

# Infrastructure Fact Sheet

## Natchez Trace Parkway<sup>1</sup>



Annual Visitors<sup>2</sup>

6.8 Million



Economic Output<sup>3</sup>

\$673 Million



State

AL, MS, TN



### Infrastructure Inventory<sup>4</sup>

The figures below show the park's real property inventory by asset category as of the end of Fiscal Year (FY) 2024.



174 Buildings



95 Miles of Trails



1 Mile of Unpaved Roads<sup>6</sup>



15 Water Systems



3 Campgrounds



0 Housing Units



24 Waste Water Systems



500 Miles of Paved Roads<sup>7</sup>



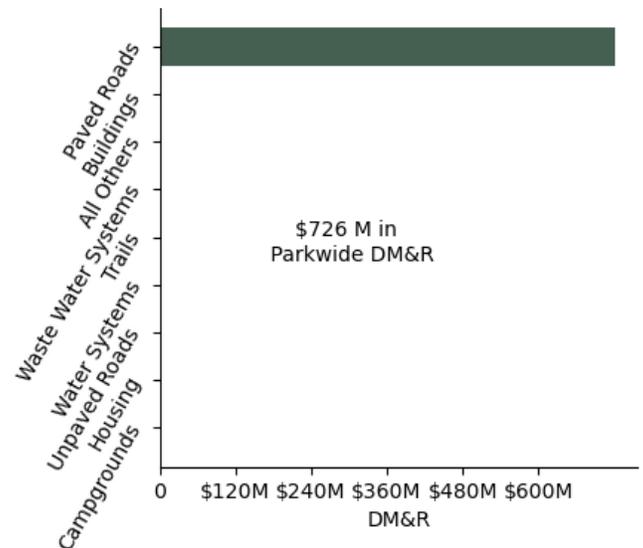
#### Other Asset Types

The park also has 77 other assets. These include trail bridges, maintained landscapes, an electrical system, communication systems, fuel systems, dams, a marina, monuments, maintained archeological sites, and amphitheatres.

### Infrastructure Investment Needs

There is an estimated **\$726 M** in Deferred Maintenance and Repairs (DM&R)<sup>8</sup> associated with the inventory above. The park also has an estimated **\$18 M** in Annual Routine Maintenance<sup>9</sup> requirements. Asset condition will further deteriorate if the Annual Routine Maintenance is not addressed. Infrastructure investment needs may also include modernization and renewal to address safety, code compliance, visitor capacity, and other park requirements.

### Park Infrastructure Condition



Natchez Trace Parkway has a total portfolio DM&R of \$726 M. The Paved Roads asset category currently accounts for the largest portion of DM&R at \$720 M. Buildings asset category has \$4 M in DM&R. All Others has \$2.1 M. Waste Water Systems has \$149 K. Trails has \$141 K. Water Systems has \$44 K. Unpaved Roads has \$38 K. The Campgrounds and Housing asset categories have \$0 in current deferred maintenance and repair needs.

## Proposed Investments<sup>10</sup>

The table below shows formulated facility project investments from the following fund sources: *Great American Outdoors Act Legacy Restoration Fund, Federal Lands Transportation Program, Repair/Rehabilitation, Line Item Construction and Recreation Fee Revenue* as published in the Department of the Interior Budget Justifications and Performance Information. **Projects and estimates are subject to change based on final scope and design efforts, emerging priorities, and available resources.**

Projects in Current Funding Stream	Est. Proj. Cost <sup>11</sup>
Overlay Section of Park Road	\$14,555,000
Rehabilitate Water and Wastewater Systems	\$10,000,000
Install Suicide Deterrent Barrier for TN Route 96 Double Arch Bridge	\$4,500,000
Repair Bridges Parkwide	\$1,565,000
Rehabilitate Multi-Use Trail - Phase I	\$1,200,000
Rehabilitate Multi-Use Trail - Phase II	\$1,200,000
Rehabilitate Multi-Use Trail - Phase III	\$975,000
Rehabilitate Tupelo Sewer System	\$402,000
Repair Foundation at Ridgeland Parkway Information Center	\$323,000
Install Mount Locust House Fire and Security Systems	\$250,000
Rehabilitate Meriwether Lewis Campground for Accessibility	\$218,000
<b>Total Estimated Project Cost</b>	<b>\$35,188,000</b>

## Notes

<sup>1</sup> Natchez Trace National Scenic Trail and Tupelo National Battlefield Visitation, Economic Impact, Inventories, Needs, and Proposed Investments are included in this factsheet as these parks are co-managed by Natchez Trace Parkway.

<sup>2</sup> [National Park Service Visitor Statistics, Annual Visitation by Park - 2023](#)

<sup>3</sup> [Economic Contributions of National Park Visitor Spending - 2023](#)

<sup>4</sup> The inventory matches the Federal Real Property Profile (FRPP) reporting parameters. The Park may manage assets that are owned by other agencies or local partners which are not reported in the NPS FRPP totals; however, these assets may show in the Proposed Investments section. Additionally, any commercial leases are included in the inventory but do not contribute to Deferred Maintenance and Repairs (DM&R).

<sup>5</sup> Housing includes residential units and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected. The data is from the Internet Quarters Management Information System (iQMIS) as of September 30, 2024.

<sup>6</sup> Unpaved Roads includes the total length of unpaved roadways.

<sup>7</sup> Paved Roads includes the total length of bridges, tunnels, and paved roadways.

<sup>8</sup> DM&R includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The data is from FRPP FY 2024.

<sup>9</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>10</sup> Project lists are based on the most recent publicly available data, published in FY 2024. Updated project lists will be made publicly available upon release of the FY 2026 President's Budget later in 2025. Projects from the following fund sources and FYs were included: Great American Outdoors Act Legacy Restoration Fund (FY25), Recreation Fee Revenue (2025 Congressional Justification), Repair/Rehabilitation (FY25 - FY29), Line Item Construction (FY25 - FY29) and Federal Lands Transportation Program (FY24 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for Legacy Restoration Fund FY25 projects are based on estimates as of March 2024, which are subject to change.

<sup>11</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.