

# NERI Cycle 6

## Final Report

### Road Inventory and Condition Assessment of Paved Routes New River Gorge National Park and Preserve



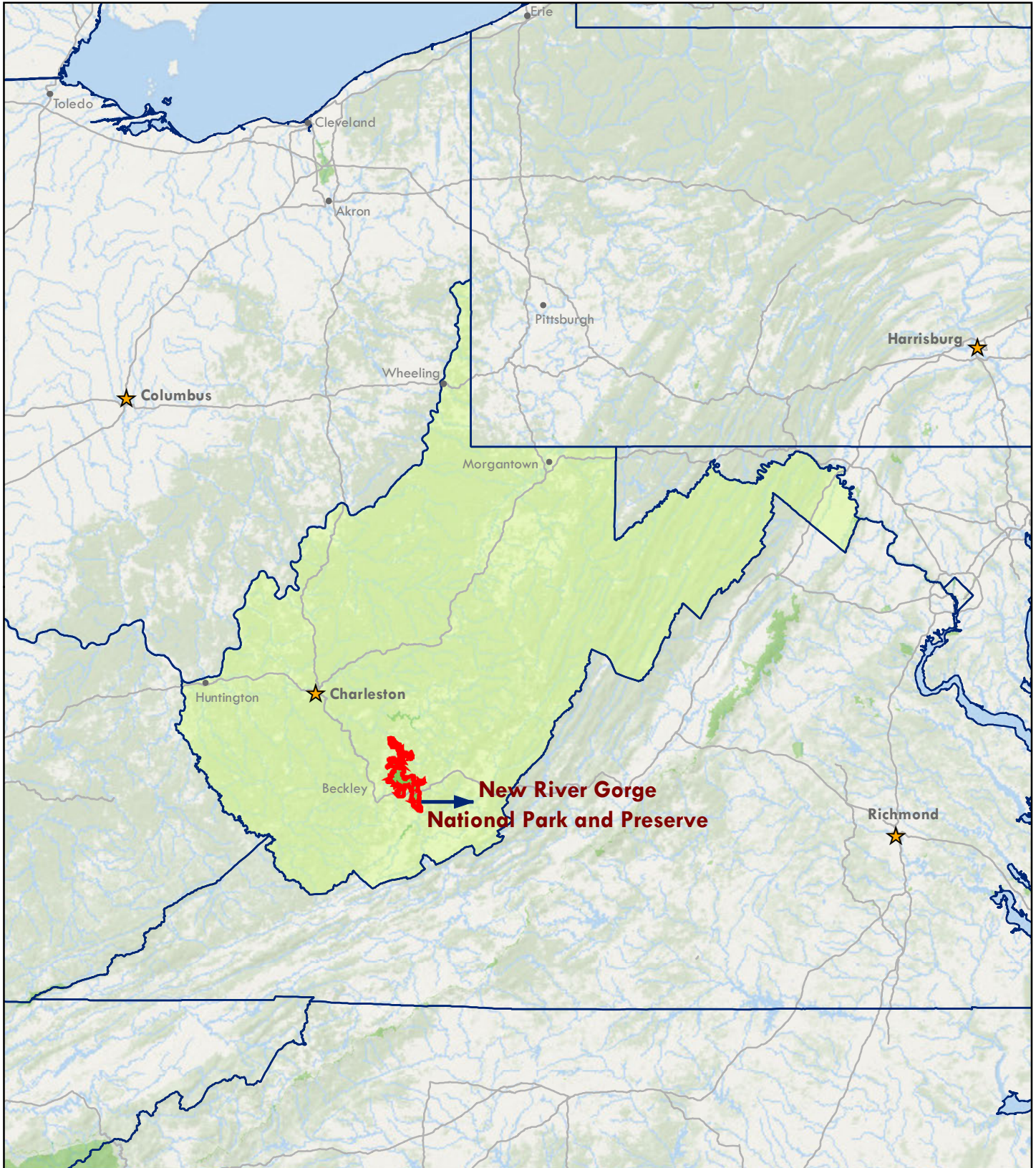
**Federal Lands Highway  
Road Inventory Program**

**Prepared By:**

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

**Report Date: May 2022**

# New River Gorge National Park and Preserve in West Virginia



# Table of Contents

<b>SECTION</b>	<b>PAGE NO.</b>
<b>1. INTRODUCTION</b>	<b>1 - 1</b>
<b>2. PARK ROUTE INVENTORY</b> Route ID Report, Subcomponent Report, and Changes Report (As Applicable)	<b>2 - 1</b>
<b>3. PARK SUMMARY INFORMATION</b> Parkwide Paved Route Condition Summary	<b>3 - 1</b>
Explanation of Condition Descriptions	<b>3 - 2</b>
Route-Level Condition Summary Reports for Data Collection Vehicle, Manually Rated, and Parking Area Routes (As Applicable)	<b>3 - 3</b>
<b>4. PARK ROUTE LOCATION MAPS</b> Route Location Key Map	<b>4 - 1</b>
Route Location Area Map(s)	<b>4 - 2</b>
Route Condition Key Map – PCR Mile by Mile	<b>4 - 18</b>
Route Condition Area Map(s) – PCR Mile by Mile	<b>4 - 19</b>
<b>5. PAVED ROAD CONDITION RATING SHEETS</b> Paved Road Pages	<b>5 - 1</b>
<b>6. PAVED PARKING AREA CONDITION RATING SHEETS</b> Paved Parking Area Pages	<b>6 - 1</b>
<b>7. ROAD MILEPOST INFORMATION</b> Road Milepost Information and Logs	<b>7 - 1</b>
<b>8. APPENDIX</b> Improvements to the RIP Index Equations and Determination of PCR	<b>8 - 1</b>
Description of the Rating System	<b>8 - 2</b>
Explanation of the Condition Descriptions	<b>8 - 3</b>
Description of Pavement Treatment Types	<b>8 - 4</b>
Appendix A: Methodology for Determining Condition Ratings with the Data Collection Vehicle (DCV)	<b>8 - 5</b>
Appendix B: Methodology for Determining Condition Ratings Using Manual Rating Procedures	<b>8 - 20</b>
Appendix C: Description of Cycle 6 Deliverables	<b>8 - 29</b>
Appendix D: Glossary of Terms and Abbreviations	<b>8 - 32</b>

# Section 1 Introduction



**New River Gorge National Park and Preserve**



**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.

<b>Cycle</b>	<b>Years</b>	<b>Parks Collected</b>
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



New River Gorge National Park and Preserve



Federal Lands Highway  
Road Inventory Program

# Cycle 6 NPS / RIP Route ID Report

(Numerical By Summary Route and Subcomponent #)



Shading Color Key

White = Paved Routes, DCV Driven

Grey = Paved Routes, DCV not Driven

Black = Non-NPS Routes

■ = Concession Route

Yellow = Unpaved Routes, DCV not Driven

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 NC = Not Collected

## NERI *New River Gorge National Park and Preserve*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
0010	6	1	3319		GRANDVIEW ROAD	FROM END OF ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD)) AT WEST PARK BOUNDARY	TO ROUTE 0963 (GRANDVIEW SHELTER AREAS 3 AND 4 PARKING) AND ROUTE 0964 (GRANDVIEW SHELTER AREA 2 PARKING)		YES	0.66	0.00	0.66	1		AS	5B
0101ZZ	6	1	3273		BURNWOOD ROAD	FROM ROUTE 5019N (U.S. HIGHWAY 19 NORTH)	TO END		YES	0.00	0.38	0.38	2		GR	1A
0107	6	1	3235		CUNARD ROAD	FROM COUNTY ROAD 9/14	TO ROUTE 0914AZ (CUNARD PUBLIC USE A PARKING)		YES	1.63	0.00	1.63	2		AS	2
0108ZZ	6	1	3236		ANGLER'S ACCESS ROAD	FROM ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0916 (ANGLER'S ACCESS PARKING) AT MP 0.70		YES	0.08	0.41	0.48	2		AS	2
0109	6	1	3237		BROOKLYN BOTTOM ROAD	FROM ROUTE 0914ZZ (CUNARD PUBLIC USE PARKING)	TO ROUTE 0917AZ (BROOKLYN PARKING)		NO	0.00	1.04	1.04	2		GR	2
0111	6	1	3255		TERRY TOP TRAIL ROAD	FROM COUNTY ROAD 41/2	TO END		NO	0.00	1.82	1.82	5		GR	5
0113	6	1	53376		THURMOND COMMERCIAL ROW ROAD	FROM COUNTY ROAD 25/2	TO COUNTY ROAD 25/13		NO	0.00	0.27	0.27	2		GR	3A
0115ZZ	6	1	3357		STONE CLIFF ROADS	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO END		YES	0.00	0.33	0.33	2		GR	3B
0117	6	1	3347		GLADE CREEK ROAD	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO ROUTE 0200 (GLADE CREEK CAMPGROUND ROAD)		YES	0.00	5.60	5.60	2		GR	5,5A,5B, 5C
0118	6	1	3337		GRANDVIEW SANDBAR ROADS	FROM ROUTE 0117 (GLADE CREEK ROAD)	TO ROUTE 0980 (GRANDVIEW SANDBAR RIVER ACCESS PARKING)		NO	0.00	0.50	0.50	3		GR	5A
0119	6	1	53407		MILL CREEK ROAD	FROM ROUTE 0117 (GLADE CREEK ROAD)	TO END		NO	0.00	0.14	0.14	3		GR	5



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Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
0120	6	1	3332		ARMY CAMP ROAD	FROM COUNTY ROAD 41/39	TO ROUTE 0204 (ARMY CAMP CAMPGROUND ROAD)		YES	0.00	0.73	0.73	2		GR	5
0122	6	1	13272		BROOKSIDE ROAD	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO END		YES	0.00	0.28	0.28	2		GR	6B
0123	6	1	13275		BROOKS FALLS ROAD	FROM ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD))	TO END		NO	0.00	0.13	0.13	3		GR	6B
0126	6	1	53409		TURKEY SPUR ROAD	FROM ROUTE 0010 (GRANDVIEW ROAD)	TO ROUTE 0962 (TURKEY SPUR OVERLOOK PARKING)		YES	1.18	0.00	1.18	2		AS	5,5B
0200	6	1	3348		GLADE CREEK CAMPGROUND ROAD	FROM ROUTE 0117 (GLADE CREEK ROAD)	TO END		NO	0.00	0.46	0.46	3		GR	5C
0201	6	1	3294		QUINNIMONT CIRCLE ROAD	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)		NO	0.00	0.30	0.30	3		GR	5A
0202ZZ	6	1	50379		GRANDVIEW VISITOR CENTER ROADS	FROM ROUTE 0010 (GRANDVIEW ROAD)	TO ROUTE 0010 (GRANDVIEW ROAD)		YES	0.60	0.00	0.60	3		AS	5B
0204	6	1	3333		ARMY CAMP CAMPGROUND ROAD	FROM ROUTE 0120 (ARMY CAMP ROAD)	TO ROUTE 0120 (ARMY CAMP ROAD)		NO	0.00	0.20	0.20	3		GR	5
0205	6	1	116091		HYLTON STRIP ROAD	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO END		NO	0.00	2.32	2.32	4		GR	5
0206	6	1	116086		WAR RIDGE ACCESS ROAD	FROM COUNTY ROAD 22/7	TO ROUTE 0986 (WAR RIDGE PARKING)		NO	0.00	1.62	1.62	4		GR	5
0207	6	1	116089		WAR RIDGE CAMPGROUND ROAD	FROM ROUTE 0206 (WAR RIDGE ACCESS ROAD)	TO WAR RIDGE CAMPGROUND		NO	0.00	0.12	0.12	4		GR	5
0208ZZ	6	1	115910		MEADOW CREEK CAMPGROUND ROAD	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO ROUTE 0212 (MEADOW CREEK CAMPGROUND BACK ACCESS ROAD)		NO	0.53	0.63	1.16	3		AS	6A
0209	6	1	254858		NUTTALBURG ROAD	FROM STATE HIGHWAY 85/2	TO ROUTE 0984 (NUTTALBURG TIPPLE TRAIL PARKING)		NO	0.00	0.39	0.39	3		GR	1

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						From	To									
0210	6	1	254817		CUNARD RIVER RANGE ACCESS ROAD	FROM ROUTE 0108BZ (ANGLER'S ACCESS ROAD UNPAVED)	TO END		NO	0.00	0.21	0.21	3		GR	2
0211	6	1	254830		MEADOW CREEK CAMPGROUND ROAD (ARROW)	FROM ROUTE 0208AZ (MEADOW CREEK CAMPGROUND ENTRANCE ROAD)	TO ROUTE 0208BZ (MEADOW CREEK CAMPGROUND LOOP)		NO	0.00	0.09	0.09	3		GR	6A
0212	6	1	254829		MEADOW CREEK CAMPGROUND BACK ACCESS ROAD	FROM ROUTE 0208BZ (MEADOW CREEK CAMPGROUND LOOP)	TO END		NO	0.00	0.11	0.11	3		GR	6A
0213	6	1	254865		SMITH CEMETERY ROAD	FROM COUNTY ROAD 7/2 (HUMP MOUNTAIN)	TO END		NO	0.00	0.51	0.51	3		GR	6A
0214	6	1	254863		SANDSTONE VISITOR CENTER WATER TANK ACCESS ROAD	FROM ROUTE 0968 (SANDSTONE VISITOR CENTER PARKING)	TO END		NO	0.00	0.25	0.25	3		GR	6A
0402	NC		53410		CRAIG'S BRANCH SERVICE ROAD	FROM KAYMOOR ROAD	TO END		NO	0.00	0.32	0.32	6		GR	1B
0404	NC		3317		HUNTERS BOGG ROAD	FROM ROUTE 0010 (GRANDVIEW ROAD)	TO END		NO	0.00	0.26	0.26	6		NV	5B
0405	NC		3316		GRANDVIEW ADMINISTRATIVE ROAD / LITTLE LAUREL TRAIL	FROM ROUTE 0963 (GRANDVIEW SHELTER AREAS 3 AND 4 PARKING)	TO ROUTE 0117 (GLADE CREEK ROAD)		NO	0.00	2.53	2.53	6		GR	5,5B
0406	NC		13261		HELICOPTER LANDING PAD DRIVEWAY	FROM STATE HIGHWAY 5	TO END		NO	0.00	0.05	0.05	6		GR	1A
0407	NC		51369		BRIDGE WALK ACCESS ROAD	FROM COUNTY ROAD 8/14	TO END		NO	0.00	0.27	0.27	6		GR	1
0408	NC		254815		BURNWOOD MAINTENANCE ROAD	FROM ROUTE 0101AZ (BURNWOOD ROAD LOOP A)	TO ROUTE 0990CZ (BURNWOOD BONEYARD)		NO	0.00	0.32	0.32	6		GR	1A
0409	NC		254859		PIKE'S PLACE DAM ACCESS ROAD	FROM ROUTE 1007BZ (PIKE'S PLACE PARKING B)	TO END		NO	0.00	0.18	0.18	6		GR	5D

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### NON-NPS ROADS INVENTORY

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
5000	5	1			MAIN STREET (GLEN JEAN)	FROM ROUTE 5019S (U.S. HIGHWAY 19 SOUTH)	TO END		NO	0.45	0.00	0.45			AS	4
5001	5	1			TERRY ROAD	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO END OF PAVEMENT		NO	1.51	0.00	1.51			AS	5
5002	5	1			BURMA ROAD / AMES HEIGHT ROAD	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO ROUTE 5019S (U.S. HIGHWAY 19 SOUTH)		NO	1.37	0.00	1.37			AS	1
5003	5	1			FAYETTE MINE ROAD	FROM ROUTE 5019N (U.S. HIGHWAY 19 NORTH)	TO ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)		NO	0.74	0.00	0.74			AS	1
5007	5	1			COUNTY ROAD 7 (MEADOW CREEK ROAD)	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO RAILROAD CROSSING		NO	2.97	0.00	2.97			AS	6A
5009	5	1			COUNTY ROAD 9 (GRANDVIEW ROAD)	FROM ROUTE 5064W (W/B INTERSTATE 64) / EXIT 129 RAMP	TO BEGINNING OF 0010 (GRANDVIEW ROAD) AT PARK BOUNDARY		NO	4.64	0.00	4.64			AS	5,5B
5019N	5	1			U.S. HIGHWAY 19 NORTH	FROM INTERSTATE 64/77	TO ROUTE 5002 (BURMA ROAD / AMES HEIGHT ROAD) AND LANSING ROAD		NO	20.42	0.00	20.42			AS	1

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### NON-NPS ROADS INVENTORY

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Name	Route Description		Maintenance District	FLTP	Paved Miles	Unpaved Miles	Total Mileage	Functional Class	Area (SQ FT)	Surf. Type	Area Map
						From	To									
5019S	5	1			U.S. HIGHWAY 19 SOUTH	FROM ROUTE 5002 (BURMA ROAD / AMES HEIGHT ROAD) AND LANSING ROAD	TO INTERSTATE 64/77		NO	20.46	0.00	20.46			AS	1
5020	5	1			W VIRGINIA STATE HIGHWAY 20	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD))		NO	10.73	0.00	10.73			AS	6A,6B
5025	5	1			W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD)	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO RAILROAD CROSSING AT ROUTE 0926 (THURMOND DEPOT PARKING)		NO	6.39	0.00	6.39			AS	3,3A,4
5026	5	1			COUNTY ROAD 26 (RIVER ROAD)	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO IRISH MOUNTAIN ROAD		NO	8.58	0.00	8.58			AS	6B
5041	5	1			W VIRGINIA STATE HIGHWAY 41	FROM THOMAS BUFORD PUGH MEMORIAL BRIDGE ON THE NEW RIVER	TO STATE HIGHWAY 61		NO	3.97	0.00	3.97			AS	5
5064E	5	1			E/B INTERSTATE 64	FROM STATE HIGHWAY 9 / GRANDVIEW ROAD UNDERPASS (EXIT 129)	TO STATE HIGHWAY 20 OVERPASS (JUST BEYOND EXIT 139)		NO	10.44	0.00	10.44			AS	5,5D,6,6A
5064W	5	1			W/B INTERSTATE 64	FROM STATE HIGHWAY 20 OVERPASS	TO STATE HIGHWAY 9 / GRANDVIEW ROAD UNDERPASS (EXIT 129)		NO	10.43	0.00	10.43			AS	5,5D,6,6A
5082	5	1			W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD	FROM LANSING ROAD	TO ROUTE 5019S (U.S. HIGHWAY 19 SOUTH)		NO	7.11	0.00	7.11			AS	1,1A

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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map	
					From	To							
0902	NC		50350		BURNWOOD RANGER STATION PARKING	FROM ROUTE 0101AZ (BURNWOOD ROAD LOOP A)	TO PARKING		NO	NONPUBLIC	14,992	GR	1A
0904A	6	1	50356		BURNWOOD LEFT PICNIC SHELTER PARKING	FROM ROUTE 0101BZ (BURNWOOD ROAD LOOP B)	TO PARKING		NO	PUBLIC	5,005	GR	1A
0904B	6	1	53739		BURNWOOD RIGHT PICNIC SHELTER PARKING	FROM ROUTE 0101AZ (BURNWOOD ROAD LOOP A)	TO PARKING		NO	PUBLIC	3,807	GR	1A
0906	6	1	3276		CANYON RIM VISITOR CENTER PARKING	FROM ROUTE 5003 (FAYETTE MINE ROAD)	TO ROUTE 5003 (FAYETTE MINE ROAD)		YES	PUBLIC	89,633	AS	1A
0910	6	1	13281		BRIDGE TRAIL PARKING	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO PARKING		NO	PUBLIC	9,107	GR	1
0911	6	1	13282		LONG POINT TRAIL PARKING	FROM KAYMOOR ROAD / COUNTY ROAD 9/8	TO PARKING		NO	PUBLIC	18,825	GR	1B
0913	6	1	13284		CUNARD HORSE TRAIL PARKING	ADJACENT TO ROUTE 0107 (CUNARD ROAD)			YES	PUBLIC	6,844	AS	2
0914ZZ	6	1	51093		CUNARD PUBLIC USE PARKING	FROM ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)		YES	PUBLIC	41,447	AS	2
0916	6	1	53740		ANGLER'S ACCESS PARKING	FROM ROUTE 0108BZ (ANGLER'S ACCESS ROAD UNPAVED)	TO PARKING		NO	PUBLIC	10,414	GR	2
0917ZZ	6	1	53741		BROOKLYN PARKING	FROM ROUTE 0109 (BROOKLYN BOTTOM ROAD)	TO PARKING		NO	PUBLIC	15,086	GR	2
0918	6	1	13286		REND TRAIL - MINDEN PARKING	FROM STATE HIGHWAY 17	TO PARKING		NO	PUBLIC	8,605	GR	3
0921	NC		53764		GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND GRAVEL PARKING	FROM ROUTE 0922ZZ (GLEN JEAN HEADQUARTERS RESTRICTED PARKING)	TO MAINTENANCE AREA		NO	NONPUBLIC	29,051	GR	4
0922ZZ	6	1	53954		GLEN JEAN HEADQUARTERS RESTRICTED PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO PARKING		NO	NONPUBLIC	23,928	AS	4

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## NERI *New River Gorge National Park and Preserve*

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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map	
					From	To							
0923ZZ	6	1	3254		GLEN JEAN HEADQUARTERS PUBLIC PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO PARKING		YES	PUBLIC	7,954	AS	4
0924	6	1	12476		REND TRAIL - THURMOND PARKING	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO PARKING		NO	PUBLIC	9,019	GR	3
0925	6	1	4065		SOUTHSIDE JUNCTION PARKING	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO PARKING		NO	PUBLIC	13,613	GR	3A
0926	6	1	13268		THURMOND DEPOT PARKING	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO PARKING		YES	PUBLIC	5,168	AS	3A
0929	NC		13287		DUN GLEN REPAIR SHOP PARKING	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO PARKING		NO	NONPUBLIC	13,836	GR	3A
0934	6	1	53750		THAYER PARKING	FROM STATE HIGHWAY 203	TO PARKING		NO	PUBLIC	12,424	GR	5
0935	6	1	50373		MCCREERY RIVER ACCESS PARKING	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO PARKING		NO	PUBLIC	15,946	GR	5
0936	6	1	13288		MCCREERY BUILDING PARKING	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO PARKING		NO	PUBLIC	19,342	GR	5
0941A	6	1	13290		GLADE CREEK TRAILHEAD PARKING	FROM ROUTE 0117 (GLADE CREEK ROAD)	TO PARKING		NO	PUBLIC	5,579	GR	5C
0941B	6	1	53754		GLADE CREEK HAMLET TRAILHEAD PARKING	FROM ROUTE 0117 (GLADE CREEK ROAD)	TO PARKING		NO	PUBLIC	4,370	GR	5C
0945	6	1	13293		PRINCE BROTHERS STORE PARKING (MONKS STORE)	FROM ROUTE 5041 (W VIRGINIA STATE HIGHWAY 41)	TO PARKING		NO	NONPUBLIC	4,077	GR	5
0946	6	1	13294		UPPER GLADE CREEK PARKING	FROM STATE HIGHWAY 119/36	TO PARKING		NO	PUBLIC	3,962	GR	5D
0947	6	1	53957		SANDSTONE DISTRICT RIVER RANGER OFFICE PARKING	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO PARKING		NO	NONPUBLIC	14,990	AS	6
0948	6	1	50386		SANDSTONE FALLS OVERLOOK PARKING	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO PARKING		NO	PUBLIC	7,646	GR	6

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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map
					From	To						
0949	6	1	13295		GWINN RIDGE PARKING	FROM STATE HIGHWAY 44/5 TO PARKING		NO	PUBLIC	7,791	GR	6
0952	6	1	53759		TUG CREEK BEACH PARKING	FROM ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD)) TO PARKING		NO	PUBLIC	6,620	GR	6B
0953	6	1	53760		HELLEMS BEACH PARKING	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20) TO PARKING		NO	PUBLIC	10,709	GR	6B
0955	6	1	50388		SANDSTONE FALLS PARKING	FROM ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD)) TO PARKING		NO	PUBLIC	20,979	GR	6
0956	6	1	50391		SANDSTONE FALLS LOWER BEACH PARKING	FROM ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD)) TO PARKING		NO	PUBLIC	19,182	GR	6
0957	6	1	57575		GLEN JEAN AUXILIARY PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN)) TO PARKING		NO	PUBLIC	4,452	NV	4
0958	6	1	53973		GRANDVIEW DRESSING ROOM PARKING	FROM ROUTE 0010 (GRANDVIEW ROAD) TO PARKING		NO	NONPUBLIC	11,356	AS	5B
0959	6	1	53956		GRANDVIEW OPERATIONS COMPOUND PARKING	FROM ROUTE 0010 (GRANDVIEW ROAD) TO PARKING		NO	NONPUBLIC	8,015	AS	5B
0960	NC		53972		GRANDVIEW OPERATIONS BONEYARD PARKING	FROM ROUTE 0959 (GRANDVIEW OPERATIONS COMPOUND PARKING) TO PARKING		NO	NONPUBLIC	31,005	GR	5B
0961	6	1	53959		GRANDVIEW SHELTER AREA 1 PARKING	FROM ROUTE 0010 (GRANDVIEW ROAD) TO PARKING		YES	PUBLIC	23,713	AS	5B
0962	6	1	53958		TURKEY SPUR OVERLOOK PARKING	FROM END OF ROUTE 0126 (TURKEY SPUR ROAD) TO PARKING		YES	PUBLIC	4,631	AS	5
0963	6	1	53960		GRANDVIEW SHELTER AREAS 3 AND 4 PARKING	FROM END OF ROUTE 0010 (GRANDVIEW ROAD) STRAIGHT AHEAD TO PARKING		YES	PUBLIC	29,688	AS	5B
0964	6	1	53961		GRANDVIEW SHELTER AREA 2 PARKING	FROM END OF ROUTE 0010 (GRANDVIEW ROAD) ON LEFT TO PARKING		YES	PUBLIC	18,191	AS	5B
0965ZZ	6	1	53962		GRANDVIEW AMPHITHEATER PARKING	ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)		YES	PUBLIC	8,942	AS	5B

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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map	
					From	To							
0966	6	1	53964		GRANDVIEW MAIN OVERLOOK PARKING	FROM ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)	TO PARKING		YES	PUBLIC	50,549	AS	5B
0967ZZ	6	1	53965		GRANDVIEW OVERFLOW PARKING	ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)			YES	PUBLIC	45,634	AS	5B
0968	6	1	56828		SANDSTONE VISITOR CENTER PARKING	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO PARKING		YES	PUBLIC	63,458	AS	6A
0969	6	1	12479		ENDLESS WALL / NUTTALL PARKING	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO PARKING		NO	PUBLIC	13,982	GR	1
0970	6	1	13271		BROOKS FALLS OVERLOOK PARKING	FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)	TO PARKING		NO	PUBLIC	1,692	GR	6
0976ZZ	NC		3318		GRANDVIEW OPERATIONAL COMPOUND GRAVEL PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING		NO	NONPUBLIC	10,091	GR	5B
0979	6	1	13264		COLE PROPERTY PARKING	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO PARKING		NO	PUBLIC	24,166	GR	1A
0980	6	1	254825		GRANDVIEW SANDBAR RIVER ACCESS PARKING	FROM ROUTE 0118 (GRANDVIEW SANDBAR ROADS)	TO PARKING		NO	PUBLIC	47,563	GR	5A
0981	6	1	254862		SANDSTONE ADMINISTRATIVE PARKING	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO PARKING		NO	NONPUBLIC	11,858	AS	6A
0982	6	1	116088		WAR RIDGE CAMPGROUND PARKING	FROM ROUTE 0207 (WAR RIDGE CAMPGROUND ROAD)	TO PARKING		NO	PUBLIC	3,839	GR	5
0983	6	1	116352		NUTTALLBURG KEENEY'S CREEK RAIL TRAIL PARKING	FROM STATE HIGHWAY 85/2	TO PARKING		NO	PUBLIC	1,089	GR	1
0984	6	1	116353		NUTTALLBURG TIPPLE TRAIL PARKING	FROM STATE HIGHWAY 85/2	TO PARKING		NO	PUBLIC	653	GR	1
0985	6	1	254818		ENDLESS WALL / FERN CREEK PARKING	FROM LANSING EDMOND ROAD	TO PARKING		NO	PUBLIC	12,845	GR	1
0986	6	1	116087		WAR RIDGE PARKING	FROM ROUTE 0206 (WAR RIDGE ACCESS ROAD)	TO PARKING		NO	PUBLIC	11,203	GR	5



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

Route No.	Cycle Collected	Iteration Collected	FMSS Number	Concession	Route Description		Maintenance District	FLTP	Access Level	Area (SQ FT)	Surf. Type	Area Map	
					From	To							
0988	6	1	254828		KAYMOOR TOP PARKING	FROM KAYMOOR ROAD	TO PARKING		NO	PUBLIC	17,398	GR	1B
0989	6	1	13276		RICHMOND - HAMILTON FARM PARKING	FROM ROUTE 5026 (COUNTY ROAD 26 (RIVER ROAD))	TO PARKING		NO	PUBLIC	3,490	GR	6B
0990ZZ	NC		254814		BURNWOOD MAINTENANCE PARKING	FROM ROUTE 0408 (BURNWOOD MAINTENANCE ROAD)	TO PARKING		NO	NONPUBLIC	31,653	GR	1A
0992	6	1	254864		SHORT CREEK PARKING	FROM STATE HIGHWAY 85/5 (BEAUTY MOUNTAIN ROAD)	TO STATE HIGHWAY 85/5 ( BEAUTY MOUNTAIN ROAD)		NO	PUBLIC	19,617	GR	1
0993	6	1	254857		NUTTALBURG PARKING	ADJACENT TO ROUTE 0209 (NUTTALBURG ROAD)			NO	PUBLIC	3,200	GR	1
0994	6	1	254819		FAYETTE STATION DAY USE PARKING	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO PARKING		NO	PUBLIC	14,577	GR	1A
0995	6	1	53371		FAYETTE STATION COMMERCIAL PARKING	FROM ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)	TO RIVER		YES	PUBLIC	56,435	GR	1A
0996	6	1	254821		FAYETTE STATION PRIVATE BOATER PARKING	FROM ROUTE 0995 (FAYETTE STATION COMMERCIAL PARKING)	TO ROUTE 0995 (FAYETTE STATION COMMERCIAL PARKING)		NO	PUBLIC	14,808	GR	1A
0997	6	1	254827		KAYMOOR / WOLF CREEK PARKING	ADJACENT TO ROUTE 5082 (W VIRGINIA STATE HIGHWAY 82 / FAYETTE STATION ROAD)			NO	PUBLIC	4,807	GR	1
0998	6	1	254822		FAYETTEVILLE TOWN PARK PARKING	FROM COUNTY ROAD 8 (PARK DRIVE)	TO PARKING		NO	PUBLIC	27,254	GR	1
1000	6	1	254799		DUN GLEN PARKING	FROM STATE HIGHWAY 25 (MCKENDREE ROAD)	TO STATE HIGHWAY 25 (MCKENDREE ROAD)		NO	PUBLIC	50,386	GR	3A
1001	6	1	254866		STONE CLIFF PARKING	FROM END OF ROUTE 0115AZ (STONE CLIFF ROAD)	TO PARKING		NO	PUBLIC	31,418	GR	3B
1002	6	1	254867		THAYER CHURCH PARKING	ADJACENT TO THAYER POST OFFICE ROAD (NON-NPS)			NO	PUBLIC	759	GR	5
1003	6	1	254812		ARMY CAMP PARKING	FROM ROUTE 0120 (ARMY CAMP ROAD)	TO PARKING		NO	PUBLIC	19,015	GR	5

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### 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						
1004	6	1	254823		GLADE CREEK RIVER ACCESS PARKING	FROM ROUTE 0200 (GLADE CREEK CAMPGROUND ROAD)	TO PARKING		NO	PUBLIC	15,756	GR	5C
1005	NC		254826		GRANDVIEW VIP PARKING	FROM ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)	TO PARKING		NO	NONPUBLIC	5,597	NV	5B
1006	6	1	254824		GRANDVIEW HOUSING PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING		NO	NONPUBLIC	8,517	GR	5B
1007ZZ	NC		254860		PIKE'S PLACE PARKING	FROM PIKE DRIVE (NON-NPS)	TO PARKING		NO	NONPUBLIC	41,870	GR	5D
1008	6	1	254861		POLLS BRANCH PARKING	FROM END OF COUNTY ROAD 27/9	TO PARKING		NO	PUBLIC	3,680	GR	5
1009	6	1			MEADOW CREEK PARKING	FROM ROUTE 0208BZ (MEADOW CREEK CAMPGROUND LOOP)	TO PARKING		NO	PUBLIC	30,367	GR	6A
1010	6	1	254868		TRUMP-LILLY PARKING	FROM STATE HIGHWAY 26/3 (FREEZELAND MOUNTAIN ROAD)	TO PARKING		NO	PUBLIC	6,678	GR	6B
1011	6	1	254811		AKERS PARKING	ADJACENT TO COUNTY ROAD 26 (RIVER ROAD)			NO	PUBLIC	6,616	GR	6B
1012ZZ	6	1			BROOKSIDE RIVER ACCESS PARKING	ADJACENT TO ROUTE 01 22 (BROOKSIDE ROAD)			NO	PUBLIC	4,681	NV	6B
1013	6	1	254816		CAMP BROOKSIDE PARKING	FROM END OF ROUTE 01 22 (BROOKSIDE ROAD)	TO PARKING		NO	PUBLIC	8,109	GR	6B
1014	6	1			ARROWHEAD PARKING	FROM COUNTY ROAD 8 (PARK DRIVE)	TO PARKING		NO	PUBLIC	13,984	GR	1B

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## Cycle 6 Summary Totals for New River Gorge National Park and Preserve

Cycle 6 Route Totals			
	NPS Maintained	Concessionaire Maintained	Park Totals
Paved Roads, Data Collection Vehicle Rated (Miles)	4.15	0	4.15
Paved Roads, Manually Rated Length (Miles)	0.53	0	0.53
Paved Roads, Manually Rated Area (Sq. Ft.)	0	0	0
Unpaved Roads (Miles)	22.74	0	22.74
Paved Parking (Sq. Ft.)	465,999	0	465,999
Unpaved Parking (Sq. Ft.)	871,077	0	871,077

Cycle 6 Lane Miles and Overall Pavement Condition		
	Lanes Miles*	Pavement Condition Rating**
Data Collection Vehicle Routes	6.98	89
Manually Rated Roads	1.15	97
Parking Areas	8.02	85

\* 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.

# NPS / RIP Subcomponent Details for NERI

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### SUMMARY ROUTE INVENTORY FOR ROADS (1100 SERIES FMSS LOCATIONS)

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						
0101ZZ	3273	6	1		BURNWOOD ROAD	FROM ROUTE 5019N (U.S. HIGHWAY 19 NORTH)	TO END	YES	0.00	0.38	0.38	2	
0108ZZ	3236	6	1		ANGLER'S ACCESS ROAD	FROM ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0916 (ANGLER'S ACCESS PARKING) AT MP 0.70	YES	0.08	0.41	0.48	2	
0115ZZ	3357	6	1		STONE CLIFF ROADS	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO END	YES	0.00	0.33	0.33	2	
0202ZZ	50379	6	1		GRANDVIEW VISITOR CENTER ROADS	FROM ROUTE 0010 (GRANDVIEW ROAD)	TO ROUTE 0010 (GRANDVIEW ROAD)	YES	0.60	0.00	0.60	3	
0208ZZ	115910	6	1		MEADOW CREEK CAMPGROUND ROAD	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO ROUTE 0212 (MEADOW CREEK CAMPGROUND BACK ACCESS ROAD)	NO	0.53	0.63	1.16	3	

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Yellow = Unpaved Routes, DCV not Driven

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## NERI *New River Gorge National Park and Preserve*

### SUMMARY ROUTE INVENTORY FOR PARKING AREAS (1300 SERIES FMSS LOCATIONS)

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0914ZZ	51093	6	1		CUNARD PUBLIC USE PARKING	FROM ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)	YES	PUBLIC	41,447
0917ZZ	53741	6	1		BROOKLYN PARKING	FROM ROUTE 0109 (BROOKLYN BOTTOM ROAD)	TO PARKING	NO	PUBLIC	15,086
0922ZZ	53954	6	1		GLEN JEAN HEADQUARTERS RESTRICTED PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO PARKING	NO	NONPUBLIC	23,928
0923ZZ	3254	6	1		GLEN JEAN HEADQUARTERS PUBLIC PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO PARKING	YES	PUBLIC	7,954
0965ZZ	53962	6	1		GRANDVIEW AMPHITHEATER PARKING	ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)		YES	PUBLIC	8,942
0967ZZ	53965	6	1		GRANDVIEW OVERFLOW PARKING	ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)		YES	PUBLIC	45,634
0976ZZ	3318	NC			GRANDVIEW OPERATIONAL COMPOUND GRAVEL PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING	NO	NONPUBLIC	10,091
0990ZZ	254814	NC			BURNWOOD MAINTENANCE PARKING	FROM ROUTE 0408 (BURNWOOD MAINTENANCE ROAD)	TO PARKING	NO	NONPUBLIC	31,653
1007ZZ	254860	NC			PIKE'S PLACE PARKING	FROM PIKE DRIVE (NON-NPS)	TO PARKING	NO	NONPUBLIC	41,870
1012ZZ		6	1		BROOKSIDE RIVER ACCESS PARKING	ADJACENT TO ROUTE 0122 (BROOKSIDE ROAD)		NO	PUBLIC	4,681

# NPS / RIP Subcomponent Details for NERI

(Numerical By Summary Route and Subcomponent #)



Shading Color Key

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## NERI New River Gorge National Park and Preserve

NERI-0101ZZ 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						
0101AZ	3273	6	1		BURNWOOD ROAD LOOP A	FROM ROUTE 5019N (U.S. HIGHWAY 19 NORTH)	TO END OF LOOP	YES	0.00	0.26	0.26	2	
0101BZ	3273	6	1		BURNWOOD ROAD LOOP B	FROM ROUTE 0101AZ (BURNWOOD ROAD LOOP A)	TO ROUTE 0101AZ (BURNWOOD ROAD LOOP A)	YES	0.00	0.12	0.12	2	

NERI-0108ZZ 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						
0108AZ	3236	6	1		ANGLER'S ACCESS ROAD PAVED	FROM ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0108BZ (ANGLER'S ACCESS ROAD UNPAVED)	NO	0.08	0.00	0.08	2	
0108BZ	3236	6	1		ANGLER'S ACCESS ROAD UNPAVED	FROM ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)	TO ROUTE 0916 (ANGLER'S ACCESS PARKING)	NO	0.00	0.41	0.41	2	

NERI-0115ZZ 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						
0115AZ	3357	6	1		STONE CLIFF ROAD	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO ROUTE 1001 (STONE CLIFF PARKING)	YES	0.00	0.24	0.24	2	
0115BZ	3357	6	1		STONE CLIFF ROAD SPUR	FROM ROUTE 0115AZ (STONE CLIFF ROAD)	TO END	YES	0.00	0.09	0.09	2	

# NPS / RIP Subcomponent Details for NERI

(Numerical By Summary Route and Subcomponent #)



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## NERI *New River Gorge National Park and Preserve*

### NERI-0202ZZ 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						
0202AZ	50379	6	1		GRANDVIEW VISITOR CENTER ROAD	FROM ROUTE 0010 (GRANDVIEW ROAD) AT MP 0.26	TO ROUTE 0010 (GRANDVIEW ROAD) AT MP 0.07	YES	0.44	0.00	0.44	3	
0202BZ	50379	6	1		GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP	FROM ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) AT MP 0.33	TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) AT MP 0.19	YES	0.17	0.00	0.17	3	

### NERI-0208ZZ 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						
0208AZ	115910	6	1		MEADOW CREEK CAMPGROUND ENTRANCE ROAD	FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))	TO ROUTE 0211 (MEADOW CREEK CAMPGROUND ROAD (ARROW))	YES	0.53	0.00	0.53	3	
0208BZ	115910	6	1		MEADOW CREEK CAMPGROUND LOOP	FROM ROUTE 0211 (MEADOW CREEK CAMPGROUND ROAD (ARROW))	TO END OF LOOP	NO	0.00	0.53	0.53	3	
0208CZ	115910	6	1		MEADOW CREEK CAMPGROUND CUT-THROUGH	FROM ROUTE 0208BZ (MEADOW CREEK CAMPGROUND LOOP)	TO ROUTE 0208BZ (MEADOW CREEK CAMPGROUND LOOP)	NO	0.00	0.11	0.11	3	

### NERI-0914ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0914AZ	51093	6	1		CUNARD PUBLIC USE A PARKING	FROM END OF ROUTE 0107 (CUNARD ROAD)	TO ROUTE 0109 (BROOKLYN BOTTOM ROAD)	YES	PUBLIC	25,422
0914BZ	51093	6	1		CUNARD PUBLIC USE B PARKING	FROM ROUTE 0914AZ (CUNARD PUBLIC USE A PARKING)	TO ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)	YES	PUBLIC	16,025



# NPS / RIP Subcomponent Details for NERI

(Numerical By Summary Route and Subcomponent #)



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## NERI New River Gorge National Park and Preserve

### NERI-0917ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0917AZ	53741	6	1		BROOKLYN PARKING	FROM ROUTE 0109 (BROOKLYN BOTTOM ROAD)	TO PARKING	NO	PUBLIC	3,199
0917BZ	53741	6	1		BROOKLYN CAMPGROUND PARKING	ADJACENT TO ROUTE 0109 (BROOKLYN BOTTOM ROAD)		NO	PUBLIC	11,887

### NERI-0922ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0919CZ	53954	6	1		GLEN JEAN ADMINISTRATIVE PARKING B	ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON LEFT		NO	NONPUBLIC	2,562
0920Z	53954	6	1		GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND ASPHALT PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO MAINTENANCE AREA AND ROUTE 0921 (GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND GRAVEL PARKING)	NO	NONPUBLIC	13,152
0922Z	53954	6	1		GLEN JEAN ADMINISTRATIVE PARKING	FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))	TO PARKING	NO	NONPUBLIC	8,214

# NPS / RIP Subcomponent Details for NERI

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## NERI *New River Gorge National Park and Preserve*

### NERI-0923ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0919AZ	3254	6	1		GLEN JEAN HEADQUARTERS A PARKING	ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON RIGHT		YES	PUBLIC	2,010
0919BZ	3254	6	1		GLEN JEAN HEADQUARTERS B PARKING	ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON RIGHT		YES	PUBLIC	1,548
0923Z	3254	6	1		GLEN JEAN BANK PARKING	FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))	TO PARKING	YES	PUBLIC	4,396

### NERI-0965ZZ Subcomponent Breakdown

Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0965AZ	53962	6	1		GRANDVIEW AMPHITHEATER A PARKING	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT		YES	PUBLIC	4,095
0965BZ	53962	6	1		GRANDVIEW AMPHITHEATER B PARKING (HANDICAPPED)	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT		YES	PUBLIC	4,847

# NPS / RIP Subcomponent Details for NERI

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## NERI New River Gorge National Park and Preserve

NERI-0967ZZ Subcomponent Breakdown										
Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0967AZ	53965	6	1		GRANDVIEW OVERFLOW A PARKING	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT		YES	PUBLIC	4,667
0967BZ	53965	6	1		GRANDVIEW OVERFLOW B PARKING	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT		YES	PUBLIC	6,961
0967CZ	53965	6	1		GRANDVIEW OVERFLOW C PARKING	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT		YES	PUBLIC	6,251
0967DZ	53965	6	1		GRANDVIEW OVERFLOW D PARKING	ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT		YES	PUBLIC	4,732
0967EZ	53965	6	1		GRANDVIEW OVERFLOW E PARKING	ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON RIGHT		YES	PUBLIC	12,142
0967FZ	53965	6	1		GRANDVIEW OVERFLOW F PARKING	ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON LEFT		YES	PUBLIC	6,066
0967GZ	53965	6	1		GRANDVIEW OVERFLOW G PARKING	ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON LEFT		YES	PUBLIC	4,815

NERI-0976ZZ Subcomponent Breakdown										
Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0976AZ	3318	NC			GRANDVIEW OPERATIONAL COMPOUND A PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING	NO	NONPUBLIC	3,714
0976BZ	3318	NC			GRANDVIEW OPERATIONAL COMPOUND B PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING	NO	NONPUBLIC	5,868
0976CZ	3318	NC			GRANDVIEW OPERATIONAL COMPOUND C PARKING	FROM ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD))	TO PARKING	NO	NONPUBLIC	509

# NPS / RIP Subcomponent Details for NERI

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## NERI *New River Gorge National Park and Preserve*

NERI-0990ZZ Subcomponent Breakdown										
Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
0990AZ	254814	NC			BURNWOOD MAINTENANCE PARKING A	ADJACENT TO ROUTE 0408 (BURNWOOD MAINTENANCE ROAD)		NO	NONPUBLIC	2,559
0990BZ	254814	NC			BURNWOOD MAINTENANCE PARKING B	FROM ROUTE 0408 (BURNWOOD MAINTENANCE ROAD)	TO PARKING	NO	NONPUBLIC	9,477
0990CZ	254814	NC			BURNWOOD BONEYARD	FROM END OF ROUTE 0408 (BURNWOOD MAINTENANCE ROAD)	TO PARKING	NO	NONPUBLIC	19,617

NERI-1007ZZ Subcomponent Breakdown										
Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
1007AZ	254860	NC			PIKE'S PLACE PARKING A	ADJACENT TO PIKE DRIVE (NON-NPS)		NO	NONPUBLIC	19,285
1007BZ	254860	NC			PIKE'S PLACE PARKING B	FROM PIKE DRIVE (NON-NPS)	TO PARKING	NO	NONPUBLIC	22,585

NERI-1012ZZ Subcomponent Breakdown										
Route Number	FMSS Number	Cycle Collected	Iteration Collected	Concession	Route Name	Route Description		FLTP	User Access	Area (SQ FT)
						From	To			
1012AZ		6	1		BROOKSIDE RIVER ACCESS PARKING A	ADJACENT TO ROUTE 01 22 (BROOKSIDE ROAD)		NO	PUBLIC	1,975
1012BZ		6	1		BROOKSIDE RIVER ACCESS PARKING B	ADJACENT TO ROUTE 01 22 (BROOKSIDE ROAD)		NO	PUBLIC	2,706

## Route Identification Changes to Paved Routes from Previous Cycle New River Gorge National Park and Preserve

### ROUTES REMOVED FROM PREVIOUS INVENTORY:

Route No.	Route Name	Type of Change	Comments
0102	LANSING POST OFFICE ROAD	OTHER	ROUTE REMOVED DURING CYCLE 6 ROUTE ID MEETING.
0203	THAYER ACCESS ROAD	OTHER	ROUTE REMOVED DURING CYCLE 6 ROUTE ID MEETING.
0400	CANYON RIM OLD WATER TANK ROAD	OTHER	ROUTE REMOVED DURING CYCLE 6 ROUTE ID MEETING.
0401	AJAX MINES ROAD	OTHER	ROUTE REMOVED DURING CYCLE 6 ROUTE ID MEETING.
0927	THURMOND COMMERCIAL ROW PARKING	OTHER	ROUTE REMOVED DURING CYCLE 6 ROUTE ID MEETING.

### ROUTES ADDED FROM PREVIOUS INVENTORY:

Route No.	Route Name	Type of Change	Comments
0209	NUTTALBURG ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0210	CUNARD RIVER RANGE ACCESS ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0211	MEADOW CREEK CAMPGROUND ROAD (ARROW)	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0212	MEADOW CREEK CAMPGROUND BACK ACCESS ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0213	SMITH CEMETERY ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0214	SANDSTONE VISITOR CENTER WATER TANK ACCESS ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0408	BURNWOOD MAINTENANCE ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0409	PIKE'S PLACE DAM ACCESS ROAD	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0988	KAYMOOR TOP PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0990ZZ	BURNWOOD MAINTENANCE PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.

## Route Identification Changes to Paved Routes from Previous Cycle New River Gorge National Park and Preserve

ROUTES ADDED FROM PREVIOUS INVENTORY:			
Route No.	Route Name	Type of Change	Comments
0992	SHORT CREEK PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0993	NUTALLBURG PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0994	FAYETTE STATION DAY USE PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0996	FAYETTE STATION PRIVATE BOATER PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0997	KAYMOOR / WOLF CREEK PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
0998	FAYETTEVILLE TOWN PARK PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1000	DUN GLEN PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1001	STONE CLIFF PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1002	THAYER CHURCH PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1003	ARMY CAMP PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1004	GLADE CREEK RIVER ACCESS PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1005	GRANDVIEW VIP PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1006	GRANDVIEW HOUSING PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1007ZZ	PIKE'S PLACE PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1008	POLLS BRANCH PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1009	MEADOW CREEK PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1010	TRUMP-LILLY PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.

## Route Identification Changes to Paved Routes from Previous Cycle New River Gorge National Park and Preserve

### ROUTES ADDED FROM PREVIOUS INVENTORY:

Route No.	Route Name	Type of Change	Comments
1011	AKERS PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1012ZZ	BROOKSIDE RIVER ACCESS PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.
1013	CAMP BROOKSIDE PARKING	OTHER	ROUTE ADDED DURING CYCLE 6 ROUTE ID MEETING.

### ROUTES MODIFIED FROM PREVIOUS INVENTORY:

Route No.	Route Name	Type of Change	Comments
0101ZZ	BURNWOOD ROAD	ROUTES COMBINED	ROUTE MODIFIED TO ADD SUBCOMPONENTS 0101AZ AND 0101BZ DURING CYCLE 6 ROUTE ID MEETING.
0108ZZ	ANGLER'S ACCESS ROAD	ROUTES COMBINED	ROUTE NAME CHANGED FROM "COAL RUN (FISHERMAN'S ACCESS) ROAD" AND MODIFIED TO ADD SUBCOMPONENTS 0108AZ AND 0108BZ DURING CYCLE 6 ROUTE ID MEETING.
0115ZZ	STONE CLIFF ROADS	ROUTES COMBINED	ROUTE MODIFIED TO ADD SUBCOMPONENTS 0115AZ AND 0115BZ DURING CYCLE 6 ROUTE ID MEETING.
0118	GRANDVIEW SANDBAR ROADS	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASS CHANGED FROM 2 TO 3 DURING CYCLE 6 ROUTE ID MEETING.
0119	MILL CREEK ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASS CHANGED FROM 2 TO 3 DURING CYCLE 6 ROUTE ID MEETING.
0123	BROOKS FALLS ROAD	FUNCTIONAL CLASS CHANGE	FUNCTIONAL CLASS CHANGED FROM 2 TO 3 DURING CYCLE 6 ROUTE ID MEETING.
0208ZZ	MEADOW CREEK CAMPGROUND ROAD	ROUTES COMBINED	ROUTE MODIFIED TO ADD SUBCOMPONENTS 0208AZ, 0208BZ, AND 0208CZ DURING CYCLE 6 ROUTE ID MEETING.
0402	CRAIG'S BRANCH SERVICE ROAD	ROUTE NAME	ROUTE NAME CHANGED FROM "KAYMOOR SERVICE ROAD".
0404	HUNTERS BOGG ROAD	SURFACE TYPE CHANGE	SURFACE TYPE CHANGED FROM GRAVEL TO NATIVE.
0916	ANGLER'S ACCESS PARKING	ROUTE NAME	ROUTE NAME CHANGED FROM "COAL RUN PARKING AREA".
0917ZZ	BROOKLYN PARKING	ROUTES COMBINED	ROUTE MODIFIED TO ADD SUBCOMPONENTS 0917AZ AND 0917BZ DURING CYCLE 6 ROUTE ID MEETING.

## Route Identification Changes to Paved Routes from Previous Cycle New River Gorge National Park and Preserve

ROUTES MODIFIED FROM PREVIOUS INVENTORY:			
Route No.	Route Name	Type of Change	Comments
0929	DUN GLEN REPAIR SHOP PARKING	OTHER	USER ACCESS CHANGED FROM PUBLIC TO NONPUBLIC.
0945	PRINCE BROTHERS STORE PARKING (MONKS STORE)	ROUTE NAME	ROUTE NAME CHANGED FROM "PRINCE BROTHERS GENERAL STORE PARKING AREA (MONKS STORE)".
0957	GLEN JEAN AUXILIARY PARKING	ROUTE NAME	ROUTE NAME CHANGED FROM "GLEN JEAN HEADQUARTERS AUXILIARY PARKING (GRASS NEXT TO POST OFFICE)".
0970	BROOKS FALLS OVERLOOK PARKING	ROUTE NAME	ROUTE NAME CHANGED FROM "ROUTE 20 OVERLOOK PARKING".
0976ZZ	GRANDVIEW OPERATIONAL COMPOUND GRAVEL PARKING	ROUTE NAME	ROUTE NAME CHANGED FROM "GRANDVIEW OPERATIONS COMPOUND PARKING" AND USER ACCESS CHANGED TO NONPUBLIC.
0989	RICHMOND - HAMILTON FARM PARKING	OTHER	FACILITY TYPE CHANGED FROM 1120 TO 1320 AND ROUTE NUMBER MODIFIED FROM 0403 TO 0989 DURING CYCLE 6 ROUTE ID MEETING.
0995	FAYETTE STATION COMMERCIAL PARKING	OTHER	FACILITY TYPE CHANGED FROM 1120 TO 1320 AND ROUTE NUMBER MODIFIED FROM 0103 TO 0995 DURING CYCLE 6 ROUTE ID MEETING.
1014	ARROWHEAD PARKING	OTHER	FACILITY TYPE CHANGED FROM 1120 TO 1320 AND ROUTE NUMBER MODIFIED FROM 0106 TO 1014 DURING CYCLE 6 ROUTE ID MEETING.



# Section 3 Park Summary Information



## New River Gorge National Park and Preserve



**Federal Lands Highway  
Road Inventory Program**

# Parkwide Paved Route Condition Summary

## New River Gorge National Park and Preserve

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

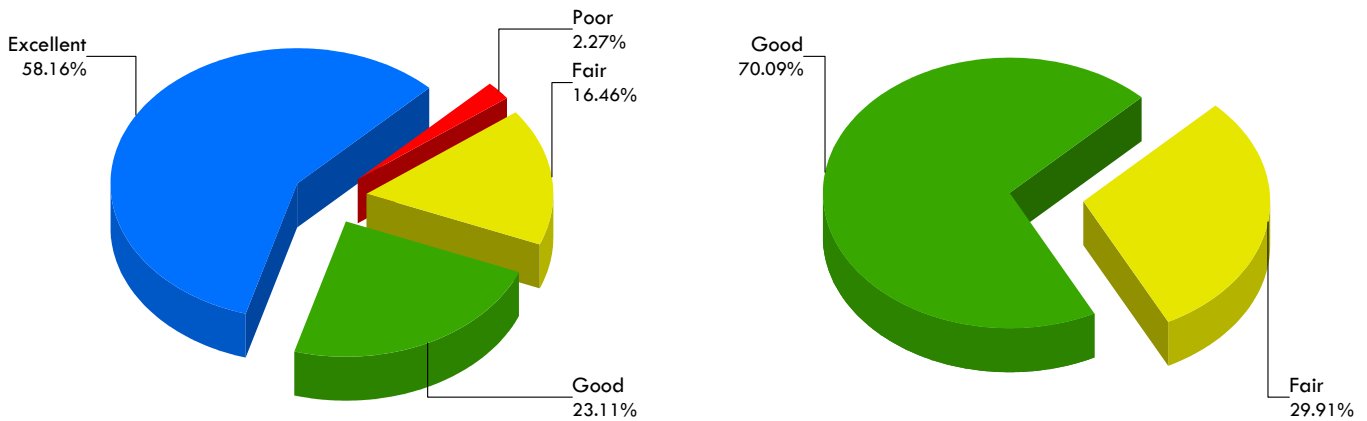
### Breakdown of Pavement Condition Rating (PCR) Based on Access Level

	POOR (PCR of 0 - 60)	FAIR (PCR of 61 - 84)	GOOD (PCR of 85 - 94)	EXCELLENT (PCR of 95 -100)	
<b>PAVED ROADS</b>					
Functional Class	Length (miles)	Length (miles)	Length (miles)	Length (miles)	Total Mileage by FC
1			0.06	0.60	0.66
2	0.10	0.71	0.86	1.22	2.89
3		0.02	0.10	0.74	0.86
4					
5					
6					
7					
8					
<b>Total Mileage by PCR</b>	<b>0.10</b>	<b>0.73</b>	<b>1.02</b>	<b>2.57</b>	<b>4.42</b>
<b>PAVED PARKING</b>					
Access Level	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Total Area
PUBLIC		102,749	258,887		361,636
NONPUBLIC		23,005	35,786		58,791
<b>Total Area by PCR</b>	<b>0</b>	<b>125,754</b>	<b>294,673</b>	<b>0</b>	<b>420,427</b>

**NOTES:**

1. Data are reported in the table only for paved roads and parking lots that received a condition rating.
2. Non-linear roads (MRP collected routes) are measured by area and converted to equivalent route miles based on a 22-ft pavement width in order to be included in the mileage totals for paved roads shown above.
3. Quantities in the table above are derived from the route condition data within the PMS\_20, PMS\_MRL, PMS\_MRP, and PMS\_PKG tables in the Park geodatabase.

### Parkwide Condition Percentages



**Road Condition Percentages**

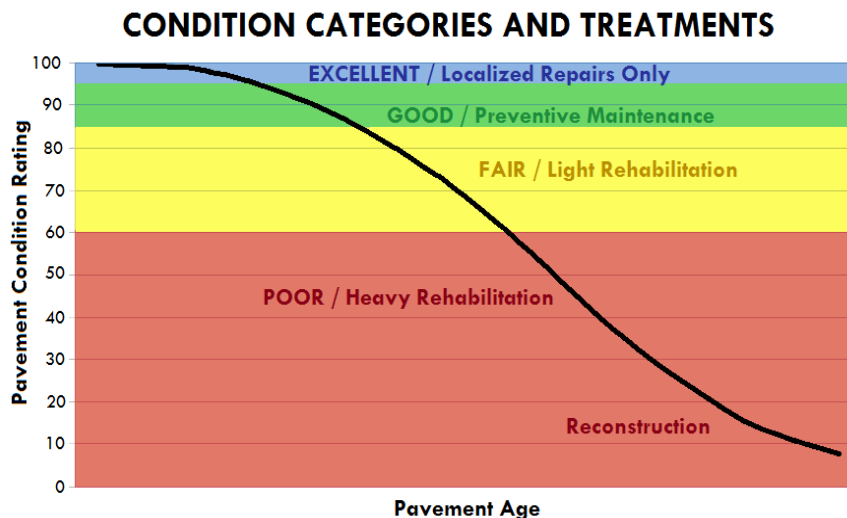
**Parking Area Condition Percentages**

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

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

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

- Excellent / New: PCR of 95-100
  - Pavements in this range will require only spot repairs
- Good: PCR of 85-94
  - Pavements in this range will likely be candidates for Preventive Maintenance. Examples include Chip and Slurry Seals, Micro Surfacing and Thin Overlays.
- Fair: PCR of 61-84
  - Pavements in this range will likely be candidates of Light Rehabilitation (L3R). Examples include singlelift overlays up to 2.5 inches in total thickness, milling and overlays.
- Poor: PCR of 0-60
  - Pavements in this range will likely be candidates of Heavy Rehabilitation or Reconstruction (H3R or 4R). Examples include Pulverization, Multiple Lift Overlays, and Reconstruction.



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



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

### New River Gorge National Park and Preserve

**Condition (Rating / Index) Legend**

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

**Notes:**

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

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

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Paved Length (Miles)	Pavement Condition Rating (PCR)	Roughness Condition Index (RCI)	Surface Condition Rating (SCR)	Structural Crack Index	Alligator Crack Index	Longitudinal Cracking Index	Transverse Cracking Index	Patch / Pothole Index	Rutting Index
NERI-0010	3319	GRANDVIEW ROAD	1	AS	0.66	99	NR	99	99	100	99	100	100	100
NERI-0107	3235	CUNARD ROAD	2	AS	1.63	89	76	98	98	100	98	99	100	99
NERI-0108AZ	3236	ANGLER'S ACCESS ROAD PAVED	2	AS	0.08	100	NR	100	100	100	100	100	100	100
NERI-0126	53409	TURKEY SPUR ROAD	2	AS	1.18	78	55	93	93	98	95	99	99	97
NERI-0202AZ	50379	GRANDVIEW VISITOR CENTER ROAD	3	AS	0.44	98	NR	98	99	100	99	99	100	98
NERI-0202BZ	50379	GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP	3	AS	0.17	97	NR	97	97	100	97	100	100	97



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

### New River Gorge National Park and Preserve

**Condition (Rating / Index) Legend**

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

**Notes:**

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

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

Route No.	FMSS No.	Route Name	Functional Class	Surf. Type	Paved Length (Miles)	Pavement Condition Rating (PCR)	Roughness Condition Index (RCI)	Surface Condition Rating (SCR)	Structural Crack Index	Alligator Crack Index	Longitudinal Cracking Index	Transverse Cracking Index	Patch / Pothole Index	Rutting Index
NERI-0208AZ	115910	MEADOW CREEK CAMPGROUND ENTRANCE ROAD	3	AS	0.53	97	NR	97	NR	97	97	97	97	97



## Cycle 6 - Road Inventory Program Parking Area Condition Summary Report

### New River Gorge National Park and Preserve

**Condition (Rating / Index) Legend**

<b>EXCELLENT (97)</b>
<b>GOOD (90)</b>
<b>FAIR (73)</b>
<b>POOR* (0, 30, 53)</b>
<b>NR = NOT RATED</b>

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

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Pavement Condition Rating (PCR)	Asphalt Surface Distresses						Concrete Surface Distresses						
							Alligator Cracking	Longitudinal / Transverse Cracking	Rutting / Distortions	Potholes / Patching	HMA Patching	Surface Raveling / Bleeding	Joint Faulting	Slab Cracking	Joint Distresses	Delamination / Pop-Outs	Potholes / Patching		
NERI-0906	3276	CANYON RIM VISITOR CENTER PARKING	PUBLIC	AS	89,633	90	97	90	90	97	90	97							
NERI-0913	13284	CUNARD HORSE TRAIL PARKING	PUBLIC	AS	6,844	90	90	90	97	97	97	90							
NERI-0914AZ	51093	CUNARD PUBLIC USE A PARKING	PUBLIC	AS	25,422	90	90	97	97	97	97	97							
NERI-0914BZ	51093	CUNARD PUBLIC USE B PARKING	PUBLIC	AS	16,025	NR													
NERI-0919AZ	3254	GLEN JEAN HEADQUARTERS A PARKING	PUBLIC	AS	2,010	73	97	97	90	97	97	73							
NERI-0919BZ	3254	GLEN JEAN HEADQUARTERS B PARKING	PUBLIC	AS	1,548	73	97	97	97	97	97	73							
NERI-0919CZ	53954	GLEN JEAN ADMINISTRATIVE PARKING B	NONPUBLIC	AS	2,562	90	97	97	90	97	97	90							
NERI-0920Z	53954	GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND ASPHALT PARKING	NONPUBLIC	AS	13,152	90	90	90	97	90	90	90							
NERI-0922Z	53954	GLEN JEAN ADMINISTRATIVE PARKING	NONPUBLIC	AS	8,214	90	90	90	97	97	97	90							
NERI-0923Z	3254	GLEN JEAN BANK PARKING	PUBLIC	AS	4,396	73	97	97	97	97	97	73							
NERI-0926	13268	THURMOND DEPOT PARKING	PUBLIC	AS	5,168	90	90	90	90	97	97	90							
NERI-0947	53957	SANDSTONE DISTRICT RIVER RANGER OFFICE PARKING	NONPUBLIC	AS	14,990	73	73	90	97	97	90	73							
NERI-0958	53973	GRANDVIEW DRESSING ROOM PARKING	NONPUBLIC	AS	11,356	NR													
NERI-0959	53956	GRANDVIEW OPERATIONS COMPOUND PARKING	NONPUBLIC	AS	8,015	73	90	90	97	97	97	73							
NERI-0961	53959	GRANDVIEW SHELTER AREA 1 PARKING	PUBLIC	AS	23,713	90	90	90	97	97	97	90							
NERI-0962	53958	TURKEY SPUR OVERLOOK PARKING	PUBLIC	AS	4,631	73	90	90	90	73	97	73							
NERI-0963	53960	GRANDVIEW SHELTER AREAS 3 AND 4 PARKING	PUBLIC	AS	29,688	90	90	90	97	97	97	90							
NERI-0964	53961	GRANDVIEW SHELTER AREA 2 PARKING	PUBLIC	AS	18,191	NR													
NERI-0965AZ	53962	GRANDVIEW AMPHITHEATER A PARKING	PUBLIC	AS	4,095	73	97	97	97	97	97	73							
NERI-0965BZ	53962	GRANDVIEW AMPHITHEATER B PARKING (HANDICAPPED)	PUBLIC	AS	4,847	90	97	97	97	97	97	90							
NERI-0966	53964	GRANDVIEW MAIN OVERLOOK PARKING	PUBLIC	AS	50,549	90	97	90	97	97	97	90							
NERI-0967AZ	53965	GRANDVIEW OVERFLOW A PARKING	PUBLIC	AS	4,667	73	97	90	97	97	97	73							
NERI-0967BZ	53965	GRANDVIEW OVERFLOW B PARKING	PUBLIC	AS	6,961	73	97	97	97	97	97	73							
NERI-0967CZ	53965	GRANDVIEW OVERFLOW C PARKING	PUBLIC	AS	6,251	73	97	97	97	97	97	73							
NERI-0967DZ	53965	GRANDVIEW OVERFLOW D PARKING	PUBLIC	AS	4,732	73	97	90	97	97	97	73							
NERI-0967EZ	53965	GRANDVIEW OVERFLOW E PARKING	PUBLIC	AS	12,142	90	97	90	97	97	97	90							



## Cycle 6 - Road Inventory Program Parking Area Condition Summary Report

### New River Gorge National Park and Preserve

**Condition (Rating / Index) Legend**

<b>EXCELLENT (97)</b>
<b>GOOD (90)</b>
<b>FAIR (73)</b>
<b>POOR* (0, 30, 53)</b>
<b>NR = NOT RATED</b>

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

#### Condition Rating Details for Paved Parking Areas

Route No.	FMSS No.	Route Name	User Access	Surf. Type	Area (Sq. Ft.)	Pavement Condition Rating (PCR)	<u>Asphalt Surface Distresses</u>					<u>Concrete Surface Distresses</u>						
							Alligator Cracking	Longitudinal / Transverse Cracking	Rutting / Distortions	Potholes / Patching	HMA Patching	Surface Raveling / Bleeding	Joint Faulting	Slab Cracking	Joint Distresses	Delamination / Pop-Outs	Potholes / Patching	
NERI-0967FZ	53965	GRANDVIEW OVERFLOW F PARKING	PUBLIC	AS	6,066	90	90	90	97	97	97	90						
NERI-0967GZ	53965	GRANDVIEW OVERFLOW G PARKING	PUBLIC	AS	4,815	90	97	90	97	97	97	90						
NERI-0968	56828	SANDSTONE VISITOR CENTER PARKING	PUBLIC	AS	63,458	73	73	90	97	97	97	73						
NERI-0981	254862	SANDSTONE ADMINISTRATIVE PARKING	NONPUBLIC	AS	11,858	90	90	90	97	97	97	90						

# Section 4 Park Route Location Maps



## New River Gorge National Park and Preserve



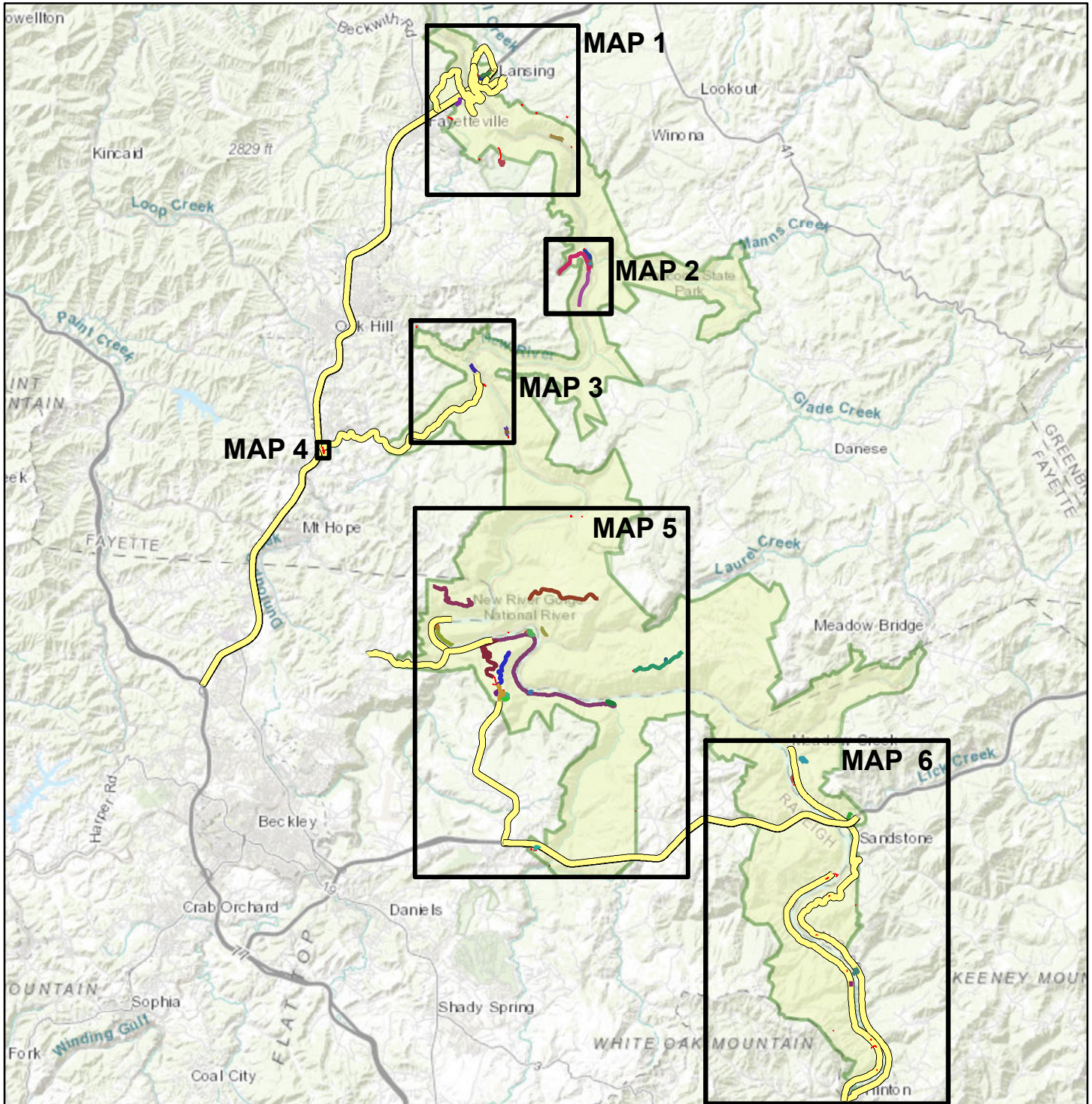
**Federal Lands Highway  
Road Inventory Program**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

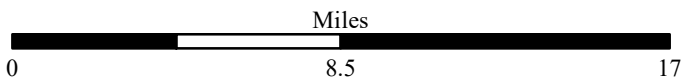
### KEY MAP



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), (c) OpenStreetMap contributors, and the GIS User Community

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

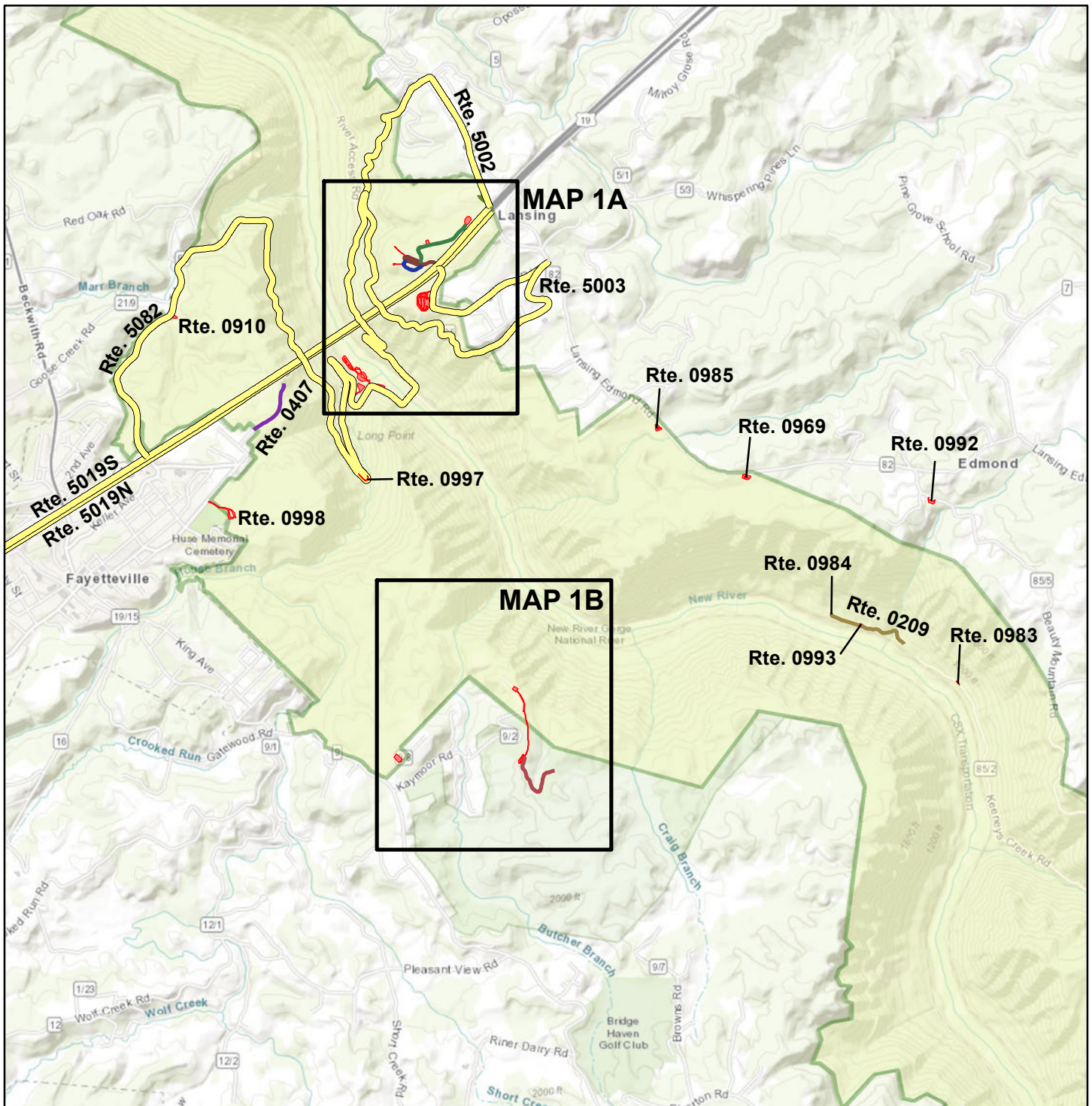
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

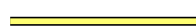
## ROUTE LOCATION MAP

### MAP 1

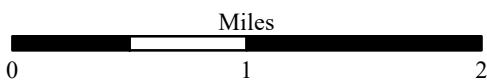


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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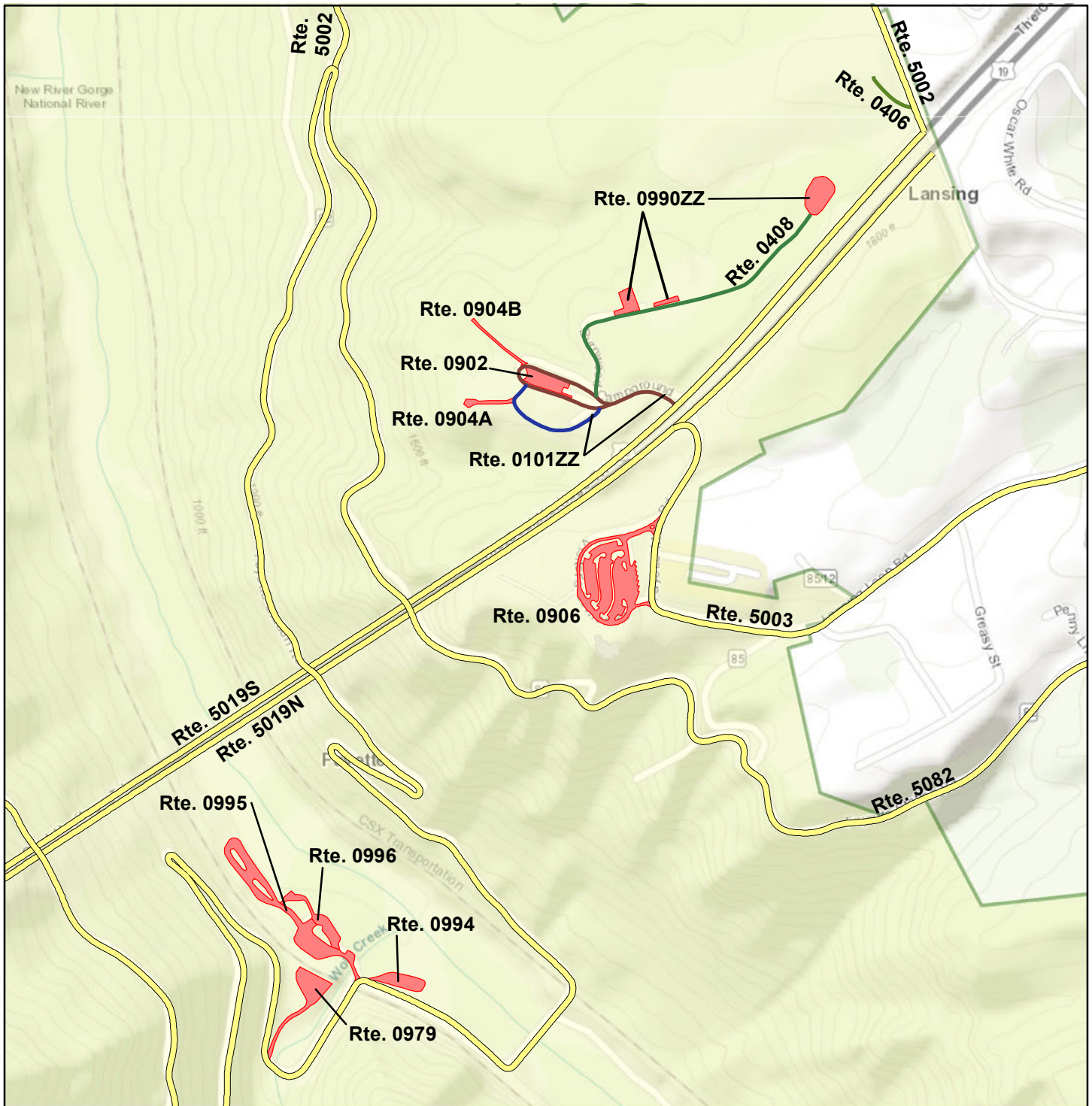
**Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

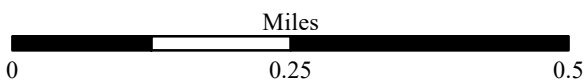
### MAP 1A



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**

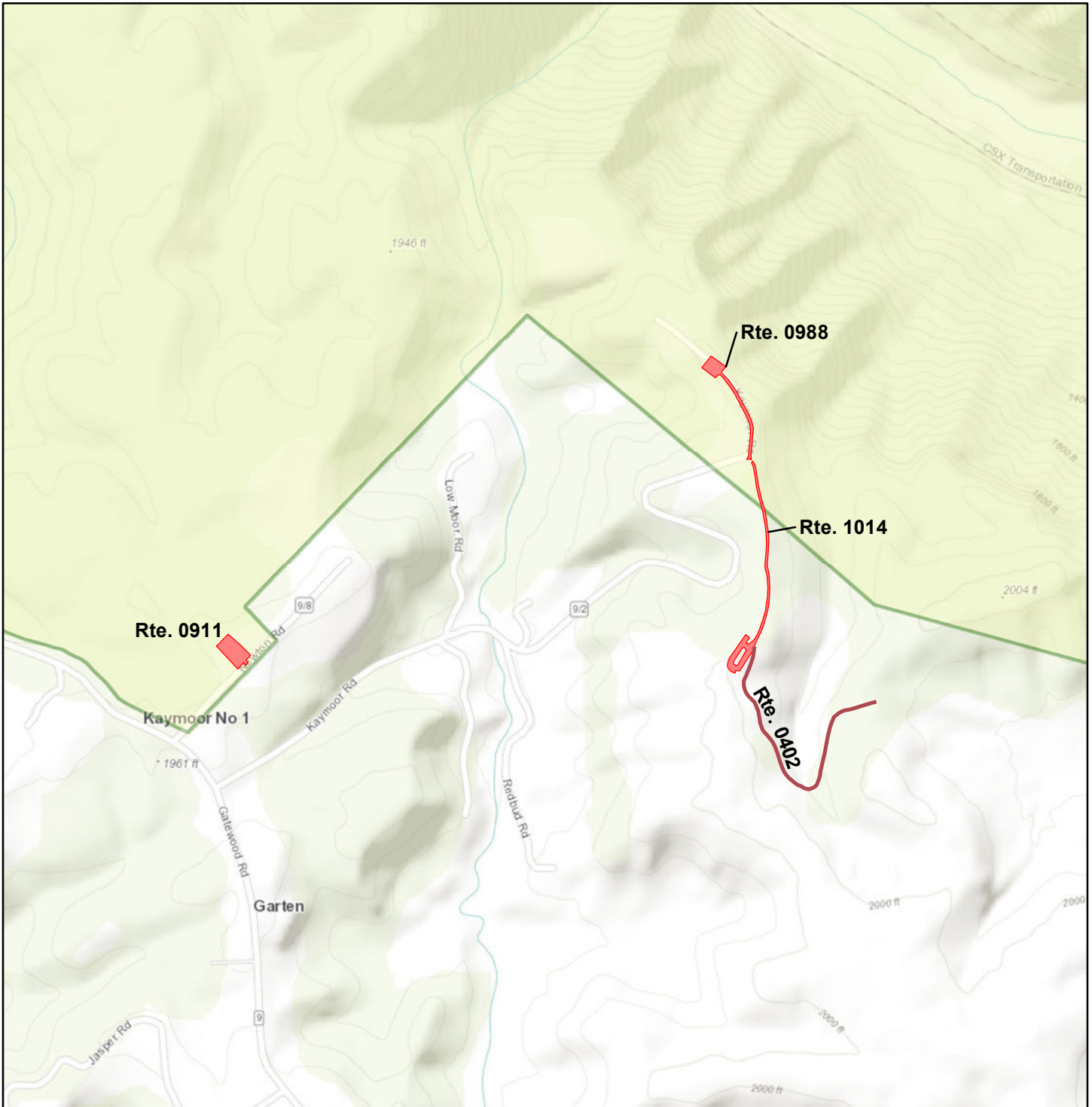
 Non-NPS Collected Routes



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

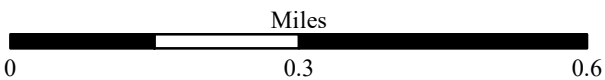
### MAP 1B



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

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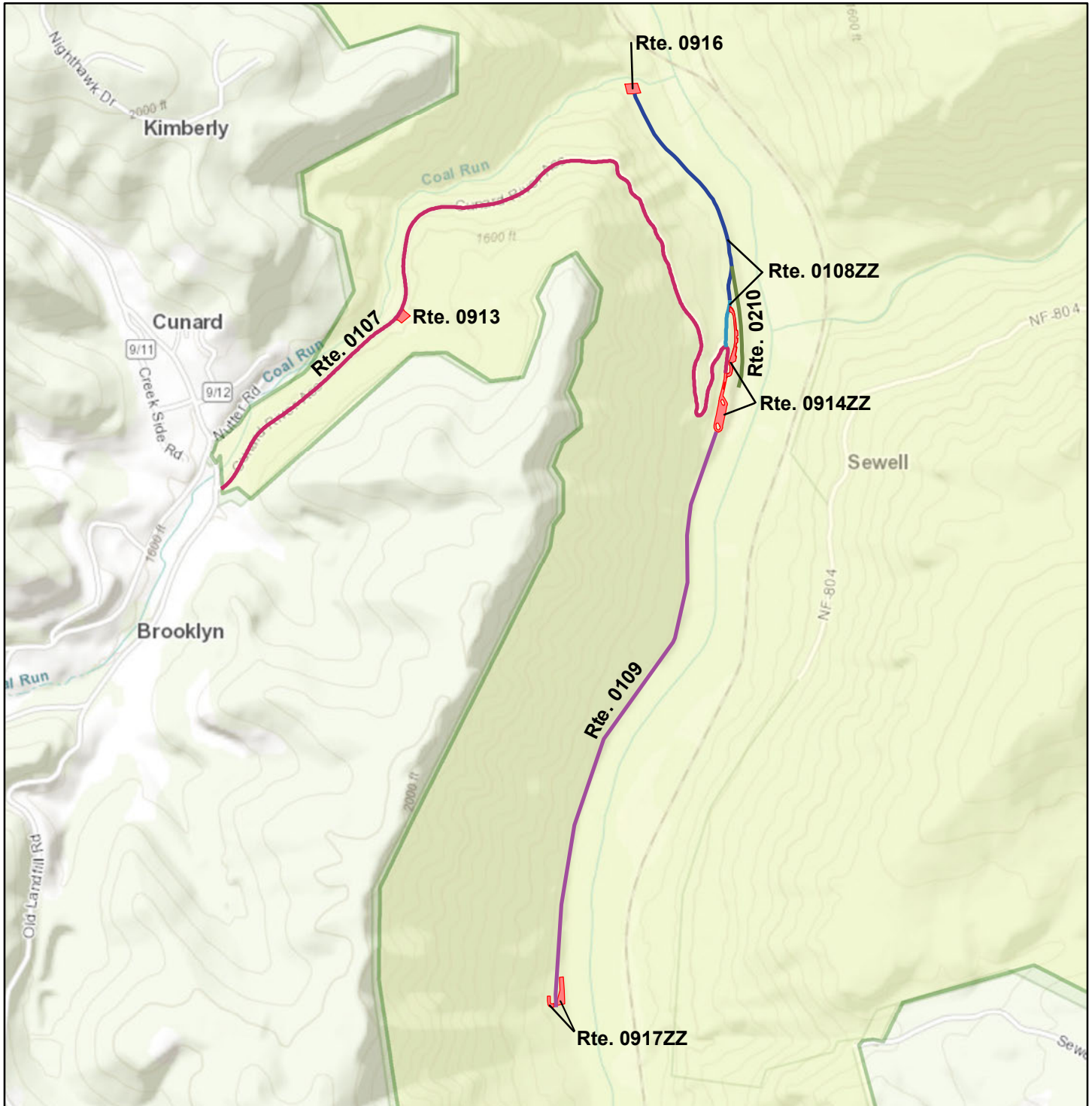
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

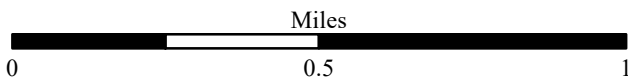
### MAP 2



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

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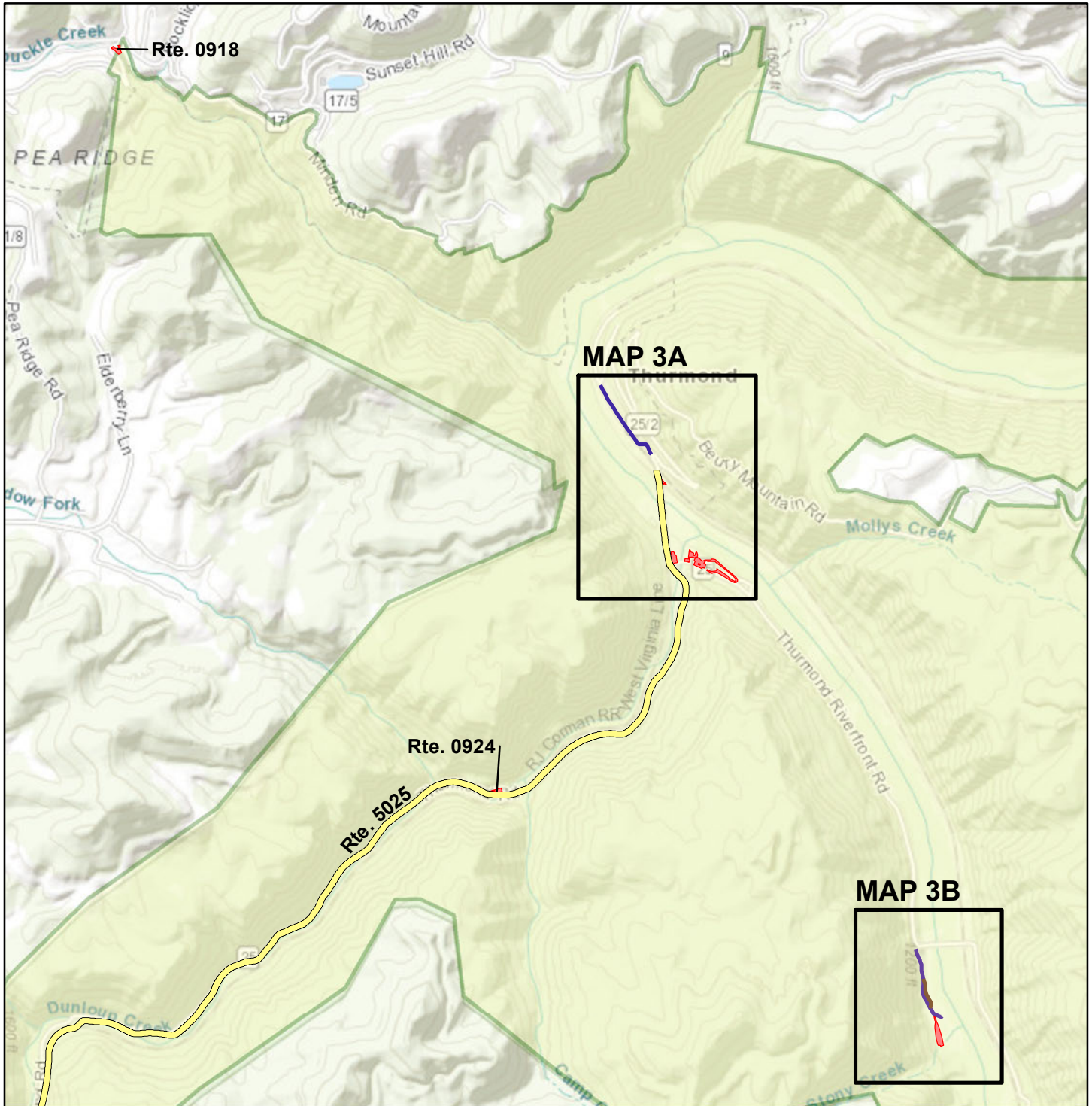
==== Non-NPS Collected Routes



# New River Gorge National Park and Preserve

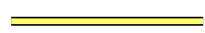
## ROUTE LOCATION MAP

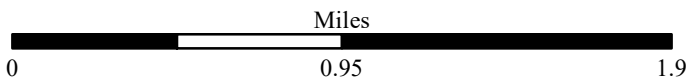
### MAP 3



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

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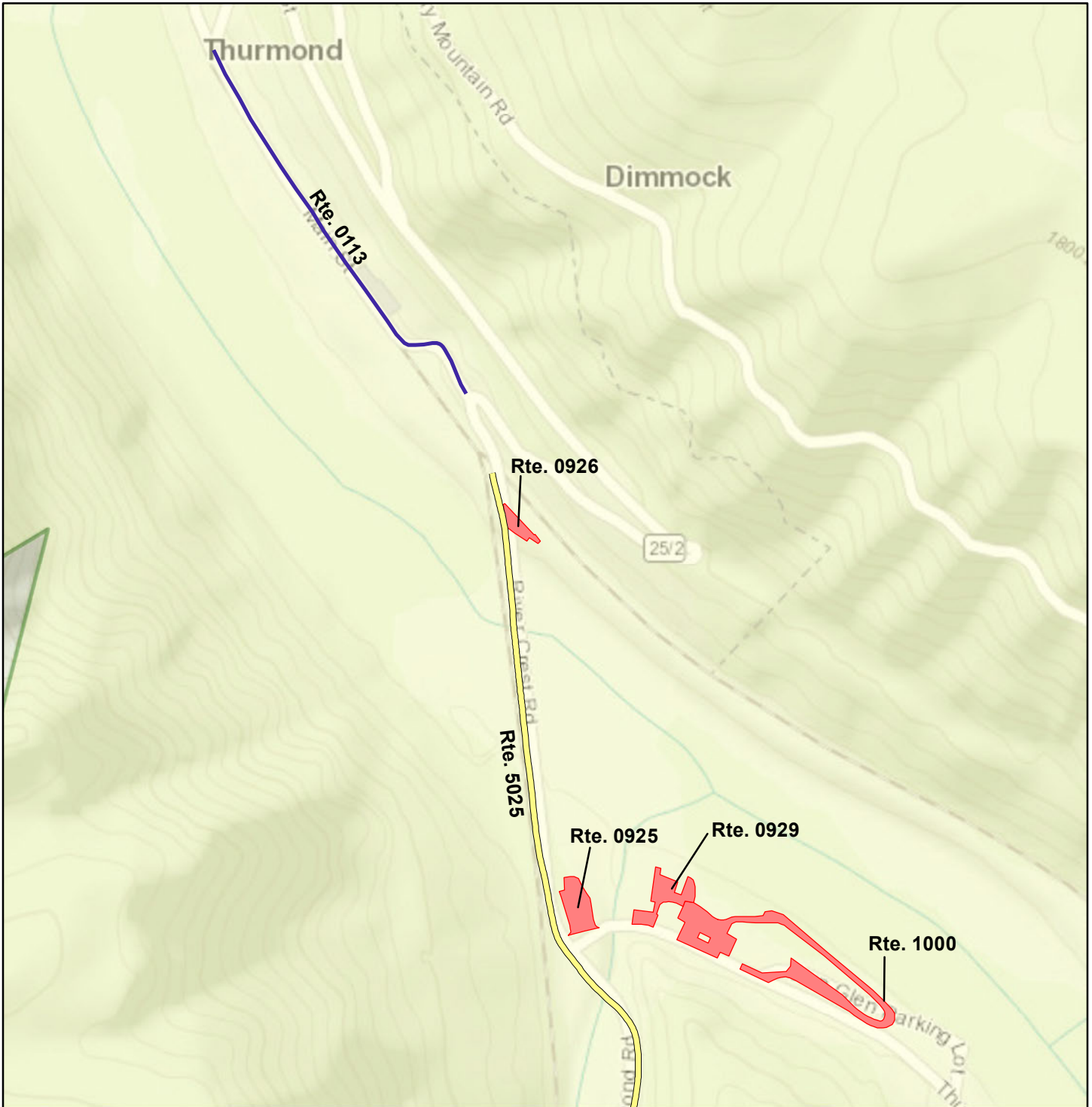
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

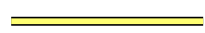
## ROUTE LOCATION MAP

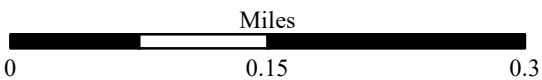
### MAP 3A



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

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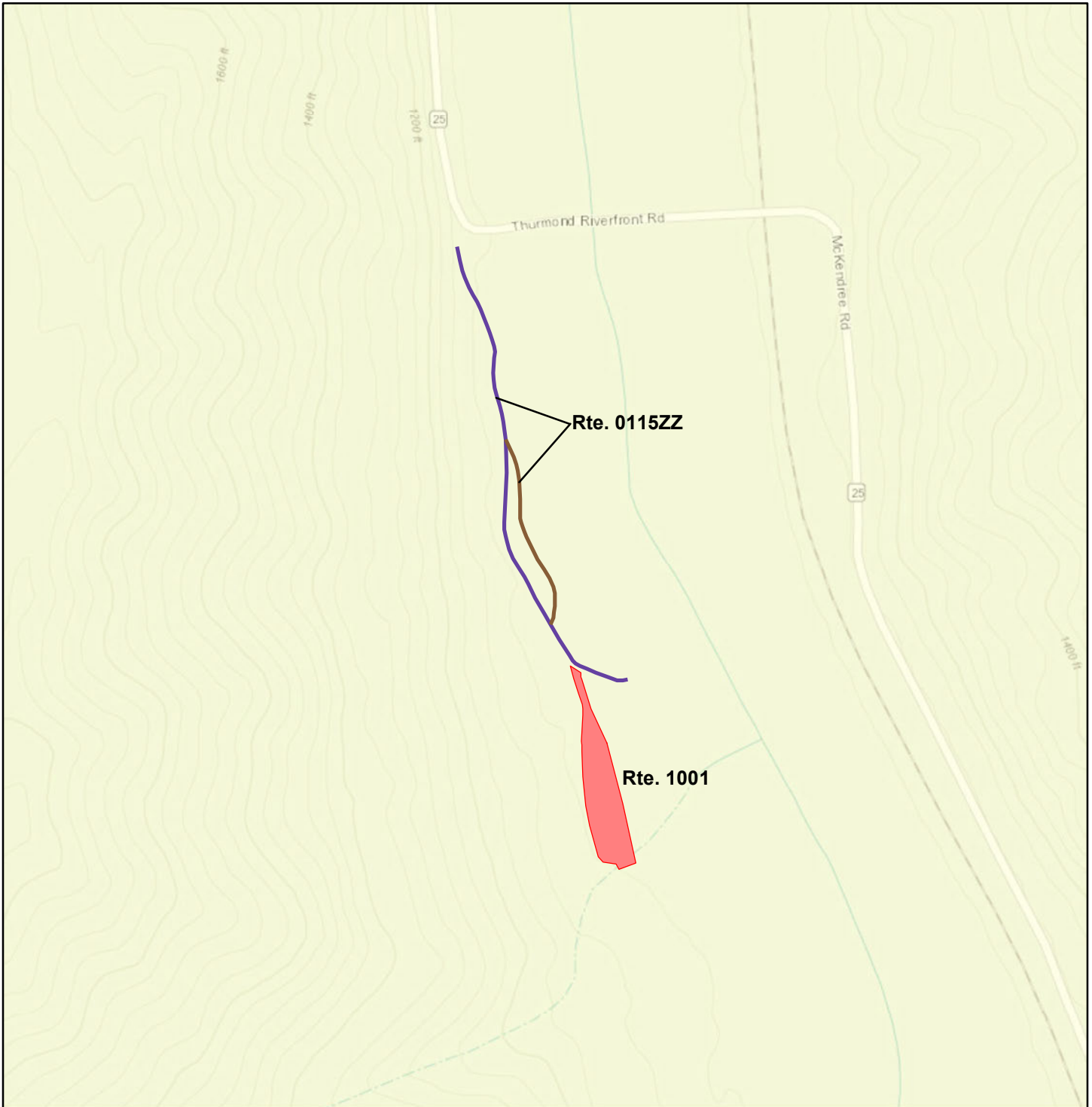
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

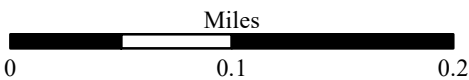
### MAP 3B



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

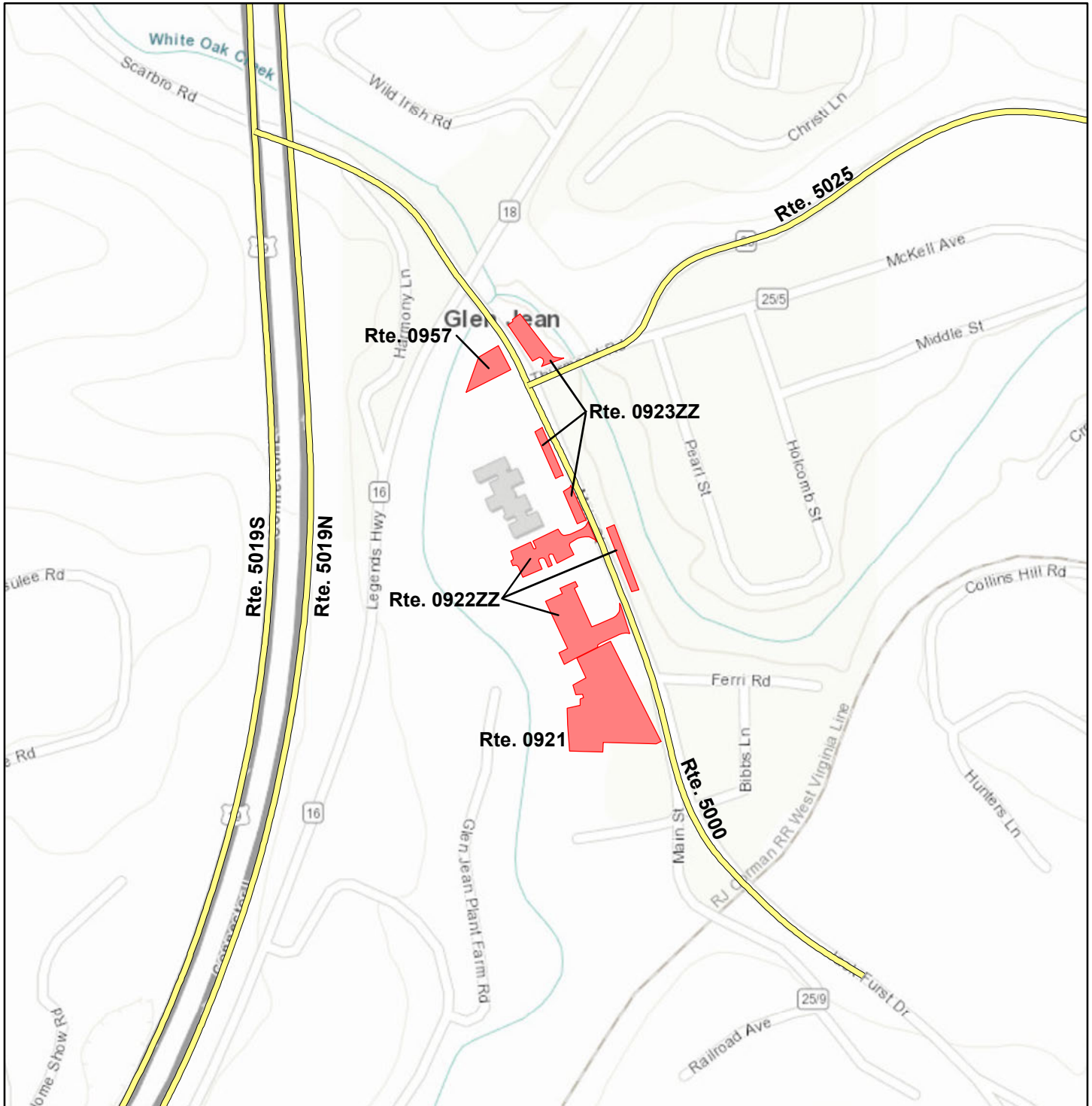




# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

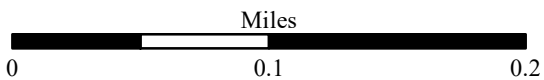
### MAP 4



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

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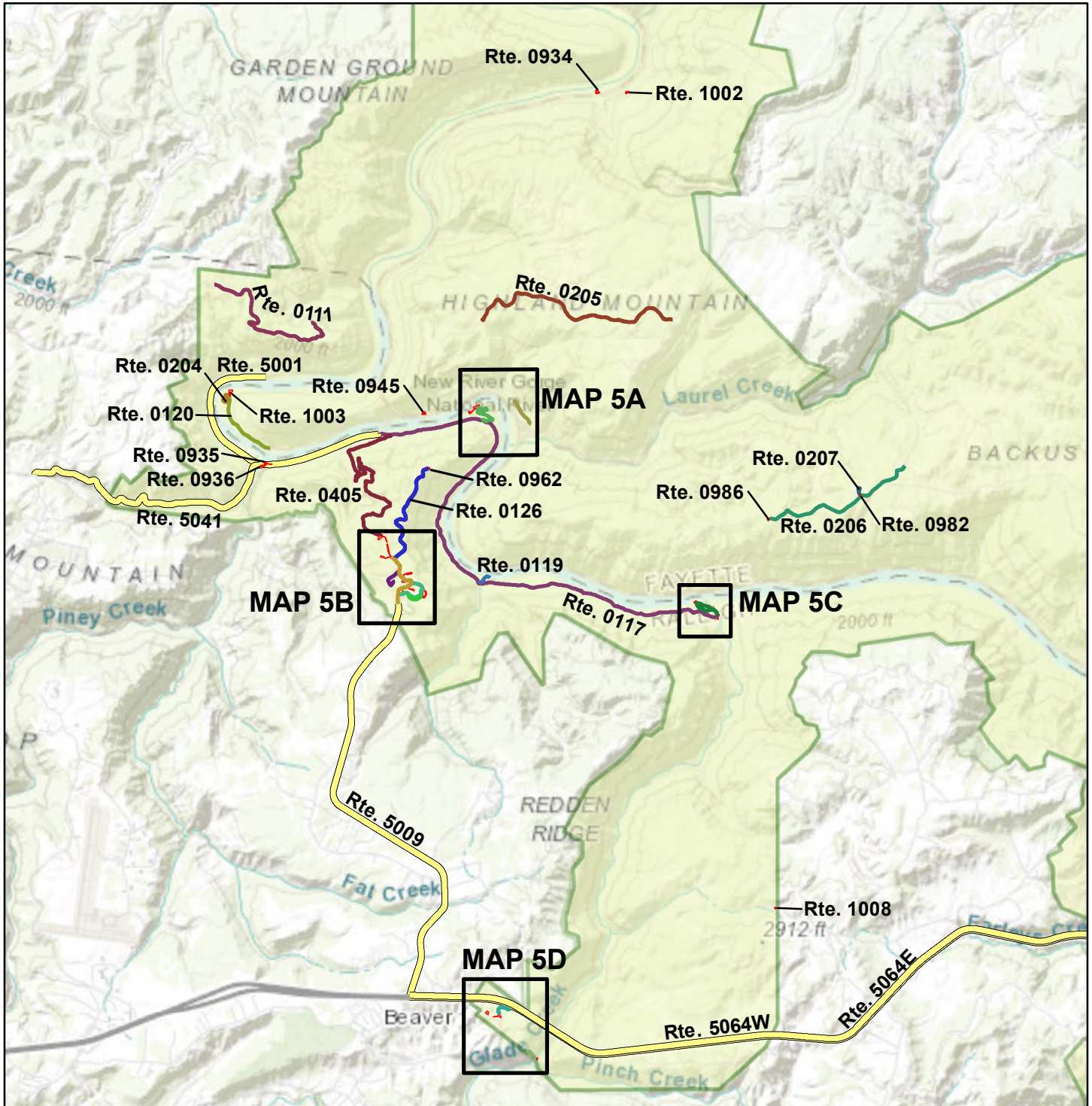
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

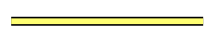
## ROUTE LOCATION MAP

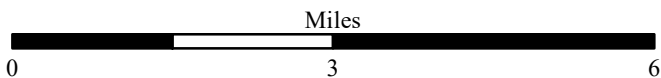
### MAP 5



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

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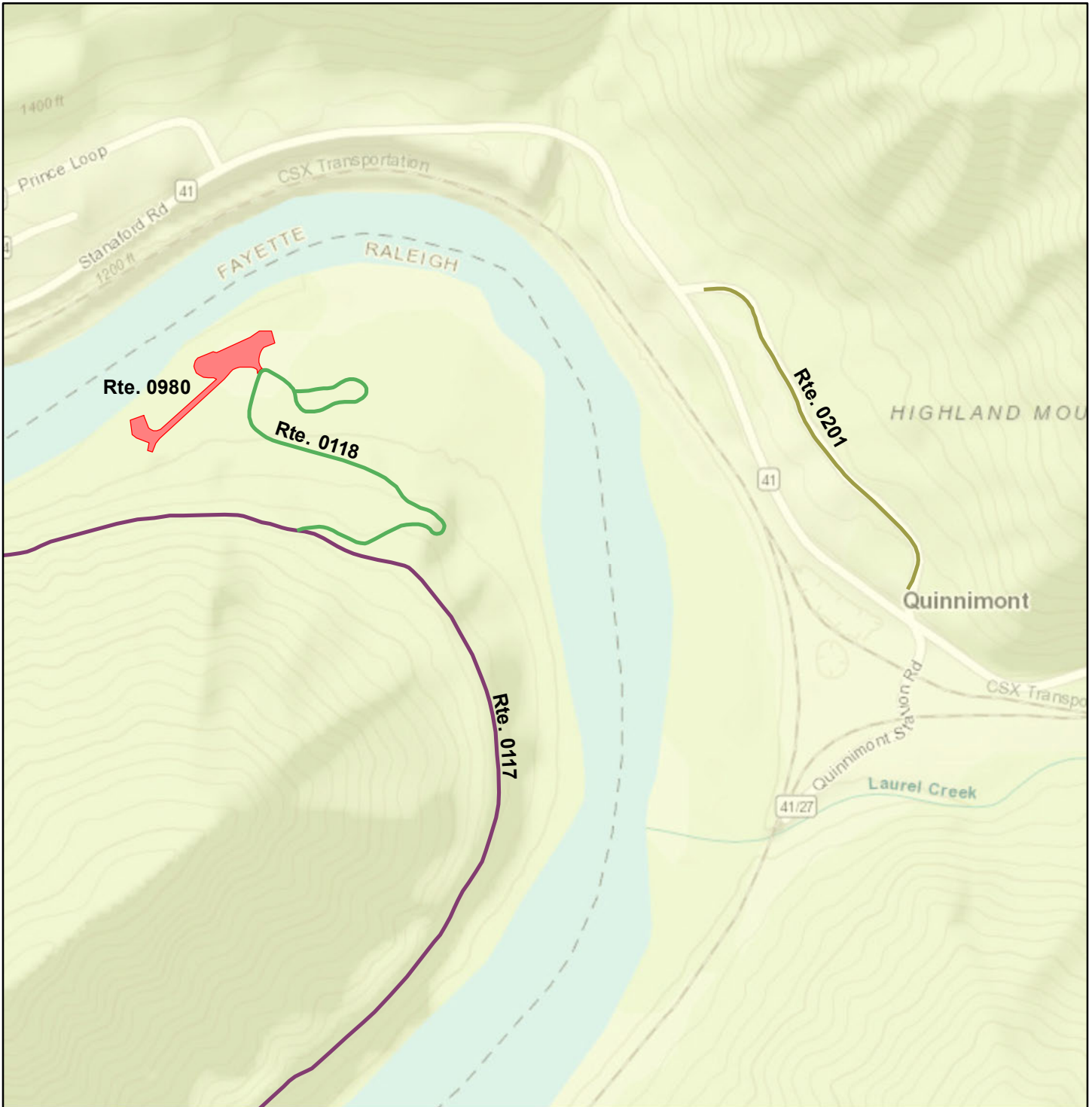
 Non-NPS Collected Routes



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

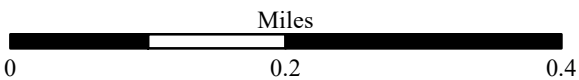
### MAP 5A



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**

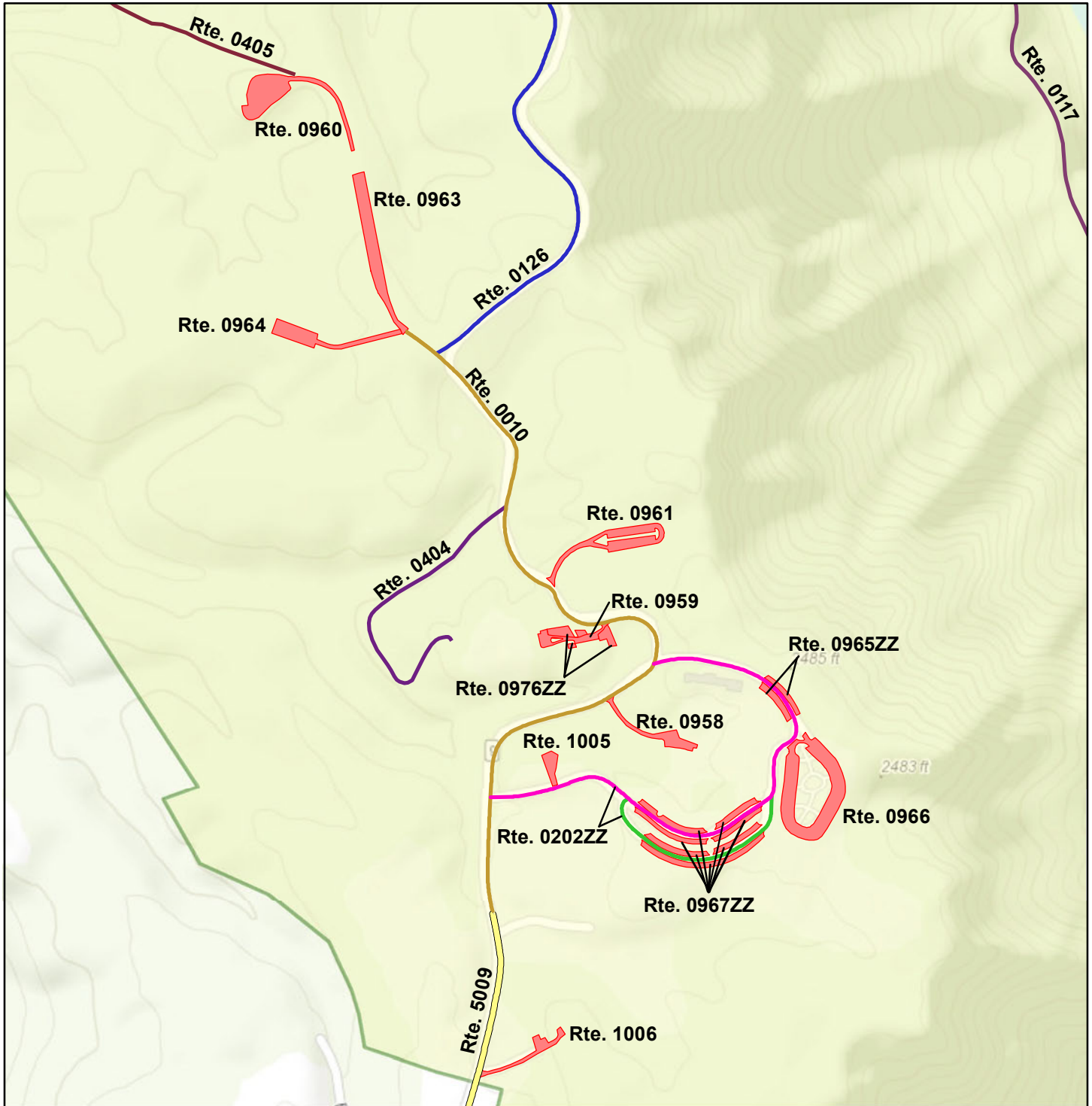
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

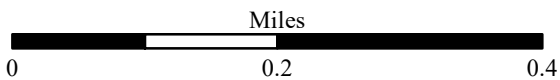
### MAP 5B



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**

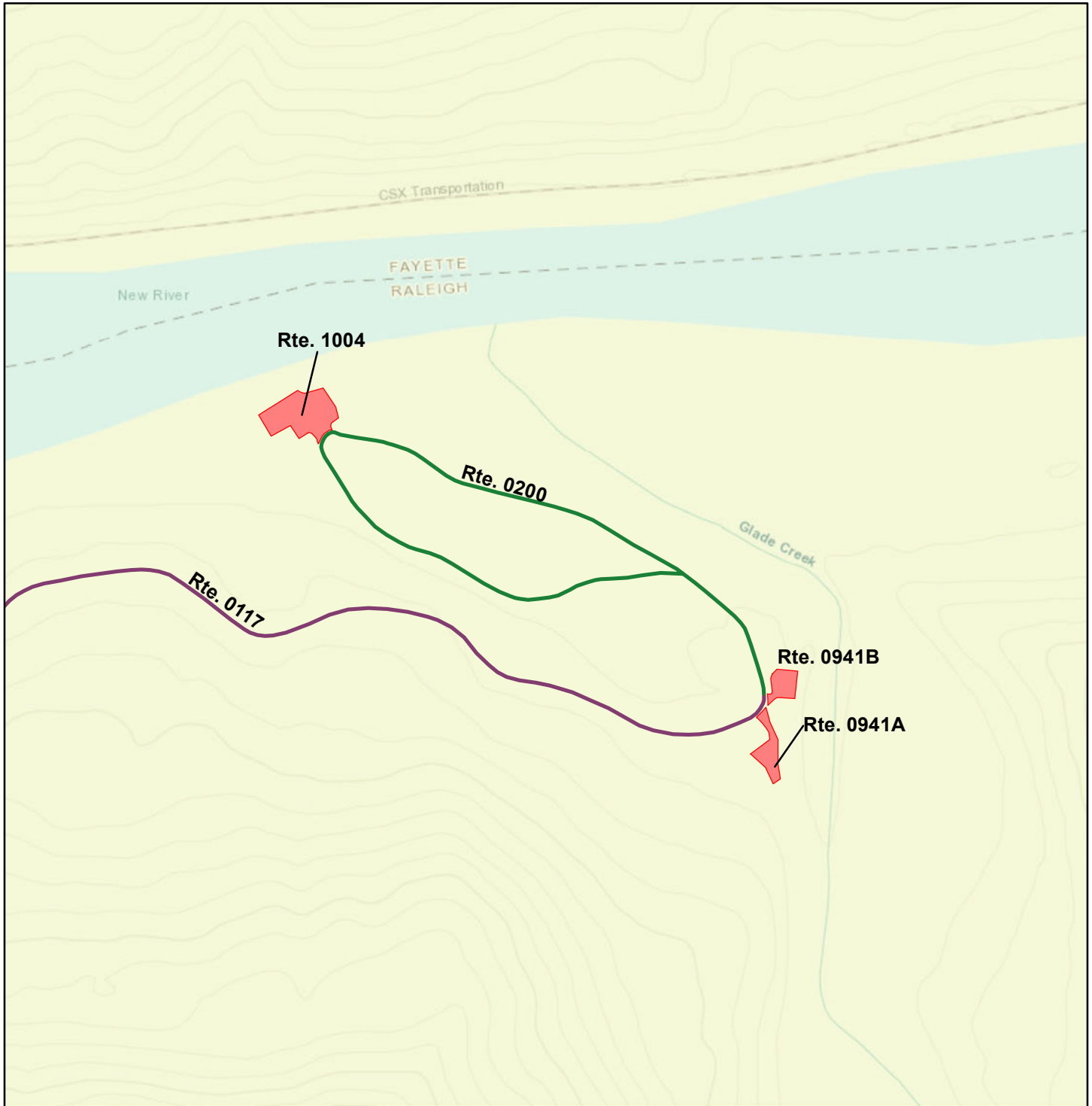
————— Non-NPS Collected Routes



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

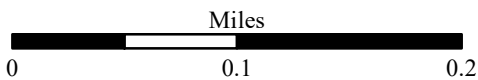
### MAP 5C



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**

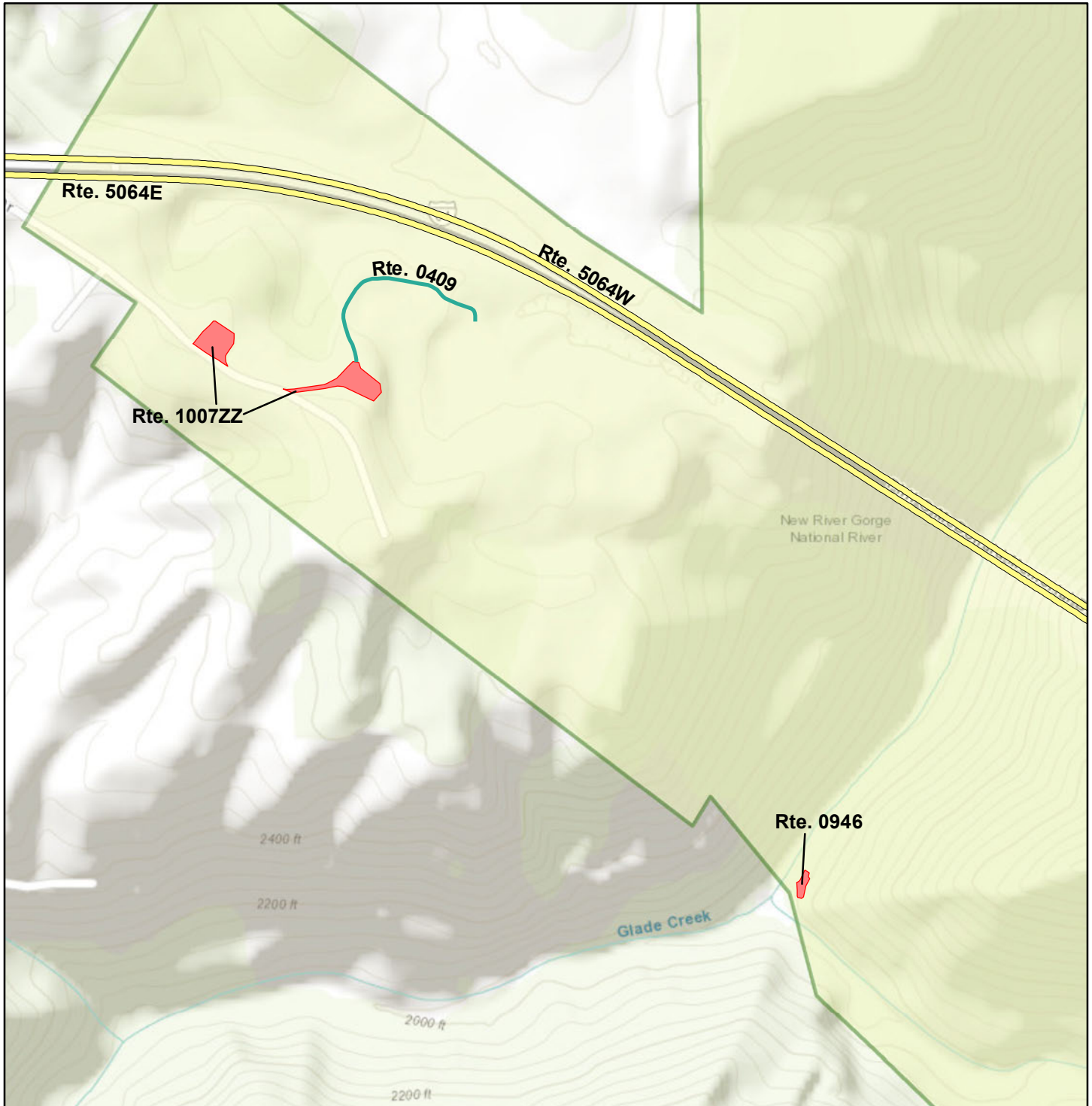
==== Non-NPS Collected Routes



# New River Gorge National Park and Preserve


## ROUTE LOCATION MAP

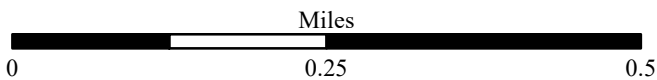
### MAP 5D



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**

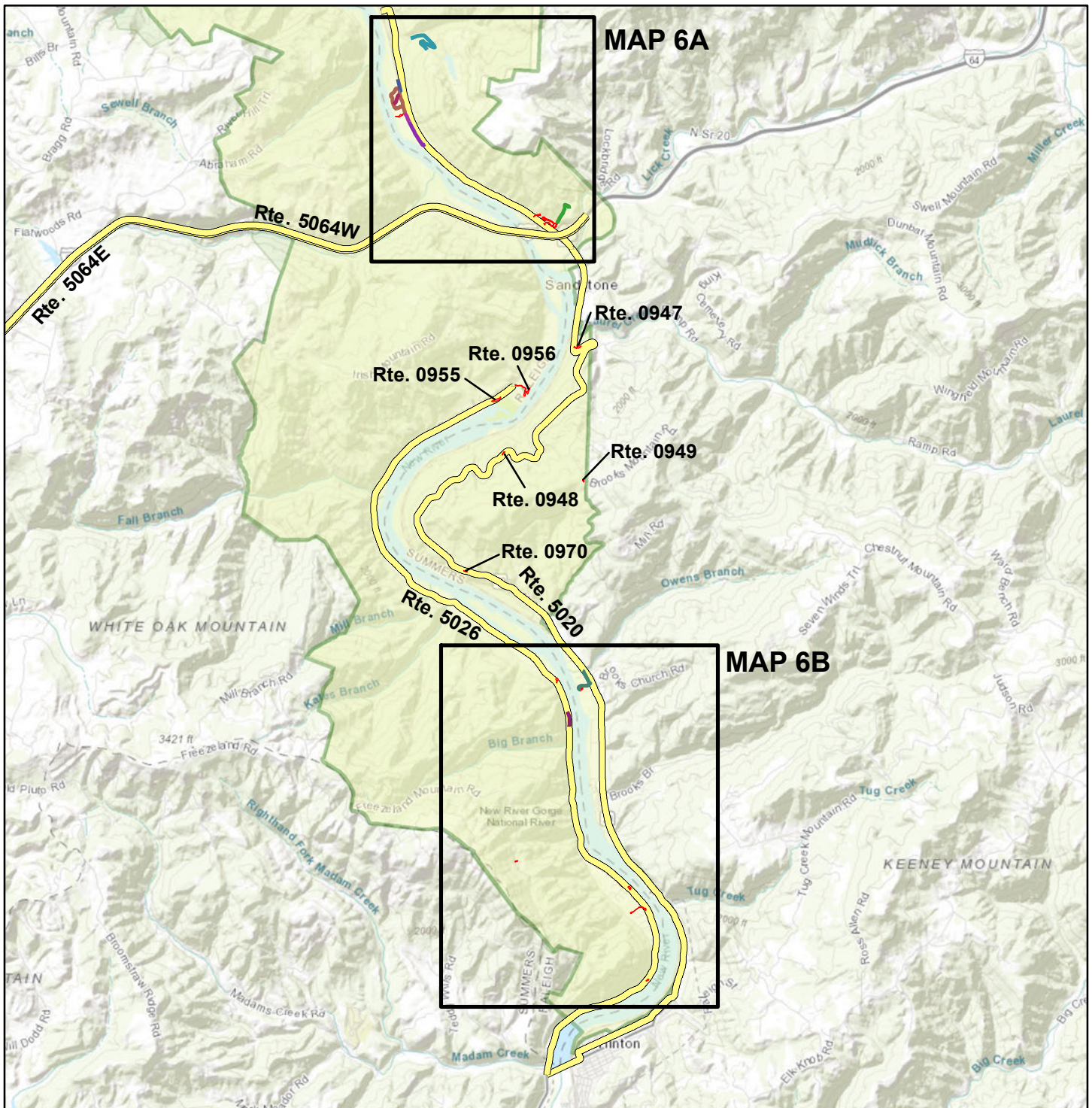
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve


## ROUTE LOCATION MAP

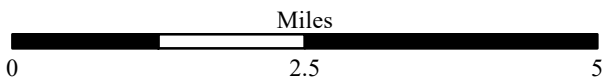
### MAP 6



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

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

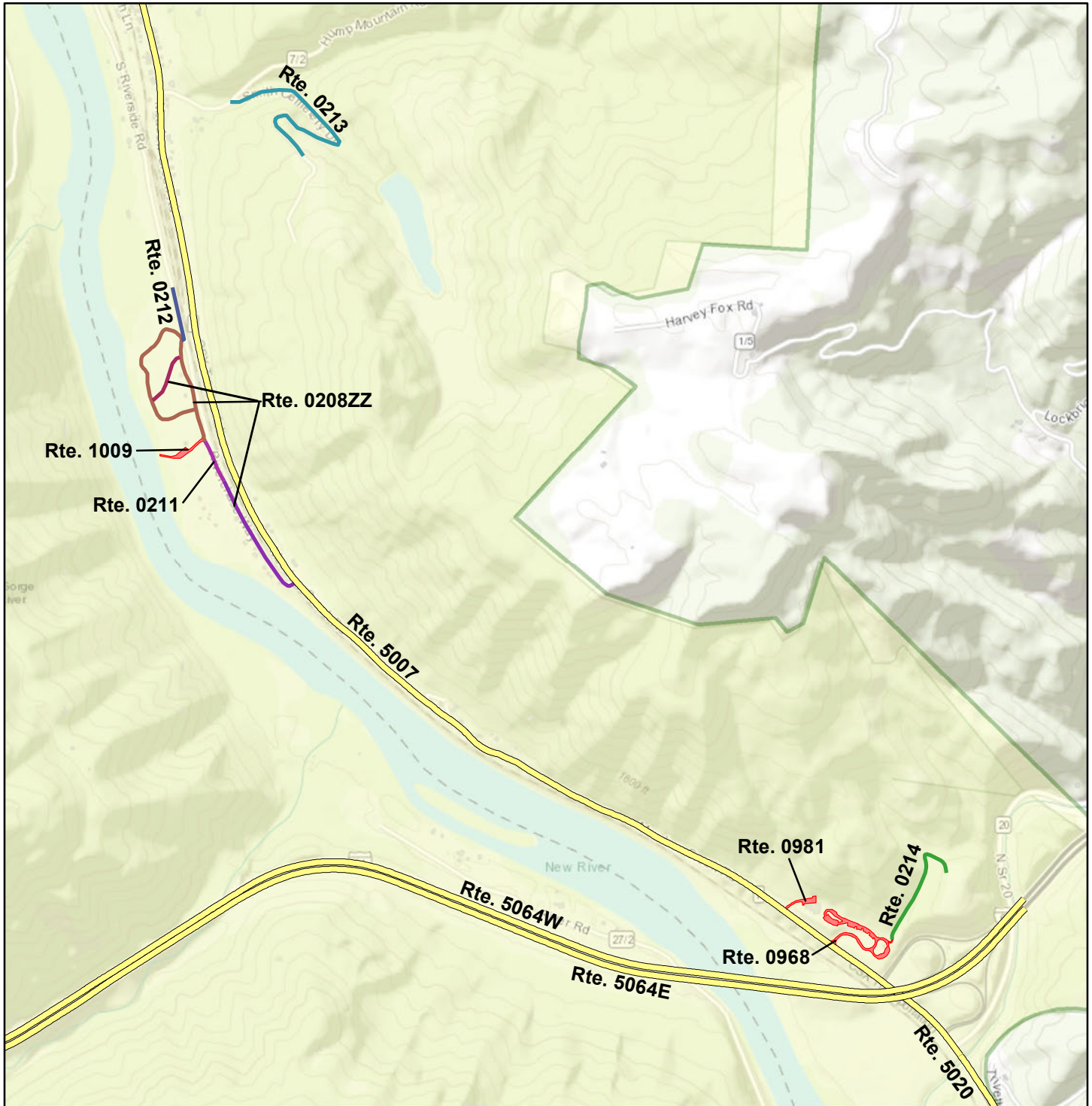
 **Non-NPS Collected Routes**



# New River Gorge National Park and Preserve

## ROUTE LOCATION MAP

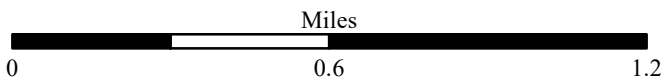
### MAP 6A



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

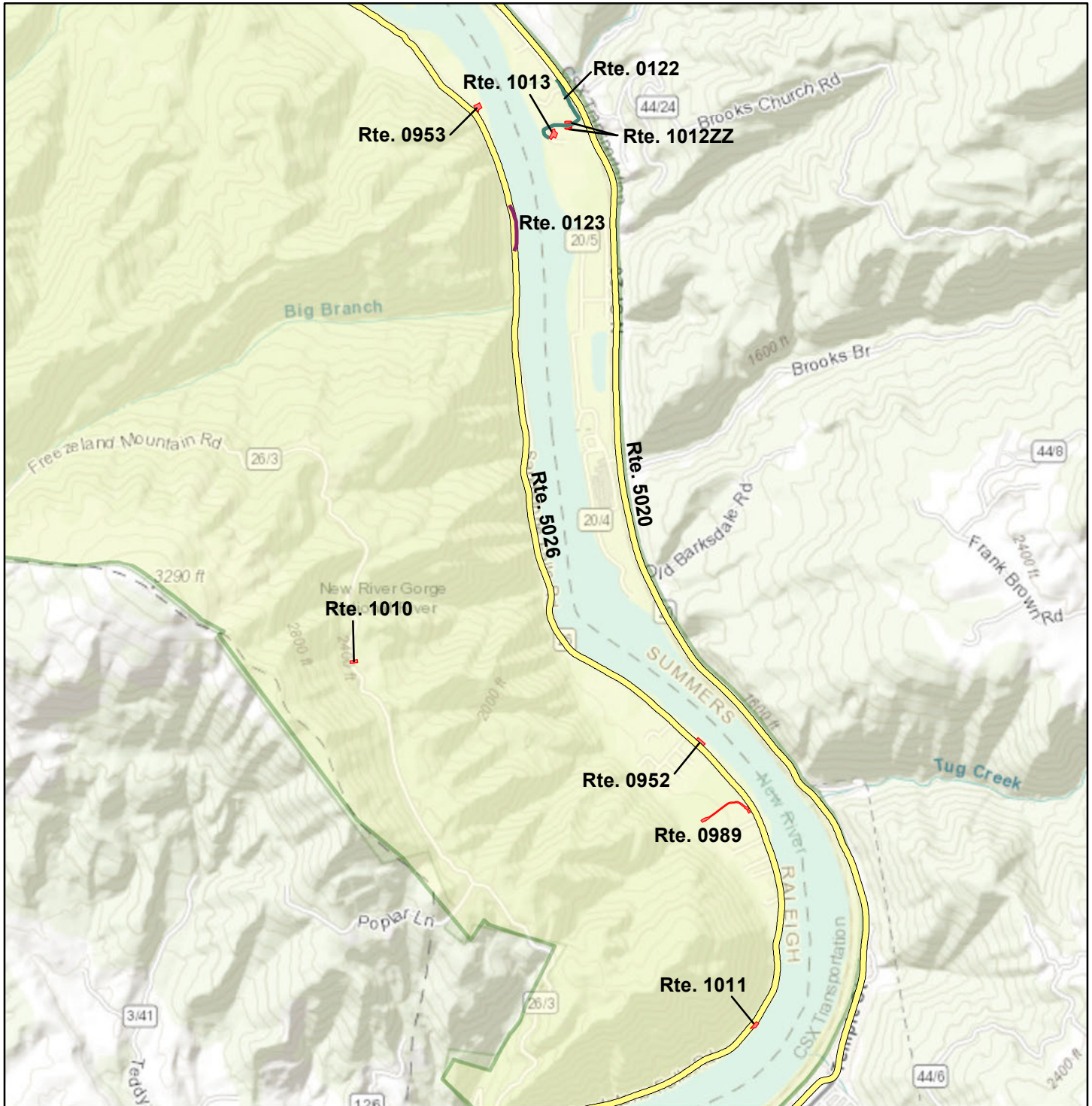




# New River Gorge National Park and Preserve

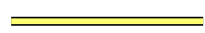
## ROUTE LOCATION MAP

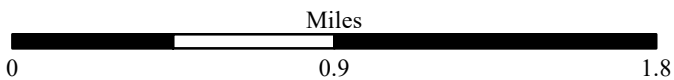
### MAP 6B



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**

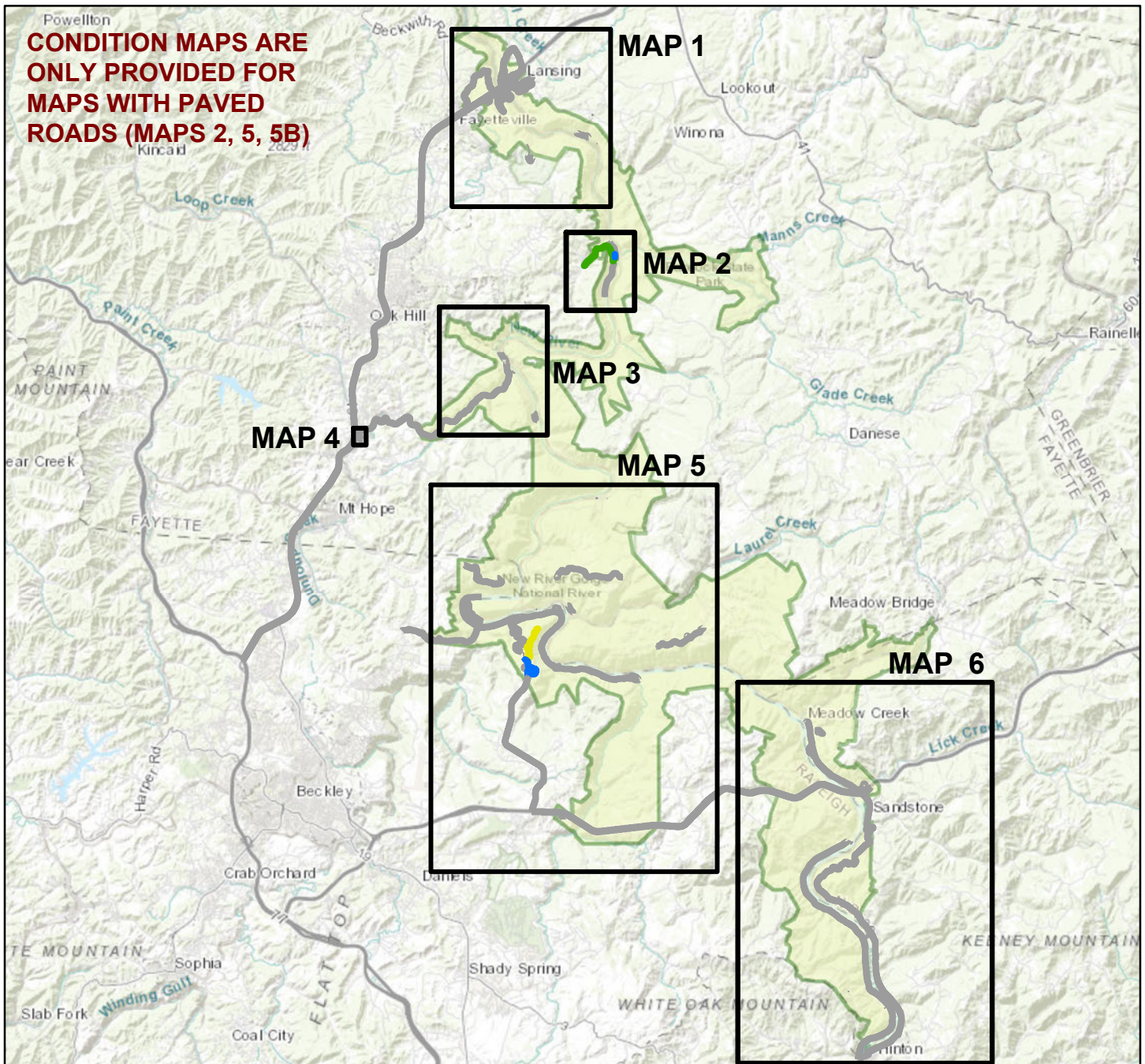


# New River Gorge National Park & Preserve

## ROUTE CONDITION MAP

### PCR - MILE BY MILE

### KEY MAP



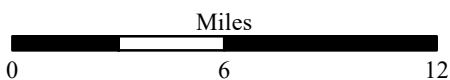
**CONDITION MAPS ARE ONLY PROVIDED FOR MAPS WITH PAVED ROADS (MAPS 2, 5, 5B)**

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

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

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

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

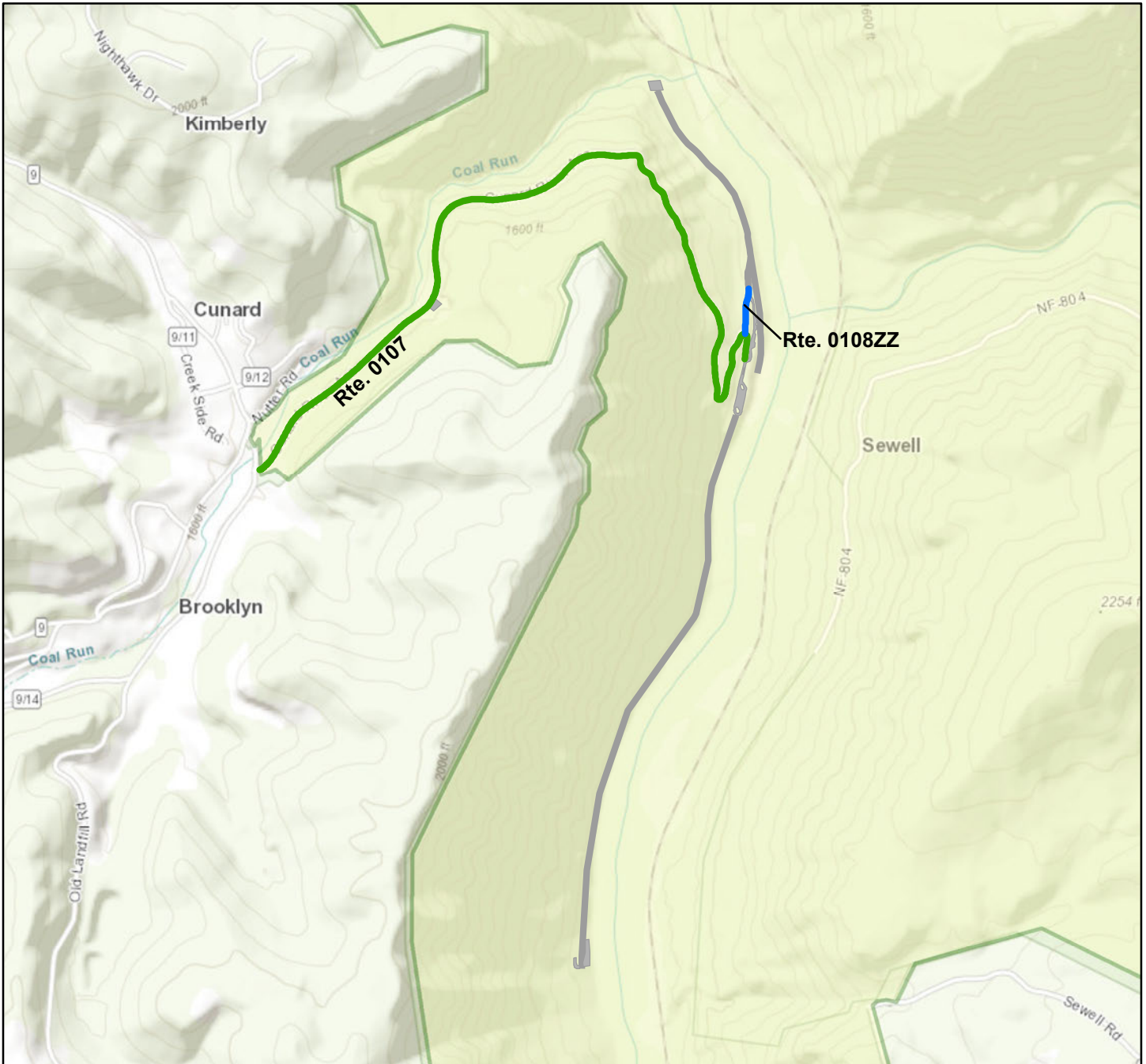


# New River Gorge National Park & Preserve

## ROUTE CONDITION MAP

### PCR - MILE BY MILE

### MAP 2

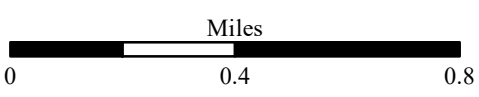


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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

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

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

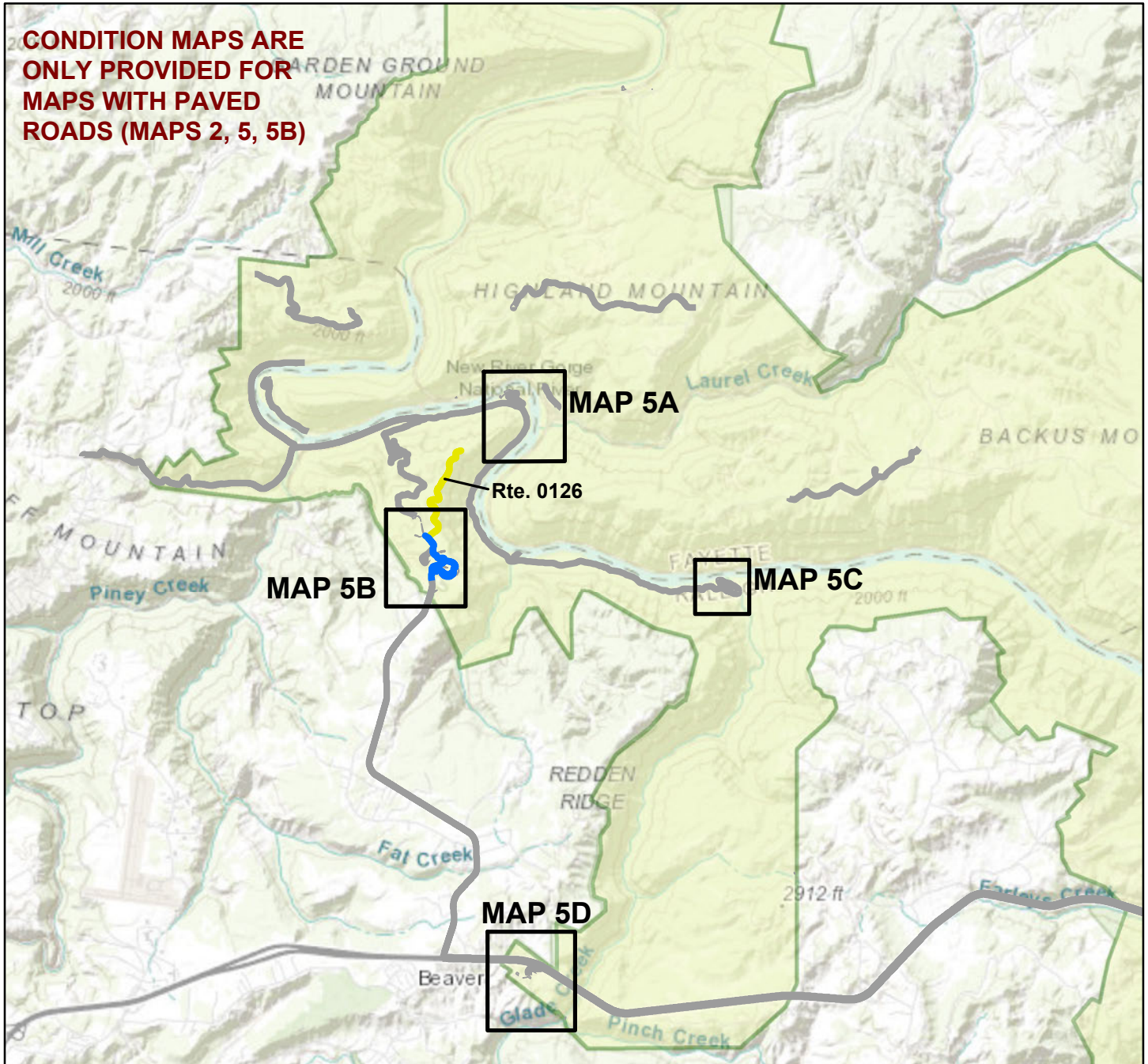


# New River Gorge National Park & Preserve

## ROUTE CONDITION MAP

### PCR - MILE BY MILE

### MAP 5

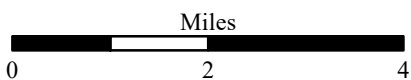


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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

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

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



# New River Gorge National Park & Preserve

## ROUTE CONDITION MAP

### PCR - MILE BY MILE

#### MAP 5B

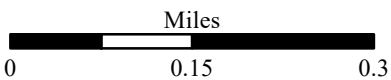


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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Colors on map represent condition scores at 1-mile intervals. See Appendix for definitions and formulas  
Only Data Collection Vehicle and Manually Rated Roads are displayed



# Section 5 Paved Road Condition Rating Sheets



New River Gorge National Park and Preserve



Federal Lands Highway  
Road Inventory Program

# New River Gorge National Park and Preserve

## ROUTE 0010: GRANDVIEW ROAD

### Data Collection Vehicle (DCV) Rating



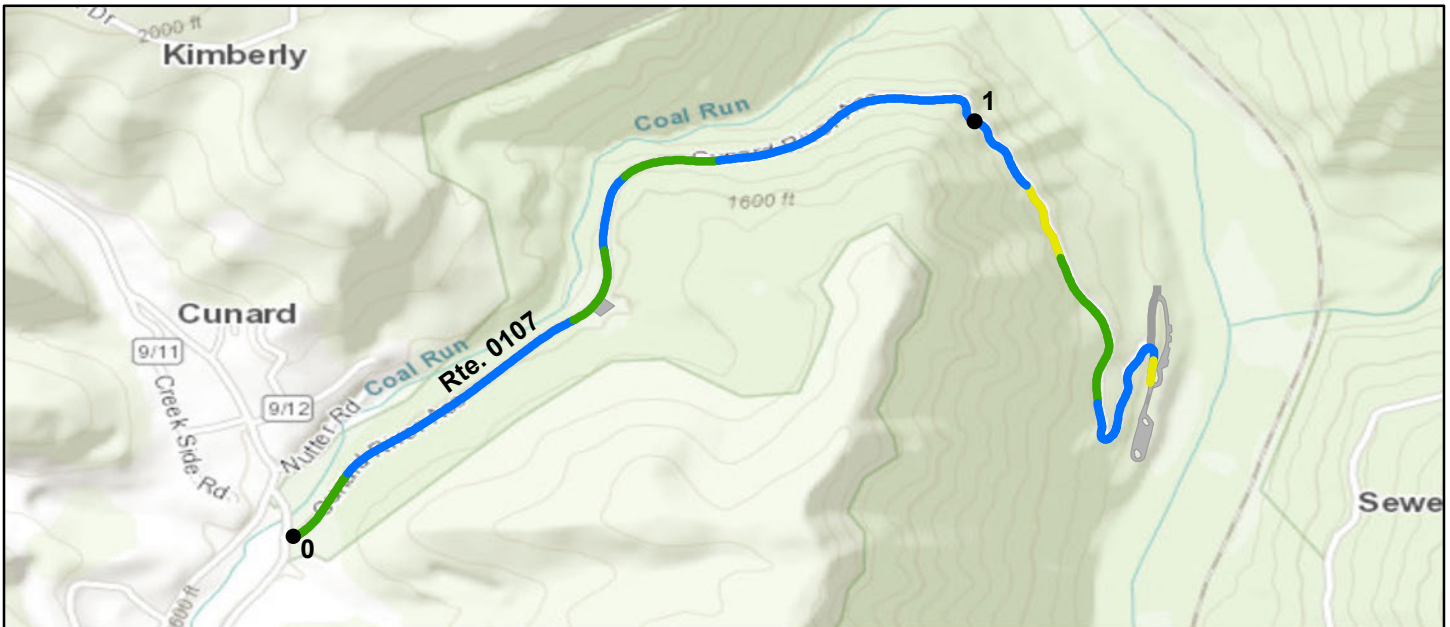
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)						
Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated		
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.						
<b>Inspection Date:</b> 7/14/2021	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.66	<b>Section Length (MI)</b>	0.66				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	99	99				
Surface Condition Rating (SCR)	99	99				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	99	99				
Alligator Crack Index	100	100				
Longitudinal Crack Index	99	99				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	100	100				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	19.1	19.1				
Lane Width (ft)	8.8	8.8				

# New River Gorge National Park and Preserve

## ROUTE 0107: CUNARD ROAD

### Data Collection Vehicle (DCV) Rating



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

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

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

<b>Inspection Date:</b>	7/14/2021	<b>Beginning Section MP</b>	0	1			
<b>Paved Length (Miles):</b>	1.63	<b>Section Length (MI)</b>	1	0.63			
<b>Surface Type:</b>	ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>							
Pavement Condition Rating (PCR)	89	95	97				
Surface Condition Rating (SCR)	98	99	97				
Roughness Condition Index (RCI)	76	89	N/A				
<b>Distress Index Values</b>							
Structural Crack Index	98	99	97				
Alligator Crack Index	100	100	100				
Longitudinal Crack Index	98	99	97				
Transverse Cracking Index	99	99	99				
Patching Index	100	100	100				
Rutting Index	99	100	98				
International Roughness Index (IRI)	180	142	N/A				
<b>Lane &amp; Width Information</b>							
Number of Lanes	2	2	2				
Paved Width (ft)	19.2	18.9	19.6				
Lane Width (ft)	8.6	8.6	8.6				



# New River Gorge National Park and Preserve

## ROUTE 0108AZ: ANGLER'S ACCESS ROAD PAVED

Subcomponent of Route NERI-0108ZZ

Data Collection Vehicle (DCV) Rating



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

Route Condition Legend – Pavement Condition Rating (PCR)						
Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated		
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.						
<b>Inspection Date:</b> 7/14/2021	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.08	<b>Section Length (MI)</b>	0.08				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	100	100				
Surface Condition Rating (SCR)	100	100				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	100	100				
Alligator Crack Index	100	100				
Longitudinal Crack Index	100	100				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	100	100				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	18.8	18.8				
Lane Width (ft)	9.2	9.2				

Note: Subcomponent 0108BZ is unpaved and not included in Section 5.

# New River Gorge National Park and Preserve

## ROUTE 0126: TURKEY SPUR ROAD

### Data Collection Vehicle (DCV) Rating



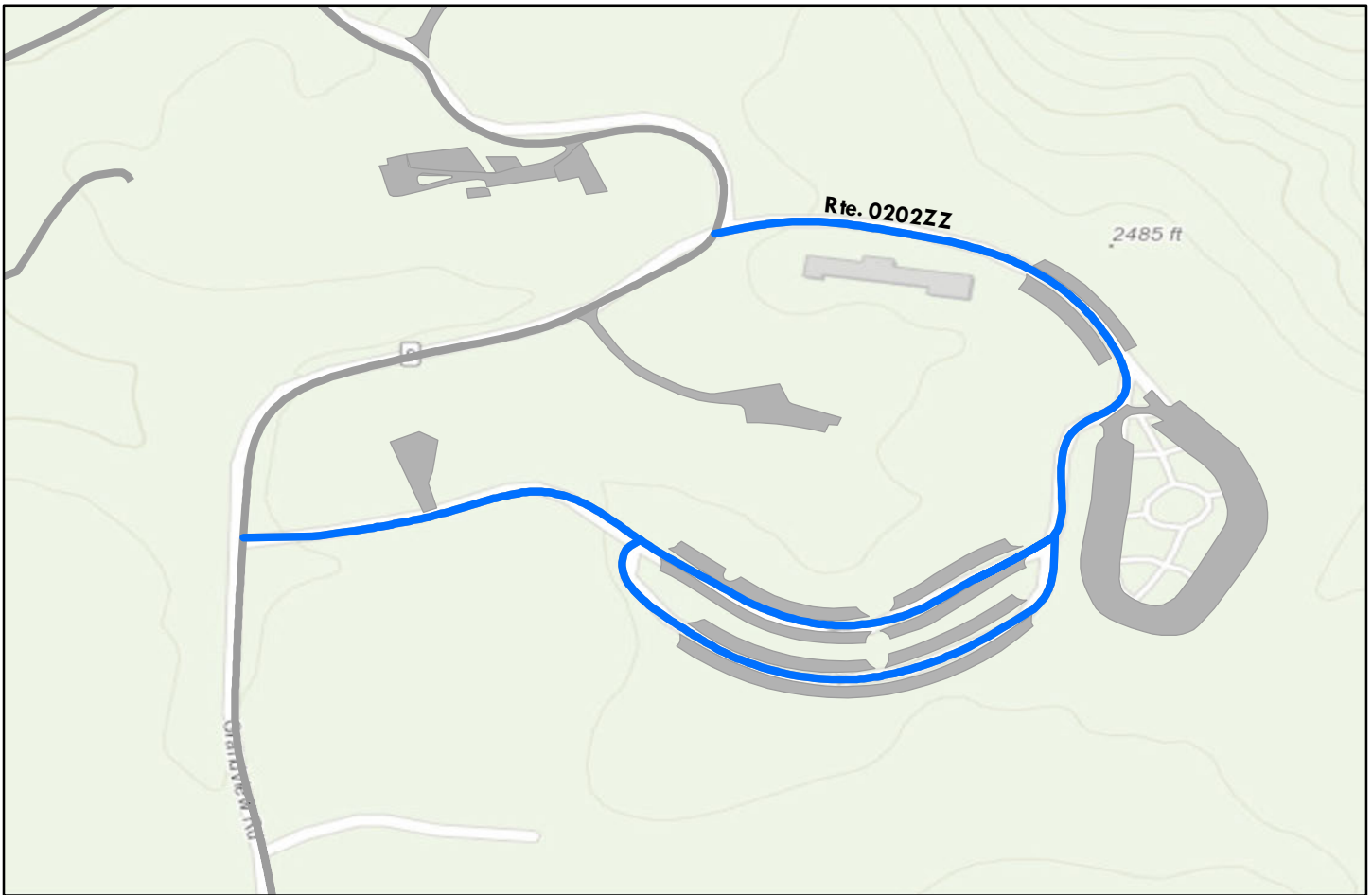
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Route Condition Legend – Pavement Condition Rating (PCR)										
Poor (0 - 60)		Fair (61- 84)		Good (85 - 94)		Excellent (95 - 100)		Not Rated		
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.										
<b>Inspection Date:</b>	7/14/2021	<b>Beginning Section MP</b>	0	1						
<b>Paved Length (Miles):</b>	1.18	<b>Section Length (MI)</b>	1	0.18						
<b>Surface Type:</b>	ASPHALT	<b>Route Summary</b>								
<b>Roadway Condition Information</b>										
Pavement Condition Rating (PCR)	78	79	92							
Surface Condition Rating (SCR)	93	93	92							
Roughness Condition Index (RCI)	55	58	N/A							
<b>Distress Index Values</b>										
Structural Crack Index	93	93	92							
Alligator Crack Index	98	98	100							
Longitudinal Crack Index	95	95	92							
Transverse Cracking Index	99	99	98							
Patching Index	99	99	99							
Rutting Index	97	97	95							
International Roughness Index (IRI)	260	247	N/A							
<b>Lane &amp; Width Information</b>										
Number of Lanes	2	2	2							
Paved Width (ft)	16.7	16.6	17.2							
Lane Width (ft)	8.4	8.3	8.6							

# New River Gorge National Park and Preserve

## ROUTE 0202ZZ: GRANDVIEW VISITOR CENTER ROADS

### Summary Route



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

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

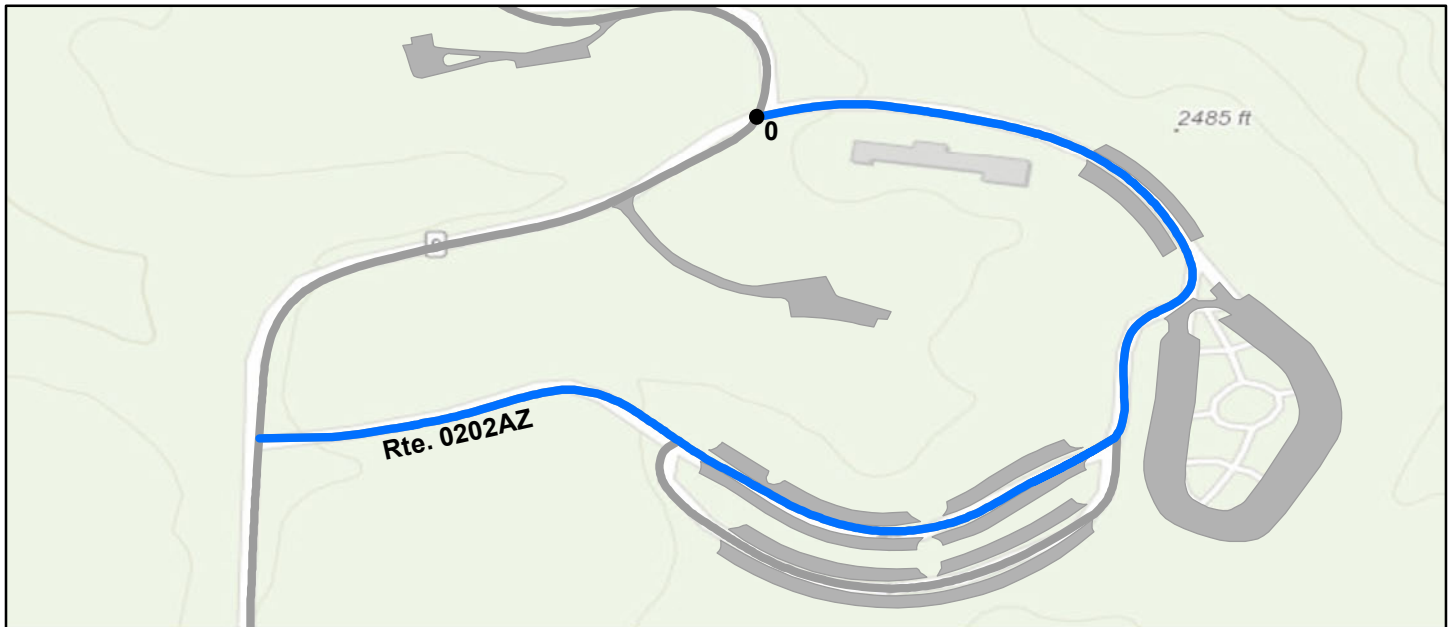
Route Condition Legend – Pavement Condition Rating (PCR)						
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>		
See Appendix for definitions and formulas						
<b>Inspection Date:</b>	7/14/2021					
<b>Paved Length (Miles):</b>	0.6					
<b>Surface Type:</b>	ASPHALT	<b>Route Summary</b>				
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	98					
<b>Lane &amp; Width Information</b>						
Number of Lanes	1					
Paved Width (ft)	19.4					
Lane Width (ft)	15.9					

# New River Gorge National Park and Preserve

## ROUTE 0202AZ: GRANDVIEW VISITOR CENTER ROAD

Subcomponent of Route NERI-0202ZZ

Data Collection Vehicle (DCV) Rating



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

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

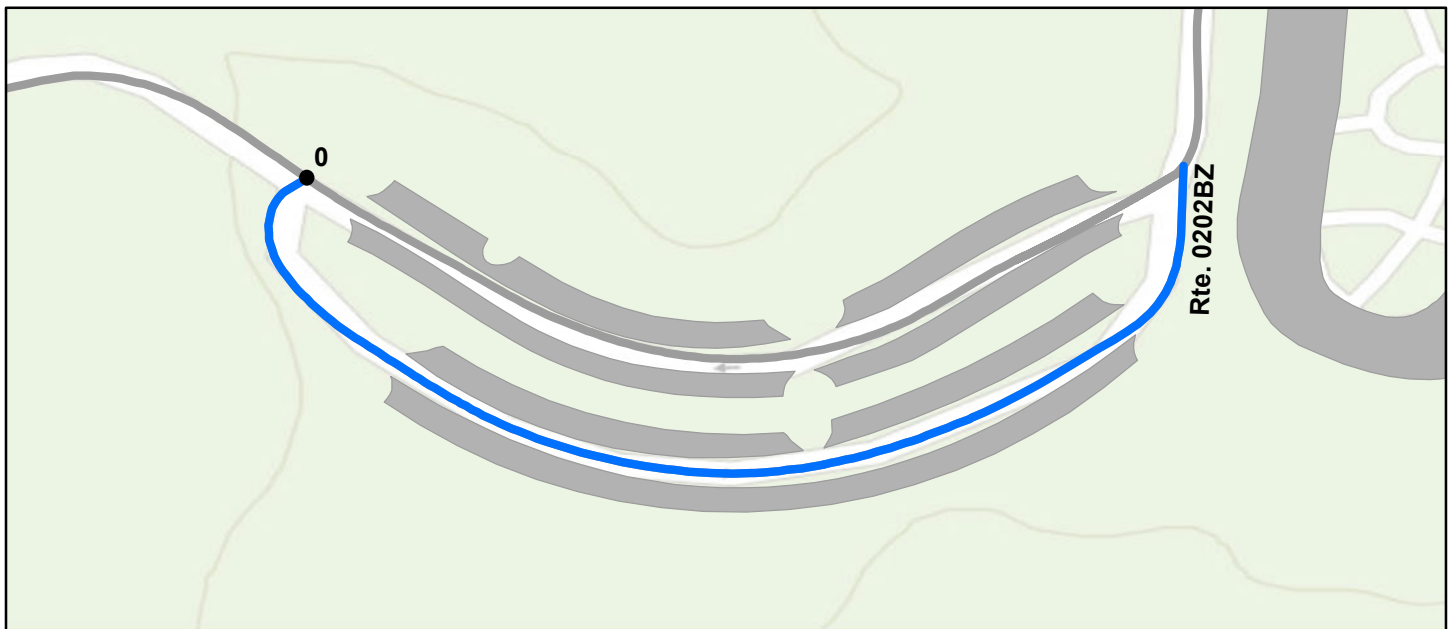
Colors on map represent condition scores at 0.10-mile intervals. See Appendix for definitions and formulas.

<b>Inspection Date:</b>	7/14/2021	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b>	0.44	<b>Section Length (MI)</b>	0.44				
<b>Surface Type:</b>	ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>							
Pavement Condition Rating (PCR)	98	98					
Surface Condition Rating (SCR)	98	98					
Roughness Condition Index (RCI)	N/A	N/A					
<b>Distress Index Values</b>							
Structural Crack Index	99	99					
Alligator Crack Index	100	100					
Longitudinal Crack Index	99	99					
Transverse Cracking Index	99	99					
Patching Index	100	100					
Rutting Index	98	98					
International Roughness Index (IRI)	N/A	N/A					
<b>Lane &amp; Width Information</b>							
Number of Lanes	1	1					
Paved Width (ft)	19.3	19.3					
Lane Width (ft)	14.5	14.5					

# New River Gorge National Park and Preserve

## ROUTE 0202BZ: GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP

Subcomponent of Route NERI-0202ZZ  
 Data Collection Vehicle (DCV) Rating



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

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

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

<b>Inspection Date:</b> 7/14/2021	<b>Beginning Section MP</b>	0				
<b>Paved Length (Miles):</b> 0.17	<b>Section Length (MI)</b>	0.17				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	97	97				
Surface Condition Rating (SCR)	97	97				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	97	97				
Alligator Crack Index	100	100				
Longitudinal Crack Index	97	97				
Transverse Cracking Index	100	100				
Patching Index	100	100				
Rutting Index	97	97				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	1	1				
Paved Width (ft)	19.7	19.7				
Lane Width (ft)	19.7	19.7				

# New River Gorge National Park and Preserve

## ROUTE 0208AZ: MEADOW CREEK CAMPGROUND ENTRANCE ROAD

Subcomponent of Route NERI-0208ZZ

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

<b>Route Condition Legend – Pavement Condition Rating (PCR)</b>						
<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>		
<small>See Appendix for definitions and formulas</small>						
<b>Inspection Date:</b> 10/27/2020	<b>Beginning Section MP</b>	0.00				
<b>Paved Length (Miles):</b> 0.53	<b>Section Length (MI)</b>	0.26				
<b>Surface Type:</b> ASPHALT	<b>Route Summary</b>					
<b>Roadway Condition Information</b>						
Pavement Condition Rating (PCR)	97	97				
Surface Condition Rating (SCR)	97	97				
Roughness Condition Index (RCI)	N/A	N/A				
<b>Distress Index Values</b>						
Structural Crack Index	N/A	N/A				
Alligator Crack Index	97	97				
Longitudinal Crack Index	97	97				
Transverse Cracking Index	97	97				
Patching Index	97	97				
Rutting Index	97	97				
International Roughness Index (IRI)	N/A	N/A				
<b>Lane &amp; Width Information</b>						
Number of Lanes	2	2				
Paved Width (ft)	24	24				
Lane Width (ft)	12	12				

Note: Subcomponents 0208BZ and 0208CZ are unpaved and not included in Section 5.

# New River Gorge National Park and Preserve

## ROUTE 0208AZ: MEADOW CREEK CAMPGROUND ENTRANCE ROAD

### Condition Photos

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



**NERI\_0208AZ\_0.038.JPG**



**NERI\_0208AZ\_0.089.JPG**



**NERI\_0208AZ\_0.115.JPG**



**NERI\_0208AZ\_0.134.JPG**



**NERI\_0208AZ\_0.140.JPG**



**NERI\_0208AZ\_0.185.JPG**

# Section 6 Paved Parking Area Condition Rating Sheets



New River Gorge National Park and Preserve



Federal Lands Highway  
Road Inventory Program



# New River Gorge National Park and Preserve

## ROUTE 0906: CANYON RIM VISITOR CENTER PARKING

Manual Rating

FROM ROUTE 5003 (FAYETTE MINE ROAD)

TO ROUTE 5003 (FAYETTE MINE ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
10/26/2020	3276	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
89,633	1.543	NOT APPLICABLE	DO NOTHING
Curb Type		Curb & Gutter Type	
NO CURB		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

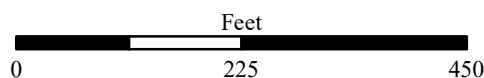
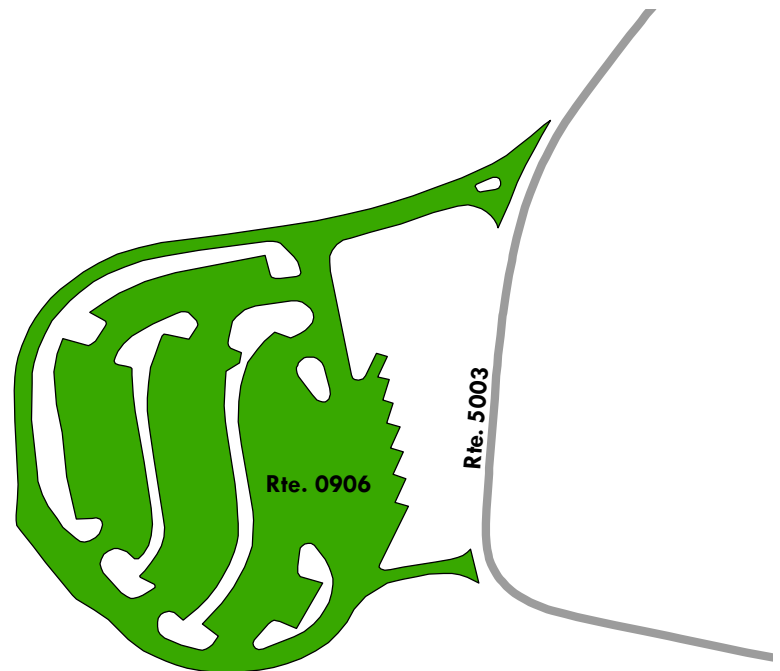
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0913: CUNARD HORSE TRAIL PARKING

Manual Rating

ADJACENT TO ROUTE 0107 (CUNARD ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	13284	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
6,844	0.118	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

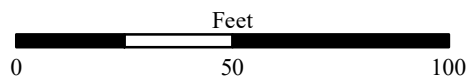
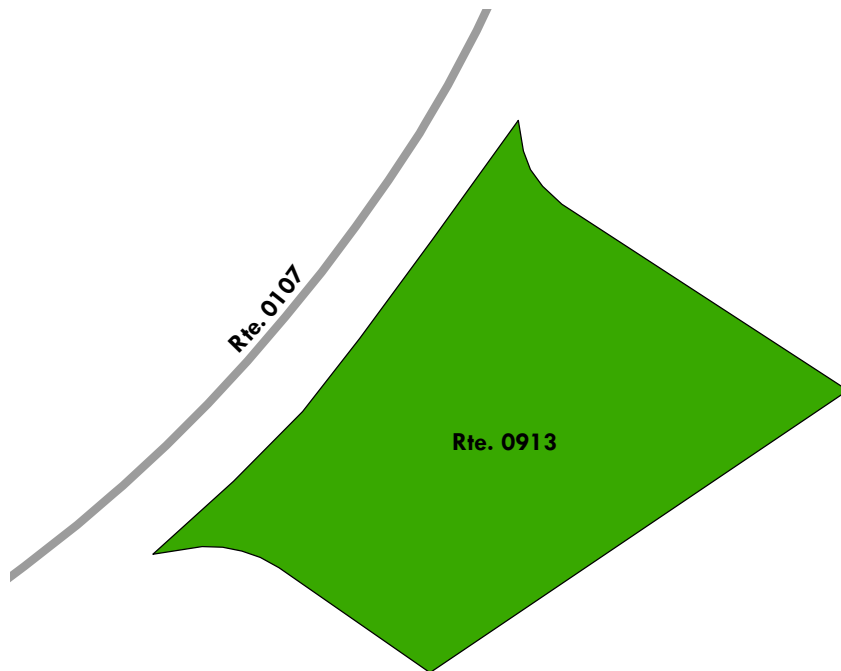
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0914ZZ: CUNARD PUBLIC USE PARKING

Summary Route

Manual Rating

FROM ROUTE 0107 (CUNARD ROAD)

TO ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	51093	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Condition Rating / PCR	
41,447	0.714	SUMMARY / 90	

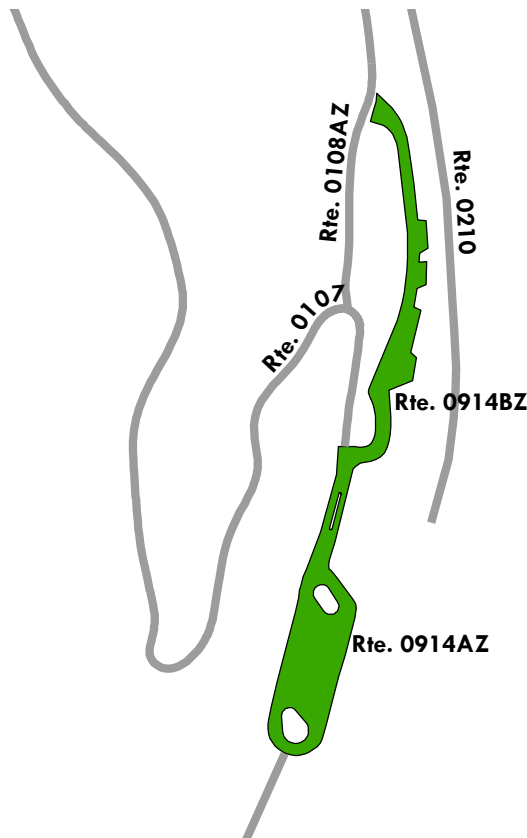
**Route Condition Legend – Pavement Condition Rating (PCR)**

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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See Appendix for definitions and formulas

The condition shown on this page reflects the overall route condition and may not reflect individual subcomponent ratings.

**Rte. 0914ZZ**  
(2 Subcomponents)



# New River Gorge National Park and Preserve

## ROUTE 0914AZ: CUNARD PUBLIC USE A PARKING

Subcomponent of Route NERI-0914ZZ

Manual Rating

FROM END OF ROUTE 0107 (CUNARD ROAD)

TO ROUTE 0109 (BROOKLYN BOTTOM ROAD)

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	51093	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
25,422	0.438	7	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

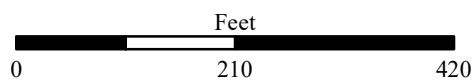
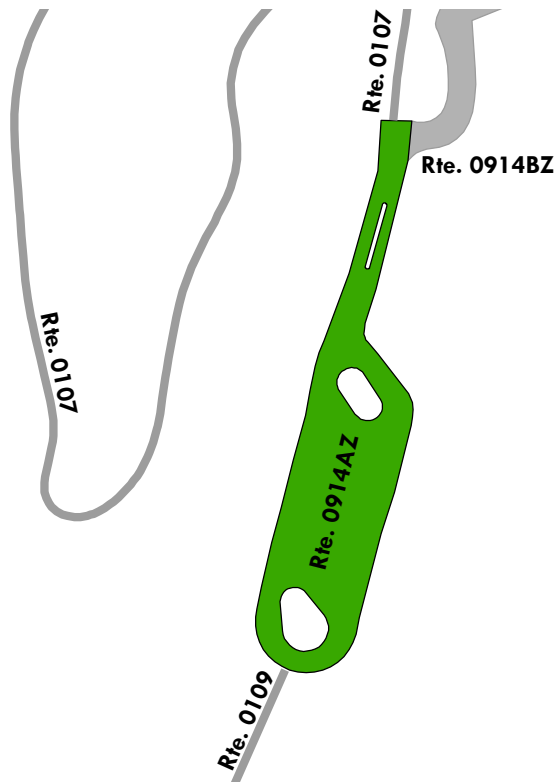
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0914BZ: CUNARD PUBLIC USE B PARKING

Subcomponent of Route NERI-0914ZZ

Manual Rating

FROM ROUTE 0914AZ (CUNARD PUBLIC USE A PARKING)

TO ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	51093	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
16,025	0.276	4	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
NOT APPLICABLE		NOT RATED	

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

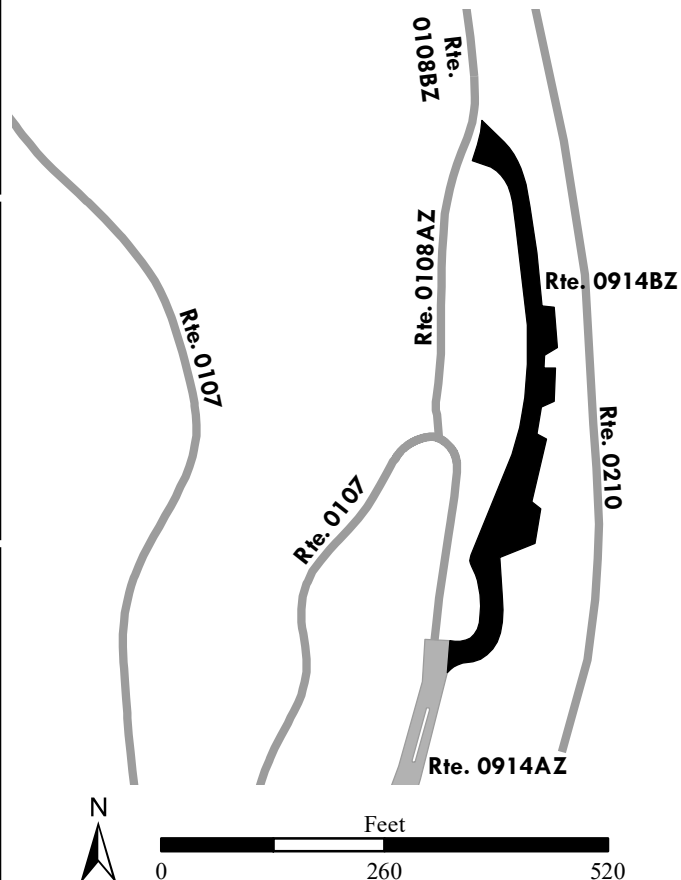
Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



NOTE: PARKING NOT RATED - PAVEMENT COVERED BY LEAVES.



# New River Gorge National Park and Preserve

## ROUTE 0922ZZ: GLEN JEAN HEADQUARTERS RESTRICTED PARKING

Summary Route  
Manual Rating

FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	53954	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Condition Rating / PCR	
23,928	0.411	SUMMARY / 90	

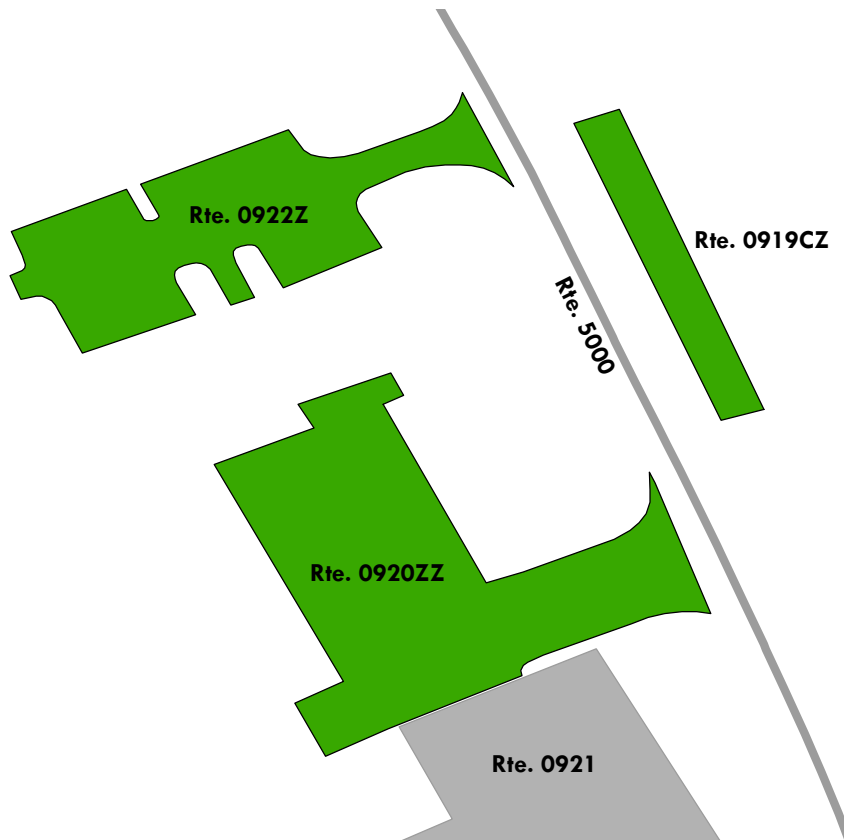
**Route Condition Legend – Pavement Condition Rating (PCR)**

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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See Appendix for definitions and formulas

The condition shown on this page reflects the overall route condition and may not reflect individual subcomponent ratings.

**Rte. 0922ZZ**  
(3 Subcomponents)



# New River Gorge National Park and Preserve

## ROUTE 0919CZ: GLEN JEAN ADMINISTRATIVE PARKING B

Subcomponent of Route NERI-0922ZZ

Manual Rating

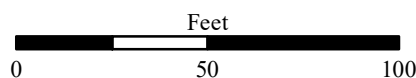
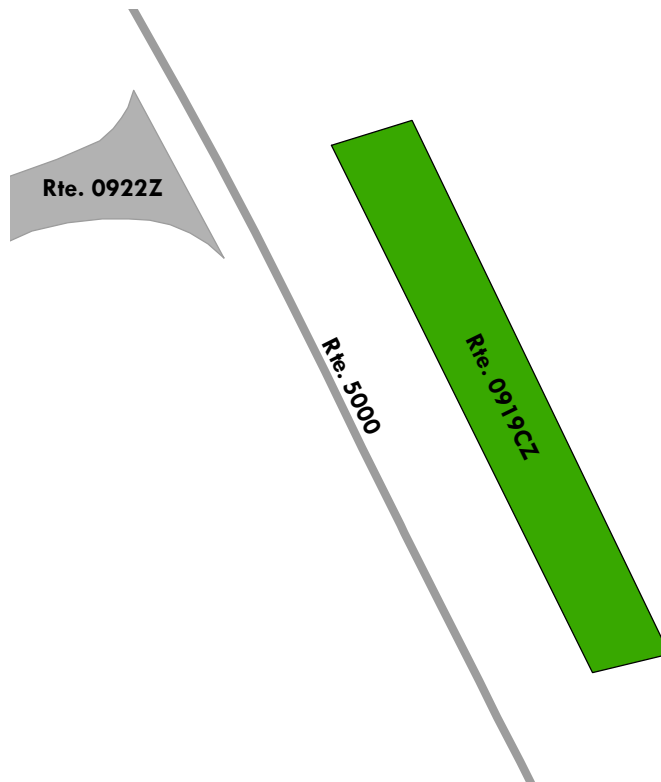
ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	53954	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
2,562	0.044	4	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0920Z: GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND ASPHALT PARKING

Subcomponent of Route NERI-0922ZZ

Manual Rating

FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))

TO MAINTENANCE AREA AND ROUTE 0921 (GLEN JEAN HEADQUARTERS MAINTENANCE COMPOUND GRAVEL PARKING)

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	53954	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
13,152	0.226	5	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

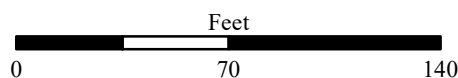
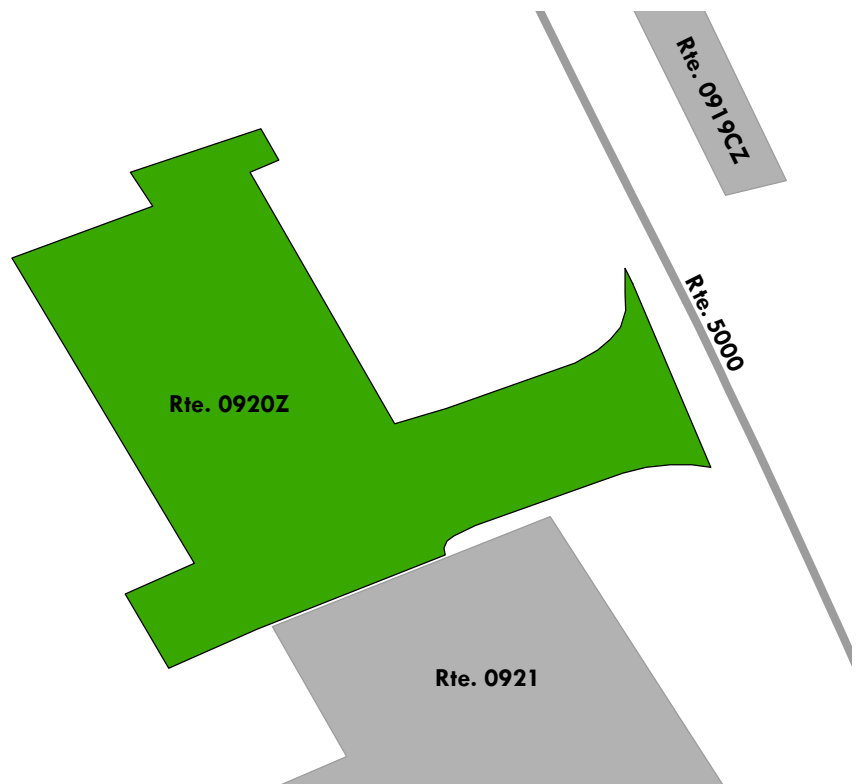
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas





# New River Gorge National Park and Preserve

## ROUTE 0922Z: GLEN JEAN ADMINISTRATIVE PARKING

Subcomponent of Route NERI-0922ZZ

Manual Rating

FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))

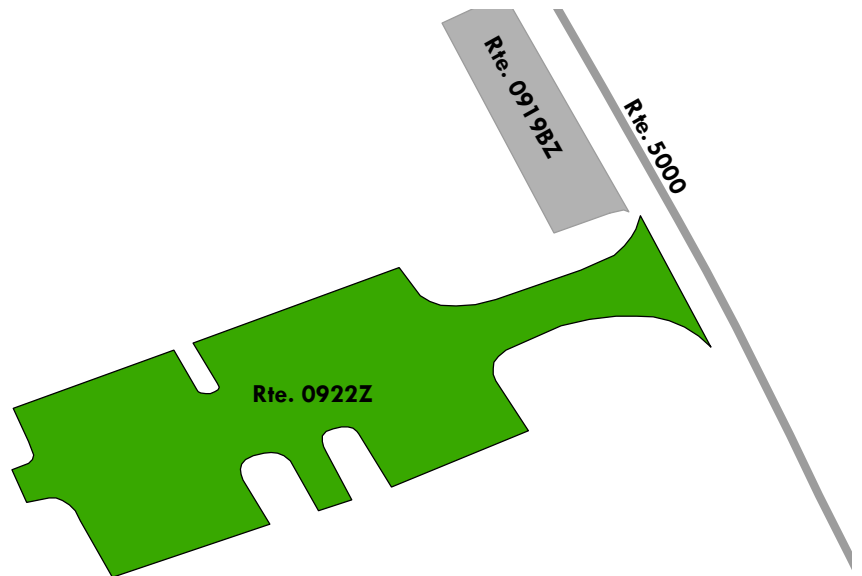
TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	53954	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
8,214	0.141	7	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0923ZZ: GLEN JEAN HEADQUARTERS PUBLIC PARKING

Summary Route

Manual Rating

FROM ROUTE 5000 (MAIN STREET (GLEN JEAN))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	3254	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Condition Rating / PCR	
7,954	0.138	SUMMARY / 73	

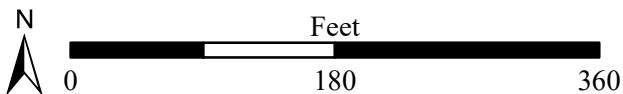
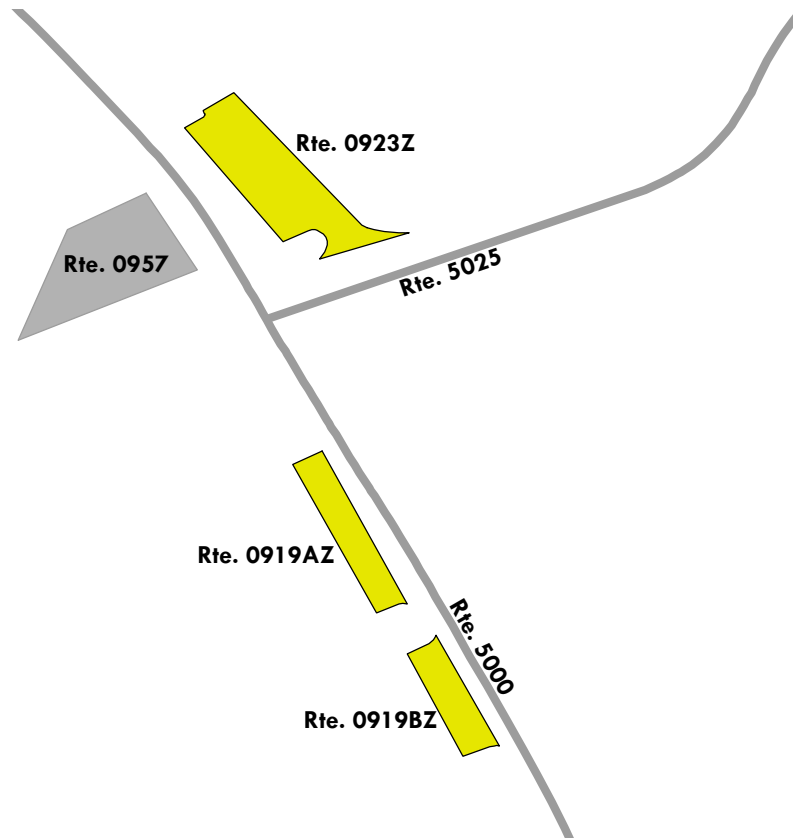
**Route Condition Legend – Pavement Condition Rating (PCR)**

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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See Appendix for definitions and formulas

The condition shown on this page reflects the overall route condition and may not reflect individual subcomponent ratings.

**Rte. 0923ZZ**  
(3 Subcomponents)



# New River Gorge National Park and Preserve

## ROUTE 0919AZ: GLEN JEAN HEADQUARTERS A PARKING

Subcomponent of Route NERI-0923ZZ

Manual Rating

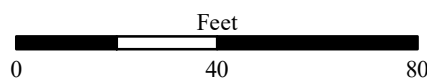
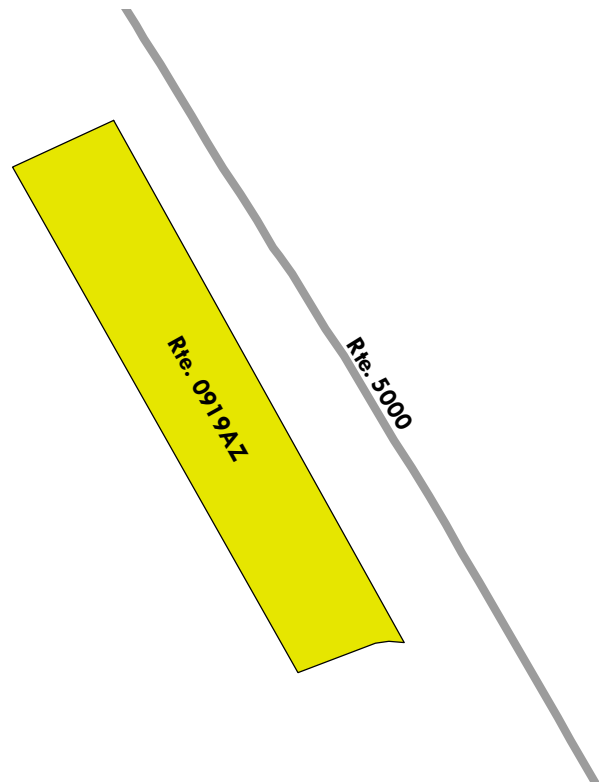
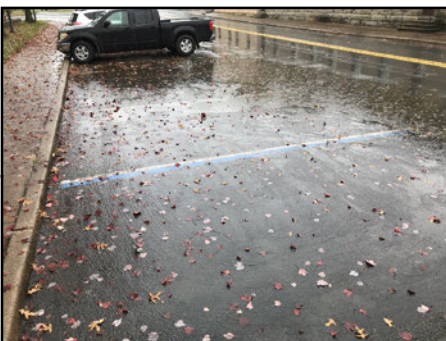
ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	3254	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
2,010	0.035	4	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0919BZ: GLEN JEAN HEADQUARTERS B PARKING

Subcomponent of Route NERI-0923ZZ

Manual Rating

ADJACENT TO ROUTE 5000 (MAIN STREET (GLEN JEAN)) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	3254	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
1,548	0.027	4	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

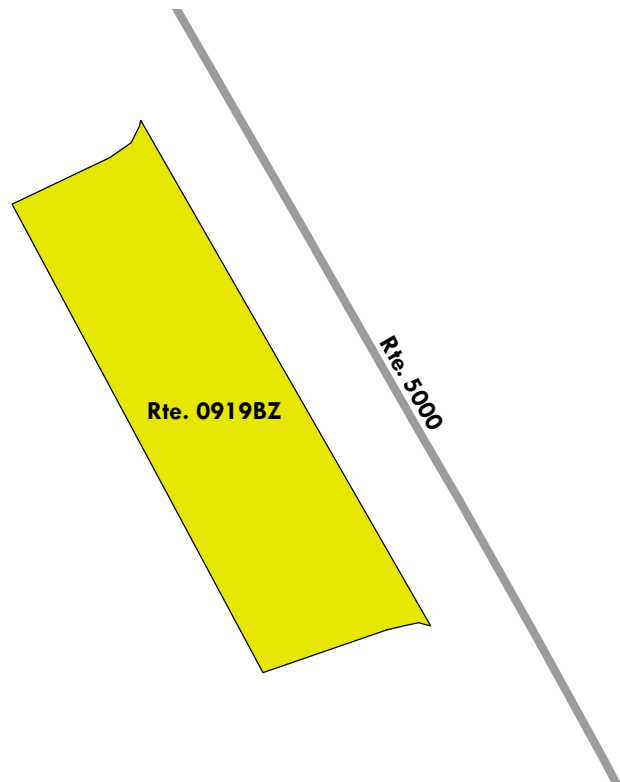
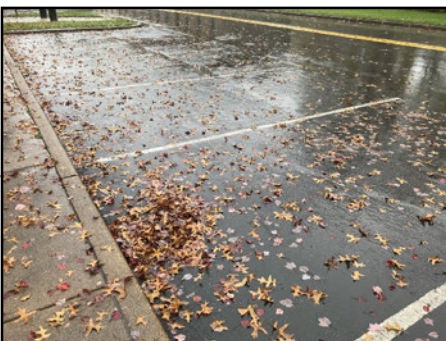
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0923Z: GLEN JEAN BANK PARKING

Subcomponent of Route NERI-0923ZZ

Manual Rating

FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	3254	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,396	0.076	6	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
CONCRETE		CONCRETE	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

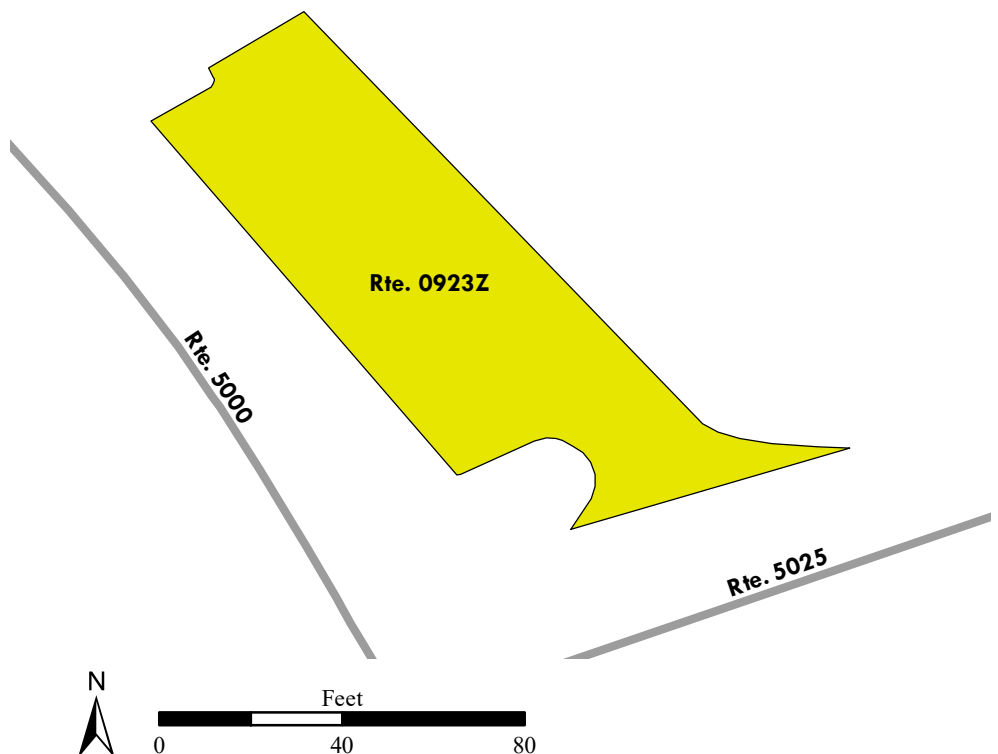
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0926: THURMOND DEPOT PARKING

Manual Rating

FROM ROUTE 5025 (W VIRGINIA STATE HIGHWAY 25 (THURMOND ROAD))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/29/2020	13268	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
5,168	0.089	5	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

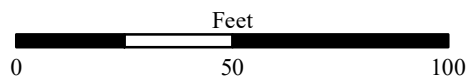
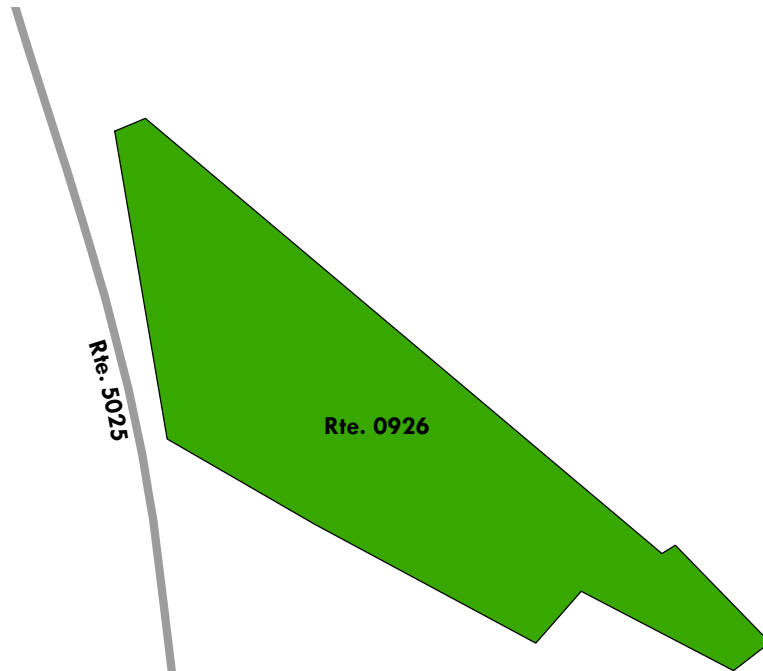
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0947: SANDSTONE DISTRICT RIVER RANGER OFFICE PARKING

Manual Rating

FROM ROUTE 5020 (W VIRGINIA STATE HIGHWAY 20)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/27/2020	53957	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
14,990	0.258	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0958: GRANDVIEW DRESSING ROOM PARKING

Manual Rating

FROM ROUTE 0010 (GRANDVIEW ROAD)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53973	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
11,356	0.196	3	DO NOTHING
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
NOT APPLICABLE		NOT RATED	

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

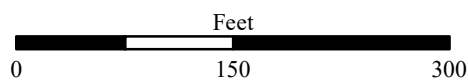
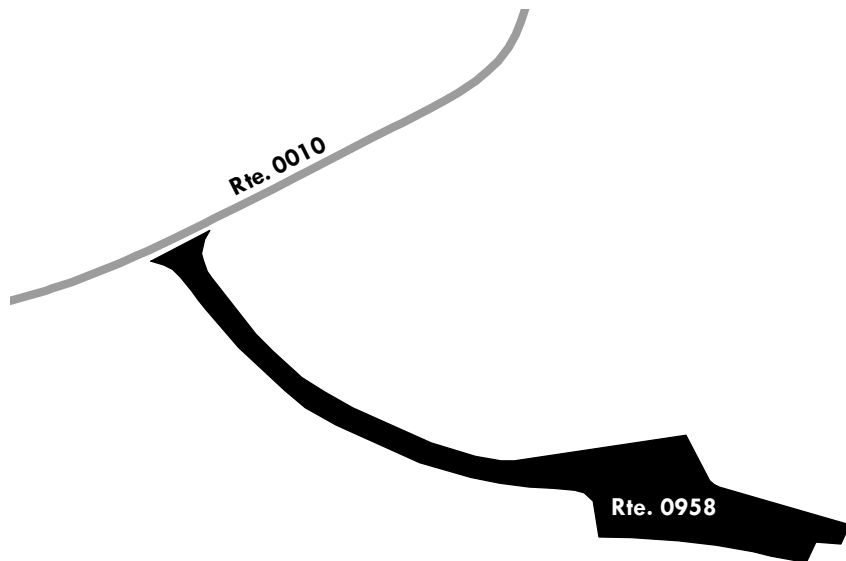
Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



NOTE: PARKING NOT RATED - PAVEMENT COVERED BY LEAVES.





# New River Gorge National Park and Preserve

## ROUTE 0959: GRANDVIEW OPERATIONS COMPOUND PARKING

Manual Rating

FROM ROUTE 0010 (GRANDVIEW ROAD)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53956	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
8,015	0.138	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

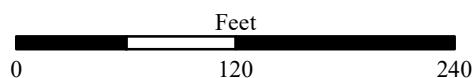
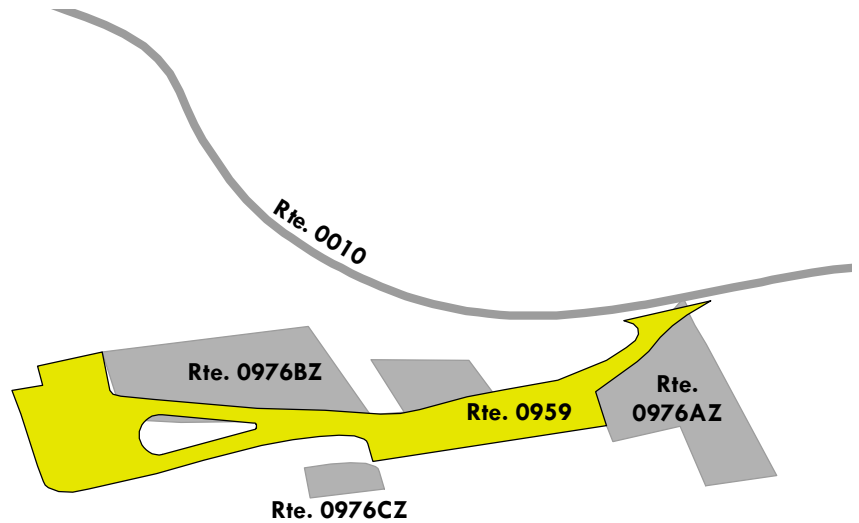
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0961: GRANDVIEW SHELTER AREA 1 PARKING

Manual Rating

FROM ROUTE 0010 (GRANDVIEW ROAD)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53959	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
23,713	0.408	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

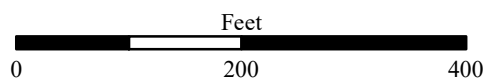
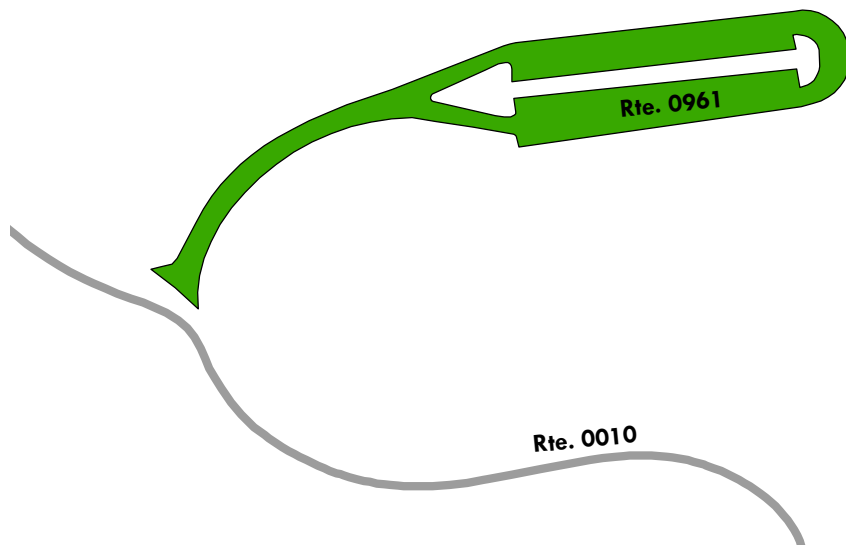
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0962: TURKEY SPUR OVERLOOK PARKING

Manual Rating

FROM END OF ROUTE 0126 (TURKEY SPUR ROAD)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53958	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,631	0.08	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

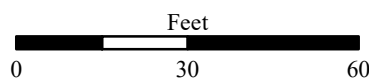
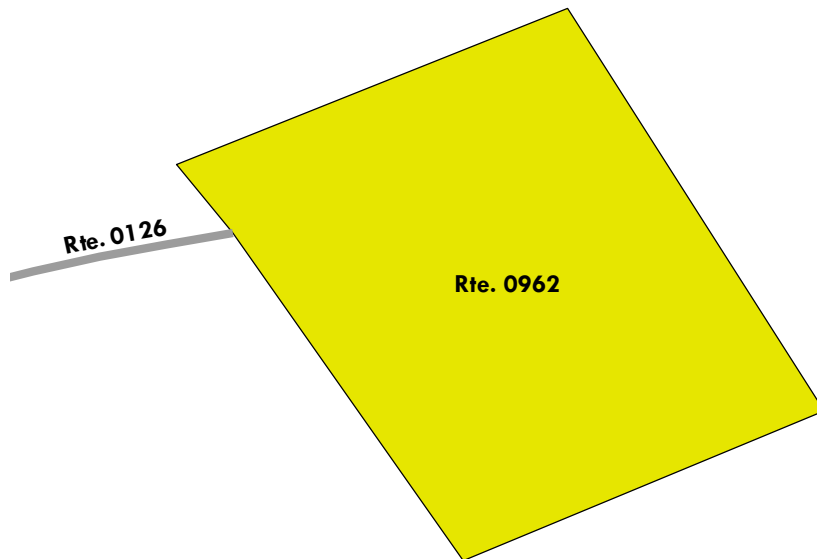
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0963: GRANDVIEW SHELTER AREAS 3 AND 4 PARKING

Manual Rating

FROM END OF ROUTE 0010 (GRANDVIEW ROAD) STRAIGHT AHEAD

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53960	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
29,688	0.511	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

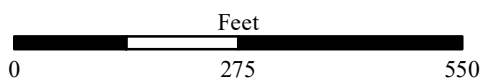
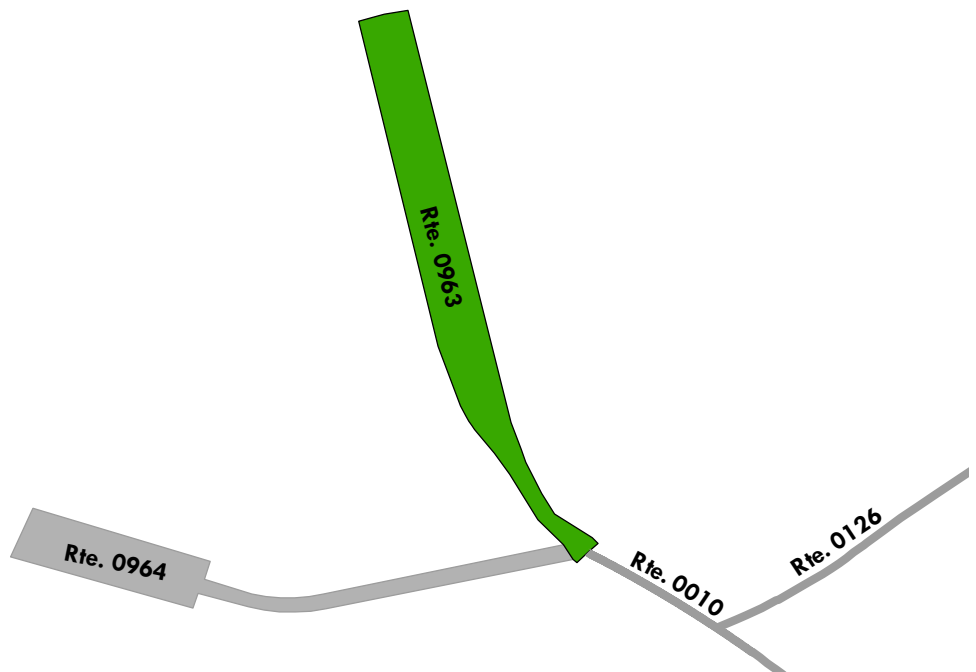
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0964: GRANDVIEW SHELTER AREA 2 PARKING

Manual Rating

FROM END OF ROUTE 0010 (GRANDVIEW ROAD) ON LEFT

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53961	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
18,191	0.313	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
NOT APPLICABLE		NOT RATED	

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

Poor (0 - 60)

Fair (61- 84)

Good (85 - 94)

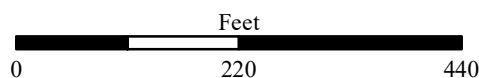
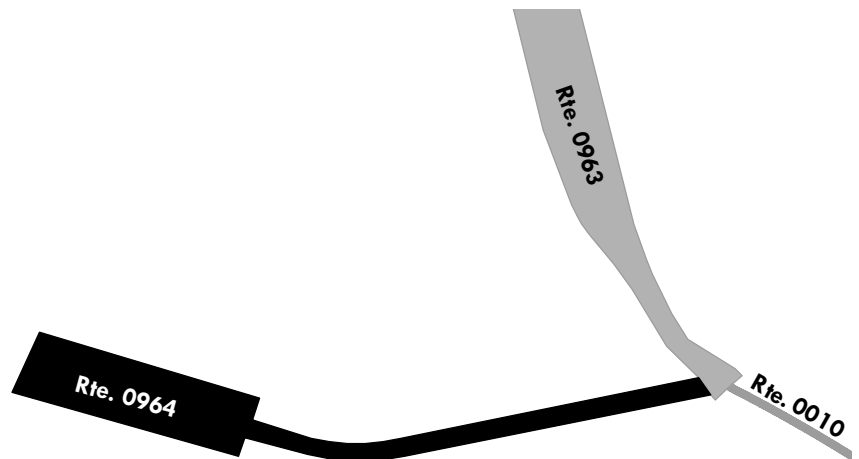
Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



NOTE: PARKING NOT RATED - PAVEMENT COVERED BY LEAVES.



# New River Gorge National Park and Preserve

## ROUTE 0965ZZ: GRANDVIEW AMPHITHEATER PARKING

Summary Route

Manual Rating

ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)

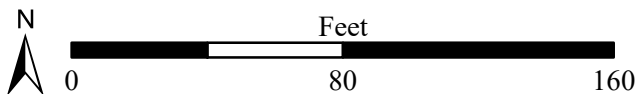
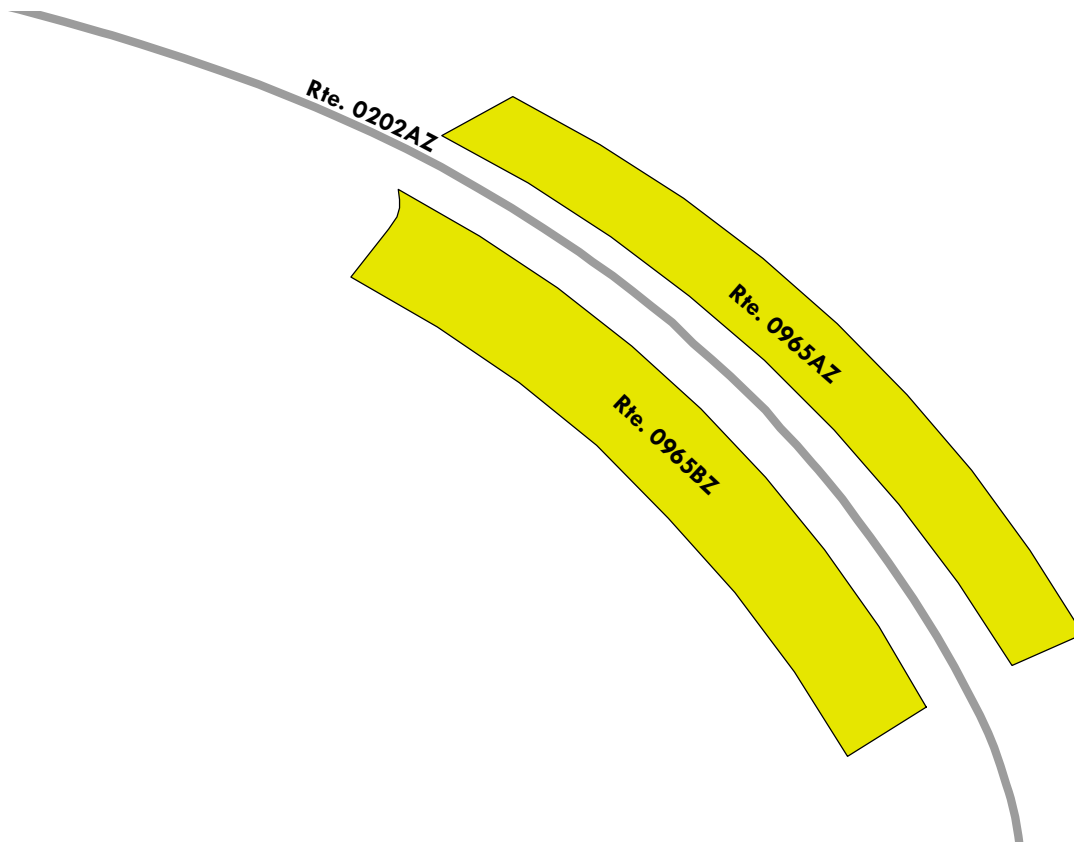
Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53962	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Condition Rating / PCR	
8,942	0.154	SUMMARY / 82	

Route Condition Legend – Pavement Condition Rating (PCR)				
Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
See Appendix for definitions and formulas				

The condition shown on this page reflects the overall route condition and may not reflect individual subcomponent ratings.

**Rte. 0965ZZ**  
(2 Subcomponents)



# New River Gorge National Park and Preserve

## ROUTE 0965AZ: GRANDVIEW AMPHITHEATER A PARKING

Subcomponent of Route NERI-0965ZZ

Manual Rating

ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53962	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,095	0.071	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

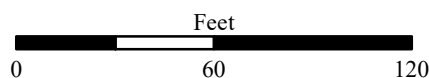
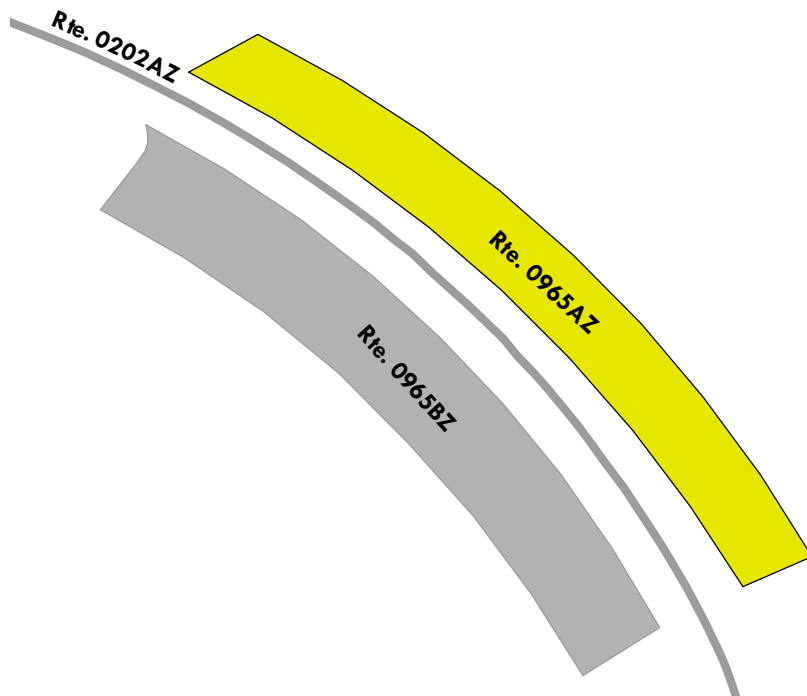
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0965BZ: GRANDVIEW AMPHITHEATER B PARKING (HANDICAPPED)

Subcomponent of Route NERI-0965ZZ  
Manual Rating

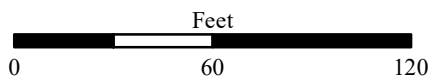
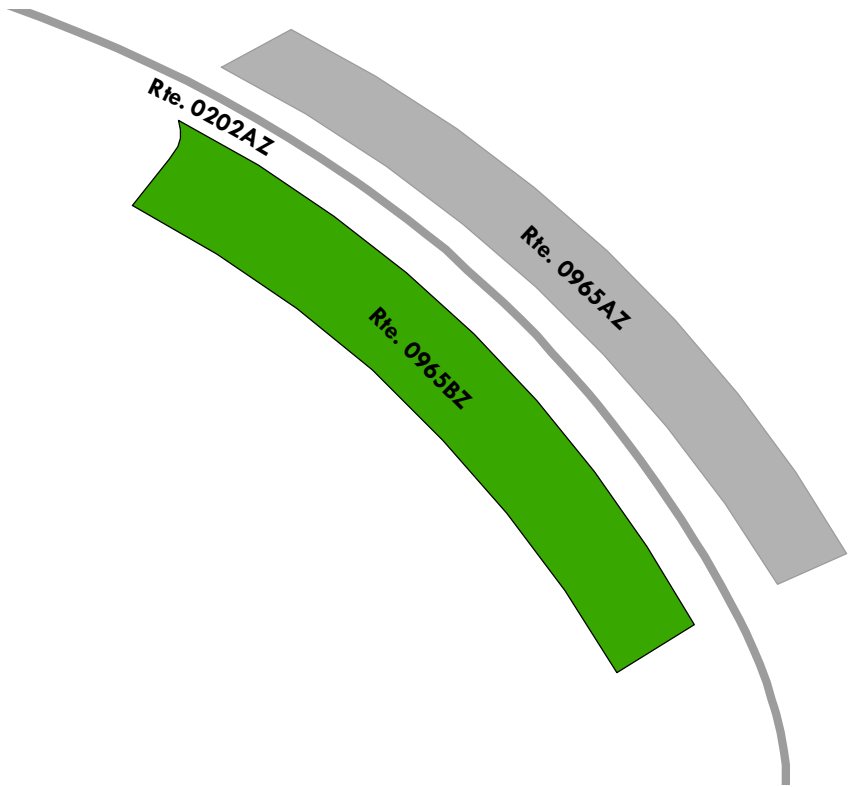
ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53962	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,847	0.083	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

<b>Poor (0 - 60)</b>	<b>Fair (61- 84)</b>	<b>Good (85 - 94)</b>	<b>Excellent (95 - 100)</b>	<b>Not Rated</b>
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See Appendix for definitions and formulas





# New River Gorge National Park and Preserve

## ROUTE 0966: GRANDVIEW MAIN OVERLOOK PARKING

Manual Rating

FROM ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53964	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
50,549	0.87	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

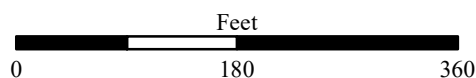
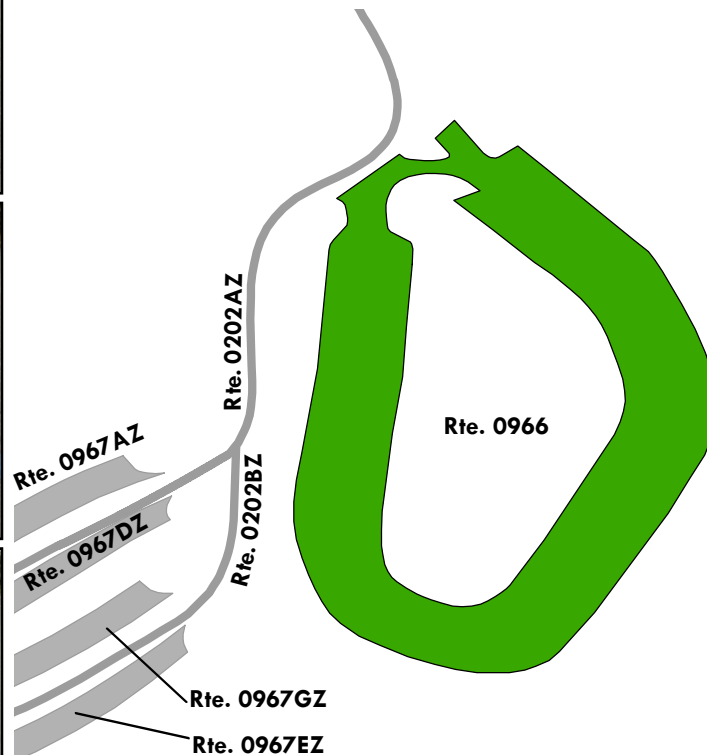
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967ZZ: GRANDVIEW OVERFLOW PARKING

Summary Route

Manual Rating

ADJACENT TO ROUTE 0202ZZ (GRANDVIEW VISITOR CENTER ROADS)

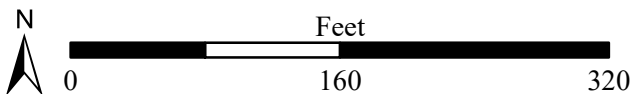
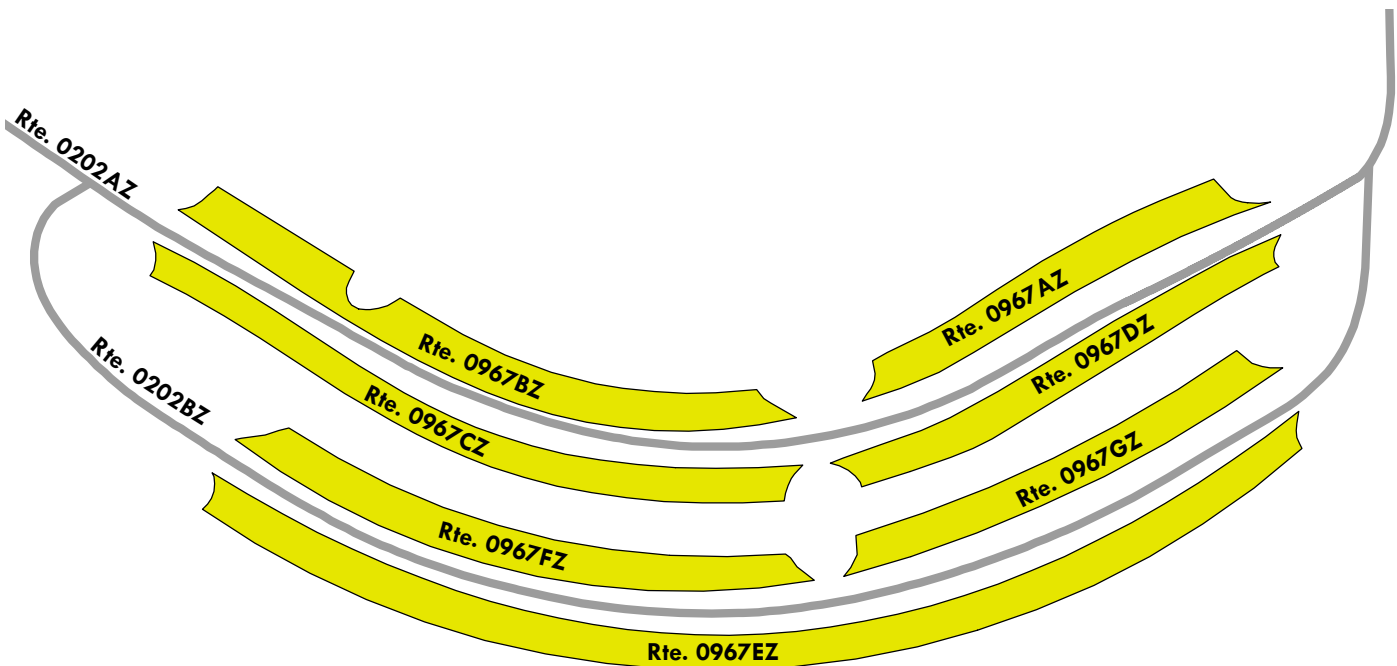
Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Condition Rating / PCR	
45,634	0.785	SUMMARY / 82	

Route Condition Legend – Pavement Condition Rating (PCR)				
Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
See Appendix for definitions and formulas				

The condition shown on this page reflects the overall route condition and may not reflect individual subcomponent ratings.

**Rte. 0967ZZ**  
(7 Subcomponents)



# New River Gorge National Park and Preserve

## ROUTE 0967AZ: GRANDVIEW OVERFLOW A PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,667	0.08	6	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

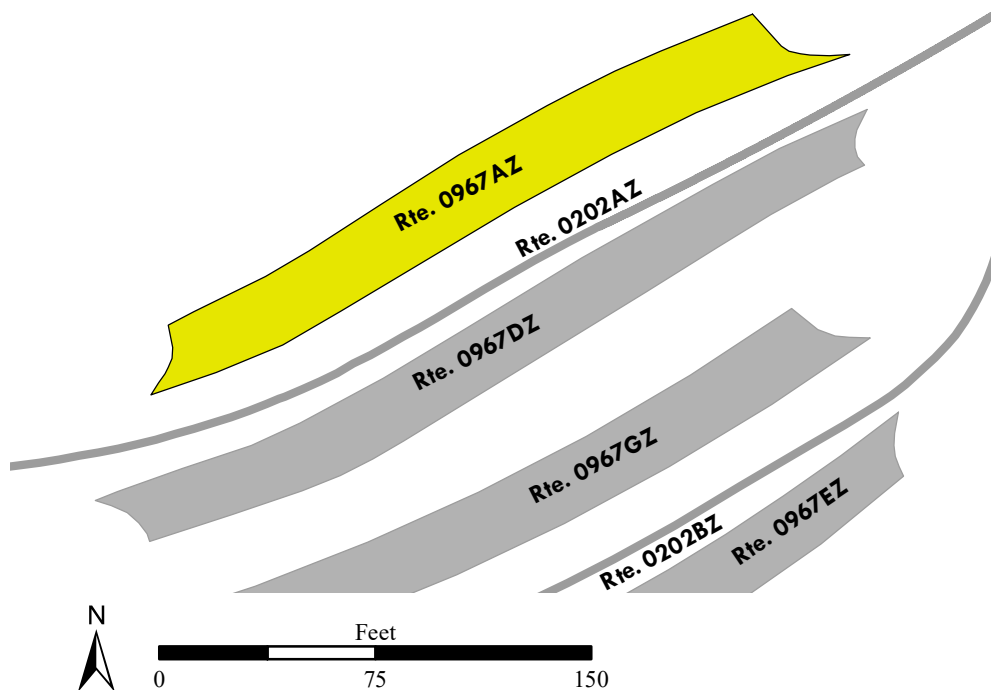
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967BZ: GRANDVIEW OVERFLOW B PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
6,961	0.12	6	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

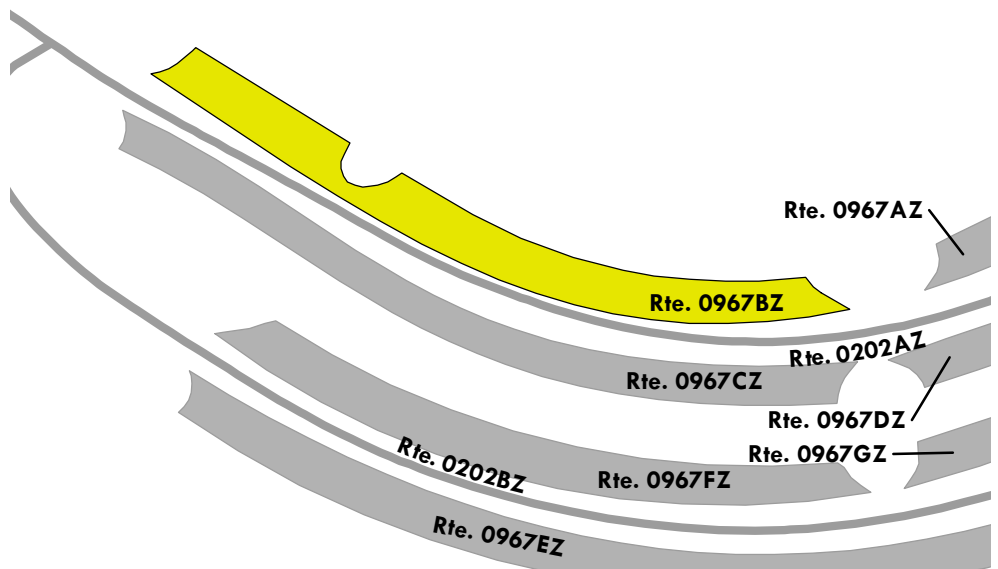
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967CZ: GRANDVIEW OVERFLOW C PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

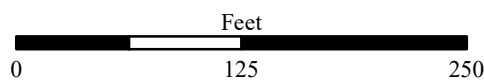
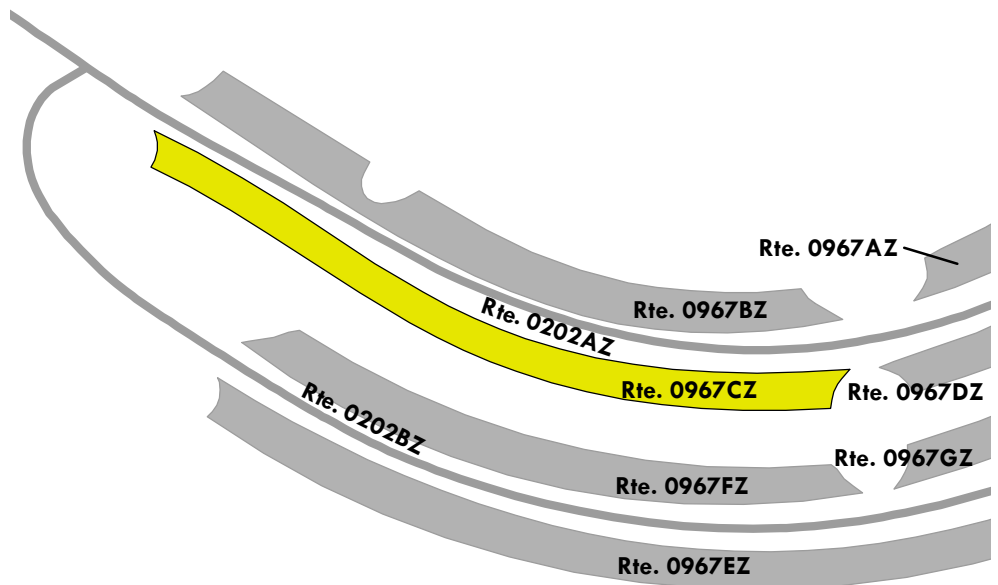
ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
6,251	0.108	6	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967DZ: GRANDVIEW OVERFLOW D PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

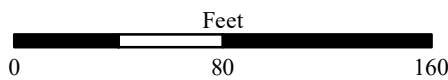
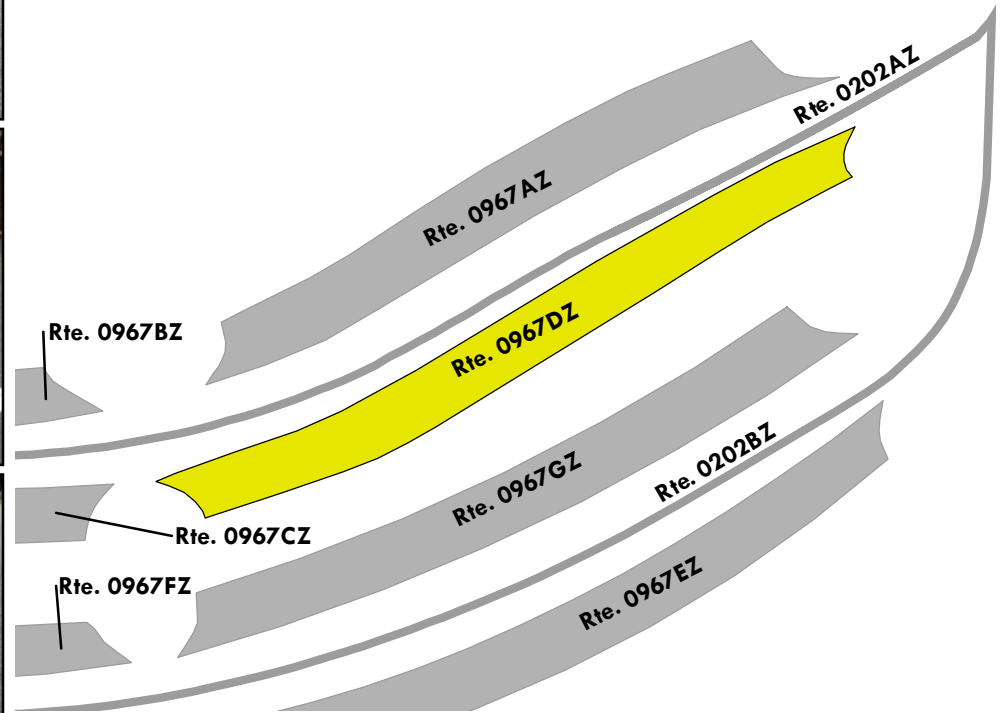
ADJACENT TO ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,732	0.081	6	LIGHT REPAIR
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)	Fair (61- 84)	Good (85 - 94)	Excellent (95 - 100)	Not Rated
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See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967EZ: GRANDVIEW OVERFLOW E PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON RIGHT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
12,142	0.209	4	DO NOTHING
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

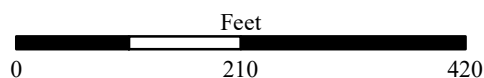
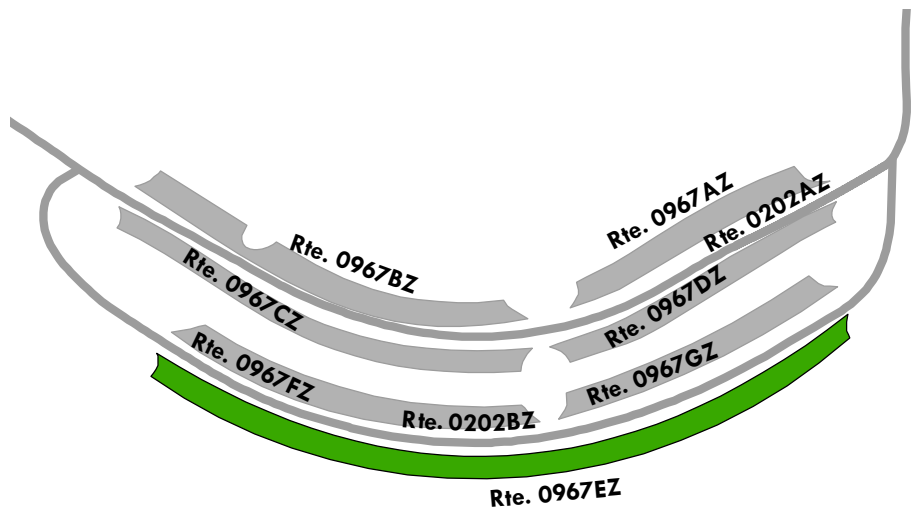
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0967FZ: GRANDVIEW OVERFLOW F PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
6,066	0.104	3	DO NOTHING
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

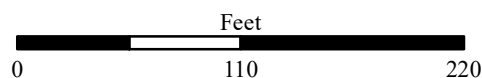
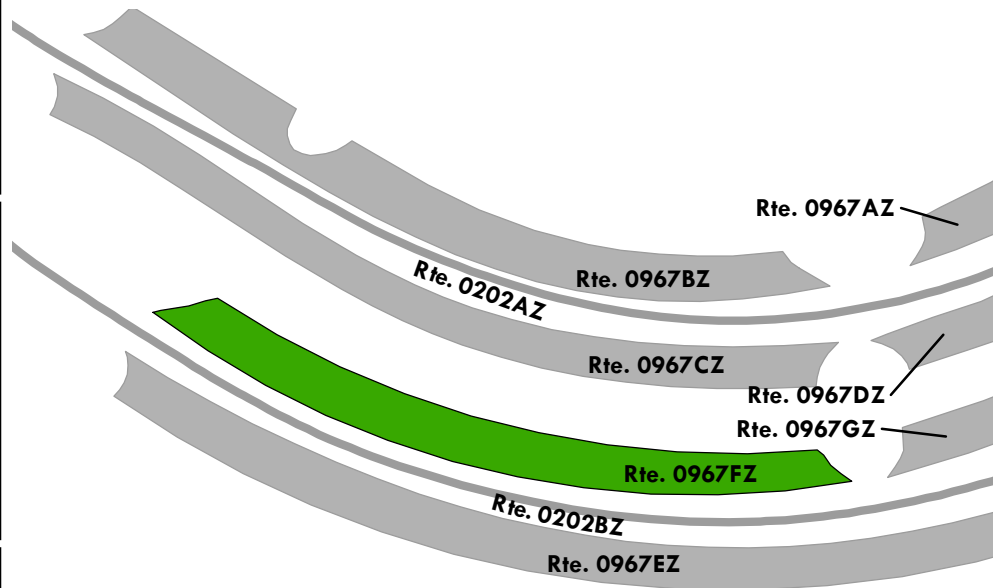
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas





# New River Gorge National Park and Preserve

## ROUTE 0967GZ: GRANDVIEW OVERFLOW G PARKING

Subcomponent of Route NERI-0967ZZ

Manual Rating

ADJACENT TO ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP) ON LEFT

Inspection Date	FMSS Number	User Access	Surface Type
10/28/2020	53965	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
4,815	0.083	3	DO NOTHING
Curb Type		Curb & Gutter Type	
ASPHALT		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

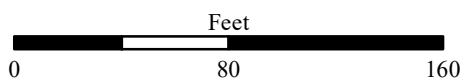
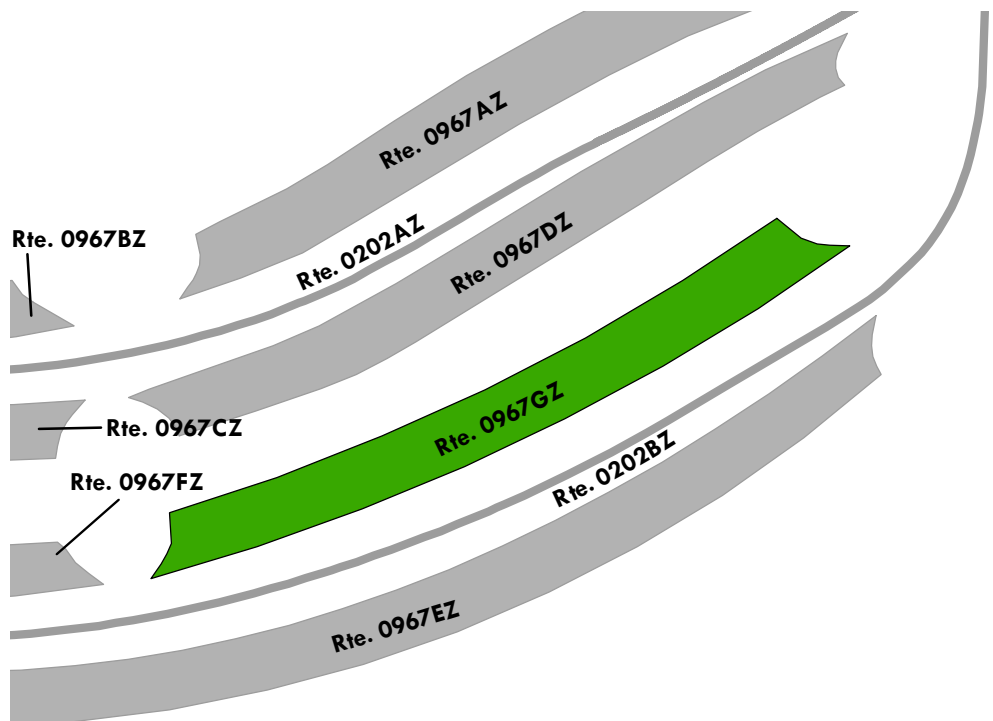
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0968: SANDSTONE VISITOR CENTER PARKING

Manual Rating

FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/27/2020	56828	PUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
63,458	1.093	7	DO NOTHING
Curb Type		Curb & Gutter Type	
CONCRETE		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
LIGHT 3R TREATMENTS		FAIR / 73	

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

Poor (0 - 60)

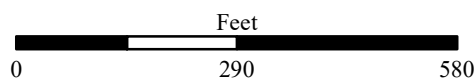
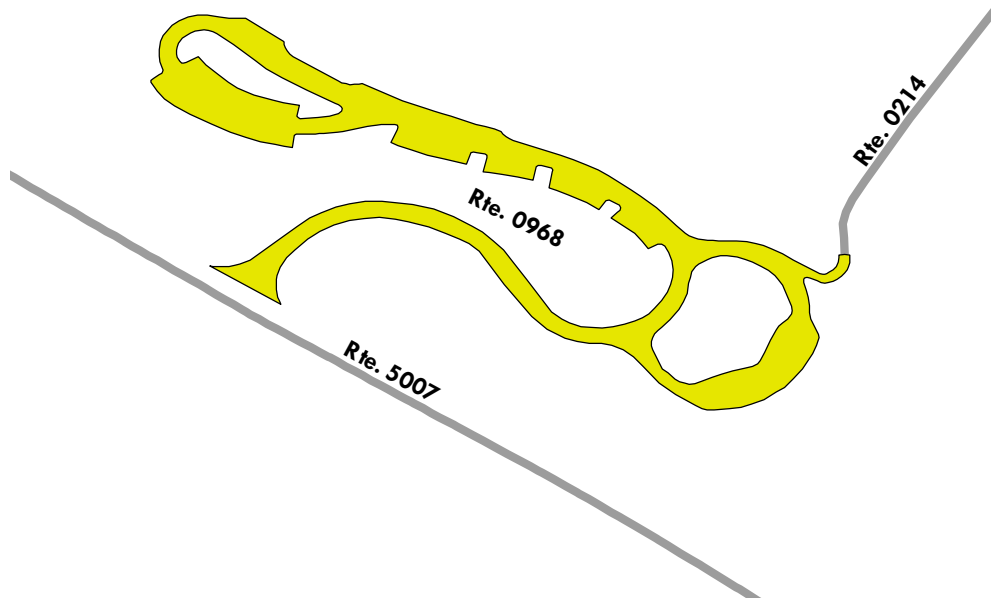
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# New River Gorge National Park and Preserve

## ROUTE 0981: SANDSTONE ADMINISTRATIVE PARKING

Manual Rating

FROM ROUTE 5007 (COUNTY ROAD 7 (MEADOW CREEK ROAD))

TO PARKING

Inspection Date	FMSS Number	User Access	Surface Type
10/27/2020	254862	NONPUBLIC	ASPHALT
Area (Sq. Ft.)	Lane Miles (11' Widths)	Curb Reveal (Inches)	Curb Recommendation
11,858	0.204	NOT APPLICABLE	NOT APPLICABLE
Curb Type		Curb & Gutter Type	
NO CURB		NO CURB AND GUTTER	
Pavement Recommendation		Condition Rating / PCR	
PREVENTIVE MAINTENANCE		GOOD / 90	

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

Poor (0 - 60)

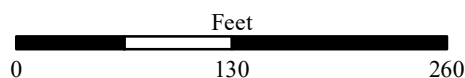
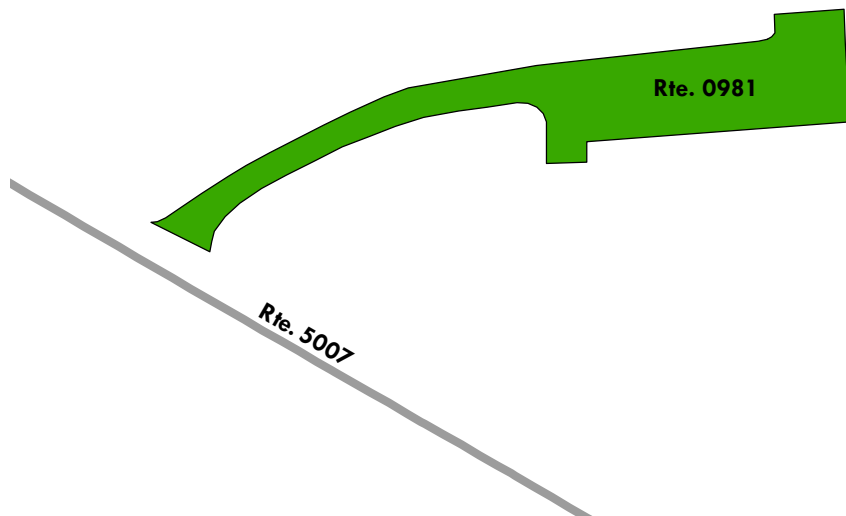
Fair (61- 84)

Good (85 - 94)

Excellent (95 - 100)

Not Rated

See Appendix for definitions and formulas



# Section 7

## Road Milepost Information



New River Gorge National Park and Preserve



Federal Lands Highway  
Road Inventory Program

## Road Milepost Information

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

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

### Where to find the latest Features Inventories for NPS Parks:

- For Small Parks (parks with less than 10 miles of paved roads):
  - Refer to Cycle 5 data (collected 2010 - 2014)
    - Features were reported in Section 9 of the *Cycle 5* RIP report
    - Video of features can be viewed using the *PathViewVO* program and *Cycle 5* data
- For Large Parks (parks with more than 10 miles of paved roads):
  - Refer to Cycle 4 data (collected 2006 - 2009)
    - Features were reported in Section 9 of the *Cycle 4* RIP report
    - Video of features can be viewed using the *VisiData* program and *Cycle 4* data
  - Note: Features inventories were updated in Large Parks in *Cycle 5* only on a route by route basis if the route was new or modified in *Cycle 5*. If this is the case for a particular route, then features for the route can be obtained using the *PathViewVO* program and *Cycle 5* data (same as above for Small parks).

### Milepost Events Verified in Cycle 6

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

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

## **GPS Mileage Matching**

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

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

## **Locating Mile Marker Signs**

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

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

1. Mileposts from Cycle 6 GIS: the official RIP milepost taken from the features inventories and the matching GPS/mileage cycle as described above. This is the milepost that should be used on project plans and when finding locations in the field
2. Mileposts from Cycle 6 Video: milepost shown to help locate the mile marker sign in the latest *PathView VO* video.
3. Latitude / Longitude: a constant way of locating a mile marker sign so long as the park has not moved the sign

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

# NERI: Route Milepost Log

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## ROUTE 0010: GRANDVIEW ROAD

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

<b>FROM MILEPOST</b>	<b>TO MILEPOST</b>	<b>FEATURE</b>	<b>SIDE</b>	<b>COMMENT</b>
0.00	0.00	PARK BOUNDARY	N/A	ROUTE 5009 (COUNTY ROAD 9 (GRANDVIEW ROAD)) AT WEST PARK BOUNDARY
0.01	0.01	CULVERT	N/A	N/A
0.09	0.09	INTERSECTION	R	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.17	0.17	CULVERT	N/A	N/A
0.23	0.23	INTERSECTION	R	ROUTE 0958 (GRANDVIEW DRESSING ROOM PARKING)
0.28	0.28	INTERSECTION	R	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.29	0.29	CULVERT	N/A	N/A
0.35	0.35	INTERSECTION	L	ROUTE 0959 (GRANDVIEW OPERATIONS COMPOUND PARKING)
0.41	0.41	INTERSECTION	R	ROUTE 0961 (GRANDVIEW SHELTER AREA 1 PARKING)
0.49	0.49	INTERSECTION	L	ROUTE 0404 (HUNTERS BOGG ROAD)
0.63	0.63	INTERSECTION	R	ROUTE 0126 (TURKEY SPUR ROAD)
0.66	0.66	INTERSECTION	N/A	ROUTE 0963 (GRANDVIEW SHELTER AREAS 3 AND 4 PARKING)
0.66	0.66	INTERSECTION	L	ROUTE 0964 (GRANDVIEW SHELTER AREA 2 PARKING)

# NERI: Route Milepost Log

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## ROUTE 0107: CUNARD ROAD

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

<b>FROM MILEPOST</b>	<b>TO MILEPOST</b>	<b>FEATURE</b>	<b>SIDE</b>	<b>COMMENT</b>
0.00	0.00	INTERSECTION	L	COUNTY ROUTE 9/14
0.00	0.00	INTERSECTION	R	COUNTY ROUTE 9/14
0.06	0.06	CULVERT	N/A	N/A
0.12	0.12	CULVERT	N/A	N/A
0.25	0.25	CULVERT	N/A	N/A
0.32	0.32	CULVERT	N/A	N/A
0.36	0.36	INTERSECTION	L	UNPAVED ROAD / KAYMOOR TRAIL
0.38	0.38	CULVERT	N/A	N/A
0.40	0.40	CULVERT	N/A	N/A
0.41	0.41	INTERSECTION	R	UNPAVED ROAD / BROOKLYN MINE TRAIL
0.43	0.43	INTERSECTION	R	ROUTE 0913 (CUNARD HORSE TRAIL PARKING)
1.58	1.58	INTERSECTION	L	ROUTE 0108AZ (ANGLER'S ACCESS ROAD PAVED)
1.63	1.63	INTERSECTION	N/A	ROUTE 0914AZ (CUNARD PUBLIC USE A PARKING)

## ROUTE 0108AZ: ANGLER'S ACCESS ROAD PAVED

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

<b>FROM MILEPOST</b>	<b>TO MILEPOST</b>	<b>FEATURE</b>	<b>SIDE</b>	<b>COMMENT</b>
0.00	0.00	INTERSECTION	L	ROUTE 0107 (CUNARD ROAD)
0.00	0.00	INTERSECTION	R	ROUTE 0107 (CUNARD ROAD)
0.06	0.06	INTERSECTION	R	ROUTE 0914BZ (CUNARD PUBLIC USE B PARKING)
0.07	0.07	CULVERT	N/A	N/A
0.08	0.08	INTERSECTION	N/A	ROUTE 0108BZ (ANGLER'S ACCESS ROAD UNPAVED)



# NERI: Route Milepost Log

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## ROUTE 0126: TURKEY SPUR ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	R	ROUTE 0010 (GRANDVIEW ROAD)
0.00	0.00	INTERSECTION	L	ROUTE 0010 (GRANDVIEW ROAD)
0.22	0.22	CULVERT	N/A	N/A
0.29	0.29	CULVERT	N/A	N/A
1.18	1.18	INTERSECTION	N/A	ROUTE 0962 (TURKEY SPUR OVERLOOK PARKING)

## ROUTE 0202AZ: GRANDVIEW VISITOR CENTER ROAD

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

FROM MILEPOST	TO MILEPOST	FEATURE	SIDE	COMMENT
0.00	0.00	INTERSECTION	L	ROUTE 0010 (GRANDVIEW ROAD)
0.00	0.00	INTERSECTION	N/A	ROUTE 0010 (GRANDVIEW ROAD)
0.11	0.11	INTERSECTION	R	ROUTE 0965BZ (GRANDVIEW AMPHITHEATER B PARKING (HANDICAPPED))
0.11	0.11	INTERSECTION	L	ROUTE 0965AZ (GRANDVIEW AMPHITHEATER A PARKING)
0.13	0.13	INTERSECTION	L	ROUTE 0966 (GRANDVIEW MAIN OVERLOOK PARKING)
0.13	0.13	ONE-WAY START	N/A	N/A
0.14	0.14	INTERSECTION	L	ROUTE 0966 (GRANDVIEW MAIN OVERLOOK PARKING)
0.19	0.19	INTERSECTION	L	ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP)
0.22	0.22	INTERSECTION	R	ROUTE 0967AZ (GRANDVIEW OVERFLOW A PARKING)
0.23	0.23	INTERSECTION	L	ROUTE 0967DZ (GRANDVIEW OVERFLOW D PARKING)
0.28	0.28	INTERSECTION	L	ROUTE 0967CZ (GRANDVIEW OVERFLOW C PARKING)
0.28	0.28	INTERSECTION	R	ROUTE 0967BZ (GRANDVIEW OVERFLOW B PARKING)
0.33	0.33	INTERSECTION	L	ROUTE 0202BZ (GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP)
0.33	0.33	ONE-WAY END	N/A	N/A
0.38	0.38	INTERSECTION	R	ROUTE 1005 (GRANDVIEW VIP PARKING)
0.43	0.43	CULVERT	N/A	N/A
0.44	0.44	INTERSECTION	R	ROUTE 0010 (GRANDVIEW ROAD)
0.44	0.44	INTERSECTION	L	ROUTE 0010 (GRANDVIEW ROAD)

Data Collected on 7/2021

# NERI: Route Milepost Log

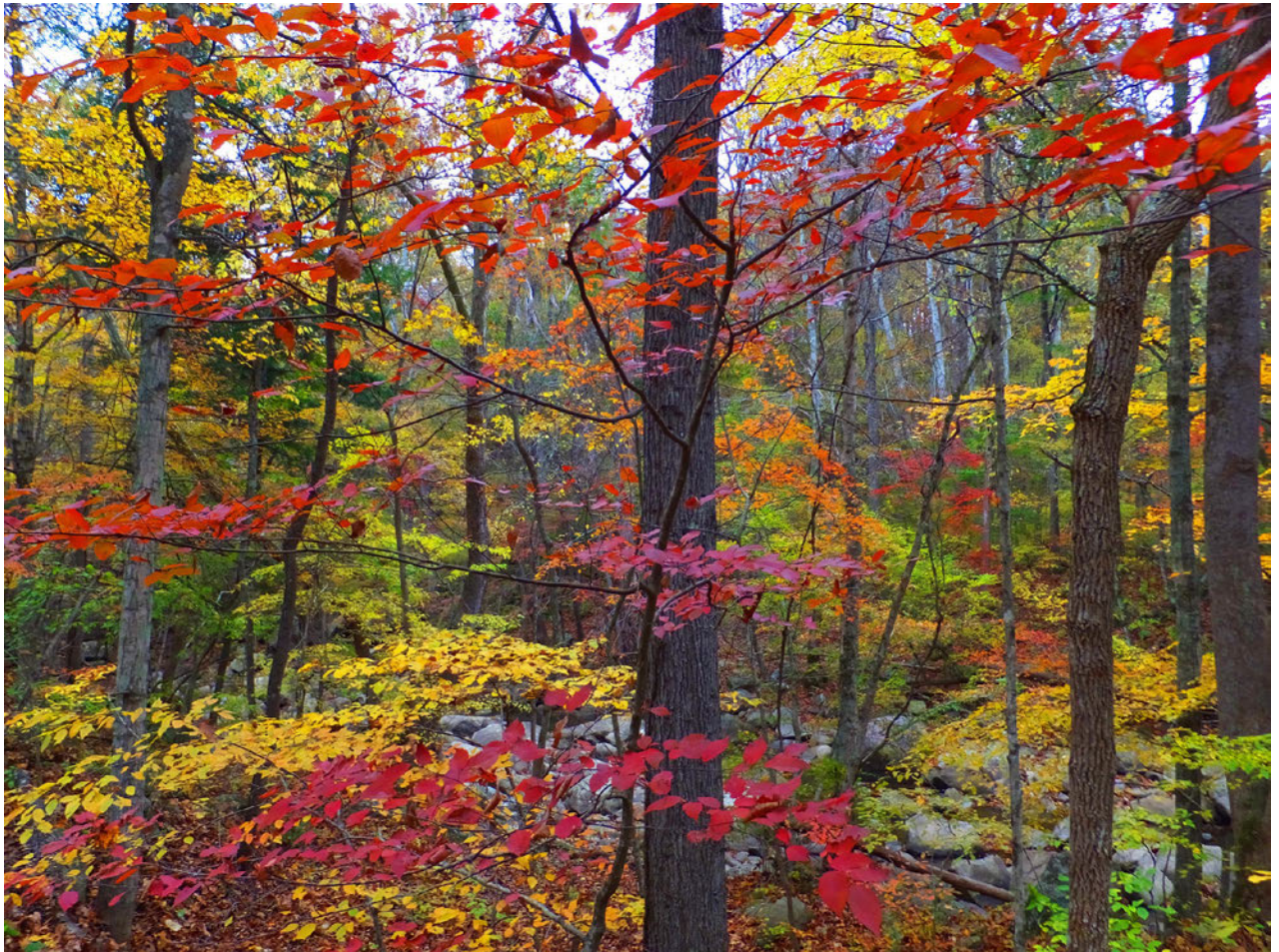
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## ROUTE 0202BZ: GRANDVIEW VISITOR CENTER ROAD ADDITIONAL PARKING LOOP

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

<b>FROM MILEPOST</b>	<b>TO MILEPOST</b>	<b>FEATURE</b>	<b>SIDE</b>	<b>COMMENT</b>
0.00	0.00	INTERSECTION	N/A	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.00	0.00	INTERSECTION	L	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.00	0.00	ONE-WAY START	N/A	N/A
0.07	0.07	INTERSECTION	L	ROUTE 0967FZ (GRANDVIEW OVERFLOW F PARKING)
0.10	0.10	INTERSECTION	R	ROUTE 0967EZ (GRANDVIEW OVERFLOW E PARKING)
0.12	0.12	INTERSECTION	L	ROUTE 0967GZ (GRANDVIEW OVERFLOW G PARKING)
0.17	0.17	INTERSECTION	N/A	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.17	0.17	INTERSECTION	L	ROUTE 0202AZ (GRANDVIEW VISITOR CENTER ROAD)
0.17	0.17	ONE-WAY END	N/A	N/A

# Section 8 Appendix



## New River Gorge National Park and Preserve



**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

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

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

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

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

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

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

## Explanation of the Condition Descriptions

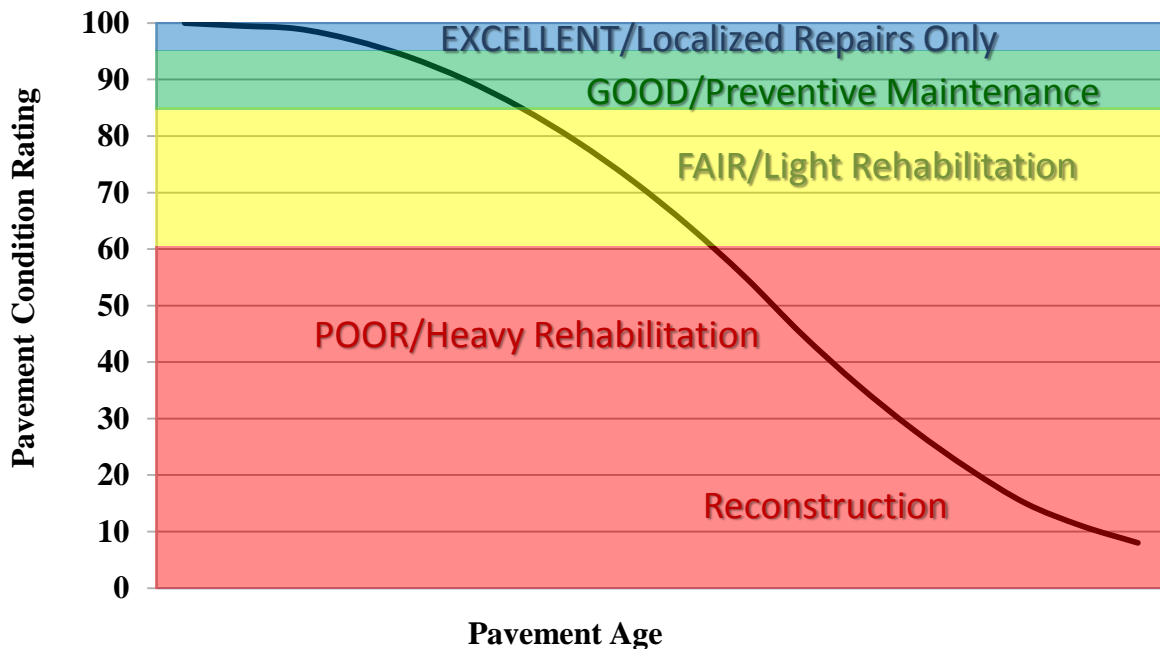
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In addition to the RIP Index changes that were implemented in Cycle 5, we will also aim to provide greater assistance in translating good/fair/poor categories into pavement needs categories. The PCR can be used to indicate the place in the Pavement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

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

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

### Condition Categories and Treatments



## Description of Pavement Treatment Types

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1. **Preventive Maintenance** is a planned strategy of cost-effective treatments to an existing roadway system and its appurtenances that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system (without significantly increasing the structural capacity). Preventive maintenance is typically applied to pavements in good condition having significant remaining service life. As a major component of pavement preservation, preventive maintenance is a strategy of extending the service life by applying cost-effective treatments to the surface or near-surface of structurally sound pavements. Examples of preventive treatments include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial and/or full-depth concrete repairs to restore functionality of individual slabs.
2. Pavement Rehabilitation consists of structural enhancements that extend the service life of an existing pavement and/or improve its load carrying capacity. Rehabilitation techniques include restoration treatments and structural overlays. Rehabilitation projects extend the life of existing pavement structures either by restoring existing structural capacity through the elimination of age-related, environmental cracking of embrittled pavement surface or by increasing pavement thickness to strengthen existing pavement sections to accommodate existing or projected traffic loading conditions. Two sub-categories result from these distinctions, which are directly related to the restoration or increase of structural capacity.
  - **Light Rehabilitation (L3R)** - Examples include single-lift overlays up to 2.5 inches in total thickness and milling and overlays for flexible pavements
  - **Heavy Rehabilitation (H3R)** – Requires rehabilitation with grade improvement. H3R stands for resurfacing, restoration, and rehabilitation projects. H3R projects typically involve multi-depth (overlays greater than 2.5 inches) pavement improvement work (short of full-depth replacement) and targeted safety improvements. H3R projects generally involve retention of the existing three-dimensional alignment.
3. **Reconstruction (4R)** is defined as the replacement of the entire existing pavement structure by the placement of the equivalent or increased pavement structure. Reconstruction usually requires the complete removal and replacement of the existing pavement structure. Reconstruction may utilize either new or recycled materials incorporated into the materials used for the reconstruction of the complete pavement section. Reconstruction is required when a pavement has either failed or has become functionally obsolete.

## **Appendix A**

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



## **Surface Distresses Identified by the Data Collection Vehicle**

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### **Surface Condition Rating – SCR**

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

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

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

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

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

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

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

### **Roughness Condition Index - RCI**

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

### **Pavement Condition Rating - PCR**

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

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

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

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

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

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

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

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

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

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

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

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

**Table 1. Distress summary**

## Alligator Cracking

### **Description:**

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

### **Severity Levels:**

#### **LOW**

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

#### **MEDIUM**

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

#### **HIGH**

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

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

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

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

**Table 3. International Roughness Index**

### **Roughness Collection Parameters**

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

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

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

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

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

## **Index Formulas**

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

### **Alligator Crack Index**

$$\text{AC\_INDEX} = 100 - 40 * [(\% \text{LOW} / 35) + (\% \text{MED} / 15) + (\% \text{HI} / 5)]$$

#### **Where:**

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

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

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

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

Percent of total area is computed as:

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

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

### **Longitudinal Crack Index**

$$\text{LC\_INDEX} = 100 - 40 * [(\% \text{LOW} / 175) + (\% \text{MED} / 75) + (\% \text{HI} / 25)]$$

#### **Where:**

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

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

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

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

Percent of interval length is computed as:

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

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



## **Structural Crack Index**

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

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

## **Transverse Crack Index**

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

### **Where:**

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

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

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

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

Number of cracks is computed as:

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

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

## **Patching Index**

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

### **Where:**

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

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

Percent of total area is computed as:

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

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

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

## **Rutting Index**

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

### **Where:**

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

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

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

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

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

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

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

## **Roughness Condition Index (Asphalt)**

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

### **Where:**

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

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

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

For concrete, PCR = RCI

## **Surface Condition Rating Index**

**SCR** = Lowest Index Value Of: [SC\_INDEX, TC\_INDEX, PATCH\_INDEX, RUT\_INDEX]

*Note: The modified SCR equation above combines AC\_INDEX and LC\_INDEX, and considers that a single AC/LC index value of the Structural Crack Index (SC\_INDEX). The lowest of the four computed index values (SC\_INDEX, TC\_INDEX, PATCH\_INDEX, or RUT\_INDEX) becomes the SCR.*

### **Where:**

See above for determinations of SC\_INDEX, TC\_INDEX, PATCH\_INDEX and RUT\_INDEX.

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

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

## **Cameras**

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

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

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

## **Pavement Imaging and Rutting**

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

<b>THREE-DIMENSIONAL PAVEMENT SURFACE AND TRANSVERSE PROFILE DATA ACQUISITION SYSTEM</b>	
<b>Surface Image Specifications</b>	
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
<b>Rutting Specifications</b>	
Reported rut depth units	Inches
Vehicle speed limitations	Up to 62 mph
Sampling rate	3000 profiles/second
Transverse resolution	1536 points/profile
Transverse field-of-view	14 feet
Depth accuracy (nominal)	<1mm
Environment	Dry pavement, day or night, above 32 degrees F
Adherence to specifications	ASTM E1703M-95 (reapproved 2005)

### **Distance Measuring Instrument (DMI)**

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

## **Roughness (IRI)**

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

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

## **GPS & Inertial Systems**

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

<b>GPS SPECIFICATIONS</b>	
Static accuracy	Sub-meter
Dynamic accuracy	2-3 meters
Receiver	12 satellite tracking
Coordinate system	Lat Lon WGS 84
Environment	Day or night
Cross-slope	± 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**

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

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

- The first of the two manual evaluation methods for roads uses rating criteria to assign index values to each distress type based on a visual evaluation of severity and extent.
- The second manual evaluation method for roads is very time demanding and is best employed on only a select set of routes which may have the highest visitor use and require a more intensive assessment. This method will be used for the Manual Rating of Function Class 1, 2, 7, and 8 Roads. This method is based on measurements that are recorded for each instance of a surface distress. These measurements are converted into index values using conversion formulas.
- Parking areas and non-linear roads are rated similar to the first method shown above, however, there are some slight differences due to the non-linear nature.

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



## **Visual Inspection Method for Manually Rating Secondary Roads**

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

### **Rating Section Lengths**

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

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

### **Rating Criteria**

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

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

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

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

## **Distress Measurement Method for Manually Rating Primary Roads**

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

### **Rating Section Lengths**

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

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

### **Manual Distress Measurements**

#### **Alligator Cracking**

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

#### **Longitudinal Cracking**

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

#### **Transverse Cracking**

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

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

### **Patching and Potholes**

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

### **Rutting**

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

### **Roughness**

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

## **Index Formulas for Distress Measurement Method:**

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

### **Alligator Crack Index for Manual Rating:**

$$AC\_INDEX = 100 - 40 * (\%ALLIGATOR / 15)$$

#### **Where:**

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

### **Longitudinal Crack Index for Manual Rating:**

$$LC\_INDEX = 100 - 40 * [(\%LOW / 175) + (\%MED / 75)]$$

#### **Where:**

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

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

### **Transverse Crack Index for Manual Rating:**

$$TC\_INDEX = (100 - 40) * [(LOW / 21.1) + (MED / 4.4)]$$

#### **Where:**

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

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

Number of cracks is computed as:  
Total length of transverse cracks/Lane width

**Patching Index for Manual Rating:**

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

**Where:**

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

**Rutting Index for Manual Rating:**

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

**Where:**

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

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

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

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

### **Rating Criteria:**

#### **Asphalt Parking Distress Types**

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

#### **Concrete Parking Distress Types**

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

## **Curb Inspection and Treatments**

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

### **Curb Reveal**

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

### **Curb Recommendations**

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

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

## GPS for Manually Rated Roads and Parking

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GPS information for Manually Collected Cycle 6 Routes will be recorded using the latest hardware and software by TRIMBLE 6000 Series GeoXT. Cycle 6 GPS collection units will allow access to GPS and GLONASS, improving overall GPS reliability, accuracy and precision to submeter accuracy.

Additionally, the new GPS units have an enhanced ability to collect accurate signals underneath tree cover or adjacent to buildings or natural terrain with extreme vertical gradations that typically reduce GPS accuracy. Trees and buildings create “satellite shadows”, limiting the areas where you can reliably collect high-accuracy GPS data. The updated GPS receiver will deliver improved usable data under tree canopy or in natural or urban canyons. Routes that were previously collected accurately will not be recollected in Cycle 6.

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

**Appendix C**  
**Description of Cycle 6 Deliverables**



## Final Report Delivery

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

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

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

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

## **Partial DCV Collections**

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

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

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

**Appendix D**  
**Glossary of Terms and Abbreviations**

## Glossary of Terms and Abbreviations

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