



# Midwest Region Infrastructure Fact Sheets

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<sup>1</sup> This report includes all Midwest Region official park units that are managed in the Facility Management Software System (FMSS). Affiliated park units or regional offices with an inventory in the FMSS are also shown. The following official park unit is not included in this report as it does not have any data managed in the FMSS: Camp Nelson National Monument.



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# Agate Fossil Beds National Monument Infrastructure Fact Sheet



17 Thousand  
Annual Visitors<sup>1</sup>



\$1.3 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park’s real property inventory by asset category as of the end of FY 2018.



7 Buildings



2 Miles of  
Trails



5 Housing  
Units\*



0 Camp-  
grounds



3 Miles of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



4 Miles of  
Paved Roads



10 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park’s outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$246 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Paved Roads  
& Structures**



**\$350 K for Buildings**

**\$307 K for all remaining asset categories**

Driven by housing (\$124 K) and interpretive media (\$99 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Agate Fossil Beds National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Apostle Islands National Lakeshore Infrastructure Fact Sheet



241 Thousand  
Annual Visitors<sup>1</sup>



\$46 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**119**  
Buildings



**58 Miles of**  
Trails



**16** Housing  
Units\*



**18** Camp-  
grounds



**< 1 Mile of**  
Unpaved  
Roads



**10** Water  
Systems



**7** Waste  
Water  
Systems



**1 Mile of**  
Paved Roads



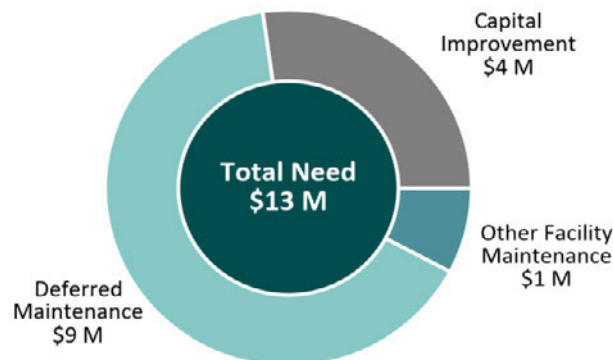
**96** All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, marinas, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$833 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Housing and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Housing**



**\$3 M for Buildings**

**\$8 M for all remaining asset categories**  
Driven by marinas (\$3 M) and trails (\$2 M)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace the Historic Hokenson Dock and Repair the Herring Shed	\$686,000
Replace Manitou Island Dock	\$516,000
Lengthen and Rehabilitate the Long Island Dock	\$276,000
Paint Exterior of Chequamegon Point Light Tower (Long Island)	\$166,000
Stabilize and Address Deferred Maintenance to Historic Michigan Island Barn and Privy	\$100,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Arkansas Post National Memorial Infrastructure Fact Sheet



29 Thousand Annual Visitors<sup>1</sup>



\$2.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



9 Buildings



3 Miles of Trails



2 Housing Units\*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



1 Mile of Paved Roads



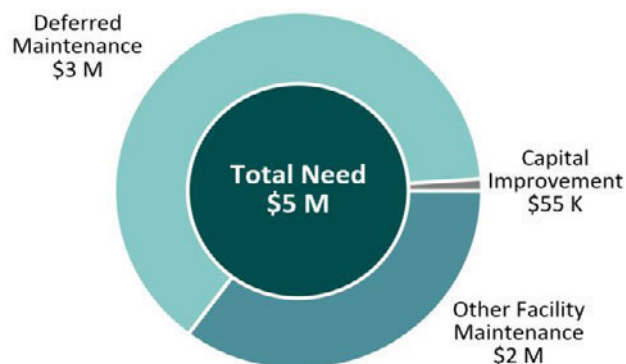
20 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, monuments, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$254 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$896 K for Paved Roads & Structures**



**\$475 K for Buildings**

**\$4 M for all remaining asset categories**

Driven by maintained landscapes (\$2 M) and interpretive media (\$1 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Temporary Exhibits within Arkansas Post Visitor Center	\$1,281,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Badlands National Park Infrastructure Fact Sheet



1 Million  
Annual Visitors<sup>1</sup>



\$80 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**102**  
Buildings



**10 Miles of**  
Trails



**35** Housing  
Units\*



**3** Camp-  
grounds



**49 Miles of**  
Unpaved  
Roads



**9** Water  
Systems



**9** Waste  
Water  
Systems



**35 Miles of**  
Paved Roads



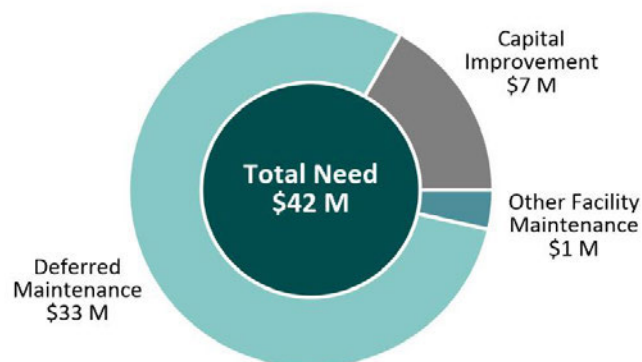
**74** All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, dams, monuments, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$24 M for Paved Roads  
& Structures**



**\$9 M for Buildings**

**\$9 M for all remaining asset categories**

Driven by boundaries (\$2 M) and unpaved roads (\$1 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Constructed Drainage System Remove Culverts and Repair Frost	\$1,500,000
Rehabilitate Conata Picnic Area to Provide Increased Visitor Education and Meet Accessibility Requirements	\$955,000
Rehabilitate South Unit Waste Water System	\$382,000
Mill Asphalt Surface and Apply New Asphalt to Ben Reifel Place Road	\$375,000
Rehabilitate #32 Quarters in Badlands National Park	\$360,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Brown v. Board of Education National Historic Site Infrastructure Fact Sheet



21 Thousand Annual Visitors<sup>1</sup>



\$1.9 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



1 Building



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



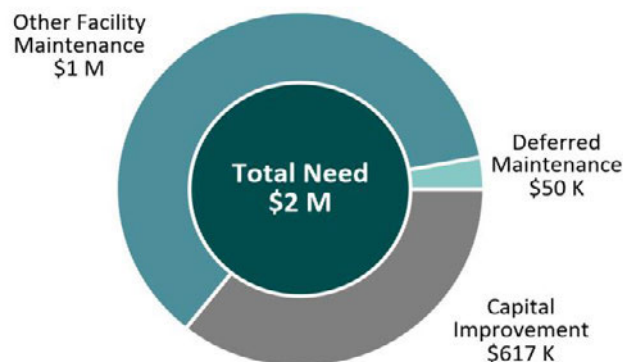
4 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$89 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Unpaved Roads** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



\$768 K for Buildings



\$281 K for Unpaved Roads

**\$681 K for all remaining asset categories**

Driven by interpretive media (\$652 K) and maintained landscapes (\$20 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace 13 Air Handling Units at the end of Life Cycle	\$519,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Buffalo National River Infrastructure Fact Sheet



1.3 Million  
Annual Visitors<sup>1</sup>



\$68 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**212**  
Buildings



**164 Miles of**  
Trails



**13** Housing  
Units\*



**17** Camp-  
grounds



**115 Miles of**  
Unpaved  
Roads



**22** Water  
Systems



**31** Waste  
Water  
Systems



**10 Miles of**  
Paved Roads



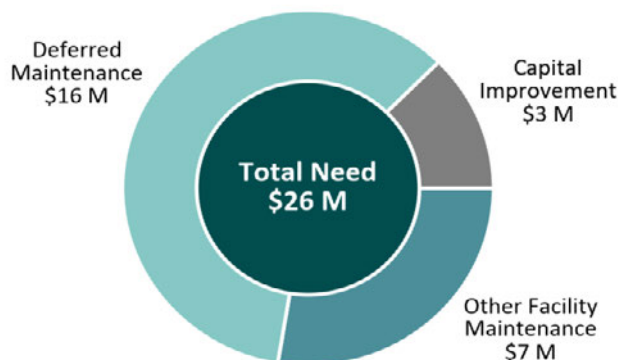
**94** All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$3 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Unpaved Roads and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$9 M for Unpaved  
Roads**



**\$8 M for Paved Roads  
& Structures**

**\$9 M for all remaining asset categories**  
Driven by buildings (\$2 M) and campgrounds (\$2 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Repair Tyler Bend Hiking Trail	\$146,000
Stabilize Historic William Villines Cabin/Barn	\$48,000
Repair Tyler Bend Bathhouse	\$45,000
Replace Water Lines Buffalo Point Upper Level Water System	\$33,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Charles Young Buffalo Soldiers National Monument Infrastructure Fact Sheet



14 Thousand Annual Visitors<sup>1</sup>



\$1.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



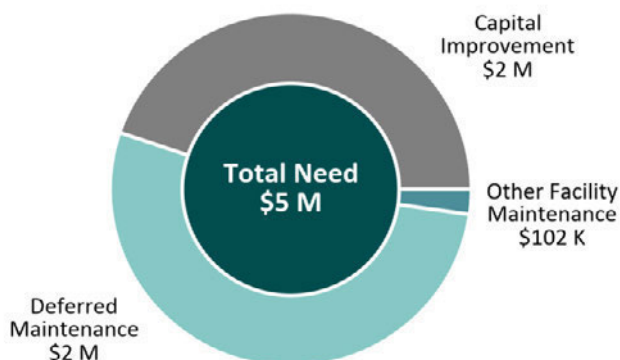
1 All Other Asset<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$5 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Buildings**



**\$176 K for Paved Roads & Structures**

**\$1 M for all remaining asset categories**  
Driven by maintained landscapes (\$1 M)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Outbuildings and Landscape Elements Identified in Cultural Landscape Report	\$95,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Cuyahoga Valley National Park Infrastructure Fact Sheet



2.2 Million  
Annual Visitors<sup>1</sup>



\$57 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**329**  
Buildings



**111 Miles of**  
Trails



**4** Housing  
Units\*



**2** Camp-  
grounds



**5 Miles of**  
Unpaved  
Roads



**7** Water  
Systems



**11** Waste  
Water  
Systems



**4 Miles of**  
Paved Roads



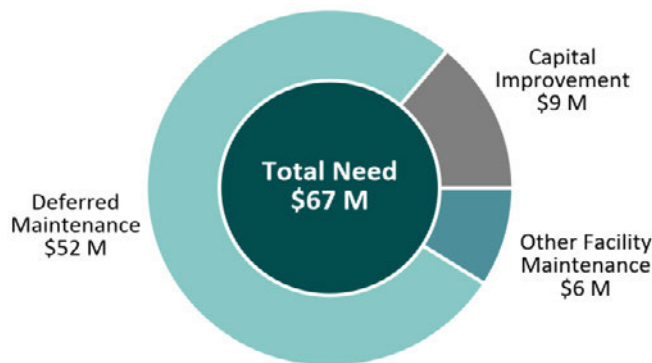
**223** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, trail tunnels, maintained landscapes, utility systems, dams, constructed waterways, marinas, railroad systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$4 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$38 M for Buildings**



**\$6 M for Paved Roads & Structures**

**\$23 M for all remaining asset categories**  
Driven by railroad systems (\$9 M) and trails (\$6 M)

‡Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Stabilize Riverbank at High Priority Areas along Towpath Trail and Valley Railway	\$4,214,000
Design Service for Fitzwater Complex. Component A Schematic Design.	\$1,558,000
Rehabilitate Railroad Bridges #439 (6160-006P) and #440 (6160-017P)	\$873,000
Replace Towpath Boardwalk at Stumpy Basin	\$823,000
Rehabilitate Railroad Ties between MP64 and MP66	\$673,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Dayton Aviation Heritage National Historical Park Infrastructure Fact Sheet



95 Thousand Annual Visitors<sup>1</sup>



\$8.9 Million in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



5 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



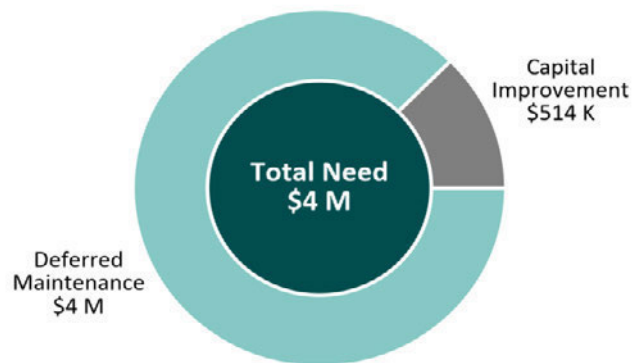
6 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$119 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Buildings**

**\$1 M for all remaining asset categories**

Driven by interpretive media (\$1 M) and maintained landscapes (\$27 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Remediate Visual Interpretive Exhibit Deficiencies for Accessibility Compliance	\$909,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Effigy Mounds National Monument Infrastructure Fact Sheet



66 Thousand Annual Visitors<sup>1</sup>



\$5.3 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

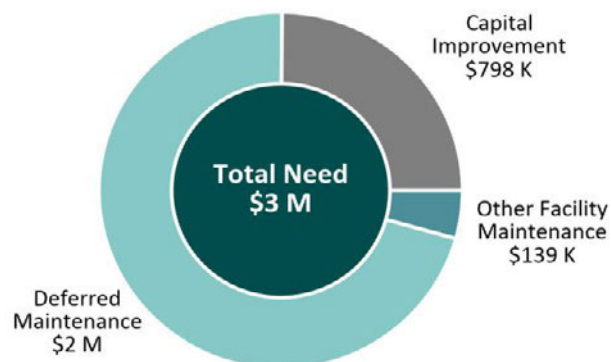


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, trail tunnels, maintained landscapes, boundaries, utility systems, and maintained archeological sites.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$304 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$1 M for Paved Roads & Structures**

**\$755 K for all remaining asset categories**  
Driven by trails (\$343 K) and boundaries (\$216 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Effigy Mounds National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# First Ladies National Historic Site Infrastructure Fact Sheet



11 Thousand  
Annual Visitors<sup>1</sup>



\$1 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



1 All Other  
Asset<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$26 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Buildings**



**\$13 K for Paved Roads & Structures**

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Tuckpoint Masonry of First Ladies Library	\$944,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Fort Larned National Historic Site Infrastructure Fact Sheet



27 Thousand  
Annual Visitors<sup>1</sup>



\$1.9 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



14 Buildings



< 1 Mile of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



< 1 Mile of  
Unpaved  
Roads



3 Water  
Systems



5 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



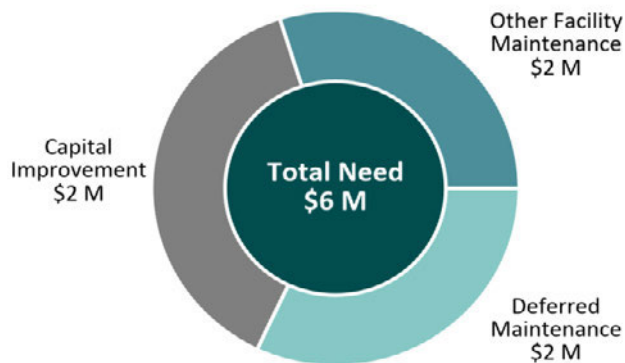
16 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$324 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Buildings**



**\$788 K for Paved Roads & Structures**

**\$1 M for all remaining asset categories**

Driven by interpretive media (\$689 K) and maintained landscapes (\$259 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Restore Commanding Offices Quarters, The Last Structure to be Opened to Visitors	\$677,000
Replace Alarm System Incorporating New Technologies	\$647,000
Preserve Exterior Features of the Block House HS-10	\$137,000
Replace the Visitor Center Septic Tank and Leach Field	\$115,000
Critical Repair to Porch Structure of the Commanding Officer Quarters	\$89,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Fort Scott National Historic Site Infrastructure Fact Sheet



24 Thousand Annual Visitors<sup>1</sup>



\$438 Thousand in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



19 Buildings



1 Mile of Trails



0 Housing Units\*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



0 Waste Water Systems



< 1 Mile of Paved Roads



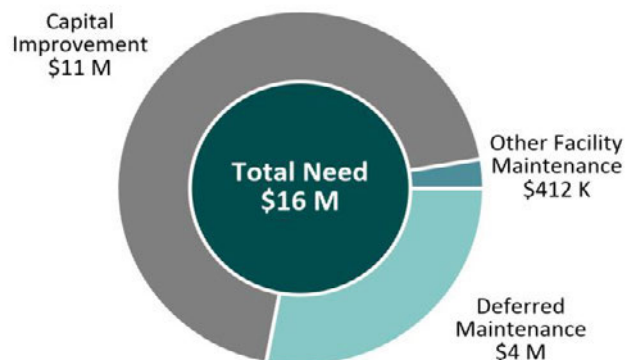
10 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$123 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



\$5 M for Buildings



\$151 K for Trails

**\$11 M for all remaining asset categories**

Driven by maintained landscapes (\$10 M) and interpretive media (\$392 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Remove and Replace Gutters and Downspouts	\$184,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Fort Smith National Historic Site Infrastructure Fact Sheet



126 Thousand  
Annual Visitors<sup>1</sup>



\$9.3 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

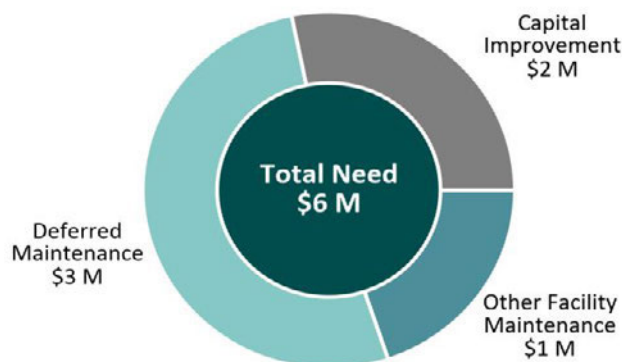


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$306 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Buildings**



**\$367 K for Trails**

### \$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and interpretive media (\$548 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Repair and Restore Commissary Plaster and Paint	\$500,000
Repair, Replace, Re-Establish Park Boundary Fences and Install Park Signage	\$193,000
Replace Backflow Prevention Assemblies and Sewer Pipe	\$52,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Fort Union Trading Post National Historic Site Infrastructure Fact Sheet



13 Thousand  
Annual Visitors<sup>1</sup>



\$1 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$103 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Waste Water Systems** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Bourgeois House Roof Replacement	\$108,000
Replace shake roofs on Hunters and Carpenters shacks	\$74,000
Repair Visitor Center Entryways and Walkways	\$63,000
Reconstruct Hand Rail on North East Bastion	\$62,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Gateway Arch National Park Infrastructure Fact Sheet



2.1 Million Annual Visitors<sup>1</sup>



\$328 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



9 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



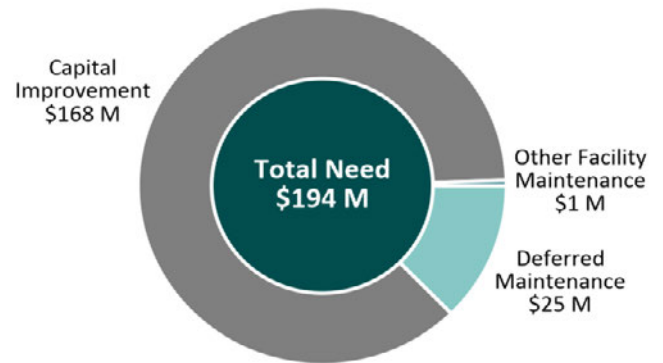
6 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$704 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$165 M for Buildings**



**\$1 M for Paved Roads & Structures**

**\$28 M for all remaining asset categories**

Driven by interpretive media (\$15 M) and maintained landscapes (\$12 M)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas and tunnels.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Gateway Arch National Park does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# George Rogers Clark National Historical Park Infrastructure Fact Sheet



140 Thousand  
Annual Visitors<sup>1</sup>



\$10 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



3 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



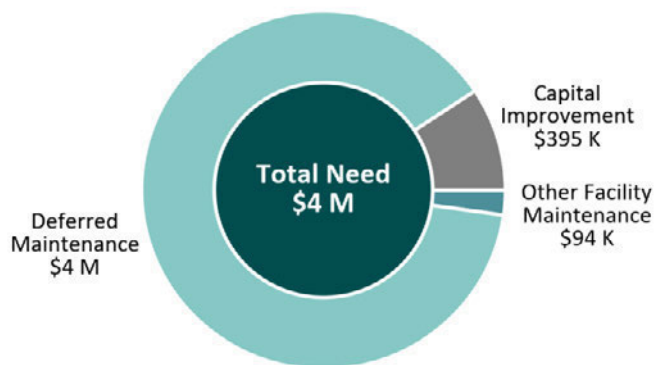
7 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, marinas, monuments, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$138 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Buildings**



**\$1 M for Paved Roads  
& Structures**

**\$2 M for all remaining asset categories**

Driven by maintained landscapes (\$844 K) and interpretive media (\$366 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate Abandoned Railroad bed	\$1,178,000
George Rogers Clark Parking Lot Rehab	\$1,000,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# George Washington Carver National Monument Infrastructure Fact Sheet



50 Thousand Annual Visitors<sup>1</sup>



\$1.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



8 Buildings



1 Mile of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



2 Waste Water Systems



< 1 Mile of Paved Roads



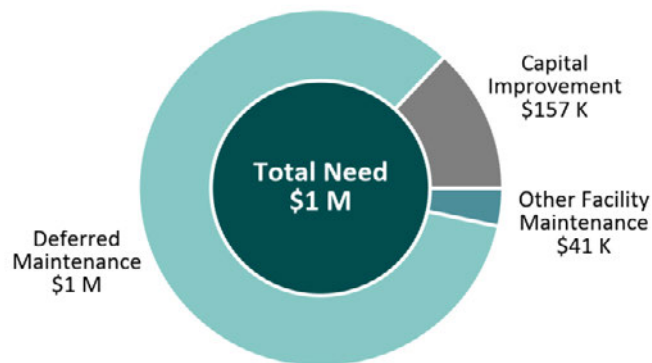
19 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, monuments, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$105 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



\$522 K for Buildings



\$314 K for Paved Roads & Structures

\$362 K for all remaining asset categories  
Driven by maintained landscapes (\$175 K) and dams (\$99 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

George Washington Carver National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Grand Portage National Monument Infrastructure Fact Sheet



95 Thousand Annual Visitors<sup>1</sup>



\$6.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

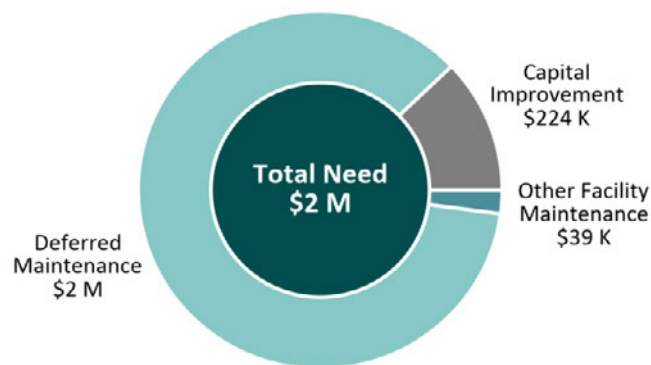


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, marinas, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$344 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



<sup>‡</sup>Paved Roads & Structures includes paved parking areas and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Repair and Rehab the Decayed Bottom of Historic Stockade Pickets	\$39,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Harry S. Truman National Historic Site Infrastructure Fact Sheet



31 Thousand  
Annual Visitors<sup>1</sup>



\$2.8 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



14 Buildings



0 Miles of  
Trails



1 Housing  
Unit\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



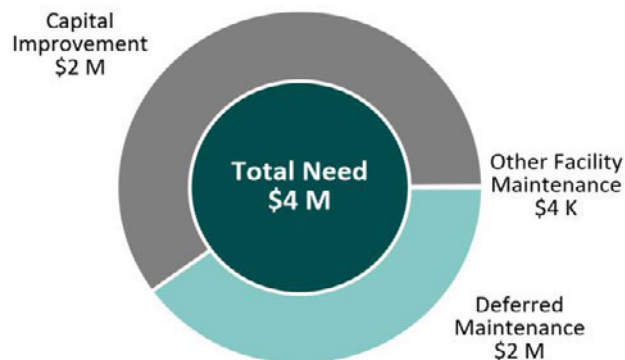
8 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and utility systems.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$65 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Buildings**



**\$164 K for Paved Roads & Structures**

**\$18 K for all remaining asset categories**

Driven by maintained landscapes (\$16 K) and housing (\$2 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Construct Visitor Center and Headquarters	\$8,226,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Herbert Hoover National Historic Site Infrastructure Fact Sheet



126 Thousand  
Annual Visitors<sup>1</sup>



\$9.7 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, utility systems, monuments, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$308 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Housing** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$651 K for Housing**

**\$2 M for all remaining asset categories**

Driven by maintained landscapes (\$602 K) and paved roads (\$573 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate and Preserve Historic PT Smith House	\$450,000
Replace Failing Foundation on Historic James Staples House QMIS #00HS09	\$420,000
Rehabilitate and Preserve Historic Amanda Garvin House	\$356,000
Lead Paint Abatement and Cedar Shingle Replacement on Two Historic Houses	\$181,000
Replace Failing Wright House Foundation and Exterior Cellar Door Bulkhead	\$160,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Homestead National Monument of America Infrastructure Fact Sheet



62 Thousand  
Annual Visitors<sup>1</sup>



\$2.3 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



13 Buildings



2 Miles of  
Trails



2 Housing  
Units\*



1 Camp-  
ground



0 Miles of  
Unpaved  
Roads



2 Water  
Systems



1 Waste  
Water  
System



1 Mile of  
Paved Roads



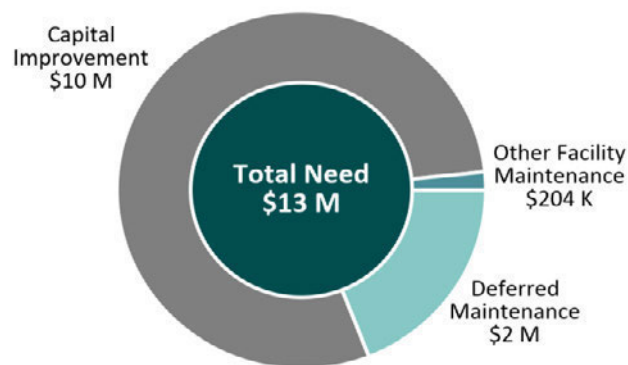
14 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$290 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$11 M for Buildings**



**\$1 M for Paved Roads  
& Structures**

**\$619 K for all remaining asset categories**

Driven by maintained landscapes (\$386 K) and housing (\$88 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Redesign and Upgrade Education Center Parking Areas and Entrance	\$867,000
Install Solar Array on Education Center	\$423,000
Installation of Emergency Generator For Education Center/Park Headquarters	\$267,000
Installation of Emergency Generator For Heritage Center	\$267,000
Reconstruct Patio at Heritage Center	\$192,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Hopewell Culture National Historical Park Infrastructure Fact Sheet



60 Thousand  
Annual Visitors<sup>1</sup>



\$5.2 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



12 Buildings



6 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



2 Miles of  
Unpaved  
Roads



2 Water  
Systems



2 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



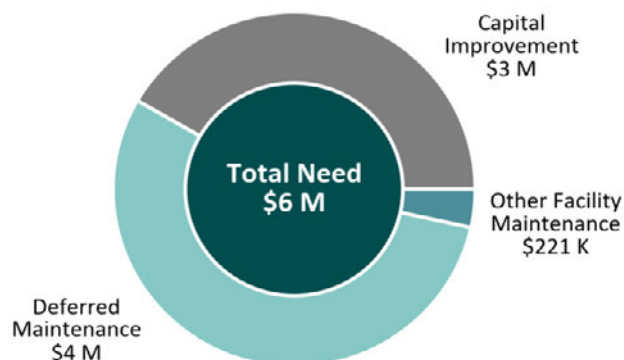
17 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, dams, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$221 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$2 M for Trails**

**\$2 M for all remaining asset categories**

Driven by interpretive media (\$676 K) and paved roads (\$439 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Interpretive Waysides and Exhibits	\$834,000
Restore the Blackstone Home	\$412,000
Construct Footbridge Connecting Two Segments of Rail-Trail	\$395,000
Alter Museum/Auditorium Space and Artifact Mounting in Museum Cases	\$334,000
Repair/resurface Hopewell Mound Group Walking Trail	\$119,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Hot Springs National Park Infrastructure Fact Sheet



1.5 Million  
Annual Visitors<sup>1</sup>



\$124 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, constructed waterways, monuments, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance<sup>‡</sup>** needs by asset category at the park. The figures below do not include the cost of Routine Maintenance.

**\$7 M for Buildings**

**\$6 M for Paved Roads & Structures**

**\$7 M for all remaining asset categories**  
Driven by water systems (\$2 M) and trails (\$2 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Defective Culvert and Repair Rock Retaining Walls, West Mountain	\$829,000
Upgrade and Install Supervisory Control and Data Acquisition for Park Water Systems	\$756,000
Install Stationary Electrical Generator at Maintenance Complex	\$424,000
Replace the Concrete Paving and Surface Drain System at the Maintenance Yard	\$377,000
Repair Rock Retaining Wall, Whittington Creek	\$256,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Ice Age National Scenic Trail Infrastructure Fact Sheet



N/A  
Annual Visitors<sup>1</sup>



N/A  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



3 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



0 Miles of Paved Roads



4 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$7 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Water Systems** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$608 K for Buildings**



**\$14 K for Water Systems**

**\$7 K for all remaining asset categories**

Driven by electrical systems (\$6 K) and maintained landscapes (\$1 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Ice Age National Scenic Trail does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Indiana Dunes National Park Infrastructure Fact Sheet



2.1 Million Annual Visitors<sup>1</sup>



\$130 Million in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



120 Buildings



36 Miles of Trails



3 Housing Units\*



4 Campgrounds



1 Mile of Unpaved Roads



25 Water Systems



23 Waste Water Systems



25 Miles of Paved Roads



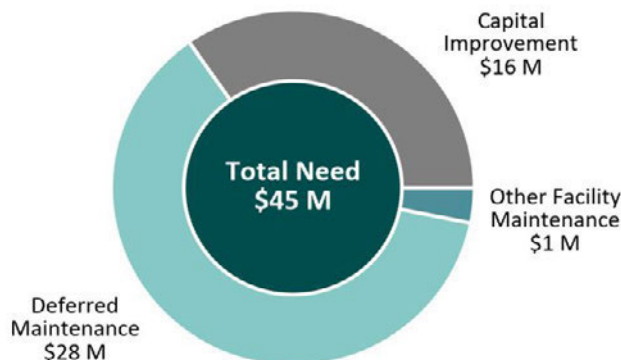
54 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, marinas, monuments, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$19 M for Buildings**



**\$9 M for Paved Roads & Structures**

**\$17 M for all remaining asset categories**

Driven by trails (\$8 M) and maintained landscapes (\$5 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Pave Marquette Trail	\$1,490,000
Rehabilitate beach structures	\$291,000
Replace Electrical Service at Emergency Services Building	\$207,000
Replace Trail Surfaces on Black Oak Trail	\$194,000
Replace Boardwalk at Tolleston Dune Overlook	\$182,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Isle Royale National Park Infrastructure Fact Sheet



26 Thousand Annual Visitors<sup>1</sup>



\$7.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**221** Buildings



**169 Miles of** Trails



**49** Housing Units\*



**36** Campgrounds



**0 Miles of** Unpaved Roads



**9** Water Systems



**5** Waste Water Systems



**1 Mile of** Paved Roads



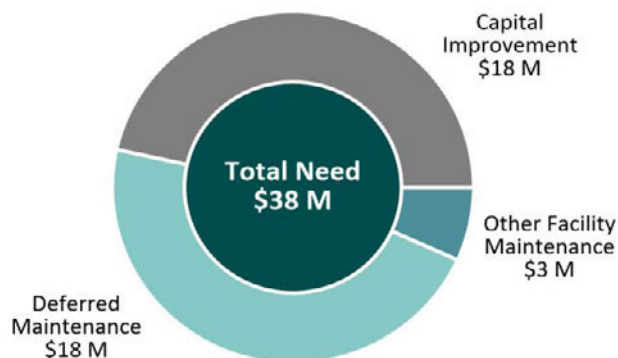
**106** All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, marinas, railroad systems, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$11 M for Buildings**



**\$2 M for Trails**

**\$25 M for all remaining asset categories**

Driven by electrical systems (\$15 M) and marinas (\$4 M)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replacement of MV-Ranger III Ship - Isle Royale National Park	\$45,000,000
Upgrade Electrical Generation System at Mott Island for Energy Conservation	\$621,000
Replace Moskey Basin Boat Dock to Improve Visitor Safety and Access	\$231,000
Upgrade Electrical Distribution System at Rock Harbor	\$186,000
Rehabilitate Rock of Ages Boat Dock for Visitor Safety and Enjoyment	\$148,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# James A. Garfield National Historic Site Infrastructure Fact Sheet



41 Thousand  
Annual Visitors<sup>1</sup>



\$2.2 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



10 Buildings



< 1 Mile of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



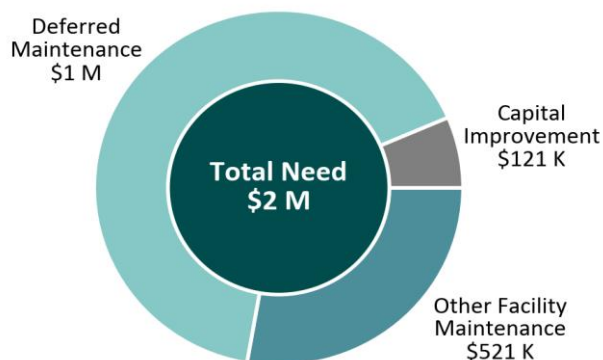
4 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and maintained archeological sites.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$123 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Buildings**



**\$151 K for Paved Roads & Structures**

**\$291 K for all remaining asset categories**

Driven by maintained landscapes (\$235 K) and trails (\$28 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate Windmill	\$313,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Jewel Cave National Monument Infrastructure Fact Sheet



123 Thousand  
Annual Visitors<sup>1</sup>



\$9.4 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



11 Buildings



5 Miles of  
Trails



20 Housing  
Units\*



0 Camp-  
grounds



6 Miles of  
Unpaved  
Roads



1 Water  
System



2 Waste  
Water  
Systems



3 Miles of  
Paved Roads



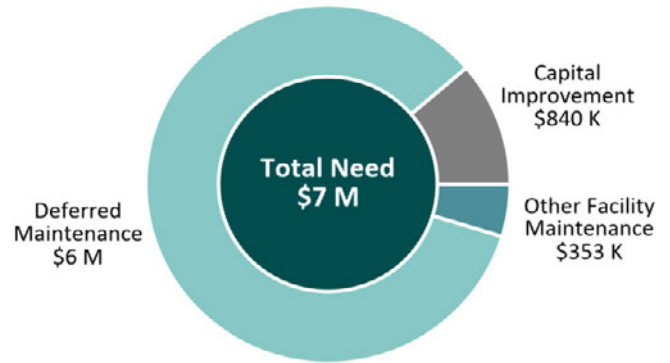
7 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail tunnels, maintained landscapes, boundaries, and utility systems.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$233 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Buildings**



**\$2 M for Trails**

**\$3 M for all remaining asset categories**

Driven by water systems (\$825 K) and paved roads (\$765 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Undersized Propane Tank for Visitors Center	\$75,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Keweenaw National Historical Park Infrastructure Fact Sheet



21 Thousand Annual Visitors<sup>1</sup>



\$1.3 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



15 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



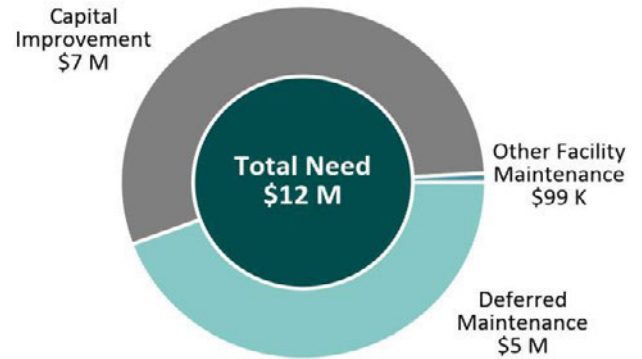
27 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$217 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$10 M for Buildings**



**\$407 K for Paved Roads & Structures**

**\$2 M for all remaining asset categories**

Driven by interpretive media (\$493 K) and monuments (\$414 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate C&H Warehouse No. 1 for Multi-Park Museum Facility	\$9,627,000
Install Lightning Protection for Four Historic Structures and One Historic Tree	\$196,000
Rehabilitate Quincy Mine Office Parking Area	\$109,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Knife River Indian Villages National Historic Site Infrastructure Fact Sheet



10 Thousand  
Annual Visitors<sup>1</sup>



\$814 Thousand  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



11 Buildings



9 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



1 Mile of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



0 Miles of  
Paved Roads



9 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and maintained archeological sites.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$229 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Buildings**



**\$185 K for Trails**

**\$444 K for all remaining asset categories**

Driven by boundaries (\$231 K) and paved roads (\$71 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Knife River Indian Villages National Historic Site does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Lewis and Clark National Historic Trail Infrastructure Fact Sheet



N/A  
Annual Visitors<sup>1</sup>



N/A  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



0 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



2 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$11 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$775 K**. This is driven by interpretive media (\$775 K). This need does not include the cost of Routine Maintenance.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Lewis and Clark National Historic Trail does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Lincoln Boyhood National Memorial Infrastructure Fact Sheet



139 Thousand Annual Visitors<sup>1</sup>



\$9.1 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



21 Buildings



3 Miles of Trails



3 Housing Units\*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



2 Miles of Paved Roads



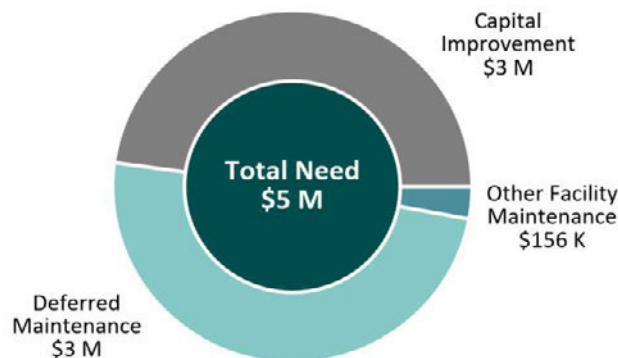
23 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and dams.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$187 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Water Systems** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$2 M for Water Systems**

**\$1 M for all remaining asset categories**

Driven by paved roads (\$513 K) and trails (\$364 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Concrete Curb at the Living Historic Farm Parking Facility	\$108,000
Stabilize Exterior Sandstone to Enhance and Improve the Visitor Experience QMIS 0004	\$70,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Lincoln Home National Historic Site Infrastructure Fact Sheet



198 Thousand  
Annual Visitors<sup>1</sup>



\$15 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$227 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$7 M for Buildings**



**\$347 K for Paved Roads & Structures**

**\$1 M for all remaining asset categories**

Driven by maintained landscapes (\$1 M) and communication systems (\$195 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Existing Sprinkler System	\$133,000
Replace Copper Metal Roofs on Lyon, Beedle and Dean Houses	\$119,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Little Rock Central High School Infrastructure Fact Sheet



169 Thousand  
Annual Visitors<sup>1</sup>



\$14 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



0 Miles of  
Paved Roads



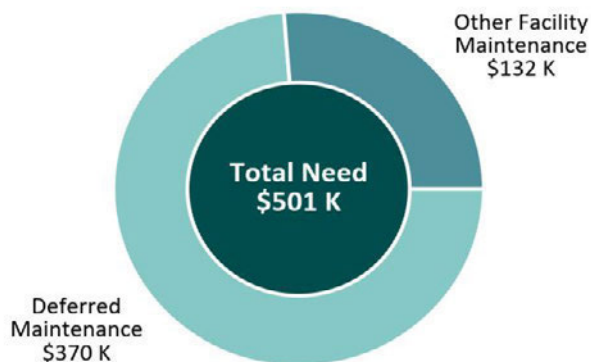
3 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$14 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$295 K for Buildings**



**\$111 K for Paved Roads  
& Structures**

**\$95 K for all remaining asset categories**

Driven by maintained landscapes (\$83 K) and waste water systems (\$10 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Little Rock Central High School National Historic Site does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Minuteman Missile National Historic Site Infrastructure Fact Sheet



126 Thousand  
Annual Visitors<sup>1</sup>



\$12 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



3 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



< 1 Mile of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



0 Miles of  
Paved Roads



9 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and fortifications.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$35 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Waste Water Systems** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$244 K for Buildings**



**\$125 K for Waste  
Water Systems**

**\$1 M for all remaining asset categories**

Driven by fortifications (\$1 M) and maintained landscapes (\$292 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Heating and Cooling System at Delta 01 Launch Control Facility	\$339,000
Preservation and Corrosion Mitigation at Delta 09 Missile Silo	\$149,000
Replace Cathodic Protection System at Delta-01	\$51,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Mississippi National River & Recreation Area Infrastructure Fact Sheet



375 Thousand  
Annual Visitors<sup>1</sup>



\$24 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



1 Building



< 1 Mile of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



14 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$59 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$630 K for Buildings**



**\$15 K for Trails**

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Mississippi National River & Recreation Area does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Missouri National Recreational River Infrastructure Fact Sheet



129 Thousand Annual Visitors<sup>1</sup>



\$6.8 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



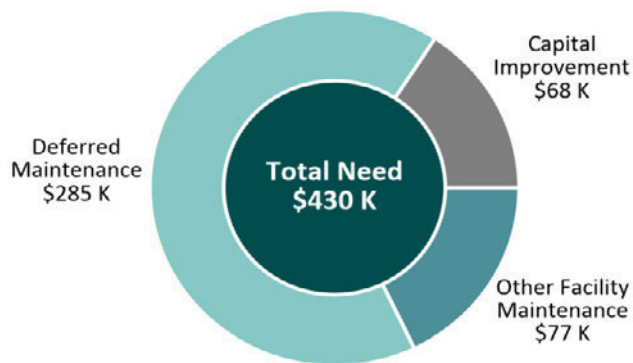
12 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, marinas, and maintained archeological sites.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$22 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$144 K for Paved Roads & Structures**



**\$25 K for Buildings**

**\$262 K for all remaining asset categories**  
Driven by maintained landscapes (\$262 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Missouri National Recreational River does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).





# Mount Rushmore National Memorial Infrastructure Fact Sheet



2 Million Annual Visitors<sup>1</sup>



\$152 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



26 Buildings



2 Miles of Trails



14 Housing Units\*



0 Campgrounds



< 1 Mile of Unpaved Roads



2 Water Systems



4 Waste Water Systems



5 Miles of Paved Roads



29 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, monuments, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Waste Water Systems** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$12 M for Buildings**



**\$1 M for Waste Water Systems**

**\$6 M for all remaining asset categories**

Driven by maintained landscapes (\$1 M) and paved roads (\$885 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate and Expand Wastewater Treatment Plant	\$17,252,000
Replace Chiller Unit, boilers and piping leading to Visitor Center	\$644,000
Replace Amphitheater Visitor Bench Seating	\$358,000
Rehabilitate Trailside Restroom	\$172,000
Mitigate Lead Impacted Soil	\$143,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Nicodemus National Historic Site Infrastructure Fact Sheet



4 Thousand Annual Visitors<sup>1</sup>



\$199 Thousand in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



7 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



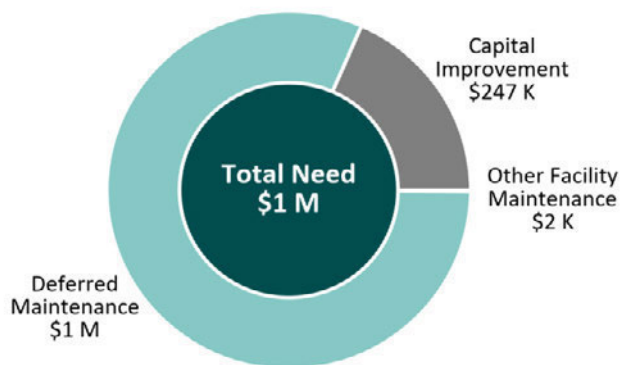
10 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$64 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$1 M for Buildings**

**\$282 K for all remaining asset categories**

Driven by interpretive media (\$266 K) and maintained landscapes (\$16 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Nicodemus National Historic Site does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Niobrara National Scenic River Infrastructure Fact Sheet



61 Thousand Annual Visitors<sup>1</sup>



\$7 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



1 Building



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



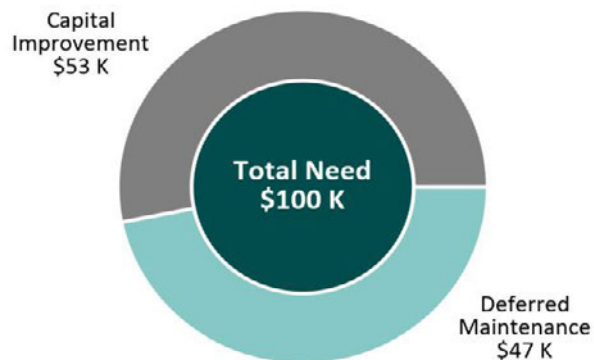
4 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and utility systems.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$6 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$31 K for Buildings**

**\$69 K for all remaining asset categories**

Driven by maintained landscapes (\$69 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Niobrara National Scenic River does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Ozark National Scenic Riverways Infrastructure Fact Sheet



1.2 Million  
Annual Visitors<sup>1</sup>



\$59 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**213**  
Buildings



**80 Miles of**  
Trails



**9** Housing  
Units\*



**31** Camp-  
grounds



**63 Miles of**  
Unpaved  
Roads



**19** Water  
Systems



**22** Waste  
Water  
Systems



**18 Miles of**  
Paved Roads



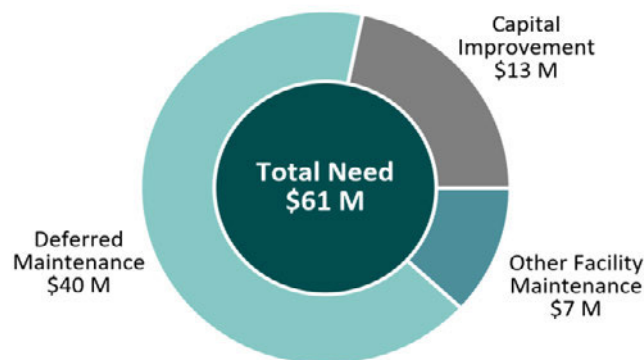
**128** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, marinas, railroad systems, monuments, maintained archeological sites, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$3 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$19 M for Paved Roads & Structures**



**\$13 M for Buildings**

**\$28 M for all remaining asset categories**

Driven by campgrounds (\$5 M) and waste water systems (\$4 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Pavement Preservation - Rehab Paved Parking Areas for Lower Current District	\$975,000
Replace 4 Gas/Diesel Fuel Systems Parkwide	\$143,000
Connect the Akers Store Waste Water System into the Akers Contact Station Wastewater System	\$76,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Pea Ridge National Military Park Infrastructure Fact Sheet



103 Thousand Annual Visitors<sup>1</sup>



\$7.9 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

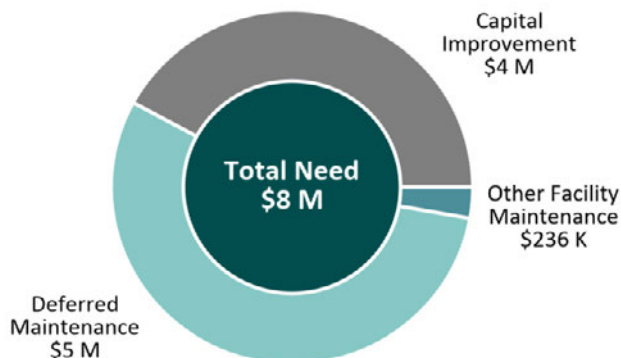


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>


The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$341 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.

 **\$6 M for Paved Roads & Structures**

 **\$2 M for Buildings**

**\$677 K for all remaining asset categories**  
Driven by water systems (\$346 K) and interpretive media (\$151 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Repair and Rehabilitate West Overlook	\$585,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Perry's Victory & International Peace Memorial Infrastructure Fact Sheet



121 Thousand Annual Visitors<sup>1</sup>



\$18 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



5 Buildings



0 Miles of Trails



10 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



8 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and marinas.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$108 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$26 M for Buildings**



**\$748 K for Paved Roads & Structures**

**\$23 M for all remaining asset categories**

Driven by marinas (\$22 M) and maintained landscapes (\$568 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Perry's Victory & International Peace Memorial does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Pictured Rocks National Lakeshore Infrastructure Fact Sheet



859 Thousand Annual Visitors<sup>1</sup>



\$38 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

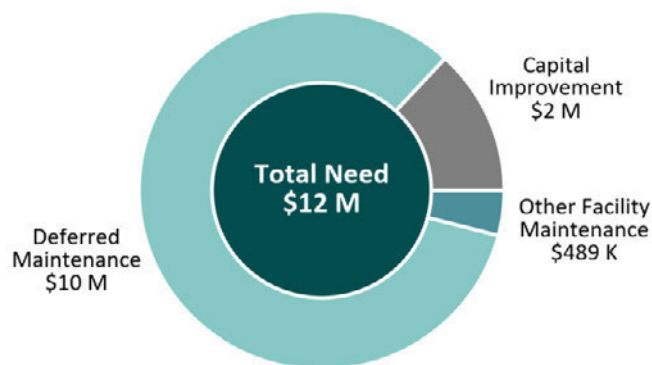


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, marinas, monuments, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.

**\$5 M for Paved Roads & Structures**

**\$2 M for Buildings**

**\$4 M for all remaining asset categories**  
Driven by interpretive media (\$1 M) and trails (\$752 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Three Bridges Along the North Country Trail System	\$623,000
Replace Miners River Bridge	\$350,000
Repair / Rehab Day Use Trail, Munising Falls	\$208,000
Replace Miners Falls Stair Structure and Viewing Platforms	\$177,000
Replace Solar Power System Controllers and Failing Batteries - Au Sable Light Station	\$139,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Pipestone National Monument Infrastructure Fact Sheet



78 Thousand Annual Visitors<sup>1</sup>



\$6 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



6 Buildings



1 Mile of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



2 Miles of Paved Roads



11 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$132 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$668 K for Paved Roads & Structures**



**\$217 K for Buildings**

**\$745 K for all remaining asset categories**

Driven by interpretive media (\$571 K) and maintained landscapes (\$125 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Pipestone National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).





# President William Jefferson Clinton Birthplace Home Infrastructure Fact Sheet



9 Thousand Annual Visitors<sup>1</sup>



\$627 Thousand in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



3 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



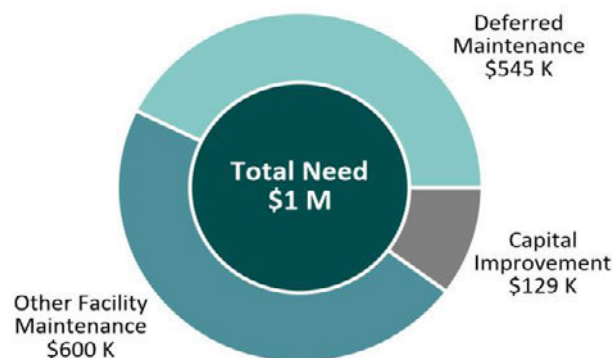
5 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$17 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$799 K for Buildings**

**\$475 K for all remaining asset categories**  
Driven by maintained landscapes (\$475 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate and Stabilize Visitor Center	\$192,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Pullman National Monument Infrastructure Fact Sheet



N/A

Annual Visitors<sup>1</sup>



N/A

in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



1 Building



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



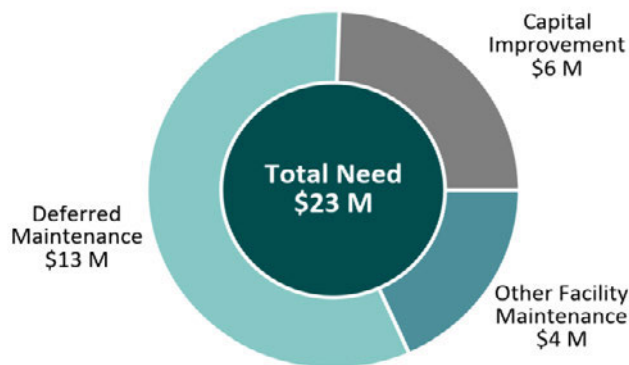
0 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>There are no other asset categories at Pullman National Monument.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$24 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figure below does not include the cost of Routine Maintenance.



**\$23 M for Buildings**

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Pullman National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# River Raisin National Battlefield Park Infrastructure Fact Sheet



226 Thousand  
Annual Visitors<sup>1</sup>



\$19 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



3 Buildings



< 1 Mile of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



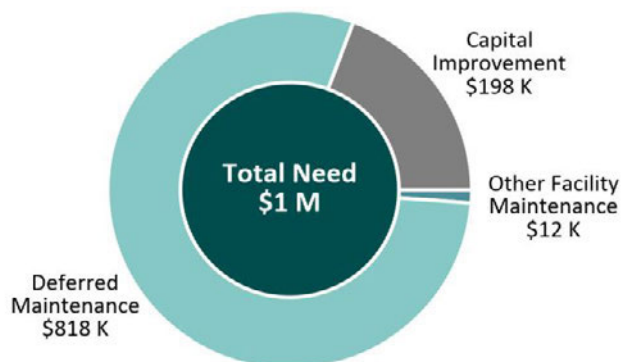
3 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$41 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$329 K for Paved Roads  
& Structures**



**\$275 K for Buildings**

**\$424 K for all remaining asset categories**  
Driven by maintained landscapes (\$424 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Remove Hazardous Debris from Grounds	\$307,000
Replace Components to Improve Visitor Experience and Rehabilitate Education Center	\$221,000
Meet Fire Code Requirements - River Raisin Education Center	\$150,000
Replace Rubberized Flooring and Old Carpets with New Carpeting	\$145,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Saint Croix National Scenic Riverway Infrastructure Fact Sheet



638 Thousand  
Annual Visitors<sup>1</sup>



\$39 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



82 Buildings



49 Miles of  
Trails



3 Housing  
Units\*



4 Camp-  
grounds



1 Mile of  
Unpaved  
Roads



15 Water  
Systems



9 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



69 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, and marinas.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$1 M for Paved Roads  
& Structures**

**\$2 M for all remaining asset categories**

Driven by maintained landscapes (\$613 K) and campgrounds (\$604 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Remove Abandoned Wells in the Upper District	\$9,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Scotts Bluff National Monument Infrastructure Fact Sheet



166 Thousand Annual Visitors<sup>1</sup>



\$11 Million in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



11 Buildings



4 Miles of Trails



1 Housing Unit\*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



3 Miles of Paved Roads



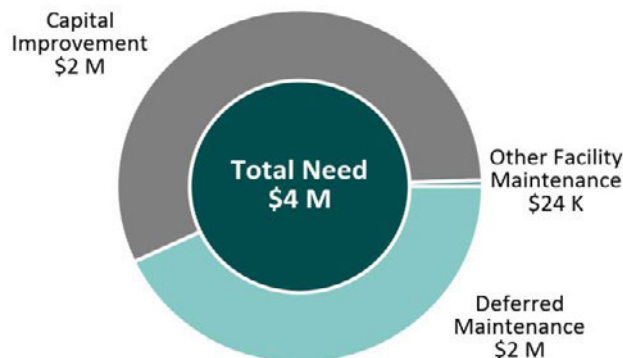
13 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail tunnels, maintained landscapes, boundaries, utility systems, interpretive media, and amphitheatres.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$236 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Buildings**



**\$235 K for Paved Roads & Structures**

**\$1 M for all remaining asset categories**

Driven by interpretive media (\$1 M) and trails (\$125 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and tunnels.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Scotts Bluff National Monument does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Sleeping Bear Dunes National Lakeshore Infrastructure Fact Sheet



1.6 Million  
Annual Visitors<sup>1</sup>



\$209 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**341**  
Buildings



**97 Miles of**  
Trails



**26** Housing  
Units\*



**9** Camp-  
grounds



**8 Miles of**  
Unpaved  
Roads



**28** Water  
Systems



**6** Waste  
Water  
Systems



**10 Miles of**  
Paved Roads



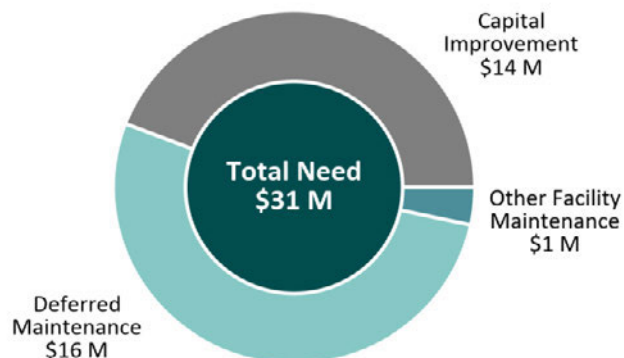
**124** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, marinas, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$3 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Trails and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$11 M for Trails**



**\$7 M for Buildings**

**\$14 M for all remaining asset categories**

Driven by maintained landscapes (\$5 M) and paved roads (\$2 M)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Construct Right and Left Turn Lanes on M109 Dune Climb Entrance	\$750,000
Re-Pave Deficient Empire Hill Parking Areas and Road	\$739,000
Repair and Paint Exterior of Werner/Basch, G. Schmidt and Henry Eckhart Houses.	\$264,000
Replace Failing North Manitou Island Jib Crane and Install New	\$132,000
Replace and dispose of aging Cedar shingles with new Cedar shingles on Historic Structures.	\$123,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Tallgrass Prairie National Preserve Infrastructure Fact Sheet



34 Thousand  
Annual Visitors<sup>1</sup>



\$2.6 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



16 Buildings



3 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



4 Miles of  
Unpaved  
Roads



1 Water  
System



2 Waste  
Water  
Systems



0 Miles of  
Paved Roads



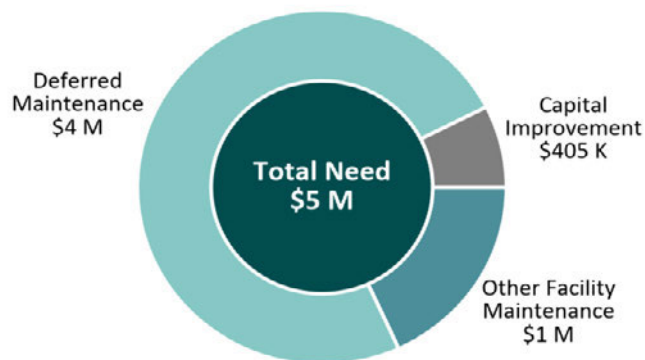
11 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, dams, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$147 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Unpaved Roads** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$673 K for Unpaved  
Roads**

**\$2 M for all remaining asset categories**

Driven by maintained landscapes (\$1 M) and paved roads (\$412 K)

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate historic pipe and wood fences at Spring Hill Ranch Corrals	\$151,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Theodore Roosevelt National Park Infrastructure Fact Sheet



692 Thousand Annual Visitors<sup>1</sup>



\$50 Million in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



63 Buildings



95 Miles of Trails



32 Housing Units\*



5 Campgrounds



8 Miles of Unpaved Roads



9 Water Systems



7 Waste Water Systems



47 Miles of Paved Roads



40 All Other Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$35 M for Paved Roads & Structures**



**\$4 M for Buildings**

**\$10 M for all remaining asset categories**  
Driven by boundaries (\$3 M) and housing (\$2 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehab segment of Rt 11 Loop Road at Milemarker 10.6	\$724,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Ulysses S. Grant National Historic Site Infrastructure Fact Sheet



39 Thousand  
Annual Visitors<sup>1</sup>



\$3.5 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



7 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



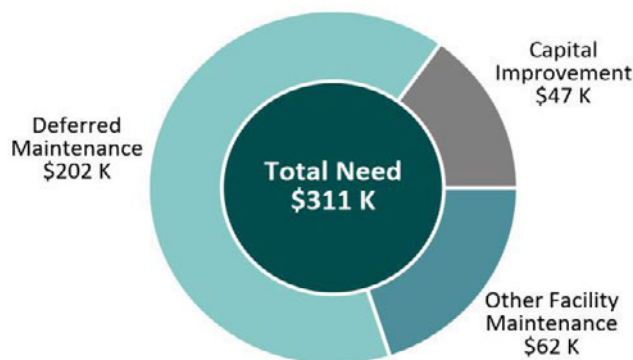
3 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$108 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$199 K for Buildings**



**\$29 K for Paved Roads  
& Structures**

**\$84 K for all remaining asset categories**  
Driven by maintained landscapes (\$84 K)

‡Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Ulysses S. Grant National Historic Site does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Voyageurs National Park Infrastructure Fact Sheet



233 Thousand  
Annual Visitors<sup>1</sup>



\$24 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**152**  
Buildings



**190 Miles of**  
Trails



**17** Housing  
Units\*



**11** Camp-  
grounds



**17 Miles of**  
Unpaved  
Roads



**16** Water  
Systems



**15** Waste  
Water  
Systems



**6 Miles of**  
Paved Roads



**177** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, marinas, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$3 M for Buildings**



**\$2 M for Paved Roads & Structures**

**\$7 M for all remaining asset categories**  
Driven by marinas (\$2 M) and campgrounds (\$1 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Improve Visitor Safety by Repairing Kettle Falls Lakewall	\$252,000
Rehabilitate Harbor Docks In The Rainy Lake Basin	\$229,000
Rebuild and repair docks in the Namakan basin	\$154,000
Rehabilitate and Improve Visitor Safety on Dock Systems	\$124,000
Repair Rainy Lake Campsite Docks	\$124,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# William Howard Taft National Historic Site Infrastructure Fact Sheet



32 Thousand  
Annual Visitors<sup>1</sup>



\$2.8 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



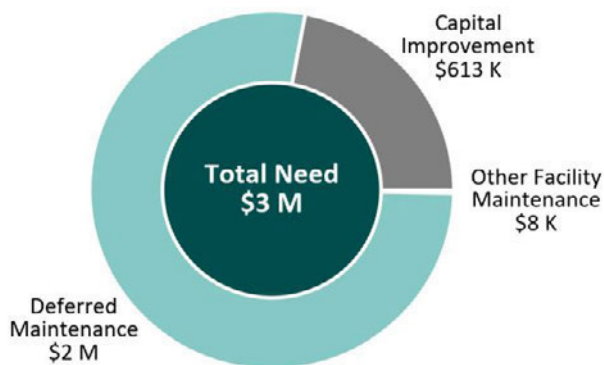
6 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$100 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$2 M for Buildings**



**\$218 K for Paved Roads & Structures**

**\$1 M for all remaining asset categories**

Driven by maintained landscapes (\$784 K) and interpretive media (\$250 K)

<sup>‡</sup>Paved Roads & Structures includes paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Install a Retaining Wall to Stabilize Dirt Protecting Historic Stone Wall and Remove Old Parking Area	\$601,000
Replace Education Center Elevator and Install Emergency Generator for Entire Park	\$405,000
Demo And Replace Brick Pavers and Stairs	\$202,000
Patch/Repair Home and Education Parking Lot and Install Maintenance Storage Unit	\$52,000
Replace Humidifier in Historic Taft Home	\$39,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Wilson's Creek National Battlefield Infrastructure Fact Sheet



233 Thousand  
Annual Visitors<sup>1</sup>



\$18 Million  
in Economic Output<sup>2</sup>

## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

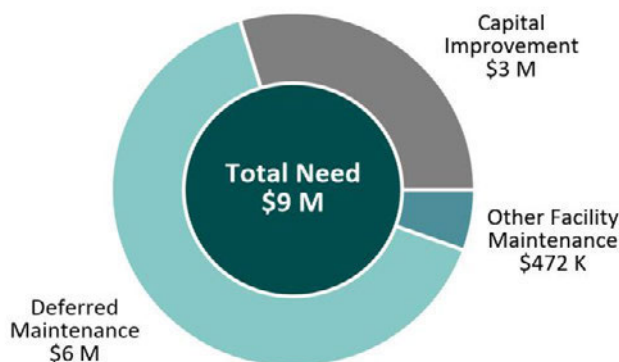


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$519 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Buildings**



**\$4 M for Paved Roads & Structures**

**\$460 K for all remaining asset categories**

Driven by interpretive media (\$283 K) and maintained landscapes (\$147 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Failing Gates to Park Administrative, Inventorying and Monitoring Offices	\$197,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Wind Cave National Park Infrastructure Fact Sheet



615 Thousand  
Annual Visitors<sup>1</sup>

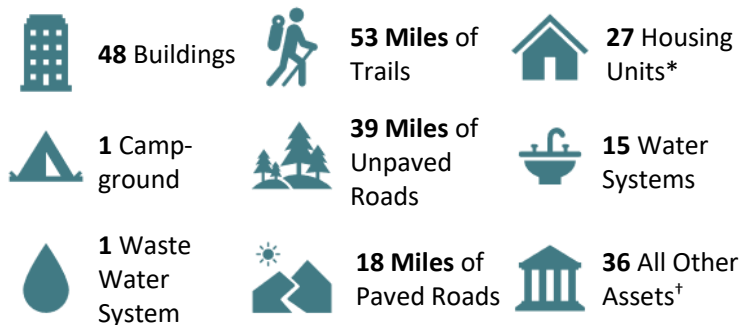


\$69 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, interpretive media, and amphitheatres.

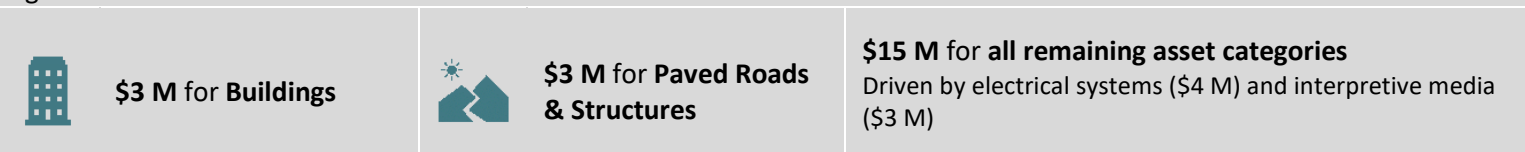
## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$2 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.  
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace 23,000 Linear Feet of Primary Water Distribution Lines at Wind Cave	\$696,000
Prepare Rankin Ridge Fire Tower for Visitor Tours	\$634,000
Rehabilitate Civilian Conservation Corps Officer's Quarters	\$443,000
Replace Carpet in Visitor Center to Increase Visitor Satisfaction	\$375,000
Rehabilitate Two Bridges and One Culvert on SD Hwy 87 to Improve Visitor Experience	\$365,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.