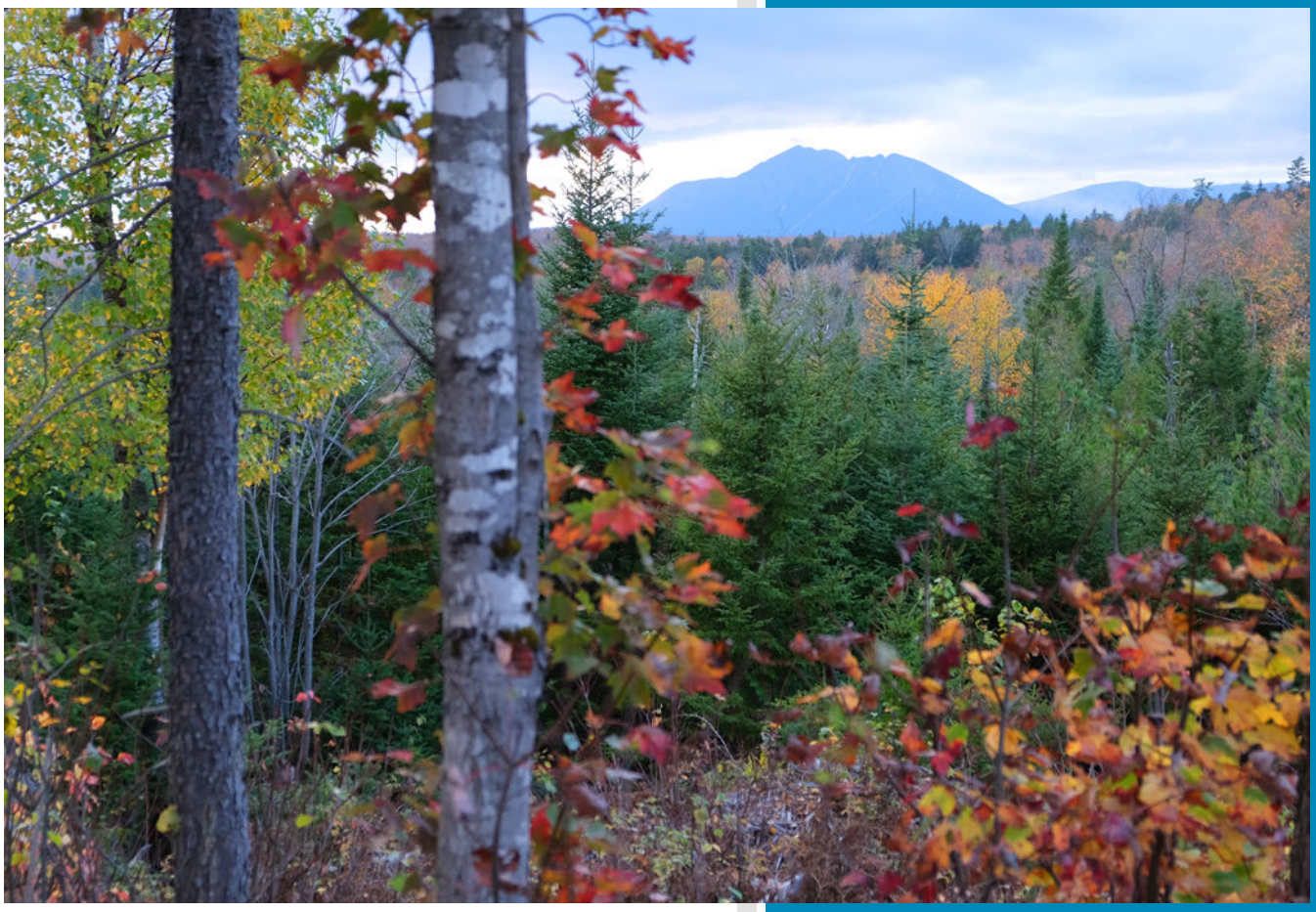
KAWW Cycle 6

Final Report

Road Inventory and Condition Assessment for

Katahdin Woods and Waters National Monument



Federal Lands Highway
Road Inventory Program

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

Report Date: May 2021

Katahdin Woods and Waters National Monument
in
Maine

Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

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Table of Contents

Section 1
Introduction

Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Introduction

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

A History of the Road Inventory Program:

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

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

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

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

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

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

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

A History of the Pavement Management System:

In 2005, the FHWA began implementing the use of a pavement management system to assist the NPS in prioritizing Pavement Maintenance and Rehabilitation activities. The system used by FHWA is the Highway Pavement Management Application (HPMA), which has the ability to store inventory and condition data from RIP and forecast future performance using prediction models. Outputs include performance and condition reports at the National, Regional, Park, or Route level. Regional prioritized lists and optimizations have been produced for most regions, and the Service's overall roadway Deferred Maintenance is calculated via the HPMA.

Overview of Cycle 6:

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

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

Respectfully,

FHWA RIP Team

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Section 2
Park Route Inventory

Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Report Date: 05/27/2021

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

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

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PKG = Parking Areas
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KAWW *Katahdin Woods and Waters National Monument*

ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
0010ZZ	6	1	254979		SWIFT BROOK ROAD	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO END OF STACEYVILLE ROAD		NO	0	9.45	9.45	1		GR	3,4
0011ZZ	6	1	249369		MESSER POND ROAD	FROM GRAND LAKE ROAD	TO END OF ROUTE		NO	0	4.23	4.23	1		GR	1
0012	6	1	253966		KATAHDIN LOOP ROAD (0002/0659/0660)	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))	TO END OF LOOP		NO	0	16.76	16.76	1		GR	4
0201	6	1	254978		SHERMAN LUMBER CO ROAD (1563/1564)	FROM ROUTE 5001 (SHERMAN LUMBER CO ROAD (1560/1562))	TO ROUTE 5002 (SHERMAN LUMBER CO ROAD (1561/0622/1443))		NO	0	3.81	3.81	3		GR	3
0203	6	1	254956		OLD RIVER LOOP ROAD (0121)	FROM ROUTE 0011BZ (MESSER POND ROAD (0118))	TO ROUTE 0913 (OLD RIVER ROAD PARKING)		NO	0	1.23	1.23	3		GR	1
0204	6	1			OXBOW ROAD (0122)	FROM ROUTE 0011BZ (MESSER POND ROAD (0118))	TO END OF ROUTE		NO	0	0.41	0.41	3		GR	1
0205ZZ	6	1	254977		SEBOEIS ROAD	FROM ROUTE 0201 (SHERMAN LUMBER CO ROAD (1563/1564))	TO ROUTE 0010BZ (SWIFT BROOK ROAD (0438))		NO	0	4.09	4.09	3		GR	3
0206ZZ	6	1	249366		GRONDIN ROAD	FROM ROUTE 5003 (GRONDIN ROAD (1072))	TO ROUTE 0207ZZ (PHILPOT BRIDGE ROAD)		NO	0	2.82	2.82	3		GR	2
0207ZZ	6	1	254970		PHILPOT BRIDGE ROAD	FROM ROUTE 0206ZZ (GRONDIN ROAD)	TO END AT BRIDGE AT RIVER		NO	0	3.32	3.32	4		GR	2
0208ZZ	6	1	254003		AMERICAN THREAD ROAD	FROM ROUTE 5004 (AMERICAN THREAD ROAD (1296))	TO ROUTE 0206ZZ (GRONDIN ROAD)		NO	0	4.43	4.43	3		GR	2
0209ZZ	6	1	249365		CHARLIE'S ROAD	FROM ROUTE 5002 (SHERMAN LUMBER CO ROAD (1561/0622/1443))	TO END OF ROUTE		NO	0	5.80	5.80	4		GR	2
0210	6	1	255044		KATAHDIN VIEW LOOP (1307)	FROM ROUTE 0208BZ (AMERICAN THREAD ROAD (1073/1076/1301))	TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))		NO	0	3.70	3.70	4		GR	2

Report Date: 05/27/2021

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

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Yellow = Unpaved Routes, DCV not Driven	Blue = Paved Parking Areas	Green = Unpaved Parking Areas	

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KAWW *Katahdin Woods and Waters National Monument*

ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
0211	6	1	249367		LUNKSOOS ROAD (1444/1494/1506)	FROM ROUTE 5002 (SHERMAN LUMBER CO ROAD (1561/0622/1443))	TO END OF ROUTE AT BOUNDARY		NO	0	3.19	3.19	4		GR	2
0213	6	1	254967		WASSATAQUOIK STREAM ROAD (0661)	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO ROUTE 0413 (WASSATAQUOIK STREAM ROAD ADMIN)		NO	0	2.45	2.45	3		GR	4
0214	6	1			KATAHDIN VIEW LOOP SPUR (1426)	FROM ROUTE 0210 (KATAHDIN VIEW LOOP (1307))	TO END OF ROUTE		NO	0	0.31	0.31	4		GR	2
0216	6	1	254963		SEBOEIS RIVER TRAIL ACCESS ROAD	FROM ROUTE 0207BZ (PHILPOT BRIDGE ROAD (1077))	TO END OF ROUTE		NO	0	0.87	0.87	3		GR	2
0401	NC		255043		TURNER MOUNTAIN ROAD	FROM ROUTE 0908 (BARNARD PARKING)	TO END OF ROUTE		NO	0	1.04	1.04	6		GR	4
0402	6	1	255046		STACYVILLE ROAD (0003/0007)	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))	TO END OF ROUTE AT BOUNDARY		NO	0	0.86	0.86	5		GR	4
0403	6	1	255045		ROBERTS ROAD (0005)	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))	TO END OF ROUTE AT BOUNDARY		NO	0	0.84	0.84	5		GR	4
0404	NC		255041		KELLOCH ROAD (0793/0950/0946)	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO END OF ROUTE AT BOUNDARY		NO	0	1.23	1.23	6		GR	4
0405	NC				LOOP BYPASS ROAD	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))		NO	0	4.08	4.08	6		GR	4
0412ZZ	6	1	255048		SUCKER BROOK ROAD	FROM ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))	TO END OF ROUTE AT BOUNDARY		NO	0	2.89	2.89	5		GR	2
0413	NC		254966		WASSATAQUOIK STREAM ROAD ADMIN	FROM ROUTE 0213 (WASSATAQUOIK STREAM ROAD (0661))	TO END OF ROUTE AT LEAN-TO		NO	0	0.94	0.94	6		GR	4

Report Date: 05/27/2021

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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KAWW *Katahdin Woods and Waters National Monument*

NON-NPS ROADS INVENTORY

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
5001	NC				SHERMAN LUMBER CO ROAD (1560/1562)	FROM STATE HIGHWAY 11	TO ROUTE 0201 (SHERMAN LUMBER CO ROAD (1563/1564)		NO	0	7.44	7.44			GR	3
5002	NC				SHERMAN LUMBER CO ROAD (1561/0622/1443)	FROM ROUTE 0201 (SHERMAN LUMBER CO ROAD (1563/1564)	TO ROUTE 0211 (LUNKSOOS ROAD (1444/1494/1506)		NO	0	7.29	7.29			GR	2,3
5003	NC				GRONDIN ROAD (1072)	FROM STATE HIGHWAY 159	TO ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))		NO	0	2.21	2.21			GR	2
5004	NC				AMERICAN THREAD ROAD (1296)	FROM WATERS ROAD	TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))		NO	0	1.97	1.97			GR	2

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0900	6	1			LUNKSOOS CAMP PARKING	FROM ROUTE 0205AZ (SEBOEIS ROAD (1559))	TO PARKING		NO	PUBLIC	7,220	GR	3
0901	6	1			SANDBANK STREAM PARKING	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))	TO PARKING		NO	PUBLIC	7,858	GR	4
0902	6	1			ESKER TRAIL 1ST PARKING	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))	TO PARKING		NO	PUBLIC	981	GR	4
0903	6	1			ESKER TRAIL DZ PARKING	ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))			NO	PUBLIC	2,186	GR	4
0904	6	1	249401		LYNX POND PARKING	ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))			NO	PUBLIC	1,413	GR	4
0905	6	1	249399		BONEYARD	FROM ROUTE 0404 (KELLOCH ROAD (0793/0950/0946))	TO PARKING		NO	NONPUBLIC	11,545	GR	4

Report Date: 05/27/2021

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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KAWW *Katahdin Woods and Waters National Monument*

PARKING AREA INVENTORY (1300 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description From	Route Description To	Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
0906	6	1	249402		KATAHDIN OVERLOOK PARKING	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO PARKING		NO	PUBLIC	23,623	GR	4
0907	6	1	249400		SINGLE PINIC PARKING	ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))			NO	PUBLIC	3,430	GR	4
0908	6	1	249405		BARNARD PARKING	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO ROUTE 0401 (TURNER MOUNTAIN ROAD)		NO	PUBLIC	3,523	GR	4
0909	6	1	249410		WASSATAQUOIK PARKING	ADJACENT TO ROUTE 0213 (WASSATAQUOIK STREAM ROAD (0661))			NO	PUBLIC	5,095	GR	4
0910	6	1	249364		MESSER POND ROAD ENTRANCE PARKING	FROM ROUTE 0011BZ (MESSER POND ROAD (0118))	TO PARKING		NO	PUBLIC	2,368	GR	1
0911	6	1	249397		MESSER POND ROAD IAT PARKING	FROM ROUTE 0011BZ (MESSER POND ROAD (0118))	TO PARKING		NO	PUBLIC	860	GR	1
0912	6	1			OXBOW ROAD PARKING	FROM ROUTE 0204 (OXBOW ROAD (0122))	TO PARKING		NO	PUBLIC	2,185	GR	1
0913	6	1			OLD RIVER ROAD PARKING	FROM ROUTE 0203 (OLD RIVER LOOP ROAD (0121))	TO PARKING		NO	PUBLIC	3,876	GR	1
0914	6	1			SEBOEIS RIVER TRAIL PARKING	FROM ROUTE 0216 (SEBOEIS RIVER TRAIL ACCESS ROAD)	TO PARKING		NO	PUBLIC	1,763	GR	2
0915	6	1			PHILPOT BRIDGE PARKING	ADJACENT TO ROUTE 0207BZ (PHILPOT BRIDGE ROAD (1077))			NO	PUBLIC	4,029	GR	2
0916	6	1			AMERICAN THREAD ROAD PARKING	ADJACENT TO ROUTE 0208ZZ (AMERICAN THREAD ROAD)			NO	PUBLIC	2,362	GR	2
0917	6	1			KATAHDIN VIEW TRACE PARKING NORTH	ADJACENT TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))			NO	PUBLIC	697	GR	2
0918	6	1			KATAHDIN VIEW TRACE PARKING SOUTH	ADJACENT TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))			NO	PUBLIC	1,046	GR	2

Report Date: 05/27/2021

Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)

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Road Inventory Program

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Cycle 6 Summary Totals for Katahdin Woods and Waters National Monument

Cycle 6 Route Totals

	NPS Maintained	Concessionaire Maintained	Park Totals
Paved Roads, Data Collection Vehicle Rated (Miles)	0	0	**0**
Paved Roads, Manually Rated Length (Miles)	0	0	**0**
Paved Roads, Manually Rated Area (Sq. Ft.)	0	0	**0**
Unpaved Roads (Miles)	78.73	0	**78.73**
Paved Parking (Sq. Ft.)	0	0	**0**
Unpaved Parking (Sq. Ft.)	86,060	0	**86,060**

Cycle 6 Lane Miles and Overall Pavement Condition

	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	0	N/A
Manually Rated Roads	0	N/A
Parking Areas	0	N/A

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

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

Report Date: 05/27/2021

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

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

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

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

Report Date: 05/27/2021

NPS / RIP Subcomponent Details for KAWW

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

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Grey = Paved Routes, DCV not Driven

Black = Paved Routes, Non-NPS

= Concession Route

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KAWW *Katahdin Woods and Waters National Monument*

SUMMARY ROUTE INVENTORY FOR ROADS (1100 SERIES FMSS LOCATIONS)

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0010ZZ	254979	6	1		SWIFT BROOK ROAD	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO END OF STACEYVILLE ROAD	NO	0	9.45	9.45	1	
0011ZZ	249369	6	1		MESSER POND ROAD	FROM GRAND LAKE ROAD	TO END OF ROUTE	NO	0	4.23	4.23	1	
0205ZZ	254977	6	1		SEBOEIS ROAD	FROM ROUTE 0201 (SHERMAN LUMBER CO ROAD (1563/1564))	TO ROUTE 0010BZ (SWIFT BROOK ROAD (0438))	NO	0	4.09	4.09	3	
0206ZZ	249366	6	1		GRONDIN ROAD	FROM ROUTE 5003 (GRONDIN ROAD (1072))	TO ROUTE 0207ZZ (PHILPOT BRIDGE ROAD)	NO	0	2.82	2.82	3	
0207ZZ	254970	6	1		PHILPOT BRIDGE ROAD	FROM ROUTE 0206ZZ (GRONDIN ROAD)	TO END AT BRIDGE AT RIVER	NO	0	3.32	3.32	4	
0208ZZ	254003	6	1		AMERICAN THREAD ROAD	FROM ROUTE 5004 (AMERICAN THREAD ROAD (1296))	TO ROUTE 0206ZZ (GRONDIN ROAD)	NO	0	4.43	4.43	3	
0209ZZ	249365	6	1		CHARLIE'S ROAD	FROM ROUTE 5002 (SHERMAN LUMBER CO ROAD (1561/0622/1443))	TO END OF ROUTE	NO	0	5.80	5.80	4	
0412ZZ	255048	6	1		SUCKER BROOK ROAD	FROM ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))	TO END OF ROUTE AT BOUNDARY	NO	0	2.89	2.89	5	

Report Date: 05/27/2021

NPS / RIP Subcomponent Details for KAWW

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

White = Paved Routes, DCV Driven

Grey = Paved Routes, DCV not Driven

Black = Paved Routes, Non-NPS

= Concession Route

Yellow = Unpaved Routes, DCV not Driven

Blue = Paved Parking Areas

Green = Unpaved Parking Areas

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

KAWW *Katahdin Woods and Waters National Monument*

KAWW-0010ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
						From	To						
0010AZ	254979	6	1		SWIFT BROOK ROAD (0441/0445)	FROM ROUTE 0010BZ (SWIFT BROOK ROAD (0438)	TO END OF STACEYVILLE ROAD	NO	0	2.26	2.26	1	
0010BZ	254979	6	1		SWIFT BROOK ROAD (0438)	FROM ROUTE 0010CZ (SWIFT BROOK ROAD (0442)	TO ROUTE 0010AZ (SWIFT BROOK ROAD (0441/0445))	NO	0	2.22	2.22	1	
0010CZ	254979	6	1		SWIFT BROOK ROAD (0442)	FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004)	TO ROUTE 0010BZ (SWIFT BROOK ROAD (0438))	NO	0	2.27	2.27	1	
0010DZ	254979	6	1		SWIFT BROOK ROAD (0004)	FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))	TO ROUTE 0010CZ (SWIFT BROOK ROAD (0442))	NO	0	2.70	2.70	1	

KAWW-0011ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
						From	To						
0011AZ	249369	6	1		MESSER POND ROAD (0119)	FROM GRAND LAKE ROAD	TO ROUTE 0011BZ (MESSER POND ROAD (0118))	NO	0	0.64	0.64	1	
0011BZ	249369	6	1		MESSER POND ROAD (0118)	FROM ROUTE 0011AZ (MESSER POND ROAD (0119))	TO END OF ROUTE	NO	0	3.59	3.59	1	

NPS / RIP Subcomponent Details for KAWW

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

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

■ = Concession Route

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

KAWW *Katahdin Woods and Waters National Monument*

KAWW-0205ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0205AZ	254977	6	1		SEBOEIS ROAD (1559)	FROM ROUTE 0201 (SHERMAN LUMBER CO ROAD (1563/1564))	TO ROUTE 0205BZ (SEBOEIS ROAD (0444))	NO	0	1.69	1.69	3	
0205BZ	254977	6	1		SEBOEIS ROAD (0444)	FROM ROUTE 0205AZ (SEBOEIS ROAD (1559))	TO ROUTE 0205CZ (SEBOEIS ROAD (0443))	NO	0	0.95	0.95	3	
0205CZ	254977	6	1		SEBOEIS ROAD (0443)	FROM ROUTE 0205BZ (SEBOEIS ROAD (0444))	TO ROUTE 0010BZ (SWIFT BROOK ROAD (0438))	NO	0	1.45	1.45	3	

KAWW-0206ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0206AZ	249366	6	1		GRONDIN ROAD (1079/1075/1071)	FROM ROUTE 5003 (GRONDIN ROAD (1072))	TO ROUTE 0206BZ (GRONDIN ROAD (1078))	NO	0	2.46	2.46	3	
0206BZ	249366	6	1		GRONDIN ROAD (1078)	FROM ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))	TO ROUTE 0207AZ (PHILPOT BRIDGE ROAD (1080))	NO	0	0.36	0.36	3	

KAWW-0207ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0207AZ	254970	6	1		PHILPOT BRIDGE ROAD (1080)	FROM ROUTE 0206BZ (GRONDIN ROAD (1078))	TO ROUTE 0207BZ (PHILPOT BRIDGE ROAD (1077))	NO	0	0.11	0.11	4	
0207BZ	254970	6	1		PHILPOT BRIDGE ROAD (1077)	FROM ROUTE 0207AZ (PHILPOT BRIDGE ROAD (1080))	TO END AT BRIDGE AT RIVER	NO	0	3.20	3.20	4	

Report Date: 05/27/2021

NPS / RIP Subcomponent Details for KAWW

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

Shading Color Key

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

■ = Concession Route

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

KAWW *Katahdin Woods and Waters National Monument*

KAWW-0208ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0208AZ	254003	6	1		AMERICAN THREAD ROAD (1301/1302/1305)	FROM ROUTE 5004 (AMERICAN THREAD ROAD (1296))	TO ROUTE 0208BZ (AMERICAN THREAD ROAD (1073/1076/1301))	NO	0	1.95	1.95	3	
0208BZ	254003	6	1		AMERICAN THREAD ROAD (1073/1076/1301)	FROM ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))	TO ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))	NO	0	2.48	2.48	3	

KAWW-0209ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0209AZ	249365	6	1		CHARLIE'S ROAD (1303/1306)	FROM ROUTE 5002 (SHERMAN LUMBER CO ROAD (1561/0622/1443))	TO ROUTE 0209BZ (CHARLIE'S ROAD (1304))	NO	0	1.37	1.37	4	
0209BZ	249365	6	1		CHARLIE'S ROAD (1304)	FROM ROUTE 0209AZ (CHARLIE'S ROAD (1303/1306))	TO END OF ROUTE	NO	0	4.43	4.43	4	

KAWW-0412ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description From	Route Description To	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)
0412AZ	255048	6	1		SUCKER BROOK ROAD (1074)	FROM ROUTE 0206AZ (GRONDIN ROAD (1079/1075/1071))	TO ROUTE 0412BZ (SUCKER BROOK ROAD (0572))	NO	0	1.97	1.97	5	
0412BZ	255048	6	1		SUCKER BROOK ROAD (0572)	FROM ROUTE 0412AZ (SUCKER BROOK ROAD (1074))	TO END OF ROUTE AT BOUNDARY	NO	0	0.92	0.92	5	

Route Identification Changes to Routes from Previous Cycle
Katahdin Woods and Waters National Monument

Cycle 6 is the first time KAWW was inventoried by the Road Inventory Program (RIP). All roads and parking areas are unpaved and added to RIP in Cycle 6.

Section 3
Park Summary Information

Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Parkwide Unpaved Route Condition Summary
Katahdin Woods and Waters National Monument

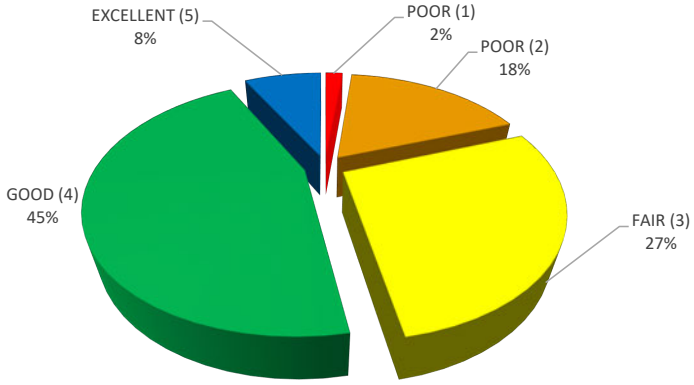
Breakdown of Unpaved Condition Rating (PASER +) Based on Access Level

	POOR (1)	POOR (2)	FAIR (3)	GOOD (4)	EXCELLENT (5)	
UNPAVED ROADS						
Functional Class	**Length (miles)**	**Length (miles)**	**Length (miles)**	**Length (miles)**	**Length (miles)**	**Total Mileage by FC**
1	0.80	0.87	9.64	14.21	4.81	30.34
2						
3	0.1000	3.91	1.900	12.74	0.40	19.06
4	0.20	7.110	5.394	2.71		15.42
5	0.10	0.40	2.29	1.60	0.20	4.59
6						
7						
8						
Total Mileage by PASER +	**1.20**	**12.29**	**19.22**	**31.27**	**5.41**	**69.40**
UNPAVED PARKING						
Access Level	**Area (sq. ft.)**	**Area (sq. ft.)**	**Area (sq. ft.)**	**Area (sq. ft.)**	**Area (sq. ft.)**	**Total Area**
PUBLIC		12,315	4,730	55,707		72,752
NONPUBLIC				11,545		11,545
Total Area by PASER +	**0**	**12,315**	**4,730**	**67,252**	**0**	**84,297**

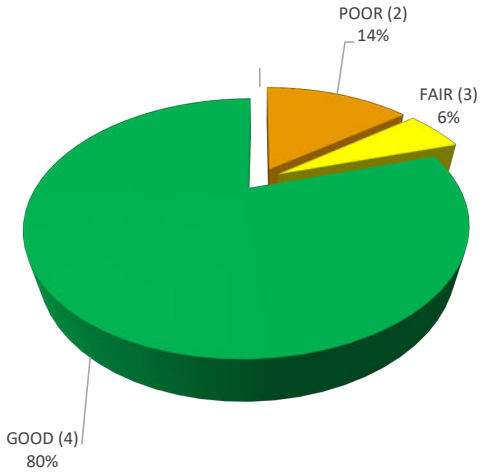
NOTES:

1. Data are reported in the table only for unpaved roads and parking lots that received a condition rating.
2. Quantities in the table above are derived from the route condition data within the UNPAVED_PMS_TENTH, UNPAVED_PMS_PARKING in the Park geodatabase.

Parkwide Condition Percentages



Road Condition Percentages



Parking Area Condition Percentages

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program
Unpaved Roads Condition Summary Report

Katahdin Woods and Waters National Monument

Notes:
- Additional details on individual roads 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.

Condition (Rating / Index) Legend

NATIVE	GRAVEL
EXCELLENT (4)	EXCELLENT (5)
GOOD (3)	GOOD (4)
FAIR (2)	FAIR (3)
POOR (1)	POOR (2)
NR = NOT RATED	POOR (1)
	NR = NOT RATED

Condition Rating Details for Unpaved Roads Areas

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Unpaved Length (Miles)	Unpaved Rating (Paser +)	Unpaved Surface Distresses: Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity	Dust
KAWW-0010AZ	254979	SWIFT BROOK ROAD (0441/0445)	1	GR	2.26	4	Med	Low	Low	Low	Low
KAWW-0010BZ	254979	SWIFT BROOK ROAD (0438)	1	GR	2.22	4	Med	Low	Low	Med	Low
KAWW-0010CZ	254979	SWIFT BROOK ROAD (0442)	1	GR	2.27	3	Med	Med	Low	Med	Low
KAWW-0010DZ	254979	SWIFT BROOK ROAD (0004)	1	GR	2.70	3	Med	Med	Low	Med	Low
KAWW-0011AZ	249369	MESSER POND ROAD (0119)	1	GR	0.64	3	Med	Med	Low	Med	Low
KAWW-0011BZ	249369	MESSER POND ROAD (0118)	1	GR	3.59	4	Med	Low	Low	Med	Low
KAWW-0012	253966	KATAHDIN LOOP ROAD (0002/0659/0660)	1	GR	16.76	3	Med	Med	Low	Med	Low
KAWW-0201	254978	SHERMAN LUMBER CO ROAD (1563/1564)	3	GR	3.81	4	Med	Low	Low	Med	Low
KAWW-0203	254956	OLD RIVER LOOP ROAD (0121)	3	GR	1.23	4	Med	Low	Low	Med	Low
KAWW-0204	N/A	OXBOW ROAD (0122)	3	GR	0.41	4	Med	Low	Low	Med	Low
KAWW-0205AZ	254977	SEBOEIS ROAD (1559)	3	GR	1.69	4	Med	Low	Med	Med	Low
KAWW-0205BZ	254977	SEBOEIS ROAD (0444)	3	GR	0.95	4	Med	Low	Low	Med	Low
KAWW-0205CZ	254977	SEBOEIS ROAD (0443)	3	GR	1.45	4	Low	Low	Med	Med	Low
KAWW-0206AZ	249366	GRONDIN ROAD (1079/1075/1071)	3	GR	2.46	4	Low	Low	Med	Med	Low
KAWW-0206BZ	249366	GRONDIN ROAD (1078)	3	GR	0.36	4	Low	Low	Med	Med	Low
KAWW-0207AZ	254970	PHILPOT BRIDGE ROAD (1080)	4	GR	0.11	4	Low	Low	Med	Med	Low
KAWW-0207BZ	254970	PHILPOT BRIDGE ROAD (1077)	4	GR	3.20	2	Med	Med	Med	High	Low
KAWW-0208AZ	254003	AMERICAN THREAD ROAD (1301/1302/1305)	3	GR	1.95	2	Med	Med	Med	High	Low
KAWW-0208BZ	254003	AMERICAN THREAD ROAD (1073/1076/1301)	3	GR	2.48	4	Med	Low	Med	Med	Low

Data Collection Date: 09/2019

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program

Unpaved Roads Condition Summary Report

Katahdin Woods and Waters National Monument

Notes:

- Additional details on individual roads 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.

Condition (Rating / Index) Legend

NATIVE	GRAVEL
EXCELLENT (4)	EXCELLENT (5)
GOOD (3)	GOOD (4)
FAIR (2)	FAIR (3)
POOR (1)	POOR (2)
NR = NOT RATED	POOR (1)
	NR = NOT RATED

Condition Rating Details for Unpaved Roads Areas

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Unpaved Length (Miles)	Unpaved Rating (Paser +)	Unpaved Surface Distresses: Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity	Dust
KAWW-0209AZ	249365	CHARLIE'S ROAD (1303/1306)	4	GR	1.37	2	Med	Med	Med	High	Low
KAWW-0209BZ	249365	CHARLIE'S ROAD (1304)	4	GR	4.43	3	Med	Med	Low	Med	Low
KAWW-0210	255044	KATAHDIN VIEW LOOP (1307)	4	GR	3.70	2	Med	High	Low	Med	Low
KAWW-0211	249367	LUNKSOOS ROAD (1444/1494/1506)	4	GR	3.19	2	Med	Med	Low	High	Low
KAWW-0213	254967	WASSATAQUOIK STREAM ROAD (0661)	3	GR	2.45	2	Med	Med	Low	High	Low
KAWW-0214	N/A	KATAHDIN VIEW LOOP SPUR (1426)	4	GR	0.31	2	Med	Med	Low	High	Low
KAWW-0216	254963	SEBOEIS RIVER TRAIL ACCESS ROAD	3	GR	0.87	NR	N/A	N/A	N/A	N/A	N/A
KAWW-0402	255046	STACYVILLE ROAD (0003/0007)	5	GR	0.86	2	High	Low	Low	High	Low
KAWW-0403	255045	ROBERTS ROAD (0005)	5	GR	0.84	4	Med	Low	Low	Med	Low
KAWW-0412AZ	255048	SUCKER BROOK ROAD (1074)	5	GR	1.97	3	Med	Med	Low	Med	Low
KAWW-0412BZ	255048	SUCKER BROOK ROAD (0572)	5	GR	0.92	3	Med	Med	Low	Med	Low

Federal Lands Highway
Road Inventory Program

Cycle 6 - Road Inventory Program
Unpaved Parking Area Condition Summary Report
Katahdin Woods and Waters National Monument

Condition (Rating / Index) Legend

NATIVE	GRAVEL
EXCELLENT (4)	EXCELLENT (5)
GOOD (3)	GOOD (4)
FAIR (2)	FAIR (3)
POOR (1)	POOR (2)
NR = NOT RATED	POOR (1)
	NR = NOT RATED

Notes:
- 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 Unpaved Parking Areas

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Unpaved Rating (Paser +)	Unpaved Surface Distresses: Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity	Dust
KAWW-0900	N/A	LUNKSOOS CAMP PARKING	PUBLIC	GR	7,220	2	High	Low	Low	High	Low
KAWW-0901	N/A	SANDBANK STREAM PARKING	PUBLIC	GR	7,858	4	Med	Low	Low	Med	Low
KAWW-0902	N/A	ESKER TRAIL 1ST PARKING	PUBLIC	GR	981	4	Low	Low	Low	High	Low
KAWW-0903	N/A	ESKER TRAIL DZ PARKING	PUBLIC	GR	2,186	4	Med	Low	Low	Med	Low
KAWW-0904	249401	LYNX POND PARKING	PUBLIC	GR	1,413	4	Med	Low	Low	Med	Low
KAWW-0905	249399	BONEYARD	NONPUBLIC	GR	11,545	4	Med	Low	Low	Med	Low
KAWW-0906	249402	KATAHDIN OVERLOOK PARKING	PUBLIC	GR	23,623	4	Low	Low	Low	High	Low
KAWW-0907	249400	SINGLE PINIC PARKING	PUBLIC	GR	3,430	4	Med	Low	Low	Med	Low
KAWW-0908	249405	BARNARD PARKING	PUBLIC	GR	3,523	4	Med	Low	Low	Med	Low
KAWW-0909	249410	WASSATAQUOIK PARKING	PUBLIC	GR	5,095	2	High	Low	Low	High	Low
KAWW-0910	249364	MESSER POND ROAD ENTRANCE PARKING	PUBLIC	GR	2,368	3	High	Low	Low	Med	Low
KAWW-0911	249397	MESSER POND ROAD IAT PARKING	PUBLIC	GR	860	4	Low	Low	Low	High	Low
KAWW-0912	N/A	OXBOW ROAD PARKING	PUBLIC	GR	2,185	4	Low	Low	Low	High	Low
KAWW-0913	N/A	OLD RIVER ROAD PARKING	PUBLIC	GR	3,876	4	Low	Low	Low	High	Low
KAWW-0914	N/A	SEBOEIS RIVER TRAIL PARKING	PUBLIC	GR	1,763	NR	N/A	N/A	N/A	N/A	N/A
KAWW-0915	N/A	PHILPOT BRIDGE PARKING	PUBLIC	GR	4,029	4	Med	Low	Low	Med	Low
KAWW-0916	N/A	AMERICAN THREAD ROAD PARKING	PUBLIC	GR	2,362	3	Med	Low	Low	High	Low
KAWW-0917	N/A	KATAHDIN VIEW TRACE PARKING NORTH	PUBLIC	GR	697	4	Med	Low	Low	Med	Low
KAWW-0918	N/A	KATAHDIN VIEW TRACE PARKING SOUTH	PUBLIC	GR	1,046	4	Med	Low	Low	Med	Low

Data Collection Date: 09/2019

Section 4
Park Route Location Maps

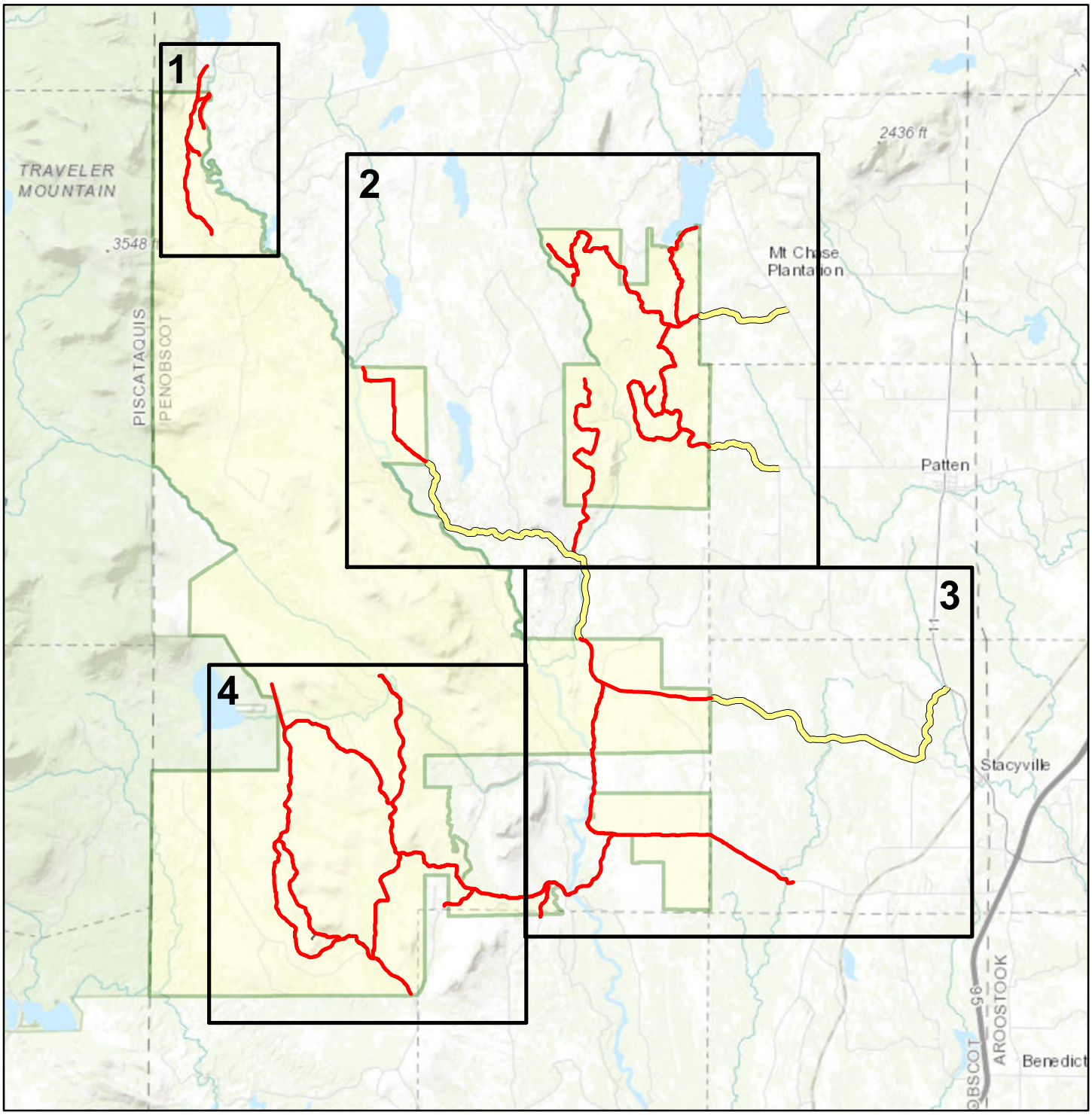
Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Katahdin Woods and Waters National Monument

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 Routes

Non-NPS Collected Routes

Miles

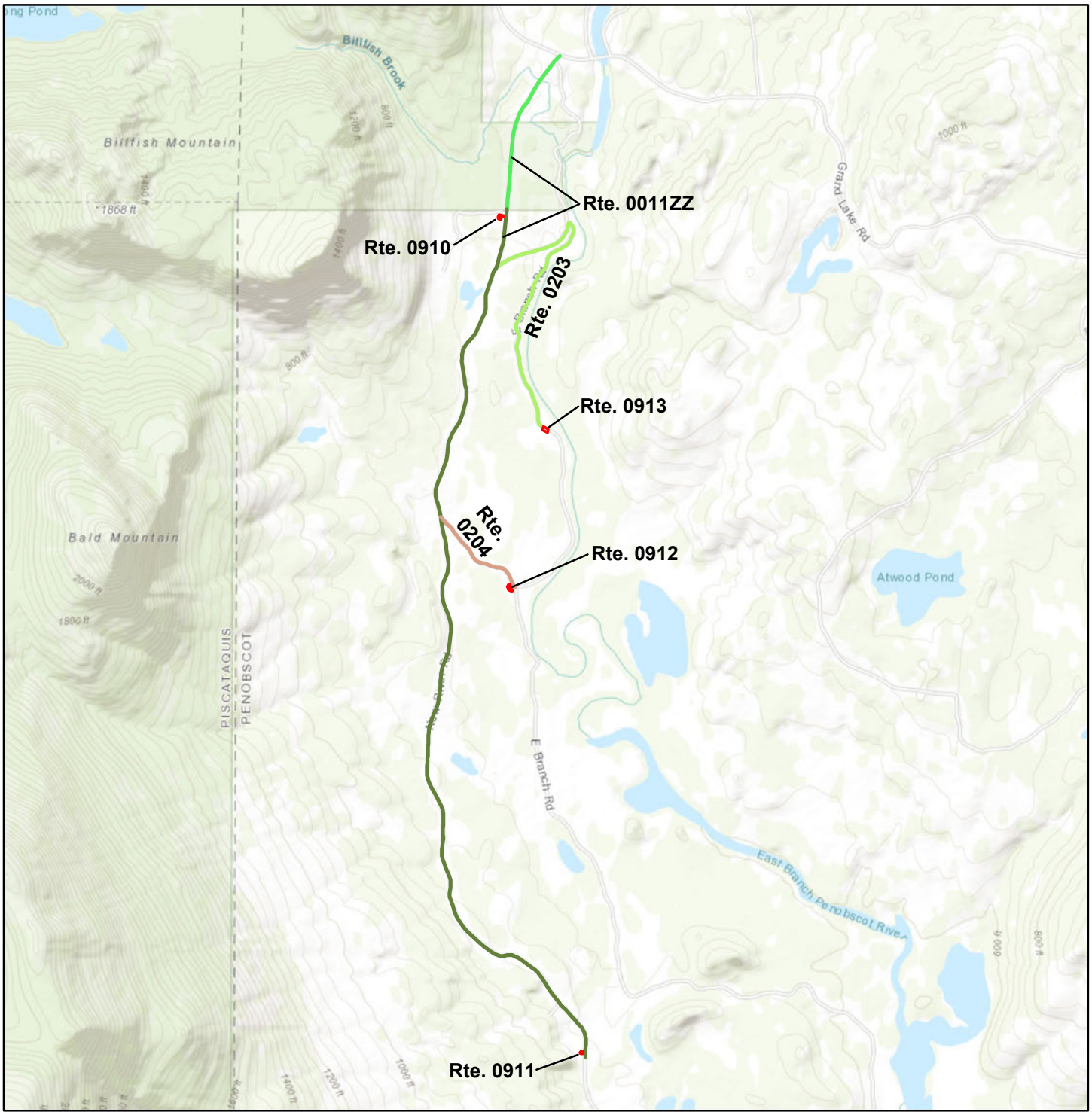
0 5.5 11

N

Katahdin Woods and Waters National Monument

ROUTE LOCATION MAP

Map 1



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

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

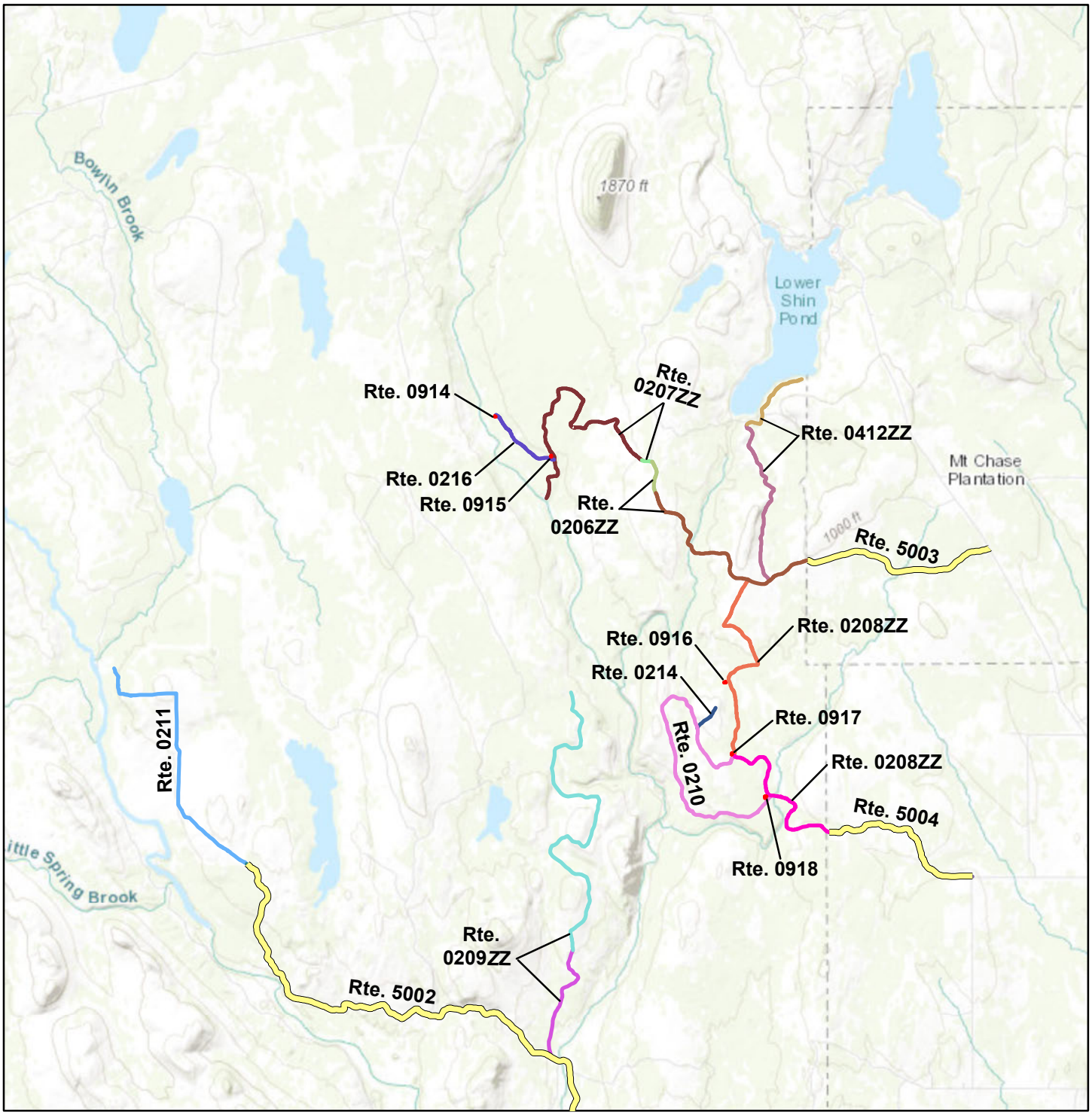
0 1 2

N

Katahdin Woods and Waters National Monument

ROUTE LOCATION MAP

Map 2



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

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

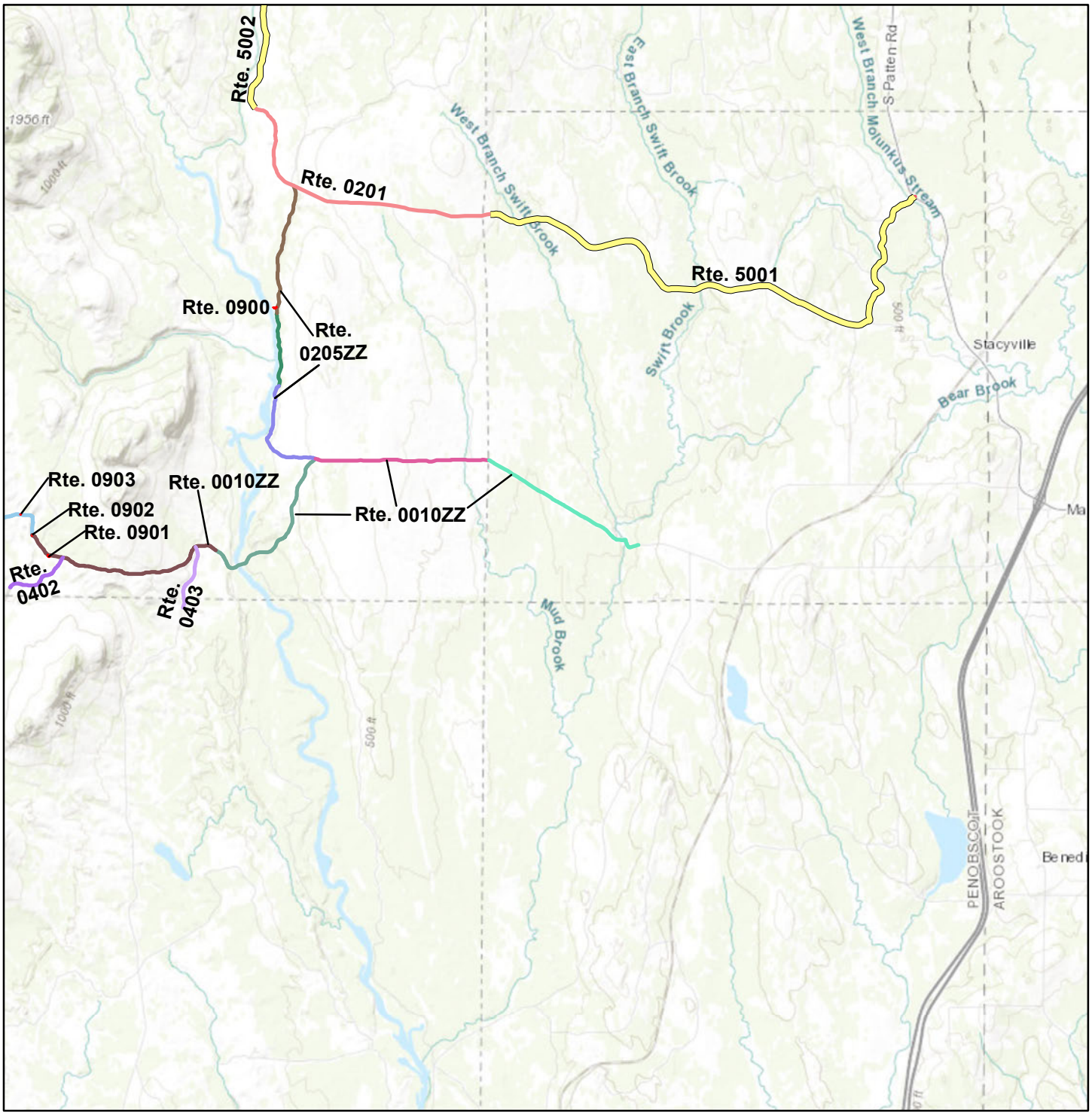
0 4 8

N

Katahdin Woods and Waters National Monument

ROUTE LOCATION MAP

Map 3



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

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

0 4.5 9

N

Katahdin Woods and Waters National Monument

ROUTE LOCATION MAP

Map 4

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

Note: Unique colors are used to differentiate roads

Non-NPS Collected Routes

Miles

0 2.5 5

N

Section 5
Road Condition Rating Sheets

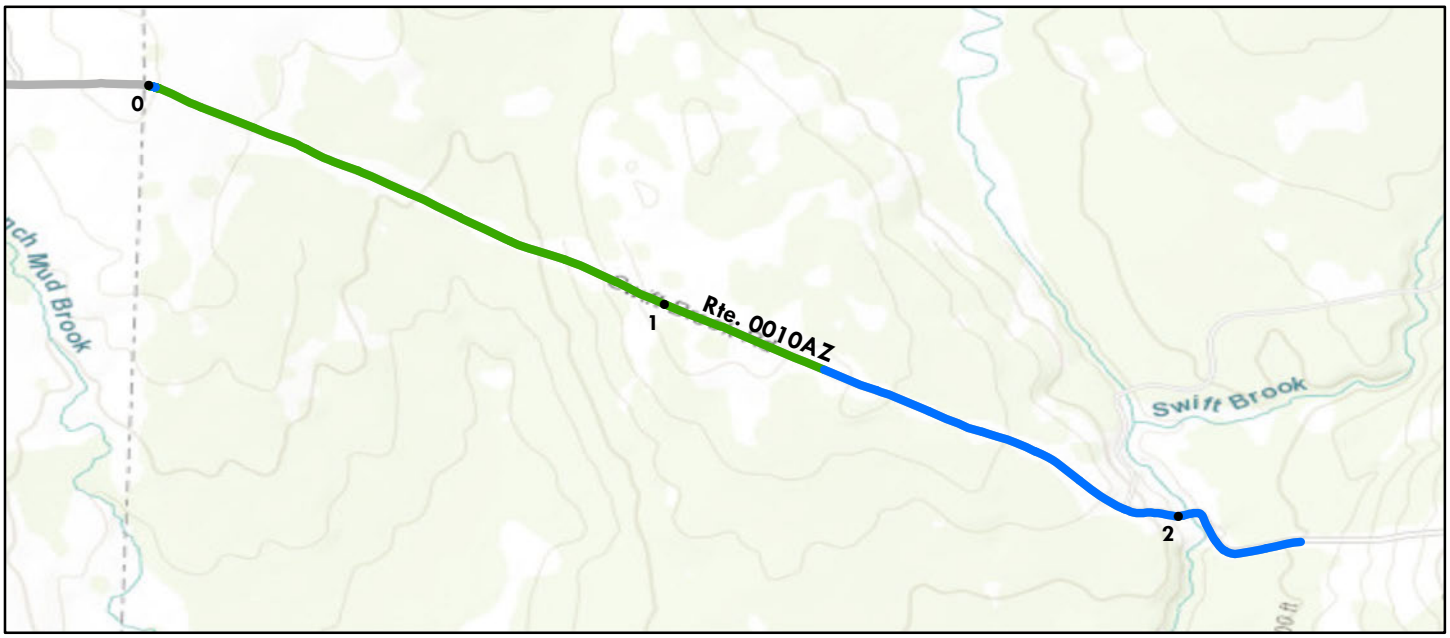
Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Katahdin Woods and Waters National Monument

ROUTE 0010AZ: SWIFT BROOK ROAD (0441/0445)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 2.259 **Surface Type:** GR

Condition Summary Table for KAWW-0010AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Low
1.00	2.00	1.00	2	7.0	14.0	Limited Local Maintenance	$0	5	Low	Low	Low	Low
2.00	2.26	0.26	2	7.0	14.0	Limited Local Maintenance	$0	5	Low	Low	Low	Low
Route Level Data:		2.26	2	7.0	14.00	Routine Maintenance	$10,000	4	Med	Low	Low	Low

Katahdin Woods and Waters National Monument

ROUTE 0010AZ: SWIFT BROOK ROAD (0441/0445)

Condition Photos

KAWW_0010AZ_0.093

KAWW_0010AZ_0.575

KAWW_0010AZ_1.007

KAWW_0010AZ_1.390

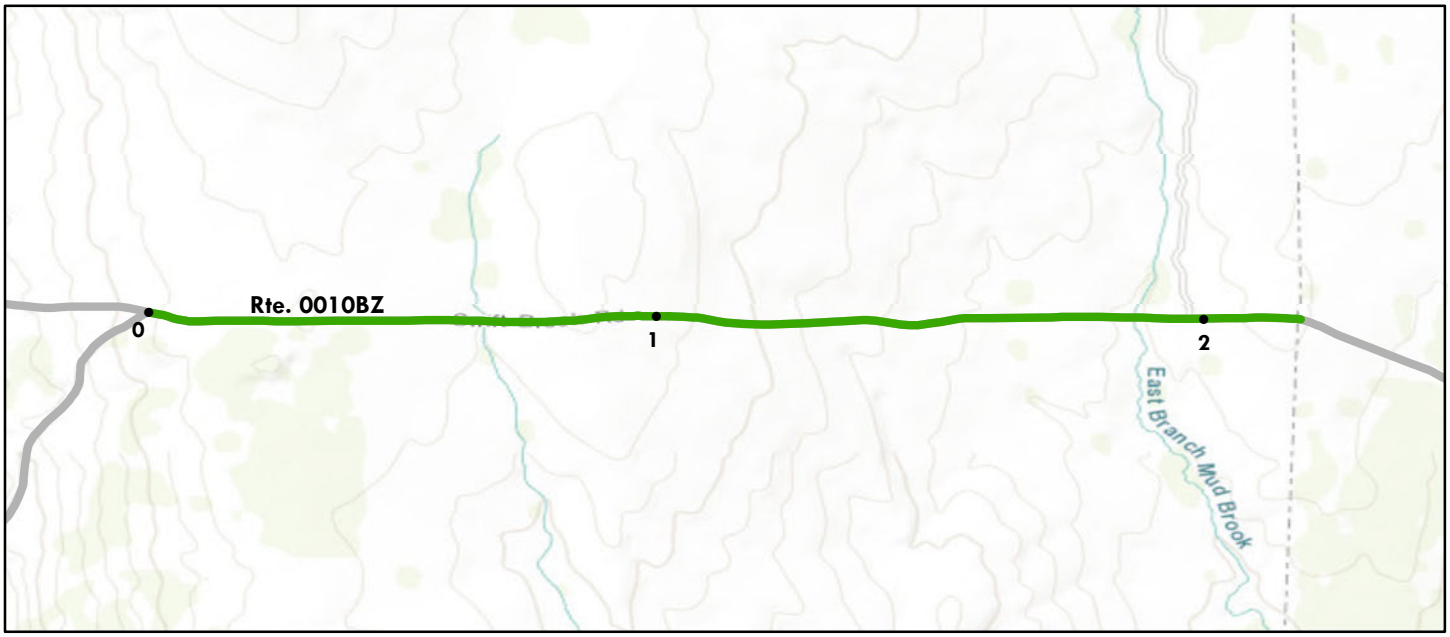
KAWW_0010AZ_1.886

KAWW_0010AZ_2.119

Katahdin Woods and Waters National Monument

ROUTE 0010BZ: SWIFT BROOK ROAD (0438)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 2.222 **Surface Type:** GR

Condition Summary Table for KAWW-0010BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	2.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
2.00	2.22	0.22	2	7.0	14.0	Routine Maintenance	$2,220	4	Med	Low	Low	Med
Route Level Data:		2.22	2	7.0	14.00	Routine Maintenance	$22,220	4	Med	Low	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0010BZ: SWIFT BROOK ROAD (0438)

Condition Photos

KAWW_0010BZ_0.095

KAWW_0010BZ_0.396

KAWW_0010BZ_0.713

KAWW_0010BZ_1.153

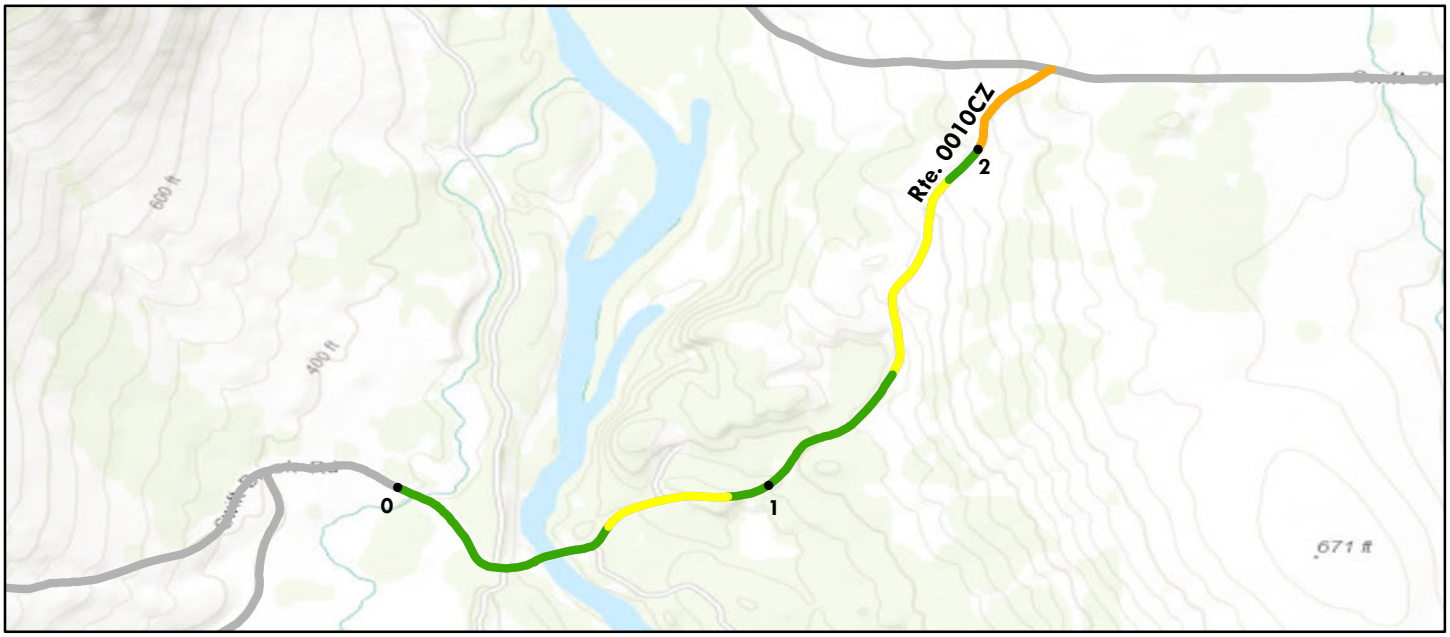
KAWW_0010BZ_1.662

KAWW_0010BZ_2.021

Katahdin Woods and Waters National Monument

ROUTE 0010CZ: SWIFT BROOK ROAD (0442)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 2.27 **Surface Type:** GR

Condition Summary Table for KAWW-0010CZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	2.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
2.00	2.27	0.27	2	7.0	14.0	Heavy Rehabilitation	$43,200	2	Med	High	Low	Med
Route Level Data:		2.27	2	7.0	14.00	Light Rehabilitation	$153,200	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0010CZ: SWIFT BROOK ROAD (0442)

Condition Photos

KAWW_0010CZ_0.079

KAWW_0010CZ_0.460

KAWW_0010CZ_0.756

KAWW_0010CZ_1.230

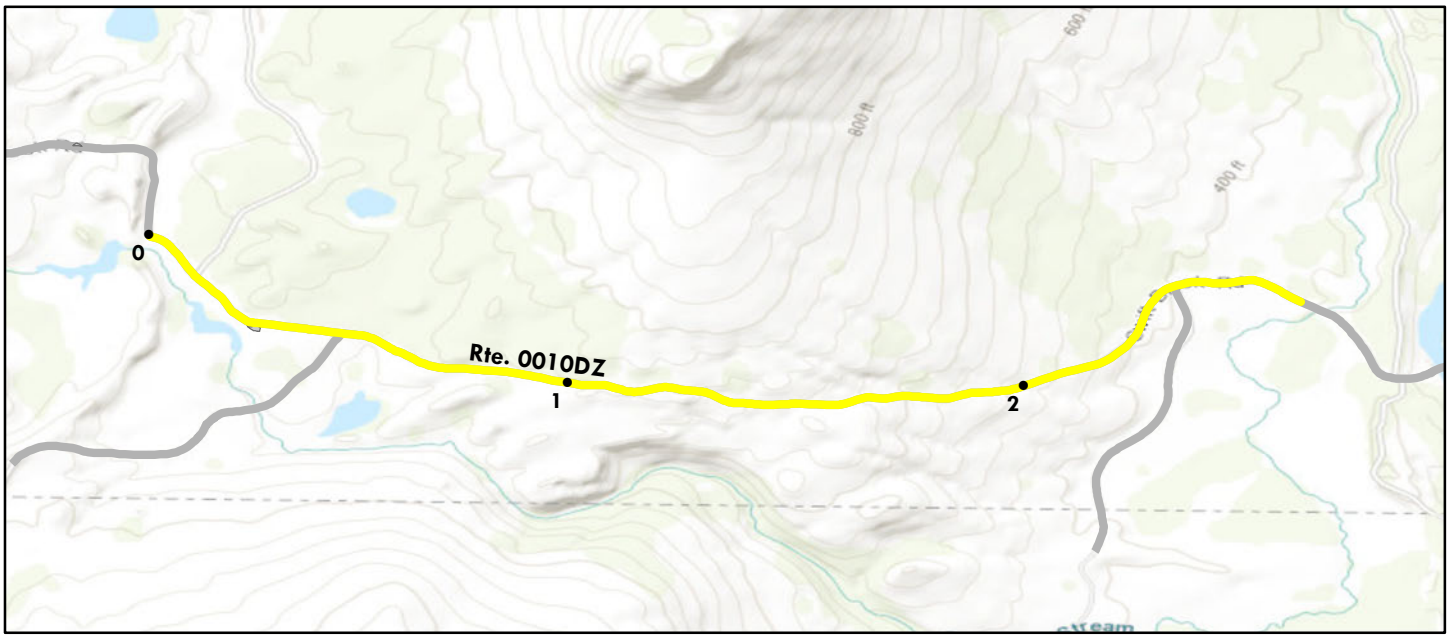
KAWW_0010CZ_1.646

KAWW_0010CZ_2.073

Katahdin Woods and Waters National Monument

ROUTE 0010DZ: SWIFT BROOK ROAD (0004)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 2.698 **Surface Type:** GR

Condition Summary Table for KAWW-0010DZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
1.00	2.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
2.00	2.70	0.70	2	7.0	14.0	Light Rehabilitation	$69,800	3	Med	Med	Low	Med
Route Level Data:		2.70	2	7.0	14.00	Light Rehabilitation	$269,800	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0010DZ: SWIFT BROOK ROAD (0004)

Condition Photos

KAWW_0010DZ_0.052

KAWW_0010DZ_0.420

KAWW_0010DZ_0.813

KAWW_0010DZ_1.265

KAWW_0010DZ_1.853

KAWW_0010DZ_2.384

Katahdin Woods and Waters National Monument

ROUTE 0011AZ: MESSER POND ROAD (0119)

Manual Rating

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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.641 **Surface Type:** GR

Condition Summary Table for KAWW-0011AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.64	0.64	2	8.5	17.0	Light Rehabilitation	$64,100	3	Med	Med	Low	Med
Route Level Data:		0.64	2	8.5	17.00	Light Rehabilitation	$64,100	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0011AZ: MESSER POND ROAD (0119)

Condition Photos

KAWW_0011AZ_0.027

KAWW_0011AZ_0.106

KAWW_0011AZ_0.197

KAWW_0011AZ_0.301

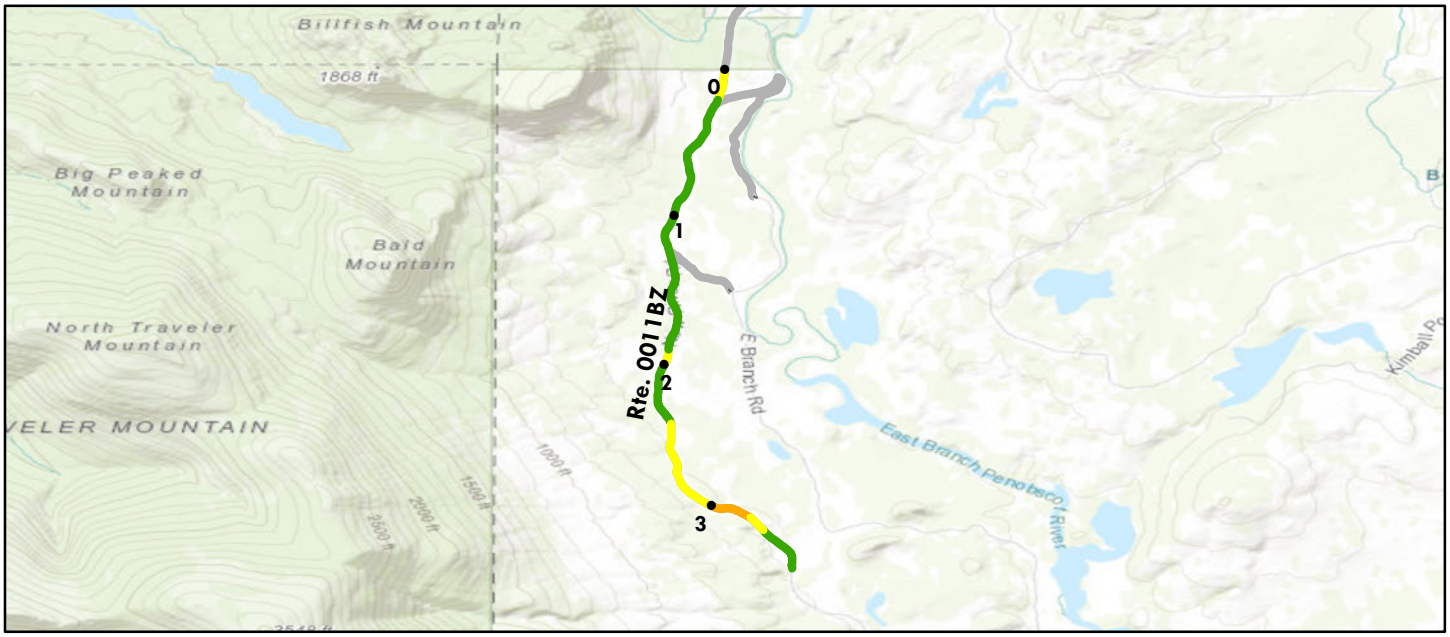
KAWW_0011AZ_0.423

KAWW_0011AZ_0.545

Katahdin Woods and Waters National Monument

ROUTE 0011BZ: MESSER POND ROAD (0118)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 3.592 **Surface Type:** GR

Condition Summary Table for KAWW-0011BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	8.5	17.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	2.00	1.00	2	8.5	17.0	Routine Maintenance	$10,000	4	Med	Low	Low	Low
2.00	3.00	1.00	2	8.5	17.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Low
3.00	3.59	0.59	2	7.0	14.0	Heavy Rehabilitation	$94,720	2	Med	High	Low	Med
Route Level Data:	3.59	2	8.2	16.50	Routine Maintenance	$214,720	4	Med	Low	Low	Med	

Katahdin Woods and Waters National Monument

ROUTE 0011BZ: MESSER POND ROAD (0118)

Condition Photos

KAWW_0011BZ_0.024

KAWW_0011BZ_0.232

KAWW_0011BZ_0.570

KAWW_0011BZ_0.879

KAWW_0011BZ_1.212

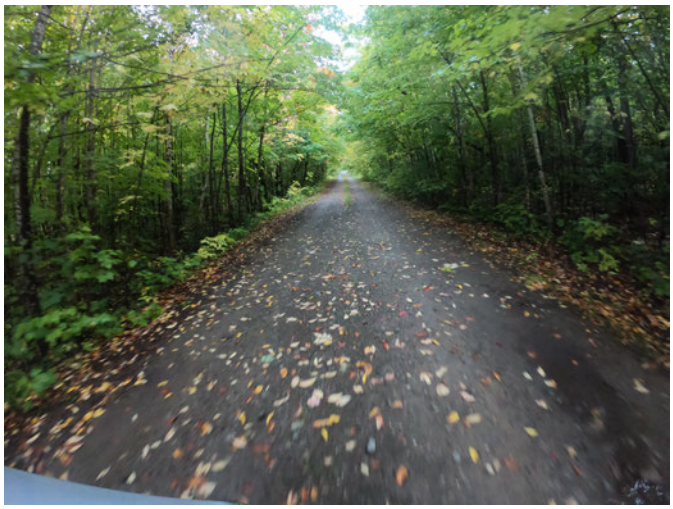
KAWW_0011BZ_1.491

Katahdin Woods and Waters National Monument

ROUTE 0011BZ: MESSER POND ROAD (0118)

Condition Photos

KAWW_0011BZ_1.796



KAWW_0011BZ_2.122

KAWW_0011BZ_2.426

KAWW_0011BZ_2.732

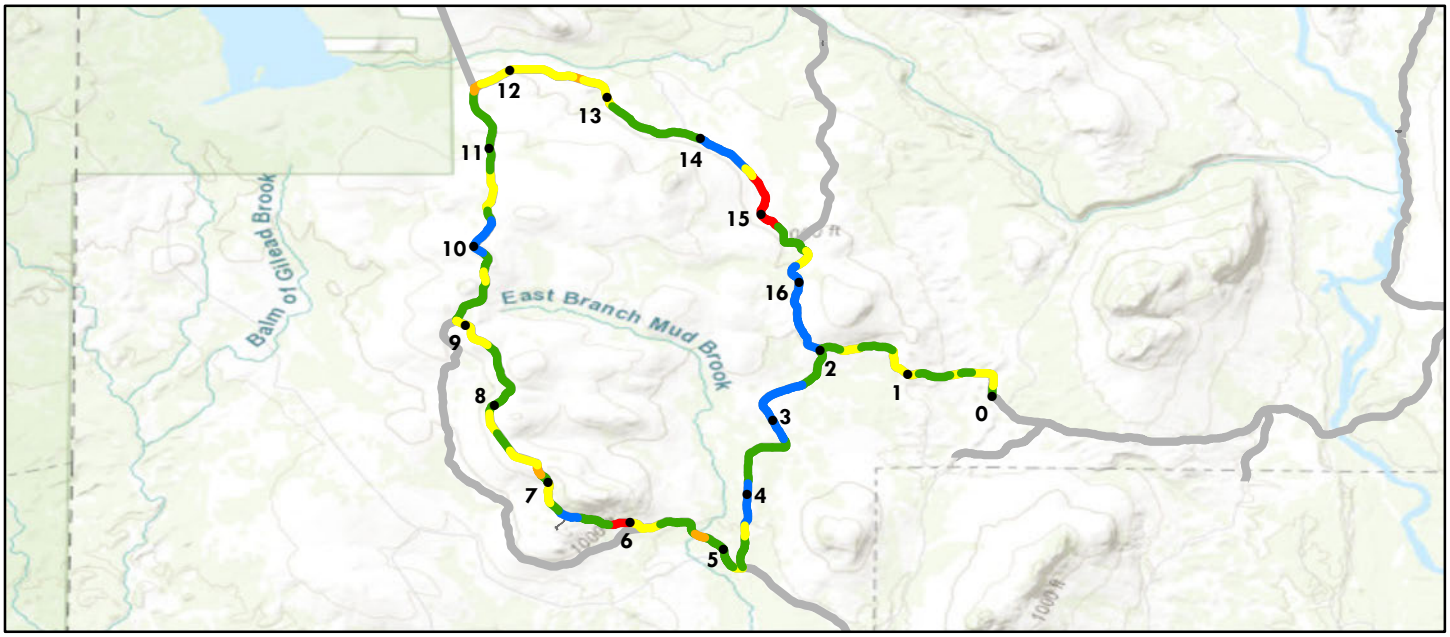
KAWW_0011BZ_3.080

KAWW_0011BZ_3.577

Katahdin Woods and Waters National Monument

ROUTE 0012: KATAHDIN LOOP ROAD (0002/0659/0660)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 16.755 **Surface Type:** GR

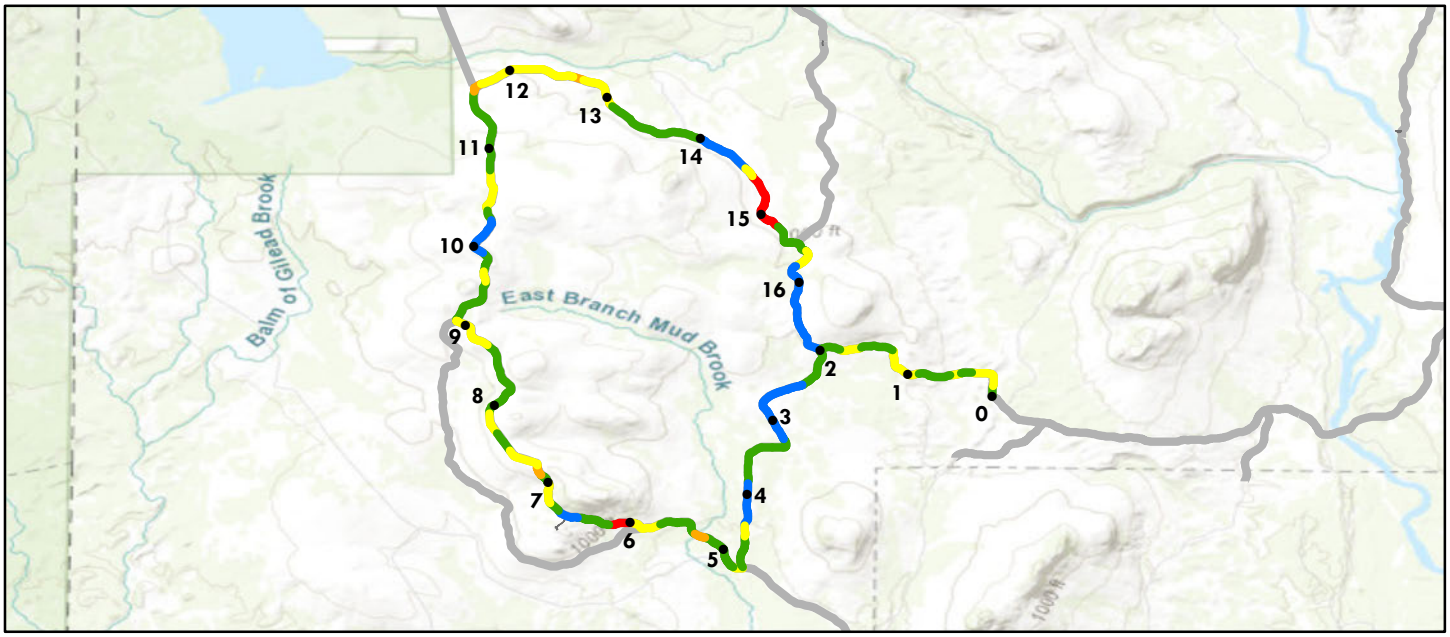
Condition Summary Table for KAWW-0012

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Low	High	Low	Med
1.00	2.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Low	Med	Low	Med
2.00	3.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
3.00	4.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
4.00	5.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
5.00	6.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
6.00	7.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	High	Low	Low	Med
7.00	8.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
8.00	9.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
9.00	10.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0012: KATAHDIN LOOP ROAD (0002/0659/0660)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 16.755 **Surface Type:** GR

Condition Summary Table for KAWW-0012

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
10.00	11.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
11.00	12.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
12.00	13.00	1.00	2	7.0	14.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
13.00	14.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Low	Med	Low	Med
14.00	15.00	1.00	2	7.0	14.0	Reconstruction	$250,000	1	High	High	Med	Med
15.00	16.00	1.00	2	7.0	14.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
16.00	16.76	0.76	2	7.0	14.0	Limited Local Maintenance	$0	5	Low	Low	Low	Med
Route Level Data:	16.76	2	7.0	14.10	Light Rehabilitation	$1,200,000	3	Med	Med	Low	Med	

Katahdin Woods and Waters National Monument

ROUTE 0012: KATAHDIN LOOP ROAD (0002/0659/0660)

Condition Photos

KAWW_0012_0.003

KAWW_0012_0.755

KAWW_0012_1.586

KAWW_0012_2.576

KAWW_0012_3.564

KAWW_0012_4.730

Katahdin Woods and Waters National Monument

ROUTE 0012: KATAHDIN LOOP ROAD (0002/0659/0660)

Condition Photos

KAWW_0012_5.734

KAWW_0012_6.420

KAWW_0012_7.133

KAWW_0012_7.864

KAWW_0012_8.686

KAWW_0012_9.541

Katahdin Woods and Waters National Monument

ROUTE 0012: KATAHDIN LOOP ROAD (0002/0659/0660)

Condition Photos

KAWW_0012_10.508

KAWW_0012_11.539

KAWW_0012_13.358

KAWW_0012_14.385

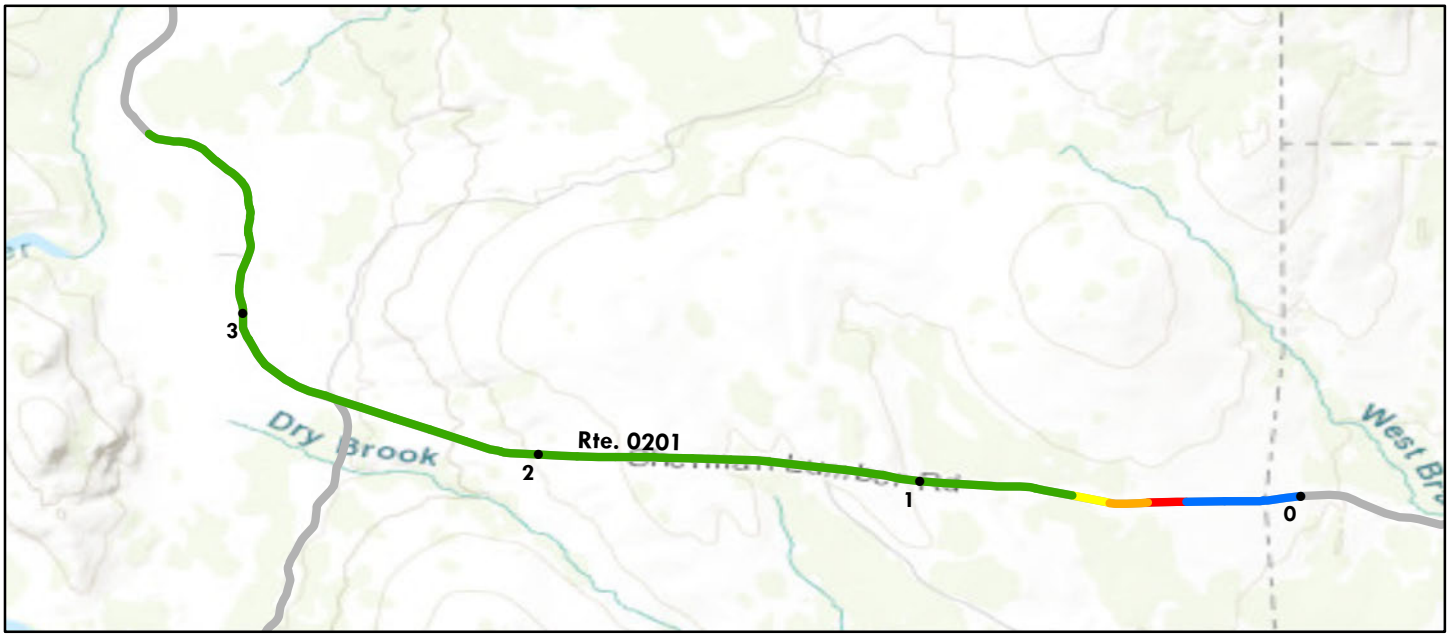
KAWW_0012_15.388

KAWW_0012_16.454

Katahdin Woods and Waters National Monument

ROUTE 0201: SHERMAN LUMBER CO ROAD (1563/1564)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 3.813 **Surface Type:** GR

Condition Summary Table for KAWW-0201

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.5	15.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	2.00	1.00	2	8.0	16.0	Routine Maintenance	$10,000	4	Med	Low	Med	Low
2.00	3.00	1.00	2	10.0	20.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
3.00	3.81	0.81	2	10.0	20.0	Routine Maintenance	$8,130	4	Med	Low	Low	Med
Route Level Data:	3.81	2	8.8	17.50	Routine Maintenance	$38,130	4	Med	Low	Low	Med	

Katahdin Woods and Waters National Monument

ROUTE 0201: SHERMAN LUMBER CO ROAD (1563/1564)

Condition Photos

KAWW_0201_0.060

KAWW_0201_0.292

KAWW_0201_0.618

KAWW_0201_0.904

KAWW_0201_1.253

KAWW_0201_1.632

Katahdin Woods and Waters National Monument

ROUTE 0201: SHERMAN LUMBER CO ROAD (1563/1564)

Condition Photos

KAWW_0201_1.864

KAWW_0201_2.258

KAWW_0201_2.779

KAWW_0201_3.112

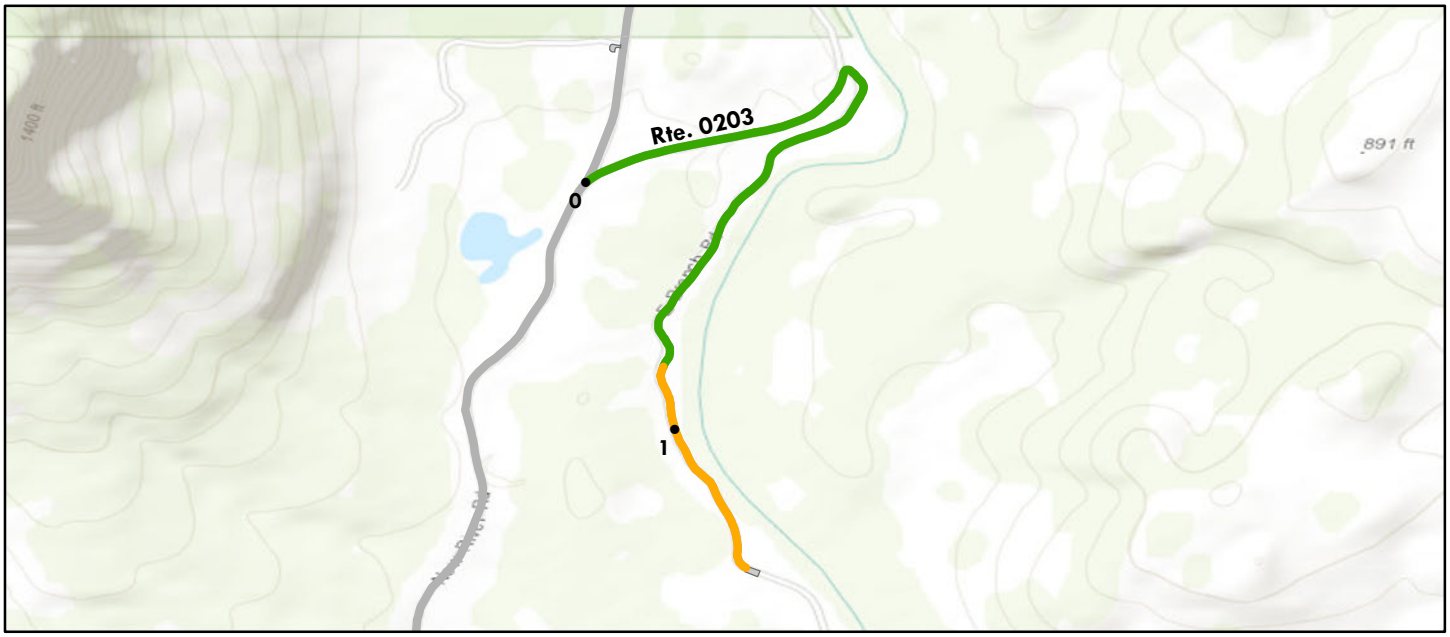
KAWW_0201_3.529

KAWW_0201_3.798

Katahdin Woods and Waters National Monument

ROUTE 0203: OLD RIVER LOOP ROAD (0121)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 1.232 **Surface Type:** GR

Condition Summary Table for KAWW-0203

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	10.0	20.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	1.23	0.23	2	10.0	20.0	Heavy Rehabilitation	$37,120	2	High	Med	Low	Med
Route Level Data:		1.23	2	10.0	20.00	Routine Maintenance	$41,120	4	Med	Low	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0203: OLD RIVER LOOP ROAD (0121)

Condition Photos

KAWW_0203_0.041

KAWW_0203_0.363

KAWW_0203_0.519

KAWW_0203_0.663

KAWW_0203_0.838

KAWW_0203_1.039

Katahdin Woods and Waters National Monument

ROUTE 0204: OXBOW ROAD (0122)

Manual Rating

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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 0.412 **Surface Type:** GR

Condition Summary Table for KAWW-0204

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.41	0.41	2	10.0	20.0	Routine Maintenance	$4,120	4	Med	Low	Low	Med
Route Level Data:		0.41	2	10.0	20.00	Routine Maintenance	$4,120	4	Med	Low	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0204: OXBOW ROAD (0122)

Condition Photos

KAWW_0204_0.049

KAWW_0204_0.075

KAWW_0204_0.124

KAWW_0204_0.159

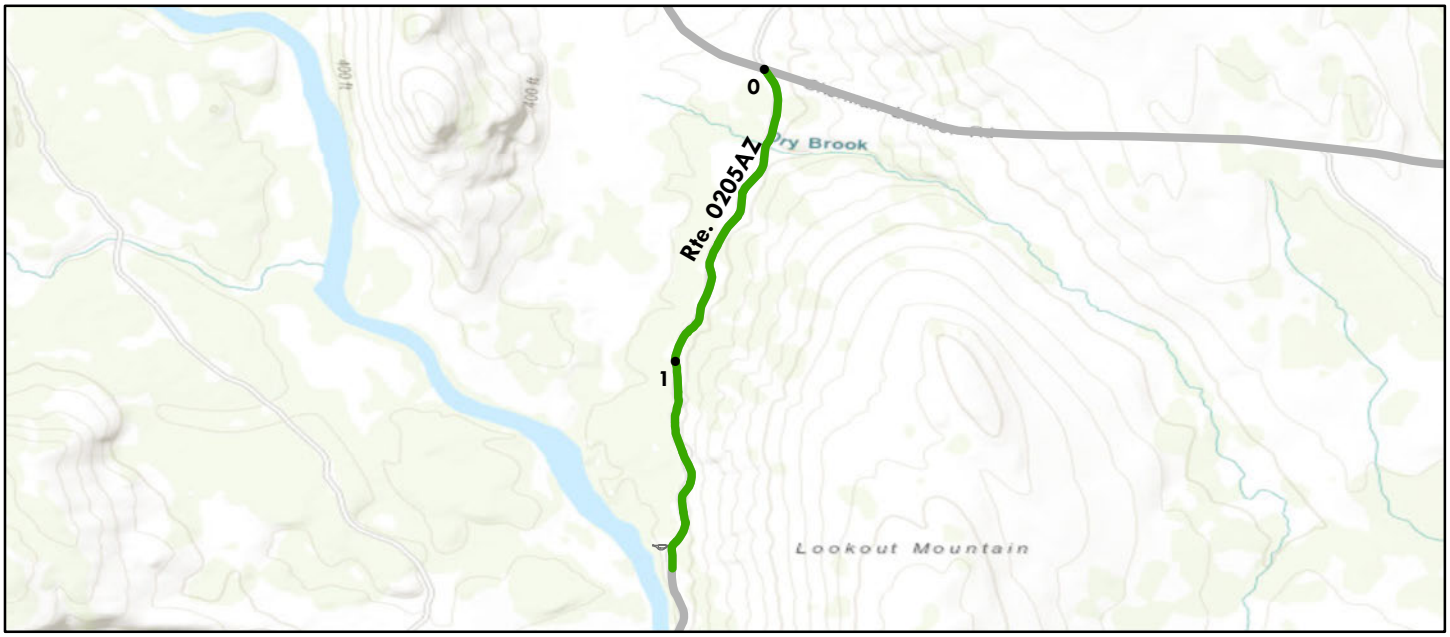
KAWW_0204_0.193

KAWW_0204_0.325

Katahdin Woods and Waters National Monument

ROUTE 0205AZ: SEBOEIS ROAD (1559)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 1.689 **Surface Type:** GR

Condition Summary Table for KAWW-0205AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.4	14.4	Routine Maintenance	$10,000	4	Med	Low	Med	Med
1.00	1.69	0.69	1	13.0	13.0	Routine Maintenance	$6,890	4	Med	Low	Med	Med
Route Level Data:		1.69	1	12.6	13.80	Routine Maintenance	$16,890	4	Med	Low	Med	Med

Katahdin Woods and Waters National Monument

ROUTE 0205AZ: SEBOEIS ROAD (1559)

Condition Photos

KAWW_0205AZ_0.042

KAWW_0205AZ_0.294

KAWW_0205AZ_0.548

KAWW_0205AZ_0.878

KAWW_0205AZ_1.217

KAWW_0205AZ_1.552

Katahdin Woods and Waters National Monument

ROUTE 0205BZ: SEBOEIS ROAD (0444)

Manual Rating

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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.951 **Surface Type:** GR

Condition Summary Table for KAWW-0205BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.95	0.95	2	7.5	15.0	Routine Maintenance	$9,510	4	Med	Low	Low	Med
Route Level Data:		0.95	2	7.5	15.00	Routine Maintenance	$9,510	4	Med	Low	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0205BZ: SEBOEIS ROAD (0444)

Condition Photos

KAWW_0205BZ_0.051

KAWW_0205BZ_0.210

KAWW_0205BZ_0.406

KAWW_0205BZ_0.554

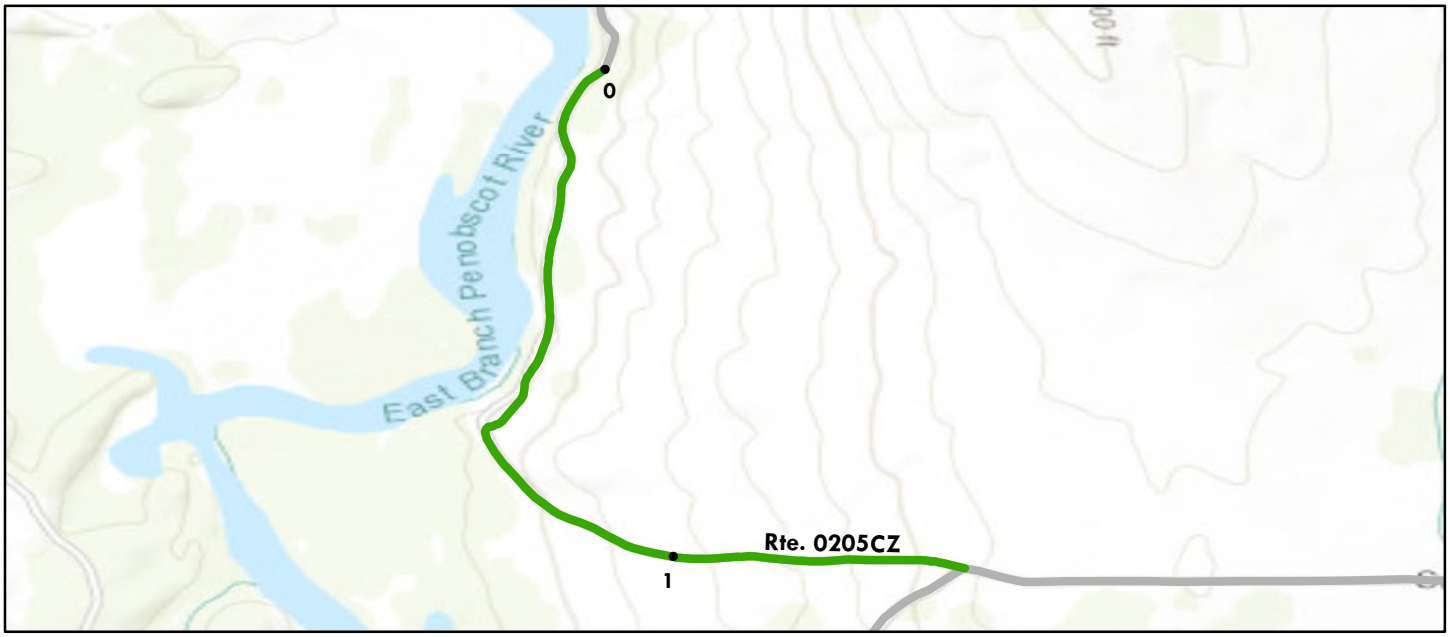
KAWW_0205BZ_0.725

KAWW_0205BZ_0.880

Katahdin Woods and Waters National Monument

ROUTE 0205CZ: SEBOEIS ROAD (0443)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 1.454 **Surface Type:** GR

Condition Summary Table for KAWW-0205CZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	7.5	15.0	Routine Maintenance	$10,000	4	Low	Low	Med	Med
1.00	1.45	0.45	2	7.5	15.0	Routine Maintenance	$4,540	4	Med	Low	Med	Med
Route Level Data:		1.45	2	7.5	15.00	Routine Maintenance	$14,540	4	Low	Low	Med	Med

Katahdin Woods and Waters National Monument

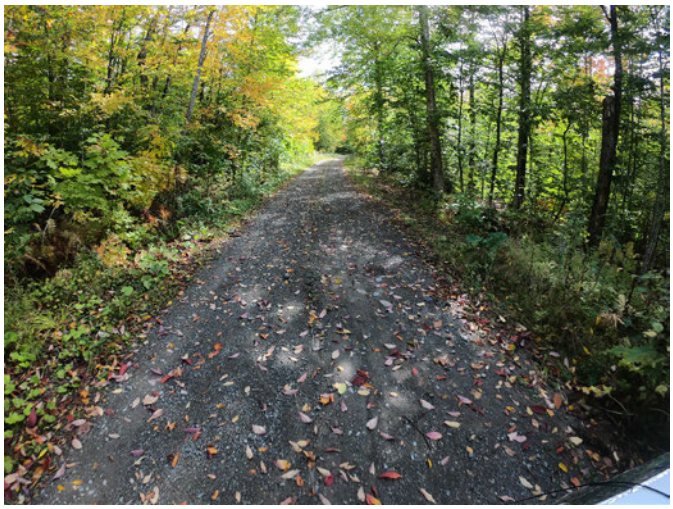
ROUTE 0205CZ: SEBOEIS ROAD (0443)

Condition Photos

KAWW_0205CZ_0.148

KAWW_0205CZ_0.407

KAWW_0205CZ_0.698



KAWW_0205CZ_0.940

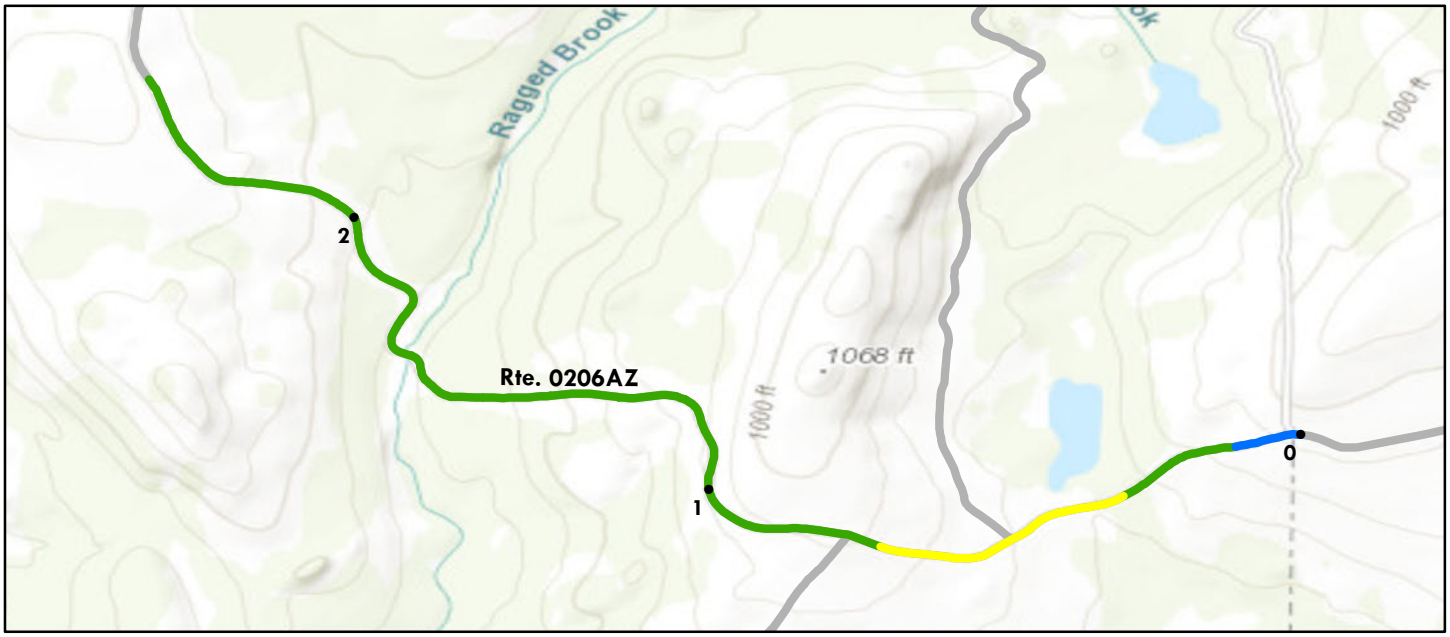
KAWW_0205CZ_1.181

KAWW_0205CZ_1.439

Katahdin Woods and Waters National Monument

ROUTE 0206AZ: GRONDIN ROAD (1079/1075/1071)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 2.459 **Surface Type:** GR

Condition Summary Table for KAWW-0206AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	8.0	16.0	Light Rehabilitation	$100,000	3	Low	High	Med	Med
1.00	2.00	1.00	2	8.0	16.0	Routine Maintenance	$10,000	4	Low	Low	Med	Med
2.00	2.46	0.46	2	8.0	16.0	Routine Maintenance	$4,590	4	Low	Low	Med	Med
Route Level Data:		2.46	2	8.0	16.00	Routine Maintenance	$114,590	4	Low	Low	Med	Med

Katahdin Woods and Waters National Monument

ROUTE 0206AZ: GRONDIN ROAD (1079/1075/1071)

Condition Photos

KAWW_0206AZ_0.009

KAWW_0206AZ_0.483

KAWW_0206AZ_1.077

KAWW_0206AZ_1.486

KAWW_0206AZ_2.003

KAWW_0206AZ_2.439

Katahdin Woods and Waters National Monument

ROUTE 0206BZ: GRONDIN ROAD (1078)

Manual Rating

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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 0.364 **Surface Type:** GR

Condition Summary Table for KAWW-0206BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.36	0.36	2	8.0	16.0	Routine Maintenance	$3,640	4	Low	Low	Med	Med
Route Level Data:		0.36	2	8.0	16.00	Routine Maintenance	$3,640	4	Low	Low	Med	Med

Katahdin Woods and Waters National Monument

ROUTE 0207AZ: PHILPOT BRIDGE ROAD (1080)

Manual Rating

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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 0.114 **Surface Type:** GR

Condition Summary Table for KAWW-0207AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.11	0.11	2	8.0	16.0	Routine Maintenance	$1,140	4	Low	Low	Med	Med
Route Level Data:		0.11	2	8.0	16.00	Routine Maintenance	$1,140	4	Low	Low	Med	Med

Katahdin Woods and Waters National Monument
ROUTE 0207AZ: PHILPOT BRIDGE ROAD (1080)

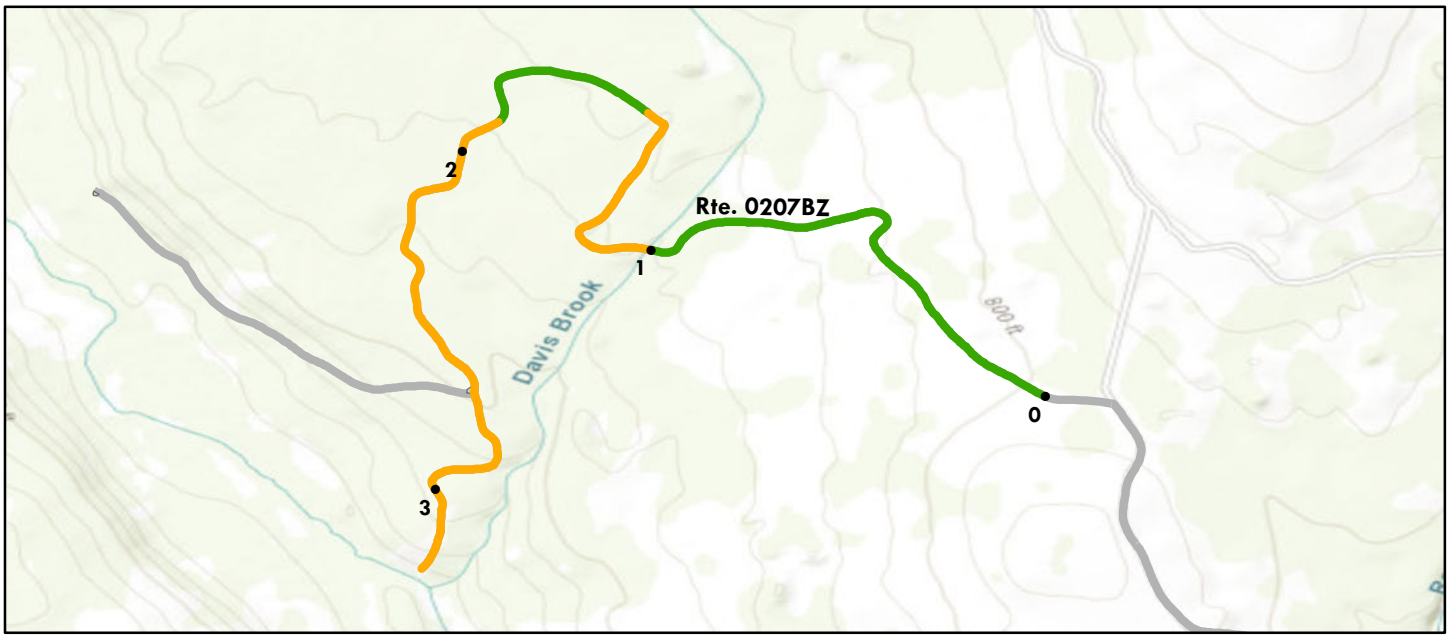
Condition Photos

KAWW_0207AZ_0.005

Katahdin Woods and Waters National Monument

ROUTE 0207BZ: PHILPOT BRIDGE ROAD (1077)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 3.202 **Surface Type:** GR

Condition Summary Table for KAWW-0207BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	2	8.0	16.0	Routine Maintenance	$10,000	4	Low	Low	Med	Med
1.00	2.00	1.00	2	8.5	12.5	Heavy Rehabilitation	$160,000	2	Med	Med	Med	Med
2.00	3.00	1.00	1	9.0	9.0	Heavy Rehabilitation	$160,000	2	Med	Med	Med	High
3.00	3.20	0.20	1	9.0	9.0	Heavy Rehabilitation	$32,320	2	Med	High	Med	High
Route Level Data:		3.20	1	8.5	12.30	Heavy Rehabilitation	$362,320	2	Med	Med	Med	High

Katahdin Woods and Waters National Monument

ROUTE 0207BZ: PHILPOT BRIDGE ROAD (1077)

Condition Photos

KAWW_0207BZ_0.574

KAWW_0207BZ_1.071

KAWW_0207BZ_1.559

KAWW_0207BZ_2.551

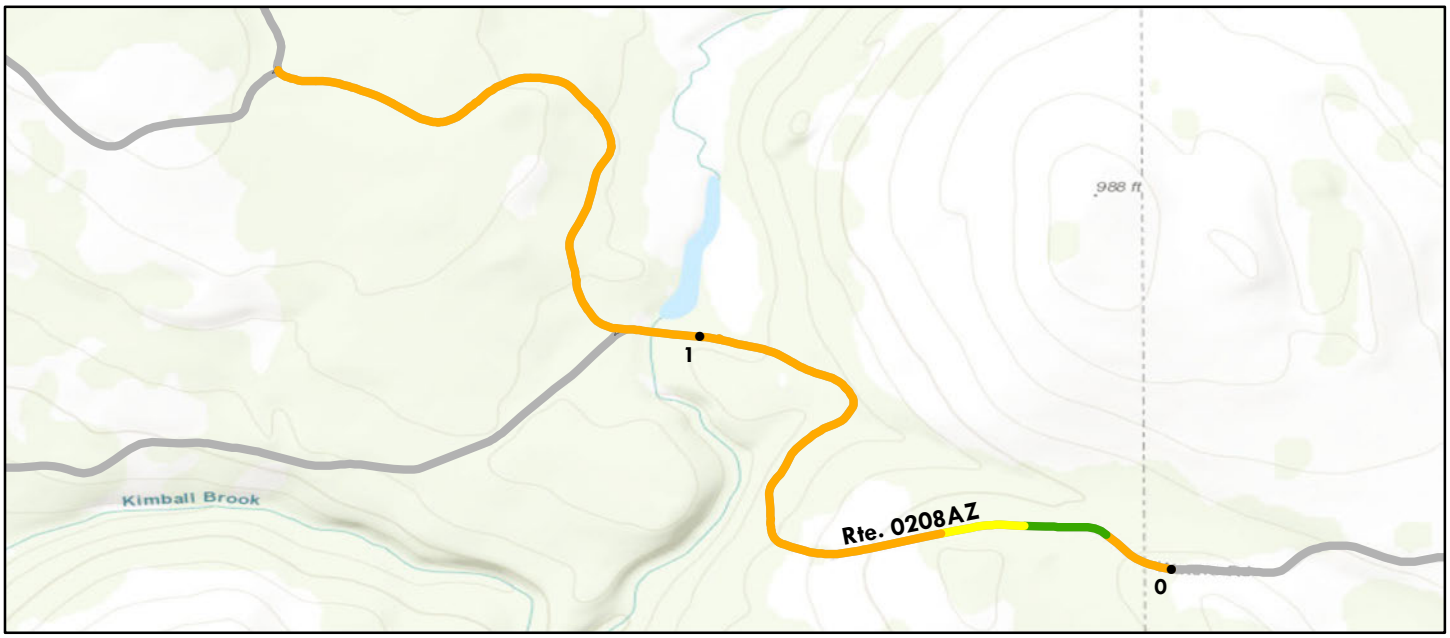
KAWW_0207BZ_3.041

KAWW_0207BZ_3.198

Katahdin Woods and Waters National Monument

ROUTE 0208AZ: AMERICAN THREAD ROAD (1301/1302/1305)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 1.951 **Surface Type:** GR

Condition Summary Table for KAWW-0208AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	Med	Med	High
1.00	1.95	0.95	1	12.0	12.0	Heavy Rehabilitation	$152,160	2	Med	Med	Med	High
Route Level Data:	1.95	1	12.0	12.00	Heavy Rehabilitation	$312,160	2	Med	Med	Med	High	

Katahdin Woods and Waters National Monument

ROUTE 0208AZ: AMERICAN THREAD ROAD (1301/1302/1305)

Condition Photos

KAWW_0208AZ_0.031

KAWW_0208AZ_0.035

KAWW_0208AZ_0.519

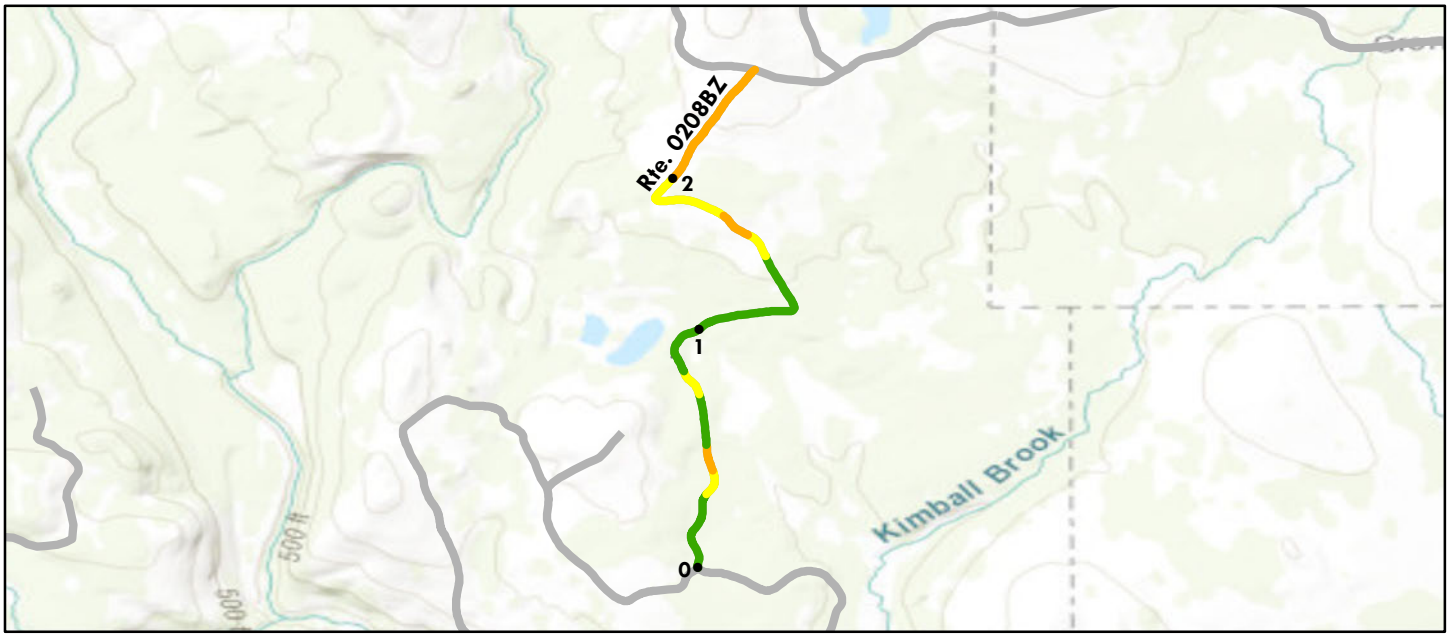
KAWW_0208AZ_1.024

KAWW_0208AZ_1.512

Katahdin Woods and Waters National Monument

ROUTE 0208BZ: AMERICAN THREAD ROAD (1073/1076/1301)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 2.483 **Surface Type:** GR

Condition Summary Table for KAWW-0208BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Routine Maintenance	$10,000	4	Med	Low	Med	Med
1.00	2.00	1.00	1	12.0	12.0	Light Rehabilitation	$100,000	3	Med	Low	Med	High
2.00	2.48	0.48	1	12.0	12.0	Heavy Rehabilitation	$77,280	2	Med	High	Med	Med
Route Level Data:	2.48	1	12.0	12.00	Routine Maintenance	$187,280	4	Med	Low	Med	Med	

Katahdin Woods and Waters National Monument

ROUTE 0208BZ: AMERICAN THREAD ROAD (1073/1076/1301)

Condition Photos

KAWW_0208BZ_0.000

KAWW_0208BZ_0.004

KAWW_0208BZ_0.393

KAWW_0208BZ_1.394

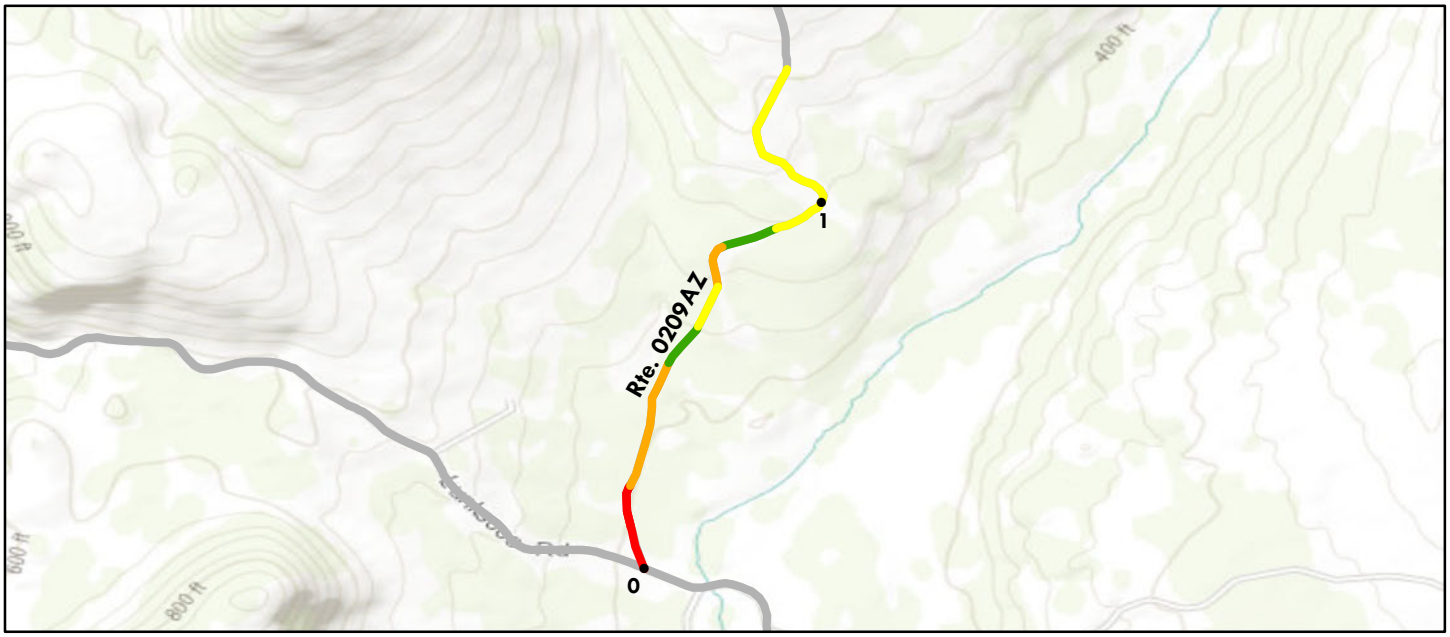
KAWW_0208BZ_1.913

KAWW_0208BZ_2.411

Katahdin Woods and Waters National Monument

ROUTE 0209AZ: CHARLIE'S ROAD (1303/1306)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 1.372 **Surface Type:** GR

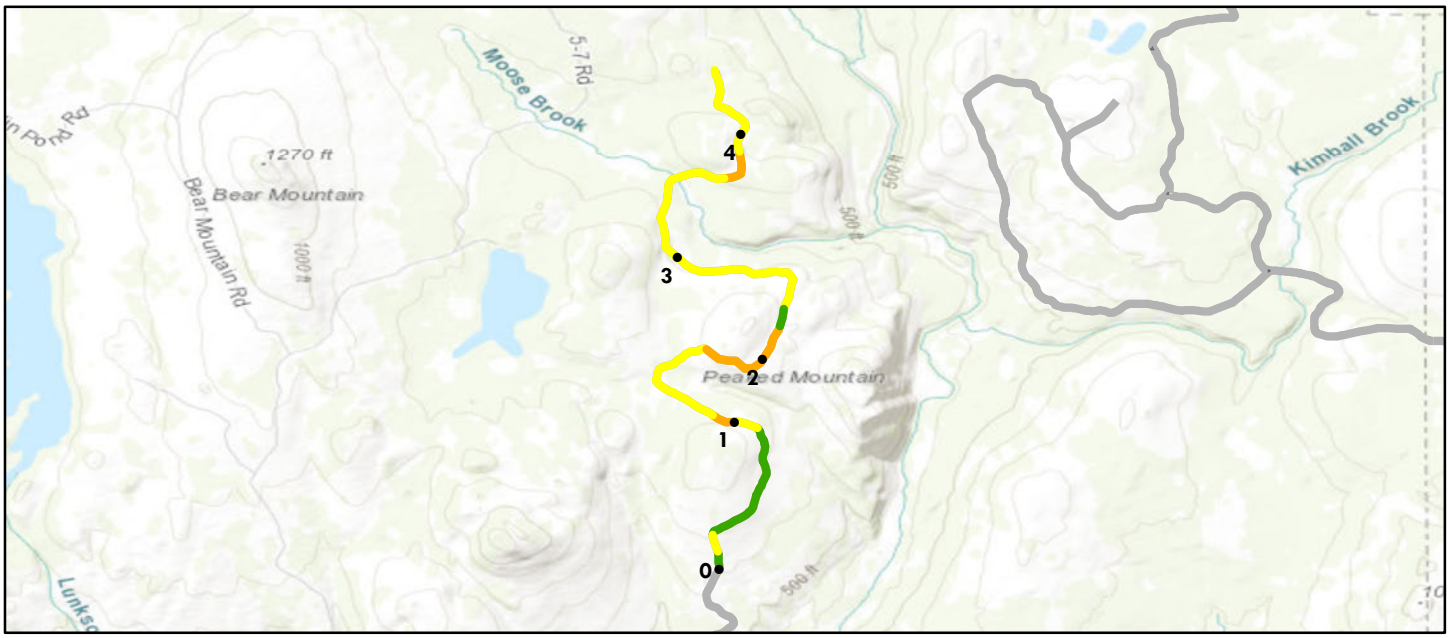
Condition Summary Table for KAWW-0209AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	High	Med	Med	High
1.00	1.37	0.37	1	12.0	12.0	Light Rehabilitation	$37,200	3	Med	Med	Med	Low
Route Level Data:		1.37	1	12.0	12.00	Heavy Rehabilitation	$197,200	2	Med	Med	Med	High

Katahdin Woods and Waters National Monument

ROUTE 0209BZ: CHARLIE'S ROAD (1304)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 4.427 **Surface Type:** GR

Condition Summary Table for KAWW-0209BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	2.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	High	Low	High
2.00	3.00	1.00	1	12.0	12.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
3.00	4.00	1.00	1	12.0	12.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
4.00	4.43	0.43	1	12.0	12.0	Light Rehabilitation	$42,700	3	Med	Med	Low	Med
Route Level Data:		4.43	1	12.0	12.00	Light Rehabilitation	$412,700	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0209BZ: CHARLIE'S ROAD (1304)

Condition Photos

KAWW_0209BZ_0.094

KAWW_0209BZ_0.331

KAWW_0209BZ_0.488

KAWW_0209BZ_0.740

KAWW_0209BZ_0.985

KAWW_0209BZ_1.229

Katahdin Woods and Waters National Monument

ROUTE 0209BZ: CHARLIE'S ROAD (1304)

Condition Photos

KAWW_0209BZ_1.495

KAWW_0209BZ_1.751

KAWW_0209BZ_2.020

KAWW_0209BZ_2.312

KAWW_0209BZ_2.625

KAWW_0209BZ_2.805

Katahdin Woods and Waters National Monument

ROUTE 0209BZ: CHARLIE'S ROAD (1304)

Condition Photos

KAWW_0209BZ_3.008

KAWW_0209BZ_3.308

KAWW_0209BZ_3.521

KAWW_0209BZ_3.782

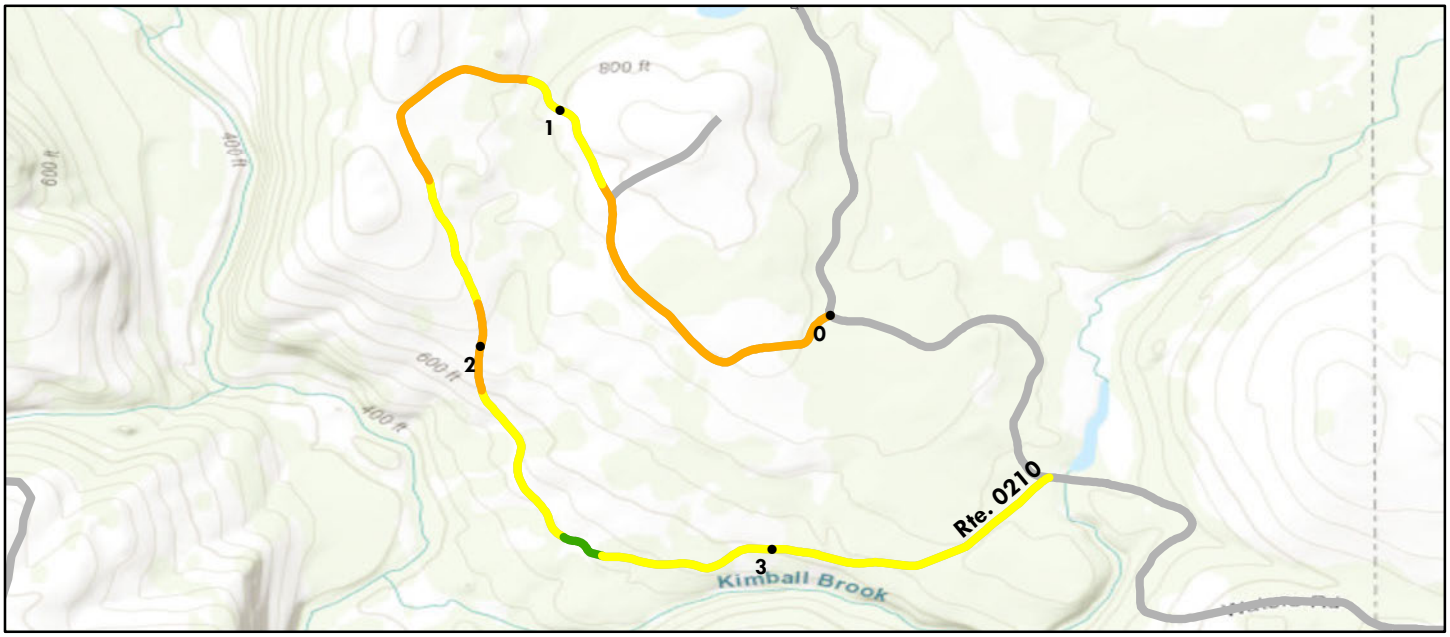
KAWW_0209BZ_4.088

KAWW_0209BZ_4.378

Katahdin Woods and Waters National Monument

ROUTE 0210: KATAHDIN VIEW LOOP (1307)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 3.695 **Surface Type:** GR

Condition Summary Table for KAWW-0210

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	High	Low	Med
1.00	2.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	High	Low	Med
2.00	3.00	1.00	1	12.0	12.0	Light Rehabilitation	$100,000	3	Med	Med	Low	Med
3.00	3.70	0.70	1	12.0	12.0	Light Rehabilitation	$69,500	3	Med	Med	Low	Med
Route Level Data:		3.70	1	12.0	12.00	Heavy Rehabilitation	$489,500	2	Med	High	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0210: KATAHDIN VIEW LOOP (1307)

Condition Photos

KAWW_0210_0.565

KAWW_0210_1.361

KAWW_0210_1.793

KAWW_0210_2.583

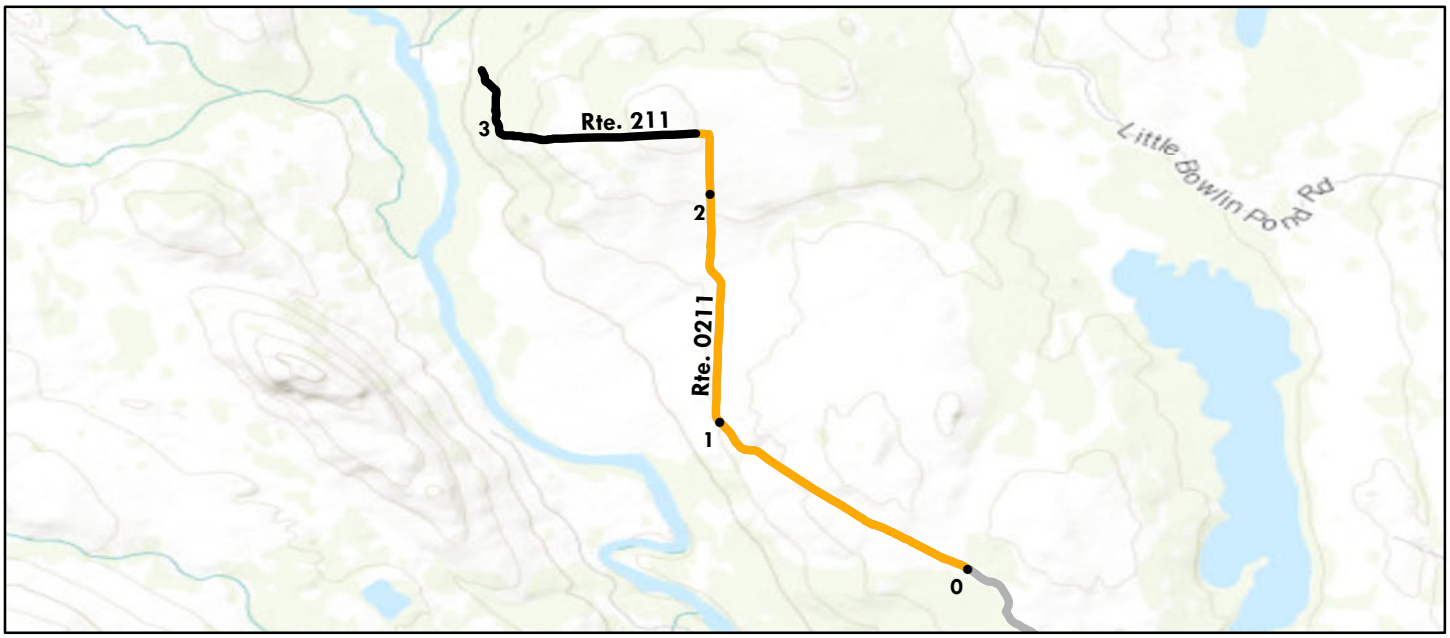
KAWW_0210_3.155

KAWW_0210_3.683

Katahdin Woods and Waters National Monument

ROUTE 0211: LUNKSOOS ROAD (1444/1494/1506)

Manual Rating



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

Route Condition Legend

Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5) | Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 3.186 **Surface Type:** GR

Condition Summary Table for KAWW-0211

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	Med	Low	High
1.00	2.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	High	Low	High
2.00	3.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	Med	Low	High
3.00	3.19	0.19	N/A	N/A	N/A		N/A	N/A	N/A	N/A	N/A	N/A
Route Level Data:	3.19	1	12.0	12.00	Heavy Rehabilitation	$480,000	2	Med	Med	Low	High	

Note: Collection ended at mile 2.7 due to deficient bridge.

Katahdin Woods and Waters National Monument

ROUTE 0211: LUNKSOOS ROAD (1444/1494/1506)

Condition Photos

KAWW_0211_0.073

KAWW_0211_0.203

KAWW_0211_0.319

KAWW_0211_0.435

KAWW_0211_0.562

KAWW_0211_0.705

Katahdin Woods and Waters National Monument

ROUTE 0211: LUNKSOOS ROAD (1444/1494/1506)

Condition Photos

KAWW_0211_0.851

KAWW_0211_0.989

KAWW_0211_1.122

KAWW_0211_1.291

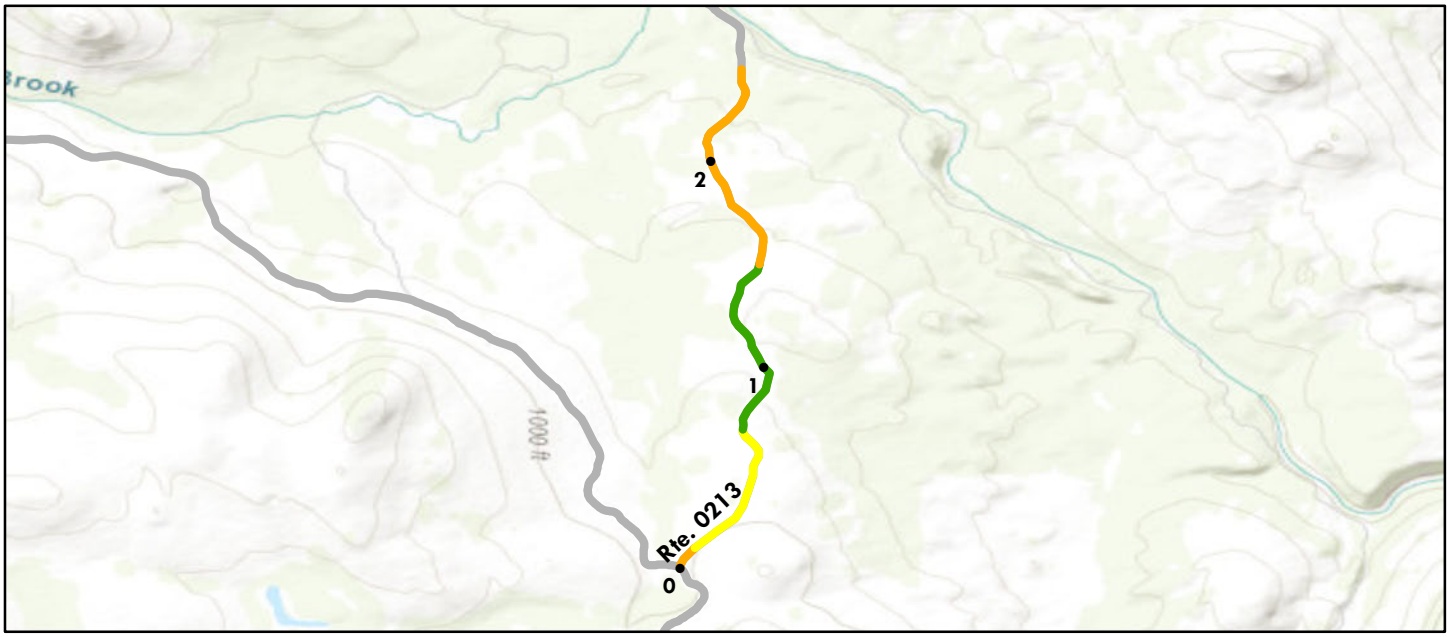
KAWW_0211_0KAWW_0211_1.430562

KAWW_0211_1.565

Katahdin Woods and Waters National Monument

ROUTE 0213: WASSATAQUOIK STREAM ROAD (0661)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 2.448 **Surface Type:** GR

Condition Summary Table for KAWW-0213

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Light Rehabilitation	$100,000	3	Med	Low	Low	High
1.00	2.00	1.00	1	12.0	12.0	Heavy Rehabilitation	$160,000	2	Med	Med	Low	High
2.00	2.45	0.45	1	12.0	12.0	Heavy Rehabilitation	$71,680	2	Med	Med	Low	High
Route Level Data:		2.45	1	12.0	12.00	Heavy Rehabilitation	$331,680	2	Med	Med	Low	High

Katahdin Woods and Waters National Monument

ROUTE 0213: WASSATAQUOIK STREAM ROAD (0661)

Condition Photos

KAWW_0213_0.230

KAWW_0213_0.597

KAWW_0213_1.050

KAWW_0213_1.567

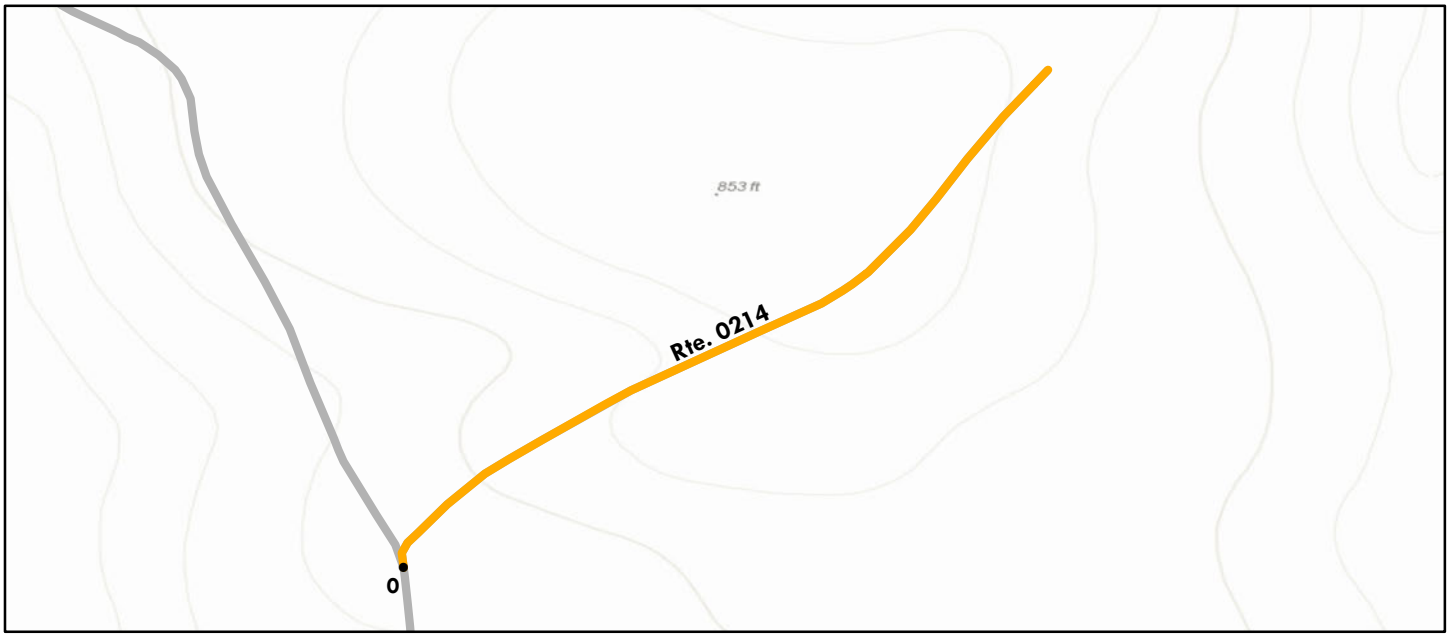
KAWW_0213_1.894

KAWW_0213_2.366

Katahdin Woods and Waters National Monument

ROUTE 0214: KATAHDIN VIEW LOOP SPUR (1426)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.308 **Surface Type:** GR

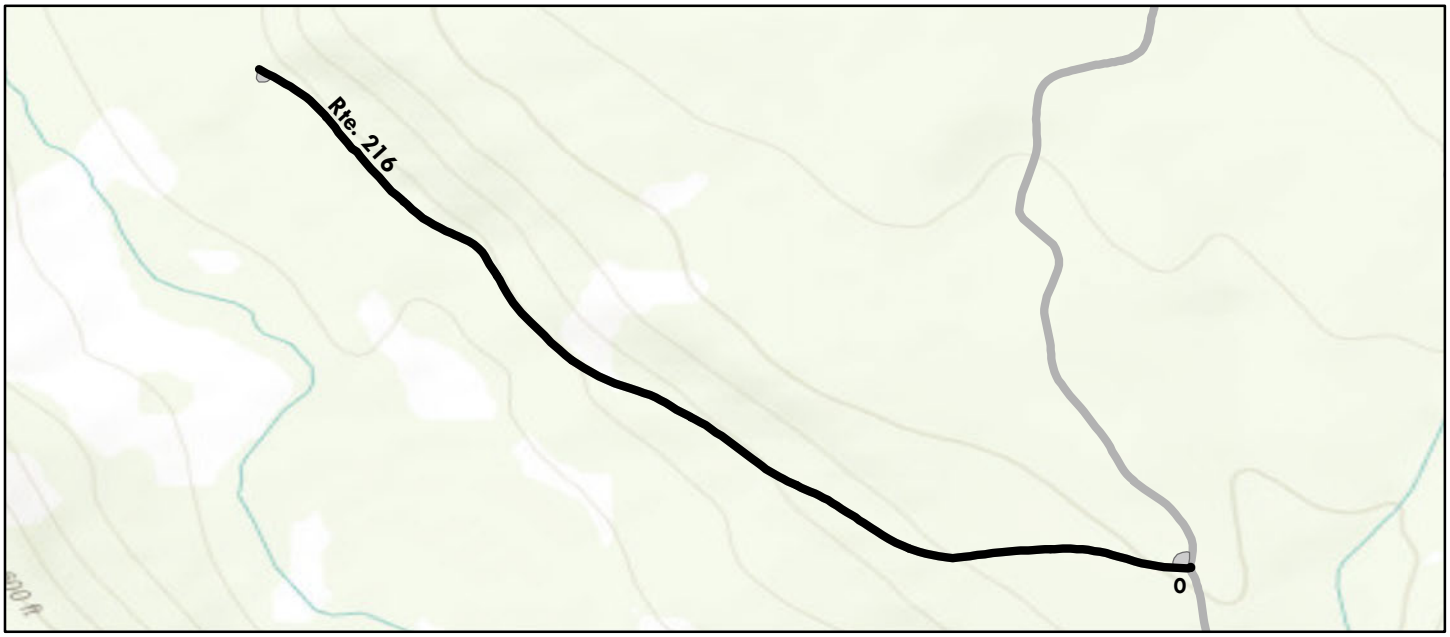
Condition Summary Table for KAWW-0214

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.31	0.31	1	12.0	12.0	Heavy Rehabilitation	$49,280	2	Med	Med	Low	High
Route Level Data:		0.31	1	12.0	12.00	Heavy Rehabilitation	$49,280	2	Med	Med	Low	High

Katahdin Woods and Waters National Monument

ROUTE 0216: SEBOEIS RIVER TRAIL ACCESS ROAD

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.867 **Surface Type:** GR

Condition Summary Table for KAWW-0216

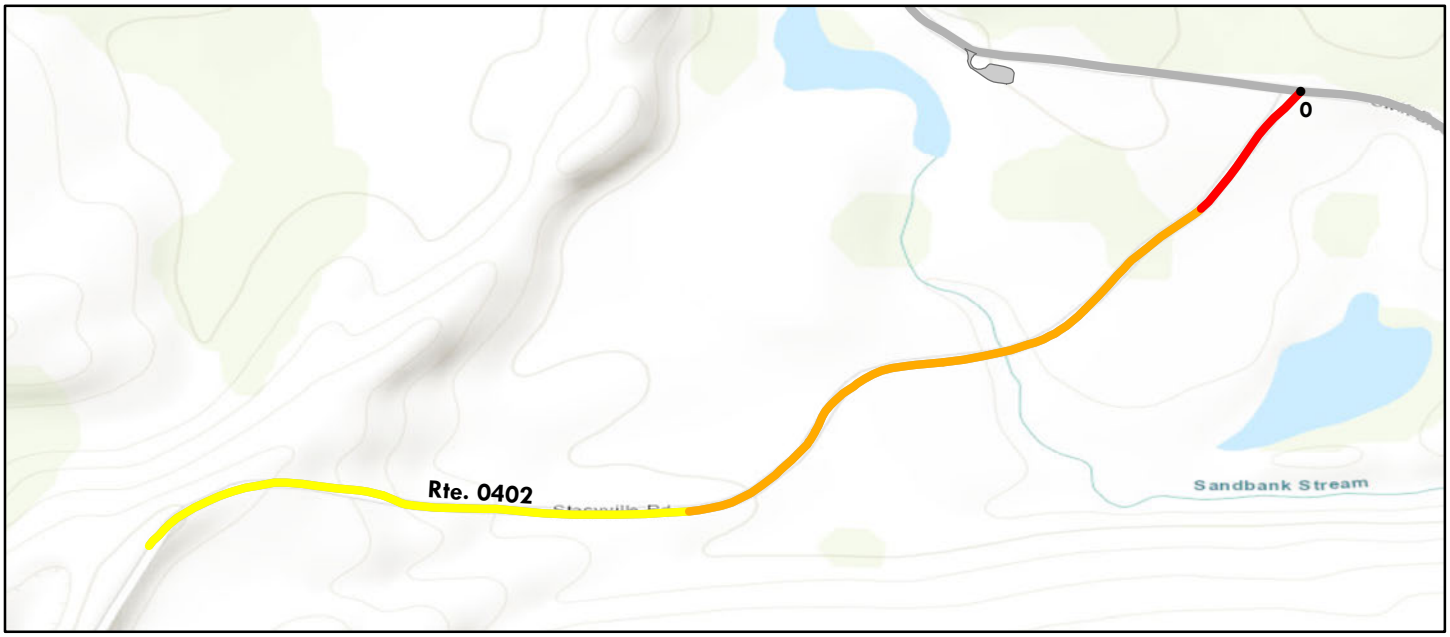
Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.87	0.87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Route Level Data:		0.87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note: ROUTE NOT RATED DUE TO POOR CONDTIION.

Katahdin Woods and Waters National Monument

ROUTE 0402: STACYVILLE ROAD (0003/0007)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.864 **Surface Type:** GR

Condition Summary Table for KAWW-0402

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.86	0.86	2	7.5	15.0	Heavy Rehabilitation	$138,240	2	High	Low	Low	High
Route Level Data:		0.86	2	7.5	15.00	Heavy Rehabilitation	$138,240	2	High	Low	Low	High

Katahdin Woods and Waters National Monument

ROUTE 0402: STACYVILLE ROAD (0003/0007)

Condition Photos

KAWW_0402_0.284

KAWW_0402_0.370

KAWW_0402_0.405

KAWW_0402_0.530

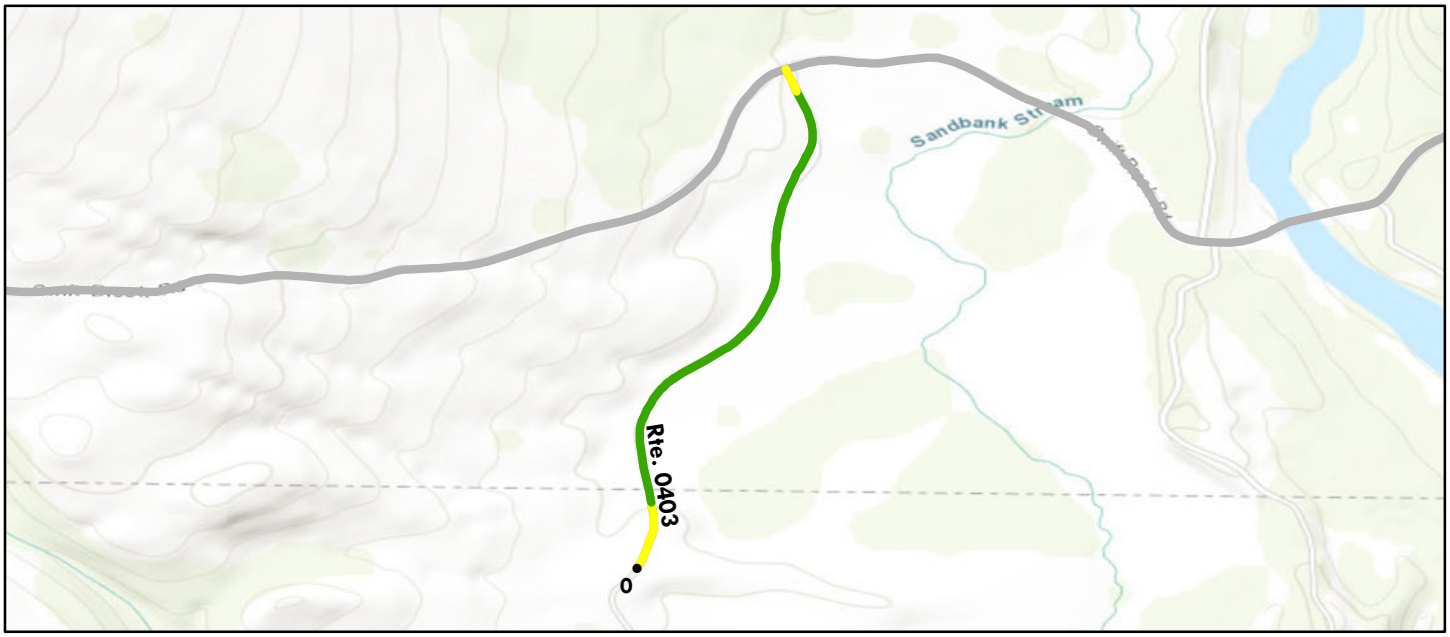
KAWW_0402_0.642

KAWW_0402_0.738

Katahdin Woods and Waters National Monument

ROUTE 0403: ROBERTS ROAD (0005)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/24/2019 **Unpaved Length (Miles):** 0.836 **Surface Type:** GR

Condition Summary Table for KAWW-0403

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.84	0.84	2	7.2	13.9	Routine Maintenance	$8,360	4	Med	Low	Low	Med
Route Level Data:		0.84	2	7.2	13.90	Routine Maintenance	$8,360	4	Med	Low	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0403: ROBERTS ROAD (0005)

Condition Photos

KAWW_0403_0.059

KAWW_0403_0.188

KAWW_0403_0.326

KAWW_0403_0.513

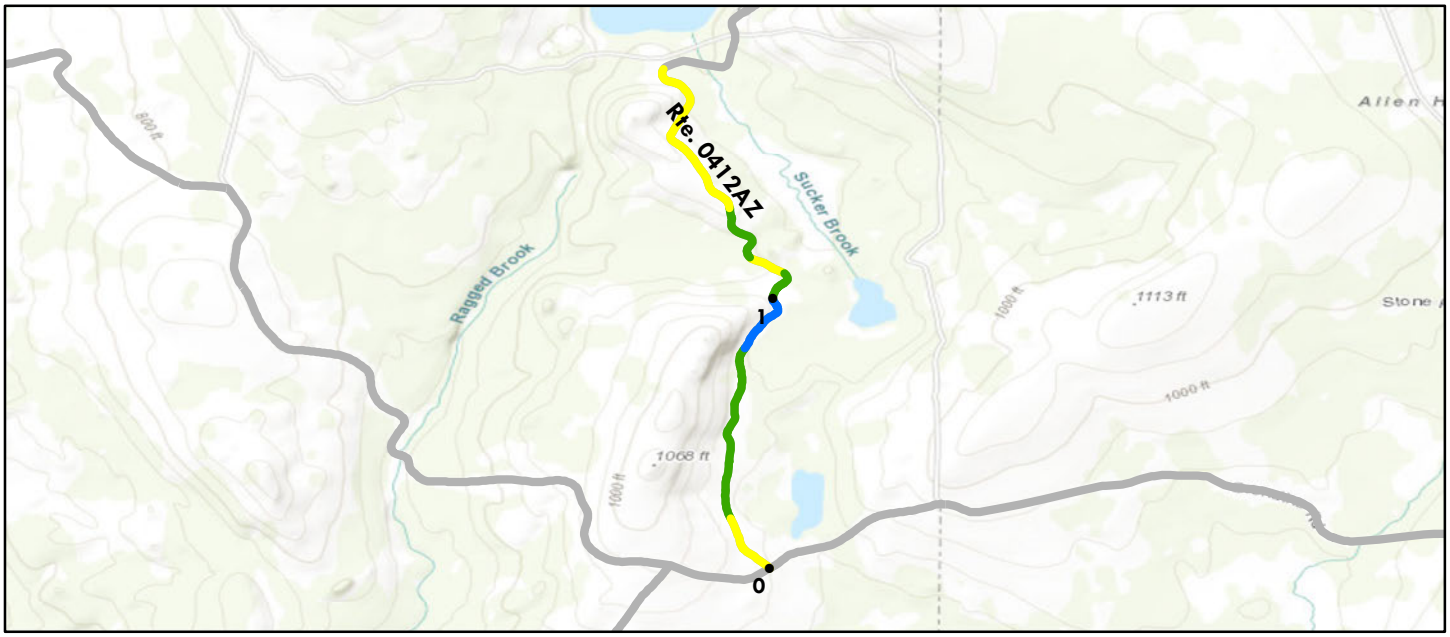
KAWW_0403_0.661

KAWW_0403_0.790

Katahdin Woods and Waters National Monument

ROUTE 0412AZ: SUCKER BROOK ROAD (1074)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 1.968 **Surface Type:** GR

Condition Summary Table for KAWW-0412AZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	1.00	1.00	1	12.0	12.0	Routine Maintenance	$10,000	4	Med	Low	Low	Med
1.00	1.97	0.97	1	12.0	12.0	Light Rehabilitation	$96,800	3	Med	Med	Low	Med
Route Level Data:	1.97	1	12.0	12.00	Light Rehabilitation	$138,240	3	Med	Med	Low	Med	

Katahdin Woods and Waters National Monument

ROUTE 0412AZ: SUCKER BROOK ROAD (1074)

Condition Photos

KAWW_0412AZ_0.098

KAWW_0412AZ_0.446

KAWW_0412AZ_0.760

KAWW_0412AZ_1.149

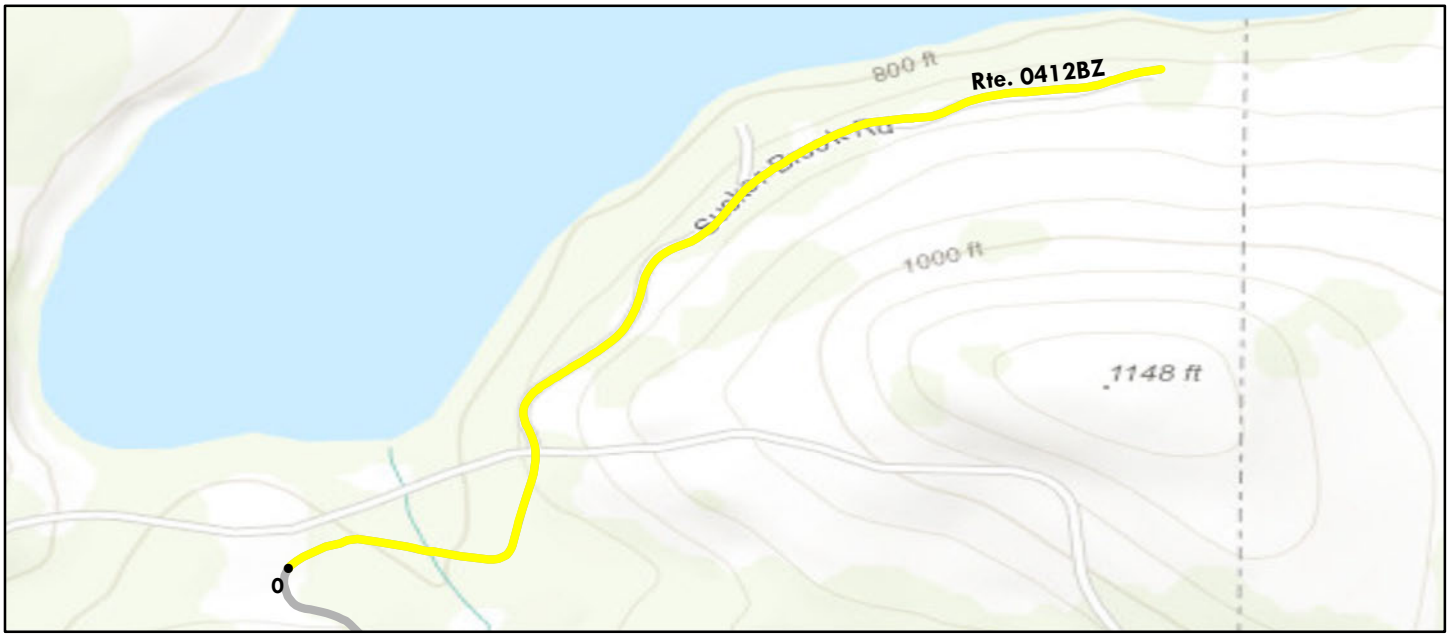
KAWW_0412AZ_1.449

KAWW_0412AZ_1.779

Katahdin Woods and Waters National Monument

ROUTE 0412BZ: SUCKER BROOK ROAD (0572)

Manual Rating



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

Route Condition Legend

Poor (1)	Poor (2)	Fair (3)	Good (4)	Excellent (5)	Not Rated

See Appendix for definitions and formulas

Inspection Date: 9/25/2019 **Unpaved Length (Miles):** 0.917 **Surface Type:** GR

Condition Summary Table for KAWW-0412BZ

Begin MP	End MP	Section Length	# of Lanes	Lane Width	Road Width	Treatment Recommendation	Treatment Cost	Unpaved Rating (Paser +)	Crown Severity	Drainage Severity	Rutting, Washboard Severity	Potholes / Loose Aggregate Severity
0.00	0.92	0.92	1	12.0	12.0	Light Rehabilitation	$91,700	3	Med	Med	Low	Med
Route Level Data:		0.92	1	12.0	12.00	Light Rehabilitation	$91,700	3	Med	Med	Low	Med

Katahdin Woods and Waters National Monument

ROUTE 0412BZ: SUCKER BROOK ROAD (0572)

Condition Photos

KAWW_0412BZ_0.025

KAWW_0412BZ_0.154

KAWW_0412BZ_0.318

KAWW_0412BZ_0.514

KAWW_0412BZ_0.688

KAWW_0412BZ_0.826

Section 6
Parking Area Condition Rating Sheets

Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Katahdin Woods and Waters National Monument

ROUTE 0900: LUNKSOOS CAMP PARKING

Manual Rating

FROM ROUTE 0205AZ (SEBOEIS ROAD (1559))

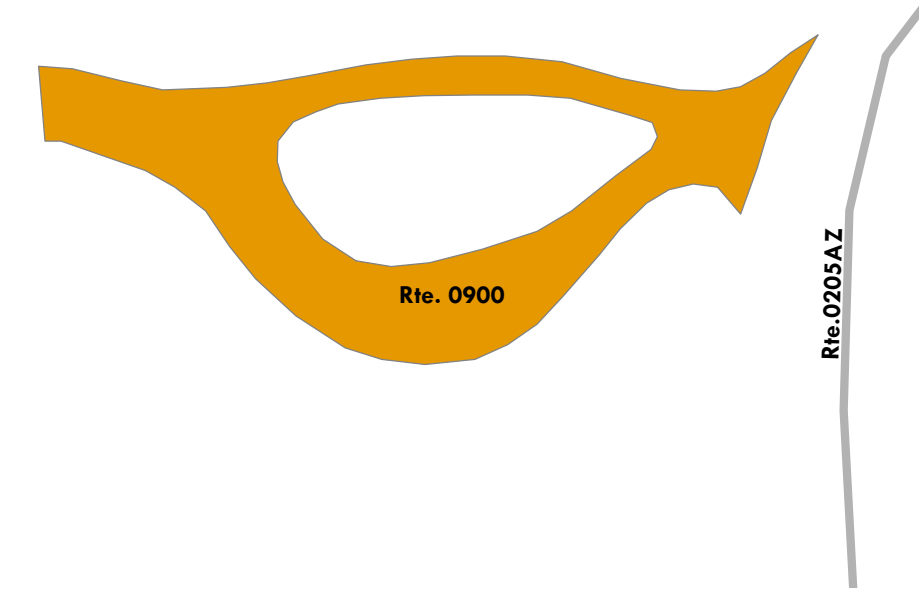
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
7,220	0.124	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
HEAVY REHABILITATION		2	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0901: SANDBANK STREAM PARKING

Manual Rating

FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
7,858	0.135	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | **Poor (1)** | **Poor (2)** | **Fair (3)** | **Good (4)** | **Excellent (5)**

See Appendix for definitions and formulas

Katahdin Woods and Waters National Monument

ROUTE 0902: ESKER TRAIL 1ST PARKING

Manual Rating

FROM ROUTE 0010DZ (SWIFT BROOK ROAD (0004))

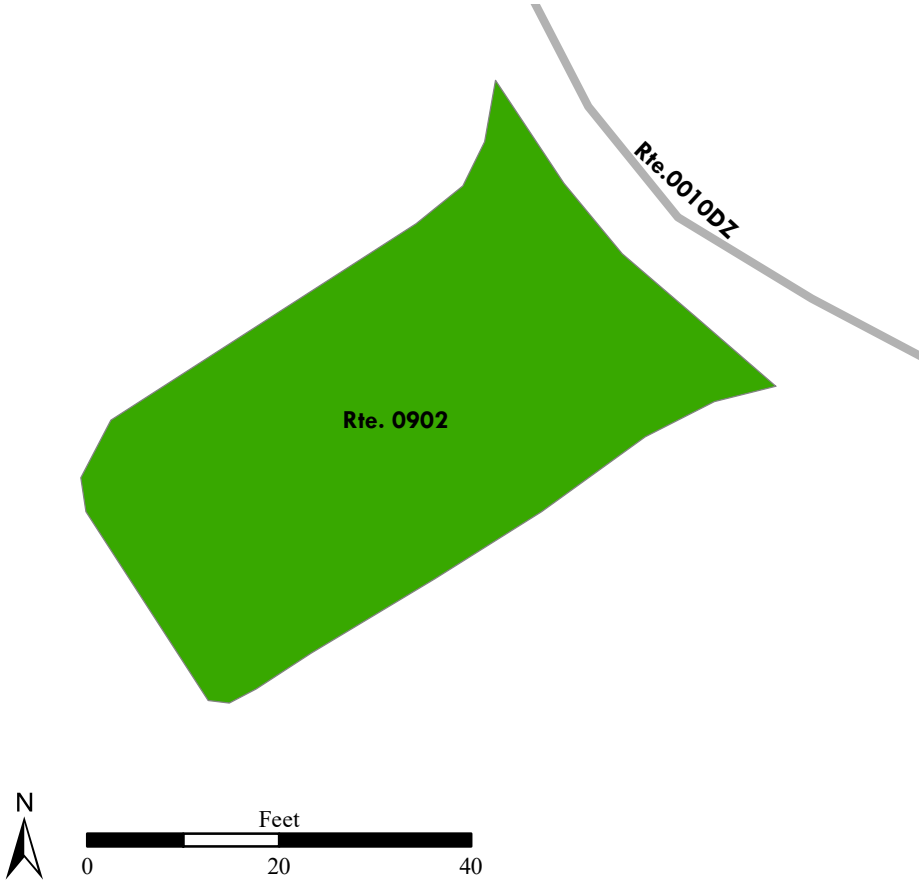
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
981	0.017	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0903: ESKER TRAIL DZ PARKING

Manual Rating

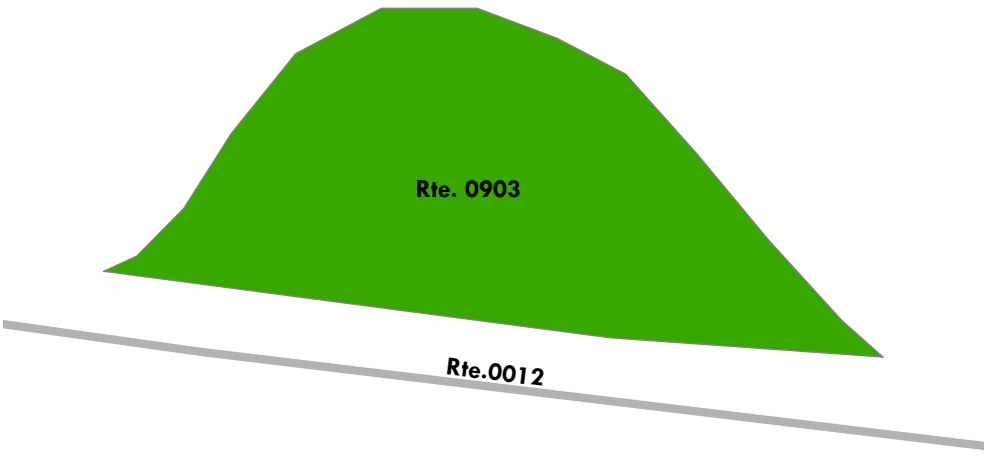
ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))

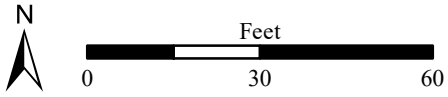
Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,186	0.038	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas





Katahdin Woods and Waters National Monument

ROUTE 0904: LYNX POND PARKING

Manual Rating

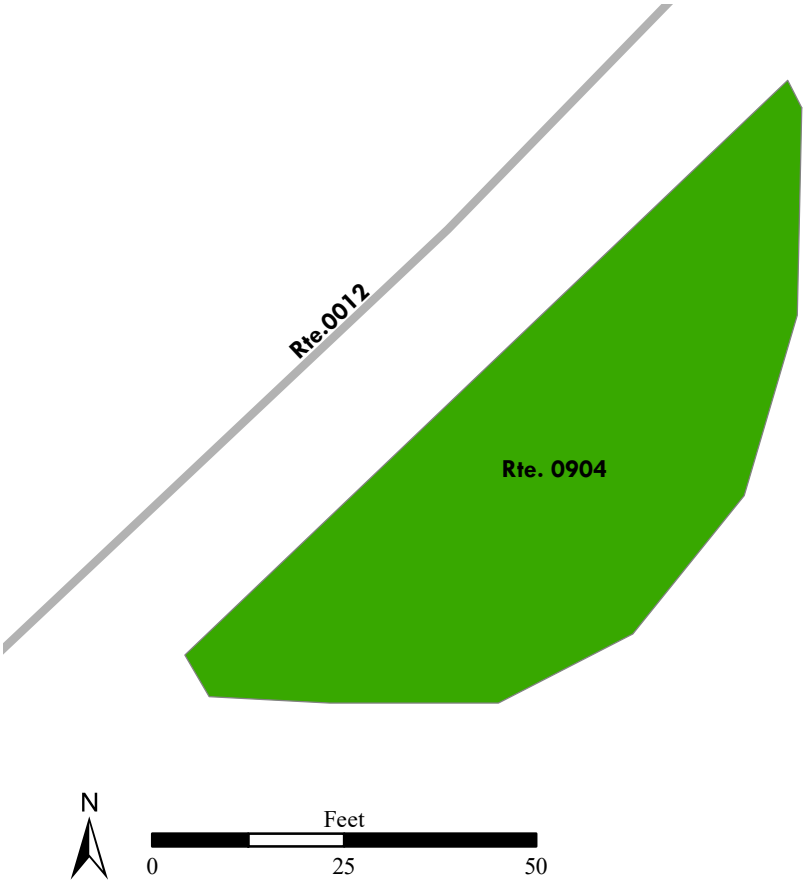
ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249401	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
1,413	0.024	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0905: BONEYARD

Manual Rating

FROM ROUTE 0404 (KELLOCH ROAD (0793/0950/0946))

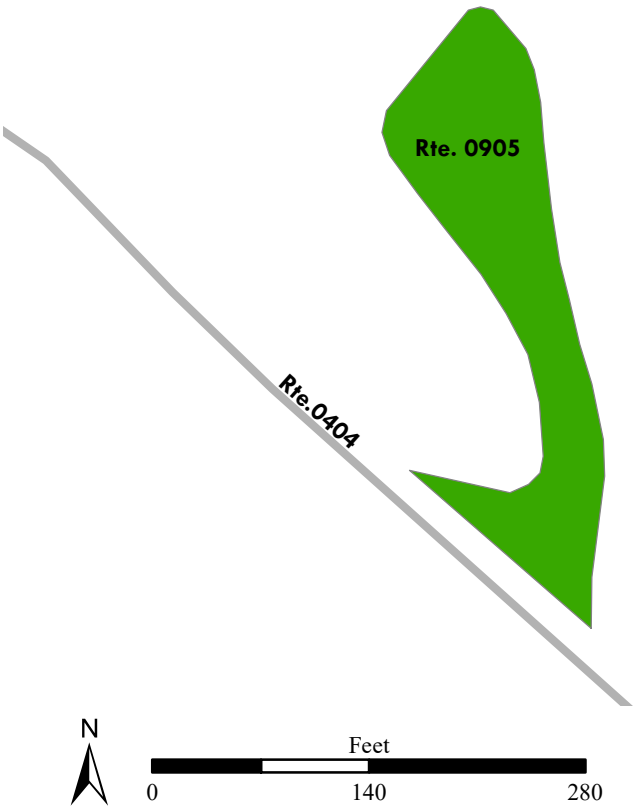
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249399	NONPUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
11,545	0.199	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0906: KATAHDIN OVERLOOK PARKING

Manual Rating

FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))

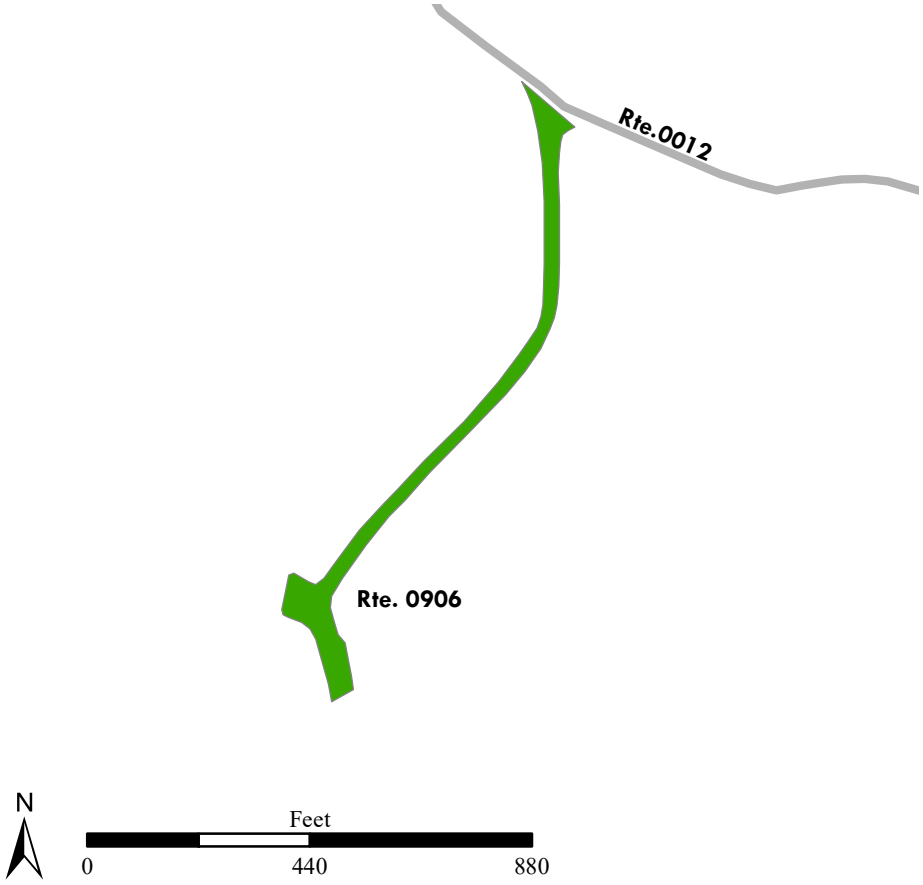
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249402	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
23,623	0.407	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0907: SINGLE PINIC PARKING

Manual Rating

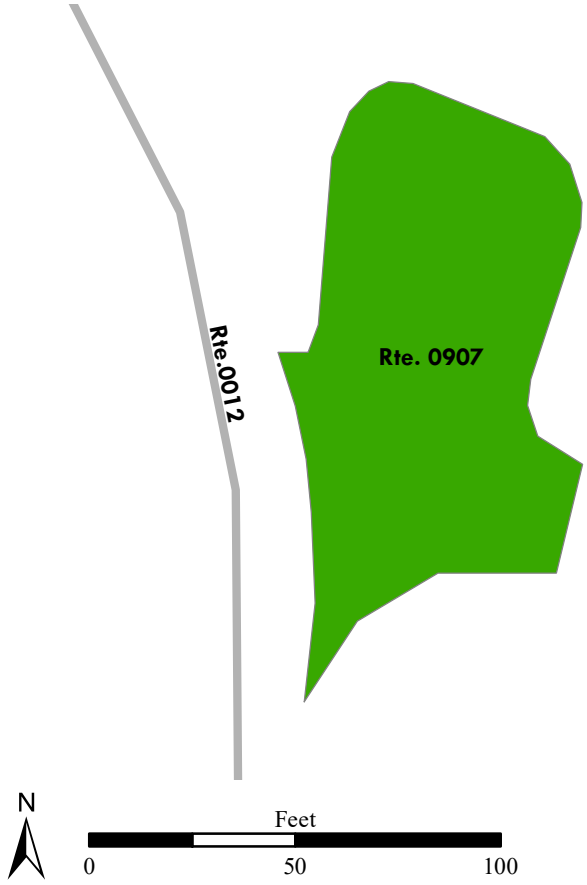
ADJACENT TO ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249400	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
3,430	0.059	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0908: BARNARD PARKING

Manual Rating

FROM ROUTE 0012 (KATAHDIN LOOP ROAD (0002/0659/0660))

TO ROUTE 0401 (TURNER MOUNTAIN ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249405	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
3,523	0.061	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas

Katahdin Woods and Waters National Monument

ROUTE 0909: WASSATAQUOIK PARKING

Manual Rating

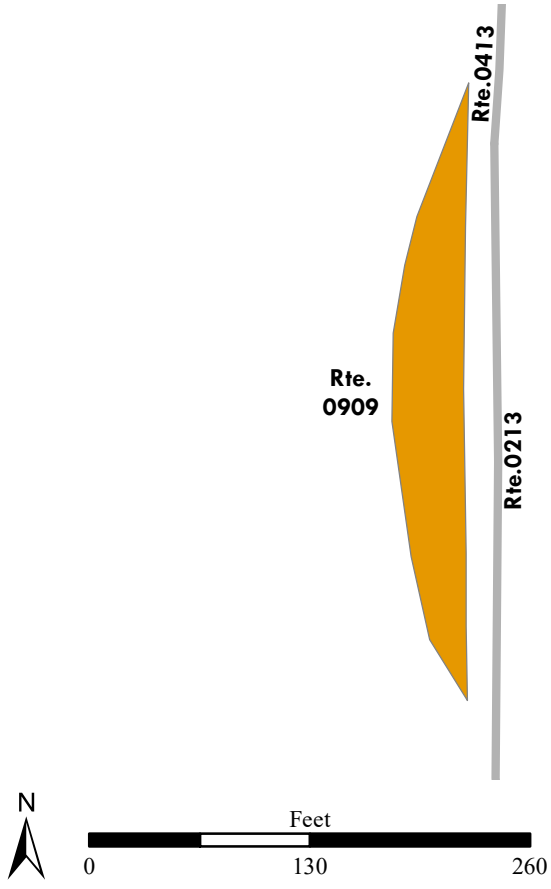
ADJACENT TO ROUTE 0213 (WASSATAQUOIK STREAM ROAD (0661))

Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	249410	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
5,095	0.088	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
HEAVY REHABILITATION		2	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0910: MESSER POND ROAD ENTRANCE PARKING

Manual Rating

FROM ROUTE 0011BZ (MESSER POND ROAD (0118))

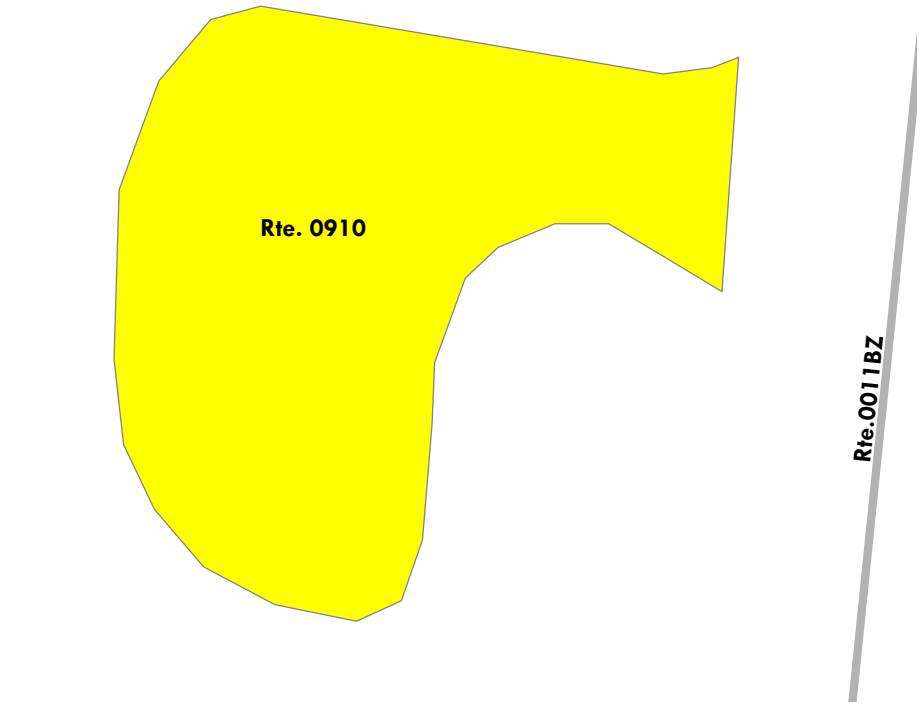
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	249364	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,368	0.041	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
LIGHT REHABILITATION		3	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0911: MESSER POND ROAD IAT PARKING

Manual Rating

FROM ROUTE 0011BZ (MESSER POND ROAD (0118))

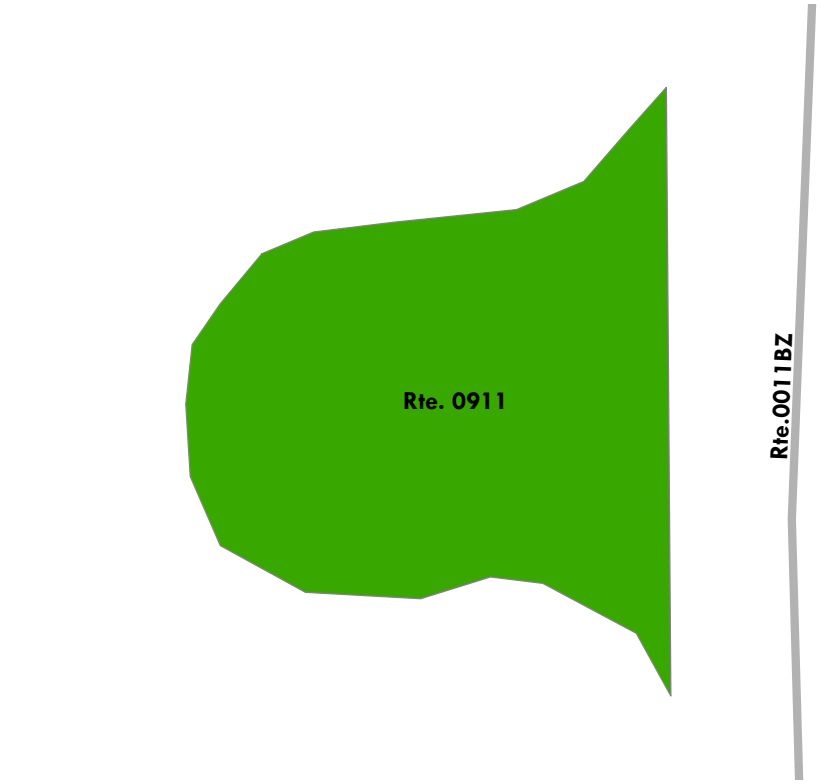
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	249397	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
860	0.015	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0912: OXBOW ROAD PARKING

Manual Rating

FROM ROUTE 0204 (OXBOW ROAD (0122))

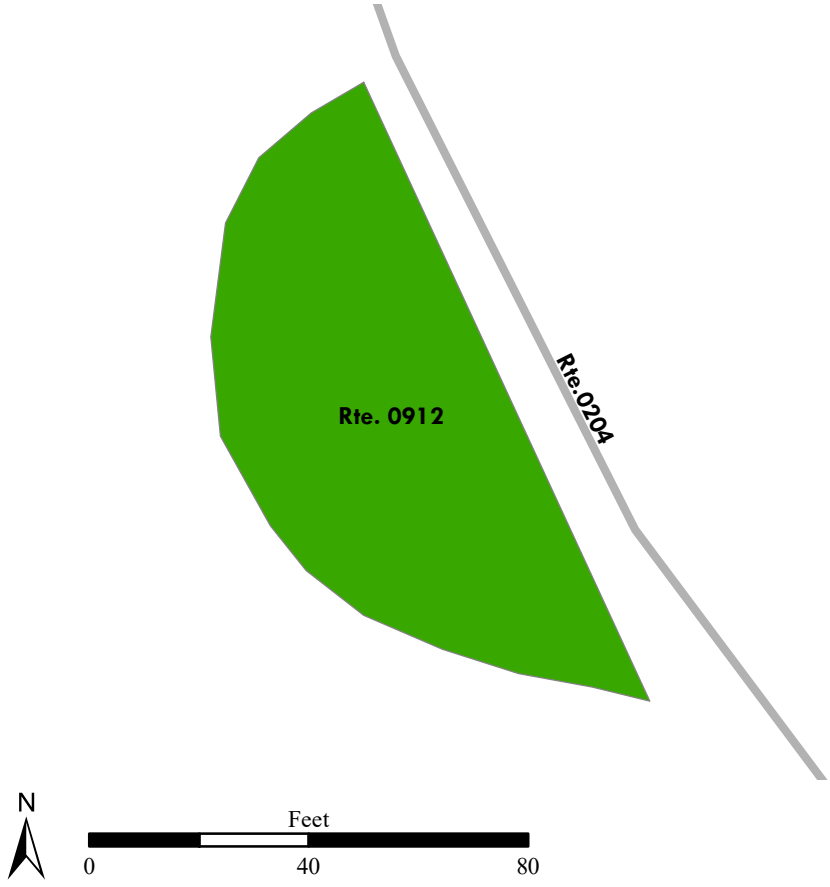
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,185	0.038	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0913: OLD RIVER ROAD PARKING

Manual Rating

FROM ROUTE 0203 (OLD RIVER LOOP ROAD (0121))

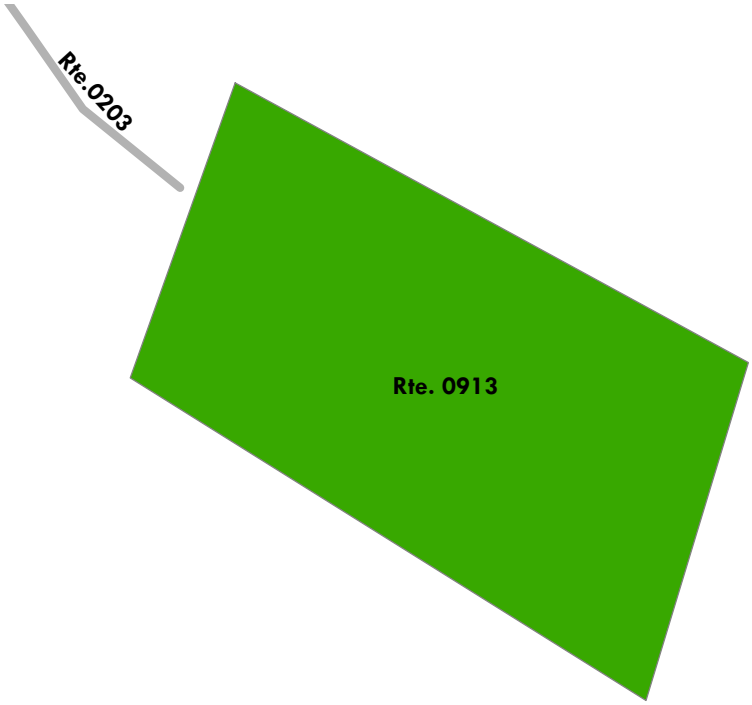
TO PARKING

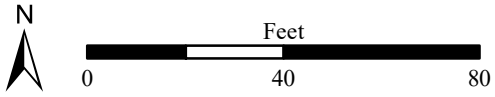
Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
3,876	0.067	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas





Katahdin Woods and Waters National Monument

ROUTE 0914: SEBOEIS RIVER TRAIL PARKING

Manual Rating

FROM ROUTE 0216 (SEBOEIS RIVER TRAIL ACCESS ROAD)

TO PARKING

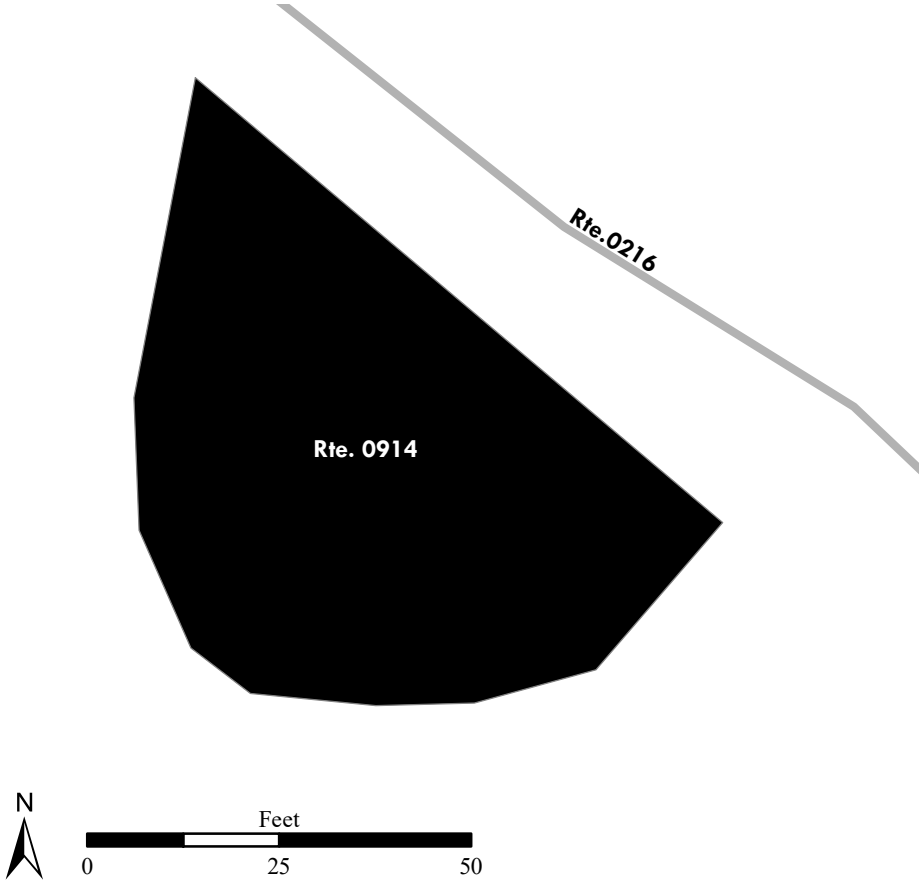
Inspection Date	FMSS Number	User Access	Surface Type
9/25/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
1,763	0.03	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
N/A		N/A	
Treatment Recommendation		**Condition Rating**	
N/A		N/A	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas

NOT COLLECTED - NOT ACCESSIBLE DUE TO POOR CONDITION ON ROUTE 0216



Katahdin Woods and Waters National Monument

ROUTE 0915: PHILPOT BRIDGE PARKING

Manual Rating

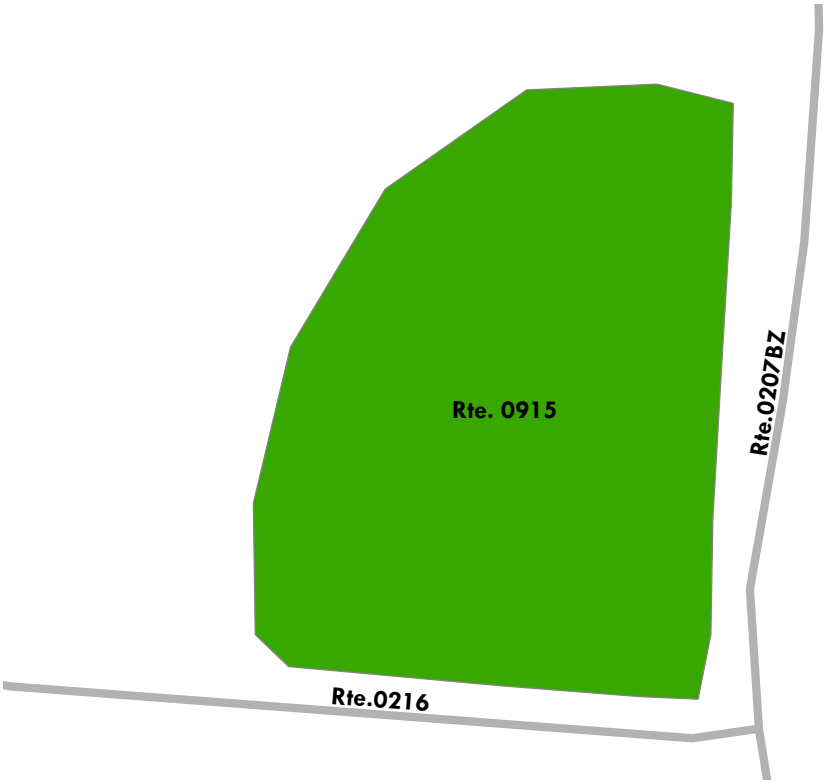
ADJACENT TO ROUTE 0207BZ (PHILPOT BRIDGE ROAD (1077))

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
4,029	0.069	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0916: AMERICAN THREAD ROAD PARKING

Manual Rating

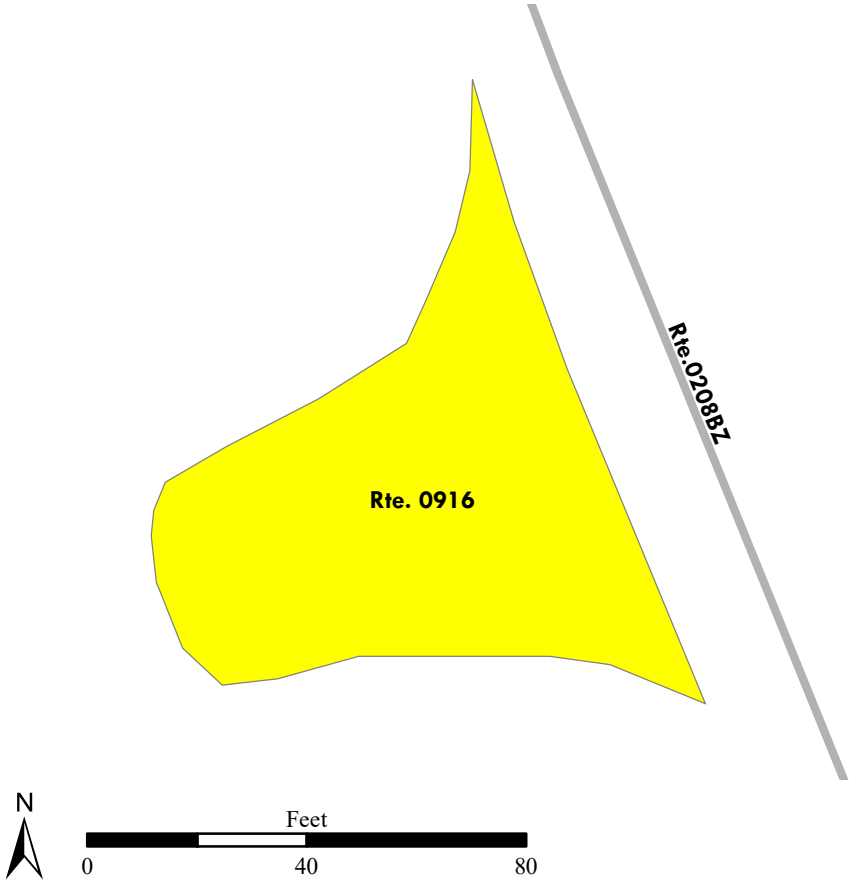
ADJACENT TO ROUTE 0208ZZ (AMERICAN THREAD ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
2,362	0.041	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
LIGHT REHABILITATION		3	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0917: KATAHDIN VIEW TRACE PARKING NORTH

Manual Rating

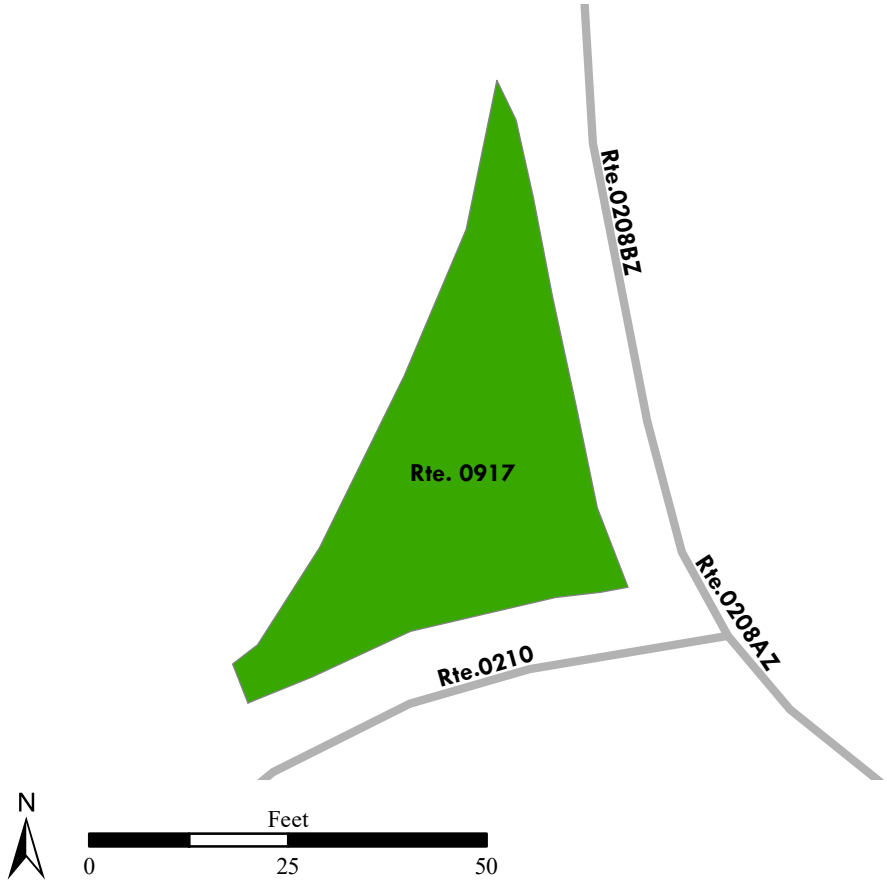
ADJACENT TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
697	0.012	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Katahdin Woods and Waters National Monument

ROUTE 0918: KATAHDIN VIEW TRACE PARKING SOUTH

Manual Rating

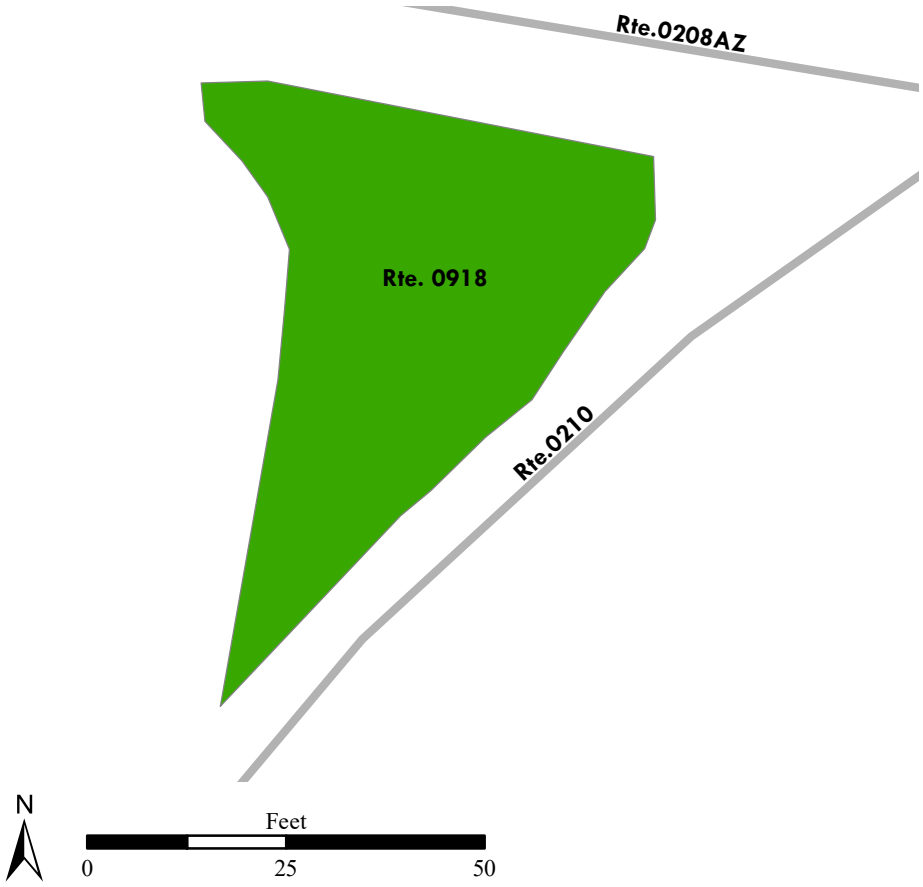
ADJACENT TO ROUTE 0208AZ (AMERICAN THREAD ROAD (1301/1302/1305))

Inspection Date	FMSS Number	User Access	Surface Type
9/24/2019	N/A	PUBLIC	GRAVEL
Area (Sq. Ft.)	**Lane Miles (11' Widths)**	**Curb Reveal (Inches)**	**Curb Recommendation**
1,046	0.018	N/A	NOT APPLICABLE
Curb Type		**Curb & Gutter Type**	
NO CURB		NO CURB AND GUTTER	
Treatment Recommendation		**Condition Rating**	
ROUTINE MAINTENANCE		4	

Unpaved Condition Legend

Not Rated | Poor (1) | Poor (2) | Fair (3) | Good (4) | Excellent (5)

See Appendix for definitions and formulas



Section 7
Road Milepost Information

Katahdin Woods and Waters National Monument

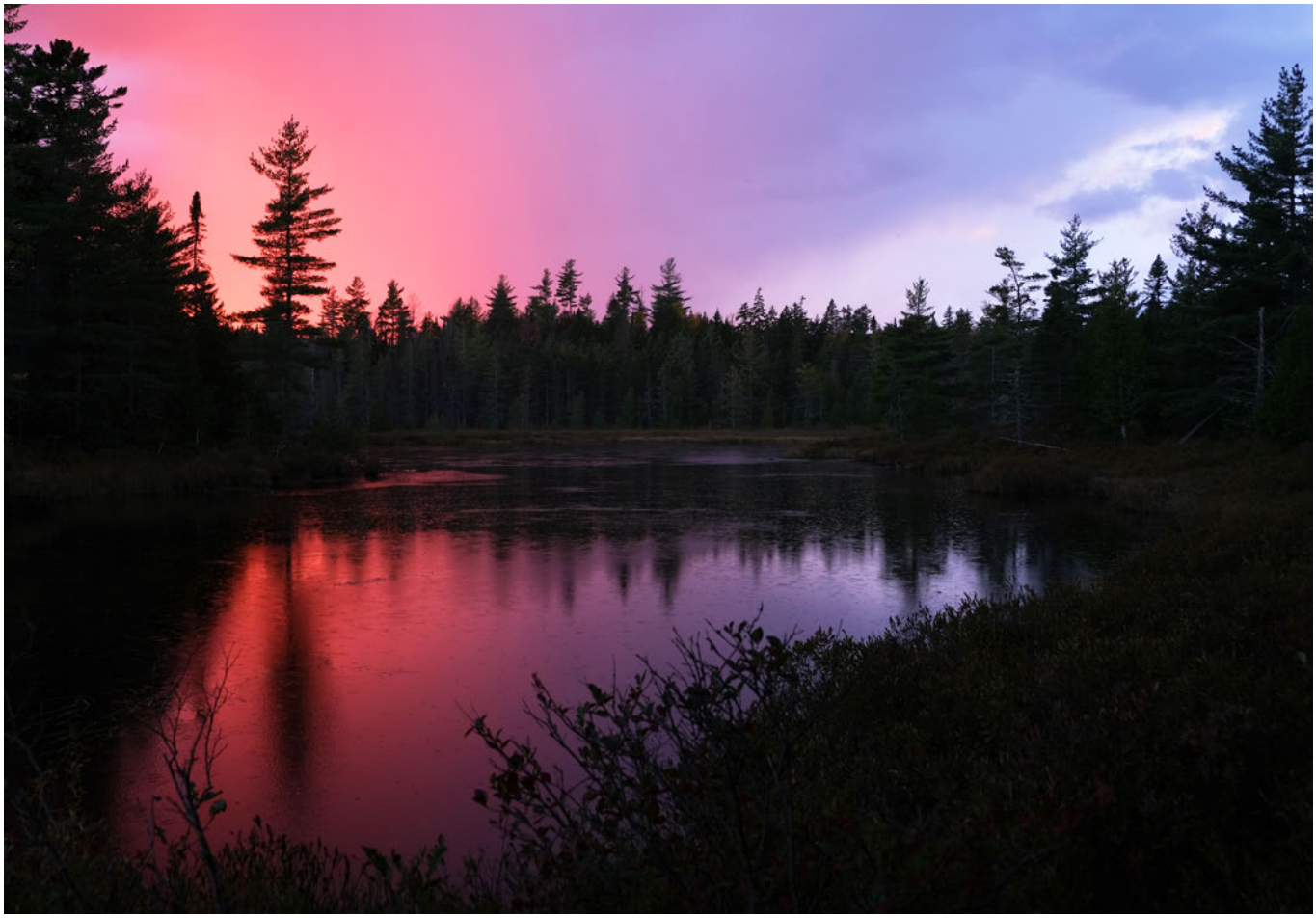
Federal Lands Highway
Road Inventory Program

Katahdin Woods and Waters National Monument

Road Milepost Information

Milepost information is collected with the Data Collection Vehicle (DCV) when it is used to collect pavement condition data. No DCV routes existed in this park at the time of data collection. Therefore, in Cycle 6, there is no data to report for this section.

Section 8
Appendix



Katahdin Woods and Waters National Monument

Federal Lands Highway
Road Inventory Program

Improvements to the RIP Index Equations and Determination of PCR

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

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

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

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

The changes that were implemented were endorsed by management at both the FHWA and NPS. In order to show the effectiveness of these changes, several sites were ground truth tested in early 2014 to ensure that an improvement was achieved between the relationship of PCR and the actual Maintenance and Rehabilitation needs that were represented. The changes will allow greater use of RIP and HPMA data for not simply condition data reporting, but also as a reliable tool for project identification and selection.

Description of the Rating System

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

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

With the use of quality digital photography and automated crack detection software, FHWA RIP is tasked with executing a pavement condition assessment on a network of roughly 5,700 miles of National Park Service roads and parkways. Because a subset of roads will be collected multiple times this cycle, the total collection length will be around 13,000 miles. Foremost in setting up the basis of pavement distress identification is employing the distress identification protocols used by FHWA. There is no single distress identification system that is universal among entities conducting a program of distress identification. For the purpose of the NPS RIP, FHWA employs distress identification protocols that are specific to this program.

FHWA has referenced the "*Distress Identification Manual for the Long-Term Pavement Performance Program", Publication No. FHWA-RD 03-031, June 2003,* as the point-of- reference for distress types on NPS pavement. In truth, the FHWA RIP distress types are similar to those described in the LTPP manual with some modifications. This document, "*Distress Identification Manual for the NPS Road Inventory Program, Cycle 6, 2014-2020"* was developed using the "*Distress Identification Manual for the Long-Term Pavement Performance Program"* as a guideline. Definitions of severity levels based on crack width contained in this document adhere to the LTPP Distress ID Manual. Modifications have been made to the definition of Alligator and Longitudinal Cracking and determination of Alligator Cracking severity. This manual also addresses Rutting and Roughness and its application to RIP.

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

This "*Distress Identification Manual for the NPS Road Inventory Program, Cycle 6, 2014-2020*" will be used as a reference resource in crack detection and classification, determination of distress severity and extent, and in the calculation of distress index values for the FHWA RIP Cycle 6.

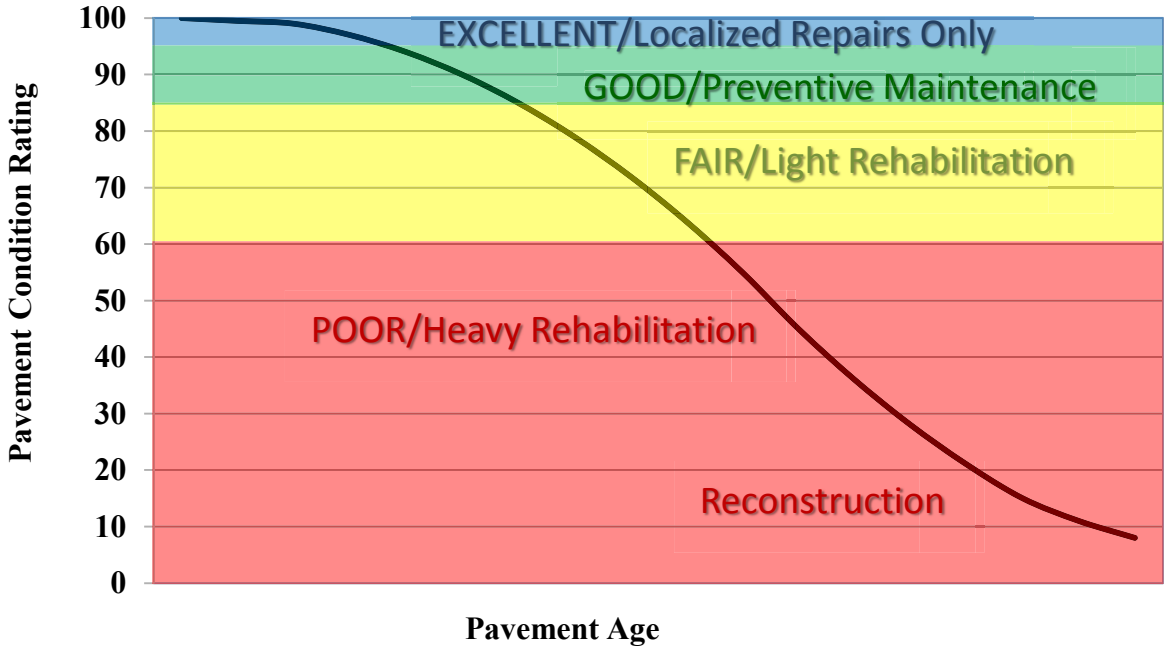
Explanation of the Condition Descriptions

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

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

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

Condition Categories and Treatments



Description of Pavement Treatment Types

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

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

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

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

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

Appendix A

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

Surface Distresses Identified by the Data Collection Vehicle

Surface Condition Rating – SCR

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

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

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

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

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

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

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

Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

Pavement Condition Rating - PCR

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

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

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

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

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

POOR = (less than or equal to 60), **FAIR**= (61 – 84), GOOD= (85 - 94), **EXCELLENT**= (95 - 100)

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

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

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

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

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

Table 1. Distress summary

Alligator Cracking

Description:

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

Severity Levels:

LOW
An area with little to no interconnecting cracks with no visible spalling. Cracks are less than or equal to a mean width of 0.25 in. (6mm). Cracks in the pattern are no further apart than 1 foot (0.328 m). May be sealed cracks with sealant in good condition and a crack width that cannot be determined.

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

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

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

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

Table 2. Alligator Crack Severity Levels

Longitudinal Cracking

Description:

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

Severity Levels:

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

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

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

Transverse Cracking

Description:

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

Severity Levels:

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

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

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

Patching and Potholes

Description:

Patching is an area of pavement surface that has been removed and replaced with patching material or an area of pavement surface that has had additional patching material applied. Patching may encompass partial lane or full lane width. On full lane width patching; the total, contiguous length of patch may not exceed 0.100 mi. (0.161 km). (Any full-lane patch exceeding 0.100 mi. in length is considered a pavement change). Patching must have a quantifiable area.

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

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

Speed bumps should not be rated as patches

Severity Levels:

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

RUTTING

Description:

Rutting is a longitudinal surface depression in the wheelpath.

Severity Levels:

LOW

Ruts with a measured depth of 0.20 inches to 0.49 inches
Ruts less than 0.20 in. are not included in the distress calculations.

MEDIUM

Ruts with a measured depth of 0.50 inches to 0.99 inches

HIGH

Ruts with a measured depth greater than 1.00 inch

ROUGHNESS

Description:

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

Severity Levels:

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

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

Table 3. International Roughness Index

Roughness Collection Parameters

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

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

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

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

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

Index Formulas

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

Alligator Crack Index

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

Where:

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

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

Percent of total area is computed as:

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

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

Longitudinal Crack Index

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

Where:

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

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

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

Structural Crack Index

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

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

Transverse Crack Index

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

Where:

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

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

Number of cracks is computed as:

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

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

Patching Index

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

Where:

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

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

Percent of total area is computed as:

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

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

There are no severity levels for patching. It either exists or does not. In PATCH_INDEX, the denominator 80 is the Maximum Allowable Extent (MAE) for each severity. In other words, we will allow up to 80% patching for a 0.02 interval before failure. As you can see, if patching/potholes reaches MAE the resulting index value is 60, or failure.

Rutting Index

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

Where:

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

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

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

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

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

Roughness Condition Index (Asphalt)

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

Where:

The value AVG IRI reports the average value of the Left IRI and Right IRI measurements for the interval (0.02 mile, primary lane). This value can range from approximately 40 to 999.0.

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

Surface Condition Rating Index

SCR = Lowest Index Value Of: [SC_INDEX, TC_INDEX, PATCH_INDEX, RUT_INDEX]

Note: *The modified SCR equation above combines AC_INDEX and LC_INDEX, and considers that a single AC/LC index value of the Structural Crack Index (SC_INDEX). The lowest of the four computed index values (SC_INDEX, TC_INDEX, PATCH_INDEX, or RUT_INDEX) becomes the SCR.*

Where:

See above for determinations of SC_INDEX, TC_INDEX, PATCH_INDEX and RUT_INDEX.

The threshold for failure for this index is SCR = 60.Data Collection Vehicle Subsystems

Data on paved roads is collected by FHWA using a Pathway Services Inc. Data Collection Vehicle (DCV), called a PathRunner. The DCV is driven in the primary-direction lane at posted speed limits and less.

Cameras

Forward-facing and rear-facing video is collected as jpeg digital imagery files at a frequency of every 26.4feet.

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

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

Pavement Imaging and Rutting

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

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

Distance Measuring Instrument (DMI)

The DMI (Distance Measuring Instrument) obtains road length measurements that are accurate to 0.15% for speeds up to 60 mph. The DMI is connected to the hub of the rear wheel on the driver's side, and is calibrated to the revolutions of the rear vehicle axle on a regular basis.

Roughness (IRI)

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

The collection system includes a South Dakota type laser profiler manufactured based on active Class 1 ASTM E950 standards. The dynamic profile of the pavement surface is collected from which the IRI roughness data is computed. The sensors include one accelerometer on each wheelpath, one height sensor (laser) on each wheelpath, and a distance transducer.

GPS & Inertial Systems

GPS is collected by an onboard system employing Omnistar real time correction and a spinning gyroscope to provide accurate positioning data in instances of satellite obstruction. All GPS coordinates are tied to an image and linear distance measurements.

GPS SPECIFICATIONS	
Static accuracy	Sub-meter
Dynamic accuracy	2-3 meters
Receiver	12 satellite tracking
Coordinate system	Lat Lon WGS 84
Environment	Day or night
Cross-slope	± 1.75%
Grade	± 1.75%
Adherence to specifications	ASTM E1703M-95 (reapproved 2005)

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

Appendix B

Methodology for Determining Condition Ratings Using Manual Rating Procedures

Description of Manual Rating Methods

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

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

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

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

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

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

Visual Inspection Method for Manually Rating Secondary Roads

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

Rating Section Lengths

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

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

Rating Criteria

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

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

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

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

Distress Measurement Method for Manually Rating Primary Roads

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

Rating Section Lengths

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

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

Manual Distress Measurements

Alligator Cracking

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

Longitudinal Cracking

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

Transverse Cracking

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

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

Patching and Potholes

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

Rutting

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

Roughness

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

Index Formulas for Distress Measurement Method:

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

Alligator Crack Index for Manual Rating:

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

Where:

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

Longitudinal Crack Index for Manual Rating:

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

Where:

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

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

Transverse Crack Index for Manual Rating:

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

Where:

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

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

Number of cracks is computed as:

Total length of transverse cracks/Lane width

Patching Index for Manual Rating:

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

Where:

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

Rutting Index for Manual Rating:

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

Where:

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

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

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

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

Rating Criteria:

Asphalt Parking Distress Types

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

Concrete Parking Distress Types

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

Curb Inspection and Treatments

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

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

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

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

GPS for Manually Rated Roads and Parking

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

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

Appendix C

Description of Cycle 6 Deliverables

Interim Report Delivery

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

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

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

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

- **Condition Photos:** All photos taken during Cycle 6.
- **Data Video:** Data and video of each route collected by the DCV will viewable through PATHVIEW software. PATHVIEW Software and training will be provided to NPS personnel by Eastern Federal Lands.
- **GPS on All Rated Routes:** All GPS data collected from the DCV will be provided. Parking areas, some roads, and other paved areas that are not fully drivable with the DCV are collected manually by field technicians. GPS is collected for these routes using portable Trimble GPS units.
    - GPS will be provided as Shapefiles and KMLs
    - All GPS data related to road collection with be linear referenced to the collected length
- **Geodatabase – Background and Metadata:** In addition to this park report, a geodatabase containing both tabular and spatial data specific to this park has been provided.
    - All data disseminated in the preceding report has been obtained from the tables and fields within said geodatabase. The geodatabase can be referenced for tabular data via Microsoft Access or for both tabular and spatial data via ESRI's ArcGIS Suite of software which consists of; ArcMap, ArcCatalog and ArcExplorer.
    - Consolidating the RIP data into one database creates a seamless relationship of tables and geographic data. It allows RIP to facilitate easier updates and enhancements in the future. A geodatabase can be thought of as simply a database containing spatial data. A complete and thorough description of the tables and fields contained within this geodatabase can be found in the metadata. The metadata is attached directly within the geodatabase and can be accessed via ESRI's ArcCatalog.
- **Report (RIP Report and Route ID):** A PDF report will be provided that includes a list of all routes and key data. Condition reports for each route will be included. All changes, additions and deletions to any route will be included in the report. Features along routes will not be collected in Cycle 6.

Partial DCV Collections

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

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

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

Appendix D

Glossary of Terms and Abbreviations

Glossary of Terms and Abbreviations

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

Appendix E
Methodology for Determining Condition Ratings Using Manual Rating Procedures for Unpaved Assets

Condition Rating Criteria

ROADS - GRAVEL / NATIVE SURFACES

CROWN

RATING	RATING CRITERIA
MINOR	Center 3" to 6" above sides.
MODERATE	Center < 3" above sides.
SEVERE	Surface is flat or bowled.

DRAINAGE

RATING	RATING CRITERIA
MINOR	Road edge 2" above ground level.
MODERATE	Road edge level with ground level.
SEVERE	Road edge below ground level. Inadequate or missing ditches and side drains. Ponding.

POTHOLES / LOOSE AGGREGATE

Note: Loose Aggregate only applies to Gravel

RATING	RATING CRITERIA
MINOR	Potholes Few <2". Loose Aggregate No exposure of subgrade or stone protusion.
MODERATE	Potholes 2" - 4" Loose Aggregate < 20% (width of road) exposure of subgrade.
SEVERE	Potholes > 4" Loose Aggregate > 20% (width of road) exposure of subgrade.

RUTTING / WASHBOARDING

RATING	RATING CRITERIA
MINOR	Rutting < 1". Washboarding < 1"
MODERATE	Rutting 1" - 3". Washboarding 1"- 3".
SEVERE	Rutting > 3". Washboarding > 3".

DUST

RATING	RATING CRITERIA
MINOR	Dust slight or not visible.
MODERATE	Dust < 2 feet.
SEVERE	Dust > 2 feet.

PARKING - GRAVEL / NATIVE SURFACES

CROWN

RATING	RATING CRITERIA
MINOR	Center 3" to 6" above sides.
MODERATE	Center < 3" above sides.
SEVERE	Surface is flat or bowled.

DRAINAGE

RATING	RATING CRITERIA
MINOR	Road edge 2" above ground level.
MODERATE	Road edge level with ground level.
SEVERE	Road edge below ground level. Inadequate or missing ditches and side drains. Ponding.

POTHOLES / LOOSE AGGREGATE

Note: Loose Aggregate only applies to Gravel

RATING	RATING CRITERIA
MINOR	Potholes Few <2". Loose Aggregate No exposure of subgrade or stone protusion.
MODERATE	Potholes 2" - 4" Loose Aggregate < 20% (width of road) exposure of subgrade.
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RUTTING / WASHBOARDING

RATING	RATING CRITERIA
MINOR	Rutting < 1". Washboarding < 1"
MODERATE	Rutting 1" - 3". Washboarding 1"- 3".
SEVERE	Rutting > 3". Washboarding > 3".

DUST

RATING	RATING CRITERIA
MINOR	Dust slight or not visible.
MODERATE	Dust < 2 feet.
SEVERE	Dust > 2 feet.

Condition Rating Calculations

FWS Distress calculations – Native/Gravel

Using the "Report Card for Gravel/Native Road Inspection", arriving at an "equivalent PASER score" for different road segment lengths of granularity is necessary.

Individual Distress Score Calculation

Any length of road will have severity lengths for each distress (Crown, Drainage, Rutting/Washboarding, & Potholes/Loose Aggregate). For example, at ***L*** length, there could be 3 different severities of Crown within ***L***. The corresponding Crown score for that length would then take each severity and multiply each to determine the dominate score for that segment.

That can be expressed as:

Distress Score per segment would take the highest value or length of the resulting calculations $= (1 \times L_{low}), (2 \times L_{med}), (3 \times (L_{high} + L_{urgent}))$

Where:

L_{low} = Length of distress rated at Low Severity

L_{med} = Length of distress rated at Medium Severity

L_{high} = Length of distress rated at High Severity

L_{urgent} = Length of distress rated at Urgent Severity

The longest length after weighting has occurred would then determine the severity score for that segment.

Urgent and High severity lengths shall be combined and then multiplied by 3 to arrive at their weighted severity.

For reference –

- If only Low severity and Medium severity are selected for a section, it would take > 33% to be rated as Medium severity for the whole section to have a score of **2.**
- If only Low severity and High severity are selected for a section, it would take >25% to be rated as High severity of the section for the whole section to have a score of **3.**

Examples

528 foot segments

Crown Distress

250 ft Low Severity x **1** = 250 ft weighted severity
150 ft Medium Severity x **2** = 300 ft weighted severity
128 ft High Severity x **3** = 384 ft weighted severity

Since the weighted severity for High is the greatest length, the score for this section would be a **3** for High severity crown.

Rutting/Washboarding

78 ft Low Severity x **1** = 78 ft weighted severity
275 ft Med Severity x **2** = 550 ft weighted severity
180 ft High Severity x **3** = 540 ft weighted severity.

Since the weighted severity for Medium severity is the highest, the score for this section would a **2** for medium severity Rutting/Washboarding.

Treatment Decision Trees

Gravel Surface Decision Tree (Matrix) for Rating Scores and Treatment Types

VERSION #2 - IMPLEMENTED ON JUNE 1, 2019

Distress / Severity	Crown 1			Crown 2			Crown 3		
	Rutting & Washboarding			Rutting & Washboarding			Rutting & Washboarding		
	1	2	3	1	2	3	1	2	3
Drainage 1									
Potholes & Loose Aggregate 1	5	5	4	4	4	3	3	3	2
Potholes & Loose Aggregate 2	5	4	4	4	4	3	3	3	2
Potholes & Loose Aggregate 3	4	4	4	3	3	3	2	2	2
Drainage 2									
Potholes & Loose Aggregate 1	4	4	3	3	3	2	3	2	2
Potholes & Loose Aggregate 2	4	4	3	3	2	2	2	2	2
Potholes & Loose Aggregate 3	3	3	3	2	2	2	2	2	2
Drainage 3									
Potholes & Loose Aggregate 1	3	3	2	3	2	2	2	2	1
Potholes & Loose Aggregate 2	3	3	2	2	2	2	2	1	1
Potholes & Loose Aggregate 3	2	2	2	2	2	2	1	1	1

Severity Levels:

1. Minor
2. Moderate
3. Severe/Urgent

Treatment Types:

- Limited Local Maintenance
- Routine Maintenance
- Light Rehabilitation
- Heavy Rehabilitation
- Reconstruction

Rating Scores:

"PASER +" Score (1-5) shown within colored cells

Note: Dust is collected at the same severity levels shown above. However, dust is not a factor in the overall rating score.

Note: In June 2019, a validation study was performed to ensure appropriate PASER rating scores and treatment recommendations were arrived at using the unpaved matrix (decision trees). Based on the study findings, the gravel matrix scores were slightly modified (shown in red text) and a new native surface decision matrix was created (using the 1 to 4 PASER scale). Version #2 of the matrices are applied to all inspection ratings after June 1, 2019. By using distress quantities/severities and the matrices, a PASER score is determined. This methodology is referred to as "PASER +" by the RIP team.

Native Surface Decision Tree (Matrix) for Rating Scores and Treatment Types

VERSION #2 - IMPLEMENTED ON JUNE 1, 2019

Distress / Severity		Crown 1			Crown 2			Crown 3		
		Rutting & Washboarding			Rutting & Washboarding			Rutting & Washboarding		
		1	2	3	1	2	3	1	2	3
Drainage 1	Potholes 1	4	3	1	4	3	1	3	3	1
	Potholes 2	3	2	1	3	2	1	3	2	1
	Potholes 3	1	1	1	1	1	1	1	1	1
Drainage 2	Potholes 1	4	3	1	3	3	1	3	2	1
	Potholes 2	3	2	1	3	2	1	2	2	1
	Potholes 3	1	1	1	1	1	1	1	1	1
Drainage 3	Potholes 1	3	3	1	3	2	1	2	1	1
	Potholes 2	3	2	1	2	2	1	1	1	1
	Potholes 3	1	1	1	1	1	1	1	1	1

Severity Levels:

1. Minor
2. Moderate
3. Severe/Urgent

Treatment Types:

- Limited Local Maintenance
- Routine Maintenance
- Light Rehabilitation
- Heavy Rehabilitation

Rating Scores:

"PASER +" Score (1-4) shown within colored cells

Note: Dust is collected at the same severity levels shown above. However, dust is not a factor in the overall rating score.