

Appendix D: PRP Eligibility

Completed Revisions from Eligibility Update Subcommittee, Ready for
WASO Adoption
October 18, 2005

NATIONAL PARK SERVICE and FEDERAL HIGHWAY ADMINISTRATION GUIDANCE ON PARK ROADS and PARKWAYS PROGRAM

CATEGORY I -- Park Roads and Parkways (PRP) Program - Revised May 1999

GUIDANCE:

The following updates the May 1999, list of eligible Park Roads and Parkways (PRP) Program items found in the January, 1998, Federal Lands Highways Program (FLHP), Park Roads & Parkways Revised Funding Allocation & Project Prioritization Criteria (RFAPPC). This list identifies items that will be funded, items that will not be funded, and items that generally will not be funded by the PRP Program, Category I, 3R and 4R. Funding for some items will be jointly determined on a case-by-case basis by the National Park Service (NPS) and Federal Highway Administration (FHWA) based on overall PRP Program priorities. See the RFAPPC for a more detailed explanation of the 3R and 4R programs including background and restrictions.

For Category II, Congressionally Mandated Roads Projects, and for Category III, Alternative Transportation Program projects, see those respective program eligibility guidelines.

I. PRP PROGRAM ITEMS THAT MAY BE FUNDED

A. Project Support Items:

1. Transportation planning to develop a program of projects.
2. Technology transfer program.
3. Traffic, engineering and safety studies.
4. Identification and surveillance of accident locations.
5. Development of roadway and bridge standards.

6. Bridge Inspection Program, Roadway Inventory Program, and management systems.
7. Necessary interagency program/project formulation, partnering, and coordination meetings.
8. Necessary natural and cultural resource inventories and analysis, within the project area as required to complete environmental compliance activities and Section 106 of the National Historic Preservation Act. Funding support from the Park Roads and Parkways Program will be limited to 2% of the net construction cost estimate, with any exception being approved by the Regional FLHP Coordinator on a case by case basis. At no time should funding exceed 5% of the net construction cost estimate for compliance.
9. Resource monitoring during construction or after construction shall be limited to a maximum time limit of 2 years after acceptance of the project. Parks would be responsible for any funding for resource monitoring beyond the maximum 2 year time limit.
10. Necessary architectural and landscape architectural services.
11. Engineering design for repair and rehabilitation of roads and bridges.
12. Construction engineering for contract administration, inspection and testing.
13. In accordance with 23 U.S.C. 120(k), PRP Program funds may be used for the non-Federal match for certain Federal aid projects funded from Title 23 U.S.C. or chapter 53 of Title 49 if the project improves transportation

access, safety, and to the extent the project complies with all the overall NPS eligibility guidelines stated herein.

B. Construction and Improvements Items:

1. Construction, reconstruction, repair and rehabilitation of existing park roads, parkways and bridges.
2. Painting vehicle bridges that for environmental, traffic control or other reasons will cost over \$500,000. Bridge painting of a lower cost may be funded if incorporated in a larger roadway project.
3. Engineered pavement overlays as a part of system preservation that add structural value, design life or improved skid resistance.
4. Engineered rehabilitation and reconstruction of pavement structures, bridges and bridge decks, and tunnels.
5. Multiple bituminous surface treatments and chip seals that are part of a predefined stage construction or form final surface on low volume roads.
6. Application of surface treatments (e.g. chip, slurry or fog seal coat), and crack sealing as part of a Regionally approved preventative maintenance program.
7. Rehabilitation of existing parking areas.
8. Up to 5 percent of the total net cost of a 4R project may be spent outside the existing footprint for parking areas.
9. Up to 5 percent of the total net cost of a 3R project could be expended off of the existing roadway pavement to widen or realign the road, construct

- new paved pullouts or add other features that normally would be considered to be 4R work.
10. Replacement and or upgrading pedestrian facilities (walks, ramps and crosswalks) to meet current accessibility codes (Uniform Federal Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines) that abut to a project roadway or parking area.
 11. Engineered safety improvements resulting from safety studies.
 12. Engineered slide stabilization affecting roadway prism.
 13. Installation of new or upgrading of substandard traffic barriers and bridge rails to current standards.
 14. Installation of new or upgrading of traffic regulatory, warning and information signs meeting the current standards of the Manual of Uniform Traffic Control Devices (MUTCD).
 15. Installation of new or upgrading of substandard or nonconforming traffic markings meeting the current standards of the Manual of Uniform Traffic Control Devices (MUTCD).
 16. Park entrance sign if the sign conforms to park standards, is in a safe location, is part of an adjacent park road project, and is of reasonable cost (\$27,000 maximum in 2005 dollars).
 17. Accommodating traffic and pedestrians through construction zones.
 18. Public approach roads and interchange ramps that are under the jurisdiction and responsibility of the NPS.
 19. Installation of warranted roadway lighting.

20. Adjustment of utilities directly disturbed or impacted by roadway work.
21. Conduits crossing under the roadway to accommodate future utilities.
22. Restoration, revegetation and landscaping of areas disturbed by PRP Program road construction.
23. Construction of erosion control and environmental mitigation measures directly related to roadway construction.
24. Provisions for pedestrians within or adjacent to roadway prism when warranted for safety or compliance reasons.
25. Restoration of borrow pits and staging areas created by, or to the extent impacted by projects funded from the PRP Program.
26. Day labor and equipment rental that has been determined to be cost effective, for work being performed in accordance with approved plans and specifications.
27. Adding new, realigning, rehabilitation (including cleaning) and or replacement of deteriorated, undersized, or poorly located roadway drainage structures when done as part of a larger FLHP project.
28. Railroad crossing gates, signs, and pads.
29. Fencing of new right-of-way if required for safety or compliance.
30. Experimental features where there is a planned monitoring evaluation schedule.
31. The cleaning, repair, rehabilitation and or replacement of bridge joints, drainage systems and structural components when undertaken as part of a larger project.

32. The demolition and removal of bridges and or roadway pavements to reduce infrastructure.
33. Intelligent Transportation Systems (ITS) and Transportation Management Systems (TMS) that improve roadway operations and safety may be undertaken within Category I as 4R projects or as part of a 3R project 5% “off the bench allowance” if the project results in a functional/standalone system. ITS and TMS improvements that are related to an Alternative Transportation System may be undertaken within the Alternative Transportation Program (Category III).

II. PRP PROGRAM ITEMS THAT WILL NOT BE FUNDED

A. Project Support Items:

1. General park planning that is not part of transportation planning activities.
2. Non-program specific conferences, field trips, or training conferences.
3. Archeological investigations, cultural compliance and environmental compliance work pertaining to areas outside project area.
4. Base salaries for permanent park employees or regional staff other than the FLHP Coordinator and Transportation Planners.
5. Work outside the project scope except by amendment to the project agreement.
6. Upgrading features or items that are disturbed by the project work to components not justified by compliance, national standards, or NPS policy.

B. Construction and Improvements Items:

1. Construction of campground roads and related parking pads (reference NPS March 28, 1998, memorandum for relative PRP Program priority funding).
2. Cyclic roadway maintenance work including seal coats that are not part of a Regionally approved pavement preservation program, pavement patching, shoulder and ditch grading, cleaning culverts, snow removal, roadside mowing, normal sign repair or replacement, and traffic markings (see "eligible items" for exception).
3. Cyclic bridge maintenance work including cleaning and repairing joints, cleaning and repairing drainage and other appurtenances, and painting (see "eligible items" for exception).
4. Landscaping and irrigation systems of areas not disturbed by PRP Program road construction.
5. Revegetation, landscaping, and environmental impact mitigation pertaining to areas outside the project area.
6. Utilities, facilities, and buildings not disturbed by construction of the FLHP road project.
7. Walls and erosion protection that are not part of or do not support or protect the roadway prism.

8. General park development projects.
9. Park road that serves only an administrative site such as park housing, maintenance areas, park dormitory or park headquarters (or a combination of these), or any road which is not open to the general public.
10. New public parking areas except when the parking area is the recommended solution for a documented traffic safety problem in a traffic safety report.
11. Repairs to or replacement of fences not disturbed by PRP Program road construction.
12. Fences constructed for aesthetics.
13. Replacement of good condition walks or other paved surfaces only for aesthetic reasons (e.g. to match colors etc.).
14. Pedestrian accessibility improvements not directly abutting to a project road or parking area.
15. Acquisition of equipment.
16. Lighting systems for trails and sidewalks or for spotlighting structures or other park features.
17. Traffic barriers which do not meet current crashworthy standards under NCHRP Report 350 guidelines, or similar tested designs and considered to be equivalent.
18. Replacement or repair of utilities which are on NPS land by permit.
19. Replacement or repair of utilities which are in poor condition if the FLHP project work does not disturb them.

20. Multi-purpose paths which are primarily for recreational use.

III. PRP PROGRAM FUNDING WILL GENERALLY NOT BE MADE

AVAILABLE FOR THE FOLLOWING ITEMS: (Funding will be determined on a case-by-case exception basis taking into consideration overall relative PRP Program priorities)

A. Project Support Items:

1. Acquisition of necessary scenic easements and scenic or historic sites.

B. Construction and Improvements Items:

1. Multi-purpose paths, unless they are part of the park's approved General Management Plan, constructed in conjunction with PRP Program projects, and are:
 - a. Part of a roadway prism, necessary for safety reasons and if bike traffic warrants, OR
 - b. Independent paths used for transportation and safety reasons based on accident and traffic data analysis.
2. Interpretive signage.
3. Construction of roadside rest area including water and wastewater facilities.
4. Roads which are not federally owned but provide access to areas under the jurisdiction and responsibility of the NPS.

5. Paving existing unpaved roads and or parking areas unless justified with a positive life cycle cost analysis.
6. Boat launching ramps and docks.
7. PRP Program funds may not be used for the non-Federal match for certain Federal aid projects funded from Title 23 U.S.C. or chapter 53 of Title 49 if the project does not improves transportation access, safety, and does not complies with all the overall NPS eligibility guidelines stated herein.