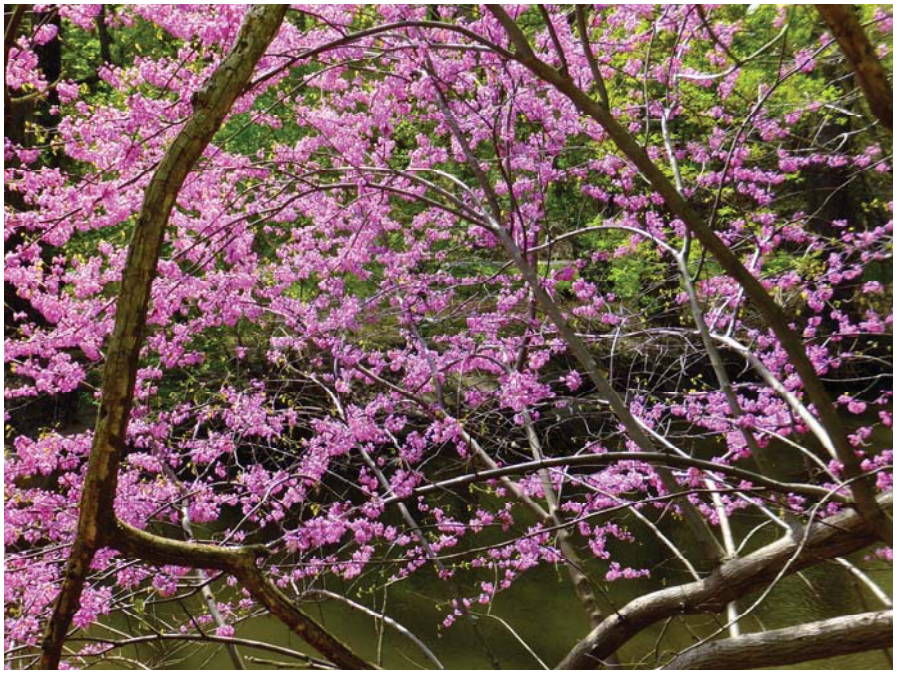
Rock Creek Park

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



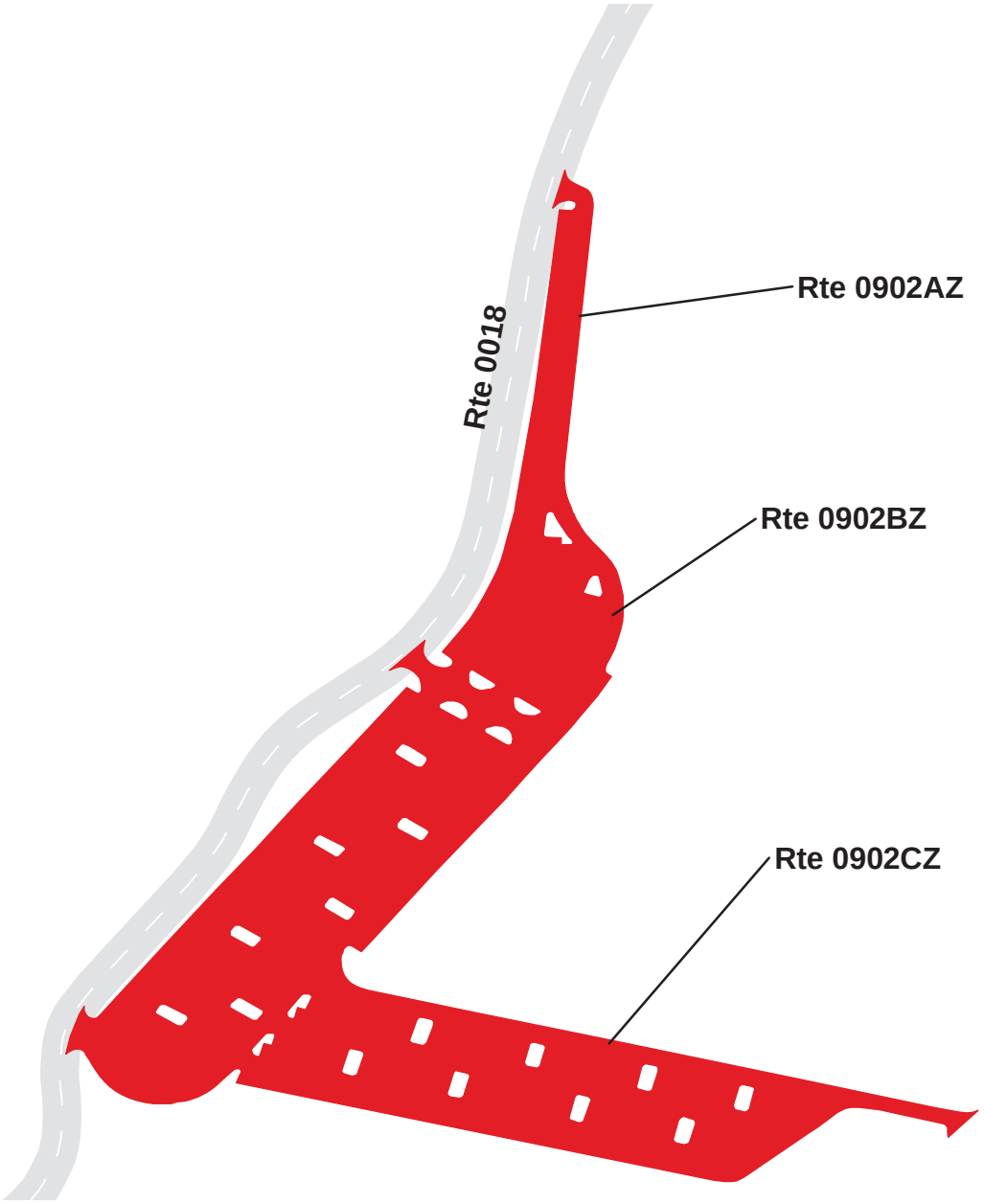
Rock Creek Park

Federal Lands Highway
Road Inventory Program

ROCK CREEK PARK
Route 0902ZZ
CARTER BARRON PARKING AREAS
FROM ROUTE 0018 (STAGE ROAD)
TO ROUTE 0018 (STAGE ROAD) AND COLORADO AVENUE NORTHWEST
Summary Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902ZZ	PUBLIC	1/8/2013	245,503	4.23	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	10	0	CONCRETE CURB AND GUTTER	CONCRETE CURB	SUMMARY/73

* Lane miles are based on 11' lane widths



ROCK CREEK PARK
Route 0902AZ
CARTER BARRON PARKING AREA - LOT A
FROM ROUTE 0018 (STAGE ROAD)
TO ROUTE 0902BZ (CARTER BARRON PARKING AREA - LOT B)
Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902AZ	PUBLIC	1/8/2013	17,507	0.30	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	CONCRETE CURB AND GUTTER	CONCRETE CURB	FAIR/73

* Lane miles are based on 11' lane widths

ROCK CREEK PARK
Route 0902BZ
CARTER BARRON PARKING AREA - LOT B

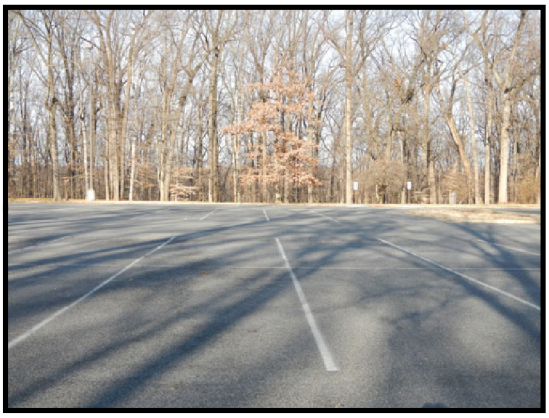
FROM ROUTE 0018 (STAGE ROAD)

TO ROUTE 0902AZ (CARTER BARRON PARKING AREA - LOT A) AND ROUTE 0902CZ (CARTER BARRON PARKING AREA - LOT C)

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902BZ	PUBLIC	1/8/2013	139,771	2.41	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	5	0	CONCRETE CURB AND GUTTER	CONCRETE CURB	FAIR/73

* Lane miles are based on 11' lane widths

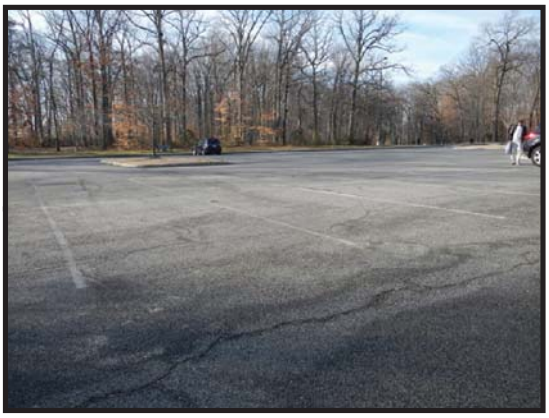


500 250 0 500 Feet

ROCK CREEK PARK
Route 0902CZ
CARTER BARRON PARKING AREA - LOT C
FROM ROUTE 0902BZ (CARTER BARRON PARKING AREA - LOT B)
TO COLORADO AVENUE NORTHWEST
Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0902CZ	PUBLIC	1/8/2013	88,225	1.52	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	5	0	NO CURB AND GUTTER	CONCRETE CURB	FAIR/73

* Lane miles are based on 11' lane widths



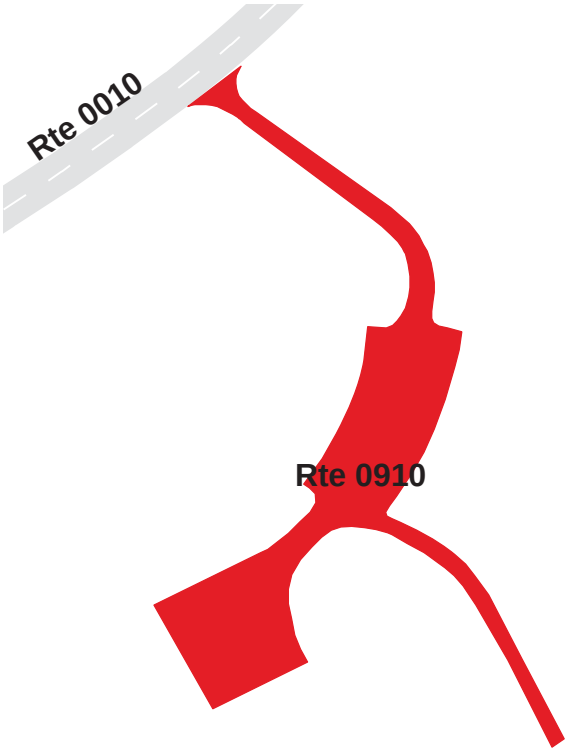
500 250 0 500
Feet

N

ROCK CREEK PARK
Route 0910
EDGEWATER STABLE PARKING
FROM ROUTE 0010 (BEACH DRIVE NORTHWEST) ON LEFT
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0910	NONPUBLIC	1/8/2013	26,658	0.46	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	3	0	CONCRETE CURB AND GUTTER	CONCRETE CURB	POOR/45

* Lane miles are based on 11' lane widths



300 150 0 300
Feet

N

ROCK CREEK PARK
Route 0918
PICNIC GROVE #1 PARKING
FROM SHOEMAKER STREET NORTHWEST
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0918	PUBLIC	1/8/2013	10,686	0.18	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	2	1	CONCRETE CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

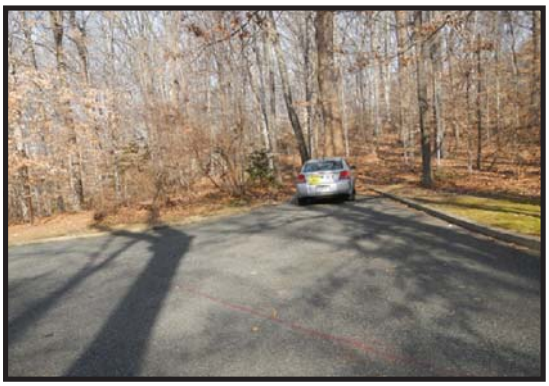
100 50 0 100
Feet

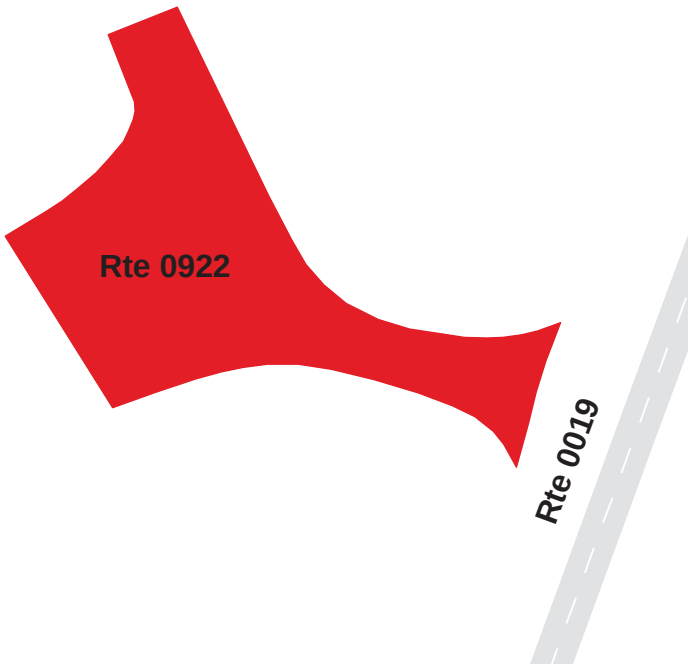
N

ROCK CREEK PARK
Route 0922
PICNIC GROVE #27 PARKING
FROM ROUTE 0019 (GLOVER ROAD NORTHWEST/ RIDGE ROAD NORTHWEST)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0922	PUBLIC	1/8/2013	1,979	0.03	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	1	0	NO CURB AND GUTTER	CONCRETE CURB	FAIR/73

* Lane miles are based on 11' lane widths





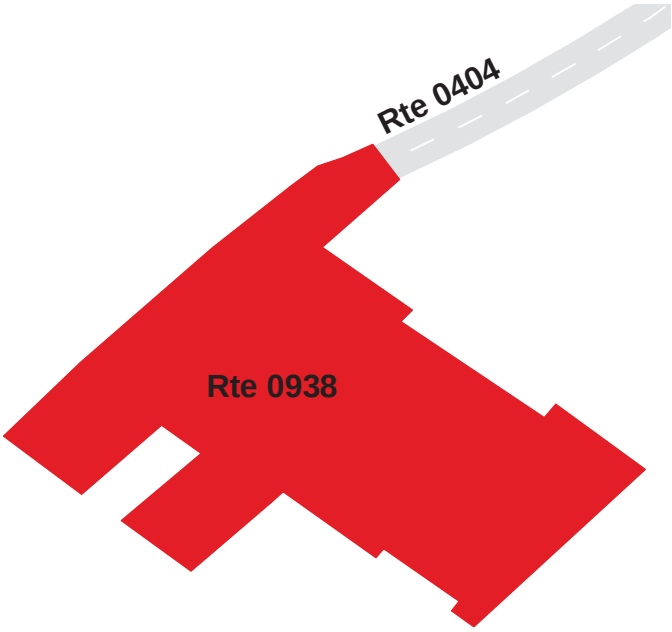
50 25 0 50
Feet

N

ROCK CREEK PARK
Route 0938
CENTER FOR URBAN ECOLOGY PARKING
FROM END OF ROUTE 0404 (CENTER FOR URBAN ECOLOGY ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0938	NONPUBLIC	1/8/2013	19,178	0.33	CO
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	5	3	NO CURB AND GUTTER	NO CURB	FAIR/73

* Lane miles are based on 11' lane widths



100 50 0 100
Feet

ROCK CREEK PARK
Route 0940
PIERCE MILL BUS LOOP
FROM TILDEN STREET NORTHWEST
TO TILDEN STREET NORTHWEST

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0940	PUBLIC	1/8/2013	4,274	0.07	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	4	0	CONCRETE CURB AND GUTTER	NO CURB	EXCELLENT/97

* Lane miles are based on 11' lane widths

100 50 0 100
Feet

Section 8
Route Maintenance Features Summaries

Rock Creek Park

Federal Lands Highway
Road Inventory Program

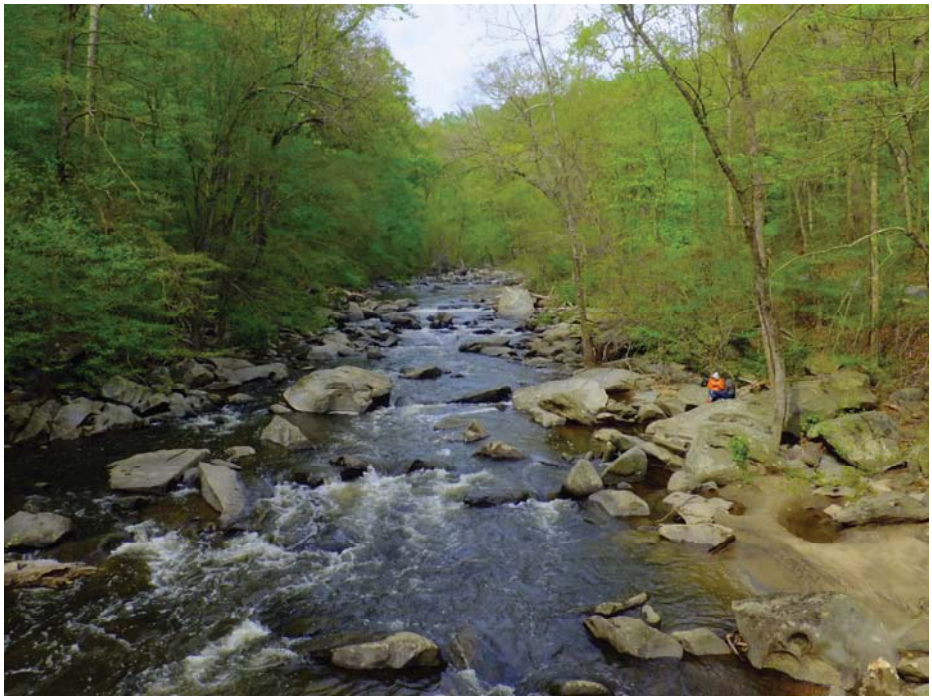
DCV ROUTE MAINTENANCE FEATURES SUMMARY

This park is classified as a Large Park. Therefore, in Cycle 5, no features asset inventory was conducted unless the route was modified or previously uncollected by RIP.

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



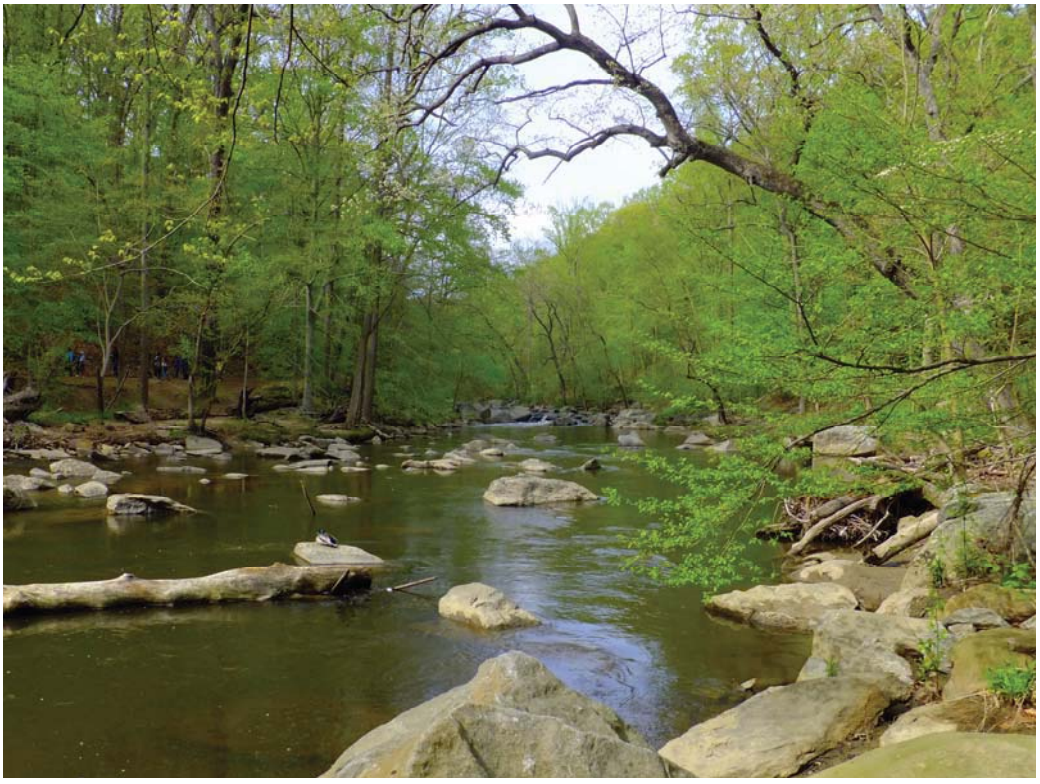
Rock Creek Park

Federal Lands Highway
Road Inventory Program

ROUTE MAINTENANCE FEATURES ROAD LOGS

This park is classified as a Large Park. Therefore, in Cycle 5, no features asset inventory was conducted unless the route was modified or previously uncollected by RIP.

Section 10
Appendix



Rock Creek 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.

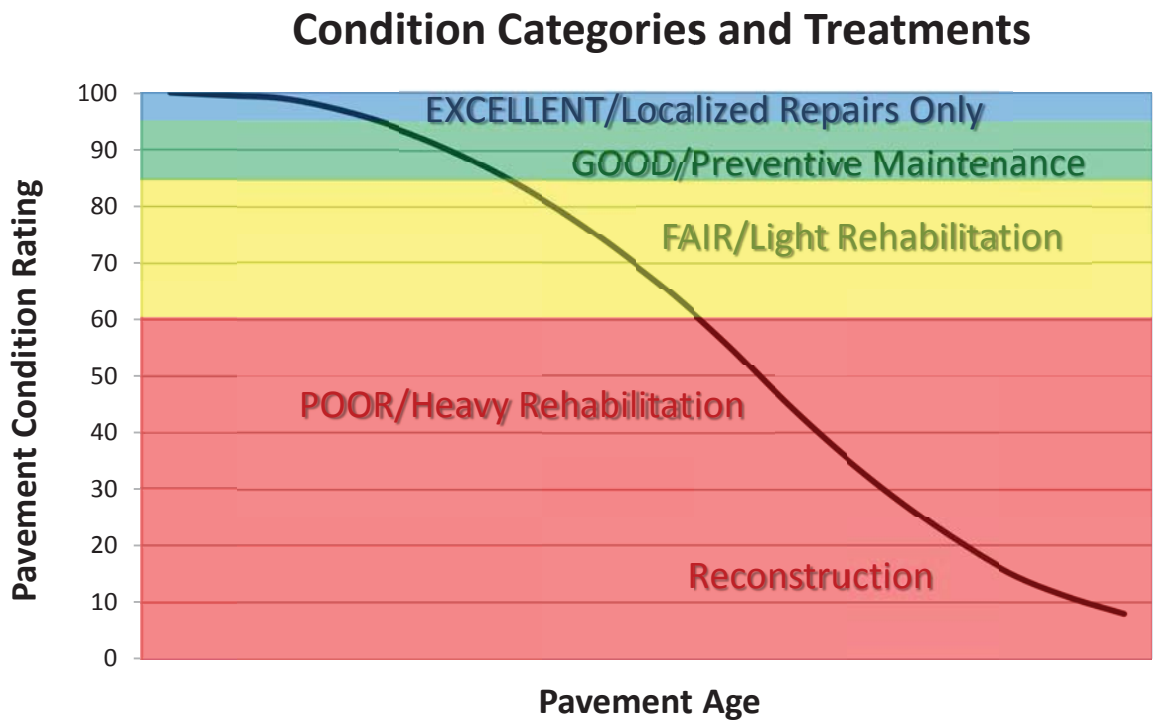
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation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



DESCRIPTION OF RATING SYSTEM

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

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

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

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

In 2010, FHWA RIP began the fifth cycle of data collection in national parks. For Cycle 5, data will be collected in approximately 81 large parks (10 or more paved route miles) on Functional Class 1, 2, and 7 routes plus any new routes or parking areas previously not collected, totaling an estimated 4,459 paved route miles. Additionally, 231 small parks will be collected comprising approximately 529 paved route miles and associated paved parking areas. The data is used to support the National Park Service road maintenance program and Pavement Management System (PMS) developed and maintained by FHWA.

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

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

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

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

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

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

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

TRANSVERSE CRACKING

Description

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

Severity Levels

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

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

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

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

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

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

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

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

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

Where:

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

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

Data Collection Vehicle Subsystems

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

CAMERAS

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

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

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

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

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

DMI (Distance Measuring Instrument)

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

ROUGHNESS (IRI)

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

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

RUTTING

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

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

GPS & INERTIAL SYSTEMS

GPS is collected by an onboard system employing OmniSTAR real-time correction and a gyroscope (spin-type) to provide accurate positioning data (pitch/roll/heading) in instances of satellite obstruction. All GPS coordinates are tied to image and linear distance measurements.

GPS SPECIFICATIONS	
Static accuracy	Sub-meter
Dynamic accuracy	2-3 meters
Receiver	12 satellite tracking
Coordinate system	Lat Lon WGS 84
Environment	Day or night
Cross-slope	+- 0.5 degrees
Grade	+- 0.5 degrees

GPS on Manually Rated Roads (MRR)

Parking areas, some roads, and other paved areas that are not fully drivable with the DCV are collected manually by field technicians. GPS is collected for these routes using portable Trimble GPS backpack units. Paved campground pads and driveways are not typically included in the inventory or GPS.

Geodatabase – Background and Metadata

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

A geodatabase can be thought of as simply a database containing spatial data. Many different tables are contained with the park's geodatabase. A complete and thorough description of the tables and fields contained within this geodatabase can be found in the ***metadata***. The metadata is attached directly within the geodatabase and can be accessed via ESRI's ArcCatalog. The metadata portion of the geodatabase also includes data dictionary report functionality that formats the metadata into an easy to read report.

GLOSSARY OF TERMS AND ABBREVIATIONS

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