United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

IN REPLY REFER TO:

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COPY FOR YOUR INFORMATION

Memorandum

To: Regional Directors and Director, Denver Service Center
Attention: Federal Lands Program Coordinators

From: Associate Director, Park Operations and Education

Subject: Park Roads and Parkways Program, Revisions to the Eligibility Guidelines

Thank you for your comments on the proposed revisions to the eligibility guidelines found in the Federal Lands Highways Program, Park Roads & Parkways Revised Funding Allocation & Project Prioritization Criteria. Working with the Regional Federal Lands Highway Program (FLHP) Coordinators, representatives from the Denver Service Center, and representatives from the Federal Lands Highway (FLH), we have updated and finalized the eligibility guidelines for the Park Roads and Parkway (PRP) Program (see attachment). The FLH, joint administrators of this program, concurs with these revisions and will issue a memo to their field offices. We appreciate the effort that was made in helping finalize these guidelines at the March 25, 1999, meeting held in Washington, D.C.

These guidelines will be effective immediately except for two changes regarding parking area work. These two changes will be effective starting with the FY 2002 PRP Program since the program through FY 2001 is already set. These changes are: 1) no new parking areas will be funded from the PRP Program except to correct documented safety problems, and 2) expansion of existing parking areas with 4R funds will be held to 5 percent of the net construction funds.

If you have questions regarding the updated guidelines, please call Lou DeLorme at 202/565-1254.

Attachment

cc: Mr. Butch Wlaschin, Federal Lands Highway Office

June 1999

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

GUIDANCE:

The following updates the June 14, 1995, list of eligible Park Roads and Parkways (PRP) Program items found in the January, 1998, Federal Lands Highways Program (FLHP), Park Roads & Parkways Revised Funding Allocation & Project Prioritization Criteria (RFAPPC). This list identifies items that will be funded, items that will not be funded, and items that generally will not be funded by the PRP Program, Category I, 3R and 4R. Funding for some items will be jointly determined on a case-by-case basis by the National Park Service (NPS) and Federal Highway Administration (FHWA) based on overall PRP Program priorities. See the RFAPPC for a more detailed explanation of the 3R and 4R programs including background and restrictions.

Separate eligibility guidelines for Category II, Congressionally Mandated Roads Projects, and for Category III, Alternative Transportation Projects will be issued in the near future.

PRP PROGRAM ITEMS THAT MAY BE FUNDED

Project Support Items:

Transportation planning to develop a program of projects.

Technology transfer part of FLHP Technology Program.

Traffic, engineering and safety studies.

Identification and surveillance of accident locations.

Development of roadway and bridge standards.

Bridge Inspection Program, Roadway Inventory Program, and management systems.

Necessary interagency program/project formulation, partnering, and coordination meetings.

Necessary environmental studies and archeological investigation confined to the general roadway construction limits.

Necessary architectural and landscape engineering services.

Engineering design for repair and rehabilitation of roads and bridges.

Construction engineering for contract administration, inspection and testing.

PRP Program funds may be used for the non-Federal match for certain Federal aid projects funded from 23 U.S.C. 104 apportioned funds (Interstate Maintenance, National Highway System, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement, Transportation Enhancements, etc).

Construction and Improvements Items:

Construction, reconstruction, repair and rehabilitation of existing park roads, parkways and bridges.

Painting bridges that for environmental, traffic control or other reasons, will cost over $300,000 (in FY 1998 dollars).

Engineered pavement overlays that add structural value, design life or improved skid resistance.

Engineered rehabilitation and reconstruction of pavement structures, bridges and bridge decks, and tunnels.

Double bituminous surface treatments and chip seals that are part of a predefined stage construction or form final surface on low volume roads.

Installation of a chip, slurry or fog seal coat will be installed within 3 years of completion of a FLHP project unless there is a compelling reason not to, such as existing thermoplastic striping.

Rehabilitation of existing parking areas.

Up to 5 percent of the total cost of a 4R project may be spent outside the existing parking area footprint.

Up to 5 percent of the total cost of a 3R project may be spent off the existing bench, including parking lot footprints.

Engineered safety improvements resulting from safety studies.

Engineered slide stabilization affecting roadway prism.

Installation of new or upgrading of substandard traffic barriers and bridge rails to current standards.

Installation of new or upgrading of traffic regulatory, warning and information signs.

Installation of new or upgrading of substandard or nonconforming traffic markings.

Park entrance sign if the sign conforms to park standards, is in a safe location, is part of an adjacent park road project, and is of reasonable cost ($20,000 maximum).

Accommodating traffic and pedestrians through construction zones.

Public approach roads and interchange ramps that are under the jurisdiction and responsibility of the NPS.

Installation of warranted roadway lighting.

Adjustment of utilities directly disturbed or impacted by roadway work.

Conduits crossing under the roadway to accommodate future utilities.

Restoration, revegetation and landscaping of areas disturbed by PRP Program road construction.

Construction of erosion control and environmental mitigation measures directly related to roadway construction.

Provisions for pedestrians within or adjacent to roadway prism when warranted for safety or compliance reasons.

Restoration of borrow pits and staging areas created by, or to the extent impacted by projects funded from the PRP Program.

Day labor and equipment rental that has been determined to be cost effective, for work being performed in accordance with approved plans and specifications.

Replacement of deteriorated, undersized, or poorly located roadway drainage structures when done as part of a larger FLHP project.

Railroad crossing gates, signs, and pads.

Fencing of new right-of-way if required for safety or compliance.

Experimental features where there is a planned monitoring evaluation schedule.

PRP PROGRAM ITEMS THAT WILL NOT BE FUNDED

Project Support Items:

General park planning that is not part of transportation planning activities.

Non-program specific conferences, field trips, or training conferences.

Archeological investigations, cultural compliance and environmental compliance work pertaining to areas outside project limits.

Base salaries for permanent park employees or regional staff other than the FLHP Coordinator and Transportation Planners.

Work outside the project scope except by amendment to the project agreement.

Upgrading features or items that are disturbed by the project work to components not justified by compliance, national standards, or NPS policy.

Construction and Improvements Items:

Construction of campground roads and related parking pads (reference NPS March 28, 1998, memorandum for relative PRP Program priority funding).

Cyclic roadway maintenance work including seal coats beyond 3 years of initial construction, pavement patching, shoulder and ditch grading, cleaning culverts, snow removal, roadside mowing, normal sign repair or replacement, and traffic markings.

Cyclic bridge maintenance work including cleaning and repairing joints, cleaning and repairing drainage and other appurtenances, and painting (see "eligible items" for exception).

Landscaping and irrigation systems of areas not disturbed by PRP Program road construction.

Revegetation, landscaping, and environmental impact mitigation pertaining to areas outside the project limits.

Utilities and buildings not disturbed by construction.

Sanitation facilities not disturbed by construction.

Walls and erosion protection that are not part of or do not support or protect the roadway prism.

General park development projects.

Park road that serves only an administrative site such as park housing, maintenance areas, park dormitory or park headquarters (or a combination of these), or any road which is not open to the general public.

New public parking areas except when the parking area is the recommended solution for a documented traffic safety problem in a traffic safety report.

Repairs to or replacement of fences not disturbed by PRP Program road construction.

Fences constructed for aesthetics.

Acquisition of equipment.

Lighting systems for trails and sidewalks or for spotlighting structures or other park features.

Traffic barriers which have not been crash tested by FHWA for safety.

Replacement or repair of utilities which are on NPS land by permit.

Replacement or repair of utilities which are in poor condition if the FLHP project work does not disturb them.

Relocation of buildings.

Multi-purpose paths which are primarily for recreational use.

Replacement of buildings, amphitheaters, or flagpoles.

Boat launching ramps and docks.

PRP PROGRAM FUNDING WILL GENERALLY NOT BE MADE AVAILABLE FOR THE FOLLOWING ITEMS: (Funding will be determined on a case-by-case exception basis taking into consideration overall relative PRP Program priorities)

Project Support Items:

Acquisition of necessary scenic easements and scenic or historic sites.

Construction and Improvements Items:

Multi-purpose paths, unless they are part of the park's approved General Management Plan, constructed in conjunction with PRP Program projects, and are:

Part of a roadway prism, necessary for safety reasons and if bike traffic warrants.
OR
Independent paths used for transportation and safety reasons based on accident and traffic data analysis.

Interpretive signage.

Construction of roadside rest area including water and wastewater facilities.

Roads which are not federally owned, but provide access to areas under the jurisdiction and responsibility of the NPS.