

# Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



Shading Color Key

White = Paved Routes, DCV Driven

Grey = Paved Routes, DCV not Driven

Black = Non-NPS Routes

■ = Concession Route

Yellow = Unpaved Routes, DCV not Driven

Blue = Paved Parking Areas

Green = Unpaved Parking Areas

Red text denotes:

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

DCV = Data Collection Vehicle  
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## KEWE

## Keweenaw National Historical Park

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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
						From	To						
0900	6	1	72709		KNHP HEADQUARTERS	FROM RED JACKET ROAD	TO CALUMET AVENUE (U.S. HIGHWAY 41)		YES	PUBLIC	26,166	AS	1
0901	6	1	72736		KEWEENAW HISTORY CENTER PARKING AREA	FROM RED JACKET ROAD	TO PARKING		YES	PUBLIC	11,430	AS	1
0902	6	1	72817		PAY OFFICE PARKING AREA	FROM U.S. HIGHWAY 41	TO PARKING		YES	PUBLIC	12,131	AS	2
0903	NC		72779		CU C&H WAREHOUSE NO.1 PARKING AREA	FROM RED JACKET ROAD	TO MINE STREET		NO	NONPUBLIC	61,665	GR	
0904	6	1	247649		CALUMET VISITOR CENTER PARKING AREA	FROM SCOTT STREET	TO PARKING		YES	PUBLIC	9,676	AS	1
0905	NC				QUINCY DRY HOUSE RUINS PARKING	FROM COUNTY NO. 2 ROAD	TO PARKING		NO	NONPUBLIC	5,450	GR	

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## Cycle 6 Summary Totals for Keweenaw National Historical Park

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)	0	0	0
Paved Parking (Sq. Ft.)	59,403	0	59,403
Unpaved Parking (Sq. Ft.)	67,115	0	67,115

Cycle 6 Lane Miles and Overall Pavement Condition		
	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	0.00	N/A
Manually Rated Roads	0	N/A
Parking Areas	1.02	73

\* Equivalent Lane Miles are calculated by route using the following equations:  
 - DCV and MRLs = (PAVE\_WIDTH x PAVED\_MI) / 11 foot lane  
 - MRPs and PKGs = SQ\_FEET / 5280 / 11 foot lane

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

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## General Park Road Functional Classification (FC) Table

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

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

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