

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



Shading Color Key

White = Paved Routes, DCV Driven

Grey = Paved Routes, DCV not Driven

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■ = Concession Route

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ALPO Allegheny Portage Railroad National Historic Site

ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
0010	6	1	16274		VISITOR CENTER ROAD	FROM PARK BOUNDARY AT PAVEMENT CHANGE AND END OF ROUTE 5004 (TUNNELHILL STREET)	TO ROUTE 0900 (VISITOR CENTER PARKING)		YES	0.41	0.00	0.41	1		AS	1
0201	6	1	16281		SUMMIT PICNIC AREA ROAD	FROM ROUTE 5001 (OLD ROUTE 22)	TO ROUTE 0903 (SUMMIT PICNIC AREA PARKING)		YES	0.27	0.00	0.27	3		AS	1
0401	6	1	16209		GALLITZIN ROAD	FROM ROUTE 0900 (VISITOR CENTER PARKING)	TO ROUTE 5001 (OLD ROUTE 22)		NO	0.21	0.00	0.21	6		AS	1
0402	6	1			REDHOUSE ROAD	FROM ROUTE 5006 (DRY RUN ROAD)	TO END		NO	0.19	0.00	0.19	6		AS	2

NON-NPS ROADS INVENTORY

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
5000	6	1			U.S. HIGHWAY 22 (WILLIAM PENN HIGHWAY)	FROM ROUTE 0010 (VISITOR CENTER ROAD)	TO ROUTE 5001 (OLD ROUTE 22)		NO	1.77	0.00	1.77			AS	1
5001	6	1			OLD ROUTE 22	FROM U.S. HIGHWAY 22 SOUTHBOUND EXIT RAMP (NEAR ROUTE 5000)	TO ROUTE 5005 (MILL ROAD)		NO	7.01	0.00	7.01			AS	1,2,KEY
5002	NC				MILL RUN ROAD	FROM ROUTE 5002 (MILL RUN ROAD)	TO END OF ROUTE AT TRAILHEAD		NO	0.66	0.00	0.66			AS	2
5003	6	1			U.S. HIGHWAY 22 OFF RAMP	FROM ROUTE 5000 (U.S. HIGHWAY 22 (WILLIAM PENN HIGHWAY))	TO ROUTE 5004 (TUNNELHILL STREET)		NO	0.42	0.00	0.42			AS	1
5004	6	1			TUNNELHILL STREET	FROM INTERSECTION WITH ON RAMP ON THE RIGHT (NON NPS)	TO ROUTE 0010 (VISITOR CENTER ROAD)		NO	0.40	0.00	0.40			AS	1
5005	6	1			MILL ROAD	FROM ROUTE 5001 (OLD ROUTE 22)	TO ROUTE 5006 (DRY RUN ROAD)		NO	0.60	0.00	0.60			AS	2

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ALPO

Allegheny Portage Railroad National Historic Site

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
						From	To						
0900	6	1	16275		VISITOR CENTER PARKING	FROM END OF ROUTE 0010 (VISITOR CENTER ROAD)	TO PARKING AND BEGINNING OF ROUTE 0401 (GALLITZIN ROAD)		YES	PUBLIC	58,554	AS	1
0901	6	1	16304		MAINTENANCE PARKING	FROM ROUTE 0201 (SUMMIT PICNIC AREA ROAD)	TO PARKING		NO	NONPUBLIC	38,121	AS	1
0903	6	1	16282		SUMMIT PICNIC AREA PARKING	FROM END OF ROUTE 0201 (SUMMIT PICNIC AREA ROAD)	TO PARKING		YES	PUBLIC	42,126	AS	1
0904	6	1	236932		SKEW ARCH BRIDGE PARKING	FROM ROUTE 5001 (OLD ROUTE 22)	TO PARKING		YES	PUBLIC	2,432	AS	1
0905	6	1	236934		6-10 COMFORT STATION PARKING	FROM ROUTE 5006 (DRY RUN ROAD)	TO ROUTE 5006 (DRY RUN ROAD)		YES	PUBLIC	7,295	AS	2
0906	6	1	16255		STAPLE BEND PARKING	FROM BEECH HILL ROAD	TO PARKING		YES	PUBLIC	16,777	AS	3
0907	6	1			RANGER STATION PARKING	FROM ROUTE 5006 (DRY RUN ROAD)	TO PARKING		NO	NONPUBLIC	1,712	AS	2
0908	6	1			SEASONAL QUARTERS PARKING	FROM ROUTE 5006 (DRY RUN ROAD)	TO PARKING		NO	NONPUBLIC	2,132	AS	2
0909	6	1			HANDICAP PARKING	FROM 6 TO 10 TRAIL (NON NPS)	TO PARKING		YES	PUBLIC	409	AS	2

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Cycle 6 Summary Totals for Allegheny Portage Railroad National Historic Site

Cycle 6 Route Totals			
	NPS Maintained	Concessionaire Maintained	Park Totals
Paved Roads, Data Collection Vehicle Rated (Miles)	0.90	0	0.90
Paved Roads, Manually Rated Length (Miles)	0.19	0	0.19
Paved Roads, Manually Rated Area (Sq. Ft.)	0	0	0
Unpaved Roads (Miles)	0	0	0
Paved Parking (Sq. Ft.)	169,558	0	169,558
Unpaved Parking (Sq. Ft.)	0	0	0

Cycle 6 Lane Miles and Overall Pavement Condition		
	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	1.57	87
Manually Rated Roads	0.17	90
Parking Areas	2.92	71

* Equivalent Lane Miles are calculated by route using the following equations:
 - DCV and MRLs = (PAVE_WIDTH x PAVED_MI) / 11 foot lane
 - MRPs and PKGs = SQ_FEET / 5280 / 11 foot lane

**Parking and Manually Rated Routes are assigned the following PCR values based on the type of observed distresses:
 -Excellent = 97 -Good = 90 -Fair = 73
 -Poor = 53, 30, or 0 -Construction / Not Rated = -1

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General Park Road Functional Classification (FC) Table

FC	Type	User Access	Description	Route Numbers	Surface Types
1	Principal Park Road Rural Parkway	Public	Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors. Rural Parkways (e.g. Natchez Trace) are numbered 0001 - 0009.	0001 - 0009 0010 - 0099	AS - Asphaltic Concrete Pavement
2	Connector Park Road	Public	Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc.	0100 - 0199	BR - Brick or Pavers Road Bed CB - Cobble Stone Road Bed
3	Special Purpose Park Road	Public	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.	0200 - 0299	CO - Portland Cement Concrete Pavement GR - Gravel Road Bed
4	Primitive Park Road	Public	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. Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly.	0200 - 0299	NV - Native or Dirt Material Road Bed
5	Administrative Park Road	Public	All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas.	0400 - 0499	OT - Other Materials Road Bed
6	Administrative Park Road (Restricted Access)	Nonpublic	All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. 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.	0400 - 0499	
7	Urban Parkway	Public	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.	0001 - 0009	
8	City Street	Public	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.	0600 - 0699	
N/A	Non-NPS Roads	Public	State, County, or City owned roads which border, traverse, or provide access to Park Facilities or Locations. Non-NPS roads are not assigned functional classes and are driven for GPS and Video Log only.	5000 - 5999	

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 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.