

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



Shading Color Key

White = Paved Routes, DCV Driven

Grey = Paved Routes, DCV not Driven

Black = Non-NPS Routes

■ = Concession Route

Yellow = Unpaved Routes, DCV not Driven

Blue = Paved Parking Areas

Green = Unpaved Parking Areas

Red text denotes:

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

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EUON Eugene O'Neill National Historic Site

ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description | | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|-----------|-----------------|---------------------|-------------|------------|------------|--|---|----------------------|-------------|---------------|---------------|------------------|--------------|------------|----------|
| | | | | | | From | To | | | | | | | | |
| 0021 | 6 | 1 | 89880 | | KUSS ROAD | FROM END OF ROUTE 5021 (KUSS ROAD (NON NPS)) | TO INTERSECTION OF ROUTE 0900 (SHOP PARKING LOT) ON LEFT AND ROUTE 0901 (TURNAROUND PARKING LOOP) | | 0.17 | 0.00 | 0.17 | 1 | | AS | 1 |
| 0400 | NC | | 67451 | | POOL ROAD | FROM ROUTE 0021 (KUSS ROAD) | TO END | | 0.00 | 0.20 | 0.20 | 6 | | GR | |

NON-NPS ROADS INVENTORY

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description | | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|-----------|-----------------|---------------------|-------------|------------|---------------------|------------------------|---|----------------------|-------------|---------------|---------------|------------------|--------------|------------|----------|
| | | | | | | From | To | | | | | | | | |
| 5021 | 5 | 1 | | | KUSS ROAD (NON NPS) | FROM CLIPPER HILL ROAD | TO BEGINNING OF ROUTE 0021 (KUSS ROAD) AT MP 0.45 | | 0.46 | 0.00 | 0.46 | | | AS | 1 |

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description | | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|-----------|-----------------|---------------------|-------------|------------|-------------------------|---|------------|----------------------|--------------|--------------|------------|----------|
| | | | | | | From | To | | | | | |
| 0900 | 6 | 1 | 104748 | | SHOP PARKING LOT | FROM END OF ROUTE 0021 (KUSS ROAD) ON LEFT | TO PARKING | | NONPUBLIC | 18,546 | AS | 1 |
| 0901 | 6 | 1 | 104750 | | TURNAROUND PARKING LOOP | FROM END OF ROUTE 0021 (KUSS ROAD) | TO PARKING | | NONPUBLIC | 5,239 | AS | 1 |
| 0902 | 6 | 1 | 104752 | | VISITOR PARKING | ADJACENT TO ROUTE 0021 (KUSS ROAD) ON LEFT | | | PUBLIC | 1,367 | AS | 1 |
| 0903 | 6 | 1 | 104753 | | OFFICE PARKING | ADJACENT TO ROUTE 0021 (KUSS ROAD) ON RIGHT | | | NONPUBLIC | 1,487 | AS | 1 |

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Cycle 6 Summary Totals for Eugene O'Neill National Historic Site

| Cycle 6 Route Totals | | | |
|--|----------------|---------------------------|-------------|
| | NPS Maintained | Concessionaire Maintained | Park Totals |
| Paved Roads, Data Collection Vehicle Rated (Miles) | 0.17 | 0 | 0.17 |
| Paved Roads, Manually Rated Length (Miles) | 0 | 0 | 0 |
| Paved Roads, Manually Rated Area (Sq. Ft.) | 0 | 0 | 0 |
| Unpaved Roads (Miles) | 0.20 | 0 | 0.20 |
| Paved Parking (Sq. Ft.) | 26,639 | 0 | 26,639 |
| Unpaved Parking (Sq. Ft.) | 0 | 0 | 0 |

| Cycle 6 Lane Miles and Overall Pavement Condition | | |
|---|--------------|-----------------------------|
| | Lanes Miles* | Pavement Condition Rating** |
| Data Collection Vehicle Routes | 0.17 | 84 |
| Manually Rated Roads | 0 | N/A |
| Parking Areas | 0.46 | 75 |

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

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

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General Park Road Functional Classification (FC) Table

| FC | Type | User Access | Description | Route Numbers | Surface Types |
|-----|--|-------------|--|----------------------------|--|
| 1 | Principal Park Road Rural Parkway | Public | Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors. Rural Parkways (e.g. Natchez Trace) are numbered 0001 - 0009. | 0001 - 0009 0010 - 0099 | AS - Asphaltic Concrete Pavement |
| 2 | Connector Park Road | Public | Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. | 0100 - 0199 | BR - Brick or Pavers Road Bed CB - Cobble Stone Road Bed |
| 3 | Special Purpose Park Road | Public | Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. | 0200 - 0299 | CO - Portland Cement Concrete Pavement GR - Gravel Road Bed |
| 4 | Primitive Park Road | Public | Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles. Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly. | 0200 - 0299 | NV - Native or Dirt Material Road Bed OT - Other Materials Road Bed |
| 5 | Administrative Park Road | Public | All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. | 0400 - 0499 | |
| 6 | Administrative Park Road (Restricted Access) | Nonpublic | All roads normally closed to the public, including patrol roads, truck trails, and other similar roads. Note: Functional Classes 5 and 6 have the same route numbers because historically they were numbered similarly and often there is little distinction between these routes. For example, because utility areas and employee housing are often closed to the public, this restriction would result in classification of FC 6 rather than FC 5. | 0400 - 0499 | |
| 7 | Urban Parkway | Public | These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other major park roads or portions thereof, however, may be included in this category. | 0001 - 0009 | |
| 8 | City Street | Public | City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform with accepted local engineering practice and local conditions. | 0600 - 0699 | |
| N/A | Non-NPS Roads | Public | State, County, or City owned roads which border, traverse, or provide access to Park Facilities or Locations. Non-NPS roads are not assigned functional classes and are driven for GPS and Video Log only. | 5000 - 5999 | |

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

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