Federal Lands Highway

Road Inventory Program

Road Inventory and Condition Assessment

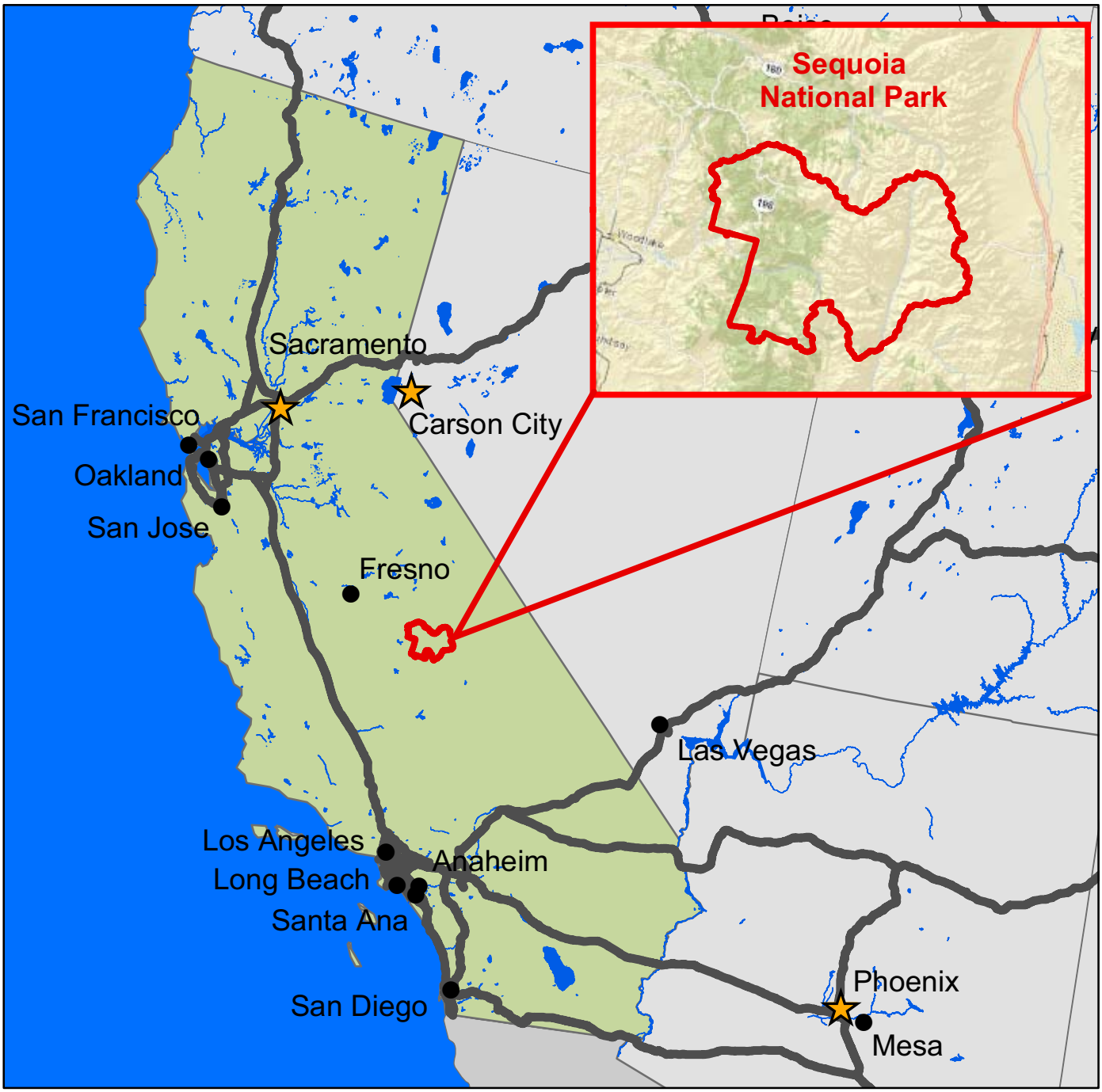
Sequoia National Park

SEQU

Cycle 5 Report

Prepared By: Federal Highway Administration
Road Inventory Program (RIP)
Data Collected: 09/2011
Report Date: 01/2013

Sequoia National Park
in
California



DCV = Data Collection Vehicle

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INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

Respectfully,

FHWA RIP Team

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Section 2
Park Route Inventory

Sequoia National Park

Federal Lands Highway
Road Inventory Program

Cycle 5 NPS/RIP Route ID Report

Shading Color Key:
Red text denotes approx. mileage

White = Paved Routes, DCV Driven | Yellow = Unpaved Routes, DCV not Driven | Blue = All Paved Parking Areas | Green = All Unpaved Parking Areas
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SEQU

SEQUOIA NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0010	5	73857		GENERALS HIGHWAY	FROM SOUTH PARK BOUNDARY	TO NORTH PARK BOUNDARY	N/A	32.88	0.00	32.88	1		AS	1,2
0013	5	73858		MINERAL KING ROAD	FROM CATTLE GUARD (WEST PARK BOUNDARY)	TO MINERAL KING	N/A	10.32	2.60	12.92	1		AS	3
0100	5	73859		CRYSTAL CAVE ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 14.76	TO ROUTE 0905 (CRYSTAL CAVE PARKING AREA)	N/A	6.48	0.00	6.48	2		AS	1
0101	5	73860		WUKSACHI VILLAGE ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 22.91	TO ROUTE 0934 (WUKSACHI VILLAGE PARKING, NORTH TERRACE)	N/A	1.00	0.00	1.00	2		AS	1
0102ZZ	5	73861		CRESENT MEADOW ROADS	FROM ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)	TO ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)	N/A	2.54	0.00	2.54	2		AS	1
0201ZZ	5	73862		POTWISHA CAMPGROUND ROADS	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 4.04	THROUGH CAMPGROUND	N/A	0.56	0.00	0.56	3		AS	2
0203	5	73863		BUCKEYE FLAT ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 6.39	TO END OF LOOP	N/A	0.85	0.00	0.85	2		AS	2
0221	4	73864		DORST CREEK CAMPGROUND ACCESS ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 29.2	TO ROUTE 0222ZZ (DORST CAMPGROUND ROADS)	N/A	0.26	0.00	0.26	3		AS	1
0222ZZ	4	73865		DORST CAMPGROUND ROADS	FROM END OF ROUTE 0221 (DORST CREEK CAMPGROUND ACCESS ROAD)	THROUGH CAMPGROUND	N/A	3.05	0.00	3.05	3		AS	1
0223	5			LODGEPOLE CAMPGROUND ROAD	FROM INFORMATION KIOSK/END OF ROUTE 0224 (LODGEPOLE VISITOR CENTER ROAD)	TO END OF LOOP	N/A	0.89	0.00	0.89	2		AS	1
0223ZZ	5	73866		LODGEPOLE CAMPGROUND LOOPS	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	THROUGH CAMPGROUND	N/A	1.36	0.00	1.36	3		AS	1
0224	5	73868		LODGEPOLE VISITOR CENTER ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 21.28	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	N/A	0.33	0.00	0.33	2		AS	1
0225	5	73869		WOLVERTON ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 19.5	TO ROUTE 0918 (WOLVERTON PARKING AREA)	N/A	1.45	0.00	1.45	2		AS	1

Cycle 5 NPS/RIP Route ID Report

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0227	4	74147		PINEWOOD PICNIC AREA	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 17.99	TO END OF LOOP	N/A	0.19	0.00	0.19	3	16,051	AS	1
0228	NC	73874		SOUTH FORK ROAD	FROM WEST PARK BOUNDARY	TO SOUTH FORK CAMPGROUND	N/A	0.00	0.85	0.85	2		GR	
0229	NC	73875		COLD SPRINGS CAMPGROUND ROAD	FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 14.2	THROUGH CAMPGROUND	N/A	0.00	0.50	0.50	3		GR	
0230	NC	73877		ATWELL MILL CAMPGROUND ROAD	FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 9.9	THROUGH CAMPGROUND	N/A	0.00	0.39	0.39	3		GR	
0403	**5**	**73879**		**DRURY LANE**	**FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.27**	**THROUGH RESIDENCE AREA**	**N/A**	**0.16**	**0.00**	**0.16**	**5**		**AS**	**2**
0404	4	73880		SYCAMORE SERVICE ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 0.53	TO ROUTE 0423 (SHEPHERD PASS ROAD)	N/A	0.56	0.00	0.56	5		AS	2
0418	4	73881		LODGEPOLE NORTH RESIDENCE ACCESS ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 21.42	TO ROUTE 0427ZZ (LODGEPOLE NORTH RESIDENCE ROADS)	N/A	0.33	0.00	0.33	5		AS	1
0419	4	73882		WOLVERTON CORRAL ROAD	FROM ROUTE 0225 (WOLVERTON ROAD) AT MP 0.34	TO ROUTE 0919 (WOLVERTON CORRAL PARKING AREA)	N/A	0.11	0.00	0.11	5		AS	1
0423	NC	73885		SHEPHERD PASS ROAD	FROM END OF ROUTE 0404 (SYCAMORE SERVICE ROAD) AT LOCKED GATE	TO WEST PARK BOUNDARY	N/A	0.00	4.86	4.86	6		GR	
0424	NC	73886		MILK RANCH ROAD	FROM WEST PARK BOUNDARY	TO MILK RANCH PEAK	N/A	0.00	4.00	4.00	6		GR	
0425	**5**	**73887**		**HEADQUARTERS STREET**	**FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.28**	**TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.22**	**N/A**	**0.16**	**0.00**	**0.16**	**2**		**AS**	**2**
0426	**5**	**73888**		**UPPER GENERAL SHERMAN TREE ROAD**	**FROM ROUTE 0225 (WOLVERTON ROAD) AT MP 0.56 ON RIGHT**	**TO ROUTE 0951ZZ (UPPER GENERAL SHERMAN TREE PARKING AREAS)**	**N/A**	**0.66**	**0.00**	**0.66**	**2**		**AS**	**1**
0427ZZ	4	73889		LODGEPOLE NORTH RESIDENCE ROADS	FROM ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD)	THROUGH RESIDENCE AREA ROADS	N/A	0.00	0.00	0.00	6	89,427	AS	1
0428	4	73892		RED FIR MAINTENANCE ACCESS ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 23.31	TO DEAD END	N/A	0.15	0.00	0.15	6		AS	1

Cycle 5 NPS/RIP Route ID Report

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0429	4	73894		HELIPAD ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 23.40	TO HELIPAD	N/A	0.00	0.00	0.00	6	11,542	AS	1
0430	4	73897		SPRAYFIELD ROAD	FROM ROUTE 0429 (HELIPAD ROAD)	TO WATER TOWER	N/A	0.00	0.00	0.00	6	31,617	AS	1
0431	4	73899		WUKSACHI VILLAGE FIRE STATION ACCESS	FROM ROUTE 0101 (WUKSACHI VILLAGE ROAD)	TO END AT ROUTE 0928 (WUKSACHI CONSTRUCTION EMPLOYEE PARKING) (LEFT) AND ROUTE 0927 (WUKSACHI FIRE/RESIDENCE PARKING) (RIGHT)	N/A	0.07	0.00	0.07	5		AS	1
0432	4	73902		WUKSACHI WATER TOWER	FROM ROUTE 0937 (WUKSACHI VILLAGE PARKING, SOUTH TERRACE)	TO WATER TOWER	N/A	0.21	0.00	0.21	5	24,394	AS	1
0433	4	73905		SOUTHERN SIERRA RESEARCH CENTER	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.07	TO DEAD END	N/A	0.00	0.00	0.00	5	10,829	AS	2
0434	4	73908		BUCKEYE RESIDENCE ROUTE 2	FROM ROUTE 0435 (BUCKEYE RESIDENCE ROUTE 2)	TO END OF LOOP	N/A	0.00	0.00	0.00	5	7,429	AS	2
0435	4	73909		BUCKEYE RESIDENCE ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 0.22	AROUND LOOP TO END OF PAVEMENT	N/A	0.67	0.00	0.67	5		AS	2
0436	4	73911		SEWAGE TREATMENT PLANT ACCESS	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 22.56, BETWEEN LODGEPOLE AND WUKSACHI	TO END OF LOOP	N/A	0.44	0.00	0.44	6		AS	1
0437	4	73914		SEWER ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.01 ON RIGHT	TO END	N/A	0.00	0.00	0.00	6	5,284	AS	2
0500	**5**	**73916**		**MORO ROCK LOOP**	**FROM ROUTE 0102ZZ (CRESENT MEADOW ROADS) AT MP 1.1**	**TO END OF LOOP**	**N/A**	**0.88**	**0.00**	**0.88**	**2**		**AS**	**1**
0600	**5**	**73919**		**MATHER DRIVE**	**FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 0.91**	**TO ROUTE 0010 (GENERALS HIGHWAY)**	**N/A**	**0.56**	**0.00**	**0.56**	**5**		**AS**	**2**
0901ZZ	4	73927		RED FIR MAINTENANCE FACILITY PARKING AREAS	FROM ROUTE 0428 (RED FIR MAINTENANCE ACCESS ROAD) ON LEFT AND RIGHT	THROUGH MAINTENANCE FACILITY PARKING AREAS	N/A	0.00	0.00	0.00		64,717	AS	1

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0902	4	73928		WUKSACHI LODGE PARKING	FROM ROUTE 0101 (WUKSACHI VILLAGE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		43,040	AS	1
0903	4	73929		ASH MOUNTAIN MAINTENANCE YARD	FROM ROUTE 0425 (HEADQUARTERS STREET)	TO PARKING	N/A	0.00	0.00	0.00		102,797	AS	2
0904	4	73930		ASH LANE PARKING	FROM ROUTE 0425 (HEADQUARTERS STREET)	TO PARKING	N/A	0.00	0.00	0.00		37,128	AS	2
0905	4	73931		CRYSTAL CAVE PARKING AREA	FROM END OF ROUTE 0100 (CRYSTAL CAVE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		50,342	AS	1
0906	4	73932		HOSPITAL ROCK PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 6.32		N/A	0.00	0.00	0.00		21,368	AS	2
0907	4	73933		CRESCENT MEADOW PARKING LOOP	FROM END OF ROUTE 0102ZZ (CRESENT MEADOW ROADS)	TO PARKING	N/A	0.00	0.00	0.00		50,209	AS	1
0908	4	73934		CRICKET HOLLOW	FROM ROUTE 0600 (ASH MOUNTAIN RESIDENCE STREETS)	TO PARKING	N/A	0.00	0.00	0.00		9,074	AS	2
0909	4	73935		HELIPORT SPUR	FROM ROUTE 0404 (SYCAMORE SERVICE ROAD) AT MP 0.47 ON RIGHT	TO ROUTE 0404 (SYCAMORE SERVICE ROAD)	N/A	0.00	0.00	0.00		23,576	AS	2
0910	4	73936		SYCAMORE LOWER MAINTENANCE AREA	FROM TO ROUTE 0404 (SYCAMORE SERVICE ROAD) ON LEFT	THROUGH MAINTENACE AREA	N/A	0.00	0.00	0.00		19,694	AS	2
0911ZZ	4	73937		HEADQUARTERS PARKING AREAS	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		11,760	AS	2
0912	4	73938		POTWISHA TRAILER DUMP	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 4.04, ACROSS FROM ROUTE 0201 (POTWISHA CAMPGROUND ROAD)	TO PARKING	N/A	0.00	0.00	0.00		21,034	AS	2
0913	4	73939		INDIANHEAD PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 0.43 NEAR SOUTH PARK BOUNDARY		N/A	0.00	0.00	0.00		6,413	AS	2
0914	4	73940		SEWAGE TREATMENT PLANT	FROM ROUTE 0436 (SEWAGE TREATMENT PLANT ACCESS) ON RIGHT	TO ROUTE 0436 (SEWAGE TREATMENT PLANT ACCESS)	N/A	0.00	0.00	0.00		17,400	AS	1

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0915ZZ	4	73941		LODGEPOLE AMPITHEATER PARKING AREAS	ADJACENT TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)		N/A	0.00	0.00	0.00		81,115	AS	1
0917	4	73943		LODGEPOLE VISITOR CENTER PARKING	ADJACENT TO ROUTE 0224 (LODGEPOLE VISITOR CENTER ROAD)		N/A	0.00	0.00	0.00		65,829	AS	1
0918	4	73944		WOLVERTON PARKING AREA	FROM END OF ROUTE 0225 (WOLVERTON ROAD)	TO ROUTE 0923 (WOLVERTON WATER PLANT ROAD)	N/A	0.00	0.00	0.00		140,983	AS	1
0919	**5**	**74200**		**WOLVERTON CORRAL PARKING AREA**	**FROM END OF ROUTE 0419 (WOLVERTON CORRAL ROAD)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**33,712**	**AS**	**1**
0920	NC	73945		SILVER CITY RESIDENCE AREA	FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 11.8	TO PARKING	N/A	0.00	0.00	0.00			GR	
0921	**5**	**73946**		**ATWELL MAINTENANCE AREA**	**FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 9.6**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**14,573**	**AS**	**3**
0922	NC	73947		MINERAL KING PACK STATION	FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 15.3	TO PARKING	N/A	0.00	0.00	0.00			GR	
0923	4	74152		WOLVERTON WATER PLANT ROAD	FROM ROUTE 0918 (WOLVERTON PARKING AREA)	TO WATER PLANT	N/A	0.00	0.00	0.00		10,493	AS	1
0924	NC	74154		ATWELL BONEYARD	FROM ROUTE 0230 (ATWELL MILL CAMPGROUND ROAD) AT MP 0.3	TO PARKING	N/A	0.00	0.00	0.00			GR	
0925ZZ	4	74158		HEADQUARTERS STATION PARKING AREAS	ADJACENT TO ROUTE 0904 (HEADQUARTERS AREA RESIDENCE) ON LEFT AND RIGHT		N/A	0.00	0.00	0.00		4,407	AS	2
0926ZZ	4	74163		ASH MOUNTAIN VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) ON RIGHT		N/A	0.00	0.00	0.00		10,790	AS	2
0927	4	74166		WUKSACHI FIRE/RESIDENCE PARKING	FROM END OF ROUTE 0431 (WUKSACHI VILLAGE FIRE STATION ACCESS) ON RIGHT	TO PARKING	N/A	0.00	0.00	0.00		30,523	AS	1

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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
0928	4	74169	■	WUKSACHI CONSTRUCTION EMPLOYEE PARKING	FROM END OF ROUTE 0431 (WUKSACHI VILLAGE FIRE STATION ACCESS) ON LEFT	TO ROUTE 0928 (WUKSACHI CONSTRUCTION EMPLOYEE PARKING) AND ROUTE 0929 (WUKSACHI TRAILER PARKING)	N/A	0.00	0.00	0.00		66,288	AS	1
0929	4	74193	■	WUKSACHI TRAILER PARKING	FROM ROUTE 0928 (WUKSACHI CONSTRUCTION EMPLOYEE PARKING)	TO ROUTE 0928 (WUKSACHI CONSTRUCTION EMPLOYEE PARKING)	N/A	0.00	0.00	0.00		29,031	AS	1
0930	4	74196		MINERAL KING RANGER STATION	ADJACENT TO ROUTE 0013 (MINERAL KING ROAD)		N/A	0.00	0.00	0.00		4,983	AS	3
0931	**5**	**74198**		**AUTO LOG PARKING AREA**	**FROM ROUTE 0102ZZ (CRESENT MEADOW ROADS)**	**TO PARKING**	**N/A**	**0.00**	**0.00**	**0.00**		**8,105**	**AS**	**1**
0933	4	74201	■	WUKSACHI VILLAGE PARKING, WEST TERRACE	FROM ROUTE 0101 (WUKSACHI VILLAGE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		47,409	AS	1
0934	4	74204	■	WUKSACHI VILLAGE PARKING, NORTH TERRACE	FROM END OF ROUTE 0101 (WUKSACHI VILLAGE ROAD)	TO PARKING	N/A	0.00	0.00	0.00		56,847	AS	1
0936	4	74210		LOST GROVE PARKING AREA	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 32.22		N/A	0.00	0.00	0.00		15,912	AS	1
0937	4	74214	■	WUKSACHI MOTEL PARKING, SOUTH TERRACE	FROM ROUTE 0101 (WUKSACHI VILLAGE ROAD)	TO ROUTE 0101 (WUKSACHI VILLAGE ROAD)	N/A	0.00	0.00	0.00		109,822	AS	1
0939	4	74217		MORO ROCK PARKING	ADJACENT TO ROUTE 0500 (MORO ROCK LOOP) AT MORO ROCK		N/A	0.00	0.00	0.00		2,170	AS	1
0941	4	104942		LOWER GENERAL SHERMAN PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 19.03		N/A	0.00	0.00	0.00		13,200	AS	1
0942	4	73872		BIG TREE HANDICAP PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 17.20		N/A	0.00	0.00	0.00		9,091	AS	1
0943	4	113026		GIANT FOREST MUSEUM HANDICAP PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 16.89		N/A	0.00	0.00	0.00		17,800	AS	1
0944	4	113027		UPPER KAWEAH MUSEUM PARKING	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 16.86	TO PARKING	N/A	0.00	0.00	0.00		116,037	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

SEQU

SEQUOIA NATIONAL PARK

Rte. No.	Cycle Collected	FMSS No.	Concess Route	Route Name	Route Description From	Route Description To	Maint. District	Paved Miles	Un-Paved Miles	Total Route Length	Func. Class	Manual Rated SQ/FT	Surf. Type	Area Maps
0945	4	104638		LAST HILL TURNOUT	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 15.8		N/A	0.00	0.00	0.00		661	AS	1
0947	4	104914		AMPHITHEATRE POINT PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) ON RIGHT		N/A	0.00	0.00	0.00		4,939	AS	2
0949	4	104919		TUNNEL ROCK PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 2.66 ON LEFT		N/A	0.00	0.00	0.00		2,582	AS	2
0950	4	104934		SOUTH ENTRANCE CONTACT STATION PARKING	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT SOUTH PARK BOUNDARY ENTRANCE		N/A	0.00	0.00	0.00		1,805	AS	2
0951ZZ	4	73926		UPPER GENERAL SHERMAN TREE PARKING AREAS	FROM ROUTE 0426 (UPPER GENERAL SHERMAN TREE ROAD)	TO PARKING AREAS	N/A	0.00	0.00	0.00		113,064	AS	1
0952ZZ	4			DORST CAMPGROUND PARKING AREAS	FROM DORST CAMPGROUND ROADS	TO PARKING	N/A	0.00	0.00	0.00		66,059	AS	1
0953	4			LODGEPOLE VISITOR CENTER REAR PARKING	FROM ROUTE 0224 (LODGEPOLE VISITOR CENTER ROAD)	TO PARKING	N/A	0.00	0.00	0.00		5,933	AS	1

Cycle 5 NPS/RIP Route ID Report

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** DCV - Data Collection Vehicle

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CYCLE 5 COLLECTED SUMMARY TOTALS FOR SEQUOIA NATIONAL PARK

CYCLE 5 COLLECTED ROUTE TOTALS

DCV Driven Route Miles	61.01
Manually Rated Route Miles	0.05
TOTAL PARK ROUTE MILES COLLECTED IN CYCLE 5	61.06
Manually Rated Routes (SQFT)	0.00

* CYCLE 5 COLLECTED PARKING AREA TOTALS

Paved Parking (SQFT)	56,390

CYCLE 5 COLLECTED CONCESSION TOTALS

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

CYCLE 5 COLLECTED WEIGHTED AVERAGE PARK VALUES

DCV Driven PCR	69
**Manually Rated Routes PCR	90
**Parking PCR	63
***Total Equivalent Lane Miles	115.55

TOTAL PARK SUMMARY FOR SEQUOIA NATIONAL PARK

ROUTE TOTALS

TOTAL PAVED PARK ROUTE MILES	67.10
TOTAL PAVED PARKING (SQFT)	1,562,715

* - 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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** DCV - Data Collection Vehicle

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General Park Road Functional Classification Table

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

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

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

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

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

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

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

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

****

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

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

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

Surface Type Abbreviations:

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

NPS/RIP Subcomponent Details for SEQU

Shading Color Key:
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SEQU

SEQUOIA NATIONAL 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
0102ZZ	**73861**	**5**	**CRESENT MEADOW ROADS**	**FROM ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)**	**TO ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)**		**2**	**2.54**	**0.00**	**2.54**	
0201ZZ	**73862**	**5**	**POTWISHA CAMPGROUND ROADS**	**FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 4.04**	**THROUGH CAMPGROUND**		**3**	**0.56**	**0.00**	**0.56**	
0222ZZ	73865	4	DORST CAMPGROUND ROADS	FROM END OF ROUTE 0221 (DORST CREEK CAMPGROUND ACCESS ROAD)	THROUGH CAMPGROUND		3	3.05	0.00	3.05	
0223ZZ	**73866**	**5**	**LODGEPOLE CAMPGROUND LOOPS**	**FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)**	**THROUGH CAMPGROUND**		**3**	**1.36**	**0.00**	**1.36**	
0427ZZ	73889	4	LODGEPOLE NORTH RESIDENCE ROADS	FROM ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD)	THROUGH RESIDENCE AREA ROADS		6	0.00	0.00	0.00	89,427
0901ZZ	73927	4	RED FIR MAINTENANCE FACILITY PARKING AREAS	FROM ROUTE 0428 (RED FIR MAINTENANCE ACCESS ROAD) ON LEFT AND RIGHT	THROUGH MAINTENANCE FACILITY PARKING AREAS			0.00	0.00	0.00	64,717
0911ZZ	73937	4	HEADQUARTERS PARKING AREAS	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) ON LEFT AND RIGHT				0.00	0.00	0.00	11,760
0915ZZ	73941	4	LODGEPOLE AMPITHEATER PARKING AREAS	ADJACENT TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)				0.00	0.00	0.00	81,115
0925ZZ	74158	4	HEADQUARTERS STATION PARKING AREAS	ADJACENT TO ROUTE 0904 (HEADQUARTERS AREA RESIDENCE) ON LEFT AND RIGHT				0.00	0.00	0.00	4,407
0926ZZ	74163	4	ASH MOUNTAIN VISITOR CENTER PARKING AREAS	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) ON RIGHT				0.00	0.00	0.00	10,790
0951ZZ	73926	4	UPPER GENERAL SHERMAN TREE PARKING AREAS	FROM ROUTE 0426 (UPPER GENERAL SHERMAN TREE ROAD)	TO PARKING AREAS			0.00	0.00	0.00	113,064
0952ZZ	N/A	4	DORST CAMPGROUND PARKING AREAS	FROM DORST CAMPGROUND ROADS	TO PARKING			0.00	0.00	0.00	66,059

NPS/RIP Subcomponent Details for SEQU

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SEQU

SEQUOIA NATIONAL PARK

SEQU-0102ZZ 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
0102AZ	73861	5	TUNNEL LOG LOOP	FROM ROUTE 0102Z (CRESENT MEADOW ROAD)	TO ROUTE 0102Z (CRESENT MEADOW ROAD)		2	0.05	0.00	0.05	3,696
0102Z	73861	5	CRESENT MEADOW ROAD	FROM ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)	TO ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)		2	2.49	0.00	2.49	

SEQU-0201ZZ 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
0201AZ	73862	5	POTWISHA CAMPGROUND ROAD A	FROM ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.09	TO ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.26		3	0.10	0.00	0.10	
0201BZ	73862	5	POTWISHA CAMPGROUND ROAD B	FROM ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.11	TO ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.23		3	0.07	0.00	0.07	
0201Z	73862	5	POTWISHA CAMPGROUND ROAD	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 4.22	TO END OF LOOP		3	0.38	0.00	0.38	

NPS/RIP Subcomponent Details for SEQU

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SEQU

SEQUOIA NATIONAL PARK

SEQU-0222ZZ 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
0222AZ	73865	4	DORST CAMPGROUND ROAD LOOP A	FROM END OF ROUTE 0221 (DORST CREEK CAMPGROUND ACCESS ROAD)	TO ROUTE 0952GZ (DORST CAMPGROUND AMPHITHEATER PARKING)		3	0.73	0.00	0.73	
0222BZ	73865	4	DORST CAMPGROUND ROAD LOOP B	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)		3	0.25	0.00	0.25	
0222CZ	73865	4	DORST CAMPGROUND ROAD LOOP C	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)		3	0.06	0.00	0.06	5,069
0222DZ	73865	4	DORST CAMPGROUND ROAD LOOP D	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)		3	0.35	0.00	0.35	
0222EZ	73865	4	DORST CAMPGROUND ROAD LOOP E	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO END OF LOOP		3	0.35	0.00	0.35	
0222FZ	73865	4	DORST CAMPGROUND ROAD LOOP F	FROM ROUTE 0222EZ (DORST CAMPGROUND ROAD LOOP E)	TO ROUTE 0222EZ (DORST CAMPGROUND ROAD LOOP E)		3	0.25	0.00	0.25	
0222GZ	73865	4	DORST CAMPGROUND ROAD LOOP G	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO END OF LOOP		3	0.29	0.00	0.29	
0222HZ	73865	4	DORST CAMPGROUND ROAD LOOP H	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO END OF LOOP		3	0.17	0.00	0.17	
0222IZ	73865	4	DORST CAMPGROUND ROAD LOOP I	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO END OF LOOP		3	0.38	0.00	0.38	
0222JZ	73865	4	DORST CAMPGROUND ROAD LOOP J	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)		3	0.22	0.00	0.22	

NPS/RIP Subcomponent Details for SEQU

Shading Color Key:
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SEQU

SEQUOIA NATIONAL PARK

SEQU-0223ZZ 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
0223AZ	73866	5	LODGEPOLE CAMPGROUND LOOP A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO END OF LOOP		3	0.21	0.00	0.21	
0223BZ	73866	5	LODGEPOLE CAMPGROUND LOOP B	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)		3	0.11	0.00	0.11	
0223CZ	73866	5	LODGEPOLE CAMPGROUND LOOP C	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO END OF LOOP		3	0.21	0.00	0.21	
0223DZ	73866	5	LODGEPOLE CAMPGROUND LOOP D	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)		3	0.09	0.00	0.09	
0223EAZ	73866	5	LODGEPOLE CAMPGROUND LOOP EA	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)	TO ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)		3	0.09	0.00	0.09	
0223EBZ	73866	5	LODGEPOLE CAMPGROUND LOOP EB	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)	TO ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)		3	0.08	0.00	0.08	
0223ECZ	73866	5	LODGEPOLE CAMPGROUND LOOP EC	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)	TO ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)		3	0.07	0.00	0.07	
0223EZ	73866	5	LODGEPOLE CAMPGROUND LOOP E	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO END OF LOOP		3	0.38	0.00	0.38	
0223FZ	73866	5	LODGEPOLE CAMPGROUND LOOP F	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)		3	0.12	0.00	0.12	

NPS/RIP Subcomponent Details for SEQU

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SEQU

SEQUOIA NATIONAL PARK

SEQU-0427ZZ 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
0427AZ	73889	4	LODGEPOLE NORTH RESIDENCE ROAD A	FROM ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD) AT MP 0.01, LEFT	TO END		6	0.00	0.00	0.00	5,902
0427BZ	73889	4	LODGEPOLE NORTH RESIDENCE ROAD B	FROM ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD) AT MP 0.20, LEFT	THROUGH RESIDENTIAL AREA		6	0.00	0.00	0.00	30,981
0427CZ	73889	4	LODGEPOLE NORTH RESIDENCE ROAD C	FROM ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD) AT MP 0.24, LEFT	TO END		6	0.00	0.00	0.00	3,108
0427DZ	73889	4	LODGEPOLE NORTH RESIDENCE ROAD D	FROM END OF ROUTE 0418 (LODGEPOLE NORTH RESIDENCE ACCESS ROAD) AT MP 0.24, LEFT	TO END		6	0.00	0.00	0.00	49,436

SEQU-0901ZZ 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
0901AZ	73927	4	RED FIR MAINTENANCE FACILITY PARKING A	ADJACENT TO ROUTE 0428 (RED FIR MAINTENANCE ACCESS ROAD) AT MP 0.05 ON RIGHT				0.00	0.00	0.00	7,179
0901BZ	73927	4	RED FIR MAINTENANCE FACILITY PARKING B	FROM ROUTE 0428 (RED FIR MAINTENANCE ACCESS ROAD) ON LEFT	TO ROUTE 0428 (RED FIR MAINTENANCE ACCESS ROAD)			0.00	0.00	0.00	57,538

NPS/RIP Subcomponent Details for SEQU

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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).

SEQU

SEQUOIA NATIONAL PARK

SEQU-0911ZZ 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
0911AZ	73937	4	HEADQUARTERS PARKING A	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) AT MP 0.0 ON LEFT				0.00	0.00	0.00	334
0911BZ	73937	4	HEADQUARTERS PARKING B	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) AT MP 0.0 ON LEFT				0.00	0.00	0.00	1,107
0911CZ	73937	4	HEADQUARTERS PARKING C	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) AT MP 0.1 ON LEFT				0.00	0.00	0.00	4,709
0911DZ	73937	4	HEADQUARTERS PARKING D	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) AT MP 0.1 ON RIGHT				0.00	0.00	0.00	4,925
0911EZ	73937	4	HEADQUARTERS PARKING E	ADJACENT TO ROUTE 0425 (HEADQUARTERS STREET) AT MP 0.1 ON RIGHT				0.00	0.00	0.00	685

SEQU-0915ZZ Subcomponent Breakdown

Rte. No.	FMSS No.	Cycle Collected	Route Name	Route Description From	Route Description To	Concess Route	Func. Class	Paved Miles	Un-Paved Miles	Total Route Length	Manual Rated SQ/FT
0915AZ	73941	4	LODGEPOLE AMPHITHEATER PARKING A	ADJACENT TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)				0.00	0.00	0.00	2,184
0915BZ	73941	4	LODGEPOLE AMPHITHEATER PARKING B	ADJACENT TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)				0.00	0.00	0.00	5,719
0915CZ	73941	4	LODGEPOLE AMPHITHEATER PARKING C	ADJACENT TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)				0.00	0.00	0.00	73,212

NPS/RIP Subcomponent Details for SEQU

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).

SEQU

SEQUOIA NATIONAL PARK

SEQU-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	74158	4	HEADQUARTERS STATION PARKING A	ADJACENT TO ROUTE 0904 (HEADQUARTERS AREA RESIDENCE) ON RIGHT				0.00	0.00	0.00	677
0925BZ	74158	4	HEADQUARTERS STATION PARKING B	ADJACENT TO ROUTE 0904 (HEADQUARTERS AREA RESIDENCE) ON LEFT				0.00	0.00	0.00	3,730

SEQU-0926ZZ 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
0926AZ	74163	4	ASH MOUNTAIN VISITOR CENTER PARKING AREA A	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.20 ON RIGHT				0.00	0.00	0.00	1,803
0926BZ	74163	4	ASH MOUNTAIN VISITOR CENTER PARKING AREA B	ADJACENT TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.23 ON RIGHT				0.00	0.00	0.00	8,987

SEQU-0951ZZ 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
0951AZ	73926	4	UPPER GENERAL SHERMAN TREE PARKING A	FROM ROUTE 0426 (UPPER GENERAL SHERMAN TREE ROAD)	TO PARKING			0.00	0.00	0.00	45,585
0951BZ	73926	4	UPPER GENERAL SHERMAN TREE PARKING B	FROM ROUTE 0426 (UPPER GENERAL SHERMAN TREE ROAD)	TO PARKING			0.00	0.00	0.00	67,479

NPS/RIP Subcomponent Details for SEQU

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).

SEQU

SEQUOIA NATIONAL PARK

SEQU-0952ZZ 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
0952AZ	N/A	4	DORST CAMPGROUND PARKING A	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO PARKING ON RIGHT			0.00	0.00	0.00	1,470
0952BZ	N/A	4	DORST CAMPGROUND PARKING B	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO PARKING ON LEFT			0.00	0.00	0.00	1,201
0952CZ	N/A	4	DORST CAMPGROUND PARKING C	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO PARKING ON RIGHT			0.00	0.00	0.00	1,867
0952DZ	N/A	4	DORST CAMPGROUND DUMP STATION	FROM ROUTE 0222BZ (DORST CAMPGROUND ROAD LOOP B)	TO ROUTE 0222BZ (DORST CAMPGROUND ROAD LOOP B)			0.00	0.00	0.00	3,782
0952EZ	N/A	4	DORST CAMPGROUND PARKING E	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO PARKING			0.00	0.00	0.00	2,313
0952FZ	N/A	4	DORST CAMPGROUND PARKING F	FROM ROUTE 0222IZ (DORST CAMPGROUND ROAD LOOP I) AT MP 0.0	TO ROUTE 0222IZ (DORST CAMPGROUND ROAD LOOP I) AT MP 0.0			0.00	0.00	0.00	8,336
0952GZ	N/A	4	DORST CAMPGROUND AMPHITHEATER PARKING	FROM ROUTE 0222AZ (DORST CAMPGROUND ROAD LOOP A)	TO PARKING			0.00	0.00	0.00	23,616
0952HZ	N/A	4	DORST CAMPGROUND GROUP PARKING H	FROM ROUTE 0222IZ (DORST CAMPGROUND ROAD LOOP I)	TO ROUTE 0222IZ (DORST CAMPGROUND ROAD LOOP I)			0.00	0.00	0.00	12,737
0952IZ	N/A	4	DORST CAMPGROUND GROUP PARKING I	FROM ROUTE 0952HZ (DORST CAMPGROUND GROUP PARKING H)	TO ROUTE 0222IZ (DORST CAMPGROUND ROAD LOOP I)			0.00	0.00	0.00	10,737

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - SEQU

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Modification**	**Comments**
0223	LODGEPOLE CAMPGROUND ROAD	ROUTE SPLIT	CYCLE 4 ROUTE 0223 WAS SPLIT INTO ROUTES 0223 (CAMPGROUND ACCESS) AND 0223ZZ (CAMPGROUND LOOPS) IN CYCLE 5. ROUTE WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0223ZZ	LODGEPOLE CAMPGROUND LOOPS	ROUTE NUMBER	CYCLE 4 ROUTE 0223 WAS SPLIT INTO ROUTES 0223 (CAMPGROUND ACCESS) AND 0223ZZ (CAMPGROUND LOOPS) IN CYCLE 5. ROUTE WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0921	ATWELL MAINTENANCE AREA	SURFACE TYPE CHANGE	ROUTE HAS BEEN PAVED SINCE CYCLE 4 DATA COLLECTION.
OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0101	WUKSACHI VILLAGE ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 2 PER THE PARK'S REQUEST. ROUTE PROVIDES ACCESS TO WUKSACHI VILLAGE.
0102ZZ	CRESENT MEADOW ROADS	ROUTES COMBINED	CYCLE 4 ROUTES 0102 AND 0102A WERE COMBINED IN CYCLE 5 PER THE PARK'S REQUEST. ROUTES WERE COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WERE MANUALLY RATED IN CYCLE 4.
0201ZZ	POTWISHA CAMPGROUND ROADS	COLLECTION METHOD CHANGE	ROUTE WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0203	BUCKEYE FLAT ROAD	COLLECTION METHOD CHANGE	IN CYCLE 4 THIS ROUTE WAS MANUALLY RATED, IN CYCLE 5 IT WAS DRIVEN WITH THE COLLECTION VEHICLE.
0225	WOLVERTON ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 3 TO 2 PER THE PARK'S REQUEST. ROUTE IS A CONNECTOR PARK ROAD THAT PROVIDES ACCESS TO THE UPPER GENERAL SHERMAN TREE AREA AND THE WOLVERTON CORRAL AREA.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - SEQU

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0403	DRURY LANE	REALIGNED	ROUTE WAS REALIGNED DURING THE ROUTE ID MEETING PER THE PARK'S REQUEST. A PORTION OF CYCLE 4 ROUTE 0403 WAS SPLIT OUT AND COMBINED INTO CYCLE 4 ROUTE 0600. ROUTE 0403 WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0425	HEADQUARTERS STREET	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 6 TO 2 PER THE PARK'S REQUEST; ROUTE IS A PARK CONNECTOR ROAD. ROUTE WAS DRIVEN WITH THE COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0426	UPPER GENERAL SHERMAN TREE ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 2 PER THE PARK'S REQUEST; ROUTE IS A PARK CONNECTOR ROAD. ROUTE WAS DRIVEN WITH THE COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4.
0427ZZ	LODGEPOLE NORTH RESIDENCE ROADS	ROUTES COMBINED	CYCLE 4 ROUTE 0935 WAS COMBINED INTO ROUTE 0427ZZ PER THE PARK'S REQUEST.
0434	BUCKEYE RESIDENCE ROUTE 2	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 6 TO 5 PER THE PARK'S REQUEST. ROUTE IS ADMINISTRATIVE WITH PUBLIC ACCESS ALLOWED.
0437	SEWER ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 5 TO 6 PER THE PARK'S REQUEST. ROUTE IS GATED AND PRIVATELY OWNED VEHICLES ARE NOT ALLOWED.
0500	MORO ROCK LOOP	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASSIFICATION CHANGED FROM 3 TO 2 PER THE PARK'S REQUEST; ROUTE IS A PARK CONNECTOR ROAD.
0600	MATHER DRIVE	REALIGNED	ROUTE WAS REALIGNED DURING THE CYCLE 5 ROUTE ID MEETING PER THE PARK'S REQUEST. A PORTION OF CYCLE 4 ROUTE 0403 WAS SPLIT OUT AND COMBINED INTO CYCLE 4 ROUTE 0600. ROUTE 0600 WAS COLLECTED WITH THE DATA COLLECTION VEHICLE IN CYCLE 5; WAS MANUALLY RATED IN CYCLE 4. THE FUNCTIONAL CLASS OF ROUTE 0600 CHANGED FROM 6 TO 5.

ROUTE IDENTIFICATION CHANGES TO PAVED ROUTES FROM PREVIOUS CYCLE - SEQU

OTHER CHANGES FROM PREVIOUS INVENTORY:			
Route #	**Route Name**	**Type of Change**	**Comments**
0901ZZ	RED FIR MAINTENANCE FACILITY PARKING AREAS	OTHER	CYCLE 4 SUBCOMPONENTS 0901CZ-DZ WERE REMOVED BECAUSE THERE ARE NO UNPAVED PARKING AREAS IN THE RED FIR MAINTENANCE FACILITY.
0902	WUKSACHI LODGE PARKING	OTHER	ROUTE NAME CHANGED PER PARK'S REQUEST; WAS "WUKSACHI VILLAGE CENTRE ACCESS AND PARKING"
0904	ASH LANE PARKING	OTHER	ROUTE NAME CHANGED PER PARK'S REQUEST; WAS "HEADQUARTERS AREA RESIDENCE"
0908	CRICKET HOLLOW	OTHER	ROUTE NAME CHANGED PER PARK'S REQUEST; WAS "ASH MOUNTAIN WATER TANK ROAD"
0913	INDIANHEAD PARKING	OTHER	ROUTE NAME CHANGED PER PARK'S REQUEST; WAS "ENTRANCE SIGN PARKING"
0919	WOLVERTON CORRAL PARKING AREA	ROUTES COMBINED	CYCLE 4 ROUTE 0932 WAS COMBINED INTO ROUTE 0919 IN CYCLE 5 PER THE PARK'S REQUEST.
0928	WUKSACHI CONSTRUCTION EMPLOYEE PARKING	ROUTES COMBINED	CYCLE 4 ROUTE 0928A WAS COMBINED INTO ROUTE 0928 IN CYCLE 5 PER THE PARK'S REQUEST. AS A RESULT THE AREA FOR ROUTE 0928 INCREASED SIGNIFICANTLY.
0931	AUTO LOG PARKING AREA	OTHER	ROUTE RECOLLECTED IN CYCLE 5 SINCE IT HAS CHANGED SINCE CYCLE 4 DATA COLLECTION.

Section 3
Park Summary Information

Sequoia National Park

Federal Lands Highway
Road Inventory Program

SEQU: 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	13.67	22.40%	7.87	12.90%	8.58	14.06%	13.08	21.44%	**43.20**
2	3.73	6.11%	6.21	10.18%	2.70	4.42%	2.54	4.16%	**15.18**
3	0.04	0.07%	0.12	0.20%	1.09	1.79%	0.67	1.10%	**1.92**
4									
5	0.12	0.20%	0.14	0.23%	0.18	0.29%	0.28	0.46%	**0.72**
6									
7									
8									
Totals	**17.56**	**28.78%**	**14.34**	**23.50%**	**12.55**	**20.56%**	**16.57**	**27.15%**	**61.02**

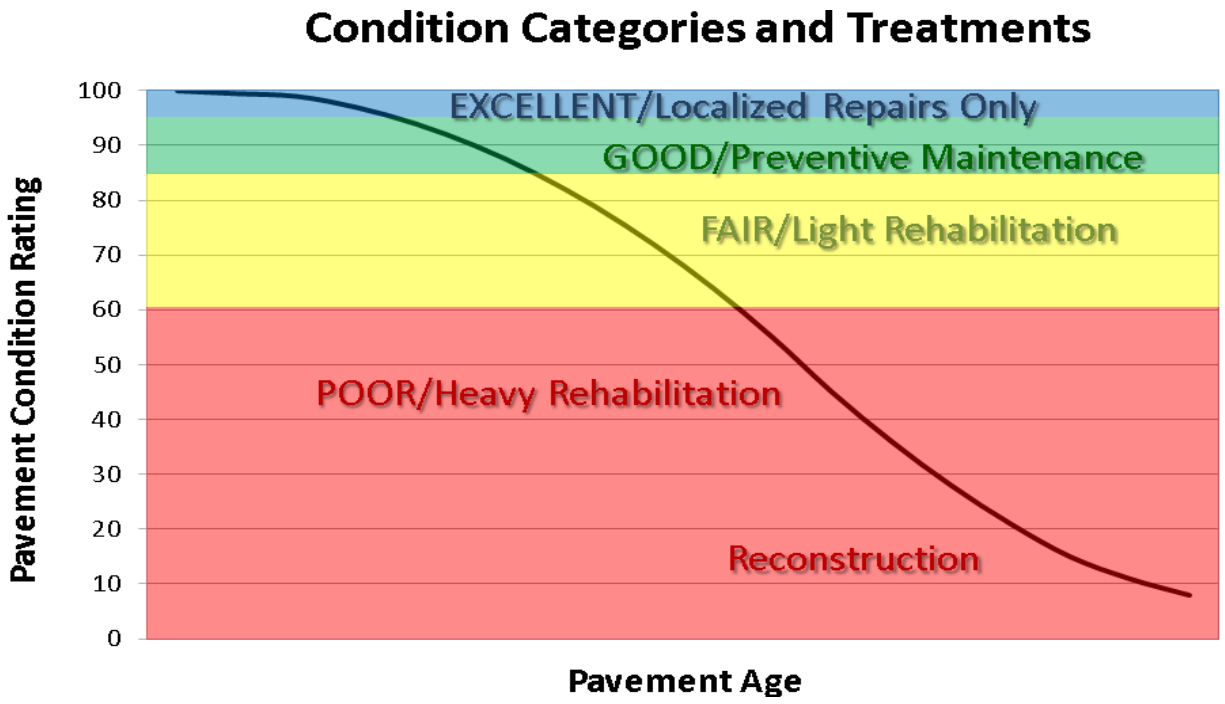
Note: **The information in this table is derived from the PMS_20 table in the Park database, which only contains processed data from routes collected with the Data Collection Vehicle (DCV). Information for Manually Rated Routes (MRR) and Parking Areas is not reported in this table. Only Functional Class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

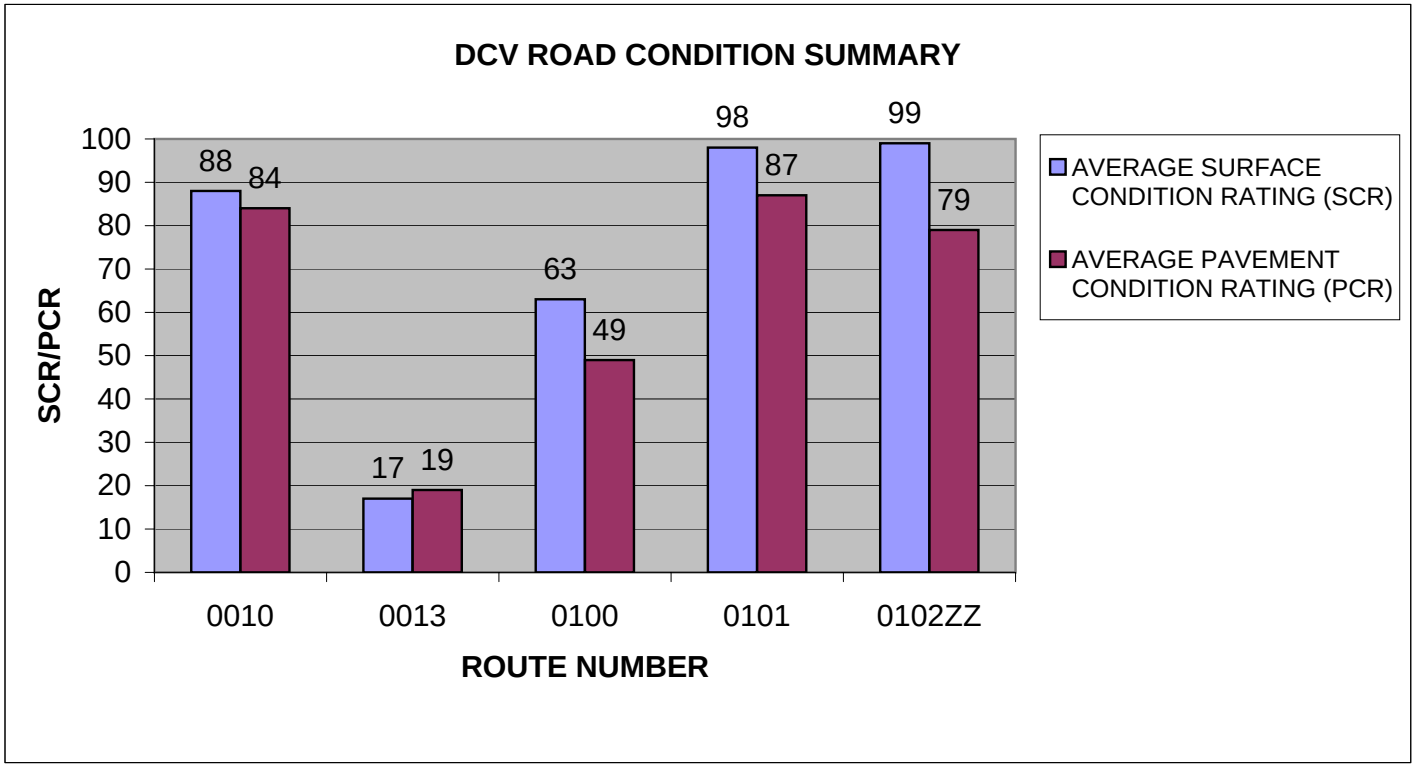
At this time, specific Maintenance and Rehabilitation activities should be evaluated and recommended at the project level. Site-specific conditions that influence treatment type should be determined based on performing a subsurface investigation and/or pavement condition survey, and not be based solely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



SEQU: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

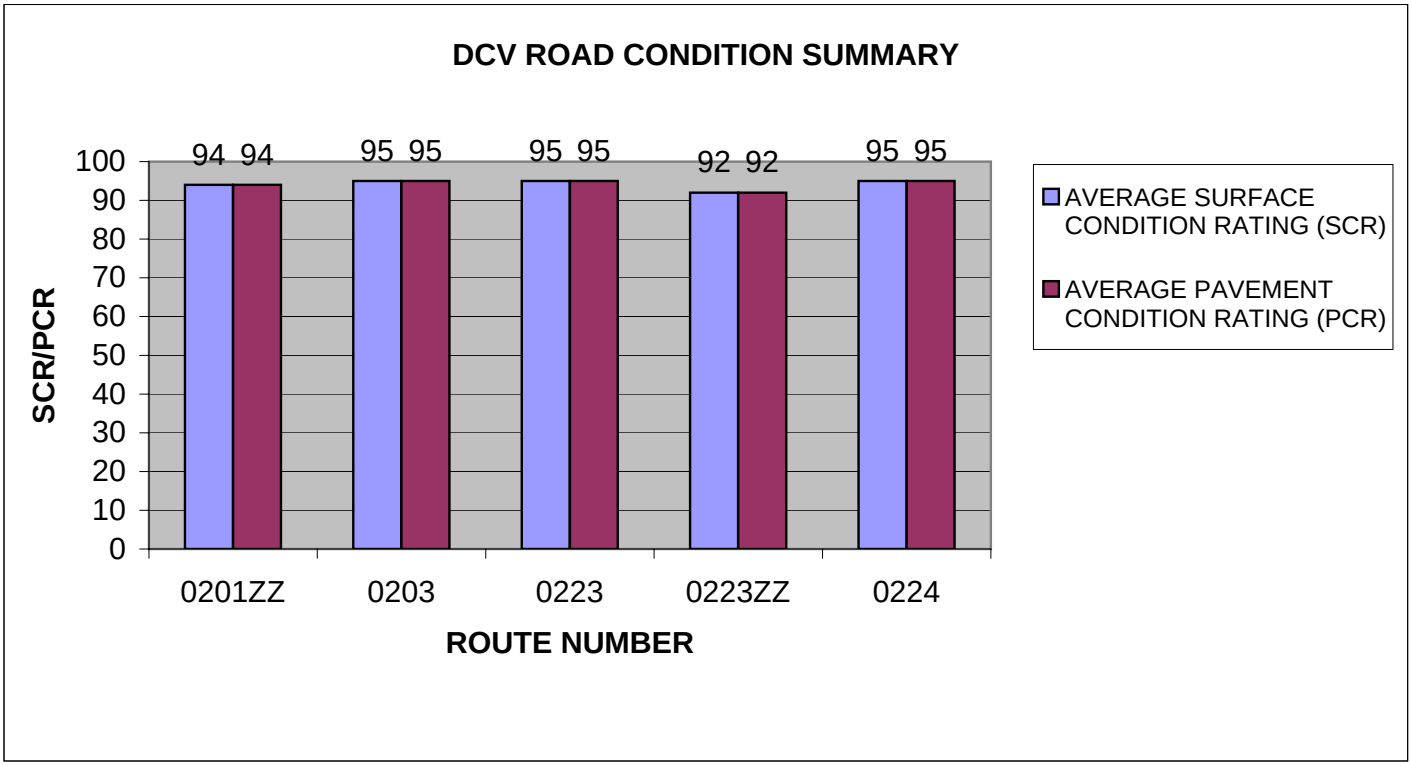
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0010	GENERALS HIGHWAY	1	32.88	ASPHALT	88	84
0013	MINERAL KING ROAD	1	10.32	ASPHALT	17	19
0100	CRYSTAL CAVE ROAD	2	6.48	ASPHALT	63	49
0101	WUKSACHI VILLAGE ROAD	2	1.00	ASPHALT	98	87
0102ZZ	CRESENT MEADOW ROADS	2	2.54	ASPHALT	99	79



SEQU: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

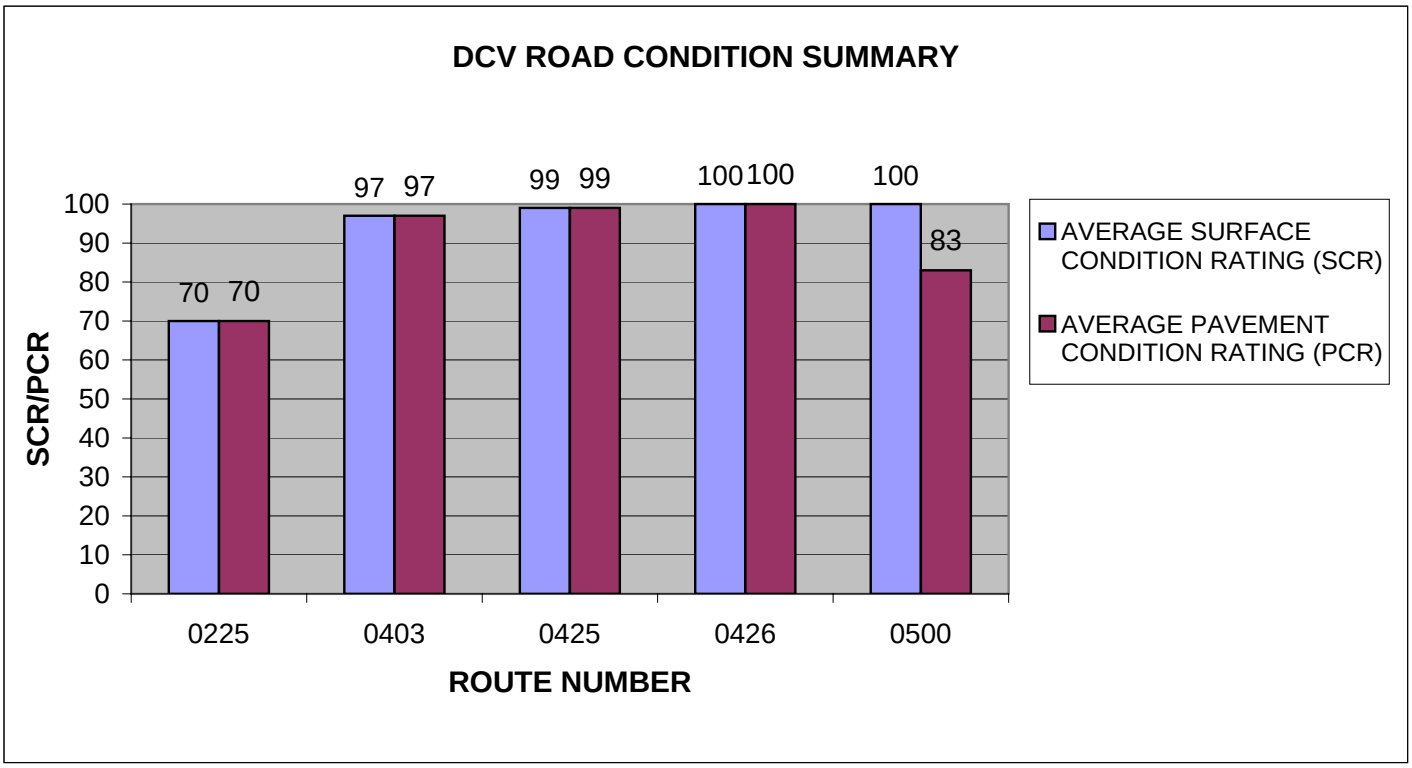
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0201ZZ	POTWISHA CAMPGROUND ROADS	3	0.56	ASPHALT	94	94
0203	BUCKEYE FLAT ROAD	2	0.85	ASPHALT	95	95
0223	LODGEPOLE CAMPGROUND ROAD	2	0.89	ASPHALT	95	95
0223ZZ	LODGEPOLE CAMPGROUND LOOPS	3	1.36	ASPHALT	92	92
0224	LODGEPOLE VISITOR CENTER ROAD	2	0.33	ASPHALT	95	95



SEQU: DCV ROAD CONDITION SUMMARY

DCV - Data Collection Vehicle

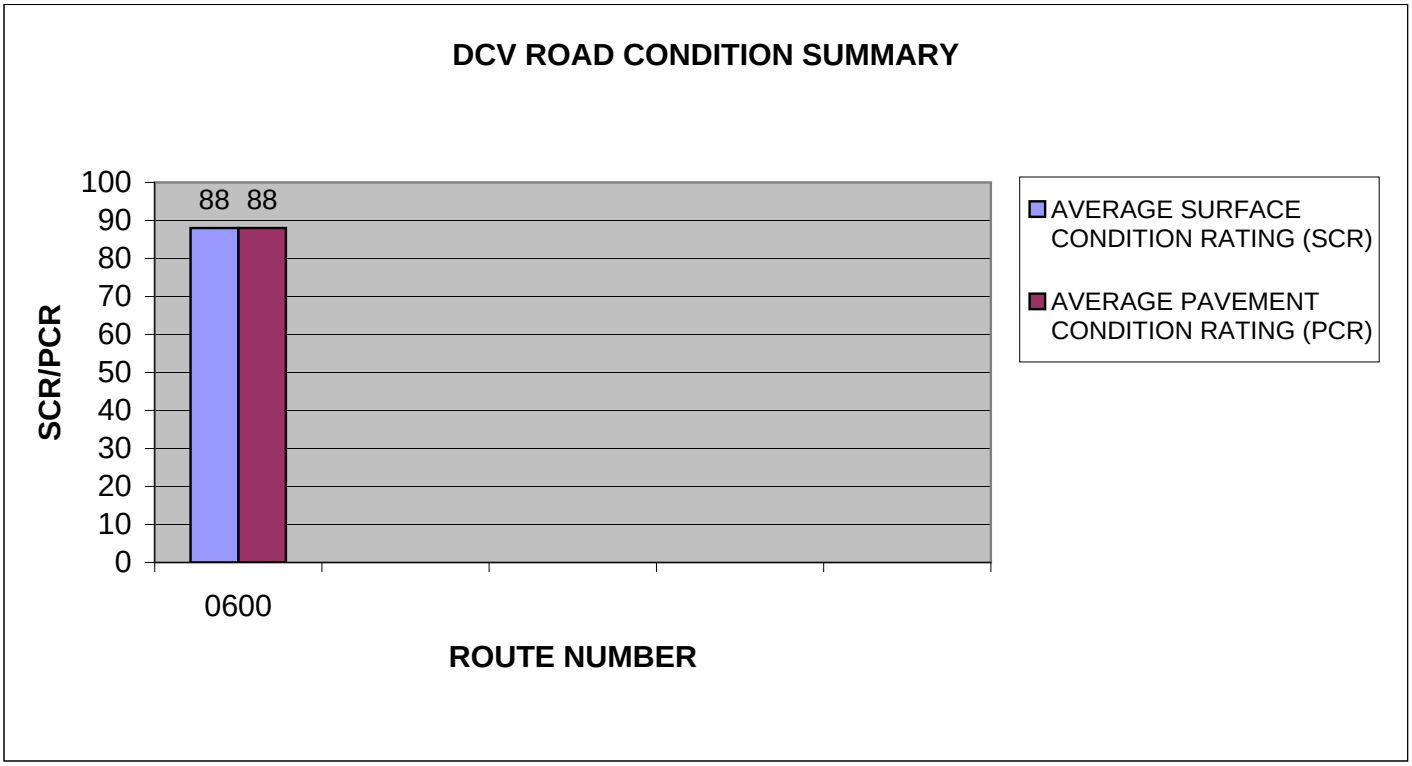
ROUTE NUMBER	ROUTE NAME	FUNCT CLASS	PAVED LENGTH	SURFACE TYPE	AVERAGE SURFACE CONDITION RATING (SCR)	AVERAGE PAVEMENT CONDITION RATING (PCR)
0225	WOLVERTON ROAD	2	1.45	ASPHALT	70	70
0403	DRURY LANE	5	0.16	ASPHALT	97	97
0425	HEADQUARTERS STREET	2	0.16	ASPHALT	99	99
0426	UPPER GENERAL SHERMAN TREE ROAD	2	0.66	ASPHALT	100	100
0500	MORO ROCK LOOP	2	0.88	ASPHALT	100	83



SEQU: 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)
0600	MATHER DRIVE	5	0.56	ASPHALT	88	88

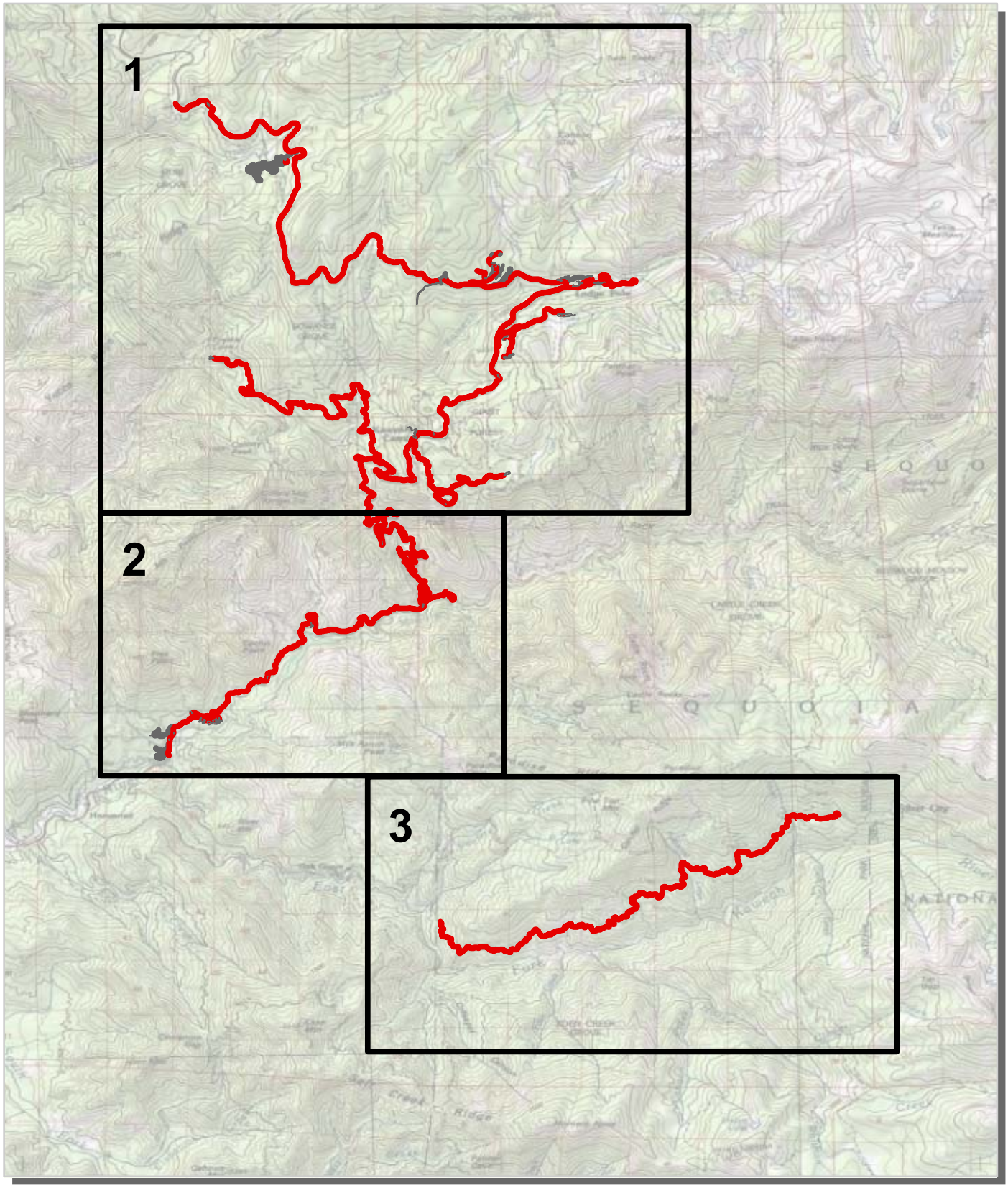


Section 4
Park Route Location Maps

Sequoia National Park

Federal Lands Highway
Road Inventory Program

Sequoia National Park
Route Location Map
Key Map



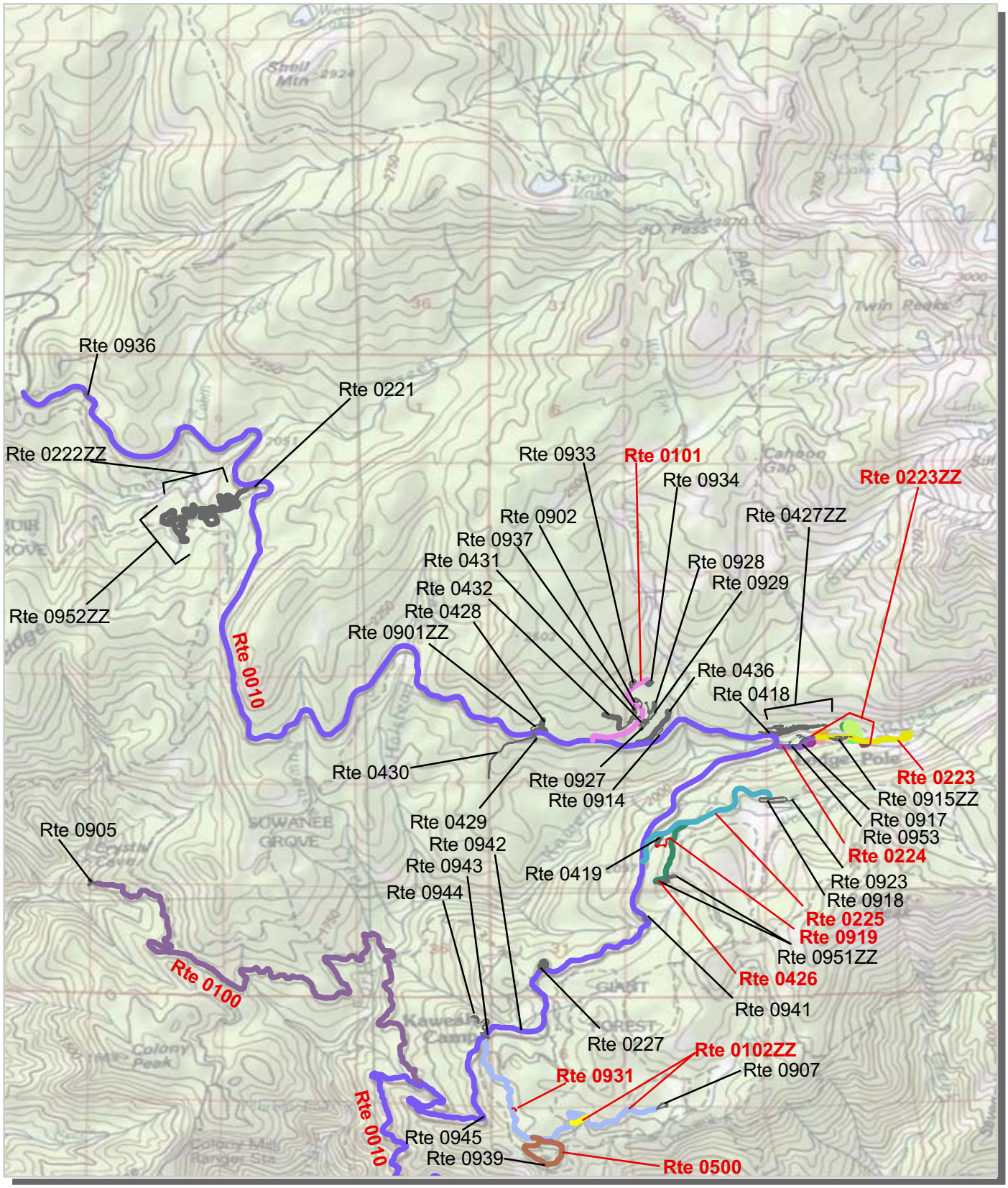
Cycle 5 Collected Routes

Routes Collected in Previous Cycle

3 1.5 0 3 Miles

N

Sequoia National Park
Route Location Map
Area 1



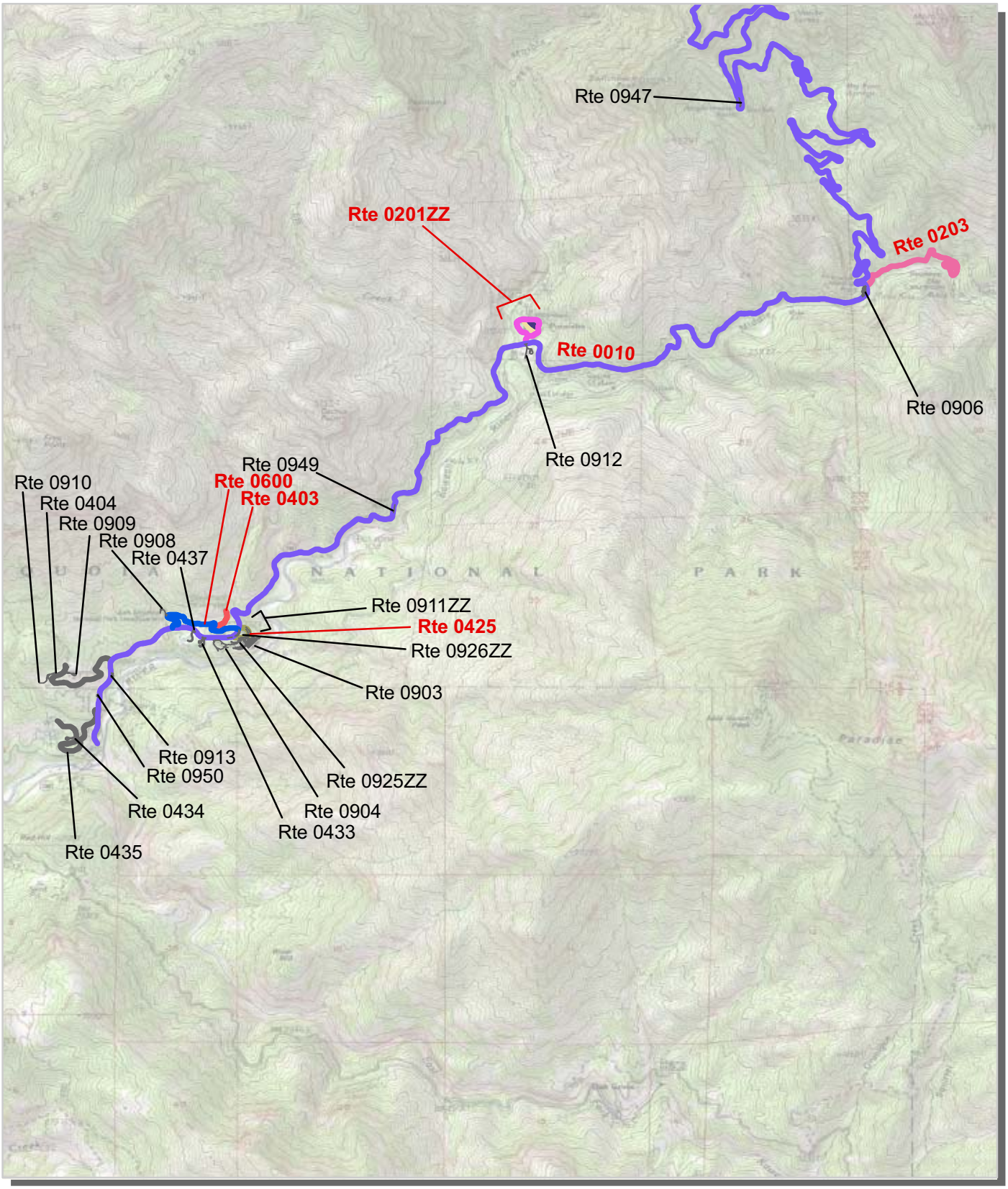
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

1 0.5 0 1 Miles

N

Sequoia National Park
Route Location Map
Area 2



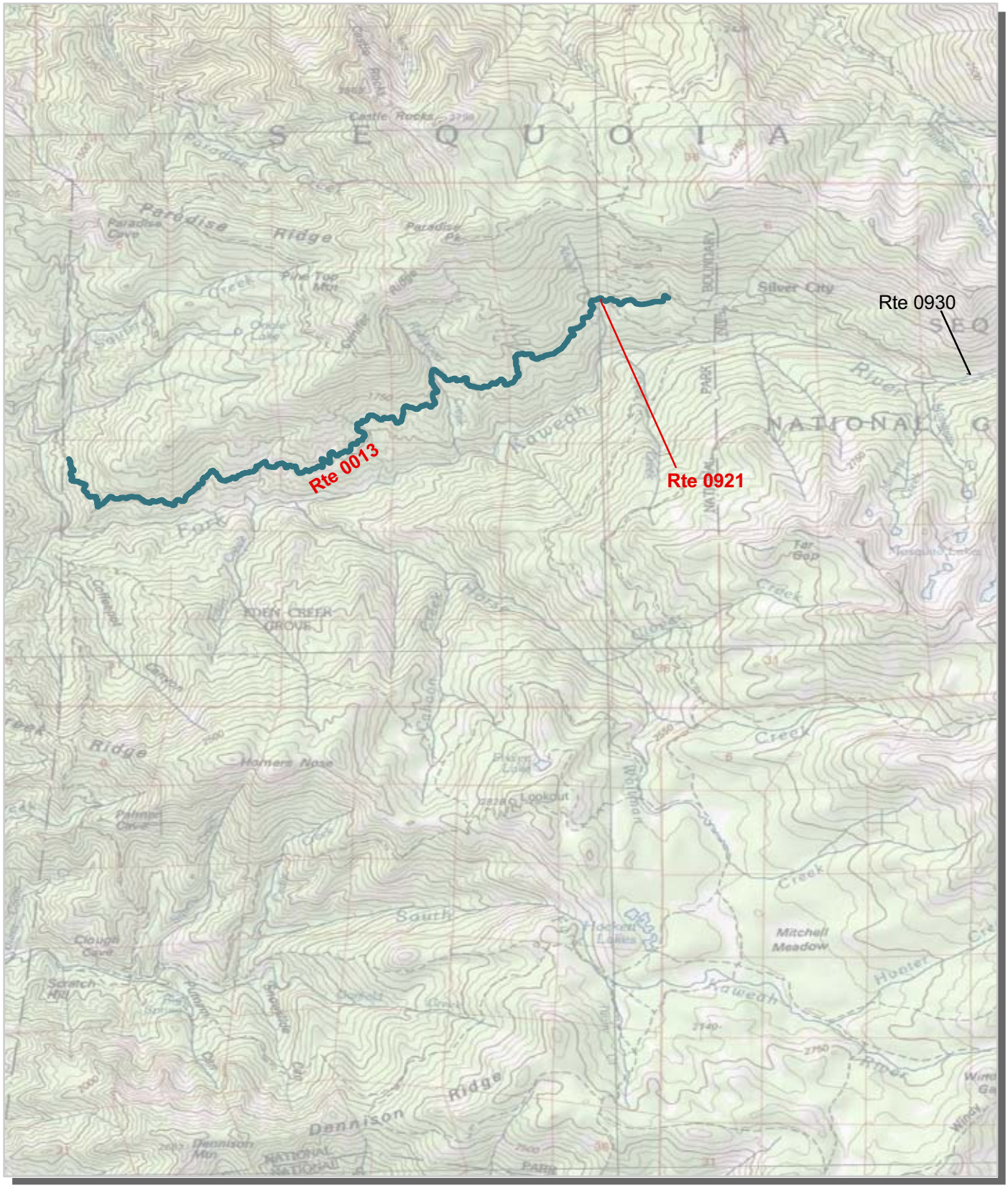
Unique colors used to differentiate routes

Routes Collected in Previous Cycle

1 0.5 0 1 Miles

N

Sequoia National Park
Route Location Map
Area 3



Unique colors used to differentiate routes

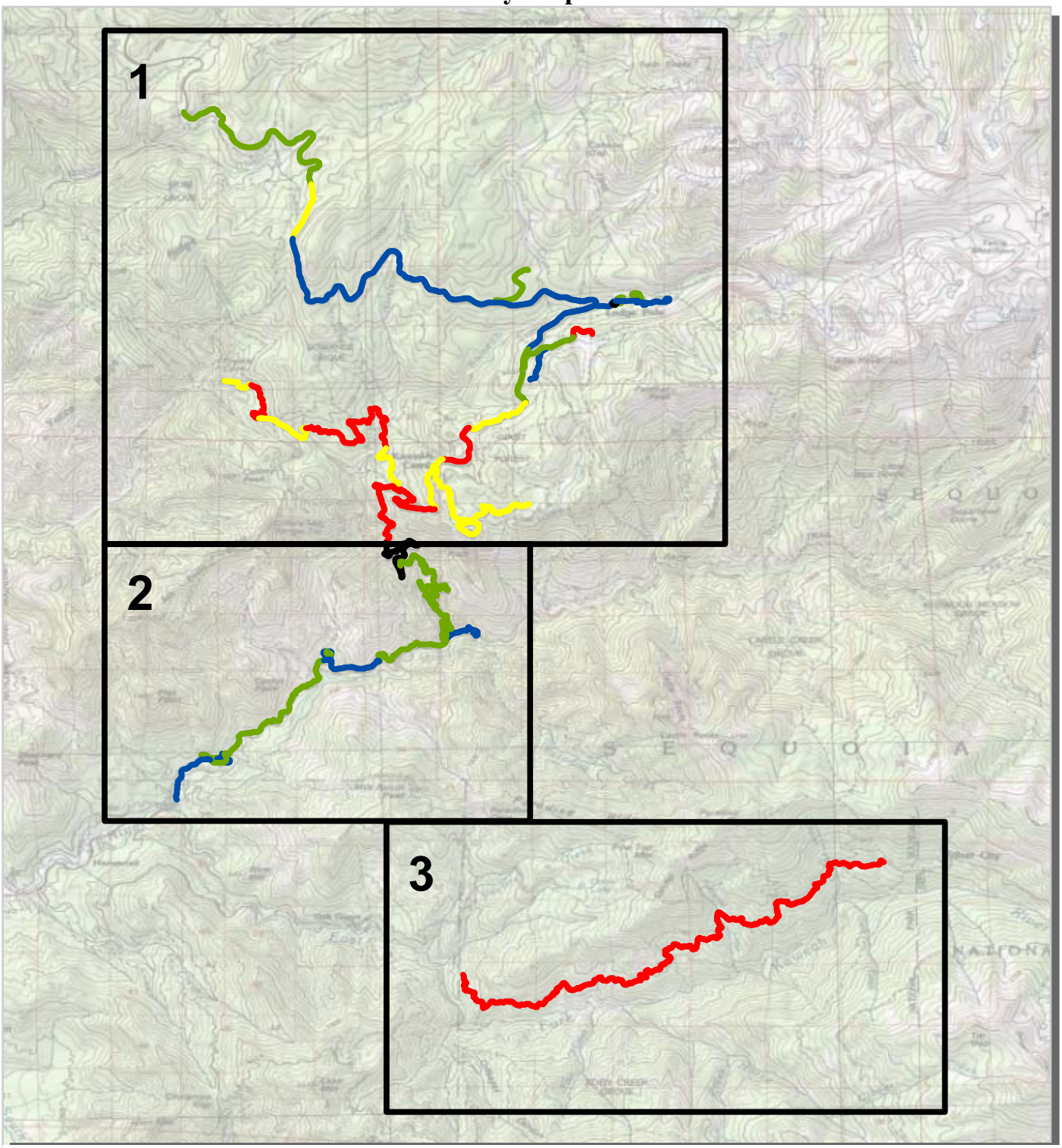
Routes Collected in Previous Cycle

2 1 0 2

Miles

N

Sequoia National Park
Route Condition Map
PCR - Mile by Mile
Key Map



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

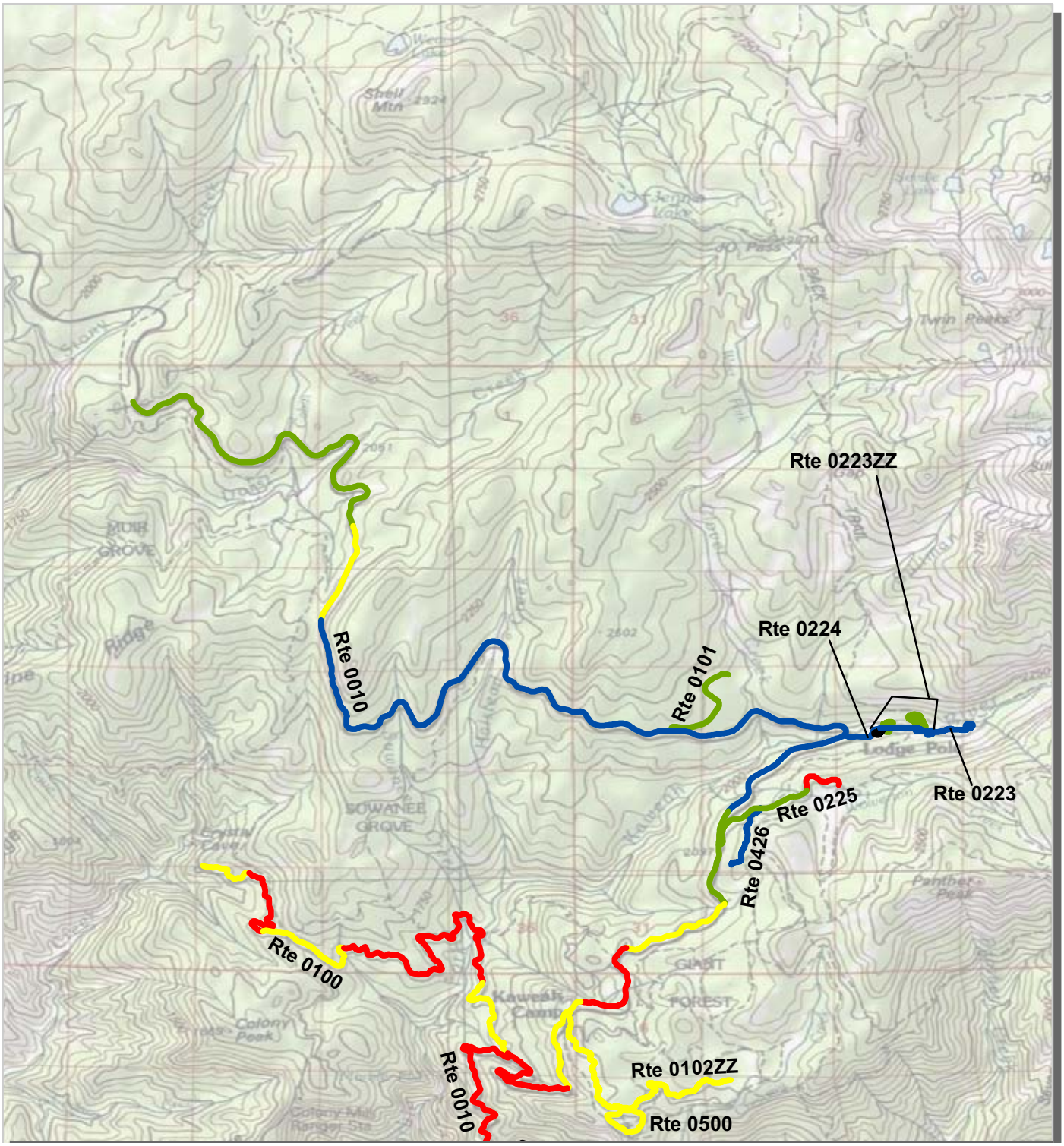
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

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

3 1.5 0 3 Miles

N

Sequoia National Park
Route Condition Map
PCR - Mile by Mile
Area 1



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

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

2 1 0 2 Miles

N

Sequoia National Park
Route Condition Map
PCR - Mile by Mile
Area 2

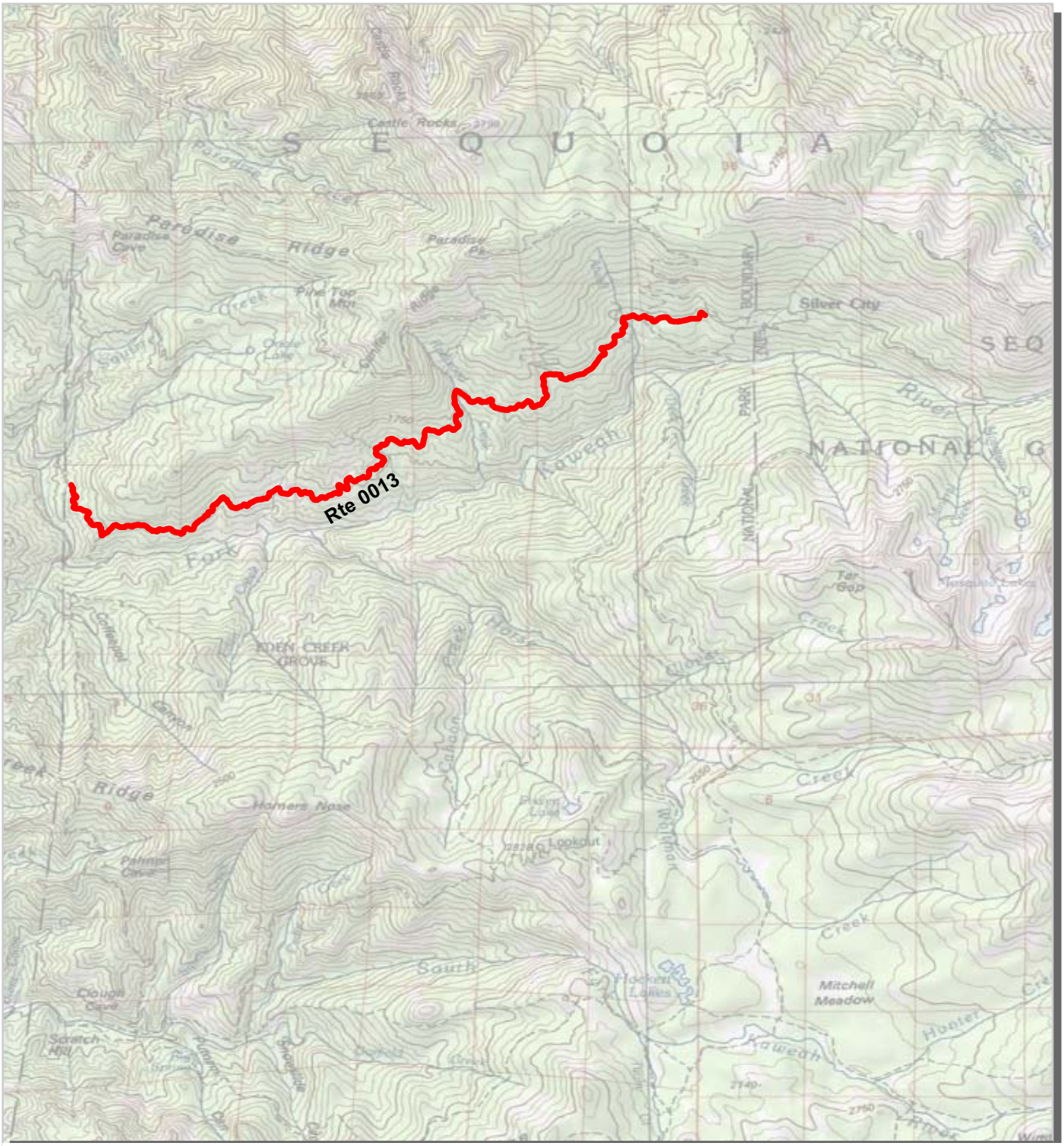
PCR	Poor	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

1 0.5 0 1 Miles

N

Sequoia National Park
Route Condition Map
PCR - Mile by Mile
Area 3



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

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

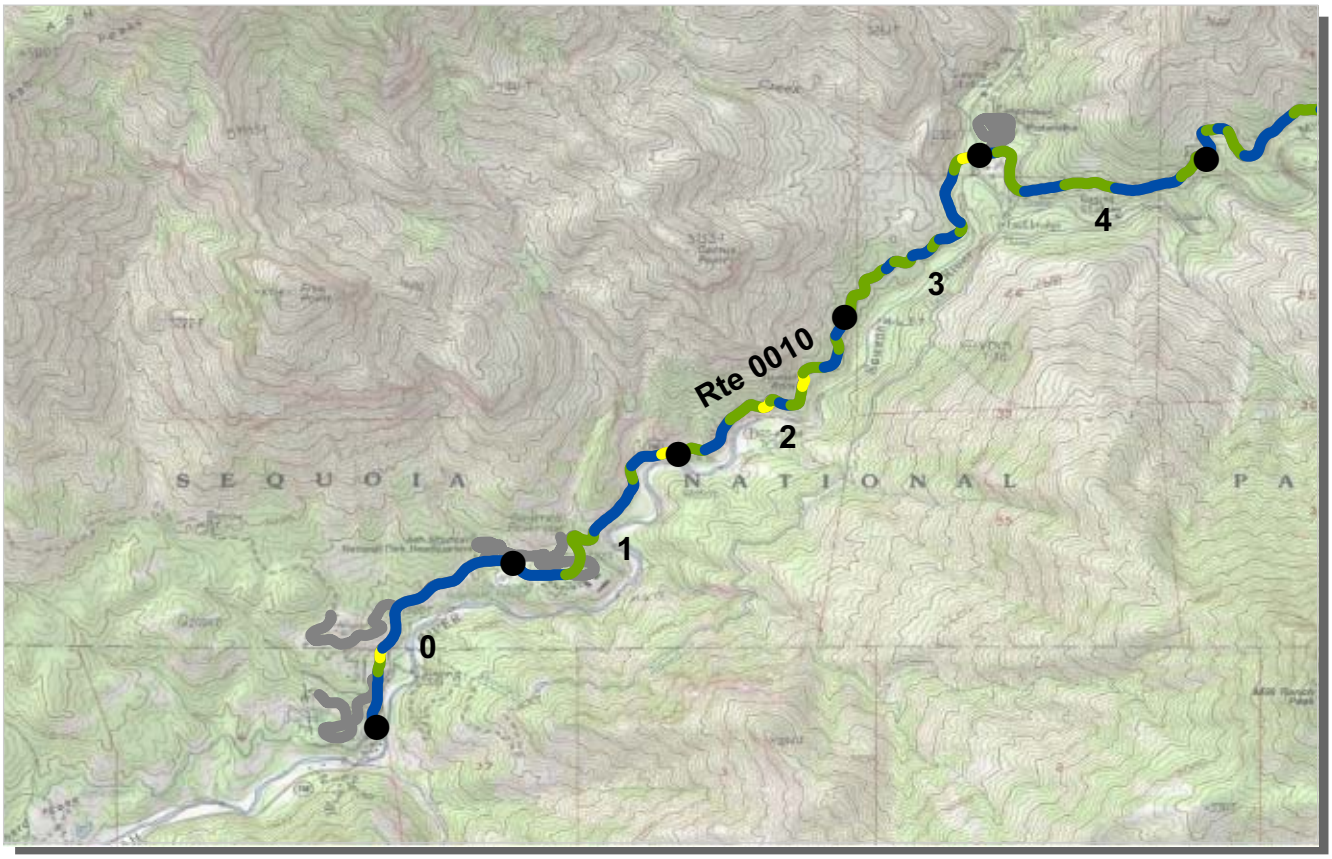
2 1 0 2 Miles

N

Section 5
Paved Route
Condition Rating Sheets

Sequoia National Park

Federal Lands Highway
Road Inventory Program



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

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

ROUTE: 0010 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

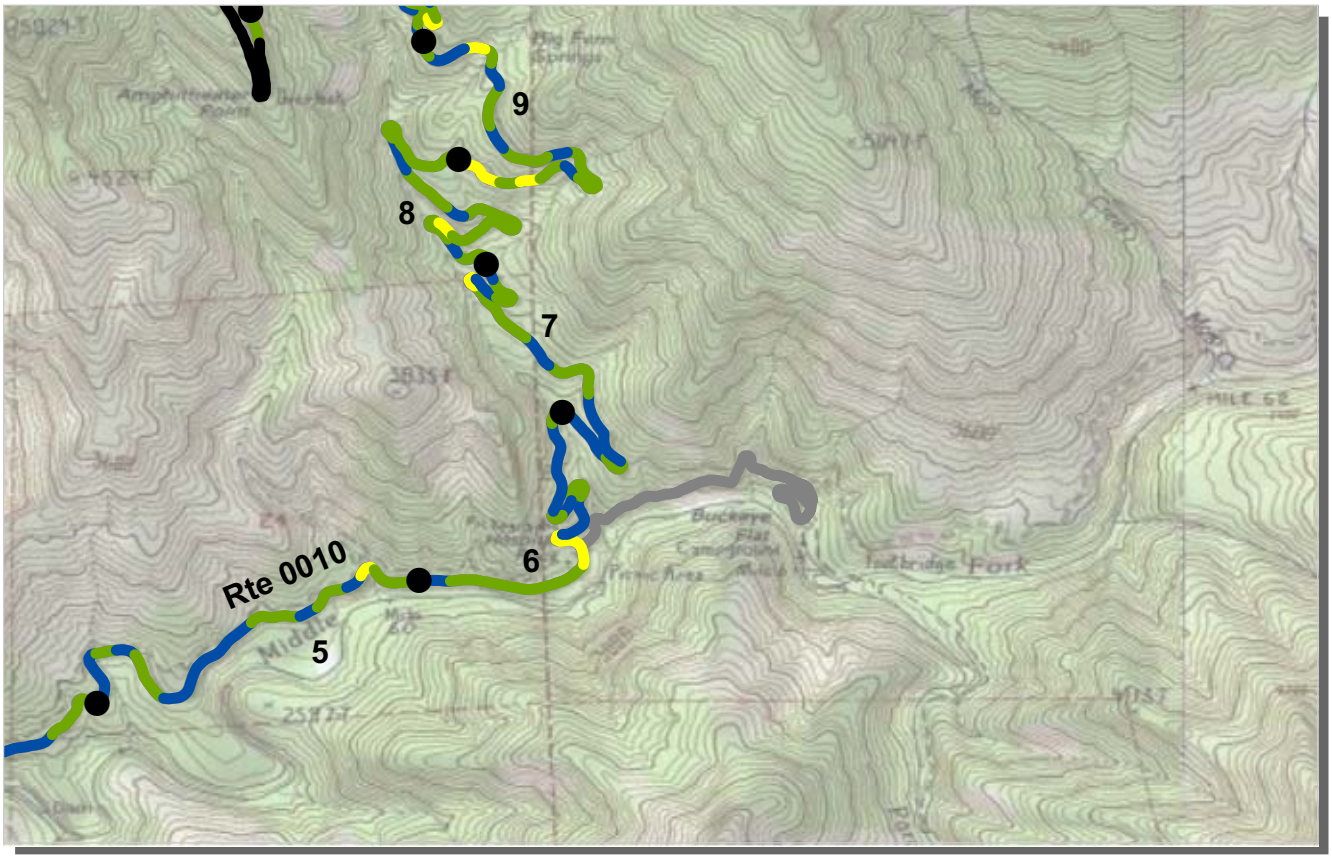
Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	29	24	24	24	24
Lane Width (ft)	12	10	11	11	10
Roadway Condition Information					
SCR (Surface Condition Rating)	98	99	98	99	99
PCR (Pavement Condition Rating)	97	94	92	93	95
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	98	100	100	100	100
Rutting Index	99	99	98	99	99
Roughness Condition Index (RCI)	96	87	82	83	89

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 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

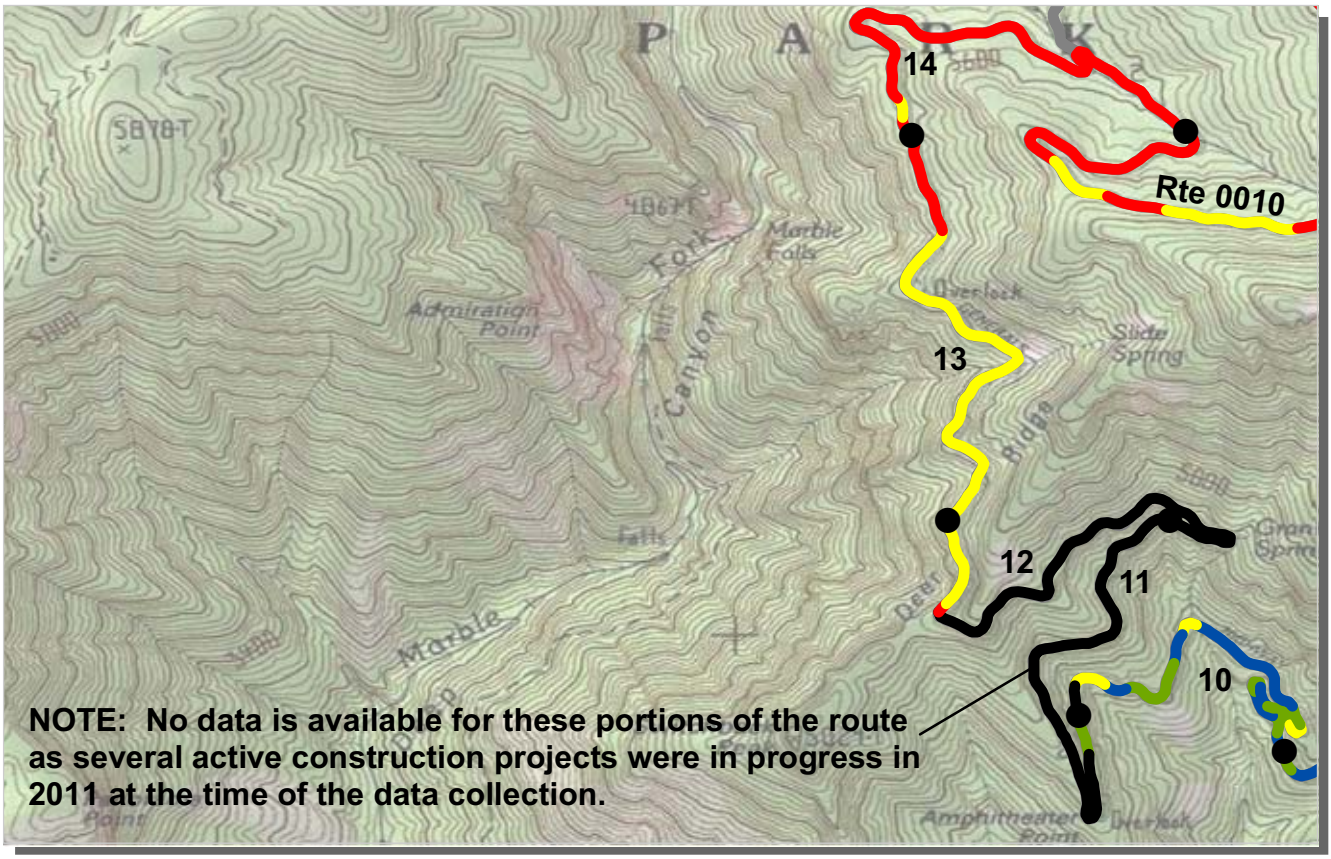
Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	24	24	22	23	22
Lane Width (ft)	10	10	10	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	98	99	98	97	95
PCR (Pavement Condition Rating)	93	92	93	90	89
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	98	99	98	97	95
Roughness Condition Index (RCI)	86	81	86	80	81

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.

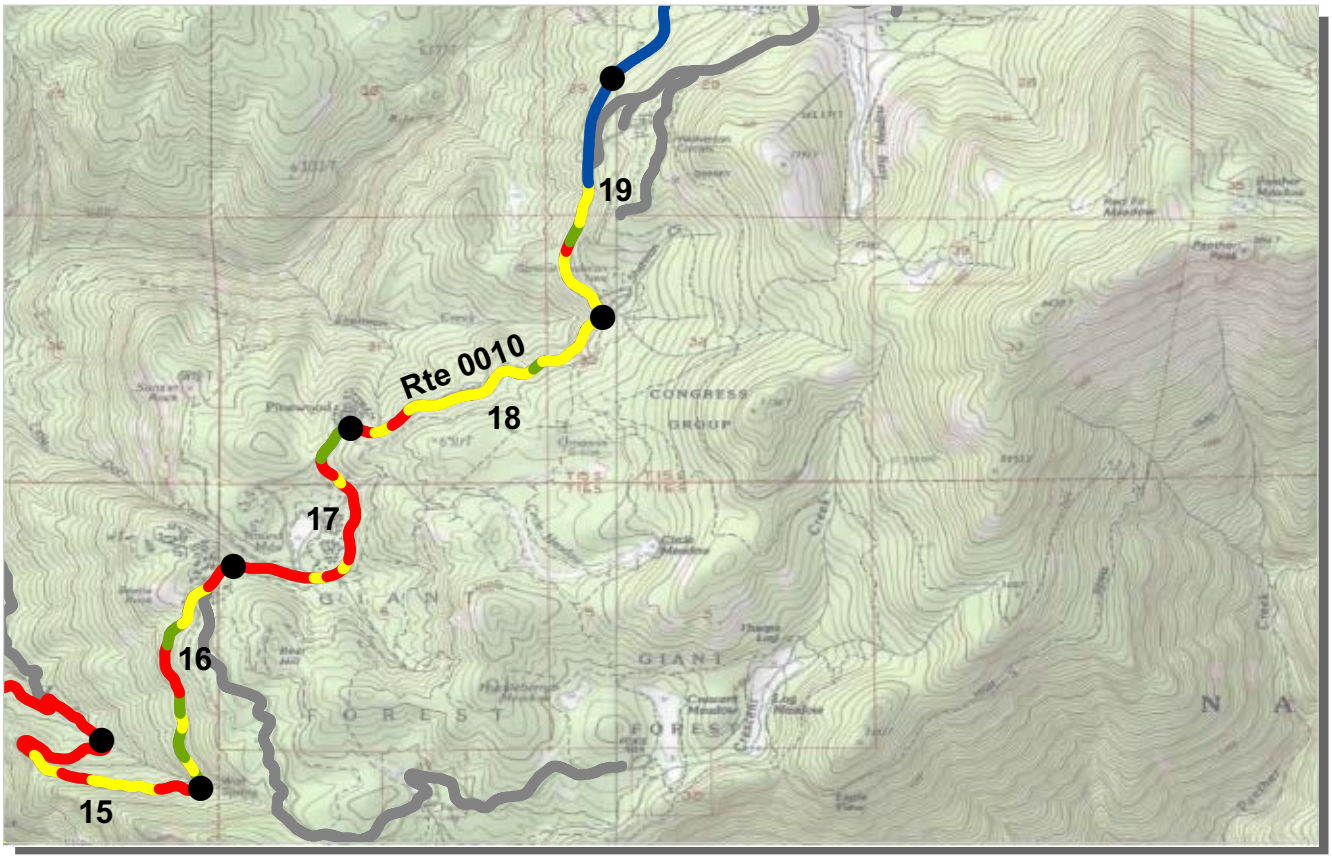
ROUTE: 0010 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

Section Number	10	11	12	13	14
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	22	21	21	22	21
Lane Width (ft)	9	9	9	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	96	NC	NC	76	0
PCR (Pavement Condition Rating)	93	NC	NC	60	17
Distress Index Values					
Structural Crack Index	100	NC	NC	76	0
Transverse Cracking Index	100	NC	NC	97	98
Patching Index	100	NC	NC	100	100
Rutting Index	96	NC	NC	87	91
Roughness Condition Index (RCI)	89	NC	NC	36	43

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



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

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

ROUTE: 0010 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

Section Number	15	16	17	18	19
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)	22	21	24	23	23
Lane Width (ft)	10	9	10	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	7	63	60	87	94
PCR (Pavement Condition Rating)	21	63	52	72	86
Distress Index Values					
Structural Crack Index	7	63	60	87	100
Transverse Cracking Index	98	98	98	100	100
Patching Index	96	99	99	100	100
Rutting Index	91	90	94	89	94
Roughness Condition Index (RCI)	43	62	41	49	75

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 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

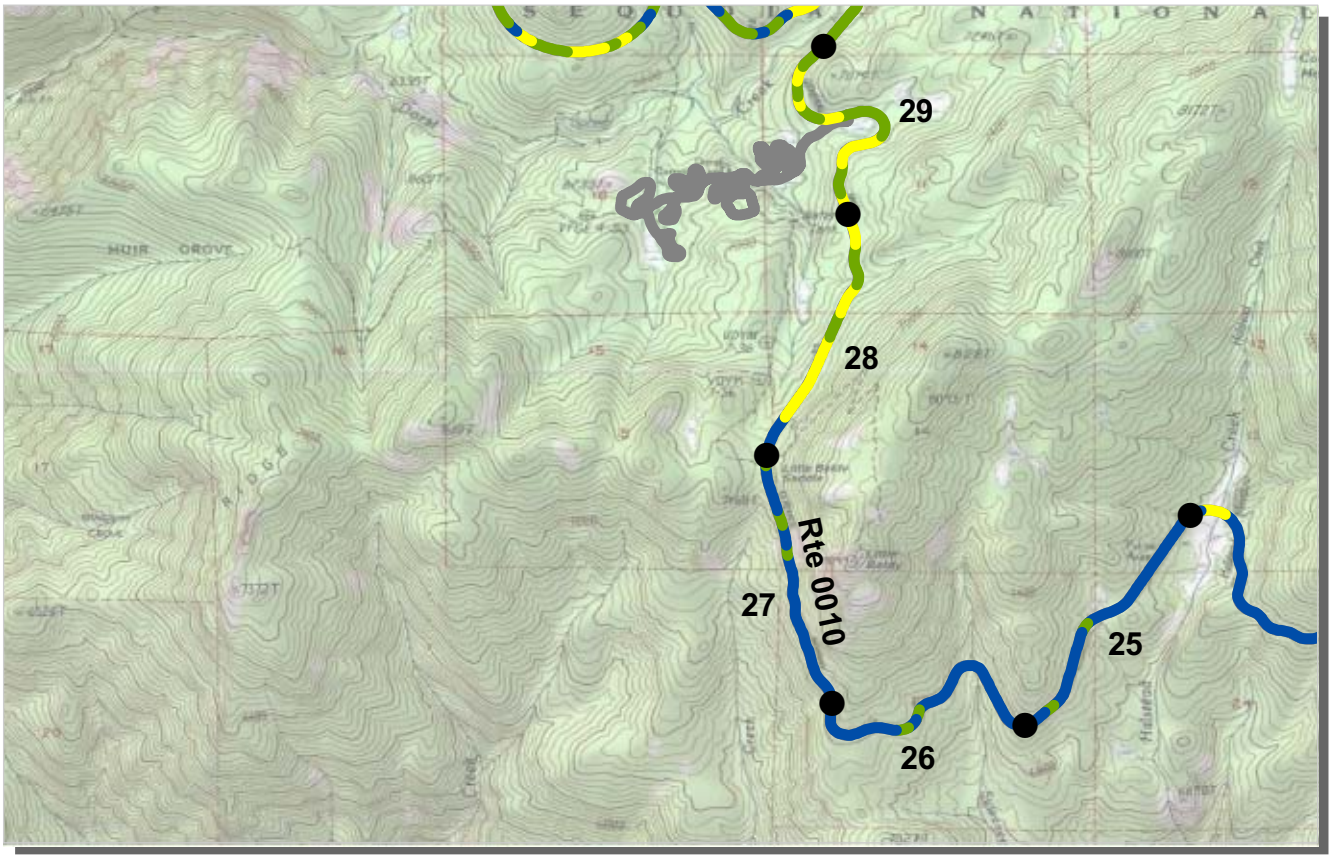
Section Number	20	21	22	23	24
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	23	23	26	25	23
Lane Width (ft)	9	10	12	10	9
Roadway Condition Information					
SCR (Surface Condition Rating)	99	99	99	99	99
PCR (Pavement Condition Rating)	99	98	99	99	95
Distress Index Values					
Structural Crack Index	100	100	100	100	100
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	99	99	99	99	99
Roughness Condition Index (RCI)	100	96	99	100	90

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 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

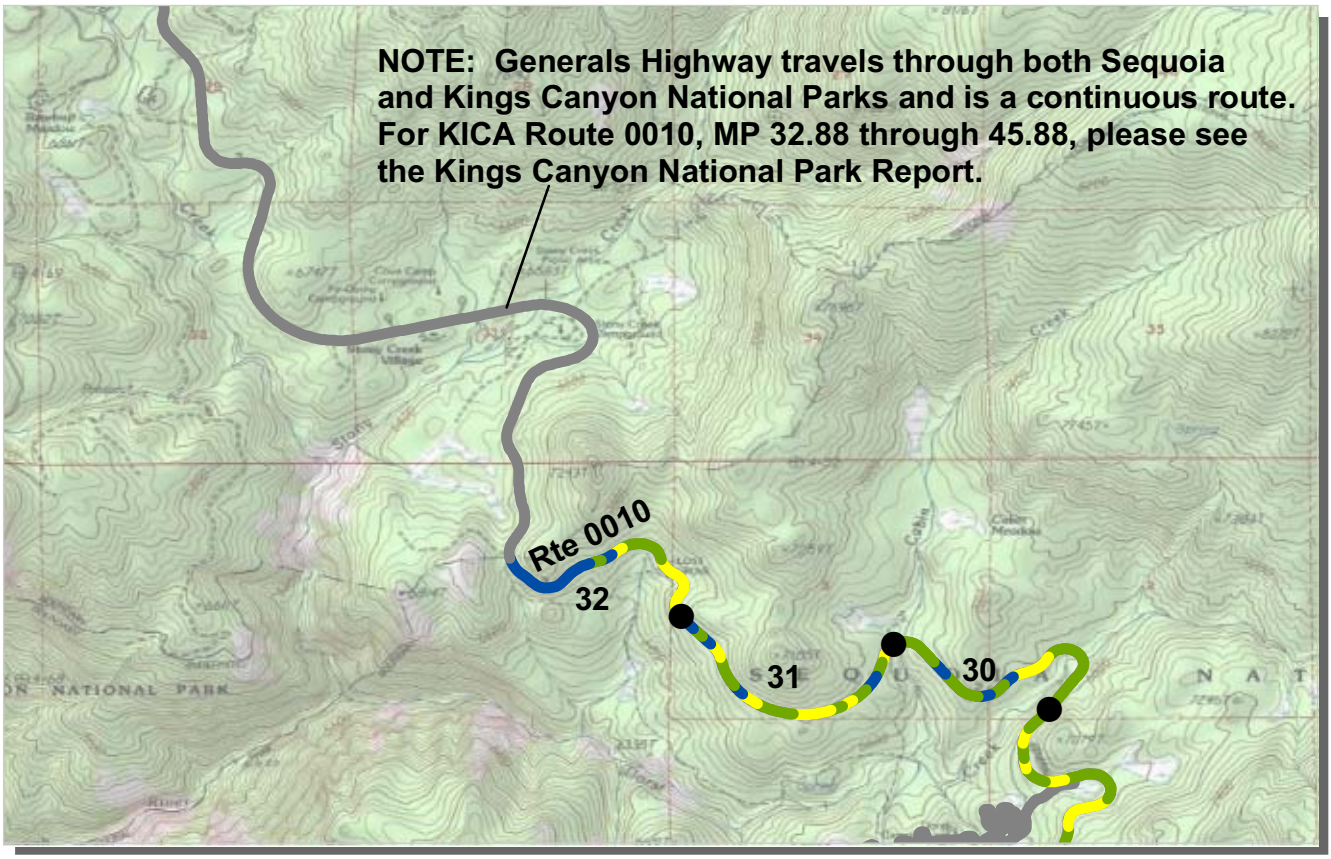
Section Number	25	26	27	28	29
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	21	22	22	23	22
Lane Width (ft)	9	9	9	10	9
Roadway Condition Information					
SCR (Surface Condition Rating)	97	98	99	94	97
PCR (Pavement Condition Rating)	97	99	98	82	85
Distress Index Values					
Structural Crack Index	100	100	100	100	99
Transverse Cracking Index	100	100	100	100	100
Patching Index	100	100	100	100	100
Rutting Index	97	98	99	94	97
Roughness Condition Index (RCI)	98	100	97	64	68

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.

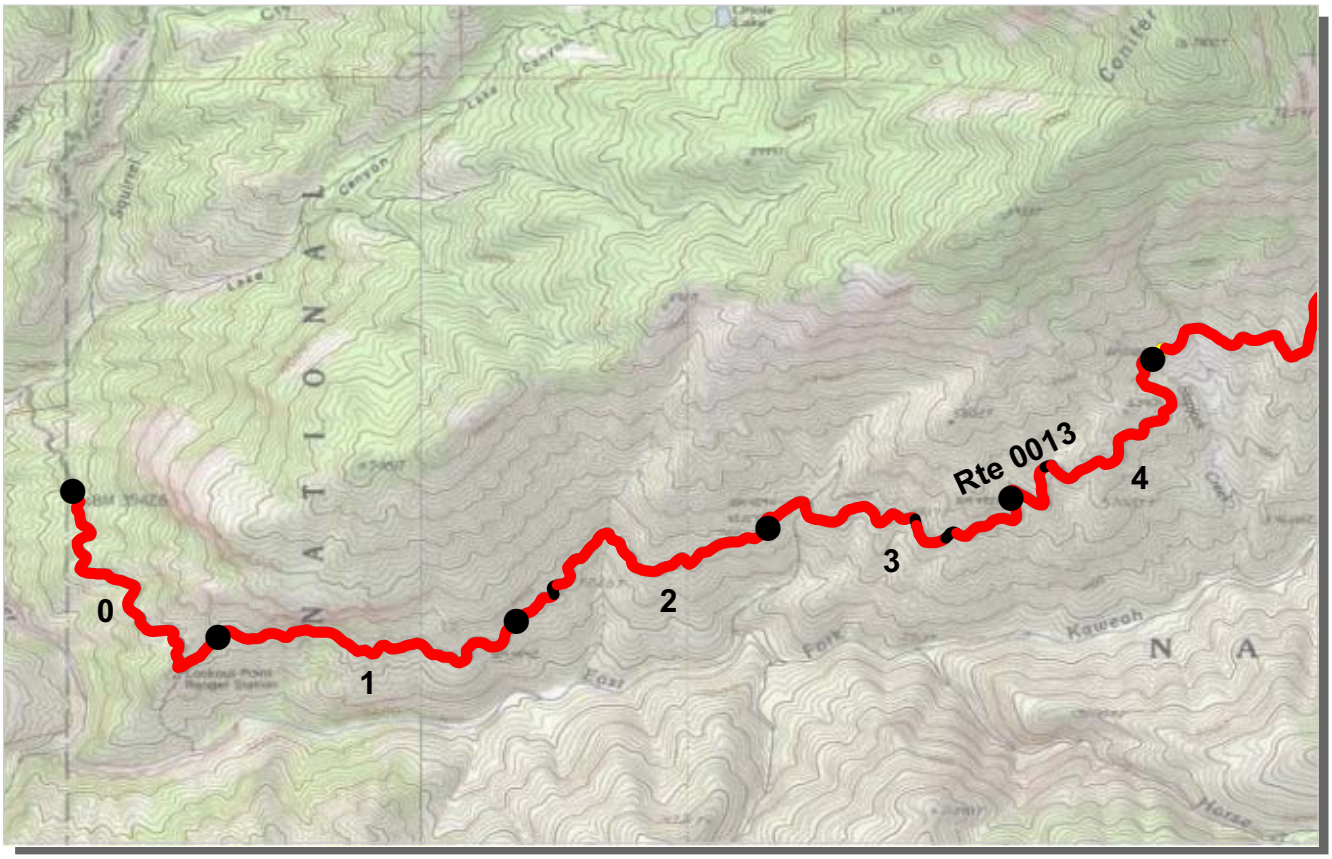
ROUTE: 0010 GENERALS HIGHWAY
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 32.88 Miles**

Section Number	30	31	32		
Section Length (mi)	1.00	1.00	0.88		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	22	22	23		
Lane Width (ft)	9	10	10		
Roadway Condition Information					
SCR (Surface Condition Rating)	98	98	98		
PCR (Pavement Condition Rating)	86	86	88		
Distress Index Values					
Structural Crack Index	98	100	100		
Transverse Cracking Index	100	100	100		
Patching Index	100	100	100		
Rutting Index	98	98	98		
Roughness Condition Index (RCI)	67	67	72		

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



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

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

ROUTE: 0013 MINERAL KING ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST REGION **TOTAL LENGTH: 10.32 Miles**

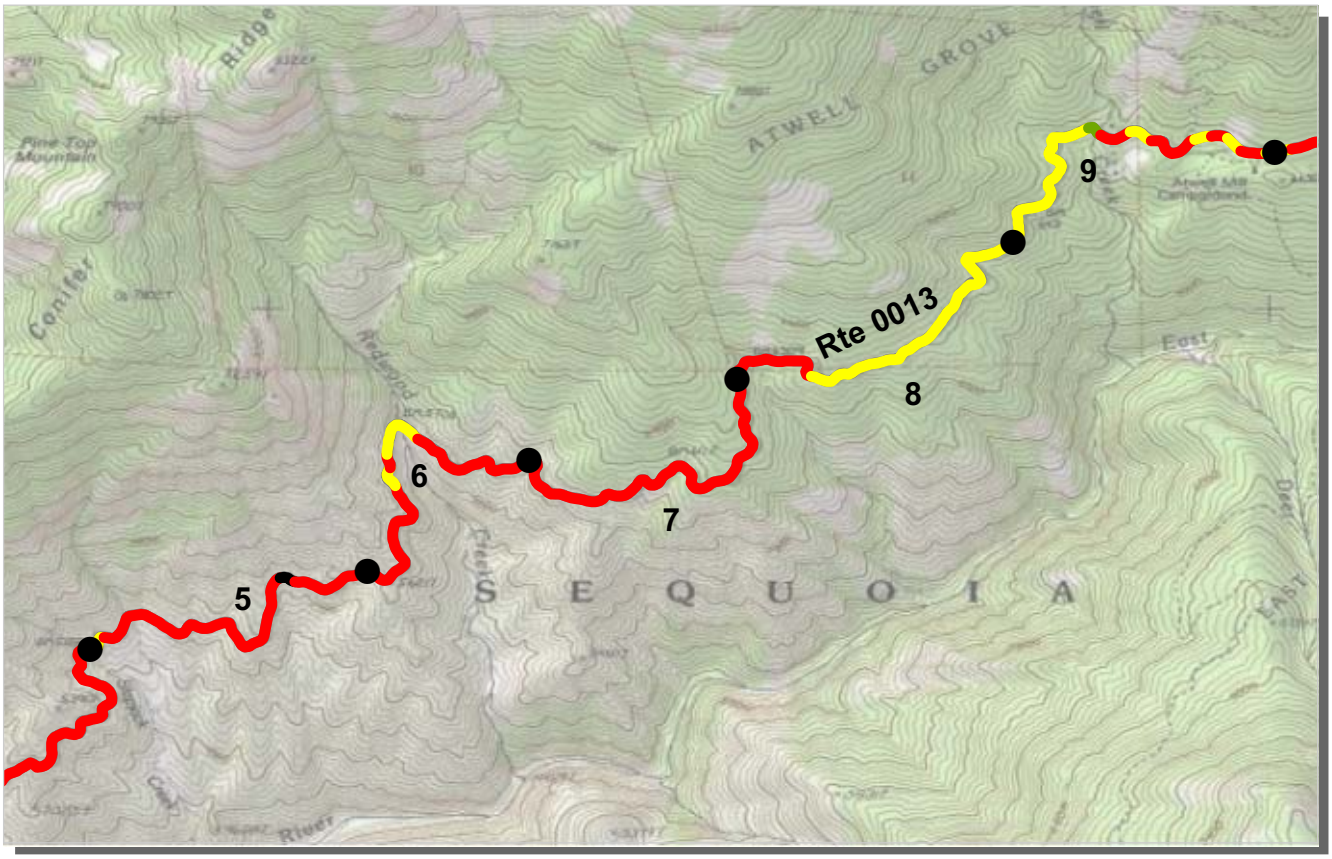
Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	18	17	17	16	16
Lane Width (ft)	11	9	9	11	10
Roadway Condition Information					
SCR (Surface Condition Rating)	0	0	0	0	0
PCR (Pavement Condition Rating)	12	10	9	9	8
Distress Index Values					
Structural Crack Index	0	0	0	0	0
Transverse Cracking Index	99	97	98	95	97
Patching Index	98	98	98	98	98
Rutting Index	85	85	83	82	83
Roughness Condition Index (RCI)	29	26	23	23	21

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 MINERAL KING ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST REGION **TOTAL LENGTH: 10.32 Miles**

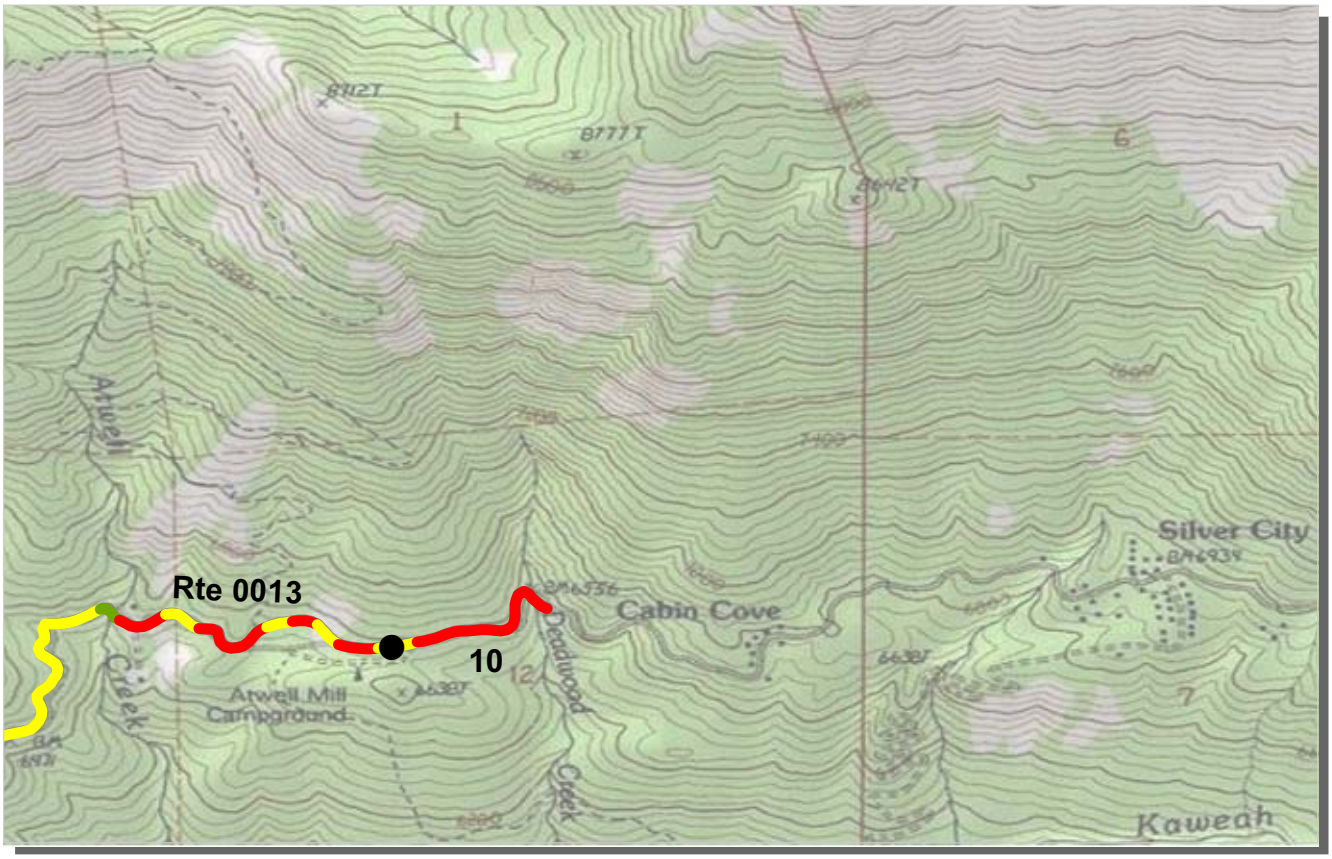
Section Number	5	6	7	8	9
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	17	17	18	19	17
Lane Width (ft)	9	9	9	9	11
Roadway Condition Information					
SCR (Surface Condition Rating)	0	0	0	69	87
PCR (Pavement Condition Rating)	8	9	7	53	60
Distress Index Values					
Structural Crack Index	0	0	0	69	87
Transverse Cracking Index	99	99	100	100	98
Patching Index	97	97	98	99	99
Rutting Index	86	82	82	92	93
Roughness Condition Index (RCI)	20	22	18	29	20

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 MINERAL KING ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST REGION **TOTAL LENGTH: 10.32 Miles**

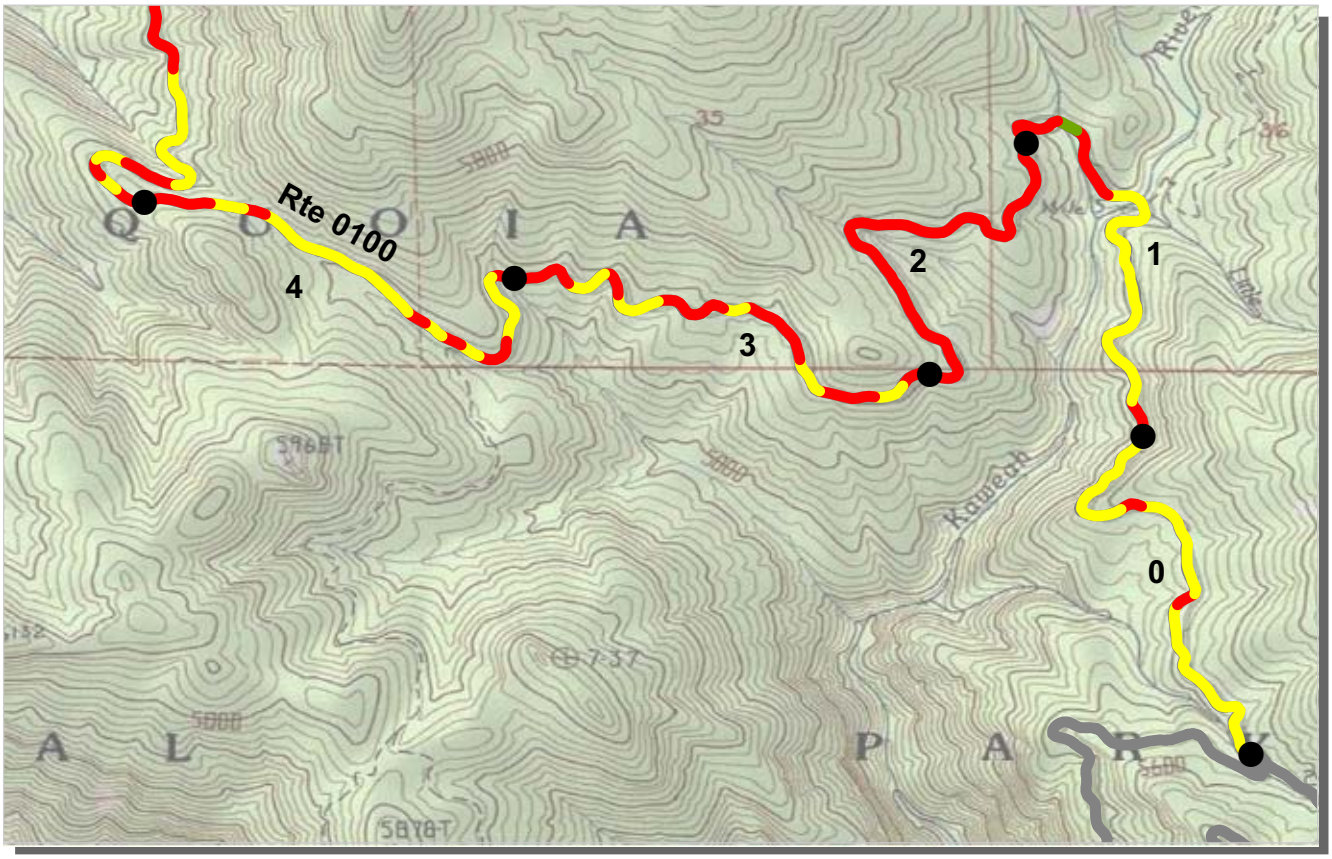
Section Number	10				
Section Length (mi)	0.32				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	18				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	45				
PCR (Pavement Condition Rating)	35				
Distress Index Values					
Structural Crack Index	45				
Transverse Cracking Index	96				
Patching Index	98				
Rutting Index	86				
Roughness Condition Index (RCI)	21				

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: 0100 CRYSTAL CAVE ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011
PACIFIC WEST REGION **TOTAL LENGTH: 6.48 Miles**

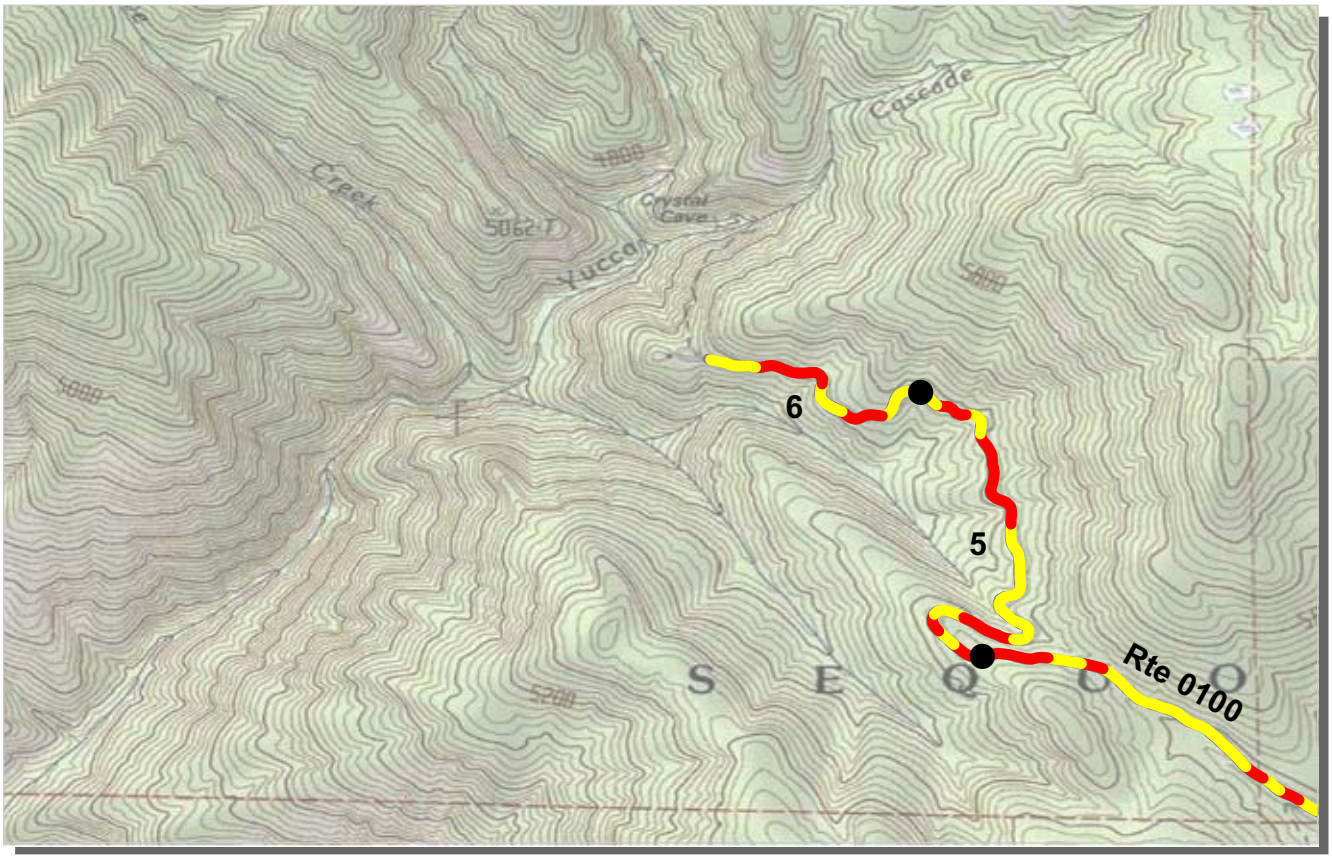
Section Number	0	1	2	3	4
Section Length (mi)	1.00	1.00	1.00	1.00	1.00
Cross Section Information					
Number of Lanes	2	2	2	2	2
Paved Width (ft)	20	20	17	19	18
Lane Width (ft)	10	10	9	9	9
Roadway Condition Information					
SCR (Surface Condition Rating)	90	25	0	83	86
PCR (Pavement Condition Rating)	71	30	8	59	62
Distress Index Values					
Structural Crack Index	90	25	0	95	99
Transverse Cracking Index	95	98	100	99	99
Patching Index	100	100	99	100	100
Rutting Index	96	96	84	83	86
Roughness Condition Index (RCI)	42	38	19	22	25

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: 0100 CRYSTAL CAVE ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST 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)	19	20			
Lane Width (ft)	9	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	85	87			
PCR (Pavement Condition Rating)	60	62			
Distress Index Values					
Structural Crack Index	88	89			
Transverse Cracking Index	99	99			
Patching Index	100	100			
Rutting Index	85	87			
Roughness Condition Index (RCI)	22	25			

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: 0101 WUKSACHI VILLAGE ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 1.00 Miles**

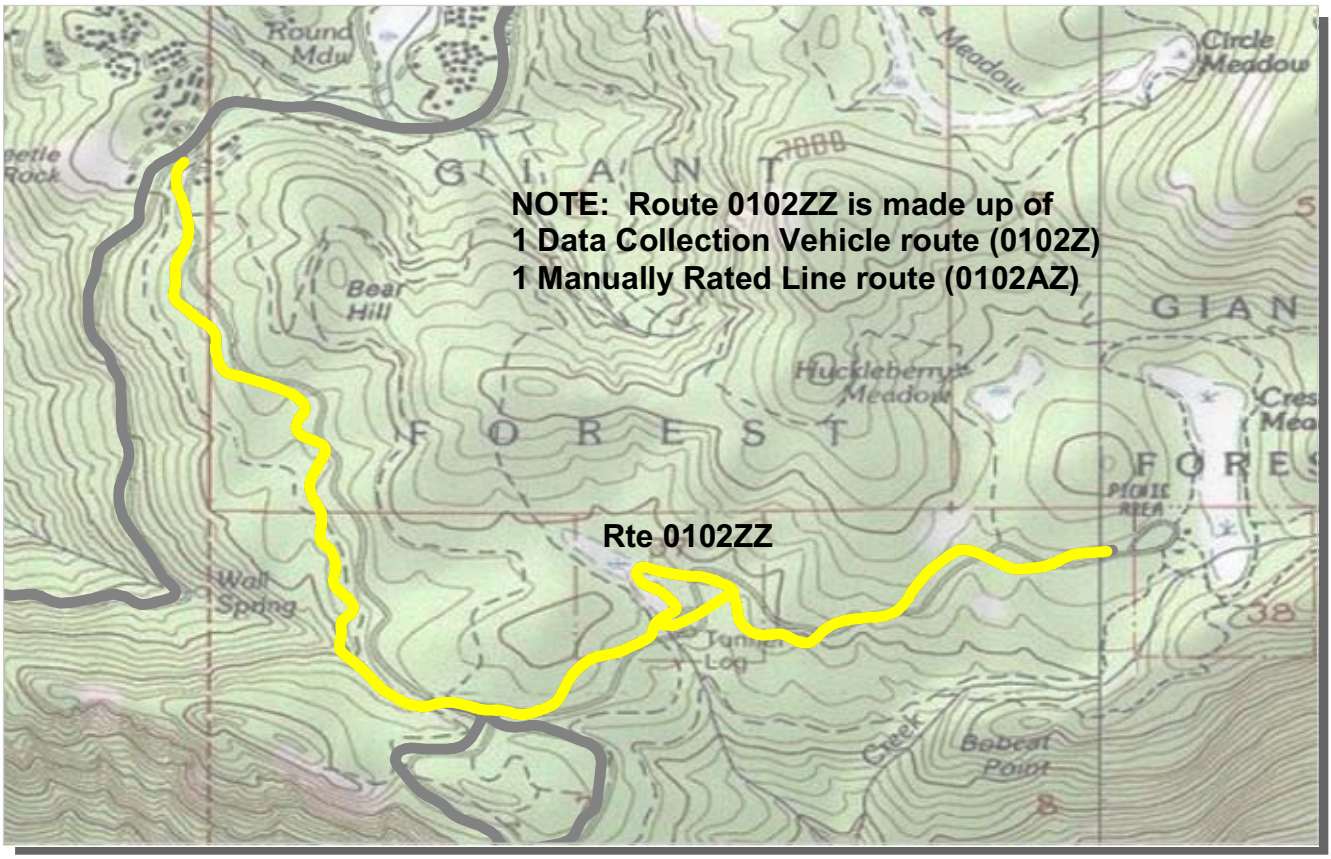
Section Number	0				
Section Length (mi)	1.00				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	23				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	98				
PCR (Pavement Condition Rating)	87				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	98				
Roughness Condition Index (RCI)	70				

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

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

ROUTE: 0102ZZ CRESENT MEADOW ROADS
SEQU : SEQUOIA NATIONAL PARK

Summary Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 2.54 Miles**

Section Number					
Section Length (mi)					
Cross Section Information					
Number of Lanes	N/A				
Paved Width (ft)	N/A				
Lane Width (ft)	N/A				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	79				
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	Fair	Good	Excellent	No Data
	(0 - 60)	(61 - 84)	(85 - 94)	(95 - 100)	

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

ROUTE: 0102Z CRESENT MEADOW ROAD
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 2.49 Miles**

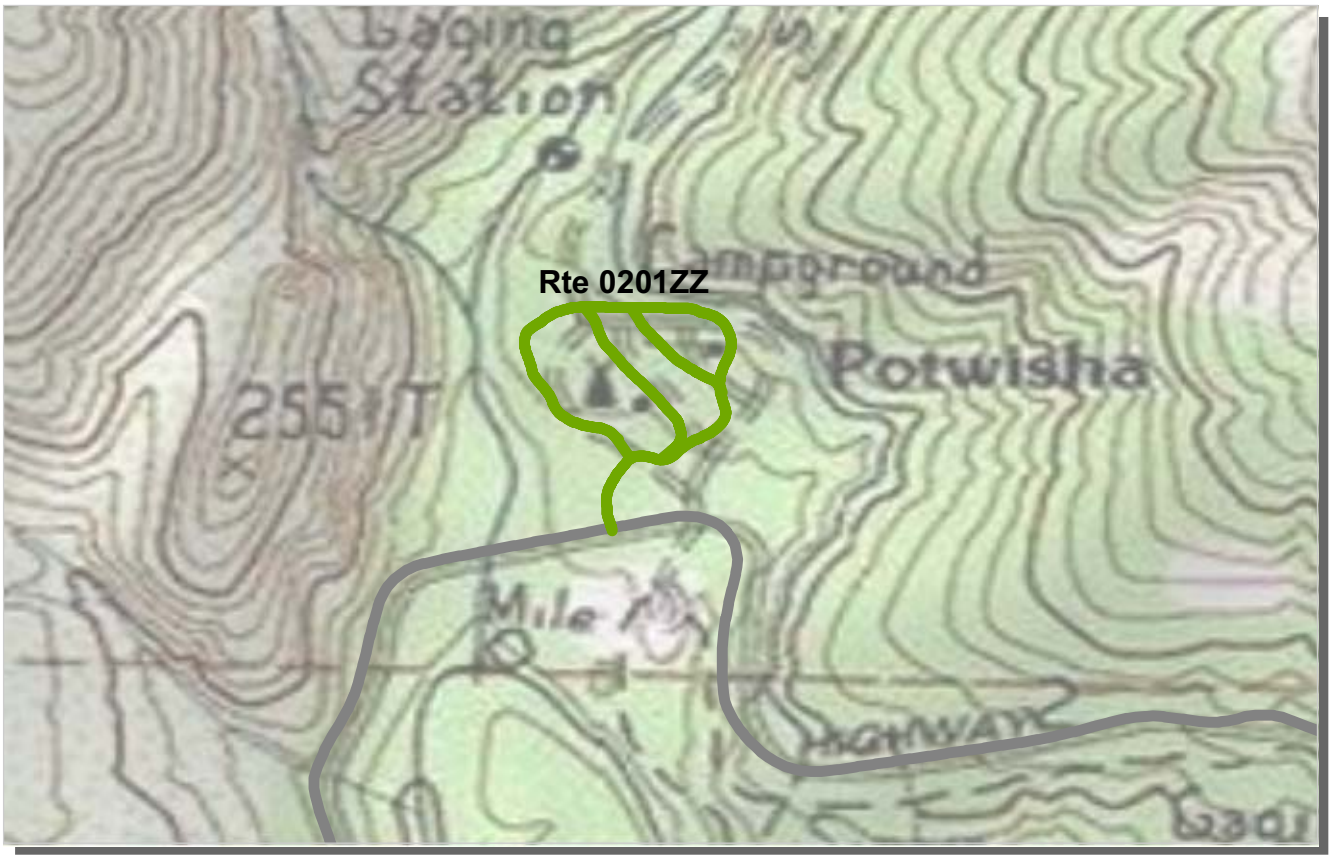
Section Number	0	1	2		
Section Length (mi)	1.00	1.00	0.49		
Cross Section Information					
Number of Lanes	2	2	2		
Paved Width (ft)	18	18	17		
Lane Width (ft)	9	9	9		
Roadway Condition Information					
SCR (Surface Condition Rating)	99	99	100		
PCR (Pavement Condition Rating)	77	78	83		
Distress Index Values					
Structural Crack Index	100	100	100		
Transverse Cracking Index	100	100	100		
Patching Index	100	100	100		
Rutting Index	99	99	100		
Roughness Condition Index (RCI)	43	47	58		

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0201ZZ POTWISHA CAMPGROUND ROADS
SEQU : SEQUOIA NATIONAL PARK

Summary Record **COLLECTED: 9/19/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.56 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)	94				
PCR (Pavement Condition Rating)	94				
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: 0201AZ POTWISHA CAMPGROUND ROAD A
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/19/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.10 Miles**

Section Number	0				
Section Length (mi)	0.10				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	92				
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

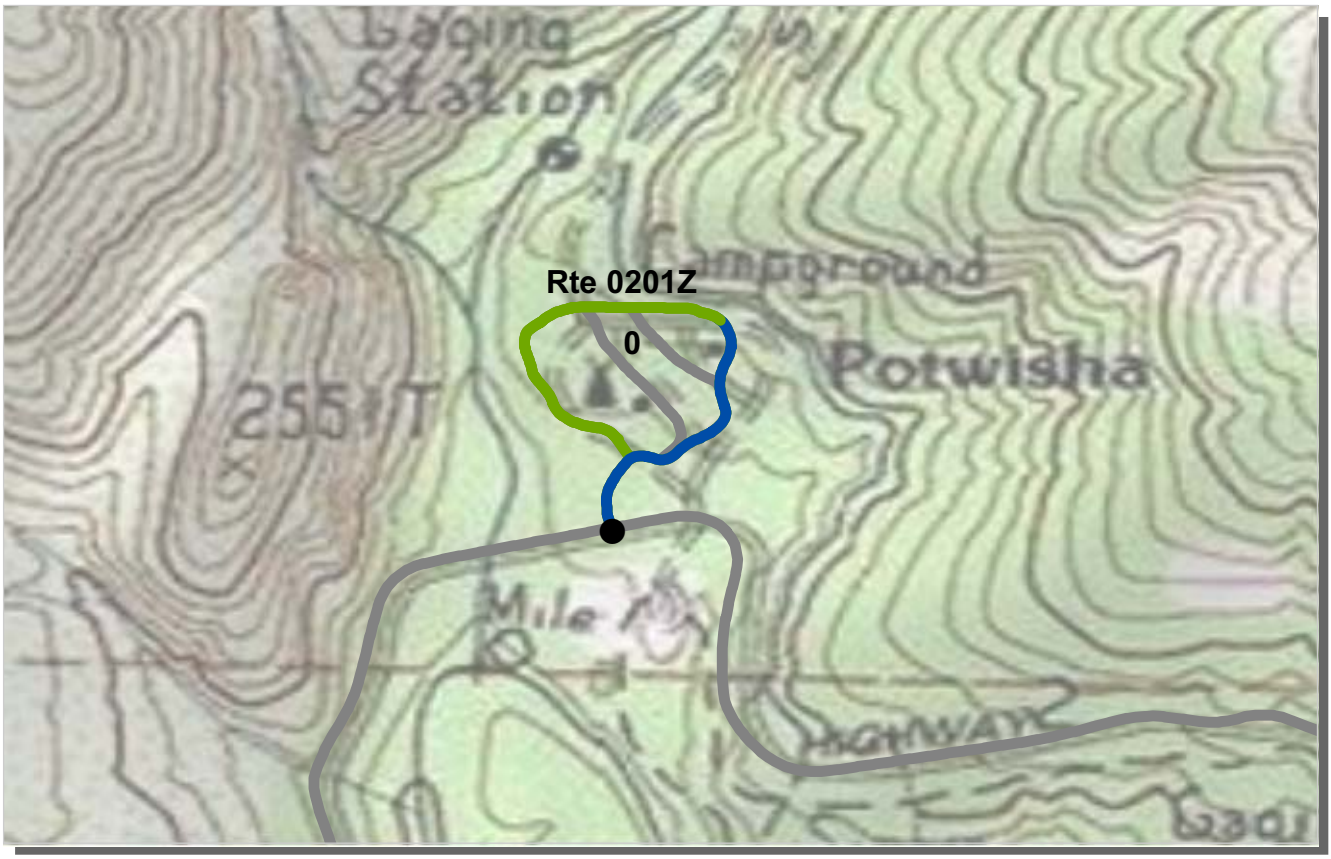
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0201BZ POTWISHA CAMPGROUND ROAD B
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	11				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	88				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0201Z POTWISHA CAMPGROUND ROAD
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/17/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.38 Miles**

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	98				
Transverse Cracking Index	98				
Patching Index	100				
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: 0203 BUCKEYE FLAT ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/19/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.85 Miles**

Section Number	0				
Section Length (mi)	0.85				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	100				
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

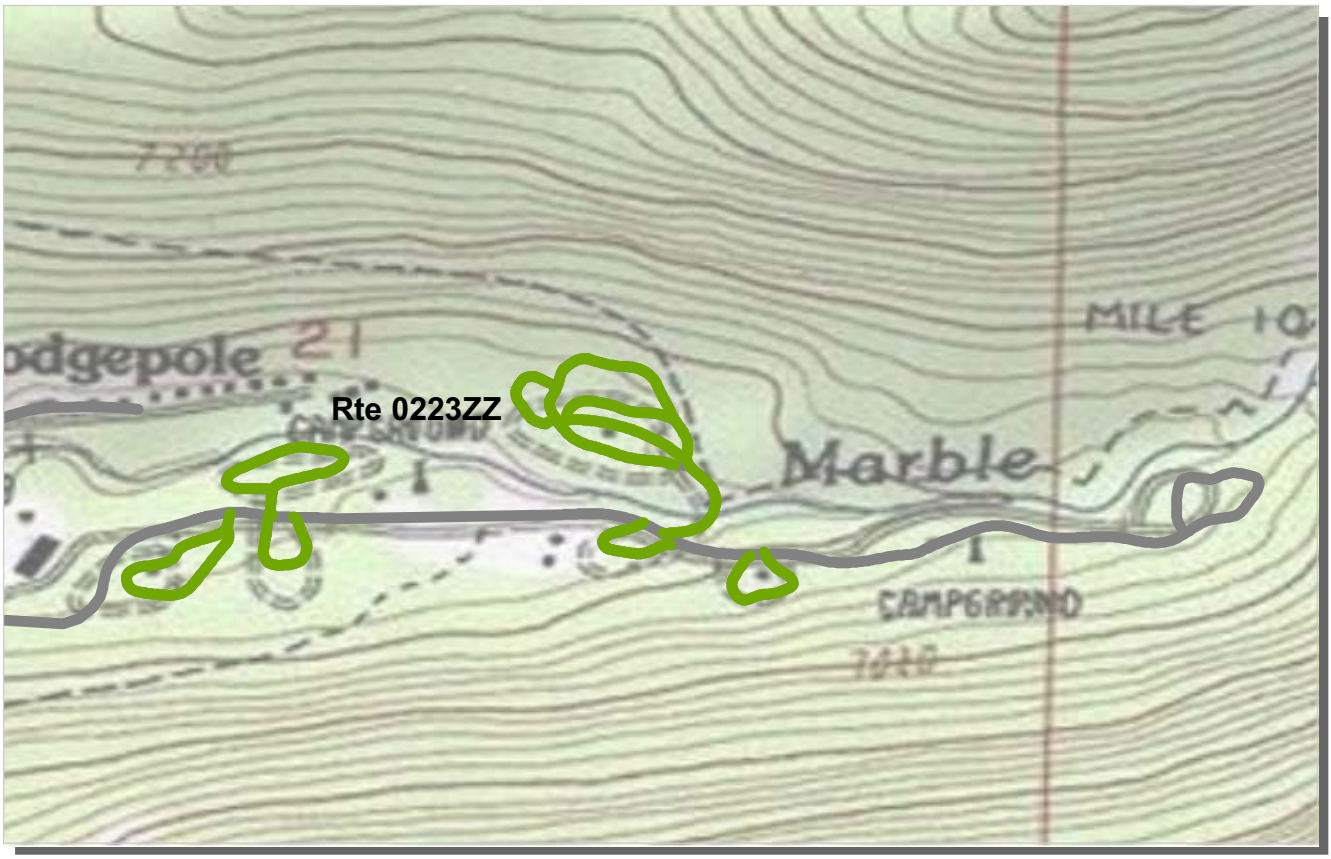
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0223 LODGEPOLE CAMPGROUND ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011
PACIFIC WEST REGION **TOTAL LENGTH: 0.89 Miles**

Section Number	0				
Section Length (mi)	0.89				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	11				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	99				
Patching Index	99				
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

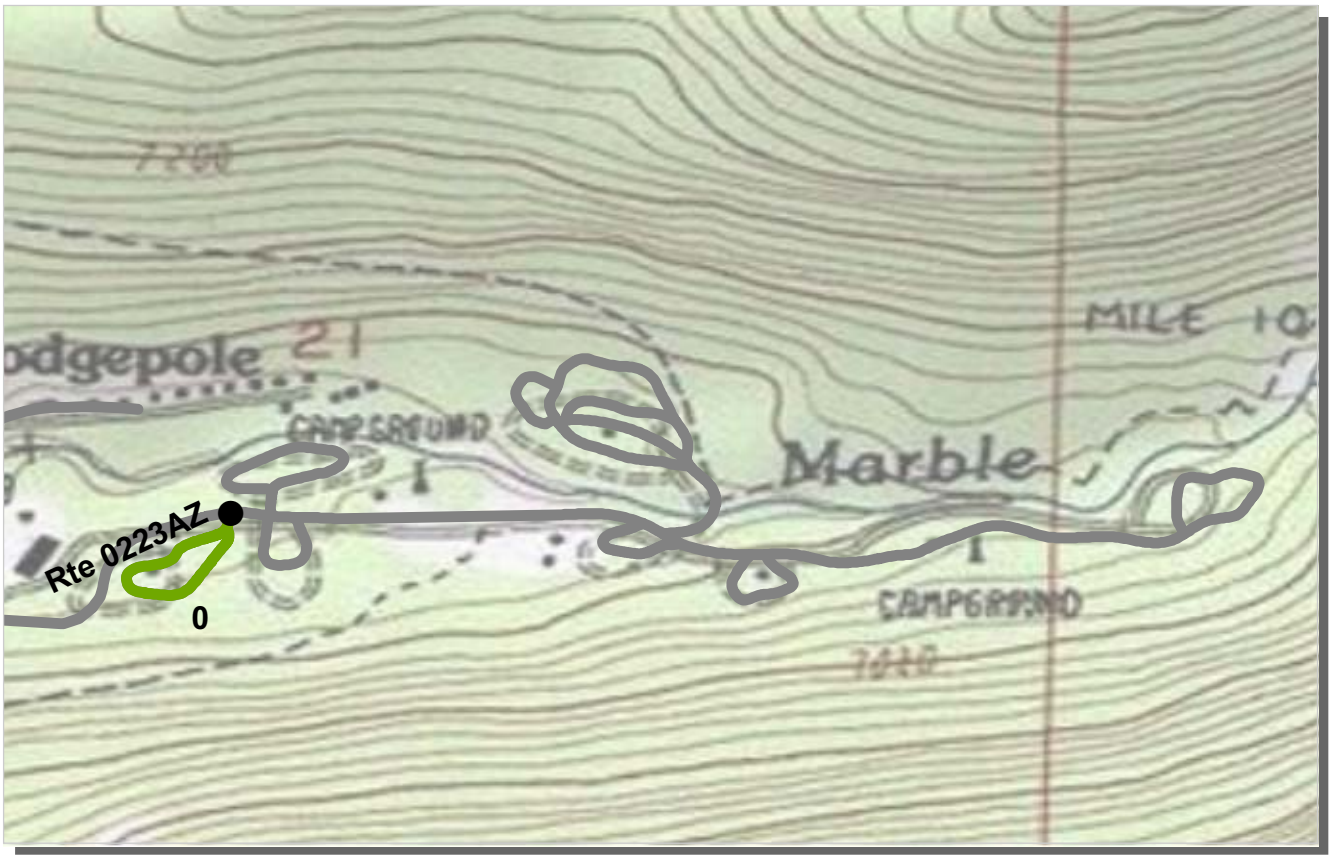
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0223ZZ LODGEPOLE CAMPGROUND LOOPS
SEQU : SEQUOIA NATIONAL PARK

Summary Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 1.36 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)	92				
PCR (Pavement Condition Rating)	92				
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: 0223AZ LODGEPOLE CAMPGROUND LOOP A
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.21 Miles**

Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	14				
Lane Width (ft)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	NC				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	NC				
Transverse Cracking Index	NC				
Patching Index	NC				
Rutting Index	NC				
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: 0223BZ LODGEPOLE CAMPGROUND LOOP B
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.11 Miles**

Section Number	0				
Section Length (mi)	0.11				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	13				
Lane Width (ft)	13				
Roadway Condition Information					
SCR (Surface Condition Rating)	94				
PCR (Pavement Condition Rating)	94				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
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: 0223CZ LODGEPOLE CAMPGROUND LOOP C
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.21 Miles**

Section Number	0				
Section Length (mi)	0.21				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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

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

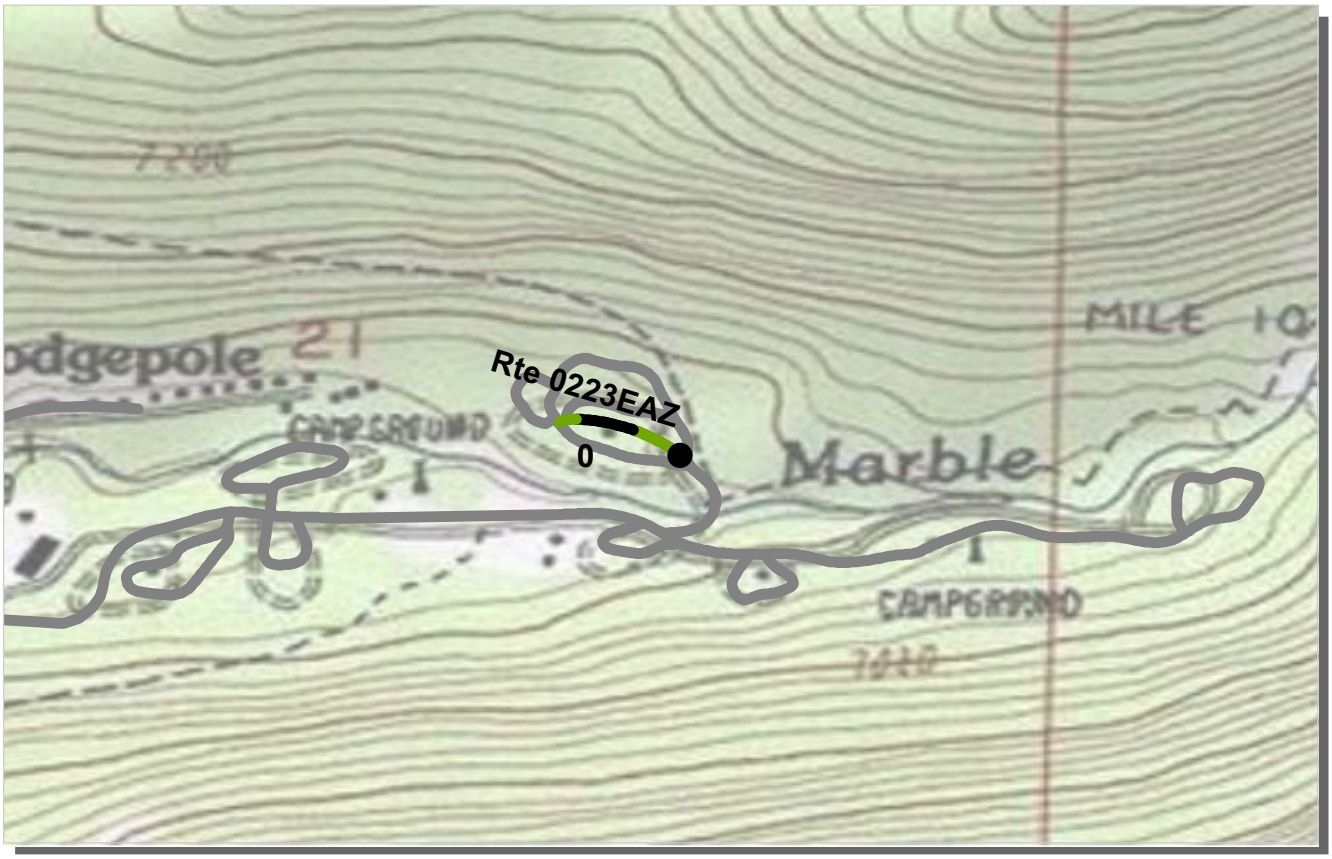
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0223DZ LODGEPOLE CAMPGROUND LOOP D
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.09 Miles**

Section Number	0				
Section Length (mi)	0.09				
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	100				
Transverse Cracking Index	99				
Patching Index	100				
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: 0223EAZ LODGEPOLE CAMPGROUND LOOP EA
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.09 Miles**

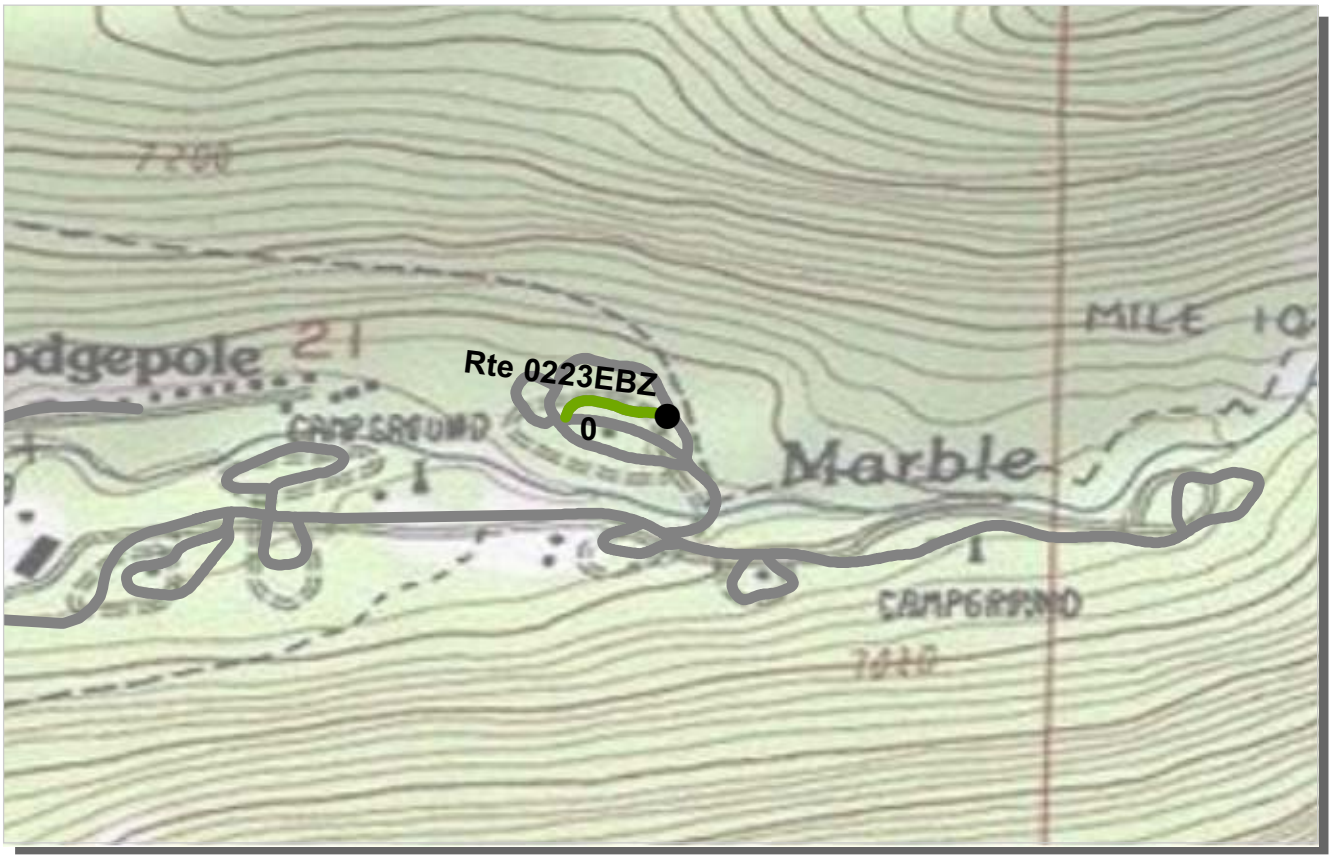
Section Number	0				
Section Length (mi)	0.09				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	15				
Lane Width (ft)	15				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	92				
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: 0223EBZ LODGEPOLE CAMPGROUND LOOP EB
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**

PACIFIC WEST 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)	14				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	99				
Patching Index	100				
Rutting Index	92				
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

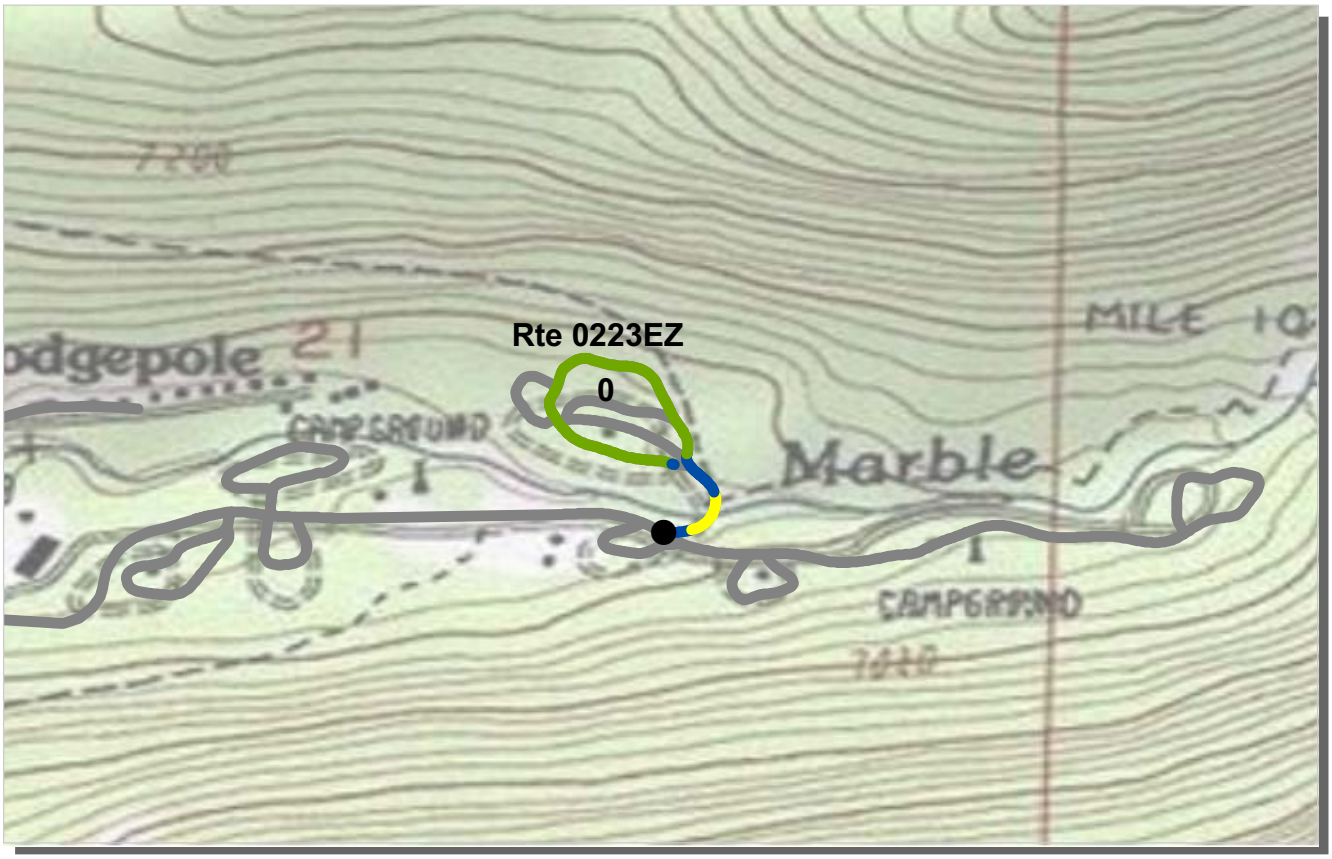
* If the PCR rating is not available for a section, the SCR rating will be displayed. See appendix for definitions and formulas.

ROUTE: 0223ECZ LODGEPOLE CAMPGROUND LOOP EC
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.07 Miles**

Section Number	0				
Section Length (mi)	0.07				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	90				
PCR (Pavement Condition Rating)	90				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	90				
Roughness Condition Index (RCI)	NC				

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



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

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

ROUTE: 0223EZ LODGEPOLE CAMPGROUND LOOP E
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**
PACIFIC WEST REGION **TOTAL LENGTH: 0.38 Miles**

Section Number	0				
Section Length (mi)	0.38				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	16				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	92				
PCR (Pavement Condition Rating)	92				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	92				
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: 0223FZ LODGEPOLE CAMPGROUND LOOP F
SEQU : SEQUOIA NATIONAL PARK

Subcomponent Record **COLLECTED: 9/18/2011**

PACIFIC WEST REGION **TOTAL LENGTH: 0.12 Miles**

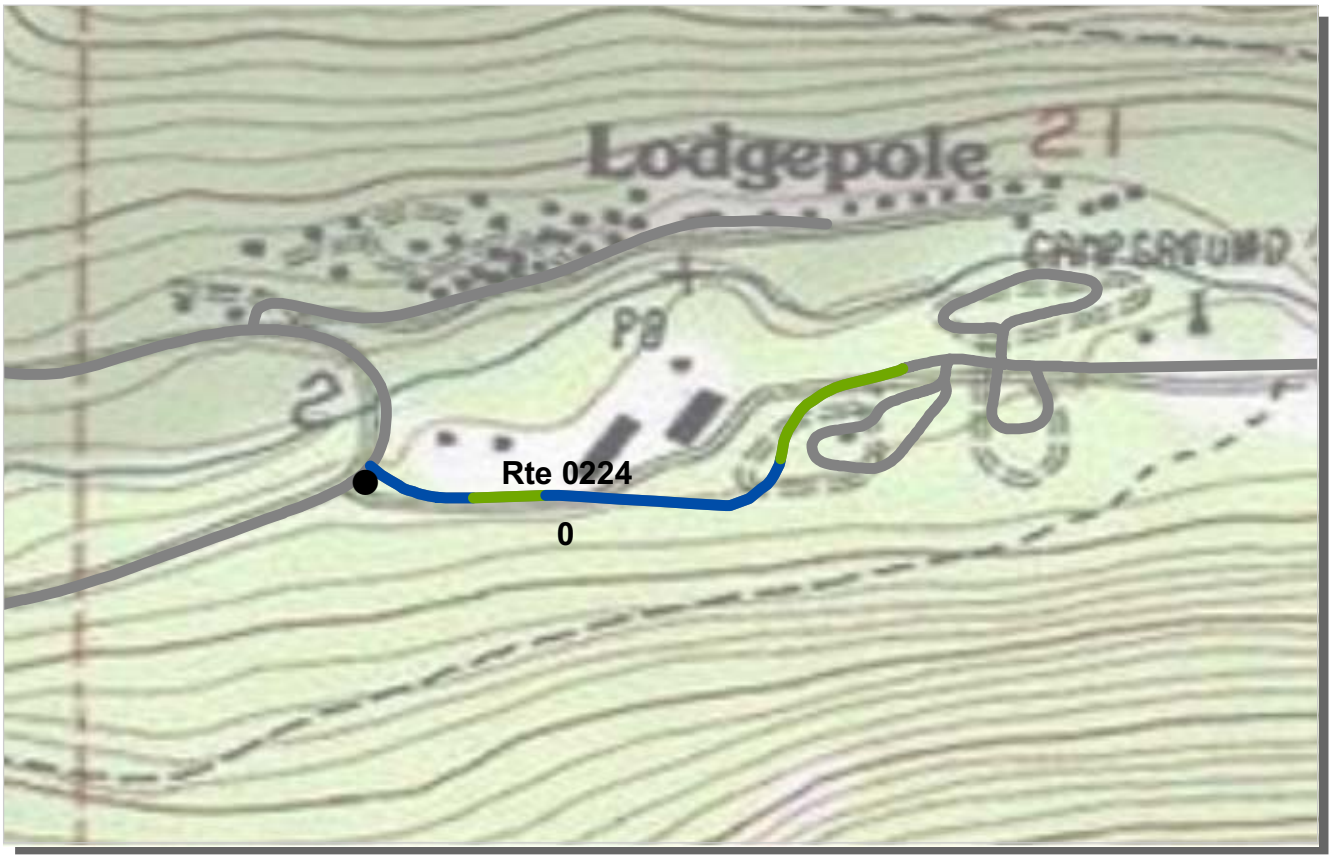
Section Number	0				
Section Length (mi)	0.12				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	12				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
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: 0224 LODGEPOLE VISITOR CENTER ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.33 Miles**

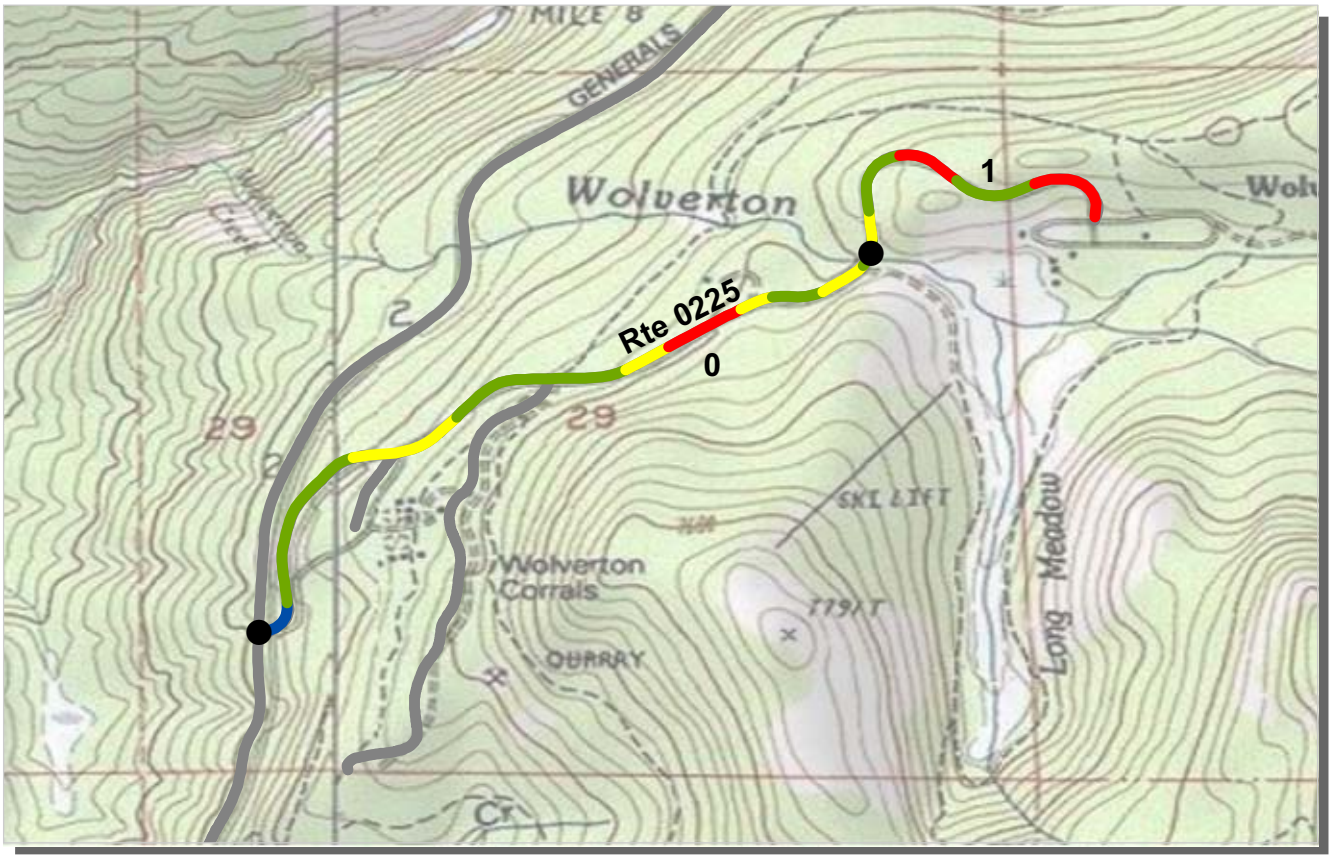
Section Number	0				
Section Length (mi)	0.33				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	29				
Lane Width (ft)	12				
Roadway Condition Information					
SCR (Surface Condition Rating)	95				
PCR (Pavement Condition Rating)	95				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
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: 0225 WOLVERTON ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 1.45 Miles**

Section Number	0	1			
Section Length (mi)	1.00	0.45			
Cross Section Information					
Number of Lanes	2	2			
Paved Width (ft)	23	21			
Lane Width (ft)	11	10			
Roadway Condition Information					
SCR (Surface Condition Rating)	89	29			
PCR (Pavement Condition Rating)	89	29			
Distress Index Values					
Structural Crack Index	90	29			
Transverse Cracking Index	100	100			
Patching Index	89	96			
Rutting Index	91	94			
Roughness Condition Index (RCI)	NC	NC			

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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: 0403 DRURY LANE
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 0.16 Miles**

Section Number	0				
Section Length (mi)	0.16				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	16				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	97				
PCR (Pavement Condition Rating)	97				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	97				
Roughness Condition Index (RCI)	NC				

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

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

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

ROUTE: 0425 HEADQUARTERS STREET
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011
PACIFIC WEST REGION **TOTAL LENGTH: 0.16 Miles**

Section Number	0				
Section Length (mi)	0.16				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	17				
Lane Width (ft)	8				
Roadway Condition Information					
SCR (Surface Condition Rating)	99				
PCR (Pavement Condition Rating)	99				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	99				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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: 0426 UPPER GENERAL SHERMAN TREE ROAD
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.66 Miles**

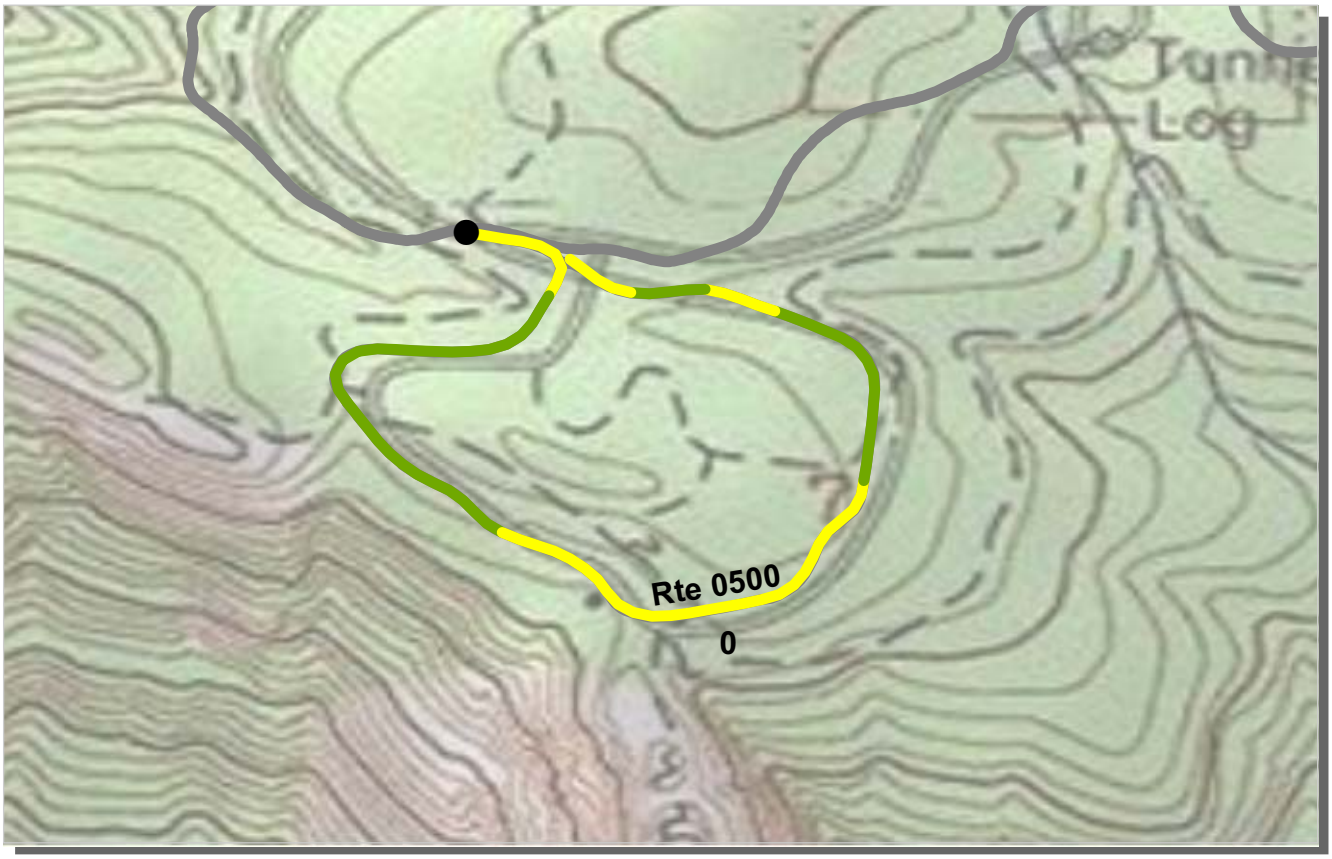
Section Number	0				
Section Length (mi)	0.66				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	22				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	100				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	NC				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable



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

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

ROUTE: 0500 MORO ROCK LOOP
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/18/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.88 Miles**

Section Number	0				
Section Length (mi)	0.88				
Cross Section Information					
Number of Lanes	1				
Paved Width (ft)	19				
Lane Width (ft)	19				
Roadway Condition Information					
SCR (Surface Condition Rating)	100				
PCR (Pavement Condition Rating)	83				
Distress Index Values					
Structural Crack Index	100				
Transverse Cracking Index	100				
Patching Index	100				
Rutting Index	100				
Roughness Condition Index (RCI)	58				

NOTES:

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

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

NC - Not Collected N/A - Not Applicable

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

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

ROUTE: 0600 MATHER DRIVE
SEQU : SEQUOIA NATIONAL PARK

COLLECTED: 9/17/2011

PACIFIC WEST REGION **TOTAL LENGTH: 0.56 Miles**

Section Number	0				
Section Length (mi)	0.56				
Cross Section Information					
Number of Lanes	2				
Paved Width (ft)	19				
Lane Width (ft)	9				
Roadway Condition Information					
SCR (Surface Condition Rating)	88				
PCR (Pavement Condition Rating)	88				
Distress Index Values					
Structural Crack Index	99				
Transverse Cracking Index	100				
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

Section 6
Manually Rated Paved Route Condition Rating Sheets

Sequoia National Park

Federal Lands Highway
Road Inventory Program

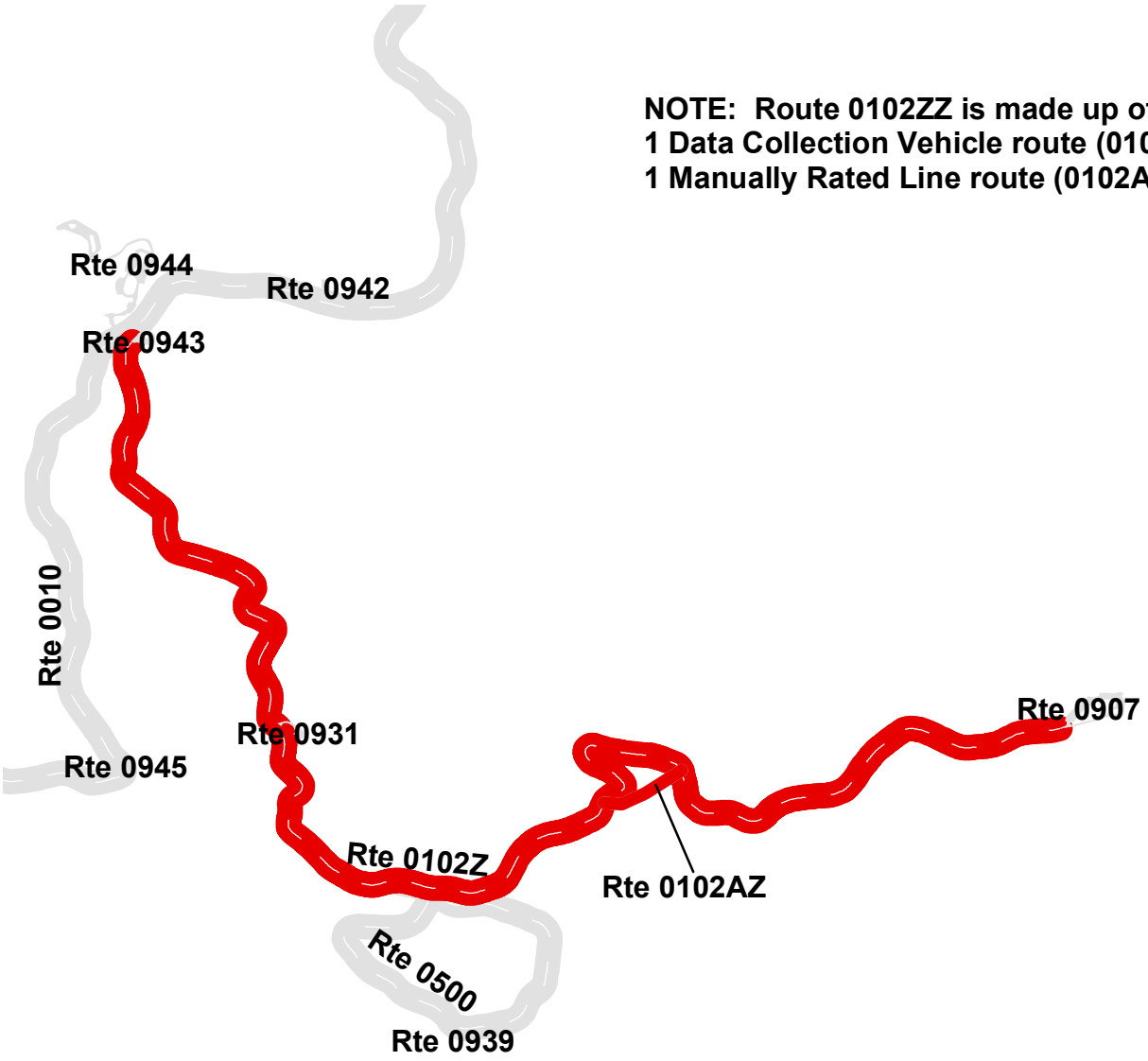
SEQUOIA NATIONAL PARK
Route 0102ZZ
CRESENT MEADOW ROADS

FROM ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)
TO ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)

Summary Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Paved Length (mi)	Paved Width (ft)
0102ZZ	PUBLIC	9/19/2011	N/A	4.05	2.54	17.5
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**	**Surface Type**
0	0	1	NO CURB AND GUTTER	NO CURB	SUMMARY/79	AS

* Lane miles are based on 11' lane widths

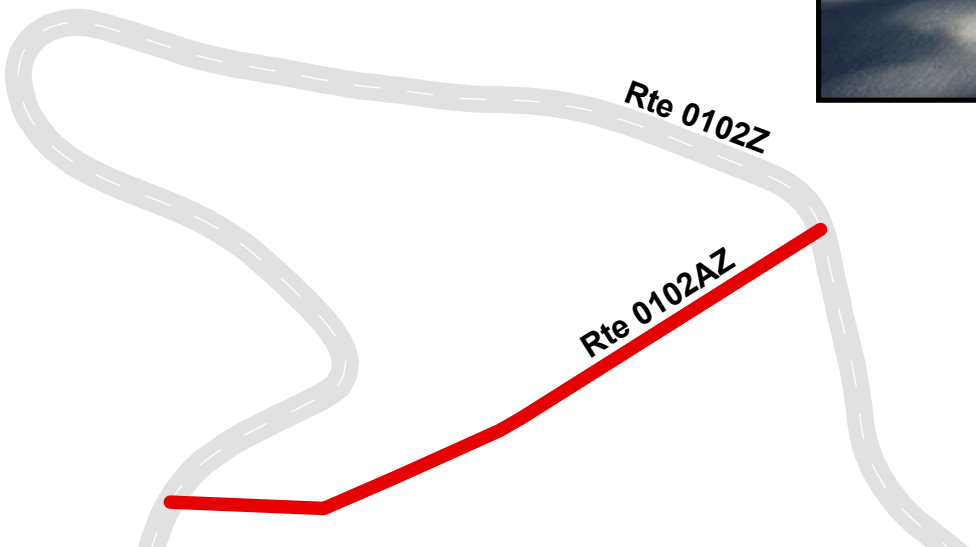


SEQUOIA NATIONAL PARK
Route 0102AZ
TUNNEL LOG LOOP
FROM ROUTE 0102Z (CRESENT MEADOW ROAD)
TO ROUTE 0102Z (CRESENT MEADOW ROAD)

Subcomponent Record

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Paved Length (mi)	Paved Width (ft)
0102AZ	PUBLIC	9/19/2011	3,696	0.06	0.05	14
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**	**Surface Type**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90	AS

* Lane miles are based on 11' lane widths



Section 7
Parking Area
Condition Rating Sheets

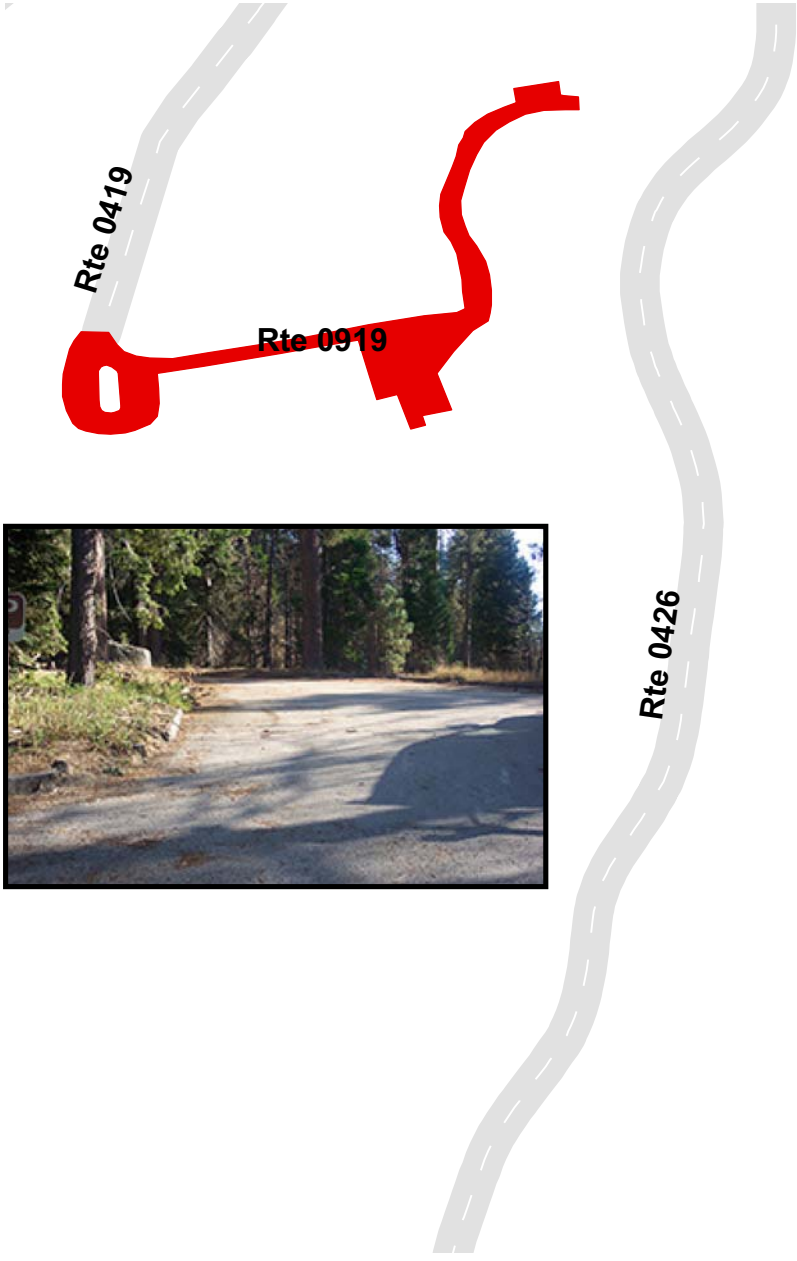
Sequoia National Park

Federal Lands Highway
Road Inventory Program

SEQUOIA NATIONAL PARK
Route 0919
WOLVERTON CORRAL PARKING AREA
FROM END OF ROUTE 0419 (WOLVERTON CORRAL ROAD)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0919	NONPUBLIC	9/19/2011	33,712	0.58	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	ASPHALT CURB	POOR/45

* Lane miles are based on 11' lane widths



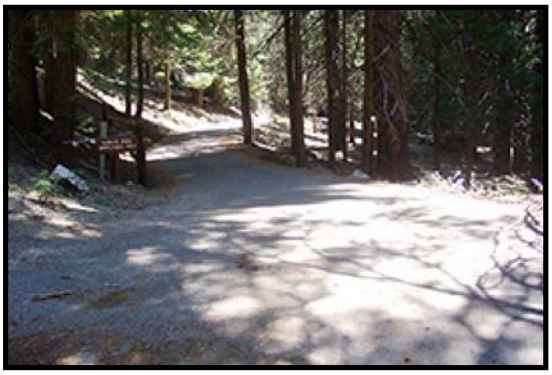
500 250 0 500
Feet

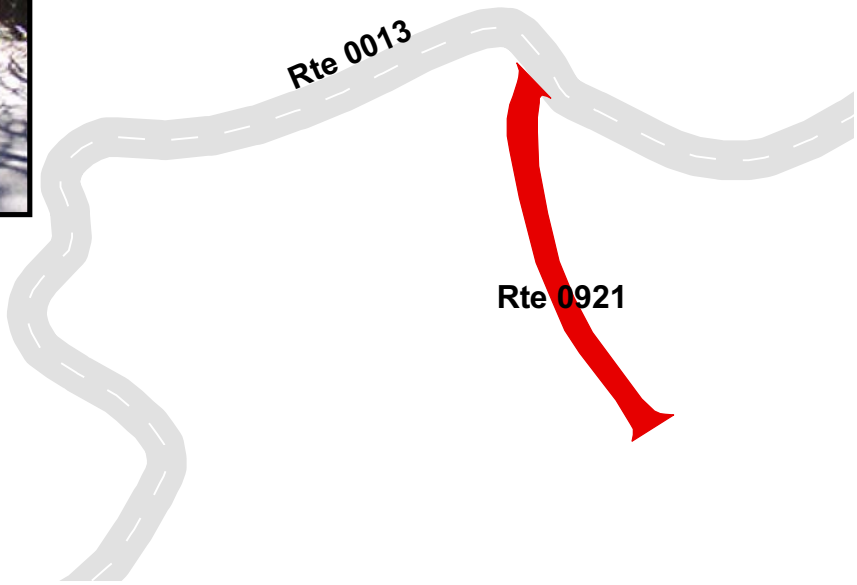
N

SEQUOIA NATIONAL PARK
Route 0921
ATWELL MAINTENANCE AREA
FROM ROUTE 0013 (MINERAL KING ROAD) AT MP 9.6
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0921	NONPUBLIC	9/19/2011	14,573	0.25	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
1	0	1	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths

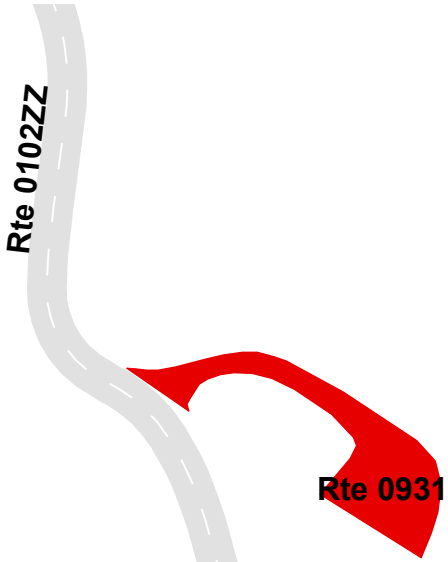




SEQUOIA NATIONAL PARK
Route 0931
AUTO LOG PARKING AREA
FROM ROUTE 0102ZZ (CRESENT MEADOW ROADS)
TO PARKING

Route Number	Public / NonPublic	Date Visited	Area (sq ft)	Lane Miles *	Surface Type
0931	PUBLIC	9/19/2011	8,105	0.14	AS
Culverts	**Drop Inlets**	**Gates**	**Curb & Gutter**	**Curb**	**PCR**
0	0	0	NO CURB AND GUTTER	NO CURB	GOOD/90

* Lane miles are based on 11' lane widths



310 155 0 310
Feet

N

Section 8
Route Maintenance Features Summaries

Sequoia National Park

Federal Lands Highway
Road Inventory Program

SEQU: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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

FEATURE	ROUTE 0102ZZ CRESENT MEADOW ROADS	ROUTE 0201ZZ POTWISHA CAMPGROUND ROADS	ROUTE 0203 BUCKEYE FLAT ROAD	ROUTE 0223 LODGEPOLE CAMPGROUND ROAD	ROUTE 0223ZZ LODGEPOLE CAMPGROUND LOOPS	ROUTE 0403 DRURY LANE	UNIT
BRIDGE	0	0	0	0	1	0	EACH
CATTLE GUARD	0	0	0	0	0	0	EACH
CULVERT	0	0	0	0	0	0	EACH
CURB	0	1,087	48	0	142	164	LINEAR FEET
DROP INLET	0	0	0	0	0	0	EACH
GATE	1	1	2	0	5	0	EACH
GUARD/GUIDE RAIL	0	0	0	0	216	0	LINEAR FEET
CABLE	0	0	0	0	0	0	LINEAR FEET
NON-CABLE	0	0	0	0	216	0	LINEAR FEET
GUARD/GUIDE WALL	0	0	227	0	0	0	LINEAR FEET
BOLLARD	0	0	0	0	0	0	LINEAR FEET
TEMPORARY BARRIER	0	0	0	0	0	0	LINEAR FEET
NON TEMP/BOLLARD	0	0	227	0	0	0	LINEAR FEET
INTERSECTION	7	17	5	18	48	3	EACH
LOW WATER CROSSING	0	0	0	0	0	0	EACH
LOW WATER CROSSING	0	0	0	0	0	0	LINEAR FEET
MILE MARKER	0	0	0	0	0	0	EACH
OVERPASS	0	0	0	0	0	0	EACH
PARK BOUNDARY	0	0	0	0	0	0	EACH
PAVED DITCH	0	26	0	421	0	0	LINEAR FEET
PULLOUT	2	0	0	0	0	0	EACH
PULLOUT	184	0	0	0	0	0	LINEAR FEET
RAILROAD CROSSING	0	0	0	0	0	0	EACH
RETAINING WALL	1	0	3	0	0	2	EACH
RETAINING WALL	53	0	174	0	0	264	LINEAR FEET
SIGN	31	14	18	21	17	7	EACH
STATE BOUNDARY	0	0	0	0	0	0	EACH
TRAFFIC LIGHT	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	EACH
TUNNEL	0	0	0	0	0	0	LINEAR FEET

SEQU: DCV ROUTE MAINTENANCE FEATURES SUMMARY

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

FEATURE	ROUTE 0425 HEADQUARTERS STREET	ROUTE 0426 UPPER GENERAL SHERMAN TREE ROAD	ROUTE 0600 MATHER DRIVE		UNIT
BRIDGE	0	0	0		EACH
CATTLE GUARD	0	0	0		EACH
CULVERT	0	0	0		EACH
CURB	582	100	0		LINEAR FEET
DROP INLET	0	0	0		EACH
GATE	0	0	0		EACH
GUARD/GUIDE RAIL	0	0	0		LINEAR FEET
CABLE	0	0	0		LINEAR FEET
NON-CABLE	0	0	0		LINEAR FEET
GUARD/GUIDE WALL	84	0	0		LINEAR FEET
BOLLARD	0	0	0		LINEAR FEET
TEMPORARY BARRIER	0	0	0		LINEAR FEET
NON TEMP/BOLLARD	84	0	0		LINEAR FEET
INTERSECTION	12	7	0		EACH
LOW WATER CROSSING	0	0	0		EACH
LOW WATER CROSSING	0	0	0		LINEAR FEET
MILE MARKER	0	0	0		EACH
OVERPASS	0	0	0		EACH
PARK BOUNDARY	0	0	0		EACH
PAVED DITCH	0	3,838	0		LINEAR FEET
PULLOUT	0	2	1		EACH
PULLOUT	0	153	63		LINEAR FEET
RAILROAD CROSSING	0	0	0		EACH
RETAINING WALL	0	0	0		EACH
RETAINING WALL	0	0	0		LINEAR FEET
SIGN	5	9	0		EACH
STATE BOUNDARY	0	0	0		EACH
TRAFFIC LIGHT	0	0	0		EACH
TUNNEL	0	0	0		EACH
TUNNEL	0	0	0		LINEAR FEET

SEQU: STRUCTURE LIST

ROUTE NUMBER	FUNCTIONAL CLASS	MILEPOST START	MILEPOST END	FEATURE	STRUCTURE NUMBER
0223EZ	3	0.041	0.049	BRIDGE	8550-003

Section 9
Route Maintenance Features
Road Logs

Sequoia National Park

Federal Lands Highway
Road Inventory Program

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0102Z: CRESENT MEADOW ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)
0.000	0.000	INTERSECTION	N/A	ROUTE 0943 (GIANT FOREST MUSEUM HANDICAP PARKING)
0.021	0.021	SIGN	RIGHT	WARNING, NARROW WINDING ROAD
0.028	0.038	RETAINING WALL	LEFT	N/A
0.065	0.065	GATE	N/A	N/A
0.067	0.067	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.073	0.073	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
0.078	0.078	SIGN	RIGHT	WARNING, SLOW DOWN FOR WILDLIFE
0.078	0.078	SIGN	RIGHT	WARNING, GRAPHIC SIGN NO TEXT
0.091	0.091	SIGN	RIGHT	GUIDE, OBTAIN WILDERNESS PERMIT FOR OVERNIGHT TRAVEL AT LODGEPOLE
0.106	0.106	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
0.164	0.164	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.792	0.792	SIGN	RIGHT	GUIDE, AUTO LOG
0.806	0.806	INTERSECTION	LEFT	ROUTE 0931 (AUTO LOG PARKING AREA)
0.827	0.827	SIGN	LEFT	GUIDE, AUTO LOG
1.059	1.059	SIGN	LEFT	REGULATORY, SPEED LIMIT 25
1.110	1.110	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
1.125	1.125	SIGN	RIGHT	REGULATORY, SPEED LIMIT 25
1.136	1.136	SIGN	RIGHT	GUIDE, MORO ROCK TUNNEL LOG CRESCENT MEADOW
1.161	1.161	INTERSECTION	RIGHT	ROUTE 0500 (MORO ROCK LOOP)
1.221	1.221	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
1.225	1.225	INTERSECTION	RIGHT	ROUTE 0500 (MORO ROCK LOOP)
1.240	1.240	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.277	1.277	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
1.286	1.309	PULLOUT	RIGHT	N/A
1.476	1.476	SIGN	RIGHT	WARNING, 8' - 0"
1.476	1.476	SIGN	RIGHT	REGULATORY, PASS
1.505	1.505	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
1.510	1.510	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0102Z: CRESENT MEADOW ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
1.526	1.538	PULLOUT	RIGHT	N/A
1.539	1.539	INTERSECTION	RIGHT	ROUTE 0102AZ (TUNNEL LOG LOOP)
1.542	1.542	SIGN	RIGHT	REGULATORY, BYPASS
1.547	1.547	SIGN	RIGHT	GUIDE, TUNNEL LOG
1.594	1.594	INTERSECTION	RIGHT	ROUTE 0102AZ (TUNNEL LOG LOOP)
1.595	1.595	SIGN	LEFT	WARNING, 8' - 0"
1.595	1.595	SIGN	LEFT	REGULATORY, BY-PASS
1.598	1.598	SIGN	LEFT	REGULATORY, BY-PASS
2.275	2.275	SIGN	LEFT	GUIDE, DEAD
2.447	2.447	SIGN	LEFT	WARNING, GRAPHIC SIGN NO TEXT
2.466	2.466	SIGN	LEFT	WARNING, NARROW ROAD
2.487	2.487	SIGN	LEFT	REGULATORY, KEEP RIGHT
2.490	2.490	INTERSECTION	N/A	ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)
2.490	2.490	SIGN	RIGHT	GUIDE, CRESCENT MEADOW
2.490	2.490	ROUTE END	N/A	TO ROUTE 0907 (CRESCENT MEADOW PARKING LOOP)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0201AZ: POTWISHA CAMPGROUND ROAD A

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.09
0.000	0.000	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.046	0.054	CURB	LEFT	N/A
0.070	0.080	CURB	LEFT	N/A
0.104	0.104	SIGN	N/A	REGULATORY, ONE WAY
0.104	0.104	INTERSECTION	RIGHT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.104	0.104	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.104	0.104	ROUTE END	N/A	TO ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.26

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0201BZ: POTWISHA CAMPGROUND ROAD B

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.11
0.000	0.000	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.005	0.020	CURB	LEFT	N/A
0.043	0.047	CURB	LEFT	N/A
0.063	0.067	CURB	LEFT	N/A
0.067	0.067	SIGN	N/A	REGULATORY, ONE WAY
0.067	0.067	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.067	0.067	INTERSECTION	RIGHT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.067	0.067	ROUTE END	N/A	TO ROUTE 0201Z (POTWISHA CAMPGROUND ROAD) AT MP 0.23

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0201Z: POTWISHA CAMPGROUND ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 4.22
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.018	0.018	GATE	N/A	N/A
0.044	0.044	SIGN	RIGHT	GUIDE, OVERNIGHT CAMPING ONLY. NO DAY USE.
0.044	0.044	SIGN	RIGHT	GUIDE, SELF REGISTRATION AHEAD TO RIGHT.
0.054	0.054	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.054	0.062	CURB	RIGHT	N/A
0.055	0.055	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.055	0.055	SIGN	LEFT	REGULATORY, KEEP RIGHT
0.061	0.061	SIGN	LEFT	GUIDE, CAUTION ACTIVE BEAR AREA PROPER FOOD STORAGE IS THE LAW AND YOUR RESPONSIBILITY INSTRUCTIONS ARE PO
0.078	0.078	SIGN	RIGHT	WARNING, UNABLE TO READ FROM VIDEO
0.085	0.085	INTERSECTION	LEFT	ROUTE 0201AZ (POTWISHA CAMPGROUND ROAD A)
0.091	0.091	SIGN	LEFT	REGULATORY, SLOW
0.091	0.091	SIGN	LEFT	REGULATORY, STOP
0.114	0.114	INTERSECTION	LEFT	ROUTE 0201BZ (POTWISHA CAMPGROUND ROAD B)
0.114	0.114	SIGN	RIGHT	GUIDE, AMPHITHEATRE
0.139	0.154	CURB	LEFT	N/A
0.159	0.190	CURB	LEFT	N/A
0.205	0.214	CURB	LEFT	N/A
0.231	0.231	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.232	0.232	INTERSECTION	LEFT	ROUTE 0201BZ (POTWISHA CAMPGROUND ROAD B)
0.253	0.255	CURB	LEFT	N/A
0.254	0.254	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.261	0.261	INTERSECTION	LEFT	ROUTE 0201AZ (POTWISHA CAMPGROUND ROAD A)
0.263	0.275	CURB	LEFT	N/A
0.276	0.281	PAVED DITCH	RIGHT	N/A
0.281	0.299	CURB	RIGHT	N/A

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0201Z: POTWISHA CAMPGROUND ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.282	0.298	CURB	LEFT	N/A
0.302	0.313	CURB	RIGHT	N/A
0.318	0.329	CURB	RIGHT	N/A
0.332	0.354	CURB	RIGHT	N/A
0.374	0.384	CURB	LEFT	N/A
0.384	0.384	INTERSECTION	LEFT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.384	0.384	INTERSECTION	RIGHT	ROUTE 0201Z (POTWISHA CAMPGROUND ROAD)
0.384	0.384	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0203: BUCKEYE FLAT ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 6.39
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.011	0.011	SIGN	N/A	GUIDE, GRAPHIC SIGN NO TEXT
0.012	0.012	GATE	N/A	N/A
0.012	0.012	SIGN	RIGHT	GUIDE, NARROW WINDING ROAD NO TRAILERS OR MOTORHOMES
0.012	0.012	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.018	0.050	GUARD/GUIDE WALL	RIGHT	N/A
0.034	0.052	RETAINING WALL	LEFT	N/A
0.055	0.055	SIGN	RIGHT	WARNING, NARROW ROAD
0.055	0.055	SIGN	RIGHT	GUIDE, TWO WAY TRAFFIC
0.070	0.076	GUARD/GUIDE WALL	RIGHT	N/A
0.075	0.080	GUARD/GUIDE WALL	LEFT	N/A
0.112	0.117	RETAINING WALL	LEFT	N/A
0.478	0.478	GATE	N/A	N/A
0.480	0.480	SIGN	RIGHT	GUIDE, DO NOT BLOCK THIS GATE
0.487	0.487	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.530	0.530	SIGN	LEFT	REGULATORY, NO PARKING
0.591	0.591	SIGN	LEFT	REGULATORY, NO PARKING
0.618	0.627	CURB	RIGHT	N/A
0.628	0.628	SIGN	LEFT	GUIDE, OVERNIGHT CAMPING ONLY NO DAY USE
0.631	0.631	SIGN	LEFT	GUIDE, CAMP ONLY IN DESIGNATED SITES CAUTION ACTIVE BEAR AREA
0.631	0.631	SIGN	LEFT	REGULATORY, ONE WAY
0.634	0.634	INTERSECTION	LEFT	ROUTE 0203 (BUCKEYE FLAT ROAD)
0.641	0.641	SIGN	LEFT	REGULATORY, DO NOT ENTER
0.642	0.642	SIGN	LEFT	GUIDE, CAMPERS REGISTRATION AND FEE INSTRUCTIONS AHEAD ON RIGHT
0.644	0.668	DEBRIS ON ROAD	N/A	N/A

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0203: BUCKEYE FLAT ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.665	0.675	RETAINING WALL	RIGHT	N/A
0.753	0.753	SIGN	LEFT	GUIDE, RANGER PARKING
0.754	0.754	SIGN	LEFT	REGULATORY, NO PARKING
0.825	0.825	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.848	0.848	INTERSECTION	N/A	ROUTE 0203 (BUCKEYE FLAT ROAD)
0.848	0.848	INTERSECTION	LEFT	ROUTE 0203 (BUCKEYE FLAT ROAD)
0.848	0.848	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223: LODGEPOLE CAMPGROUND ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM INFORMATION KIOSK/END OF ROUTE 0224 (LODGEPOLE VISITOR CENTER ROAD)
0.000	0.000	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.000	0.000	INTERSECTION	N/A	ROUTE 0224 (LODGEPOLE VISITOR CENTER ROAD)
0.008	0.008	SIGN	RIGHT	GUIDE, CAMPSITES I - 22
0.019	0.019	INTERSECTION	RIGHT	ROUTE 0223AZ (LODGEPOLE CAMPGROUND LOOP A)
0.047	0.047	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.047	0.047	SIGN	RIGHT	GUIDE, CAMPSITES 23 - 35
0.053	0.053	INTERSECTION	LEFT	ROUTE 0223CZ (LODGEPOLE CAMPGROUND LOOP C)
0.053	0.053	INTERSECTION	RIGHT	ROUTE 0223BZ (LODGEPOLE CAMPGROUND LOOP B)
0.058	0.058	SIGN	LEFT	GUIDE, CAMPSITES 36 - 60
0.060	0.060	SIGN	LEFT	GUIDE, NO GENERATORS
0.071	0.071	INTERSECTION	RIGHT	ROUTE 0223BZ (LODGEPOLE CAMPGROUND LOOP B)
0.075	0.075	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.116	0.116	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.130	0.130	SIGN	RIGHT	GUIDE, CAUTION ACTIVE BEAR AREA MOVE ALL FOOD, COOLERS, TOILETRIES AND TRASH FROM YOUR VEHICLE TO FOOD STO
0.143	0.143	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
0.146	0.146	SIGN	LEFT	GUIDE, AMPHITHEATRE
0.146	0.146	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.173	0.173	INTERSECTION	LEFT	ROUTE 0915BZ (LODGEPOLE AMPHITHEATER PARKING B)
0.182	0.182	SIGN	LEFT	GUIDE, CLEAN WATER
0.182	0.182	SIGN	LEFT	GUIDE, CLEAN WATER
0.191	0.191	INTERSECTION	RIGHT	ROUTE 0915CZ (LODGEPOLE AMPHITHEATER PARKING C)
0.201	0.201	INTERSECTION	LEFT	ROUTE 0915BZ (LODGEPOLE AMPHITHEATER PARKING B)
0.250	0.250	INTERSECTION	LEFT	ROUTE 0915BZ (LODGEPOLE AMPHITHEATER PARKING B)
0.268	0.268	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.292	0.292	INTERSECTION	LEFT	ROUTE 0915AZ (LODGEPOLE AMPHITHEATER PARKING A)
0.309	0.309	SIGN	RIGHT	GUIDE, CAMPSITES 61 - 68 62 - 63
0.310	0.310	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223: LODGEPOLE CAMPGROUND ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.317	0.317	INTERSECTION	RIGHT	ROUTE 0223DZ (LODGEPOLE CAMPGROUND LOOP D)
0.335	0.335	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.342	0.342	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.343	0.343	INTERSECTION	RIGHT	ROUTE 0223DZ (LODGEPOLE CAMPGROUND LOOP D)
0.343	0.343	SIGN	LEFT	GUIDE, LOG BRIDGE CAMPSITES 151 - 214 UPPER CAMPSITES 69 - 150
0.351	0.356	PAVED DITCH	LEFT	N/A
0.358	0.363	PAVED DITCH	RIGHT	N/A
0.367	0.382	PAVED DITCH	RIGHT	N/A
0.388	0.406	PAVED DITCH	RIGHT	N/A
0.407	0.407	SIGN	RIGHT	REGULATORY, DO NOT ENTER
0.408	0.408	INTERSECTION	RIGHT	ROUTE 0223FZ (LODGEPOLE CAMPGROUND LOOP F)
0.420	0.420	INTERSECTION	RIGHT	ROUTE 0223FZ (LODGEPOLE CAMPGROUND LOOP F)
0.482	0.507	PAVED DITCH	RIGHT	N/A
0.595	0.607	PAVED DITCH	RIGHT	N/A
0.714	0.714	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.720	0.720	SIGN	LEFT	REGULATORY, ONE WAY
0.887	0.887	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.887	0.887	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.887	0.887	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223AZ: LODGEPOLE CAMPGROUND LOOP A

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.011	DEBRIS ON ROAD	N/A	N/A
0.012	0.012	GATE	N/A	N/A
0.012	0.012	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.014	0.014	INTERSECTION	LEFT	ROUTE 0223AZ (LODGEPOLE CAMPGROUND LOOP A)
0.017	0.017	SIGN	LEFT	REGULATORY, ONE WAY
0.031	0.031	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.034	0.046	DEBRIS ON ROAD	N/A	N/A
0.096	0.138	DEBRIS ON ROAD	N/A	N/A
0.116	0.116	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.193	0.193	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.209	0.209	INTERSECTION	N/A	ROUTE 0223AZ (LODGEPOLE CAMPGROUND LOOP A)
0.209	0.209	INTERSECTION	LEFT	ROUTE 0223AZ (LODGEPOLE CAMPGROUND LOOP A)
0.209	0.209	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223BZ: LODGEPOLE CAMPGROUND LOOP B

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0223CZ (LODGEPOLE CAMPGROUND LOOP C)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.005	0.005	GATE	N/A	N/A
0.007	0.007	SIGN	RIGHT	GUIDE, CAMPGROUND LOOP CLOSED
0.023	0.023	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.043	0.043	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.107	0.107	GATE	N/A	N/A
0.110	0.110	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.110	0.110	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.110	0.110	ROUTE END	N/A	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223CZ: LODGEPOLE CAMPGROUND LOOP C

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	N/A	ROUTE 0223BZ (LODGEPOLE CAMPGROUND LOOP B)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.005	0.005	GATE	N/A	N/A
0.013	0.013	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.026	0.026	INTERSECTION	LEFT	ROUTE 0223CZ (LODGEPOLE CAMPGROUND LOOP C)
0.031	0.031	SIGN	LEFT	REGULATORY, ONE WAY
0.210	0.210	INTERSECTION	N/A	ROUTE 0223CZ (LODGEPOLE CAMPGROUND LOOP C)
0.210	0.210	INTERSECTION	RIGHT	ROUTE 0223CZ (LODGEPOLE CAMPGROUND LOOP C)
0.210	0.210	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223DZ: LODGEPOLE CAMPGROUND LOOP D

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.012	0.012	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.023	0.023	SIGN	RIGHT	REGULATORY, GRAPHIC SIGN NO TEXT
0.087	0.087	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.087	0.087	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.087	0.087	ROUTE END	N/A	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223EAZ: LODGEPOLE CAMPGROUND LOOP EA

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	N/A	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.050	0.064	DEBRIS ON ROAD	N/A	N/A
0.088	0.088	INTERSECTION	RIGHT	ROUTE 0223EBZ (LODGEPOLE CAMPGROUND LOOP EB)
0.091	0.091	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.091	0.091	INTERSECTION	RIGHT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.092	0.092	ROUTE END	N/A	TO ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223EBZ: LODGEPOLE CAMPGROUND LOOP EB

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.080	0.080	INTERSECTION	LEFT	ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)
0.080	0.080	INTERSECTION	RIGHT	ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)
0.080	0.080	ROUTE END	N/A	TO ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223ECZ: LODGEPOLE CAMPGROUND LOOP EC

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.000	0.000	INTERSECTION	N/A	ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.070	0.070	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.070	0.070	INTERSECTION	RIGHT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.070	0.070	ROUTE END	N/A	TO ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223EZ: LODGEPOLE CAMPGROUND LOOP E

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.017	0.017	GATE	N/A	N/A
0.017	0.017	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.030	0.041	CURB	LEFT	N/A
0.030	0.055	GUARD/GUIDE RAIL	LEFT	N/A
0.036	0.041	CURB	RIGHT	N/A
0.037	0.053	GUARD/GUIDE RAIL	RIGHT	N/A
0.041	0.049	BRIDGE	N/A	8550-003 (LODGEPOLE CAMPGROUND BRIDGE)
0.049	0.054	CURB	RIGHT	N/A
0.049	0.055	CURB	LEFT	N/A
0.061	0.061	SIGN	RIGHT	REGULATORY, UNABLE TO READ FROM VIDEO
0.087	0.087	SIGN	RIGHT	GUIDE, UNABLE TO READ FROM VIDEO
0.089	0.089	SIGN	RIGHT	GUIDE, CAMPSITES 151 - 182 210 - 214 183 - 203
0.095	0.095	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.136	0.136	INTERSECTION	LEFT	ROUTE 0223EBZ (LODGEPOLE CAMPGROUND LOOP EB)
0.245	0.245	INTERSECTION	RIGHT	ROUTE 0223ECZ (LODGEPOLE CAMPGROUND LOOP EC)
0.277	0.277	INTERSECTION	LEFT	ROUTE 0223ECZ (LODGEPOLE CAMPGROUND LOOP EC)
0.277	0.277	INTERSECTION	RIGHT	ROUTE 0223ECZ (LODGEPOLE CAMPGROUND LOOP EC)
0.376	0.376	INTERSECTION	LEFT	ROUTE 0223EAZ (LODGEPOLE CAMPGROUND LOOP EA)
0.381	0.381	INTERSECTION	RIGHT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.381	0.381	INTERSECTION	LEFT	ROUTE 0223EZ (LODGEPOLE CAMPGROUND LOOP E)
0.381	0.381	ROUTE END	N/A	TO END OF LOOP

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0223FZ: LODGEPOLE CAMPGROUND LOOP F

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.116	0.116	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.121	0.121	INTERSECTION	LEFT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.121	0.121	INTERSECTION	RIGHT	ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)
0.121	0.121	ROUTE END	N/A	TO ROUTE 0223 (LODGEPOLE CAMPGROUND ROAD)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0403: DRURY LANE

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.27
0.000	0.000	INTERSECTION	LEFT	ROUTE 0600 (MATHER DRIVE)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0600 (MATHER DRIVE)
0.000	0.036	RETAINING WALL	RIGHT	N/A
0.010	0.010	SIGN	LEFT	REGULATORY, STOP
0.014	0.014	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.035	0.035	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.049	0.063	RETAINING WALL	RIGHT	N/A
0.074	0.074	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.121	0.152	CURB	RIGHT	N/A
0.136	0.136	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.148	0.148	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.156	0.156	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.157	0.157	INTERSECTION	N/A	DEAD END
0.157	0.157	ROUTE END	N/A	THROUGH RESIDENCE AREA

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0425: HEADQUARTERS STREET

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.28
0.000	0.000	SIGN	N/A	GUIDE, GENERALS HIGHWAY
0.000	0.025	CURB-AND-GUTTER	LEFT	N/A
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.010	0.010	SIGN	LEFT	REGULATORY, STOP
0.010	0.026	GUARD/GUIDE WALL	RIGHT	N/A
0.025	0.038	CURB-AND-GUTTER	RIGHT	N/A
0.035	0.035	INTERSECTION	LEFT	ROUTE 0911EZ (HEADQUARTERS PARKING E)
0.038	0.041	CURB-AND-GUTTER	RIGHT	N/A
0.045	0.050	CURB-AND-GUTTER	LEFT	N/A
0.071	0.071	INTERSECTION	LEFT	ROUTE 0911DZ (HEADQUARTERS PARKING D)
0.071	0.071	INTERSECTION	RIGHT	ROUTE 0911CZ (HEADQUARTERS PARKING C)
0.087	0.093	CURB-AND-GUTTER	LEFT	N/A
0.091	0.091	SIGN	LEFT	GUIDE, UNABLE TO READ FROM VIDEO
0.099	0.099	INTERSECTION	LEFT	ROUTE 0903 (ASH MOUNTAIN MAINTENANCE YARD)
0.105	0.105	INTERSECTION	RIGHT	ROUTE 0911BZ (HEADQUARTERS PARKING B)
0.106	0.113	CURB	LEFT	N/A
0.121	0.121	INTERSECTION	LEFT	ROUTE 0903 (ASH MOUNTAIN MAINTENANCE YARD)
0.124	0.124	INTERSECTION	LEFT	ROUTE 0904 (ASH LANE PARKING)
0.124	0.124	INTERSECTION	RIGHT	ROUTE 0911AZ (HEADQUARTERS PARKING A)
0.129	0.156	CURB-AND-GUTTER	RIGHT	N/A
0.132	0.132	SIGN	LEFT	GUIDE, ASH LANE
0.132	0.156	CURB-AND-GUTTER	LEFT	N/A
0.154	0.154	SIGN	RIGHT	REGULATORY, STOP
0.156	0.156	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.156	0.156	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.156	0.156	ROUTE END	N/A	TO ROUTE 0010 (GENERALS HIGHWAY) AT MP 1.22

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0426: UPPER GENERAL SHERMAN TREE ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0225 (WOLVERTON ROAD) AT MP 0.56 ON RIGHT
0.000	0.000	INTERSECTION	LEFT	ROUTE 0225 (WOLVERTON ROAD)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0225 (WOLVERTON ROAD)
0.000	0.000	SIGN	N/A	GUIDE, GENERALS HIGHWAY WOLVERTON
0.000	0.179	PAVED DITCH	LEFT	N/A
0.005	0.005	SIGN	LEFT	REGULATORY, STOP
0.042	0.042	SIGN	RIGHT	REGULATORY, SPEED LIMIT 20
0.179	0.198	CURB	LEFT	N/A
0.180	0.198	PULLOUT	LEFT	N/A
0.198	0.431	PAVED DITCH	LEFT	N/A
0.385	0.600	PAVED DITCH	RIGHT	N/A
0.428	0.439	PULLOUT	RIGHT	N/A
0.432	0.432	INTERSECTION	LEFT	PAVED ROUTE
0.439	0.539	PAVED DITCH	LEFT	N/A
0.522	0.522	SIGN	RIGHT	WARNING, BE PREPARED TO STOP
0.530	0.530	SIGN	LEFT	REGULATORY, SPEED LIMIT 20
0.544	0.544	SIGN	RIGHT	GUIDE, R.V. PARKING
0.550	0.550	INTERSECTION	LEFT	ROUTE 0951AZ (UPPER GENERAL SHERMAN TREE PARKING A)
0.571	0.571	INTERSECTION	LEFT	ROUTE 0951AZ (UPPER GENERAL SHERMAN TREE PARKING A)
0.575	0.575	SIGN	LEFT	GUIDE, CAUTION ACTIVE BEAR AREA DO NOT APPROACH BEARS. DO NOT LEAVE FOOD VISIBLE IN YOUR VEHICLE
0.618	0.618	SIGN	RIGHT	GUIDE, R.V. PARKING
0.630	0.630	INTERSECTION	LEFT	ROUTE 0951BZ (UPPER GENERAL SHERMAN TREE PARKING B)
0.649	0.649	SIGN	RIGHT	GUIDE, SHERMAN TREE RV PARKING 600 FT.
0.657	0.657	INTERSECTION	LEFT	ROUTE 0951BZ (UPPER GENERAL SHERMAN TREE PARKING B)
0.657	0.657	ROUTE END	N/A	TO ROUTE 0951ZZ (UPPER GENERAL SHERMAN TREE PARKING AREAS)

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0600: MATHER DRIVE

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.000	0.000	ROUTE BEGIN	N/A	FROM ROUTE 0010 (GENERALS HIGHWAY) AT MP 0.91
0.000	0.000	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.000	0.000	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.000	0.000	SIGN	N/A	REGULATORY, DO NOT ENTER
0.008	0.052	CURB	RIGHT	N/A
0.009	0.009	SIGN	RIGHT	GUIDE, MATHER DRIVE
0.020	0.037	CURB	LEFT	N/A
0.045	0.045	SIGN	LEFT	GUIDE, N.P.S. HOUSING AREA - RESIDENTS AND GUESTS ONLY
0.051	0.051	SIGN	RIGHT	REGULATORY, SPEED LIMIT 15
0.070	0.070	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.092	0.092	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.107	0.107	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.112	0.132	RETAINING WALL	RIGHT	N/A
0.113	0.113	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.134	0.134	INTERSECTION	RIGHT	ROUTE 0403 (DRURY LANE)
0.134	0.138	CURB	LEFT	N/A
0.140	0.140	SIGN	LEFT	GUIDE, DRURY LANE
0.140	0.140	SIGN	LEFT	GUIDE, MATHER DRIVE
0.143	0.143	SIGN	LEFT	REGULATORY, STOP
0.160	0.160	SIGN	LEFT	REGULATORY, GRAPHIC SIGN NO TEXT
0.226	0.238	PULLOUT	RIGHT	N/A
0.282	0.332	DEBRIS ON ROAD	N/A	N/A
0.285	0.285	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.292	0.325	CURB	LEFT	N/A
0.331	0.331	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT
0.397	0.397	SIGN	RIGHT	REGULATORY, NO PARKING ANY TIME
0.406	0.410	RETAINING WALL	RIGHT	N/A
0.413	0.417	RETAINING WALL	RIGHT	N/A
0.416	0.416	SIGN	LEFT	REGULATORY, NO PARKING ANY TIME
0.417	0.417	SIGN	LEFT	GUIDE, GRAPHIC SIGN NO TEXT

SEQU: ROUTE MAINTENANCE FEATURES ROAD LOG

ROUTE 0600: MATHER DRIVE

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.418	0.418	SIGN	RIGHT	REGULATORY, NO PARKING
0.447	0.447	INTERSECTION	RIGHT	ROUTE 0908 (CRICKET HOLLOW)
0.450	0.450	SIGN	RIGHT	GUIDE, CAMMERER WAY
0.452	0.452	SIGN	LEFT	REGULATORY, YIELD
0.452	0.481	DEBRIS ON ROAD	N/A	N/A
0.457	0.457	SIGN	RIGHT	GUIDE, MATHER DRIVE
0.491	0.491	SIGN	RIGHT	GUIDE, GRAPHIC SIGN NO TEXT
0.494	0.502	CURB	LEFT	N/A
0.498	0.563	CURB	RIGHT	N/A
0.502	0.563	CURB	LEFT	N/A
0.536	0.536	SIGN	LEFT	REGULATORY, SPEED LIMIT 15
0.556	0.556	SIGN	LEFT	REGULATORY, UNABLE TO READ FROM VIDEO
0.561	0.561	SIGN	RIGHT	REGULATORY, STOP
0.563	0.563	INTERSECTION	LEFT	ROUTE 0010 (GENERALS HIGHWAY)
0.563	0.563	INTERSECTION	RIGHT	ROUTE 0010 (GENERALS HIGHWAY)
0.563	0.563	ROUTE END	N/A	TO ROUTE 0010 (GENERALS HIGHWAY)

Section 10
Appendix

Sequoia National Park

Federal Lands Highway
Road Inventory Program

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

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

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

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

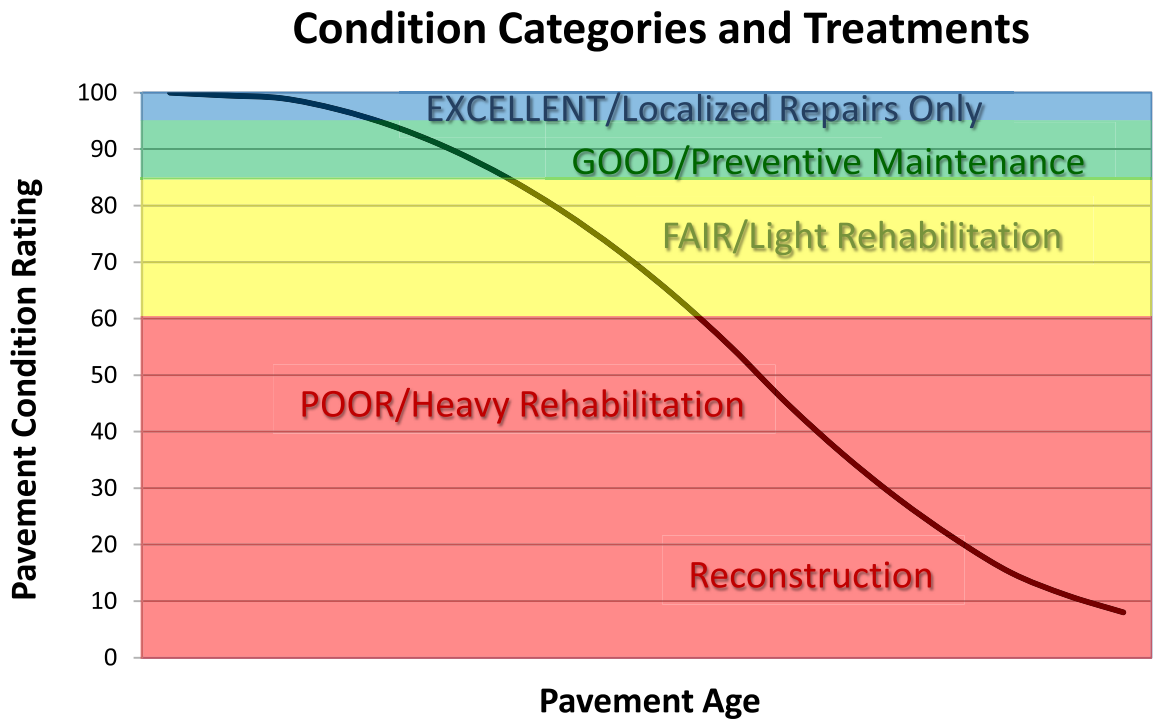
The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation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

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

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

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

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



DESCRIPTION OF RATING SYSTEM

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

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

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

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

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

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

SURFACE DISTRESSES

Surface Condition Rating - SCR

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

Surface distresses determined from digital images

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

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

- Rutting

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

TABLE 1: Distress Summary

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

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

ALLIGATOR CRACKING

Description

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

Severity Levels

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

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

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

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

TABLE 2: Alligator Crack Severity Levels

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

LONGITUDINAL CRACKING

Description

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

Severity Levels

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

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

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

TRANSVERSE CRACKING

Description

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

Severity Levels

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

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

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

PATCHING AND POTHOLES

Description

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

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

Severity Levels

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

RUTTING

Description

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels

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

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

HIGH
Ruts with a measured depth ≥ 1.00"

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

ROUGHNESS

Description

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

Severity Levels

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

TABLE 3: IRI

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

INDEX FORMULAS

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

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

Rutting Index

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

Where:

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

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

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

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

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

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

Roughness Condition Index (Asphalt)

RCI = 32 * [5 * (2.718282 ^ (-0.0041 * 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 Inertial Measuring Unit (IMU) to provide accurate positioning data in instances of satellite obstruction. All GPS coordinates are tied to image and linear distance measurements.

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

GPS on Manually Rated Roads (MRR)

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

Geodatabase – Background and Metadata

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

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

GLOSSARY OF TERMS AND ABBREVIATIONS

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