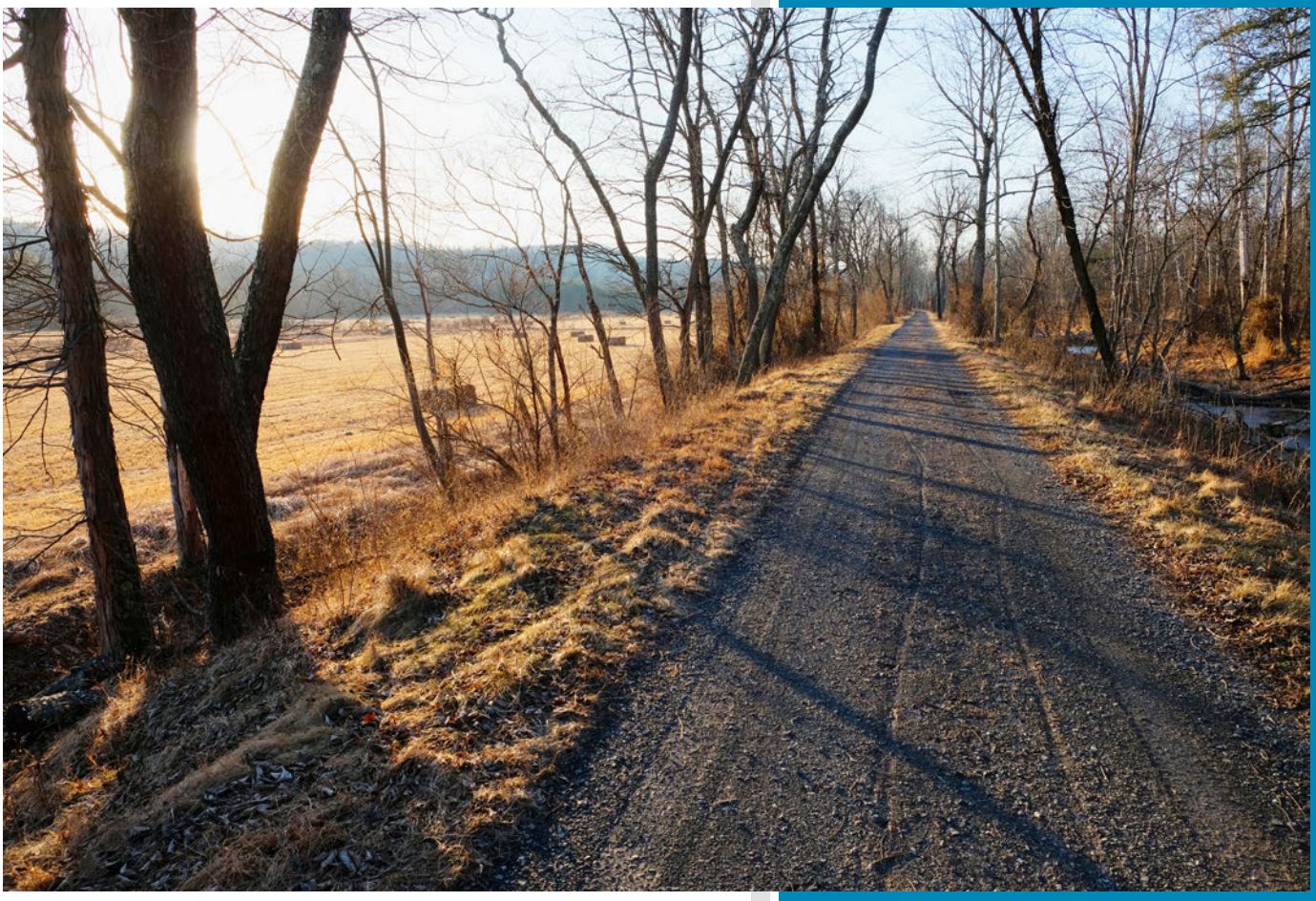
CHOH
Cycle 6

Final Report

Road Inventory and Condition Assessment of Paved Routes
Chesapeake and Ohio Canal National Historical Park



Federal Lands Highway
Road Inventory Program

Prepared By:
Federal Highway Administration
Eastern Federal Lands Highway Division
Road Inventory Program (RIP)

Report Date: November 2019

Chesapeake and Ohio Canal National Historical Park
in
District of Columbia, Maryland and West Virginia

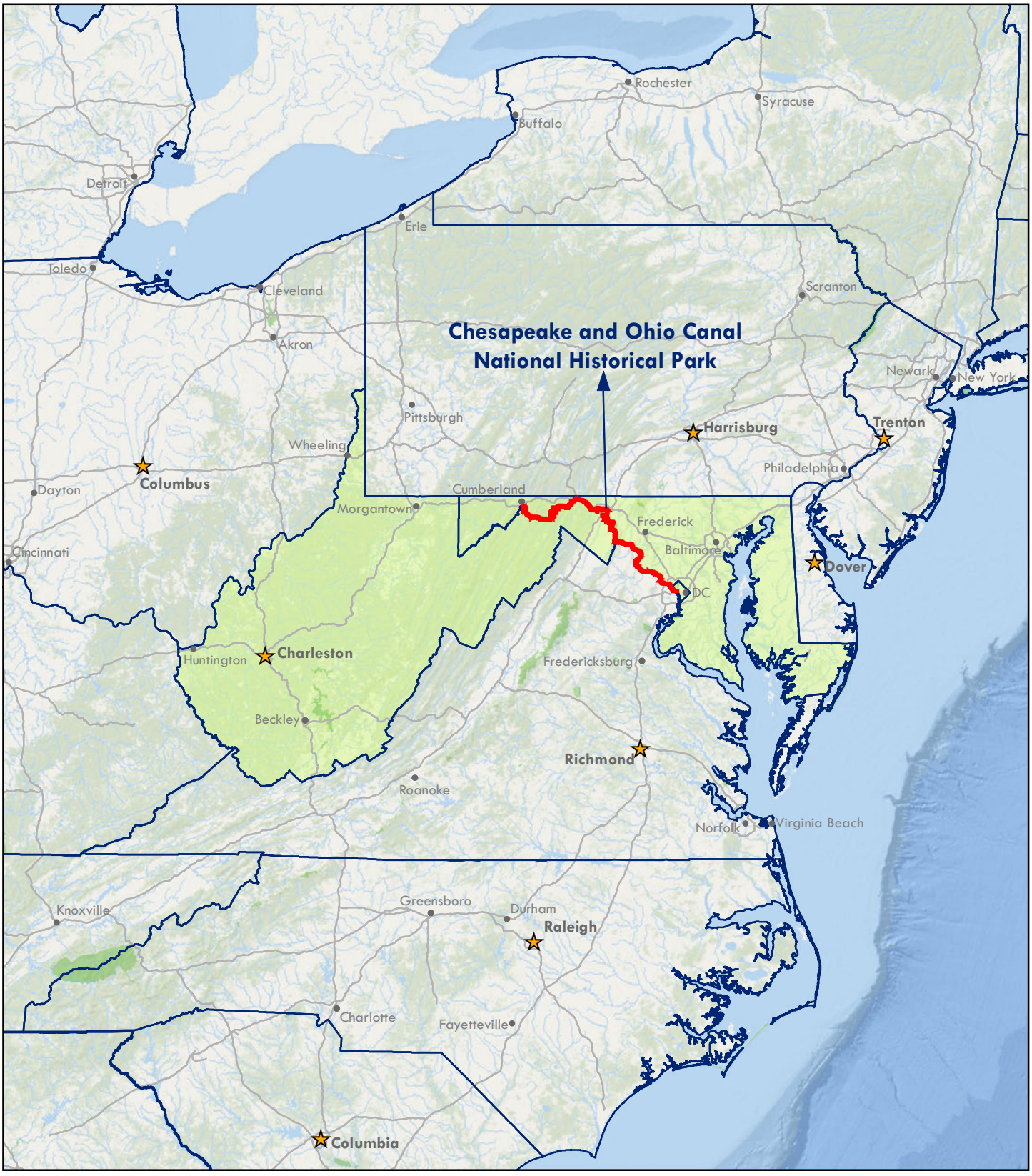


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Table of Contents

Section 1
Introduction

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Introduction

The Federal Highway Administration's (FHWA), Road Inventory Program (RIP) inventories all roads and parking areas in the National Park System, and performs condition inspections on all paved roads and parking areas for the National Park Service (NPS). This report contains the results of the Cycle 6 condition assessment of paved roads and parking lots for this park unit. This assessment was done using an automated, state-of-the-art pavement inspection vehicle as well as manual ratings. This information represents the condition of the paved assets at the time of the inspection. The pavement management system utilized by FHWA and the NPS uses these assessments to estimate future conditions and help prioritize pavement maintenance and rehabilitation projects. Further information about RIP data and its role in managing paved roads and bridges can be obtained by contacting the NPS Regional Transportation Program Manager.

A History of the Road Inventory Program:

The FHWA, in the mid-1970s, was charged with the task of identifying surface condition deficiencies and corrective priorities on 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 a Memorandum of Agreement (MOA) which established the RIP. This MOA was revised in 1980 to update RIP data collection standards and develop a long-range program to improve and maintain NPS roads to designated condition standards and establish a pavement management program.

The FHWA completed the initial phase of inventory in the early 1980s. As a result of this effort, each NPS unit included in the collection received a RIP Report known as the "Brown Book" which contained information that was inventoried during this first RIP phase. In the 1990s, a cyclical program was developed, and since then five cycles of collection have been completed. Cycle 6 is currently in progress. A summary of the RIP collection cycles is shown in the table below.

Cycle	Years	Parks Collected
Cycle 1	1994 - 1997	° 44 Large Parks
Cycle 2	1997 - 2001	° 79 Large Parks ° 5 Small Parks
Cycle 3	2001 - 2004	° All Large Parks ° All Small Parks
Cycle 4	2006 - 2010	° 86 Large Parks ° Several Small Parks
Cycle 5	2010 - 2014	° All Large Parks (Only functional class 1, 2, 7, and new/modified routes collected) ° All Small Parks (all roads and parking areas collected)
Cycle 6	2014 – 2020 (±)	° All roads and parking areas collected at all Parks ° Additional partial collections of functional class 1, 2, and 7 roads at Large Parks ° Cycle 6 is expected to last 6 years

Note: Large Parks have ≥ 10 Paved Miles; Small Parks have < 10 Paved Miles

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 Federal Lands Highway (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.

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) amended Title 23 U.S.C., and under Section 203(c)(1-2) stated that the National Park Service in cooperation with the DOT/FHWA, shall maintain a comprehensive national inventory of their transportation facilities, with the goal of quantifying transportation infrastructure needs within the National Park System.

A History of the Pavement Management System:

In 2005, the FHWA began implementing the use of a pavement management system to assist the NPS in prioritizing Pavement Maintenance and Rehabilitation activities. The system used by FHWA is the Highway Pavement Management Application (HPMA), which 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. Regional prioritized lists and optimizations have been produced for most regions, and the Service's overall roadway Deferred Maintenance is calculated via the HPMA.

Overview of Cycle 6:

Cycle 6 launched in the spring of 2014 and will again comprise all NPS park units that are served by paved roads and/or parking areas. For Cycle 6, all paved roads (approximately 5,700 miles) and parking areas will be collected in all parks at least once, while the primary routes (functional class 1, 2, and 7 roads) at Large Parks will have additional collections. These multiple collections will provide updated condition data on a majority of the NPS's primary road network and help build a better pavement management system, allowing for more accurate pavement performance prediction models.

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

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

White = Paved Routes, DCV Driven | Grey = Paved Routes, DCV not Driven | Black = Non-NPS Routes | = Concession Route

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Red text denotes:
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CHOH *Chesapeake and Ohio Canal National Historical Park*

ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
0010	6	1	80613		GREAT FALLS ENTRANCE ROAD	FROM MARYLAND STATE HIGHWAY 189 / FALLS ROAD	TO ROUTE 0907 (GREAT FALLS PARKING)	PALISADES	YES	1.14	0.00	1.14	1		AS	8
0100	6	1	80615		MONOCACY BOAT RAMP ACCESS	FROM ROUTE 0226 (MONOCACY ROAD)	TO END OF CLOCKWISE LOOP	MONOCACY	YES	0.23	0.00	0.23	2		AS	7
0101	NC		44689		DAM 5 UNPAVED ENTRANCE ROAD	FROM DAM 5 ROAD (NON NPS)	TO CANAL TOWPATH	FOUR LOCKS	NO	0.00	0.04	0.04	2		GR	
0102	NC		44708		MCCOYS FERRY UNPAVED ENTRANCE ROAD	FROM ROUTE 0208 (MCCOYS FERRY ROAD)	TO ROUTE 0945 (MCCOYS FERRY BOAT RAMP PARKING) AT TUNNEL	FOUR LOCKS	NO	0.00	0.08	0.08	2		GR	
0104	6	1	44762		LITTLE TONOLOWAY ENTRANCE ROAD	FROM END OF ROUTE 0104B (LITTLE TONOLOWAY UNPAVED ENTRANCE ROAD)	TO END OF PAVEMENT	FOUR LOCKS	YES	0.06	0.00	0.06	2		AS	2
0104B	NC		44764		LITTLE TONOLOWAY UNPAVED ENTRANCE ROAD	FROM BERM ROAD	TO BEGINNING OF ROUTE 0104 (LITTLE TONOLOWAY ENTRANCE ROAD)	FOUR LOCKS	NO	0.00	0.01	0.01	2		GR	
0105	6	1	241121		BRUNSWICK BOAT RAMP ACCESS ROAD	FROM BRUNSWICK BOAT RAMP ACCESS ROAD (NON NPS)	TO ROUTE 0925 (BRUNSWICK AREA BOAT RAMP PARKING)	MONOCACY	YES	0.10	0.00	0.10	2		AS	6
0106	NC		80903		GIFT ROAD	FROM GIFT ROAD (NON NPS) / PARK BOUNDARY	TO CANAL TOWPATH	CONOCOCHEAGUE	NO	0.00	0.05	0.05	2		GR	
0107ZZ	6	1	91348		FERRY HILL PLANTATION ENTRANCE ROADS	FROM MARYLAND STATE HIGHWAY 34	TO ROUTE 0402 (FERRY HILL ACCESS ROAD)	CONOCOCHEAGUE	YES	0.25	0.00	0.25	2		AS	5
0202	NC		80618		SPRING GAP CAMPGROUND ROAD	FROM MARYLAND STATE HIGHWAY 51	TO END OF LOOP	PAW PAW	NO	0.00	0.21	0.21	3		GR	
0203	NC		80621		SPRING GAP PICNIC AREA ROAD	FROM ROUTE 0202 (SPRING GAP CAMPGROUND ROAD)	TO ROUTE 0959 (SPRING GAP PARKING)	PAW PAW	NO	0.00	0.07	0.07	3		GR	
0204	NC		80623		OLD TOWN PICNIC AREA ROAD	FROM GREENSPRING ROAD	TO END OF LOOP	PAW PAW	NO	0.00	0.09	0.09	2		GR	

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Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
0208	NC		80809		MCCOYS FERRY ROAD	FROM PARK BOUNDARY	TO ROUTE 0945 (MCCOYS FERRY BOAT RAMP PARKING)	FOUR LOCKS	NO	0.00	0.34	0.34	2		GR	
0209	6	1	44697		FOUR LOCKS ROAD	FROM PARK BOUNDARY / FOUR LOCKS ROAD (NON NPS)	TO BEGINNING OF ROUTE 0209B (FOUR LOCKS ROAD (GATED UNPAVED SECTION))	FOUR LOCKS	YES	0.48	0.00	0.48	2		AS	3
0209B	NC		102533		FOUR LOCKS ROAD (GATED UNPAVED SECTION)	FROM END OF ROUTE 0209 (FOUR LOCKS ROAD)	TO END	FOUR LOCKS	NO	0.00	0.40	0.40	2		GR	
0212	6	1	80810		BIG SLACKWATER ACCESS ROAD	FROM DAM #4 ROAD (NON NPS)	TO ROUTE 0938 (BIG SLACKWATER BOAT RAMP PARKING)	CONOCOCHEAGUE	YES	1.01	0.00	1.01	2		AS	4
0215	NC		80811		SHEMPROMPH PROPERTY ROAD	FROM FALLING WATER ROAD	TO CANAL TOWPATH	CONOCOCHEAGUE	NO	0.00	0.46	0.46	6		GR	
0222	NC		49691		LANDER ROAD	FROM LANDER ROAD (NON NPS)	TO ROUTE 0924 (LANDER BOAT RAMP PARKING)	MONOCACY	NO	0.00	0.24	0.24	2		GR	
0223	NC		80866		CANAL ROAD (POINT OF ROCKS, MARYLAND)	FROM PARK BOUNDARY (AFTER RAILROAD)	TO ROUTE 0921 (POINT OF ROCKS PARKING)	MONOCACY	NO	0.00	0.03	0.03	2		GR	
0224	NC		80813		NOLANDS FERRY ACCESS ROAD	FROM NEW DESIGN ROAD / PARK BOUNDARY	TO ROUTE 0919 (NOLANDS FERRY BOAT RAMP PARKING)	MONOCACY	NO	0.00	0.20	0.20	2		GR	
0225	NC		80820		BANZHOFF ROAD	FROM BOTTOMS ROAD	TO END	CONOCOCHEAGUE	NO	0.00	0.12	0.12	6		GR	
0226	6	1	80823		MONOCACY ROAD	FROM PARK BOUNDARY (AFTER RAILROAD)	TO ROUTE 0916 (MONOCACY AQUEDUCT PARKING)	MONOCACY	YES	0.26	0.00	0.26	2		AS	7
0231	6	1	80825		PENNYFIELD LOCK ROAD	FROM PARK BOUNDARY	TO END AT GATE	PALISADES	YES	0.35	0.00	0.35	2		AS	7

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Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
0235	6	1	80800		CARDEROCK PICNIC AREA ROAD	FROM PARK BOUNDARY / BEGINNING OF TUNNEL / GWMP ROUTE 0223ZZ (CARDEROCK ACCESS ROAD AND RAMPS)	TO ROUTE 0903B (CARDEROCK PICNIC PARKING B)	PALISADES	YES	0.47	0.00	0.47	3		AS	8
0236	NC		102534		LOCK 5 ACCESS ROAD	FROM CLARA BARTON PARKWAY	TO CANAL TOWPATH	PALISADES	NO	0.00	0.01	0.01	2		GR	
0238	6	1	80856		FLETCHERS BOATHOUSE ACCESS ROAD	FROM CANAL ROAD (NON NPS)	TO ROUTE 0900 (FLETCHERS BOATHOUSE PARKING)	PALISADES	YES	0.12	0.08	0.20	2		AS	8
0240	NC		80859		MCCOYS FERRY CAMPGROUND ROAD	FROM ROUTE 0945 (MCCOYS FERRY BOAT RAMP PARKING)	TO END OF LOOP	FOUR LOCKS	NO	0.00	0.24	0.24	3		GR	
0241	NC		102535		CANAL TOWPATH	FROM MAPLE AVENUE	TO BRUNSWICK FAMILY CAMPGROUND	MONOCACY	NO	0.00	1.00	1.00	2		GR	
0242	6	1	80863		ANKENEY LANE	FROM ROUTE 0209 (FOUR LOCKS ROAD)	TO ROUTE 0243 (STARLIPER ROAD) ON LEFT	FOUR LOCKS	YES	0.25	0.00	0.25	2		AS	3
0243	6	1	80865		STARLIPER ROAD	FROM ROUTE 0242 (ANKENEY LANE)	TO HART ROAD	FOUR LOCKS	YES	0.44	0.00	0.44	2		AS	3
0244	6	1	80812		CANAL STREET (HANCOCK, MARYLAND)	FROM WESTERN MARYLAND RAIL TRAIL	TO INTERSECTION OF BERM ROAD AND PENNSYLVANIA AVENUE	FOUR LOCKS	YES	0.22	0.00	0.22	2		AS	2
0245	NC		44693		TWO LOCKS UNPAVED ENTRANCE ROAD	FROM DAM #5 ROAD	TO CANAL TOWPATH	FOUR LOCKS	NO	0.00	0.30	0.30	4		GR	
0246	NC		44717		LITTLE PROPERTY UNPAVED ROAD	FROM ROUTE 0250 (HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD)	TO END AT VISITOR CENTER	FOUR LOCKS	NO	0.00	0.40	0.40	3		GR	
0247	NC		44732		WEBER PROPERTY ROAD	FROM ROUTE 0209 (FOUR LOCKS ROAD)	TO WEBER PROPERTY	FOUR LOCKS	NO	0.00	0.09	0.09	4		GR	
0248	NC		44758		PEARRE / LOCK 56 UNPAVED ENTRANCE ROAD	FROM PEARRE ROAD	TO CANAL TOWPATH	FOUR LOCKS	NO	0.00	0.09	0.09	4		GR	
0249	6	1	44767		FIFTEEN MILE CREEK ROAD	FROM HIGH GERMANY ROAD	TO END AT BOAT LAUNCH	FOUR LOCKS	YES	0.18	0.00	0.18	2		AS	1

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0250	6	1	44710		HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD	FROM MARYLAND STATE HIGHWAY 144 / EAST MAIN STREET	TO ROUTE 0948 (HANCOCK MAINTENANCE AREA)	FOUR LOCKS	YES	0.10	0.00	0.10	3		AS	2
0402	NC		102536		FERRY HILL ACCESS ROAD	FROM ROUTE 0107ZZ (FERRY HILL PLANTATION ENTRANCE ROADS)	TO ROUTE 0107ZZ (FERRY HILL PLANTATION ENTRANCE ROADS)	CONOCOCHEAGUE	NO	0.00	0.08	0.08	2		GR	
0406	NC		80867		SORENSON PROPERTY ROAD	FROM MILLER SAW MILL ROAD	TO CANAL ROAD	CONOCOCHEAGUE	NO	0.00	0.09	0.09	6		GR	
0407	NC		80868		COMPOST ROAD	FROM BACK ROAD	TO END	CONOCOCHEAGUE	NO	0.00	0.51	0.51	6		GR	
0410	NC		80869		TOWPATH ACCESS ROAD	FROM TSCHIFFELEY MILL ROAD	TO CANAL TOWPATH	MONOCACY	NO	0.00	0.11	0.11	6		GR	
0413	NC		80871		BURMA ROAD	FROM ROUTE 0904 (LOWER ANGLERS PARKING)	TO END	PALISADES	NO	0.00	1.43	1.43	6		GR	
0414	6	1	80872		LOCK 19 ACCESS ROAD	FROM ROUTE 0907 (GREAT FALLS PARKING)	TO BEGINNING OF ROUTE 0414B (LOCK 19 ACCESS ROAD (UNPAVED SECTION))	PALISADES	NO	0.11	0.00	0.11	6		CO	8
0414B	NC		102551		LOCK 19 ACCESS ROAD (UNPAVED SECTION)	FROM END OF ROUTE 0414 (LOCK 19 ACCESS ROAD)	TO END	PALISADES	NO	0.00	0.09	0.09	6		GR	
0415	NC		44734		BAKER PROPERTY UNPAVED ENTRANCE ROAD	FROM ROUTE 0209 (FOUR LOCKS ROAD)	TO BAKER PROPERTY	FOUR LOCKS	NO	0.00	0.18	0.18	5		GR	
0416	NC		44736		SHOOTING RANGE UNPAVED ROAD	FROM ROUTE 0415 (BAKER PROPERTY UNPAVED ENTRANCE ROAD)	TO SHOOTING RANGE	FOUR LOCKS	NO	0.00	0.20	0.20	5		GR	
0417	NC		44759		BIG POOL / WELLER PROPERTY UNPAVED ENTRANCE ROAD	FROM MARYLAND STATE HIGHWAY 56 / BIG POOL ROAD	TO WELLER PROPERTY	FOUR LOCKS	NO	0.00	0.10	0.10	6		GR	
0418	NC		241116		ELIZABETH STREET	FROM PARK BOUNDARY	TO DEAD END	PAW PAW	NO	0.00	0.03	0.03	5		GR	
0419	NC		241119		BURNSIDE ROAD	FROM FALLING WATER ROAD	TO CANAL TOWPATH	CONOCOCHEAGUE	NO	0.00	0.03	0.03	5		GR	

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NON-NPS ROADS INVENTORY

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
5000	5	1			SALISBURY STREET	FROM CANAL BRIDGE	TO BOAT RAMP		NO	0.14	0.00	0.14			AS	4
5001	5	1			DENEEN ROAD (NON NPS)	FROM ROUTE 0957 (COHILL STATION PARKING)	TO WESTERN MARYLAND RAIL TRAIL		NO	1.00	0.00	1.00			AS	2

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0900	NC		80873		FLETCHERS BOATHOUSE PARKING	FROM END OF ROUTE 0238 (FLETCHERS BOATHOUSE ACCESS ROAD)	TO PARKING	PALISADES	NO	PUBLIC	67,169	GR	
0901	NC		80874		ABNER CLOUD HOUSE PARKING	FROM ROUTE 0238 (FLETCHERS BOATHOUSE ACCESS ROAD)	TO PARKING	PALISADES	NO	PUBLIC	9,830	GR	
0902	6	1	102537		LOCK 10 PARKING	FROM GWMP ROUTE 0927 (CLARA BARTON PARKWAY LOCK 10 PARKING)	TO LOCK 10	PALISADES	YES	PUBLIC	5,326	AS	8
0903A	6	1	80804		CARDEROCK PICNIC PARKING A	FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	TO PARKING	PALISADES	YES	PUBLIC	26,359	AS	8
0903B	6	1	80805		CARDEROCK PICNIC PARKING B	FROM END OF ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	TO PARKING	PALISADES	YES	PUBLIC	31,296	AS	8
0903C	6	1	80806		CARDEROCK PICNIC PARKING C	FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	TO ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	PALISADES	YES	PUBLIC	25,470	AS	8
0903D	6	1	80807		CARDEROCK PICNIC PARKING D	FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	TO ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)	PALISADES	YES	PUBLIC	23,626	AS	8

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0904	NC		80875		LOWER ANGLERS PARKING	FROM MACARTHUR BOULEVARD	TO PARKING	PALISADES	NO	PUBLIC	19,418	GR	
0905	NC		80838		LOWER ANGLERS SERVICE PARKING	FROM ROUTE 0904 (LOWER ANGLERS PARKING)	TO CANAL TOWPATH	PALISADES	NO	NONPUBLIC	9,850	GR	
0906	NC		80839		UPPER ANGLERS PARKING	FROM MCARTHUR BOULEVARD	TO PARKING	PALISADES	NO	PUBLIC	17,526	GR	
0907	6	1	80827		GREAT FALLS PARKING	FROM END OF ROUTE 0010 (GREAT FALLS ENTRANCE ROAD)	TO PARKING	PALISADES	YES	PUBLIC	174,857	AS	8
0908	6	1	80828		GREAT FALLS MAINTENANCE AREA	FROM ROUTE 0907 (GREAT FALLS PARKING)	TO MAINTENANCE AREA	PALISADES	NO	NONPUBLIC	27,024	AS	8
0909	NC		80840		SWAINS LOCK PARKING	FROM PARK BOUNDARY	TO PARKING	PALISADES	NO	PUBLIC	10,710	GR	
0910	NC		80842		PENNYFIELD LOCK PARKING	ADJACENT TO ROUTE 0231 (PENNYFIELD LOCK ROAD)		PALISADES	NO	PUBLIC	14,053	GR	
0911	NC		80843		VIOLETTES LOCK PARKING	FROM VIOLETTES LOCK ROAD	TO PARKING	PALISADES	NO	PUBLIC	17,302	GR	
0912	6	1	80829		SENECA PARKING	FROM END OF RILEY LOCK ROAD	TO PARKING	PALISADES	YES	PUBLIC	27,087	AS	7
0913	6	1	80830		EDWARDS FERRY BOAT RAMP PARKING	FROM EDWARDS FERRY ROAD	TO PARKING	MONOCACY	YES	PUBLIC	21,180	AS	7
0915	NC		80845		WHITES FERRY PARKING	FROM WHITES FERRY ROAD	TO PARKING	MONOCACY	NO	PUBLIC	44,200	GR	
0916	NC		80846		MONOCACY AQUEDUCT PARKING	FROM ROUTE 0226 (MONOCACY ROAD)	TO PARKING	MONOCACY	NO	PUBLIC	7,740	GR	
0917	6	1	7752		MONOCACY BOAT RAMP PARKING	FROM ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)	TO ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)	MONOCACY	YES	PUBLIC	11,187	AS	7
0919	6	1	80849		NOLANDS FERRY BOAT RAMP PARKING	FROM END OF ROUTE 0224 (NOLANDS FERRY ACCESS ROAD)	TO PARKING	MONOCACY	YES	PUBLIC	28,949	AS	7
0920	6	1	104935		GREAT FALLS ADMINISTRATIVE PARKING	FROM ROUTE 0907 (GREAT FALLS PARKING)	TO PARKING	PALISADES	NO	NONPUBLIC	16,628	AS	8

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

White = Paved Routes, DCV Driven	Grey = Paved Routes, DCV not Driven	Black = Non-NPS Routes
Yellow = Unpaved Routes, DCV not Driven	Blue = Paved Parking Areas	Green = Unpaved Parking Areas

= Concession Route

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CHOH *Chesapeake and Ohio Canal National Historical Park*

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0921	6	1	49677		POINT OF ROCKS PARKING	FROM END OF ROUTE 0223 (CANAL ROAD (POINT OF ROCKS, MARYLAND))	TO PARKING	MONOCACY	YES	PUBLIC	65,796	AS	6
0923	NC		80853		LOCKHOUSE 29 PARKING	FROM ROUTE 0222 (LANDER ROAD)	TO PARKING	MONOCACY	NO	PUBLIC	2,500	GR	
0924	NC		49689		LANDER BOAT RAMP PARKING	FROM END OF ROUTE 0222 (LANDER ROAD)	TO PARKING	MONOCACY	NO	PUBLIC	1,076	GR	
0925	6	1	8524		BRUNSWICK AREA BOAT RAMP PARKING	FROM END OF ROUTE 0105 (BRUNSWICK BOAT RAMP ACCESS ROAD)	TO PARKING	MONOCACY	YES	PUBLIC	19,816	AS	6
0927	6	1	80876		LOCK 34 PARKING	FROM HARPERS FERRY ROAD	TO PARKING	MONOCACY	YES	PUBLIC	3,010	AS	5
0928	6	1	80877		DARGAN BEND BOAT RAMP PARKING	FROM BACK ROAD	TO PARKING	CONOCOCHEAGUE	YES	PUBLIC	35,664	AS	5
0929	NC		80878		LOCK 37 PARKING	FROM MOUNT LOCK CANAL ROAD	TO PARKING	CONOCOCHEAGUE	NO	PUBLIC	2,275	GR	
0930A	6	1	80879		ANTIETAM CAMPGROUND PARKING A	ADJACENT TO CANAL ROAD		CONOCOCHEAGUE	YES	PUBLIC	10,480	AS	5
0930B	6	1	80880		ANTIETAM CAMPGROUND PARKING B	ADJACENT TO CANAL ROAD		CONOCOCHEAGUE	YES	PUBLIC	3,810	AS	5
0930C	6	1	80881		ANTIETAM CAMPGROUND PARKING C	ADJACENT TO CANAL ROAD		CONOCOCHEAGUE	YES	PUBLIC	2,478	AS	5
0931A	6	1	80882		LOCK 38 WEST PARKING	FROM CANAL ROAD	TO PARKING	CONOCOCHEAGUE	YES	PUBLIC	7,841	AS	5
0931B	6	1	241120		LOCK 38 EAST PARKING	FROM CANAL ROAD	TO CANAL ROAD	CONOCOCHEAGUE	YES	PUBLIC	16,670	AS	5
0932	6	1	80883		FERRY HILL PARKING	FROM ROUTE 0107ZZ (FERRY HILL PLANTATION ENTRANCE ROADS)	TO PARKING	CONOCOCHEAGUE	YES	PUBLIC	15,511	AS	5
0934	6	1	80885		SNYDERS LANDING BOAT RAMP PARKING	ADJACENT TO SYNDERS LANDING ROAD		CONOCOCHEAGUE	YES	PUBLIC	7,086	AS	4
0936	6	1	80886		TAYLORS LANDING BOAT RAMP PARKING	FROM TAYLORS LANDING ROAD	TO PARKING	CONOCOCHEAGUE	YES	PUBLIC	18,145	AS	4

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

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CHOH *Chesapeake and Ohio Canal National Historical Park*

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0937	6	1	80887		DAM 4 PARKING	ADJACENT TO ROUTE 0212 (BIG SLACKWATER ACCESS ROAD)		CONOCOCHEAGUE	YES	PUBLIC	2,154	AS	4
0938	6	1	80888		BIG SLACKWATER BOAT RAMP PARKING	FROM END OF ROUTE 0212 (BIG SLACKWATER ACCESS ROAD)	TO PARKING	CONOCOCHEAGUE	YES	PUBLIC	64,010	AS	4
0940	NC		80889		LOCK 44 PARKING	FROM END OF MAINE STREET	TO PARKING	CONOCOCHEAGUE	NO	PUBLIC	13,500	GR	
0941	NC		80890		WILLIAMSPORT INTERPRETIVE CENTER PARKING	FROM WEST POTOMAC STREET	TO PARKING	CONOCOCHEAGUE	NO	PUBLIC	39,275	GR	
0942	NC		102538		DAM 5 PARKING	FROM ROUTE 0101 (DAM 5 UNPAVED ENTRANCE ROAD)	TO PARKING	FOUR LOCKS	NO	PUBLIC	3,770	GR	
0943	NC		80891		TWO LOCKS PARKING	FROM DAM #5 ROAD (NON NPS)	TO PARKING	FOUR LOCKS	NO	NONPUBLIC	4,096	GR	
0944	6	1	80892		FOUR LOCKS BOAT RAMP PARKING	FROM ROUTE 0242 (ANKENEY LANE)	TO ROUTE 0242 (ANKENEY LANE)	FOUR LOCKS	YES	PUBLIC	47,199	AS	3
0945	6	1	44702		MCCOYS FERRY BOAT RAMP PARKING	FROM ROUTE 0102 (MCCOYS FERRY UNPAVED ENTRANCE ROAD)	TO ROUTE 0240 (MCCOYS FERRY CAMPGROUND ROAD)	FOUR LOCKS	YES	PUBLIC	31,685	AS	3
0946	6	1	80894		TONOLOWAY BOAT RAMP PARKING	FROM ROUTE 0104 (LITTLE TONOLOWAY ENTRANCE ROAD)	TO PARKING	FOUR LOCKS	YES	PUBLIC	8,121	AS	2
0947	NC		102546		TONOLOWAY PICNIC AREA PARKING	FROM ROUTE 0946 (TONOLOWAY BOAT RAMP PARKING)	TO PARKING	FOUR LOCKS	NO	PUBLIC	8,800	GR	
0948	6	1	80895		HANCOCK MAINTENANCE AREA	FROM END OF ROUTE 0250 (HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD)	TO ROUTE 0964 (HANCOCK MAINTENANCE UNPAVED PARKING)	FOUR LOCKS	NO	NONPUBLIC	25,871	AS	2
0949	NC		102547		LITTLE HOUSE PARKING	ADJACENT TO ROUTE 0250 (HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD)		FOUR LOCKS	NO	PUBLIC	2,052	GR	
0950	NC		80896		PAW PAW PARKING	FROM MARYLAND STATE HIGHWAY 51	TO PARKING	PAW PAW	NO	PUBLIC	15,395	GR	

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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CHOH Chesapeake and Ohio Canal National Historical Park

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0951	NC		80897		OLD TOWN MAINTENANCE AREA	FROM GREENSPRING ROAD	TO MAINTENANCE AREA	PAW PAW	NO	NONPUBLIC	4,089	GR	
0952	NC		102548		LOCK 74 PARKING	FROM RIVER ROAD	TO PARKING	PAW PAW	NO	NONPUBLIC	5,500	GR	
0953	NC		80901		NORTH BRANCH PARKING	FROM NORTH BRANCH ROAD	TO PARKING	PAW PAW	NO	PUBLIC	2,730	GR	
0954	NC		80902		MCMAHAN'S MILL PARKING	FROM AVIS MILL ROAD	TO PARKING	CONOCOCHEAGUE	NO	PUBLIC	4,200	GR	
0956	6	1	80904		FIFTEEN MILE CREEK BOAT RAMP PARKING	FROM ROUTE 0249 (FIFTEEN MILE CREEK ROAD)	TO PARKING	FOUR LOCKS	NO	PUBLIC	21,038	AS	1
0957	NC		104932		COHILL STATION PARKING	ADJACENT TO DENEEN ROAD		FOUR LOCKS	NO	PUBLIC	2,100	GR	
0958	NC		80905		WILEY FORD	FROM VIRGINIA AVENUE	TO PARKING	PAW PAW	NO	PUBLIC	21,875	GR	
0959	NC		80906		SPRING GAP PARKING	FROM END OF ROUTE 0203 (SPRING GAP PICNIC AREA ROAD)	TO PARKING	PAW PAW	NO	PUBLIC	8,400	GR	
0960	NC		80907		OLDTOWN PICNIC PARKING	ADJACENT TO ROUTE 0204 (OLD TOWN PICNIC AREA ROAD)		PAW PAW	NO	PUBLIC	11,746	GR	
0961	NC		80908		MOORE HOUSE	FROM GREENSPRING ROAD	TO PARKING	PAW PAW	NO	PUBLIC	2,904	GR	
0962	NC		80893		MCCOYS FERRY GRAVEL PARKING	FROM ROUTE 0208 (MCCOYS FERRY ROAD)	TO PARKING	FOUR LOCKS	NO	PUBLIC	1,400	GR	
0964	NC		44715		HANCOCK MAINTENANCE UNPAVED PARKING	FROM ROUTE 0948 (HANCOCK MAINTENANCE AREA)	TO PARKING	FOUR LOCKS	NO	NONPUBLIC	2,800	GR	

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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Cycle 6 Summary Totals for Chesapeake and Ohio Canal National Historical Park

Cycle 6 Route Totals

	NPS Maintained	Concessionaire Maintained	Park Totals
Paved Roads, Data Collection Vehicle Rated (Miles)	4.95	0	**4.95**
Paved Roads, Manually Rated Length (Miles)	0.81	0	**0.81**
Paved Roads, Manually Rated Area (Sq. Ft.)	0	0	**0**
Unpaved Roads (Miles)	7.39	0	**7.39**
Paved Parking (Sq. Ft.)	825,374	0	**825,374**
Unpaved Parking (Sq. Ft.)	378,281	0	**378,281**

Cycle 6 Lane Miles and Overall Pavement Condition

	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	8.75	73
Manually Rated Roads	0.98	30
Parking Areas	14.40	81

* 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

Report Date: 11/08/2019

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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General Park Road Functional Classification (FC) Table

FC	Type	User Access	Description	Route Numbers
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
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
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
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
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
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

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

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.

Report Date: 11/08/2019

NPS / RIP Subcomponent Details for CHOH

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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CHOH *Chesapeake and Ohio Canal National Historical Park*

SUMMARY ROUTE INVENTORY FOR ROADS (1100 SERIES FMSS LOCATIONS)

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0107ZZ	91348	6	1		FERRY HILL PLANTATION ENTRANCE ROADS	FROM MARYLAND STATE HIGHWAY 34	TO ROUTE 0402 (FERRY HILL ACCESS ROAD)	YES	0.25	0.00	0.25	2	

CHOH-0107ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0107AZ	91348	6	1		FERRY HILL PLANTATION ENTRANCE ROAD A	FROM MARYLAND STATE HIGHWAY 34	TO ROUTE 0402 (FERRY HILL ACCESS ROAD)	YES	0.14	0.00	0.14	2	
0107BZ	91348	6	1		FERRY HILL PLANTATION ENTRANCE ROAD B	FROM MARYLAND STATE HIGHWAY 34	TO ROUTE 0402 (FERRY HILL ACCESS ROAD)	YES	0.11	0.00	0.11	2	

Route Identification Changes to Paved Routes from Previous Cycle
Chesapeake and Ohio Canal National Historical Park

ROUTES REMOVED FROM PREVIOUS INVENTORY:			
Route No.	**Route Name**	**Type of Change**	**Comments**
0103	DENEEN ROAD	OTHER	CYCLE 5 ROUTE 0103 WAS REMOVED BECAUSE IT IS COUNTY OWNED AND MAINTAINED WITH ROUTE 5001.
0206	FIFTEEN MILE CREEK ROAD	OTHER	CYCLE 5 ROUTE 0206 WAS COMBINED INTO 0249 WHEN 0249 WAS PAVED.
0918	MONOCACY BOAT RAMP TURNAROUND	OTHER	REMOVED BECAUSE IT IS NOT PARKING. IT IS ONLY A SHORT SPUR OFF OF ROUTE 0100 USED FOR A BOAT TRAILER TURN AROUND.
0933	FERRY HILL NORTH PARKING	OTHER	CYCLE 5 ROUTE 0933 WAS REMOVED BECAUSE IT IS ONLY AN EXTENSION TO ROAD 0107BZ.
0935	SNYDERS LANDING BOAT RAMP PARKING LOT	OTHER	REMOVED BECAUSE IT IS A BOAT RAMP ONLY, NOT PARKING.

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route No.	**Route Name**	**Type of Change**	**Comments**
0107ZZ	FERRY HILL PLANTATION ENTRANCE ROADS	LENGTH CHANGE	CYCLE 5 ROUTE 0933 CHANGED TO A ROAD AND ADDED TO ROUTE 0107BZ.
0249	FIFTEEN MILE CREEK ROAD	SURFACE TYPE CHANGE	SURFACE TYPE CHANGED FROM GRAVEL TO ASPHALT. 0206 WAS COMBINED INTO 0249.
0908	GREAT FALLS MAINTENANCE AREA	SQ FEET CHANGE	PARKING AREA GPS WAS RECOLLECTED IN CYCLE 6 IN ORDER TO MORE ACCURATELY REPRESENT THE PARKING AREA GEOMETRY.
0920	GREAT FALLS ADMINISTRATIVE PARKING	ROUTE NAME	NAME CHANGED FROM "ADMINISTRATIVE AND MAINTENANCE PARKING" TO "GREAT FALLS ADMINISTRATIVE PARKING"
0956	FIFTEEN MILE CREEK BOAT RAMP PARKING	SURFACE TYPE CHANGE	SURFACE TYPE CHANGED FROM GRAVEL TO ASPHALT.

Section 3
Park Summary Information

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Parkwide Paved Route Condition Summary
Chesapeake and Ohio Canal National Historical Park

Table 1: Paved Route Miles and Parking Area Square Footages by Access Level and PCR

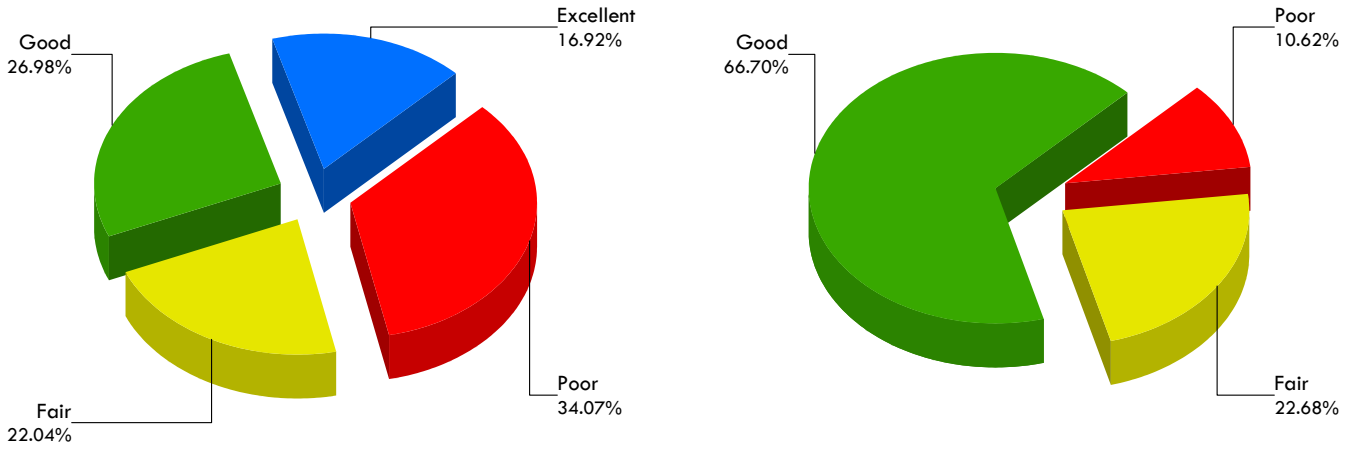
Breakdown of Pavement Condition Rating (PCR) Based on Access Level

	POOR (PCR of 0 - 60)	FAIR (PCR of 61 - 84)	GOOD (PCR of 85 - 94)	EXCELLENT (PCR of 95 -100)	
PAVED ROADS					
Functional Class	**Length (miles)**	**Length (miles)**	**Length (miles)**	**Length (miles)**	**Total Mileage by FC**
1	0.02	0.40	0.48	0.24	1.14
2	1.77	0.77	0.85	0.53	3.91
3	0.12	0.09	0.16	0.20	0.57
4					
5					
6	0.05		0.06		0.11
7					
8					
Total Mileage by PCR	**1.95**	**1.26**	**1.55**	**0.97**	**5.73**
PAVED PARKING					
Access Level	**Area (sq. ft.)**	**Area (sq. ft.)**	**Area (sq. ft.)**	**Area (sq. ft.)**	**Total Area**
PUBLIC	71,078	161,353	523,420		755,851
NONPUBLIC	16,628	25,871	27,024		69,523
Total Area by PCR	**87,706**	**187,224**	**550,444**	**0**	**825,374**

NOTES:

1. Data are reported in the table only for paved roads and parking lots that received a condition rating.
2. Non-linear roads (MRP collected routes) are measured by area and converted to equivalent route miles based on a 22-ft pavement width in order to be included in the mileage totals for paved roads shown above.
3. Quantities in the table above are derived from the route condition data within the PMS_20, PMS_MRL, PMS_MRP, and PMS_PKG tables in the Park geodatabase.

Parkwide Condition Percentages



Road Condition Percentages

Parking Area Condition Percentages

Figure 1: Pavement Condition Rating Breakdown for Paved Roads and Parking Areas

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

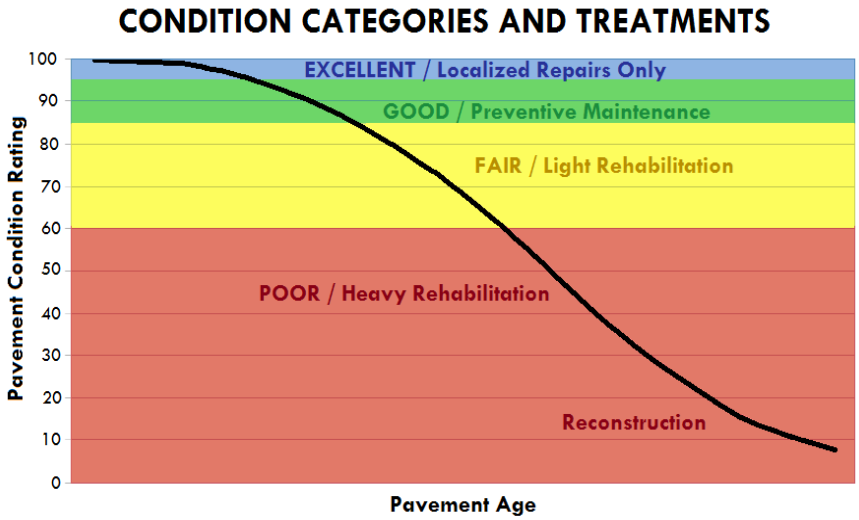
The Road Inventory Program aims to provide assistance in translating the excellent / good / fair / poor rating categories into pavement needs categories. The PCR can be used to indicate the place in the Pavement Life Cycle and the type of treatments that should be considered now and into the future.

- 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 singlelift 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 at the time in which the data were 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.

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program
Road Condition Summary Report for
Data Collection Vehicle (DCV) Rated Roads

Chesapeake and Ohio Canal National Historical Park

Condition (Rating / Index) Legend

- EXCELLENT (95 - 100)
- GOOD (85 - 94)
- FAIR (61 - 84)
- POOR (0 - 60)
- NR = NOT RATED

Notes:

- This condition summary report contains only the roads rated with the Data Collection Vehicle (DCV).
- Condition on roads that were manually rated and parking areas are shown in separate reports.
- Route-level scores shown on this page may not represent scores at smaller intervals (due to rollup calculations).
- Additional details on individual road ratings at 0.10-mile and 1-mile intervals can be found in Section 5 of the Cycle 6 RIP Report.
- Refer to the RIP Report Appendix for an explanation of the rating system and rating methods.

Route-Level Condition for Roads Rated with the Data Collection Vehicle (DCV)

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Paved Length (Miles)	Pavement Condition Rating (PCR)	Roughness Condition Index (RCI)	Surface Condition Rating (SCR)	Structural Crack Index	Alligator Crack Index	Longitudinal Cracking Index	Transverse Cracking Index	Patch / Pothole Index	Rutting Index
CHOH-0010	80613	GREAT FALLS ENTRANCE ROAD	1	AS	1.14	87	70	98	98	100	98	100	99	99
CHOH-0100	80615	MONOCACY BOAT RAMP ACCESS	2	AS	0.23	0	NR	0	0	0	64	86	97	81
CHOH-0104	44762	LITTLE TONOLOWAY ENTRANCE ROAD	2	AS	0.06	91	NR	91	97	100	97	97	100	91
CHOH-0105	241121	BRUNSWICK BOAT RAMP ACCESS ROAD	2	AS	0.10	94	NR	94	97	99	98	94	100	95
CHOH-0107AZ	91348	FERRY HILL PLANTATION ENTRANCE ROAD A	2	AS	0.14	46	NR	46	66	99	67	46	100	94
CHOH-0107BZ	91348	FERRY HILL PLANTATION ENTRANCE ROAD B	2	AS	0.11	57	NR	57	57	76	81	80	100	85
CHOH-0209	44697	FOUR LOCKS ROAD	2	AS	0.48	88	NR	88	97	100	97	100	100	88
CHOH-0212	80810	BIG SLACKWATER ACCESS ROAD	2	AS	1.01	76	71	80	80	97	83	95	100	99
CHOH-0226	80823	MONOCACY ROAD	2	AS	0.26	28	NR	28	28	49	79	95	93	85
CHOH-0231	80825	PENNYFIELD LOCK ROAD	2	AS	0.35	46	NR	46	46	85	61	73	93	87
CHOH-0235	80800	CARDEROCK PICNIC AREA ROAD	3	AS	0.47	91	NR	91	91	100	91	100	100	98
CHOH-0244	80812	CANAL STREET (HANCOCK, MARYLAND)	2	AS	0.22	48	NR	48	48	89	59	68	100	96
CHOH-0249	44767	FIFTEEN MILE CREEK ROAD	2	AS	0.18	90	NR	90	98	100	98	100	100	90
CHOH-0250	44710	HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD	3	AS	0.10	0	NR	0	0	0	72	84	96	69
CHOH-0414	80872	LOCK 19 ACCESS ROAD	6	CO	0.11	90	NR	NR	NR	NR	NR	NR	NR	NR

Data Collection Date: 07/2018

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program
Road Condition Summary Report for Manually Rated Roads

Chesapeake and Ohio Canal National Historical Park

Condition (Rating / Index) Legend

- EXCELLENT (95 - 100)
- GOOD (85 - 94)
- FAIR (61 - 84)
- POOR (0 - 60)
- NR = NOT RATED

Notes:

- This condition summary report contains only the roads that were manually rated.
  - MRL: Manually Rated Line (a linear road)
  - MRP: Manually Rated Polygon (a non-linear road)
- Condition on roads that were rated with the Data Collection Vehicle (DCV) are shown in a separate report.
- A road is manually rated when it is determined to be unsuitable for the DCV to drive.
- Additional details on individual road ratings at 0.10-mile and 1-mile intervals can be found in Section 5 of the Cycle 6 RIP Report.
- Refer to the RIP Report Appendix for an explanation of the rating system and rating methods.

Route-Level Condition for Manually Rated Line (MRL) Roads

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Paved Length (Miles)	Pavement Condition Rating (PCR)	Roughness Condition Index (RCI)	Surface Condition Rating (SCR)	Structural Crack Index	Alligator Crack Index	Longitudinal Cracking Index	Transverse Cracking Index	Patch / Pothole Index	Rutting Index
CHOH-0238	80856	FLETCHERS BOATHOUSE ACCESS ROAD	2	AS	0.12	30	NR	30	NR	30	53	53	30	53
CHOH-0242	80863	ANKENEY LANE	2	AS	0.25	30	NR	30	NR	30	53	53	53	73
CHOH-0243	80865	STARLIPER ROAD	2	AS	0.44	30	NR	30	NR	30	53	53	53	53

Data Collection Date: 07/2018

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program

Parking Area Condition Summary Report

Chesapeake and Ohio Canal National Historical Park

Condition (Rating / Index) Legend

- EXCELLENT (97)
- GOOD (90)
- FAIR (73)
- POOR* (0, 30, 53)
- NR = NOT RATED

Notes:

- A PCR of 0 indicates a paved parking area in very poor condition. Individual distresses could not be identified.
- Additional details on individual parking areas can be found in Section 6 of the Cycle 6 RIP Report.
- Refer to the RIP Report Appendix for an explanation of the rating system and rating methods.

Condition Rating Details for Parking Areas

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Pavement Condition Rating (PCR)	Asphalt Surface Distresses: Alligator Cracking	Asphalt Surface Distresses: Longitudinal / Tranverse Cracking	Asphalt Surface Distresses: Rutting / Distortions	Asphalt Surface Distresses: Potholes / Patching	Asphalt Surface Distresses: HMA Patching	Asphalt Surface Distresses: Surface Raveling / Bleeding	Concrete Surface Distresses: Joint Faulting	Concrete Surface Distresses: Slab Cracking	Concrete Surface Distresses: Joint Distresses	Concrete Surface Distresses: Delamination / Pop-Outs	Concrete Surface Distresses: Potholes / Patching
CHOH-0902	102537	LOCK 10 PARKING	PUBLIC	AS	5,326	73	73	90	90	90	97	90					
CHOH-0903A	80804	CARDEROCK PICNIC PARKING A	PUBLIC	AS	26,359	90	90	90	97	97	97	97					
CHOH-0903B	80805	CARDEROCK PICNIC PARKING B	PUBLIC	AS	31,296	90	97	90	97	90	90	97					
CHOH-0903C	80806	CARDEROCK PICNIC PARKING C	PUBLIC	AS	25,470	53	53	90	90	73	73	90					
CHOH-0903D	80807	CARDEROCK PICNIC PARKING D	PUBLIC	AS	23,626	90	90	90	97	97	97	97					
CHOH-0907	80827	GREAT FALLS PARKING	PUBLIC	AS	174,857	90	97	90	97	97	97	90					
CHOH-0908	80828	GREAT FALLS MAINTENANCE AREA	NONPUBLIC	AS	27,024	90	90	97	97	97	97	90					
CHOH-0912	80829	SENECA PARKING	PUBLIC	AS	27,087	30	30	53	30	30	97	73					
CHOH-0913	80830	EDWARDS FERRY BOAT RAMP PARKING	PUBLIC	AS	21,180	73	73	90	90	73	97	73					
CHOH-0917	7752	MONOCACY BOAT RAMP PARKING	PUBLIC	AS	11,187	90	97	90	97	97	97	90					
CHOH-0919	80849	NOLANDS FERRY BOAT RAMP PARKING	PUBLIC	AS	28,949	90	90	90	90	90	97	90					
CHOH-0920	104935	GREAT FALLS ADMINISTRATIVE PARKING	NONPUBLIC	AS	16,628	30	30	53	73	53	90	73					
CHOH-0921	49677	POINT OF ROCKS PARKING	PUBLIC	AS	65,796	90	90	90	97	97	97	90					
CHOH-0925	8524	BRUNSWICK AREA BOAT RAMP PARKING	PUBLIC	AS	19,816	90	97	90	90	97	97	90					
CHOH-0927	80876	LOCK 34 PARKING	PUBLIC	AS	3,010	53	73	90	53	73	97	73					
CHOH-0928	80877	DARGAN BEND BOAT RAMP PARKING	PUBLIC	AS	35,664	73	90	90	73	90	97	73					
CHOH-0930A	80879	ANTIETAM CAMPGROUND PARKING A	PUBLIC	AS	10,480	90	97	90	90	97	97	90					
CHOH-0930B	80880	ANTIETAM CAMPGROUND PARKING B	PUBLIC	AS	3,810	90	97	90	90	97	97	90					
CHOH-0930C	80881	ANTIETAM CAMPGROUND PARKING C	PUBLIC	AS	2,478	90	97	90	90	97	97	90					
CHOH-0931A	80882	LOCK 38 WEST PARKING	PUBLIC	AS	7,841	90	97	90	90	97	90	90					
CHOH-0931B	241120	LOCK 38 EAST PARKING	PUBLIC	AS	16,670	90	97	90	90	97	97	90					
CHOH-0932	80883	FERRY HILL PARKING	PUBLIC	AS	15,511	53	53	90	73	90	97	73					
CHOH-0934	80885	SNYDERS LANDING BOAT RAMP PARKING	PUBLIC	AS	7,086	90	97	90	90	97	97	90					
CHOH-0936	80886	TAYLORS LANDING BOAT RAMP PARKING	PUBLIC	AS	18,145	73	97	90	90	90	97	73					
CHOH-0937	80887	DAM 4 PARKING	PUBLIC	AS	2,154	73	73	90	90	90	97	73					
CHOH-0938	80888	BIG SLACKWATER BOAT RAMP PARKING	PUBLIC	AS	64,010	90	97	90	90	90	97	90					

Data Collection Date: 07/2018

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program

Parking Area Condition Summary Report

Chesapeake and Ohio Canal National Historical Park

Condition (Rating / Index) Legend

- EXCELLENT (97)
- GOOD (90)
- FAIR (73)
- POOR* (0, 30, 53)
- NR = NOT RATED

Notes:

- A PCR of 0 indicates a paved parking area in very poor condition. Individual distresses could not be identified.
- Additional details on individual parking areas can be found in Section 6 of the Cycle 6 RIP Report.
- Refer to the RIP Report Appendix for an explanation of the rating system and rating methods.

Condition Rating Details for Parking Areas

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Pavement Condition Rating (PCR)	Asphalt Surface Distresses: Alligator Cracking	Asphalt Surface Distresses: Longitudinal / Tranverse Cracking	Asphalt Surface Distresses: Rutting / Distortions	Asphalt Surface Distresses: Potholes / Patching	Asphalt Surface Distresses: HMA Patching	Asphalt Surface Distresses: Surface Raveling / Bleeding	Concrete Surface Distresses: Joint Faulting	Concrete Surface Distresses: Slab Cracking	Concrete Surface Distresses: Joint Distresses	Concrete Surface Distresses: Delamination / Pop-Outs	Concrete Surface Distresses: Potholes / Patching
CHOH-0944	80892	FOUR LOCKS BOAT RAMP PARKING	PUBLIC	AS	47,199	73	97	90	90	90	90	73					
CHOH-0945	44702	MCCOYS FERRY BOAT RAMP PARKING	PUBLIC	AS	31,685	73	90	90	73	97	97	90					
CHOH-0946	80894	TONOLOWAY BOAT RAMP PARKING	PUBLIC	AS	8,121	90	97	90	90	97	90	90					
CHOH-0948	80895	HANCOCK MAINTENANCE AREA	NONPUBLIC	AS	25,871	73	90	90	73	73	90	73					
CHOH-0956	80904	FIFTEEN MILE CREEK BOAT RAMP PARKING	PUBLIC	AS	21,038	90	97	90	90	97	97	90					

Data Collection Date: 07/2018

Section 4
Park Route Location Maps

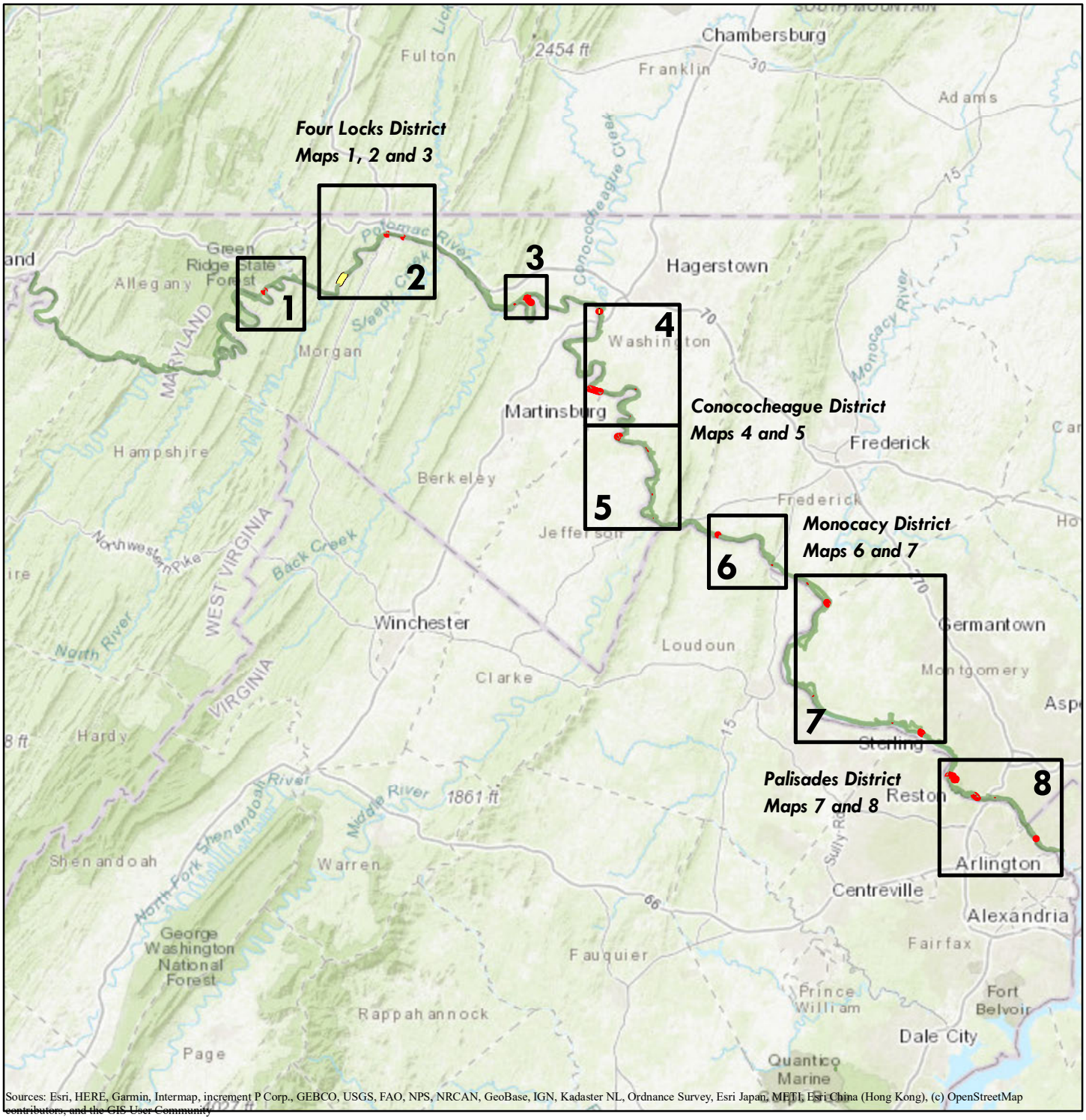
Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Key Map



NPS Collected Routes

Non-NPS Collected Routes

Miles

0 20 40

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 1

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Miles

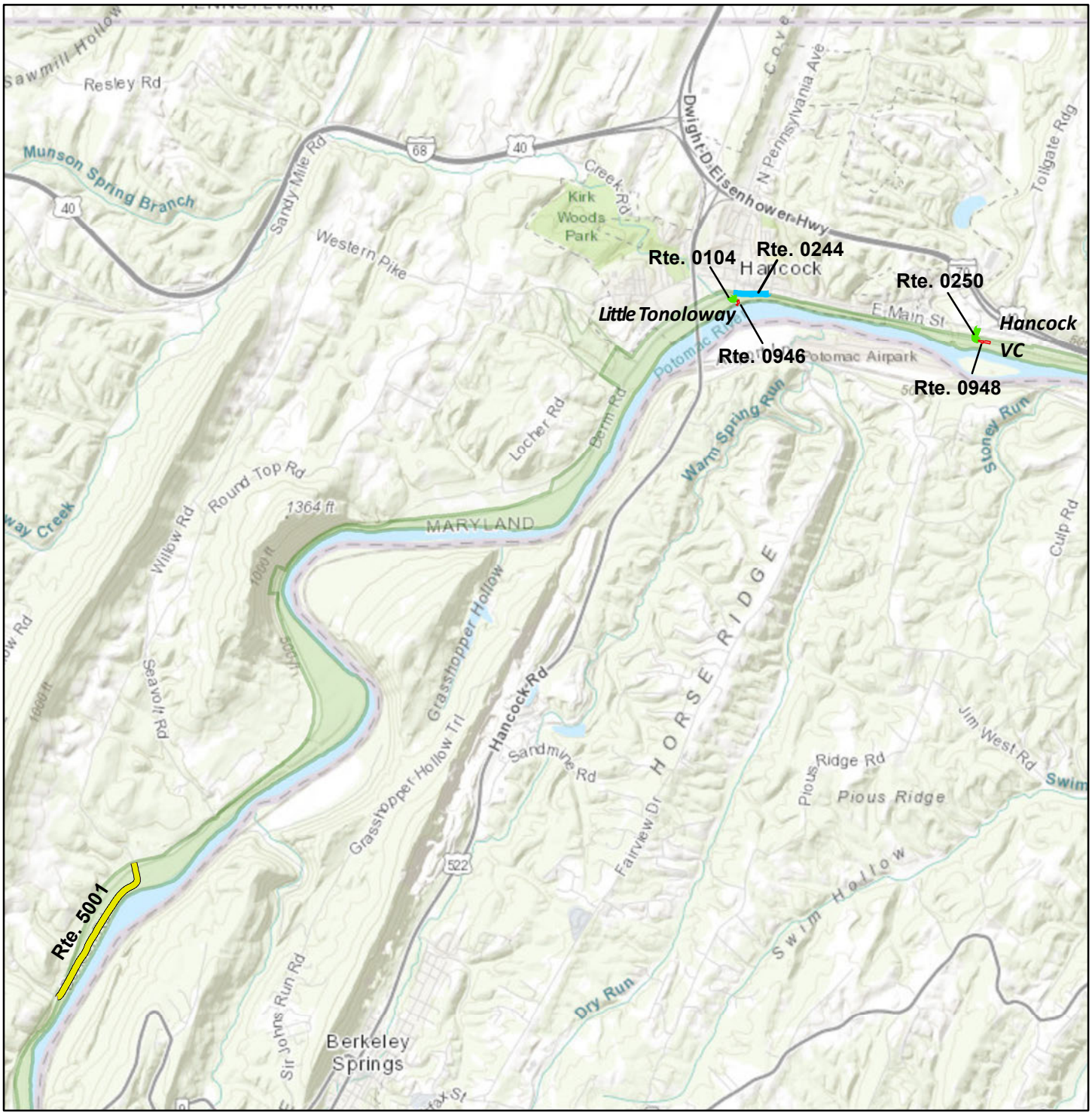
0 0.5 1

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 2



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

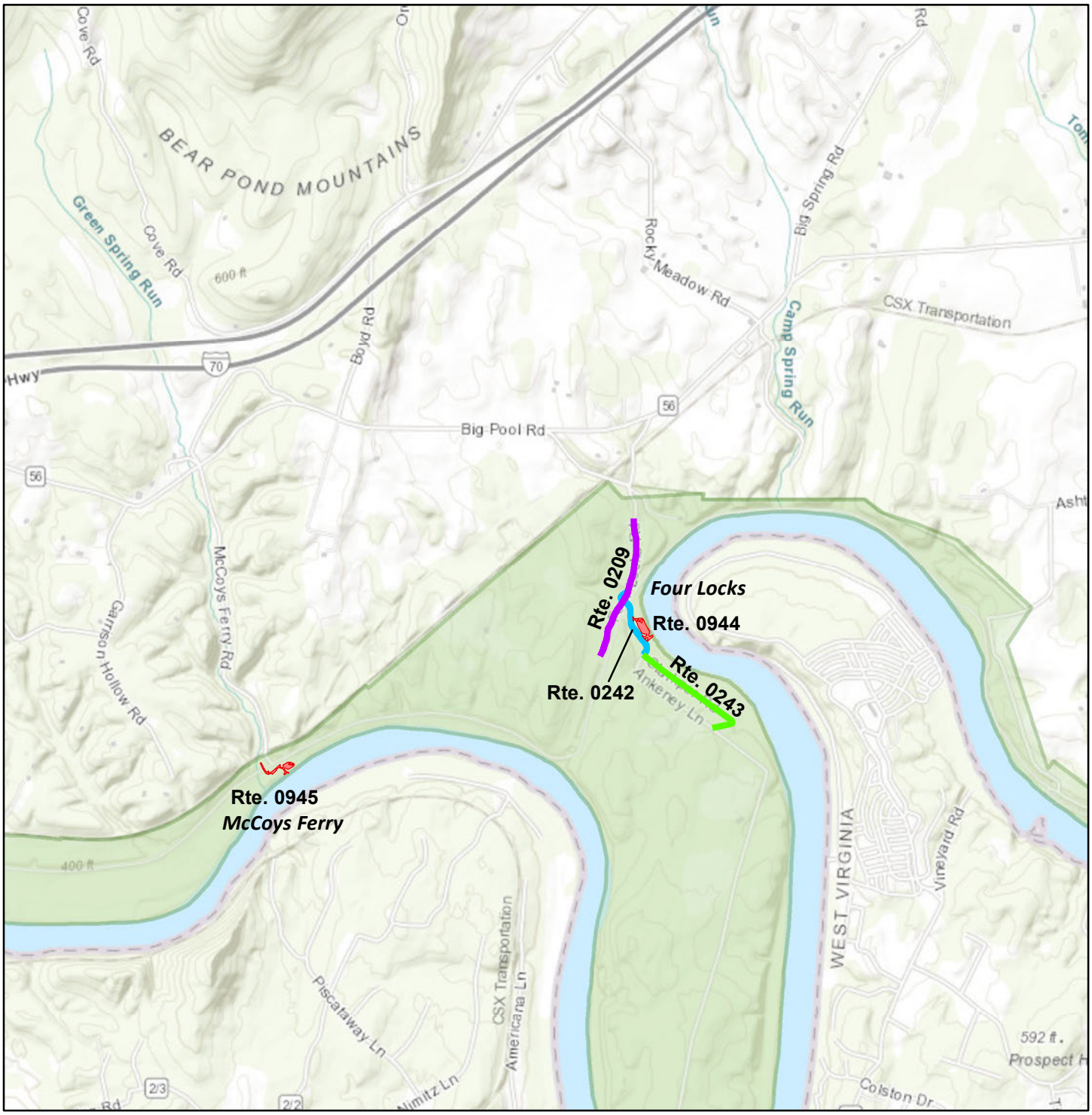
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 3



Note: Unique colors are used to differentiate roads

Miles

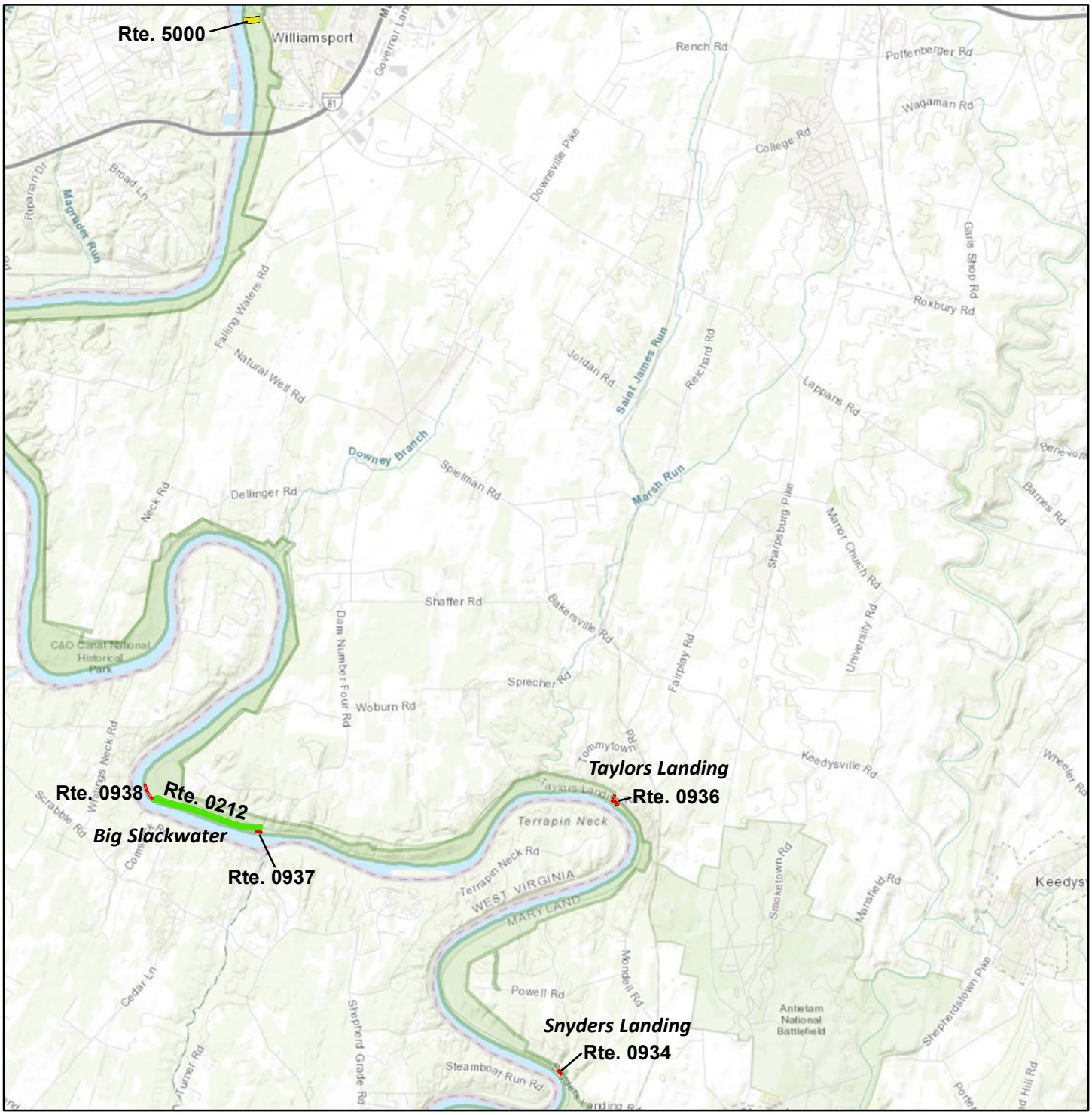
0 1 2

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 4



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

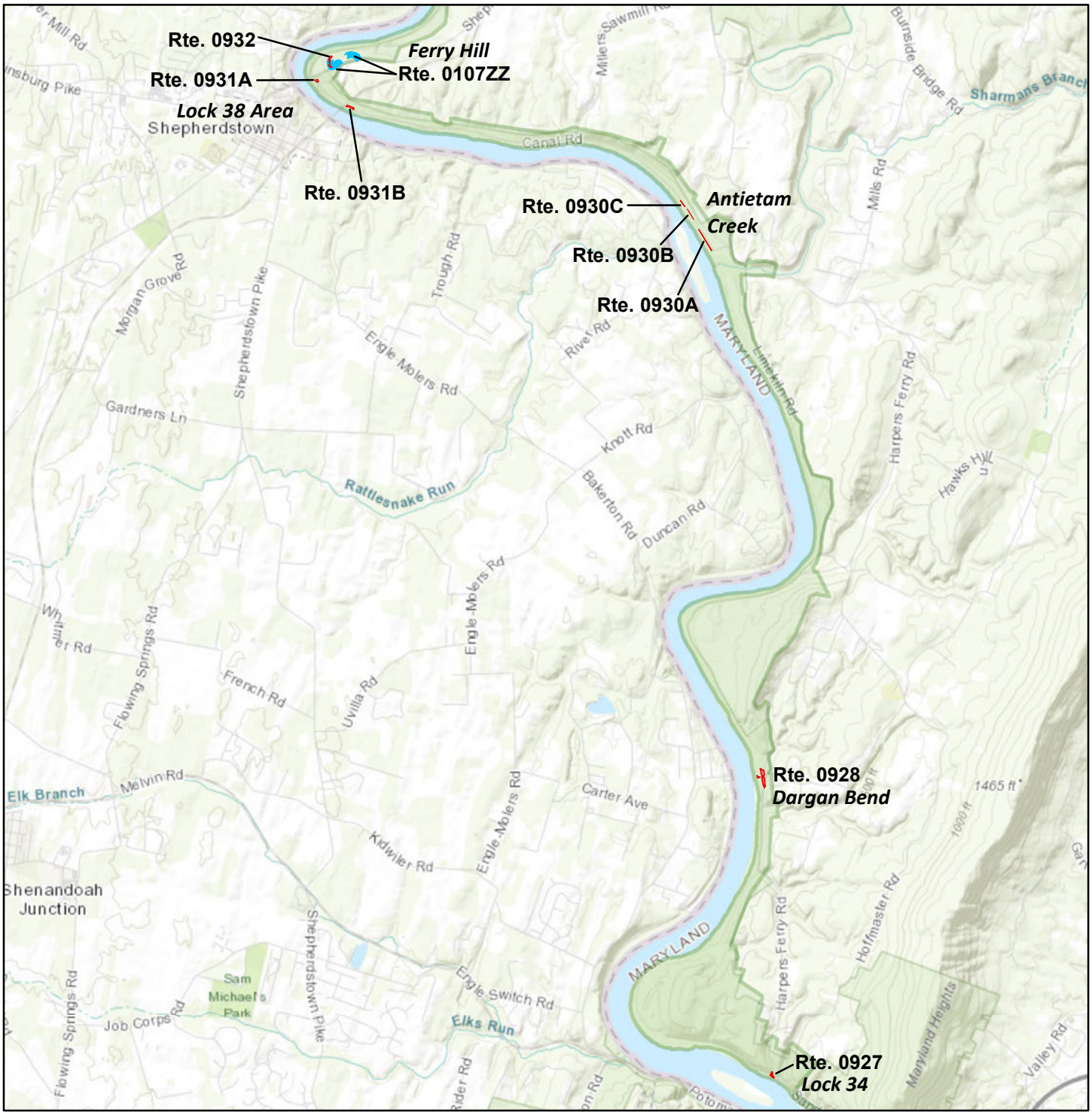
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 5



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Miles

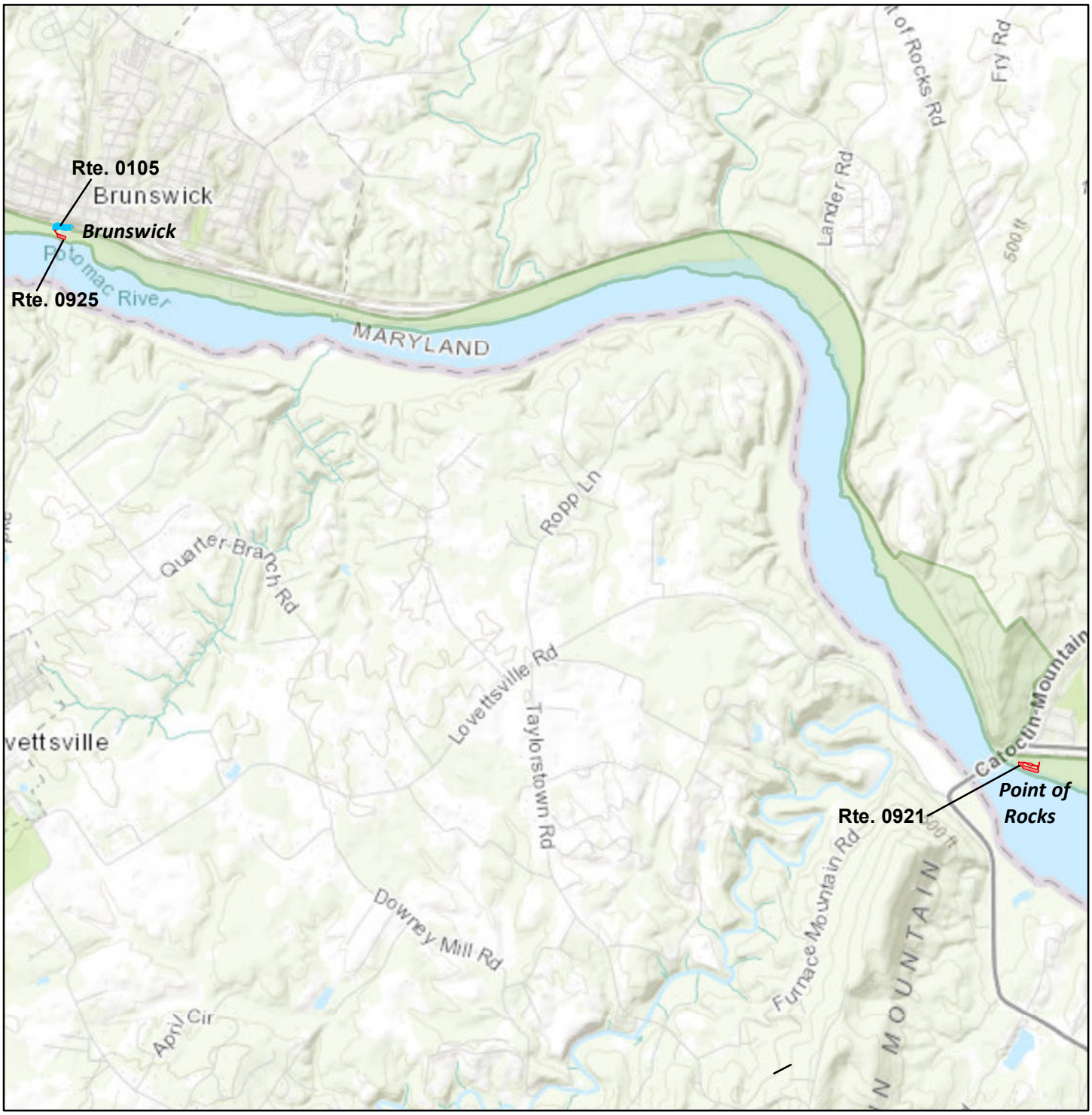
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 6



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Miles

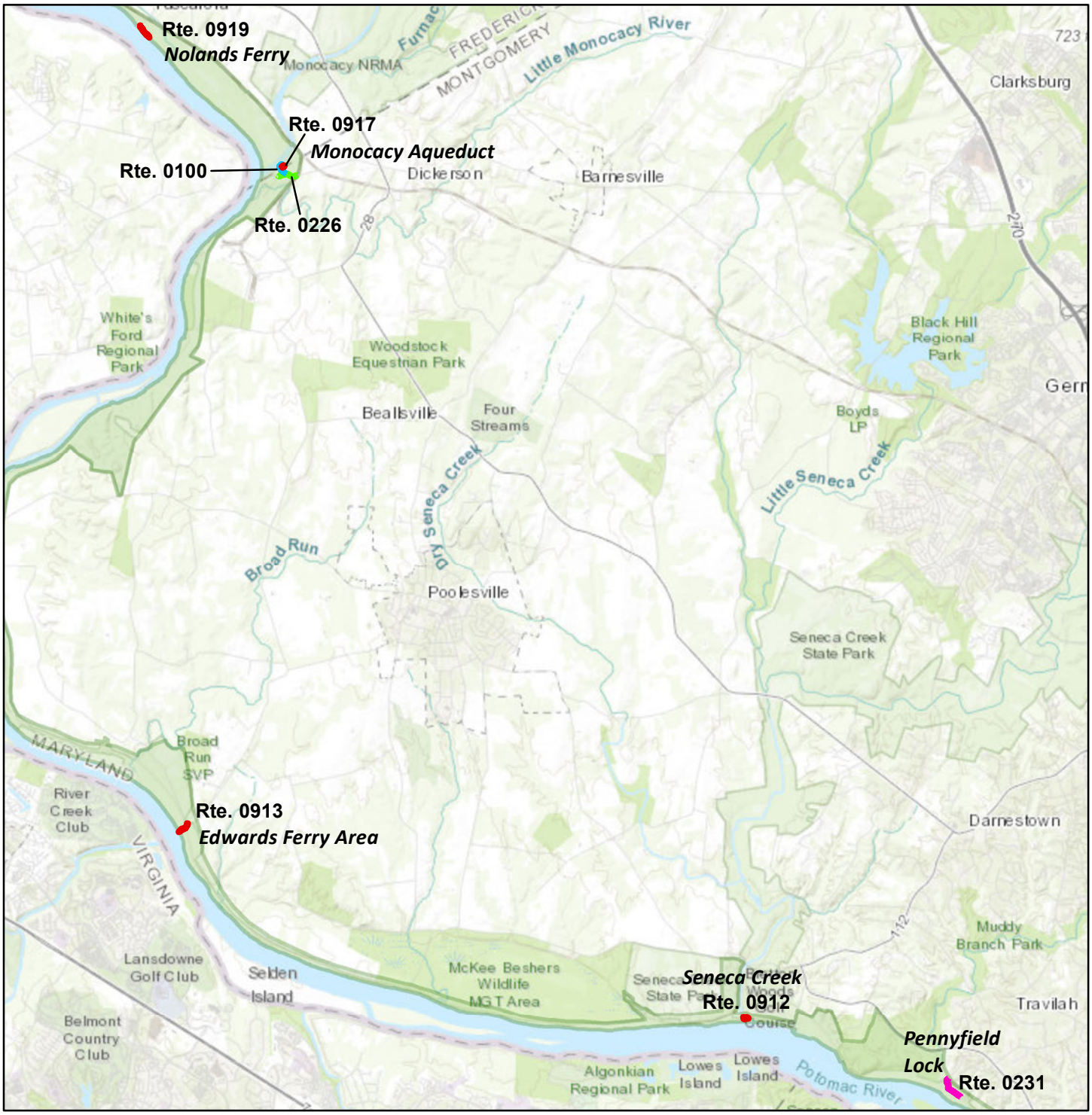
0 1 2

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 7



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

Miles

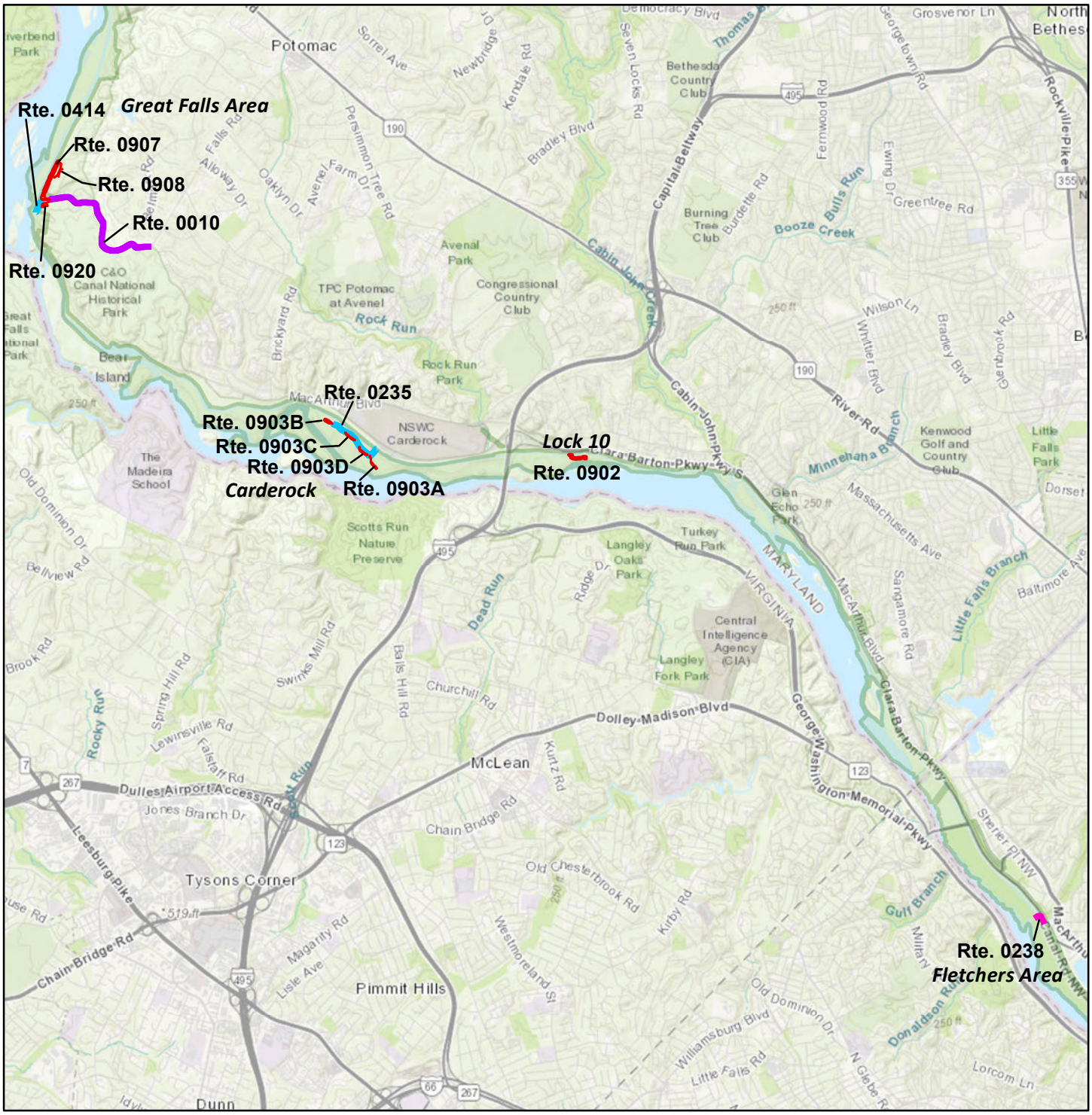
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE LOCATION MAP

Area Map 8



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: Unique colors are used to differentiate roads

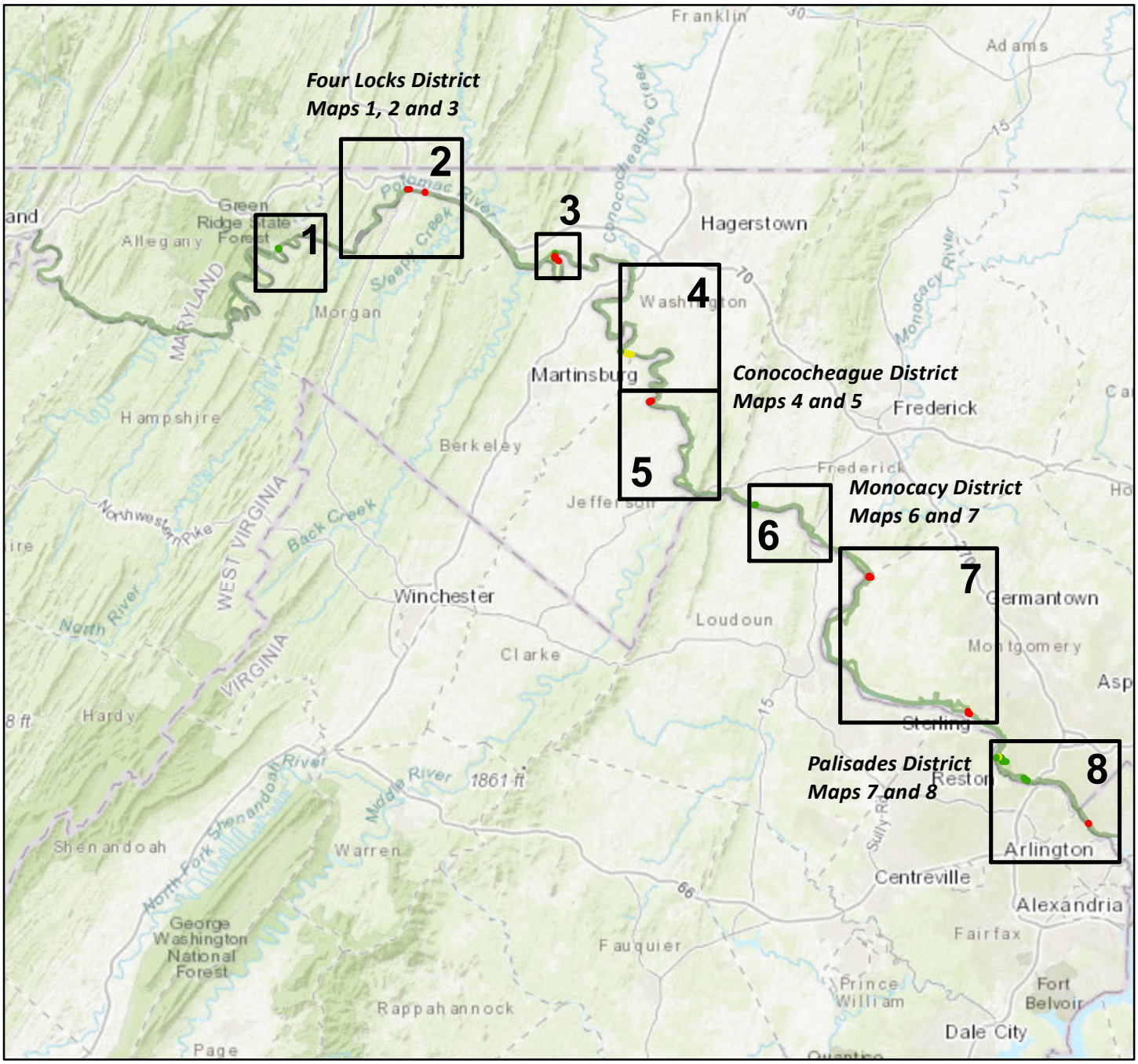
Miles

0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Key Map



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 20 40

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 1

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

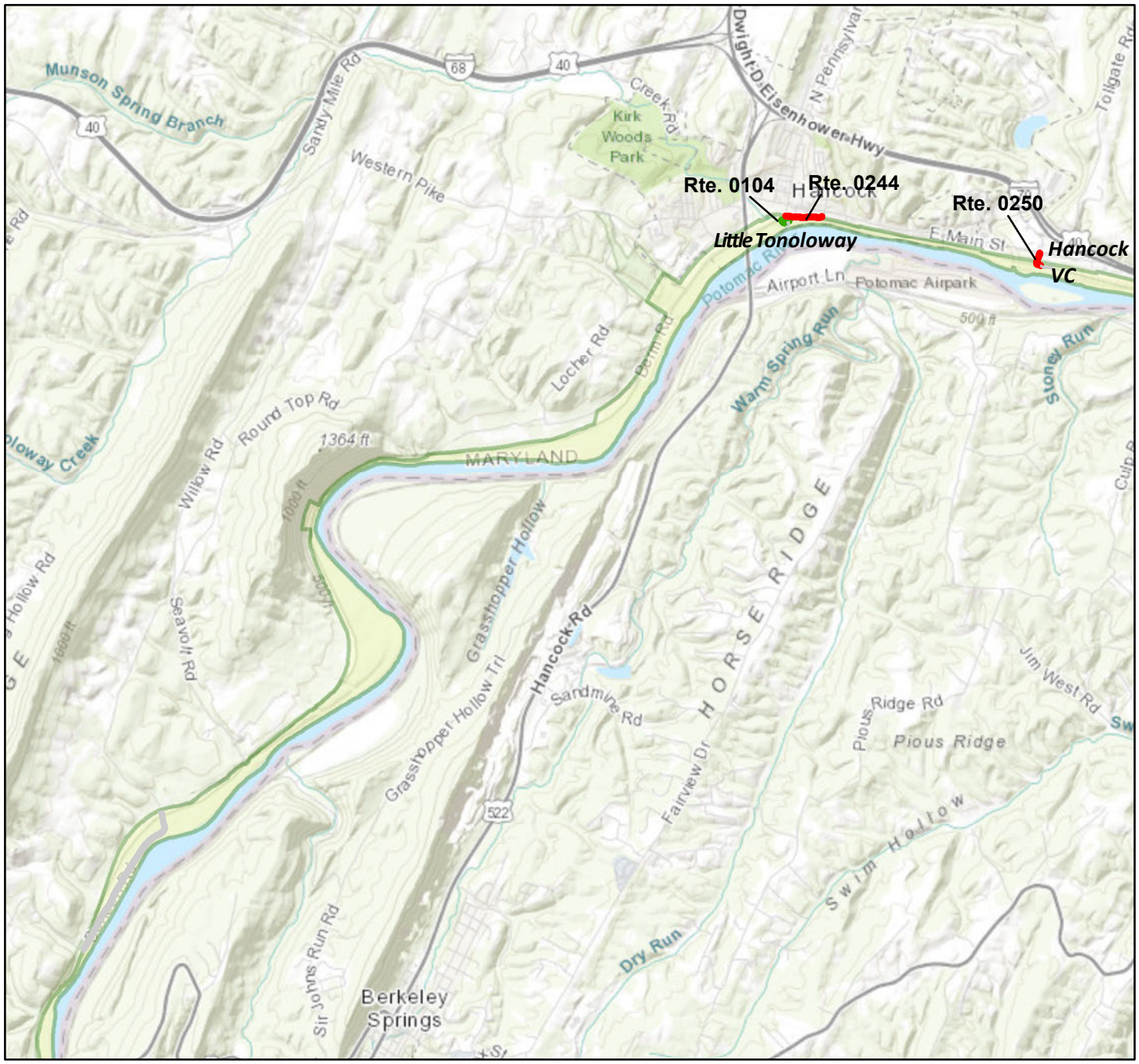
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 0.5 1

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 2



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

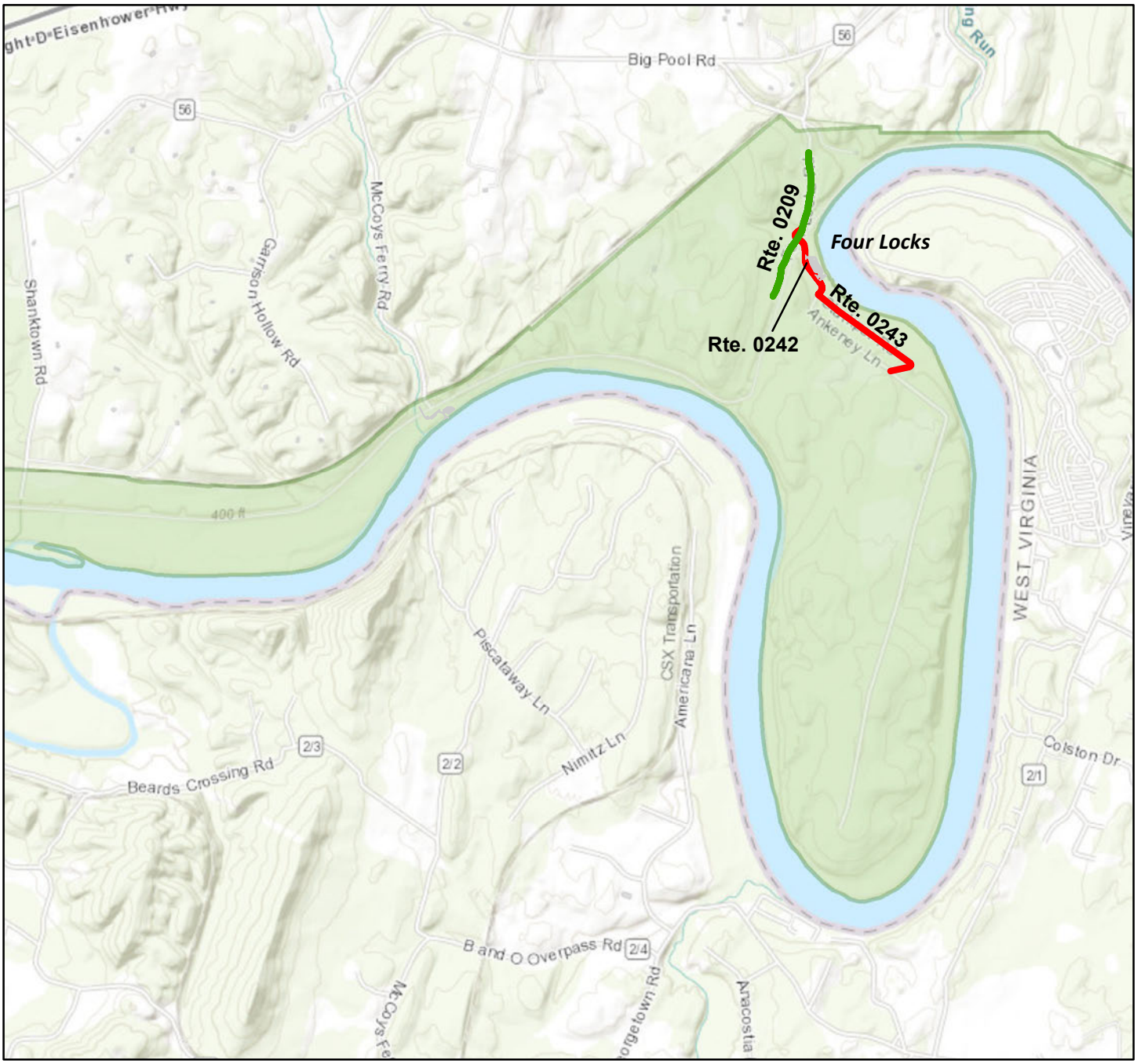
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 3



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

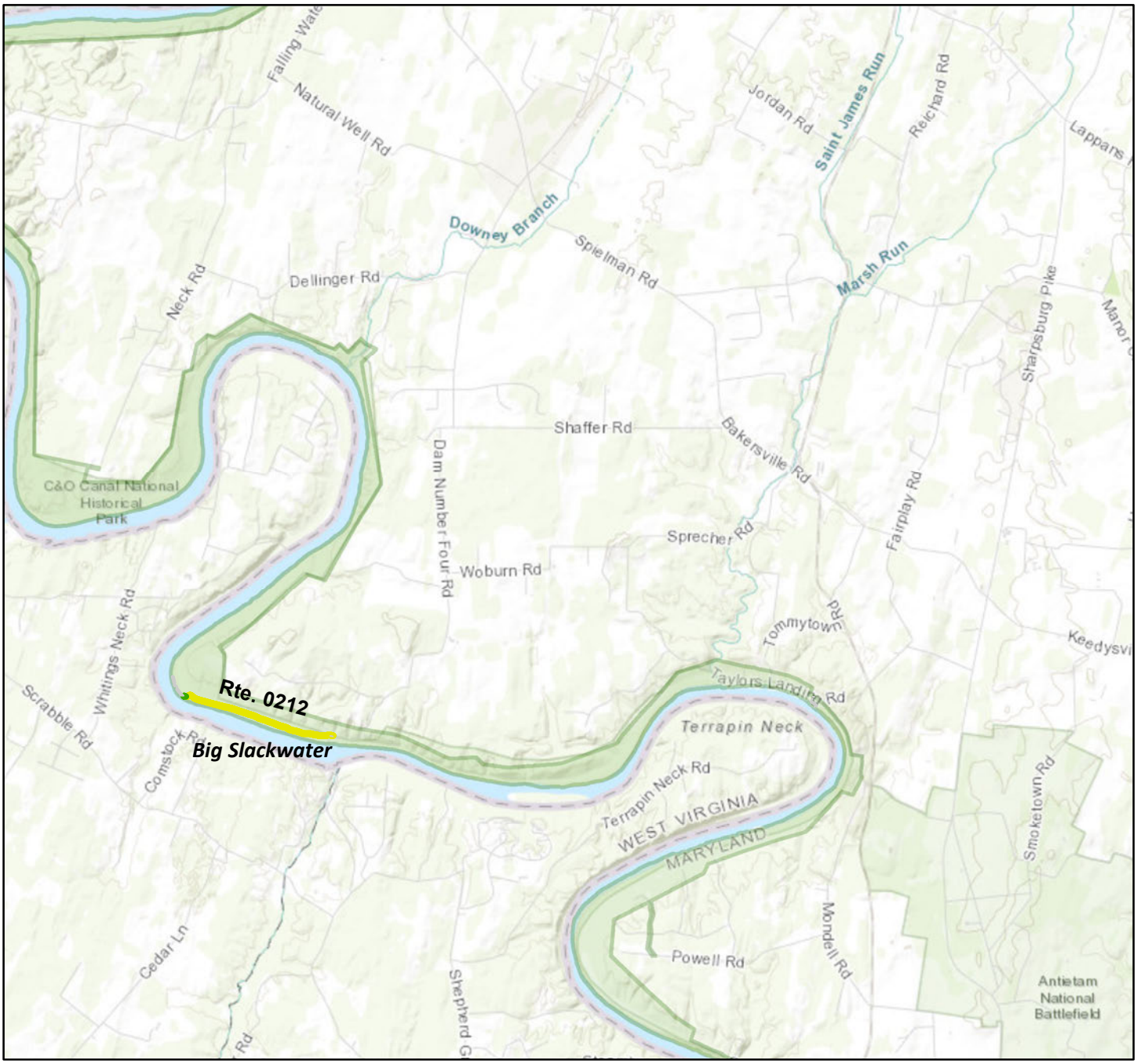
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 1 2

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 4



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

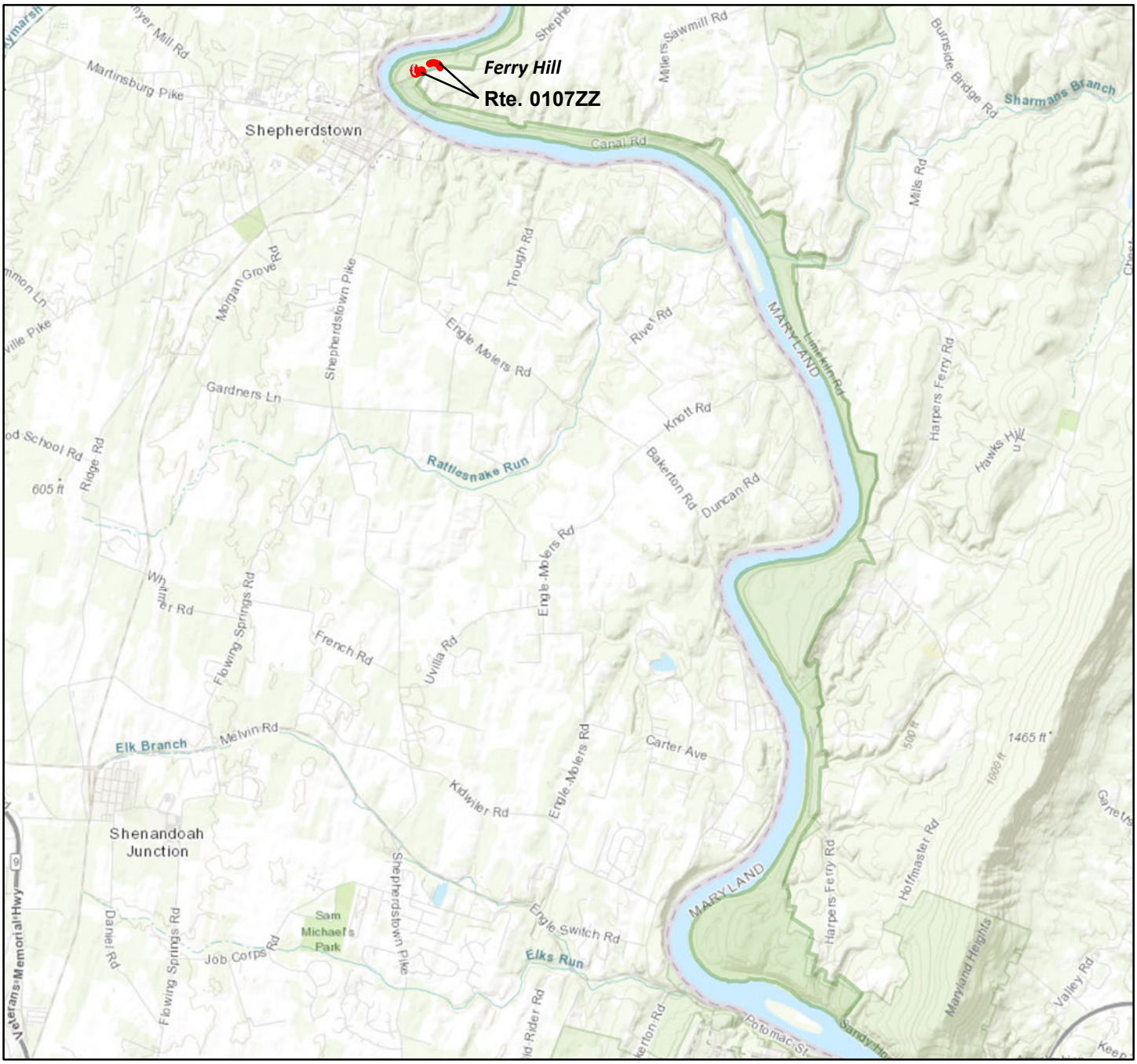
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 5



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

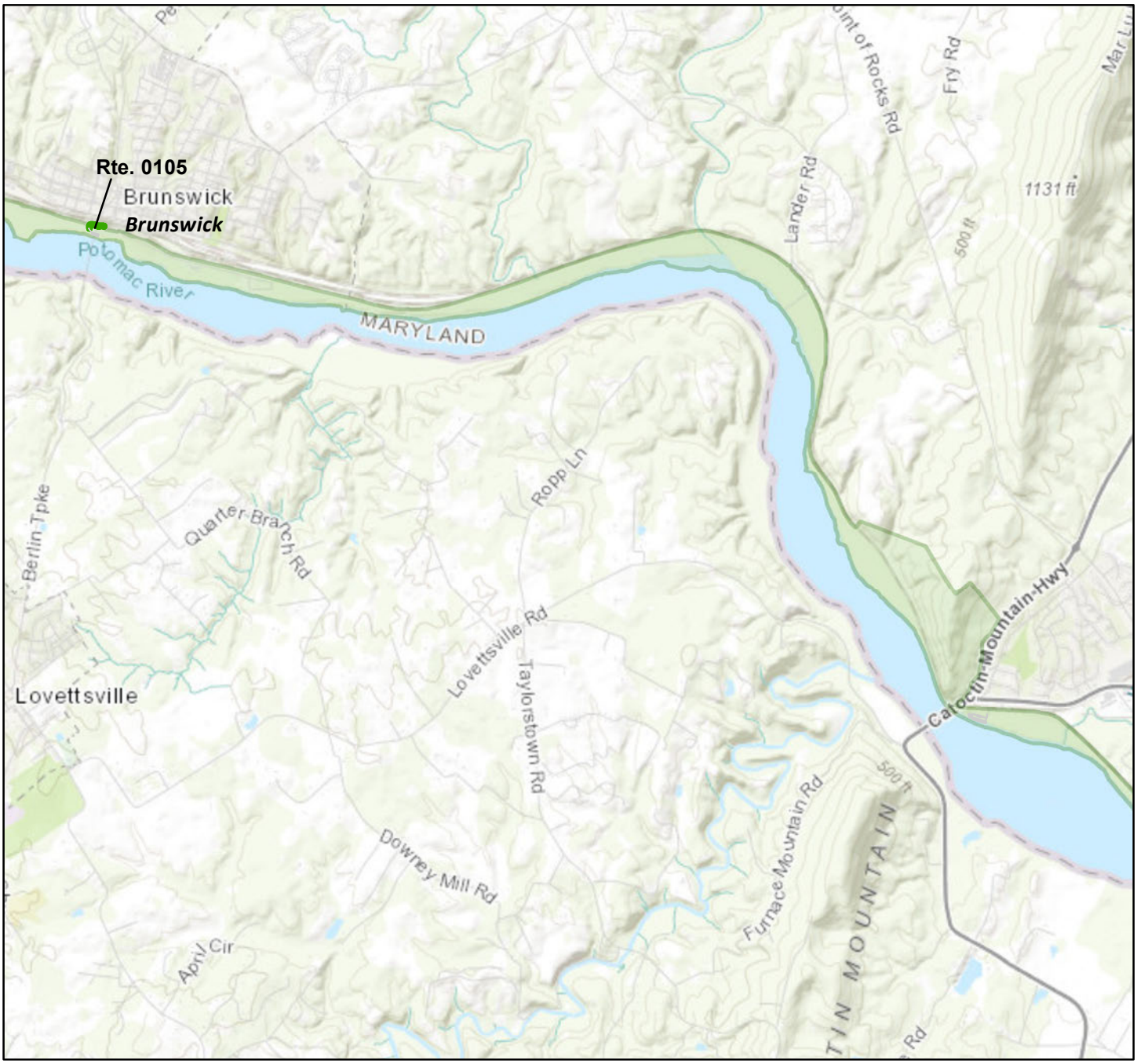
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 6



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

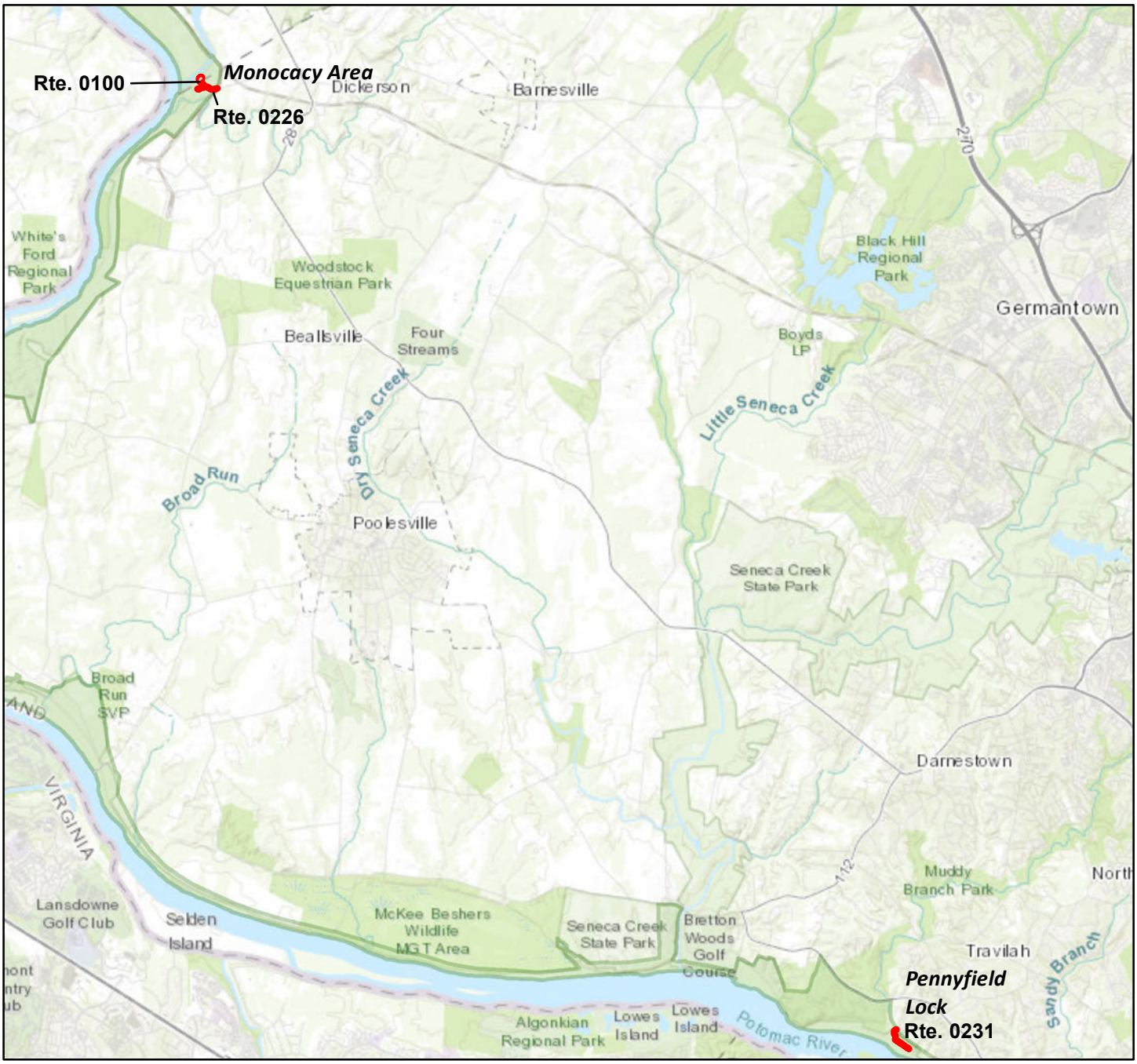
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 1 2

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 7



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

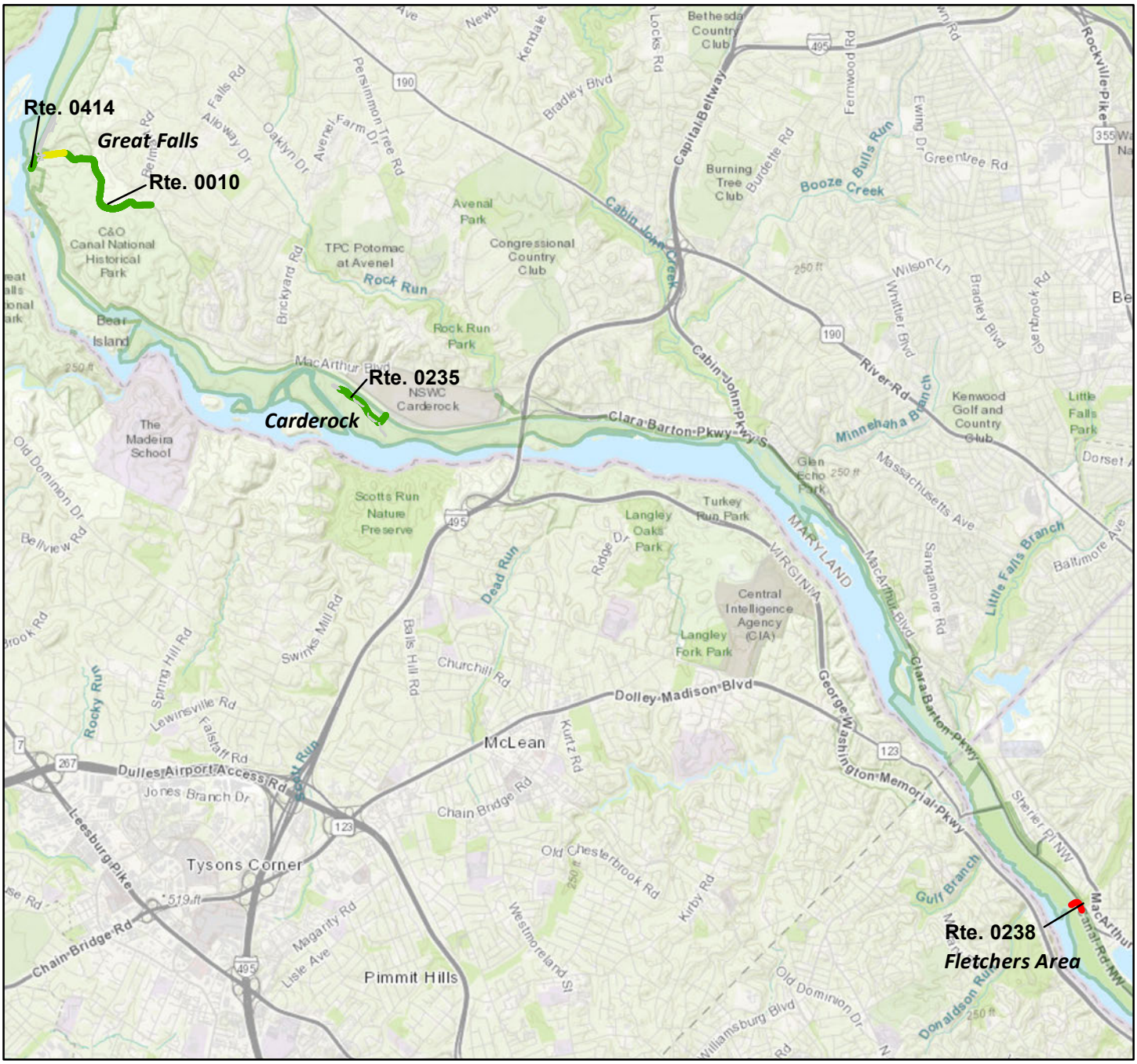
Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 2 4

N

Chesapeake and Ohio Canal National Historical Park

ROUTE CONDITION MAP
PCR - MILE BY MILE
Area Map 8



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 2 4

N

Section 5
Paved Road Condition Rating Sheets

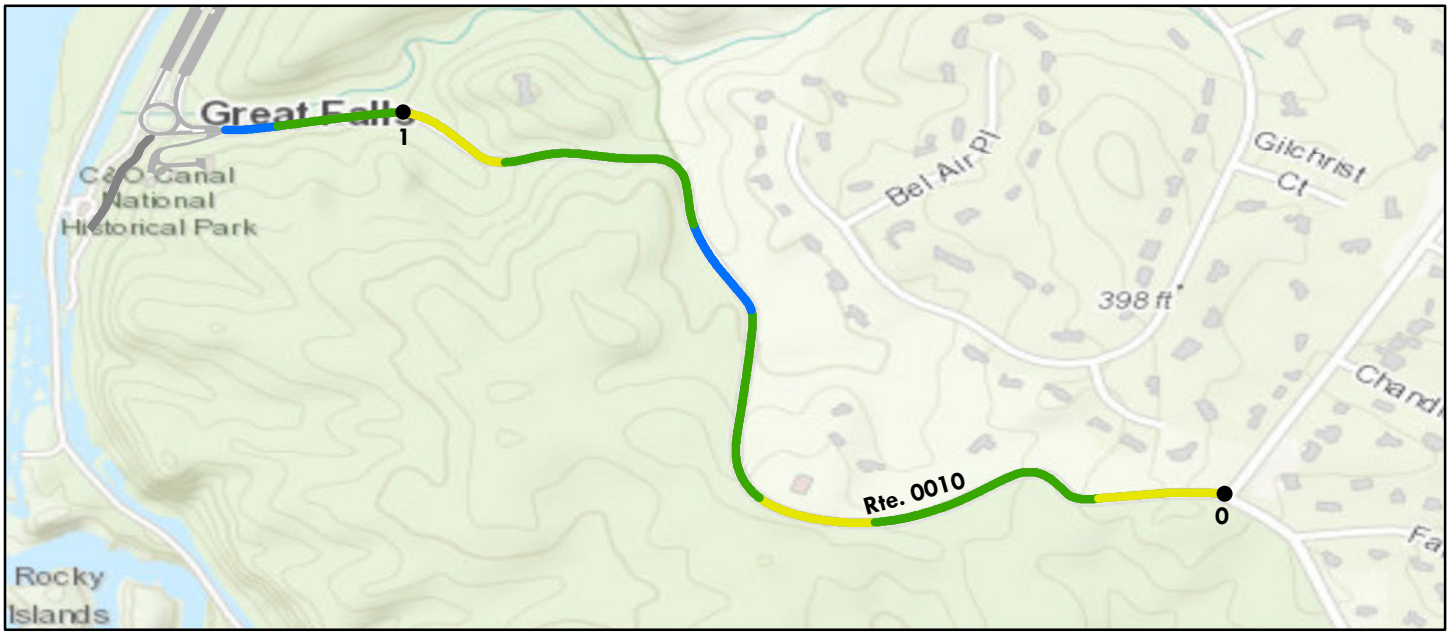
Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Chesapeake and Ohio Canal National Historical Park

ROUTE 0010: GREAT FALLS ENTRANCE ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

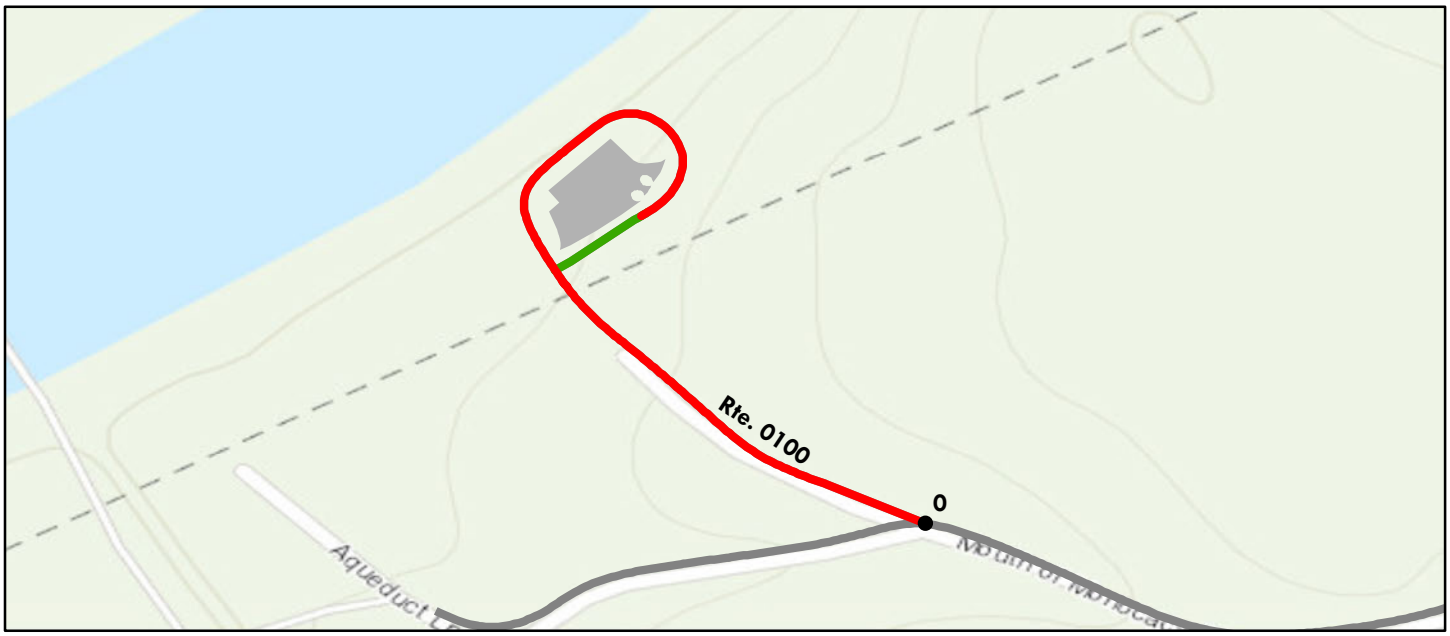
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0	1			
Paved Length (Miles): 1.14	**Section Length (MI)**	1	0.14			
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	87	87	84			
Surface Condition Rating (SCR)	98	98	98			
Roughness Condition Index (RCI)	70	71	63			
Distress Index Values						
Structural Crack Index	98	98	98			
Alligator Crack Index	100	100	100			
Longitudinal Crack Index	98	98	98			
Transverse Cracking Index	100	100	100			
Patching Index	99	99	100			
Rutting Index	99	99	99			
International Roughness Index (IRI)	200	197	227			
Lane & Width Information						
Number of Lanes	2	2	2			
Paved Width (ft)	26.1	26.1	26.1			
Lane Width (ft)	9.6	9.6	9.6			

Chesapeake and Ohio Canal National Historical Park

ROUTE 0100: MONOCACY BOAT RAMP ACCESS

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

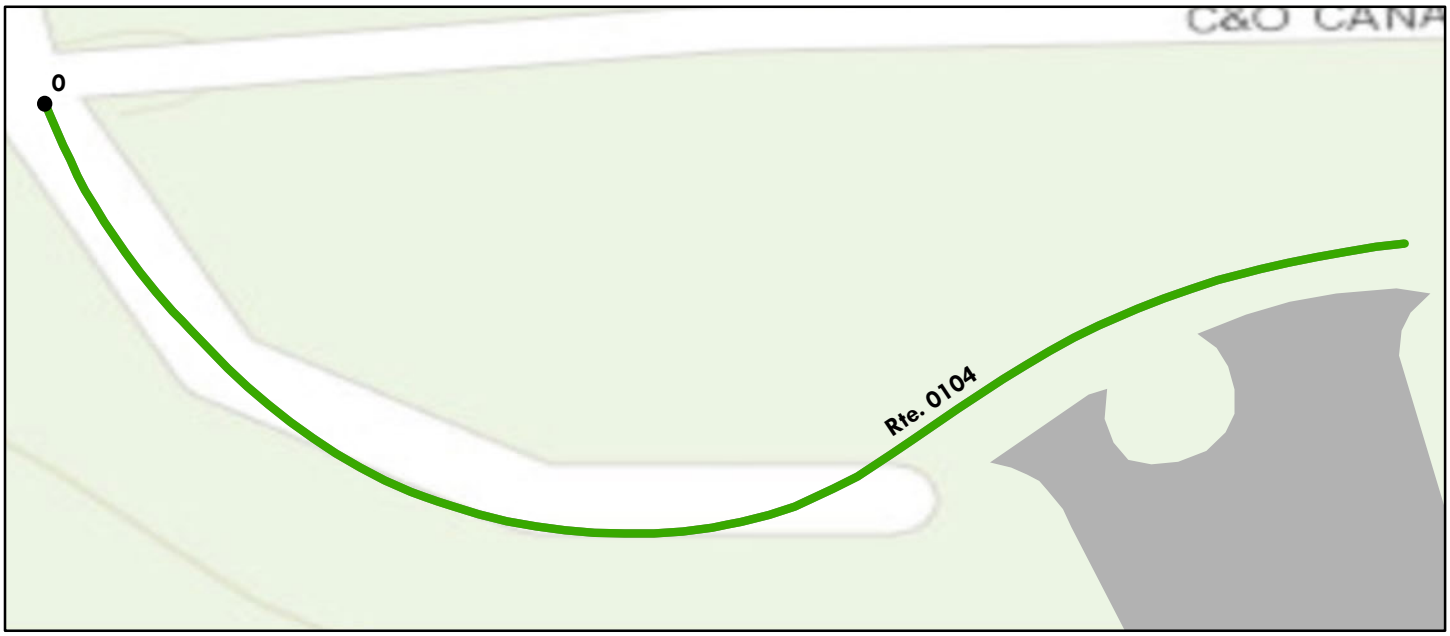
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.23	**Section Length (MI)**	0.23				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	0	0				
Surface Condition Rating (SCR)	0	0				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	0	0				
Alligator Crack Index	0	0				
Longitudinal Crack Index	64	64				
Transverse Cracking Index	86	86				
Patching Index	97	97				
Rutting Index	81	81				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	17.7	17.7				
Lane Width (ft)	8.9	8.9				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0104: LITTLE TONOLOWAY ENTRANCE ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.06	**Section Length (MI)**	0.06				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	91	91				
Surface Condition Rating (SCR)	91	91				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	97	97				
Alligator Crack Index	100	100				
Longitudinal Crack Index	97	97				
Transverse Cracking Index	97	97				
Patching Index	100	100				
Rutting Index	91	91				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	14.3	14.3				
Lane Width (ft)	7.1	7.1				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0105: BRUNSWICK BOAT RAMP ACCESS ROAD

Data Collection Vehicle (DCV) Rating

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

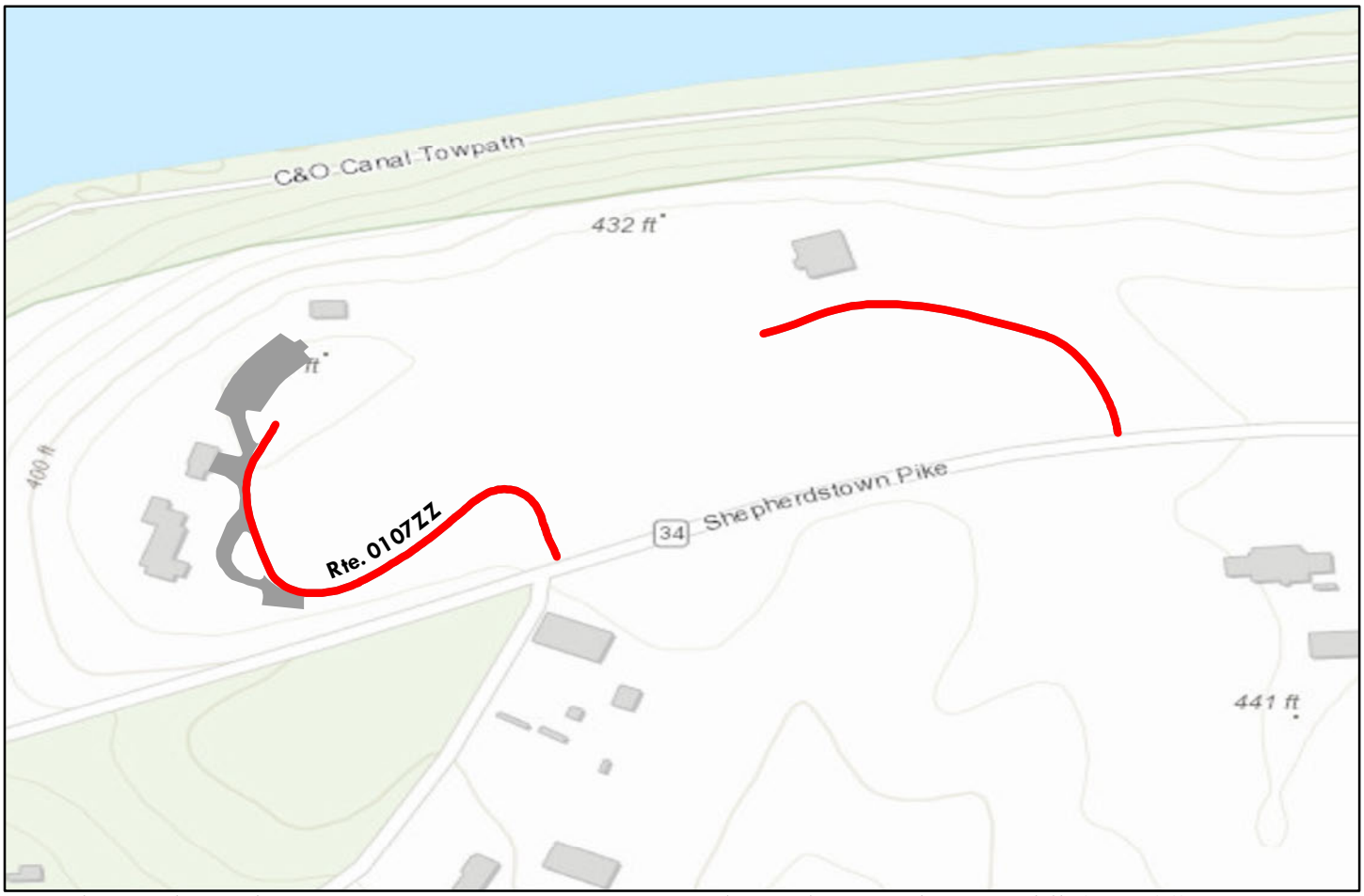
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.1	**Section Length (MI)**	0.1				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	94	94				
Surface Condition Rating (SCR)	94	94				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	97	97				
Alligator Crack Index	99	99				
Longitudinal Crack Index	98	98				
Transverse Cracking Index	94	94				
Patching Index	100	100				
Rutting Index	95	95				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	17.8	17.8				
Lane Width (ft)	8.9	8.9				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0107ZZ: FERRY HILL PLANTATION ENTRANCE ROADS

Summary Route



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Note: The weighted average summary PCR value is calculated from only the sections of road where the PCR was collected. The overall PCR for the summary route may not reflect individual subcomponent ratings.

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas

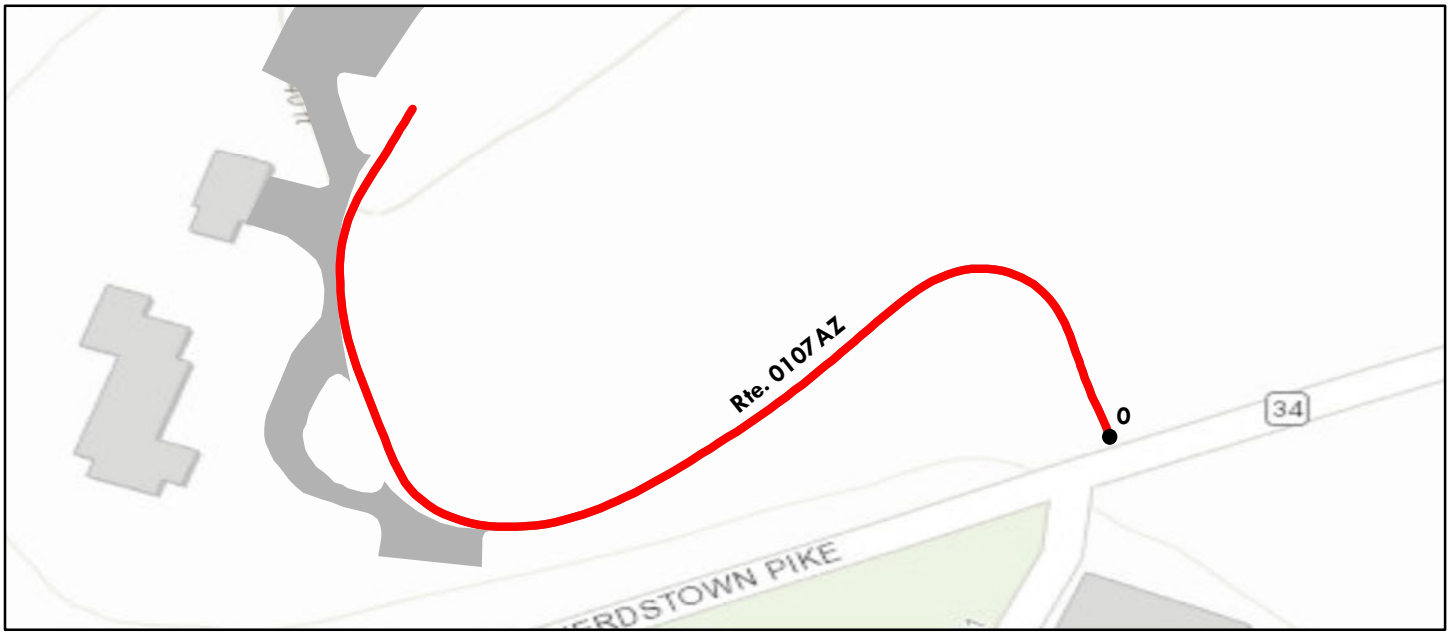
Inspection Date:	7/31/2018	
Paved Length (Miles):	0.25	
Surface Type:	ASPHALT	**Route Summary**
Roadway Condition Information		
Pavement Condition Rating (PCR)		50
Lane & Width Information		
Number of Lanes		2
Paved Width (ft)		19.4
Lane Width (ft)		9.6

Chesapeake and Ohio Canal National Historical Park

ROUTE 0107AZ: FERRY HILL PLANTATION ENTRANCE ROAD A

Subcomponent of Route CHOH-0107ZZ

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

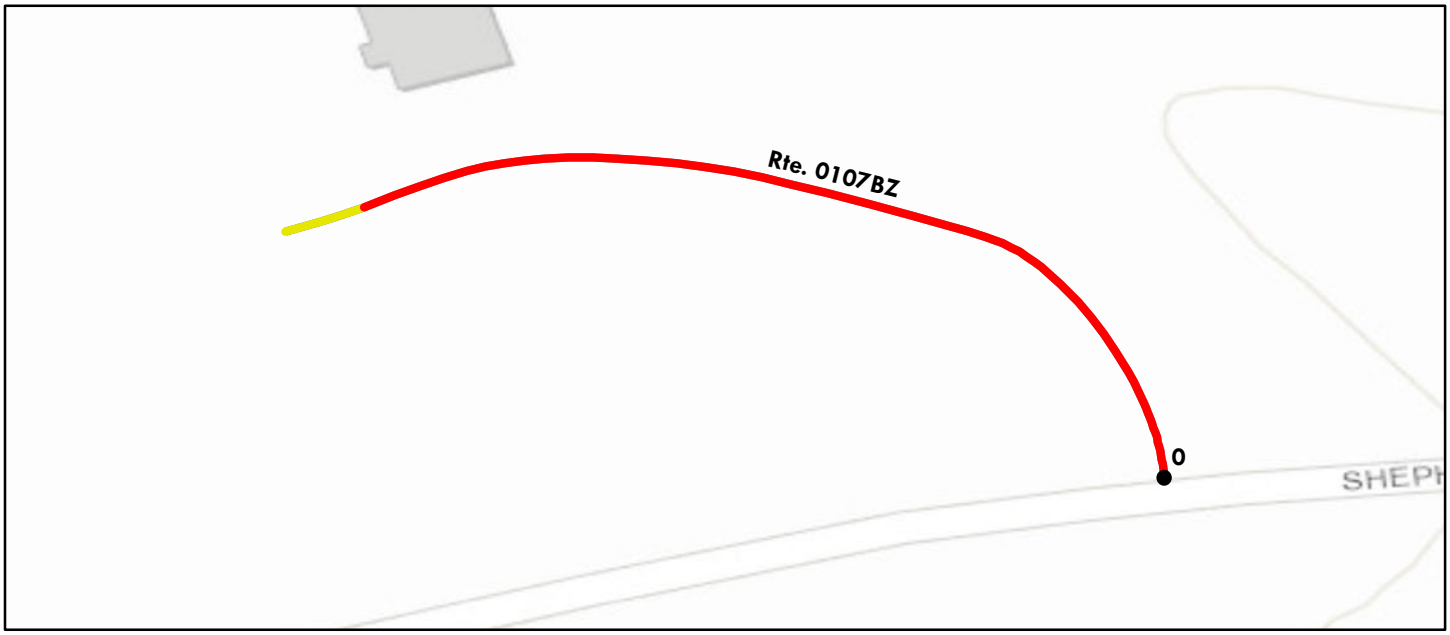
Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.14	**Section Length (MI)**	0.14				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	46	46				
Surface Condition Rating (SCR)	46	46				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	66	66				
Alligator Crack Index	99	99				
Longitudinal Crack Index	67	67				
Transverse Cracking Index	46	46				
Patching Index	100	100				
Rutting Index	94	94				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	21.3	21.3				
Lane Width (ft)	10.6	10.6				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0107BZ: FERRY HILL PLANTATION ENTRANCE ROAD B

Subcomponent of Route CHOH-0107ZZ

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

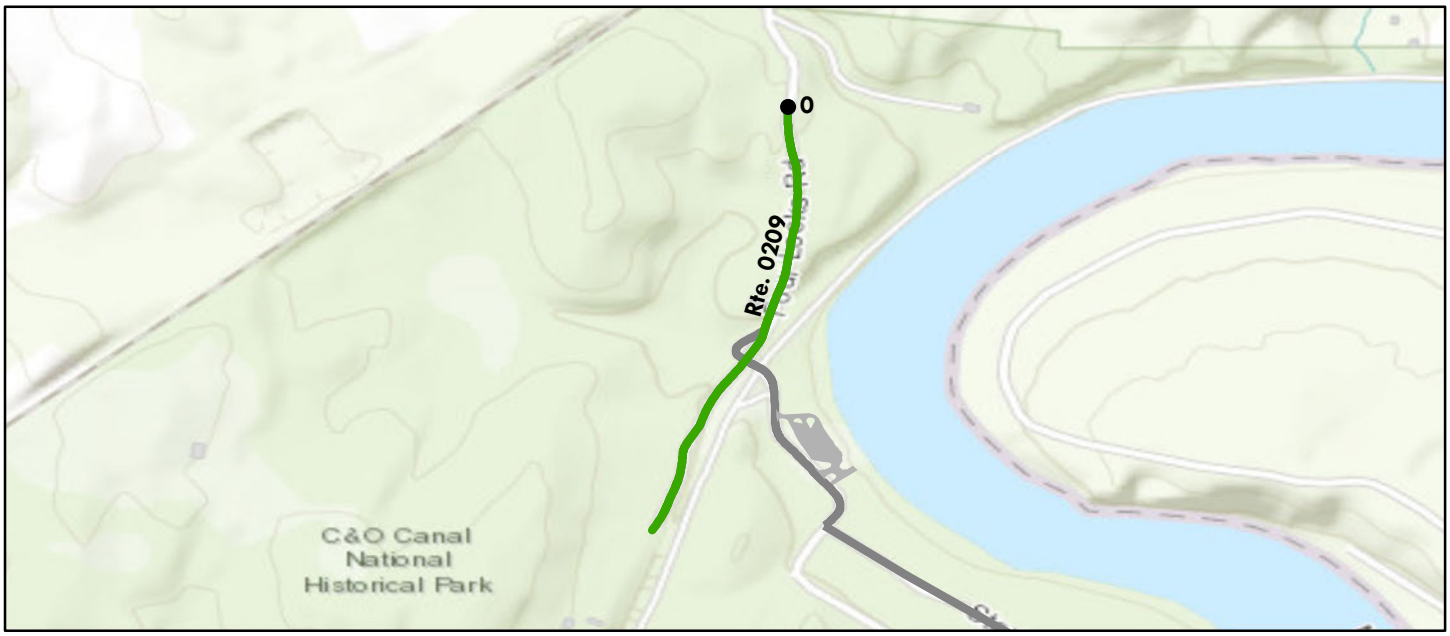
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.11	**Section Length (MI)**	0.11				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	57	57				
Surface Condition Rating (SCR)	57	57				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	57	57				
Alligator Crack Index	76	76				
Longitudinal Crack Index	81	81				
Transverse Cracking Index	80	80				
Patching Index	100	100				
Rutting Index	85	85				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	16.9	16.9				
Lane Width (ft)	8.3	8.3				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0209: FOUR LOCKS ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

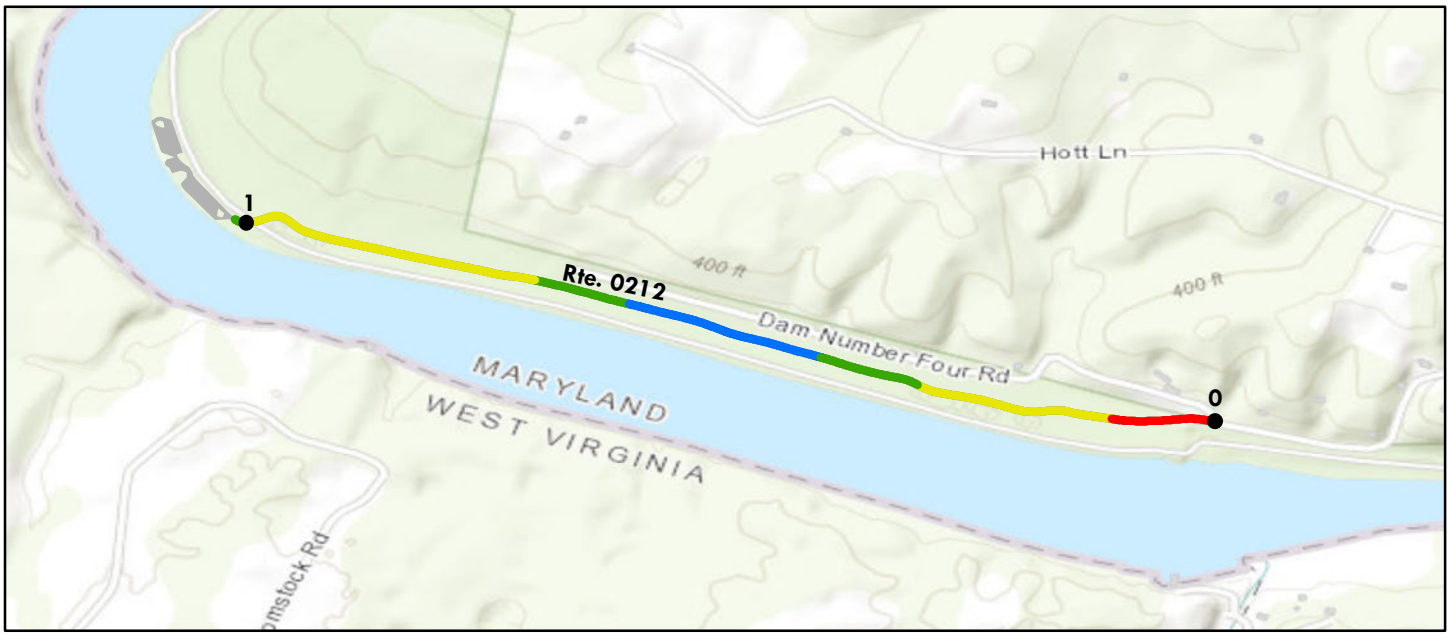
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.48	**Section Length (MI)**	0.48				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	88	88				
Surface Condition Rating (SCR)	88	88				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	97	97				
Alligator Crack Index	100	100				
Longitudinal Crack Index	97	97				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	88	88				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	14.1	14.1				
Lane Width (ft)	7.5	7.5				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0212: BIG SLACKWATER ACCESS ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

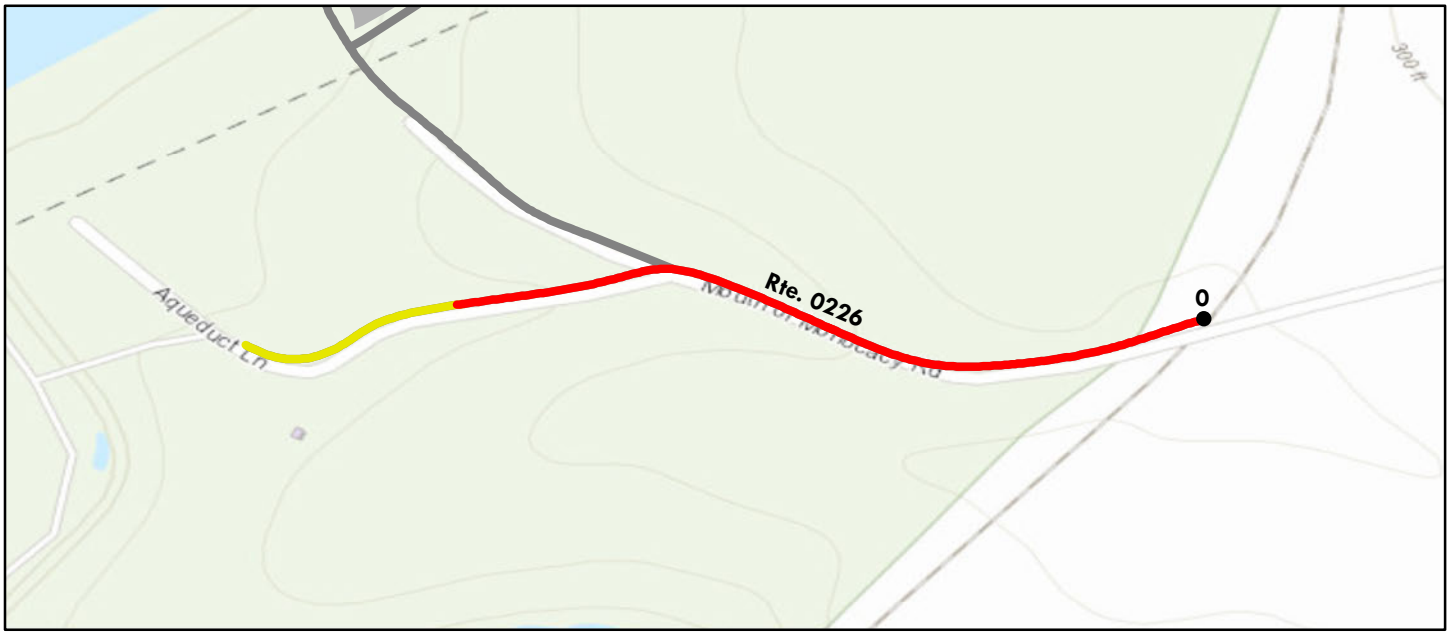
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0	1			
Paved Length (Miles): 1.01	**Section Length (MI)**	1	0.01			
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	76	76	90			
Surface Condition Rating (SCR)	80	80	90			
Roughness Condition Index (RCI)	71	71	N/A			
Distress Index Values						
Structural Crack Index	80	80	90			
Alligator Crack Index	97	97	100			
Longitudinal Crack Index	83	83	90			
Transverse Cracking Index	95	95	99			
Patching Index	100	100	100			
Rutting Index	99	99	93			
International Roughness Index (IRI)	198	198	N/A			
Lane & Width Information						
Number of Lanes	2	2	2			
Paved Width (ft)	19.1	19.1	20.2			
Lane Width (ft)	9.5	9.5	10.1			

Chesapeake and Ohio Canal National Historical Park

ROUTE 0226: MONOCACY ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

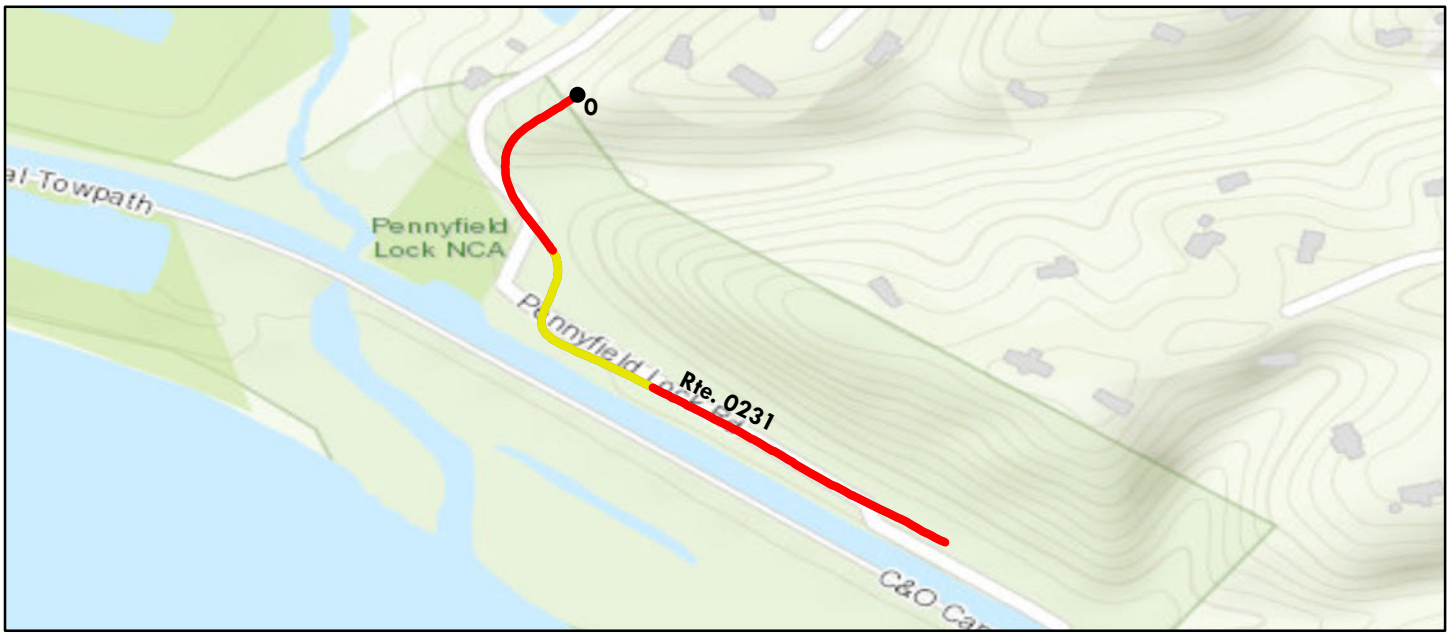
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.26	**Section Length (MI)**	0.26				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	28	28				
Surface Condition Rating (SCR)	28	28				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	28	28				
Alligator Crack Index	49	49				
Longitudinal Crack Index	79	79				
Transverse Cracking Index	95	95				
Patching Index	93	93				
Rutting Index	85	85				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	14.6	14.6				
Lane Width (ft)	7.3	7.3				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0231: PENNYFIELD LOCK ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.35	**Section Length (MI)**	0.35				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	46	46				
Surface Condition Rating (SCR)	46	46				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	46	46				
Alligator Crack Index	85	85				
Longitudinal Crack Index	61	61				
Transverse Cracking Index	73	73				
Patching Index	93	93				
Rutting Index	87	87				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	13.7	13.7				
Lane Width (ft)	8.7	8.7				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0235: CARDEROCK PICNIC AREA ROAD

Data Collection Vehicle (DCV) Rating

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

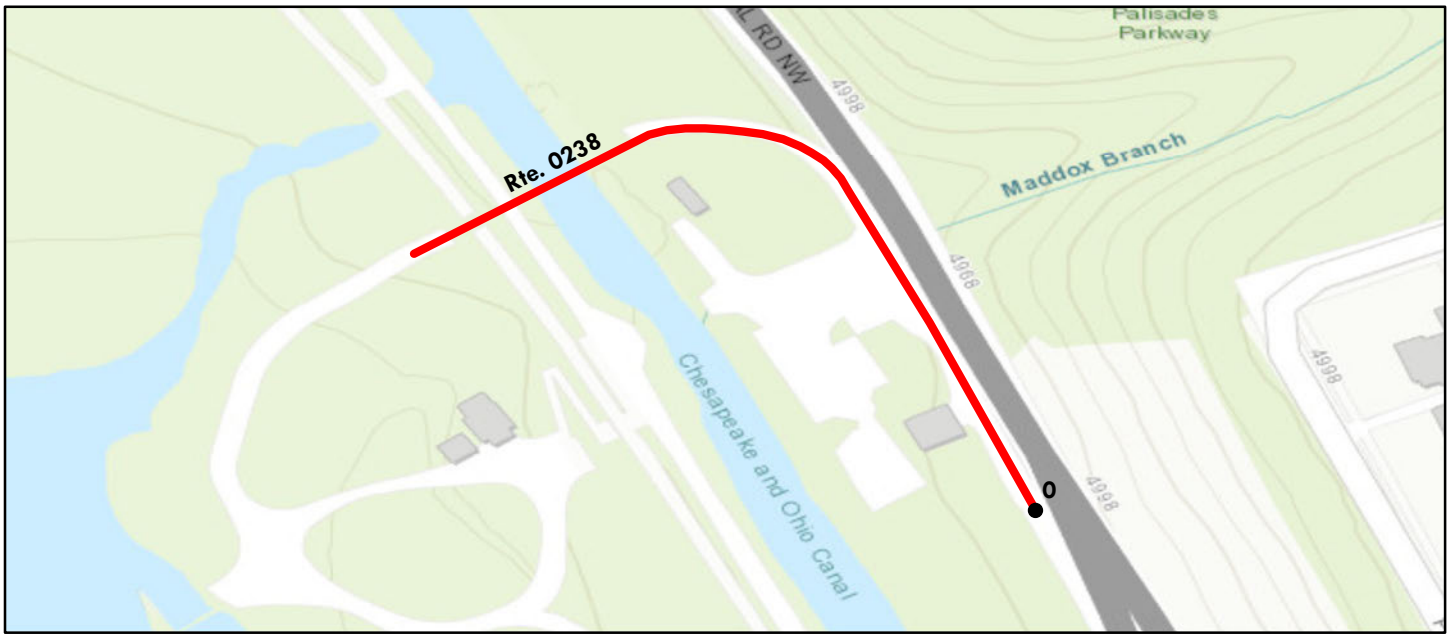
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.47	**Section Length (MI)**	0.47				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	91	91				
Surface Condition Rating (SCR)	91	91				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	91	91				
Alligator Crack Index	100	100				
Longitudinal Crack Index	91	91				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	98	98				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	24.2	24.2				
Lane Width (ft)	11.7	11.7				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0238: FLETCHERS BOATHOUSE ACCESS ROAD

Manual Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 8/7/2018	**Beginning Section MP**	0.00					
Paved Length (Miles): 0.12	**Section Length (MI)**	0.12					
Surface Type: ASPHALT	**Route Summary**						
Roadway Condition Information							
Pavement Condition Rating (PCR)	30	30					
Surface Condition Rating (SCR)	30	30					
Roughness Condition Index (RCI)	N/A	N/A					
Distress Index Values							
Structural Crack Index	N/A	N/A					
Alligator Crack Index	30	30					
Longitudinal Crack Index	53	53					
Transverse Cracking Index	53	53					
Patching Index	30	30					
Rutting Index	53	53					
International Roughness Index (IRI)	N/A	N/A					
Lane & Width Information							
Number of Lanes	1	1					
Paved Width (ft)	12	12					
Lane Width (ft)	12	12					

Chesapeake and Ohio Canal National Historical Park

ROUTE 0238: FLETCHERS BOATHOUSE ACCESS ROAD

Condition Photos

Condition photos are shown only for manually rated roads. Use the PathView program to see images of DCV rated roads.

CHOH_0238_1161.JPG

CHOH_0238_1162.JPG

CHOH_0238_1163.JPG

CHOH_0238_1164.JPG

CHOH_0238_1165.JPG

CHOH_0238_1167.JPG

Chesapeake and Ohio Canal National Historical Park

ROUTE 0242: ANKENEY LANE

Manual Rating

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 7/25/2018	**Beginning Section MP**	0.00					
Paved Length (Miles): 0.25	**Section Length (MI)**	0.25					
Surface Type: ASPHALT	**Route Summary**						
Roadway Condition Information							
Pavement Condition Rating (PCR)	30	30					
Surface Condition Rating (SCR)	30	30					
Roughness Condition Index (RCI)	N/A	N/A					
Distress Index Values							
Structural Crack Index	N/A	N/A					
Alligator Crack Index	30	30					
Longitudinal Crack Index	53	53					
Transverse Cracking Index	53	53					
Patching Index	53	53					
Rutting Index	73	73					
International Roughness Index (IRI)	N/A	N/A					
Lane & Width Information							
Number of Lanes	1	1					
Paved Width (ft)	19.8	19.8					
Lane Width (ft)	19.8	19.8					

Chesapeake and Ohio Canal National Historical Park

ROUTE 0242: ANKENEY LANE

Condition Photos

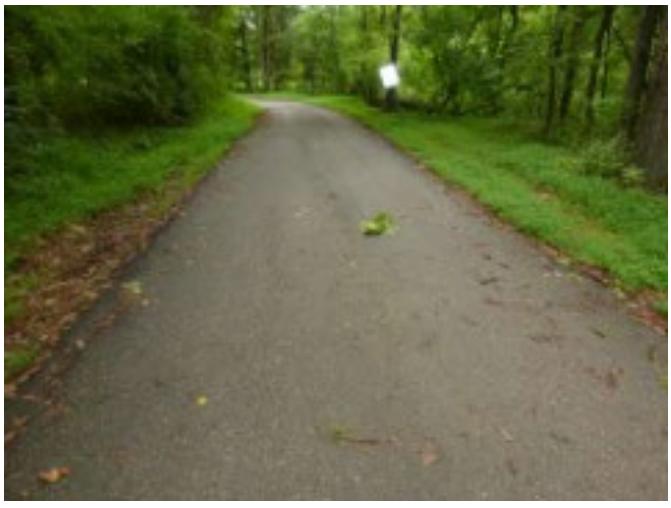
Condition photos are shown only for manually rated roads. Use the PathView program to see images of DCV rated roads.

CHOH_0242_900.JPG

CHOH_0242_902.JPG

CHOH_0242_905.JPG

CHOH_0242_906.JPG



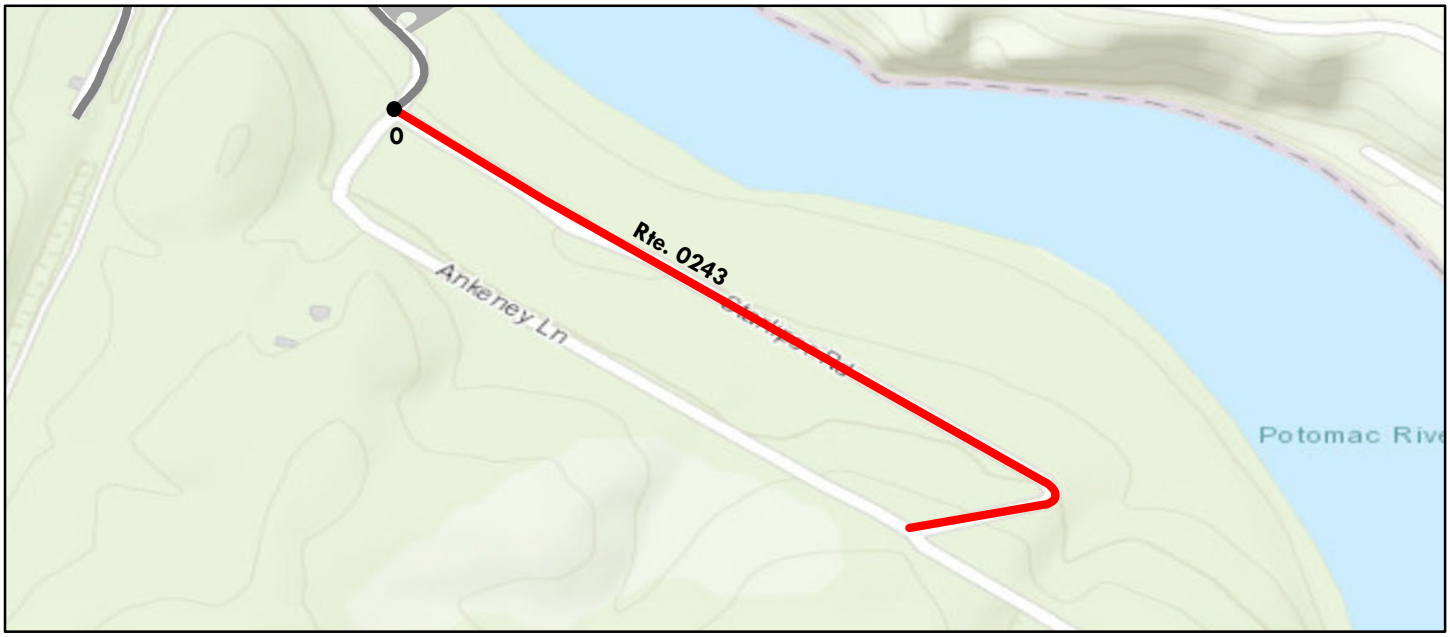
CHOH_0242_908.JPG

CHOH_0242_909JPG

Chesapeake and Ohio Canal National Historical Park

ROUTE 0243: STARLIPER ROAD

Manual Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 7/25/2018	**Beginning Section MP**	0.00					
Paved Length (Miles): 0.44	**Section Length (MI)**	0.44					
Surface Type: ASPHALT	**Route Summary**						
Roadway Condition Information							
Pavement Condition Rating (PCR)	30	30					
Surface Condition Rating (SCR)	30	30					
Roughness Condition Index (RCI)	N/A	N/A					
Distress Index Values							
Structural Crack Index	N/A	N/A					
Alligator Crack Index	30	30					
Longitudinal Crack Index	53	53					
Transverse Cracking Index	53	53					
Patching Index	53	53					
Rutting Index	53	53					
International Roughness Index (IRI)	N/A	N/A					
Lane & Width Information							
Number of Lanes	1	1					
Paved Width (ft)	10	10					
Lane Width (ft)	10	10					

Chesapeake and Ohio Canal National Historical Park

ROUTE 0243: STARLIPER ROAD

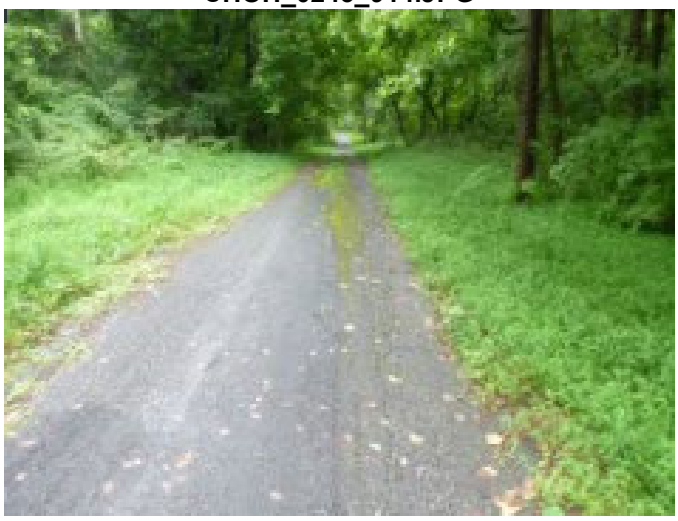
Condition Photos

Condition photos are shown only for manually rated roads. Use the PathView program to see images of DCV rated roads.

CHOH_0243_910.JPG

CHOH_0243_914.JPG

CHOH_0243_912.JPG



CHOH_0243_913JPG

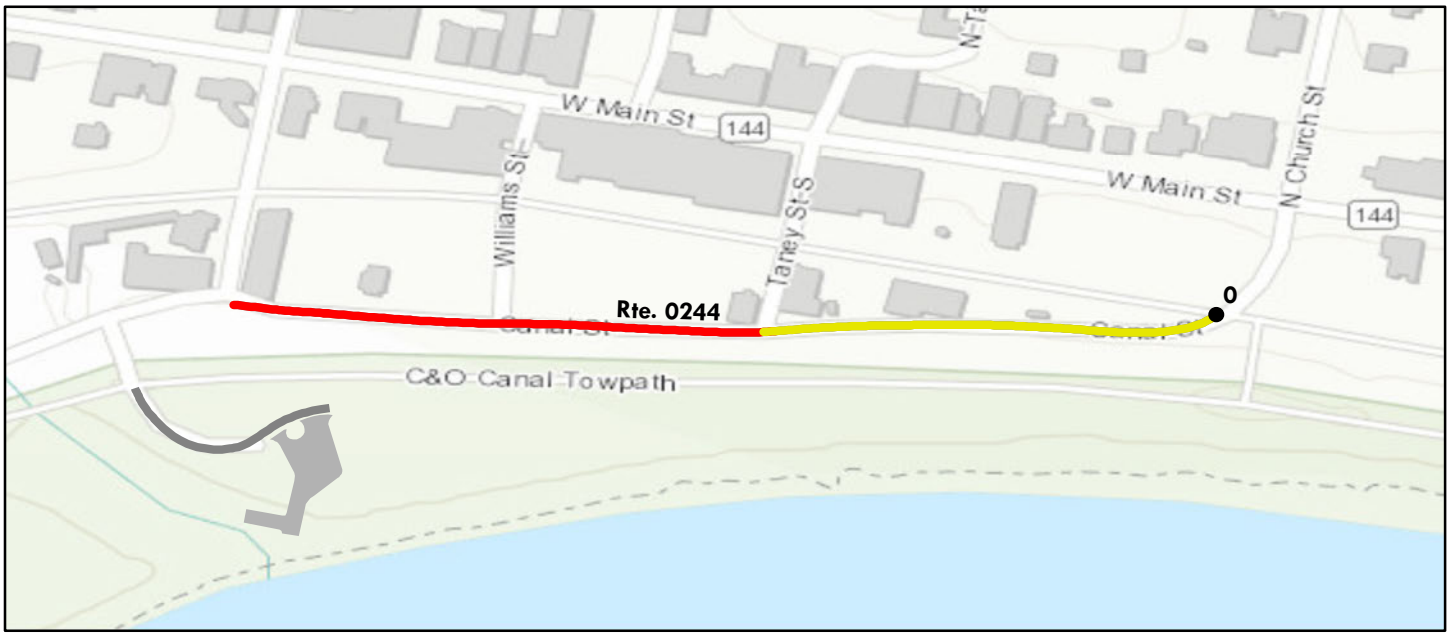
CHOH_0243_915.JPG

CHOH_0243_916.JPG

Chesapeake and Ohio Canal National Historical Park

ROUTE 0244: CANAL STREET (HANCOCK, MARYLAND)

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

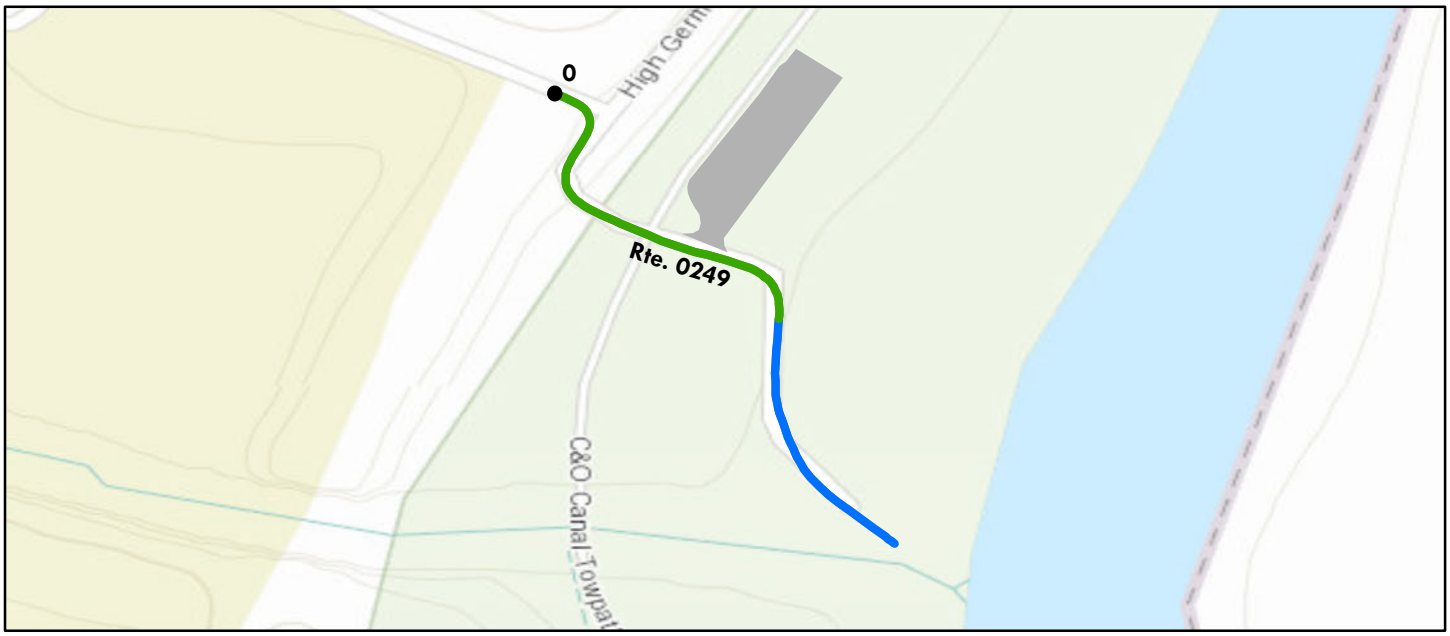
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.22	**Section Length (MI)**	0.22				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	48	48				
Surface Condition Rating (SCR)	48	48				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	48	48				
Alligator Crack Index	89	89				
Longitudinal Crack Index	59	59				
Transverse Cracking Index	68	68				
Patching Index	100	100				
Rutting Index	96	96				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	14.7	14.7				
Lane Width (ft)	7.3	7.3				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0249: FIFTEEN MILE CREEK ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

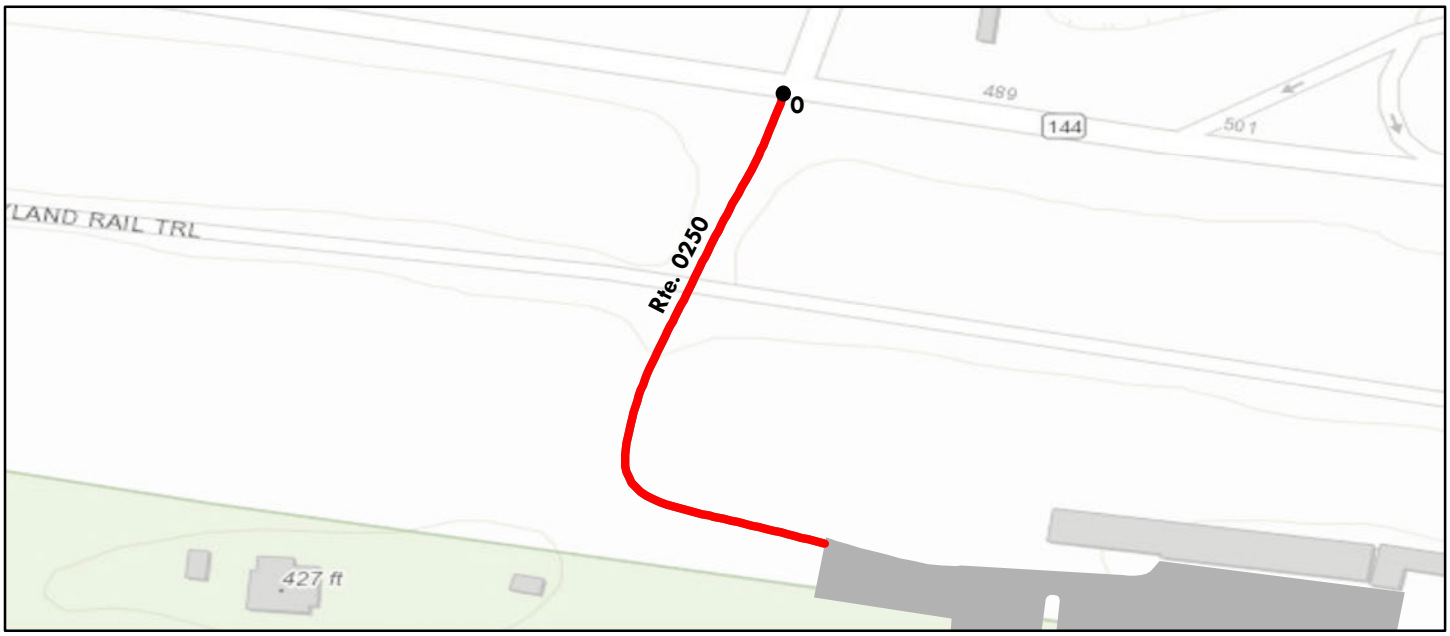
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.18	**Section Length (MI)**	0.17				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	90	90				
Surface Condition Rating (SCR)	90	90				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	98	98				
Alligator Crack Index	100	100				
Longitudinal Crack Index	98	98				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	90	90				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	2	2				
Paved Width (ft)	18.2	18.2				
Lane Width (ft)	9.6	9.6				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0250: HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

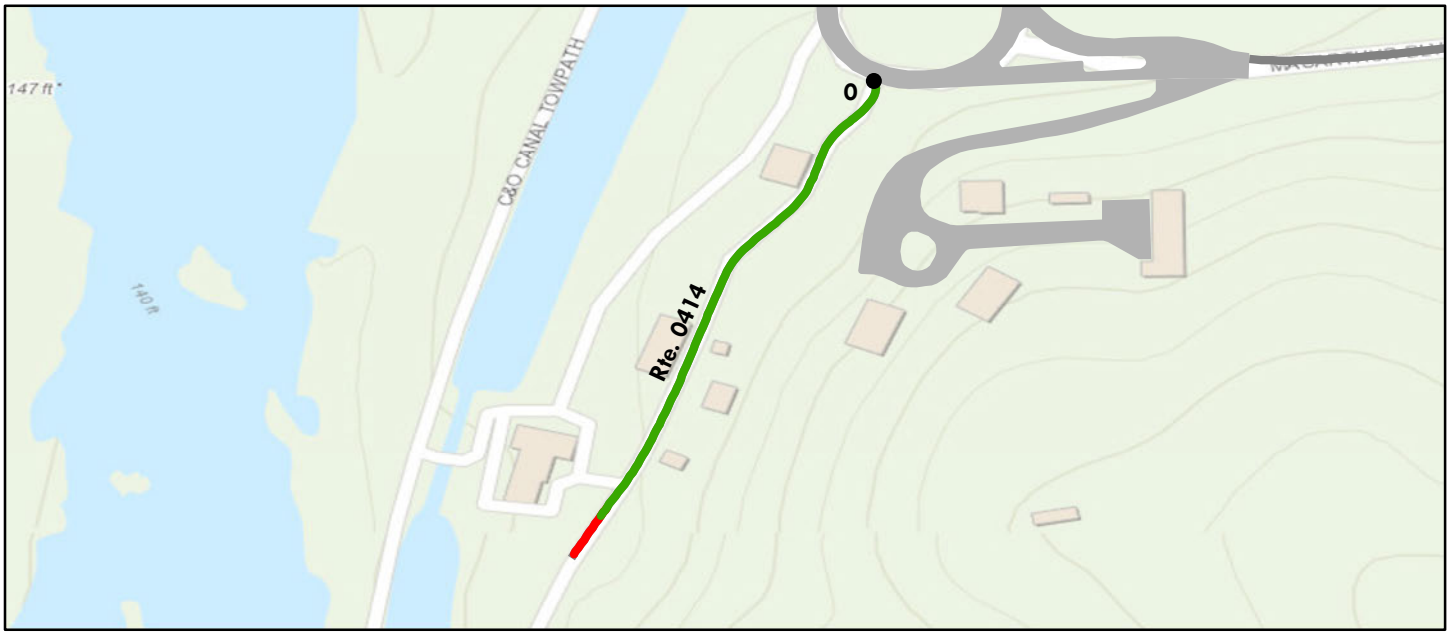
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/31/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.1	**Section Length (MI)**	0.1				
Surface Type: ASPHALT	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	0	0				
Surface Condition Rating (SCR)	0	0				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	0	0				
Alligator Crack Index	0	0				
Longitudinal Crack Index	72	72				
Transverse Cracking Index	84	84				
Patching Index	96	96				
Rutting Index	69	69				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	1	1				
Paved Width (ft)	13.5	13.5				
Lane Width (ft)	13.5	13.5				

Chesapeake and Ohio Canal National Historical Park

ROUTE 0414: LOCK 19 ACCESS ROAD

Data Collection Vehicle (DCV) Rating



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

Inspection Date: 7/28/2018	**Beginning Section MP**	0				
Paved Length (Miles): 0.11	**Section Length (MI)**	0.11				
Surface Type: CONCRETE	**Route Summary**					
Roadway Condition Information						
Pavement Condition Rating (PCR)	90	90				
Surface Condition Rating (SCR)	N/A	N/A				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	N/A	N/A				
Alligator Crack Index	N/A	N/A				
Longitudinal Crack Index	N/A	N/A				
Transverse Cracking Index	N/A	N/A				
Patching Index	N/A	N/A				
Rutting Index	N/A	N/A				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	1	1				
Paved Width (ft)	10.5	10.5				
Lane Width (ft)	10.5	10.5				

Road is concrete and was manually rated.

Section 6
Paved Parking Area Condition Rating Sheets

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Chesapeake and Ohio Canal National Historical Park

ROUTE 0902: LOCK 10 PARKING

Manual Rating

FROM GWMP ROUTE 0927 (CLARA BARTON PARKWAY LOCK 10 PARKING)

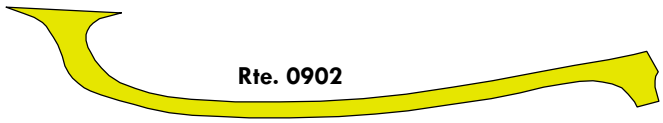
TO LOCK 10

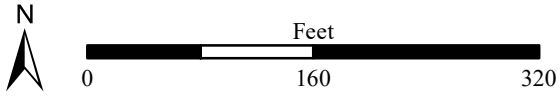
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	102537	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
5,326	0.092	4	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0903A: CARDEROCK PICNIC PARKING A

Manual Rating

FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

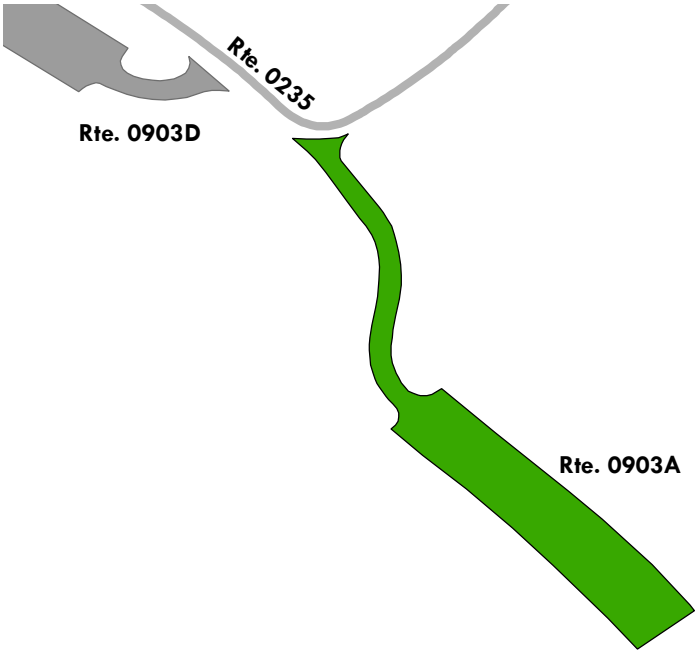
TO PARKING

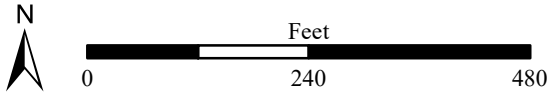
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80804	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
26,359	0.454	5	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0903B: CARDEROCK PICNIC PARKING B

Manual Rating

FROM END OF ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

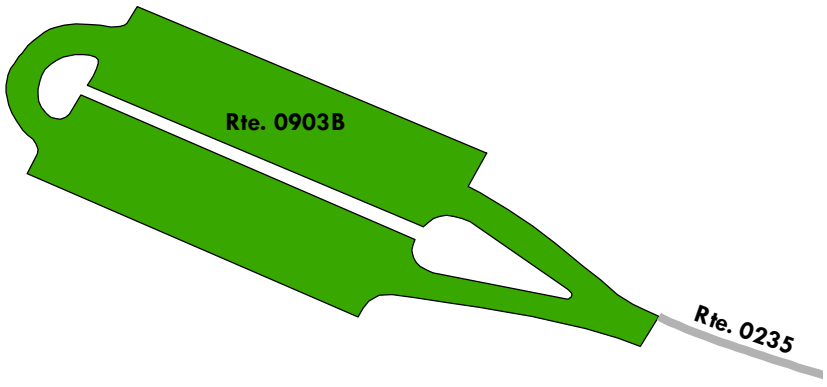
TO PARKING

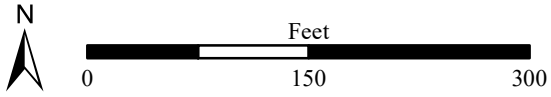
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80805	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
31,296	0.539	5	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0903C: CARDEROCK PICNIC PARKING C

Manual Rating

FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

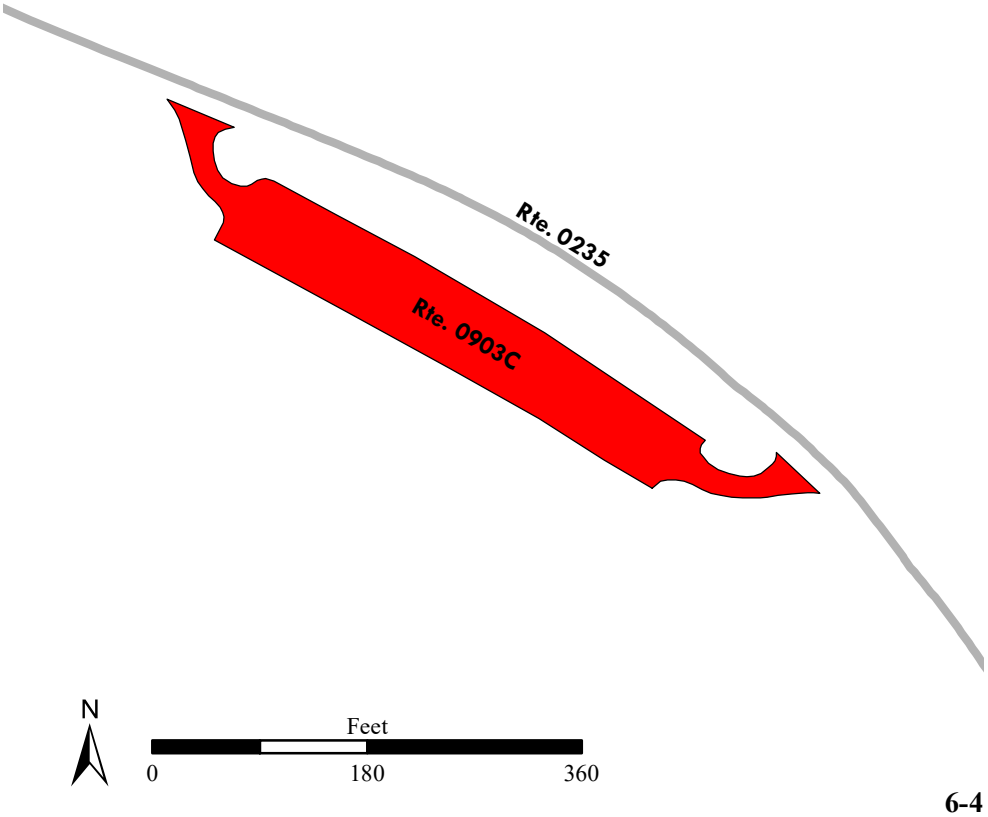
TO ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80806	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
25,470	0.439	5	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
HEAVY 3R TREATMENTS		POOR / 53	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0903D: CARDEROCK PICNIC PARKING D

Manual Rating

FROM ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

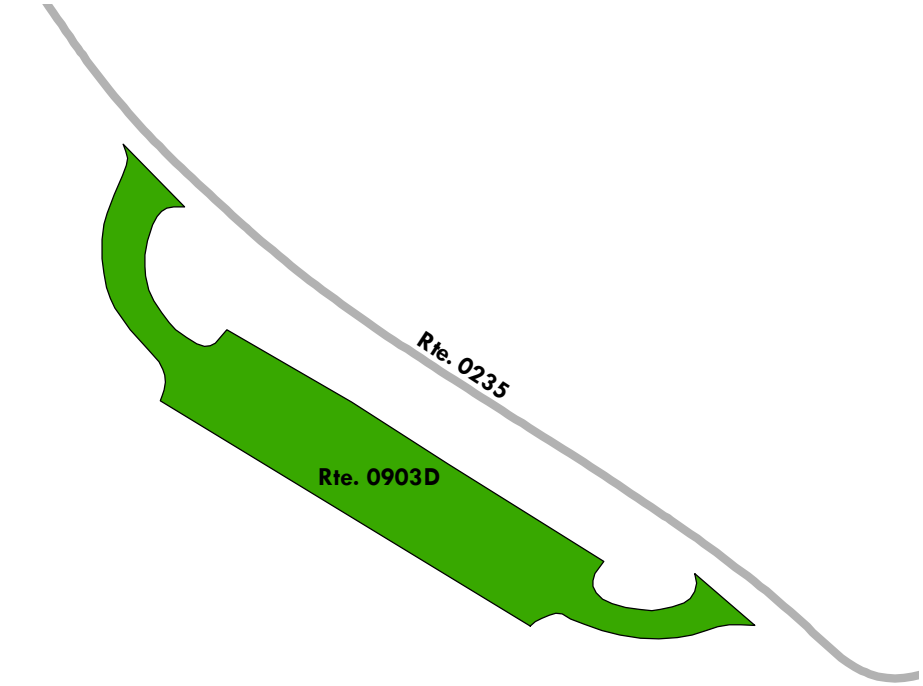
TO ROUTE 0235 (CARDEROCK PICNIC AREA ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80807	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
23,626	0.407	5	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0907: GREAT FALLS PARKING

Manual Rating

FROM END OF ROUTE 0010 (GREAT FALLS ENTRANCE ROAD)

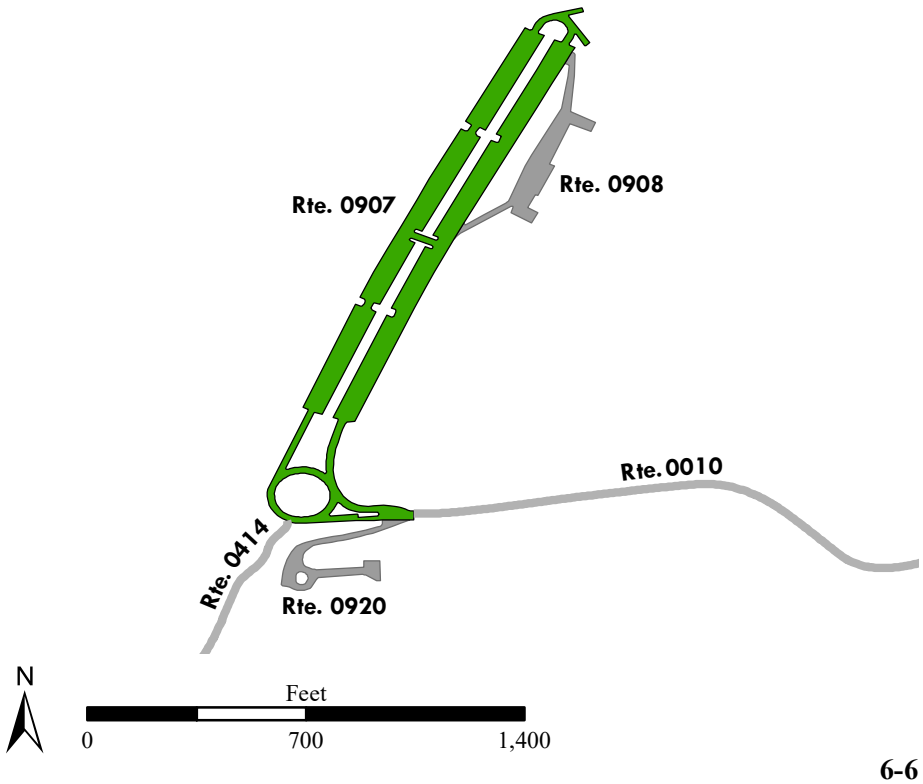
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80827	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
174,857	3.011	6	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		CONCRETE	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0908: GREAT FALLS MAINTENANCE AREA

Manual Rating

FROM ROUTE 0907 (GREAT FALLS PARKING)

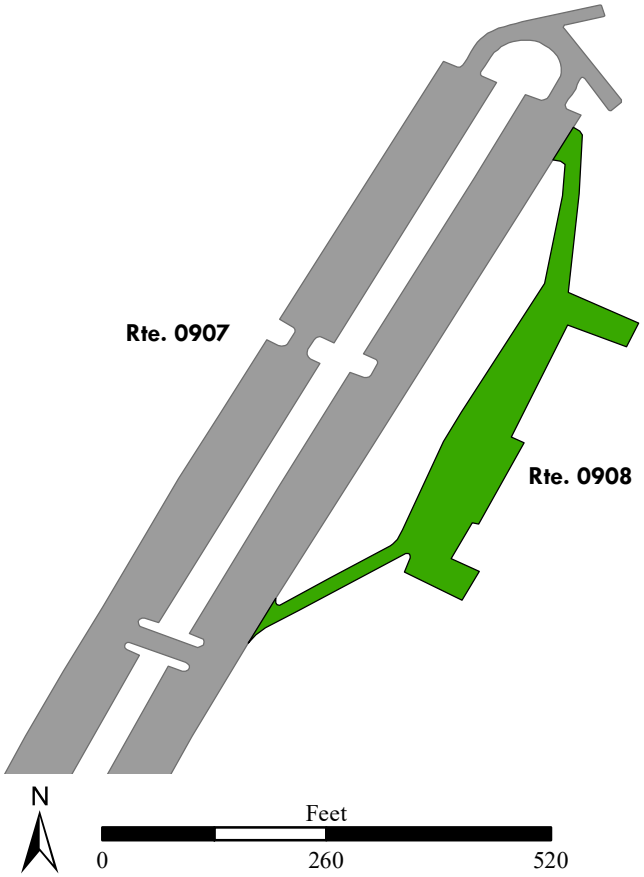
TO MAINTENANCE AREA

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80828	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
27,024	0.465	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0912: SENECA PARKING

Manual Rating

FROM END OF RILEY LOCK ROAD

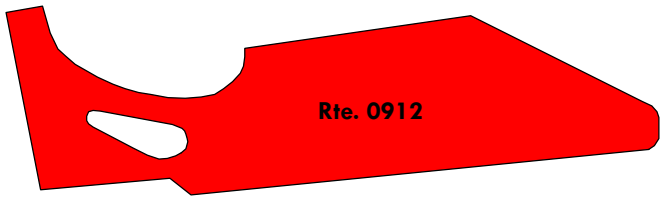
TO PARKING

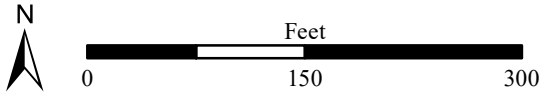
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80829	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
27,087	0.466	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
RECONSTRUCTION		POOR / 30	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0913: EDWARDS FERRY BOAT RAMP PARKING

Manual Rating

FROM EDWARDS FERRY ROAD

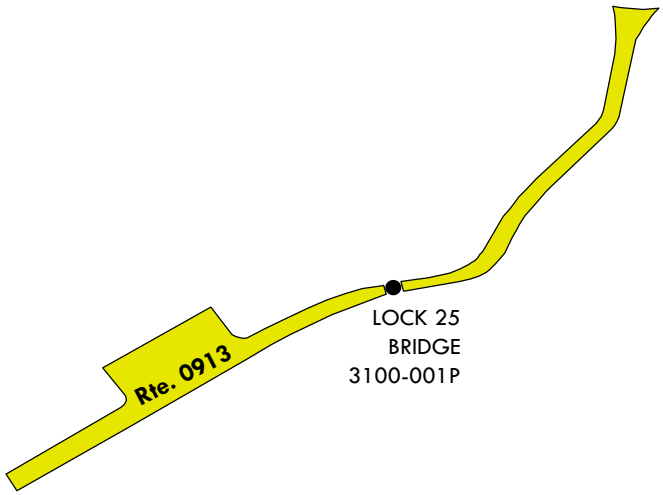
TO PARKING

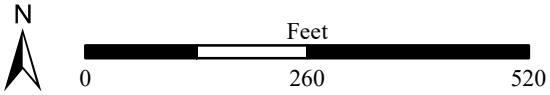
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80830	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
21,180	0.365	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0917: MONOCACY BOAT RAMP PARKING

Manual Rating

FROM ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)

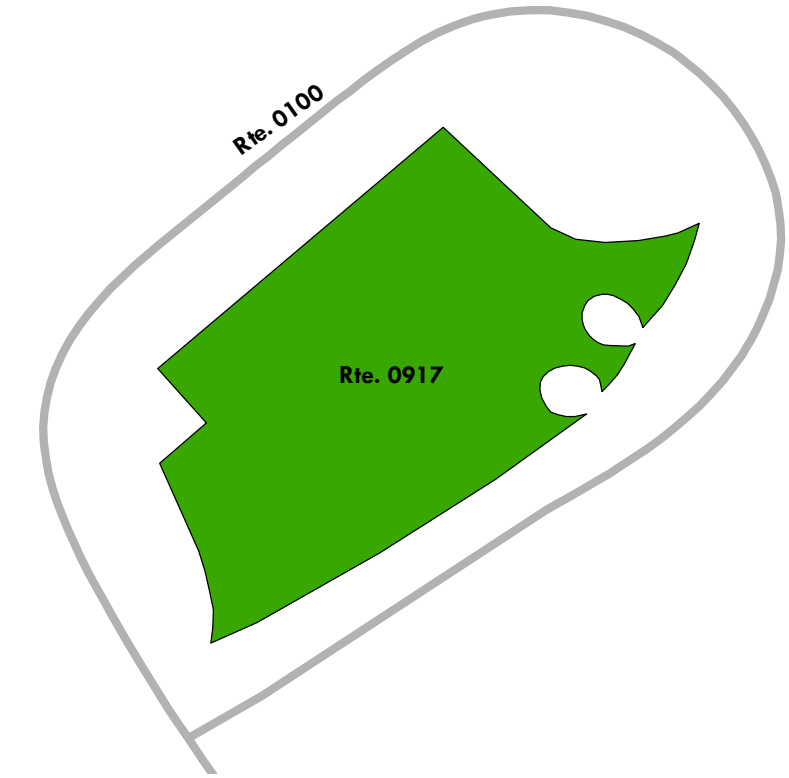
TO ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	7752	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
11,187	0.193	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0919: NOLANDS FERRY BOAT RAMP PARKING

Manual Rating

FROM END OF ROUTE 0224 (NOLANDS FERRY ACCESS ROAD)

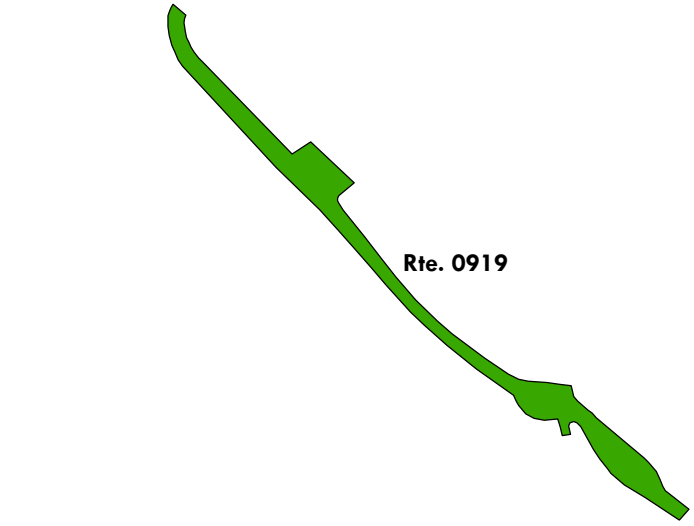
TO PARKING

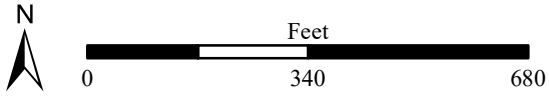
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	80849	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
28,949	0.498	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0920: GREAT FALLS ADMINISTRATIVE PARKING

Manual Rating

FROM ROUTE 0907 (GREAT FALLS PARKING)

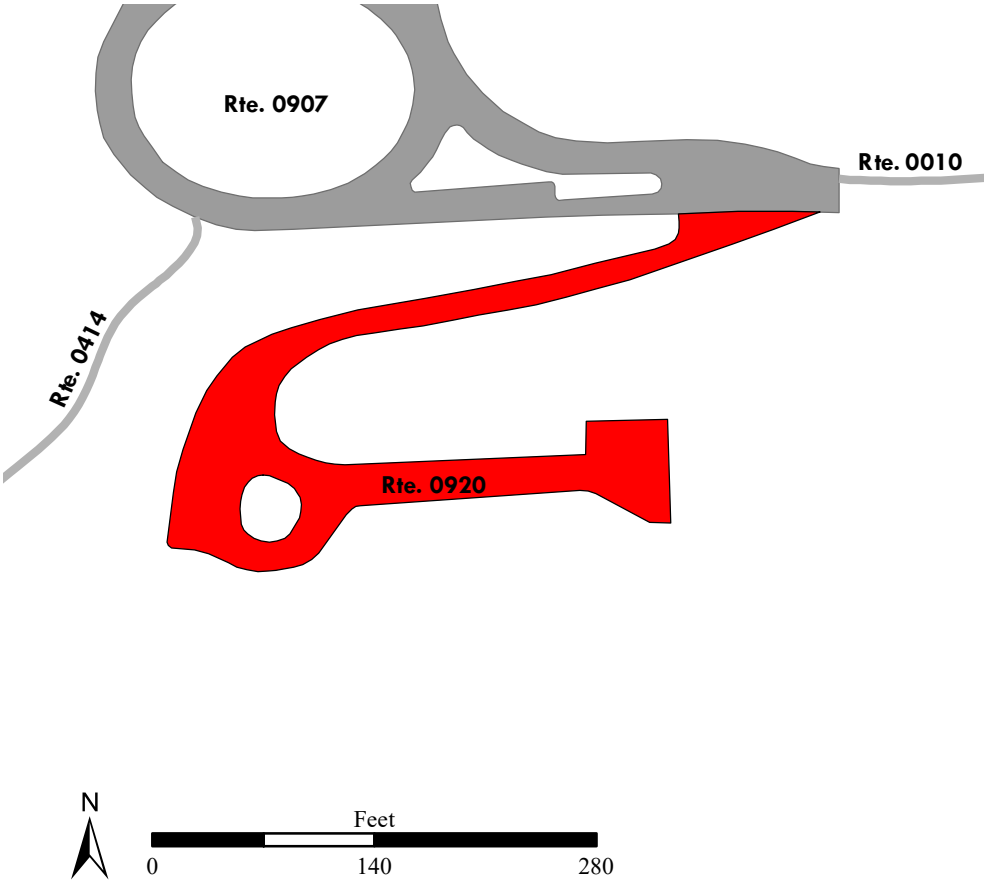
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	104935	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
16,628	0.286	7	REPLACE
Curb Type		**Curb & Gutter Type**	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
RECONSTRUCTION		POOR / 30	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0921: POINT OF ROCKS PARKING

Manual Rating

FROM END OF ROUTE 0223 (CANAL ROAD (POINT OF ROCKS, MARYLAND))

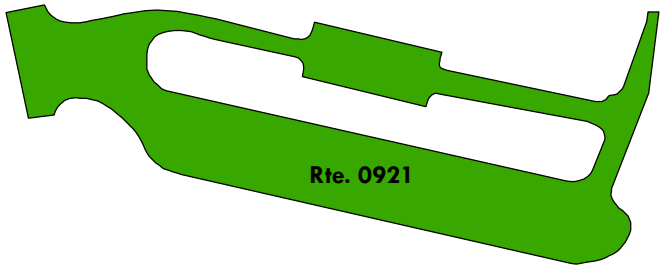
TO PARKING

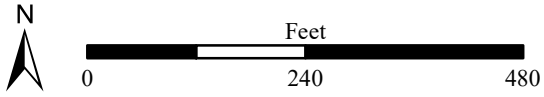
Inspection Date	FMSS Number	User Access	Surface Type
8/7/2018	49677	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
65,796	1.133	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0925: BRUNSWICK AREA BOAT RAMP PARKING

Manual Rating

FROM END OF ROUTE 0105 (BRUNSWICK BOAT RAMP ACCESS ROAD)

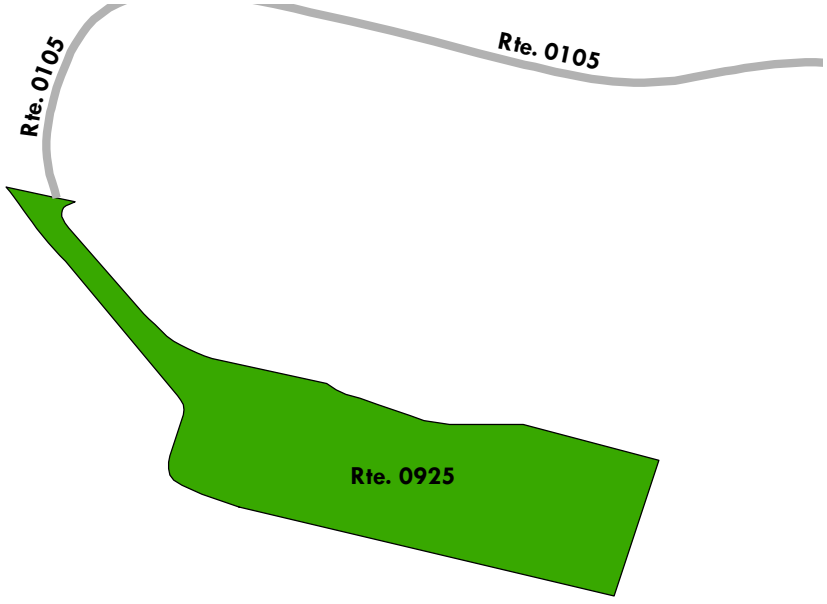
TO PARKING

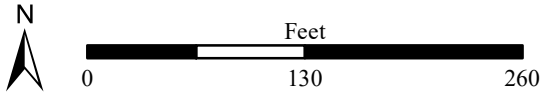
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	8524	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
19,816	0.341	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0927: LOCK 34 PARKING

Manual Rating

FROM HARPERS FERRY ROAD

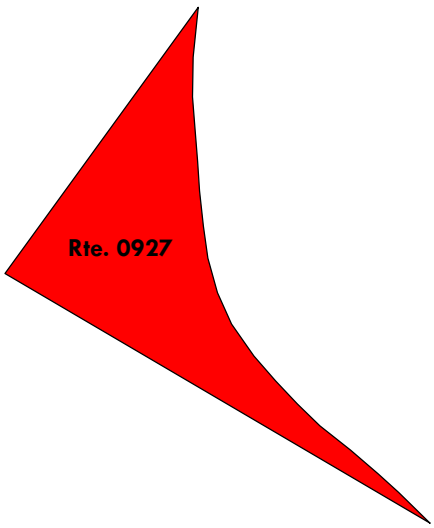
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80876	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
3,010	0.052	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
HEAVY 3R TREATMENTS		POOR / 53	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0928: DARGAN BEND BOAT RAMP PARKING

Manual Rating

FROM BACK ROAD

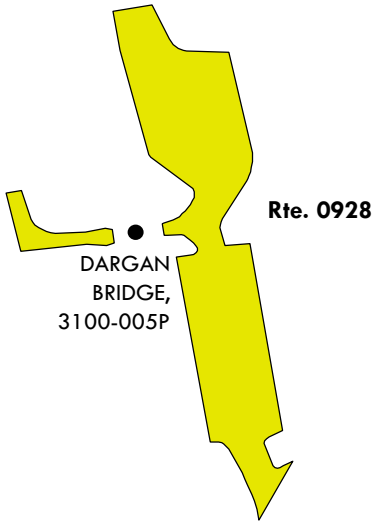
TO PARKING

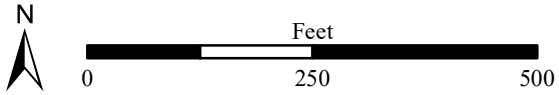
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80877	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
35,664	0.614	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0930A: ANTIETAM CAMPGROUND PARKING A

Manual Rating

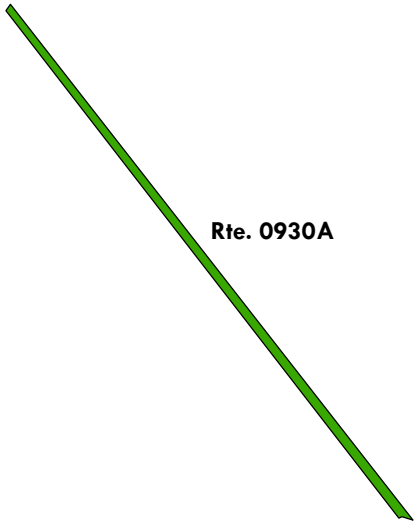
ADJACENT TO CANAL ROAD

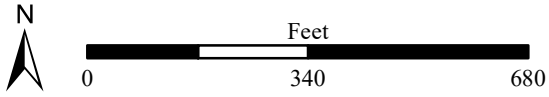
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80879	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
10,480	0.18	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0930B: ANTIETAM CAMPGROUND PARKING B

Manual Rating

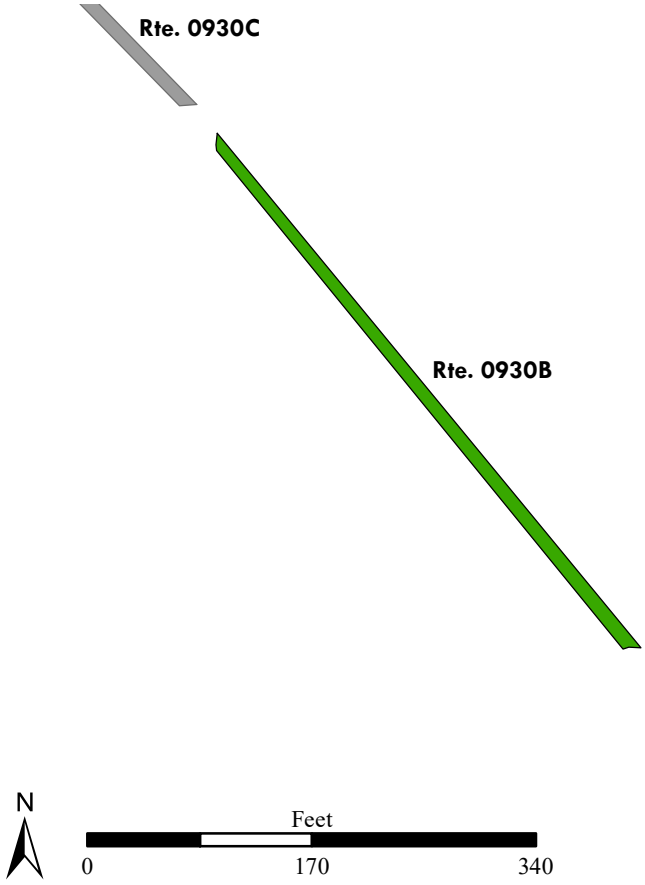
ADJACENT TO CANAL ROAD

Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80880	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
3,810	0.066	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0930C: ANTIETAM CAMPGROUND PARKING C

Manual Rating

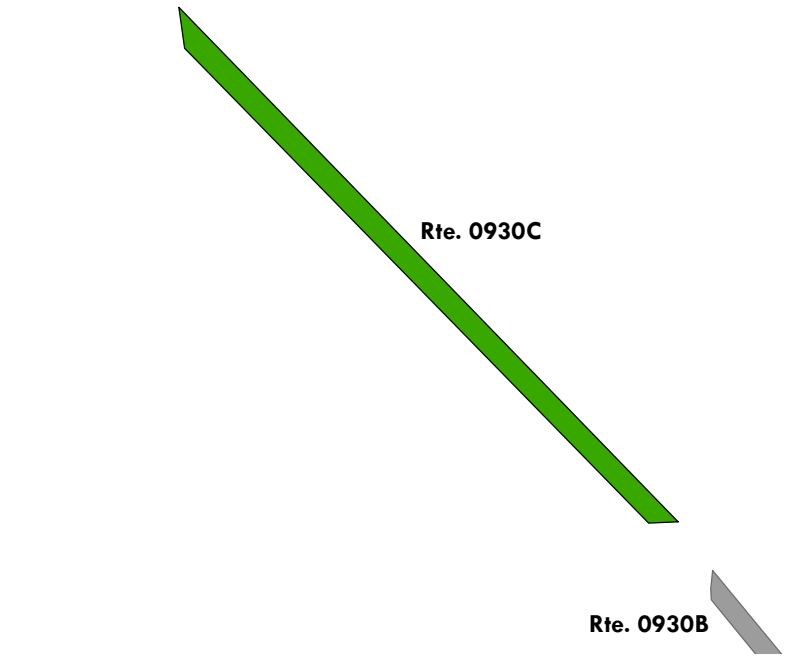
ADJACENT TO CANAL ROAD

Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80881	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,478	0.043	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0931A: LOCK 38 WEST PARKING

Manual Rating

FROM CANAL ROAD

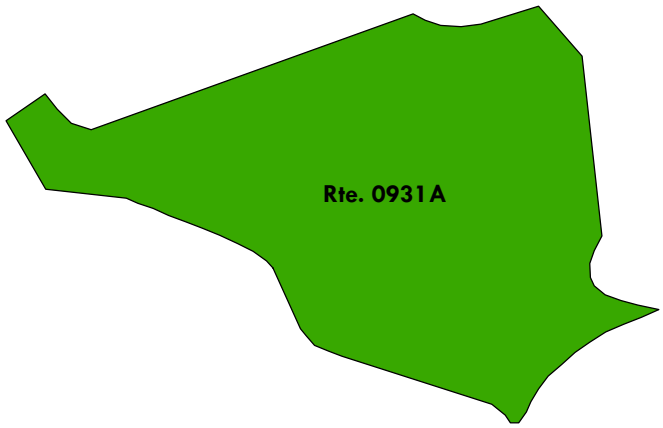
TO PARKING

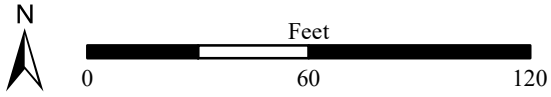
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80882	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
7,841	0.135	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0931B: LOCK 38 EAST PARKING

Manual Rating

FROM CANAL ROAD

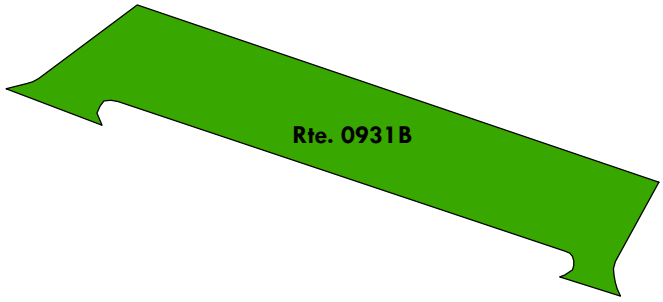
TO CANAL ROAD

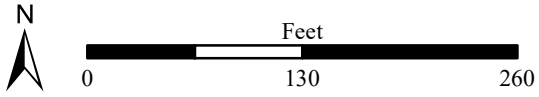
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	241120	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
16,670	0.287	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0932: FERRY HILL PARKING

Manual Rating

FROM ROUTE 0107ZZ (FERRY HILL PLANTATION ENTRANCE ROADS)

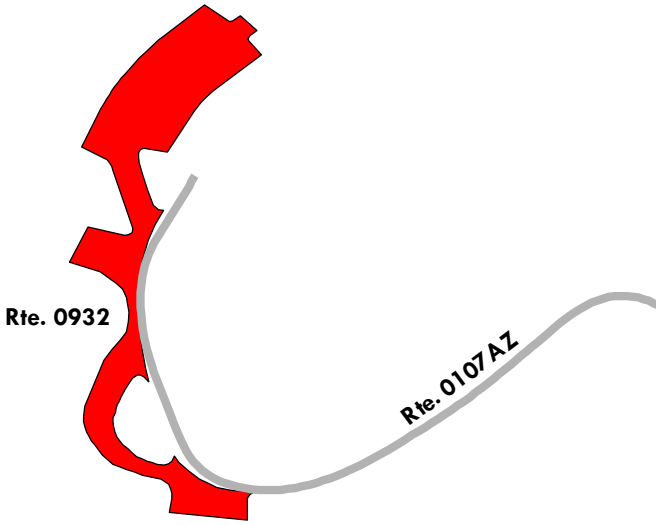
TO PARKING

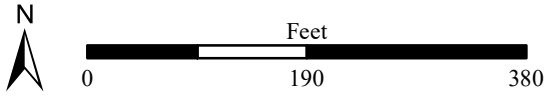
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80883	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
15,511	0.267	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
HEAVY 3R TREATMENTS		POOR / 53	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0934: SNYDERS LANDING BOAT RAMP PARKING

Manual Rating

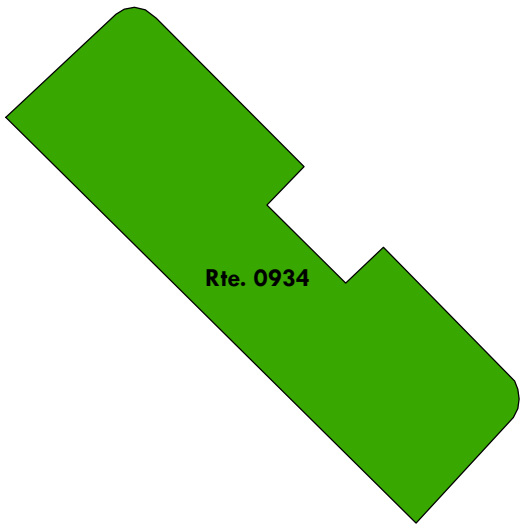
ADJACENT TO SYNDERS LANDING ROAD

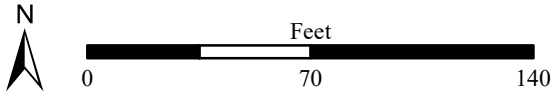
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80885	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
7,086	0.122	7	DO NOTHING
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0936: TAYLORS LANDING BOAT RAMP PARKING

Manual Rating

FROM TAYLORS LANDING ROAD

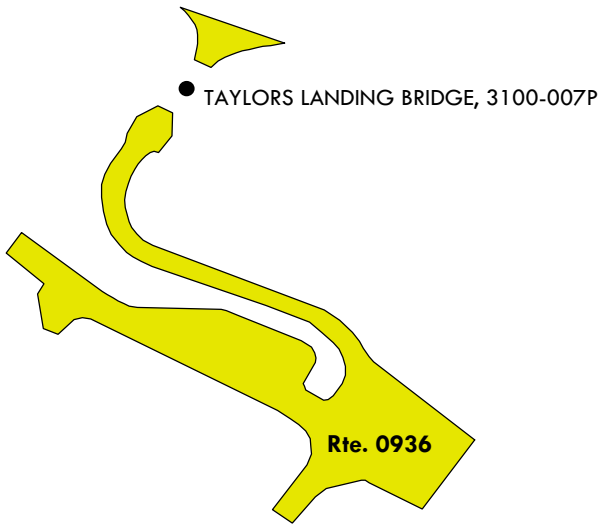
TO PARKING

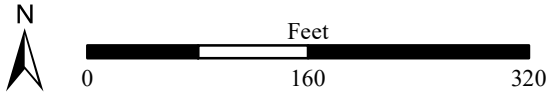
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80886	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
18,145	0.312	4	LIGHT REPAIR
Curb Type		**Curb & Gutter Type**	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0937: DAM 4 PARKING

Manual Rating

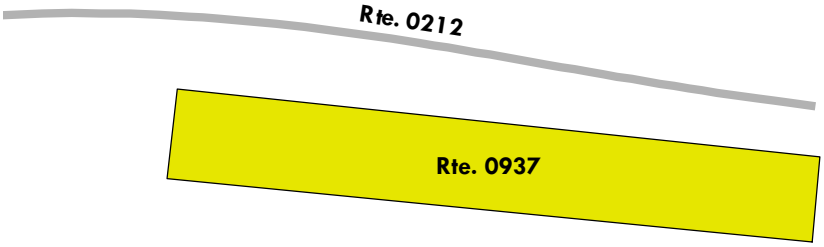
ADJACENT TO ROUTE 0212 (BIG SLACKWATER ACCESS ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80887	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,154	0.037	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0938: BIG SLACKWATER BOAT RAMP PARKING

Manual Rating

FROM END OF ROUTE 0212 (BIG SLACKWATER ACCESS ROAD)

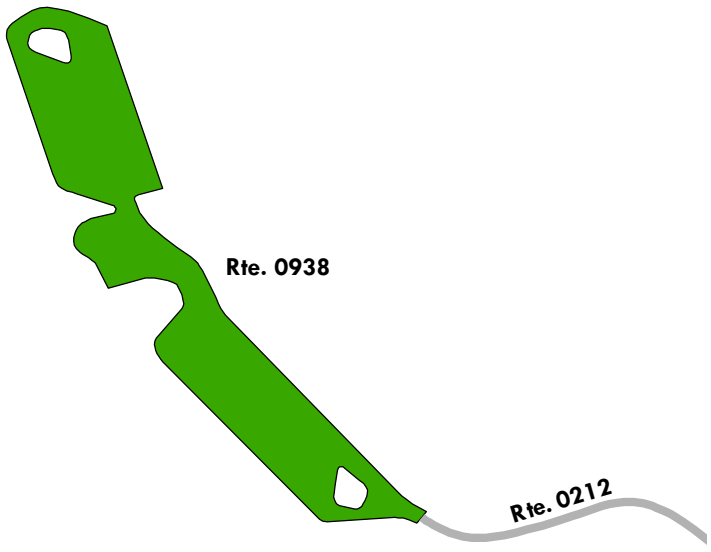
TO PARKING

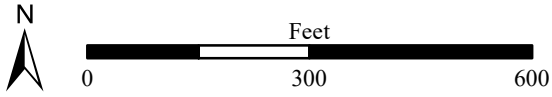
Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80888	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
64,010	1.102	3	MODERATE REPAIR
Curb Type		**Curb & Gutter Type**	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0944: FOUR LOCKS BOAT RAMP PARKING

Manual Rating

FROM ROUTE 0242 (ANKENEY LANE)

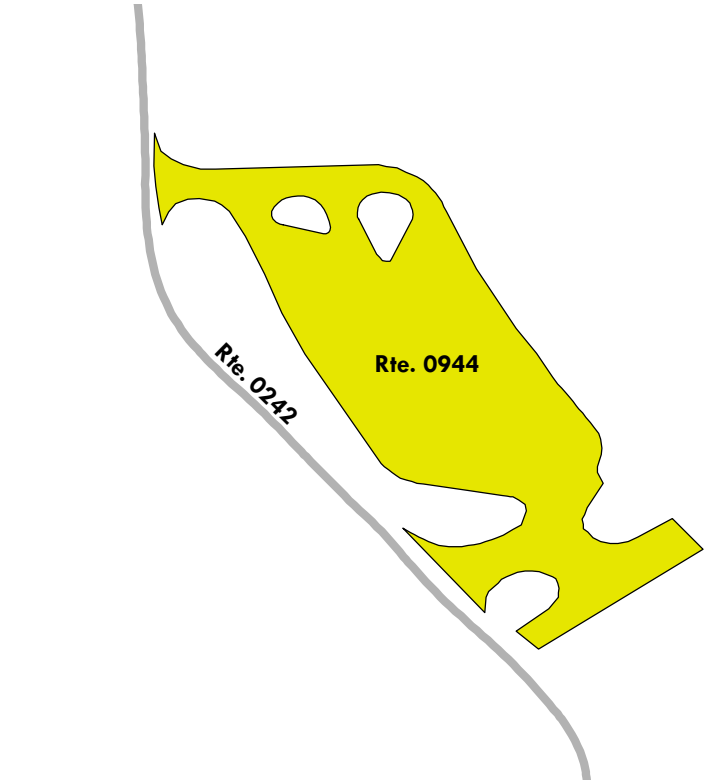
TO ROUTE 0242 (ANKENEY LANE)

Inspection Date	FMSS Number	User Access	Surface Type
7/25/2018	80892	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
47,199	0.813	3	DO NOTHING
Curb Type		**Curb & Gutter Type**	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0945: MCCOYS FERRY BOAT RAMP PARKING

Manual Rating

FROM ROUTE 0102 (MCCOYS FERRY UNPAVED ENTRANCE ROAD)

TO ROUTE 0240 (MCCOYS FERRY CAMPGROUND ROAD)

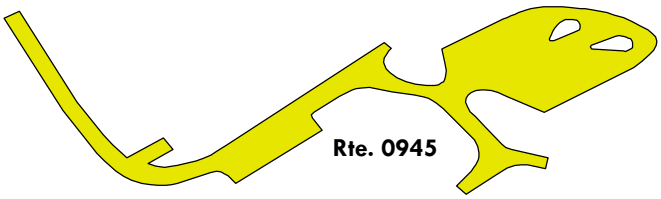
Inspection Date	FMSS Number	User Access	Surface Type
7/24/2018	44702	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
31,685	0.546	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

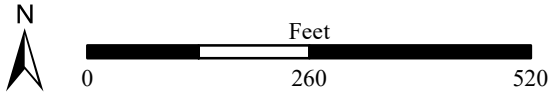
Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas

Note: Parking area consists of multiple surface types: 1 part Asphalt at 29,770 square feet; 1 part Concrete at 1,915 square feet.





Chesapeake and Ohio Canal National Historical Park

ROUTE 0946: TONOLOWAY BOAT RAMP PARKING

Manual Rating

FROM ROUTE 0104 (LITTLE TONOLOWAY ENTRANCE ROAD)

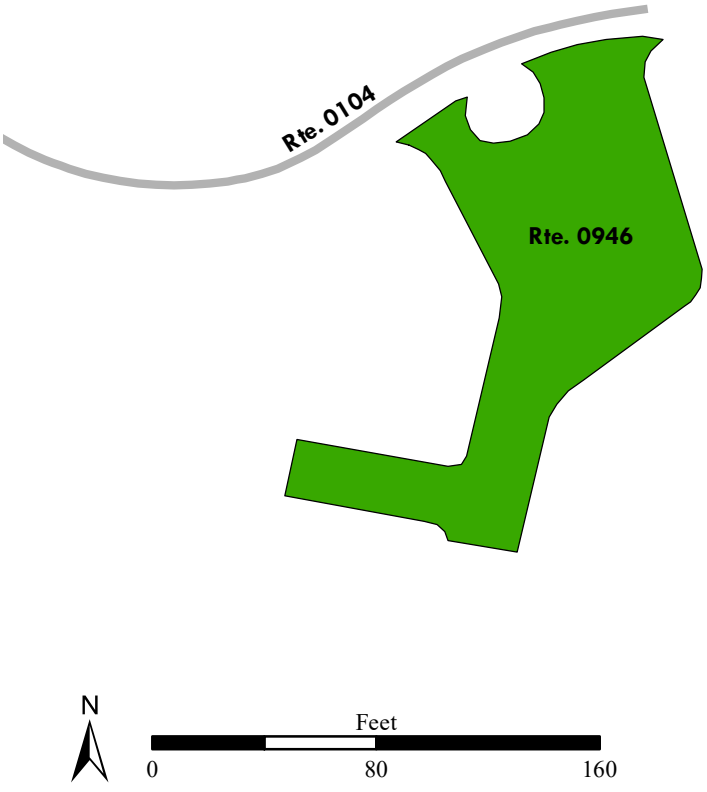
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
7/24/2018	80894	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
8,121	0.14	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas



Chesapeake and Ohio Canal National Historical Park

ROUTE 0948: HANCOCK MAINTENANCE AREA

Manual Rating

FROM END OF ROUTE 0250 (HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD)

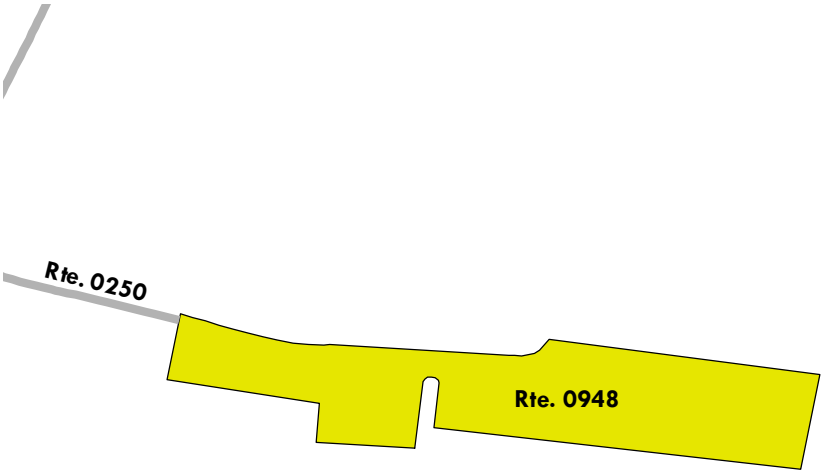
TO ROUTE 0964 (HANCOCK MAINTENANCE UNPAVED PARKING)

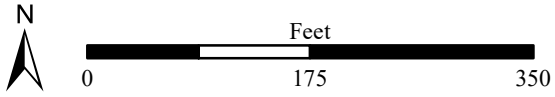
Inspection Date	FMSS Number	User Access	Surface Type
7/24/2018	80895	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
25,871	0.445	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
LIGHT 3R TREATMENTS		FAIR / 73	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated

See Appendix for definitions and formulas





Chesapeake and Ohio Canal National Historical Park

ROUTE 0956: FIFTEEN MILE CREEK BOAT RAMP PARKING

Manual Rating

FROM ROUTE 0249 (FIFTEEN MILE CREEK ROAD)

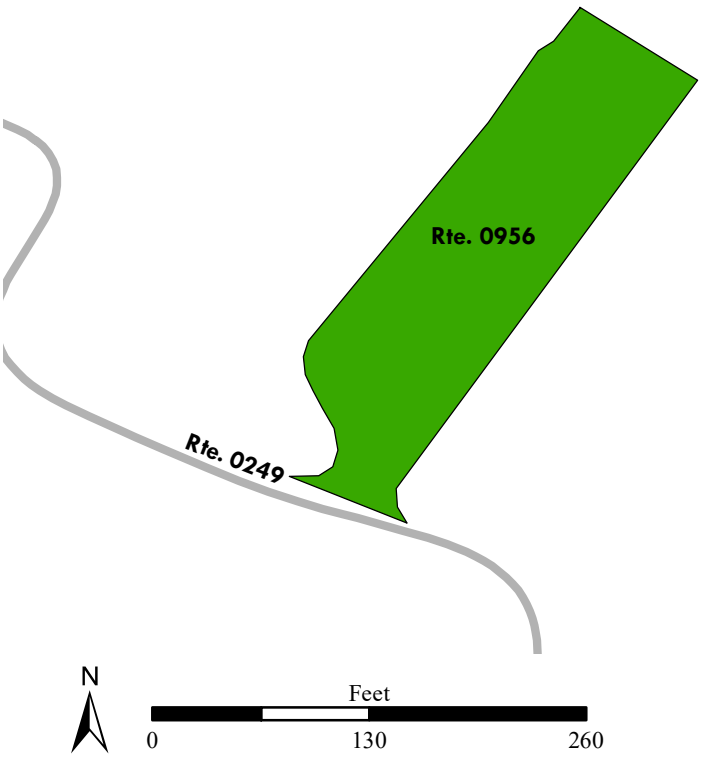
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
7/31/2018	80904	PUBLIC	ASPHALT
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
21,038	0.362	NOT APPLICABLE	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		**Condition Rating / PCR**	
PREVENTIVE MAINTENANCE		GOOD / 90	

Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60) | **Fair (61- 84)** | **Good (85 - 94)** | **Excellent (95 - 100)** | **Not Rated**

See Appendix for definitions and formulas



Section 7
Road Milepost Information

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Road Milepost Information

This report section contains road milepost information for all paved roads in the park that were collected with the Data Collection Vehicle (DCV). The milepost data is obtained from the DCV by using a distance measuring instrument (DMI) that is calibrated to record mileage to the nearest thousandth of a mile. Park roads that were manually rated did not have milepost data collected, and thus are not included in this report section.

For Cycle 6, the information presented in this section differs from previous RIP cycles in that it does not contain the roadside features inventories for the paved park roads. Some examples of the features previously collected are signs, culverts/drop inlets, guardrails, curbing, pullouts, etc. If the park was collected in a previous RIP cycle, then the latest features data can be obtained by referencing the following:

Where to find the latest Features Inventories for NPS Parks:

- For Small Parks (parks with less than 10 miles of paved roads):
    - Refer to Cycle 5 data (collected 2010 - 2014)
        - Features were reported in Section 9 of the ***Cycle 5*** RIP report
        - Video of features can be viewed using the ***PathViewVO*** program and ***Cycle 5*** data

- For Large Parks (parks with more than 10 miles of paved roads):
    - Refer to Cycle 4 data (collected 2006 - 2009)
        - Features were reported in Section 9 of the ***Cycle 4*** RIP report
        - Video of features can be viewed using the ***VisiData*** program and ***Cycle 4*** data
    - Note: Features inventories were updated in Large Parks in ***Cycle 5*** only on a route by route basis if the route was new or modified in ***Cycle 5***. If this is the case for a particular route, then features for the route can be obtained using the ***PathViewVO*** program and ***Cycle 5*** data (same as above for Small parks).

Milepost Events Verified in Cycle 6

In Cycle 6, the following events were collected and reported in Section 7 of this report:

- Intersections with roads and parking areas
- All bridges and culverts with BIP Numbers (bridge inspection program numbers)
- Mile Marker Signs
- One-Way travel directions
- Overpasses
- Tunnels
- Low Water Crossings (LWCR)
- Surface type changes
- Construction areas where no pavement condition data was obtained

GPS Mileage Matching

A consistent survey milepost and constant route length as recorded by the Data Collection Vehicle (DCV) is a challenge to maintain from one collection cycle to the next. The challenge is due to many factors such as driver characteristics, DMI calibration, tire pressure etc. After Cycle 4 (~2010), a decision was made to hold constant the length of roads so long as there was no physical change from reconstruction projects or realignments that would result in a change to the length of a road. Consequently, the "GPS Mileage Match" was implemented to specify which cycle the route length is being matched. Route mileages and GPS are matched to a previous collection whenever there is no physical change to a route alignment. The route mileage and GPS is not matched to previous cycles whenever it is determined that a road length and GPS needs to be updated. When this happens the GPS and length is updated to the cycle that displays the change, and that collection cycle is used as the matching cycle in subsequent collections of the road. Thus, the Cycle 6 GIS could be either the survey length collected in Cycle 4, Cycle 5, or Cycle 6 and therefore, may not match the survey milepost displayed in the latest Cycle 6 DCV video which is viewable in ***PathView VO***.

The features inventories and road logs collected on NPS routes contain mileposts that are determined from the corresponding cycle that the GPS is matched to. Therefore, the mileposts contained in the Cycle 4 or 5 features inventories or the Cycle 6 road logs may not exactly match the survey milepost collected in the latest Cycle 6 video of the road.

Locating Mile Marker Signs

For routes that have mile marker signs along them, the milepost reported by RIP will most likely not line up exactly with the sign located in the field. This could be happening for many reasons, most likely due to either the error falling within the acceptable calibration range of the vehicle, or the level of accuracy that the mile marker signs were placed in the field.

Because mile marker signs are important features in many project plans and location descriptions, RIP is reporting locations of mile marker signs in three ways in Cycle 6:

1. Mileposts from Cycle 6 GIS: the official RIP milepost taken from the features inventories and the matching GPS/mileage cycle as described above. This is the milepost that should be used on project plans and when finding locations in the field

2. Mileposts from Cycle 6 Video: milepost shown to help locate the mile marker sign in the latest ***PathView VO*** video.

3. Latitude / Longitude: a constant way of locating a mile marker sign so long as the park has not moved the sign

The mileposts from Cycle 6 Video and GIS should be nearly the same, but on longer roads it has been observed that the Video milepost deviates more from the official GIS milepost that comes from the matching cycle.

CHOH: Route Milepost Log

ROUTE 0010: GREAT FALLS ENTRANCE ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (MACARTHUR BOULEVARD / NON NPS)
0.00	0.00	INTERSECTION	R	PAVED ROUTE (FALLS ROAD (STATE ROUTE 189) / NON NPS)
0.35	0.35	INTERSECTION	R	UNPAVED PARKING (NON NPS)
0.40	0.40	INTERSECTION	R	UNPAVED PARKING (NON NPS)
1.14	1.14	INTERSECTION	N/A	ROUTE 0907 (GREAT FALLS PARKING)

ROUTE 0100: MONOCACY BOAT RAMP ACCESS

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	L	ROUTE 0226 (MONOCACY ROAD)
0.00	0.00	INTERSECTION	R	ROUTE 0226 (MONOCACY ROAD)
0.03	0.03	INTERSECTION	R	UNPAVED ROAD
0.10	0.10	INTERSECTION	R	ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)
0.13	0.13	INTERSECTION	L	ROUTE 0100 (MONOCACY BOAT RAMP ACCESS) SPUR
0.19	0.19	INTERSECTION	R	ROUTE 0917 (MONOCACY BOAT RAMP PARKING)
0.19	0.19	INTERSECTION	R	ROUTE 0917 (MONOCACY BOAT RAMP PARKING)
0.21	0.21	INTERSECTION	R	ROUTE 0917 (MONOCACY BOAT RAMP PARKING)
0.23	0.23	INTERSECTION	R	ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)
0.23	0.23	INTERSECTION	L	ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)

ROUTE 0104: LITTLE TONOLOWAY ENTRANCE ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	ROUTE 0104B (LITTLE TONOLOWAY UNPAVED ENTRANCE ROAD)
0.04	0.04	INTERSECTION	R	ROUTE 0946 (TONOLOWAY BOAT RAMP PARKING)
0.05	0.05	INTERSECTION	R	ROUTE 0946 (TONOLOWAY BOAT RAMP PARKING)
0.06	0.06	INTERSECTION	N/A	END OF PAVEMENT

Data Collected on 7/2018

CHOH: Route Milepost Log

ROUTE 0105: BRUNSWICK BOAT RAMP ACCESS ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (BRUNSWICK BOAT RAMP ACCESS ROAD / NON NPS)
0.00	0.00	INTERSECTION	L	UNPAVED PARKING (NON NPS)
0.10	0.10	INTERSECTION	R	UNPAVED ROUTE (NON NPS)
0.10	0.10	INTERSECTION	L	UNPAVED ROUTE (NON NPS)
0.10	0.10	INTERSECTION	N/A	ROUTE 0925 (BRUNSWICK AREA BOAT RAMP PARKING)

ROUTE 0107AZ: FERRY HILL PLANTATION ENTRANCE ROAD A

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	L	PAVED ROUTE (MARYLAND ROUTE 34 / NON NPS)
0.00	0.00	INTERSECTION	R	PAVED ROUTE (MARYLAND ROUTE 34 / NON NPS)
0.09	0.09	INTERSECTION	L	ROUTE 0932 (FERRY HILL PARKING)
0.12	0.12	INTERSECTION	L	ROUTE 0932 (FERRY HILL PARKING)
0.14	0.14	INTERSECTION	N/A	ROUTE 0402 (FERRY HILL ACCESS ROAD)

ROUTE 0107BZ: FERRY HILL PLANTATION ENTRANCE ROAD B

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 6.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	R	PAVED ROUTE (MARYLAND ROUTE 34 / NON NPS)
0.00	0.00	INTERSECTION	L	PAVED ROUTE (MARYLAND ROUTE 34 / NON NPS)
0.11	0.11	INTERSECTION	N/A	ROUTE 0402 (FERRY HILL ACCESS ROAD)

CHOH: Route Milepost Log

ROUTE 0209: FOUR LOCKS ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	PARK BOUNDARY	N/A	N/A
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (FOUR LOCKS ROAD / NON NPS)
0.24	0.24	INTERSECTION	R	ROUTE 0242 (ANKENEY LANE)
0.26	0.26	TUNNEL	N/A	3100-020 (FOUR LOCKS TUNNEL)
0.48	0.48	INTERSECTION	N/A	ROUTE 0209B (FOUR LOCKS ROAD (GATED UNPAVED SECTION))

ROUTE 0212: BIG SLACKWATER ACCESS ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (DAM #4 ROAD / NON NPS)
0.00	0.00	INTERSECTION	R	PAVED ROUTE (DAM #4 ROAD / NON NPS)
0.01	0.01	INTERSECTION	L	ROUTE 0937 (DAM 4 PARKING)
0.98	1.00	BRIDGE	N/A	3100-008 (BIG SLACKWATER BRIDGE)
1.01	1.01	INTERSECTION	L	UNPAVED ROUTE
1.01	1.01	INTERSECTION	N/A	ROUTE 0938 (BIG SLACKWATER BOAT RAMP PARKING)

ROUTE 0226: MONOCACY ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	PARK BOUNDARY	N/A	N/A
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (MOUTH OF MONOCACY ROAD / NON NPS)
0.15	0.15	INTERSECTION	R	ROUTE 0100 (MONOCACY BOAT RAMP ACCESS)
0.25	0.25	INTERSECTION	L	ROUTE 0916 (MONOCACY AQUEDUCT PARKING)
0.26	0.26	INTERSECTION	N/A	DEAD END

Data Collected on 7/2018

CHOH: Route Milepost Log

ROUTE 0231: PENNYFIELD LOCK ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 6.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	PARK BOUNDARY	N/A	N/A
0.35	0.35	INTERSECTION	N/A	END AT GATE

ROUTE 0235: CARDEROCK PICNIC AREA ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	GWMP ROUTE 0223AZ (CARDEROCK ACCESS ROAD)
0.00	0.00	PARK BOUNDARY	N/A	N/A
0.00	0.02	TUNNEL	N/A	3100-052 (CARDEROCK TUNNEL)
0.04	0.04	INTERSECTION	L	UNPAVED ROUTE (NPS)
0.08	0.08	INTERSECTION	L	ROUTE 0903A (CARDEROCK PICNIC PARKING A)
0.10	0.10	INTERSECTION	L	ROUTE 0903D (CARDEROCK PICNIC PARKING D)
0.18	0.18	INTERSECTION	L	ROUTE 0903D (CARDEROCK PICNIC PARKING D)
0.25	0.25	INTERSECTION	L	ROUTE 0903C (CARDEROCK PICNIC PARKING C)
0.35	0.35	INTERSECTION	L	ROUTE 0903C (CARDEROCK PICNIC PARKING C)
0.47	0.47	INTERSECTION	N/A	ROUTE 0903B (CARDEROCK PICNIC PARKING B)

CHOH: Route Milepost Log

ROUTE 0244: CANAL STREET (HANCOCK, MARYLAND)

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	R	PAVED TRAIL (WESTERN MARYLAND BIKE TRAIL / NON NPS)
0.00	0.00	INTERSECTION	L	PAVED TRAIL (WESTERN MARYLAND BIKE TRAIL / NON NPS)
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (CHURCH STREET / NON NPS)
0.05	0.05	INTERSECTION	R	PAVED PARKING (NON NPS)
0.10	0.10	INTERSECTION	R	PAVED ROUTE (TANEY STREET / NON NPS)
0.16	0.16	INTERSECTION	R	PAVED ROUTE (WILLIAMS STREET / NON NPS)
0.21	0.21	INTERSECTION	R	UNPAVED PARKING (NON NPS)
0.22	0.22	INTERSECTION	N/A	PAVED ROUTE (BERM ROAD / NON NPS)
0.22	0.22	INTERSECTION	R	PAVED ROUTE (PENNSYLVANIA AVENUE / NON NPS)

ROUTE 0249: FIFTEEN MILE CREEK ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 6.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	PAVED ROUTE (HIGH GERMANY ROAD / NON NPS)
0.04	0.07	BRIDGE	N/A	3100-013 (FIFTEEN MILE CREEK BRIDGE)
0.18	0.18	INTERSECTION	N/A	END AT BOAT LAUNCH

CHOH: Route Milepost Log

ROUTE 0250: HANCOCK MAINTENANCE BUILDING ENTRANCE ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	L	PAVED ROUTE (MARYLAND ROUTE 144 / EAST MAIN STREET / NON NPS)
0.00	0.00	INTERSECTION	R	PAVED ROUTE (MARYLAND ROUTE 144 / EAST MAIN STREET / NON NPS)
0.07	0.07	INTERSECTION	R	ROUTE 0246 (LITTLE PROPERTY UNPAVED ROAD)
0.08	0.08	INTERSECTION	L	ROUTE 0949 (LITTLE HOUSE PARKING)
0.10	0.10	INTERSECTION	N/A	ROUTE 0948 (HANCOCK MAINTENANCE AREA)

ROUTE 0414: LOCK 19 ACCESS ROAD

Road logs are verified in Cycle 6 and mileposts for this route are matched to GPS collected in Cycle 5.

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	N/A	ROUTE 0907 (GREAT FALLS PARKING)
0.04	0.04	INTERSECTION	L	PAVED PARKING
0.11	0.11	INTERSECTION	N/A	ROUTE 0414B (LOCK 19 ACCESS ROAD (UNPAVED SECTION))

Section 8
Appendix

Chesapeake and Ohio Canal National Historical Park

Federal Lands Highway
Road Inventory Program

Improvements to the RIP Index Equations and Determination of PCR

In 2005, the Federal Highway Administration (FHWA) began implementing the use of a Pavement Management System (PMS) to assist the National Park Service (NPS) in prioritizing Pavement Maintenance and Rehabilitation activities. The PMS used by FHWA is the Highway Pavement Management Application (HPMA) which has the ability to store inventory and condition data from the Road Inventory Program (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 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 RIP 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.

Additionally, methodologies were updated in 2013 for Manually Rated Routes (paved routes that the collection vehicle is unable to drive) as well as Parking Areas to provide more accurate condition data to the HPMA. These updated methodologies allow for the efficient assessment of pavement conditions using a visual inspection method to denote specific distresses. These distresses are indicative of current conditions, the causes for current and future deterioration, and identify the level of targeted repair and rehabilitation practices required.

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 in early 2014 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.

Description of the Rating System

The Federal Highway Administration, National Park Service Road Inventory Program (NPS-RIP), 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) and manually using Manually Rated Route (MRR) procedures. 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 a network of roughly 5,700 miles of National Park Service roads and parkways. Because a subset of roads will be collected multiple times this cycle, the total collection length will be around 13,000 miles. 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 6, 2014-2020"* 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.

Cycle 6 has launched in the spring of 2014 and will again comprise all parks, large and small, that are served by paved roads and/or parking areas. For Cycle 6, roughly 333 large and small parks will have all paved routes and parking areas collected at least once in the cycle, some will have multiple collections depending on the size of the park and the functional class of the route.

This "*Distress Identification Manual for the NPS Road Inventory Program, Cycle 6, 2014-2020*" 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 6.

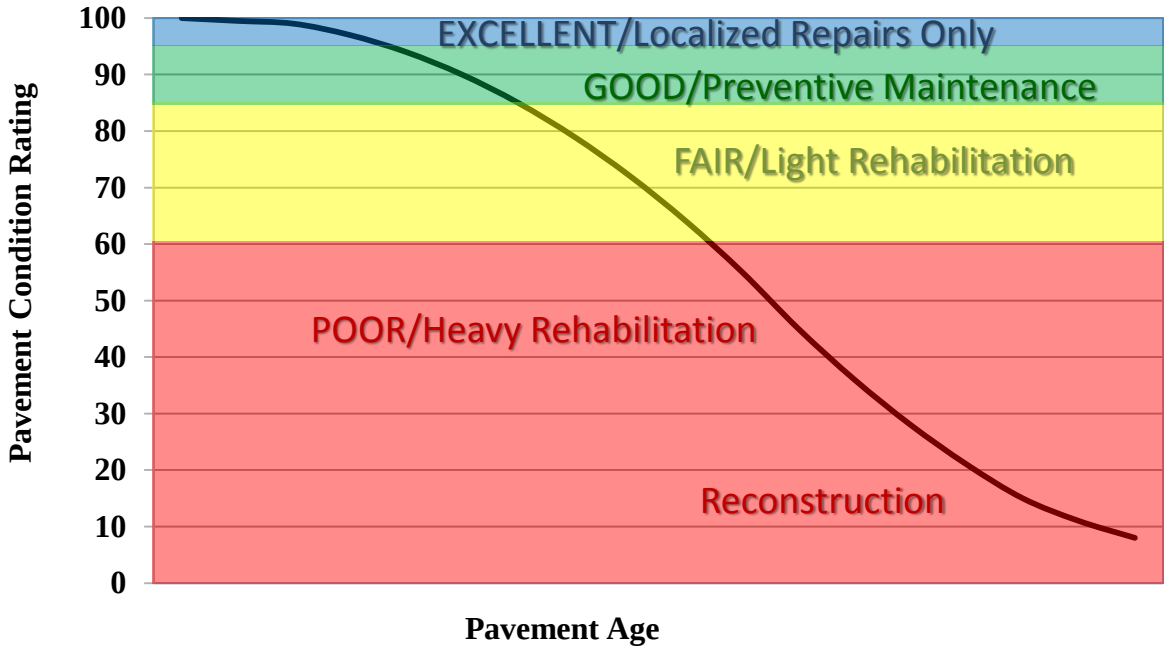
Explanation of the Condition Descriptions

In addition to the RIP Index changes that were 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 PMS data from our (HPMA) please contact the Eastern Federal Lands pavement team.

Condition Categories and Treatments



Description of Pavement Treatment Types

1. **Preventive Maintenance** is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity). Preventive maintenance is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth concrete repairs to restore functionality of individual slabs.

2. Pavement Rehabilitation consists of structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays. Rehabilitation projects extend the life of existing pavement structures either by restoring existing structural capacity through the elimination of age-related, environmental cracking of embrittled pavement surface or by increasing pavement thickness to strengthen existing pavement sections to accommodate existing or projected traffic loading conditions. Two sub-categories result from these distinctions, which are directly related to the restoration or increase of structural capacity.

    - **Light Rehabilitation (L3R)** - Examples include single-lift overlays up to 2.5 inches in total thickness and milling and overlays for flexible pavements

    - **Heavy Rehabilitation (H3R)** – Requires rehabilitation with grade improvement. H3R stands for resurfacing, restoration, and rehabilitation projects. H3R projects typically involve multi-depth (overlays greater than 2.5 inches) pavement improvement work (short of full-depth replacement) and targeted safety improvements. H3R projects generally involve retention of the existing three-dimensional alignment.

3. **Reconstruction (4R)** is defined as the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure. Reconstruction may utilize either new or recycled materials incorporated into the materials used for the reconstruction of the complete pavement section. Reconstruction is required when a pavement has either failed or has become functionally obsolete.

Appendix A

Methodology for Determining Condition Ratings with the Data Collection Vehicle (DCV)

Surface Distresses Identified by the Data Collection Vehicle

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 and rutting are determined from digital images that provide both the longitudinal and transverse profile. The images also provide an elevation profile of the road, creating a 3-dimensional image of the paved surface.

- Transverse Cracks
- Longitudinal Cracks
- Alligator Cracks
- Patching/Potholes
- 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 Surface Condition Rating (SCR).

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.

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

The index formulas are based on a scale of 0 to 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 = (less than or equal to 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 less than 0 defaults to 0. Index values greater than 100 defaults 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.

ASPHALT-SURFACED PAVEMENT DISTRESS TYPES WITH RUTTING AND ROUGHNESS				
Distress Type	**Units Of Measure**	**Converted To**	**Defined Severity Levels?**	**Measured By**
Alligator Cracking	Square Feet	Percent of Lane Per 0.02 Mile	Yes	3 Dimensional pavement imaging system
Transverse Cracking	Linear feet	Number of Cracks Per 0.02 Mile	Yes	3 Dimensional pavement imaging system
Longitudinal Cracking	Linear feet	Percent of Lane Length Per 0.02 Mile	Yes	3 Dimensional pavement imaging system
Patching / Potholes	Square Feet	Percent of Lane Per 0.02 Mile	No	3 Dimensional pavement imaging system
Rutting	Inches	Rut Depth Per 0.02 Mile	Yes	3 Dimensional pavement imaging system
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*

Table 1. Distress summary

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 with little to no interconnecting cracks with no visible spalling. Cracks are less than or equal to a mean width of 0.25 in. (6mm). 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 greater than 0.25 in. (6 mm) but less than or equal to 0.75 in. (19 mm) or any crack with a mean width less than or equal to 0.75 in. (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 greater than 0.75 in. (19mm) or any crack with a mean width less than or equal to 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 as shown in Table 2.

ALLIGATOR CRACKING SEVERITY LEVELS				
	CRACK SEVERITY	**CRACK PATTERN**		
		LOW	**MED**	**HIGH**
CRACK WIDTH	LOW	LOW	MED	HIGH
	MED	MED	MED	HIGH
	HIGH	HIGH	HIGH	HIGH

Table 2. Alligator Crack Severity Levels

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 less than or equal to 0.25 in. (6 mm). This also includes sealed cracks with sealant in good condition and a width that cannot be determined.

MEDIUM
Cracks with a mean width greater than 0.25 in. (6 mm) but less than 0.75 in. (19 mm). Also, any crack with a mean width less than 0.75 in. (19 mm) and adjacent random low severity cracking.

HIGH
Cracks with a mean width greater than 0.75 in. (19 mm). Also, any crack with a mean width less than 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 less than or equal to 0.25 in. (6 mm). Sealed cracks with sealant in good condition and a width that cannot be determined.

MEDIUM
Cracks with a mean width greater 0.25 in. (6 mm) and less than or equal to 0.75 in. (19 mm). Also, any crack with a mean width less than 0.75 in. (19 mm) and adjacent random low severity cracking.

HIGH
Cracks with a mean width greater than 0.75 in. (19 mm). Also, any crack with a mean width less than 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 0.100 mi. (0.161 km). (Any full-lane patch exceeding 0.100 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.

Manhole covers should not be rated as patches unless there is obvious patching around the manhole.

Speed bumps should not be rated as patches

Severity Levels:

There are no stratified severities for Patching and 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 of 0.20 inches to 0.49 inches
Ruts less than 0.20 in. are not included in the distress calculations.

MEDIUM

Ruts with a measured depth of 0.50 inches to 0.99 inches

HIGH

Ruts with a measured depth greater than 1.00 inch

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.

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

Table 3. International Roughness Index

Roughness Collection Parameters

On shorter roads with a lower speed limit the usefulness in collecting and reporting IRI is negligible. Lower, inconsistent speeds can lead to a less accurate IRI value. Therefore RIP has put in place the following protocols for reporting IRI.

International Roughness Index (IRI) is not reported on routes with the following criteria:

- Posted speed limit is less than 25 mph
- Length of route is less than 0.50 miles

When a collected route has a posted speed limit of at least 25 mph and length of at least 0.50 miles, IRI will be collected except on road sections where the speed is less than 20 mph

Other situations may arise where the speed and length factors are met, but reporting IRI could lead to an inaccurate PCR. RIP will determine whether or not it is reasonable to report IRI on these routes on a case by case basis.

Index Formulas

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

Percent of interval length is computed as:

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

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 longitudinal 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 greater than or equal to 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.

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 report the percentage of the 40 measurements within that 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 wheel path based on 20 ruts.

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

$$\frac{\textbf{(total number of ruts within each severity in both wheelpaths)}}{\textbf{20}} \times \textbf{100}$$

In RUT_INDEX, the denominators 535, 205, and 40 are the Maximum Allowable Extents for each severity; Low, Medium, and High, respectively. Only the MAE for high severity rutting can fail a section, since 200% of *only* low severity ruts would yield a rut index of 85 and 200% of *only* medium severity ruts would yield a rut index of 61.

Roughness Condition Index (Asphalt)

RCI = 32 * [5 * ($2.718282^{(-.0041 * \text{AVG IRI})}$)]

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 = $(-0.0012)(\text{IRI}^2) + (0.0499)(\text{IRI}) + 99.542$

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 is collected by FHWA using a Pathway Services Inc. Data Collection Vehicle (DCV), called a 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 jpeg digital imagery files at a frequency of every 26.4feet.

Two forward-facing cameras are mounted above the vehicle cab, one pointed straight ahead and the other to the right shoulder providing seamless roughly 120 degree viewing. A third camera is mounted in the rear of the vehicle, recording the left shoulder.

CAMERA SPECIFICATIONS TWO FORWARD / ONE REAR FACING CAMERA	
Camera lens/type	Prosilica GT 2750 (GigE Technology)
Image format	*.jpg
Image resolution	2750 x 2200, 18 frames/second
Image pixel size	depends on distance
Zoom ratio	16mm Fixed
Iris range	Aperture Range F 1.8 – Infinity (P-Iris, Automatic

Pavement Imaging and Rutting

High resolution rutting data and surface imaging are collected in a single data stream using a three-dimensional (3D) pavement surface transverse profile data acquisition system. The 3D camera captures a laser line as it is projected over the pavement surface and uses the location of this line to measure the height deviations of the pavement surface. These height deviations can be used to calculate rutting in both wheelpaths. These deviations also provide a grayscale image detailing the change in height throughout the surface, i.e. providing depth measurements for cracking.

THREE-DIMENSIONAL PAVEMENT SURFACE AND TRANSVERSE PROFILE DATA ACQUISITION SYSTEM	
Surface Image Specifications	
Image size	1536 pixels/scan @3000 Hz
Image width	4 meters (3950 mm nominal)
Laser class	3B
Power	16W (Two lasers @ 8W Ea)
Vehicle speed limitations	62 mph
Environment	Dry pavement, day or night
Sensor size (approximate)	1536 pixels x 512 pixels
Image display length	26.4 feet
Rutting Specifications	
Reported rut depth units	Inches
Vehicle speed limitations	Up to 62 mph
Sampling rate	3000 profiles/second
Transverse resolution	1536 points/profile
Transverse field-of-view	14 feet
Depth accuracy (nominal)	<1mm
Environment	Dry pavement, day or night, above 32 degrees F
Adherence to specifications	ASTM E1703M-95 (reapproved 2005)

Distance Measuring Instrument (DMI)

The DMI (Distance Measuring Instrument) obtains road length measurements that are accurate to 0.15% 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)

IRI SPECIFICATIONS	
Reported IRI units	Inches/mile
Vehicle speed limitations	12-62 mph
IRI equipment certification	Texas Transportation Institute (TTI)
Wavelengths accommodated	0.5 feet to 300 feet
IRI computed & reported	World Bank Technical Paper Number 46
Environment	Dry pavement, day or night, above 32 degrees
Adherence to specifications	ASTM E950 Class 1 & AASHTO M 328

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.

GPS & Inertial Systems

GPS is collected by an onboard system employing Omnistar real time correction and a spinning gyroscope to provide accurate positioning data in instances of satellite obstruction. All GPS coordinates are tied to an 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	± 1.75%
Grade	± 1.75%
Adherence to specifications	ASTM E1703M-95 (reapproved 2005)

*NOTE – GPS accuracy is dependent on many different factors. Satellite constellation, tree coverage, GPS receiver quality, and real-time correction availability can all affect the locational and elevation accuracies. The elevation (z coordinate) accuracy is less dependable than locational or horizontal accuracy (x/y coordinates or latitude/longitude). In areas of heavy tree coverage or poor satellite constellations, elevation data can vary by as much as +/- 100 feet.

Appendix B

Methodology for Determining Condition Ratings Using Manual Rating Procedures

Description of Manual Rating Methods

In 2013, the Federal Highway Administration updated existing Manual Rating Procedures in an effort to better align pavement conditions for Manually Rated Routes and Parking with the Highway Pavement Management Application (HPMA). HPMA is the Pavement Management System used by the FHWA to store inventory and condition data from the Road Inventory Program (RIP) and forecast future performance using prediction models. HPMA uses pavement condition data (collected by the Road Inventory Program) to develop life cycles for pavements and recommend treatments to maximize useable pavement life while minimizing costs associated with maintenance and repair.

The Federal Highway Administration (FHWA) developed a set of manual rating methods for pavement that are appropriate for Federal Roadways. Two different methods were developed for linear roads and a separate method was developed for parking areas and nonlinear roads. These methods employ a 0 to 100 rating scale and improve consistency and objectivity in the manual evaluation of surface distresses. They are compatible with ratings that are collected by the automated Data Collection Vehicle (DCV).

- The first of the two manual evaluation methods for roads uses rating criteria to assign index values to each distress type based on a visual evaluation of severity and extent.

- The second manual evaluation method for roads is very time demanding and is best employed on only a select set of routes which may have the highest visitor use and require a more intensive assessment. This method will be used for the Manual Rating of Function Class 1, 2, 7, and 8 Roads. This method is based on measurements that are recorded for each instance of a surface distress. These measurements are converted into index values using conversion formulas.

- Parking areas and non-linear roads are rated similar to the first method shown above, however, there are some slight differences due to the non-linear nature.

The details and criteria used for each of these rating methods are outlined below.

Visual Inspection Method for Manually Rating Secondary Roads

The visual inspection method for manually rated roads uses condition rating criteria that have been developed by FHWA. This criteria is based on a visual evaluation of the severity and extent of distresses to determine the overall condition of the roadway. This method is used for secondary roads that are Functional Class 3, 4, 5, and 6. This constitutes the majority of manually rated roads collected by the Road Inventory Program.

Rating Section Lengths

For this method, Manually Rated Roads are rated in sections. These sections may be made based on length of changes in surface type or condition as described below. The ratings are then aggregated to give an overall rating for the Route:

- Rating sections should be no longer than 0.25 miles in order to keep the area being rated manageable.
- A new rating section may be started based on changes in condition, width, or surface type if these changes represent a significant portion of the route (are not isolated instances).
- If the road condition, width, and surface type remain constant then new sections do not need to be created unless the road exceeds 0.25 miles.

Rating Criteria

For this method, Manually Rated Roads are evaluated using a visual inspection of the six distress types listed below. Each distress is assigned one of five index values. An overall Surface Condition Rating (SCR) and Pavement Condition Rating (PCR) are calculated based on these index values.

- Alligator Cracking
    - Rating based on percentage of road surface affected
- Longitudinal Cracking
    - Rating based on severity level (crack width) and percentage of road section length of longitudinal cracks
- Transverse Cracking
    - Rating based on crack width, crack spacing, and percentage of surface affected
- Patching
    - Rating based on percentage of road surface affected
- Rutting
    - Rating based on percentage of road section length affected by visible rutting (>1 inch depth) that requires remediation
- Roughness
    - Manual assessments of roughness are not made due to the subjectivity of the measurement. Therefore, roughness is not incorporated into the PCR calculation of manually rated roads.

Concrete Routes also receive a PCR rating based on visual evaluation of the following six distress types.

- Slab Faulting at Joints
- Slab Cracking and breakup
- Surface Delamination and Pop-outs
- Joint Distresses
- Patching

Distress Measurement Method for Manually Rating Primary Roads

A more intensive and time demanding assessment than our standard method was developed for Primary roads that are functional class 1, 2, 7, or 8. These high visitation roads are usually accessible by the automated Data Collection Vehicle but in rare instances may need to be manually rated. The method developed is based on measuring each instance of a distress. These measurements are totaled over each section length being measured and are then converted into index values between 0 and 100 (100 being a road with no distress) using index formula equations outlined below. The goal of this method is to produce measured index values which are directly comparable to the automated DCV.

Rating Section Lengths

For the distress measurement method roads are broken into sections in order to rate. Distress measurements are totaled for each section separately in order to determine the index value for that particular section. The section length to be rated is determined based on the following rules:

- Rating sections are between 0.25 and 0.50 miles long
- A new rating section is created if there is a significant change in condition or pavement width
- If there are no significant changes in condition or pavement width, rating sections are broken at equal intervals, typically 0.50 miles

Manual Distress Measurements

Alligator Cracking

- Alligator cracking is measured by area (square feet). Instances of Alligator cracking are measured along the length and multiplied by the average width of the distressed area.
- The index for alligator cracking takes the total area of cracking compared to the interval length and converts it to a percentage. That percentage is then input into an index formula that yields a value between 0 and 100 (0 being the most distressed).
- Severity levels are not defined for manually measured Alligator cracks. The Alligator Crack Index formula is calculated based on an assumption of medium severity.

Longitudinal Cracking

- Longitudinal cracking (cracking in the direction parallel to the roadway) is measured by length (ft.).
- The index for longitudinal cracking takes the total length of cracking compared to the interval length and converts it to a percentage broken down by severity. That percentage is then input into a formula that yields a value between 0 and 100 (0 being the most distressed).
- Two severity levels are defined for manually measured Longitudinal Cracks. Lower severity cracks are those with a mean width of less than 0.25 inches. Sealed cracks with sealant in good condition are also considered lower severity. Higher severity cracks are those with a mean width of greater than 0.25 inches.

Transverse Cracking

- Transverse cracking (cracking in the direction perpendicular to the roadway) is measured by length (ft).
- The index for transverse cracking takes the total number of cracks (1 crack would encompass the full lane) broken down by severity. The total numbers of each severity are then put into a formula that yields a value between 0 and 100 (0 being the most distressed).
- Two severity levels are defined for manually measured Transverse Cracks. Lower severity cracks are those with a mean width of less than or equal to 0.25 inches. Sealed cracks with sealant in

good condition are also considered lower severity. Higher severity cracks are those with a mean width of greater than 0.25 inches.

Patching and Potholes

- Patching and Potholes are measured by area (square feet). Instances of Patching are measured along the length and multiplied by the average width of the patch.
- Instances of full lane width patching cannot be longer than 0.100 miles, otherwise is should be considered a pavement change rather than a distress.
- There are no stratified severities for Patching. It is either present or it is not.

Rutting

- Visible rutting is measured by length (ft.) in each wheel path. Only visible ruts are rated, which are ruts greater than 1 inch deep.
- All rutting recorded in a manual rating is considered to be high severity (> 1 inch). Lesser severities are generally not distinguishable in a visual inspection.

Roughness

- Manual assessments of roughness are not made due to the subjectivity of the measurement. Therefore, roughness is not incorporated into the PCR calculation of manually rated roads.

Index Formulas for Distress Measurement Method:

The method used to convert distress measurements into index values is shown below. The Surface Condition Rating and Pavement Condition Rating are calculated based on these index values.

Alligator Crack Index for Manual Rating:

AC_INDEX = 100 – 40 * (%ALLIGATOR / 15)

Where:

%ALLIGATOR = Percent of total area of section being rated that contains Alligator cracking.

Longitudinal Crack Index for Manual Rating:

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

Where:

%LOW = Percent length of longitudinal cracks where crack width less than or equal to 0.25 inches

%HIGH = Percent length of longitudinal cracks where crack width greater than 0.25 inches

Transverse Crack Index for Manual Rating:

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

Where:

LOW = Count of the total number of transverse cracks within the section length where one transverse crack is equal to the lane width and the crack width <= 0.25 inches

HIGH = Count of the total number of transverse cracks within the section length where one transverse crack is equal to the lane width and the crack width > 0.25 inches

Number of cracks is computed as:

Total length of transverse cracks/Lane width

Patching Index for Manual Rating:

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

Where:

%PATCHING = Percentage of pavement section that contains patching/potholes.

Rutting Index for Manual Rating:

RUT_INDEX = 100 – 40 * (%RUTTING / 40)

Where:

%RUTTING = Percentage length of high severity rutting within the section being measured.

Method for Manually Rating Paved Parking Areas and Non-Linear Roads

Parking areas are evaluated based on a visual inspection using condition rating criteria that has been developed by FHWA. This criteria is based on a visual evaluation of the severity and extent of distresses to determine the overall condition of the parking area. This overall condition rating is linked to the level of repair and rehabilitation practices required.

A distress index is determined for each of the distresses listed below for Asphalt and Concrete Parking areas. The overall Pavement Condition Rating (PCR) of the parking lot is driven by the most severe distress present.

Rating Criteria:

Asphalt Parking Distress Types

- Alligator Cracking
  - Rating based on percentage of road surface affected
- Longitudinal, Transverse and Block cracking
  - Rating based on crack width, crack spacing, and percentage of surface affected
- Rutting and Distortions
  - Rating based on percentage of road surface affected
- Hot Mix Asphalt Patches
  - Rating based on overall percentage of HMA patches
- Potholes and Cold Patches
  - Rating based on percentage of road surface affected
- Surface Raveling and Bleeding
  - Rating based on percentage of road surface affected

Concrete Parking Distress Types

- Slab Faulting at Joints
  - Rating based on height differential between adjacent slabs or pieces of broken slabs
- Slab Cracking and breakup
  - Rating based on quantity of cracks and if slab is acting to able distribute load as designed
- Surface Delamination and Pop-outs
  - Rating based on percentage of road surface affected to include pop-outs, spalls and surface delamination
- Joint Distresses
  - Rating based on sealant condition and concrete distresses at/or adjacent to joints
- Patching
  - Rating based on percentage of road surface affected

Curb Inspection and Treatments

During inspections of manually rated parking lots and routes, the curb reveal and overall curb condition are evaluated. The curb condition is used to determine a recommendation.

Curb Reveal
The vertical distance on the curb face from the gutter flow line or pavement surface to the top of curb. When resurfacing adjacent to curb, the resulting curb reveal should be no less than 4 inches. Additionally, when resurfacing adjacent to a gutter, the resulting pavement surface should be flush with the gutter pan. In cases where a resurfacing would violate either of these parameters, the surface may need to be milled or removed to adjust to these field conditions.

Curb Recommendations
The following treatment categories are based on the overall percentage of distresses along the entire curb structure for a specific pavement structure. Distresses include spalling, cracking, loss of material and any other damage which prevents the curb from conveying storm runoff or failing to perform in its intended function.

- Overall curb damage ranging 0%-5%:
    - DO NOTHING
- Overall curb damage ranging 5%-20%
    - LIGHT REPAIR
- Overall curb damage ranging 20%-50%
    - MODERATE REPAIR
- Overall curb damage greater than 50%:
    - REPLACE

GPS for Manually Rated Roads and Parking

GPS information for Manually Collected Cycle 6 Routes will be recorded using the latest hardware and software by TRIMBLE 6000 Series GeoXT. Cycle 6 GPS collection units will allow access to GPS and GLONASS, improving overall GPS reliability, accuracy and precision to submeter accuracy. Additionally, the new GPS units have an enhanced ability to collect accurate signals underneath tree cover or adjacent to buildings or natural terrain with extreme vertical gradations that typically reduce GPS accuracy. Trees and buildings create "satellite shadows", limiting the areas where you can reliably collect high-accuracy GPS data. The updated GPS receiver will deliver improved usable data under tree canopy or in natural or urban canyons. Routes that were previously collected accurately will not be recollected in Cycle 6.

TRIMBLE 6000 SERIES GeoXT GPS SPECIFICATIONS	
Receiver	Trimble Maxwell™ 6 GNSS chipset
Channels	220 channels
Systems	GPS / GLONASS / WAAS
Accuracy	Sub-meter
Operation Temperature	–20 °C to +60 °C (–4 ºF to +140 ºF)
Cellular and Wireless	UMTS / HSDPA / GPRS / EDGE / Wi-Fi / Bluetooth
Internal Still Camera w/ GEOTAG ability	Autofocus 5 MP (JPG) and WMV w/ Audio

Appendix C

Description of Cycle 6 Deliverables

Final Report Delivery

The Final Report will contain all data collected by Manual Inspection and the Data Collection Vehicle. All information provided in the Interim Report will be included in the Final report. Manually collected information reported in the Interim Report may be updated in the Final Report if pavement conditions have substantially changed between the Manual Inspection and Data Collection Vehicle Inspection or other unforeseen circumstances.

The final report will be released approximately 8 months after the Data Collection Vehicle completes its collection of that specific park.

Data included in the Final Report package consists of the following:

- **Condition Photos:** All photos taken during Cycle 6.
- **Data Video:** Data and video of each route collected by the DCV will viewable through PATHVIEW software. PATHVIEW Software and training will be provided to NPS personnel by Eastern Federal Lands.
- **GPS on All Rated Routes:** All GPS data collected from the DCV will be provided. 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 units.
    - GPS will be provided as Shapefiles and KMLs
    - All GPS data related to road collection with be linear referenced to the collected length
- **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 allows RIP to facilitate easier updates and enhancements in the future. A geodatabase can be thought of as simply a database containing spatial data. 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.
- **Report (RIP Report and Route ID):** A PDF report will be provided that includes a list of all routes and key data. Condition reports for each route will be included. All changes, additions and deletions to any route will be included in the report. Features along routes will not be collected in Cycle 6.

Partial DCV Collections

Additional Partial DCV Collections may be done on specific parks depending on their size and overall mileage of routes within its boundaries during Cycle 6. Parks with greater than 10 miles of paved roadways will receive at least one additional Partial DCV collection during Cycle 6. Data collected during these Partial DCV Collections will not result in the delivery of an additional report to the park.

Data collected by the DCV during Partial DCV Collection will be used to improve HPMA modeling by providing additional "snapshots in time" of park pavement conditions. This improved HMPA modeling will assist in the programing and budgeting of future projects which will help maximize the life of pavement infrastructures.

Instead of receiving a report of conditions collected during the Partial DCV collection, the park will receive a formal letter from the Road Inventory Program requesting coordination for the additional Partial DCV collection, identifying the dates of the Partial DCV Collection and will reinforce the purpose and importance of the Partial DCV Collection.

Appendix D

Glossary of Terms and Abbreviations

Glossary of Terms and Abbreviations

TERM OR ABBREVIATION	DESCRIPTION OR DEFINITION
AC	Alligator Cracking
CRS	Condition Rating Sheets (Section 5)
Curb Recommendation	Curb remediation based on overall percentage of curb distress
Curb Reveal	Height of curb exposed from gutter flow line to top of curb
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
HPMA	Highway Pavement Management Application
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