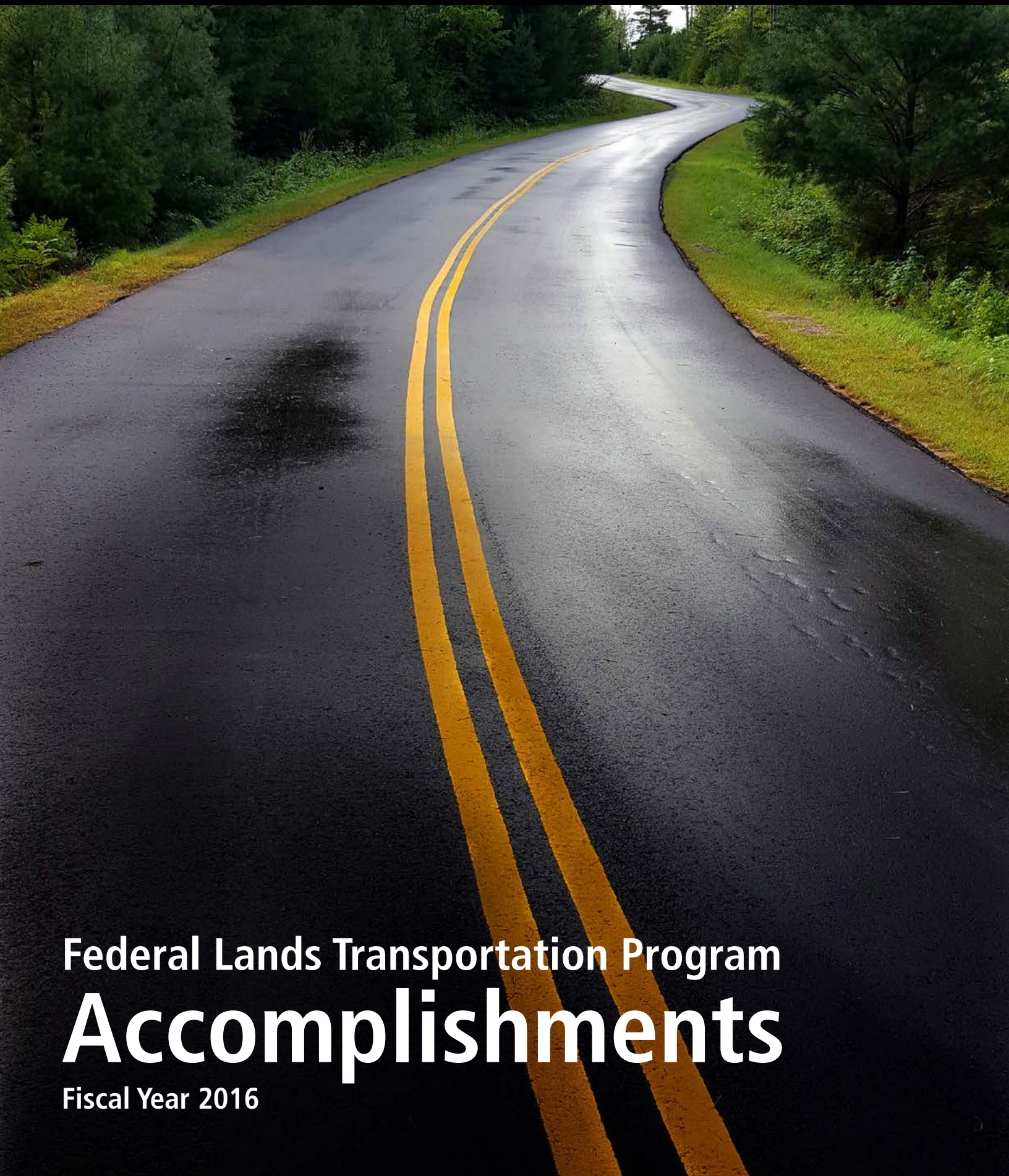
National Park Service
U.S. Department of the Interior



Federal Lands Transportation Program
Accomplishments
Fiscal Year 2016

The Tanbark Ridge Tunnel at Blue Ridge National Park is approximately 843 feet long, and located at Milepost 374.24 of the Blue Ridge Parkway. Recent improvements included reconstruction of drainage chases behind the concrete tunnel lining, concrete lining repairs, a new subsurface drainage system in one of the shoulders, replacement of tunnel wall markers, installation of new waterways above the tunnel portals, repair and repointing of stone masonry, and resurfacing of the roadway inside the tunnel.

On the front cover: View of a newly paved, two lane road, after a light rain, in Voyageurs National Park.

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".**

*This document reports the goals and achievements of the National Park Service Federal Lands Transportation Program (FLTP) funding in Fiscal Year (FY) 2016, as required by the Implementation Guidance for the Federal Lands Transportation Program.***

System Definition

The NPS Federal Lands Transportation Program (FLTP) system is composed of approximately***:

- **5,500** miles of paved roads with **6100** paved parking areas
- **1,442** bridges
- **63** tunnels
- **127** transit systems
- **400** miles of unpaved roads are included in the FLTP network providing primary park access and other local transportation connections.
- **4,600** miles of front-country transportation trails****

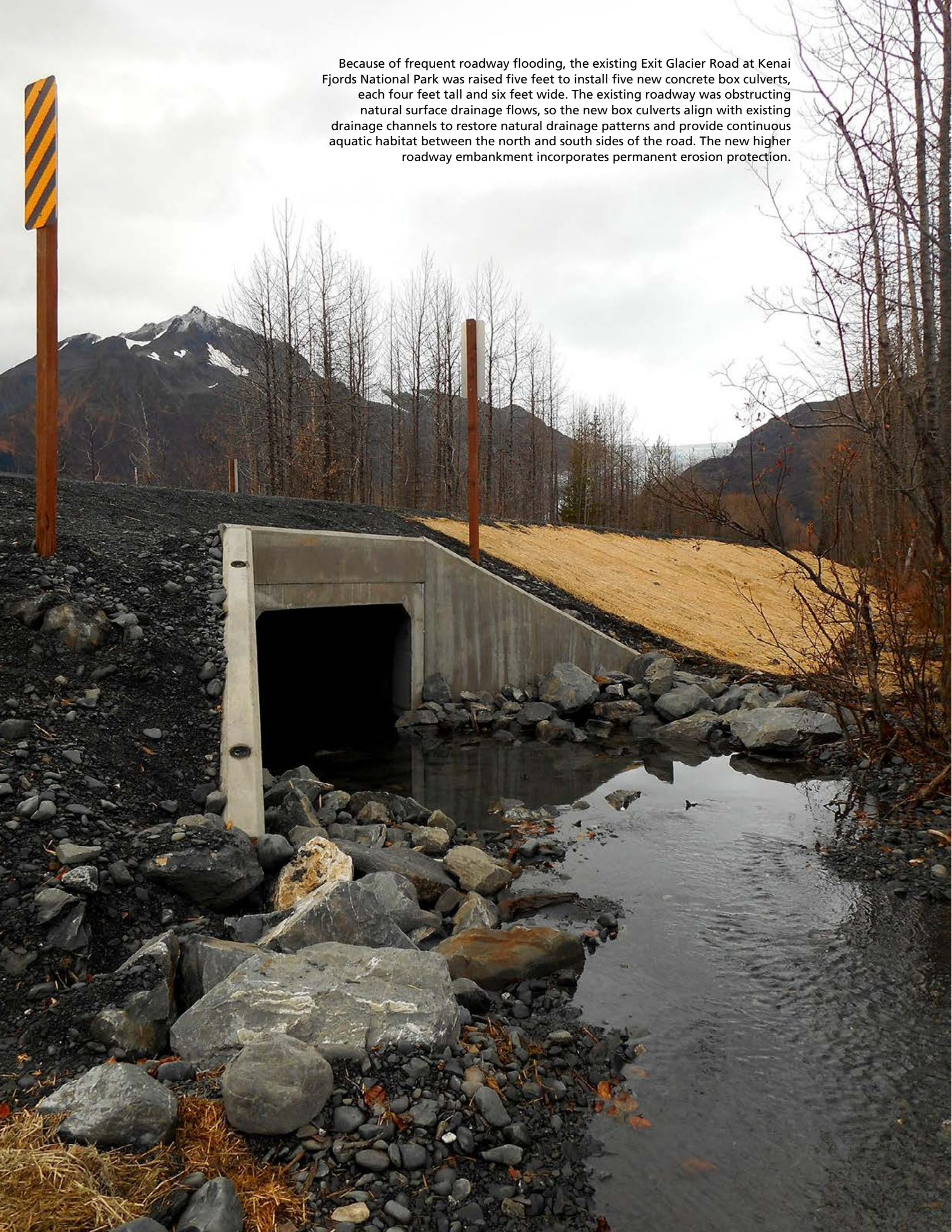
Roads, parkways, and bridges are the NPS transportation system's backbone and enable visitors to tour by automobile, bus, bike, or trolley. Park roads frequently link to other modes of transportation—water ferries, trains, and trails—in and outside the parks. When integrated with the transportation networks of gateway communities, the parks' transportation services provide visitors with seamless access, and frequently improve the mobility and quality of life of local residents.

*From NPS Director Jonathan Jarvis 2014 Forward: National Park Roads: Balancing Preservation and Access in America's Most Treasured Landscapes.

**https://flh.fhwa.dot.gov/programs/fltp/documents/FLTP%20Guidance%20-%20CLEARED.pdf

***2016 NPS Investment Strategy

****Draft National Long Range Transportation Plan



Because of frequent roadway flooding, the existing Exit Glacier Road at Kenai Fjords National Park was raised five feet to install five new concrete box culverts, each four feet tall and six feet wide. The existing roadway was obstructing natural surface drainage flows, so the new box culverts align with existing drainage channels to restore natural drainage patterns and provide continuous aquatic habitat between the north and south sides of the road. The new higher roadway embankment incorporates permanent erosion protection.

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 and 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 307 million visitors in 2015, averaging over 800,000 visitors daily. In 2015, national park visitors spent $16.9 billion in the local region surrounding the parks. The contribution of this spending to the national economy is 295,000 jobs, $11.1 billion in labor income, $18.4 billion in value added, and $32.0 billion in output.*

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 inset box on page 3) are part of the FLTP system. This includes the parking areas and structures (bridges and tunnels) associated with these roadways. In general, 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 to provide links 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 transportation trails are identified in the NPS National Long Range Transportation Plan.

Transit

The NPS National Transit Inventory has been conducted annually from 2012 through 2015, and serves as the basis for the systems identification. Transit systems in the FLTP inventory are defined as systems which:

1. Move people by motorized vehicle (e.g. bus, tram, ferry) 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. Operate all routes and services at a given unit under the same business model by the same operator, and therefore considered a single NPS transit system.

Building on the previous four years of data collection and working across multiple branches, the NPS transit inventory is currently underway for 2016. 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.

* Cullinane Thomas, C. and L. Koontz. 2016. *2015 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation*. Natural Resource Report NPS/NRSS/EQD/NRR—2016/1200. National Park Service, Environmental Quality Division, Fort Collins, Colorado, and the U.S. Geological Survey, Fort Collins Science Center, Fort Collins, Colorado.

Over six miles of Beach Drive at Rock Creek Park, from the Zoo Tunnel to the Maryland State Line, was improved with full-depth pavement reconstruction, drainage rehabilitation, trail improvements, sidewalk widening in the tunnel, and several bridge rehabilitations. Multiple funding sources and agencies were involved to successfully complete the improvements.

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.

Over five miles of the Grand Loop Road at Yellowstone was reconstructed to replace a structurally deficient bridge and improve visibility and pavement stability through the Frying Pan Thermal Springs. The existing roadway was realigned to avoid areas of limited visibility caused by rising steam, and was constructed with a unique structural pavement section to accommodate the subsurface conditions of the springs.

Baseline Data

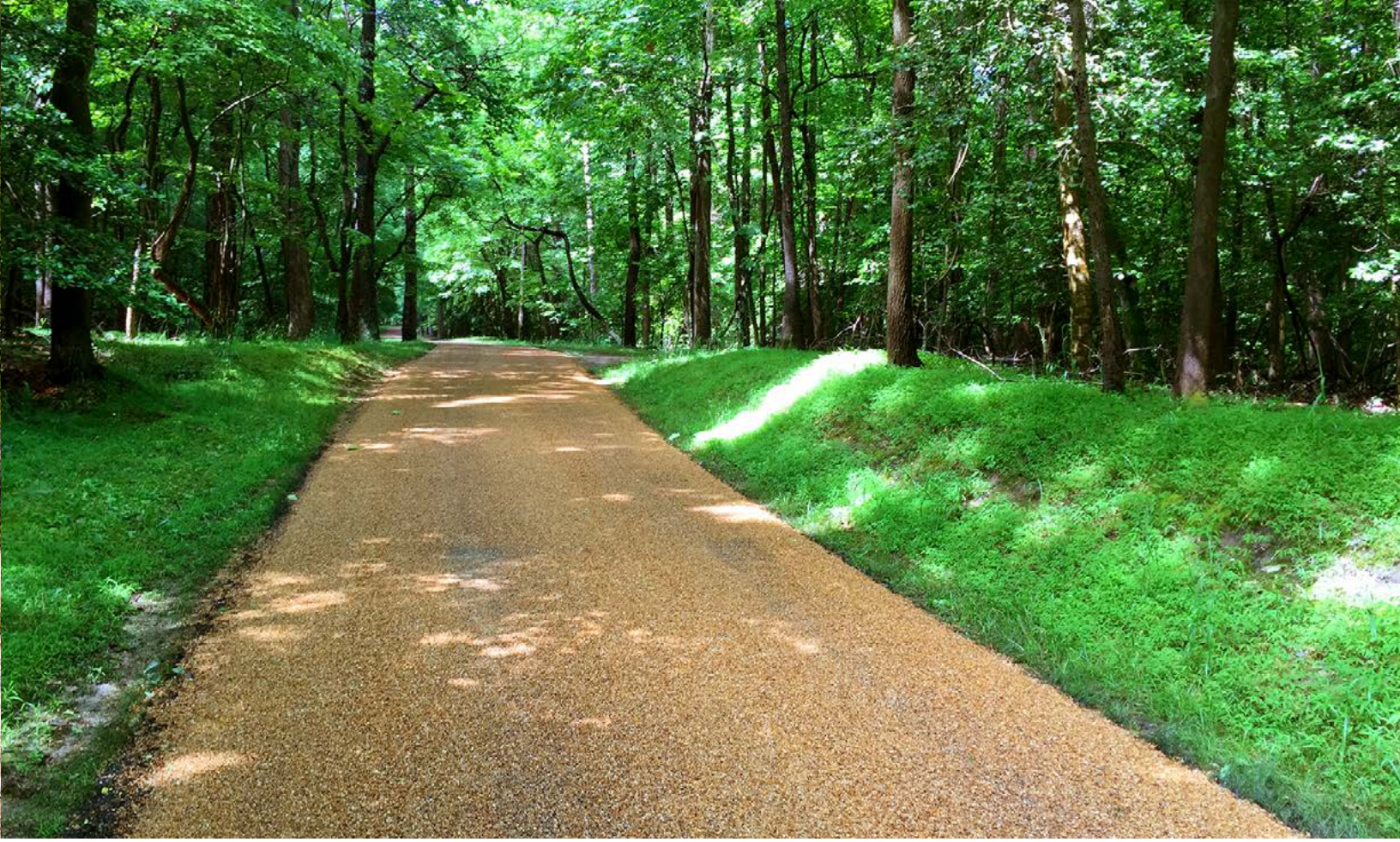
Roads, Bridges, and Parking Areas

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 pavement condition assessment of all paved roads and parking areas in the NPS. The condition assessment includes the International Roughness Index (IRI) and other industry standard distress metrics, and generates a Pavement Condition Rating (PCR); a 0-100 scale rating system 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 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. Although this approach is used by local park units, the results are not incorporated 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 used by the vast majority of visitors to the parks.



Sixteen routes at Colonial National Historical Park were improved with a double chip and seal treatment using brown color to mimic the original primitive dirt and gravel roads in the area. Other improvements included road widening for safety, replacement of damaged pavement, elimination of standing water in ditches, parking areas, and shoulders, and increased sight distances.

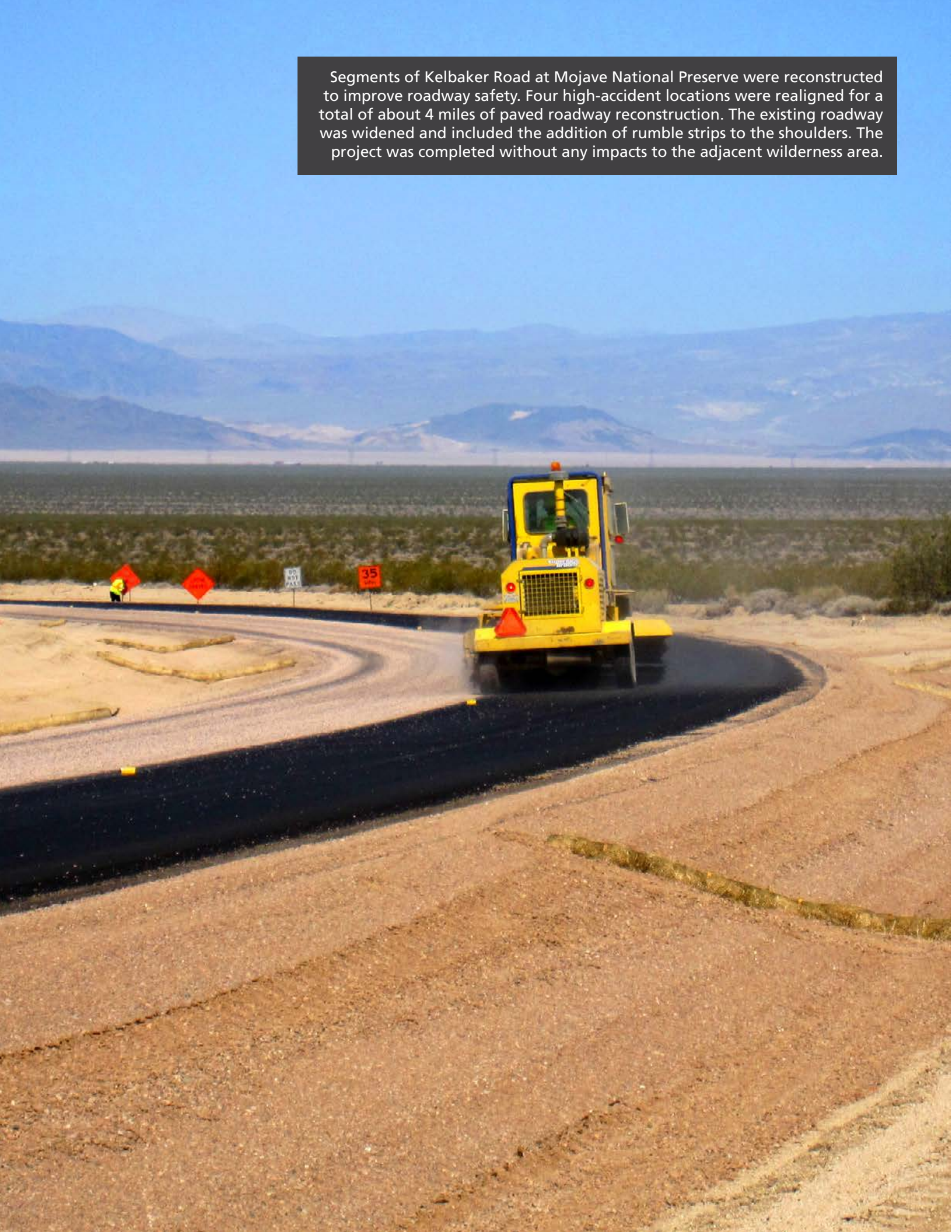
Bridges

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 used in conjunction with a bridge management system using Pontis, an industry-standard software application designed to support the bridge inspection process and project programming. The Pontis system produces an industry standard 0.00 to 1.00, with 1.00 being like-new condition, scale performance metric, to describe the value remaining in a bridge* (the deteriorated condition of a bridge compared with its replacement cost). The management system is used to establish realistic bridge performance metrics and inform investment decisions.

Congestion

The Title 23 requires Federal Land Management Agencies to manage congestion and generally align with the Municipal Planning Organization congestion management process. Congestion may negatively impact visitor experience and enjoyment, park resources, safety, park operations and asset management and agency infrastructure investments.

Since no system-wide congestion data exists – and creating new data would be prohibitively expensive – the program will not be able to quantatively measure congestion data or potential improvements from different management techniques. Instead, the program will focusing on provide parks with timely, inexpensive, and easy to use management techniques to reduce the cost of transportation planning and infrastructure/services investments.



Segments of Kelbaker Road at Mojave National Preserve were reconstructed to improve roadway safety. Four high-accident locations were realigned for a total of about 4 miles of paved roadway reconstruction. The existing roadway was widened and included the addition of rumble strips to the shoulders. The project was completed without any impacts to the adjacent wilderness area.

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 National LRTP.

The draft NPS National Long Range Transportation Plan (LRTP) identifies a strategic path forward to achieve a 20-year vision for the NPS transportation system for facility management, transportation finance, resource protection, visitor experience, and safety (goals are described below). 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 LRTPs 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 being developed and will be presented in the final plan, and include:

Goal 1: Sustainably manage NPS transportation facilities and services.
Performance Measure:

- Condition of highest- and high-priority transportation assets.
- Number of park units that have completed a transportation infrastructure vulnerability assessment.

Goal 2: Allocate available transportation funding wisely.
Performance Measure:

- 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.

Goal 3: Protect and preserve natural and cultural resources.
Performance Measure:

- 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.

Goal 4: Maintain and enhance the quality of visitor experiences.
Performance Measure:

- 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.

Goal 5: Provide a safe transportation system for all users.
Performance Measure:

- Completion of Transportation Safety Management System components..

The Tanbark Ridge Tunnel at Blue Ridge National Park.

Data Collection Initiatives Related to Transportation Operations

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

Vehicle Counts

During fiscal years 2015 through 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. In 2016, five existing traffic count stations were rehabilitated and four new stations were constructed, for a current total of 122 stations in the NPS system. The FOTSC traffic counters are installed in permanent traffic count stations and collect traffic data every day of the year, storing hourly count data. Traffic count data will be accessible to inform the four NPS management systems pavement, bridge, safety, and congestion.

Transit

The NPS is currently updating its servicewide transit inventory for 2016. For 2015, NPS identified 127 transit systems in 64 units accounting for 42.9 million passenger boardings. Thirty-three of these systems provide critical access to an NPS unit or site not readily accessible to the public due to geographic constraints, park resource management decisions, or parking lot congestion. Data collection for 2016 seeks to further develop a transit performance management baseline and greenhouse gas emissions estimates. The 2016 inventory will also update vehicle age and recapitalization needs for NPS-owned vehicles and will work to tier those systems based on transportation fee use, number of passenger boardings, and other factors. NPS is working to integrate systems and vehicles identified in the inventory into NPS systems of record.

Mill and overlay paving work on Island Drive Loop in Colonial National Historical Park.

In FY16, there were upgrades to 18 transit systems that included vehicle replacements, infrastructure, and implementation of ITS. Transportation plans, studies and environmental assessments are underway in 13 parks.

Other Data

The NPS is in the process of developing a 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 and strive to balance the "triple bottom line" of sustainable development including environmental, economic, and social equity elements. The system is also designed to collect specific project-related environmental data such as area of wetlands reclaimed and tons of recycled materials used to develop data-driven environmental performance measures.

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 for the NPS transportation program were approximately $6.2 million in FY16, primarily for program management staff salaries. The administrative costs were approximately 2.0% of the total program funds appropriated to the NPS.

Resurfacing work on Glacier Road in Kenai Fjords National Park.

Results from FY16

Program-Level Obligations, Paved Roads, Unpaved Roads, Bridges, Congestion, Safety, and Agency Defined Goal Areas

Program-Level Obligations

The total program obligation rate for FY16 was 95%. The NPS accepted an additional $60 million in FLAP funds near the end of the fiscal year, bring the total amount of funds available for obligation to over $307 million. This also includes a carry-over from FY15. The amount remaining unobligated in FY16 was approximately $15 million. A breakdown of costs by project is included in the appendix.

Completed resurfacing work on Glacier Road in Kenai Fjords National Park.

Table 1. FY16 NPS FLTP Activity and Subactivity Obligations

Source: Federal Highway Administration Office of Federal Lands Highway

Activity and Subactivity	Obligations
Administration (AD)	-
Program Administration	$9.72M
Deobligations	($2.60M)
Planning (PL)	-
Transportation Planning	$15.36M
Deobligations	($529K)
Construction Engineering (CE)	-
Compliance Monitoring	$1.71M
Construction Management	$24.81M
Deobligations	($2.71M)
Preliminary Engineering (PE)	-
Compliance	$1.20M
Design	$27.16M
Deobligations	($3.34M)
Construction Contracts (CN)	-
Awards	$177.26M
Modifications	$9.60M
NRCS	$252K
Other	$5.07M
Deobligations	($52.36M)
Grand Total	**$210.60M**

Note: this table does not include takedowns or recissions.

Source: Park Transportation Allocation and Tracking System, PTATS.

Asphalt Shoulder removal on Parkside Drive in Herbert Hoover National Historic Site.

Paved Roads

In FY16, FLTP funds improved the condition of about 216 miles of NPS roads at a cost of approximately $149 million (see Table 2).

Table 2. FY16 Work Category for NPS FLTP Road Projects

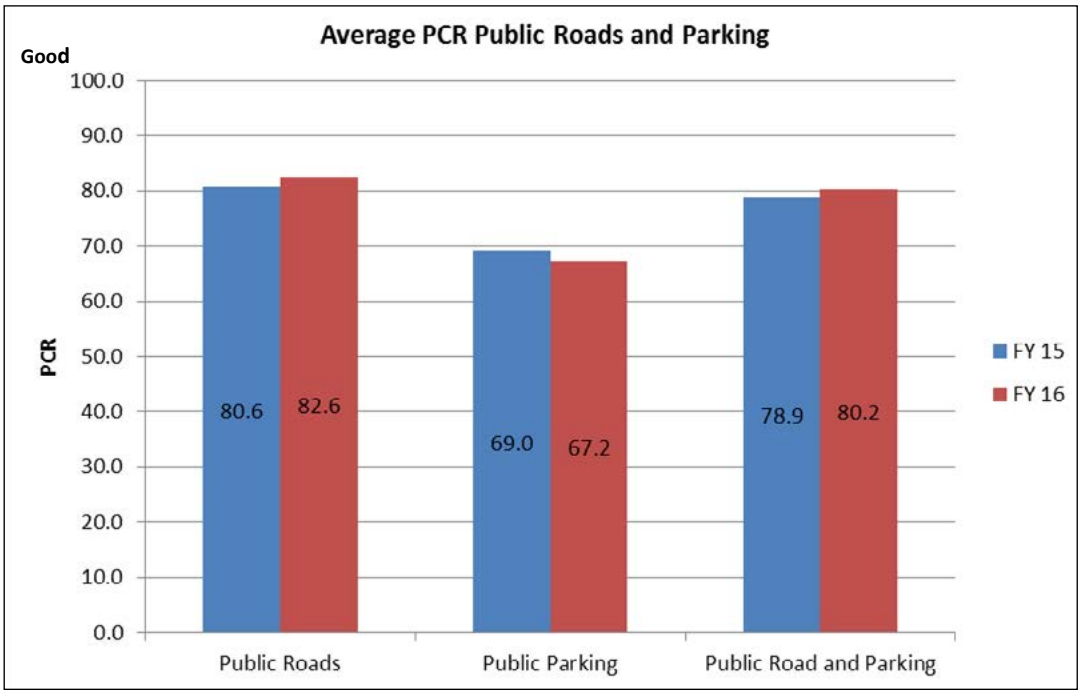
Source: Federal Highway Administration Office of Federal Lands Highway

Construction Category	Miles of Road
Preventative Maintenance	101.07
Rehabilitate / Repair	115.45
Reconstruct	0.10
Total	216.62

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

Survey work in Voyageurs National Park.

Figure 1. Change in Servicewide Pavement Condition Rating (PCR), FY2015-FY2016
Source: Federal Highway Administration Office of Federal Lands Highway



New pavement for pull off parking in Voyageurs National Park.

Unpaved Roads

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

Bridges

In FY16, FLTP funds improved the condition of 54 NPS bridges at a cost of $109.6 million (see Table 3).

Table 3. FY16 Work Category for NPS FLTP Bridge Projects

Source: Federal Highway Administration Office of Federal Lands Highway

Construction Category	Number of Bridges
Preventative Maintenance	22
Rehabilitate or Repair	49
Replace with New	5
Total	76

The Servicewide Bridge Health Index (BHI) for public motor vehicle structures remained unchanged at 0.93, excluding the Arlington Memorial Bridge, and remained at 0.916 including the Arlington Memorial Bridge (see Table 4). There was a slight increase in the number of structurally deficient bridges. Because bridges are inspected on a two year cycle, the BHI does not specifically account for changes from the beginning to the end of FY16. The condition of tunnels is including in the BHI.

Maintenance work inside the Tanbark Ridge Tunnel at Blue Ridge National Park.

Table 4. Change in Bridge Health Index

Source: Federal Highway Administration Office of Federal Lands Highway

Index Category	FY15	FY16
Servicewide BHI	0.916	0.916
Servicewide BHI (omits the Arlington Memorial Bridge)	0.93	0.93
Number of Structurally Deficient Bridges	45	46
% of NPS Bridges that are Structurally Deficient	3.2%	3.2%

Congestion

The program completed five congestion assessments for Cedar Breaks National Monument, Chesapeake and Ohio Canal National Historical Park (Great Falls), Martin Luther King, Jr. National Historic Site, Virgin Islands National Park, and Whiskeytown National Recreation Area. Standard assessment templates were created. Twenty individuals from the Intermountain Region, the NPS Denver Service Center, and the Volpe Center National Transportation Systems Center were trained to conduct the assessments. Initial testing of data indicators was completed.

Installation of one of the five new concrete box culverts under Exit Glacier Road at Kenai Fjords National Park.

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) has been implemented and is in use, housing approximately 84,000 crash records. This database forms 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.

The Department of the Interior has instituted a reporting system called the Incident Management, Analysis and Reporting System (IMARS) where crash records are collected. The IMARS crash module was deployed in April 2016 although there have been operational issues that make accessing these records difficult. A major effort for FY2017 and beyond is to obtain crash module records from IMARS for analysis in the TSMS. The Department of the Interior is leading the IMARS effort (for all Department bureaus).

Agency Defined Goal Areas

As outlined above, the NPS National Long Range Transportation Plan 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 FY16 obligations.

Appendix: Table of Project Obligations for Fiscal Year 2016

Source: Federal Highway Administration Office of Federal Lands Highway

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Alaska Region	**$1,006,008**	**$21,238,832**	**$39,177**	-	**$1,026,312**	**$23,310,328**
Alaska Regional Office	**$670,672**	**$11,574,259**	**$26,118**	-	-	**$12,271,049**
Alaska Long Range Transportation Plan	$125,884	-	-	-	-	-
Collect Baseline Road Soils Data to Facilitate Out-year Project Designs	-	$275,765	-	-	-	-
Regional FLTP Program Coordination	-	$303,740	-	-	-	-
Denali National Park	**$335,336**	**$5,704,396**	**$13,059**	-	-	**$6,052,791**
Denali Long Range Transportation Plan	$335,336	-	-	-	-	-
FY16 Perform Gravel Scrape anmd Process Material for Park Road	-	$256,517	-	-	-	-
Reconstruct Upper Hogan Creek Drainage	-	$13,993	-	-	-	-
Replace Bridges That Cannot Be Seismically Retrofitted, Rock Creek Bridge	-	-	$13,059	-	-	-
Replace Failing Cribbing and Culverts at Eagles Nest Corner, MP 67.5, Denali Park Road	-	$49,198	-	-	-	-
Replace Failing Pavement on the Denali Park Road Milepost 0-3	-	$97,400	-	-	-	-
Replace Failing Pavement on the Denali Park Road Milepost 6-9	-	$4,644,052	-	-	-	-
Replace Failing Pavement on the Denali Park Road Milepost 12-15	-	$314,486	-	-	-	-
Re-establish Road Design Standards or MP 15-18 on the Denali Park Road	-	$190,476	-	-	-	-
Conduct a Hazard Assessment of the Denali Park Road Corridor	-	$138,273	-	-	-	-
Kenai Fjords National Park	**-**	**$2,600,994**	-	-	-	**$2,600,994**
Plan, Design, and Construct Exit Glacier Road Flood Mitigation and Culvert Modifications	-	$2,600,994	-	-	-	-
Klondike Gold Rush National Historical Park	-	**$1,359,183**	-	-	-	**$1,359,183**
Reconstruct Dyea Flats Road and Slide Cemetery Road	-	$1,359,183	-	-	-	-
Sitka National Historical Park	-	-	-	-	**$1,026,312**	**$1,026,312**
Rehabilitate Indian River Bridge	-	-	-	-	$1,026,312	-
Intermountain Region	-	**$40,670,069**	**$28,941,564**	-	**$550,982**	**$70,162,615**
Arches National Park	-	**$15,910,643**	-	-	-	**$15,910,643**
Rehabilitate Entrance Road	-	$15,864,959	-	-	-	
Pavement Preservation Program	-	$45,684	-	-	-	
Bandelier National Monument	-	**$50,064**	-	-	-	**$50,064**

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Conduct Compliance for Emergency Flood Repair	-	$9,712	-	-	-	-
Transportation	-	$8,824	-	-	-	-
ERFO- Repair Flood Damage (Package with PMIS 211843 and PMIS 216003)	-	$31,528	-	-	-	
Bryce Canyon National Park	-	**$2,707,728**	-	-	**$206,108**	**$2,913,836**
Design and Construct Multi-Use Path	-	-	-	-	$103,054	-
Pavement Preservation Program	-	$2,707,728	-	-	$103,054	-
Colorado National Monument	-	**$498,182**	-	-	-	**$498,182**
FLHP Repair Historic Guard Wall	-	$85,000	-	-	-	-
FLHP Resurface, 3R, 4.66 Miles	-	$413,182	-	-	-	-
Canyonlands National Park	-	**$3,583,626**	-	-	-	**$3,583,626**
Pavement Preservation Program	-	$3,583,626	-	-	-	-
Capitol Reef National Park	-	**$2,479**	-	-	-	**$2,479**
Pavement Preservation-FY 15 Perform Pavement Preservation Treatment on 9.12 MI of Paved Park Roads	-	$2,479	-	-	-	-
Carlsbad Caverns National Park	-	-	**$3,710**	-	-	**$3,710**
Prevent Cave Contamination by Reconstructing Parking Areas	-	-	$3,710	-	-	-
Chiracahua National Monument	-	**$826,476**	-	-	-	**$826,476**
Mill and Overlay Bonita Road and Sugarloaf Road	-	$826,476	-	-	-	-
Devil Tower National Monument	-	**$75,000**	-	-	**$27,950**	**$102,950**
Rehabilitation to Main Park Road Rt 010	-	$75,000	-	-	-	-
Transportation Project Planning	-	-	-	-	$27,950	
Colorado National Monument	-	**$9,369**	-	-	-	**$9,369**
FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive	-	$9,369	-	-	-	-
Dinosaur National Monument	-	**$700,876**	-	-	-	**$700,876**
Rehabilitate RT101 -Deerlodge Road	-	$700,876	-	-	-	-
Glacier National Park	-	**$7,890,682**	-	-	-	**$7,890,682**
Rehabilitate GTSR Phase X	-	$5,718,999	-	-	-	-
Rehabilitate GTSR Phase XIII	-	$4,996,165	-	-	-	-
Rehab Apgar Parking for Circulation & Replace Mainline Pavement through Village	-	$36,367	-	-	-	-
Rehabilitate 6 miles of the Many Glaciers Road	-	$228,157	-	-	-	-
Rehabilitate .41 miles of the North Lake McDonald Road	-	$2,090,595	-	-	-	-
Replace Sprinter Buses in the Park's Transit System	-	$262,802	-	-	-	-
Integrated Plan for Glacier Transportation System-GTSR Cooridor	-	$101,844	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Repair Windy Creek and Apikuni Road Bridges	-	$33,016	-	-	-	-
Stabilize Many Glacier Road Slides and Rehabilitate Roadway	-	$141,736	-	-	-	-
Glen Canyon National Recreation Area	-	**$625,752**	-	-	-	**$625,752**
Reconstruct Less Ferry Access Road	-	$42,994	-	-	-	-
Pavement Preservation Program	-	$1,648,678	-	-	-	-
Rehabilitate Wahweap Marina Access Roads	-	$625,752	-	-	-	-
Grand Canyon National Park	-	**$4,309**	-	-	**$157,466**	**$161,775**
Rehabilitate Asphalt Surface of Desert View Drive RT 011	-	$37,577	-	-	-	-
Complete Greenway Trail to Tusayan	-	-	-	-	$528,083	-
Shuttle Bus Maintenance Facility PreDesign to Help Provide High-Quality Visitor Transit Service	-	-	-	-	$120,010	-
Construct and Replace Braking Pads along Hermit's Rest and Yaki Point Roads	-	-	-	-	$34,600	-
Implement Highway Advisory Radio to Enhance Use of Tusayan Shuttle Route	-	-	-	-	$122,866	-
Repave Cape Royal Road and Point Imperial Spur	-	$4,309	-	-	-	-
Grand Teton National Park	-	**$479,500**	-	-	-	**$479,500**
Repair Structural Deficiencies at Four Highway Bridges	-	$160,570	-	-	-	-
Realign 2.5 mi of the Moose-Wilson Rd to Improve Safety & Restore Important Wildlife Habitat	-	$20,000	-	-	-	-
Construct Third Phase of Pathway System between Moose and Antelope Flats Junctions	-	$109,557	-	-	-	-
Improve Safety at Gros Ventre Junction	-	$165,916	-	-	-	-
GRTE Spread Creek Pit MOU	-	$20,475	-	-	-	-
Repair of Six Miles of US Highway 89/26/191 from Craighead Hill to Snake River Overlook	-	$2,982	-	-	-	-
Hovenweep National Monument	-	**$57,216**	-	-	-	**$57,216**
Pavement Preservation Program	-	$57,216	-	-	-	-
Intermountain Region	-	**$1,840,280**	-	-	-	**$1,840,280**
IMR Engineering and Safety Studies	-	$82,627	-	-	-	-
FLTP Administration IMRO	-	$544,749	-	-	-	-
IMR Pavement Preservation OH - WFL	-	$1,212,904	-	-	-	-
IMR Pavement Preservation OH - CFL	-	$81,240	-	-	-	-
Technical Assistance	-	$104,379	-	-	-	-
IMR Regional Transportation Safety	-	$173,376	-	-	-	-
IMR ATPP	-	$2,308	-	-	-	-
Mesa Verde National Park	-	**$4,006**	-	-	**$21,401**	**$25,407**

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Resurface Headquarters Loop Road Route MEVE-0209 MP 0 to MP 1.18	-	$4,006	-	-	-	-
Visitor Distribution and Transportation Plan	-	-	-	-	$21,401	-
National Bridges National Monument	-	**$478,532**	-	-	-	**$478,532**
Pavement Preservation Program	-	$478,532	-	-	-	-
Padre Island National Seashore	-	**$924,211**	-	-	-	**$924,211**
Rehabilitate Main Park Road (Route 10)	-	$924,211	-	-	-	-
Petrified Forest National Park	-	**$218,775**	-	-	-	**$218,775**
Rehabilitate 13.45 miles of Main Park Road	-	$218,775	-	-	-	-
Saguaro National Park	-	**$160,164**	-	-	-	**$160,164**
Heavy 3R Kinney Rd	-	$160,164	-	-	-	-
Timpanogas Cave National Monument	-	-	**$56,777**	-	-	**$56,777**
Redesign Road and Parking for Public Safety at Timpanogos Contact Station	-	-	$56,777	-	-	-
Yellowstone National Park	-	**$3,462,838**	**$28,881,076**	-	-	**$32,343,915**
Rehab/Replace the Isa Lake Bridge	-	-	$31,936	-	-	-
North Entrance Road-Gardiner Gateway Project	-	-	$545,874	-	-	-
3R Grand Loop Rd-Old Faithful to West Thumb	-	$150,907	-	-	-	-
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R	-	-	$1,130,600	-	-	-
Pavement Preservation - FHWA Contract - FY15	-	$3,242,637	-	-	-	-
RECONSTRUCT SYLVAN PASS TO EAST ENTRANCE ROAD FLHP00	-	-	$25,268	-	-	-
Reconstruct North Entrance Road	-	-	$108,895	-	-	-
Reconstruct Tower to Canyon Road	-	-	$842,566	-	-	-
Reconstruct the Norris to Golden Gate Road ?226067	-	-	$97,205	-	-	-
RECONSTRUCT GIBBON FALLS TO TANKER CURVE ROAD FLHP00	-	-	$46,021	-	-	-
RECONSTRUCT CHITTENDEN ROAD TO TOWER JCT. FLHP00	-	-	$25,729	-	-	-
Reconstruct the Norris to Golden Gate Road, Phase 1	-	-	$268,750	-	-	-
Reconstruct the Norris to Golden Gate Road, Phase 2	-	-	$25,758,232	-	-	-
Rehabilitate or Replace the Yellowstone River Bridge	-	$30,156	-	-	-	-
Rehabilitate the Lewis River Bridge	-	$39,138	-	-	-	-
Zion National Park	-	**$159,362**	-	-	**$138,057**	**$297,419**
Reconstruct 9.9 Miles of Rts 12/14	-	$159,362	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Conduct Transportation Technical Analysis for Alternative Fuel Type and Fleet Replacement	-	-	-	-	$138,057	-
Midwest Region	-	**$7,623,845**	**$959,499**	-	**$547,117**	**$9,130,461**
Badlands National Park	-	**$203,917**	**$842,375**	-	-	**$1,046,291**
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill	-	-	$842,375	-	-	-
Rehabilitate Loop Road (Phase IV)	-	$19,800	-	-	-	-
Correct Sloping Asphalt Ditch at CP Hill on Loop Road	-	$184,117	-	-	-	-
Buffalo National River	-	**$49,842**	-	-	-	**$49,842**
Repair Ponca Low Water Bridge Deficiencies	-	$49,842	-	-	-	-
Cuyahoga Valley National Park	-	-	-	-	**$547,117**	**$547,117**
Geotechnical Survey for Fitzwater Railroad Maintenance Yard	-	-	-	-	$70,812	-
Safety Evaluation of Cuyahoga Valley Scenic Railroad Stations	-	-	-	-	$200,000	-
Deisgn and Construction Management for Hillside Pedestrian Bridge	-	-	-	-	$118,349	-
Rehab/Replace Bridges 437 1/4, and 443 Valley Railway bridges over Memorial Parkway and Furnace Run	-	-	-	-	$157,957	-
Fort Larned National Historical Site	-	-	**$42,062**	-	-	**$42,062**
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities	-	-	$42,062	-	-	-
Herbert Hoover National Historic Site	-	**$759,971**	-	-	-	**$759,971**
Pavement Preservation HEHO FY 2015	-	$759,971	-	-	-	-
Hot Springs National Park	-	**$112,272**	-	-	-	**$112,272**
Rehab West Mountain Drive and Summit Road, Route 11 and 101	-	$16,645	-	-	-	-
Design and Construction Management for Repair of Hot Springs Mountain Drive Rock Wall	-	$670	-	-	-	-
Design and Construction Management for Repair of Hot Springs Mountain Drive	-	$94,957	-	-	-	-
Mississippi National River and Recreation Area	-	**$564,417**	-	-	-	**$564,417**
Develop Visual Resource Protection Plan for Scenic Byways in Mississippi	-	$14,177	-	-	-	-
Midwest Region	-	**$413,167**	-	-	-	**$413,167**
Pavement Preservation Program	-	$137,073	-	-	-	-
Engineering and Safety Studies-CFL	-	$34,809	-	-	-	-
Engineering and Safety Studies-EFL	-	$14,093	-	-	-	-
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	-	$227,192	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Midwest Regional Office	-	**$152,362**	-	-	-	**$152,362**
MWR Transportation Program Management	-	$152,362	-	-	-	-
Ozarks National Scenic Riverways	-	**$200,216**	-	-	-	**$200,216**
Rehabilitate Big Spring Highway Bridge	-	$200,216	-	-	-	-
Pea Ridge National Military Park	-	-	**$75,062**	-	-	**$75,062**
Realign Parks Main Tour Road	-	-	$75,062	-	-	-
Theodore Roosevelt National Park	-	**$538,383**	-	-	-	**$538,383**
Resurface Routes 11A and 11E	-	$538,383	-	-	-	-
Voyageurs National Park	-	**$4,629,299**	-	-	-	**$4,629,299**
Pavement Preservation Program	-	$4,629,299	-	-	-	-
National Capital Region	**$377,531**	**$23,986,872**	**$651,776**	-	**$638,617**	**$25,654,796**
Catoctin Mountain Park	-	**$61,074**	**$72,305**	-	-	**$133,379**
Repair Rt. 0011 Section 0 Foxvile-Deerfield Road	-	$61,074	-	-	-	-
Repair Catoctin Mountain Park 2011 Storm Damage	-	-	$72,305	-	-	-
Chesapeake and Ohio Canal National Historical Park	-	**$258,499**	-	-	-	**$258,499**
Improve Safety - Fletcher's Entrance Road	-	$27,213	-	-	-	-
Resurface Parking Lots & Widen Entrance Road, Great Falls Park	-	$231,286	$34,929	-	-	-
George Washington Memorial Parkway	-	**$2,706,232**	**$579,471**	-	**$421,559**	**$3,707,262**
Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot	-	-	-	-	$313,028	-
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements	-	-	-	-	$61,901	-
Replace Storm Damaged Mount Vernan Trail Bridges 23 and 24	-	-	-	-	$45,641	-
FLHP - Clara Barton Rock Slide emergency repair	-	$3,373	-	-	-	-
FLHP GWMP 1A109 Mill and Overlay between Boundary Ch. bridge and north entrance to Airport	-	$159,803	-	-	-	-
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches	-	$188,435	-	-	-	-
FLHP SPOUT RUN PARKWAY AND RAMPS TO KEY BRIDGE (GWMP-0004, GWMP-0005, GWMP-0509A, GWMP-0509B)	-	$132,733	-	-	-	-
FHLP - Iwo Jima Memorial Access Road (RT-0203)	-	$17,376	-	-	-	-
FLHP - Bridge #31 Mount Vernan Trail Improvement and Reconstruction	-	-	-	-	$989	-
FHLP - North GWMP Rehabilitation EA	-	$309,901	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Arlington Memorial Emergency Repairs; GWMP 11 (6)	-	$1,519,459	-	-	-	-
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge	-	-	$579,471	-	-	-
FLHP - East & West Boulevard and Northdown Road Mill and Overlay	-	$1,871	-	-	-	-
FLHP - Repair/Mill and Overlay SB ramps from National Airport 3300-027P and Bridge 3300-028 RT 233	-	$373,281	-	-	-	-
FLHP - Install an Independent Shoring System Arlington Memorial Bridge (016P)	-	$12,136	-	-	-	-
FLHP - Reconstruct Humpback (Boundary Channel) Bridge for Acceleration Lane (#20P)	-	-	$814	-	-	-
FLHP - Repair Concrete Spalls in the CIA/FHWA Bridge Interchange	-	$6,525	-	-	-	-
FLTP - Morningside Lane Safety Study	-	$26,450	-	-	-	-
Glebe RD Overpass Bridge Repair of Expansion Joints (3300-006P)	-	$405,154	-	-	-	-
FLHP - Repair Concrete Overlay of the Southbound Lanes Wuindy Run Bridge (3300-009P)	-	$187,327	-	-	-	-
Monocacy National Battlefield	-	**$133,259**	-	-	-	**$133,259**
Monocacy Pavement Preservation	-	$133,259	-	-	-	-
National Capital Parks-East	-	**$2,188,950**	-	-	**$108,363**	**$2,297,313**
Repave Baltimore-Washington Parkway	-	$1,810,021	-	-	-	-
Repave Greenbelt Park Roadways and Construct New Bridge	-	$137,803	-	-	-	-
Repair and Repave Asphalt Roads - Ft. Dupont Park	-	$193,388	-	-	-	-
Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197	-	$26,580	-	-	-	-
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road	-	$21,158	-	-	$40,175	-
Conduct Environmental Assessment/ Compliance for the Construction of the OXCO Hiker/Biker Trail	-	-	-	-	$68,188	-
Support for BW Parkway Traffic Safety	-	$7,468	-	-	-	-
National Mall and Memorial Parks	-	**$2,561,208**	-	-	-	**$2,561,208**
Kutz Bridge Rehabilitation / Structure No. 3400-032P	-	$1,713,541	-	-	-	-
Rock Creek and Potomac Parkway Bridge and Storage Rehabilitation	-	$528,893	-	-	-	-
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab	-	$1,050	-	-	-	-
Rehabilitate Structure No 3400-033P Inlet Bridge Repair/Rehab	-	$12,476	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Resurface Rock Creek and Potomac Parkway FHWA	-	$65,955	-	-	-	-
Resurface Independence Ave and Tidal Basin Roads FHWA	-	$239,293	-	-	-	-
Resurface Jefferson Avenue and 15th Street	-	$109	-	-	-	-
Resurface East Basin Drive Roads	-	$35,409	-	-	-	-
Mill and Overlay Asphalt Bike/ Pedestrian Path from Inlet Bridge to Memorial Bridge	-	-	-	-	$66,447	-
National Capital Region	**$377,531**	**$313,563**	-	-	-	**$691,094**
DSC Transportation Program Support (Pilot)	-	$142,276	-	-	-	-
Provide Program Support for the National Capital Region Federal Lands Highway Program	-	$171,287	-	-	-	-
NCR Long Range Transportation Plan (LRTP)	$377,531	-	-	-	-	-
Prince William Forest Park	-	**$4,041**	-	-	**$108,695**	**$112,736**
Design & Construct a New Park Entrance from VA RT. 234	-	-	-	-	$108,695	-
Repair South Fork Timber Bridge	-	$4,041	-	-	-	-
Repair the Historic Pyrite Mine Road Bridge	-	-	-	-	$7,062	-
Rock Creek Park	-	**$15,758,513**	-	-	-	**$15,758,513**
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive	-	$15,667,238	-	-	-	-
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall	-	$91,275	-	-	-	-
Rehabilitate Waterside Drive	-	$140,023	-	-	-	-
Develop Communications Plan for Beach Drive Rehabilitation	-	$8,078	-	-	-	-
Prepare Engineering Study to Retain and Stabilize Hazardous Canal Road Hillside	-	$254	-	-	-	-
Rehabilitate Joyce Ridge Road at Military Road	-	$14,045	-	-	-	-
Rehabilitate Broad Branch Road Bridge	-	$3,986	-	-	-	-
Rehabilitate Shoreham Hill Bridge	-	$5,315	-	-	-	-
Rehabilitate Kalmia Road Bridge	-	$1,063	-	-	-	-
Rehabilitate Edgewater Stable Access Bridge	-	$7,175	-	-	-	-
Rehabilitate Ross Drive Bridge	-	$1,200	-	-	-	-
Wolf Trap National Park for the Performing Arts	-	**$1,533**	-	-	-	**$1,533**
Transportation, Traffic and Parking Study	-	$1,533	-	-	-	-
Harpers Ferry National Historic Park	-	-	-	-	-	-
Harpers Ferry Pavement Preservation	-	$104,670	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
White House	-	-	-	-	-	-
Reset Brick Pavers in Lafayette Park	-	-	-	-	$22,269	-
Potomac Heritage	-	-	-	-	-	-
Identify Optoions to Eliminate a Gap in the POHE NST network within, and adjacent to, Great Falls Park	-	-	-	-	$331	-
Antietam National Battlefield	-	-	-	-	-	-
Replace Pedestrian Pathway and Burnside Bridge Surface	-	-	-	-	$13,287	-
Northeast Region	**$188,288**	**$14,424,957**	-	-	**$1,644,511**	**$16,257,756**
Assateague Island	-	-	-	-	-	-
Mill and Overlay 2" Maddox Road Rt ASIS-0012	-	$10,000	-	-	-	-
Mill and Overlay 2" Beach Road Rt ASIS-011	-	$10,000	-	-	-	-
Treat Surface North Beach Parking Rt ASIS-0911	-	$21,859	-	-	-	-
Acadia National Park	**$135,548**	**$338,952**	-	-	**$490,000**	**$964,500**
NER Contribution to Replace Twelve (12) Year 2006Propane Buses Equipped with ITS (NPS Share)	-	-	-	-	$490,000	-
Develop an Integrated Multi-Modal Transportation Plan for Acadia National Park	$135,548	-	-	-	-	-
Rehabilitate Duck Brook Bridge	-	$16,169	-	-	-	-
Mill and Overlay 2" Visitor Center Parking	-	$8,400	-	-	-	-
Treat Surface Schooner Head Road	-	$15,000	-	-	-	-
Treat Surface Tarn Parking Area Rt ACAD-0913	-	$1,500	-	-	-	-
Treat Surface Lower Sand Beach Parking Rt ACAD-0918	-	$8,500	-	-	-	-
Treat Surface Upper Sand Beach Parking Rt ACAD-0919	-	$2,000	-	-	-	-
Treat Surface Thunder Hole Parking Rt ACAD-0922	-	$3,500	-	-	-	-
Mill and Overlay 2" Wild Gardens of Acadia Parking A and B Rt ACAD-0963	-	$103,162	-	-	-	-
Pulverize Base and Overlay 3" East Schoodic Drive (Extension) Rt ACAD-0018AZ	-	$166,221	-	-	-	-
Overlay 2" Visitor Center Accessible Parking Rt ACAD-0901	-	$5,000	-	-	-	-
Treat Surface Cadillac Mountain Parking Rt ACAD-0912	-	$9,500	-	-	-	-
Treat Surface Norumbega Parking Area Rt ACAD-0932	-	$1,500	-	-	-	-
Adams National Historical Park	-	-	-	-	**$50,000**	**$50,000**

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Conduct Replacement Vehicle Evaluation	-	-	-	-	$50,000	-
Boston Harbor Islands National Recreation Area	-	-	-	-	**$23,160**	**$23,160**
Boat Dock Inspection	-	-	-	-	$23,160	-
Cape Cod National Seashore	-	**$868,792**	-	-	**$220,335**	**$1,089,127**
Repave Province Lands Road	-	$16,760	-	-	-	-
Repave Province Lands Visitor Center	-	$461,980	-	-	-	-
Pulverize base and overlay 3" Race Point Beach Parking Rt CACO-0902	-	$69,349	-	-	-	-
Pulverize base and overlay 3" Marconi Beach Parking Rt CACO-0906	-	$80,853	-	-	-	-
Pulverize base and overlay 3" Fort Hill Area Road Rt CACO-0200	-	$226,715	-	-	-	-
Resurface Coast Guard Beach Bridge	-	$1,988	-	-	-	-
Replace Province Lands Road Bike Trail Tunnels	-	$11,147	-	-	-	-
Overlay 1.75" Marconi Station Site Parking Rt CACO-0907	-	$189,256	-	-	-	-
Mill and Overlay 2" Coast Guard Beach Environmental Education Center CACO-0913	-	$98,511	-	-	-	-
Mill and Overlay 2" Coast Guard Beach Bus Stop Parking Rt CACO-0914	-	$897,418	-	-	-	-
Mill and Overlay 2" Coast Guard Beach Shuttle Pickup Route Rt CACO-0405	-	$205,590	-	-	-	-
Mill and Overlay 2" Fort Hill Upper Parking Area Rt CACO-0915	-	$57,897	-	-	-	-
Mill and Overlay 2" Fort Hill Lower Parking Area Rt CACO-0916	-	$59,597	-	-	-	-
ITS Parking Management Implementation	-	-	-	-	$191,000	-
Development of plans for Projects Identified in the Outer Cape Bicycle Master Plan	-	-	-	-	$29,335	-
Colonial National Historical Park	-	**$1,870,989**	-	-	-	**$1,870,989**
Repave 5 roads and parking areas Rt 106, 501A, 501B, 0926 and 0950	-	$49,144	-	-	-	-
Repave 10 Roads and Parking areas - Rt 102, 103, 0500, 0503AZ, 0901, 0902, 0922, 0928, 099, 0931	-	$95,536	-	-	-	-
Repave 1 Road and 16 Parking Lots	-	$436,471	-	-	-	-
Rehabilitate Beaverdam Creek Bridge (COLO/4290-002P)	-	$284,229	-	-	-	-
COLO Parkway Pavement Management Plan	-	$13,772	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Treat Surface Colonial Parkway (Entrance To Vc Parking) Rt COLO-0001 (mile 0-0.34)	-	$296	-	-	-	-
Treat Surface Surrender Road Rt COLO-0225	-	$368,410	-	-	-	-
Treat Surface Moore House Access Road Rt COLO-0503BZ	-	$84,525	-	-	-	-
Rehabilitate U.S. Route 17 Parkway Bridge (COLO/4290-006P)	-	$223,734	-	-	-	-
Rehabilitate Powhatan Creek Bridge (COLO/4290-025P)	-	$314,872	-	-	-	-
Rehabilitate Halfway Creek Bridge	-	$31,089	-	-	-	-
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 0.34 - 5.34)	-	$923,175	-	-	-	-
Delaware Water Gap National Recreation Area	-	**$64,740**	-	-	-	**$64,740**
PAVEMENT MANAGEMENT: DEWA River Road	-	$9,571	-	-	-	-
BRIDGE MANAGEMENT: DEWA US209 Mile .80 Bridge	-	$55,169	-	-	-	-
Treat Surface Kuhn Road Rt DEWA-0011	-	$266,954	-	-	-	-
Sustain Continued Use of DEWA Arterial Loop Road	-	$31,708	-	-	-	-
Repave Smithfield Boat Launch, Parking, and Beach Access	-	$293,187	-	-	-	-
Mill and Overlay 2" US Route 209 Rt DEWA-0014	-	$1,142,039	-	-	-	-
Repave 3 Parking Areas at Milford and Smithfield Beaches	-	$385,372	-	-	-	-
Rehabilitate Toms Creek Bridge (DEWA/4320-049)	-	$3,196	-	-	-	-
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)	-	$436	-	-	-	-
Rehabilitate Adams Creek Bridge (DEWA/420-013P)	-	$4,313	-	-	-	-
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)	-	$9,490	-	-	-	-
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)	-	$41,407	-	-	-	-
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)	-	$27,604	-	-	-	-
Eisenhower National Historic Site	-	**$89,765**	-	-	-	-
Bridge Management - Reading Farm Bridge - Bridge Repairs (4410-001P)	-	$89,765	-	-	-	-
Fire Island National Seashore	-	**$782,337**	-	-	-	-
Resurface William Floyd Estate Entrance	-	$782,337	-	-	-	-
Flight 93 National Memorial	-	-	-	-	**$23,262**	**$23,262**

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Feasibility Study to Connect 9/11 National Trail from Potomac Heritage Trail to Flight 93	-	-	-	-	$23,262	-
Fort Necessity National Battlefield	-	**$43,447**	-	-	-	**$43,447**
Apply Microsurface Treatment Treatment Visitor Center Parking Rt FONE-0900	-	$43,447	-	-	-	-
Treat Surface Visitor Center Access Road Rt FONE-0010	-	-	-	-	-	-
Fredericksburg and Spotsylvania National Military Park	-	**$25,645**	-	-	-	**$25,645**
Overlay 1.75" Slocum Drive Rt FRSP-0018 and Widow Tapp Parking Rt FRSP-0917	-	$25,645	-	-	-	-
Gateway National Recreation Area	-	**$1,761,962**	-	-	**$253,991**	**$2,015,953**
Complete Sandy Hook Multi-Use Connector	-	-	-	-	$26,563	-
Complete Rehabilitation of Riis Landing JBU	-	-	-	-	$227,428	-
Mill and Overlay 1.5" Sandy Hook Visitor Center Parking Rt GATE-0905	-	$10,602	-	-	-	-
Mill and Overlay 2" Picnic Parking Rt GATE-0916	-	$149,815	-	-	-	-
Mill and Overlay 2" Marine Academy Cafeteria Parking Rt GATE-0920	-	$48,550	-	-	-	-
Mile and Overlay Opposite NOAA Parking Rt 917	-	$117,516	-	-	-	-
Mill and Overlay 2" Teachers Parking Rt GATE-0922	-	$34,818	-	-	-	-
Mill and Overlay 2" Building 60 Parking Rt GATE-0923	-	$60,661	-	-	-	-
Mill and Overlay 2" Lawson Lane Parking Rt GATE-0926	-	$25,946	-	-	-	-
Mill and Overlay 2" Lawson Lane Rt GATE-0666	-	$31,780	-	-	-	-
Mill and Overlay 2" Fort Hancock Theatre Parking Rt GATE-0936	-	$58,483	-	-	-	-
Mill and Overlay 2" Building 58 Parking Rt GATE-0937	-	$16,295	-	-	-	-
Mill and Overlay Bayberry Beach Parking Rt GATE-0938	-	$544,065	-	-	-	-
Mill and Overlay 2" USS North Carolina Parking Areas Rt 962 A & B	-	$36,000	-	-	-	-
Mill and Overlay 2" Fort Wadsworth Visitor Center Parking Rt GATE-0958A	-	$106,461	-	-	-	-
Mill and Overlay 2" North Carolina Road Rt GATE-0953A	-	$41,000	-	-	-	-
Mill and Overlay 2" New Dorp High School Parking A Rt GATE-0453A	-	$8,000	-	-	-	-
Mill and Overlay 2" Building 40 Parking Rt GATE-0924	-	$15,631	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Mill and Overlay 2" North Beach Parking Rt GATE-0930	-	$392,871	-	-	-	-
Treat Surface Entrance Station Parking Rt GATE-0900	-	$46,975	-	-	-	-
Reclaim and Overlay 3" Marine Academy Of Sciences And Technology Parkin Rt GATE-0921	-	$16,493	-	-	-	-
Gettysburg National Military Park	**$50,761**	**$765,882**	-	-	-	**$816,643**
Rehabilitate South Confederate Avenue	-	$189,825	-	-	-	-
Rehabilitate Warren Avenue Bridge	-	$129,433	-	-	-	-
Rehabilitate Cross Avenue Bridge	-	$114,338	-	-	-	-
Rehabilitiate United States Ave Bridge	-	$59,670	-	-	-	-
Rehabilitate West Confederate Avenue (PMIS 222375)	-	$29,174	-	-	-	-
Rehab Wheatfield Road Bridge	-	$77,999	-	-	-	-
Rehabilitate West Confederate Avenue (PMIS 222392)	-	$30,040	-	-	-	-
Repair Brook Avenue Culvert	-	$38,616	-	-	-	-
Rehabilitate Reynolds Ave Bridge	-	$77,277	-	-	-	-
Rehabilitiate Crawford Ave Bridge	-	$19,510	-	-	-	-
Comprehensive Plan	$50,761		-	-	-	-
Governors Island National Monument	-	**$9,929**	-	-	-	**$9,929**
Mill and Overlay 2" Fort Jay Parking	-	$9,929	-	-	-	-
Hampton National Historic Site	-	**$5,008**	-	-	-	**$5,008**
Relocate Park Entrance Road and Restore Cultural Landscape of West Field	-	$5,008	-	-	-	-
Lowell National Historical Park	-	-	-	-	**$156,000**	**$156,000**
Pawtucket Falls Overlook Design and Environmental Compliance	-	-	-	-	$156,000	-
Minute Man National Historical Park	-	**$497,851**	-	-	-	**$497,851**
Resurface Manuel Drive	-	$116,819	-	-	-	-
Mill and Overlay 2" North Bridge Parking Rt MIMA-0901	-	$159,105	-	-	-	-
Mill and Overlay 2" North Bridge Visitor	-	$221,927	-	-	-	-
Morristown National Historical Park	-	**$53,476**	-	-	-	**$53,476**
Perform Pavement Rehabilitation on Morristown Optimizer Band (PMIS 187629)	-	$53,476	-	-	-	-
New River Gorge National River	-	**$169,474**	-	-	-	**$169,474**
Rehabilitate Mill Creek Bridge (NERI/4780-002P)	-	$169,474	-	-	-	-
Rehabilitate Fayette Station Bridge	-	$170,349	-	-	-	-
Rehabilitate Upper Glade Bridge	-	$355,062	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Mill and Overlay 2" at Grandview Overflow Parking NERI-0967AZ, BZ, CZ, DZ, EZ, FZ, and GZ	-	$17,127	-	-	-	-
Overlay 1" Grandview Visitor Center	-	$1,550	-	-	-	-
Overlay Grandview Parking Areas	-	$4,246	-	-	-	-
Bridge Management: Repair NERI 4	-	$113,250	-	-	-	-
Mill and Overlay 2" Shelter Area 1	-	$10,118	-	-	-	-
Northeast Region	**$1,979**	**$221,374**	-	-	**$332,000**	**$555,353**
CAT I Support for ERFO SANDY DSC Support	-	$220,698	-	-	-	-
Safety Management and Countermeasures	-	$676	-	-	-	-
Transportation Planning Assistance and Support	-	-	-	-	$323,500	-
NER Transportation Asset Resiliency	-	-	-	-	$8,500	-
LRTP and Trnasportation Inventory Database Management	$375	-	-	-	-	-
Update HPMA Analysis and Multi-year Plan	$1,604	-	-	-	-	-
NER Program Admin, Design, & Implementation Support (T)	-	$5,605	-	-	-	-
Northeast Regional Office	-	**$34,996**	-	-	-	**$34,996**
Program Administration Support Funds	-	$34,996	-	-	-	-
Sagamore Hill National Historic Site	-	**$14,723**	-	-	-	**$14,723**
Preservation Surface Treatment RT-900	-	$14,723	-	-	-	-
Saratoga National Historical Park	-	**$634,398**	-	-	-	**$634,398**
Rehabilitate the Tour Road Bridge (SARA/1910-001P)	-	$359,918	-	-	-	-
Rehabilitate Kroma Kill Bridge #2 (SARA/1910-002P)	-	$133,010	-	-	-	-
Rehabilitate Kroma Kill Bridge #3	-	$72,760	-	-	-	-
Rehabilitate Mill Creek Culvert (SARA/1910-004P)	-	$30,052	-	-	-	-
Rehabilitate Kroma Kill Culvert (SARA/1910-005P)	-	$38,658	-	-	-	-
Perform Slope Stabilization on Tour Road	-	$102,280	-	-	-	-
Shenandoah National Park	-	**$3,439,572**	-	-	-	**$3,439,572**
Rehabilitate Thornton Gap Bridge (SHEN/4840-001P)	-	$11,921	-	-	-	-
Pavement Management - Repair Big Meadows Visitor Center and Wayside Parking Areas - RT 0925A&B (PMIS 187509)	-	$2,648	-	-	-	-
Pavement Management - Repair Road and Parking Area Surfaces - FY 2015 (PMIS 187632)	-	$61,964	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Pavement Management - Repair Skyline Drive North RT 10A FY 2014 (PMIS 187644)	-	$15,576	-	-	-	-
Pavement Management - Repair Pa (PMIS 187625)	-	$68,886	-	-	-	-
Pavement Management - Skyline Dr (PMIS 222239)	-	$2,860,691	-	-	-	-
Pavement Management - Skyline Dr (PMIS 222245)	-	$34,000	-	-	-	-
Pavement Management - Skyline Dr (PMIS 222250)	-	$30,623	-	-	-	-
Pavement Management - Parkwide (PMIS 222255)	-	$106,355	-	-	-	-
Pavement Management - Parkwide (PMIS 222242)	-	$100,132	-	-	-	-
Pavement Management - Mathews (PMIS 222241)	-	$12,500	-	-	-	-
Pavement Management - Design & Apply Surface Treatment to 4 Parking Areas	-	$8,500	-	-	-	-
Skyline Drive MM 0 to 5.63, North E	-	$70,181	-	-	-	-
Apply Microsurface to Skyline Drive Central Rt 108 MM 31.69 to 33.38	-	$3,787	-	-	-	-
Rehabilitate 1 tunnel and 2 bridges (SHEN/4840-004P, SHEN/4840-002P, SHEN/4840-003P)	-	$51,016	-	-	-	-
Mill and Overlay 2" Loft Mountain Information Center Parking Rt 940	-	$792	-	-	-	-
Treat Surface of Overlook Parking Area	-	$27,676	-	-	-	-
Springfield Armory National Historic Site	-	**$1,096,325**	-	-	-	**$1,096,325**
Pavement Management Public Access	-	$1,096,325	-	-	-	-
Steamtown National Historic Site	-	**$50,816**	-	-	-	**$50,816**
Treat Surface Visitor Center Parking Rt STEA-0900	-	$50,816	-	-	-	-
Upper Delaware National Scenic and Recreational River	-	**$737,843**	-	-	-	**$737,843**
Repair Roebling Bridge (D&H Canal Aqueduct Bridge) (UPDE/4870-001)	-	$737,843	-	-	-	-
Valley Forge National Historical Park	-	**$310,126**	-	-	-	**$310,126**
Technical Assistance Value Analysis for Betzwood Pedestrian Bridge	-	$13,694	-	-	-	-
Complete Accessibility Improvements at Visitor Center	-	$296,432	-	-	-	-
Vanderbilt Mansion National Historic Site	-	**$536,535**	-	-	-	**$536,535**
Rehabilitate White Bridge (VAMA/1797-001P)	-	$182,290	-	-	-	-
Rehabilitate Bard Rock Bridge (VAMA/1797-002P)	-	$167,900	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Rehabilitate Rustic Bridge (VAMA/1797-003P)	-	$49,251	-	-	-	-
Treat Surface Mansion Parking Rt VAMA-0903	-	$126,626	-	-	-	-
Perform Engineering Study of Dock Street Bridge	-	$10,468	-	-	-	-
Weir Farm National Historic Site	-	-	-	-	**$95,763**	**$95,763**
Develop a Park Wide Transportation Plan	-	-	-	-	$95,763	-
Pacific West Region	**$398,408**	**$83,093,751**	**$8,725,749**	-	**$2,415,216**	**$94,633,124**
Channel Islands National Park	-	-	-	-	**$550,335**	**$550,335**
Fabricate and Install a Gangway over the Damaged Scorpian Pier to Provide Safer Passage	-	-	-	-	$420,000	-
Improve Access to Scorpian Anchorage, Santa Cruz Island	-	-	-	-	$130,335	-
Crater Lake National Park	-	**$2,064,739**	-	-	-	**$2,064,739**
Restore Safe Width of West Rim Drive	-	$2,064,739	-	-	-	-
Craters of the Moon National Preservation	-	**$822,062**	-	-	-	**$822,062**
Seal Coating and Crack Sealing	-	$822,062	-	-	-	-
Death Valley National Park	-	**$3,929,004**	-	-	-	**$3,929,004**
Death Valley Oct. 2015 Flood - Emergency	-	$1,274,286	-	-	-	-
DEVA Emergency Storm Damage Repair	-	$78,940	-	-	-	-
Mill and Repave Southern Half of Ar	-	$2,573,442	-	-	-	-
Reconstruct 7 Mile Segment of Bonnie Clare Road	-	$2,336	-	-	-	-
Fort Vancouver National Historic Site	-	**$6,098**	-	-	-	**$6,098**
Slurry Seal Roads and Parking Lots (Pavement Preservation)	-	$6,098	-	-	-	-
Golden Gate National Recreation Area	**$30,000**	**$4,432,330**	-	-	**$111,144**	**$4,573,474**
Repair Baker Barry Tunnel Lining	-	$4,432,330	-	-	-	-
Complete Design and Compliance for Vista Point Multi-Use Connections to Fort Baker	-	-	-	-	$70,144	-
Develop the Environmental Analysis & Impact Statement for Water Shuttle Access to 3 Park Sites	-	-	-	-	$41,000	-
Transporation Analysis for GMP - PLAN	$30,000	-	-	-	-	-
Lake Mead National Recreation Area	-	**$56,271**	**$2,137,327**	-	-	**$2,193,598**
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization	-	-	$798,034	-	-	-
Conduct Parkwide Transportation	-	$56,271	-	-	-	-
Reconstruct Katherine Landing Access Road	-	-	$1,339,293	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Lassen Volcanic National Park	-	**$167,791**	-	-	-	**$167,791**
Maintenance on West Sulphur Creek	-	$166,544	-	-	-	-
Re-Stripe Park Road 1 Year After C	-	$1,247	-	-	-	-
Manzanar National Historic Site	-	**$18,174**	-	-	-	**$18,174**
Pave Manzanar Auto Tour Road	-	$18,174	-	-	-	-
Mojave National Preserve	-	**$341,657**	**$2,215,107**	-	-	**$2,556,763**
Reconstruct Segments of Kelbaker Road to Improve Safety	-	-	$2,215,107	-	-	-
Apply Pavement Preservation Treatments	-	$341,657	-	-	-	-
Muir Wood National Monument	-	-	-	-	**$152,400**	**$152,400**
Plan and Design Access	-	-	-	-	$102,400	-
Implement Muir Woods	-	-	-	-	$50,000	-
Mount Rainier National Park	-	**$10,569,549**	-	-	-	**$10,569,549**
Rehabilitate Nisqually - Paradise Road 82112	-	$226,082	-	-	-	-
Rehabilitate Stevens Canyon Road (Route #013) Mile 0 to 5.0 and Mile 14.0 to 19.0 {PMIS 204771}	-	$10,343,467	-	-	-	-
Rockfall Mitigation at Mount Rainier	-	$488,593	-	-	-	-
North Cascades National Park	-	**$201,147**	**$3,942,837**	-	-	**$4,143,984**
Emergency Repairs - Cascade River Road at Boston Creek	-	$97,991	-	-	-	-
Repair ERFO-Eligible Storm Damage	-	$87,899	-	-	-	-
Thorton Creek Bridge Repair	-	$15,257	-	-	-	-
Realign and Pave Five Miles of Stehekin Valley Road	-	-	$3,942,837	-	-	-
Rehabilitate Skagit River Bridge	-	$108,762	-	-	-	-
Olympic National Park	**$24,208**	**$31,302,079**	**$389,167**	-	-	**$31,715,454**
Rehabilitate Route 11, Lake Crescent Road	-	$29,270,507	-	-	-	-
Rehabilitate Olympic Hot Springs Road	-	-	$389,167	-	-	-
Rehabilitate Heart-of-the-Hills Parkway	$24,208	$22,064	-	-	-	-
Repair Winter Storm Damage at El	-	$227,122	-	-	-	-
Pavement Preservation - Hurricane	-	$1,782,386	-	-	-	-
Pinnacles National Mounument	-	-	-	-	**$111,450**	**$111,450**
Replace 18-Passenger Shuttle Bus	-	-	-	-	$111,450	-
Point Reyes National Seashore	-	**$104,115**	-	-		**$104,115**
Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas	-	$95,393	-	-	-	-
Chip Seal and Repair Park Roads	-	$8,722	-	-	-	-
Pacific West Region	-	**$1,749,333**	-	-	**$72,954**	**$1,822,287**
Provide FHWA Technical Assistance	-	$227,681	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
CFLHD Pavement Preservation Program, Preliminary and Construction Engineering	-	$596,026	-	-	-	-
WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	-	$527,970	-	-	-	-
FLTP Administratjion, PWRO	-	$397,656	-	-	-	-
PWR ATPPL/CATIII	-	-	-	-	$23,106	-
Conduct East Side Trans	-	-	-	-	$49,848	-
Sequoia and Kings Canyon National Parks	**$344,200**	**$383,935**	**$41,312**	-	**-**	**$769,447**
Rehabilitate and Resurface 8.7 Miles of the Generals Highway, Little Baldy North to Pythian Camp Road	$344,200	$383,935	-	-	-	-
Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2	-	-	$19,688	-	-	-
Replace Kings River Road Bridge at Cedar Grove	-	-	$21,624	-	-	-
Valor in the Pacific National Monument	-	-	-	-	**$140,933**	**$140,933**
Conduct Alternative Transportation Study to Support GMP	-	-	-	-	$86,374	-
Replace USS Arizona Memorial Dock and Ramp	-	-	-	-	$54,559	-
Yosemite National Park	-	**$26,888,250**	-	-	**$1,276,000**	**$28,164,250**
Rehabilitate Four Miles of Yosemite Valley Loop road and One Mile of El Portal Road	-	$14,228,860	-	-	-	-
Friction Course - Chip/Microseal the Valley Loop Road / Area	-	$1,159,460	-	-	-	-
Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1	-	$9,908,954	-	-	-	-
Slope Scaling to Remove Hazardous	-	$49,996	-	-	-	-
Rehabilitate and Restore the Mariposa	-	$1,489,191	-	-	-	-
Implement Transit Staging Areas for the Mariposa Grove of Giant Sequoias and the South Entrance	-	-	-	-	$1,276,000	-
Rehabilitate Tioga Road: Phase 1 of 3 - Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG)	-	$51,789	-	-	-	-
WhiskeyTown National Recreational Area	-	**$57,217**	-	-	-	**$57,217**
J.F. Kennedy Roadway Improvement	-	$57,217	-	-	-	-
Southeast Region	-	**$49,574,726.25**	**$8,112,968**	**$11,153,543**	**$2,520,679.12**	**$71,361,917**
Blue Ridge Parkway	-	**$11,752,094**	**$12,077**	-	-	**$11,764,172**
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J	-	$54,845	-	-	-	-
Critical Repair of Devil's Courthouse Tunnel	-	$5,311	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Pavement Preservation on 90.7 miles on the BLRI Parkway	-	$4,873,173	-	-	-	-
Remove and Replace Bridges 077P, 080P, 081P of Road Section	-	$141,298	-	-	-	-
Repair Tanbark Ridge Tunnel P141	-	$569,807	-	-	-	-
Repair Retaining Walls at Ice Rock and Alligator Back	-	-	$12,077	-	-	-
Repair Big Pine Creek Bridge #6 RT 080P	-	$6,630	-	-	-	-
Repave/Repair Mainline Road Section 1M - (MP 105.65 to 121.05)	-	$15,284	-	-	-	-
Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18)	-	$324,307	-	-	-	-
Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82)	-	$964,094	-	-	-	-
Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39)	-	$3,789,251	-	-	-	-
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028	-	$1,567	-	-	-	-
Repairs to US 421 Bridge P091	-	$22,416	-	-	-	-
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182	-	$8,225	-	-	-	-
Repair Paving Mainline Section 1L MP 101-105	-	$971,109	-	-	-	-
Repair/Repave Deteriorated Road Section "1D"	-	$4,777	-	-	-	-
Cape Lookout National Seashore	-	-	-	-	**$58,227**	**$58,227**
ATP: Ensure and Enhance Transportation Access- Implementation of Harkers Isl Ferry Phase 2	-	-	-	-	$58,227	-
Canaveral National Seashore	-	**$421,296**	-	-	-	**$421,296**
Pavement Preservation Playalinda Beach Access Road and Vista Area	-	$421,296	-	-	-	-
Casa Grande Ruins National Monument	-	**$339,327**	-	-	-	**$339,327**
Preservation of Parkwide Public Access Roads and Parking Areas	-	$339,327	-	-	-	-
Chickamauga & Chattanooga National Military Park	-	**$8,173**	-	-	-	**$8,173**
Resurface Route 0011 Lafayette Road and Associated Parking	-	$8,173	-	-	-	-
Repair, Rehabilitation, Reconstruction of 0.91 Miles of RT 0010 Mc	-	$26,493	-	-	-	-
Repair, Rehabilitation, Reconstruction of 1.98 Miles of RT 0014 Re	-	$26,493	-	-	-	-
Cumberland Island National Seashore	-	-	-	-	**$49,693**	**$49,693**
Rehabilitate Floating Dock at Plum Orchard to Meet ADA Standards	-	-	-	-	$49,693	-
Everglades National Park	-	**$1,913,926**	**$8,100,891**	-	-	**$10,014,817**

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Construct 2.60-Mile Tamiami Trail Bridge	-	-	$8,100,891	-	-	-
Repair, Mill and Resurface Main Park Road, Flamingo Campground	-	$1,913,926	-	-	-	-
Fort Frederica National Monument	-	**$228,082**	-	-	-	**$228,082**
Pavement Preservation Roads and Parking Areas	-	$228,082	-	-	-	-
Fort Pulaski National Monument	-	**$4,065,054**	-	-	-	**$4,065,054**
Replace Fort Pulaski Entrance Bridge	-	$3,655,506	-	-	-	-
Pavement Preservation for Paved Roads and Parking at Fort Pulaski	-	$409,548	-	-	-	-
Fort Sumter National Monument	-	**$59,062**	-	-	**$4,455**	**$63,517**
Pavement Preservation Based on SER Design Scoping	-	$59,062	-	-	-	-
Rehabilitation	-		-	-	$4,455	-
Great Smoky Mountains National Park	-	**$8,508,100**	-	**$11,153,543**	**$689,594**	**$20,351,237**
Construction Site 7 of the Foothills Parkway 8E Missing Link	-	-	-	$689,594	$689,594	-
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link	-	-	-	$9,470,812	-	-
Replacement of Roaring Fork Motor Nature Trail Bridges	-	$81,454	-	-	-	-
Construct Site 6 of the Foothills Parkway Missing Link	-	-	-	$272,397	-	-
Resurface Gatlinburg Bypass Road	-	$1,030	-	-	-	-
8E14-Construct Foothills Parkway 8E Missing Link (between Sites 7 and 8)	-	-	-	$720,740	-	-
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads	-	$5,066	-	-	-	-
Maintenance Work Needed on Nineteen Park Road Bridges	-	$535,570	-	-	-	-
Pavement Preservation of Gatlinburg Spur (US 441)	-	$7,804,916	-	-	-	-
Bridge Preventive Maintenance Work	-	$80,064	-	-	-	-
Guilford Courthouse National Military Park	-	-	-	-	**$2,325**	**$2,325**
Rehabilitate	-	-	-	-	$2,325	-
Gulf Islands National Seashore	-	**$2,331,877**	-	-	**$718,793**	**$3,050,670**
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12)	-	$30,278	-	-	-	-
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on JEB Way (Santa Rosa Road Route 11)	-	$2,301,599	-	-	-	-
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service	-	-	-	-	$85,803	-
Tram/Bus	-	-	-	-	$632,990	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Kennesaw Mountain National Battlefield Park	-	-	-	-	**$41,354**	**$41,354**
Planning	-	-	-	-	$41,354	-
Mammoth Cave National Park	-	**$81,278**	-	-	**$956,239**	**$1,037,517**
Rehabilitate Cedar Sink Road	-	$81,278	-	-	-	-
Renovate/Rehabilitate Green River Ferry Boat to Meet Operational Needs and USCG Requirements	-	-	-	-	$956,239	-
Natchez Trace Parkway	-	**$15,997,034**	-	-	-	**$15,997,034**
Eliminate Cedar Creek Stream Encroachment Threatening Bridge #0255	-	$9,777	-	-	-	-
Overlay Park Road - PM Project from MP 0 to MP 8.318	-	$95,771	-	-	-	-
Overlay Park Road - PM Project from MP 20.38 to MP 30.459	-	$6,225	-	-	-	-
Overlay Park Road - PM Project from MP 30.459 to MP 38.17	-	$77,791	-	-	-	-
Overlay Park Road - PM Project from MP 38.17 to MP 45.04	-	$79,165	-	-	-	-
Overlay Park Road - PM Project from MP 49.76 to MP 59.764	-	$116,695	-	-	-	-
Overlay Park Road - PM Project from MP 67.136 to MP 77.136	-	$67,590	-	-	-	-
Overlay Park Road - PM Project from MP 77.136 to MP 87.136	-	$2,414,068	-	-	-	-
Overlay Park Road - PM Project from MP 110.32 to MP 121.5	-	$528,671	-	-	-	-
Overlay Park Road - PM Project from MP 289.16 to MP 299.16	-	$3,119,352	-	-	-	-
Overlay Park Road - PM Project from MP 334.55 to MP 344.55	-	$69,852	-	-	-	-
Overlay Park Road - PM Project from MP 371.02 to MP 378	-	$1,434,396	-	-	-	-
Overlay Park Road - PM Project from MP 428.36 to MP 438.38	-	$451,777	-	-	-	-
Overlay Park Road - PM Project from MP 438.38 to MP 447.11	-	$45,063	-	-	-	-
Repair Bridges over Little Swan and Big Swan Creeks	-	$1,921,891	-	-	-	-
Rehab Parkway - NATR 3G MP 204-219 (Replaces PMIS project 54502)	-	$4,509,183	-	-	-	-
Rehab Parkway MP 219-240 Base Repair and Resurface (Replaces PMIS project 90591)	-	$204	-	-	-	-
Rehab Parkway MP 266-282 Base Repair and Resurface	-	$754,858	-	-	-	-
NATR 2B Repair TN River Bridge	-	$84,851	-	-	-	-

Project	Planning 5% Cap	Category I / 3R	Category I / 4R	Category II	Category III	Total
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)	-	$10,536	-	-	-	-
Wedge, Level and Seal Parkway in Ridgeland District (formerly PMIS 90715)	-	$9,994	-	-	-	-
Replace Culturally Insensitive Waysides and Design/Install New Waysides on the Natchez Trace PKWY	-	$1,256	-	-	-	-
Repair Bridge - CH John Coffee Memorial Bridge	-	$188,069	-	-	-	-
Ocmulgee National Monument	-	**$1,441,594**	-	-	-	**$1,441,594**
Rehabilitate Park Roads	-	$1,441,594	-	-	-	-
Southeast Region	-	**$458,123**	-	-	-	**$458,123**
SERO Transportation Program Management	-	$413,435	-	-	-	-
FLTP Administration, EFLH to SER	-	$44,688	-	-	-	-
Shiloh National Military Park	-	**$1,817,097**	-	-	-	**$1,817,097**
Repair Road Surface on Hamburg-Purdy Road	-	$1,817,097	-	-	-	-
Timucuan Ecological & Historic Preserve	-	**$84,336**	-	-	-	**$84,336**
Pavement Preservation Roads and Parking Areas	-	$84,336	-	-	-	-
Virgin Islands National Park	-	**$68,273**	-	-	-	**$68,273**
Emergency Safety Repairs of Northshore Road	-	$68,273	-	-	-	-
Washington Office	-	**$602,081**	-	-	**$326,971**	**$929,052**
DESC F2822 Transportation Program Support	-	$276,239	-	-	$89,994	-
WASO Program Support	-	$325,842	-	-	$236,977	-

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.

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Back Cover: In partnership with the Mississippi Park Connection, and with a monetary contribution from REI, Mississippi National River and Recreation Area added two canoe and kayak stations to the banks of the Mississippi River. The stations are partner-owned, self-sustaining, and strategically located to enhance the efficiency of the larger regional transportation infrastructure. These unique, multi-modal, on- and off-water facilities near downtown Minneapolis, offering visitors the opportunity to paddle four miles on the river without the use of a personal vehicle. Photo credit Brian Peterson.