National Park Service
U.S. Department of the Interior

Federal Lands Transportation Program
Accomplishments
Fiscal Year 2017

Denali National Park, DENA 185906A Denali Park Road Repaving.

The 90-mile singular access road into the heart of one of the most iconic parks in the system is paved with asphalt for the first 15 miles. This initial segment was originally paved in 1968 and then repaved in 1990. Although the road structure held up quite well for over a quarter of a century, corrective action was needed to replace surface deterioration, eliminate drainage issues, and excavate pockets of subsurface failures. This project successfully upgraded the visitor experience while simultaneously maintaining access to hundreds of transit buses per day during the intensely active summer season.

On the front cover: View of a new rehabilitation of 10.47 lane miles of road in Voyageurs National Park. NP-VOYA 10(1) and 100(2). PMIS 188437 Component C.

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 park 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]

This document reports the goals and achievements of the National Park Service Federal Lands Transportation Program (FLTP) funding in Fiscal Year (FY) 2017, as required by the Implementation Guidance for the Federal Lands Transportation Program. [2]

System Definition

The NPS Federal Lands Transportation Program (FLTP) system is composed of approximately [3]

- **5,500** miles of paved roads with **6,100** paved parking areas,
- **1,451** bridges,
- **63** tunnels,
- **100** transit systems, [4]
- **7,000** 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 [5]

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 local residents' mobility and quality of life.

1. From NPS Director Jonathan Jarvis 2014 Foreword from the National Park Roads: Balancing Preservation and Access in America's Most Treasured Landscapes.

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

3. 2016 NPS Investment Strategy

4. NPS National Transit Inventory and Performance Report, 2016

5. Final National Long Range Transportation Plan

George Washington Memorial Parkway, GWMP-192828, Eliminate Safety Hazards on Mt. Vernon Trail.

View of new Mt. Vernon Trail at George Washington Memorial Parkway. Trail realignment and parking lot/ trailhead improvement project at Theodore Roosevelt Island parking lot.

Each park unit is created by either specific enabling legislation or presidential proclamation, and the NPS transportation network is generally developed and maintained to support the specific intent for each park within the context of the National Park Service 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 National Park Service recorded almost 331 million visitors in 2017, averaging more than 800,000 visitors daily. In 2017, national park visitors spent $18.2 billion in the local gateway communities surrounding the parks. The contribution of this spending to the national economy is 306,000 jobs, $11.9 billion in labor income, $20.3 billion in value added, and $35.8 billion in economic output. [6]

Roads, Bridges, and Parking Areas

The NPS roadway system is categorized by NPS Functional Classifications (FC). All paved roads open to the public (all Functional Classifications except Functional Class VI—see inset box on page 4) 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 frontcountry trails are pathways for nonmotorized 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.

Transit

Volpe National Transportation Center (Volpe) conducted the NPS National Transit Inventory from 2012 through 2016, and it serves as the basis for systems identification. Transit systems in the FLTP inventory are defined as systems that

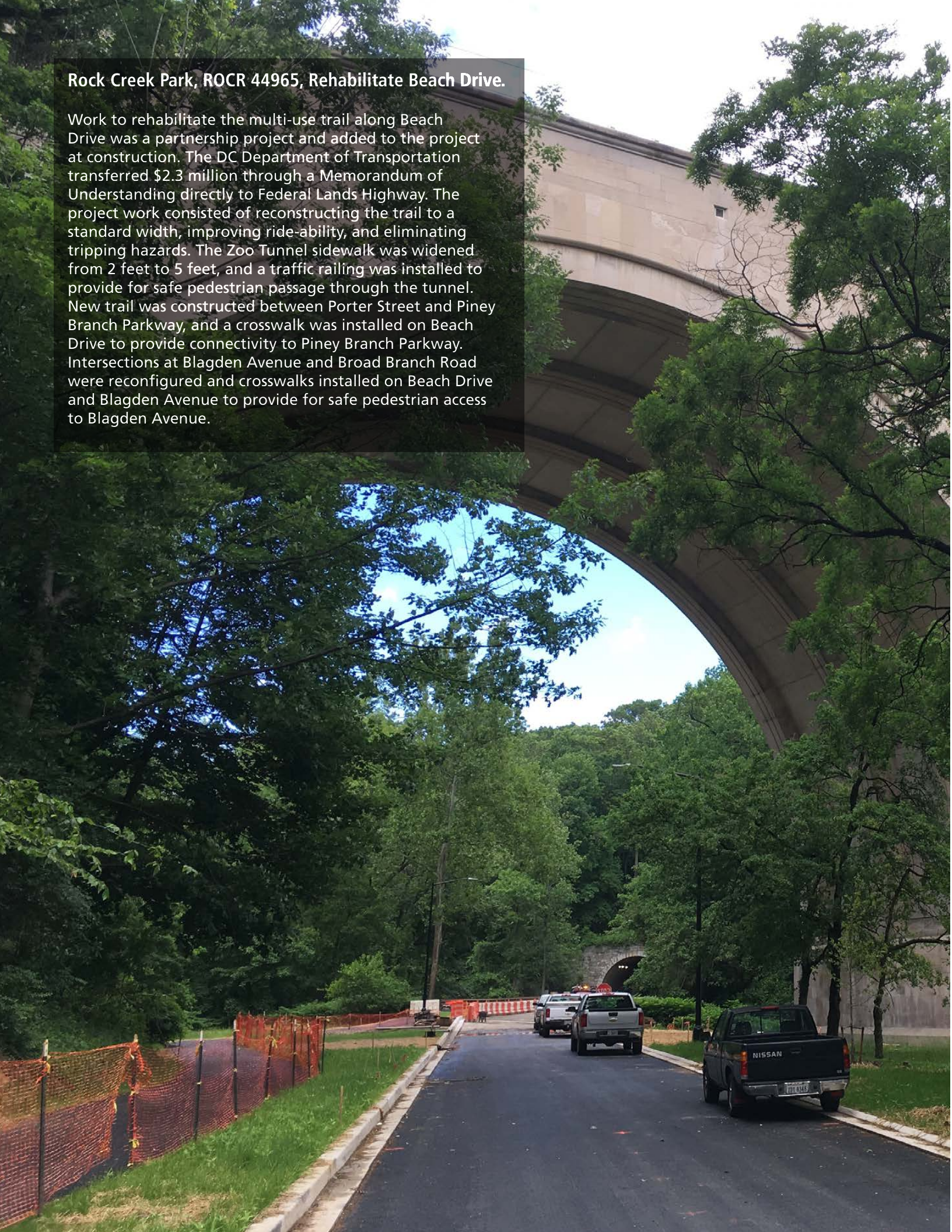
1. move people by motorized vehicle (e.g., bus, tram, ferry) on a regularly scheduled service;
2. operate under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or are 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 are considered a single NPS transit system.

Building on the previous five years of data collection and working across multiple branches, the NPS transit inventory has been completed 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.

6. Cullinane Thomas, C. and L. Koontz. 2017. 2016 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation. Natural Resource Report NPS/NRSS/EQD/NRR—2017/1421. National Park Service, Environmental Quality Division, Fort Collins, Colorado, and the U.S. Geological Survey, Fort Collins Science Center, Fort Collins, Colorado.

Rock Creek Park, ROCR 44965, Rehabilitate Beach Drive.

Work to rehabilitate the multi-use trail along Beach Drive was a partnership project and added to the project at construction. The DC Department of Transportation transferred $2.3 million through a Memorandum of Understanding directly to Federal Lands Highway. The project work consisted of reconstructing the trail to a standard width, improving ride-ability, and eliminating tripping hazards. The Zoo Tunnel sidewalk was widened from 2 feet to 5 feet, and a traffic railing was installed to provide for safe pedestrian passage through the tunnel. New trail was constructed between Porter Street and Piney Branch Parkway, and a crosswalk was installed on Beach Drive to provide connectivity to Piney Branch Parkway. Intersections at Blagden Avenue and Broad Branch Road were reconfigured and crosswalks installed on Beach Drive and Blagden Avenue to provide for safe pedestrian access to Blagden Avenue.



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.

Reconstruction of Dyea Road in Klondike Gold Rush National Historical Park.

Baseline Data

Roads, Bridges, and Parking Areas

Paved Roads and Parking Areas

The National Park Service manages the Road Inventory Program in collaboration with the Eastern Federal Lands Highway Division to maintain a comprehensive inventory and pavement condition assessment of all paved roads and parking areas in the National Park Service. The condition assessment includes the International Roughness Index 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 also operated in cooperation with the Eastern Federal Lands Highway Division). The pavement management system is used to establish realistic pavement performance metrics and inform investment decisions.

Unpaved Roads

The National Park Service does not collect Pavement Surface Evaluation and Rating (PASER) data on the condition of its unpaved roads on a network level. The National Park Service, again in collaboration with Eastern Federal Lands, developed an unpaved road assessment methodology based on the Pavement Surface Evaluation and Rating in 2006. Although this approach is used by local park units, the results are not incorporated into a management system. This is because the National Park Service 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.

Concrete patching and joint replacement in Colonial National Historical Park.

Bridges

The National Park Service manages the Bridge Inspection Program in collaboration with the Eastern Federal Lands Highway Division to maintain a comprehensive inventory and condition assessment of all major transportation bridges and tunnels in the National Park Service. The inspection program is compliant with National Bridge Inspection Standards. 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 to 1 scale performance metric to describe the value remaining in a bridge[7] (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

Title 23 requires the National Park Service to develop a congestion management program, and this work is identified as a performance measure in the Final National Long Range Transportation Plan. Phase II of the development of the congestion management program, identification of data indicators and the development of performance measures, is now complete (including). In addition, the program continues to align with the Visitor Use Management team in the Denver Service Center Planning Division.

7. Bridge Health Index (BHI) = (Replacement Value – Cost of Deteriorated Parts)/Replacement Cost.

Shenandoah National Park, SHEN 222239, Park Road Repaving.

Work consisted of a 1.75-inch asphalt overlay to five miles of Skyline Drive and No Name Overlook Parking, Route 1076, and chip seal preservation treatment to additional parking areas. This project was developed per recommendation from the Highway Pavement Management Application software, based on the Road Inventory Program. Using pavement preservation principles, the Pavement Management System recommends scheduling an appropriate treatment at the appropriate time to keep the roads in fair to good condition, preventing or postponing the need for major rehabilitation work. This strategy will potentially allow more roads to remain in better condition longer and will potentially reduce both monetary and maintenance needs over time while providing visitors with a more enjoyable park experience.

Safety Management System

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 by 2022, which is five years after the completion of the National Long Range Transportation Plan.

Additionally, regions are performing two to four safety studies per year, with an eye to providing useful data to the project development process in an effort to make the NPS roadway network safer.

Long Range Transportation Plan.

In 2017, the National Park Service completed and the Director accepted the final NPS national long range transportation plan (LRTP) that 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 (described in the table 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 long-range transportation plans either already completed or underway in NPS regions. Program staff are currently in the process of preparing the NLRTP "Report Card" as well as preparing Report Cards in FY18 for the Alaska, Midwest, Southeast, Intermountain, and Northeast Regions. Program staff will also update the Alaska Region's long range transportation plan in FY18 and the Northeast and Intermountain Regions long range transportation plans in FY19.

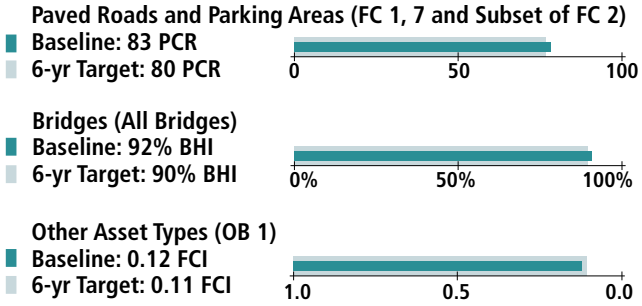
The national LRTP effort included the collection of baseline data and selection of performance measures. Specific metrics were developed for each performance measure and are presented in the final plan.

Goal 1: Asset Management - Sustainably manage NPS transportation assets and services.

- Condition of Highest Priority Transportation Assets.
- Number of Park Units That Have Completed a Transportation Infrastructure Vulnerability Assessment.

Performance Measures*

Condition of Highest Priority Transportation Assets



Number of Park Units That Have Completed a Transportation Infrastructure Vulnerability Assessment

**Presentation Plan to Accompany the Long Range Transportation Plan 2017*

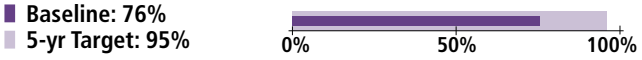
Old parking lot at Petersburg National Battlefield and Cemetery.

Goal 2: Transportation Finance - Allocate available transportation funding wisely.

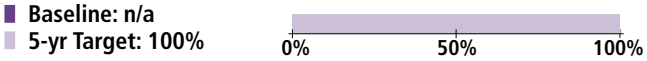
- Percentage of Transportation Funds Invested in Highest Transportation Assets.
- Percentage of Park Units That Meet Preventative Maintenance Targets for Highest Priority Transportation Assets.

Performance Measures*

Percentage of Transportation Funds Invested in Highest Priority Transportation Assets



Percentage of Park Units that Meet Preventive Maintenance Targets for Highest Priority Transportation Assets

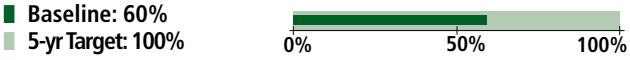


Goal 3: Resource Protection - Protect and preserve natural and cultural resources.

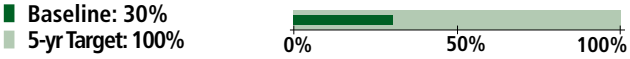
- Complete all components of the Innovative and Sustainable Transportation Evaluation Process and Guidance (INSTEP) Tool.
- Develop a System for Tracking and Forecasting the Condition of Culturally Significant Transportation Assets.
- Percentage Decrease in NPS Transportation System Emissions.

Performance Measures*

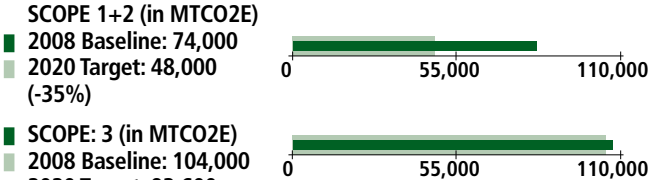
Completion of the INSTEP Tool



Develop a System for Tracking and Forecasting the Condition of Culturally Significant Transportation Assets



Percentage Decrease in NPS Transportation System Emissions



**Presentation Plan to Accompany the Long Range Transportation Plan 2017*

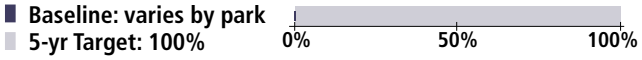
New repaved parking lot at same location at Petersburg National Battlefield and Cemetery.

Goal 4: Visitor Experience - Maintain and enhance the quality of visitor experiences.

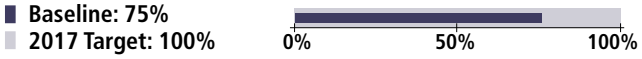
- Percentage of Park Unit Websites that Provide Nine Elements of Essential Traveler Information
- Completion of Phase II of the NPS Congestion Management System.
- Percentage of Transportation Contracts that Include Accessibility Language and are Compliant with Accessibility-Related Laws, Regulations, and Policies.
- Percentage of park unit websites that provide essential travel information.

Performance Measures*

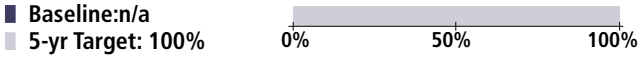
Percentage of Park Unit Websites that Provide Nine Elements of Essential Traveler Information



Completion of Phase II of the NPS Congestion Management Program



Percentage of Transportation Contracts and Projects that Include Accessibility Language and Are Compliant with Accessibility-Related Laws, Regulations and Policies

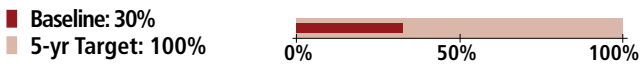


Goal 5: Safety - Provide a safe transportation system for all users.

- Completion of Transportation Safety Management System.

Performance Measure*

Completion of the NPS Transportation Safety Management System



**Presentation Plan to Accompany the Long Range Transportation Plan 2017*

The pavement preservation program at Blue Ridge Parkway will extend the life cycle of the roadway.

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 National Park Service 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 2017, six existing traffic count stations were rehabilitated and one new station was constructed for 123 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

An inventory of transit systems is conducted annually as required in 23 U.S. Code 203© as part of a comprehensive national inventory of public federal lands transportation facilities. The Volpe National Transportation Systems Center completes this project on behalf of the National Park Service each year.

Most recent data is from the inventory for 2016. For 2016, the National Park Service identified 100 transit systems in 64 parks. Of the 100 systems, the National Park Service owned and operated 19 systems. The list of systems included in the transit report was re-evaluated to ensure that all of the

New stonework at Blue Ridge Parkway will improve drainage and extend the life cycle of the roadway.

systems meet the definition of transit used for this report. As a result, 28 systems included in 2015 (2016 Annual Report) were removed for this 2016 report. These included 11 systems operating under a commercial use agreement and 17 chartered services. Taking into account the overall reduction in transit systems, FY2016 saw a 1.6% increase in boardings, accounting for 43.6 million passenger boardings.

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

Other Data

The National Park Service has developed a sustainability evaluation system for transportation projects called the Innovative and Sustainable Transportation Evaluation Process and Guidance. This system will be implemented in FY 2018 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 and monitor, track and measure progress towards mission related performance targets. To this end, the National Park Service is building a transportation GIS platform that will allow this integration.

Deteriorated brick walls and inaccessible walkway at Morristown National Historical Park.

Program Administration

Administrative costs for the NPS transportation program were approximately $7.1 million in FY17, primarily for program management staff salaries. The administrative costs were approximately 2.6% of the total program funds appropriated to the National Park Service

Results from FY17

Program-Level Obligations

The total program obligation rate for FY17 was 98%, at $253.5 million. The amount remaining unobligated in FY17 was approximately $5.8 million. A breakdown of the costs by project is included in the appendix and summarized in table 1 below.

Table 1. FY17 NPS FLTP Activity and Subactivity Obligations

Activity and Subactivity	WASO Approved Amount	
Administration (YO)		-
Program Administration		$7,098,644.00
-	AD(Y0) Totals	$7,098,644.00
Construction Engineering (YS)		-
Compliance Monitoring		$1,070,017.00
Construction Management		$25,591,827.00
De-obligation*		($1,669,671.00)
Revegetation		$792,588.00
-	CE(YS) Totals	$25,784,761.00

Completed accessible walkway and brickwalls with handrails at Morristown National Historical Park.

Activity and Subactivity	WASO Approved Amount	
Construction Contracts (CN)		-
Awards		$159,027,846.00
De-obligation		($30,701,995.00)
Modifications		$12,090,859.00
NRCS		$0.00
Other		$2,512,137.00
-	CN(YS) Totals	$142,928,847.00
Preliminary Engineering (YD)		-
Compliance		$1,416,599.00
De-obligation		($945,357.00)
Design		$26,997,437.00
-	PE(YD) Totals	$27,468,679.00
Planning (YP)		-
De-obligation		($538,104.00)
Transportation Planning		$14,311,900.00
-	PL(YD) Totals	$13,773,796.00

*De-obligations are prior year funds that were obligated on contracts but are no longer needed for those projects. These de-obligations can be due to good contractor bids, cost savings within the project and for other legitimate reasons. De-obligated funds are returned to the regions for use advancing other projects on the multiyear program of projects. If the de-obligated funds were originally allocated to the region via the FLTP Program's needs based formula, they are returned to the region where they originated. If de-obligated funds were not allocated via a needs based formula, they are returned to the National FLTP NPS program.

**Source: Federal Highway Administration Office of Federal Lands Highway*

Final pass asphalt applied in the Victory Monument parking lot in Colonial National Historical Park.

Paved Roads

In FY17, FLTP funds improved the condition of about 583 miles of NPS roads at a cost of approximately $149 million (see Table 2).

Table 2. FY17 Work Category for NPS FLTP Road Projects

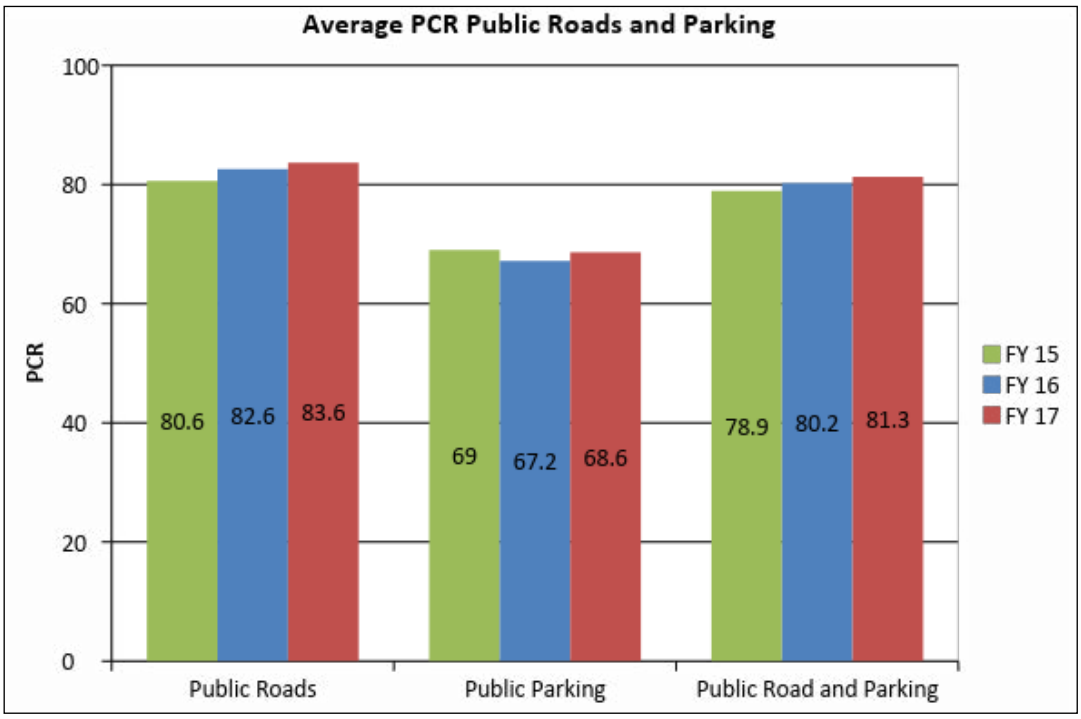
Construction Category	Miles of Road/Trail
Preventative Maintenance	188.95
Rehabilitate / Repair	358.68
Reconstruct	40.76
Trails	5.65
Total	594.04

Source: Federal Highway Administration Office of Federal Lands Highway

The National Park Service ultimately would like to improve the Servicewide Pavement Condition Rating to 85. In 2017, road the Pavement Condition Rating ticked upwards one point to 83.6 and parking pavement condition also improved from a 67.2 PCR to a 68.6 PCR.

Bridge repair work in Chesapeake and Ohio Canal National Historical Park.

Figure 1. Change in Servicewide Pavement Condition Rating, FY2015-FY2017



Source: Federal Highway Administration Office of Federal Lands Highway

New paved ditch adjacent to Kinney Road in Saguaro 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 in Figure 1.

Bridges

In FY17, FLTP funds improved the condition of 79 NPS bridges at a cost of $39.3 million (see table 3).

Table 3. FY17 Work Category for NPS FLTP Bridge Projects

Construction Category	Number of Bridges
Preventative Maintenance	33
Rehabilitate or Repair	45
Replace with New	1
Total	79

Source: Federal Highway Administration Office of Federal Lands Highway

The Servicewide Bridge Health Index for public motor vehicle structures remained unchanged at 0.916, excluding the Arlington Memorial Bridge, and remained at 0.93 including the Arlington Memorial Bridge (see table 4). Because bridges are inspected on a two-year cycle, the Bridge Health Index does not specifically account for changes from the beginning to the end of FY16. The condition of tunnels is included in the Building Health Index.

New culverts under Kinney Road in Saguaro National Park.

Table 4. Change in Bridge Health Index

Index Category	FY16	FY17
Servicewide BHI (all structures)	0.916	0.92
Servicewide BHI (omits the Arlington Memorial Bridge)	0.93	0.92.8
Number of Structurally Deficient Bridges	46	46
% of NPS Bridges that are Structurally Deficient	3.2%	3.2%

Source: Federal Highway Administration Office of Federal Lands Highway

Congestion

In FY17, the Congestion Management Program (part of the asset management portfolio for the Federal Lands Transportation Program) continued to test and adapt Congestion Assessments for the following parks: Cuyahoga Valley, Fort McHenry, Glacier (three sites), George Washington Memorial Parkway, Great Falls, Great Sand Dunes, and Joshua Tree. Support for the assessments came from DSC Transportation, the Intermountain Region, and the Federal Highway Administration (Central Federal Lands), and the Volpe National Transportation Systems Center.

Multiple members of the Park Facility Management Division leadership were briefed on the program's objectives, tools, and support options for parks, and with their feedback Phase II of the program is now complete (including identification of data indicators and performance measures). In addition, the program continued to align with the Visitor Use Management team in the Denver Service Center Planning Division.

Safety improvements, including full reconstruction of high accident locations on Route 10 Kelbaker Road, at Mojave National Preserve. The new roadway provides a safe, consistent 24-ft paved top width with 10.5-ft lanes with 1.5-ft shoulders.

Safety

Pursuant to Title 23, United States Code, Section 201, the National Park Service in partnership with the Federal Highway Administration is implementing a Transportation Safety Program (TSP). This is reflected in the NPS Long Range Transportation Plan published in 2017, which listed full implementation of the Transportation Safety Program as a 5-year performance measurement.

The workgroup group tasked with the TSP planning, and chartered under the NPS leadership council and FHWA leadership in 2011, completed and presented a report of findings reflecting and contrasting industry standards with current NPS best practices in 2017. Subsequently, the planning group was further tasked with drafting an implantation plan to adapt the report's finding for NPS use. The draft implementation plan is expected in early 2018.

Also in 2017, NPS Transportation and FHWA Safety launched a pilot program to analyze the NPS road network using an industry standard risk screening tool: SafetyAnalyst. The results of this pilot covering the 22 highest crash count parks are expected in 2020.

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. National Data is currently being assessed for outcomes from FY17 obligations.

Appendix: Table of Project Obligations for Fiscal Year 2017

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 Total	$63,992	$3,931,439	$338,445	$0	$1,066,169	$5,400,045
Alaska Regional Office	$63,992	$521,990	$0	$0	$350,000	$935,982
Alaska Long Range Transportation Plan	$19,676	-	-	-	-	-
Alaska Long Range Transportation Plan Update	$44,316	-	-	-	-	-
Collect Baseline Road Soils Data to Facilitate Out-Year Project Designs	-	$200,578	-	-	-	-
Regional FLTP Program Coordination	-	$321,412	-	-	-	-
Volpe Center Program Technical Assistance and Support	-	-	-	-	$350,000	-
Denali National Park	**$0**	**$3,409,449**	**$338,445**	**$0**	**$477,446**	**$4,225,341**
Construct Fish-Friendly Drainage Structures for West District Streams Crossing the Park Road	-	$13,991	-	-	-	-
Replace Failing Pavement on the Denali Park Road Milepost 0-3	-	$170,676	-	-	-	-
Replace Failing Pavement on the Denali Park Road Milepost 6-9	-	$2,412,570	-	-	-	-
Conduct a Hazard Assessment of the Denali Park Road Corridor	-	$32,428	-	-	-	-
FY17 Process Toklat River Scrape Material	-	$766,642	-	-	-	-
Reducing Risk of Pretty Rocks Slump	-	$13,143	-	-	-	-
Replace Bridges that Cannot be Seismically Retrofitted, Ghiglione Bridge	-	-	$23,028	-	-	-
Replace Bridges that Cannot be Seismically Retrofitted, Rock Creek Bridge	-	-	$315,417	-	-	-
Sitka National Historical Park	**$0**	**$0**	**$0**	**$0**	**$238,723**	**$238,723**
Rehabilitate Indian River Bridge	-	-	-	-	$238,723	-
Intermountain Region Total	$0	$49,105,289	$6,187,427	$0	$675,069	$55,967,786
Arches National Park	**$0**	**$665,252**	**$0**	**$0**	**$0**	**$665,252**
Rehabilitate Entrance Road (Rte 10) for 17.4 miles and loop (Rte 501) 0.8 mile	-	$665,252	-	-	-	-
Big Bend National Park	**$0**	**$5,703**	**$0**	**$0**	**$0**	**$5,703**
Surface Treatment of West Entrance Road	-	$5,703	-	-	-	-
Canyon de Chelly National Monument	**$0**	**$1,995,001**	**$0**	**$0**	**$0**	**$1,995,001**
Pavement Preservation Program (PPP) CACH Roads and Parking Areas	-	$1,995,001	-	-	-	-
Carlsbad Caverns National Park	**$0**	**$0**	**$5,466**	**$0**	**$0**	**$5,466**
Prevent Cave Contamination by Reconstructing Parking Areas	-	-	$5,466	-	-	-
Colorado National Monument	**$0**	**$4,681,103**	**$0**	**$0**	**$0**	**$4,681,103**
FLHP - Repair Historic Guard Wall Failure at Half Tunnel	-	$110,031	-	-	-	-
FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive	-	$4,156,712	-	-	-	-
FLHP - Repair Two Road Failures on Rim Rock Drive at MM-9.1	-	$414,360	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Devils Tower National Monument	**$0**	**$0**	**$0**	**$0**	**$128,300**	**$128,300**
Transportation Project Planning	-	-	-	-	$128,300	-
Dinosaur National Monument	**$0**	**$163,799**	**$0**	**$0**	**$0**	**$163,799**
Rehabilitate RT101 - Deerlodge Road	-	$163,799	-	-	-	-
Florissant Fossil Beds National Monument	$0	$1,296,035	$0	$0	$0	$1,296,035
Reconstruct Visitor Center Parking and Road to Reduce Safety Hazards	-	$1,296,035	-	-	-	-
Glacier National Park	**$0**	**$5,367,111**	**$0**	**$0**	**$303,925**	**$5,671,036**
Rehabilitate GTSR Phase X	-	$3,163,798	-	-	-	-
Rehabilitate GTSR Phase XIII	-	$180,502	-	-	-	-
Repair Camas Road Slumps and Resurface Remaining 4 Miles	-	$136,725	-	-	-	-
Rehabilitate 6 Miles of the Many Glacier Road	-	$73,693	-	-	-	-
Stabilize Many Glacier Road Slides and Rehabilitate Roadway	-	$1,812,394	-	-	-	-
Replace Sprinter Buses in the Park's Transit System	-	-	-	-	$262,802	-
Integrated Plan for Glacier Transportation System - GTSR Corridor	-	-	-	-	$41,123	-
Glen Canyon National Recreation Area	**$0**	**$2,256,820**	**$0**	**$0**	**$0**	**$2,256,820**
Pavement Preservation Program (PPP) (GLCA) Roads and Parking Areas	-	$2,256,820	-	-	-	-
Grand Canyon National Park	**$0**	**$15,110,931**	**$0**	**$0**	**$27,089**	**$15,138,019**
Rehabilitate Yaki Point and South Kaibab Roads and Associated Parking Areas	-	$1,620,220	-	-	-	-
Rehabilitate Asphalt Surface of Desert View Drive RT 011	-	$5,407,476	-	-	-	-
Rehabilitate Asphalt Surface of South Entrance Road RT 012	-	$4,386,871	-	-	-	-
Mill and Repave Village Loop Drive and Bypass Road	-	$3,696,364	-	-	-	-
Implement an Intelligent Traffic Management System	-	-	-	-	$11,742	-
Shuttle Bus Maintenance Facility Predesign to Help Provide High-Quality Visitor Transit Service	-	-	-	-	$15,346	-
Grand Teton National Park	**$0**	**$6,320,954**	**$0**	**$0**	**$0**	**$6,320,954**
Repair Structural Deficiencies at Four Highway Bridges	-	$158,477	-	-	-	-
Improve Safety at Gros Ventre Junction with a Modern Roundabout	-	$5,053,514	-	-	-	-
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor	-	$147,578	-	-	-	-
Address Slope Failure of Gros Ventre Road	-	$924,029	-	-	-	-
GRTE Spread Creek Pit MOU	-	$37,356	-	-	-	-
Hubble Trading Post National Monument	**$0**	**$10,090**	**$0**	**$0**	**$0**	**$10,090**
Pavement Preservation Program (PPP) HUTR Roads and Parking Areas	-	$10,090	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Intermountain Regional Office	**$0**	**$2,629,928**	**$0**	**$0**	**$6,211**	**$2,636,139**
IMR Engineering and Safety Studies	-	$51,534	-	-	-	-
FLTP Administration IMRO	-	$564,067	-	-	-	-
IMR Pavement Preservation OH - CFL	-	$336,550	-	-	-	-
IMR Pavement Preservation OH - WFL	-	$1,382,038	-	-	-	-
CFL Technical Assistance	-	$63,172	-	-	-	-
IMR Regional Transportation Safety Studies	-	$10,951	-	-	-	-
IMR Bridge Preservation OH - DSC	-	$221,616	-	-	-	-
IMR ATPPL/Cat III Program Assistance	-	-	-	-	$6,211	-
Mesa Verde National Park	**$0**	**$10,711**	**$0**	**$0**	**$0**	**$10,711**
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26	-	$10,711	-	-	-	-
Montezuma Castle National Monument	**$0**	**$147,903**	**$0**	**$0**	**$0**	**$147,903**
Pavement Preservation Program (PPP) MOCA Roads and Parking Areas	-	$147,903	-	-	-	-
Navajo National Monument	**$0**	**$98,504**	**$0**	**$0**	**$0**	**$98,504**
Pavement Preservation Program (PPP) NAVA Roads and Parking Areas	-	$98,504	-	-	-	-
Pipe Springs National Monument	**$0**	**$38,441**	**$0**	**$0**	**$0**	**$38,441**
Pavement Preservation Program (PPP) PISP Roads and Parking Areas	-	$38,441	-	-	-	-
Rocky Mountain National Park	**$0**	**$555,021**	**$0**	**$0**	**$0**	**$555,021**
Pavement Preservation Program (PPP) ROMO Roads and Parking Areas	-	$555,021	-	-	-	-
Saguaro National Park	**$0**	**$286,534**	**$0**	**$0**	**$0**	**$286,534**
Heavy 3R Kinney Rd	-	$286,534	-	-	-	-
Sunset Crater National Monument	**$0**	**$1,116,305**	**$0**	**$0**	**$0**	**$1,116,305**
Pavement Preservation Program (PPP) (SUCR) Roads and Parking Areas	-	$1,116,305	-	-	-	-
Timpanogas Cave National Monument	**$0**	**$0**	**$1,737**	**$0**	**$0**	**$1,737**
Redesign Road and Parking for Public Safety at Timpanogos Contact Station	-	-	$1,737	-	-	-
Tuzigoot National Monument	**$0**	**$125,948**	**$0**	**$0**	**$0**	**$125,948**
Pavement Preservation Program (PPP) TUZI Roads and Parking Areas	-	$125,948	-	-	-	-
Walnut Canyon National Monument	**$0**	**$288,085**	**$0**	**$0**	**$0**	**$288,085**
Pavement Preservation Program (PPP) (WACA) Roads and Parking Areas	-	$288,085	-	-	-	-
Wupatki National Monument	**$0**	**$1,835,935**	**$0**	**$0**	**$0**	**$1,835,935**
Pavement Preservation Program (PPP) (WUPA) Roads and Parking Areas	-	$1,835,935	-	-	-	-
Yellowstone National Park	**$0**	**$3,361,884**	**$6,180,224**	**$0**	**$0**	**$9,542,108**
3R Grand Loop Rd-Old Faithful to West Thumb	-	$282,551	-	-	-	-
Reconstruct Visitor Facility Parking Areas to Improve Visitor Safety and Satisfaction	-	$18,261	-	-	-	-
Rehabilitate the Lewis River Bridge	-	$277,399	-	-	-	-
Rehabilitate or Replace the Yellowstone River Bridge	-	$436,058	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Reconstruct the Northeast Entrance Road	-	$137,256	-	-	-	-
Micro Seal and Crack Seal West Thumb to South Entrance	-	$2,210,360	-	-	-	-
Rehabilitate/Replace the Isa Lake Bridge	-	-	$1,356	-	-	-
North Entrance Road-Gardiner Gateway Project	-	-	$226,593	-	-	-
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R	-	-	$2,629,989	-	-	-
Reconstruct Norris to Golden Gate Road Phase 3	-	-	$650,747	-	-	-
Reconstruct North Entrance Road	-	-	$101,169	-	-	-
Reconstruct Tower to Canyon Road Phase 3	-	-	$291,006	-	-	-
RECONSTRUCT SYLVAN PASS TO EAST ENTRANCE ROAD FLHP00	-	-	$200	-	-	-
RECONSTRUCT GIBBON FALLS TO TANKER CURVE ROAD FLHP00	-	-	$179	-	-	-
Reconstruct the Norris to Golden Gate Road, Phase I	-	-	$37,175	-	-	-
Reconstruct the Norris to Golden Gate Road, Phase 2	-	-	$2,241,810	-	-	-
Zion National Park	**$0**	**$737,292**	**$0**	**$0**	**$209,545**	**$946,837**
Reconstruct 9.9 Miles of Rts 12/14	-	$7,778	-	-	-	-
Reconstruct 6 Miles Kolob Canyon Route 13	-	$729,514	-	-	-	-
Replace ZION Transit Fleet	-	-	-	-	$209,545	-
Midwest Region Totals	$9,416	$10,820,882	$782,550	$0	$1,698,642	$13,311,490
Badlands National Park	**$0**	**$172,556**	**$100,199**	**$0**	**$0**	**$272,754**
Develop EA, Remove/Replace Culverts and Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25	-	$88,382	-	-	-	-
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot to Improve the Visitor Experience	-	$60,863	-	-	-	-
Conduct Engineering Study on the Loop Road (HWY 240) and Conata Road	-	$23,311	-	-	-	-
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill	-	-	$100,199	-	-	-
Buffalo National River	$0	$46,495	$0	$0	$0	$46,495
Repair Ponca Low Water Bridge Deficiencies	-	$46,495	-	-	-	-
Cuyahoga Valley National Park	**$0**	**$0**	**$0**	**$0**	**$623,094**	**$623,094**
Replace CVNP Scenic Railroad Mini-Excavator/Track Maintenance Machine	-	-	-	-	$405,475	-
Geotechnical Survey for Fitzwater Railroad Maintenance Yard	-	-	-	-	$47,283	-
Construct Parking Lots and Improve Circulation for Village of Boston and New Primary Visitor Center	-	-	-	-	$170,336	-
Fort Larned National Historic Site	**$0**	**$0**	**$542,622**	**$0**	**$0**	**$542,622**
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities	-	-	$542,622	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Hot Springs National Park	**$0**	**$85,632**	**$0**	**$0**	**$0**	**$85,632**
Rehabilitate West Mountain Drive and Summit Road, Routes 11 and 101	-	$29,577	-	-	-	-
Design and Construction Management for Repair of Hot Springs Mountain Drive	-	$56,056	-	-	-	-
Indiana Dunes National Lakeshore	**$0**	**$34,824**	**$0**	**$0**	**$0**	**$34,824**
Replace Douglas Center Pedestrian Bridge	-	$34,209	-	-	-	-
Rehab East State Park Road	-	$616	-	-	-	-
Isle Royale National Park	**$0**	**$0**	**$0**	**$0**	**$23,719**	**$23,719**
Isle Royale National Park - Ferry Boat Program Matching Funds and IAA support	-	-	-	-	$7,255	-
Motor Vessel Ranger III Value-Based Decision Making Workshop and Planning for Isle Royale NP	-	-	-	-	$16,464	-
Midwest Regional Office	$9,416	$354,442	$0	$0	$150,000	$513,858
MWR Long Range Transportation Plan (LRTP)	$9,416	-	-	-	-	-
Pavement Preservation Program - Overhead Costs for Michigan and Ohio; 2012	-	$2,947	-	-	-	-
Pavement Preservation Program - Overhead Costs for Iowa, Illinois, Minnesota, Wisconsin	-	$32,739	-	-	-	-
Engineering and Safety Studies - EFL	-	$6,078	-	-	-	-
MWR Transportation Program Management, FY13 (A), FY14 (B), FY15 (C), FY16 (D), FY17 (E), and FY18(F).	-	$236,335	-	-	-	-
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	-	$33,410	-	-	-	-
FLTP Administration, CFLH in MWR	-	$0	-	-	-	-
FLTP Unit-Level Transportation Safety Studies (EFL)	-	$42,932	-	-	-	-
VOLPE Technical Assistance	-	-	-	-	$150,000	-
Mississippi River and Recreation Area	**$0**	**$0**	**$0**	**$0**	**$901,829**	**$901,829**
Complete and Implement Multi-Modal, Alternative Transportation Plan for MISS	-	-	-	-	$901,829	-
Ozark National Scenic Riverways	**$0**	**$3,480,197**	**$0**	**$0**	**$0**	**$3,480,197**
Rehabilitate Big Spring Highway Bridge	-	$3,480,197	-	-	-	-
Pea Ridge National Military Park	**$0**	**$0**	**$139,729**	**$0**	**$0**	**$139,729**
Realign Parks Main Tour Road	-	-	$139,729	-	-	-
Theodore Roosevelt National Park	**$0**	**$6,625,501**	**$0**	**$0**	**$0**	**$6,625,501**
Resurface Routes 11A and 11E	-	$6,625,501	-	-	-	-
Voyageurs National Park	**$0**	**$21,235**	**$0**	**$0**	**$0**	**$21,235**
Pavement Preservation Program	-	$21,235	-	-	-	-
National Capital Region Totals	$414,283	$13,131,191	$912,646	$0	$661,346	$15,119,465
Catoctin National Park	**$0**	**$23,750**	**$96,708**	**$0**	**$0**	**$120,458**
Repair Rt 0011 Section 0 Foxvile-Deerfield Road	-	$2,818	-	-	-	-
Repair One Mile of Park Central Road (Route 0010)	-	$20,932	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Repair Catoctin Mountain Park 2011 Storm Damage	-	-	$96,708	-	-	-
Chesapeake and Ohio National Historical Park	**$0**	**$18,466**	**$0**	**$0**	**$0**	**$18,466**
Improve Safety - Fletcher's Entrance Road	-	$18,212	-	-	-	-
Resurface Parking Lots & Widen Entrance Road, Great Falls Park	-	$254	-	-	-	-
George Washington Memorial Parkway	**$0**	**$5,262,378**	**$815,938**	**$0**	**$352,488**	**$6,430,805**
FLHP Repair Concrete Spalls in the CIA/ FHWA Bridge Interchange	-	$983,560	-	-	-	-
FLHP - Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches	-	$177,977	-	-	-	-
FHLP - Iwo Jima Memorial Access Road (RT-0203)	-	$58,911	-	-	-	-
FHLP - North GWMP Rehabilitation EA	-	$467,903	-	-	-	-
Arlington Memorial Emergency Repairs; GWMP 11 (6)	-	$16,489	-	-	-	-
FLHP - Repair Concrete Overlay of the Southbound Lanes of Windy Run Bridge (3300-009P)	-	$3,134,560	-	-	-	-
FLHP - Install an Independent Shoring System at Arlington Memorial Bridge (016P)	-	$101,308	-	-	-	-
Glebe RD Overpass Bridge Repair of Expansion Joints (3300-006P)	-	$30,127	-	-	-	-
Clara Barton Parkway Glen Echo Turn Around Safety study	-	$106,366	-	-	-	-
Rock Scaling to Prevent Additional Rock Falling at Spout Run	-	$166,404	-	-	-	-
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge	-	-	$815,938	-	-	-
MVT Bridge 12 Environmental Assessment (EA)	-	-	-	-	$68,276	-
Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot	-	-	-	-	$142,118	-
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements	-	-	-	-	$73,863	-
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24	-	-	-	-	$57,753	-
FLHP - Bridge #31 Mount Vernon Trail Improvement and Reconstruction	-	-	-	-	$10,479	-
FLHP - Repair/Mill and Overlay SB Ramps from National Airport 3300-027P and Bridge 3300-028 RT 233	-	$18,774	-	-	-	-
Harpers Ferry National Historical Park	**$0**	**$188,294**	**$0**	**$0**	**$0**	**$188,294**
Harpers Ferry Pavement Preservation	-	$188,294	-	-	-	-
Manassas National Battlefield Park	**$0**	**$0**	**$0**	**$0**	**$170,103**	**$170,103**
Stabilize and Preserve Historic Stone Bridge	-	-	-	-	$170,103	-
Monacacy National Battlefield	**$0**	**$46,652**	**$0**	**$0**	**$0**	**$46,652**
Monocacy Pavement Preservation	**-**	**$46,652**	**-**	**-**	**-**	**-**

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
National Capital Parks - East	**$0**	**$5,174,667**	**$0**	**$0**	**$19,634**	**$5,194,301**
Repave Baltimore-Washington Parkway	-	$4,197,583	-	-	-	-
Repave Greenbelt Park Roadways and Construct New Bridge	-	$164,375	-	-	-	-
Repair and Repave Asphalt Roads - Ft. Dupont Park	-	$154,358	-	-	-	-
Repair Settling Approach Barrier Wall and Slab, Baltimore-Washington Parkway at MD Rt 197	-	$361,462	-	-	-	-
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road	-	$73,308	-	-	-	-
Support for BW Parkway Traffic Safety Task Force	-	$5,750	-	-	-	-
Prepare Cultural Landscape Report for the Baltimore-Washington Parkway	-	$51,736	-	-	-	-
Conduct Archeological Overview and Assessment and Id and Eval of the Baltimore-Washington Pkwy	-	$166,095	-	-	-	-
Conduct Environmental Assessment/ Compliance for the Construction of the OXCO Hiker/Biker Trail	-	-	-	-	$15,479	-
Design and Construct Anacostia Riverwalk Trail Pedestrian Bridge Across Anacostia River	-	-	-	-	$4,154	-
National Mall and Memorial Parks	**$0**	**$220,496**	**$0**	**$0**	**$24,884**	**$245,380**
Kutz Bridge Rehabilitation / Structure No. 3400-032P	-	$99,937	-	-	-	-
Rock Creek and Potomac Parkway Bridge and Storage Rehabilitation	-	$862	-	-	-	-
Rehabilitate Structure No 3400-033P Inlet Bridge Repair/Rehab	-	$1,241	-	-	-	-
Resurface Rock Creek and Potomac Parkway FHWA	-	$107,423	-	-	-	-
Resurface Independence Ave and Tidal Basin Roads FHWA	-	$10,810	-	-	-	-
Resurface East Basin Drive Roads	-	$224	-	-	-	-
Mill and Overlay Asphalt Bike/Pedestrian Path from Inlet Bridge to Memorial Bridge	-	-	-	-	$24,884	-
National Capital Regional Office	**$414,283**	**$283,073**	**$0**	**$0**	**$0**	**$697,356**
Provide Program Support for the National Capital Region Federal Lands Highway Program	-	$194,408	-	-	-	-
DSC Transportation Program Support (Pilot)	-	$88,665	-	-	-	-
NCR Long Range Transportation Plan (LRTP)	$69,600	-	-	-	-	-
Visitor Use Survey for Transportation at the National Capital Region	$344,683	-	-	-	-	-
Potomac Heritage National Scenic Trail	**$0**	**$0**	**$0**	**$0**	**$8,490**	**$8,490**
Identify Options to Eliminate a Gap in the POHE NST Network Within and Adjacent to Great Falls Park	-	-	-	-	$8,490	-
Prince William Forest Park	**$0**	**$55,715**	**$0**	**$0**	**$54,713**	**$110,428**
Repair South Fork Timber Bridge	-	$55,715	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Design and Construct a New Park Entrance from VA RT. 234	-	-	-	-	$36,379	-
Repair the Historic Pyrite Mine Road Bridge	-	-	-	-	$18,334	-
Rock Creek Park	**$0**	**$1,857,699**	**$0**	**$0**	**$0**	**$1,857,699**
Rehabilitate Wise Road	-	$162	-	-	-	-
Perform Pavement Preservation and Replace Drainage System on Bingham Drive	-	$12,854	-	-	-	-
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive	-	$12,854	-	-	-	-
Perform Preventive Maintenance and Replace Drainage System on Ross Drive	-	$283	-	-	-	-
Rehabilitate Joyce Road Bridge at Military Road	-	$1,058	-	-	-	-
Rehabilitate Broad Branch Road Bridge	-	$3,314	-	-	-	-
Rehabilitate Shoreham Hill Bridge	-	$4,418	-	-	-	-
Rehabilitate Kalmia Road Bridge	-	$883	-	-	-	-
Repair Edgewater Stable Access Bridge	-	$74,922	-	-	-	-
Rehabilitate Ross Drive Bridge	-	$946	-	-	-	-
Rehabilitate Waterside Drive	-	$135,330	-	-	-	-
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall	-	$72,149	-	-	-	-
Develop Communications Plan for Beach Drive Rehabilitation	-	$15,710	-	-	-	-
Eliminate Unsafe Conditions, Resurface, and Repair Beach Drive	-	$1,522,815	-	-	-	-
White House and Presidents Park	**$0**	**$0**	**$0**	**$0**	**$31,034**	**$31,034**
Reset Brick Pavers in Lafayette Park	-	-	-	-	$31,034	-
Northeast Region Totals		$19,288,967	$12,714	$0	$2,939,953	$22,268,708
Acadia National Park	**$0**	**$1,503,130**	**$0**	**$0**	**$739,999**	**$2,243,129**
Rehabilitate Duck Brook Bridge	-	$421,901	-	-	-	-
Mill and Overlay 2" Visitor Center Parking Rt ACAD-0900 and Stanley Brook Rd Rt ACAD-0014	-	$84,689	-	-	-	-
Treat Surface Schooner Head Road Rt ACAD-0202	-	$109,027	-	-	-	-
Treat Surface Tarn Parking Area Rt ACAD-0913	-	$39,545	-	-	-	-
Treat Surface Lower Sand Beach Parking Area Rt ACAD-0918	-	$156,963	-	-	-	-
Treat Surface Upper Sand Beach Parking Area Rt ACAD-0919	-	$48,230	-	-	-	-
Treat Surface Thunder Hole Parking Rt ACAD-0922	-	$67,268	-	-	-	-
Mill and Overlay 2" Wild Gardens Of Acadia Parking A and B Rt ACAD-0963	-	$4,446	-	-	-	-
Pulverize Base and Overlay 3" East Schoodic Drive (Extension) Rt ACAD-0018AZ	-	$33,879	-	-	-	-
Overlay 2" Visitor Center Accessible Parking Rt ACAD-0901	-	$43,956	-	-	-	-
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ	-	$8,668	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Treat Surface Cadillac Mountain Parking Rt ACAD-0912	-	$427,419	-	-	-	-
Pulverize Base and Overlay 3" Visitor Center Access/Hull's Cove Road Rt ACAD-0011	-	$1,384	-	-	-	-
Treat Surface Norumbega Parking Area Rt ACAD-0932	-	$55,753	-	-	-	-
NER Contribution to Replace Twelve (12) Year 2006 Propane Buses Equipped with ITS (NPS Share)	-	-	-	-	$640,000	-
Develop An Integrated Multi-Modal Transportation Plan for Acadia National Park	-	-	-	-	$99,999	-
Appomattox Courthouse	**$0**	**$0**	**$0**	**$0**	**$41,090**	**$41,090**
Complete APCO Comprehensive Trail Plan and Environmental Assessment	-	-	-	-	$41,090	-
Assateague Island National Seashore	**$0**	**$1,743,817**	**$0**	**$0**	**$0**	**$1,743,817**
Mill and Overlay 2" Maddox Road Rt ASIS-0012	-	$206,744	-	-	-	-
Mill and Overlay 2" Beach Road Rt ASIS-0011	-	$146,562	-	-	-	-
Repave Oceanside Drive, Exits, and Pullouts	-	$441,314	-	-	-	-
Treat Surface North Beach Parking Rt ASIS-0911	-	$603,847	-	-	-	-
Apply Asphalt Overlay to Bayside Drive Route 202	-	$345,349	-	-	-	-
Boston Harbor Islands National Recreation Area	**$0**	**$0**	**$0**	**$0**	**$124,782**	**$124,782**
Boston Harbor Islands Water Transportation Plan	-	-	-	-	$111,280	-
BOAT DOCK INSPECTION FOR REPAIR OR REPLACEMENT	-	-	-	-	$13,502	-
Boston National Historical Park	**$0**	**$0**	**$0**	**$0**	**$47,076**	**$47,076**
Design Multi-Modal Transportation Improvements - Charlestown Navy Yard	-	-	-	-	$47,076	-
Booker T. Washington National Monument	**$0**	**$400,463**	**$0**	**$0**	**$0**	**$400,463**
Mill and Overlay 2" Visitor Center Parking Rt BOWA-0900	-	$283,203	-	-	-	-
Mill and Overlay 2" Visitor Center Parking Access RT BOWA-0010	-	$117,260	-	-	-	-
Cape Cod National Seashore	**$0**	**$881,537**	**$0**	**$0**	**$1,126,932**	**$2,008,469**
Repave Province Lands Visitor Center Parking	-	$321,322	-	-	-	-
Pulverize Base and Overlay 3" Race Point Beach Parking Rt CACO-0902	-	$10,943	-	-	-	-
Overlay 1.75" Marconi Station Site Parking Rt CACO-0907	-	$35,440	-	-	-	-
Mill and Overlay 2" Coast Guard Beach Environmental Education Center Rt CACO-0913	-	$98,216	-	-	-	-
Mill and Overlay 2" Coast Guard Beach Bus Stop Parking Rt CACO-0914	-	$369,346	-	-	-	-
Replace Province Lands Road Bike Trail Tunnels	-	$802	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Mill and Overlay 2" Coast Guard Beach Shuttle Pickup Route Rt CACO-0405	-	$45,468	-	-	-	-
Beach Shuttle Replacement Vehicles	-	-	-	-	$832,000	-
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes	-	-	-	-	$252,285	-
Development of Plans for Projects Identified in the Outer Cape Bicycle Master Plan	-	-	-	-	$28,477	-
Share-the-Road Bike Safety Improvements on NPS-Owned Roads in Support of Outer Cape Bike Master Plan	-	-	-	-	$14,169	-
Colonial National Historical Park	**$0**	**$1,357,909**	**$0**	**$0**	**$0**	**$1,357,909**
Repave 1 Road and 16 Parking Lots	-	$187,982	-	-	-	-
Repave 5 Roads and Parking Areas Rt 106, 501A, 501B, 0926 and 0950	-	$7,039	-	-	-	-
Repave 10 Roads and Parking Areas - Rt 102, 103, 0500, 0503AZ, 0901, 0902, 0922, 0928, 099, 0931	-	$3,836	-	-	-	-
Rehabilitate Beaverdam Creek Bridge (COLO/4290-002P)	-	$138,661	-	-	-	-
COLO Parkway Pavement Management Plan	-	$19,468	-	-	-	-
Treat Surface Surrender Road Rt COLO-0225	-	$7,599	-	-	-	-
Treat Surface Moore House Access Road Rt COLO-0503BZ	-	$7,294	-	-	-	-
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 0.34-5.34)	-	$87,122	-	-	-	-
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 5.34 to 10.34)	-	$73,000	-	-	-	-
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 10.34 to 15.34)	-	$462,649	-	-	-	-
Rehabilitate U.S. Route 17 Parkway Bridge (COLO/4290-006P)	-	$213,585	-	-	-	-
Rehabilitate Halfway Creek Bridge (COLO/4290-022)	-	$50,612	-	-	-	-
Rehabilitate Felgate's Creek Bridge (COLO/4290-011P)	-	$41,746	-	-	-	-
Rehabilitate Kings Creek Bridge (COLO/4290-012)	-	$57,315	-	-	-	-
Delaware Water Gap National Recreation Area	**$0**	**$796,159**	**$0**	**$0**	**$0**	**$796,159**
Pulverize and Overlay 3" Old Mine Road (South) Rt DEWA-0010	-	$214,677	-	-	-	-
Treat Surface Kuhn Road Rt DEWA-0011	-	$106,247	-	-	-	-
BRIDGE MANAGEMENT: DEWA US209 Mile .80 Bridge	-	$6,053	-	-	-	-
Sustain Continued Use of DEWA Arterial Loop Road	-	$147,632	-	-	-	-
Repave Smithfield Boat Launch, Parking and Beach Access	-	$14,364	-	-	-	-
Mill and Overlay 2" Us Route 209 Rt DEWA-0014	-	$43,719	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Rehabilitate Toms Creek Bridge (DEWA/4320-049)	-	$5,506	-	-	-	-
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)	-	$47,051	-	-	-	-
Rehabilitate Adams Creek Bridge (DEWA/420-013P)	-	$13,225	-	-	-	-
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)	-	$29,095	-	-	-	-
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)	-	$126,917	-	-	-	-
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)	-	$41,673	-	-	-	-
Eisenhower National Historic Site	**$0**	**$0**	**$0**	**$0**	**$24,470**	**$24,470**
Produce a Visitor Transportation and Access Study for EISE	-	-	-	-	$24,470	-
Fire Island National Seashore	**$0**	**$14,993**	**$0**	**$0**	**$0**	**$14,993**
Resurface William Floyd Estate Entrance and Exit Roads and Parking Lot Rts 101, 103, and 902	-	$14,993	-	-	-	-
Fort McHenry National Monument and Historic Shrine	**$0**	**$56,792**	**$0**	**$0**	**$0**	**$56,792**
Mill and Overlay 2" Visitor Center Parking Rt FOMC-0900	-	$56,792	-	-	-	-
Fredericksburg and Spotsylvania County Battlefields Memorial National Military Park	$0	$1,476	$0	$0	$0	$1,476
Overlay 1.75" Slocum Drive Rt FRSP-0018 and Widow Tapp Parking Rt FRSP-0917	-	$1,476	-	-	-	-
Gateway National Recreation Area	**$0**	**$5,283,007**	**$12,714**	**$0**	**$4,916**	**$5,300,637**
Mill and Overlay 2" New Dorp High School Parking C Rt GATE-0953C	-	$340,000	-	-	-	-
Mill and Overlay 2" New Dorp High School Parking B Rt GATE-0953B	-	$139,840	-	-	-	-
Mill and Overlay 2" North Beach Parking Rt GATE-0930	-	$77,366	-	-	-	-
Mill and Overlay 2" Sanchez Road West Rt GATE-0132B	-	$230,967	-	-	-	-
Mill and Overlay 2" Floyd Bennett Entrance Road 1 Rt GATE-0200AZ & BZ	-	$61,473	-	-	-	-
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222	-	$1,088,714	-	-	-	-
Reclaim and Overlay 3" Ecology Road Rt GATE-0231	-	$86,000	-	-	-	-
Mill and Overlay 2" Fort Wadsworth Visitor Center Parking Rt GATE-0958A	-	$61,667	-	-	-	-
Perform Joint and Crack Repair Community Gardens Parking Rt GATE-0965A	-	$1,143,000	-	-	-	-
Mill and Overlay 2" North Carolina Road Rt GATE-0453	-	$1,988,428	-	-	-	-
Mill and Overlay 2" New Dorp High School Parking A Rt GATE-0953A	-	$65,551	-	-	-	-
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222	-	-	$12,714	-	-	-
Complete Sandy Hook Multi-Use Connector	-	-	-	-	$4,916	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Gettysburg National Military Park	**$0**	**$77,287**	**$0**	**$0**	**$37,974**	**$115,261**
Rehabilitate South Confederate Avenue Bridge (GETT/4400-002P)	-	$45,087	-	-	-	-
Rehabilitate Warren Avenue Bridge (GETT/4400-004P)	-	$13,000	-	-	-	-
Rehabilitate Cross Avenue Bridge (Culvert) (GETT/4400-007P)	-	$13,000	-	-	-	-
Rehabilitate United States Ave Bridge (GETT/4400- 005P)	-	$6,200	-	-	-	-
Comprehensive Community Trails Plan/EA	-	-	-	-	$37,974	-
Hopewell Furnace National Historic Site	**$0**	**$15,764**	**$0**	**$0**	**$0**	**$15,764**
Repair and Resurface Three Park Roads Rts 010, 900, and 901	-	$15,764	-	-	-	-
Lowell National Historical Park	**$0**	**$0**	**$0**	**$0**	**$112,381**	**$112,381**
Create Trolley System Condition Assessment	-	-	-	-	$112,381	-
Minute Man National Historical Park	**$0**	**$38,786**	**$0**	**$0**	**$117,876**	**$156,663**
Mill and Overlay 2" North Bridge Visitor Center Rt MIMA-0900	-	$38,786	-	-	-	-
Reroute Battle Road Trail to Improve Safety and Visitor Experience	-	-	-	-	$54,366	-
Repair and Resurface Battle Road Trail Damaged by Erosion and Use	-	-	-	-	$63,510	-
New River Gorge National River	**$0**	**$490,851**	**$0**	**$0**	**$0**	**$490,851**
Mill and Overlay 2" Shelter Area 1 Parking Rt NERI-0961, 0963, and 0964	-	$204,856	-	-	-	-
Mill and Overlay Two Inches at Grandview Overflow Parking NERI-0967AZ, BZ, CZ, DZ, EZ, FZ and GZ	-	$143,470	-	-	-	-
Overlay 1" Grandview Visitor Center Road Rt NERI-0202	-	$31,389	-	-	-	-
Overlay Five Parking Areas at NERI NERI-0919A,B,C,0923, & 0926	-	$24,320	-	-	-	-
Overlay Grandview Parking Areas NERI-0958, 0965AZ, 0965BZ, & 0966	-	$86,816	-	-	-	-
Northeast Regional Office	**$27,073**	**$130,660**	**$0**	**$0**	**$3,017**	**$160,750**
Northeast Region Long Range Transportation Plan Update	$27,073	-	-	-	-	-
NER FLT Program Design Support	-	$16,699	-	-	-	-
Program Administration Support Funds	-	$14,626	-	-	-	-
CAT I Support for ERFO SANDY DSC Support	-	$94,336	-	-	-	-
NER Program Admin, Design, and Implementation Support (Trav)	-	$4,999	-	-	-	-
NER Program Admin, Design, and Implementation Support (Trav)	-	-	-	-	$3,017	-
Saratoga National Historical Park	**$0**	**$144,393**	**$0**	**$0**	**$0**	**$144,393**
Rehabilitate the Tour Road Bridge (SARA/1910-001P)	-	$41,333	-	-	-	-
Perform Slope Stabilization on Tour Road Rt 0100 Near Stop 8	-	$53,123	-	-	-	-
Rehabilitate Kroma Kill Bridge #2 (SARA/1910-002P)	-	$23,670	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Rehabilitate Kroma Kill Bridge #3 (SARA/1910-003P)	-	$12,923	-	-	-	-
Rehabilitate Kroma Kill Culvert (SARA/1910-005P)	-	$13,343	-	-	-	-
Shenandoah National Park	**$0**	**$6,076,327**	**$0**	**$0**	**$0**	**$6,076,327**
Pavement Management - Repair Road and Parking Area Surfaces - FY 2015	-	$61,150	-	-	-	-
Pavement Management - Skyline Drive Route Rt 10C MM 97.1 to 102.1	-	$2,987,301	-	-	-	-
Pavement Management - Skyline Drive Route 10A and No Name Overlook Parking Rt 1076	-	$73,479	-	-	-	-
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3	-	$8,597	-	-	-	-
Pavement Management - Parkwide Roads and Parking Areas	-	$281,706	-	-	-	-
Skyline Drive MM 0 to 5.63, North Entrance Residence Rt 100, and Dickey Ridge Trail Parking Rt 1071	-	$25,501	-	-	-	-
Pavement Management - Skyline Drive (South) MM 102.1 to 105.66 and Brown Gap Parking	-	$2,438,166	-	-	-	-
Pulverize and Overlay Simmon's Gap Ranger Station Parking Rt 958A	-	$200,426	-	-	-	-
Steamtown National Historic Site	**$0**	**$3,078**	**$0**	**$0**	**$540,000**	**$543,078**
Treat Surface Visitor Center Parking Rt STEA-0900	-	$3,078	-	-	-	-
Restore Steam Locomotive Boston & Maine 3713	-	-	-	-	$540,000	-
Valley Forge National Historical Park	**$0**	**$24,842**	**$0**	**$0**	**$0**	**$24,842**
Complete Accessibility Improvements at Visitor Center	-	$24,842	-	-	-	-
Vanderbilt Mansion National Historic Park	**$0**	**$247,698**	**$0**	**$0**	**$0**	**$247,698**
Rehabilitate White Bridge (VAMA/1797-001P)	-	$117,535	-	-	-	-
Rehabilitate Bard Rock Bridge (VAMA/1797-002P)	-	$80,907	-	-	-	-
Rehabilitate Rustic Bridge (VAMA/1797-003P)	-	$34,975	-	-	-	-
Treat Surface Mansion Parking Rt VAMA-0903	-	$14,281	-	-	-	-
Weir Farm National Historic Site	**$0**	**$0**	**$0**	**$0**	**$19,439**	**$19,439**
Develop a Parkwide Transportation Plan - Unit Management Plans - Transportation Component	-	-	-	-	$19,439	-
Pacific West Region Totals	$0	$35,995,513	$13,534,698	$0	$991,182	$50,521,393
Channel Islands National Park	**$0**	**$0**	**$0**	**$0**	**$767,846**	**$767,846**
Improve Access to Scorpion Anchorage, Santa Cruz Island	-	-	-	-	$28,891	-
Replace Dilapidated Pier at Scorpion Anchorage	-	-	-	-	$738,955	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Crater Lake National Park	**$0**	**$1,092,573**	**$0**	**$0**	**$0**	**$1,092,573**
Restore Safe Width of West Rim Drive (Route 14)	-	$1,092,573	-	-	-	-
Craters of the Moon National Monument and Preserve	$0	$25,855	$0	$0	$0	$25,855
Seal Coating and Crack Sealing of Roadway Pavement	-	$25,855	-	-	-	-
Death Valley National Park	**$0**	**$6,039,713**	**$0**	**$0**	**$0**	**$6,039,713**
Repair Road Surface and Drainage Features, Badwater Road MP16-27	-	$83,313	-	-	-	-
Pavement Preservation, Perform Chipseal on Badwater Road	-	$5,765,000	-	-	-	-
Death Valley Oct. 2015 Flood - Emergency Storm Damage (Facility)	-	$191,400	-	-	-	-
Golden Gate National Recreation Area	**$0**	**$421,777**	**$0**	**$0**	**$64,936**	**$486,713**
Complete Design and Compliance for Vista Point Multi-Use Connections to Fort Baker	-	-	-	-	$21,436	-
Develop the Environmental Analyses and Impact Statement for Water Shuttle Access to Three Park Sites	-	-	-	-	$43,500	-
Repair Baker Barry Tunnel Lining	-	$421,777	-	-	-	-
Haleakala National Park	**$0**	**$7,032,667**	**$0**	**$0**	**$0**	**$7,032,667**
Rehabilitate Main Park Road, MP 11.2 to MP 14.8	-	$7,032,667	-	-	-	-
Joshua Tree National Park	**$0**	**$7,000,000**	**$0**	**$0**	**$0**	**$7,000,000**
Preserve Pavement for Roads and Parking Areas in Joshua Tree NP	-	$7,000,000	-	-	-	-
Lake Mead National Recreation Area	**$0**	**$20,147**	**$445,986**	**$0**	**$0**	**$466,133**
Conduct Parkwide Transportation Safety Study	-	$20,147	-	-	-	-
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization	-	-	$383,202	-	-	-
Reconstruct Katherine Landing Access Road	-	-	$62,784	-	-	-
Lake Roosevelt National Recreation Area	**$0**	**$64,894**	**$0**	**$0**	**$0**	**$64,894**
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site	-	$63,496	-	-	-	-
	-	-	-	-	-	-
Re-Stripe Park Road 1 Year After Chipseal	-	$1,398	-	-	-	-
Perform Recommended Maintenance on West Sulphur Creek Bridge	-	-	-	-	-	-
Mojave National Reserve	**$0**	**$0**	**$79,306**	**$0**	**$0**	**$79,306**
Reconstruct Segments of Kelbaker Road to Improve Safety	-	-	$79,306	-	-	-
Mount Rainier National Park	**$0**	**$751,828**	**$0**	**$0**	**$0**	**$751,828**
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6	-	$381,609	-	-	-	-
Rockfall Mitigation at Mount Rainier N.P. SR123/106 Tunnel	-	$37,961	-	-	-	-
ERFO Repair Damage to Stevens Canyon Road Caused by Storm Disaster # WA2015-1-NPS	-	$64,246	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
FLTP - Repair and Rehabilitation of Stevens Canyon Road Mile 5.0 to Mile 14.0	-	$160,226	-	-	-	-
FHWA Repair Mather Memorial Parkway Slide Area	-	$107,787	-	-	-	-
Muir Woods National Monument	**$0**	**$0**	**$0**	**$0**	**$40,750**	**$40,750**
Plan and Design Access Improvements at MUWO	-	-	-	-	$40,750	-
North Cascades National Park	**$0**	**$241,594**	**$1,497,795**	**$0**	**$0**	**$1,739,390**
Rehabilitate Skagit River Bridge	-	$241,594	-	-	-	-
Realign and Pave Five Miles of Stehekin Valley Road	-	-	$1,497,795	-	-	-
Olympic National Park	**$0**	**$8,183,893**	**$15,909**	**$0**	**$0**	**$8,199,803**
Engineer and Repair Eight Slumping Fill Sections on Sol Duc Road, Rt 103 (Phase 2 of 2)	-	$17,658	-	-	-	-
Rehabilitate Staircase Road	-	$88,903	-	-	-	-
Pavement Preservation - Hurricane Ridge Road, Mora Road and Other Park Roads Chip Seal	-	$876,281	-	-	-	-
Rehabilitate Olympic Hot Springs Road	-	$215,662	-	-	-	-
Repair Winter Storm Damage at Elwha Road, Quinault North Shore, and Graves Creek Roads	-	$21,319	-	-	-	-
Install Prevention Measures On Slumping Section of Mora Road, Route 115	-	$81,414	-	-	-	-
Perform Emergency Repairs on Storm Damaged Hoh Road (Rt 107)	-	$144,077	-	-	-	-
Repair Road Damage to Graves Creek Road Milepost 4.5	-	$17,785	-	-	-	-
Rehabilitate Heart-of-the-Hills Parkway	-	$6,720,795	-	-	-	-
Realign 1 Mile of Elwha Valley Road at Olympic National Park	-	-	$15,909	-	-	-
Point Reyes National Seashore	**$0**	**$495,251**	**$0**	**$0**	**$0**	**$495,251**
Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas, Parkwide	-	$104,953	-	-	-	-
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.	-	$2,297	-	-	-	-
Emergency Repair Failed Culvert on Limantour Road	-	$185,000	-	-	-	-
Emergency Repair Failed Culvert on Drakes Beach Road	-	$203,000	-	-	-	-
Pacific West Regional Office	**$0**	**$794,729**	**$0**	**$0**	**$117,650**	**$912,379**
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks	-	$57,884	-	-	-	-
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks	-	$77,884	-	-	-	-
Transport Temporary Vehicle Bridge to PWR for Emergency Access	-	$12,700	-	-	-	-
Perform Road Safety Audit at Hawaii Volcanoes National Park	-	$5,000	-	-	-	-
FLTP Administration, PWRO	-	$381,314	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	-	$259,947	-	-	-	-
Conduct East Side Transportation Study	-	-	-	-	$28,650	-
PWR ATPPL/CAT III Planning Project	-	-	-	-	$89,000	-
Sequoia and Kings Canyon National Parks	**$0**	**$236,298**	**$11,344,755**	**$0**	**$0**	**$11,581,053**
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road	-	$236,298	-	-	-	-
Rehabilitate 1 Mile of Generals Highway (Deer Ridge to Eleven Range)	-	-	$11,328,586	-	-	-
Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2	-	-	$13,031	-	-	-
Replace Kings River Road Bridge @ Cedar Grove (#8580-006P)	-	-	$3,139	-	-	-
Whitman Mission National Historic Site	**$0**	**$10,162**	**$0**	**$0**	**$0**	**$10,162**
Repair and Armor Embankment at Mill Creek Bridge, Storm Damage 2009	-	$10,162	-	-	-	-
Yosemite National Park	**$0**	**$3,584,133**	**$150,946**	**$0**	**$0**	**$3,735,079**
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road	-	$16,045	-	-	-	-
Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1	-	$1,042,517	-	-	-	-
Rehabilitate Glacier Point Road, MP 5.1 to 15.7	-	$62,898	-	-	-	-
Perform ERFO-Eligible Storm Damage Repairs to Yosemite Roads	-	$2,462,673	-	-	-	-
Construct Northside Drive Overpass at Yosemite Falls Promenade	-	-	$150,946	-	-	-
Southeast Region Totals	$1,829	$37,396,803	$1,901		$576,854	$53,297,781
Andersonville National Historic Site	**$0**	**$327,152**	**$0**	**$0**	**$0**	**$327,152**
Pavement Preservation at Andersonville National Historic Site	-	$327,152	-	-	-	-
Big Cypress National Preserve	**$0**	**$333,957**	**$0**	**$0**	**$0**	**$333,957**
Replace Vehicle Guardrails on Loop Road Bridges	-	$333,957	-	-	-	-
Big South Fork National River Recreation Area	**$0**	**$217,219**	**$0**	**$0**	**$0**	**$217,219**
Resurface Leatherwood Ford Road	-	$74,721	-	-	-	-
Perform Critical Repairs to Highway Bridges Along State Hwy 297	-	$142,499	-	-	-	-
Blue Ridge Parkway	**$0**	**$13,853,641**	**$1,901**	**$0**	**$0**	**$13,855,542**
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J	-	$87,567	-	-	-	-
Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18)	-	$4,630,422	-	-	-	-
Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82)	-	$332,261	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028	-	$2,827	-	-	-	-
Repair Laurel Fork Bridge 159P	-	$160,212	-	-	-	-
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182	-	$126,092	-	-	-	-
Repair Paving Mainline Section 1L MP 101-105	-	$15,202	-	-	-	-
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A	-	$121,975	-	-	-	-
Pavement Preservation on 90.7 miles on the Blue Ridge Parkway, Virginia	-	$340,668	-	-	-	-
Pavement Preservation from MP 423.96 thru MP 470.20, Pisgah District, North Carolina	-	$7,954,415	-	-	-	-
Remove Rock Slide and Repair Mainline Road at MP 277	-	$82,000	-	-	-	-
Repair Retaining Walls at Ice Rock and Alligator Back	-	-	$1,901	-	-	-
Carl Sandburg Home National Historic Site	**$0**	**$11,707**	**$0**	**$0**	**$0**	**$11,707**
Preservation of Parkwide Public Access Roads and Parking Areas	-	$11,707	-	-	-	-
Chattahoochee River National Recreation Area	**$0**	**$503,102**	**$0**	**$0**	**$0**	**$503,102**
Pavement Preservation Project	-	$503,102	-	-	-	-
Chickamauga and Chattanooga National Military Park	**$0**	**$1,131,212**	**$0**	**$0**	**$0**	**$1,131,212**
Resurface Route 0011 Lafayette Road and Associated Parking	-	$328	-	-	-	-
Repair, Rehabilitation, Reconstruction of 0.91 Miles of Rt. 0010 McFarland Gap Road	-	$156,393	-	-	-	-
Repair, Rehabilitation, Reconstruction of 1.98 Miles of Rt. 0014 Reeds Bridge Road	-	$156,565	-	-	-	-
Pavement Preservation Rt.0100 Jays Mill Road And Associated Parking	-	$408,963	-	-	-	-
Pavement Preservation Roads Chickamauga Chattanooga NMP	-	$408,963	-	-	-	-
Cumberland Gap National Historical Park	**$0**	**$510,315**	**$0**	**$0**	**$0**	**$510,315**
Repair U.S. Route 25E Bridge #2 - Structure No. 5230-005P	-	$112,393	-	-	-	-
Repair Entrance Ramp Bridge - Structure No. 5230-013P	-	$67,121	-	-	-	-
Repair Skyland Road Bridge #2 - Structure 5230-010P	-	$63,018	-	-	-	-
Repair Skyland Road Bridge #1 - Structure 5230-009P	-	$81,687	-	-	-	-
Repair Tiprell Road Bridge #2 - Structure No. 5230-012P	-	$96,211	-	-	-	-
Repair Tiprell Road Bridge #1 - Structure No. 5230-011P	-	$89,885	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Cumberland Island National Seashore	**$0**	**$0**	**$0**	**$0**	**$31,251**	**$31,251**
Replace Seacamp South Dock for Ferry Access	-	-	-	-	$31,251	-
Everglades National Park	**$0**	**$1,199,687**	**$0**	**$0**	**$0**	**$1,199,687**
Repair, Mill, and Resurface Main Park Road, Flamingo Campgrounds to Sta 2008+85, Main Park Road	-	$1,199,687	-	-	-	-
Fort Frederica National Monument	**$0**	**$1,473**	**$0**	**$0**	**$0**	**$1,473**
Pavement Preservation Roads and Parking Areas	-	$1,473	-	-	-	-
Fort Pulaski National Monument	**$0**	**$619,451**	**$0**	**$0**	**$0**	**$619,451**
Pavement Preservation for Paved Roads and Parking at Fort Pulaski	-	$2,497	-	-	-	-
Replace Fort Pulaski Entrance Bridge	-	$616,954	-	-	-	-
Fort Sumter National Monument	**$0**	**$1,250**	**$0**	**$0**	**$69,470**	**$70,720**
Pavement Preservation Based on SER Design Scoping Report	-	$1,250	-	-	-	-
Rehabilitate Fort Sumter Waterfront Dock	-	-	-	-	$69,470	-
Great Smokies National Park	**$1,829**	**$3,618,314**	**$0**		**$0**	**$18,940,537**
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads	-	$33,156	-	-	-	-
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads	-	$3,216,976	-	-	-	-
Pavement Preservation of Gatlinburg Spur (US 441)	-	$312,596	-	-	-	-
Pavement Preservation of Newfound Gap Road, NC Side (MP 14.98 to MP 31.96)	-	$26,881	-	-	-	-
Maintenance Work Needed on Nineteen Park Road Bridges	-	$27,979	-	-	-	-
Construct Site 7 of the Foothills Parkway 8E Missing Link	-	-	-	$185,853	-	-
Construct Site 5 of Foothills Parkway 8E Missing Link	-	-	-	$29,127	-	-
Construct Site 6 of the Foothills Parkway Missing Link	-	-	-	$201,667	-	-
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link	-	-	-		-	-
Construct Site 3 on Foothills Parkway Missing Link	-	-	-	$198,612	-	-
Construct Foothills Parkway-8E (Missing Link-Bridge 4)	-	-	-	$200,672	-	-
Construct Site 2 of Foothills Parkway 8E Missing Link	-	-	-	$18,897	-	-
8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8)	-	-	-	$311,002	-	-
Resurface Gatlinburg Bypass Road	-	$725	-	-	-	-
Newfound Gap Road: Development of a Corridor Management Plan	$1,829	-	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Gulf Islands National Seashore	**$0**	**$389,731**	**$0**	**$0**	**$385,449**	**$775,180**
Cyclic Asphalt Overlay and Roadway Rehabilitation as Necessary on Fort Pickens Road (Route 12)	-	$172,175	-	-	-	-
Cyclic Asphalt Overlay and Roadway Rehabilitation as Necessary on JEB Way (Santa Rosa Road Route 11)	-	$217,556	-	-	-	-
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service	-	-	-	-	$116,213	-
Rehabilitate Fort Pickens Mine Storeroom/ Warehouse Building	-	-	-	-	$26	-
Tram/Bus/Ferry Transportation Service at Fort Pickens Passenger Ferry Pier	-	-	-	-	$269,211	-
Horseshoe Bend National Military Park	**$0**	**$336,431**	**$0**	**$0**	**$0**	**$336,431**
Pavement Preservation Cyclic Seal Coating for Horseshoe Bend Public Roads and Parking Lots	-	$336,431	-	-	-	-
Jimmy Carter National Historic Site	**$0**	**$114,201**	**$0**	**$0**	**$0**	**$114,201**
Pavement Preservation at Jimmy Carter National Historic Site	-	$114,201	-	-	-	-
Kennesaw Mountain National Battlefield Park	**$0**	**$456,803**	**$0**	**$0**	**$49,345**	**$506,148**
Pavement Preservation for Paved Roads and Parking at Kennesaw Mountain	-	$456,803	-	-	-	-
Planning and Construction Cheatham Hill Bicycle/Pedestrian Trail-Phase 1	-	-	-	-	$17,667	-
Visitor Vehicle for Shuttle Service to Mountain Top	-	-	-	-	$31,679	-
Mammoth Cave National Park	**$0**	**$352,130**	**$0**	**$0**	**$6,547**	**$358,677**
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the Park's Western Boundary	-	$351,685	-	-	-	-
Rehabilitate Cedar Sink Road	-	$445	-	-	-	-
Renovate/Rehabiltate Green River Ferry Boat To Meet Operational Needs And To USCG Requirments	-	-	-	-	$6,547	-
Martin Luther King Jr. National Historic Site	**$0**	**$148,152**	**$0**	**$0**	**$0**	**$148,152**
Cyclic Preservation of Paving Visitor Parking Lot	-	$148,152	-	-	-	-
Natches Trace Parkway	**$0**	**$11,925,299**	**$0**	**$0**	**$0**	**$11,925,299**
Eliminate Cedar Creek Stream Encroachment Threatening Bridge #0255	-	$882	-	-	-	-
Overlay Park Road - PM Project from MP 0 to MP 8.318	-	$20,077	-	-	-	-
Overlay Park Road - PM Project from MP 8.318 to MP 15	-	$3,940,699	-	-	-	-
Overlay Park Road - PM Project from MP 30.459 to MP 38.17	-	$572	-	-	-	-
Overlay Park Road - PM Project from MP 49.76 to MP 59.764	-	$3,267,953	-	-	-	-
Overlay Park Road - PM Project from MP 67.136 to MP 77.136	-	$1,145,138	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Overlay Park Road - PM Project from MP 102.98 to MP 110.32	-	$48,217	-	-	-	-
Overlay Park Road - PM Project from MP 77.136 to MP 87.136	-	$249,857	-	-	-	-
Overlay Park Road - PM Project from MP 278.629 to MP 289.16	-	$391	-	-	-	-
Overlay Park Road - PM Project from MP 289.16 to MP 299.16	-	$93,519	-	-	-	-
Overlay Park Road - PM Project from MP 307.6 to MP 316.55	-	$836	-	-	-	-
Overlay Park Road - PM Project from MP 334.55 to MP 344.55	-	$660	-	-	-	-
Overlay Park Road - PM Project from MP 371.02 to MP 378	-	$1,037,513	-	-	-	-
Overlay Park Road - PM Project from MP 428.36 to MP 438.38	-	$29,666	-	-	-	-
Overlay Park Road - PM Project from MP 438.38 to MP 447.11	-	$219,359	-	-	-	-
Repair Bridges over Little Swan and Big Swan Creeks	-	$1,203,313	-	-	-	-
Rehabilitate Parkway MP 266-282 Base Repair and Resurface	-	$119,860	-	-	-	-
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)	-	$766	-	-	-	-
Wedge, Level, and Seal Parkway in Ridgeland District (formerly PMIS 90715)	-	$15,559	-	-	-	-
Repair Bridge - CH John Coffee Memorial Bridge	-	$96,865	-	-	-	-
NATR 2B Repair TN River Bridge	-	$433,598	-	-	-	-
Ocmulgee National Monument	**$0**	**$88,234**	**$0**	**$0**	**$0**	**$88,234**
Rehabilitate Park Roads	-	$88,234	-	-	-	-
Russell Cave National Monument	**$0**	**$61,440**	**$0**	**$0**	**$0**	**$61,440**
Pavement Preservation at Russell Cave National Monument	-	$61,440	-	-	-	-
San Juan National Historic Site	**$0**	**$0**	**$0**	**$0**	**$34,791**	**$34,791**
Replace Highly Used Visitors Service Tram	-	-	-	-	$34,791	-
Selma to Montgomery National Historic Trail	**$0**	**$80,250**	**$0**	**$0**	**$0**	**$80,250**
Pavement Preservation at Lowndes Interpretive Center FY17	-	$80,250	-	-	-	-
Southeast Regional Office	$0	$682,562	$0	$0	$0	$682,562
SERO Transportation Program Management	-	$438,058	-	-	-	-
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)	-	$23,470	-	-	-	-
NPS SER Account for DSC GSA Vehicles Used for SER Project Work	-	$32,409	-	-	-	-
SER Safety Planning and RSA Technical Assistance	-	$188,626	-	-	-	-
Shiloh National Military Park	**$0**	**$120,480**	**$0**	**$0**	**$0**	**$120,480**
Repair Road Surface on Hamburg-Purdy Road	-	$120,480	-	-	-	-

Project	Planning 5% Cap	Category I 3R	Category I 4R	Category II	Category III	Total
Timucuan Ecological Preserve	**$0**	**$589**	**$0**	**$0**	**$0**	**$589**
Pavement Preservation Roads and Parking Areas	-	$589	-	-	-	-
Tuskegee Airmen National Historic Site	**$0**	**$182,105**	**$0**	**$0**	**$0**	**$182,105**
Pavement Preservation at TUAI Overlook and Skyway Club Parking FY17	-	$182,105	-	-	-	-
Tusekgee Institute National Historic Site	**$0**	**$64,815**	**$0**	**$0**	**$0**	**$64,815**
Pavement Presevation TUIN Oaks/ HQ Parking Areas FY17	-	$64,815	-	-	-	-
Vicksburg National Military Park	$0	$57,000	$0	$0	$0	$57,000
Urgent Geotechnical Study for Embankment Failures Causing Damage to Park Roads	-	$57,000	-	-	-	-
Virgin Islands National Park	**$0**	**$8,101**	**$0**	**$0**	**$0**	**$8,101**
Emergency Safety Repairs of Northshore Road	-	$8,101	-	-	-	-
Washington Office	$1,881,597	$3,332,441	$0	$0	$0	$5,214,038
MS Roads Workgroup	$731,597	-	-	-	-	-
MS RIP	$1,150,000	-	-	-	-	-
MS PMS	$450,000	-	-	-	-	-
MS BIP PDC	$2,665,000	-	-	-	-	-
MS BMS	$982,000	-	-	-	-	-
Congestion Management Program	$165,716	$19,098	-	-	-	-
Geographic Information System/GIS Team	$123,758	-	-	-	-	-
MS Traffic Data Program	$42,939	-	-	-	-	-
MS Traffic Monitoring System, Central	$58,325	-	-	-	-	-
National Long Range Transportation Plan	$23,893	-	-	-	-	-
MS Safety Program Strategic Framework	$56,354	-	-	-	-	-
MS Accident Reporter database - SMS	$65,599	-	-	-	-	-
MS WIP and GIP	$24,477	-	-	-	-	-
LRTP DSC Planning Branch Support	$61,710	-	-	-	-	-
Miscellaneous Safety Assistance 2016 - Safety Program	$17,610	-	-	-	-	-
Active Transportation Technical Assistance	$23,113	-	-	-	-	-
PWR & IMR LRTP Implementation	$22,297	-	-	-	-	-
NLRTP Performance Management and Update	$468,000	-	-	-	-	-
General Planning Support	$7,283	-	-	-	-	-
SUSTAINABLE PARK ROAD DESIGN AND CONSTRUCTION PRACTICES	$353,058	-	-	-	-	-
FLHP Revegetation Support Section at DSC	-	$325,796	-	-	-	-
PRP PROGRAM AND FLH-NPS PARTNERSHIP SUPPORT	-	$9,600	-	-	-	-
FLTP WASO PFMD	-	$2,972,748	-	-	-	-
Prepare FLTP Accomplishments Report - Program Support	-	$5,200	-	-	-	-

Washington Area Bicyclist Association and DC Trail Rangers are a consistent and helpful presence on DC's mixed use, paved trails, charged with assisting trail users, improving trail conditions, and working with city agencies to keep the trails clean, bright, and clear of obstacles.

Arches National Park, ARCH 144760, Park Road Repaving.

Initially a project to rehabilitate the park entrance road using FLTP funds, this project evolved during the scoping process to include the entire paved network using non-FLTP funds for the campground, housing, and other administrative roads. The project was designed and contracted by Central Federal Lands (CFL), and NPS funding was transferred to Central Federal Lands under an Interagency Agreement. In addition, a new traffic circle was constructed just outside of the park Entrance Station. Arches National Park is currently working on a Park Managed Access Plan. If a timed entry system is adopted at the park, the traffic circle will allow visitors without a reservation to exit the park more smoothly.

Indian River Pedestrian Bridge in Sitka National Historical Park.

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.

NPS/DSC/900/146080 JUNE 2018

Back Cover: view of a new asphalt overlay in Shenandoah National Park.