

# FOWA Cycle 6

## Final Report

### Road Inventory and Condition Assessment of Paved Routes Fort Washington Park *Part of the National Capital Parks - East*



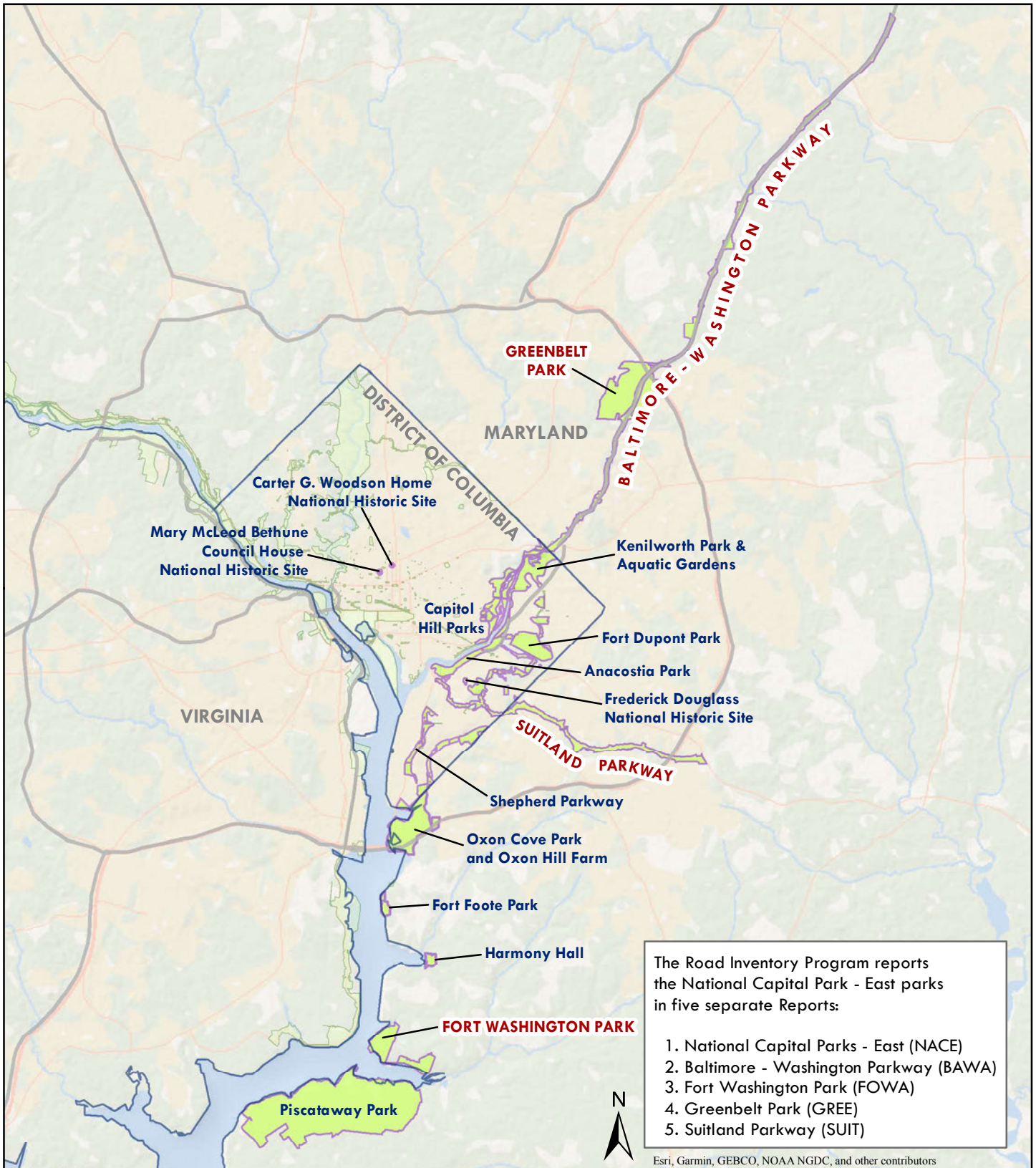
**Federal Lands Highway  
Road Inventory Program**

**Prepared By:**

**Federal Highway Administration  
Eastern Federal Lands Highway Division  
Road Inventory Program (RIP)**

**Report Date: November 2019**

# National Capital Parks - East in Washington, DC and Maryland





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# Section 1

## Introduction



**Fort Washington 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  $\geq 10$  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

FHWA/Eastern Federal Lands  
21400 Ridgetop Circle  
Sterling, VA 20166  
(571) 434-1574

FHWA/Central Federal Lands  
12300 West Dakota Ave  
Lakewood, CO 80228  
(720) 963-3556



## Section 2

# Park Route Inventory



Fort Washington Park



Federal Lands Highway  
Road Inventory Program

## 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).

DCV = Data Collection Vehicle  
 MRL = Manually Rated Line  
 MRP = Manually Rated Polygon  
 PKG = Parking Areas  
 NC = Not Collected

## FOWA Fort Washington Park

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
0010	6	1	52450		WASHINGTON DRIVE	FROM PARK BOUNDARY AT INTERSECTION OF FORT WASHINGTON ROAD AND HAYLARD PLACE	TO END OF LOOP		YES	0.82	0.00	0.82	1		AS	1
0011	6	1	52452		WARBURTON DRIVE	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO END OF LOOP		YES	0.61	0.00	0.61	1		AS	1
0100	6	1	52484		L'ENFANT ROAD	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO ROUTE 0905 (L'ENFANT ROAD PARKING AREA)		YES	0.38	0.00	0.38	2		AS	1
0101	6	1	52536		OLD QUARTERS ACCESS	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO END AT TURNAROUND		YES	0.09	0.00	0.09	2		AS	1
0102	6	1	52541		AINSWORTH DRIVE	FROM ROUTE 0011 (WARBURTON DRIVE)	TO END AT RIVER TRAIL		YES	0.15	0.00	0.15	2		AS	1
0103	6	1	114177		FOWA MARINA ACCESS ROAD (KING CHARLES TERRACE)	FROM PARK BOUNDARY AT WARBURTON DRIVE NON NPS	TO END OF PAVEMENT AT FORT WASHINGTON POOL AND BEACH CLUB		YES	0.43	0.00	0.43	2		AS	1
0400	6	1	52746		FORT WASHINGTON SERVICE ROAD	FROM ROUTE 0903 (FORT WASHINGTON MAIN PARKING LOT)	TO END OF UNPAVED SECTION INSIDE FORT AT MP 0.27		NO	0.17	0.10	0.27	6		CO	1
0401	6	1	52747		CONNECTING SERVICE ROAD	FROM ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)	TO ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)		NO	0.13	0.00	0.13	6		AS	1
0403	6	1	52748		LIGHTHOUSE SERVICE ROAD	FROM ROUTE 0905 (L'ENFANT ROAD PARKING AREA)	TO BEGINNING OF ROUTE 0408 (LIGHTHOUSE LOOP ROAD) AT END OF PAVEMENT		NO	0.14	0.00	0.14	6		AS	1
0405	NC		52749		FOWA SERVICE TURNAROUND	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO END		NO	0.00	0.11	0.11	6		GR	
0406	NC		52750		SWAN CREEK SERVICE ROAD	FROM ROUTE 0100 (L'ENFANT ROAD)	TO ROUTE 0902 (FOWA PICNIC AREA 2 PARKING)		NO	0.00	0.68	0.68	6		GR	



## Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



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White = Paved Routes, DCV Driven

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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).

DCV = Data Collection Vehicle  
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## FOWA Fort Washington Park

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
0407	6	1	52751		FOWA PUMP STATION SERVICE ROAD	FROM ROUTE 0100 (L'ENFANT ROAD)	TO END		NO	0.04	0.04	0.08	6		AS	1
0408	NC		52752		LIGHTHOUSE LOOP ROAD	FROM END OF ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)	TO END OF LOOP AT ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)		NO	0.00	0.08	0.08	6		GR	
0409	NC		52753		PUMP STATION ROAD	FROM ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)	TO END OF LOOP		NO	0.00	0.19	0.19	6		GR	
0410	6	1	90258		FOWA VISITORS CENTER HANDICAPPED DROPOFF	FROM ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)	TO END OF LOOP		YES	0.05	0.00	0.05	5		CO	1
0411	6	1	252465		D-3 PICNIC AREA ACCESS ROAD	FROM ROUTE 0011 (WARBURTON DRIVE)	TO DEAD END		YES	0.04	0.00	0.04	5		AS	1

### PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
						From	To						
0901	6	1	21449		FOWA BIKE LANE / PICNIC AREA 1 PARKING	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO ROUTE 0010 (WASHINGTON DRIVE)		YES	PUBLIC	11,697	AS	1
0902	6	1	52755		FOWA PICNIC AREA 2 PARKING	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO PARKING		YES	PUBLIC	10,024	AS	1
0903	6	1	21446		FORT WASHINGTON MAIN PARKING LOT	FROM ROUTE 0010 (WASHINGTON DRIVE)	TO ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)		YES	PUBLIC	139,258	AS	1
0904	6	1	52754		WARBURTON MANOR SITE PARKING	ADJACENT TO ROUTE 0010 (WASHINGTON DRIVE)			YES	PUBLIC	4,076	AS	1
0905	6	1	52757		L'ENFANT ROAD PARKING AREA	FROM END OF ROUTE 0100 (L'ENFANT ROAD)	TO BEGINNING OF ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)		YES	PUBLIC	21,258	AS	1
0906	6	1	21450		OLD QUARTERS PARKING	FROM ROUTE 0101 (OLD QUARTERS ACCESS)	TO PARKING		YES	PUBLIC	4,720	AS	1

## Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



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## FOWA Fort Washington Park

### PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
						From	To						
0907	6	1	21451		FOWA PICNIC AREA A PARKING	FROM ROUTE 0011 (WARBURTON DRIVE)	TO PARKING		YES	PUBLIC	20,365	AS	1
0908	6	1	21454		FOWA PICNIC AREA B PARKING	FROM ROUTE 0011 (WARBURTON DRIVE)	TO ROUTE 0011 (WARBURTON DRIVE)		YES	PUBLIC	46,136	AS	1
0909	6	1	21461		FOWA PICNIC AREA C PARKING	FROM ROUTE 0011 (WARBURTON DRIVE)	TO PARKING		YES	PUBLIC	19,736	AS	1
0910	6	1	21457		FOWA PICNIC PARKING D-1	ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)			YES	PUBLIC	2,104	AS	1
0911	6	1	21459		FOWA PICNIC PARKING D-2	ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)			YES	PUBLIC	2,127	AS	1
0912	6	1	21473		FOWA PICNIC PARKING D-3	ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)			YES	PUBLIC	2,129	AS	1
0913	6	1	21445		MAINTENANCE / PARK POLICE PARKING	FROM ROUTE 0102 (AINSWORTH DRIVE)	TO ROUTE 0102 (AINSWORTH DRIVE)		YES	PUBLIC	22,492	AS	1



# Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



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White = Paved Routes, DCV Driven

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## Cycle 6 Summary Totals for Fort Washington Park

### Cycle 6 Route Totals

	NPS Maintained	Concessionaire Maintained	Park Totals
Paved Roads, Data Collection Vehicle Rated (Miles)	2.91	0	2.91
Paved Roads, Manually Rated Length (Miles)	0.13	0	0.13
Paved Roads, Manually Rated Area (Sq. Ft.)	0	0	0
Unpaved Roads (Miles)	1.20	0	1.20
Paved Parking (Sq. Ft.)	306,122	0	306,122
Unpaved Parking (Sq. Ft.)	0	0	0

### Cycle 6 Lane Miles and Overall Pavement Condition

	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	4.76	74
Manually Rated Roads	0.17	79
Parking Areas	5.27	90

\* Equivalent Lane Miles are calculated by route using the following equations:

- DCV and MRLs =  $(PAVE\_WIDTH \times PAVED\_MI) / 11 \text{ foot lane}$
- MRPs and PKGs =  $SQ\_FEET / 5280 / 11 \text{ foot lane}$

\*\*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

## Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



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## General Park Road Functional Classification (FC) Table

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

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

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



## Section 3

# Park Summary Information



Fort Washington Park



**Federal Lands Highway  
Road Inventory Program**

## Park Totals for National Capital Parks - East

### Summary of Paved Mileages by Functional Class (FC)

	Unit Code	Paved Length by Functional Class (Miles)								Total by Unit
		FC 1	FC 2	FC 3	FC 4	FC 5	FC 6	FC 7	FC 8	
National Capital Parks - East	NACE	5.01	2.83	3.28		0.19	0.71			12.02
Baltimore - Washington Pkwy	BAWA	0.44						51.00		51.44
Fort Washington Park	FOWA	1.43	1.04			0.09	0.48			3.04
Greenbelt Park	GREE	2.97		2.03		0.04	0.56			5.60
Suitland Parkway	SUIT							16.39	0.08	16.47
Total Paved Mileage by FC:		9.85	3.87	5.31	0	0.32	1.75	67.39	0.08	88.57

### Summary of Unpaved Mileages by Functional Class (FC)

	Unit Code	Unpaved Length by Functional Class (Miles)								Total by Unit
		FC 1	FC 2	FC 3	FC 4	FC 5	FC 6	FC 7	FC 8	
National Capital Parks - East	NACE	0.04	2.05	0.91	1.50	1.95	3.64			10.08
Baltimore - Washington Pkwy	BAWA									0
Fort Washington Park	FOWA						1.20			1.20
Greenbelt Park	GREE						1.92			1.92
Suitland Parkway	SUIT				0.34					0.34
Total Unpaved Mileage by FC:		0.04	2.05	0.91	1.84	1.95	6.76	0	0	13.54

### Summary of Parking Areas by Access Level (Areas and Counts)

	Unit Code	Area (Sq. Ft.)				Counts			
		Paved Public	Paved Nonpublic	Unpaved Public	Unpaved Nonpublic	Paved Public	Paved Nonpublic	Unpaved Public	Unpaved Nonpublic
National Capital Parks - East	NACE	3,728,504	192,254	421,727	60,958	25	12	15	10
Baltimore - Washington Pkwy	BAWA								
Fort Washington Park	FOWA	306,122				13			
Greenbelt Park	GREE	129,728	45,155			17	2		
Suitland Parkway	SUIT		38,041				1		
Totals:		4,164,354	275,450	421,727	60,958	55	15	15	10

# Parkwide Paved Route Condition Summary

## Fort Washington Park

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

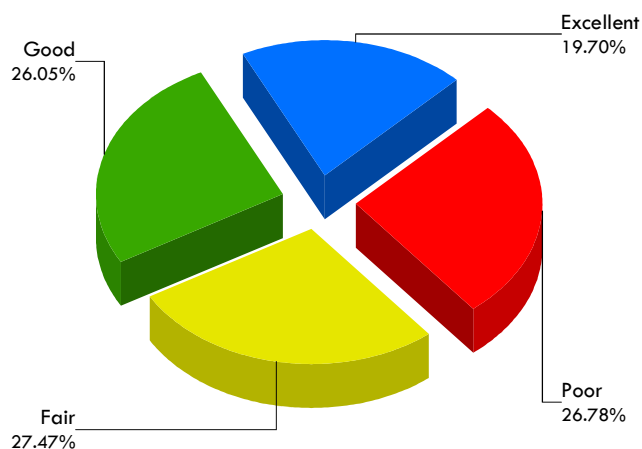
### Breakdown of Pavement Condition Rating (PCR) Based on Access Level

	POOR (PCR of 0 - 60)	FAIR (PCR of 61 - 84)	GOOD (PCR of 85 - 94)	EXCELLENT (PCR of 95 -100)	
<b>PAVED ROADS</b>					
Functional Class	Length (miles)	Length (miles)	Length (miles)	Length (miles)	Total Mileage by FC
1	0.56	0.51	0.32	0.04	1.43
2	0.13	0.14	0.25	0.52	1.04
3					
4					
5		0.04	0.05		0.09
6	0.12	0.14	0.17	0.04	0.47
7					
8					
<b>Total Mileage by PCR</b>	<b>0.81</b>	<b>0.83</b>	<b>0.79</b>	<b>0.60</b>	<b>3.04</b>
<b>PAVED PARKING</b>					
Access Level	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Total Area
PUBLIC			306,122		306,122
NONPUBLIC					
<b>Total Area by PCR</b>	<b>0</b>	<b>0</b>	<b>306,122</b>	<b>0</b>	<b>306,122</b>

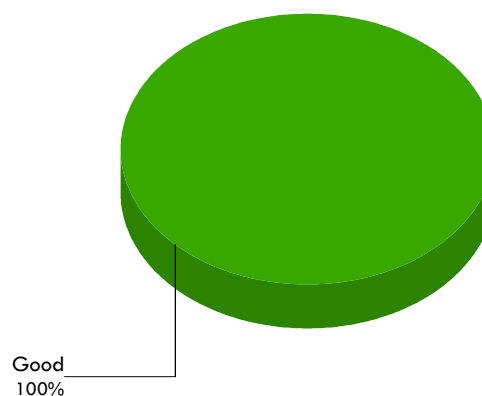
NOTES:

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**

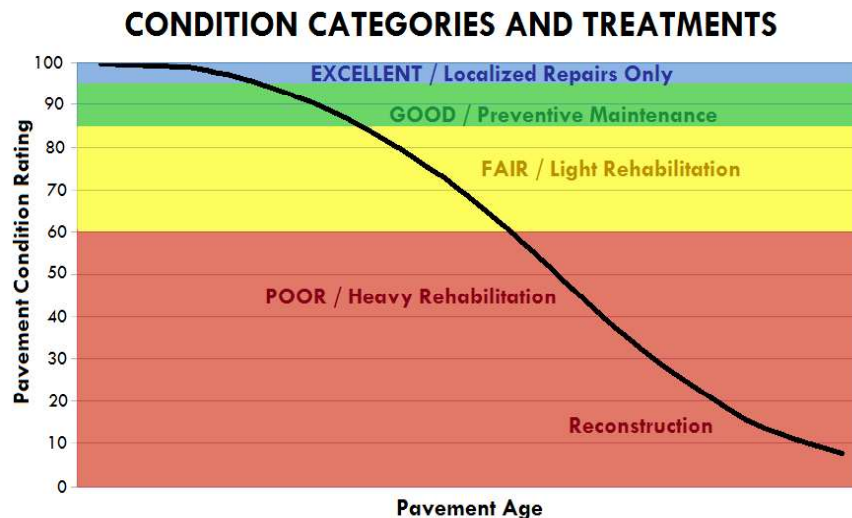
Figure 1: Pavement Condition Rating Breakdown for Paved Roads and Parking Areas



## 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
  - o Pavements in this range will require only spot repairs
- Good: PCR of 85-94
  - o 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
  - o 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
  - o 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

### Fort Washington 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
FOWA-0010	52450	WASHINGTON DRIVE	1	AS	0.82	72	NR	72	82	100	82	72	99	97
FOWA-0011	52452	WARBURTON DRIVE	1	AS	0.61	61	NR	61	90	100	90	61	100	100
FOWA-0100	52484	L'ENFANT ROAD	2	AS	0.38	98	NR	98	98	100	98	99	100	99
FOWA-0101	52536	OLD QUARTERS ACCESS	2	AS	0.09	87	NR	87	98	100	98	87	100	97
FOWA-0102	52541	AINSWORTH DRIVE	2	AS	0.15	26	NR	26	83	99	84	26	100	99
FOWA-0103	114177	FOWA MARINA ACCESS ROAD (KING CHARLES TERRACE)	2	AS	0.43	94	NR	94	94	98	96	95	100	99
FOWA-0400	52746	FORT WASHINGTON SERVICE ROAD	6	CO	0.17	90	NR	NR	NR	NR	NR	NR	NR	NR
FOWA-0401	52747	CONNECTING SERVICE ROAD	6	AS	0.13	0	NR	0	0	54	30	0	96	83
FOWA-0403	52748	LIGHTHOUSE SERVICE ROAD	6	AS	0.14	91	NR	91	91	98	93	96	91	92



Federal Lands Highway  
Road Inventory Program

## Cycle 6 - Road Inventory Program

### Road Condition Summary Report for Manually Rated Roads

#### Fort Washington 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
FOWA-0407	52751	FOWA PUMP STATION SERVICE ROAD	6	AS	0.04	73	NR	73	NR	73	90	90	97	90
FOWA-0410	90258	FOWA VISITORS CENTER HANDICAPPED DROPOFF	5	CO	0.05	90	NR	90	NR	NR	NR	NR	NR	NR
FOWA-0411	252465	D-3 PICNIC AREA ACCESS ROAD	5	AS	0.04	73	NR	73	NR	73	73	73	97	90



Federal Lands Highway  
Road Inventory Program

# Cycle 6 - Road Inventory Program

## Parking Area Condition Summary Report

### Fort Washington 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

#### Asphalt Surface Distresses

#### Concrete Surface Distresses

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Pavement Condition Rating (PCR)	Alligator Cracking	Longitudinal / Transverse Cracking	Rutting / Distortions	Potholes / Patching	HMA Patching	Surface Raveling / Bleeding	Joint Faulting	Slab Cracking	Joint Distresses	Delamination / Pop-Outs	Potholes / Patching
FOWA-0901	21449	FOWA BIKE LANE / PICNIC AREA 1 PARKING	PUBLIC	AS	11,697	90	90	90	90	97	97	90					
FOWA-0902	52755	FOWA PICNIC AREA 2 PARKING	PUBLIC	AS	10,024	90	90	90	90	97	97	90					
FOWA-0903	21446	FORT WASHINGTON MAIN PARKING LOT	PUBLIC	AS	139,258	90	90	90	90	97	97	90					
FOWA-0904	52754	WARBURTON MANOR SITE PARKING	PUBLIC	AS	4,076	90	90	90	90	97	97	90					
FOWA-0905	52757	L'ENFANT ROAD PARKING AREA	PUBLIC	AS	21,258	90	90	90	90	97	90	90					
FOWA-0906	21450	OLD QUARTERS PARKING	PUBLIC	AS	4,720	90	90	90	97	97	97	90					
FOWA-0907	21451	FOWA PICNIC AREA A PARKING	PUBLIC	AS	20,365	90	90	90	90	97	97	90					
FOWA-0908	21454	FOWA PICNIC AREA B PARKING	PUBLIC	AS	46,136	90	90	90	90	97	97	90					
FOWA-0909	21461	FOWA PICNIC AREA C PARKING	PUBLIC	AS	19,736	90	97	90	97	97	97	90					
FOWA-0910	21457	FOWA PICNIC PARKING D-1	PUBLIC	AS	2,104	90	90	90	97	97	97	90					
FOWA-0911	21459	FOWA PICNIC PARKING D-2	PUBLIC	AS	2,127	90	90	90	97	97	97	90					
FOWA-0912	21473	FOWA PICNIC PARKING D-3	PUBLIC	AS	2,129	90	90	90	97	97	97	90					
FOWA-0913	21445	MAINTENANCE / PARK POLICE PARKING	PUBLIC	AS	22,492	90	90	90	90	97	97	90					



## Section 4

# Park Route Location Maps



Fort Washington Park

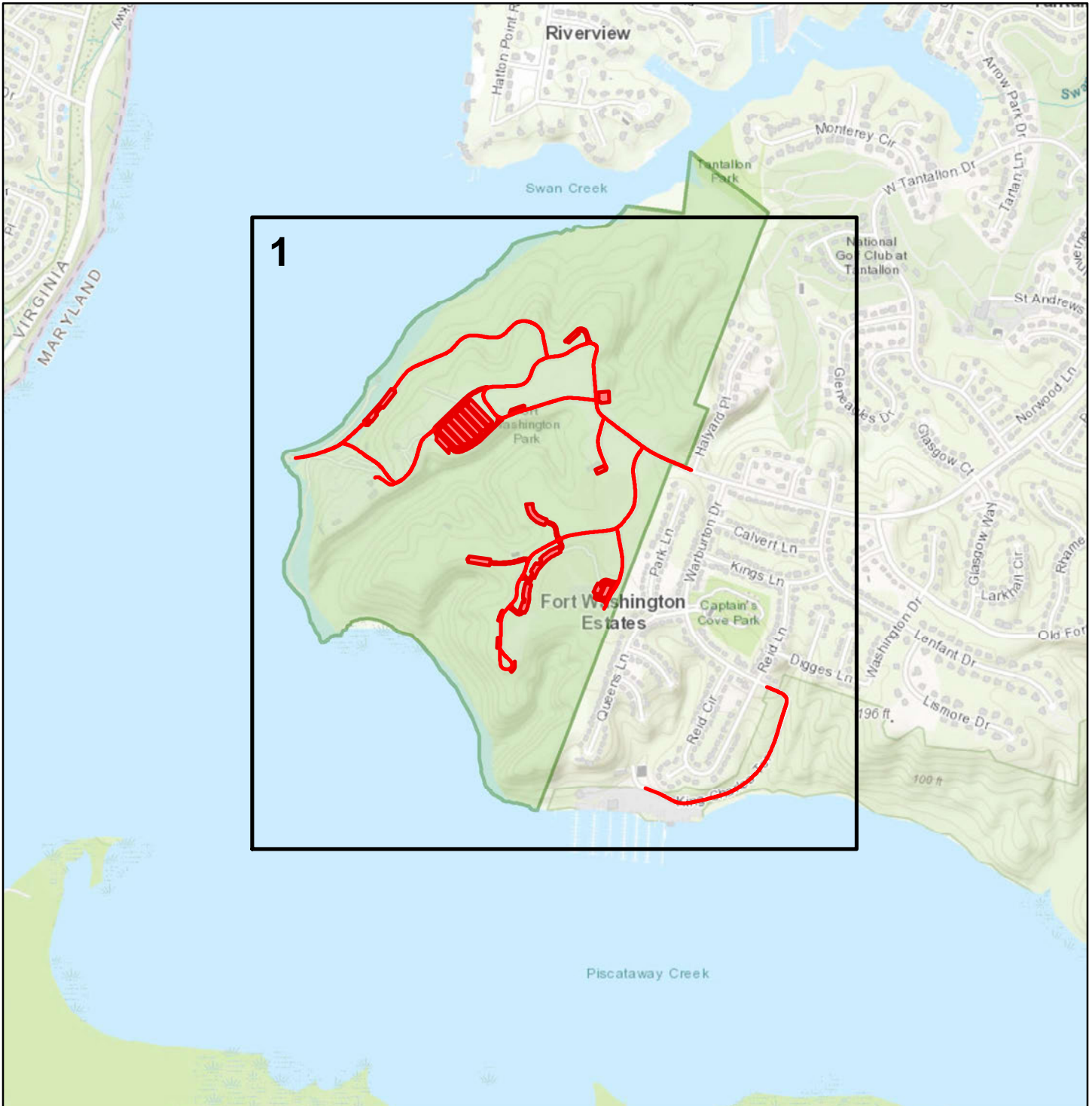


Federal Lands Highway  
Road Inventory Program

# Fort Washington Park

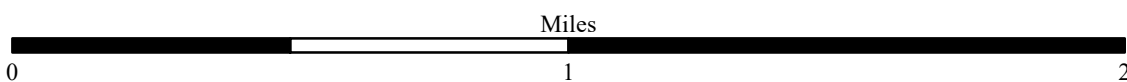
## ROUTE LOCATION MAP

### 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), swisstopo, © OpenStreetMap contributors, and the GIS User Community

 NPS Collected Routes





# Fort Washington Park

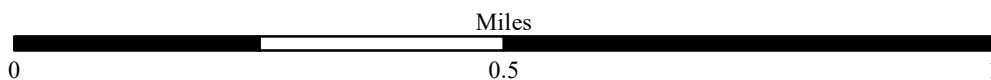
## ROUTE LOCATION MAP

### 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), swisstopo, © OpenStreetMap contributors, and the GIS User Community

**Note:** Unique colors are used to differentiate roads

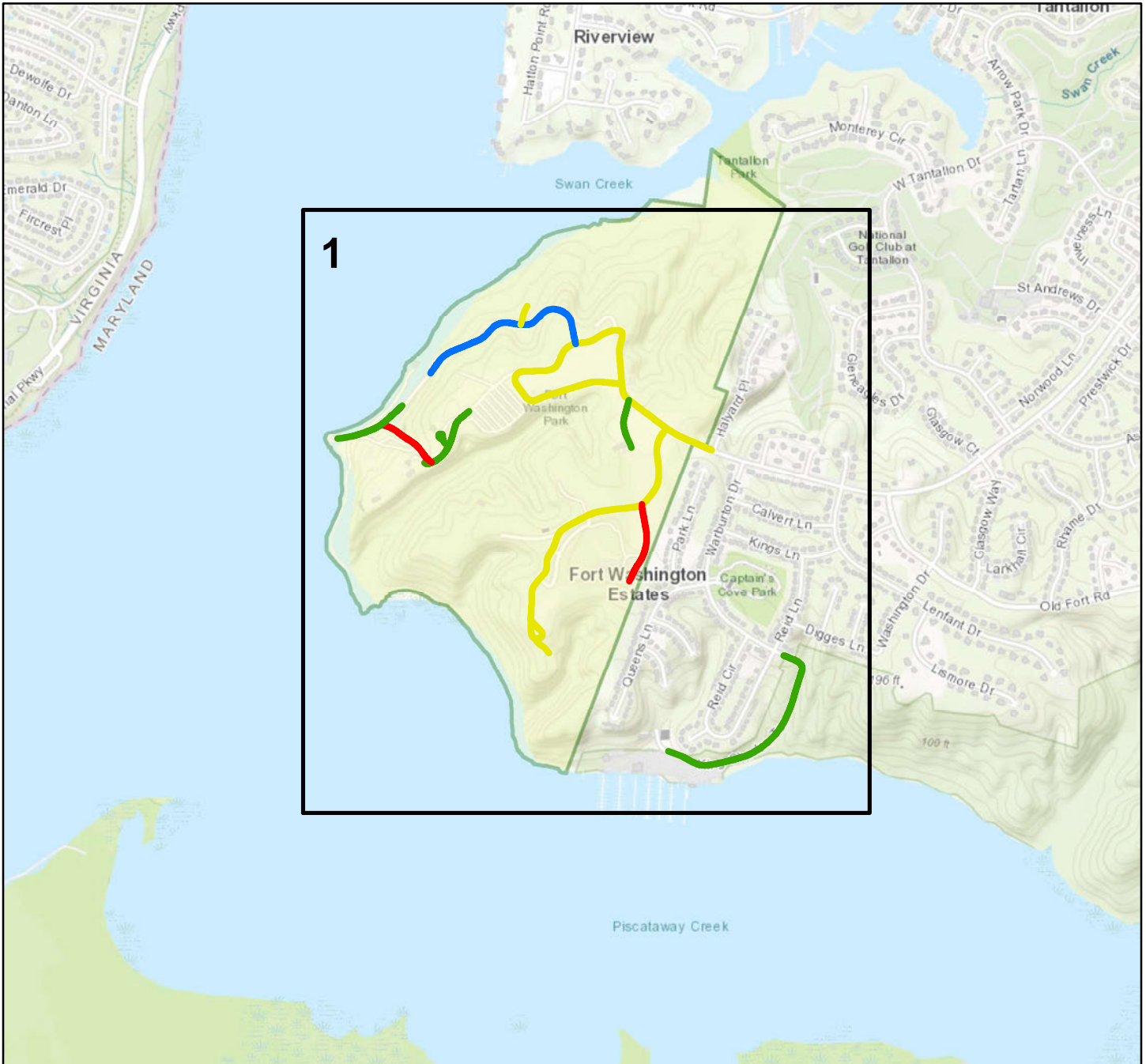


# Fort Washington Park

## 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), swisstopo, © OpenStreetMap contributors, and the GIS User Community

#### Route Condition Legend – Pavement Condition Rating (PCR)

Poor (0 - 60)

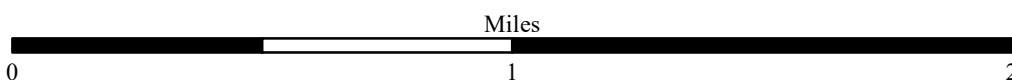
Fair (61 - 84)

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





# Fort Washington Park

## ROUTE CONDITION MAP

### PCR - MILE BY MILE

#### Area Map 1

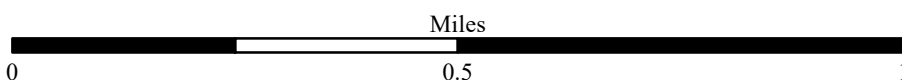


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

#### Route Condition Legend – Pavement Condition Rating (PCR)

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



## Section 5

# Paved Road Condition Rating Sheets



Fort Washington Park



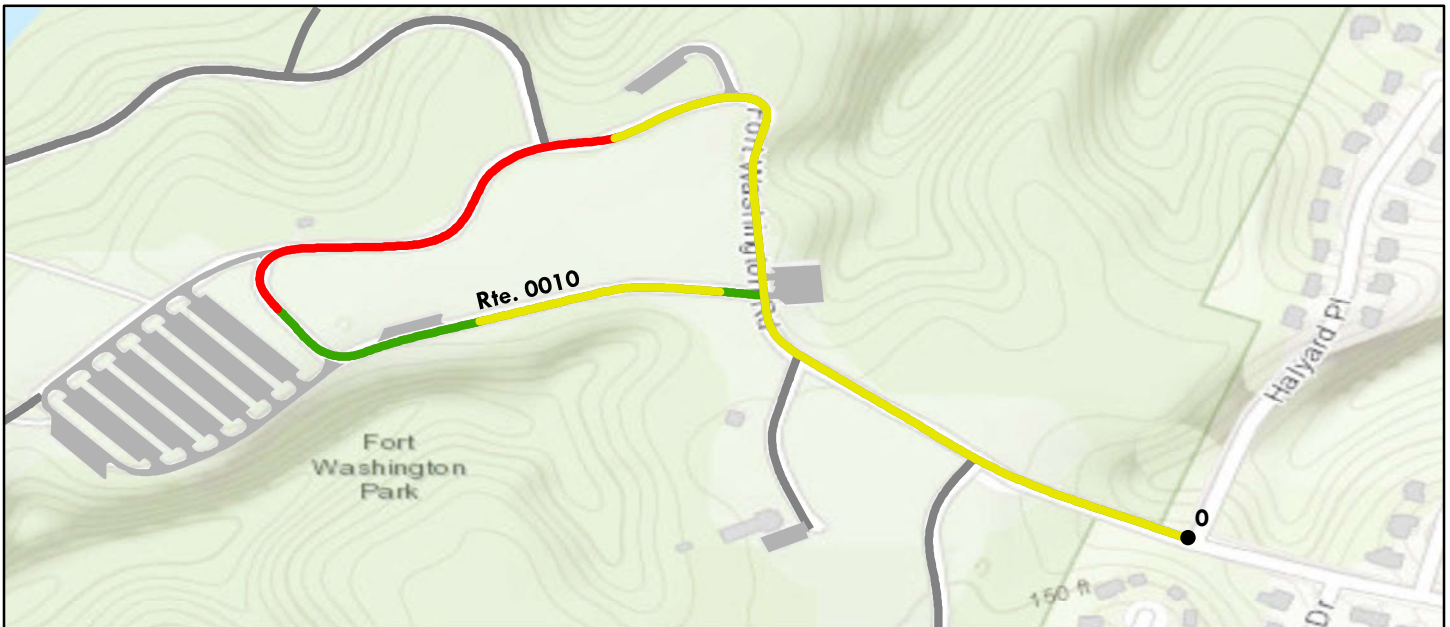
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# Fort Washington Park

## ROUTE 0010: WASHINGTON DRIVE

### Data Collection Vehicle (DCV) Rating



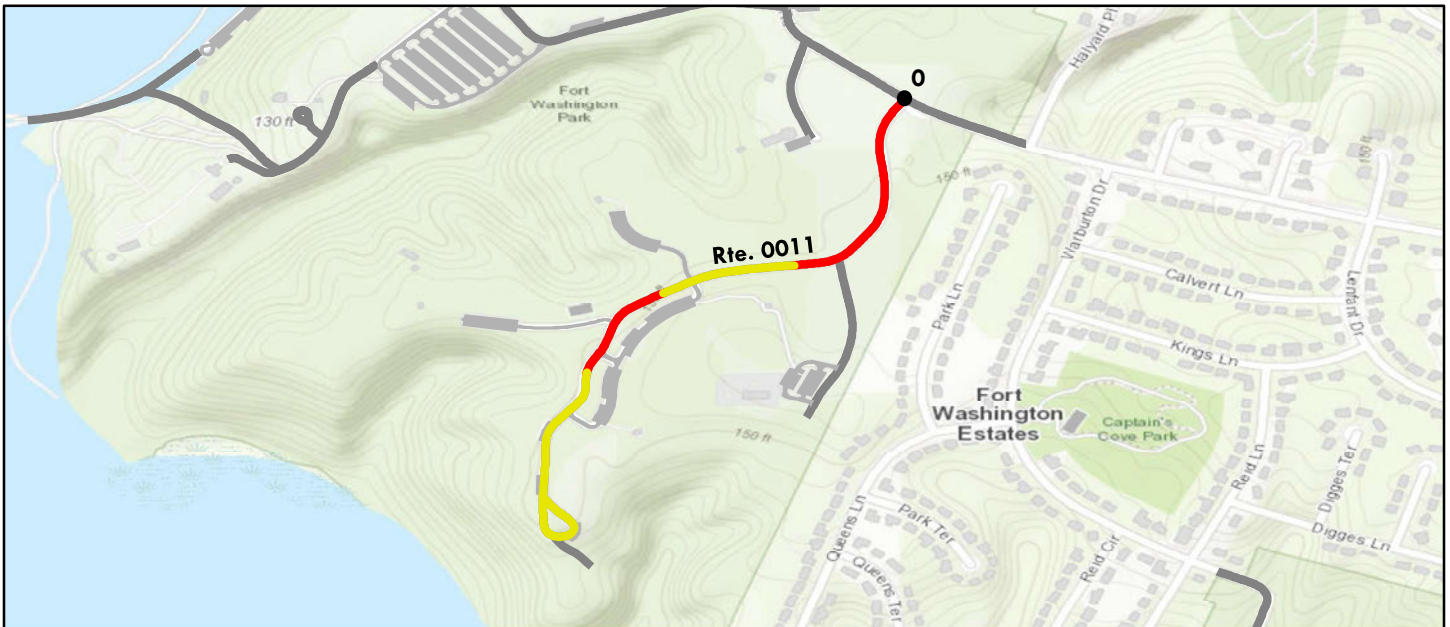
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community

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: 3/24/2018	Beginning Section MP	0				
Paved Length (Miles): 0.82	Section Length (MI)	0.82				
Surface Type: ASPHALT	Route Summary					
Roadway Condition Information						
Pavement Condition Rating (PCR)	72	72				
Surface Condition Rating (SCR)	72	72				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	82	82				
Alligator Crack Index	100	100				
Longitudinal Crack Index	82	82				
Transverse Cracking Index	72	72				
Patching Index	99	99				
Rutting Index	97	97				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	1	1				
Paved Width (ft)	19.1	19.1				
Lane Width (ft)	10.1	10.1				

# Fort Washington Park

## ROUTE 0011: Warburton Drive

### 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), swisstopo, © 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.

<b>Inspection Date:</b> 3/24/2018	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.61	<b>Section Length (MI)</b>	0.61				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	61	61				
Surface Condition Rating (SCR)	61	61				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	90	90				
Alligator Crack Index	100	100				
Longitudinal Crack Index	90	90				
Transverse Cracking Index	61	61				
Patching Index	100	100				
Rutting Index	100	100				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	17.7	17.7				
Lane Width (ft)	9.8	9.8				



# Fort Washington Park

## ROUTE 0100: L'ENFANT 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), swisstopo, © 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

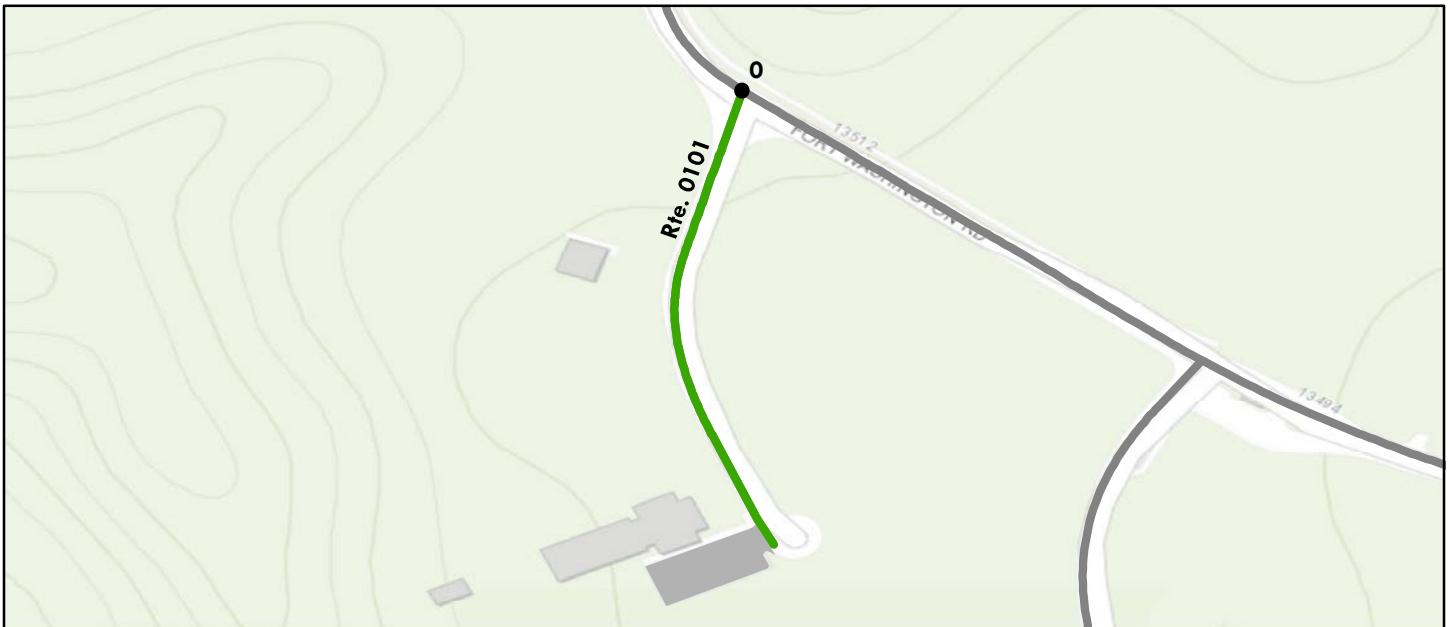
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

<b>Inspection Date:</b> 3/24/2018	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.38	<b>Section Length (MI)</b>	0.38				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	98	98				
Surface Condition Rating (SCR)	98	98				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	98	98				
Alligator Crack Index	100	100				
Longitudinal Crack Index	98	98				
Transverse Cracking Index	99	99				
Patching Index	100	100				
Rutting Index	99	99				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	20.4	20.4				
Lane Width (ft)	9.5	9.5				

# Fort Washington Park

## ROUTE 0101: OLD QUARTERS 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), swisstopo, © 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: 3/24/2018		Beginning Section MP		0			
Paved Length (Miles): 0.09		Section Length (MI)		0.09			
Surface Type: ASPHALT		Route Summary					
Roadway Condition Information							
Pavement Condition Rating (PCR)		87		87			
Surface Condition Rating (SCR)		87		87			
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		87		87			
Patching Index		100		100			
Rutting Index		97		97			
International Roughness Index (IRI)		N/A		N/A			
Lane & Width Information							
Number of Lanes		2		2			
Paved Width (ft)		18.8		18.8			
Lane Width (ft)		9		9			

# Fort Washington Park

## ROUTE 0102: AINSWORTH DRIVE

### 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), swisstopo, © 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.

<b>Inspection Date:</b> 3/24/2018	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.15	<b>Section Length (MI)</b>	0.15				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	26	26				
Surface Condition Rating (SCR)	26	26				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	83	83				
Alligator Crack Index	99	99				
Longitudinal Crack Index	84	84				
Transverse Cracking Index	26	26				
Patching Index	100	100				
Rutting Index	99	99				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	18.6	18.6				
Lane Width (ft)	9.2	9.2				

# Fort Washington Park

## ROUTE 0103: FOWA MARINA ACCESS ROAD (KING CHARLES TERRACE)

### 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), swisstopo, © 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

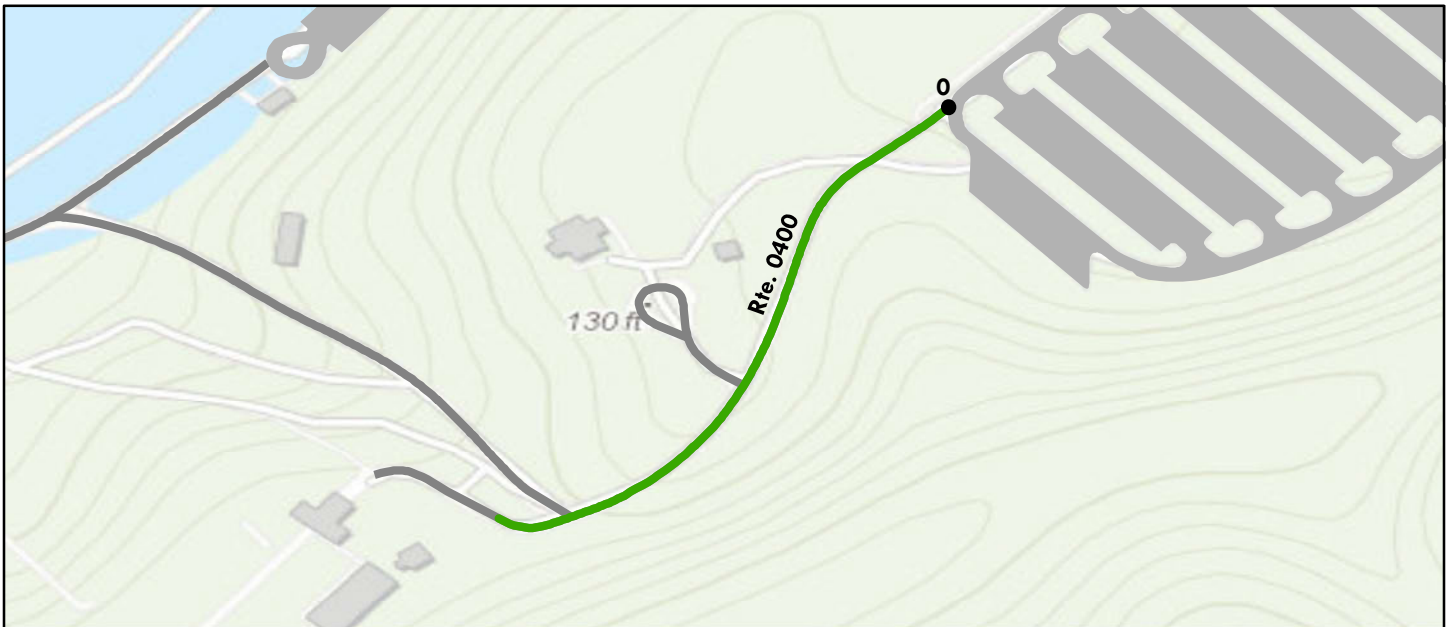
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

<b>Inspection Date:</b>	3/24/2018	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b>	0.43	<b>Section Length (MI)</b>	0.42				
<b>Surface Type:</b>	ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>							
Pavement Condition Rating (PCR)	94	94					
Surface Condition Rating (SCR)	94	94					
Roughness Condition Index (RCI)	N/A	N/A					
<b>Distress Index Values</b>							
Structural Crack Index	94	94					
Alligator Crack Index	98	98					
Longitudinal Crack Index	96	96					
Transverse Cracking Index	95	95					
Patching Index	100	100					
Rutting Index	99	99					
International Roughness Index (IRI)	N/A	N/A					
<b>Lane &amp; Width Information</b>							
Number of Lanes	2	2					
Paved Width (ft)	19.6	19.6					
Lane Width (ft)	9.5	9.5					

# Fort Washington Park

## ROUTE 0400: FORT WASHINGTON SERVICE 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), swisstopo, © 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: 3/24/2018		Beginning Section MP	0				
Paved Length (Miles): 0.17		Section Length (MI)	0.17				
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)		11.7	11.7				
Lane Width (ft)		11.7	11.7				

Entire route is Concrete.



# Fort Washington Park

## ROUTE 0401: CONNECTING SERVICE 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), swisstopo, © OpenStreetMap contributors, and the GIS User Community

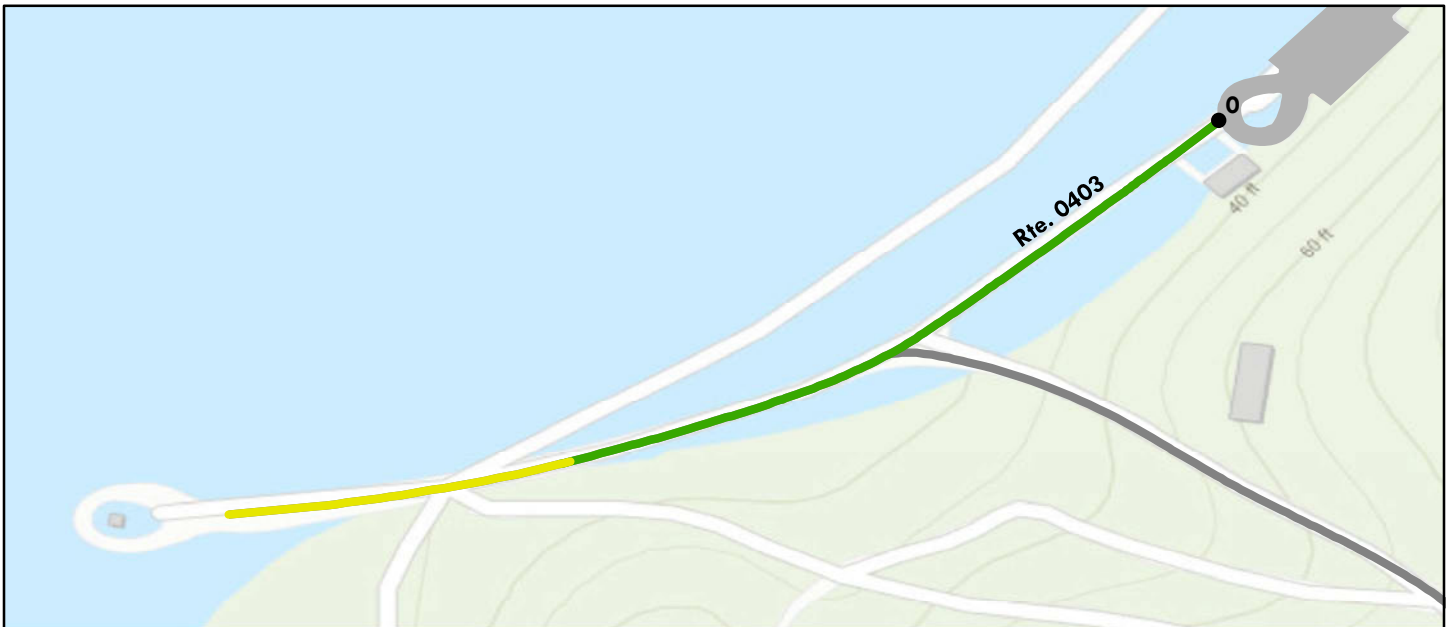
Route Condition Legend – Pavement Condition Rating (PCR)							
Poor (0 - 60)		Fair (61- 84)		Good (85 - 94)		Excellent (95 - 100)	
						Not Rated	
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.							
Inspection Date: 3/24/2018		Beginning Section MP	0				
Paved Length (Miles): 0.13		Section Length (MI)	0.13				
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		54	54				
Longitudinal Crack Index		30	30				
Transverse Cracking Index		0	0				
Patching Index		96	96				
Rutting Index		83	83				
International Roughness Index (IRI)		N/A	N/A				
Lane & Width Information							
Number of Lanes		1	1				
Paved Width (ft)		13.6	13.6				
Lane Width (ft)		13.6	13.6				

**Note:** Road is in very poor condition with badly deteriorated asphalt.

# Fort Washington Park

## ROUTE 0403: LIGHTHOUSE SERVICE 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), swisstopo, © 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: 3/24/2018		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)		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		98		98					
Longitudinal Crack Index		93		93					
Transverse Cracking Index		96		96					
Patching Index		91		91					
Rutting Index		92		92					
International Roughness Index (IRI)		N/A		N/A					
Lane & Width Information									
Number of Lanes		1		1					
Paved Width (ft)		11.3		11.3					
Lane Width (ft)		11.3		11.3					

**Note:** Road has badly deteriorated asphalt which is not accurately reflected in the overall Pavement Condition Rating score for this short road. Road is in very poor condition.

# Fort Washington Park

## ROUTE 0407: FOWA PUMP STATION SERVICE 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), swisstopo, © 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:	3/14/2018	Beginning Section MP	0.00			
Paved Length (Miles):	0.04	Section Length (MI)	0.04			
Surface Type:	ASPHALT	Route Summary				
Roadway Condition Information						
Pavement Condition Rating (PCR)	73	73				
Surface Condition Rating (SCR)	73	73				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	N/A	N/A				
Alligator Crack Index	73	73				
Longitudinal Crack Index	90	90				
Transverse Cracking Index	90	90				
Patching Index	97	97				
Rutting Index	90	90				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	1	1				
Paved Width (ft)	12.2	12.2				
Lane Width (ft)	12.2	12.2				



# **Fort Washington Park**

## **ROUTE 0407: FOWA PUMP STATION SERVICE ROAD**

### **Condition Photos**

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



**FOWA\_0407\_3201.JPG**



**FOWA\_0407\_3203.JPG**



**FOWA\_0407\_3204.JPG**



**FOWA\_0407\_3205.JPG**



**FOWA\_0407\_3206.JPG**



**FOWA\_0407\_3207.JPG**

# Fort Washington Park

## ROUTE 0410: FOWA VISITORS CENTER HANDICAPPED DROPOFF

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), swisstopo, © 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: 3/14/2018		Beginning Section MP		0.00			
Paved Length (Miles): 0.05		Section Length (MI)		0.05			
Surface Type: CONCRETE		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		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)		13.5		13.5			
Lane Width (ft)		13.5		13.5			



# Fort Washington Park

## ROUTE 0410: FOWA VISITORS CENTER HANDICAPPED DROPOFF

### Condition Photos

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



FOWA\_0410\_3229.JPG



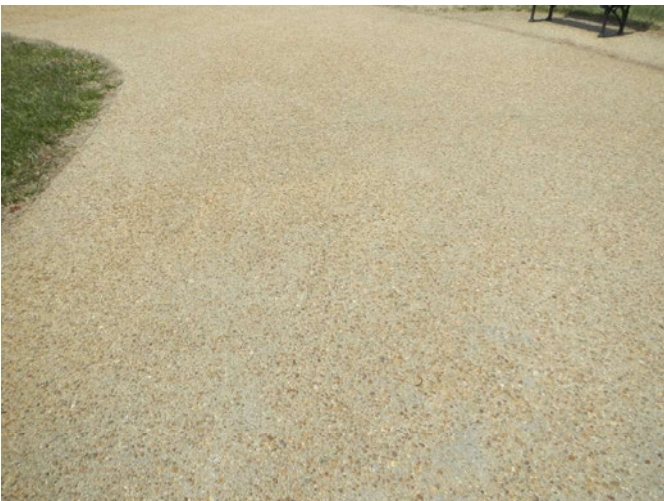
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FOWA\_0410\_3231.JPG



FOWA\_0410\_3232.JPG



FOWA\_0410\_3233.JPG

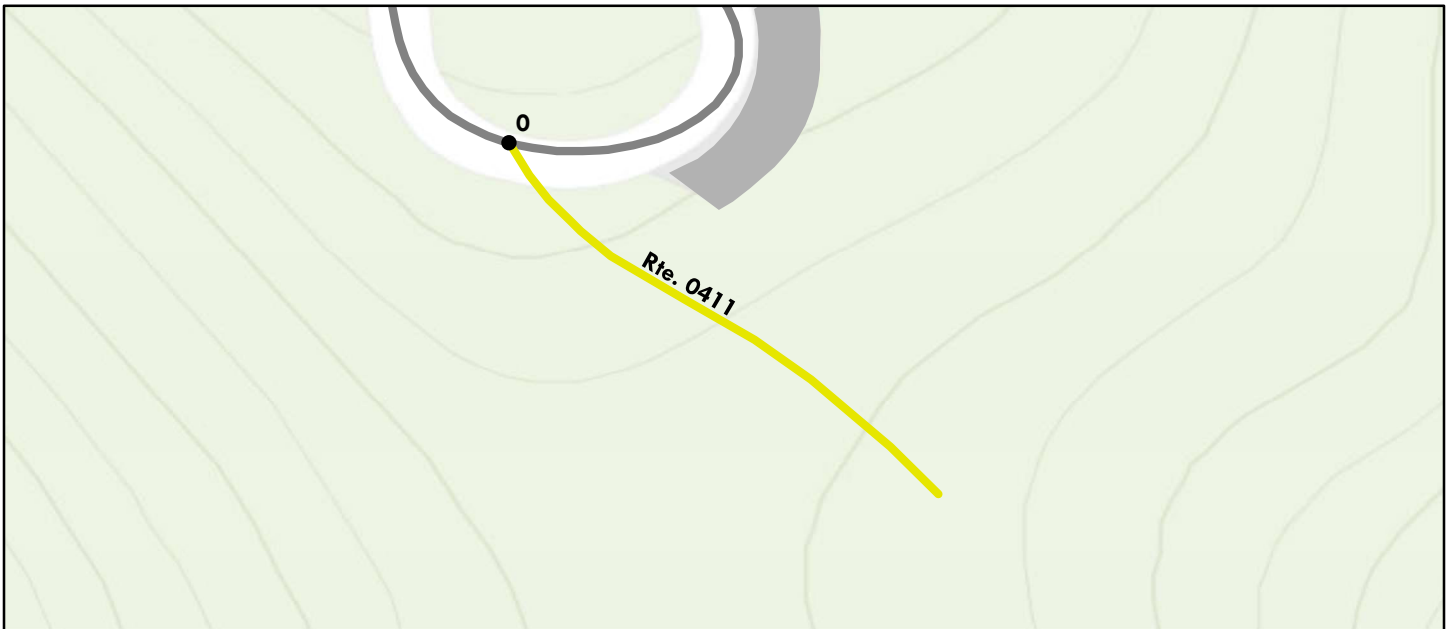


FOWA\_0410\_3235.JPG

# Fort Washington Park

## ROUTE 0411: D-3 PICNIC AREA 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), swisstopo, © 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:	3/14/2018	Beginning Section MP	0.00			
Paved Length (Miles):	0.04	Section Length (MI)	0.04			
Surface Type:	ASPHALT	Route Summary				
Roadway Condition Information						
Pavement Condition Rating (PCR)	73	73				
Surface Condition Rating (SCR)	73	73				
Roughness Condition Index (RCI)	N/A	N/A				
Distress Index Values						
Structural Crack Index	N/A	N/A				
Alligator Crack Index	73	73				
Longitudinal Crack Index	73	73				
Transverse Cracking Index	73	73				
Patching Index	97	97				
Rutting Index	90	90				
International Roughness Index (IRI)	N/A	N/A				
Lane & Width Information						
Number of Lanes	1	1				
Paved Width (ft)	16.6	16.6				
Lane Width (ft)	16.6	16.6				

Note: Route has a concrete segment in fair condition.



# **Fort Washington Park**

## **ROUTE 0411: D-3 PICNIC AREA ACCESS ROAD**

### **Condition Photos**

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



**FOWA\_0411\_3240.JPG**



**FOWA\_0411\_3241.JPG**



**FOWA\_0411\_3242.JPG**



**FOWA\_0411\_3243.JPG**



**FOWA\_0411\_3244.JPG**



**FOWA\_0411\_3246.JPG**



## Section 6

# Paved Parking Area Condition Rating Sheets



Fort Washington Park



**Federal Lands Highway  
Road Inventory Program**



# Fort Washington Park

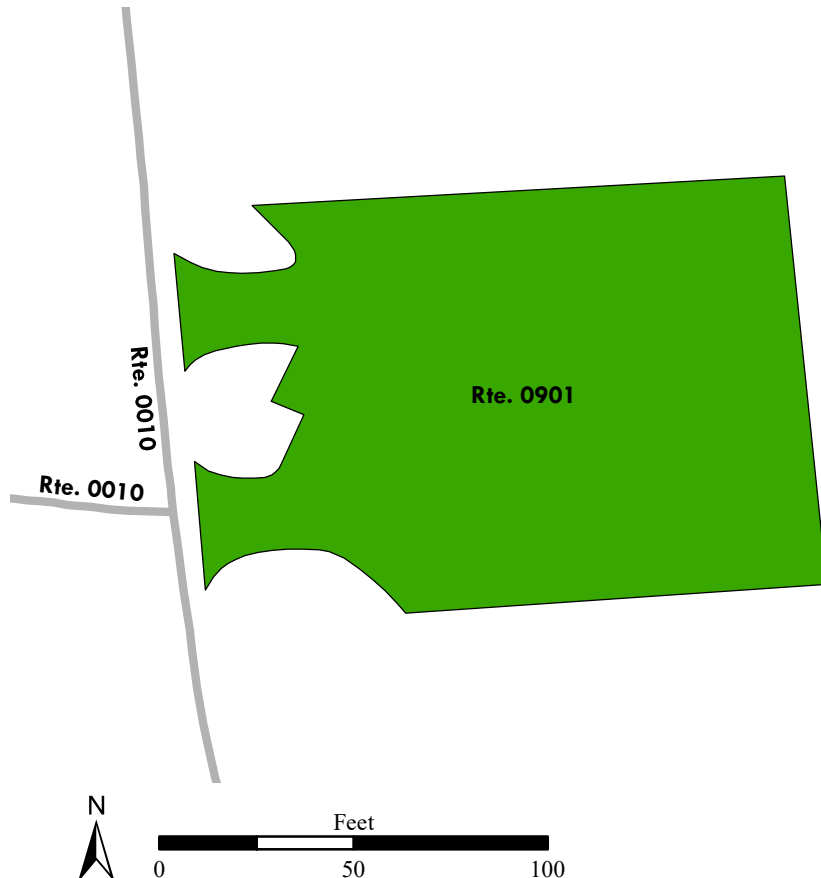
ROUTE 0901: FOWA BIKE LANE / PICNIC AREA 1 PARKING

Manual Rating

FROM ROUTE 0010 (WASHINGTON DRIVE)

TO ROUTE 0010 (WASHINGTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	21449	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
11,697	0.201	NOT APPLICABLE	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>			
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>
<b>Not Rated</b>			
See Appendix for definitions and formulas			



# Fort Washington Park

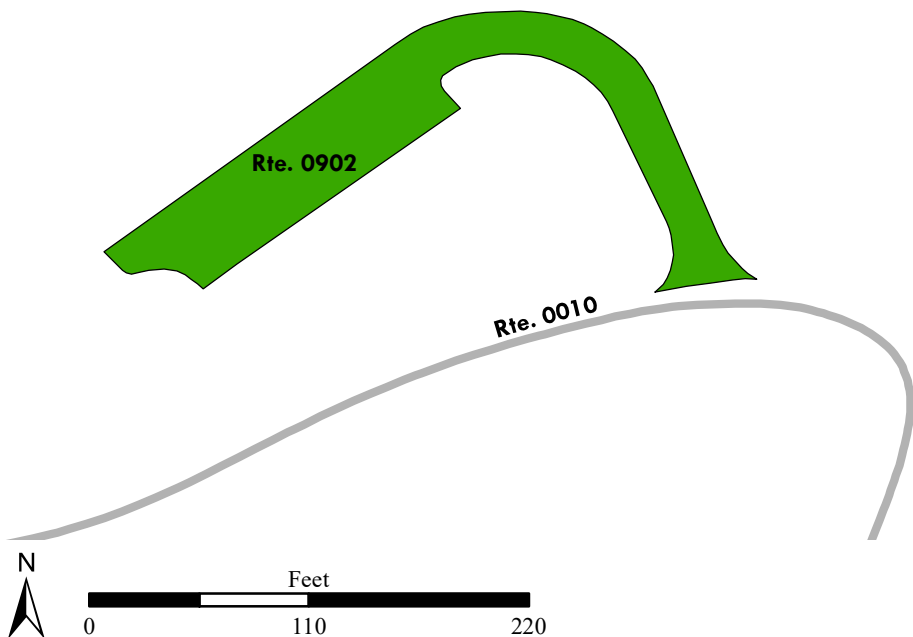
## ROUTE 0902: FOWA PICNIC AREA 2 PARKING

Manual Rating

FROM ROUTE 0010 (WASHINGTON DRIVE)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	52755	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
10,024	0.173	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
See Appendix for definitions and formulas				



# Fort Washington Park

## ROUTE 0903: FORT WASHINGTON MAIN PARKING LOT

Manual Rating

FROM ROUTE 0010 (WASHINGTON DRIVE)

TO ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	21446	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
139,258	2.398	NOT APPLICABLE	DO NOTHING
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

**Route Condition Legend – Pavement Condition Rating (PCR)**

Poor (0 - 60)

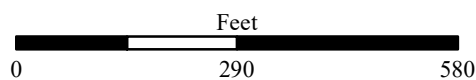
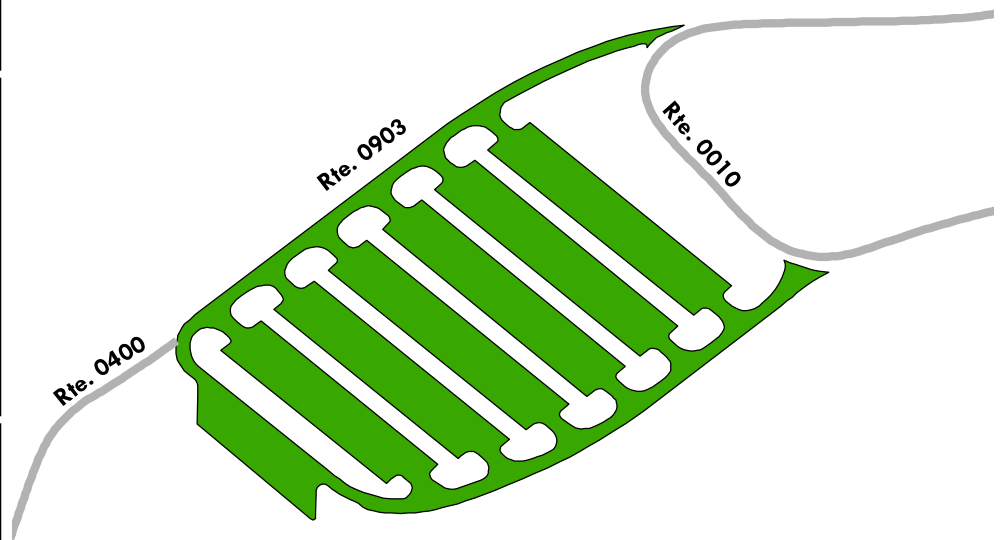
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



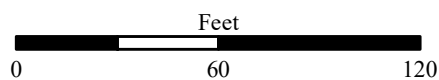
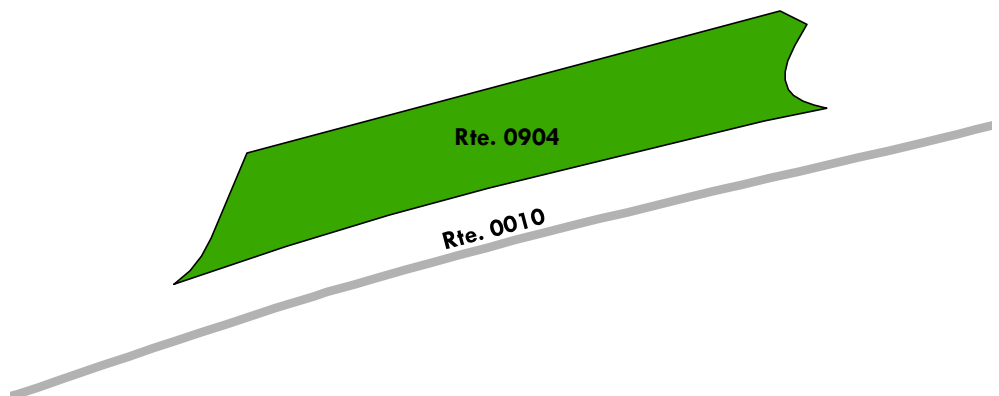
# Fort Washington Park

## ROUTE 0904: Warburton Manor Site Parking

Manual Rating

ADJACENT TO ROUTE 0010 (WASHINGTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	52754	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
4,076	0.07	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<div>Poor (0 - 60)</div>	<div>Fair (61- 84)</div>	<div>Good (85 - 94)</div>	<div>Excellent (95 - 100)</div>	<div>Not Rated</div>
See Appendix for definitions and formulas				





# Fort Washington Park

## ROUTE 0905: L'ENFANT ROAD PARKING AREA

Manual Rating

FROM END OF ROUTE 0100 (L'ENFANT ROAD)

TO BEGINNING OF ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	52757	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
21,258	0.366	NOT APPLICABLE	DO NOTHING
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

**Route Condition Legend – Pavement Condition Rating (PCR)**

Poor (0 - 60)

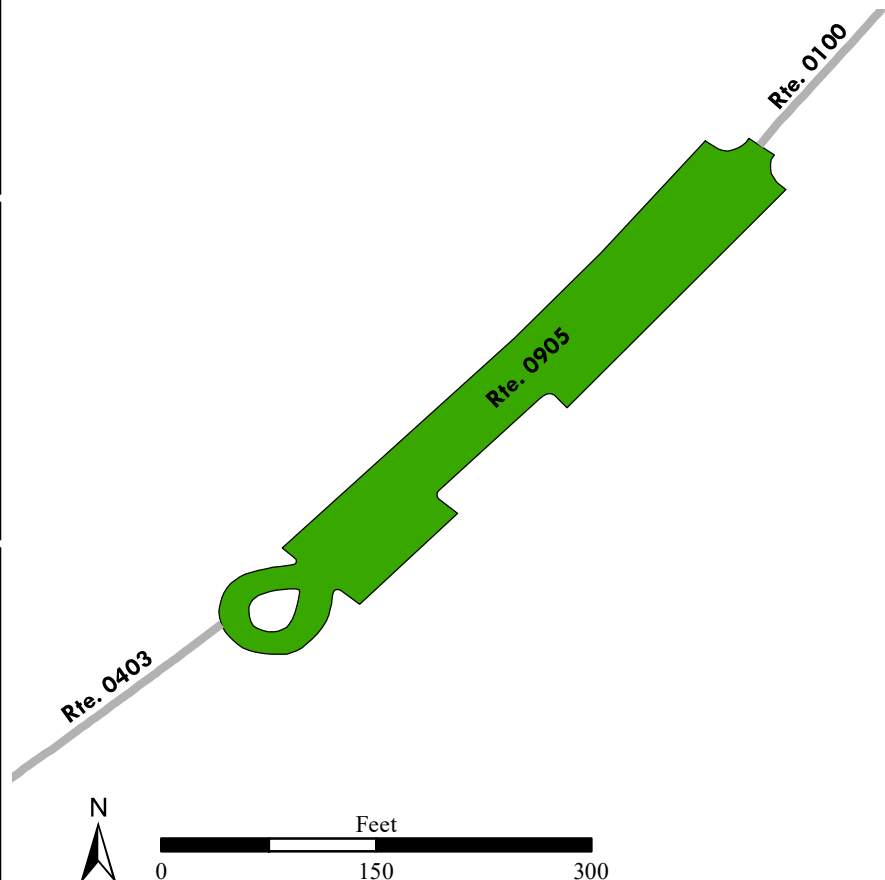
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# Fort Washington Park

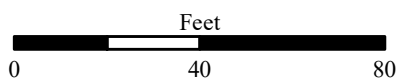
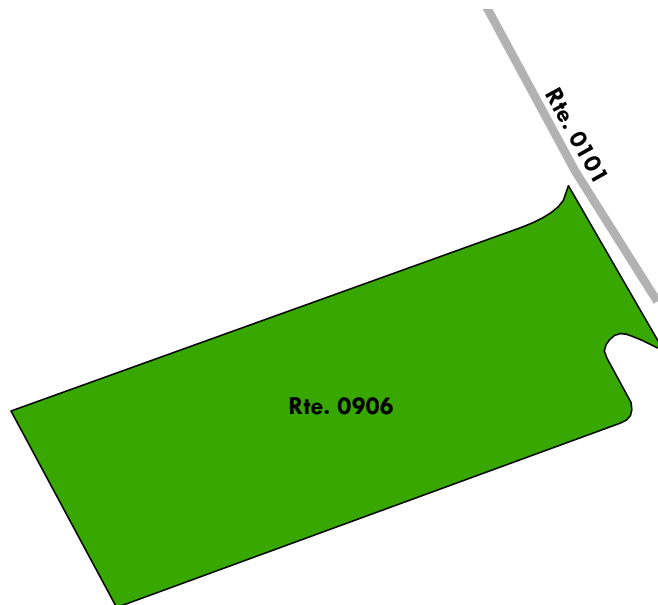
## ROUTE 0906: OLD QUARTERS PARKING

Manual Rating

FROM ROUTE 0101 (OLD QUARTERS ACCESS)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	21450	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
4,720	0.081	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<div>Poor (0 - 60)</div>	<div>Fair (61- 84)</div>	<div>Good (85 - 94)</div>	<div>Excellent (95 - 100)</div>	<div>Not Rated</div>
See Appendix for definitions and formulas				



# Fort Washington Park

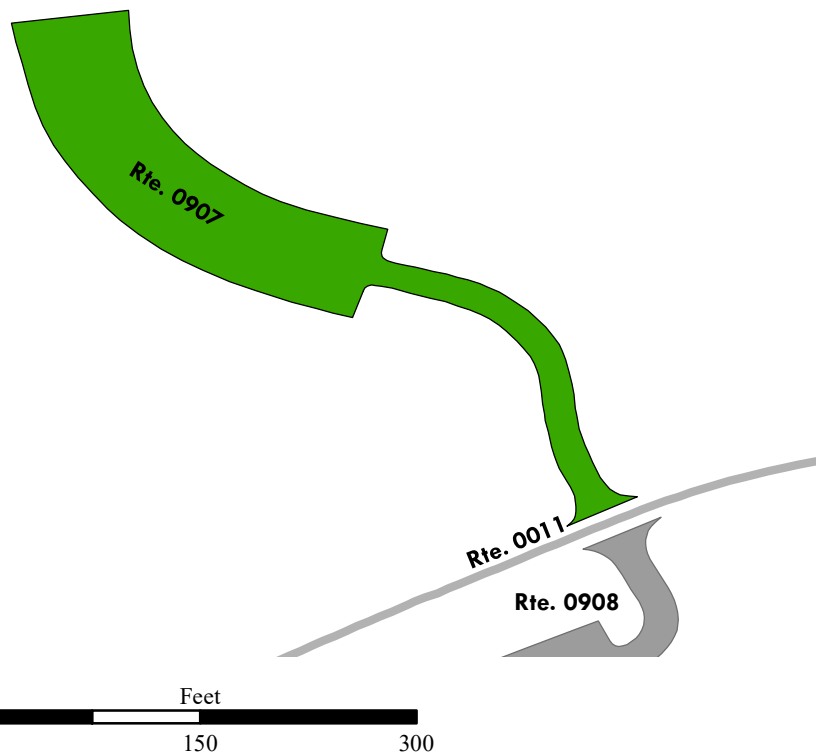
## ROUTE 0907: FOWA PICNIC AREA A PARKING

Manual Rating

FROM ROUTE 0011 (WARBURTON DRIVE)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	21451	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
20,365	0.351	NOT APPLICABLE	DO NOTHING
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>			
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>
<b>Not Rated</b>			
See Appendix for definitions and formulas			



# Fort Washington Park

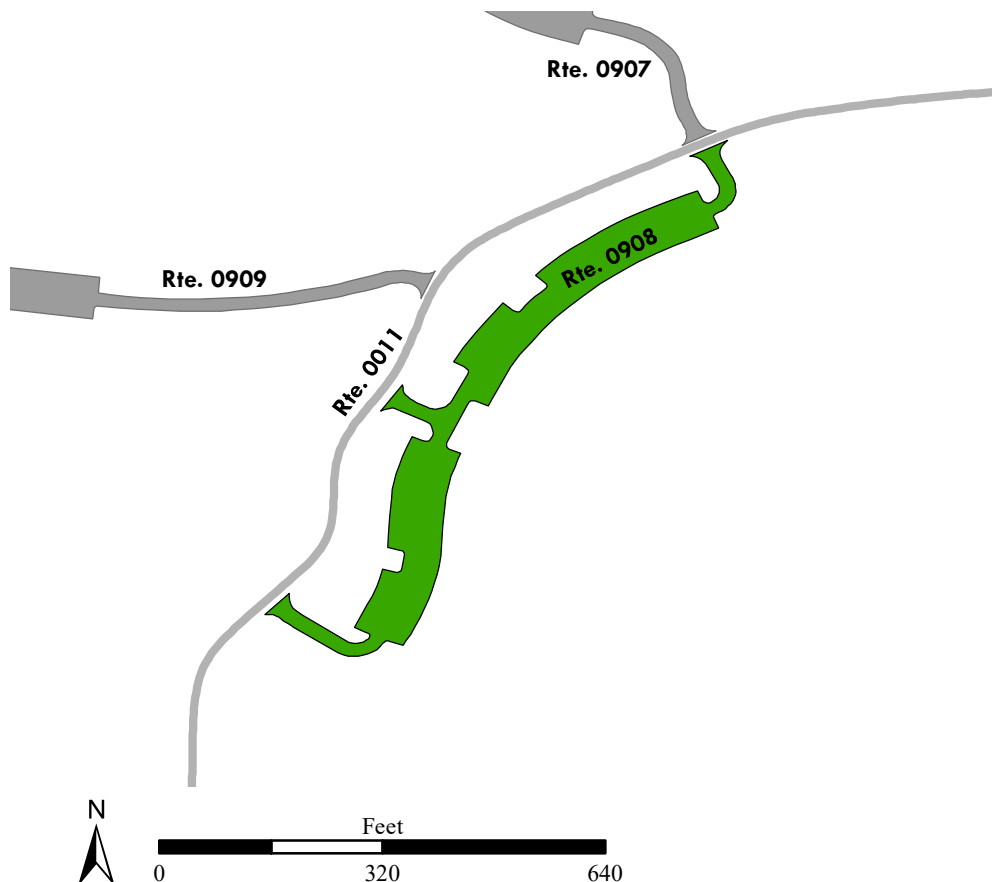
## ROUTE 0908: FOWA PICNIC AREA B PARKING

Manual Rating

FROM ROUTE 0011 (WARBURTON DRIVE)

TO ROUTE 0011 (WARBURTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	21454	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
46,136	0.794	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
See Appendix for definitions and formulas				





# Fort Washington Park

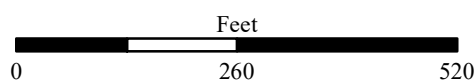
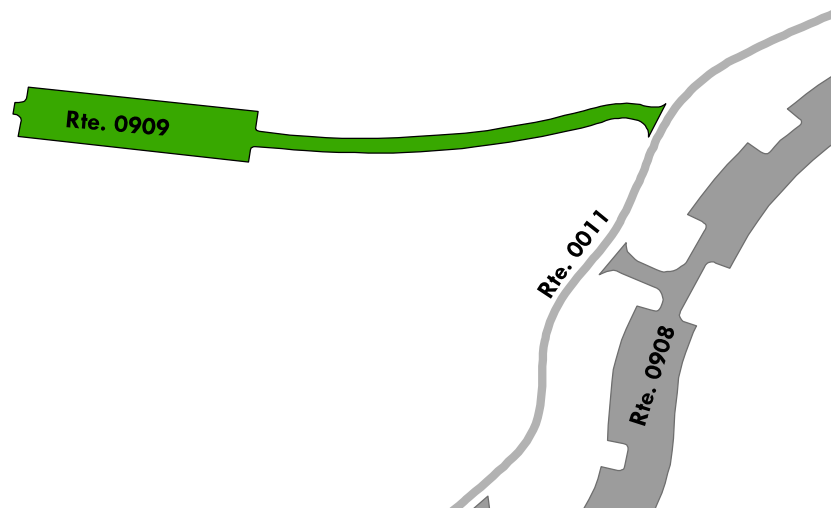
## ROUTE 0909: FOWA PICNIC AREA C PARKING

Manual Rating

FROM ROUTE 0011 (WARBURTON DRIVE)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	21461	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
19,736	0.34	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<div>Poor (0 - 60)</div>	<div>Fair (61- 84)</div>	<div>Good (85 - 94)</div>	<div>Excellent (95 - 100)</div>	<div>Not Rated</div>
See Appendix for definitions and formulas				



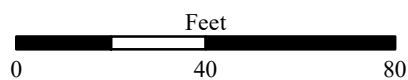
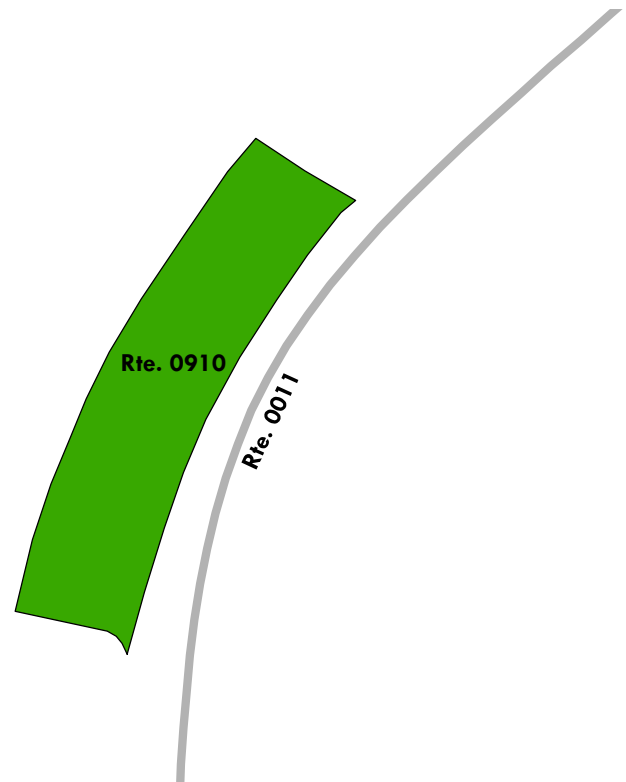
# Fort Washington Park

## ROUTE 0910: FOWA PICNIC PARKING D-1

Manual Rating

ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	21457	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
2,104	0.036	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<div>Poor (0 - 60)</div>	<div>Fair (61- 84)</div>	<div>Good (85 - 94)</div>	<div>Excellent (95 - 100)</div>	<div>Not Rated</div>
See Appendix for definitions and formulas				



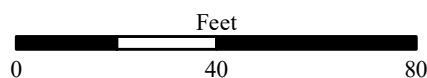
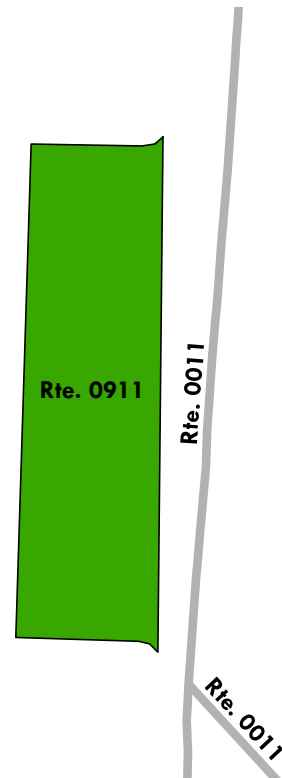
# Fort Washington Park

## ROUTE 0911: FOWA PICNIC PARKING D-2

Manual Rating

ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	21459	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
2,127	0.037	NOT APPLICABLE	DO NOTHING
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>			
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>
<b>Not Rated</b>			
See Appendix for definitions and formulas			



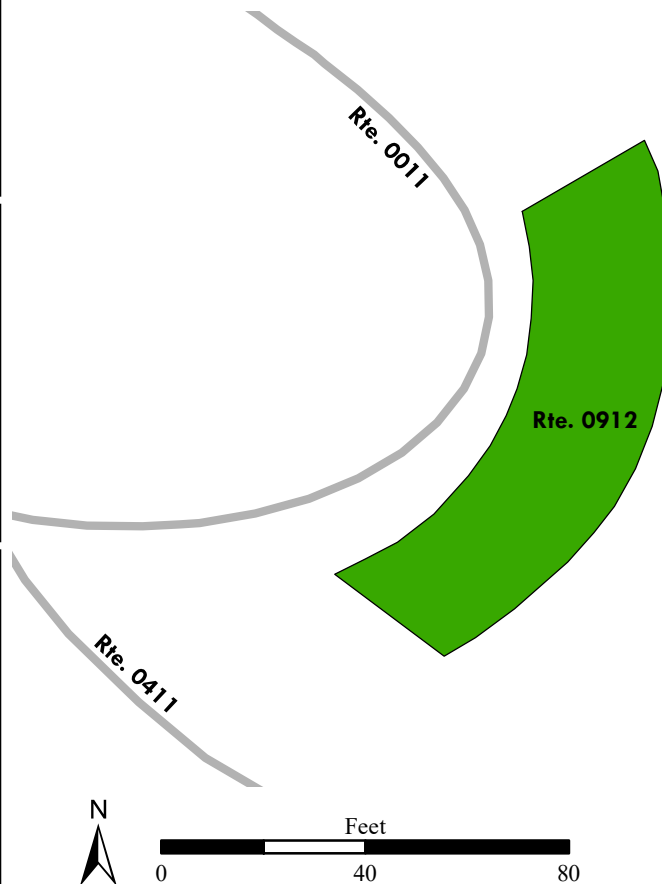
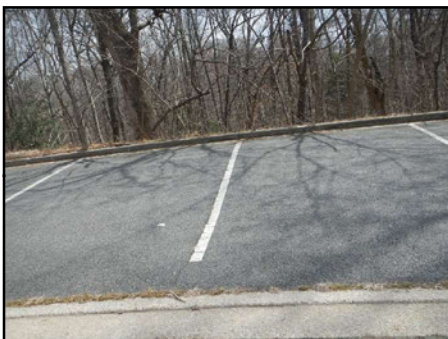
# Fort Washington Park

## ROUTE 0912: FOWA PICNIC PARKING D-3

Manual Rating

ADJACENT TO ROUTE 0011 (WARBURTON DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type	
3/14/2018	21473	PUBLIC	ASPHALT	
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation	
2,129	0.037	NOT APPLICABLE	DO NOTHING	
Curb Type		Curb & Gutter Type		
NO CURB		CONCRETE		
Pavement Recommendation		Condition Rating / PCR		
PREVENTIVE MAINTENANCE		GOOD / 90		
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>				
<div>Poor (0 - 60)</div>	<div>Fair (61- 84)</div>	<div>Good (85 - 94)</div>	<div>Excellent (95 - 100)</div>	<div>Not Rated</div>
See Appendix for definitions and formulas				





# Fort Washington Park

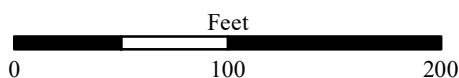
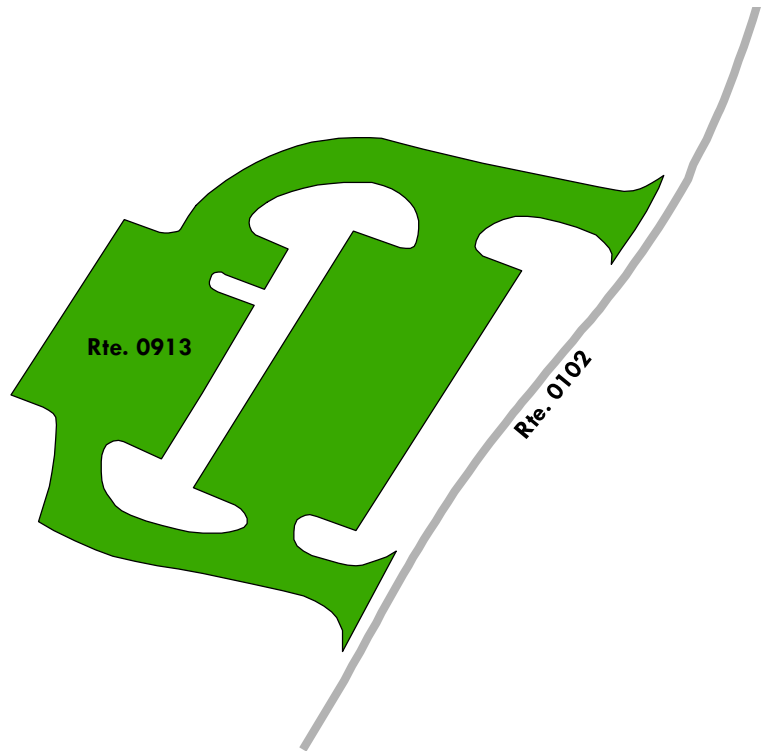
## ROUTE 0913: MAINTENANCE / PARK POLICE PARKING

Manual Rating

FROM ROUTE 0102 (AINSWORTH DRIVE)

TO ROUTE 0102 (AINSWORTH DRIVE)

Inspection Date	FMSS Number	User Access	Surface Type
3/14/2018	21445	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
22,492	0.387	NOT APPLICABLE	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	
<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>			
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>
<b>Not Rated</b>			
See Appendix for definitions and formulas			



## Section 7

# Road Milepost Information



Fort Washington 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.



# FOWA: Route Milepost Log

## ROUTE 0010: WASHINGTON DRIVE

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 (FORT WASHINGTON ROAD) / NON NPS
0.00	0.00	INTERSECTION	R	PAVED ROUTE (HALYARD PLACE) / NON NPS
0.00	0.00	PARK BOUNDARY	N/A	EAST PARK BOUNDARY
0.06	0.06	INTERSECTION	R	ROUTE 0405 (FOWA SERVICE TURNAROUND)
0.09	0.09	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE) CUT-THRU
0.10	0.10	INTERSECTION	L	ROUTE 0011 (WARBURTON DRIVE)
0.20	0.20	INTERSECTION	L	ROUTE 0101 (OLD QUARTERS ACCESS)
0.22	0.22	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE) SPUR
0.23	0.23	ONE-WAY START	N/A	N/A
0.23	0.23	INTERSECTION	R	ROUTE 0901 (FOWA BIKE LANE / PICNIC AREA 1 PARKING)
0.23	0.23	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE)
0.24	0.24	INTERSECTION	R	ROUTE 0901 (FOWA BIKE LANE / PICNIC AREA 1 PARKING)
0.35	0.35	INTERSECTION	R	ROUTE 0902 (FOWA PICNIC AREA 2 PARKING)
0.43	0.43	INTERSECTION	R	ROUTE 0100 (L'ENFANT ROAD)
0.57	0.57	INTERSECTION	R	ROUTE 0903 (FORT WASHINGTON MAIN PARKING LOT)
0.64	0.64	INTERSECTION	R	ROUTE 0903 (FORT WASHINGTON MAIN PARKING LOT)
0.67	0.67	INTERSECTION	L	ROUTE 0904 (WARBURTON MANOR SITE PARKING)
0.81	0.81	INTERSECTION	R	ROUTE 0010 (WASHINGTON DRIVE) SPUR
0.82	0.82	INTERSECTION	R	ROUTE 0010 (WASHINGTON DRIVE)
0.82	0.82	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE)
0.82	0.82	ONE-WAY END	N/A	N/A
0.82	0.82	INTERSECTION	N/A	ROUTE 0901 (FOWA BIKE LANE / PICNIC AREA 1 PARKING)

# FOWA: Route Milepost Log

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## ROUTE 0011: Warburton Drive

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	ROUTE 0010 (WASHINGTON DRIVE)
0.00	0.00	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE)
0.17	0.17	INTERSECTION	L	ROUTE 0102 (AINSWORTH DRIVE)
0.28	0.28	INTERSECTION	R	ROUTE 0907 (FOWA PICNIC AREA A PARKING)
0.28	0.28	INTERSECTION	L	ROUTE 0908 (FOWA PICNIC AREA B PARKING)
0.35	0.35	INTERSECTION	R	ROUTE 0909 (FOWA PICNIC AREA C PARKING)
0.38	0.38	INTERSECTION	L	ROUTE 0908 (FOWA PICNIC AREA B PARKING)
0.44	0.44	INTERSECTION	L	ROUTE 0908 (FOWA PICNIC AREA B PARKING)
0.46	0.46	INTERSECTION	R	ROUTE 0910 (FOWA PICNIC PARKING D-1)
0.51	0.51	INTERSECTION	R	ROUTE 0911 (FOWA PICNIC PARKING D-2)
0.53	0.53	ONE-WAY START	N/A	N/A
0.53	0.53	INTERSECTION	L	ROUTE 0011 (Warburton Drive)
0.57	0.57	INTERSECTION	R	ROUTE 0411 (D-3 PICNIC AREA ACCESS ROAD)
0.59	0.59	INTERSECTION	R	ROUTE 0912 (FOWA PICNIC PARKING D-3)
0.61	0.61	INTERSECTION	L	ROUTE 0011 (Warburton Drive)
0.61	0.61	ONE-WAY END	N/A	N/A
0.61	0.61	INTERSECTION	N/A	ROUTE 0011 (Warburton Drive)

---

## ROUTE 0100: L'Enfant 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	ROUTE 0010 (WASHINGTON DRIVE)
0.00	0.00	INTERSECTION	R	ROUTE 0010 (WASHINGTON DRIVE)
0.16	0.16	INTERSECTION	R	ROUTE 0407 (FOWA PUMP STATION SERVICE ROAD)
0.38	0.38	INTERSECTION	N/A	ROUTE 0905 (L'ENFANT ROAD PARKING AREA)

# FOWA: Route Milepost Log

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## ROUTE 0101: OLD QUARTERS 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	R	ROUTE 0010 (WASHINGTON DRIVE)
0.00	0.00	INTERSECTION	L	ROUTE 0010 (WASHINGTON DRIVE)
0.09	0.09	INTERSECTION	R	ROUTE 0906 (OLD QUARTERS PARKING)
0.09	0.09	INTERSECTION	N/A	DEAD END AT TURNAROUND

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## ROUTE 0102: AINSWORTH DRIVE

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 0011 (WARBURTON DRIVE)
0.00	0.00	INTERSECTION	R	ROUTE 0011 (WARBURTON DRIVE)
0.10	0.10	INTERSECTION	R	ROUTE 0913 (MAINTENANCE / PARK POLICE PARKING)
0.14	0.14	INTERSECTION	R	ROUTE 0913 (MAINTENANCE / PARK POLICE PARKING)
0.15	0.15	INTERSECTION	N/A	END AT RIVER TRAIL

---

## ROUTE 0103: FOWA MARINA ACCESS ROAD (KING CHARLES TERRACE)

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 (KING CHARLES TERRACE) / NON NPS
0.00	0.00	PARK BOUNDARY	N/A	WARBURTON DRIVE PARK BOUNDARY
0.20	0.20	INTERSECTION	L	UNPAVED PARKING
0.42	0.42	INTERSECTION	L	UNPAVED PARKING
0.43	0.43	INTERSECTION	N/A	UNPAVED ROUTE (FORT WASHINGTON POOL AND BEACH CLUB) / NON NPS

# FOWA: Route Milepost Log

## ROUTE 0400: FORT WASHINGTON SERVICE 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 0903 (FORT WASHINGTON MAIN PARKING LOT)
0.08	0.08	INTERSECTION	R	ROUTE 0410 (FOWA VISITORS CENTER HANDICAPPED DROPOFF)
0.14	0.14	INTERSECTION	R	ROUTE 0401 (CONNECTING SERVICE ROAD)
0.17	0.17	INTERSECTION	N/A	ROUTE 0400 (FORT WASHINGTON SERVICE ROAD) UNPAVED SECTION

## ROUTE 0401: CONNECTING SERVICE 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	R	ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)
0.00	0.00	INTERSECTION	L	ROUTE 0403 (LIGHTHOUSE SERVICE ROAD)
0.13	0.13	INTERSECTION	L	ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)
0.13	0.13	INTERSECTION	R	ROUTE 0400 (FORT WASHINGTON SERVICE ROAD)

## ROUTE 0403: LIGHTHOUSE SERVICE 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 0905 (L'ENFANT ROAD PARKING AREA)
0.05	0.05	INTERSECTION	L	ROUTE 0401 (CONNECTING SERVICE ROAD)
0.12	0.12	INTERSECTION	R	ROUTE 0409 (PUMP STATION ROAD)
0.12	0.12	INTERSECTION	L	ROUTE 0409 (PUMP STATION ROAD)
0.14	0.14	INTERSECTION	R	ROUTE 0408 (LIGHTHOUSE LOOP ROAD)
0.14	0.14	INTERSECTION	L	ROUTE 0408 (LIGHTHOUSE LOOP ROAD)



## Section 8 Appendix



Fort Washington Park



Federal Lands Highway  
Road Inventory Program

## **Improvements to the RIP Index Equations and Determination of PCR**

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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

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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.

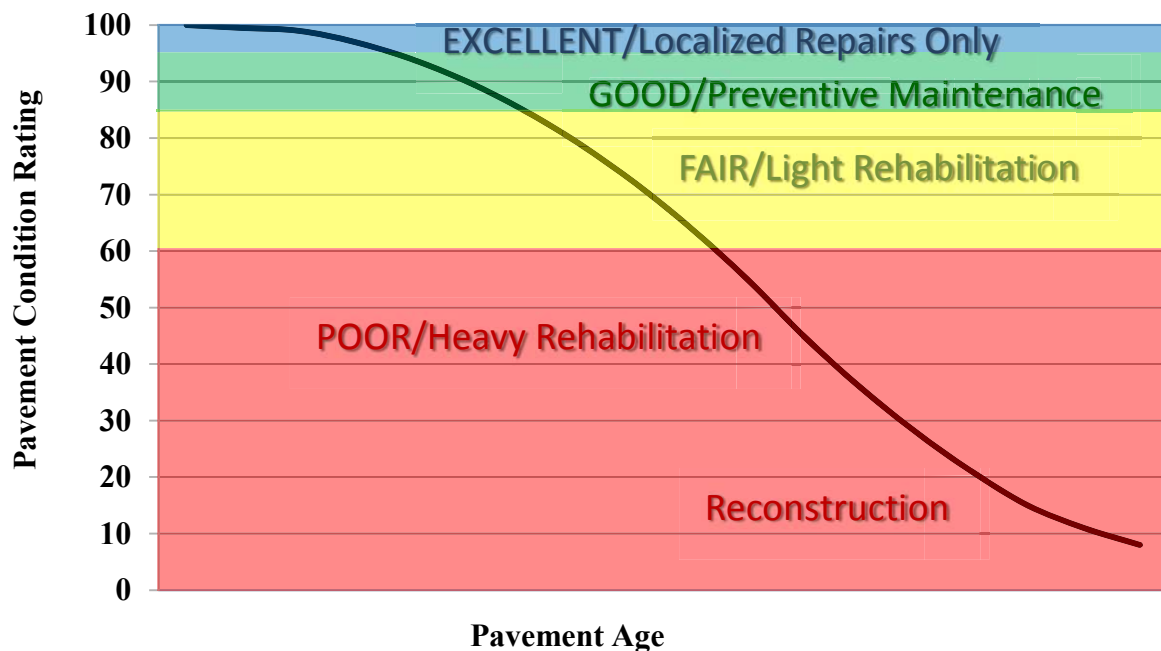
## Explanation of the Condition Descriptions

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

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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**

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### **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:

$$\text{Asphalt PCR} = (0.60 * \text{SCR}) + (0.40 * \text{RCI})$$

$$\text{Concrete PCR} = \text{RCI}$$

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.



<b>ASPHALT-SURFACED PAVEMENT DISTRESS TYPES WITH RUTTING AND ROUGHNESS</b>				
<b>Distress Type</b>	<b>Units Of Measure</b>	<b>Converted To</b>	<b>Defined Severity Levels?</b>	<b>Measured By</b>
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.

<b>ALLIGATOR CRACKING SEVERITY LEVELS</b>				
	<b>CRACK SEVERITY</b>	<b>CRACK PATTERN</b>		
		<b>LOW</b>	<b>MED</b>	<b>HIGH</b>
	<b>LOW</b>	LOW	MED	HIGH
	<b>MED</b>	MED	MED	HIGH
<b>CRACK WIDTH</b>	<b>HIGH</b>	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.

<b>IRI DESCRIPTIONS</b>	
<b>Type of Road</b>	<b>Typical IRI (in/mile)</b>
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

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*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**

$$\text{SC\_INDEX} = [100 - ((100 - \text{AC\_INDEX}) + (100 - \text{LC\_INDEX}))]$$

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**

$$\text{TC\_INDEX} = 100 - 40 * [(\text{LOW} / 21.1) + (\text{MED} / 4.4) + (\text{HI} / 2.6)]$$

#### **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**

$$\text{PATCH\_INDEX} = (100 - 40) * (\% \text{PATCHING} / 80)$$

#### **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:

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

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**

$$\text{RUT\_INDEX} = 100 - 40 * [(\% \text{LOW} / 535) + (\% \text{MED} / 205) + (\% \text{HI} / 40)]$$

### **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:

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

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)**

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

### **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:

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

There is no applicable threshold for failure for this index.

## **Roughness Condition Index (Concrete)**

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

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.

<b>CAMERA SPECIFICATIONS</b> <b>TWO FORWARD / ONE REAR FACING CAMERA</b>	
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)**

<b>IRI SPECIFICATIONS</b>	
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.

<b>GPS SPECIFICATIONS</b>	
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	$\pm 1.75\%$
Grade	$\pm 1.75\%$
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

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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**

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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 it 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:**

$$\text{PATCH\_INDEX} = (100 - 40) * (\% \text{PATCHING} / 80)$$

**Where:**

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

**Rutting Index for Manual Rating:**

$$\text{RUT\_INDEX} = 100 - 40 * (\% \text{RUTTING} / 40)$$

**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

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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 °F to +140 °F)
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**



## Interim Report Delivery

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Partial report will be primarily focused on manually collected routes. The report will be released approximately four months after manual collection of parking lots and other manually collected routes to provide NPS an immediate report on the condition of routes collected manually.

The Interim Report Delivery consists of an Interim Report PDF that contains the following:

- Parking lot and manually rated route conditions
- Route ID Reports
- Route ID Changes Report.

Please note that since the Data Collection Vehicle will have not collected data at this point in time, the following will not be in the Interim Report:

- No park summary information will be provided in the report
- No DCV data will be provided in report
- No road logs will be provided in report
- No maps will be provided in report
- Any mileages collected will be approximate

All data provided in the Interim Report will also be included in the Final Report.

## Final Report Delivery

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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 be 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 will 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**

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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 programming 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