# WHIS
# Cycle 6

## Final Report

# Road Inventory and Condition Assessment of Paved Routes
# Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

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

**Report Date: November 2015**

# Whiskeytown National Recreation Area
# in
# California


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

## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Introduction

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

***A History of the Road Inventory Program:***

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

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

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

Respectfully,

FHWA RIP Team

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# Section 2
# Park Route Inventory

## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Cycle 6 NPS / RIP Route ID Report

**Report Date: 11/21/2015**

**(Numerical By Summary Route and Subcomponent #)**

Federal Lands Highway
Road Inventory Program

Shading Color Key

White = Paved Routes, DCV Driven | Grey = Paved Routes, DCV not Driven | Black = Non-NPS Routes | = Concession Route

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

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

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

## WHIS *Whiskeytown National Recreation Area*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 6 | 1 | 23349 | | SOUTH SHORE DRIVE EAST | FROM END OF ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO BEGINNING OF ROUTE 0206 (DRY CREEK CAMPGROUND) | | 1.04 | 0.00 | 1.04 | 1 | | AS | 2 |
| 0100 | 6 | 1 | 23352 | | BRANDY CREEK BEACH ROAD | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO ROUTE 0920 (BRANDY CREEK PARKING LOT B) | | 0.38 | 0.00 | 0.38 | 2 | | AS | 2 |
| 0101 | 6 | 1 | 23353 | | BRANDY CREEK MARINA ROAD | FROM ROUTE 0010 (SOUTH SHORE DRIVE EAST) | TO ROUTE 0922 (BRANDY CREEK MARINA PARKING) | | 0.46 | 0.00 | 0.46 | 2 | | AS | 2 |
| 0103 | 6 | 1 | 99468 | | OAK BOTTOM BEACH ROAD | FROM INTERSECTION OF STATE HIGHWAY 299 (EUREKA WAY) AND BEGINNING OF ROUTE 0407 (GRIZZLY GULCH ROAD) | TO ROUTE 0931 (OAK BOTTOM BEACH PARKING) | | 0.44 | 0.00 | 0.44 | 2 | | AS | 4 |
| 0104 | 6 | 1 | 23356 | | OAK BOTTOM MARINA ROAD | FROM INTERSECTION OF ROUTE 0103 (OAK BOTTOM BEACH ROAD) AND ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) | TO ROUTE 0935 (OAK BOTTOM MARINA PARKING) | | 0.29 | 0.00 | 0.29 | 2 | | AS | 4 |
| 0105 | 6 | 1 | 99366 | | TOWER HOUSE FOOTBRIDGE ACCESS ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO END AT BOLLARD AT PEDESTRIAN BRIDGE | | 0.07 | 0.00 | 0.07 | 2 | | AS | 6 |
| 0150 | NC | | 58128 | | MILL CREEK ROAD | FROM ROUTE 0209 (CARR POWERHOUSE ROAD) | TO END | | 0.00 | 5.00 | 5.00 | 2 | | GR | |
| 0151 | NC | | 23360 | | SHASTA BALLY ROAD | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO END | | 0.00 | 8.15 | 8.15 | 2 | | GR | |
| 0152 | NC | | 23361 | | SOUTH SHORE DRIVE WEST | FROM INTERSECTION OF ROUTE 0010 (SOUTH SHORE DRIVE EAST) AND ROUTE 0206 (DRY CREEK CAMPGROUND) | TO ROUTE 0209 (CARR POWERHOUSE ROAD) | | 0.00 | 5.09 | 5.09 | 2 | | GR | |
| 0153 | NC | | 99369 | | LAKESHORE ACCESS ROAD | FROM ROUTE 0209 (CARR POWERHOUSE ROAD) | TO END | | 0.00 | 0.50 | 0.50 | 2 | | GR | |
| 0154 | NC | | 99370 | | SHASTA DIVIDE ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO POWER TOWER | | 0.00 | 1.40 | 1.40 | 2 | | GR | |

# Cycle 6 NPS / RIP Route ID Report

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Federal Lands Highway
Road Inventory Program

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## WHIS *Whiskeytown National Recreation Area*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0155 | NC | | | | CRYSTAL CREEK FALLS ROAD | FROM INTERSECTION OF ROUTE 0221 (CRYSTAL CREEK CAMP ACCESS ROAD) AND ROUTE 5221 (CRYSTAL CREEK ROAD NON NPS) | TO ROUTE 0947 (CRYSTAL CREEK ADA PARKING) | | 0.00 | 0.09 | 0.09 | 2 | | GR | |
| 0201 | 6 | 1 | 23365 | | N.E.E.D. CAMP ROAD | FROM INTERSECTION OF ROUTE 0256 (PAIGE BAR ROAD) AND END OF ROUTE 5201 (PAIGE BAR ROAD NON NPS) | TO ROUTE 0914 (N.E.E.D. CAMP PARKING) | | 0.27 | 0.00 | 0.27 | 3 | | AS | 1 |
| 0205 | 6 | 1 | 23367 | | BRANDY CREEK MARINA R.V. CAMPGROUND | FROM ROUTE 0101 (BRANDY CREEK MARINA ROAD) | TO DEAD END AT CUL-DE-SAC | | 0.42 | 0.00 | 0.42 | 3 | | AS | 2 |
| 0206 | NC | | 23369 | | DRY CREEK CAMPGROUND | FROM END OF ROUTE 0010 (SOUTH SHORE DRIVE EAST) | TO ROUTE 0938 (DRY CREEK CAMPGROUND PARKING) | | 0.00 | 0.20 | 0.20 | 3 | | GR | |
| 0209 | 6 | 1 | 23371 | | CARR POWERHOUSE ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO ROUTE 0152 (SOUTH SHORE DRIVE WEST) | | 1.10 | 0.00 | 1.10 | 3 | | AS | 5 |
| 0211 | 6 | 1 | 23373 | | CARR LAKE ACCESS ROAD | FROM ROUTE 0209 (CARR POWERHOUSE ROAD) | TO OAK BOTTOM WATER DITCH TRAILHEAD | | 0.51 | 0.00 | 0.51 | 3 | | AS | 5 |
| 0214 | NC | | 23375 | | TURNOUT LAKE SPUR | FROM ROUTE 0408 (DISPOSAL POND ROAD) | TO END | | 0.00 | 0.50 | 0.50 | 4 | | GR | |
| 0215 | 6 | 1 | 23376 | | OAK BOTTOM CAMPGROUND LOOP A | FROM ROUTE 0103 (OAK BOTTOM BEACH ROAD) | TO END OF LOOP | | 0.50 | 0.00 | 0.50 | 3 | | AS | 4 |
| 0216 | 6 | 1 | 99376 | | OAK BOTTOM CAMPGROUND LOOP B | FROM ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) | TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) | | 0.05 | 0.00 | 0.05 | 3 | | AS | 4 |
| 0220 | 6 | 1 | 23379 | | WHISKEY CREEK GROUP PICNIC ROAD | FROM ROUTE 5000 (WHISKEY CREEK ROAD) | TO ROUTE 0945 (WHISKEY CREEK GROUP PICNIC AREA PARKING) | | 1.38 | 0.00 | 1.38 | 3 | | AS | 3 |
| 0221 | 6 | 1 | 83008 | | CRYSTAL CREEK CAMP ACCESS ROAD | FROM END OF ROUTE 5221 (CRYSTAL CREEK ROAD NON NPS) AT COUNTY LINE | TO BEGINNING OF CRYSTAL CREEK CONSERVATION CAMP BRIDGE | | 1.77 | 0.00 | 1.77 | 3 | | AS | 6 |

# Cycle 6 NPS / RIP Route ID Report

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Road Inventory Program

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## WHIS *Whiskeytown National Recreation Area*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0222 | NC | | 99384 | | CRYSTAL CREEK CAMPGROUND ROAD | FROM ROUTE 0251 (CRYSTAL CREEK ROAD) | TO ROUTE 0222 (CRYSTAL CREEK CAMPGROUND ROAD) | | 0.00 | 0.20 | 0.20 | 3 | | GR | |
| 0251 | NC | | 23382 | | CRYSTAL CREEK ROAD | FROM ROUTE 0221 (CRYSTAL CREEK CAMP ACCESS ROAD) | TO ROUTE 0252 (COGGINS PARK SPUR) | | 0.00 | 7.30 | 7.30 | 4 | | GR | |
| 0252 | NC | | 23398 | | COGGINS PARK SPUR | FROM ROUTE 0251 (CRYSTAL CREEK ROAD) | TO END | | 0.00 | 0.46 | 0.46 | 4 | | GR | |
| 0253 | NC | | 23400 | | SHASTA BALLY ROAD WEST | FROM ROUTE 0252 (COGGINS PARK SPUR) | TO END | | 0.00 | 1.00 | 1.00 | 4 | | GR | |
| 0255 | NC | | 83013 | | BRANDY CREEK ROAD | FROM ROUTE 0151 (SHASTA BALLY ROAD) | TO END | | 0.00 | 1.50 | 1.50 | 4 | | GR | |
| 0256 | NC | | 58121 | | PAIGE BAR ROAD | FROM ROUTE 0151 (SHASTA BALLY ROAD) | TO MULE TOWN ROAD | | 0.00 | 4.53 | 4.53 | 3 | | GR | |
| 0258 | NC | | 99385 | | COUNTY LINE ROAD | FROM PARK BOUNDARY | TO ROUTE 0251 (CRYSTAL CREEK ROAD) | | 0.00 | 2.50 | 2.50 | 4 | | GR | |
| 0400 | 6 | 1 | 83011 | | HEADQUARTERS ROAD | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO BEGINNING OF ROUTE 0415 (GOVERNMENT BOAT LAUNCH LOOP) | | 0.23 | 0.00 | 0.23 | 5 | | AS | 1 |
| 0401 | 6 | 1 | 99386 | | N.E.E.D. CAMP RESIDENCE ROAD | FROM ROUTE 0914 (N.E.E.D. CAMP PARKING) | TO DEAD END | | 0.10 | 0.05 | 0.15 | 5 | | AS | 1 |
| 0402 | NC | | 99387 | | N.E.E.D. CAMP SERVICE ROAD | FROM ROUTE 0201 (N.E.E.D. CAMP ROAD) | TO END | | 0.00 | 0.19 | 0.19 | 6 | | GR | |
| 0404 | 6 | 1 | 83010 | | BRANDY CREEK SERVICE ROAD SOUTH | FROM INTERSECTION OF ROUTE 5010 (KENNEDY MEMORIAL DRIVE) AND BEGINNING OF ROUTE 0100 (BRANDY CREEK BEACH ROAD) | TO ROUTE 0917 (BRANDY CREEK STORAGE YARD) | | 0.17 | 0.00 | 0.17 | 6 | | AS | 2 |
| 0405 | 6 | 1 | 99389 | | CARR POWERHOUSE SERVICE ROAD | FROM ROUTE 0209 (CARR POWERHOUSE ROAD) | TO END | | 0.14 | 0.31 | 0.45 | 5 | | AS | 5 |

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## WHIS *Whiskeytown National Recreation Area*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0406 | 6 | 1 | 37948 | | QUARTERS 324 ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO END AT DRIVEWAY AND UNPAVED PARKING | | 0.28 | 0.00 | 0.28 | 6 | | AS | 5 |
| 0407 | 6 | 1 | 83009 | | GRIZZLY GULCH ROAD | FROM INTERSECTION OF STATE HIGHWAY 299 (EUREKA WAY) AND BEGINNING OF ROUTE 0103 (OAK BOTTOM BEACH ROAD) | TO PARK BOUNDARY | | 0.33 | 0.72 | 1.05 | 5 | | AS | 4 |
| 0408 | NC | | 83012 | | DISPOSAL POND ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO END | | 0.00 | 0.68 | 0.68 | 5 | | GR | |
| 0409 | NC | | 83014 | | MERRY MOUNTAIN ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO ROUTE 0410 (TOWER RESIDENCE ROAD) | | 0.00 | 0.62 | 0.62 | 5 | | GR | |
| 0410 | 6 | 1 | 83015 | | TOWER RESIDENCE ROAD | FROM TRINITY MOUNTAIN ROAD | TO END AT GATE | | 0.05 | 0.36 | 0.40 | 6 | | AS | 6 |
| 0411 | 6 | 1 | 99390 | | BULL GULCH SERVICE ROAD | FROM ROUTE 0406 (QUARTERS 324 ROAD) | TO END | | 0.47 | 0.10 | 0.57 | 6 | | AS | 5 |
| 0413 | NC | | 99391 | | SOUTH FORK MOUNTAIN LOOKOUT ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO PARK BOUNDARY | | 0.00 | 5.30 | 5.30 | 5 | | GR | |
| 0414 | 6 | 1 | 99392 | | GRIZZLY GULCH WASTEWATER ACCESS ROAD | FROM ROUTE 0407 (GRIZZLY GULCH ROAD) | TO DEAD END | | 0.07 | 0.00 | 0.07 | 5 | | AS | 4 |
| 0415 | 6 | 1 | 99393 | | GOVERNMENT BOAT LAUNCH LOOP | FROM END OF ROUTE 0400 (HEADQUARTERS ROAD) | TO ROUTE 0400 (HEADQUARTERS ROAD) | | 0.11 | 0.00 | 0.11 | 5 | | AS | 1 |
| 0416 | NC | | 99398 | | WATER TANK ACCESS ROAD | FROM ROUTE 5201 (PAIGE BAR ROAD NON NPS) | TO END | | 0.00 | 0.10 | 0.10 | 6 | | GR | |
| 0417 | NC | | 99399 | | BRANDY CREEK PUMPHOUSE ROAD | FROM ROUTE 0920 (BRANDY CREEK PARKING LOT B) | TO END | | 0.00 | 0.50 | 0.50 | 6 | | GR | |
| 0418 | NC | | 99400 | | BRANDY CREEK TREATMENT PLANT ROAD | FROM ROUTE 0404 (BRANDY CREEK SERVICE ROAD SOUTH) | TO END | | 0.00 | 0.50 | 0.50 | 6 | | GR | |
| 0419 | NC | | 99401 | | BRANDY CREEK WATER TANK SERVICE ROAD | FROM ROUTE 0404 (BRANDY CREEK SERVICE ROAD SOUTH) | TO END | | 0.00 | 0.20 | 0.20 | 6 | | GR | |

# Cycle 6 NPS / RIP Route ID Report

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## WHIS *Whiskeytown National Recreation Area*

### ROAD INVENTORY (1100 SERIES FMSS LOCATIONS)

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0420 | NC | | 99402 | | BRANDY CREEK PUMPHOUSE SERVICE ROAD | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO END | | 0.00 | 0.10 | 0.10 | 6 | | GR | |
| 0421 | NC | | 99403 | | EAST BEACH ACCESS ROAD | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO END | | 0.00 | 0.10 | 0.10 | 6 | | GR | |
| 0422 | NC | | 99404 | | ORFINO SERVICE ROAD | FROM ROUTE 5201 (PAIGE BAR ROAD NON NPS) | TO POWER TOWER | | 0.00 | 1.80 | 1.80 | 6 | | GR | |
| 0423 | 6 | 1 | | | OAK BOTTOM WATER STORAGE TANK SERVICE ROAD | FROM ROUTE 0104 (OAK BOTTOM MARINA ROAD) | TO END AT WATER STORAGE TANK | | 0.02 | 0.18 | 0.20 | 6 | | AS | 4 |

### NON-NPS ROADS INVENTORY

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Paved Miles | Unpaved Miles | Total Mileage | Functional Class | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5000 | 4 | 1 | | | WHISKEY CREEK ROAD | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO PARK BOUNDARY | | 2.48 | 0.00 | 2.48 | | | AS | 3 |
| 5010 | 4 | 1 | | | KENNEDY MEMORIAL DRIVE | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO BEGINNING OF ROUTE 0010 (SOUTH SHORE DRIVE EAST) | | 4.72 | 0.00 | 4.72 | | | AS | 1,2 |
| 5201 | 4 | 1 | | | PAIGE BAR ROAD NON NPS | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO BEGINNING OF ROUTE 0201 (N.E.E.D. CAMP ROAD) | | 1.86 | 0.00 | 1.86 | | | AS | 1 |
| 5221 | 4 | 1 | | | CRYSTAL CREEK ROAD NON NPS | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO BEGINNING OF ROUTE 0221 (CRYSTAL CREEK CAMP ACCESS ROAD) | | 2.07 | 0.00 | 2.07 | | | AS | 6 |

# Cycle 6 NPS / RIP Route ID Report

**Report Date: 11/21/2015**

**(Numerical By Summary Route and Subcomponent #)**

Federal Lands Highway
Road Inventory Program

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## WHIS *Whiskeytown National Recreation Area*

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

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0900ZZ | 6 | 1 | 23363 | | VISITOR CENTER PARKING AREAS | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | | PUBLIC | 19,410 | AS | 1 |
| 0901 | 6 | 1 | 99405 | | PARK HEADQUARTERS VISITOR PARKING | FROM ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT | TO PARKING | | PUBLIC | 4,994 | AS | 1 |
| 0902A | 6 | 1 | 99406 | | PARK HEADQUARTERS EMPLOYEE PARKING A | ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT | | | NONPUBLIC | 5,566 | AS | 1 |
| 0902B | 6 | 1 | 99408 | | PARK HEADQUARTERS EMPLOYEE PARKING B | ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT | | | NONPUBLIC | 2,119 | AS | 1 |
| 0903 | 6 | 1 | 99412 | | PARK HEADQUARTERS EMPLOYEE PARKING | ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT | | | NONPUBLIC | 1,687 | AS | 1 |
| 0904 | 6 | 1 | 99413 | | MAINTENANCE YARD | FROM ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT | TO ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT | | NONPUBLIC | 16,087 | AS | 1 |
| 0905 | 6 | 1 | 99414 | | HEADQUARTERS ADMINISTRATIVE PARKING | FROM ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT | TO PARKING | | NONPUBLIC | 4,003 | AS | 1 |
| 0907 | 6 | 1 | 99415 | | HEADQUARTERS GOVERNMENT CAR PARKING | ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT | | | NONPUBLIC | 1,179 | AS | 1 |
| 0908 | NC | | 99420 | | DROP BOX | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO DROP BOX | | NONPUBLIC | 12,118 | GR | |
| 0909 | 6 | 1 | 99421 | | EAST BEACH PARKING | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON RIGHT | | | PUBLIC | 9,026 | AS | 1 |
| 0910ZZ | 6 | 1 | 99422 | | KENNEDY MEMORIAL VISTAS PARKING AREAS | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON LEFT AND RIGHT | | | PUBLIC | 9,367 | AS | 1 |
| 0911A | 6 | 1 | 99423 | | KENNEDY MONUMENT / DAM PARKING A | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | | | PUBLIC | 8,064 | AS | 1 |
| 0911B | 6 | 1 | 99426 | | KENNEDY MONUMENT / DAM PARKING B | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) AND ROUTE 5201 (PAIGE BAR ROAD NON NPS) | | | PUBLIC | 25,561 | AS | 1 |

# Cycle 6 NPS / RIP Route ID Report

**Report Date: 11/21/2015**

**(Numerical By Summary Route and Subcomponent #)**

Federal Lands Highway
Road Inventory Program

Shading Color Key

| | | |
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= Concession Route

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## WHIS *Whiskeytown National Recreation Area*

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

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0912 | NC | | 99427 | | MOUNT SHASTA MINE LOOP TRAILHEAD PARKING | FROM ROUTE 5201 (PAIGE BAR ROAD NON NPS) | TO PARKING | | PUBLIC | 49,941 | GR | |
| 0913 | NC | | 99428 | | N.E.E.D. CAMP OVERFLOW PARKING | FROM ROUTE 0201 (N.E.E.D. CAMP ROAD) | TO PARKING | | PUBLIC | 9,650 | GR | |
| 0914 | 6 | 1 | 99429 | | N.E.E.D. CAMP PARKING | FROM END OF ROUTE 0201 (N.E.E.D. CAMP ROAD) | TO BEGINNING OF ROUTE 0401 (N.E.E.D. CAMP RESIDENCE ROAD) | | PUBLIC | 13,364 | AS | 1 |
| 0915 | 6 | 1 | 99430 | | N.E.E.D. CAMP CAFETERIA ACCESS PARKING | FROM ROUTE 0401 (N.E.E.D. CAMP RESIDENCE ROAD) ON RIGHT | TO PARKING | | PUBLIC | 2,450 | AS | 1 |
| 0916 | NC | | 99431 | | DAVIS GULCH TRAILHEAD PARKING | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO PARKING | | PUBLIC | 5,115 | GR | |
| 0917 | NC | | 99450 | | BRANDY CREEK STORAGE YARD | FROM ROUTE 0404 (BRANDY CREEK SERVICE ROAD SOUTH) | TO STORAGE YARD | | NONPUBLIC | 10,050 | GR | |
| 0918 | NC | | 99451 | | BRANDY CREEK BEACH RESTROOM PARKING | FROM ROUTE 0100 (BRANDY CREEK BEACH ROAD) ON RIGHT | TO PARKING | | PUBLIC | 11,870 | GR | |
| 0919 | 6 | 1 | 99452 | | BRANDY CREEK PARKING LOT A | FROM ROUTE 0100 (BRANDY CREEK BEACH ROAD) | TO PARKING | | PUBLIC | 45,531 | AS | 2 |
| 0920 | 6 | 1 | 99453 | | BRANDY CREEK PARKING LOT B | FROM END OF ROUTE 0100 (BRANDY CREEK BEACH ROAD) | TO PARKING | | PUBLIC | 113,423 | AS | 2 |
| 0921 | NC | | 99454 | | BRANDY CREEK FALLS TRAILHEAD PARKING | FROM ROUTE 0151 (SHASTA BALLY ROAD) | TO PARKING | | PUBLIC | 3,445 | GR | |
| 0922 | 6 | 1 | 99455 | | BRANDY CREEK MARINA PARKING | FROM END OF ROUTE 0101 (BRANDY CREEK MARINA ROAD) | TO PARKING | | PUBLIC | 181,050 | AS | 2 |
| 0923 | 6 | 1 | 99456 | ■ | DRY STORAGE AREA | FROM ROUTE 0101 (BRANDY CREEK MARINA ROAD) | TO ROUTE 0922 (BRANDY CREEK MARINA PARKING) | | NONPUBLIC | 22,442 | AS | 2 |
| 0924A | 6 | 1 | 99457 | | BRANDY CREEK R.V. PARKING A | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT | | | PUBLIC | 3,557 | AS | 2 |

# Cycle 6 NPS / RIP Route ID Report

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Federal Lands Highway
Road Inventory Program

Shading Color Key

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## WHIS *Whiskeytown National Recreation Area*

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

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0924B | 6 | 1 | 99458 | | BRANDY CREEK R.V. PARKING B | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT | | | PUBLIC | 5,963 | AS | 2 |
| 0924C | 6 | 1 | 99459 | | BRANDY CREEK R.V. PARKING C | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT | | | PUBLIC | 3,148 | AS | 2 |
| 0924D | 6 | 1 | 99460 | | BRANDY CREEK R.V. PARKING D | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT | | | PUBLIC | 3,962 | AS | 2 |
| 0924E | 6 | 1 | 99461 | | BRANDY CREEK R.V. PARKING E | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT | | | PUBLIC | 5,294 | AS | 2 |
| 0924F | 6 | 1 | | | BRANDY CREEK R.V. PARKING F | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT | | | PUBLIC | 1,454 | AS | 2 |
| 0924G | 6 | 1 | | | BRANDY CREEK R.V. PARKING G | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT | | | PUBLIC | 559 | AS | 2 |
| 0924H | 6 | 1 | | | BRANDY CREEK R.V. PARKING H | ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT | | | PUBLIC | 515 | AS | 2 |
| 0925 | 6 | 1 | 99462 | | CARR PICNIC AREA PARKING | FROM ROUTE 0209 (CARR POWERHOUSE ROAD) | TO ROUTE 0209 (CARR POWERHOUSE ROAD) | | PUBLIC | 21,139 | AS | 5 |
| 0926 | NC | | 99463 | | CARR STORAGE YARD | FROM ROUTE 0405 (CARR POWERHOUSE SERVICE ROAD) | TO STORAGE YARD | | NONPUBLIC | 16,186 | GR | |
| 0927 | NC | | 99464 | | ROPE SWING PARKING | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO PARKING | | PUBLIC | 5,265 | GR | |
| 0928 | 6 | 1 | 99465 | | TOWER HOUSE HISTORIC DISTRICT PARKING | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO PARKING | | PUBLIC | 29,272 | AS | 6 |

# Cycle 6 NPS / RIP Route ID Report

**Report Date: 11/21/2015**

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Federal Lands Highway
Road Inventory Program

Shading Color Key

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= Concession Route

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NC = Not Collected

## WHIS *Whiskeytown National Recreation Area*

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

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0929 | 6 | 1 | 99466 | | OAK BOTTOM WATER DITCH TRAIL PARKING | ADJACENT TO ROUTE 0103 (OAK BOTTOM BEACH ROAD) | | | PUBLIC | 4,878 | AS | 4 |
| 0930 | 6 | 1 | 99467 | | OAK BOTTOM CAMPGROUND STORE PARKING | FROM ROUTE 0103 (OAK BOTTOM BEACH ROAD) | TO ROUTE 0104 (OAK BOTTOM MARINA ROAD) | | PUBLIC | 9,413 | AS | 4 |
| 0931 | 6 | 1 | 23354 | | OAK BOTTOM BEACH PARKING | FROM END OF ROUTE 0103 (OAK BOTTOM BEACH ROAD) | TO PARKING | | PUBLIC | 38,253 | AS | 4 |
| 0932 | 6 | 1 | 99469 | | OAK BOTTOM R.V. CAMP PARKING | FROM ROUTE 0104 (OAK BOTTOM MARINA ROAD) | TO ROUTE 0104 (OAK BOTTOM MARINA ROAD) AND ROUTE 0933 (OAK BOTTOM LAUNCH RAMP) | | PUBLIC | 39,575 | AS | 4 |
| 0933 | 6 | 1 | 99470 | | OAK BOTTOM LAUNCH RAMP | FROM ROUTE 0104 (OAK BOTTOM MARINA ROAD) | TO ROUTE 0103 (OAK BOTTOM BEACH ROAD) | | PUBLIC | 130,249 | AS | 4 |
| 0934 | 6 | 1 | 99471 | | OAK BOTTOM R.V. DUMP STATION PARKING | ADJACENT TO ROUTE 0103 (OAK BOTTOM BEACH ROAD) ON RIGHT | | | PUBLIC | 6,785 | AS | 4 |
| 0935 | 6 | 1 | 99472 | | OAK BOTTOM MARINA PARKING | FROM END OF ROUTE 0104 (OAK BOTTOM MARINA ROAD) | TO PARKING | | PUBLIC | 56,842 | AS | 4 |
| 0936A | 6 | 1 | 99474 | | OAK BOTTOM CAMPGROUND PARKING A | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT | | | PUBLIC | 2,744 | AS | 4 |
| 0936B | 6 | 1 | 99473 | | OAK BOTTOM CAMPGROUND PARKING B | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | | | PUBLIC | 2,474 | AS | 4 |
| 0936C | 6 | 1 | 99475 | | OAK BOTTOM CAMPGROUND PARKING C | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | | | PUBLIC | 3,659 | AS | 4 |
| 0936D | 6 | 1 | 99476 | | OAK BOTTOM CAMPGROUND PARKING D | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT | | | PUBLIC | 3,371 | AS | 4 |
| 0936E | 6 | 1 | 99477 | | OAK BOTTOM CAMPGROUND PARKING E | FROM ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | | PUBLIC | 4,155 | AS | 4 |

# Cycle 6 NPS / RIP Route ID Report

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## WHIS *Whiskeytown National Recreation Area*

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

| Route No. | Cycle Collected | Iteration Collected | FMSS Number | Concession | Route Name | Route Description From | Route Description To | Maintenance District | Access Level | Area (SQ FT) | Surf. Type | Area Map |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0936F | 6 | 1 | 99478 | | OAK BOTTOM CAMPGROUND PARKING F | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | | | PUBLIC | 3,338 | AS | 4 |
| 0936G | 6 | 1 | 99479 | | OAK BOTTOM CAMPGROUND PARKING G | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | | | PUBLIC | 3,113 | AS | 4 |
| 0936H | 6 | 1 | | | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING A | ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT | | | PUBLIC | 985 | AS | 4 |
| 0936I | 6 | 1 | | | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING B | FROM ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT | TO PARKING | | PUBLIC | 1,049 | AS | 4 |
| 0937 | 6 | 1 | 99480 | | WHISKEY CREEK BOAT LAUNCH PARKING | FROM ROUTE 5000 (WHISKEY CREEK ROAD) | TO PARKING | | PUBLIC | 66,397 | AS | 3 |
| 0938 | NC | | 99481 | | DRY CREEK CAMPGROUND PARKING | FROM ROUTE 0206 (DRY CREEK CAMPGROUND) | TO PARKING | | PUBLIC | 22,480 | GR | |
| 0941 | 6 | 1 | 99483 | | OAK BOTTOM FIRE CACHE PARKING | FROM ROUTE 0423 (OAK BOTTOM WATER STORAGE TANK SERVICE ROAD) | TO ROUTE 0930 (OAK BOTTOM CAMPGROUND STORE PARKING) | | NONPUBLIC | 10,115 | AS | 4 |
| 0943 | 6 | 1 | 99485 | | MILL CREEK TRAILHEAD PARKING | ADJACENT TO ROUTE 0221 (CRYSTAL CREEK CAMP ACCESS ROAD) | | | PUBLIC | 4,286 | AS | 6 |
| 0944 | 6 | 1 | 23033 | | GUARDIAN ROCK TRAILHEAD PARKING | ADJACENT TO ROUTE 0201 (N.E.E.D. CAMP ROAD) | | | PUBLIC | 1,690 | AS | 1 |
| 0945 | NC | | 99833 | | WHISKEY CREEK GROUP PICNIC AREA PARKING | FROM END OF ROUTE 0220 (WHISKEY CREEK GROUP PICNIC ROAD) | TO PARKING | | PUBLIC | | GR | |
| 0946 | 6 | 1 | 109597 | | EAST ENTRANCE SIGN PARKING AREA | FROM STATE HIGHWAY 299 (EUREKA WAY) | TO STATE HIGHWAY 299 (EUREKA WAY) | | PUBLIC | 6,292 | AS | 1 |
| 0947 | 6 | 1 | | | CRYSTAL CREEK ADA PARKING | FROM ROUTE 0155 (CRYSTAL CREEK FALLS ROAD) | TO PARKING | | PUBLIC | 4,219 | AS | 6 |

# Cycle 6 NPS / RIP Route ID Report

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## Cycle 6 Summary Totals for Whiskeytown National Recreation Area

### Cycle 6 Route Totals

| | NPS Maintained | Concessionaire Maintained | Park Totals |
|---|---|---|---|
| Paved Roads, Data Collection Vehicle Rated (Miles) | 10.57 | 0 | **10.57** |
| Paved Roads, Manually Rated Length (Miles) | 0.06 | 0 | **0.06** |
| Paved Roads, Manually Rated Area (Sq. Ft.) | 0 | 0 | **0** |
| Unpaved Roads (Miles) | 50.23 | 0 | **50.23** |
| Paved Parking (Sq. Ft.) | 941,626 | 22,442 | **964,068** |
| Unpaved Parking (Sq. Ft.) | 146,120 | 0 | **146,120** |

### Cycle 6 Lane Miles and Overall Pavement Condition

| | Lanes Miles* | Pavement Condition Rating** |
|---|---|---|
| Data Collection Vehicle Routes | 19.17 | 83 |
| Manually Rated Roads | 0.08 | 69 |
| Parking Areas | 16.60 | 67 |

* 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

# Cycle 6 NPS / RIP Route ID Report

**Report Date: 11/21/2015**

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## General Park Road Functional Classification (FC) Table

| FC | Type | User Access | Description | Route Numbers |
|---|---|---|---|---|
| 1 | Principal Park Road<br>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<br>0010 - 0099 |
| 2 | Connector<br>Park Road | Public | Roads which provide access within a park to areas of scenic, scientific, recreational or cultural interest, such as overlooks, campgrounds, etc. | 0100 - 0199 |
| 3 | Special Purpose<br>Park Road | Public | Roads which provide circulation within public areas, such as campgrounds, picnic areas, visitor center complexes, concessionaire facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation. | 0200 - 0299 |
| 4 | Primitive<br>Park Road | Public | Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles. Note: Functional Classes 3 and 4 have the same route numbers because, historically, they were numbered similarly. | 0200 - 0299 |
| 5 | Administrative<br>Park Road | Public | All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas. | 0400 - 0499 |
| 6 | Administrative<br>Park Road<br>(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<br>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<br>Roads | Public | State, County, or City owned roads which border, traverse, or provide access to Park Facilities or Locations. Non-NPS roads are not assigned functional classes and are driven for GPS and Video Log only. | 5000 - 5999 |

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

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

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

Report Date: 11/21/2015

# NPS / RIP Subcomponent Details for WHIS

(Numerical By Summary Route and Subcomponent #)

Federal Lands Highway
Road Inventory Program

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Black = Paved Routes, Non-NPS

= Concession Route

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## WHIS *Whiskeytown National Recreation Area*

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

| Route Number | FMSS Number | Cycle Collected | Iteration Collected | Concession | Route Name | Route Description From | Route Description To | User Access | Area (SQ FT) |
|---|---|---|---|---|---|---|---|---|---|
| 0900ZZ | 23363 | 6 | 1 | | VISITOR CENTER PARKING AREAS | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | PUBLIC | 19,410 |
| 0910ZZ | 99422 | 6 | 1 | | KENNEDY MEMORIAL VISTAS PARKING AREAS | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON LEFT AND RIGHT | | PUBLIC | 9,367 |

### WHIS-0900ZZ Subcomponent Breakdown

| Route Number | FMSS Number | Cycle Collected | Iteration Collected | Concession | Route Name | Route Description From | Route Description To | User Access | Area (SQ FT) |
|---|---|---|---|---|---|---|---|---|---|
| 0900AZ | 23363 | 6 | 1 | | VISITOR CENTER PARKING A | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | | PUBLIC | 1,523 |
| 0900BZ | 23363 | 6 | 1 | | VISITOR CENTER PARKING B | FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) | PUBLIC | 17,887 |

### WHIS-0910ZZ Subcomponent Breakdown

| Route Number | FMSS Number | Cycle Collected | Iteration Collected | Concession | Route Name | Route Description From | Route Description To | User Access | Area (SQ FT) |
|---|---|---|---|---|---|---|---|---|---|
| 0910AZ | 99422 | 6 | 1 | | KENNEDY MEMORIAL VISTAS PARKING A | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON RIGHT | | PUBLIC | 5,823 |
| 0910BZ | 99422 | 6 | 1 | | KENNEDY MEMORIAL VISTAS PARKING B | ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON LEFT | | PUBLIC | 3,544 |

# Route Identification Changes to Paved Routes from Previous Cycle
## Whiskeytown National Recreation Area

| ROUTES REMOVED FROM PREVIOUS INVENTORY: | | | |
|---|---|---|---|
| **Route No.** | **Route Name** | **Type of Change** | **Comments** |
| 0940 | GRIZZLY GULCH WASTEWATER ACCESS PARKING | OTHER | PARKING AREA REMOVED FROM THE INVENTORY BECAUSE A BUILDING HAS BEEN CONSTRUCTED IN ITS PLACE. |

| ROUTES ADDED FROM PREVIOUS INVENTORY: | | | |
|---|---|---|---|
| **Route No.** | **Route Name** | **Type of Change** | **Comments** |
| 0423 | OAK BOTTOM WATER STORAGE TANK SERVICE ROAD | OTHER | ROUTE ADDED TO INVENTORY IN CYCLE 6. |
| 0936H | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING A | OTHER | PARKING AREA ADDED TO THE INVENTORY IN CYCLE 6. |
| 0936I | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING B | OTHER | PARKING AREA ADDED TO THE INVENTORY IN CYCLE 6. |
| 0947 | CRYSTAL CREEK ADA PARKING | RECENTLY CONSTRUCTED ROUTE | RECENTLY CONSTRUCTED PARKING AREA ADDED TO THE INVENTORY IN CYCLE 6. |

| ROUTES MODIFIED FROM PREVIOUS INVENTORY: | | | |
|---|---|---|---|
| **Route No.** | **Route Name** | **Type of Change** | **Comments** |
| 0206 | DRY CREEK CAMPGROUND | SURFACE TYPE CHANGE | ROUTE WAS PAVED AND COLLECTED IN CYCLE 5. IN CYCLE 6 THE SURFACE TYPE CHANGED TO UNPAVED BECAUSE THE PARK HAS PULVERIZED THE SECTIONS OF ASPHALT THAT PREVIOUSLY EXISTED. ROUTE IS NOW ENTIRELY GRAVEL. |
| 0405 | CARR POWERHOUSE SERVICE ROAD | LENGTH CHANGE | A SHORT CONCRETE SECTION AT THE END OF THE ROAD WAS REMOVED IN CYCLE 6 AND IS NOW CONSIDERED TO BE A DRIVEWAY RATHER THAN A ROAD. |
| 0410 | TOWER RESIDENCE ROAD | SURFACE TYPE CHANGE | PREVIOUSLY COLLECTED AS ALL PAVED, IN POOR CONDITION. HOWEVER, THE NPS CONFIRMED THAT ONLY THE FIRST .05 MILES IS CONSIDERED PAVED, AND THE REST IS UNPAVED. |
| 0414 | GRIZZLY GULCH WASTEWATER ACCESS ROAD | ROUTE NAME | ROUTE NAME CHANGED FROM "GRIZZLY GULCH WATER TANK ACCESS ROAD" TO "GRIZZLY GULCH WASTEWATER ACCESS ROAD". |

# Route Identification Changes to Paved Routes from Previous Cycle
## Whiskeytown National Recreation Area

| ROUTES MODIFIED FROM PREVIOUS INVENTORY: | | | |
|---|---|---|---|
| **Route No.** | **Route Name** | **Type of Change** | **Comments** |
| 0904 | MAINTENANCE YARD | SQ FEET CHANGE | GPS WAS UPDATED TO BETTER REFLECT THE PARKING AREA GEOMETRY. |
| 0936A | OAK BOTTOM CAMPGROUND PARKING A | SQ FEET CHANGE | GPS WAS UPDATED TO BETTER REFLECT THE PARKING AREA GEOMETRY. |
| 0936C | OAK BOTTOM CAMPGROUND PARKING C | SQ FEET CHANGE | GPS WAS UPDATED TO BETTER REFLECT THE PARKING AREA GEOMETRY. |
| 0936D | OAK BOTTOM CAMPGROUND PARKING D | SQ FEET CHANGE | GPS WAS UPDATED TO BETTER REFLECT THE PARKING AREA GEOMETRY. |
| 0936E | OAK BOTTOM CAMPGROUND PARKING E | SQ FEET CHANGE | GPS WAS UPDATED TO BETTER REFLECT THE PARKING AREA GEOMETRY. |
| 0941 | OAK BOTTOM FIRE CACHE PARKING | SQ FEET CHANGE | PARKING AREA GPS AND SQUARE FOOTAGE WERE UPDATED IN CYCLE 6 TO INCLUDE ADDITIONAL SECTIONS OF ASPHALT AND CONCRETE. |

# Section 3
# Park Summary Information

## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Parkwide Paved Route Condition Summary
## Whiskeytown National Recreation Area

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

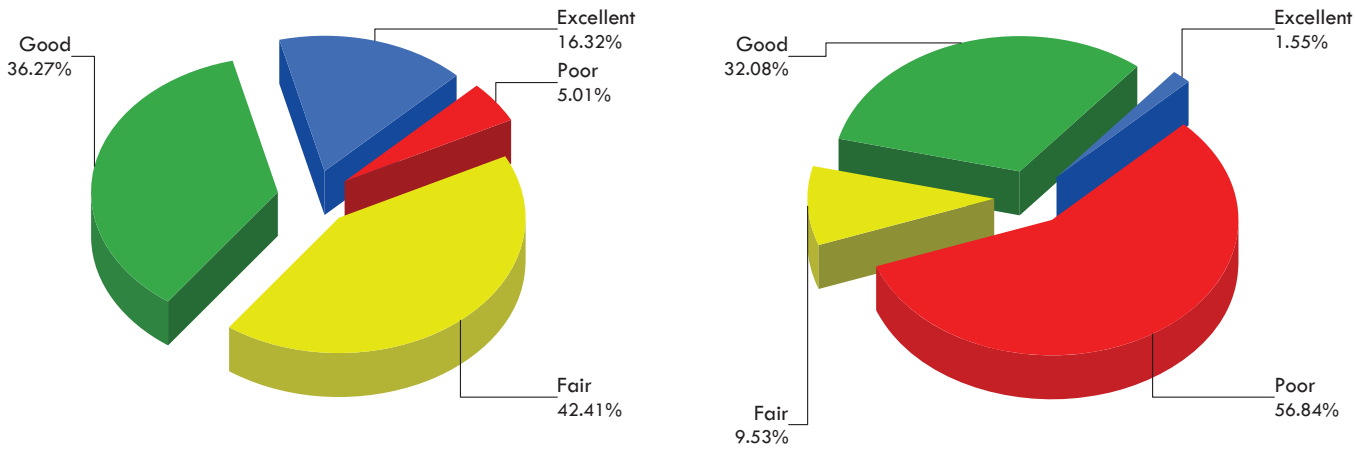
### Breakdown of Pavement Condition Rating (PCR) Based on Access Level

| | POOR (PCR of 0 - 60) | FAIR (PCR of 61 - 84) | GOOD (PCR of 85 - 94) | EXCELLENT (PCR of 95 -100) | |
|---|---|---|---|---|---|
| **PAVED ROADS** | | | | | |
| **Functional Class** | **Length (miles)** | **Length (miles)** | **Length (miles)** | **Length (miles)** | **Total Mileage by FC** |
| 1 | 0.06 | 0.76 | 0.22 | | 1.04 |
| 2 | 0.01 | 0.46 | 0.76 | 0.41 | 1.64 |
| 3 | 0.20 | 2.57 | 2.07 | 1.04 | 5.87 |
| 4 | | | | | |
| 5 | 0.19 | 0.24 | 0.32 | 0.19 | 0.94 |
| 6 | 0.07 | 0.41 | 0.43 | 0.08 | 0.98 |
| 7 | | | | | |
| 8 | | | | | |
| **Total Mileage by PCR** | **0.52** | **4.44** | **3.80** | **1.71** | **10.47** |
| **PAVED PARKING** | | | | | |
| **Access Level** | **Area (sq. ft.)** | **Area (sq. ft.)** | **Area (sq. ft.)** | **Area (sq. ft.)** | **Total Area** |
| PUBLIC | 499,362 | 83,019 | 303,554 | 14,935 | 900,870 |
| NONPUBLIC | 48,644 | 8,864 | 5,690 | | 63,198 |
| **Total Area by PCR** | **548,006** | **91,883** | **309,244** | **14,935** | **964,068** |

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

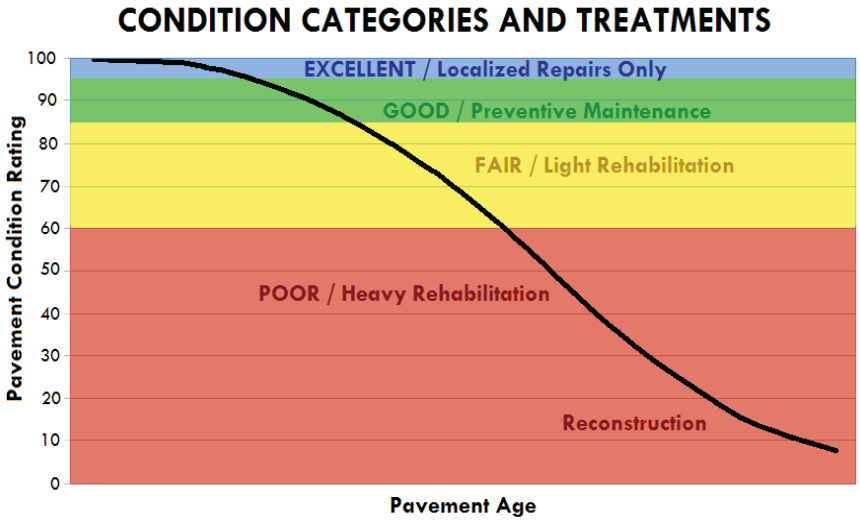
The Road Inventory Program aims to provide assistance in translating the excellent / good / fair / poor rating categories into pavement needs categories. The PCR can be used to indicate the place in the Pavement Life Cycle and the type of treatments that should be considered now and into the future.

- 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.

Federal Lands Highway
Road Inventory Program

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

**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.
- Additional details on individual road ratings 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHIS-0010 | 23349 | SOUTH SHORE DRIVE EAST | 1 | AS | 1.04 | 77 | 64 | 85 | 92 | 100 | 92 | 85 | 100 | 94 |
| WHIS-0100 | 23352 | BRANDY CREEK BEACH ROAD | 2 | AS | 0.38 | 90 | NR | 90 | 96 | 100 | 96 | 90 | 99 | 97 |
| WHIS-0101 | 23353 | BRANDY CREEK MARINA ROAD | 2 | AS | 0.46 | 89 | NR | 89 | 97 | 100 | 97 | 89 | 100 | 98 |
| WHIS-0103 | 99468 | OAK BOTTOM BEACH ROAD | 2 | AS | 0.44 | 90 | NR | 90 | 97 | 100 | 97 | 93 | 100 | 90 |
| WHIS-0104 | 23356 | OAK BOTTOM MARINA ROAD | 2 | AS | 0.29 | 89 | NR | 89 | 96 | 100 | 96 | 89 | 98 | 95 |
| WHIS-0105 | 99366 | TOWER HOUSE FOOTBRIDGE ACCESS ROAD | 2 | AS | 0.07 | 95 | NR | 95 | 98 | 100 | 98 | 96 | 100 | 95 |
| WHIS-0201 | 23365 | N.E.E.D. CAMP ROAD | 3 | AS | 0.27 | 97 | NR | 97 | 100 | 100 | 100 | 97 | 100 | 97 |
| WHIS-0205 | 23367 | BRANDY CREEK MARINA R.V. CAMPGROUND | 3 | AS | 0.42 | 89 | NR | 89 | 99 | 100 | 99 | 96 | 89 | 97 |
| WHIS-0209 | 23371 | CARR POWERHOUSE ROAD | 3 | AS | 1.10 | 73 | 42 | 94 | 99 | 100 | 99 | 97 | 100 | 93 |
| WHIS-0211 | 23373 | CARR LAKE ACCESS ROAD | 3 | AS | 0.51 | 92 | NR | 92 | 100 | 100 | 100 | 98 | 100 | 92 |
| WHIS-0215 | 23376 | OAK BOTTOM CAMPGROUND LOOP A | 3 | AS | 0.50 | 88 | NR | 88 | 92 | 100 | 92 | 88 | 100 | 91 |
| WHIS-0216 | 99376 | OAK BOTTOM CAMPGROUND LOOP B | 3 | AS | 0.05 | 75 | NR | 75 | 94 | 100 | 94 | 91 | 100 | 75 |
| WHIS-0220 | 23379 | WHISKEY CREEK GROUP PICNIC ROAD | 3 | AS | 1.38 | 72 | 40 | 93 | 98 | 100 | 98 | 98 | 100 | 93 |
| WHIS-0221 | 83008 | CRYSTAL CREEK CAMP ACCESS ROAD | 3 | AS | 1.77 | 89 | 87 | 91 | 99 | 100 | 99 | 91 | 100 | 97 |
| WHIS-0400 | 83011 | HEADQUARTERS ROAD | 5 | AS | 0.23 | 77 | NR | 77 | 77 | 98 | 79 | 89 | 98 | 89 |
| WHIS-0401 | 99386 | N.E.E.D. CAMP RESIDENCE ROAD | 5 | AS | 0.10 | 96 | NR | 96 | 100 | 100 | 100 | 97 | 100 | 96 |
| WHIS-0404 | 83010 | BRANDY CREEK SERVICE ROAD SOUTH | 6 | AS | 0.17 | 92 | NR | 92 | 92 | 100 | 92 | 96 | 100 | 94 |
| WHIS-0405 | 99389 | CARR POWERHOUSE SERVICE ROAD | 5 | AS | 0.14 | 89 | NR | 89 | 99 | 100 | 99 | 98 | 100 | 89 |
| WHIS-0406 | 37948 | QUARTERS 324 ROAD | 6 | AS | 0.28 | 86 | NR | 86 | 93 | 100 | 93 | 86 | 100 | 86 |

**Data Collection Date: 05/2015**

Federal Lands Highway
Road Inventory Program

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

## Whiskeytown National Recreation Area

**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.
- Additional details on individual road ratings 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHIS-0407 | 83009 | GRIZZLY GULCH ROAD | 5 | AS | 0.33 | 80 | NR | 80 | 82 | 99 | 83 | 80 | 96 | 87 |
| WHIS-0411 | 99390 | BULL GULCH SERVICE ROAD | 6 | AS | 0.47 | 82 | NR | 82 | 93 | 100 | 93 | 82 | 100 | 93 |
| WHIS-0414 | 99392 | GRIZZLY GULCH WASTEWATER ACCESS ROAD | 5 | AS | 0.07 | 82 | NR | 82 | 100 | 100 | 100 | 100 | 100 | 82 |
| WHIS-0415 | 99393 | GOVERNMENT BOAT LAUNCH LOOP | 5 | AS | 0.11 | 77 | NR | 77 | 77 | 100 | 77 | 77 | 100 | 84 |

**Data Collection Date: 05/2015**

Federal Lands Highway
Road Inventory Program

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

## Whiskeytown National Recreation Area

**Condition (Rating / Index) Legend**

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

Notes:

- This condition summary report contains only the roads that were manually rated.
  - MRL = Manually Rated Line (a linear road)
  - MRP = Manually Rated Polygon (a non-linear road)
- Condition on roads that were rated with the Data Collection Vehicle (DCV) are shown in a separate report.
- A road is manually rated when it is determined to be unsuitable for the DCV to drive.
- Additional details on individual road ratings 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHIS-0410 | 83015 | TOWER RESIDENCE ROAD | 6 | AS | 0.05 | 53 | NR | 53 | NR | 90 | 53 | 53 | 97 | 97 |
| WHIS-0423 | N/A | OAK BOTTOM WATER STORAGE TANK SERVICE ROAD | 6 | AS | 0.02 | 97 | NR | 97 | NR | 97 | 97 | 97 | 97 | 97 |



**Data Collection Date: 11/2014**

Federal Lands Highway
Road Inventory Program

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

**Condition (Rating / Index) Legend**

- EXCELLENT (97)
- GOOD (90)
- FAIR (73)
- POOR* (0, 30, 53)
- NR = NOT RATED

Notes:

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

### Condition Rating Details for Parking Areas

| Route No. | FMSS No. | Route Name | User Access | Surf. Type | Area (Sq. Ft.) | Pavement Condition Rating (PCR) | Asphalt Surface Distresses: Alligator Cracking | Asphalt Surface Distresses: Longitudinal / Tranverse Cracking | Asphalt Surface Distresses: Rutting / Distortions | Asphalt Surface Distresses: Potholes / Patching | Asphalt Surface Distresses: HMA Patching | Asphalt Surface Distresses: Surface Raveling / Bleeding | Concrete Surface Distresses: Joint Faulting | Concrete Surface Distresses: Slab Cracking | Concrete Surface Distresses: Joint Distresses | Concrete Surface Distresses: Delamination / Pop-Outs | Concrete Surface Distresses: Potholes / Patching |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHIS-0900AZ | 23363 | VISITOR CENTER PARKING A | PUBLIC | AS | 1,523 | 53 | 90 | 53 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0900BZ | 23363 | VISITOR CENTER PARKING B | PUBLIC | AS | 17,887 | 53 | 53 | 53 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0901 | 99405 | PARK HEADQUARTERS VISITOR PARKING | PUBLIC | AS | 4,994 | 53 | 90 | 53 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0902A | 99406 | PARK HEADQUARTERS EMPLOYEE PARKING A | NONPUBLIC | AS | 5,566 | 73 | 90 | 90 | 90 | 90 | 97 | 73 | | | | | |
| WHIS-0902B | 99408 | PARK HEADQUARTERS EMPLOYEE PARKING B | NONPUBLIC | AS | 2,119 | 73 | 97 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0903 | 99412 | PARK HEADQUARTERS EMPLOYEE PARKING | NONPUBLIC | AS | 1,687 | 90 | 97 | 97 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0904 | 99413 | MAINTENANCE YARD | NONPUBLIC | AS | 16,087 | 53 | 53 | 53 | 90 | 90 | 90 | 90 | | | | | |
| WHIS-0905 | 99414 | HEADQUARTERS ADMINISTRATIVE PARKING | NONPUBLIC | AS | 4,003 | 90 | 97 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0907 | 99415 | HEADQUARTERS GOVERNMENT CAR PARKING | NONPUBLIC | AS | 1,179 | 73 | 97 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0909 | 99421 | EAST BEACH PARKING | PUBLIC | AS | 9,026 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | | | | | |
| WHIS-0910AZ | 99422 | KENNEDY MEMORIAL VISTAS PARKING A | PUBLIC | AS | 5,823 | 53 | 53 | 53 | 90 | 90 | 97 | 73 | | | | | |
| WHIS-0910BZ | 99422 | KENNEDY MEMORIAL VISTAS PARKING B | PUBLIC | AS | 3,544 | 53 | 90 | 53 | 90 | 90 | 97 | 73 | | | | | |
| WHIS-0911A | 99423 | KENNEDY MONUMENT / DAM PARKING A | PUBLIC | AS | 8,064 | 53 | 97 | 53 | 97 | 97 | 97 | 73 | | | | | |
| WHIS-0911B | 99426 | KENNEDY MONUMENT / DAM PARKING B | PUBLIC | AS | 25,561 | 53 | 97 | 53 | 97 | 97 | 97 | 73 | | | | | |
| WHIS-0914 | 99429 | N.E.E.D. CAMP PARKING | PUBLIC | AS | 13,364 | 90 | 97 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0915 | 99430 | N.E.E.D. CAMP CAFETERIA ACCESS PARKING | PUBLIC | AS | 2,450 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0919 | 99452 | BRANDY CREEK PARKING LOT A | PUBLIC | AS | 45,531 | 90 | 90 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0920 | 99453 | BRANDY CREEK PARKING LOT B | PUBLIC | AS | 113,423 | 53 | 73 | 53 | 90 | 90 | 97 | 73 | | | | | |
| WHIS-0922 | 99455 | BRANDY CREEK MARINA PARKING | PUBLIC | AS | 181,050 | 53 | 90 | 53 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0923 | 99456 | DRY STORAGE AREA | NONPUBLIC | AS | 22,442 | 53 | 97 | 53 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0924A | 99457 | BRANDY CREEK R.V. PARKING A | PUBLIC | AS | 3,557 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0924B | 99458 | BRANDY CREEK R.V. PARKING B | PUBLIC | AS | 5,963 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0924C | 99459 | BRANDY CREEK R.V. PARKING C | PUBLIC | AS | 3,148 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0924D | 99460 | BRANDY CREEK R.V. PARKING D | PUBLIC | AS | 3,962 | 53 | 97 | 53 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0924E | 99461 | BRANDY CREEK R.V. PARKING E | PUBLIC | AS | 5,294 | 53 | 97 | 53 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0924F | N/A | BRANDY CREEK R.V. PARKING F | PUBLIC | AS | 1,454 | 90 | 97 | 90 | 97 | 90 | 97 | 90 | | | | | |

**Data Collection Date: 11/2014**

Federal Lands Highway
Road Inventory Program

# Cycle 6 - Road Inventory Program

## Parking Area Condition Summary Report

## Whiskeytown National Recreation Area

**Condition (Rating / Index) Legend**

- EXCELLENT (97)
- GOOD (90)
- FAIR (73)
- POOR* (0, 30, 53)
- NR = NOT RATED

Notes:

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

### Condition Rating Details for Parking Areas

| Route No. | FMSS No. | Route Name | User Access | Surf. Type | Area (Sq. Ft.) | Pavement Condition Rating (PCR) | Asphalt Surface Distresses: Alligator Cracking | Asphalt Surface Distresses: Longitudinal / Tranverse Cracking | Asphalt Surface Distresses: Rutting / Distortions | Asphalt Surface Distresses: Potholes / Patching | Asphalt Surface Distresses: HMA Patching | Asphalt Surface Distresses: Surface Raveling / Bleeding | Concrete Surface Distresses: Joint Faulting | Concrete Surface Distresses: Slab Cracking | Concrete Surface Distresses: Joint Distresses | Concrete Surface Distresses: Delamination / Pop-Outs | Concrete Surface Distresses: Potholes / Patching |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WHIS-0924G | N/A | BRANDY CREEK R.V. PARKING G | PUBLIC | AS | 559 | 73 | 97 | 90 | 97 | 97 | 97 | 73 | | | | | |
| WHIS-0924H | N/A | BRANDY CREEK R.V. PARKING H | PUBLIC | AS | 515 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0925 | 99462 | CARR PICNIC AREA PARKING | PUBLIC | AS | 21,139 | 53 | 73 | 53 | 97 | 97 | 97 | 97 | | | | | |
| WHIS-0928 | 99465 | TOWER HOUSE HISTORIC DISTRICT PARKING | PUBLIC | AS | 29,272 | 90 | 97 | 90 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0929 | 99466 | OAK BOTTOM WATER DITCH TRAIL PARKING | PUBLIC | AS | 4,878 | 73 | 90 | 90 | 73 | 73 | 97 | 73 | | | | | |
| WHIS-0930 | 99467 | OAK BOTTOM CAMPGROUND STORE PARKING | PUBLIC | AS | 9,413 | 90 | 90 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0931 | 23354 | OAK BOTTOM BEACH PARKING | PUBLIC | AS | 38,253 | 53 | 73 | 53 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0932 | 99469 | OAK BOTTOM R.V. CAMP PARKING | PUBLIC | AS | 39,575 | 90 | 90 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0933 | 99470 | OAK BOTTOM LAUNCH RAMP | PUBLIC | AS | 130,249 | 90 | 90 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0934 | 99471 | OAK BOTTOM R.V. DUMP STATION PARKING | PUBLIC | AS | 6,785 | 53 | 90 | 53 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0935 | 99472 | OAK BOTTOM MARINA PARKING | PUBLIC | AS | 56,842 | 53 | 90 | 53 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0936A | 99474 | OAK BOTTOM CAMPGROUND PARKING A | PUBLIC | AS | 2,744 | 53 | 97 | 53 | 73 | 97 | 97 | 73 | | | | | |
| WHIS-0936B | 99473 | OAK BOTTOM CAMPGROUND PARKING B | PUBLIC | AS | 2,474 | 53 | 97 | 53 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0936C | 99475 | OAK BOTTOM CAMPGROUND PARKING C | PUBLIC | AS | 3,659 | 73 | 97 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0936D | 99476 | OAK BOTTOM CAMPGROUND PARKING D | PUBLIC | AS | 3,371 | 73 | 97 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0936E | 99477 | OAK BOTTOM CAMPGROUND PARKING E | PUBLIC | AS | 4,155 | 73 | 90 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0936F | 99478 | OAK BOTTOM CAMPGROUND PARKING F | PUBLIC | AS | 3,338 | 90 | 97 | 90 | 90 | 97 | 97 | 97 | | | | | |
| WHIS-0936G | 99479 | OAK BOTTOM CAMPGROUND PARKING G | PUBLIC | AS | 3,113 | 90 | 97 | 90 | 90 | 97 | 97 | 90 | | | | | |
| WHIS-0936H | N/A | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING A | PUBLIC | AS | 985 | 90 | 97 | 97 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0936I | N/A | OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING B | PUBLIC | AS | 1,049 | 90 | 97 | 90 | 97 | 97 | 97 | 97 | | | | | |
| WHIS-0937 | 99480 | WHISKEY CREEK BOAT LAUNCH PARKING | PUBLIC | AS | 66,397 | 73 | 90 | 90 | 90 | 97 | 97 | 73 | | | | | |
| WHIS-0941 | 99483 | OAK BOTTOM FIRE CACHE PARKING | NONPUBLIC | AS | 10,115 | 53 | 97 | 53 | 90 | 97 | 73 | 73 | | | | | |
| WHIS-0943 | 99485 | MILL CREEK TRAILHEAD PARKING | PUBLIC | AS | 4,286 | 90 | 97 | 97 | 97 | 97 | 97 | 90 | | | | | |
| WHIS-0944 | 23033 | GUARDIAN ROCK TRAILHEAD PARKING | PUBLIC | AS | 1,690 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | | | | | |
| WHIS-0946 | 109597 | EAST ENTRANCE SIGN PARKING AREA | PUBLIC | AS | 6,292 | 90 | 97 | 90 | 97 | 97 | 97 | 97 | | | | | |
| WHIS-0947 | N/A | CRYSTAL CREEK ADA PARKING | PUBLIC | AS | 4,219 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | | | | | |

**Data Collection Date: 11/2014**

# Section 4
# Park Route Location Maps

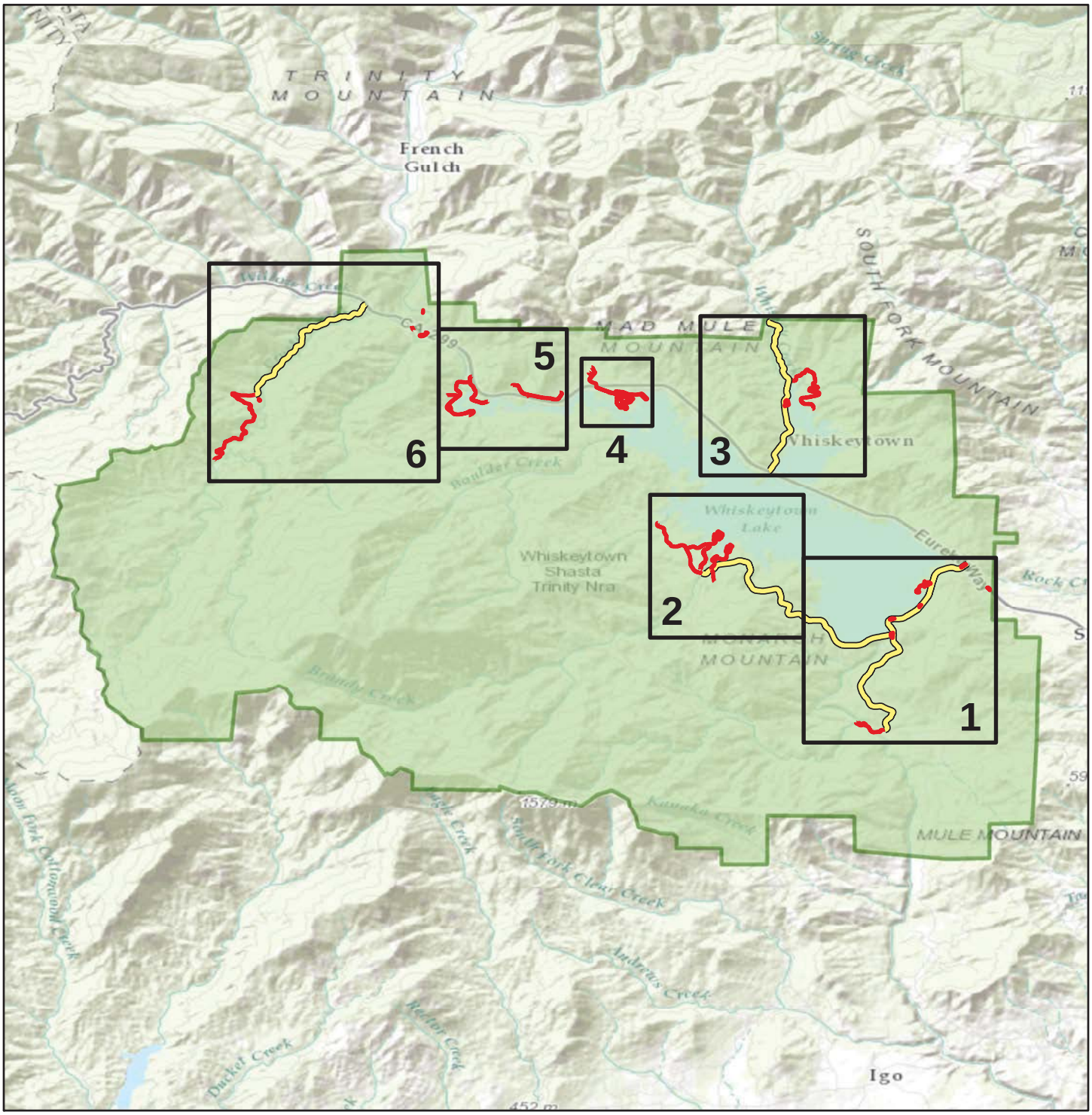
## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Key Map




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

**NPS Collected Routes**

**Non-NPS Collected Routes**

Miles

0 5 10

N

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Map 1


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

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

**Non-NPS Collected Routes**

Miles

0 1 2

N

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Map 2


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

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

**Non-NPS Collected Routes**

Miles

0 0.5 1

N

# Whiskeytown National Recreation Area

**ROUTE LOCATION MAP**

**Map 3**


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

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

**Non-NPS Collected Routes**

Miles

0 0.5 1

N

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Map 4




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

**Non-NPS Collected Routes**

Miles

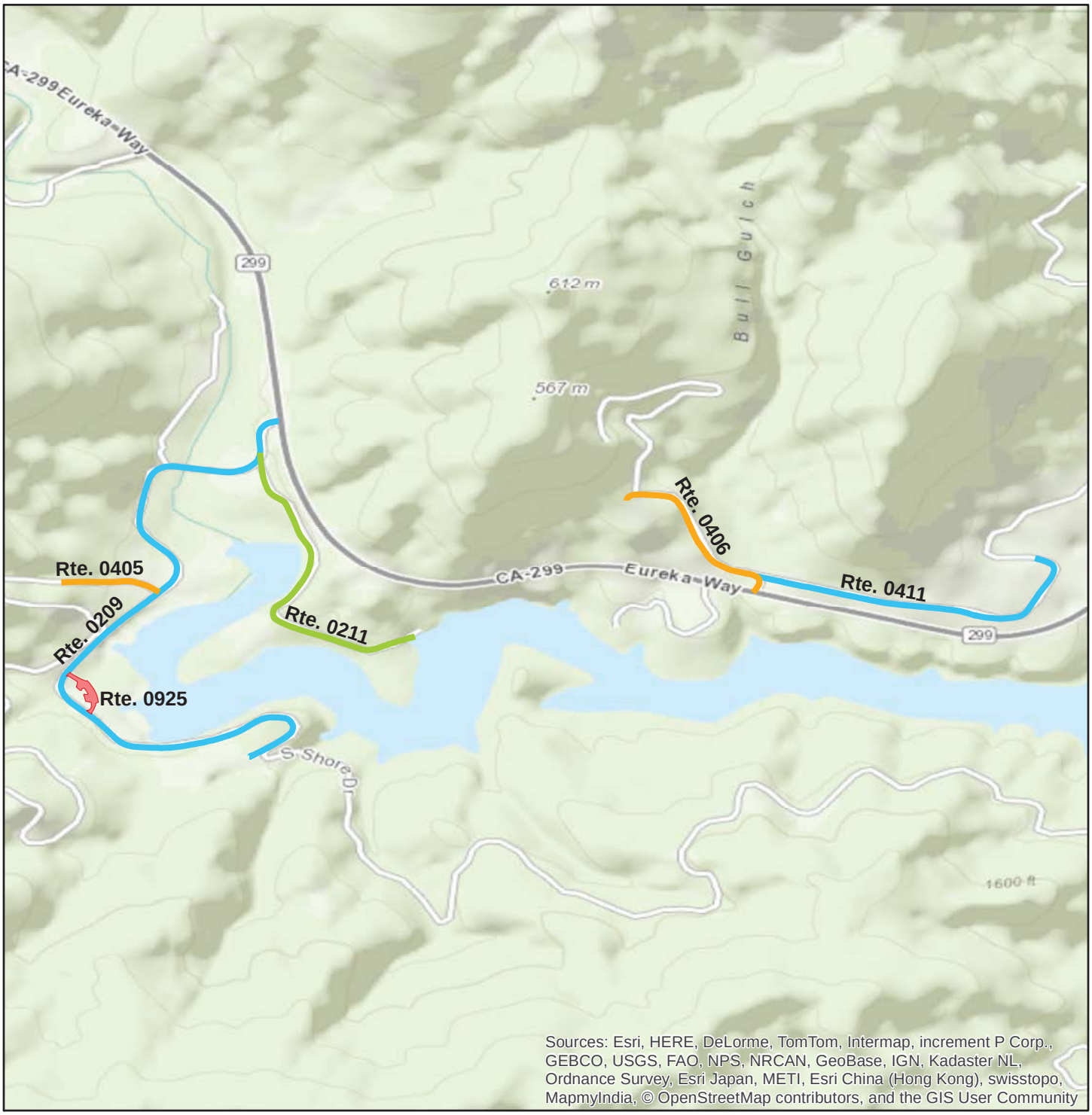
0 0.25 0.5

N

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Map 5




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

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

**Non-NPS Collected Routes**

Miles

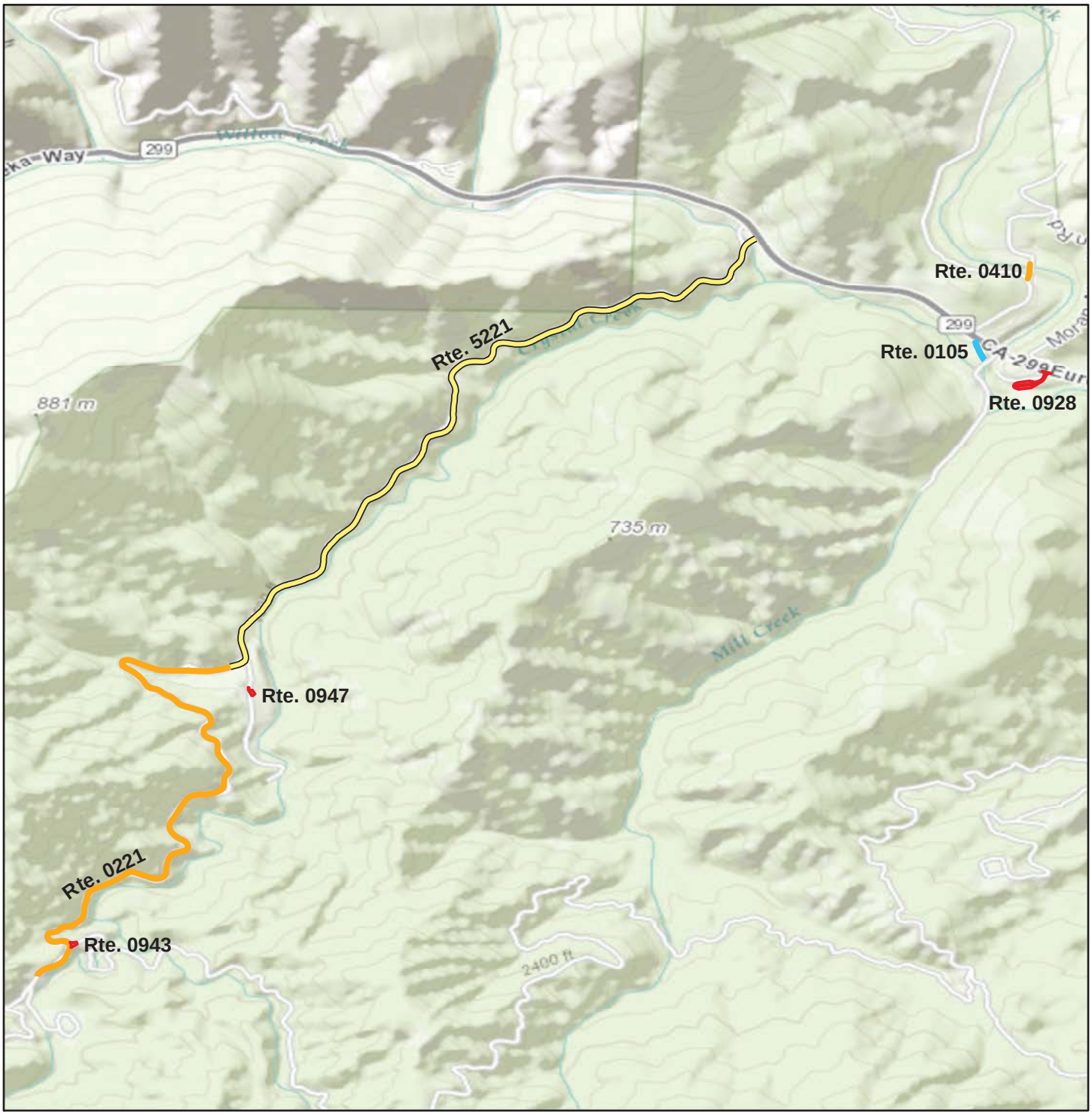
0 0.5 1

N

# Whiskeytown National Recreation Area

## ROUTE LOCATION MAP

### Map 6




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

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

**Non-NPS Collected Routes**

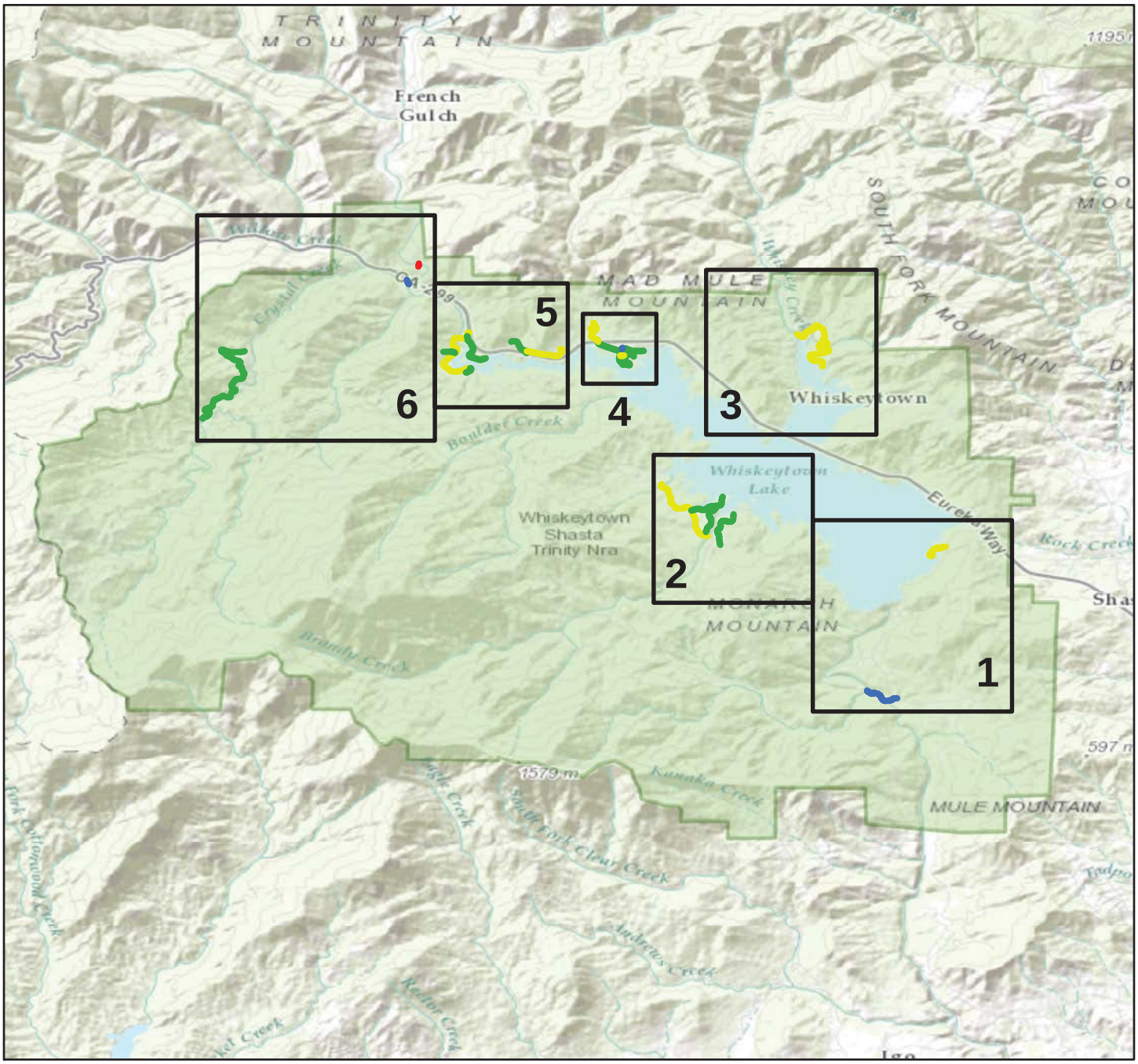
Miles

0 1 2

N

# Whiskeytown National Recreation Area

## ROUTE CONDITION MAP
## PCR - MILE BY MILE
## Key Map




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

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

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

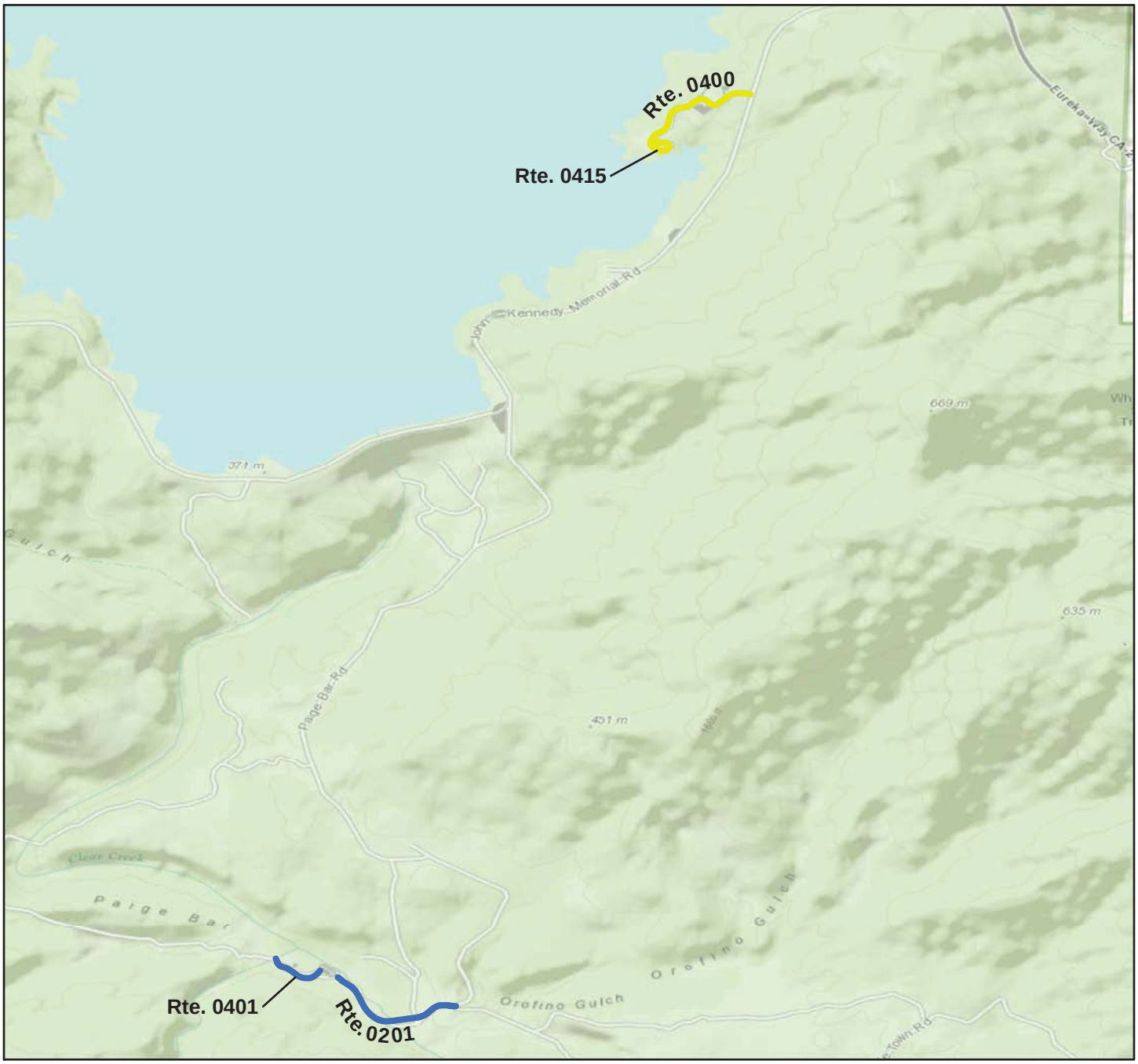
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 5 10

N

# Whiskeytown National Recreation Area

## ROUTE CONDITION MAP
## PCR - MILE BY MILE
## Area Map 1




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

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

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

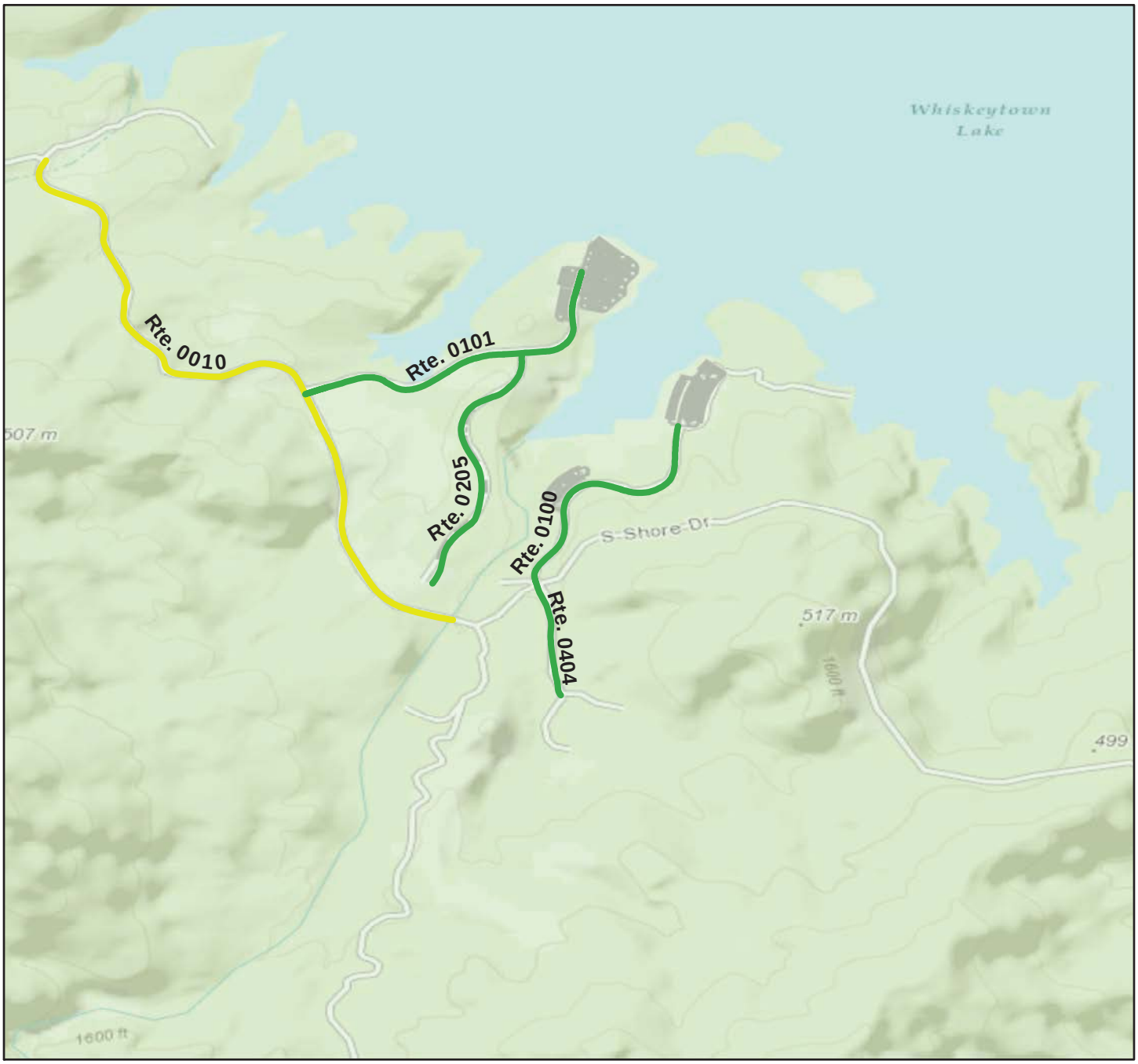
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 1 2

N

# Whiskeytown National Recreation Area

**ROUTE CONDITION MAP**
**PCR - MILE BY MILE**
**Area Map 2**




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

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

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

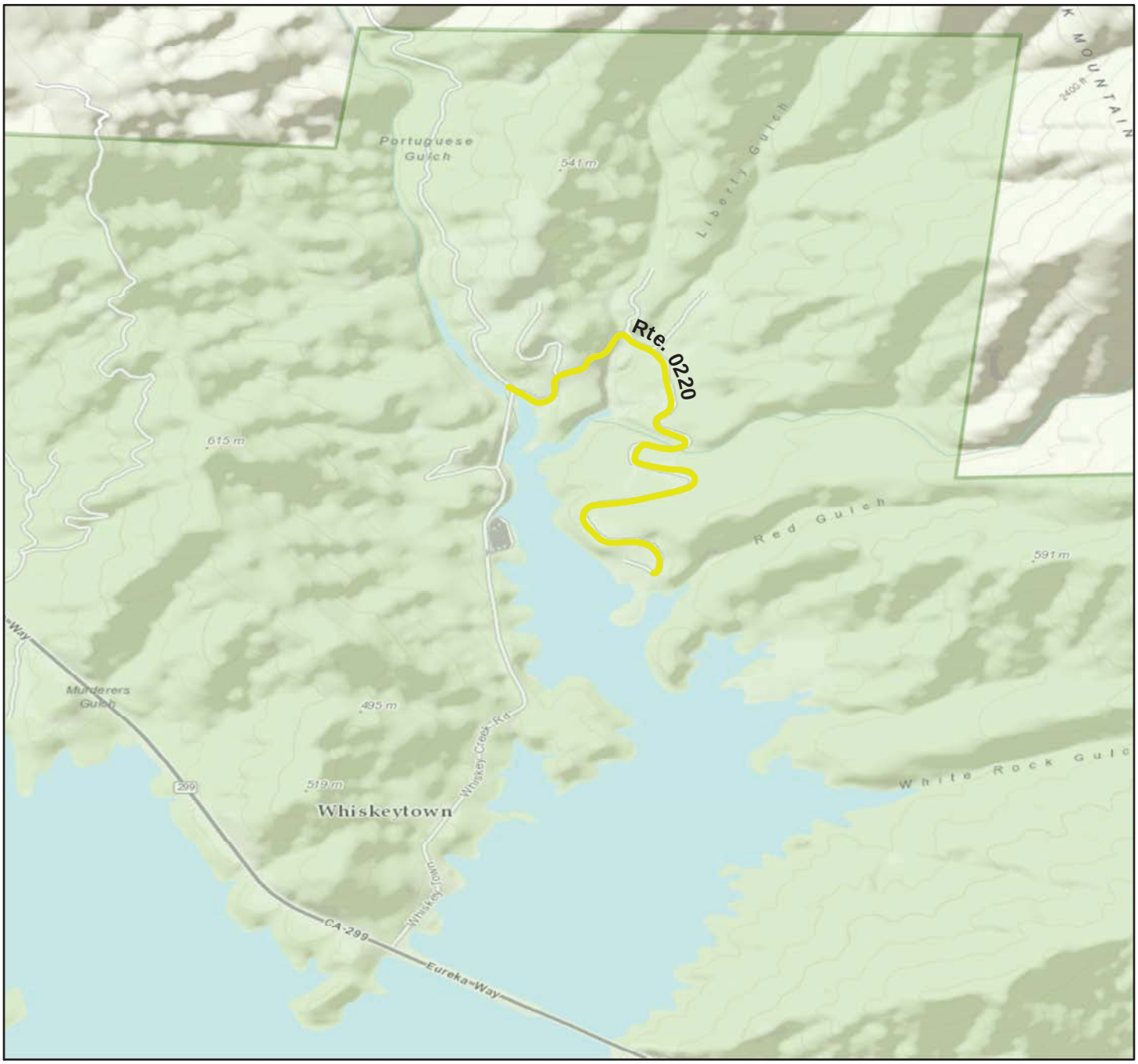
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 0.5 1

N

# Whiskeytown National Recreation Area

**ROUTE CONDITION MAP**
**PCR - MILE BY MILE**
**Area Map 3**




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

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

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

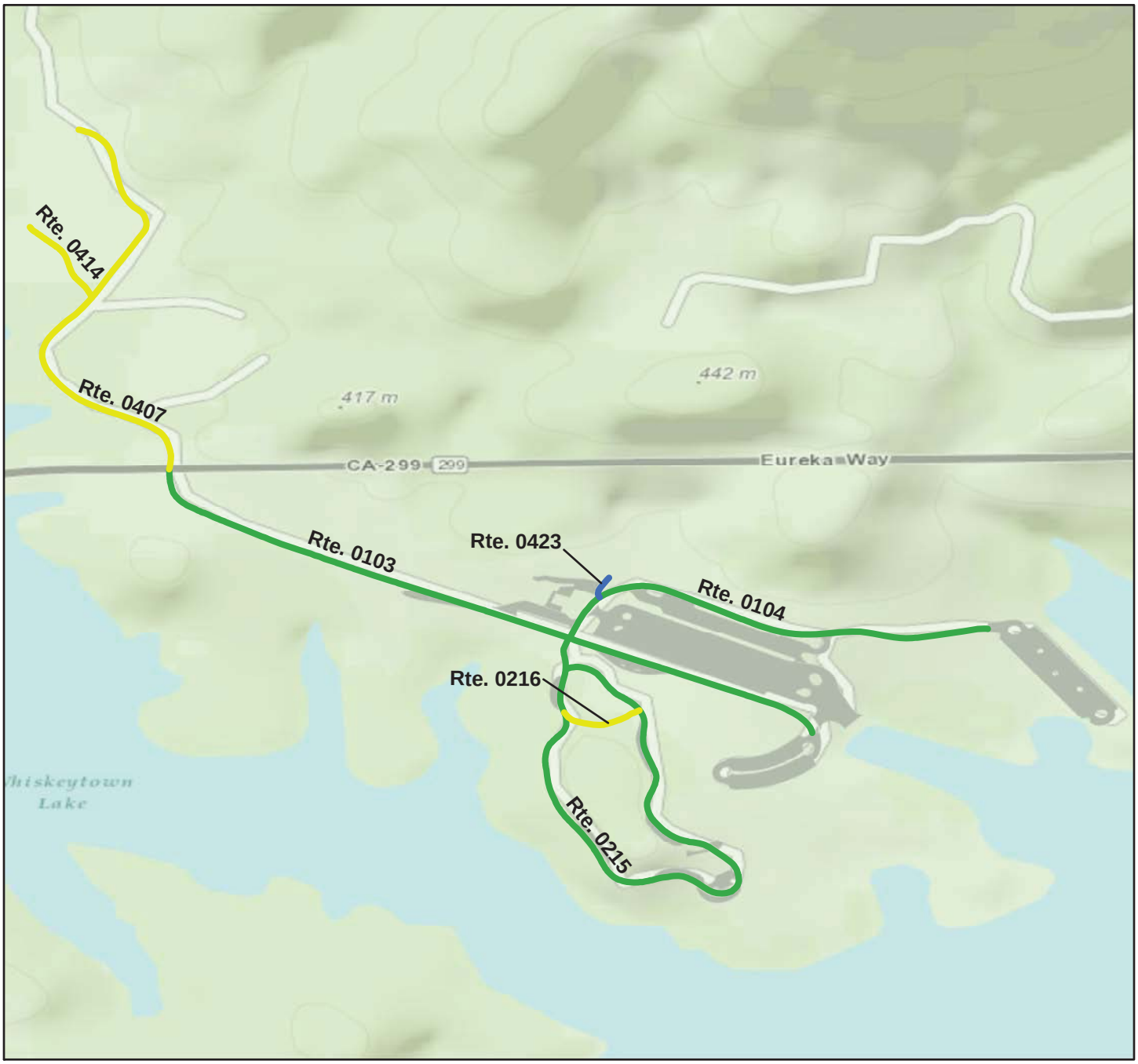
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 0.5 1

N

# Whiskeytown National Recreation Area

**ROUTE CONDITION MAP**
**PCR - MILE BY MILE**
**Area Map 4**




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

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

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

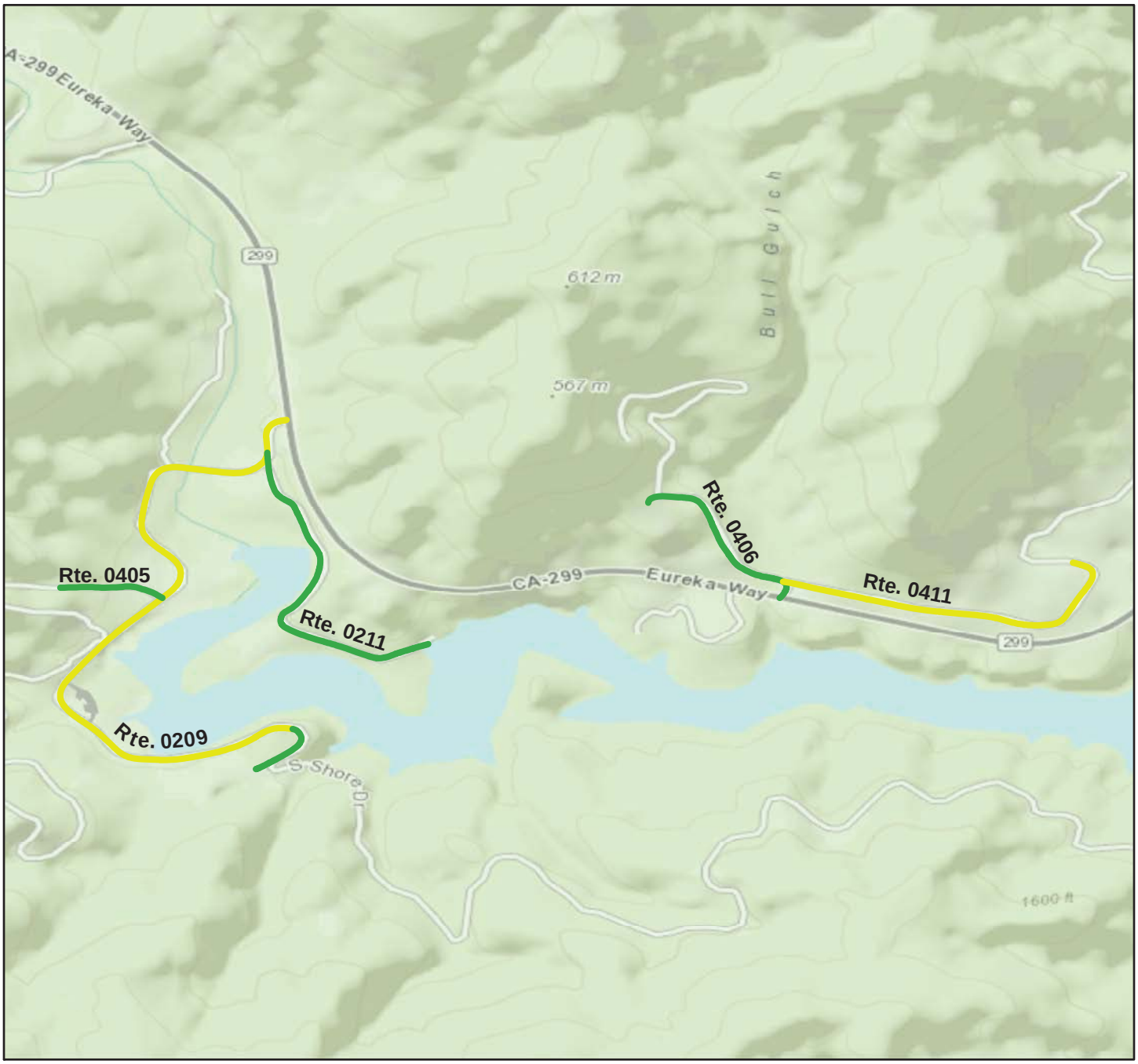
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 0.25 0.5

N

# Whiskeytown National Recreation Area

**ROUTE CONDITION MAP**
**PCR - MILE BY MILE**
**Area Map 5**




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

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

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

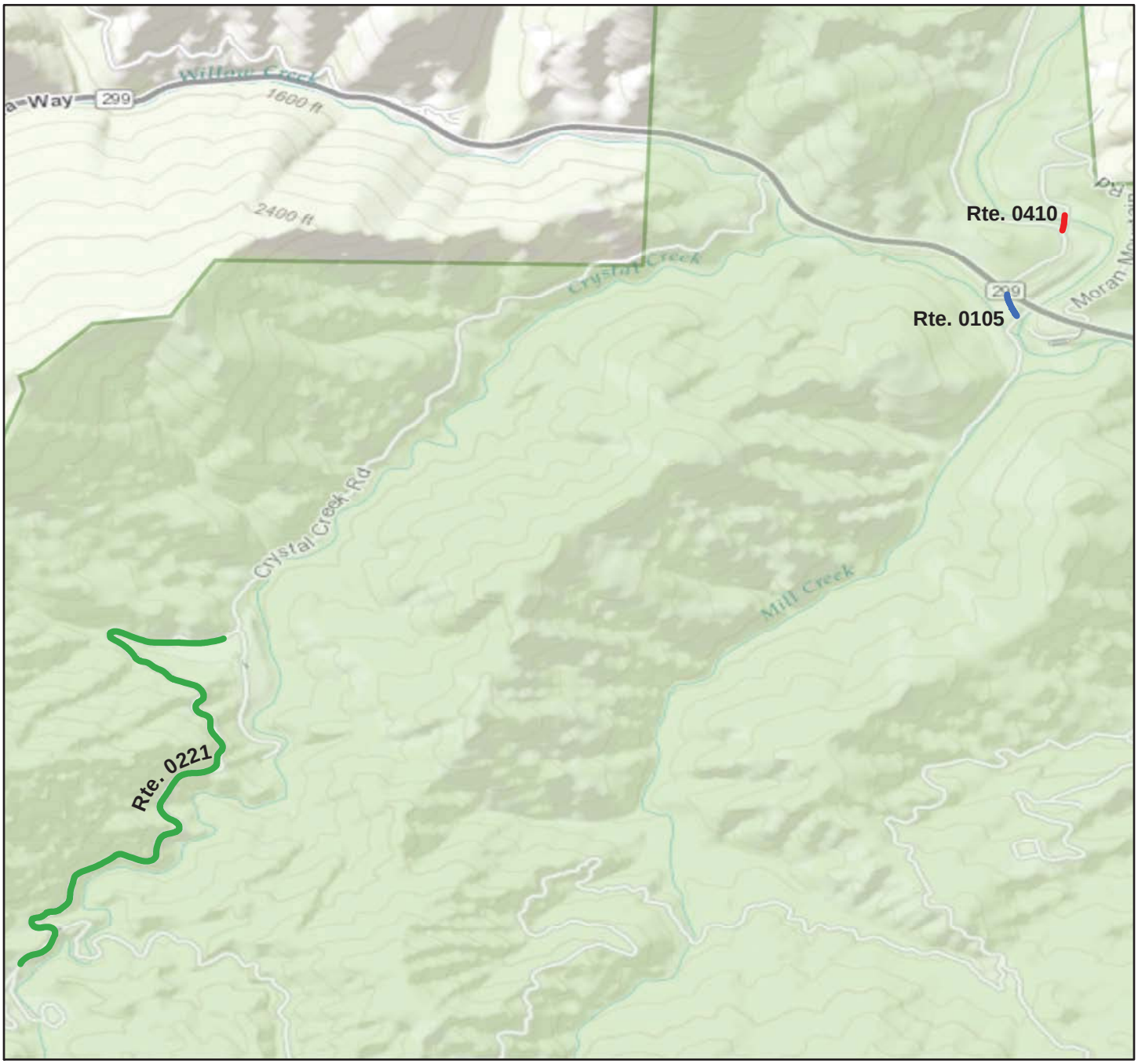
See Appendix for definitions and formulas
Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles
0 0.5 1

N

# Whiskeytown National Recreation Area

## ROUTE CONDITION MAP
## PCR - MILE BY MILE
## Area Map 6




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

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

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

See Appendix for definitions and formulas

Only Data Collection Vehicle and Manually Rated Roads are displayed

Miles

0 1 2

N

# Section 5
# Paved Road Condition Rating Sheets

## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Whiskeytown National Recreation Area

## ROUTE 0010: SOUTH SHORE DRIVE EAST

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | 1 | | | |
| **Paved Length (Miles):** 1.04 | **Section Length (MI)** | 1 | 0.04 | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 77 | 77 | 72 | | | |
| Surface Condition Rating (SCR) | 85 | 85 | 89 | | | |
| Roughness Condition Index (RCI) | 64 | 65 | 46 | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 92 | 92 | 99 | | | |
| Alligator Crack Index | 100 | 100 | 100 | | | |
| Longitudinal Crack Index | 92 | 92 | 99 | | | |
| Transverse Cracking Index | 85 | 85 | 91 | | | |
| Patching Index | 100 | 100 | 100 | | | |
| Rutting Index | 94 | 94 | 89 | | | |
| International Roughness Index (IRI) | 222 | 220 | 302 | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | 2 | | | |
| Paved Width (ft) | 25.2 | 25.4 | 20 | | | |
| Lane Width (ft) | 11.6 | 11.7 | 9.1 | | | |

# Whiskeytown National Recreation Area

## ROUTE 0100: BRANDY CREEK BEACH ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.38 | **Section Length (MI)** | 0.38 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 90 | 90 | | | | |
| Surface Condition Rating (SCR) | 90 | 90 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 96 | 96 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 96 | 96 | | | | |
| Transverse Cracking Index | 90 | 90 | | | | |
| Patching Index | 99 | 99 | | | | |
| Rutting Index | 97 | 97 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 22.8 | 22.8 | | | | |
| Lane Width (ft) | 10.8 | 10.8 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0101: BRANDY CREEK MARINA ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

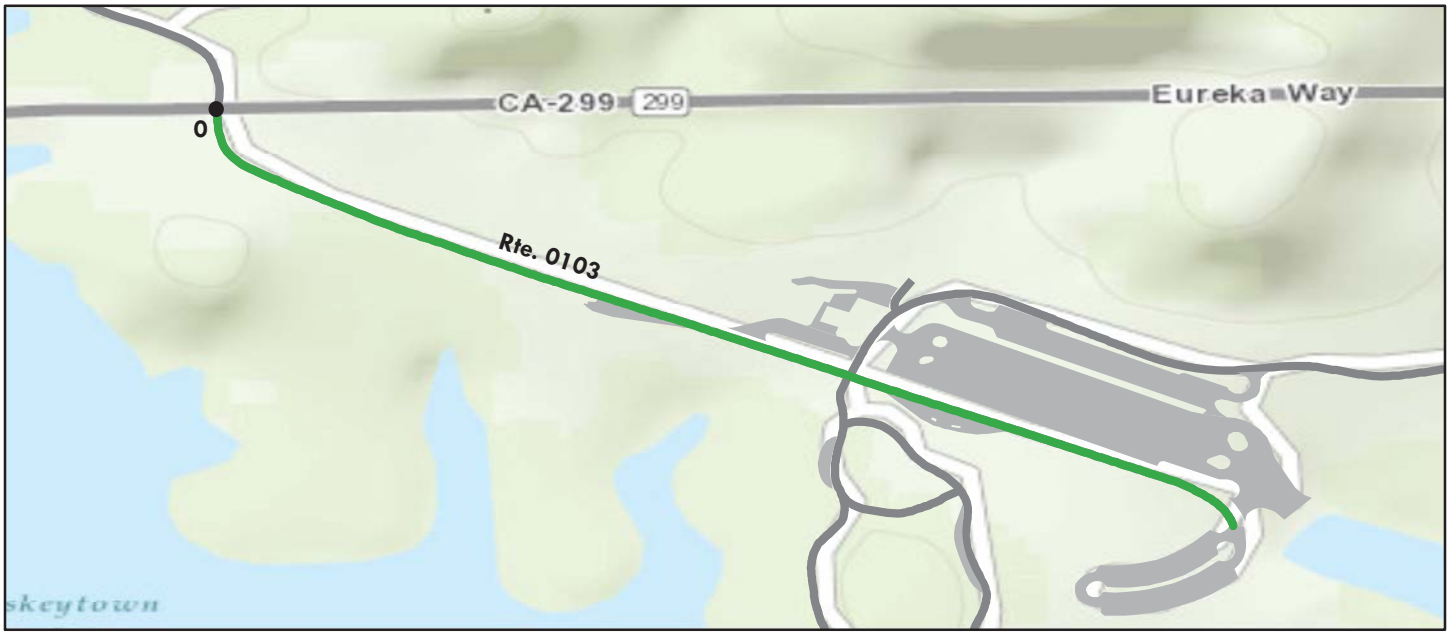
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.46 | **Section Length (MI)** | 0.46 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 89 | 89 | | | | |
| Surface Condition Rating (SCR) | 89 | 89 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 97 | 97 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 97 | 97 | | | | |
| Transverse Cracking Index | 89 | 89 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 98 | 98 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 30.8 | 30.8 | | | | |
| Lane Width (ft) | 12.3 | 12.3 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0103: OAK BOTTOM BEACH ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.44 | **Section Length (MI)** | 0.44 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 90 | 90 | | | | |
| Surface Condition Rating (SCR) | 90 | 90 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 97 | 97 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 97 | 97 | | | | |
| Transverse Cracking Index | 93 | 93 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 90 | 90 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 25.8 | 25.8 | | | | |
| Lane Width (ft) | 10.8 | 10.8 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0104: OAK BOTTOM MARINA ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.29 | **Section Length (MI)** | 0.29 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 89 | 89 | | | | |
| Surface Condition Rating (SCR) | 89 | 89 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 96 | 96 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 96 | 96 | | | | |
| Transverse Cracking Index | 89 | 89 | | | | |
| Patching Index | 98 | 98 | | | | |
| Rutting Index | 95 | 95 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 22.5 | 22.5 | | | | |
| Lane Width (ft) | 10.5 | 10.5 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0105: TOWER HOUSE FOOTBRIDGE ACCESS ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.07 | **Section Length (MI)** | 0.07 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 95 | 95 | | | | |
| Surface Condition Rating (SCR) | 95 | 95 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 98 | 98 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 98 | 98 | | | | |
| Transverse Cracking Index | 96 | 96 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 95 | 95 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 13.2 | 13.2 | | | | |
| Lane Width (ft) | 13.2 | 13.2 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0201: N.E.E.D. CAMP ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

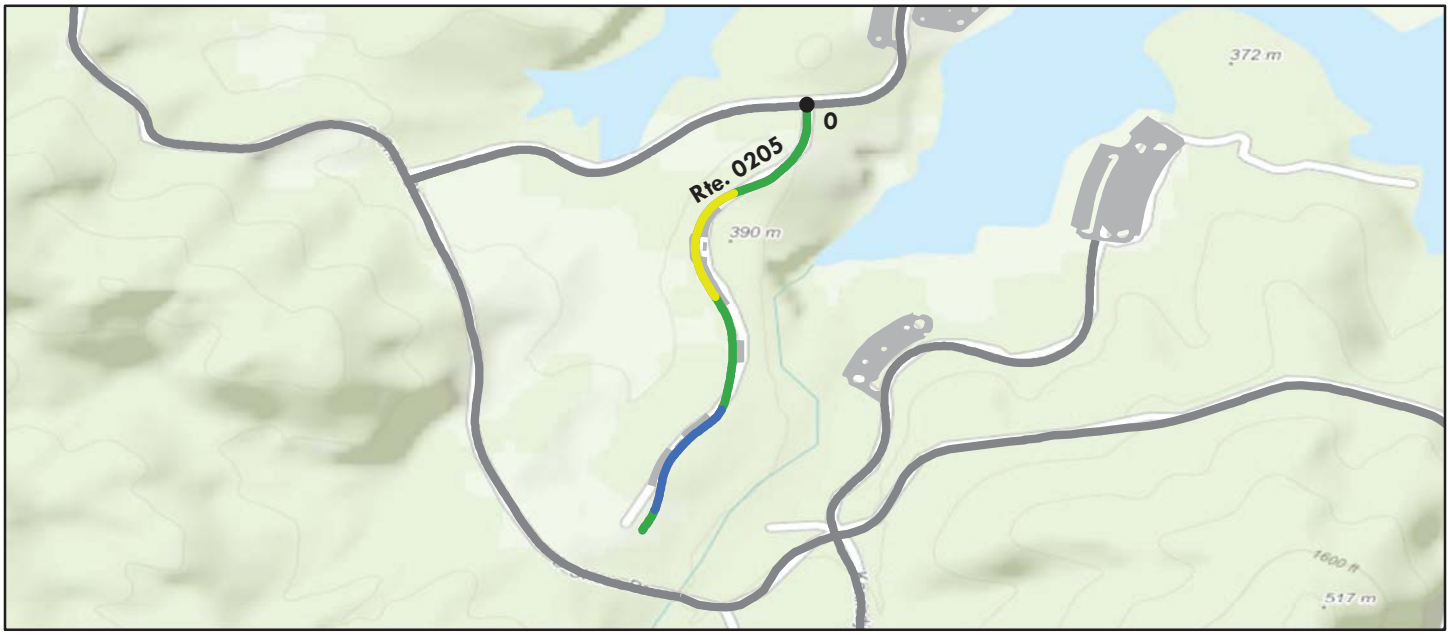
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.27 | **Section Length (MI)** | 0.27 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 97 | 97 | | | | |
| Surface Condition Rating (SCR) | 97 | 97 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 100 | 100 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 100 | 100 | | | | |
| Transverse Cracking Index | 97 | 97 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 97 | 97 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 20.1 | 20.1 | | | | |
| Lane Width (ft) | 10.9 | 10.9 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0205: BRANDY CREEK MARINA R.V. CAMPGROUND

Data Collection Vehicle (DCV) Rating




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

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

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

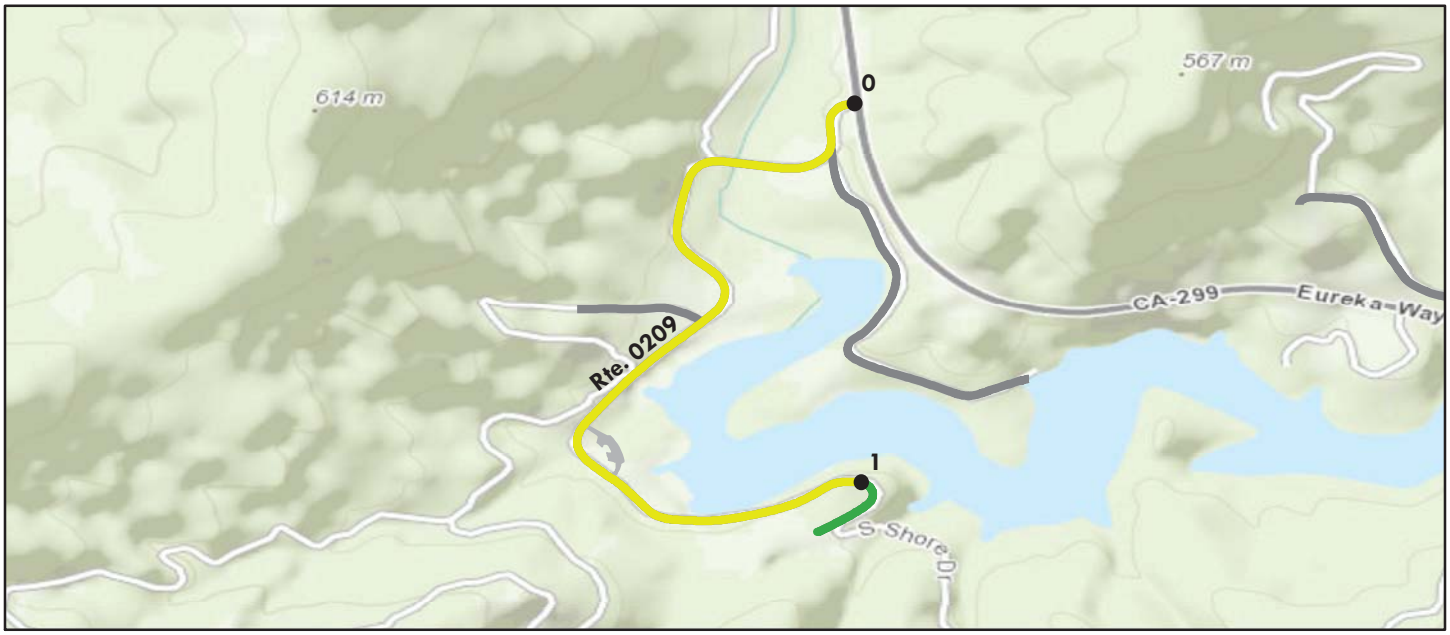
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.42 | **Section Length (MI)** | 0.42 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 89 | 89 | | | | |
| Surface Condition Rating (SCR) | 89 | 89 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 99 | 99 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 99 | 99 | | | | |
| Transverse Cracking Index | 96 | 96 | | | | |
| Patching Index | 89 | 89 | | | | |
| Rutting Index | 97 | 97 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 24.3 | 24.3 | | | | |
| Lane Width (ft) | 10.7 | 10.7 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0209: CARR POWERHOUSE ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

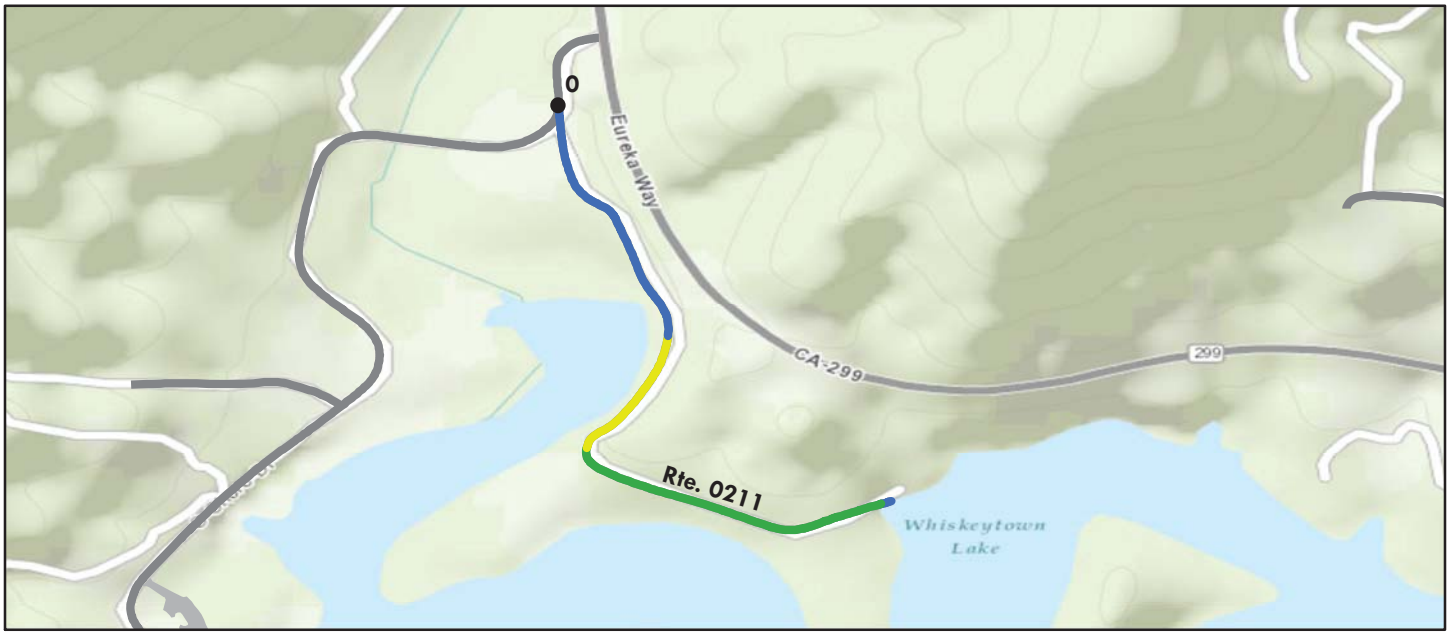
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | 1 | | | |
| **Paved Length (Miles):** 1.1 | **Section Length (MI)** | 1 | 0.1 | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 73 | 73 | 91 | | | |
| Surface Condition Rating (SCR) | 94 | 94 | 91 | | | |
| Roughness Condition Index (RCI) | 42 | 42 | N/A | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 99 | 99 | 100 | | | |
| Alligator Crack Index | 100 | 100 | 100 | | | |
| Longitudinal Crack Index | 99 | 99 | 100 | | | |
| Transverse Cracking Index | 97 | 96 | 100 | | | |
| Patching Index | 100 | 100 | 100 | | | |
| Rutting Index | 93 | 94 | 91 | | | |
| International Roughness Index (IRI) | 327 | 328 | N/A | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | 1 | | | |
| Paved Width (ft) | 20.9 | 21.8 | 13.8 | | | |
| Lane Width (ft) | 10.8 | 10.5 | 13.8 | | | |

# Whiskeytown National Recreation Area

## ROUTE 0211: CARR LAKE ACCESS ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

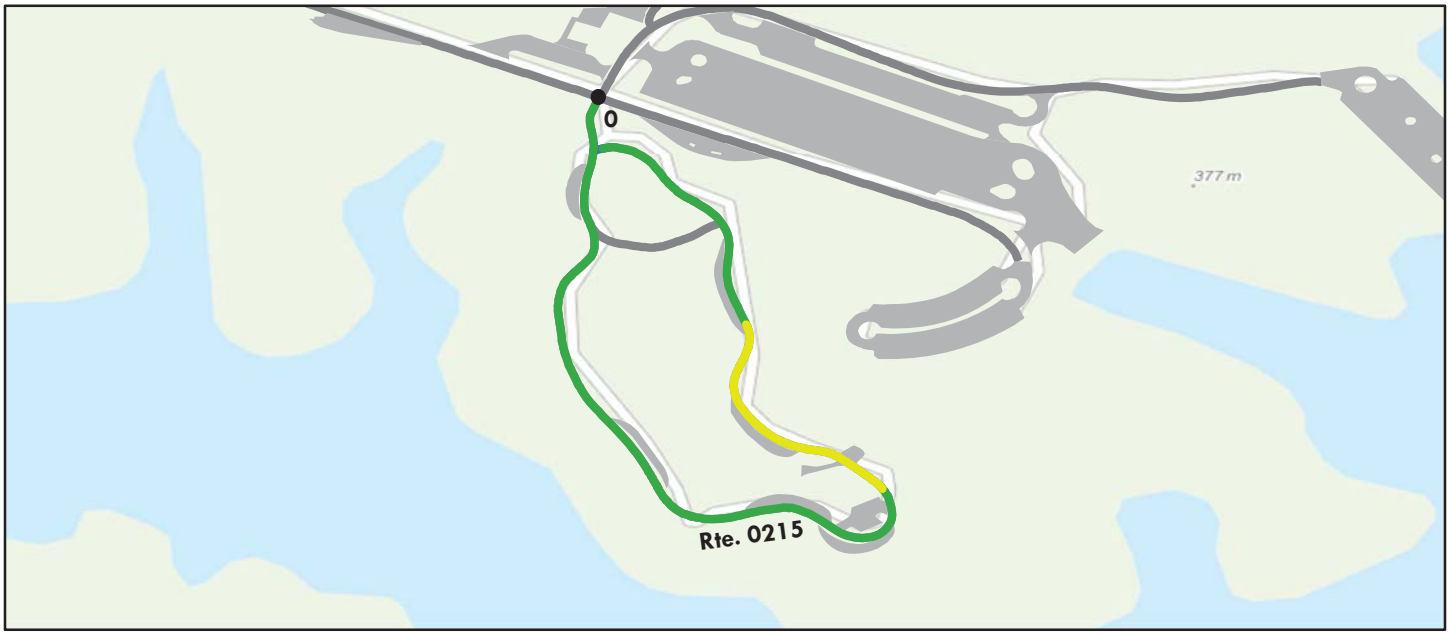
See Appendix for definitions and formulas

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Inspection Date:** | 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** | 0.51 | **Section Length (MI)** | 0.51 | | | | |
| **Surface Type:** | ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | | |
| Pavement Condition Rating (PCR) | | 92 | 92 | | | | |
| Surface Condition Rating (SCR) | | 92 | 92 | | | | |
| Roughness Condition Index (RCI) | | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | | |
| Structural Crack Index | | 100 | 100 | | | | |
| Alligator Crack Index | | 100 | 100 | | | | |
| Longitudinal Crack Index | | 100 | 100 | | | | |
| Transverse Cracking Index | | 98 | 98 | | | | |
| Patching Index | | 100 | 100 | | | | |
| Rutting Index | | 92 | 92 | | | | |
| International Roughness Index (IRI) | | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | | |
| Number of Lanes | | 2 | 2 | | | | |
| Paved Width (ft) | | 21.9 | 21.9 | | | | |
| Lane Width (ft) | | 11.5 | 11.5 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0215: OAK BOTTOM CAMPGROUND LOOP A

Data Collection Vehicle (DCV) Rating




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

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

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

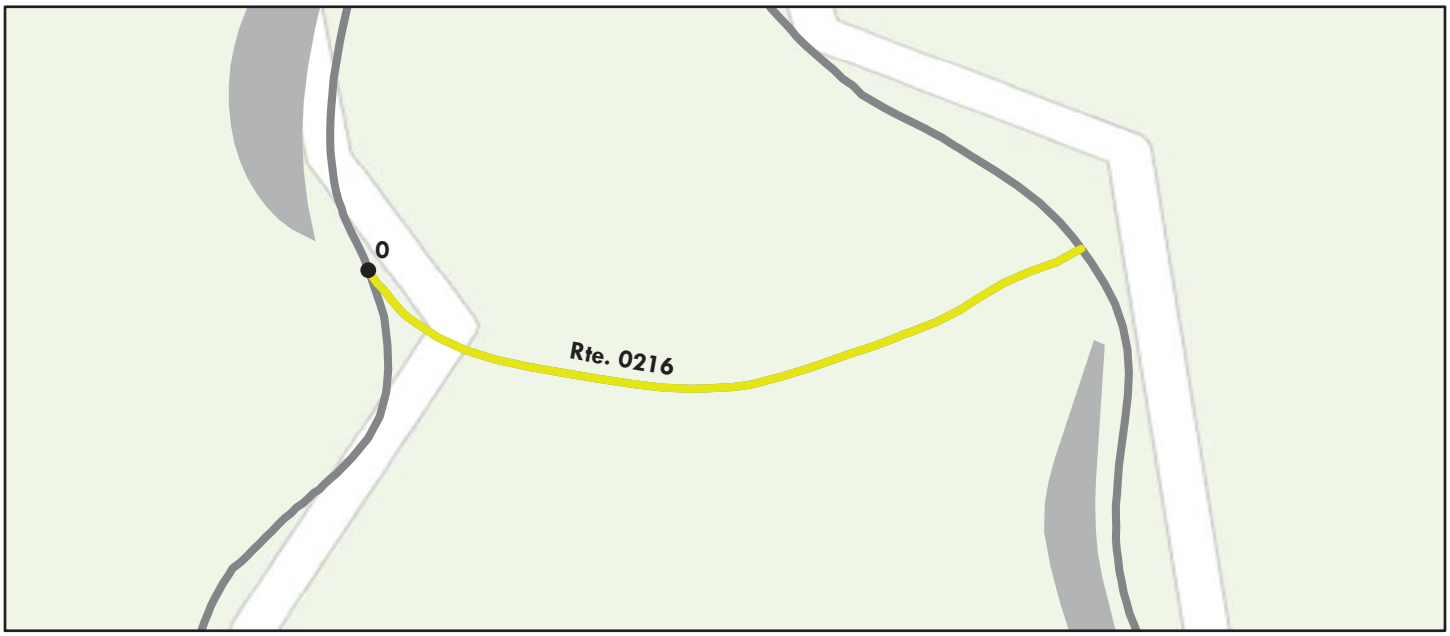
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.5 | **Section Length (MI)** | 0.5 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 88 | 88 | | | | |
| Surface Condition Rating (SCR) | 88 | 88 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 92 | 92 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 92 | 92 | | | | |
| Transverse Cracking Index | 88 | 88 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 91 | 91 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 15.3 | 15.3 | | | | |
| Lane Width (ft) | 15.3 | 15.3 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0216: OAK BOTTOM CAMPGROUND LOOP B

Data Collection Vehicle (DCV) Rating




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

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

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

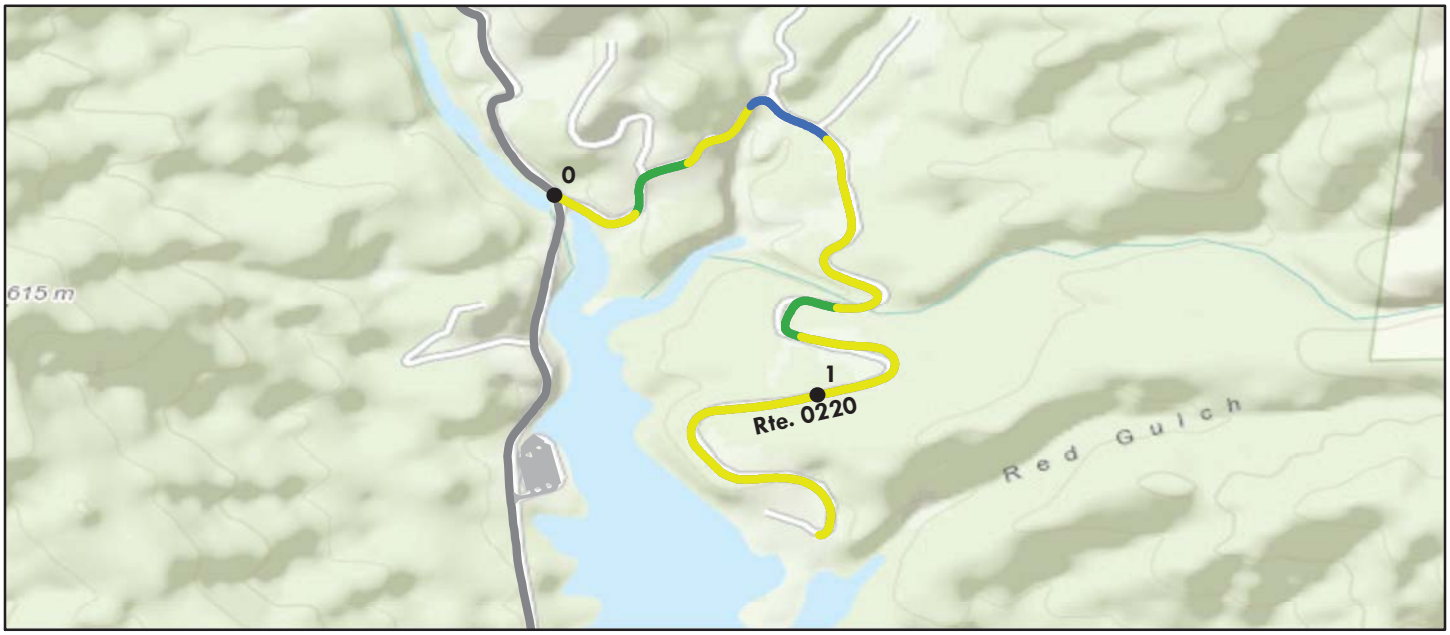
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.05 | **Section Length (MI)** | 0.05 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 75 | 75 | | | | |
| Surface Condition Rating (SCR) | 75 | 75 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 94 | 94 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 94 | 94 | | | | |
| Transverse Cracking Index | 91 | 91 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 75 | 75 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 9.8 | 9.8 | | | | |
| Lane Width (ft) | 9.8 | 9.8 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0220: WHISKEY CREEK GROUP PICNIC ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

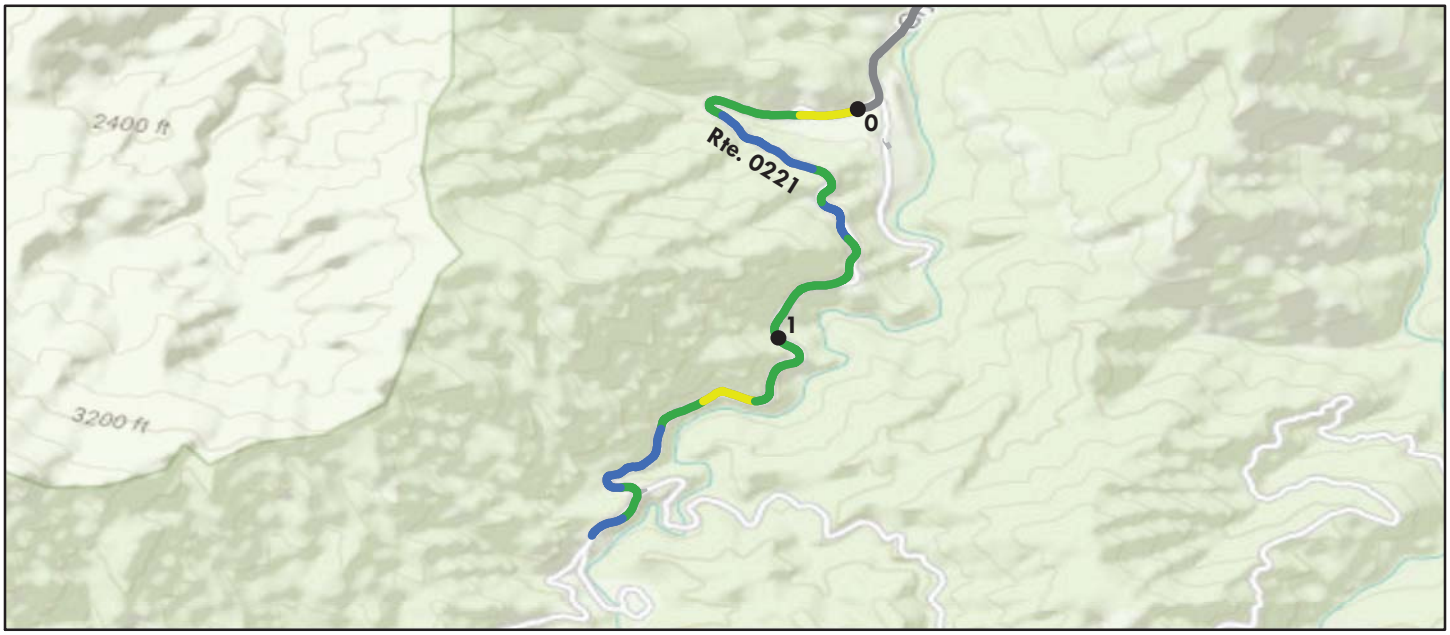
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | 1 | | | |
| **Paved Length (Miles):** 1.38 | **Section Length (MI)** | 1 | 0.38 | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 72 | 71 | 71 | | | |
| Surface Condition Rating (SCR) | 93 | 93 | 91 | | | |
| Roughness Condition Index (RCI) | 40 | 39 | 41 | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 98 | 97 | 99 | | | |
| Alligator Crack Index | 100 | 100 | 100 | | | |
| Longitudinal Crack Index | 98 | 97 | 99 | | | |
| Transverse Cracking Index | 98 | 98 | 98 | | | |
| Patching Index | 100 | 100 | 100 | | | |
| Rutting Index | 93 | 93 | 91 | | | |
| International Roughness Index (IRI) | 340 | 344 | 334 | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | 2 | | | |
| Paved Width (ft) | 19.2 | 19.2 | 19.2 | | | |
| Lane Width (ft) | 9.2 | 9 | 9.6 | | | |

# Whiskeytown National Recreation Area

## ROUTE 0221: CRYSTAL CREEK CAMP ACCESS ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

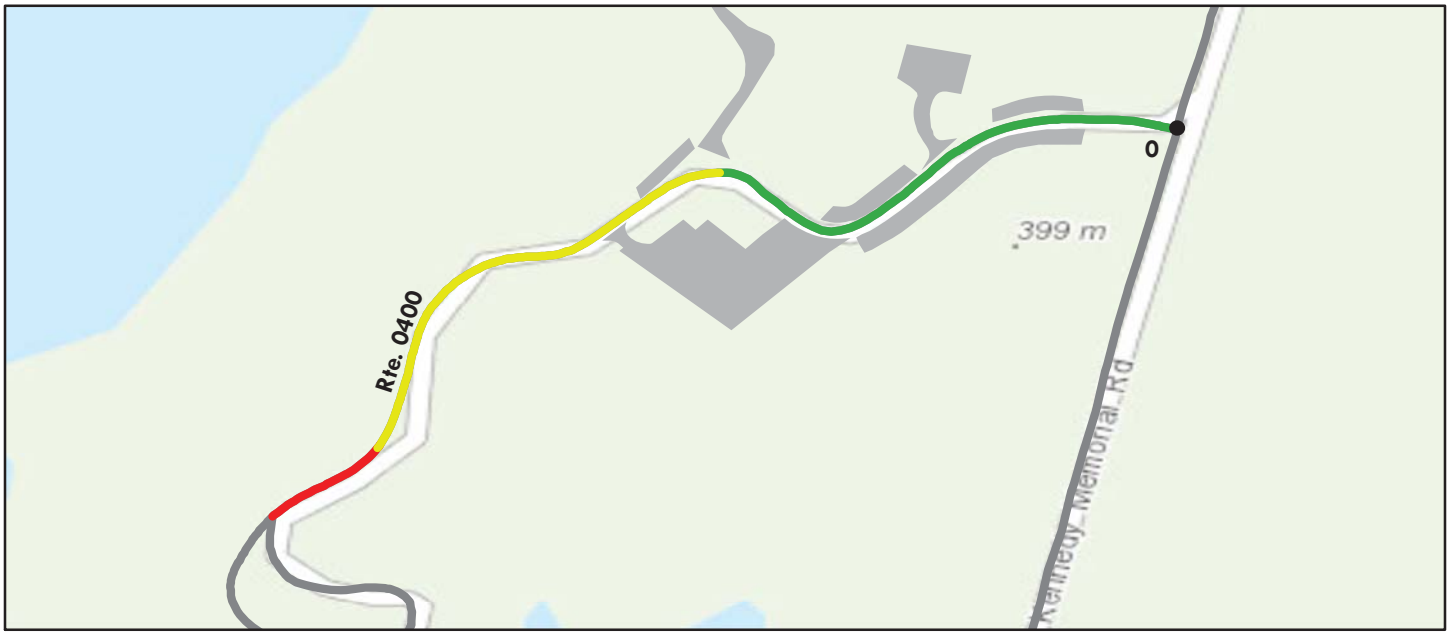
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | 1 | | | |
| **Paved Length (Miles):** 1.77 | **Section Length (MI)** | 1 | 0.77 | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 89 | 89 | 90 | | | |
| Surface Condition Rating (SCR) | 91 | 91 | 91 | | | |
| Roughness Condition Index (RCI) | 87 | 86 | 88 | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 99 | 100 | 99 | | | |
| Alligator Crack Index | 100 | 100 | 100 | | | |
| Longitudinal Crack Index | 99 | 100 | 99 | | | |
| Transverse Cracking Index | 91 | 91 | 91 | | | |
| Patching Index | 100 | 100 | 100 | | | |
| Rutting Index | 97 | 96 | 97 | | | |
| International Roughness Index (IRI) | 150 | 152 | 147 | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | 2 | | | |
| Paved Width (ft) | 16.8 | 16.8 | 16.8 | | | |
| Lane Width (ft) | 8.3 | 8.2 | 8.3 | | | |

# Whiskeytown National Recreation Area

## ROUTE 0400: HEADQUARTERS ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.23 | **Section Length (MI)** | 0.23 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 77 | 77 | | | | |
| Surface Condition Rating (SCR) | 77 | 77 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 77 | 77 | | | | |
| Alligator Crack Index | 98 | 98 | | | | |
| Longitudinal Crack Index | 79 | 79 | | | | |
| Transverse Cracking Index | 89 | 89 | | | | |
| Patching Index | 98 | 98 | | | | |
| Rutting Index | 89 | 89 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 25.8 | 25.8 | | | | |
| Lane Width (ft) | 11 | 11 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0401: N.E.E.D. CAMP RESIDENCE ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.1 | **Section Length (MI)** | 0.1 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 96 | 96 | | | | |
| Surface Condition Rating (SCR) | 96 | 96 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 100 | 100 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 100 | 100 | | | | |
| Transverse Cracking Index | 97 | 97 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 96 | 96 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 12 | 12 | | | | |
| Lane Width (ft) | 12 | 12 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0404: BRANDY CREEK SERVICE ROAD SOUTH

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.17 | **Section Length (MI)** | 0.17 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 92 | 92 | | | | |
| Surface Condition Rating (SCR) | 92 | 92 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 92 | 92 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 92 | 92 | | | | |
| Transverse Cracking Index | 96 | 96 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 94 | 94 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 10.1 | 10.1 | | | | |
| Lane Width (ft) | 10.1 | 10.1 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0405: CARR POWERHOUSE SERVICE ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.14 | **Section Length (MI)** | 0.14 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 89 | 89 | | | | |
| Surface Condition Rating (SCR) | 89 | 89 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 99 | 99 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 99 | 99 | | | | |
| Transverse Cracking Index | 98 | 98 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 89 | 89 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 11.2 | 11.2 | | | | |
| Lane Width (ft) | 11.2 | 11.2 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0406: QUARTERS 324 ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.28 | **Section Length (MI)** | 0.28 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 86 | 86 | | | | |
| Surface Condition Rating (SCR) | 86 | 86 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 93 | 93 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 93 | 93 | | | | |
| Transverse Cracking Index | 86 | 86 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 86 | 86 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 14.2 | 14.2 | | | | |
| Lane Width (ft) | 7.1 | 7.1 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0407: GRIZZLY GULCH ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.33 | **Section Length (MI)** | 0.33 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 80 | 80 | | | | |
| Surface Condition Rating (SCR) | 80 | 80 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 82 | 82 | | | | |
| Alligator Crack Index | 99 | 99 | | | | |
| Longitudinal Crack Index | 83 | 83 | | | | |
| Transverse Cracking Index | 80 | 80 | | | | |
| Patching Index | 96 | 96 | | | | |
| Rutting Index | 87 | 87 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 12.6 | 12.6 | | | | |
| Lane Width (ft) | 12.6 | 12.6 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0410: TOWER RESIDENCE ROAD

Manual Rating


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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 11/3/2014 | **Beginning Section MP** | 0.00 | | | | |
| **Paved Length (Miles):** 0.05 | **Section Length (MI)** | 0.05 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 53 | 53 | | | | |
| Surface Condition Rating (SCR) | 53 | 53 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | N/A | N/A | | | | |
| Alligator Crack Index | 90 | 90 | | | | |
| Longitudinal Crack Index | 53 | 53 | | | | |
| Transverse Cracking Index | 53 | 53 | | | | |
| Patching Index | 97 | 97 | | | | |
| Rutting Index | 97 | 97 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 12 | 12 | | | | |
| Lane Width (ft) | 12 | 12 | | | | |

**Route 0410 is made up of both a paved and unpaved section.**

# Whiskeytown National Recreation Area

## ROUTE 0410: TOWER RESIDENCE ROAD

### Condition Photos

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

WHIS_0410_9617.JPG

WHIS_0410_9618.JPG

WHIS_0410_9619.JPG

WHIS_0410_9620.JPG

WHIS_0410_9621.JPG

WHIS_0410_9622.JPG

# Whiskeytown National Recreation Area

## ROUTE 0411: BULL GULCH SERVICE ROAD

Data Collection Vehicle (DCV) Rating


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

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

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

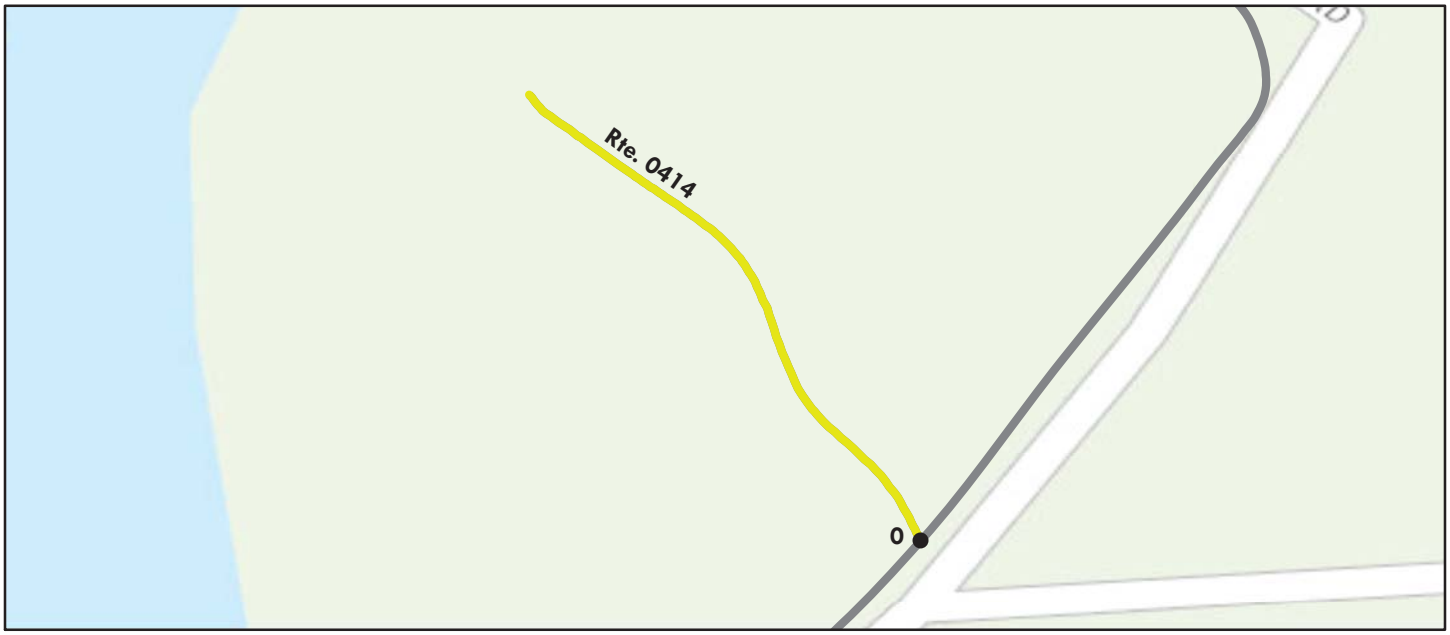
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.47 | **Section Length (MI)** | 0.47 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 82 | 82 | | | | |
| Surface Condition Rating (SCR) | 82 | 82 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 93 | 93 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 93 | 93 | | | | |
| Transverse Cracking Index | 82 | 82 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 93 | 93 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 2 | 2 | | | | |
| Paved Width (ft) | 17.2 | 17.2 | | | | |
| Lane Width (ft) | 8.6 | 8.6 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0414: GRIZZLY GULCH WASTEWATER ACCESS ROAD

Data Collection Vehicle (DCV) Rating




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

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

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

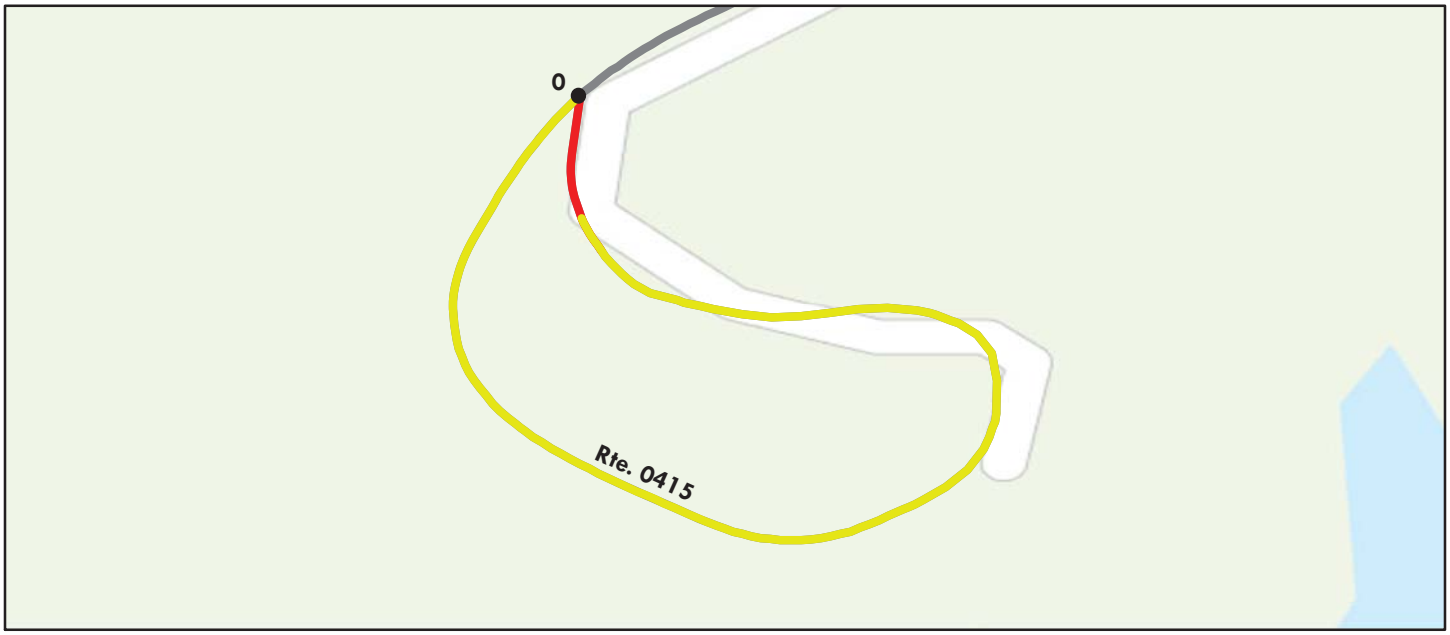
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.07 | **Section Length (MI)** | 0.07 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 82 | 82 | | | | |
| Surface Condition Rating (SCR) | 82 | 82 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| 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 | 82 | 82 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 11.3 | 11.3 | | | | |
| Lane Width (ft) | 10.3 | 10.3 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0415: GOVERNMENT BOAT LAUNCH LOOP

Data Collection Vehicle (DCV) Rating






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

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

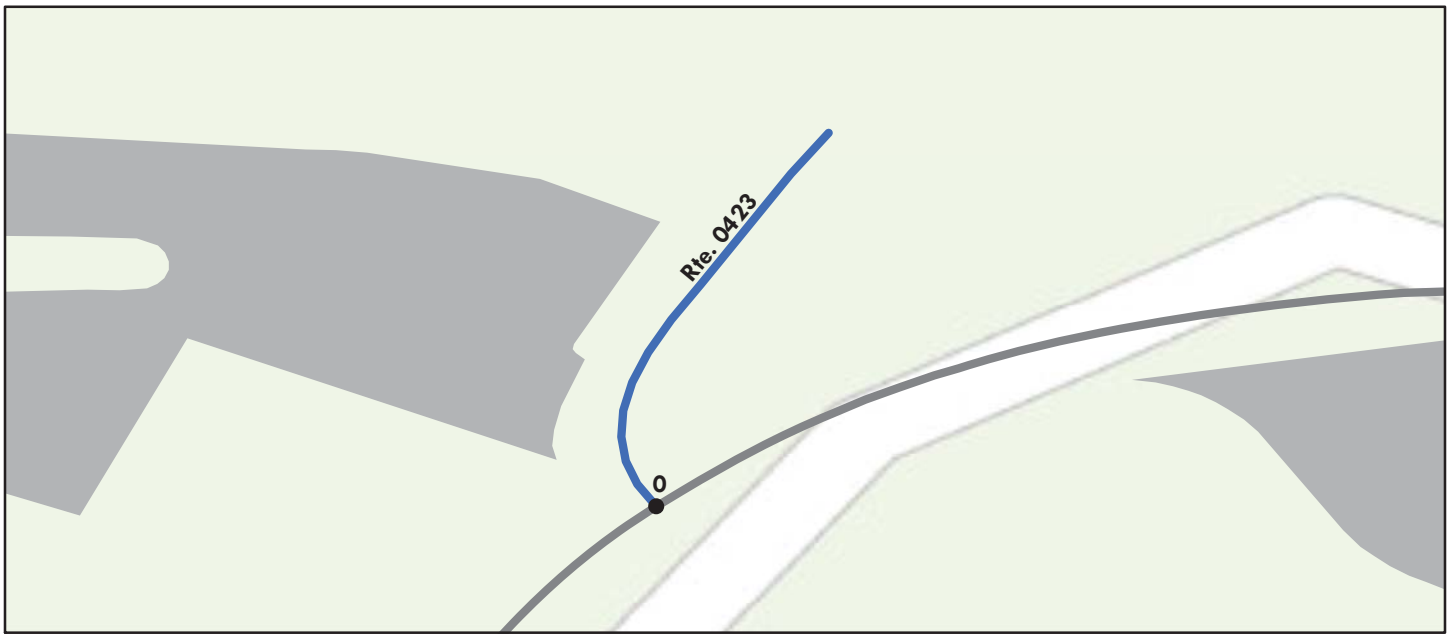
See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 5/22/2015 | **Beginning Section MP** | 0 | | | | |
| **Paved Length (Miles):** 0.11 | **Section Length (MI)** | 0.11 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 77 | 77 | | | | |
| Surface Condition Rating (SCR) | 77 | 77 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| Structural Crack Index | 77 | 77 | | | | |
| Alligator Crack Index | 100 | 100 | | | | |
| Longitudinal Crack Index | 77 | 77 | | | | |
| Transverse Cracking Index | 77 | 77 | | | | |
| Patching Index | 100 | 100 | | | | |
| Rutting Index | 84 | 84 | | | | |
| International Roughness Index (IRI) | N/A | N/A | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 14.7 | 14.7 | | | | |
| Lane Width (ft) | 14.7 | 14.7 | | | | |

# Whiskeytown National Recreation Area

## ROUTE 0423: OAK BOTTOM WATER STORAGE TANK SERVICE ROAD

Manual Rating




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

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

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

See Appendix for definitions and formulas

| | | | | | | |
|---|---|---|---|---|---|---|
| **Inspection Date:** 11/4/2014 | **Beginning Section MP** | 0.00 | | | | |
| **Paved Length (Miles):** 0.02 | **Section Length (MI)** | 0.02 | | | | |
| **Surface Type:** ASPHALT | **Route Summary** | | | | | |
| **Roadway Condition Information** | | | | | | |
| Pavement Condition Rating (PCR) | 97 | 97 | | | | |
| Surface Condition Rating (SCR) | 97 | 97 | | | | |
| Roughness Condition Index (RCI) | N/A | N/A | | | | |
| **Distress Index Values** | | | | | | |
| 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 | | | | |
| **Lane & Width Information** | | | | | | |
| Number of Lanes | 1 | 1 | | | | |
| Paved Width (ft) | 19 | 19 | | | | |
| Lane Width (ft) | 19 | 19 | | | | |

**Route 0423 is made up of both a paved and unpaved section.**

# Whiskeytown National Recreation Area

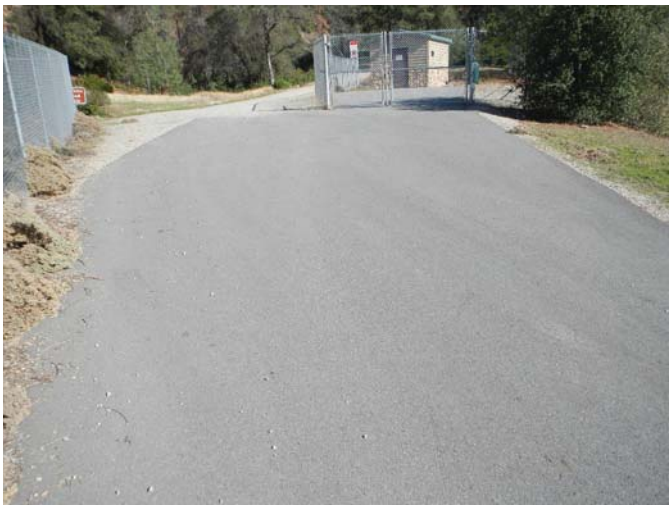
## ROUTE 0423: OAK BOTTOM WATER STORAGE TANK SERVICE ROAD

### Condition Photos

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

WHIS_0423_9666.JPG

WHIS_0423_9668.JPG



WHIS_0423_9669.JPG

# Section 6
# Paved Parking Area Condition Rating Sheets


## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Whiskeytown National Recreation Area

## ROUTE 0900ZZ: VISITOR CENTER PARKING AREAS

Summary Route
Manual Rating

FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

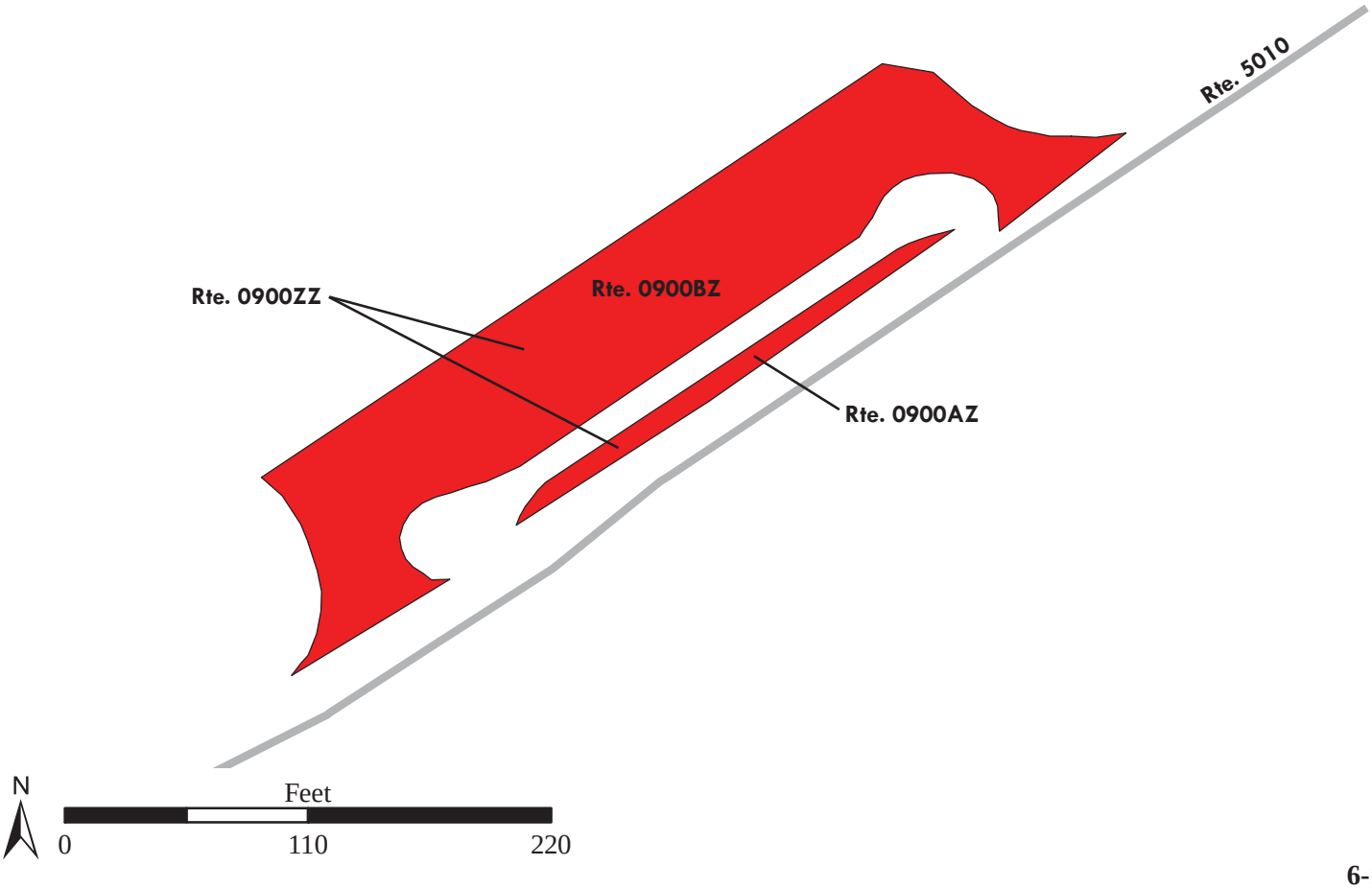
| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 23363 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Condition Rating / PCR** | |
| 19,410 | 0.334 | SUMMARY / 53 | |

**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.**



# Whiskeytown National Recreation Area

## ROUTE 0900AZ: VISITOR CENTER PARKING A

Subcomponent of Route WHIS-0900ZZ
Manual Rating

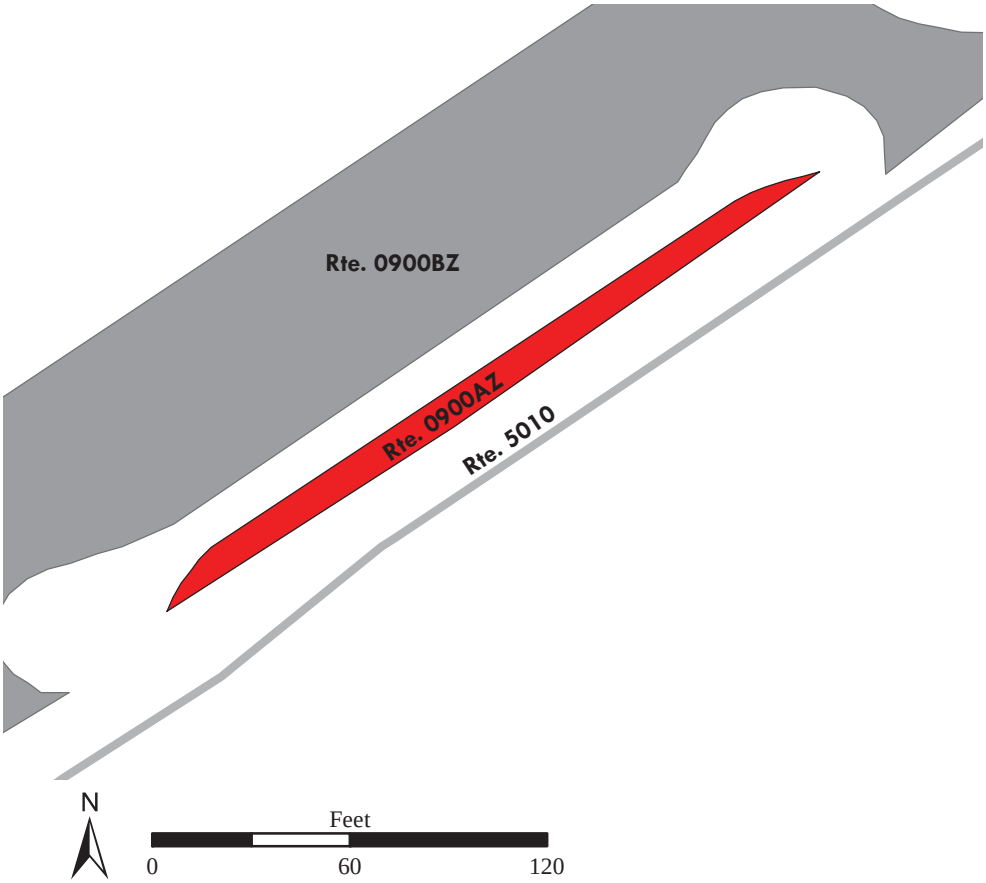
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 23363 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,523 | 0.026 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0900BZ: VISITOR CENTER PARKING B

Subcomponent of Route WHIS-0900ZZ
Manual Rating

FROM ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

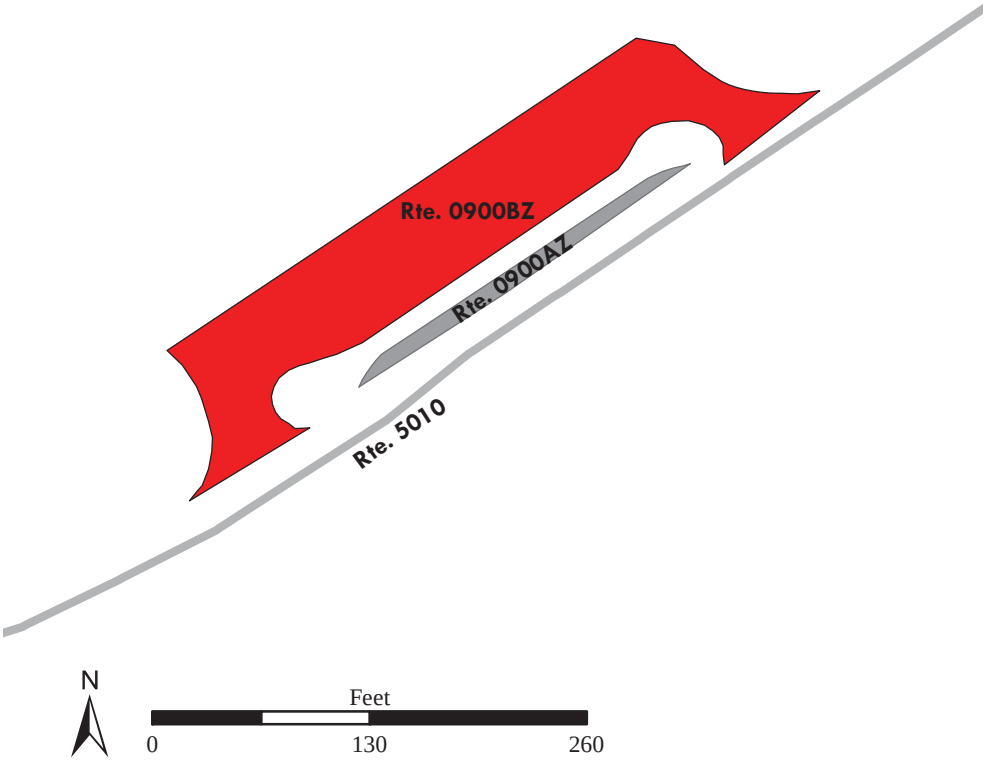
TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 23363 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 17,887 | 0.308 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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

# Whiskeytown National Recreation Area

## ROUTE 0901: PARK HEADQUARTERS VISITOR PARKING

Manual Rating

FROM ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT

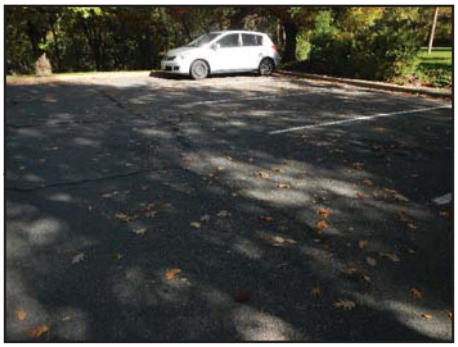
TO PARKING

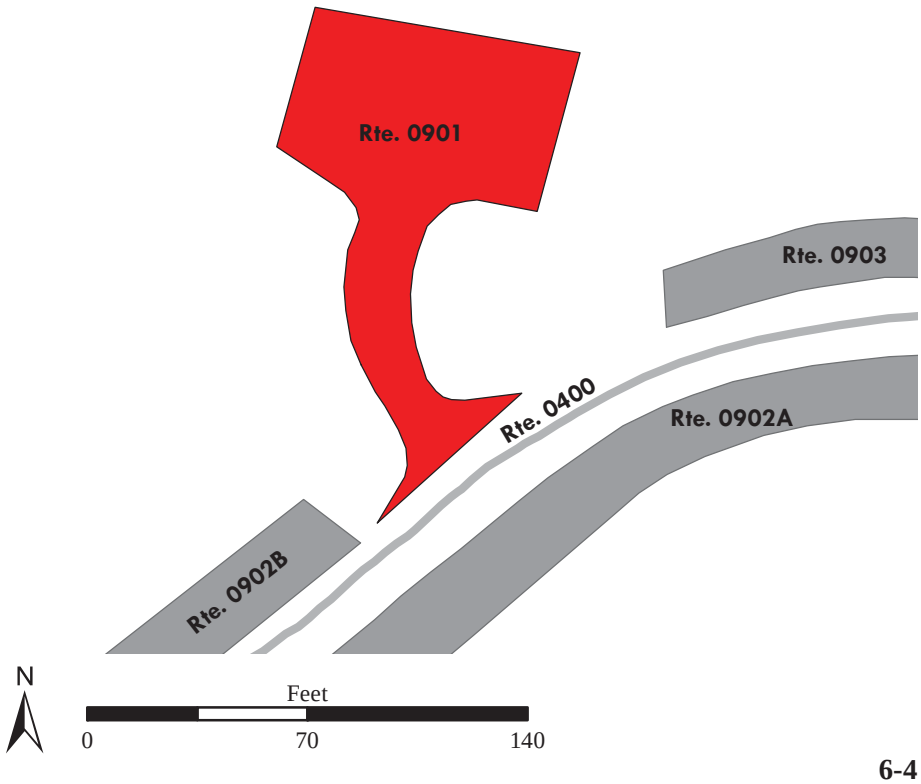
| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99405 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,994 | 0.086 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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





# Whiskeytown National Recreation Area

## ROUTE 0902A: PARK HEADQUARTERS EMPLOYEE PARKING A

Manual Rating

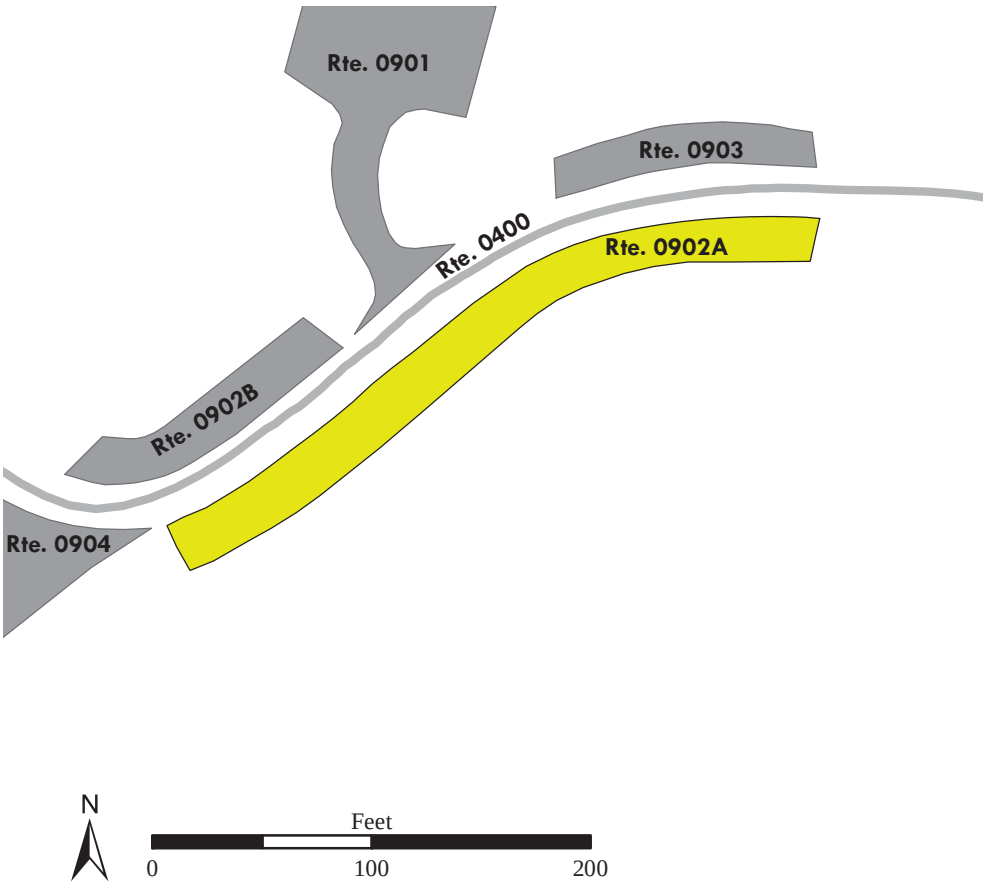
ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99406 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 5,566 | 0.096 | 7 | DO NOTHING |
| **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



# Whiskeytown National Recreation Area

## ROUTE 0902B: PARK HEADQUARTERS EMPLOYEE PARKING B

Manual Rating

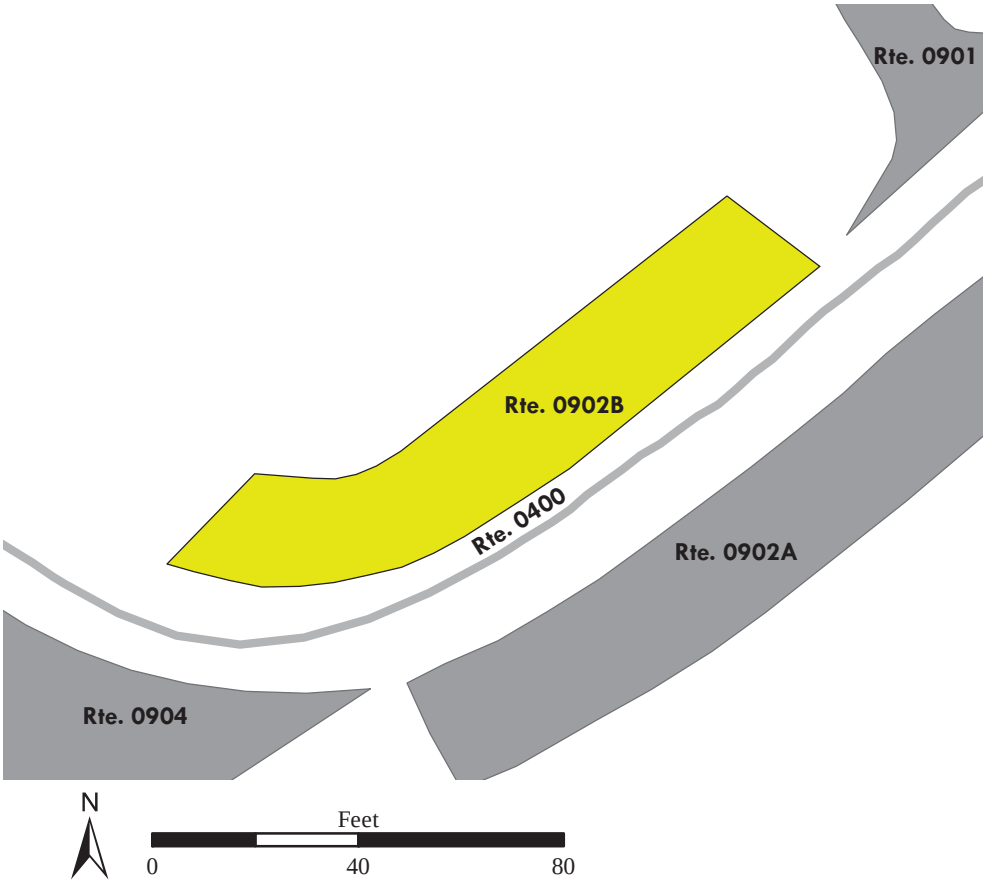
ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99408 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 2,119 | 0.036 | 6 | DO NOTHING |
| **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



# Whiskeytown National Recreation Area

## ROUTE 0903: PARK HEADQUARTERS EMPLOYEE PARKING

Manual Rating

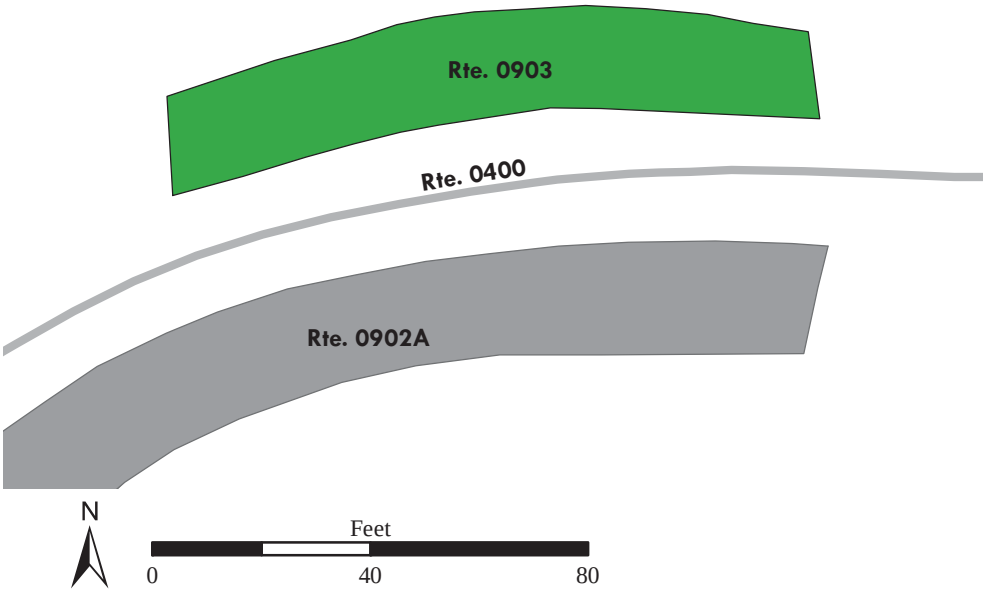
ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99412 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,687 | 0.029 | 7 | 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



# Whiskeytown National Recreation Area

## ROUTE 0904: MAINTENANCE YARD

Manual Rating

FROM ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT

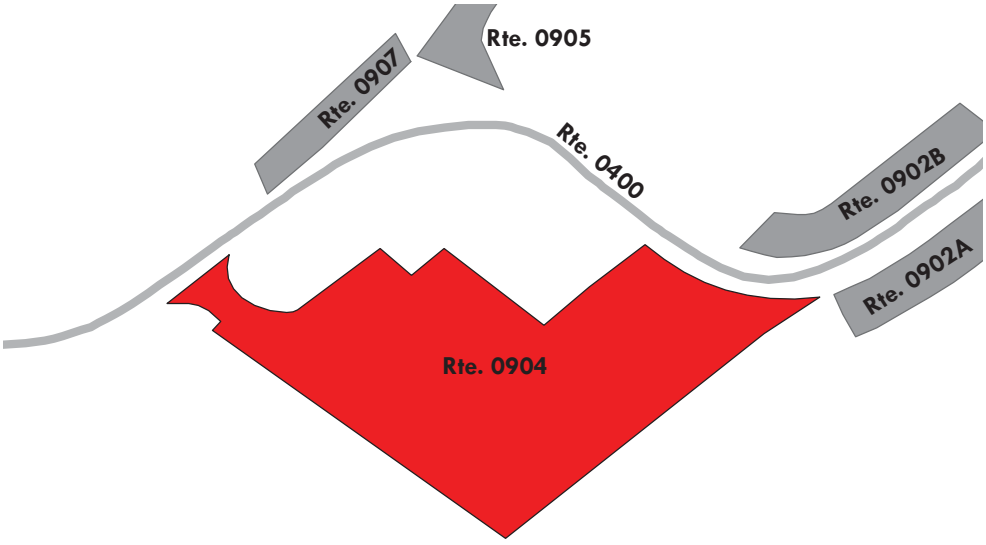
TO ROUTE 0400 (HEADQUARTERS ROAD) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99413 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 16,087 | 0.277 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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




# Whiskeytown National Recreation Area

## ROUTE 0905: HEADQUARTERS ADMINISTRATIVE PARKING

Manual Rating

FROM ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT

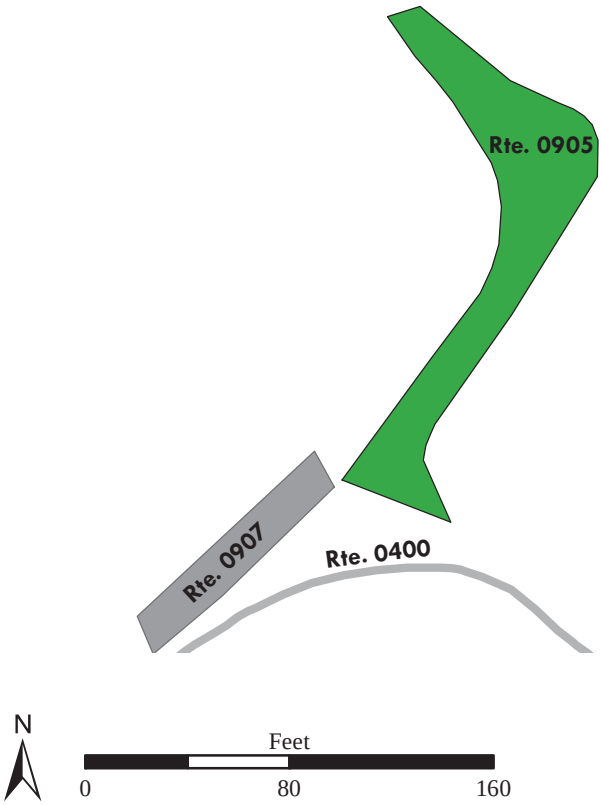
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99414 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,003 | 0.069 | 6 | 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



# Whiskeytown National Recreation Area

## ROUTE 0907: HEADQUARTERS GOVERNMENT CAR PARKING

Manual Rating

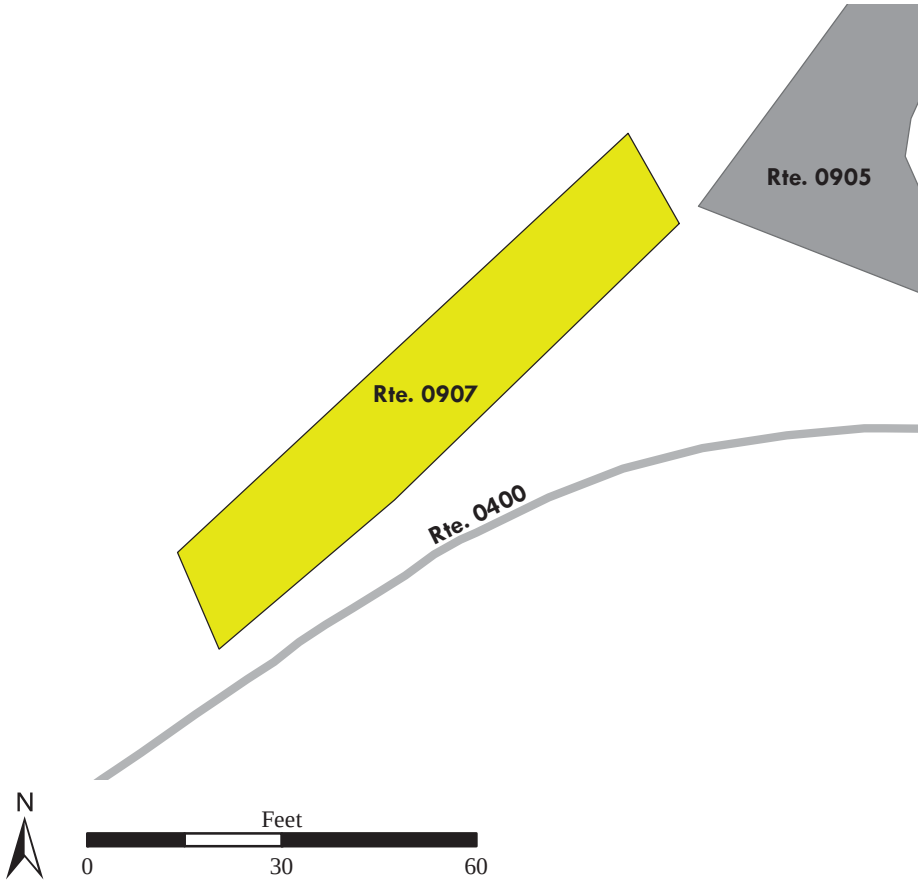
ADJACENT TO ROUTE 0400 (HEADQUARTERS ROAD) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99415 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,179 | 0.02 | 6 | DO NOTHING |
| **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



# Whiskeytown National Recreation Area

## ROUTE 0909: EAST BEACH PARKING

Manual Rating

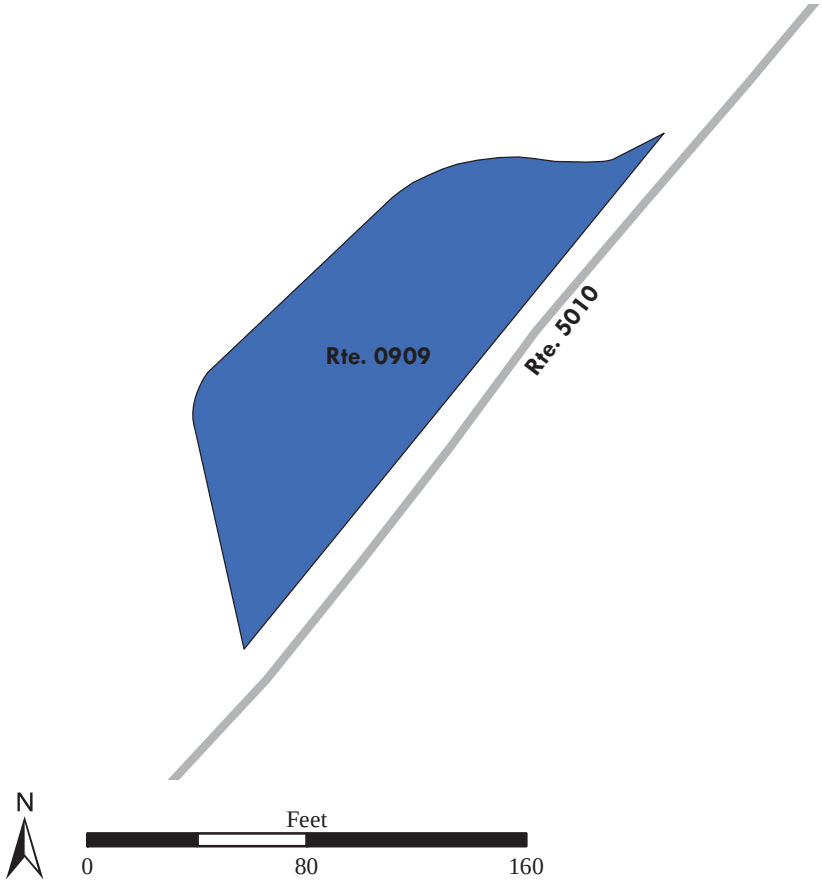
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99421 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 9,026 | 0.155 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| DO NOTHING | | EXCELLENT / 97 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0910ZZ: KENNEDY MEMORIAL VISTAS PARKING AREAS

Summary Route
Manual Rating

ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON LEFT AND RIGHT

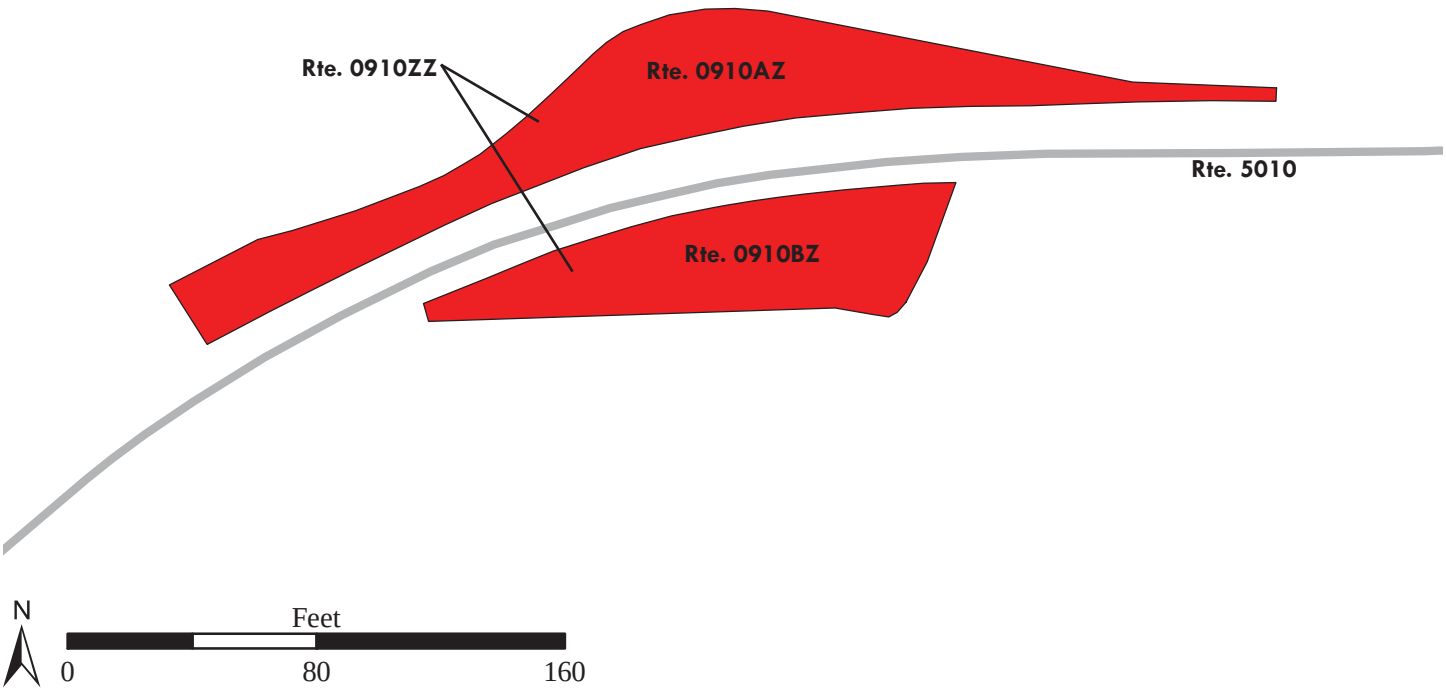
| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99422 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Condition Rating / PCR** | |
| 9,367 | 0.161 | SUMMARY / 53 | |

**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.**



# Whiskeytown National Recreation Area

## ROUTE 0910AZ: KENNEDY MEMORIAL VISTAS PARKING A

Subcomponent of Route WHIS-0910ZZ
Manual Rating

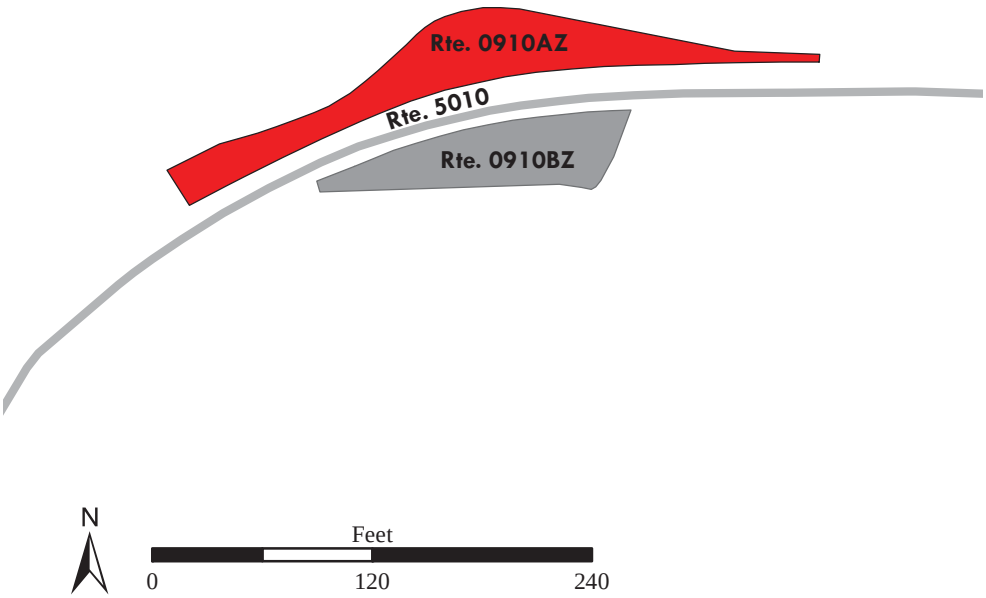
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99422 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 5,823 | 0.1 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0910BZ: KENNEDY MEMORIAL VISTAS PARKING B

Subcomponent of Route WHIS-0910ZZ
Manual Rating

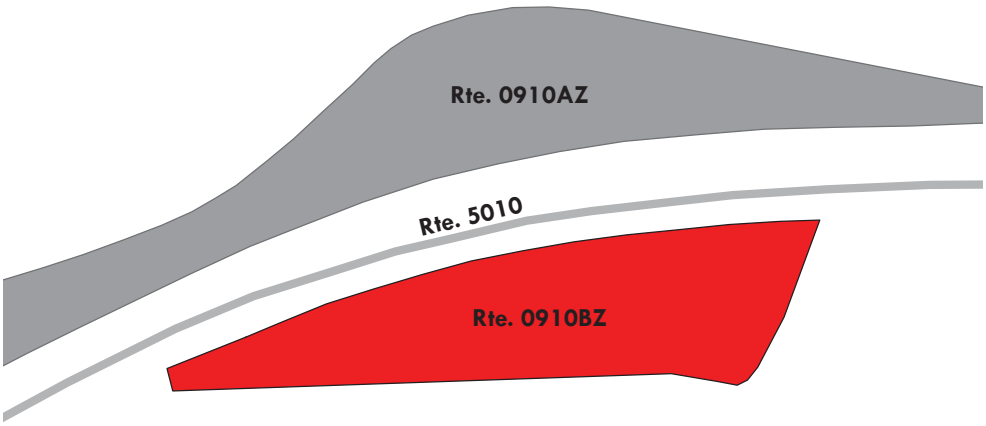
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99422 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,544 | 0.061 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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




# Whiskeytown National Recreation Area

## ROUTE 0911A: KENNEDY MONUMENT / DAM PARKING A

Manual Rating

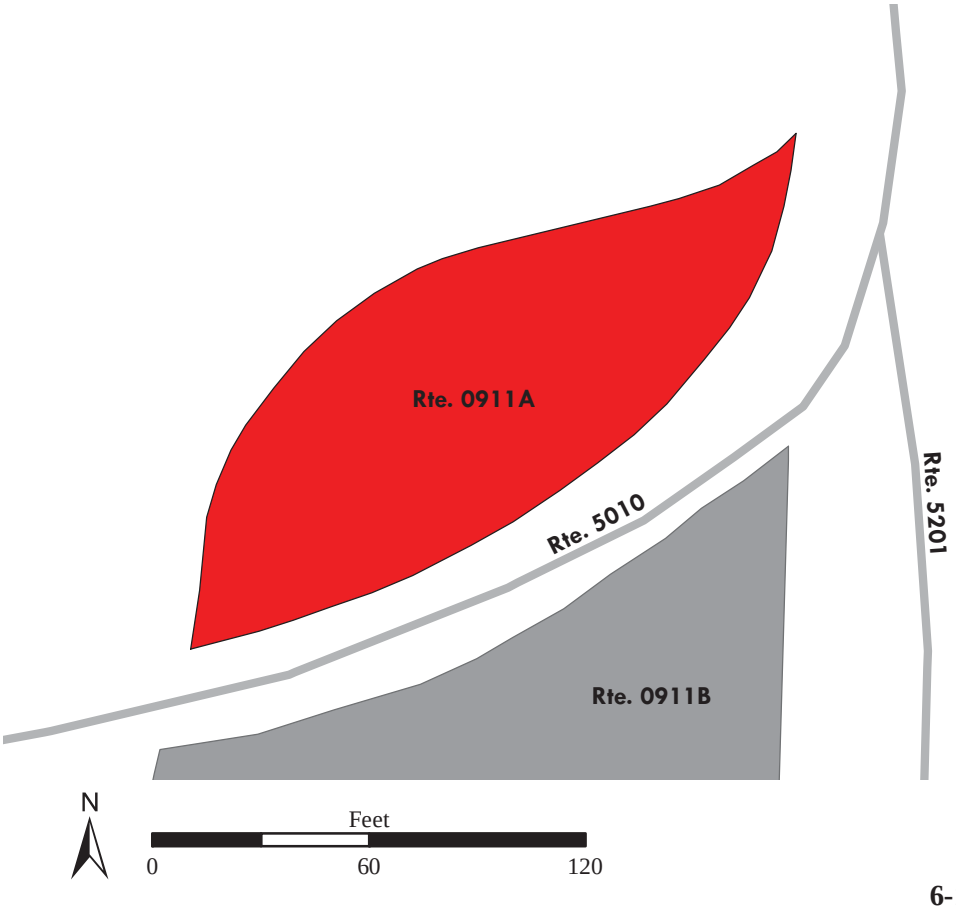
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99423 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 8,064 | 0.139 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0911B: KENNEDY MONUMENT / DAM PARKING B

Manual Rating

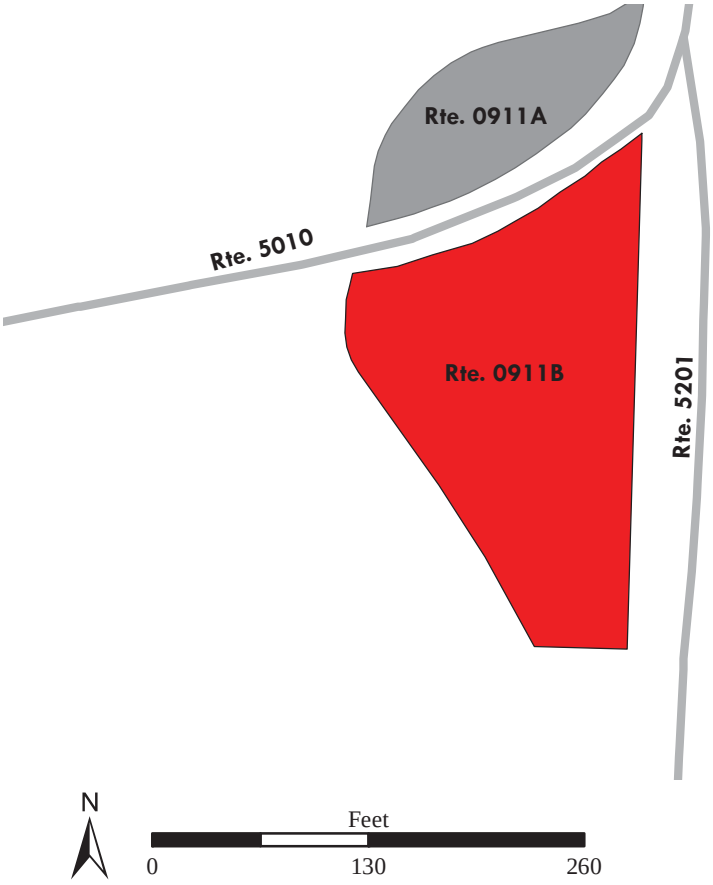
ADJACENT TO ROUTE 5010 (KENNEDY MEMORIAL DRIVE) AND ROUTE 5201 (PAIGE BAR ROAD NON NPS)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99426 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 25,561 | 0.44 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0914: N.E.E.D. CAMP PARKING

Manual Rating

FROM END OF ROUTE 0201 (N.E.E.D. CAMP ROAD)

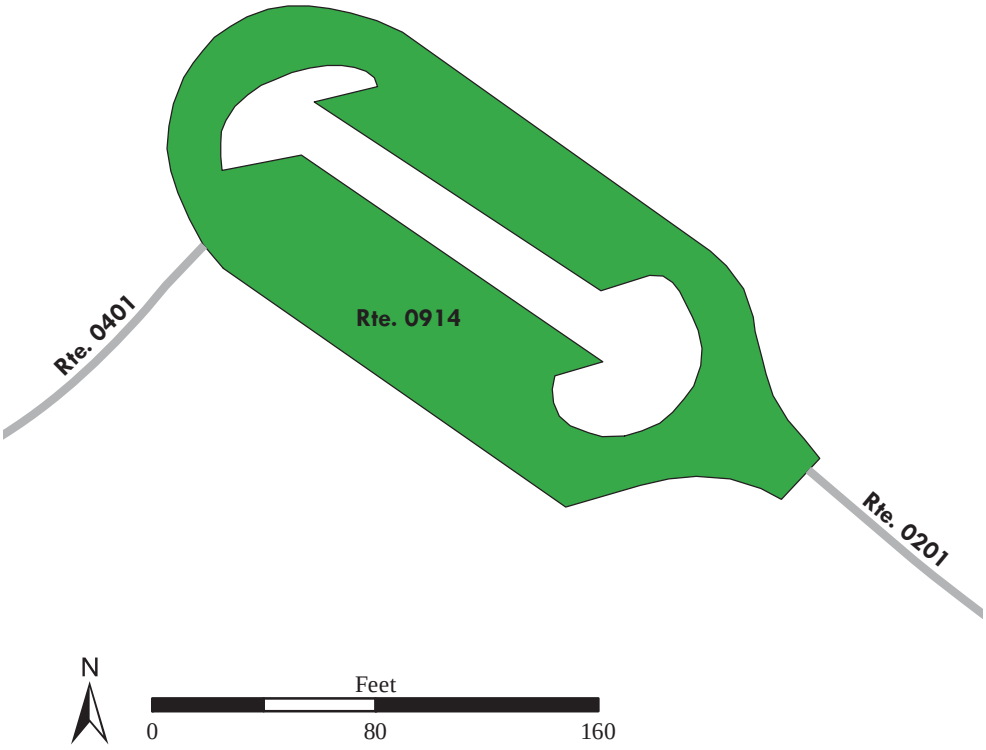
TO BEGINNING OF ROUTE 0401 (N.E.E.D. CAMP RESIDENCE ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99429 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 13,364 | 0.23 | 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



# Whiskeytown National Recreation Area

## ROUTE 0915: N.E.E.D. CAMP CAFETERIA ACCESS PARKING

Manual Rating

FROM ROUTE 0401 (N.E.E.D. CAMP RESIDENCE ROAD) ON RIGHT

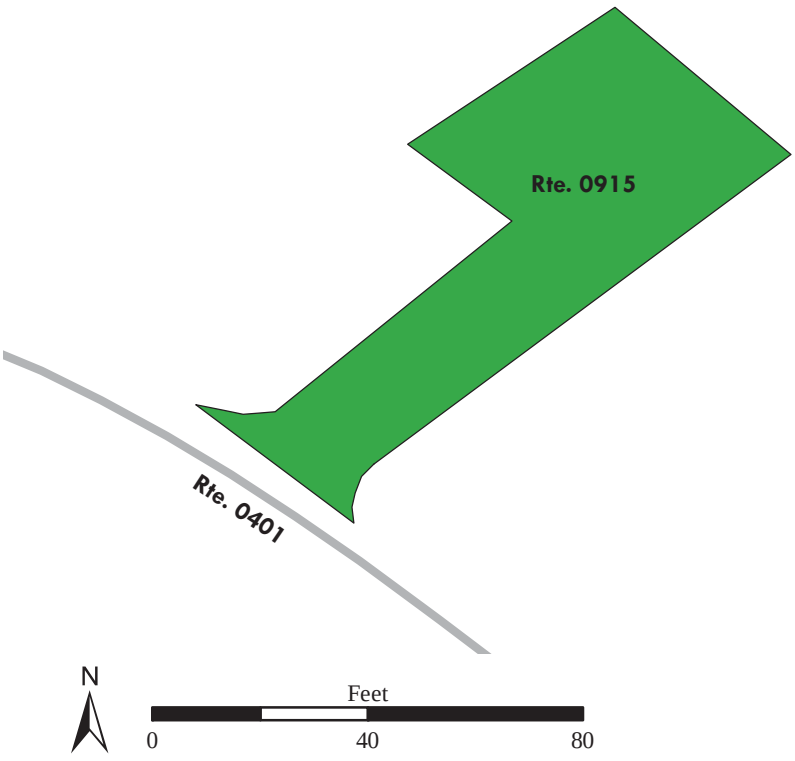
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99430 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 2,450 | 0.042 | 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



# Whiskeytown National Recreation Area

## ROUTE 0919: BRANDY CREEK PARKING LOT A

Manual Rating

FROM ROUTE 0100 (BRANDY CREEK BEACH ROAD)

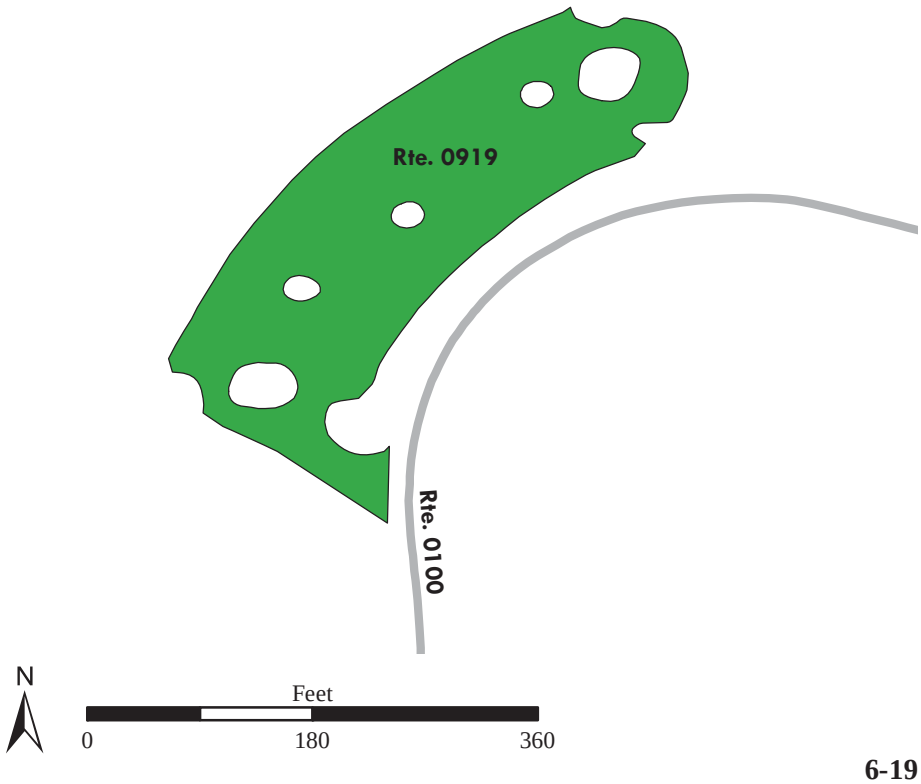
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99452 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 45,531 | 0.784 | 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



# Whiskeytown National Recreation Area

## ROUTE 0920: BRANDY CREEK PARKING LOT B

Manual Rating

FROM END OF ROUTE 0100 (BRANDY CREEK BEACH ROAD)

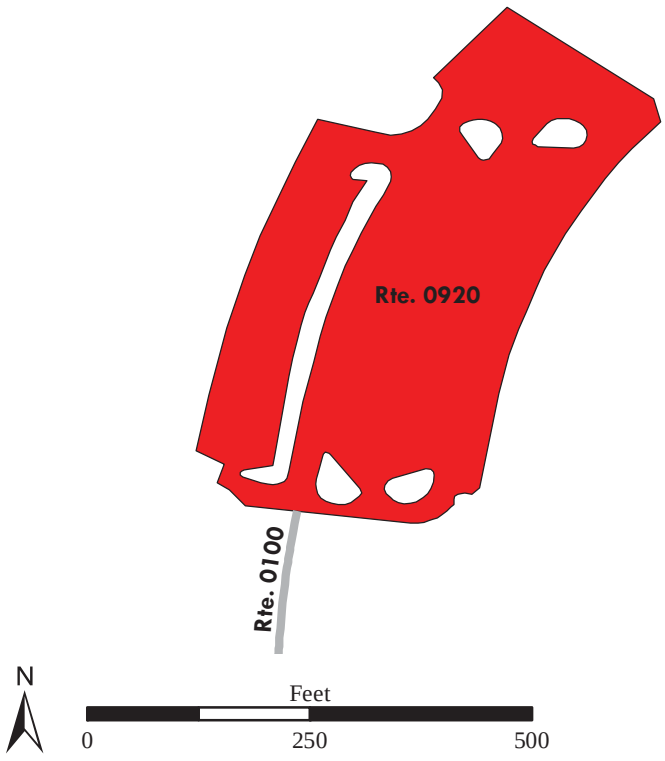
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99453 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 113,423 | 1.953 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0922: BRANDY CREEK MARINA PARKING

Manual Rating

FROM END OF ROUTE 0101 (BRANDY CREEK MARINA ROAD)

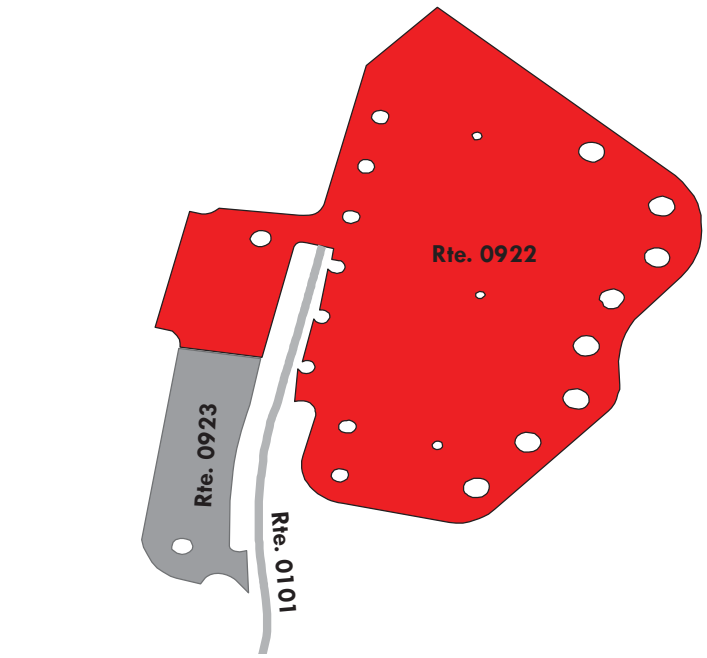
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99455 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 181,050 | 3.117 | 6 | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| CONCRETE | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0923: DRY STORAGE AREA

Manual Rating

FROM ROUTE 0101 (BRANDY CREEK MARINA ROAD)

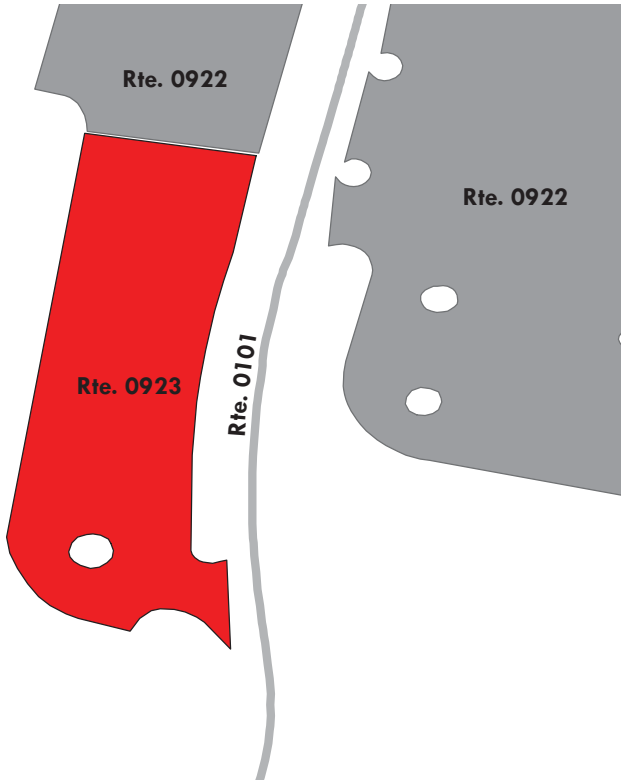
TO ROUTE 0922 (BRANDY CREEK MARINA PARKING)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99456 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 22,442 | 0.386 | 7 | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| ASPHALT | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0924A: BRANDY CREEK R.V. PARKING A

Manual Rating

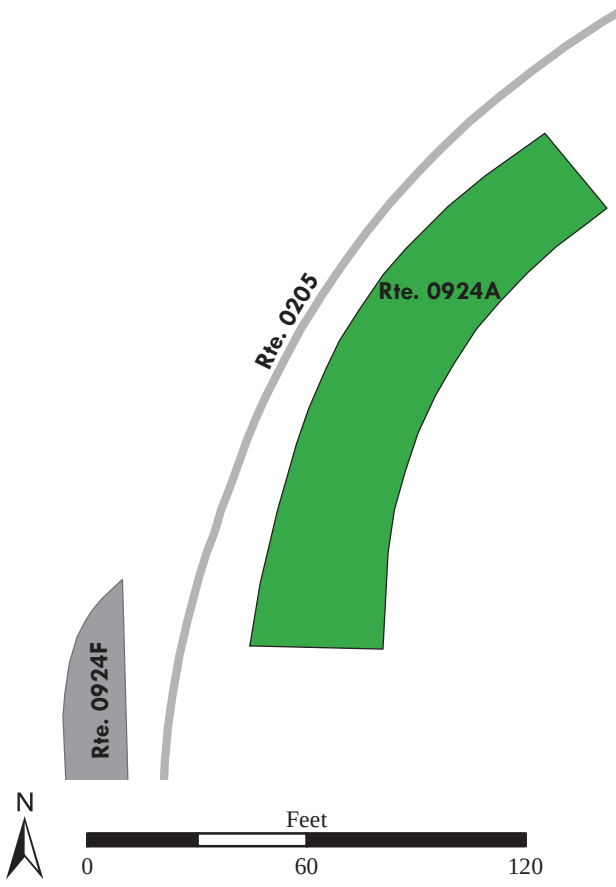
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99457 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,557 | 0.061 | 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



# Whiskeytown National Recreation Area

## ROUTE 0924B: BRANDY CREEK R.V. PARKING B

Manual Rating

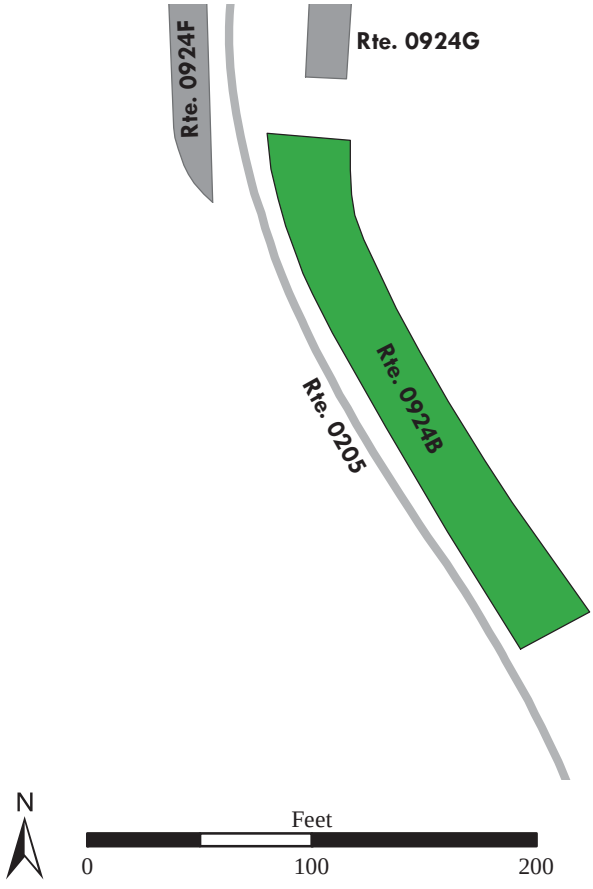
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99458 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 5,963 | 0.103 | 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



# Whiskeytown National Recreation Area

## ROUTE 0924C: BRANDY CREEK R.V. PARKING C

Manual Rating

ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99459 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,148 | 0.054 | 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

# Whiskeytown National Recreation Area

## ROUTE 0924D: BRANDY CREEK R.V. PARKING D

Manual Rating

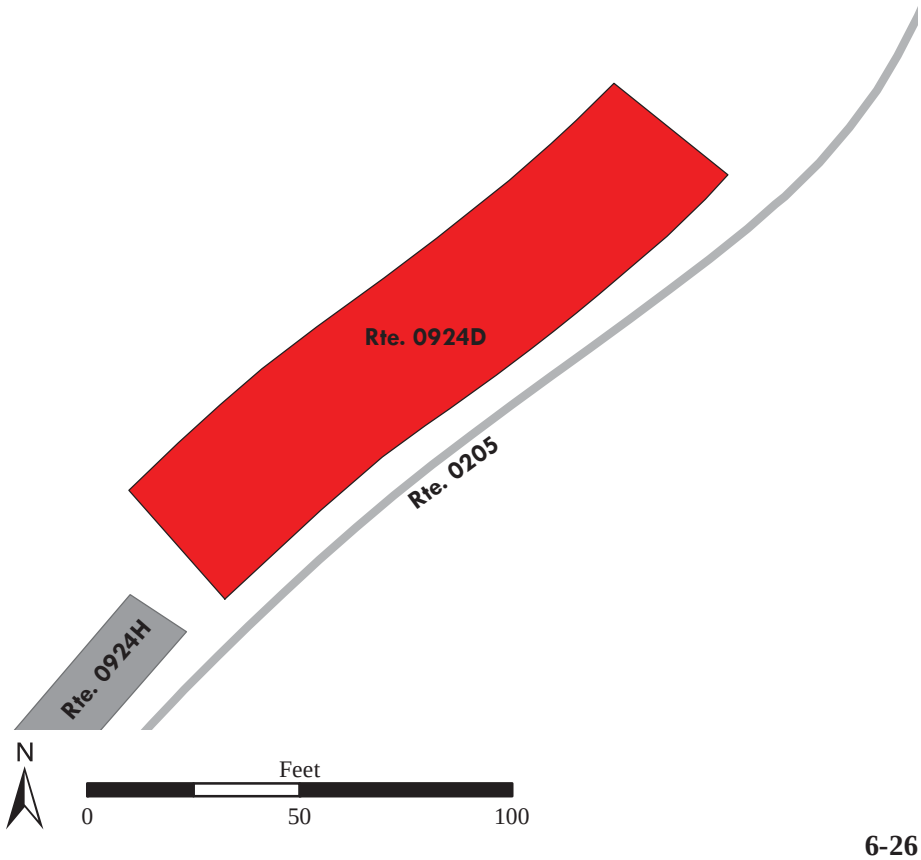
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99460 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,962 | 0.068 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0924E: BRANDY CREEK R.V. PARKING E

Manual Rating

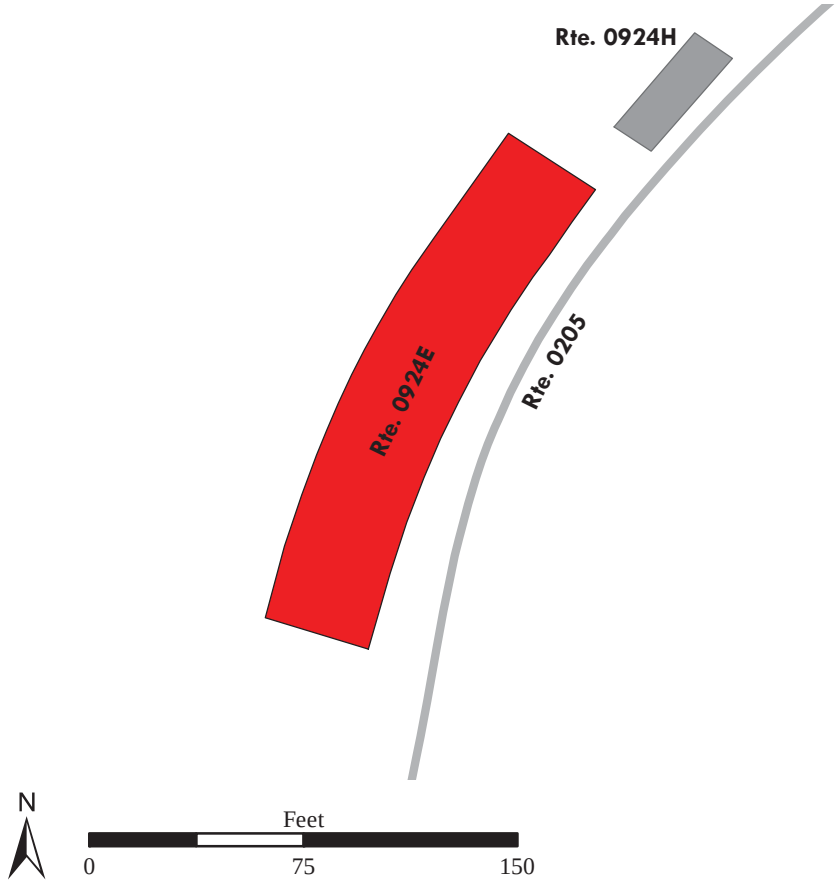
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | 99461 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 5,294 | 0.091 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0924F: BRANDY CREEK R.V. PARKING F

Manual Rating

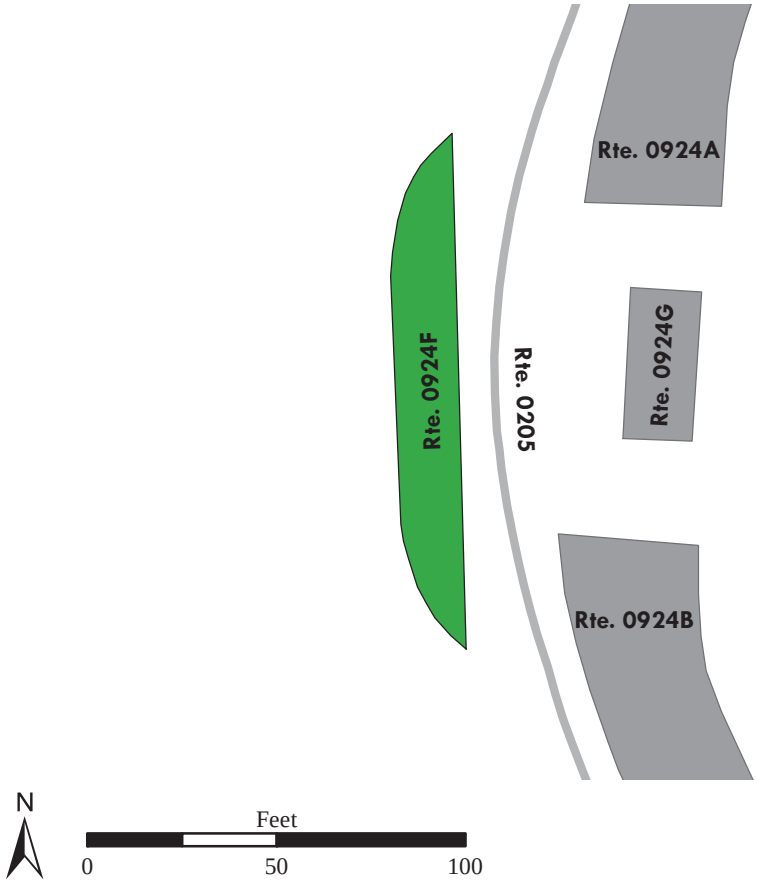
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,454 | 0.025 | 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



# Whiskeytown National Recreation Area

## ROUTE 0924G: BRANDY CREEK R.V. PARKING G

Manual Rating

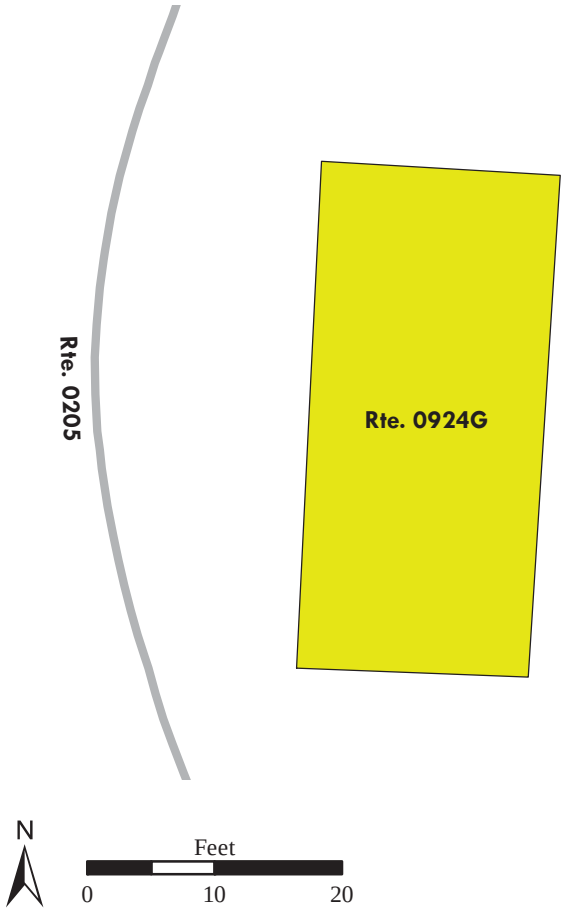
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 559 | 0.01 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | 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



# Whiskeytown National Recreation Area

## ROUTE 0924H: BRANDY CREEK R.V. PARKING H

Manual Rating

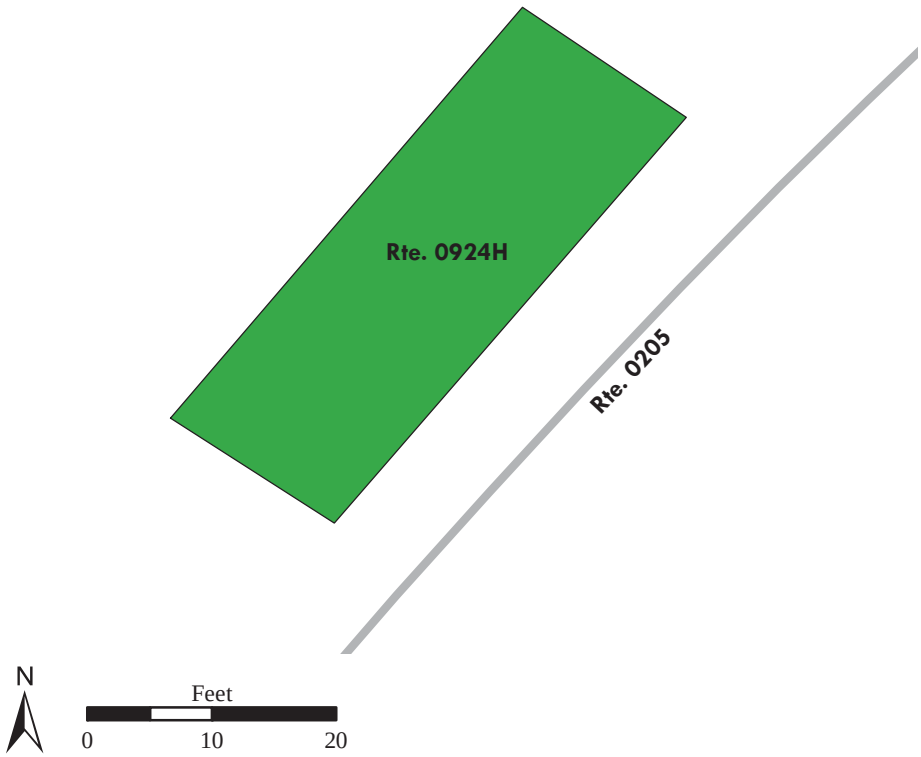
ADJACENT TO ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/5/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 515 | 0.009 | 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



# Whiskeytown National Recreation Area

## ROUTE 0925: CARR PICNIC AREA PARKING

Manual Rating

FROM ROUTE 0209 (CARR POWERHOUSE ROAD)

TO ROUTE 0209 (CARR POWERHOUSE ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99462 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 21,139 | 0.364 | 6 | LIGHT REPAIR |
| **Curb Type** | | **Curb & Gutter Type** | |
| ASPHALT | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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


# Whiskeytown National Recreation Area

## ROUTE 0928: TOWER HOUSE HISTORIC DISTRICT PARKING

Manual Rating

FROM STATE HIGHWAY 299 (EUREKA WAY)

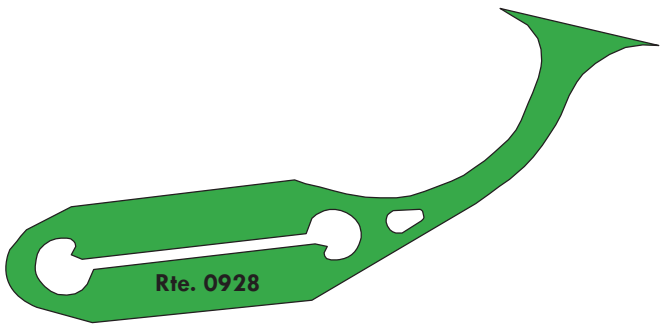
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99465 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 29,272 | 0.504 | 6 | 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




# Whiskeytown National Recreation Area

## ROUTE 0929: OAK BOTTOM WATER DITCH TRAIL PARKING

Manual Rating

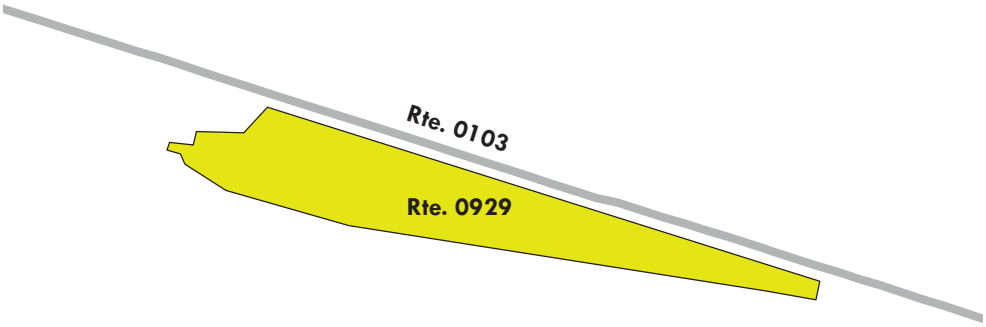
ADJACENT TO ROUTE 0103 (OAK BOTTOM BEACH ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99466 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,878 | 0.084 | 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




# Whiskeytown National Recreation Area

## ROUTE 0930: OAK BOTTOM CAMPGROUND STORE PARKING

Manual Rating

FROM ROUTE 0103 (OAK BOTTOM BEACH ROAD)

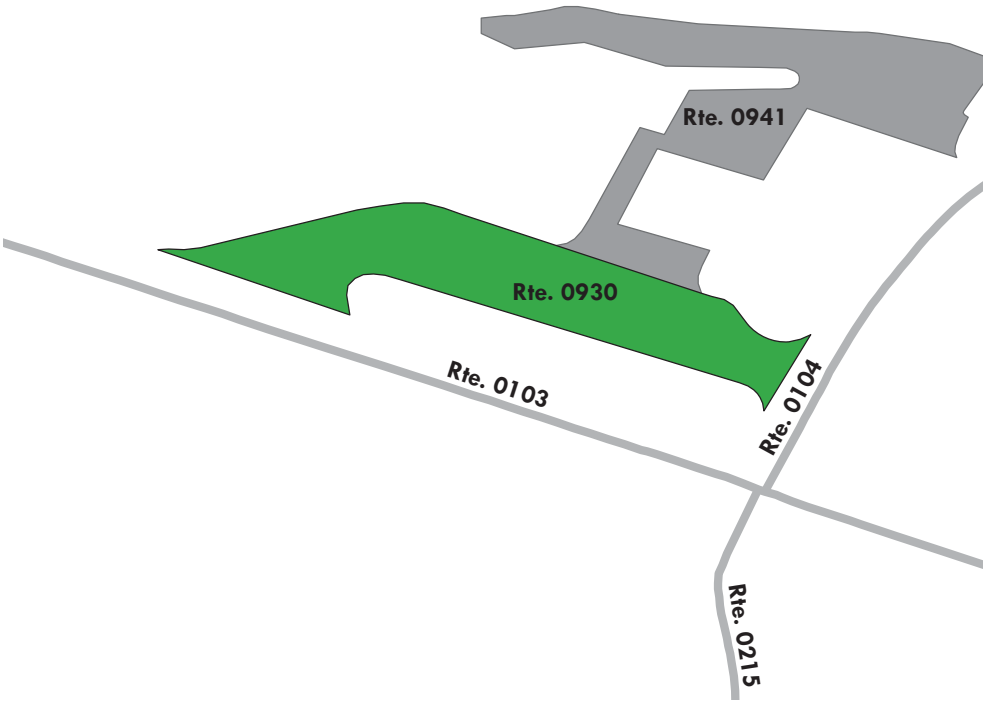
TO ROUTE 0104 (OAK BOTTOM MARINA ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99467 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 9,413 | 0.162 | 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



# Whiskeytown National Recreation Area

## ROUTE 0931: OAK BOTTOM BEACH PARKING

Manual Rating

FROM END OF ROUTE 0103 (OAK BOTTOM BEACH ROAD)

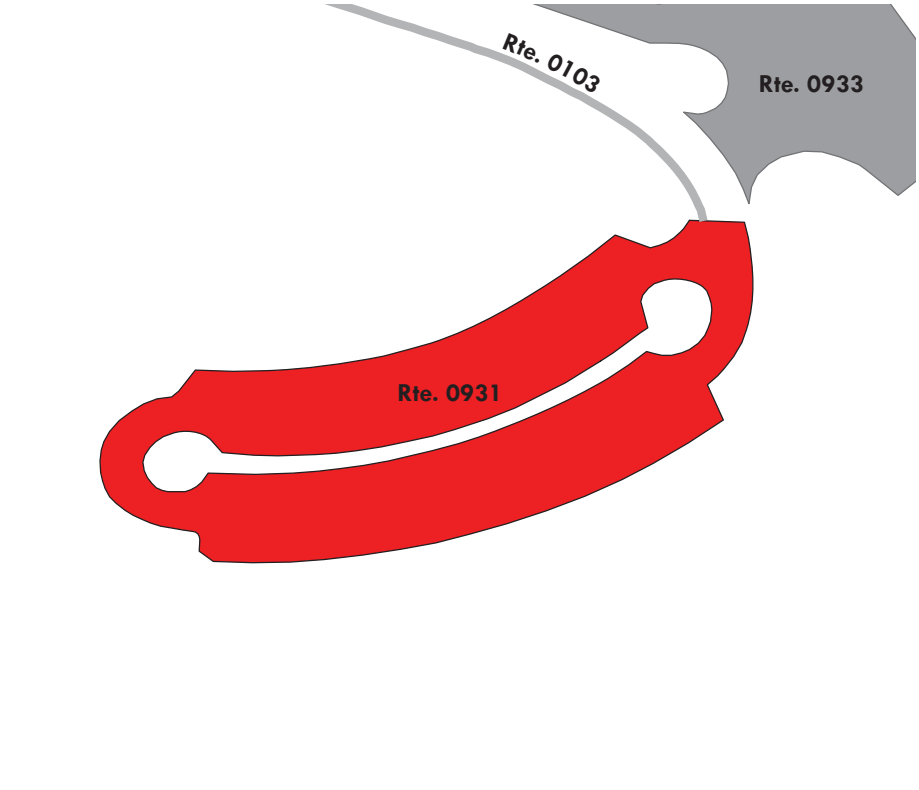
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 23354 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 38,253 | 0.659 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0932: OAK BOTTOM R.V. CAMP PARKING

Manual Rating

FROM ROUTE 0104 (OAK BOTTOM MARINA ROAD)

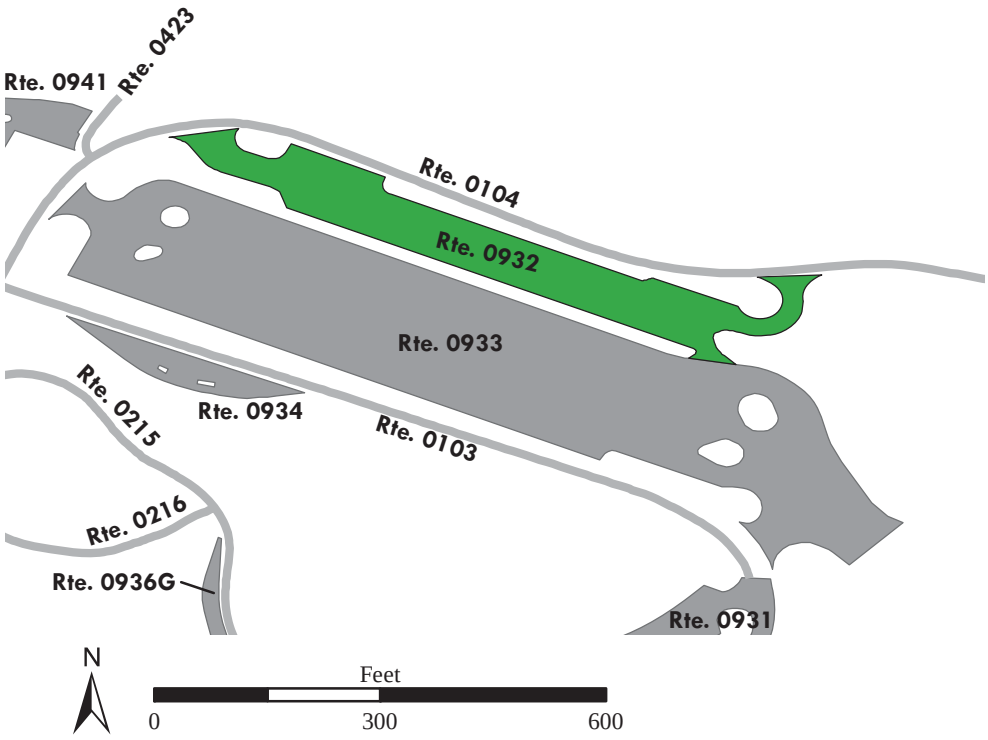
TO ROUTE 0104 (OAK BOTTOM MARINA ROAD) AND ROUTE 0933 (OAK BOTTOM LAUNCH RAMP)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99469 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 39,575 | 0.681 | 6 | 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



# Whiskeytown National Recreation Area

## ROUTE 0933: OAK BOTTOM LAUNCH RAMP

Manual Rating

FROM ROUTE 0104 (OAK BOTTOM MARINA ROAD)

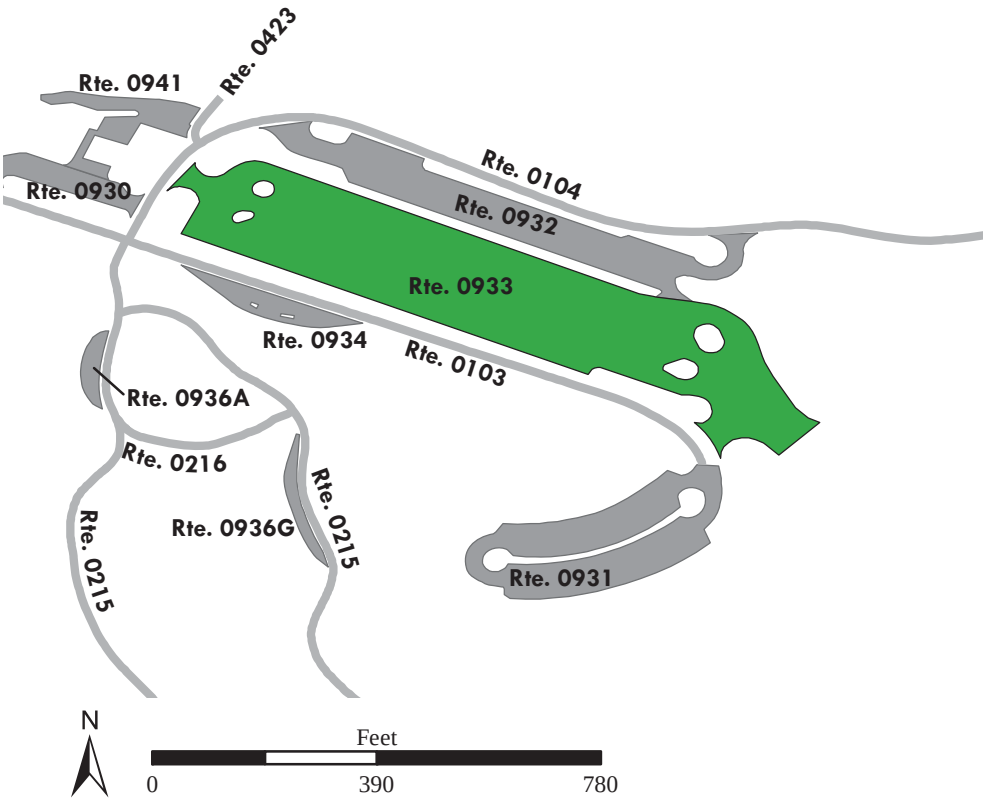
TO ROUTE 0103 (OAK BOTTOM BEACH ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99470 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 130,249 | 2.243 | 6 | 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



# Whiskeytown National Recreation Area

## ROUTE 0934: OAK BOTTOM R.V. DUMP STATION PARKING

Manual Rating

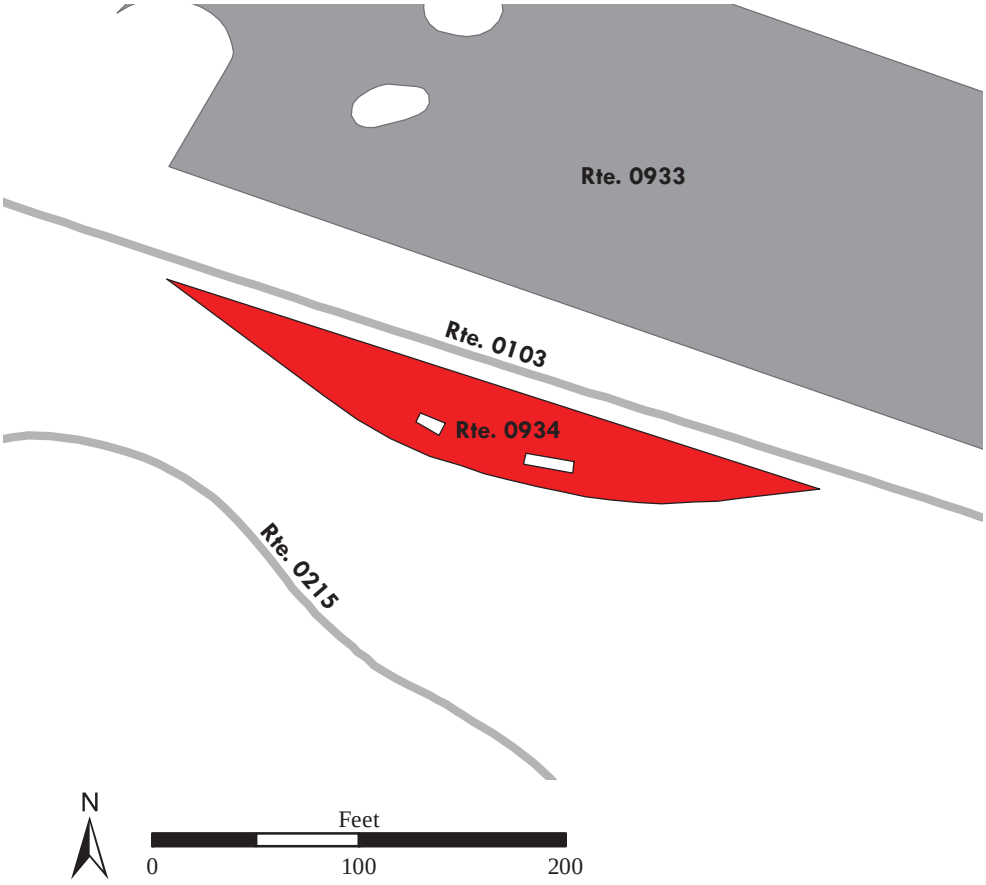
ADJACENT TO ROUTE 0103 (OAK BOTTOM BEACH ROAD) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99471 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 6,785 | 0.117 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0935: OAK BOTTOM MARINA PARKING

Manual Rating

FROM END OF ROUTE 0104 (OAK BOTTOM MARINA ROAD)

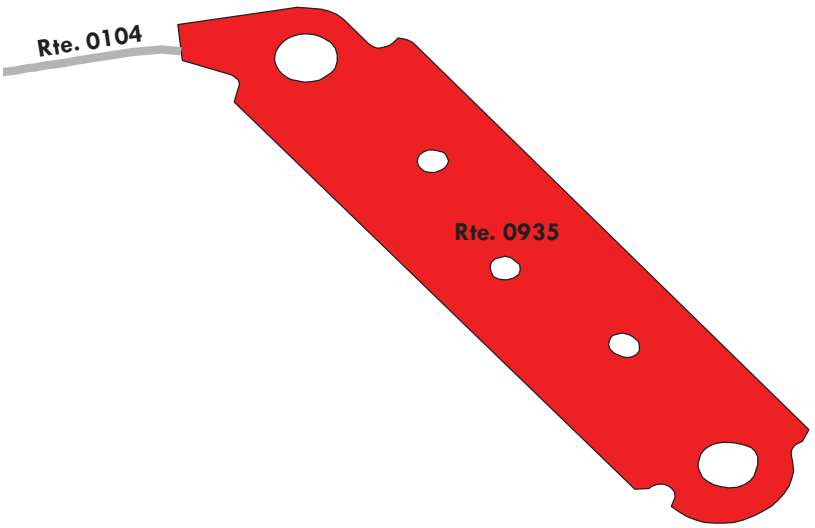
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99472 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 56,842 | 0.979 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | CONCRETE | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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




# Whiskeytown National Recreation Area

## ROUTE 0936A: OAK BOTTOM CAMPGROUND PARKING A

Manual Rating

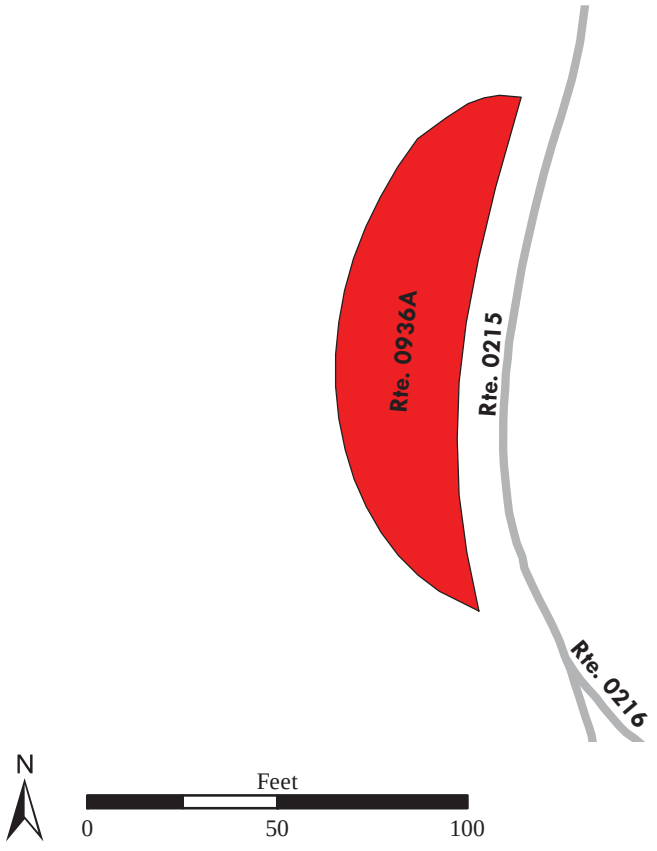
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99474 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 2,744 | 0.047 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0936B: OAK BOTTOM CAMPGROUND PARKING B

Manual Rating

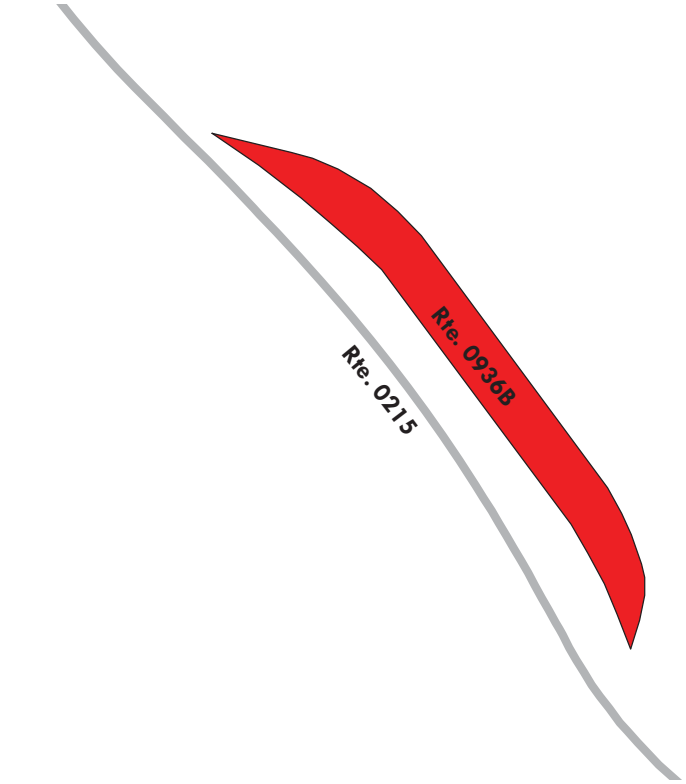
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99473 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 2,474 | 0.043 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

**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



# Whiskeytown National Recreation Area

## ROUTE 0936C: OAK BOTTOM CAMPGROUND PARKING C

Manual Rating

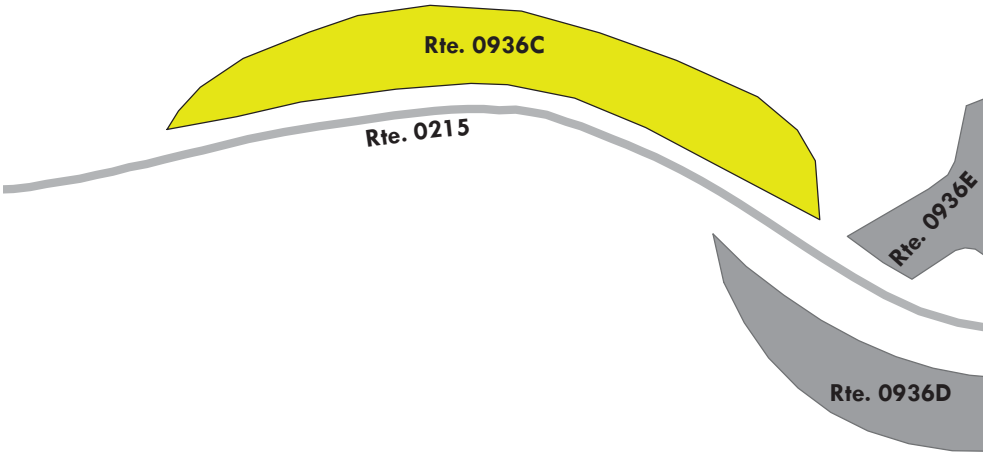
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99475 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,659 | 0.063 | 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




# Whiskeytown National Recreation Area

## ROUTE 0936D: OAK BOTTOM CAMPGROUND PARKING D

Manual Rating

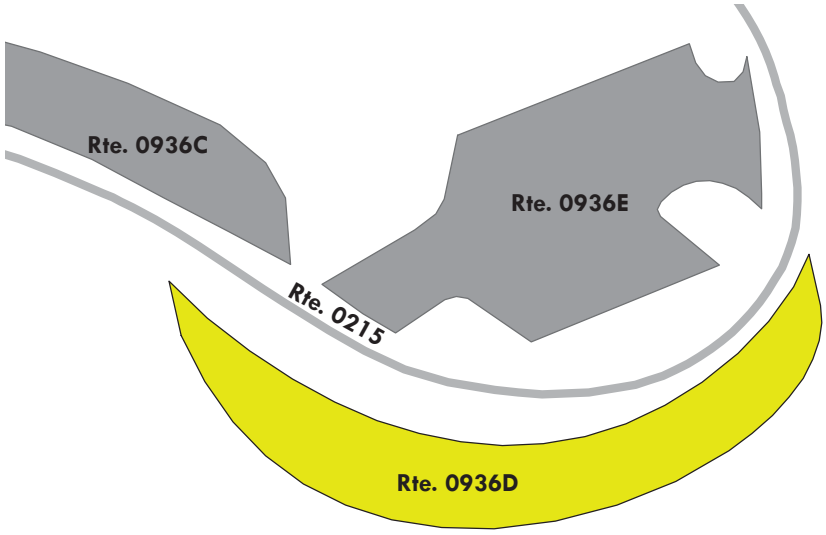
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99476 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,371 | 0.058 | 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




# Whiskeytown National Recreation Area

## ROUTE 0936E: OAK BOTTOM CAMPGROUND PARKING E

Manual Rating

FROM ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

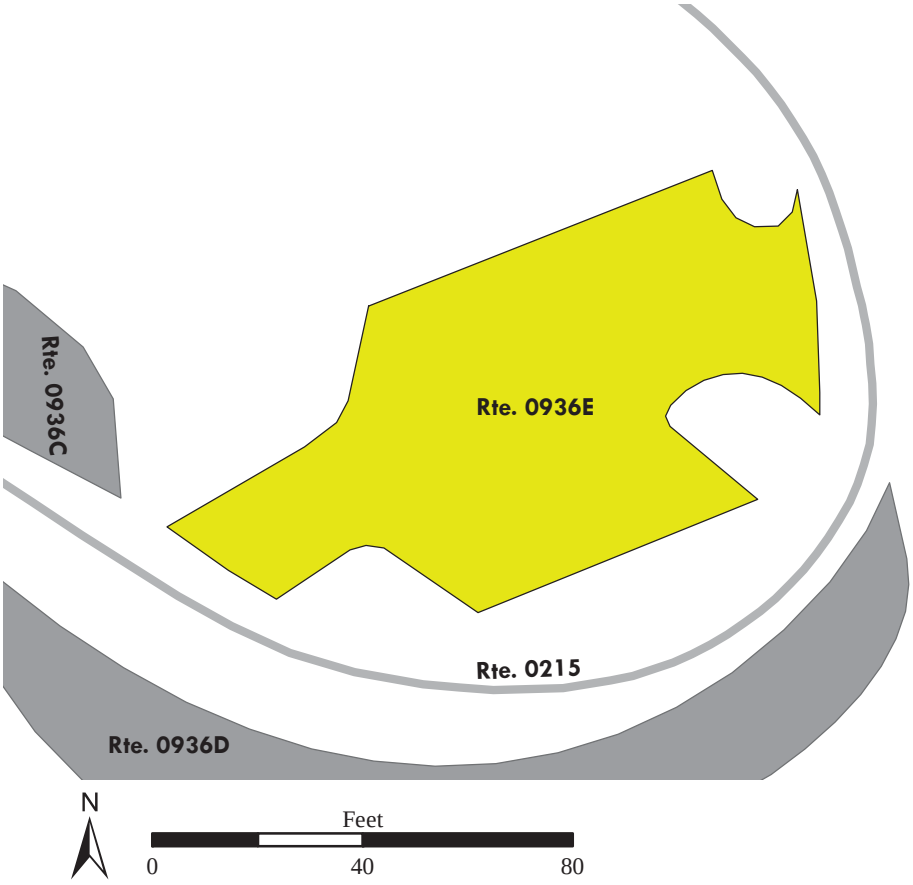
TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99477 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,155 | 0.072 | 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



# Whiskeytown National Recreation Area

## ROUTE 0936F: OAK BOTTOM CAMPGROUND PARKING F

Manual Rating

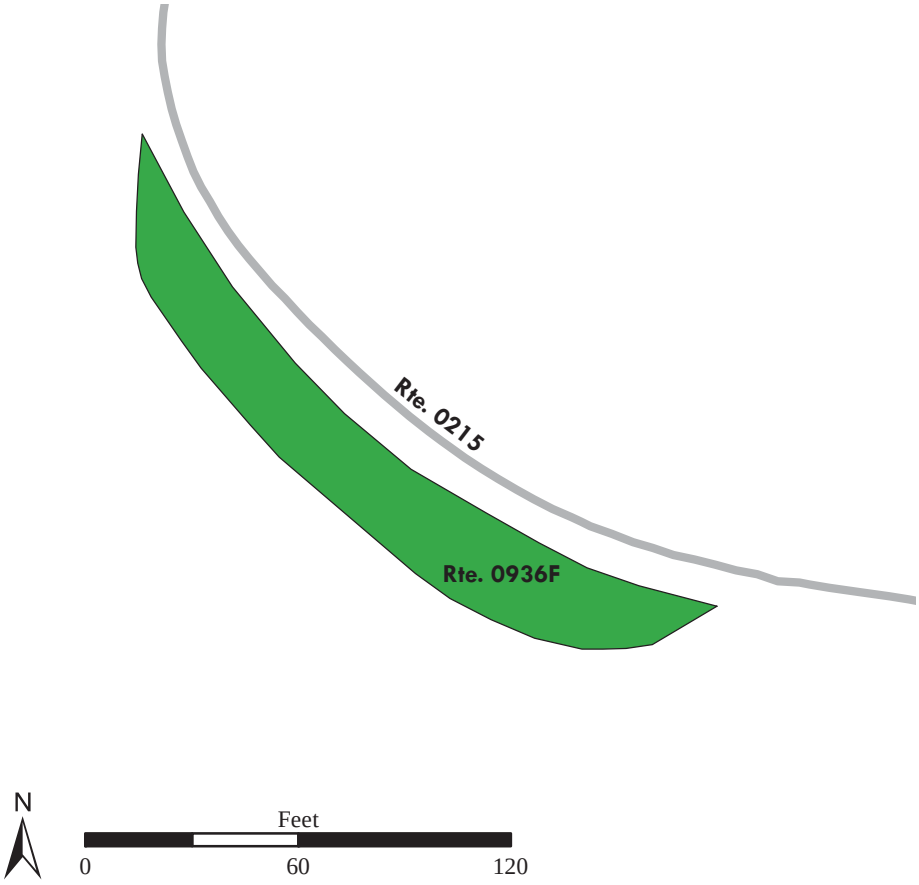
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99478 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,338 | 0.057 | 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



# Whiskeytown National Recreation Area

## ROUTE 0936G: OAK BOTTOM CAMPGROUND PARKING G

Manual Rating

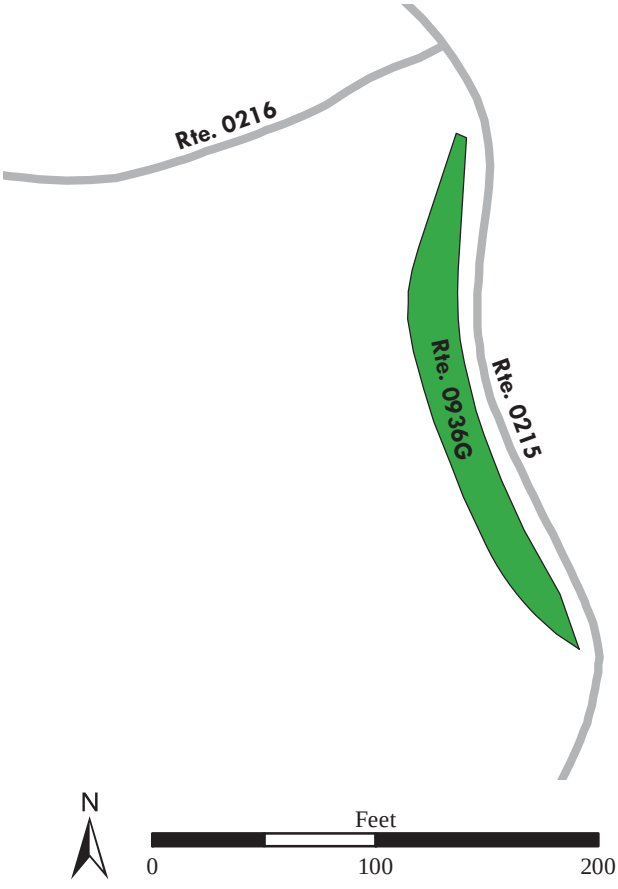
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99479 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 3,113 | 0.054 | 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



# Whiskeytown National Recreation Area

## ROUTE 0936H: OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING A

Manual Rating

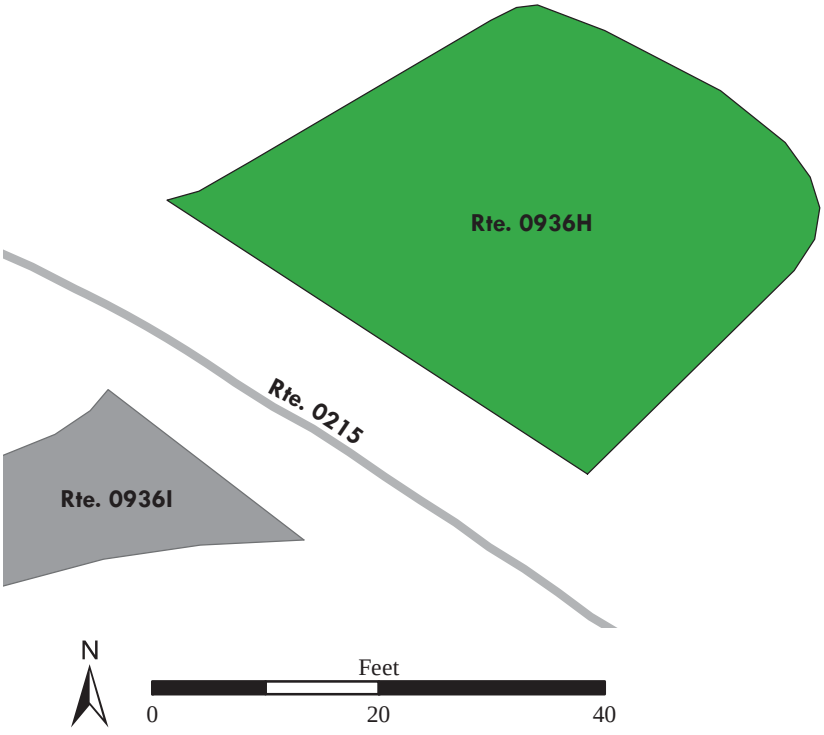
ADJACENT TO ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON RIGHT

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 985 | 0.017 | 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



# Whiskeytown National Recreation Area

## ROUTE 0936I: OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING B

Manual Rating

FROM ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) ON LEFT

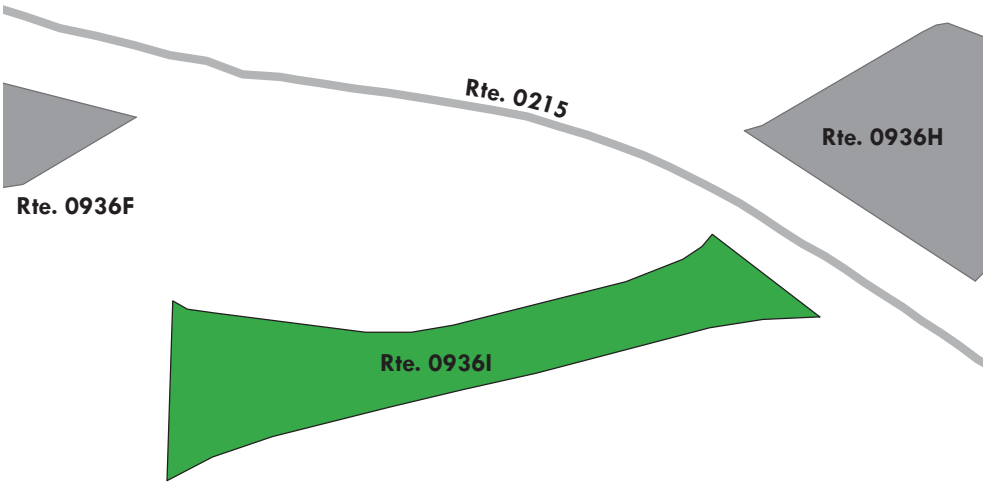
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,049 | 0.018 | 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




# Whiskeytown National Recreation Area

## ROUTE 0937: WHISKEY CREEK BOAT LAUNCH PARKING

Manual Rating

FROM ROUTE 5000 (WHISKEY CREEK ROAD)

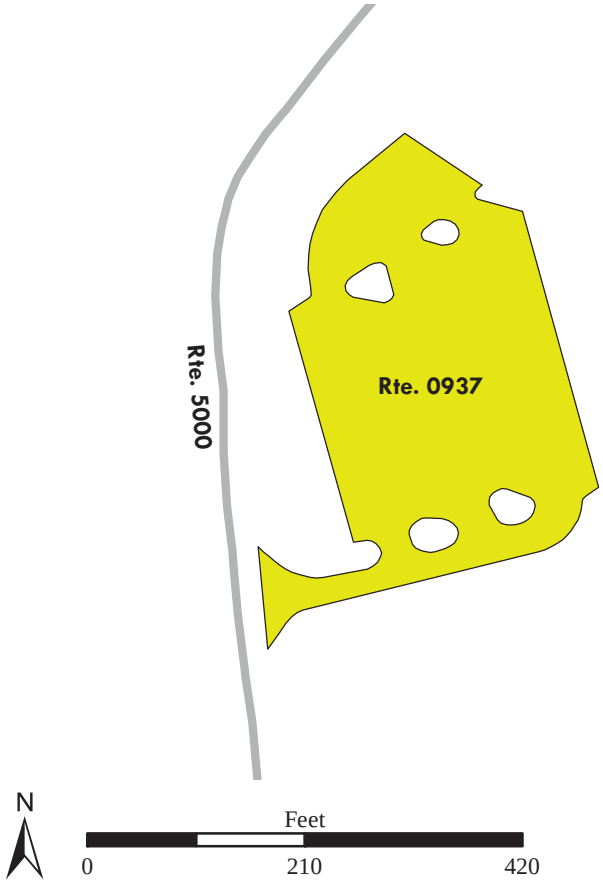
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99480 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 66,397 | 1.143 | NOT APPLICABLE | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | 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



# Whiskeytown National Recreation Area

## ROUTE 0941: OAK BOTTOM FIRE CACHE PARKING

Manual Rating

FROM ROUTE 0423 (OAK BOTTOM WATER STORAGE TANK SERVICE ROAD)

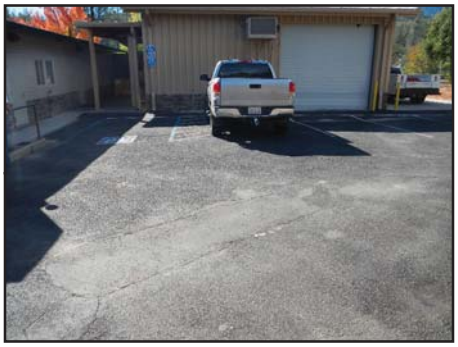
TO ROUTE 0930 (OAK BOTTOM CAMPGROUND STORE PARKING)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99483 | NONPUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 10,115 | 0.174 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| HEAVY 3R TREATMENTS | | POOR / 53 | |

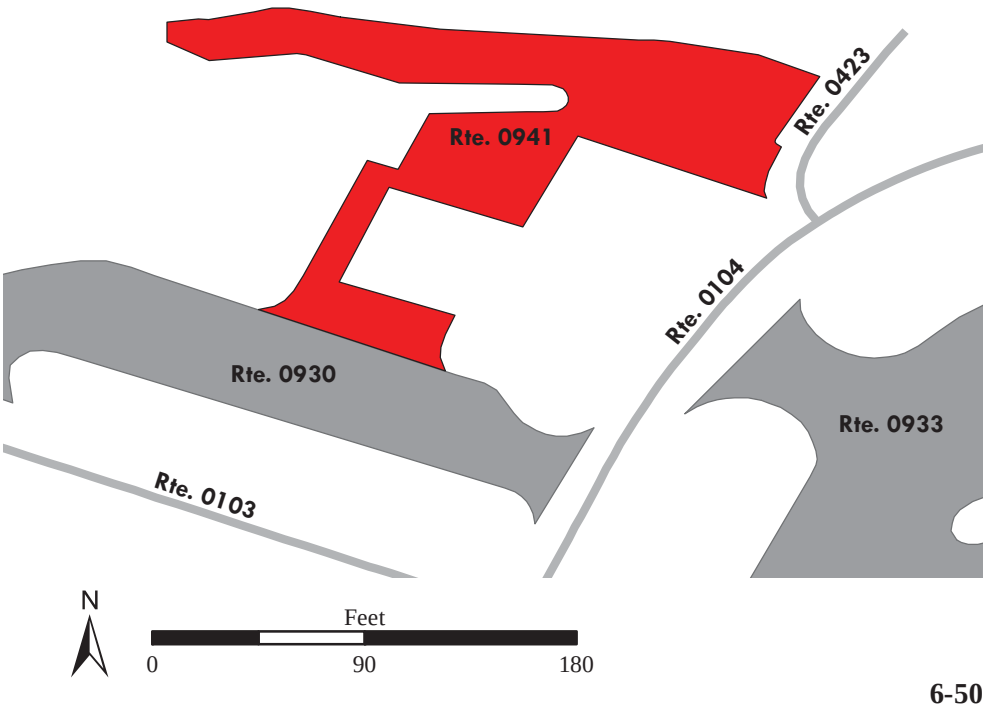
**Route Condition Legend – Pavement Condition Rating (PCR)**

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

See Appendix for definitions and formulas



**Parking area consists of multiple surface types: 1 part Asphalt, 8352 square feet; 1 part Concrete, 1763 square feet.**



# Whiskeytown National Recreation Area

## ROUTE 0943: MILL CREEK TRAILHEAD PARKING

Manual Rating

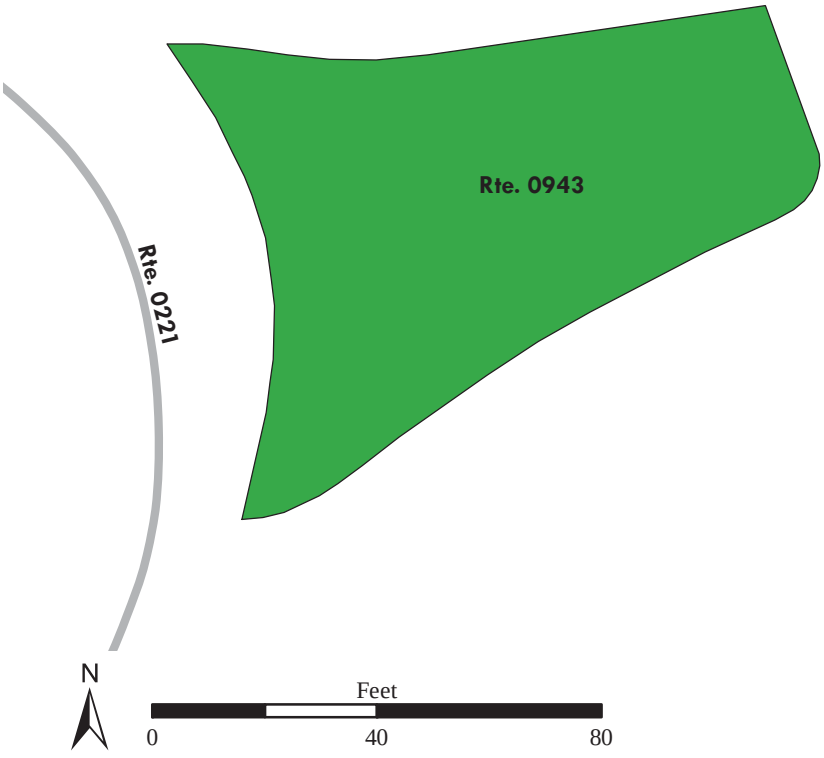
ADJACENT TO ROUTE 0221 (CRYSTAL CREEK CAMP ACCESS ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 99485 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,286 | 0.074 | 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



# Whiskeytown National Recreation Area

## ROUTE 0944: GUARDIAN ROCK TRAILHEAD PARKING

Manual Rating

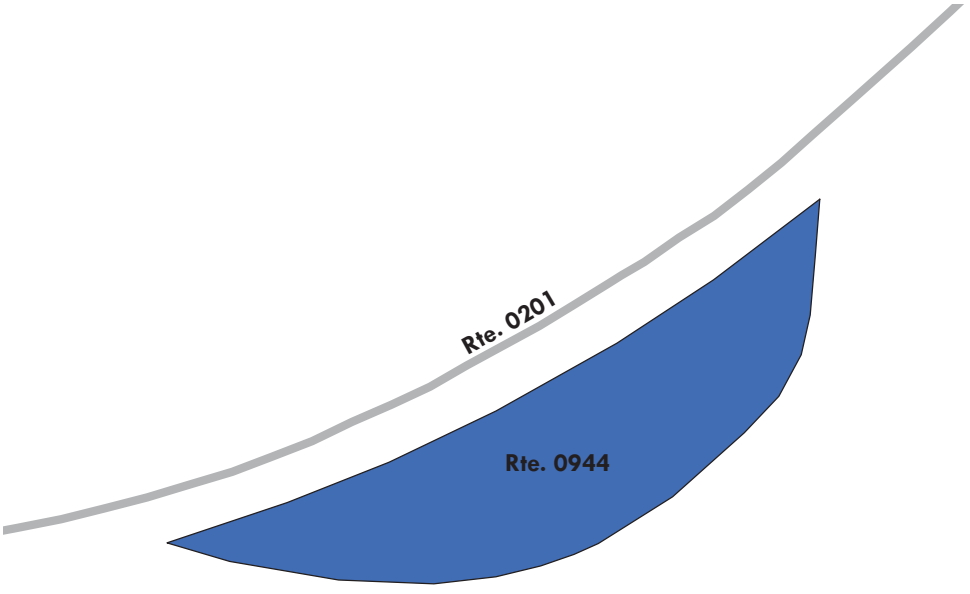
ADJACENT TO ROUTE 0201 (N.E.E.D. CAMP ROAD)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 23033 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 1,690 | 0.029 | 6 | DO NOTHING |
| **Curb Type** | | **Curb & Gutter Type** | |
| CONCRETE | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| DO NOTHING | | EXCELLENT / 97 | |

**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




# Whiskeytown National Recreation Area

## ROUTE 0946: EAST ENTRANCE SIGN PARKING AREA

Manual Rating

FROM STATE HIGHWAY 299 (EUREKA WAY)

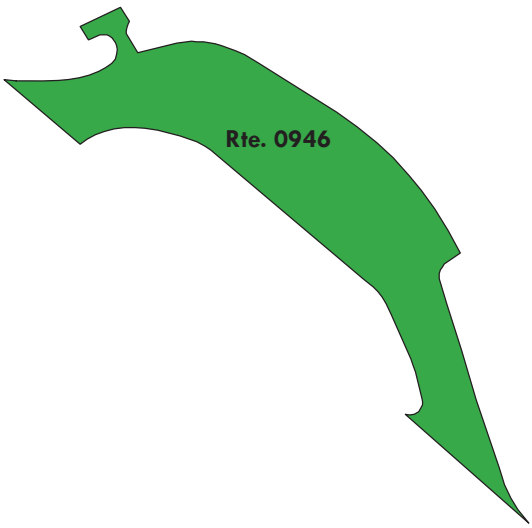
TO STATE HIGHWAY 299 (EUREKA WAY)

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | 109597 | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 6,292 | 0.108 | 6 | 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


N

Feet

0 80 160

# Whiskeytown National Recreation Area

## ROUTE 0947: CRYSTAL CREEK ADA PARKING

Manual Rating

FROM ROUTE 0155 (CRYSTAL CREEK FALLS ROAD)

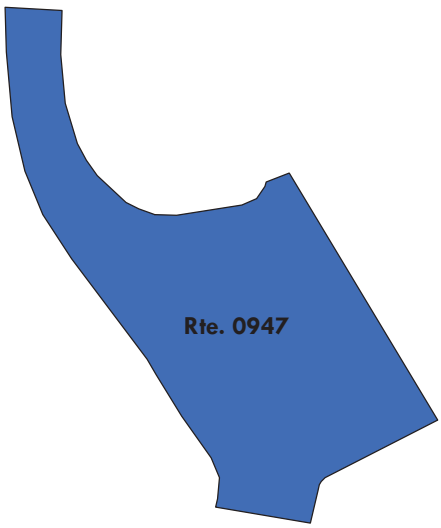
TO PARKING

| Inspection Date | FMSS Number | User Access | Surface Type |
|---|---|---|---|
| 11/4/2014 | N/A | PUBLIC | ASPHALT |
| **Area (Sq. Ft.)** | **Lane Miles (11' Widths)** | **Curb Reveal (Inches)** | **Curb Recommendation** |
| 4,219 | 0.073 | NOT APPLICABLE | NOT APPLICABLE |
| **Curb Type** | | **Curb & Gutter Type** | |
| NO CURB | | NO CURB AND GUTTER | |
| **Pavement Recommendation** | | **Condition Rating / PCR** | |
| DO NOTHING | | EXCELLENT / 97 | |

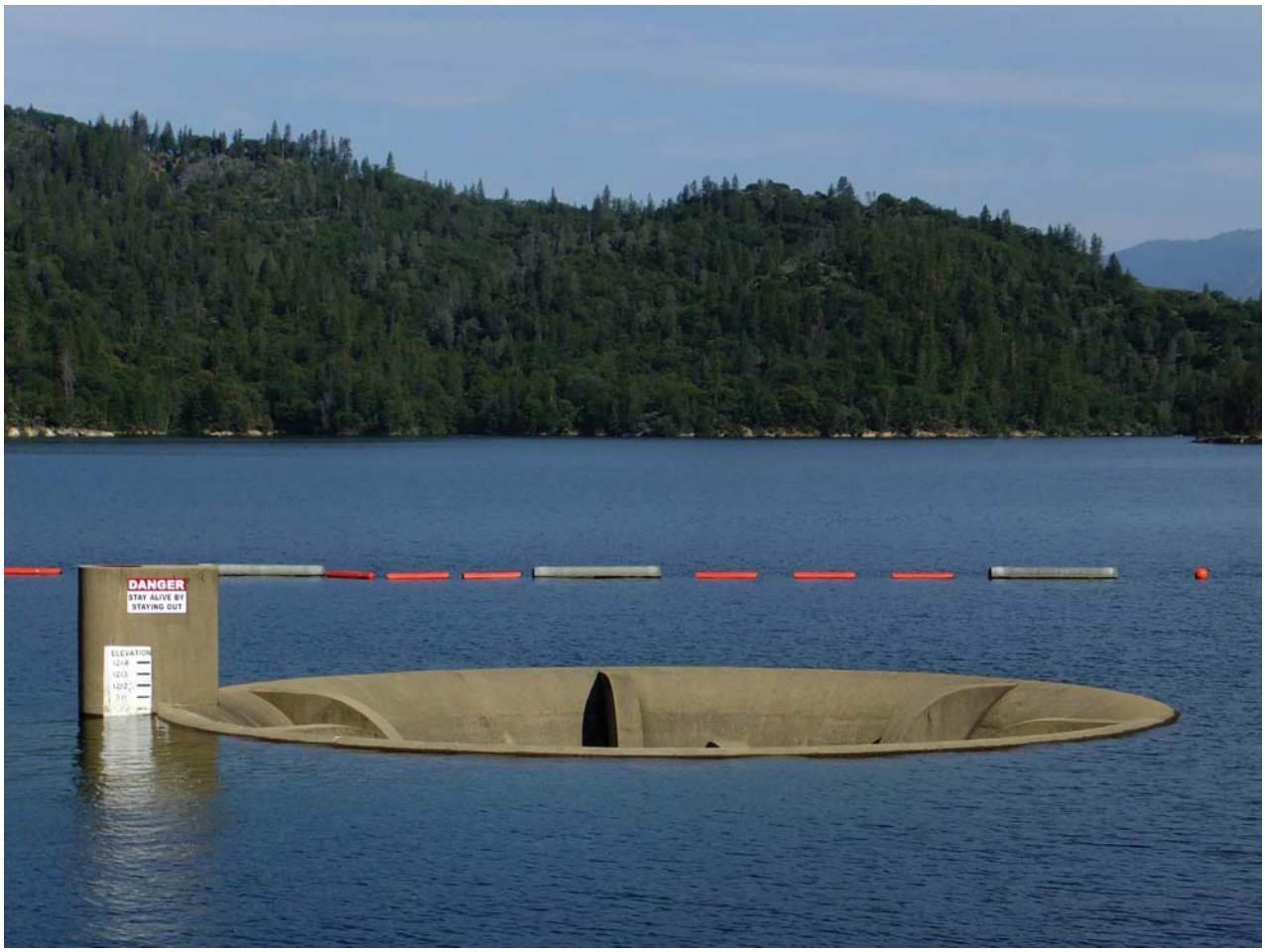
**Route Condition Legend – Pavement Condition Rating (PCR)**

| 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




## Whiskeytown National Recreation Area

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.

# WHIS: Route Milepost Log

## ROUTE 0010: SOUTH SHORE DRIVE EAST

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.44 | 0.44 | INTERSECTION | R | ROUTE 0101 (BRANDY CREEK MARINA ROAD) |
| 1.02 | 1.02 | INTERSECTION | L | ROUTE 0152 (SOUTH SHORE DRIVE WEST) |
| 1.04 | 1.04 | INTERSECTION | N/A | ROUTE 0206 (DRY CREEK CAMPGROUND) |

# WHIS: Route Milepost Log

## ROUTE 0100: BRANDY CREEK BEACH ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0404 (BRANDY CREEK SERVICE ROAD SOUTH) |
| 0.01 | 0.01 | INTERSECTION | L | ROUTE 0918 (BRANDY CREEK BEACH RESTROOM PARKING) |
| 0.13 | 0.13 | INTERSECTION | L | ROUTE 0919 (BRANDY CREEK PARKING LOT A) |
| 0.38 | 0.38 | INTERSECTION | N/A | ROUTE 0920 (BRANDY CREEK PARKING LOT B) |

# WHIS: Route Milepost Log

## ROUTE 0101: BRANDY CREEK MARINA ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0010 (SOUTH SHORE DRIVE EAST) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0010 (SOUTH SHORE DRIVE EAST) |
| 0.29 | 0.29 | INTERSECTION | R | ROUTE 0205 (BRANDY CREEK MARINA R.V. CAMPGROUND) |
| 0.38 | 0.38 | INTERSECTION | L | ROUTE 0923 (DRY STORAGE AREA) |
| 0.43 | 0.43 | INTERSECTION | R | ROUTE 0922 (BRANDY CREEK MARINA PARKING) |
| 0.44 | 0.44 | INTERSECTION | R | ROUTE 0922 (BRANDY CREEK MARINA PARKING) |
| 0.45 | 0.45 | INTERSECTION | R | ROUTE 0922 (BRANDY CREEK MARINA PARKING) |
| 0.46 | 0.46 | INTERSECTION | N/A | ROUTE 0922 (BRANDY CREEK MARINA PARKING) |

# WHIS: Route Milepost Log

## ROUTE 0103: OAK BOTTOM BEACH ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | L | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0407 (GRIZZLY GULCH ROAD) |
| 0.07 | 0.07 | INTERSECTION | R | UNPAVED ROUTE |
| 0.19 | 0.19 | INTERSECTION | R | ROUTE 0929 (OAK BOTTOM WATER DITCH TRAIL PARKING) |
| 0.23 | 0.23 | INTERSECTION | L | ROUTE 0930 (OAK BOTTOM CAMPGROUND STORE PARKING) |
| 0.28 | 0.28 | INTERSECTION | R | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.28 | 0.28 | INTERSECTION | L | ROUTE 0104 (OAK BOTTOM MARINA ROAD) |
| 0.32 | 0.32 | INTERSECTION | R | ROUTE 0934 (OAK BOTTOM R.V. DUMP STATION PARKING) |
| 0.43 | 0.43 | INTERSECTION | L | ROUTE 0933 (OAK BOTTOM LAUNCH RAMP) |
| 0.44 | 0.44 | INTERSECTION | N/A | ROUTE 0931 (OAK BOTTOM BEACH PARKING) |

# WHIS: Route Milepost Log

## ROUTE 0104: OAK BOTTOM MARINA ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0103 (OAK BOTTOM BEACH ROAD) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0103 (OAK BOTTOM BEACH ROAD) |
| 0.01 | 0.01 | INTERSECTION | L | ROUTE 0930 (OAK BOTTOM CAMPGROUND STORE PARKING) |
| 0.02 | 0.02 | INTERSECTION | R | ROUTE 0933 (OAK BOTTOM LAUNCH RAMP) |
| 0.04 | 0.04 | INTERSECTION | L | ROUTE 0941 (OAK BOTTOM FIRE CACHE PARKING) |
| 0.06 | 0.06 | INTERSECTION | R | ROUTE 0932 (OAK BOTTOM R.V. CAMP PARKING) |
| 0.18 | 0.18 | INTERSECTION | R | ROUTE 0932 (OAK BOTTOM R.V. CAMP PARKING) |
| 0.29 | 0.29 | INTERSECTION | N/A | ROUTE 0935 (OAK BOTTOM MARINA PARKING) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0105: TOWER HOUSE FOOTBRIDGE ACCESS ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | R | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.06 | 0.06 | INTERSECTION | R | UNPAVED ROUTE |
| 0.07 | 0.07 | INTERSECTION | N/A | END OF PAVEMENT |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0201: N.E.E.D. CAMP ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 5201 (PAIGE BAR ROAD NON NPS) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0256 (PAIGE BAR ROAD) |
| 0.02 | 0.02 | INTERSECTION | R | UNPAVED ROUTE (GATED) |
| 0.06 | 0.06 | INTERSECTION | L | ROUTE 0944 (GUARDIAN ROCK TRAILHEAD PARKING) |
| 0.08 | 0.13 | BRIDGE | N/A | 8750-001 (LOWER CLEAR CREEK BRIDGE) |
| 0.18 | 0.18 | INTERSECTION | L | UNPAVED ROUTE |
| 0.19 | 0.19 | INTERSECTION | L | ROUTE 0913 (N.E.E.D. CAMP OVERFLOW PARKING) |
| 0.27 | 0.27 | INTERSECTION | N/A | ROUTE 0914 (N.E.E.D. CAMP PARKING) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0205: BRANDY CREEK MARINA R.V. CAMPGROUND

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0101 (BRANDY CREEK MARINA ROAD) |
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0101 (BRANDY CREEK MARINA ROAD) |
| 0.13 | 0.13 | INTERSECTION | L | ROUTE 0924A (BRANDY CREEK R.V. PARKING A) |
| 0.16 | 0.16 | INTERSECTION | R | ROUTE 0924F (BRANDY CREEK R.V. PARKING F) |
| 0.16 | 0.16 | INTERSECTION | L | ROUTE 0924G (BRANDY CREEK R.V. PARKING G) |
| 0.19 | 0.19 | INTERSECTION | L | ROUTE 0924B (BRANDY CREEK R.V. PARKING B) |
| 0.25 | 0.25 | INTERSECTION | L | ROUTE 0924C (BRANDY CREEK R.V. PARKING C) |
| 0.32 | 0.32 | INTERSECTION | R | ROUTE 0924D (BRANDY CREEK R.V. PARKING D) |
| 0.34 | 0.34 | INTERSECTION | R | ROUTE 0924H (BRANDY CREEK R.V. PARKING H) |
| 0.36 | 0.36 | INTERSECTION | R | ROUTE 0924E (BRANDY CREEK R.V. PARKING E) |
| 0.42 | 0.42 | INTERSECTION | N/A | DEAD END (CUL-DE-SAC) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0209: CARR POWERHOUSE ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | R | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.07 | 0.07 | INTERSECTION | L | ROUTE 0211 (CARR LAKE ACCESS ROAD) |
| 0.16 | 0.19 | BRIDGE | N/A | CLEAR CREEK BRIDGE (A BIP STRUCTURE NUMBER HAS NOT BEEN ASSIGNED TO THIS BRIDGE) |
| 0.20 | 0.20 | INTERSECTION | R | UNPAVED ROUTE (CLEAR CREEK VISTA TRAIL) |
| 0.45 | 0.45 | INTERSECTION | R | ROUTE 0405 (CARR POWERHOUSE SERVICE ROAD) |
| 0.53 | 0.53 | INTERSECTION | L | UNPAVED ROUTE |
| 0.55 | 0.55 | INTERSECTION | R | UNPAVED ROUTE |
| 0.55 | 0.55 | INTERSECTION | L | UNPAVED ROUTE |
| 0.56 | 0.56 | INTERSECTION | L | UNPAVED ROUTE |
| 0.63 | 0.63 | INTERSECTION | L | ROUTE 0925 (CARR PICNIC AREA PARKING) |
| 0.71 | 0.71 | INTERSECTION | L | ROUTE 0925 (CARR PICNIC AREA PARKING) |
| 0.74 | 0.74 | INTERSECTION | L | PAVED ROUTE (POWER PLANT / NON NPS) |
| 0.81 | 0.81 | INTERSECTION | L | PAVED ROUTE (POWER PLANT / NON NPS) |
| 1.09 | 1.09 | INTERSECTION | L | ROUTE 0152 (SOUTH SHORE DRIVE WEST) |
| 1.10 | 1.10 | INTERSECTION | N/A | PAVED ROUTE (WESTERN AREA POWER ADMINISTRATION / NON NPS) |

# WHIS: Route Milepost Log

## ROUTE 0211: CARR LAKE ACCESS ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0209 (CARR POWERHOUSE ROAD) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0209 (CARR POWERHOUSE ROAD) |
| 0.11 | 0.11 | INTERSECTION | R | UNPAVED ROUTE |
| 0.36 | 0.36 | INTERSECTION | R | UNPAVED ROUTE |
| 0.47 | 0.47 | INTERSECTION | R | UNPAVED ROUTE |
| 0.50 | 0.50 | INTERSECTION | L | UNPAVED PARKING |
| 0.51 | 0.51 | INTERSECTION | N/A | DEAD END |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0215: OAK BOTTOM CAMPGROUND LOOP A

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0104 (OAK BOTTOM MARINA ROAD) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0103 (OAK BOTTOM BEACH ROAD) |
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0103 (OAK BOTTOM BEACH ROAD) |
| 0.02 | 0.02 | INTERSECTION | L | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.02 | 0.02 | ONE-WAY START | N/A | N/A |
| 0.04 | 0.04 | INTERSECTION | R | ROUTE 0936A (OAK BOTTOM CAMPGROUND PARKING A) |
| 0.07 | 0.07 | INTERSECTION | L | ROUTE 0216 (OAK BOTTOM CAMPGROUND LOOP B) |
| 0.08 | 0.08 | INTERSECTION | R | UNPAVED PARKING |
| 0.17 | 0.17 | INTERSECTION | L | ROUTE 0936B (OAK BOTTOM CAMPGROUND PARKING B) |
| 0.24 | 0.24 | INTERSECTION | L | ROUTE 0936C (OAK BOTTOM CAMPGROUND PARKING C) |
| 0.26 | 0.26 | INTERSECTION | L | ROUTE 0936E (OAK BOTTOM CAMPGROUND PARKING E) |
| 0.27 | 0.27 | INTERSECTION | R | ROUTE 0936D (OAK BOTTOM CAMPGROUND PARKING D) |
| 0.29 | 0.29 | INTERSECTION | L | ROUTE 0936E (OAK BOTTOM CAMPGROUND PARKING E) |
| 0.32 | 0.32 | INTERSECTION | L | ROUTE 0936I (OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING B) |
| 0.32 | 0.32 | INTERSECTION | R | ROUTE 0936H (OAK BOTTOM CAMPGROUND HANDICAP RESTROOM PARKING A) |
| 0.35 | 0.35 | INTERSECTION | L | ROUTE 0936F (OAK BOTTOM CAMPGROUND PARKING F) |
| 0.42 | 0.42 | INTERSECTION | L | ROUTE 0936G (OAK BOTTOM CAMPGROUND PARKING G) |
| 0.45 | 0.45 | INTERSECTION | L | ROUTE 0216 (OAK BOTTOM CAMPGROUND LOOP B) |
| 0.50 | 0.50 | INTERSECTION | L | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.50 | 0.50 | ONE-WAY END | N/A | N/A |
| 0.50 | 0.50 | INTERSECTION | R | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0216: OAK BOTTOM CAMPGROUND LOOP B

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.05 | 0.05 | INTERSECTION | R | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |
| 0.05 | 0.05 | INTERSECTION | L | ROUTE 0215 (OAK BOTTOM CAMPGROUND LOOP A) |

# WHIS: Route Milepost Log

## ROUTE 0220: WHISKEY CREEK GROUP PICNIC ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 5000 (WHISKEY CREEK ROAD) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 5000 (WHISKEY CREEK ROAD) |
| 0.14 | 0.14 | INTERSECTION | L | UNPAVED ROUTE (GATED) |
| 0.20 | 0.20 | INTERSECTION | R | UNPAVED ROUTE |
| 0.38 | 0.38 | INTERSECTION | L | UNPAVED ROUTE (GATED) |
| 0.78 | 0.78 | INTERSECTION | R | UNPAVED PARKING |
| 0.90 | 0.90 | INTERSECTION | L | UNPAVED ROUTE |
| 1.38 | 1.38 | INTERSECTION | N/A | ROUTE 0945 (WHISKEY CREEK GROUP PICNIC AREA PARKING) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0221: CRYSTAL CREEK CAMP ACCESS ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 5221 (CRYSTAL CREEK ROAD NON NPS) |
| 0.00 | 0.00 | INTERSECTION | L | UNPAVED ROUTE |
| 0.80 | 0.80 | INTERSECTION | L | UNPAVED ROUTE |
| 0.84 | 0.84 | INTERSECTION | L | UNPAVED ROUTE |
| 1.03 | 1.03 | INTERSECTION | L | ROUTE 0222 (CRYSTAL CREEK CAMPGROUND ROAD) |
| 1.64 | 1.64 | INTERSECTION | L | ROUTE 0943 (MILL CREEK TRAILHEAD PARKING) |
| 1.76 | 1.76 | INTERSECTION | R | ROUTE 0251 (CRYSTAL CREEK ROAD) |
| 1.77 | 1.77 | INTERSECTION | N/A | NON NPS ROUTE (CRYSTAL CREEK CAMP ACCESS ROAD) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0400: HEADQUARTERS ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.03 | 0.03 | INTERSECTION | R | ROUTE 0903 (PARK HEADQUARTERS EMPLOYEE PARKING) |
| 0.04 | 0.04 | INTERSECTION | L | ROUTE 0902A (PARK HEADQUARTERS EMPLOYEE PARKING A) |
| 0.04 | 0.04 | INTERSECTION | R | ROUTE 0901 (PARK HEADQUARTERS VISITOR PARKING) |
| 0.06 | 0.06 | INTERSECTION | R | ROUTE 0902B (PARK HEADQUARTERS EMPLOYEE PARKING B) |
| 0.08 | 0.08 | INTERSECTION | L | ROUTE 0904 (MAINTENANCE YARD) |
| 0.10 | 0.10 | INTERSECTION | R | ROUTE 0905 (HEADQUARTERS ADMINISTRATIVE PARKING) |
| 0.11 | 0.11 | INTERSECTION | R | ROUTE 0907 (HEADQUARTERS GOVERNMENT CAR PARKING) |
| 0.12 | 0.12 | INTERSECTION | L | ROUTE 0904 (MAINTENANCE YARD) |
| 0.14 | 0.14 | INTERSECTION | R | PAVED PARKING (FUEL STATION) |
| 0.21 | 0.21 | INTERSECTION | L | UNPAVED PARKING |
| 0.23 | 0.23 | INTERSECTION | N/A | ROUTE 0415 (GOVERNMENT BOAT LAUNCH LOOP) |
| 0.23 | 0.23 | INTERSECTION | L | ROUTE 0415 (GOVERNMENT BOAT LAUNCH LOOP) |

# WHIS: Route Milepost Log

## ROUTE 0401: N.E.E.D. CAMP RESIDENCE ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0914 (N.E.E.D. CAMP PARKING) |
| 0.06 | 0.06 | INTERSECTION | R | ROUTE 0915 (N.E.E.D. CAMP CAFETERIA ACCESS PARKING) |
| 0.09 | 0.10 | BRIDGE | N/A | 8750-007 (PAIGE BOULDER CREEK BRIDGE) |
| 0.10 | 0.10 | INTERSECTION | N/A | ROUTE 0401 (N.E.E.D. CAMP RESIDENCE ROAD) UNPAVED SECTION |

# WHIS: Route Milepost Log

## ROUTE 0404: BRANDY CREEK SERVICE ROAD SOUTH

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 5010 (KENNEDY MEMORIAL DRIVE) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0100 (BRANDY CREEK BEACH ROAD) |
| 0.04 | 0.04 | INTERSECTION | L | UNPAVED ROUTE |
| 0.17 | 0.17 | INTERSECTION | N/A | ROUTE 0917 (BRANDY CREEK STORAGE YARD) |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0405: CARR POWERHOUSE SERVICE ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0209 (CARR POWERHOUSE ROAD) |
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0209 (CARR POWERHOUSE ROAD) |
| 0.04 | 0.04 | INTERSECTION | R | UNPAVED ROUTE |
| 0.06 | 0.06 | INTERSECTION | L | UNPAVED ROUTE |
| 0.08 | 0.08 | INTERSECTION | L | UNPAVED ROUTE |
| 0.14 | 0.14 | INTERSECTION | N/A | ROUTE 0405 (CARR POWERHOUSE SERVICE ROAD) |

# WHIS: Route Milepost Log

## ROUTE 0406: QUARTERS 324 ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | L | PAVED ROUTE (STATE HIGHWAY 229 (EUREKA WAY) / NON NPS) |
| 0.03 | 0.03 | INTERSECTION | R | ROUTE 0411 (BULL GULCH SERVICE ROAD) |
| 0.09 | 0.09 | INTERSECTION | L | UNPAVED ROUTE |
| 0.26 | 0.26 | INTERSECTION | R | UNPAVED ROUTE |
| 0.28 | 0.28 | INTERSECTION | N/A | DEAD END (DRIVEWAY) |

# WHIS: Route Milepost Log

## ROUTE 0407: GRIZZLY GULCH ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0103 (OAK BOTTOM BEACH ROAD) |
| 0.00 | 0.00 | INTERSECTION | L | PAVED ROUTE (STATE HIGHWAY 299 (EUREKA WAY) / NON NPS) |
| 0.00 | 0.00 | INTERSECTION | R | PAVED ROUTE (STATE HIGHWAY 299 (EUREKA WAY) / NON NPS) |
| 0.04 | 0.04 | INTERSECTION | R | PAVED ROUTE |
| 0.18 | 0.18 | INTERSECTION | L | ROUTE 0414 (GRIZZLY GULCH WASTEWATER ACCESS ROAD) |
| 0.19 | 0.19 | INTERSECTION | R | UNPAVED ROUTE |
| 0.25 | 0.25 | INTERSECTION | R | UNPAVED ROUTE |
| 0.33 | 0.33 | INTERSECTION | N/A | ROUTE 0407 (GRIZZLY GULCH ROAD) UNPAVED SECTION |

# WHIS: Route Milepost Log

## ROUTE 0411: BULL GULCH SERVICE ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0406 (QUARTERS 324 ROAD) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0406 (QUARTERS 324 ROAD) |
| 0.47 | 0.47 | INTERSECTION | N/A | ROUTE 0411 (BULL GULCH SERVICE ROAD) UNPAVED SECTION |

Data Collected on 5/2015

# WHIS: Route Milepost Log

## ROUTE 0414: GRIZZLY GULCH WASTEWATER ACCESS ROAD

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0407 (GRIZZLY GULCH ROAD) |
| 0.00 | 0.00 | INTERSECTION | R | ROUTE 0407 (GRIZZLY GULCH ROAD) |
| 0.02 | 0.02 | INTERSECTION | L | UNPAVED ROUTE |
| 0.04 | 0.04 | INTERSECTION | R | UNPAVED ROUTE |
| 0.07 | 0.07 | INTERSECTION | N/A | DEAD END |

# WHIS: Route Milepost Log

## ROUTE 0415: GOVERNMENT BOAT LAUNCH LOOP

| FROM MILEPOST | TO MILEPOST | FEATURE | SIDE | COMMENT |
|---|---|---|---|---|
| 0.00 | 0.00 | INTERSECTION | L | ROUTE 0415 (GOVERNMENT BOAT LAUNCH LOOP) |
| 0.00 | 0.00 | INTERSECTION | N/A | ROUTE 0400 (HEADQUARTERS ROAD) |
| 0.11 | 0.11 | INTERSECTION | L | ROUTE 0415 (GOVERNMENT BOAT LAUNCH LOOP) |
| 0.11 | 0.11 | INTERSECTION | N/A | ROUTE 0400 (HEADQUARTERS ROAD) |

# Section 8
# Appendix

## Whiskeytown National Recreation Area

Federal Lands Highway
Road Inventory Program

# Improvements to the RIP Index Equations and Determination of PCR

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

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

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

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

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

## Description of the Rating System

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

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

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

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

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

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

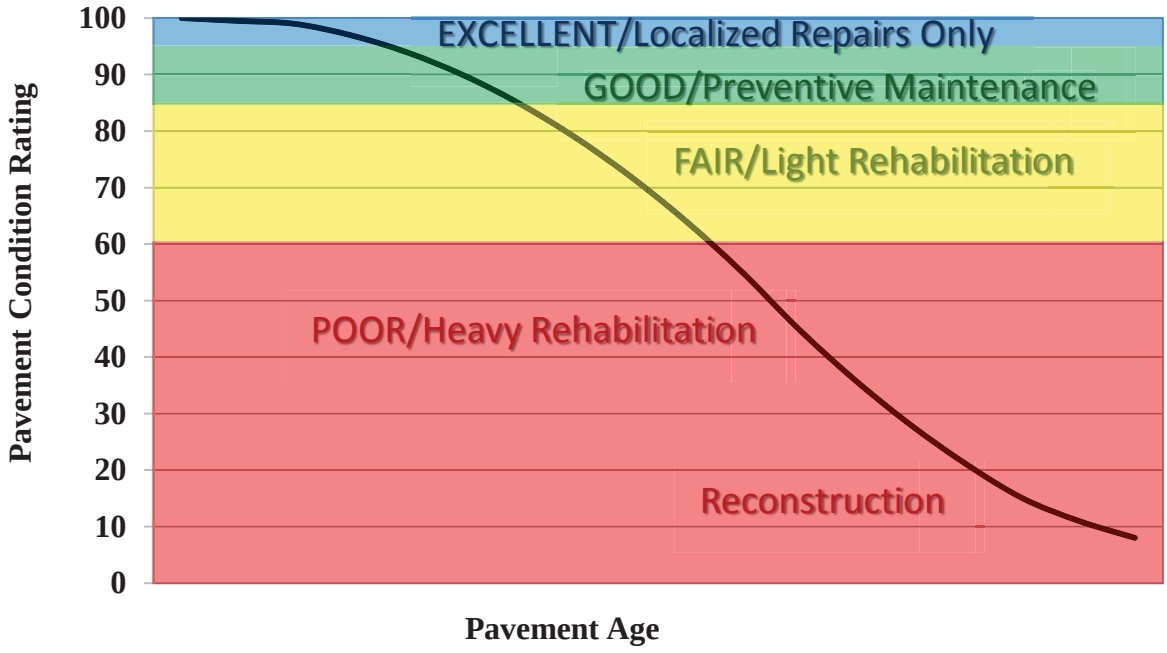
## Explanation of the Condition Descriptions

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

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

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

### Condition Categories and Treatments



## Description of Pavement Treatment Types

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

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

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

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

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

# Appendix A

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

## Surface Distresses Identified by the Data Collection Vehicle

### Surface Condition Rating – SCR

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

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

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

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

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

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

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

### Roughness Condition Index - RCI

Additional condition data measured by DCV (lasers and accelerometers)

- Roughness (IRI)

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

### Pavement Condition Rating - PCR

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

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

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

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

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

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

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

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

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

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

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

**Table 1. Distress summary**

## Alligator Cracking

**Description:**

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

**Severity Levels:**

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

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

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

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

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

**Table 2. Alligator Crack Severity Levels**

## Longitudinal Cracking

**Description:**

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

**Severity Levels:**

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

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

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

## Transverse Cracking

**Description:**

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

**Severity Levels:**

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

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

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

## Patching and Potholes

**Description:**

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

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

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

Speed bumps should not be rated as patches

**Severity Levels:**

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

## RUTTING

**Description:**

Rutting is a longitudinal surface depression in the wheelpath.

**Severity Levels:**

**LOW**

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

**MEDIUM**

Ruts with a measured depth of 0.50 inches to 0.99 inches

**HIGH**

Ruts with a measured depth greater than 1.00 inch

## ROUGHNESS

**Description:**

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

**Severity Levels:**

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

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

**Table 3. International Roughness Index**

## Roughness Collection Parameters

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

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

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

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

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

## Index Formulas

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

### Alligator Crack Index

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

**Where:**

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

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

Percent of total area is computed as:

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

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

### Longitudinal Crack Index

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

**Where:**

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

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

Percent of interval length is computed as:

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

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

## Structural Crack Index

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

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

## Transverse Crack Index

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

**Where:**

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

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

Number of cracks is computed as:

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

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

## Patching Index

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

**Where:**

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

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

Percent of total area is computed as:

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

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

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

## Rutting Index

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

**Where:**

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

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

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

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

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

## Roughness Condition Index (Asphalt)

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

**Where:**

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

Average IRI is computed as:

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

There is no applicable threshold for failure for this index.

## Roughness Condition Index (Concrete)

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

For concrete, PCR = RCI

## Surface Condition Rating Index

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

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

**Where:**

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

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

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

## Cameras

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

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

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

### Pavement Imaging and Rutting

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

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

**Distance Measuring Instrument (DMI)**

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

## Roughness (IRI)

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

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

## GPS & Inertial Systems

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

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

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

# Appendix B

# Methodology for Determining Condition Ratings Using Manual Rating Procedures

## Description of Manual Rating Methods

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

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

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

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

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

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

## Visual Inspection Method for Manually Rating Secondary Roads

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

### Rating Section Lengths

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

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

### Rating Criteria

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

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

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

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

## Distress Measurement Method for Manually Rating Primary Roads

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

### Rating Section Lengths

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

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

### Manual Distress Measurements

**Alligator Cracking**

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

**Longitudinal Cracking**

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

**Transverse Cracking**

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

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

**Patching and Potholes**

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

**Rutting**

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

**Roughness**

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

## Index Formulas for Distress Measurement Method:

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

### Alligator Crack Index for Manual Rating:

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

**Where:**

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

### Longitudinal Crack Index for Manual Rating:

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

**Where:**

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

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

### Transverse Crack Index for Manual Rating:

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

**Where:**

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

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

Number of cracks is computed as:

Total length of transverse cracks/Lane width

**Patching Index for Manual Rating:**

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

**Where:**

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

**Rutting Index for Manual Rating:**

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

**Where:**

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

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

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

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

**Rating Criteria:**

**Asphalt Parking Distress Types**

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

**Concrete Parking Distress Types**

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

## Curb Inspection and Treatments

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

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

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

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

## GPS for Manually Rated Roads and Parking

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

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

# Appendix C

# Description of Cycle 6 Deliverables

## Interim Report Delivery

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

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

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

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

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

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

## Final Report Delivery

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

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

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

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

## Partial DCV Collections

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

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

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

# Appendix D

# Glossary of Terms and Abbreviations

# Glossary of Terms and Abbreviations

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