



Federal Lands Transportation Program
Accomplishments

Fiscal Year 2015

Several drainage structures along the Upper Hogan Creek at Denali National Park were destroyed in the spring thaw of 2013. During repairs, culverts were installed to increase drainage capacity and sections of the creek banks were armored with rip rap to reduce erosion. The project received an award for Best Project Administration. NPS Photo.

Cover: Isa Lake Bridge at Yellowstone National Park, a 1936-era log and wood structure located along the Grand Loop Road eight miles south of Old Faithful, was replaced due to critical structural deficiencies which presented a public safety hazard. The new structure was built using modern engineering technology but the historic character was maintained. NPS Photo.



Introduction

The National Park Service (NPS) includes some of the most treasured and valued places in America, providing each new generation the opportunity to connect with their natural and cultural heritage. Access to and within these federal lands is provided through a variety of transportation systems, with the automobile being the primary mode of transport. Traditionally, park roads have been developed to connect visitors with resources, and many of these roads are celebrated as exemplars of the harmonious integration of engineering and landscape architecture.

“For the majority of visitors who rarely stray from the paved path, park roads provide access to key destinations and afford carefully choreographed excursion through landscapes of scenic and historic interest. The NPS is continually exploring means of reducing the environmental impacts of park transportation and remains committed to the ideal that the special places that serve as sources of solace and wellsprings of American identity remain accessible to the public in a manner that preserves their ability to provide similar inspiration for future generations”.¹

System Definition

The NPS Federal Lands Transportation Program system is composed of approximately²:

5,500 miles of paved roads with **6,100** paved parking areas

1,400 bridges

60 tunnels

120 transit systems

4,600 miles of trails

Important granular surfaced roads are also included in the FLTP network. These include roads that provide primary park access as well as other local considerations.

This document reports the goals and achievements of the National Park Service Federal Lands Transportation Program (FLTP) funding (in Fiscal Year (FY) 2015), as required by the *Implementation Guidance for the Federal Lands Transportation Program*.³

Roads, parkways, and bridges are the NPS transportation system's backbone and enable visitors to tour by automobile, bus, bike, or trolley. Park roads frequently link to other modes of transportation—water ferries, trains, and trails—both in and outside the parks. When integrated with the transportation networks of gateway communities, the parks' transportation services provide visitors with seamless access, and frequently improve the mobility and quality of life of local residents. Annually, vehicle miles traveled (VMT) in the national parks is estimated to be in excess of 2.4 billion.⁴

Each park unit is created with its own enabling legislation, and in general the NPS transportation network is developed and maintained to support the specific congressional intent for each park, within the context of the Organic Act. Revenue generation for gateway communities and local/regional economies certainly occurs as a result of transportation facilities (roads in particular) being constructed and maintained within and adjacent to National Park units.

The NPS recorded over 292 million visitors in 2014, averaging approximately 800,000 visitors daily. In 2014, national park visitors spent \$15.7 billion in the local region surrounding the parks. The contribution of this spending to the national economy is 277,000 jobs, \$10.3 billion in labor income, \$17.1 billion in value added, and \$29.7 billion in output.⁵

Roads, Bridges, and Parking Areas

The NPS roadway system is categorized by NPS Functional Classifications (FC). All paved roads open to the public (all FC's except VI – see Figure 1) are part of the FLTP system. This includes the parking areas and structures (bridges and tunnels)

associated with these roadways. Roads designated as Urban Parkways (functional class VII) or Principal Park Roads (functional class I) are typically, but not always, high use facilities. High use is often relative to other NPS roads within a given park unit.

Trails

FLTP front country trails are pathways for non-motorized use that provide transportation linkages between different transportation modes and often serve as the primary transportation facility connecting visitors with the resources they have come to see and experience. Front country trails are identified in the NPS asset management program - the Facility Management Software System (FMSS) - as those with a designation of either "front country" or "urban".

Transit

The NPS National Transit Inventory was conducted in 2012, 2013, and 2014, and serves as the basis for the systems identification. Transit systems within the FLTP inventory are defined as systems which:

1. Move people by motorized vehicle on a regularly scheduled service;
2. Operate under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated; and,
3. All routes and services at a given unit that are operated under the same business model by the same operator are considered a single NPS transit system.

Building on the previous three years of data collection and working across multiple branches, the NPS transit inventory is currently underway for 2015. Ultimately this inventory will form the foundation for performance management of NPS transit systems and will be integrated with NPS and Department of Interior systems of record to report asset management, operational, and financial information about transit systems.

Figure 1

Functional Classifications of Park Roads

1984 Park Road Standards

Public Use Park Roads

All park roads that are intended principally for the use of visitors for access into and within a park or other National Park System area are included. This includes all roads that provide vehicular passage for visitors or access to such representative park areas as points of scenic or historic interest, campgrounds, picnic areas, lodge areas, etc. County, state, and U.S. numbered highways maintained by the Service are included in this category for purposes of functional classification.

Public Use Park Roads are subdivided into the following four classes:

Class I – Principal Park Road / Rural Parkway. Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors.

Class II – Connector Park Road. Roads which provide access within a park to areas of scenic, scientific, recreational, or cultural interest such as overlooks, campgrounds, etc.

Class III – Special Purpose Park Road. Circulation within public use areas, such as campgrounds, picnic areas, visitor center complexes, concessioner facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation.

Class IV – Primitive Park Road. 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.

Administrative Park Roads

The Administrative Park Road category consists of all public and non-public roads intended to be used principally for administrative purposes. It includes roads servicing employee residential areas, maintenance areas, and other administrative developments, as well as restricted patrol roads, truck trails, and similar service roads.

Administrative Park Roads are subdivided into two classes:

Class V – Administrative Access Road. All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas.

Class VI – Restricted Road. All roads normally closed to the public, including patrol roads, truck trails, and other similar roads.

Urban Parkways and City Streets

Urban parkways and city streets and generally dual-use facilities in that they serve both park and non-park related purposes. In addition to providing access to park areas, they also serve as extensions of the local transportation network carrying high volumes of non-park related traffic.

Class VII – Urban Parkway. 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 park roads or portions thereof, however, may be included in this category.

Class VIII – City Street. 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 to accepted engineering practice and local conditions.



BEFORE

Baseline Data

Roads, Bridges, and Parking Areas

Paved Roads and Parking Areas

The NPS manages the Road Inventory Program (RIP) in collaboration with Eastern Federal Lands Highway Division (EFLHD) to maintain a comprehensive inventory and condition assessment of all paved roads and parking areas in the NPS. The condition assessment includes the International Roughness Index (IRI) as well as other industry standard distress metrics and generates a Pavement Condition Rating (PCR), a 0-100 scale rating system that is used in conjunction with a pavement management system (the Highway Pavement Management Application, HPMA, also operated in cooperation with EFLHD). The pavement management system is used to help establish realistic pavement performance metrics and inform investment decisions.

Unpaved Roads

The NPS does not collect Pavement Surface Evaluation and Rating (PASER) data on the condition of its unpaved roads on a network level. The NPS, again in collaboration with Eastern Federal Lands, developed an unpaved road assessment methodology based on PASER in 2006. This approach is used as needed by local park units but results are not aggregated into a management system. This is because the NPS has chosen to focus most spending and rigorous management activities on the paved network of roads which is utilized by the vast majority of visitors to the parks.

Bridges

The NPS manages the Bridge Inspection Program (BIP) in collaboration with Eastern Federal Lands Highway Division (EFLHD) to maintain a comprehensive inventory and condition assessment of all major transportation bridges and tunnels in the NPS. The inspection program is compliant with National Bridge Inspection Standards (NBIS). The condition assessment generates a bridge rating that is used in conjunction with a bridge management system that uses Pontis, an industry-standard software application designed to support the bridge inspection process and project programming. The Pontis system produces an industry standard 0 to 1 scale performance metric, which describes the value remaining in a bridge⁶ (deterioration a bridge has undergone compared with its replacement cost). The management system is used to help establish realistic bridge performance metrics and inform investment decisions.



AFTER

This and facing page: Before and after butressing and stabilization of an area where a significant land slide destabilized part of the Loop Road at Badlands National Park. NPS Photos.

Congestion

Development of a congestion management program to comply with Title 23 requirements is identified in the draft NPS National Long Range Transportation Plan including program management, stakeholder engagement, development of a toolkit (done in FY14), and establishment of a congestion technical assistance center.

Development of the program is in early stages with an initial focus on congestion assessments and re-examining data management opportunities. Performance management and recommendations for the next phase of the program will begin in FY17.

Safety

The NPS has developed a national crash database which stores and analyzes crash records received from field units. The database (the Crash Data system, CDS) is being updated to a more current platform. This database will form the backbone of a future Transportation Safety Management

System (TSMS). The draft NPS National Long Range Transportation Plan establishes a performance measure to complete and implement the TSMS within 5 years.

Recent efforts to update crash information have resulted in the recovery of over 40,000 recent records that were not in any national system previously. The Department of the Interior has instituted a new reporting system called the Incident Management, Analysis and Reporting System (IMARS) where crash records are collected. This system will have a Model Minimum Uniform Crash Criteria (MMUCC) compliant crash module for recording crashes. Deployment of IMARS, including functionality to collect crash records, is currently delayed. The NPS is hopeful that IMARS and a functional crash module will be deployed in 2016. The Department of the Interior is leading the IMARS effort (for all Department bureaus) and the crash module development.

Agency Defined Goal Areas

The draft NPS National Long Range Transportation Plan identifies a strategic path forward to achieve a 20-year vision for the NPS transportation system in terms of facility management, transportation finance, resource protection, visitor experience, and safety (Figure 2). The plan outlines short- and long-term investment strategies to address transportation needs and meet the National Park Service's transportation goals and objectives. It also complements L RTPs either already completed or underway in NPS regions. The national effort included the collection of baseline data and selection of performance measures. Specific metrics are currently in development and will be available in the final plan, but currently include the items in Figure 2.

Figure 2

| Goals | Performance Measures |
|--|---|
| Sustainably manage NPS transportation facilities and services. | <ul style="list-style-type: none"> • Condition of highest- and high-priority transportation assets. • Number of park units that have completed a transportation infrastructure vulnerability assessment. |
| Allocate available transportation funding wisely. | <ul style="list-style-type: none"> • Reduction in deferred maintenance on highest priority transportation assets. • Percent of transportation funds invested in high-priority transportation assets. • Percentage of units that meet 55% preventative maintenance targets on highest priority transportation assets. |
| Protect and preserve natural and cultural resources. | <ul style="list-style-type: none"> • Complete all components of the Innovative and Sustainable Transportation Evaluation Process and Guidance (INSTEP) tool for use in the planning, design, construction, operations, and maintenance of transportation assets and systems. • Aggregate Facility Condition Index rating of highest priority historic Federal Real Property (FRP) assets • Percentage decrease in NPS transportation system emissions. |
| Maintain and enhance the quality of visitor experiences. | <ul style="list-style-type: none"> • Percentage of park unit websites that provide essential travel information. • Completion of Phase II of the NPS Congestion Management System. • Percentage of transportation contracts that include accessibility language and are compliant with accessibility-related laws, regulations, and policies. • Percentage of new transportation projects that comply with accessibility-related laws, regulations, and policies. |
| Provide a safe transportation system for all users. | <ul style="list-style-type: none"> • Completion of Transportation Safety Management System components. |

Data Collection Initiatives Related to Transportation Operations

In addition to the above described data collection approaches to support the national NPS LRTP goals, the Washington Office is sponsoring data collection initiatives related to transportation operations.

Vehicle Counts

Over the fiscal years 2015-2020, the NPS is rehabilitating, modernizing, and expanding the Traffic Monitoring Program, known as the Field Operations Technical Support Center (FOTSC) from 35 park units to 50 park units. FOTSC traffic counters are installed in permanent traffic count stations and count traffic every day of the year and store the data in hourly increments. Traffic data will be accessible and inform the four NPS management systems (pavement, bridge, safety and congestion).

Transit

The NPS is currently updating its servicewide transit inventory for 2015. For 2014, NPS identified 121 transit systems in 63 units accounting for 36.5 million passenger boardings. Forty-one of these systems provide critical access to an NPS unit or site that is not readily accessible to the public due to geographic constraints, park resource management decisions, or parking lot congestion. Data collection for 2015 seeks to further develop a transit performance management baseline and greenhouse gas emissions estimates. The 2015 inventory will also update vehicle age and recapitalization needs for NPS-owned vehicles. NPS is working to integrate systems and vehicles identified in the inventory into NPS systems of record.

Other Data

The NPS is in the process of developing an environmental sustainability evaluation system for transportation projects called the Innovative and Sustainable Transportation Evaluation Process and Guidance (InSTEP). This system will be used to help ensure transportation projects contribute to various resource protection goals of the agency. NPS has also developed a congestion management tool kit for use in addressing the types of congestion typically found in national park units. The integration of all the various kinds of data is very useful for making informed transportation decisions. To this end, the NPS is building a transportation GIS platform that will allow this integration.

Program Administration

Administrative costs, consisting primarily of salaries for program management staff, for the NPS transportation program totaled approximately \$6.98 million in FY15 which is approximately 3% of the total program funds appropriated to the NPS.



Approximately twelve miles of the Blue Ridge Parkway was rehabilitated to maintain the overall condition of the road. NPS Photo.

Results from FY15

Program-Level Obligations

The total program obligation rate for the past ten years has exceeded 96%. A breakdown of costs by project is included in the appendix.

Table 1 - FY15 NPS FLTP Activity and Subactivity Obligations

Federal Highway Administration Office of Federal Lands Highway

| <i>Activity and Subactivity</i> | <i>Obligations</i> |
|--------------------------------------|--------------------|
| Administration (AD) | |
| Program Administration | \$6.98M |
| Planning (PL) | |
| Transportation Planning | \$5.47M |
| Construction Engineering (CE) | |
| Compliance Monitoring | \$1.52M |
| Construction Management | \$22.83M |
| Preliminary Engineering (PE) | |
| Compliance | \$871K |
| Design | \$19.95M |
| Construction Contracts (CN) | |
| Awards | \$141.11M |
| Modifications | \$7.57M |
| Revegetation | \$201K |
| Other | \$4.26M |
| Grand Total | \$210.76M |

Note: this table does not include takedowns, recissions, or loan/borrow repayment at CRLA

Source: Park Transportation Allocation and Tracking System, PTATS

Paved Roads

In FY15, FLTP funds improved the condition of about 285 miles of NPS roads.

Table 2 - FY15 Work Category for NPS FLTP Road Projects

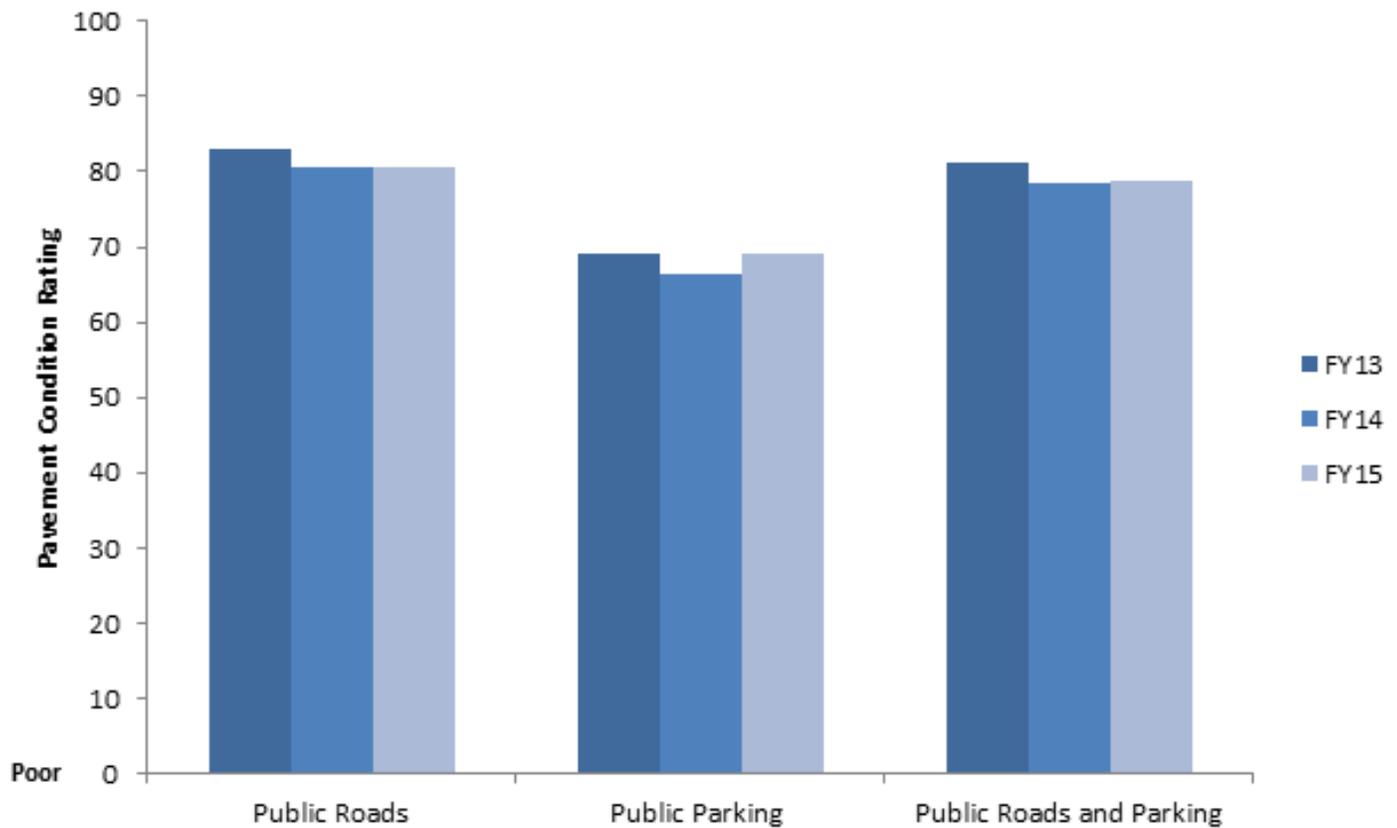
Federal Highway Administration Office of Federal Lands Highway

| Construction Category | Miles of Road |
|--------------------------|---------------|
| Preventative Maintenance | 200.79 |
| Rehabilitate / Repair | 72.58 |
| Reconstruct | 11.42 |
| Total | 284.79 |

NPS ultimately would like to improve the Servicewide Pavement Condition Rating (PCR) to 85; however, asset management analysis indicates that this is not possible under the current FLTP funding level.

Figure 3 - Change in Servicewide Pavement Condition Rating, FY2013-FY2015

Federal Highway Administration Office of Federal Lands Highway



Unpaved Roads

The NPS does not collect PASER data on the condition of its unpaved roads on a network level. See information above.



Over thirteen miles of Tioga Road at Yosemite National Park – from Crane Flat to White Wolf Campground – was rehabilitated to improve the overall condition of the road. The work included reducing excessive superelevations, drainage improvements, curb replacement, and paving along both the main roadway and associated parking areas and pullouts. NPS Photo.

Bridges

In FY15, FLTP funds improved the condition of 34 NPS bridges at a cost of \$31.8 million).

Table 3 - FY15 Work Category for NPS FLTP Bridge Projects

Federal Highway Administration Office of Federal Lands Highway

| Construction Category | Miles of Bridge | Number of Bridges |
|-----------------------|-----------------|-------------------|
| Rehabilitate / Repair | 7.53 | 27 |
| Replace | 0.33 | 7 |
| Total | 8.12 | 34 |

The last reported change in the Servicewide Bridge Health Index (BHI) for public motor vehicle structures increased from 0.919 to 0.93 (1.19 %) excluding Arlington Memorial Bridge and from 0.896 to 0.916 (2.23%) including Arlington Memorial Bridge (see Table 4). There was a slight increase in the number or percentage of structurally deficient bridges. As bridges are inspected on a two year cycle, the BHI does not specifically account for changes from the beginning to the end of FY15. The condition of tunnels is included in BHI.

Table 4 - Change in Bridge Health Index

Federal Highway Administration Office of Federal Lands Highway

| | FY14 | FY15 |
|---|-------|-------|
| Servicewide BHI | 0.896 | 0.916 |
| Servicewide BHI (omits the Arlington Memorial Bridge) | 0.919 | 0.930 |
| Number of Structurally Deficient Bridges | 42 | 45 |
| % of NPS Bridges that are Structurally Deficient | 3% | 3.5% |



Fourteen scenic overlooks along Skyline Drive at Shenandoah National Park received pavement treatments to preserve and lengthen their life. Using surface treatments in this manner improves the pavement condition at a lower overall cost. NPS Photo.

Congestion

The congestion management program completed a pilot congestion assessment at Capitol Reef National Park in February 2015. The park successfully implemented multiple tools without additional technical support, and partnered with a gateway community to implement another tool in Summer 2015. Following completion of the pilot assessment, work began on standardizing the congestion assessment process, materials, and resources. Data indicators were refined from several dozen potential candidates to 17 indicators and potential variables.

Safety

A Transportation Safety Management System is currently being developed, and collection and reporting of fatality and injury is a key requirement of that system. Currently, the system is only partially operational but the system capacity will improve over time. The current goal is to have a fully operational system within five years of completion of the NPS National LRTP.

Agency Defined Goal Areas

As outlined above, the NPS National LRTP identified a strategic path forward to achieve a 20-year vision for the NPS transportation system and identified baseline data and performance measures. No data is available to assess the outcomes from FY15 obligations.

ENDNOTES

- 1 From NPS Director Jonathan Jarvis, 2014 Forward: National Park roads: Balancing Preservation and Access in America's Most Treasured Landscapes.
- 2 2016 NPS Investment Strategy
- 3 <http://www.fhwa.dot.gov/map21/guidance/guideftp.cfm>
- 4 Transportation System Characteristics fact sheet, 2014. https://www.nps.gov/transportation/factsheets/transportation_system_characteristics_08132014.pdf
- 5 Cullinane Thomas, C., C. Huber, and L. Koontz. 2015. 2014 National Park visitor spending effects: Economic contributions to local communities, states, and the Nation. Natural Resource Report NPS/NRSS/EQD/NRR—2015/947. National Park Service, Fort Collins, Colorado.
- 6 $BHI = (Replacement\ Value - Cost\ of\ Deteriorated\ Parts) / Replacement\ Cost.$

Appendix: Table of Project Obligations

Federal Highway Administration Office of Federal Lands Highway

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|---------------------|--------------------|-------------|--------------------|---------------------|
| Alaska Region | \$9,394,657 | \$109,850 | | \$125,000 | \$9,629,507 |
| Denali National Park | \$9,031,057 | \$109,850 | | | \$9,140,907 |
| Increase Public Safety by Retrofitting Guard Rails On Five Denali Park Bridges | \$92,300 | | | | |
| Reconstruct Upper Hogan Creek Drainage | \$502,780 | | | | |
| Replace Bridges That Cannot Be Seismically Retrofitted, Rock Creek Bridge | | \$109,850 | | | |
| Replace Aged and Failing Culverts on 15 Miles of Paved Park Road over Two years | \$3,000 | | | | |
| Replace Failing Cribbing and Culverts at Eagles Nest Corner, MP 67.5, Denali Park Road | \$66,400 | | | | |
| Replace Failing Pavement on the Denali Park Road Milepost 0-3 | \$25,000 | | | | |
| Replace Failing Pavement on the Denali Park Road Milepost 12-15 | \$7,523,200 | | | | |
| Reestablish Road Width to Design Standards for MP 22-31 | \$438,502 | | | | |
| Rehabilitate Worn and Deteriorating Road Surface Mile 43 to 45.8 Denali Park Road | \$311,526 | | | | |
| Conduct a hazard assessment of the Denali Park Road corridor | \$68,349 | | | | |
| Kenai Fjords National Park | \$156,600 | | | | \$156,600 |
| Plan, Design, and Construct Exit Glacier Road Flood Mitigation and Culvert Modifications | \$156,600 | | | | |
| Klondike Gold Rush National Historical Park | \$207,000 | | | | \$207,000 |
| Reconstruct Dyea Flats Road and Slide Cemetery Road | \$207,000 | | | | |
| Sitka National Historical Park | | | | \$125,000 | \$125,000 |
| Rehabilitate Indian River Bridge | | | | \$125,000 | |
| Intermountain Region | \$36,618,408 | \$6,030,039 | | \$1,091,764 | \$43,740,211 |
| Bandelier National Monument | \$125,369 | | | | \$125,369 |
| Conduct Compliance for Emergency Flood Repair | \$53,150 | | | | |
| ERFO- Repair Flood Damage (Package with PMIS 211843 and PMIS 216003) | \$72,219 | | | | |
| Bryce Canyon National Park | | | | \$270,223 | \$270,223 |
| Design and Construct Multi-use Pathway | | | | \$270,223 | |
| Capitol Reef National Park | \$281,405 | | | | \$281,405 |
| Pavement Preservation-FY 15 Perform Pavement Preservation Treatment on 9.12 MI of Paved Park Roads | \$281,405 | | | | |
| Carlsbad Caverns National Park | | \$58,938 | | | \$58,938 |
| Prevent Cave Contamination by Reconstructing Parking Areas | | \$58,938 | | | |
| Chaco Culture National Historical Park | \$5,175 | | | | |
| Repair of Erosion and Settlement Damage | \$5,175 | | | | |
| Chiricahua National Monument | \$3,728,800 | | | | \$3,728,800 |
| Mill and Overlay Bonita Road and Sugarloaf Road | \$3,728,800 | | | | |
| Colorado National Monument | \$9,369 | | | | \$9,369 |
| FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive | \$9,369 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|--------------------|------------------|-------------|------------------|--------------------|
| Dinosaur National Monument | \$19,800 | | | | \$19,800 |
| Rehabilitate RT101 -Deerlodge Road | \$19,800 | | | | |
| Glacier National Park | \$2,150,512 | \$332,200 | | \$19,908 | \$2,502,620 |
| Rehabilitate GTSR Phase XII | \$325,000 | | | | |
| Rehabilitate GTSR Phase X | \$213,505 | | | | |
| Rehabilitate GTSR Phase XIII | \$913,500 | | | | |
| Reconstruct Swiftcurrent Creek Spillway Bridge | | \$332,200 | | | |
| Integrated Plan for Glacier Transportation System-GTSR Corridor | | | | \$19,908 | |
| Repair Windy Creek and Apikuni Road Bridges | \$292,007 | | | | |
| Stabilize Many Glacier Road Slides and Rehabilitate Roadway | \$406,500 | | | | |
| Glen Canyon National Recreation Area | \$6,323,400 | | | | \$6,323,400 |
| Rehabilitate Wahweap Marina Access Roads. | \$6,323,400 | | | | |
| Grand Canyon National Park | \$4,500 | | | \$469,721 | \$474,221 |
| Construct and Replace Braking Pads along Hermit's Rest and Yaki Point Roads | | | | \$466,521 | |
| Implement Highway Advisory Radio to Enhance Use of Tusayan Shuttle Route | | | | \$3,200 | |
| Repave Cape Royal Road and Point Imperial Spur | \$4,500 | | | | |
| Grand Teton National Park | \$3,730,425 | | | | \$3,730,425 |
| Repair Structural Deficiencies at Four Highway Bridges | \$57,200 | | | | |
| Realign 2.5 mi of the Moose-Wilson Rd to Improve Safety & Restore Important Wildlife Habitat | \$145,000 | | | | |
| Construct Third Phase of Pathway System between Moose and Antelope Flats Junctions | \$154,975 | | | | |
| Improve Safety for Shared-use Pathway System Users at Gros Ventre Junction by Constructing a Modern | \$53,427 | | | | |
| Repair of Six Miles of US Highway 89/26/191 from Craighead Hill to Snake River Overlook | \$3,308,500 | | | | |
| Rehab of Four Miles of US Highway 89/26/191 from Snake River Overlook to Cunningham Cabin | \$3,188 | | | | |
| Repair of Seven Miles of the North Park Road from Jackson Lake Lodge to Leeks Marina | \$8,135 | | | | |
| Intermountain Region | \$1,441,555 | | | | \$1,441,555 |
| IMR Engineering and Safety Studies | \$137,455 | | | | |
| IMR Pavement Preservation OH - CFL | \$987,200 | | | | |
| IMR Pavement Preservation OH - WFL | \$316,900 | | | | |
| Mesa Verde National Park | \$166,400 | | | \$19,919 | \$186,319 |
| Resurface Headquarters Loop Road Route MEVE-0209 MP 0 to MP 1.18 | \$166,400 | | | | |
| Visitor Distribution and Transportation Plan | | | | \$19,919 | |
| Padre Island National Seashore | \$7,448,292 | | | | \$7,448,292 |
| Rehabilitate Main Park Road (Route 10) | \$7,448,292 | | | | |
| Petrified Forest National Park | \$5,791,484 | | | | \$5,791,484 |
| Rehabilitate 13.45 miles of Main Park Road | \$5,791,484 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|--------------------|--------------------|-------------|------------------|--------------------|
| Rocky Mountain National Park | \$569,972 | \$37,461 | | | \$607,433 |
| PPP Chip Seal TRR from AVC to CRTH 2018 | \$501,909 | | | | |
| Stabilize Stone Guardwall 3rd Switchback on TRR | \$68,063 | | | | |
| Bear Lake Road Reconstruction from VTS Parking to Trail Ridge Road Intersection (9.8 Lane Miles) | | \$37,461 | | | |
| Saguaro National Park | \$2,350,175 | | | | \$2,350,175 |
| Heavy 3R Kinney Rd | \$2,345,370 | | | | |
| Emergency repair and Improve safety of Park Roads | \$4,805 | | | | |
| Timpanogas Cave National Monument | | \$179,607 | | | \$179,607 |
| Redesign Road and Parking for Public Safety at Timpanogos Contact Station | | \$179,607 | | | |
| Yellowstone National Park | \$845,885 | \$5,421,833 | | | \$6,267,718 |
| Rehab/Replace the Isa Lake Bridge | | \$480,210 | | | |
| North Entrance Road-Gardiner Gateway Project | | \$1,517,027 | | | |
| 3R Grand Loop Rd-Old Faithful to West Thumb | \$278,300 | | | | |
| Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R | | \$365,000 | | | |
| Pavement Preservation - FHWA Contract - FY15 | \$567,585 | | | | |
| RECONSTRUCT SYLVAN PASS TO EAST ENTRANCE ROAD FLHP00 | | \$34,905 | | | |
| Perform an Engineering & Resource Study for the North Entrance/Golden Gate/Gardiner RoadsFLHP04 | | \$126,370 | | | |
| RECONSTRUCT GIBBON FALLS TO TANKER CURVE ROAD FLHP00 | | \$72,500 | | | |
| RECONSTRUCT CHITTENDEN ROAD TO TOWER JCT. FLHP00 | | \$326,815 | | | |
| Reconstruct the Norris to Golden Gate Road, Phase I | | \$1,560,350 | | | |
| Replace the Lamar River Bridge FLHP06 | | \$16,304 | | | |
| Reconstruct the Norris to Golden Gate Road, Phase 2 | | \$922,352 | | | |
| Zion National Park | \$1,625,890 | | | \$311,993 | \$1,937,883 |
| Reconstruct 9.9 Miles of Rts 12/14 | \$784,000 | | | | |
| Expand Visitor Center/Shuttle Parking Area | | | | \$60,897 | |
| Microseal Visitor Center Parking Lot PPP | \$841,890 | | | | |
| Fabricate Signs to Improve Zion Shuttle Information and Wayfinding Systems | | | | \$251,096 | |
| Midwest Region | \$4,473,357 | \$2,232,582 | | \$804,500 | \$7,510,439 |
| Apostle Islands National Lakeshore | \$47,700 | | | | \$47,700 |
| Pavement Preservation Little Sand Bay and Meyers Beach FY15 | \$47,700 | | | | |
| Badlands National Park | \$74,450 | \$2,140,382 | | | \$2,214,832 |
| Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill | | \$2,140,382 | | | |
| Rehabilitate Loop Road (Phase IV) | \$74,450 | | | | |
| Cuyahoga Valley National Park | | | | \$143,500 | \$143,500 |
| Rehab/Replace Bridges 437 1/4, and 443 Valley Railway bridges over Memorial Parkway and Furnace Run | | | | \$143,500 | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|---------------------|--------------------|-------------|------------------|---------------------|
| Fort Larned National Historical Site | | \$25,000 | | | \$25,000 |
| Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities | | \$25,000 | | | |
| Hot Springs National Park | \$102,758 | | | | \$102,758 |
| Rehab West Mountain Drive and Summit Road, Route 11 and 101 | \$30,000 | | | | |
| Design and Construction Management for Repair of Hot Springs Mountain Drive Rock Wall | \$72,758 | | | | |
| Mississippi National River and Recreation Area | | | | \$661,000 | \$661,000 |
| Complete and Implement Multi-modal, Alternative Transportation Plan for MISS | | | | \$661,000 | |
| Midwest Region | \$695,836 | | | | \$695,836 |
| Pavement Preservation Program | \$567,136 | | | | |
| Engineering and Safety Studies-CFL | \$6,100 | | | | |
| MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering | \$122,600 | | | | |
| Midwest Regional Office | \$84,200 | | | | \$84,200 |
| MWR Transportation Program Management | \$84,200 | | | | |
| Ozarks National Scenic Riverways | \$269,605 | | | | \$269,605 |
| Rehabilitate Big Spring Highway Bridge | \$269,605 | | | | |
| Pea Ridge National Military Park | | \$67,200 | | | \$67,200 |
| Realign Parks Main Tour Road | | \$67,200 | | | |
| Saint Croix National Scenic Riverway | \$154,485 | | | | \$154,485 |
| Perform Pavement Preservation | \$154,485 | | | | |
| Sleeping Bear Dunes National Lakeshore | \$1,366,878 | | | | \$1,366,878 |
| Pavement Preservation Program | \$1,366,878 | | | | |
| Theodore Roosevelt National Park | \$1,027,445 | | | | \$1,027,445 |
| Resurface Routes 11A and 11E | \$1,027,445 | | | | |
| Voyageurs National Park | \$650,000 | | | | \$650,000 |
| Pavement Preservation Program | \$650,000 | | | | |
| National Capital Region | \$17,719,566 | \$1,522,735 | | \$943,375 | \$20,185,676 |
| Catoctin Mountain Park | \$5,657 | \$154,600 | | | \$160,257 |
| Repair Rt. 0011 Section 0 Foxvile-Deerfield Road | \$5,657 | | | | |
| Repair Catoctin Mountain Park 2011 Storm Damage | | \$154,600 | | | |
| Chesapeake and Ohio Canal National Historical Park | \$314,682 | | | | \$314,682 |
| Remove/Replace Vehicle Bridge - Fletcher's (003.14) | \$53,100 | | | | |
| Improve Safety - Fletcher's Entrance Road | \$45,000 | | | | |
| Resurface Parking Lots & Widen Entrance Road, Great Falls Park | \$216,582 | | | | |
| George Washington Memorial Parkway | \$5,390,701 | \$645,500 | | \$588,700 | \$6,624,901 |
| Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot | | | | \$90,000 | |
| Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements | | | | \$9,600 | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|--------------------|------------------|-------------|------------------|--------------------|
| FLHP - Clara Barton Rock Slide emergency repair | \$12,200 | | | | |
| FLHP Pedestrian Bridge #9 reconstruction at the Mt. Vernon Trail (MVT) | | | | \$38,500 | |
| FLHP GWmp 1A109 Mill and Overlay , between Boundary Ch. bridge and north entrance to Airport | \$1,108,693 | | | | |
| FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches | \$71,962 | | | | |
| FLHP SPOUT RUN PARKWAY AND RAMPS TO KEY BRIDGE (GWMP-0004, GWMP-0005, GWMP-0509A, GWMP-0509B) | \$118,200 | | | | |
| FHLP - Iwo Jima Memorial Access Road (RT-0203) | \$58,400 | | | | |
| FLHP - Bridge #31 Mount Vernon Trail improvement an reconstruction | | | | \$252,600 | |
| FHLP - North GWMP Rehabilitation EA | \$3,776,872 | | | | |
| Arlington Memorial Emergency Repairs; GWMP 11 (6) | \$148,000 | | | \$198,000 | |
| FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge | | \$645,500 | | | |
| FLHP - East & West Boulevard and Northdown Road Mill and Overlay | \$68,674 | | | | |
| FLHP - Repair/Mill and Overlay SB ramps from National Airport 3300-027P and Bridge 3300-028 RT 233 | \$27,700 | | | | |
| Manassas National Battlefield Park | \$115,650 | | | | \$115,650 |
| Resurface Asphalt Roads and Parking Lots (N.Y. Avenue, Chinn Ridge Road, UnFRR) and A.D.A Trail | \$115,650 | | | | |
| Monocacy National Battlefield | \$45,000 | | | | \$45,000 |
| Monocacy Pavement Preservation | \$45,000 | | | | |
| National Capital Parks-East | \$717,682 | \$722,635 | | \$250,551 | \$1,690,868 |
| Repave Baltimore-Washington Parkway | \$406,482 | | | | |
| Repave Greenbelt Park Roadways and Construct New Bridge | \$143,100 | | | | |
| Repair and Repave Asphalt Roads - Ft. Dupont Park | \$115,000 | | | | |
| Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197 | \$53,100 | | | | |
| Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road | | | | \$217,200 | |
| Conduct Environmental Assessment/Compliance for the Construction of the OXCO Hiker/Biker Trail | | | | \$33,351 | |
| Rehabilitate Anacostia Park Roads, Parking & Lighting and Construct Trail | | \$722,635 | | | |
| National Mall and Memorial Parks | \$1,872,210 | | | | \$1,872,210 |
| Kutz Bridge Rehabilitation / Structure No. 3400-032P | \$771,347 | | | | |
| Rock Creek and Potomac Parkway Bridge and Storage Rehabilitation | \$342,500 | | | | |
| Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab | \$25,000 | | | | |
| Rehabilitate Structure No 3400-033P Inlet Bridge Repair/Rehab | \$464,363 | | | | |
| Resurface Rock Creek and Potomac Parkway FHWA | \$135,000 | | | | |
| Resurface Independence Ave and Tidal Basin Roads FHWA | \$134,000 | | | | |
| National Capital Region | \$228,035 | | | | \$228,035 |
| Transportation Technical Support-VOLPE | \$149,999 | | | | |
| DSC Transportation Program Support (Pilot) | \$78,036 | | | | |
| Prince William Forest Park | \$81,000 | | | \$104,124 | \$185,124 |
| Design & Construct a New Park Entrance from VA RT. 234 | | | | \$104,124 | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|---------------------|-----------------|-------------|--------------------|---------------------|
| Repair South Fork Timber Bridge | \$81,000 | | | | |
| Rock Creek Park | \$8,943,400 | | | | \$8,943,400 |
| Project Detail - 211875 | \$130,700 | | | | |
| Eliminate Unsafe Conditions, Resurface And Repair Beach Drive | \$8,712,100 | | | | |
| Repave Rock Creek Parkway - P St. To Calvert Street | \$15,000 | | | | |
| Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall | \$85,600 | | | | |
| Wolf Trap National Park for the Performing Arts | \$5,549 | | | | \$5,549 |
| Transportation, Traffic and Parking Study | \$5,549 | | | | |
| Northeast Region | \$15,860,806 | \$14,650 | | \$3,638,848 | \$19,514,304 |
| Acadia National Park | | | | \$581,427 | \$581,427 |
| Operate and Maintain Island Explorer FY 2015 | | | | \$185,615 | |
| Construct Bike Connection For Safe Access Over Frazer Creek | | | | \$395,812 | |
| Allegheny Portage Railroad National Historical Site | \$150,500 | | | | \$150,500 |
| Apply Microsurface Treatment Visitor Center Road Rt ALPO-0010 | \$103,500 | | | | |
| Apply Surface Treatment Staple Bend Tunnel Parking Lot Rt ALPO-0906 | \$47,000 | | | | |
| Appomattox Court House National Historical Park | \$131,215 | \$14,650 | | | \$145,865 |
| Pavement Management - Replace Curbing at Grant Headquarter's Wayside Parking Area | \$16,610 | | | | |
| Mill and Overlay 3" Lee Parking Rt APCO-0905 | | \$14,650 | | | |
| Rehab Gordon Drive | \$87,000 | | | | |
| Single Chip Seal North Carolina Parking Rt APCO-0901 | \$23,815 | | | | |
| Crack Seal Village Area Parking Rt APCO-0904 | \$3,790 | | | | |
| Cape Cod National Seashore | \$2,861,781 | | | | \$2,861,781 |
| Repave Province Lands Road | \$143,600 | | | | |
| Pulverize base and overlay 3" Race Point Beach Parking Rt CACO-0902 | \$901,395 | | | | |
| Pulverize base and overlay 3" Marconi Beach Parking Rt CACO-0906 | \$1,366,686 | | | | |
| Resurface Coast Guard Beach bridge | \$282,000 | | | | |
| Replace Province Lands Road Bike Trail Tunnels | \$168,100 | | | | |
| Colonial National Historical Park | \$3,401,613 | | | | \$3,401,613 |
| Repair College Creek Bridge | \$11,702 | | | | |
| Repave 5 roads and parking areas Rt 106, 501A, 501B, 0926 and 0950 | \$2,476,685 | | | | |
| Repave 10 Roads and Parking areas - Rt 102, 103, 0500, 0503AZ, 0901, 0902, 0922, 0928, 099, 0931 | \$662,989 | | | | |
| Rehabilitate Beaverdam Creek Bridge (COLO/4290-002P) | \$25,144 | | | | |
| COLO Parkway Pavement Management Plan | \$9,700 | | | | |
| Provide Title II Services Jones Mill Pond Dam | \$35,879 | | | | |
| Provide Construction Supervision for sinkhole repairs PMIS 203619 | \$33,809 | | | | |
| Treat Surface Colonial Parkway (Entrance To Vc Parking) Rt COLO-0001 (mile 0-0.34) | \$95,417 | | | | |
| Rehabilitate U.S. Route 17 Parkway Bridge (COLO/4290-006P) | \$25,144 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|------------------|-----------------|-------------|--------------------|--------------------|
| Rehabilitate Powhatan Creek Bridge (COLO/4290-025P) | \$25,144 | | | | |
| Delaware Water Gap National Recreation Area | \$456,697 | | | | \$456,697 |
| PAVEMENT MANAGEMENT: DEWA River Road | \$356,197 | | | | |
| BRIDGE MANAGEMENT: DEWA US209 Mile .80 Bridge | \$40,300 | | | | |
| ERFO 2013 Repair Little Egypt Rd (Old Toms Creek Bridge 4320-006P) over Toms Creek | \$11,700 | | | | |
| Repair Rt 209 Center Line Rumble Strips | \$48,500 | | | | |
| Eleanor Roosevelt National Historical Site | \$485,000 | | | | \$485,000 |
| Overlay 1.75" Main Parking Rt ELRO-0900 | \$485,000 | | | | |
| Fort Necessity National Battlefield | \$360,253 | | | | \$360,253 |
| Apply Microsurface Treatment Treatment Visitor Center Parking Rt FONE-0900 | \$281,793 | | | | |
| Treat Surface Visitor Center Access Road Rt FONE-0010 | \$78,460 | | | | |
| Friendship Hill National Historical Site | \$16,983 | | | | \$16,983 |
| Mill and Pave Gallatin House Knoll Road | \$16,983 | | | | |
| Fredericksburg and Spotsylvania National Military Park | \$558,543 | | | | \$558,543 |
| Overlay 1.75" Slocum Drive Rt FRSP-0018 and Widow Tapp Parking Rt FRSP-0917 | \$528,868 | | | | |
| Treat Surface Visitors Center Annex Rt FRSP-0901 | \$29,675 | | | | |
| Gateway National Recreation Area | \$545,038 | | | \$2,721,346 | \$3,266,384 |
| Complete Sandy Hook Multi-Use Connector | | | | \$64,578 | |
| Complete Rehabilitation of Riis Landing JBU | | | | \$1,549,207 | |
| Mill and Overlay 1.5" Sandy Hook Visitor Center Parking Rt GATE-0905 | \$186,680 | | | | |
| Reclaim and Overlay 3" Marine Academy Of Sciences And Technology Parkin Rt GATE-0921 | \$358,358 | | | | |
| Repair and Remove Damaged Seawalls and Coastal Structures at GATE-Complete Riis Breakwater Rehab | | | | \$596,583 | |
| Complete Riis Park Bulkhead Rehabilitation | | | | \$510,978 | |
| Hampton National Historic Site | \$7,594 | | | | \$7,594 |
| Relocate Park Entrance Road and Restore Cultural Landscape of West Field | \$7,594 | | | | |
| Lowell National Historical Park | | | | \$291,456 | \$291,456 |
| Construction of Swamp Locks Docks | | | | \$291,456 | |
| Minute Man National Historical Park | \$509,644 | | | | \$509,644 |
| Mill and Overlay 2" Minute Man Visitors Center Rt MIMA-0930 | \$145,295 | | | | |
| Repave Battle Road Farm Parking and Driveways | \$103,386 | | | | |
| Resurface Manuel Drive | \$260,963 | | | | |
| Morristown National Historical Park | \$232,999 | | | | \$232,999 |
| Perform Pavement Rehabilitation on Morristown Optimizer Band 2 Roads at Main Visitor Areas | \$187,179 | | | | |
| Perform Pavement Rehabilitation on Morristown Optimizer Band 3 Roads - Main Access, Visitor Tour Rds | \$45,820 | | | | |
| New River Gorge National River | \$34,270 | | | | \$34,270 |
| Rehabilitate Mill Creek Bridge (NERI/4780-002P) | \$34,270 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|--------------------|-----------------|-------------|-----------------|--------------------|
| Northeast Region | \$504,256 | | | | \$504,256 |
| NER FLT Program Design Support (FY 2014-2015) | \$105,026 | | | | |
| Enhance NER Transportation Safety Management System Program | \$2,282 | | | | |
| NER Transportation Program Technical Support | \$1,702 | | | | |
| Engineering Support for the Northeast Region Transportation Program | \$1,373 | | | | |
| CAT I Support for ERFO SANDY DSC Support | \$242,020 | | | | |
| Safety Management and Countermeasures | \$151,853 | | | | |
| Northeast Regional Office | \$23,988 | | | | \$23,988 |
| Program Administration Support Funds | \$23,988 | | | | |
| Saint Croix Island International Historic Site | \$57,503 | | | | \$57,503 |
| Mill and Overlay 2" Saint Croix Island Ihs Access Road Rt and Parking SACR-0200 and 0900 | \$57,503 | | | | |
| Sagamore Hill National Historic Site | \$133,950 | | | | \$133,950 |
| Preservation Surface Treatment RT-900 | \$133,950 | | | | |
| Saratoga National Historical Park | \$22,580 | | | | \$22,580 |
| Rehabilitate the Tour Road Bridge (SARA/1910-001P) | \$4,516 | | | | |
| Rehabilitate Kroma Kill Bridge #2 (SARA/1910-002P) | \$4,516 | | | | |
| Rehabilitate Kroma Kill Bridge #3 (SARA/1910-003P) | \$4,516 | | | | |
| Rehabilitate Mill Creek Culvert (SARA/1910-004P) | \$4,516 | | | | |
| Rehabilitate Kroma Kill Culvert (SARA/1910-005P) | \$4,516 | | | | |
| Shenandoah National Park | \$2,553,643 | | | | \$2,553,643 |
| Rehabilitate Thornton Gap Bridge (SHEN/4840-001P) | \$429,982 | | | | |
| Pavement Management - Repair Skyline Drive Road Surface RT 10A | \$18,241 | | | | |
| Pavement Management - Repair Big Meadows Visitor Center and Way-side Parking Areas - RT 0925A&B | \$35,000 | | | | |
| Pavement Management - Repair Road and Parking Area Surfaces - FY 2015 | \$753,459 | | | | |
| Pavement Management - Repair Skyline Drive North RT 10A FY 2014 | \$247,035 | | | | |
| Apply Microsurface Skyline Drive Central Rt 108 MM 31.69 to 33.38 | \$417,370 | | | | |
| Rehabilitate 1 tunnel and 2 bridges (SHEN/4840-004P, SHEN/4840-002P, SHEN/4840-003P) | \$429,982 | | | | |
| Remove Loose Rock from Natural Face of Tunnel Entrance | \$135,229 | | | | |
| Mill and Overlay 2" Loft Mountain Information Center Parking Rt 940 | \$87,345 | | | | |
| Steamtown National Historic Site | \$321,021 | | | | \$321,021 |
| Treat Surface Visitor Center Parking Rt STEA-0900 | \$321,021 | | | | |
| Upper Delaware National Scenic and Recreational River | \$959,501 | | | | \$959,501 |
| Repair Roebling Bridge (D&H Canal Aqueduct Bridge) (UPDE/4870-001) | \$959,501 | | | | |
| Valley Forge National Historical Park | \$1,247,814 | | | \$44,619 | \$1,292,433 |
| Technical Assistance Value Analysis for Betzwood Pedestrian Bridge | \$7,517 | | | | |
| PAVEMENT MANAGEMENT Preserve Asphalt Pavement on Outer Line Drive | \$6,407 | | | | |
| Replace Two Non-compliant Walkways with New ADA Walkway at the Visitor Center | | | | \$24,619 | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|---------------------|---------------------|-------------|--------------------|---------------------|
| Create Trail Connection from Visitor Center to JPM Trail | | | | \$20,000 | |
| Complete Accessibility Improvements at Visitor Center | \$1,098,976 | | | | |
| Preserve Lower Parking Lot | \$134,914 | | | | |
| Vanderbilt Mansion National Historic Site | \$284,420 | | | | \$284,420 |
| Rehabilitate White Bridge (VAMA/1797-001P) | \$8,325 | | | | |
| Rehabilitate Bard Rock Bridge (VAMA/1797-002P) | \$8,325 | | | | |
| Rehabilitate Rustic Bridge (VAMA/1797-003P) | \$8,350 | | | | |
| Treat Surface Coach House Road Rt VAMA-0013 | \$72,881 | | | | |
| Mill and Overlay 2" Bard Rock Parking Rt VAMA-0900 | \$78,080 | | | | |
| Treat Surface Mansion Parking Rt VAMA-0903 | \$99,145 | | | | |
| Pavement Management - Chipseal The Coach House Parking Lot A - Route 0906A | \$4,806 | | | | |
| Treat Surface Coach House Parking B Rt VAMA-0906B | \$2,403 | | | | |
| Perform Engineering Study of Dock Street Bridge | \$2,105 | | | | |
| Pacific West Region | \$22,003,667 | \$21,214,855 | | \$2,607,790 | \$45,826,312 |
| Crater Lake National Park | \$1,034,200 | | | | \$1,034,200 |
| Restore Safe Width of West Rim Drive | \$875,300 | | | | |
| Reduce Rock Fall Hazards on Park Roads | \$158,900 | | | | |
| Death Valley National Park | \$31,100 | | | | \$31,100 |
| Reconstruct 7 Mile Segment of Bonnie Clare Road | \$31,100 | | | | |
| Fort Vancouver National Historic Site | \$545,607 | | | | \$545,607 |
| Slurry Seal Roads and Parking Lots (Pavement Preservation) | \$545,607 | | | | |
| Golden Gate National Recreation Area | \$353,210 | | | \$68,301 | \$421,511 |
| Implement Congestion Management for GGNRA Park Lands | | | | \$45,000 | |
| Complete Design and Compliance for Vista Point Multi-Use Connections to Fort Baker | | | | \$23,301 | |
| Rehabilitate West Bunker and Mitchell Roads - Marin Headlands | \$353,210 | | | | |
| Hawaii Volcanoes National Park | \$239,100 | | | | \$239,100 |
| FHWA Geotechnical and Construction Engineering Support for Emergency Access Route | \$239,100 | | | | |
| Joshua Tree National Park | \$256,200 | | | | \$256,200 |
| Reconstruct Park Route 11 - Sand Hill to Cottonwood | \$256,200 | | | | |
| Lake Mead National Recreation Area | \$119,432 | \$17,082,300 | | | \$17,201,732 |
| Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization | | \$2,703,300 | | | |
| Apply Pavement Preservation Treatment to Northshore Road | \$86,387 | | | | |
| Provide Compliance Monitor for Corn Creek Road Paving Project at Tule Springs | \$33,045 | | | | |
| Reconstruct Katherine Landing Access Road | | \$14,379,000 | | | |
| Lassen Volcanic National Park | \$150,161 | | | | \$150,161 |
| Replace Failing Road Surface in Vicinity of Sulphur Works Hydrothermal Feature | \$2,790 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|--------------------|--------------------|-------------|------------------|--------------------|
| Restripe Park Road | \$147,371 | | | | |
| Mojave National Preserve | \$1,028,600 | \$3,594,000 | | | \$4,622,600 |
| Reconstruct Segments of Kelbaker Road to Improve Safety | | \$3,594,000 | | | |
| Apply Pavement Preservation Treatments | \$1,028,600 | | | | |
| Mount Rainier National Park | \$3,367,795 | \$49,950 | | | \$3,417,745 |
| Rehabilitate Nisqually - Paradise Road | \$2,931,009 | | | | |
| Reconstruct / Elevate Mather Memorial Parkway, Phase III | | \$49,950 | | | |
| Rehabilitate Stevens Canyon Road (Route #013) Mile 0 to 5.0 and Mile 14.0 to 19.0 | \$8,330 | | | | |
| Rehabilitate Nisqually-Paradise Road (Route #014), Mile 0 to 6.2 | \$428,456 | | | | |
| North Cascades National Park | \$842,975 | \$195,861 | | | \$1,038,836 |
| Emergency Repairs - Cascade River Road at Boston Creek | \$842,975 | | | | |
| Realign and Pave Five Miles of Stehekin Valley Road | | \$195,861 | | | |
| Olympic National Park | \$1,010,187 | | | | \$1,010,187 |
| Rehabilitate Elwha Valley Road | \$111,250 | | | | |
| Rehabilitate Route 11, Lake Crescent Road | \$679,419 | | | | |
| Repair 2015 Storm Damage at Elwha Road and Whiskey Bend Road | \$186,344 | | | | |
| Repair Deficiencies of Structure 9500-007P, Sol Duc Hot Springs Bridge | \$8,966 | | | | |
| Rehabilitate Heart-of-the-Hills Parkway | \$24,208 | | | | |
| Point Reyes National Seashore | \$6,045,036 | | | \$51,400 | \$6,096,436 |
| Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas | \$5,936,650 | | | | |
| Lease Buses for the Headlands and Limantour Beach Shuttles | | | | \$51,400 | |
| Chip Seal and Repair Park Roads | \$32,356 | | | | |
| Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard | \$76,030 | | | | |
| Presidio of San Francisco | | | | \$20,000 | \$20,000 |
| Construct Multi-Use Trail Between Golden Gate Bridge and Presidio | | | | \$20,000 | |
| Pacific West Region | \$1,636,529 | | | | \$1,636,529 |
| Provide FHWA Technical Assistance to WA, OR, ID, and MT Parks | \$82,382 | | | | |
| Provide FHWA Technical Assistance to CA, HI, and NV Parks | \$69,375 | | | | |
| CFLHD Pavement Preservation Program, Preliminary and Construction Engineering | \$1,352,800 | | | | |
| WFLHD Pavement Preservation Program, Preliminary and Construction Engineering | \$131,972 | | | | |
| Redwood National and State Parks | \$622,500 | | | | \$622,500 |
| Perform Maintenance on Prairie Creek Bridge | \$622,500 | | | | |
| Sequoia and Kings Canyon National Parks | \$1,253,411 | \$292,744 | | \$100,000 | \$1,646,155 |
| Replace Road Fill with Bridge to Correct Severe Road Embankment and Meadow Erosion at Halstead Meadow | | \$179,600 | | | |
| Chip Seal 11.4 Miles Generals Highway and Ash Mountain Parking | \$677,000 | | | | |
| Rehabilitate 7.5 Miles of the Generals Highway, Wolverton Road and Wolverton Parking Area | \$222,400 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|---|---------------------|------------------|--------------------|--------------------|---------------------|
| Rehabilitate and Resurface 8.7 Miles of the Generals Highway, Little Baldy North to Pythian Camp Road | \$344,200 | | | | |
| Chip Seal 29.9 miles of Roads, Associated Turnouts and Parking Areas in the Grant Grove District | \$6,024 | | | | |
| Bridge Preservation Project | \$3,787 | | | | |
| Operate Giant Forest Contracted Visitor Transportation System | | | | \$100,000 | |
| Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2 | | \$55,248 | | | |
| Replace Kings River Road Bridge at Cedar Grove | | \$57,896 | | | |
| Valor in the Pacific National Monument | | | | \$1,172,055 | \$1,172,055 |
| Conduct Alternative Transportation Study to Support GMP | | | | \$20,000 | |
| Replace USS Arizona Memorial Dock and Ramp | | | | \$1,152,055 | |
| Yosemite National Park | \$3,467,624 | | | \$1,196,034 | \$4,663,658 |
| Rehabilitate Four Miles of Yosemite Valley Loop road and One Mile of El Portal Road | \$334,041 | | | | |
| Friction Course - Chip/Microseal the Valley Loop Road / Area | \$609,792 | | | | |
| Preserve Tunnels in Yosemite National Park | \$171,859 | | | | |
| Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1 | \$39,886 | | | | |
| Implement Transit Staging Areas for the Mariposa Grove of Giant Sequoias and the South Entrance | | | | \$1,196,034 | |
| Rehabilitate and Restore the Mariposa Grove of Giant Sequoias | \$1,591,577 | | | | |
| Rehabilitate Tioga Road: Phase 1 of 3 - Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG) | \$616,840 | | | | |
| Repair Damaged Pavement on Tioga Road | \$103,629 | | | | |
| Southeast Region | \$46,725,902 | \$493,430 | \$1,887,335 | \$1,997,914 | \$51,104,581 |
| Blue Ridge Parkway | \$14,084,524 | \$418,200 | | | \$14,502,724 |
| Rehabilitate Linville River Bridge M.P. 316.57, Section 2J | \$258,000 | | | | |
| Critical Repair of Devil's Courthouse Tunnel | \$349,000 | | | | |
| Repair Tanbark Ridge Tunnel P141 | \$1,163,148 | | | | |
| Repair Retaining Walls at Ice Rock and Alligator Back | | \$418,200 | | | |
| Repave/Repair Mainline Road Section 1M - (MP 105.65 to 121.05) | \$29,972 | | | | |
| Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18) | \$94,104 | | | | |
| Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82) | \$9,149,000 | | | | |
| Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39) | \$69,000 | | | | |
| Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028 | \$26,500 | | | | |
| Replace Failed Retaining Wall, Rebuild Road Structure, and Repave at Milepost 358.6 | \$36,600 | | | | |
| Repair Mainline Road Surfaces At MP 400.1 and 404.1 With Deep Patches | \$4,300 | | | | |
| Repairs to US 421 Bridge P091 | \$248,900 | | | | |
| Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182 | \$38,000 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|--------------------|-----------------|--------------------|------------------|--------------------|
| Repair Paving Mainline Section 1L MP 101-105 | \$2,417,000 | | | | |
| Repair/Repave Deteriorated Road Section "1D" | \$201,000 | | | | |
| Cape Lookout National Seashore | | | | \$112,631 | \$112,631 |
| ATP: Ensure and Enhance Transportation Access- Implementation of Harkers Isl Ferry Phase 2 | | | | \$112,631 | |
| Canaveral National Seashore | \$2,002,005 | | | | \$2,002,005 |
| Leveling and Overlay Playalinda Beach Road and Parking Lots - Route 010 & 200 | \$2,945 | | | | |
| Pavement Preservation Playalinda Beach Access Road and Vista Area | \$1,999,060 | | | | |
| Castillo De San Marcos National Monument | \$33,400 | | | | \$33,400 |
| Preservation of Parkwide Public Access Roads and Parking Areas | \$33,400 | | | | |
| Chickamauga & Chattahoochee National Military Park | \$321,242 | | | | \$321,242 |
| Resurface Route 0011 Lafayette Road and Associated Parking | \$321,242 | | | | |
| Cumberland Gap National Historical Park | \$5,000 | | | | \$5,000 |
| Cumberland Gap Tunnel Approach - Road Safety Audit | \$5,000 | | | | |
| Cumberland Island National Seashore | \$- | | | \$285,122 | \$285,122 |
| Rehabilitate Floating Dock at Plum Orchard to Meet ADA Standards | | | | \$285,122 | |
| Everglades National Park | \$1,146 | \$75,230 | | | \$76,376 |
| Construct 2.60-Mile Tamiami Trail Bridge | | \$75,230 | | | |
| Replace Culverts and Overlay Paving/Main Park Road-Route 10 | \$1,146 | | | | |
| Fort Frederica National Monument | \$2,200 | | | | \$2,200 |
| Pavement Preservation Roads and Parking Areas | \$2,200 | | | | |
| Fort Pulaski National Monument | \$7,440,330 | | | | \$7,440,330 |
| Replace Fort Pulaski Entrance Bridge | \$7,435,000 | | | | |
| Pavement Preservation for Paved Roads and Parking at Fort Pulaski | \$5,330 | | | | |
| Great Smoky Mountains National Park | \$2,068,000 | | \$1,884,835 | | \$3,952,835 |
| Construct Site 7 of the Foothills Parkway 8E Missing Link | | | \$217,000 | | |
| Construct Site 5 of Foothills Parkway 8E Missing Link | | | \$30,167 | | |
| Replacement of Roaring Fork Motor Nature Trail Bridges | \$501,000 | | | | |
| Construct Site 6 of the Foothills Parkway Missing Link | | | \$929,800 | | |
| Resurface Gatlinburg Bypass Road | \$19,000 | | | | |
| Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link | | | \$67,000 | | |
| Construct Site 3 on Foothills Parkway Missing Link | | | \$200,000 | | |
| Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads | \$99,400 | | | | |
| Resurface Newfound Gap Road and Rehabilitate Guardwalls-TN (Phase III-Milepost 0 to 6.5) | \$486,200 | | | | |
| Pavement Preservation of Gatlinburg Spur (US 441) | \$97,200 | | | | |
| Slide Stabilization on Newfound Gap Road at Milepost 16.5 | \$96,100 | | | | |
| Bridge Preventive Maintenance Work | \$660,900 | | | | |
| Construct Foothills Parkway-8E (Missing Link-Bridge 4) | | | \$217,600 | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|---------------------|-----------------|----------------|--------------------|---------------------|
| Construct Site 2 of Foothills Parkway 8E Missing Link | | | \$5,468 | | |
| 8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8) | | | \$217,800 | | |
| Resurface Newfound Gap Road and Rehabilitate Guardwalls-TN (Phase I-Milepost 12.5 to 14.5) | \$3,000 | | | | |
| Resurface Newfound Gap Road and Rehabilitate Guardwalls-TN (Phase II-Milepost 6.5 to 12.5) | \$105,200 | | | | |
| Gulf Islands National Seashore | \$3,964,098 | | | \$1,600,161 | \$5,564,259 |
| Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12) | \$3,881,498 | | | | |
| Cyclic Asphalt Overlay and roadway rehabilitation as necessary on JEB Way (Santa Rosa Road Route 11) | \$82,600 | | | | |
| Conduct Technical Study of Fort Pickens Area Shuttle Tram Service | | | | \$108,661 | |
| Rehab Fort Pickens Mine Storeroom/Warehouse Building | | | | \$1,491,500 | |
| Mammoth Cave National Park | \$1,392,800 | | | | \$1,392,800 |
| Rehabilitate Cedar Sink Road | \$1,392,800 | | | | |
| Natchez Trace Parkway | \$14,649,837 | | \$2,500 | | \$14,652,337 |
| Eliminate Cedar Creek Stream Encroachment Threatening Bridge #0255 | \$195,300 | | | | |
| NATR Bridge 5570-298 & NATR Bridge 5570-181 Repair scour/erosion & damaged beams | \$29,000 | | | | |
| Overlay Park Road - PM Project from MP 8.318 to MP 15 | \$36,618 | | | | |
| Overlay Park Road - PM Project from MP 20.38 to MP 30.459 | \$30,000 | | | | |
| Overlay Park Road - PM Project from MP 30.459 to MP 38.17 | \$80,000 | | | | |
| Overlay Park Road - PM Project from MP 38.17 to MP 45.04 | \$516,800 | | | | |
| Overlay Park Road - PM Project from MP 110.32 to MP 121.5 | \$2,223,559 | | | | |
| Overlay Park Road - PM Project from MP 77.136 to MP 87.136 | \$114,000 | | | | |
| Overlay Park Road - PM Project from MP 289.16 to MP 299.16 | \$77,500 | | | | |
| Overlay Park Road - PM Project from MP 334.55 to MP 344.55 | \$578,500 | | | | |
| Overlay Park Road - PM Project from MP 371.02 to MP 378 | \$62,500 | | | | |
| Overlay Park Road - PM Project from MP 428.36 to MP 438.38 | \$4,056,750 | | | | |
| Repair Bridges over Little Swan and Big Swan Creeks | \$803,800 | | | | |
| Rehab Parkway MP 219-240 Base Repair and Resurface (Replaces PMIS project 90591) | \$37,076 | | | | |
| Rehab Parkway MP 266-282 Base Repair and Resurface | \$5,204,880 | | | | |
| NATR 2B Repair TN River Bridge | \$17,000 | | | | |
| Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696) | \$123,000 | | | | |
| Wedge, Level and Seal Parkway in Ridgeland District (formerly PMIS 90715) | \$193,500 | | | | |
| Replace Culturally Insensitive Waysides and Design/Install New Waysides on the Natchez Trace PKWY | \$12,454 | | | | |
| Repair Bridge - CH John Coffee Memorial Bridge | \$257,600 | | | | |
| Construct Multi-Use Trail, Section 3P | | | \$2,500 | | |
| Ocmulgee National Monument | \$99,000 | | | | \$99,000 |
| Rehabilitate Park Roads | \$99,000 | | | | |

Appendix: Table of Project Obligations (continued)

| Project | Category I / 3R | Category I / 4R | Category II | Category III | Total |
|--|-----------------|------------------|-------------|--------------|------------------|
| Southeast Region | | \$218,320 | | | \$218,320 |
| SERO - FLHP COORDINATION & SUPPORT | | \$14,000 | | | |
| Southeast Region Bridge Management (Bridge Preventative Maintenance Program) | | \$173,900 | | | |
| NPS SER Account for DSC GSA Vehicles Used for SER Project Work | | \$30,420 | | | |
| Shiloh National Military Park | | \$131,000 | | | \$131,000 |
| Repair Road Surface on Hamburg-Purdy Road | | \$131,000 | | | |
| Timucuan Ecological & Historic Preserve | | \$2,200 | | | \$2,200 |
| Pavement Preservation Roads and Parking Areas | | \$2,200 | | | |
| Virgin Islands National Park | | \$310,800 | | | \$310,800 |
| Emergency Safety Repairs of Northshore Road | | \$310,800 | | | |
| Washington Office | | \$602,081 | | | \$602,081 |
| MS Traffic Monitoring System | | \$276,239 | | | |
| SUSTAINABLE PARK ROAD DESIGN & CONSTRUCTION PRACTICES | | \$325,842 | | | |

Back Cover: A significant land slide destabilized part of the Loop Road at Badlands National Park. Based on geotechnical assessments, the slide was mitigated by installing a buttress on the cliff shelf and patching the roadway surface. NPS Photo.



As the nation's principal conservation agency, the Department of the Interior has the responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

909/131618/July 2016

