



# Southeast Region Infrastructure Fact Sheets

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<sup>1</sup> This report includes all Southeast 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 units are not included in this report as they do not have any data managed in the FMSS: Brices Cross Roads National Battlefield Site and Poverty Point National Monument.

<sup>2</sup> There are 7 official NPS units which do not appear in this report because of the hierarchy of these units as organized in the FMSS. For the purposes of this report, the inventory associated with these 7 parks (left column) are included as a sub-set of the larger parks (right column).

Sub Park	Parent Unit
Fort Caroline National Memorial (FOCA)	Timucuan Ecological and Historic Preserve (TIMU)
Fort Matanzas National Monument (FOMA)	Castillo de San Marcos National Monument (CASA)
Fort Raleigh National Historic Site (FORA)	Cape Hatteras National Seashore (CAHA)
Natchez Trace National Scenic Trail (NATT)	Natchez Trace Parkway (NATR)
Tupelo National Battlefield (TUPE)	Natchez Trace Parkway (NATR)
Virgin Islands Coral Reef National Monument (VICR)	Virgin Islands National Park (VIIS)
Wright Brothers National Memorial (WRBR)	Cape Hatteras National Seashore (CAHA)



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# Abraham Lincoln Birthplace National Historical Park Infrastructure Fact Sheet



238 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.



14 Buildings



2 Miles of  
Trails



2 Housing  
Units\*



0 Camp-  
grounds



2 Miles of  
Unpaved  
Roads



3 Water  
Systems



2 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



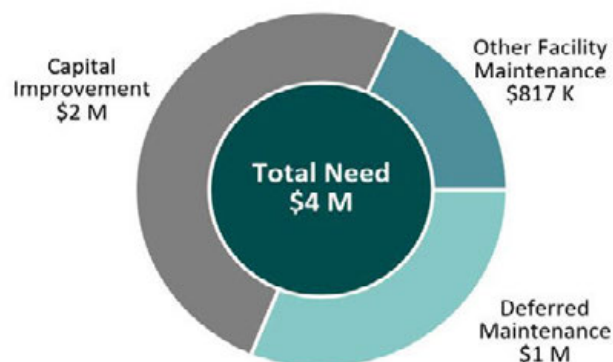
14 All Other  
Assets<sup>†</sup>

\*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 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 **\$115 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**



**\$586 K for Paved Roads  
& Structures**

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

Driven by maintained landscapes (\$871 K) and unpaved roads (\$64 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>
Rehabilitate Hazardous Materials Storage Building	\$11,000

<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.





# Andersonville National Historic Site Infrastructure Fact Sheet



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



\$7.7 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.

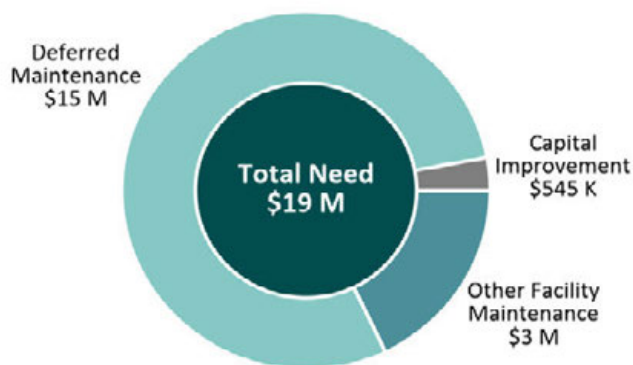


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, monuments, 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 **\$456 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.



**\$5 M for Buildings**



**\$5 M for Paved Roads & Structures**

**\$8 M for all remaining asset categories**

Driven by maintained landscapes (\$5 M) and boundaries (\$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>
Repoint Second third of Cemetery Wall	\$744,000
Clean and Repoint SouthWest Section of Historic Cemetery Wall	\$548,000
Repair Civilian Conservation Corps Erosion Control Channels	\$548,000
Rehabilitate Rostrum, Prisoner of War Museum Courtyard, Entrance Gate Wall and Exit Gate Wall	\$380,000
Replace Fire Alarm System for Prisoner of War Museum and Administrative Building	\$190,000

<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.



# Andrew Johnson National Historic Site Infrastructure Fact Sheet



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



\$3.9 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 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 **\$110 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**



**\$195 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 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 Historic Wood Windows on Lodge Building	\$134,000
Replace Visitor Center and Memorial Building Mechanical Systems	\$87,000
Repair Lodge Wooden Gutters and Exterior Mill Work	\$59,000

<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.



# Big Cypress National Preserve Infrastructure Fact Sheet



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



\$117 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.



**141**  
Buildings



**287 Miles of**  
Trails



**66** Housing  
Units\*



**10** Camp-  
grounds



**19 Miles of**  
Unpaved  
Roads



**21** Water  
Systems



**34** Waste  
Water  
Systems



**26 Miles of**  
Paved Roads



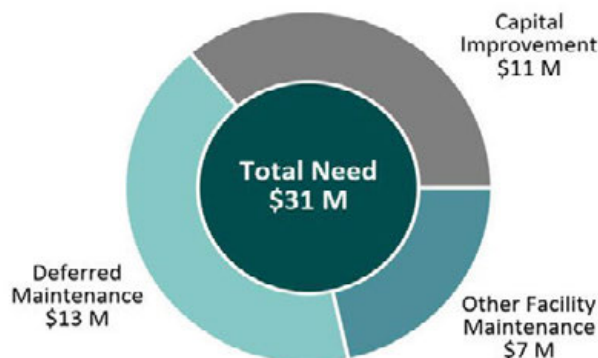
**87** All Other  
Assets<sup>†</sup>

\*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, constructed waterways, aviation 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 **\$6 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Trails 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.



**\$12 M for Trails**



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

**\$10 M for all remaining asset categories**  
Driven by buildings (\$6 M) and unpaved roads (\$1 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>
Upgrade Headquarters Fire Suppression Systems	\$642,000
Build 16 New Picnic Shelters and 1 Interpretive Kiosk	\$417,000
Repair/Rehabilitate the Teufel Property	\$409,000
Replace 3 Hunter Check-in Stations	\$376,000
Repair Headquarters Roof	\$183,000

<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.





# Big South Fork National River & Recreation Area Infrastructure Fact Sheet



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



\$26 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.



**117**  
Buildings



**458 Miles of**  
Trails



**5** Housing  
Units\*



**7** Camp-  
grounds



**65 Miles of**  
Unpaved  
Roads



**4** Water  
Systems



**33** Waste  
Water  
Systems



**26 Miles of**  
Paved Roads



**265** 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, marinas, railroad systems, 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 **\$8 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> 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.



**\$14 M for Paved Roads  
& Structures**



**\$7 M for Unpaved  
Roads**

**\$9 M for all remaining asset categories**  
Driven by trails (\$4 M) and buildings (\$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>
Correct 8 Miles of Fork Ridge Trails to Mitigate Erosion From Improper Water Drainage	\$473,000
Rehabilitate 5.8 Miles of Road & Trail Surfaces to Correct Improper Water Drainage	\$452,000
Replace Rustic Fence at Historic Oscar Blevins Farm	\$226,000
Repair Poor Surface Drainage on Three Heavily Used Multi-Use Trails	\$201,000
Install Waterline to Bandy Creek Campground to Improve Water Production	\$196,000

<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.



# Birmingham Civil Rights 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 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



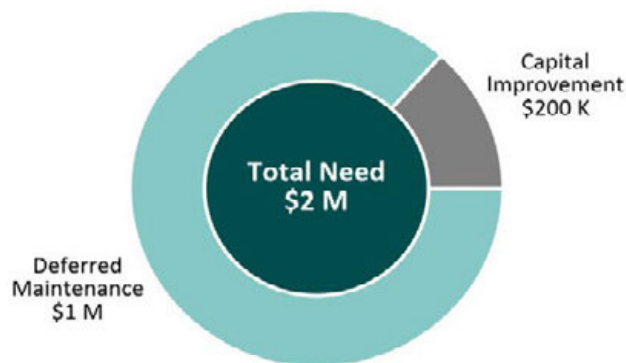
0 All Other  
Assets<sup>†</sup>

\*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 Birmingham Civil Rights 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 **\$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 figure below does not include the cost of Routine Maintenance.



**\$2 M for Buildings**

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

## Project Funding

Birmingham Civil Rights 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).



# Biscayne National Park Infrastructure Fact Sheet



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



\$65 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.

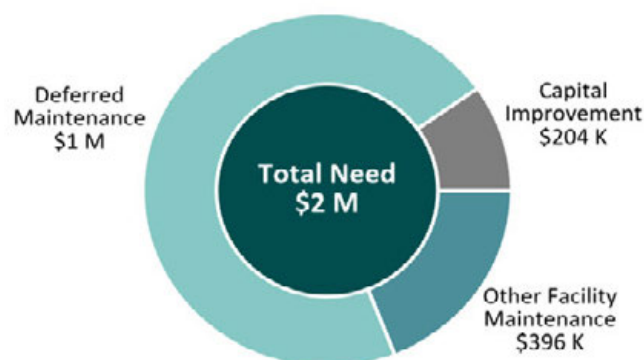


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, constructed waterways, marinas, 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 **\$430 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**



**\$264 K for Buildings**

**\$600 K for all remaining asset categories**

Driven by constructed waterways (\$229 K) and campgrounds (\$103 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>
Repair and Repoint Historic Stone seawall and other walls at Boca Chita	\$909,000
Replace Diesel Generator with Solar Power on Remote Island Elliott Key.	\$485,000
Preserve Boca Chita Key Windows and Doors	\$321,000
Replace Gate Valves at Convoy Point and Remove Valves and Band Irrigation	\$177,000
Rehabilitate Visitor Use Areas to Ensure Compliance with Universal Accessibility Standards	\$135,000

<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.





# Blue Ridge Parkway Infrastructure Fact Sheet



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

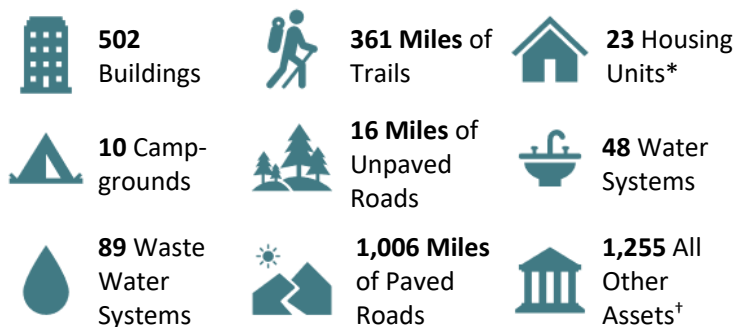


\$1.4 Billion  
in Economic Output<sup>2</sup>



## 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, utility systems, dams, constructed waterways, marinas, railroad systems, monuments, fortifications, 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 **\$19 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.



**\$472 M for Paved  
Roads & Structures**



**\$36 M for Buildings**

**\$32 M for all remaining asset categories**

Driven by maintained landscapes (\$10 M) and campgrounds (\$6 M)

‡Paved Roads & Structures includes paved roadways, paved parking areas, bridges, and tunnels.

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>
Blue Ridge Parkway Road and Bridge Reconstruction (VA and NC)	\$187,000,000
Repair Laurel Fork Bridge 159P	\$15,000,000
Upgrade Parkway Communications System	\$1,626,000
Repair Overlooks in Road Section 1G (Milepost 50.10 to 63.61)	\$1,134,000
Repair Overlooks, Parking, and Access in Road Section 1J (Milepost 74.60 to 85.59)	\$1,108,000

<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.



# Buck Island Reef National Monument Infrastructure Fact Sheet



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

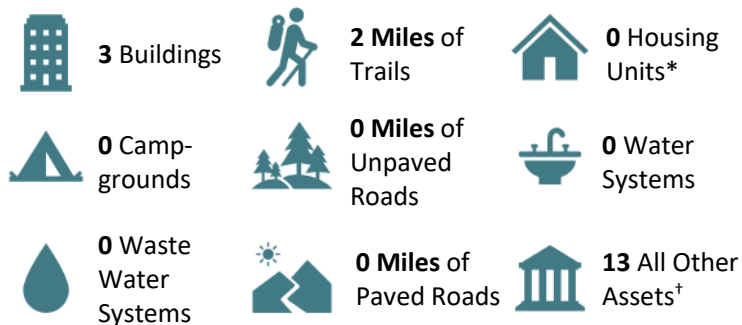


\$2.9 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

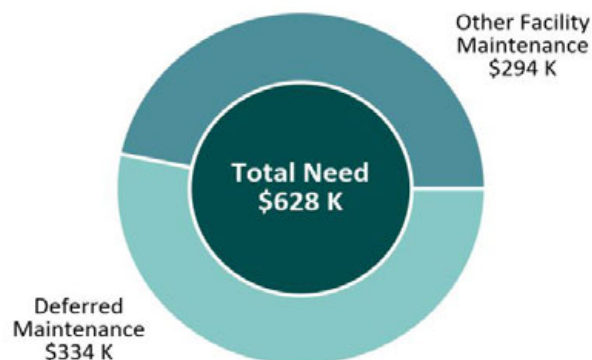


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, marinas, 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 **\$41 K 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.



**\$137 K for Trails**



**\$50 K for Buildings**

**\$442 K for all remaining asset categories**

Driven by marinas (\$268 K) and interpretive media (\$120 K)

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

## Project Funding

Buck Island Reef 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).





# Canaveral National Seashore Infrastructure Fact Sheet



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



\$95 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.



72 Buildings



3 Miles of  
Trails



0 Housing  
Units\*



1 Camp-  
ground



6 Miles of  
Unpaved  
Roads



2 Water  
Systems



2 Waste  
Water  
Systems



17 Miles of  
Paved Roads



37 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 maintained landscapes, utility systems, marinas, 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 **\$607 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.



**\$14 M for Paved Roads  
& Structures**



**\$3 M for Buildings**

**\$2 M for all remaining asset categories**  
Driven by marinas (\$892 K) and trails (\$600 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 Fellers House Dock and Pier	\$177,000
Replace Eddy Creek Dock	\$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.



# Cane River Creole National Historical Park Infrastructure Fact Sheet



30 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.



49 Buildings



2 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



1 Mile of  
Unpaved  
Roads



2 Water  
Systems



3 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



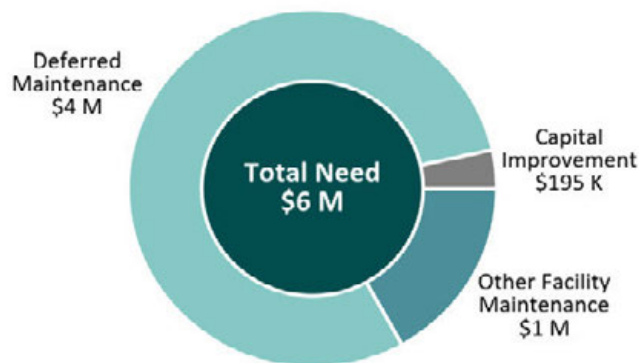
25 All Other  
Assets<sup>†</sup>

\*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, 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 **\$288 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.



**\$3 M for Buildings**



**\$310 K for Unpaved  
Roads**

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

Driven by maintained landscapes (\$1 M) and solid waste and recycling systems (\$510 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 Oakland Trail System	\$416,000
Rehabilitate Magnolia Trail System	\$332,000
Repair Wood Components at 8 Magnolia Slave-Tenant Cabins	\$149,000
Install Magnolia Gin Barn Lighting	\$73,000

<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.



# Cape Hatteras National Seashore<sup>1</sup>

## Infrastructure Fact Sheet



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



\$261 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

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



**194**  
Buildings



**13 Miles of**  
Trails



**58** Housing  
Units\*



**5** Camp-  
grounds



**25 Miles of**  
Unpaved  
Roads



**17** Water  
Systems



**38** Waste  
Water  
Systems



**112 Miles of**  
Paved Roads



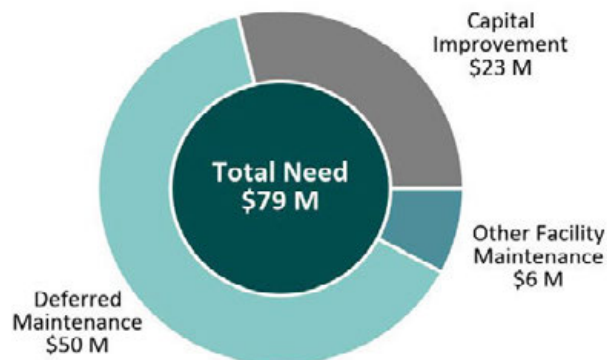
**129** All  
Other  
Assets<sup>†</sup>

\*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, marinas, aviation systems, monuments, maintained archeological sites, fortifications, interpretive media, and amphitheaters.

### Estimated Maintenance Needs<sup>4</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>5</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**



**\$20 M for Paved Roads  
& Structures**

**\$32 M for all remaining asset categories**

Driven by maintained landscapes (\$12 M) and marinas (\$4 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>6</sup>
Replace Fort Raleigh and Frisco Water Systems	\$3,612,000
Preserve Ocracoke Lighthouse	\$838,000
Update Data and Communication Infrastructure	\$685,000
Rehabilitate Historic Keeper's Quarters on Ocracoke Island	\$672,000
Replace Seating Chairs in the Fort Raleigh Lost Colony Amphitheater	\$542,000

<sup>1</sup>Fort Raleigh National Historic Site and Wright Brothers National Memorial are included as they are co-managed with Cape Hatteras National Seashore.

<sup>2</sup>National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup>Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</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>5</sup>Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</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.



# Cape Lookout National Seashore Infrastructure Fact Sheet



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



\$22 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.



**159**  
Buildings



**2 Miles of**  
Trails



**7** Housing  
Units\*



**0** Camp-  
grounds



**39 Miles of**  
Unpaved  
Roads



**4** Water  
Systems



**30** Waste  
Water  
Systems



**< 1 Mile of**  
Paved Roads



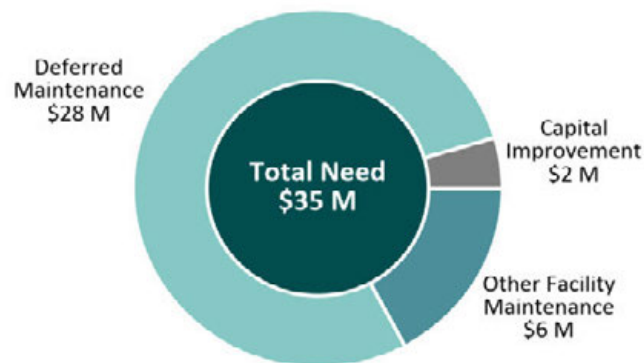
**57** All Other  
Assets<sup>†</sup>

\*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, marinas, 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 **\$718 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.



**\$20 M for Buildings**



**\$2 M for Trails**

**\$13 M for all remaining asset categories**

Driven by marinas (\$7 M) and maintained landscapes (\$3 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>
Preserve Cape Lookout Village Life Saving Station	\$561,000
Stabilize and Sustain the Cape Coast Guard Station	\$551,000
Remove and Replace Shackleford Banks Resource Management All-Terrain Vehicle Shed	\$169,000

<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.





# Carl Sandburg Home National Historic Site Infrastructure Fact Sheet



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



\$5.8 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.

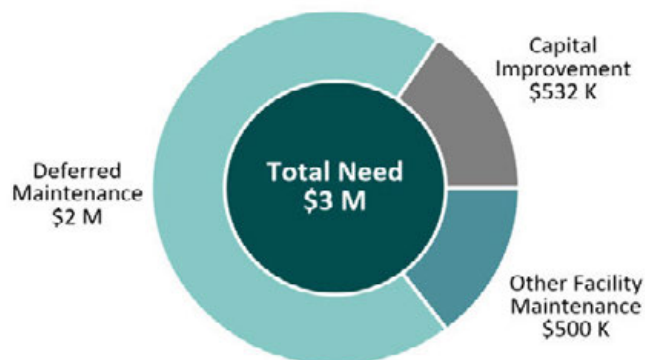


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, constructed waterways, 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 **\$263 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**



**\$636 K for Paved Roads & Structures**

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

Driven by amphitheaters (\$503 K) and trails (\$190 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

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>
Expand Administrative Parking Lot	\$374,000

<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.



# Castillo de San Marcos National Monument<sup>1</sup> Infrastructure Fact Sheet



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



\$103 Million  
in Economic Output<sup>3</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, marinas, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>4</sup>

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



There is also a **\$219 K annual Routine Maintenance<sup>5</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.



**\$727 K for Buildings**



**\$724 K for Paved Roads & Structures**

**\$8 M for all remaining asset categories**

Driven by fortifications (\$6 M) and maintained landscapes (\$689 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

Castillo de San Marcos National Monument does not have any projects in the formulated lists released publicly.<sup>6</sup>

<sup>1</sup> Fort Matanzas National Monument is included as it is co-managed with Castillo de San Marcos National Monument.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</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>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</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).



# Charles Pinckney National Historic Site Infrastructure Fact Sheet



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

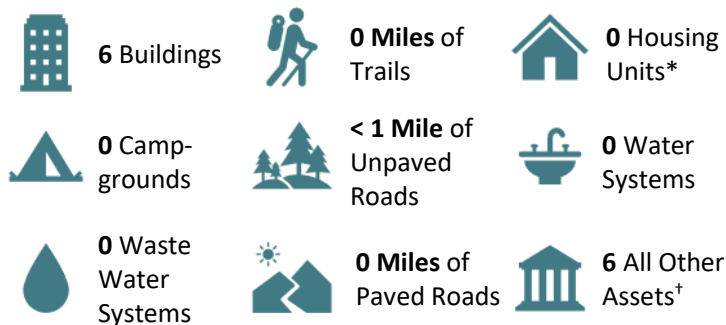


\$2.7 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

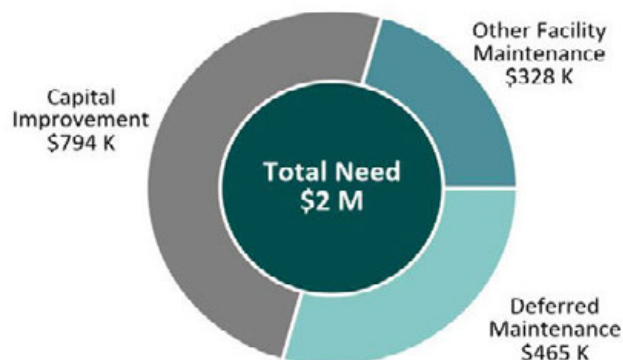


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include 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 **\$71 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.



**\$644 K for Buildings**



**\$17 K for Unpaved Roads**

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

Driven by interpretive media (\$589 K) and maintained archeological sites (\$220 K)

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

## Project Funding

Charles Pinckney 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).





# Chattahoochee River National Recreation Area Infrastructure Fact Sheet



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



\$213 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, utility systems, dams, marinas, 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 **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** 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.



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



**\$4 M for Unpaved Roads**

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

Driven by buildings (\$2 M) and maintained landscapes (\$815 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>
Rehabilitate the Chattahoochee River Environmental Education Center (CREEC)	\$539,000

<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.





# Chickamauga & Chattanooga National Military Park Infrastructure Fact Sheet



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



\$72 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.



36 Buildings



65 Miles of  
Trails



1 Housing  
Unit\*



1 Camp-  
ground



5 Miles of  
Unpaved  
Roads



0 Water  
Systems



5 Waste  
Water  
Systems



26 Miles of  
Paved Roads



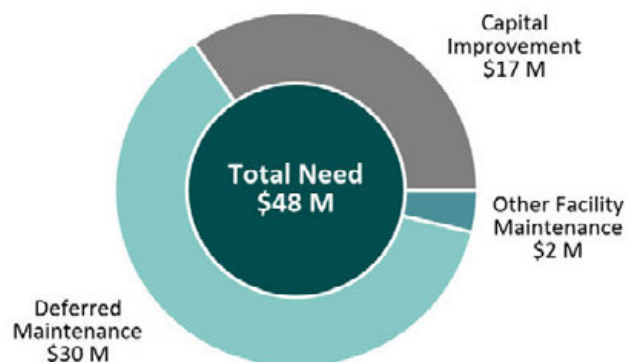
101 All  
Other  
Assets<sup>†</sup>

\*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, 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 **\$6 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.



**\$23 M for Paved Roads  
& Structures**



**\$3 M for Buildings**

**\$22 M for all remaining asset categories**

Driven by maintained landscapes (\$13 M) and marinas (\$8 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, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly	\$1,509,000
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton	\$1,266,000
Paving And Storm Water Deficiencies Facility Maintenance Compound	\$671,000
Replace Maintenance Compound Roofs	\$455,000
Rehabilitation Maintenance Compound Restrooms To Accessibility and Environmental Requirements	\$442,000

<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.



# Christiansted National Historic Site Infrastructure Fact Sheet



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

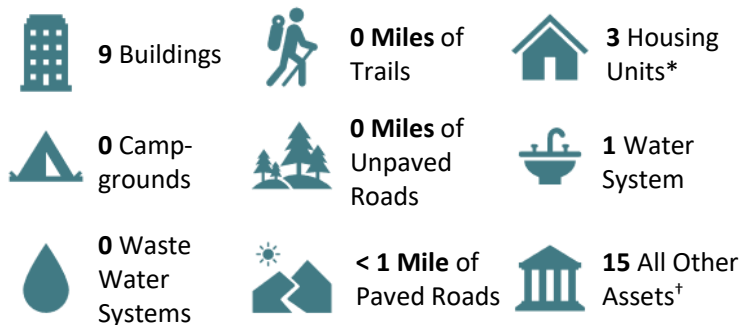


\$7.9 Million  
in Economic Output<sup>2</sup>



## 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 maintained landscapes, utility systems, marinas, monuments, 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 **\$203 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.



**\$8 M for Buildings**



**\$2 M for Paved Roads & Structures**

**\$5 M for all remaining asset categories**  
Driven by marinas (\$2 M) and fortifications (\$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>
Preserve/Repair Danish Customs House (Park HQ)	\$802,000
Restore Fort Christianvaern Entrance Ravelin, East and West Bastions	\$697,000
Rehabilitate East Side Road	\$625,000
Resurface Contact Station Road	\$431,000

<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.



# Congaree National Park Infrastructure Fact Sheet



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



\$9.6 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.

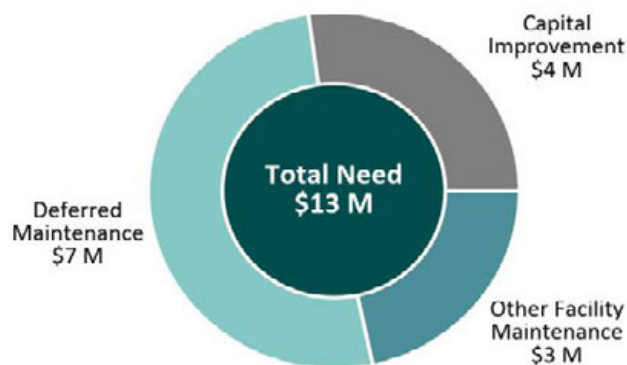


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, marinas, 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 **\$456 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Trails 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 Trails**



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

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

Driven by buildings (\$1 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>
Replace Roofing and Install Fall Protection on Park Buildings	\$604,000
Rehab Maintenance Bay Storage Building	\$327,000
Rehabilitate Fire Building Failing Exterior and Install Insulation	\$237,000
Correct Fire Suppression System and Water Tank Deficiencies	\$140,000
Install Accessibility Compliant Vault Toilet on Sims Trail	\$67,000

<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.





# Cowpens National Battlefield Infrastructure Fact Sheet



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



\$20 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.

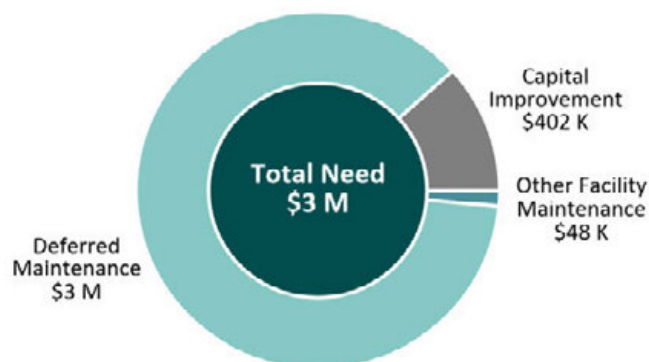


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, 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 **\$363 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**



**\$1 M for Buildings**

**\$883 K for all remaining asset categories**  
Driven by interpretive media (\$223 K) and trails (\$216 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 Administrative Building to Comply with Accessibility Standards	\$384,000
Correct Drainage at the Visitor Center	\$162,000
Repair Damaged Concrete Around Monument	\$43,000

<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.



# Cumberland Gap National Historical Park Infrastructure Fact Sheet



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



\$58 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.



78 Buildings



63 Miles of  
Trails



5 Housing  
Units\*



1 Camp-  
ground



10 Miles of  
Unpaved  
Roads



5 Water  
Systems



7 Waste  
Water  
Systems



12 Miles of  
Paved Roads



50 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, trail tunnels, 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 **\$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.



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



**\$3 M for Buildings**

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

Driven by maintained landscapes (\$2 M) and trails (\$725 K)

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

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 Willie Gibbons Barn and Black Smith Shop Exteriors	\$378,000
Clean Little Yellow Creek Culverts	\$351,000
Replacement of Gap Creek Wilderness Road Trail Bridge	\$190,000
Davis Branch Road Repair-Rehabilitation	\$120,000
Repair and Maintain Tri-State Shelter	\$46,000

<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.



# Cumberland Island National Seashore Infrastructure Fact Sheet



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

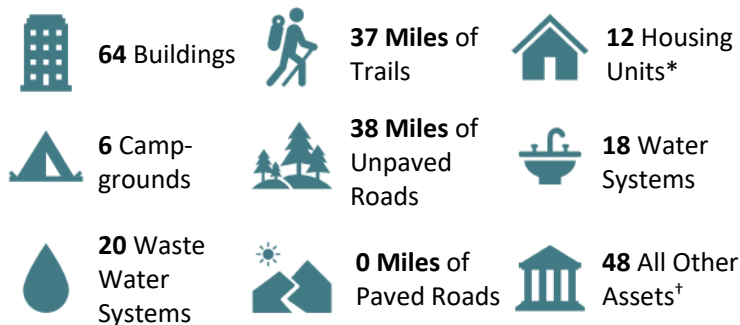


\$2.8 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

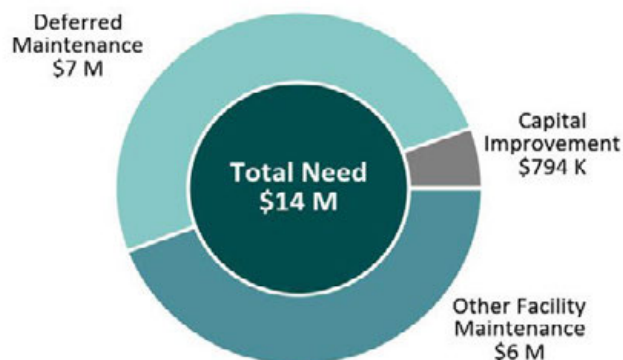


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, utility systems, marinas, 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 **\$1 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.



**\$5 M for Buildings**



**\$1 M for Trails**

**\$8 M for all remaining asset categories**

Driven by marinas (\$5 M) and unpaved roads (\$634 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 Seacamp Ranger Station	\$596,000
Rehabilitate Seacamp Restrooms and Showers	\$468,000

<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.





# De Soto National Memorial Infrastructure Fact Sheet



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



\$16 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.

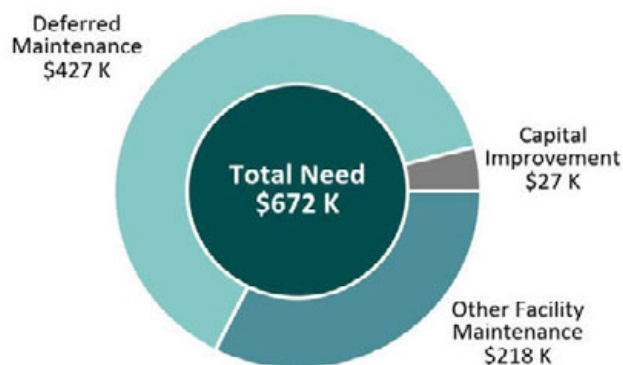


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

**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.



**\$186 K for Trails**



**\$129 K for Buildings**

**\$357 K for all remaining asset categories**

Driven by maintained landscapes (\$144 K) and paved roads (\$119 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 Communications Infrastructure	\$18,000

<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.



# Dry Tortugas National Park Infrastructure Fact Sheet



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



\$5.4 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.



12 Buildings



0 Miles of  
Trails



27 Housing  
Units\*



1 Camp-  
ground



0 Miles of  
Unpaved  
Roads



5 Water  
Systems



1 Waste  
Water  
System



0 Miles of  
Paved Roads



28 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 maintained landscapes, utility systems, marinas, 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 **\$463 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.



**\$9 M for Buildings**



**\$2 M for Housing**

**\$62 M for all remaining asset categories**

Driven by fortifications (\$57 M) and marinas (\$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 Wastewater Treatment Plant	\$461,000
Rehabilitate Crew Quarters	\$439,000
Rehabilitate Loggerhead Kitchen Building	\$371,000

<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.





# Everglades National Park Infrastructure Fact Sheet



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



\$165 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.



**155**  
Buildings



**187 Miles of**  
Trails



**79** Housing  
Units\*



**25** Camp-  
grounds



**18 Miles of**  
Unpaved  
Roads



**23** Water  
Systems



**21** Waste  
Water  
Systems



**110 Miles of**  
Paved Roads



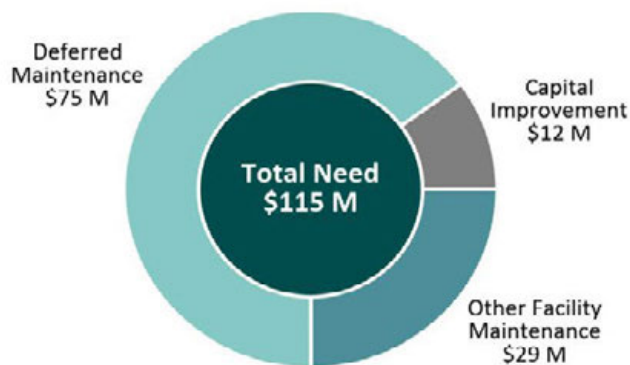
**136** All  
Other  
Assets<sup>†</sup>

\*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, constructed waterways, marinas, fortifications, 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 **\$5 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.



**\$47 M for Paved Roads  
& Structures**



**\$28 M for Buildings**

**\$40 M for all remaining asset categories**  
Driven by marinas (\$14 M) and housing (\$6 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>
Rehabilitate Three Marina Bulkheads at Flamingo	\$9,166,000
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park	\$8,092,000
Rehabilitate Water Distribution System at Long Pine Key Campground and Day-Use Area	\$840,000
Rehabilitate Flamingo Maintenance Boat Shelter	\$479,000
Repair HM-69 Nike Missile Site Buildings	\$467,000

<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 Donelson National Battlefield Infrastructure Fact Sheet



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



\$21 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.

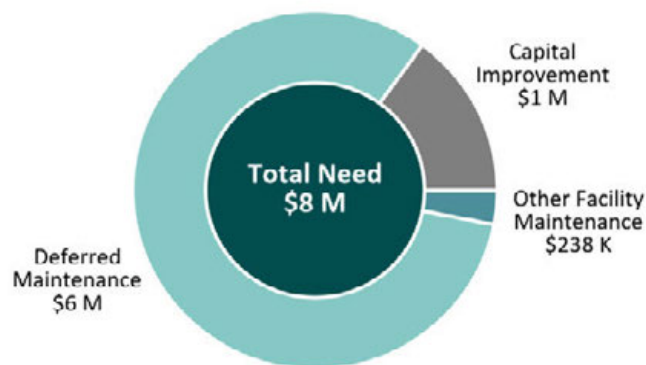


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, utility systems, monuments, fortifications, 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 **\$474 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.



**\$5 M for Paved Roads & Structures**



**\$2 M for Buildings**

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

Driven by maintained landscapes (\$765 K) and interpretive media (\$120 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

Fort Donelson National Battlefield 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).



# Fort Frederica National Monument Infrastructure Fact Sheet



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



\$17 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.

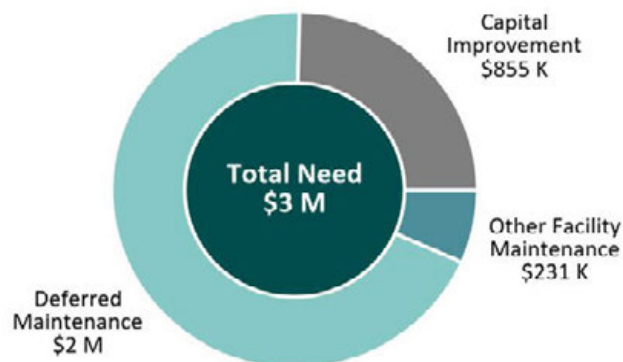


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, marinas, 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 **\$258 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**



**\$242 K for Paved Roads & Structures**

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

Driven by interpretive media (\$751 K) and marinas (\$373 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 and Enhance Dock at Fort Frederica	\$567,000
Rehabilitate Visitor Center Interior	\$287,000
Replace Waysides Parkwide	\$246,000

<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 Pulaski National Monument Infrastructure Fact Sheet



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



\$30 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, dams, constructed waterways, 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 **\$475 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.



**\$10 M for Paved Roads & Structures**



**\$4 M for Buildings**

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

Driven by fortifications (\$6 M) and maintained landscapes (\$866 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>
Remove Vascular and Non-Vascular Growth from Fort Pulaski	\$171,000
Install a Fiber Network Upgrade	\$45,000

<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 Sumter and Fort Moultrie Infrastructure Fact Sheet



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



\$66 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



0 Miles of  
Trails



2 Housing  
Units\*



0 Camp-  
grounds



< 1 Mile of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



< 1 Mile of  
Paved Roads



30 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, 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 **\$476 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**



**\$590 K for Paved Roads  
& Structures**

**\$12 M for all remaining asset categories**  
Driven by marinas (\$7 M) and fortifications (\$3 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>
Dredge Waterway at Fort Moultrie Boat Dock	\$1,241,000
Repair Exterior Parging on Left Flank Upper Piers at Fort Sumter	\$89,000
Repair Battery Huger Metal Doors	\$87,000
Repair Fort Sumter Scarp Wall and Officer's Firebox	\$19,000

<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.



# Freedom Riders 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 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 **\$6 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.



**\$400 K for Buildings**



**\$27 K for Paved Roads  
& Structures**

**\$100 K for all remaining asset categories**  
Driven by maintained landscapes (\$100 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

Freedom Riders 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).



# Great Smoky Mountains National Park Infrastructure Fact Sheet



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



\$1.4 Billion  
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.



**423**  
Buildings



**733 Miles of**  
Trails



**70** Housing  
Units\*



**116** Camp-  
grounds



**143 Miles of**  
Unpaved  
Roads



**26** Water  
Systems



**26** Waste  
Water  
Systems



**186 Miles of**  
Paved Roads



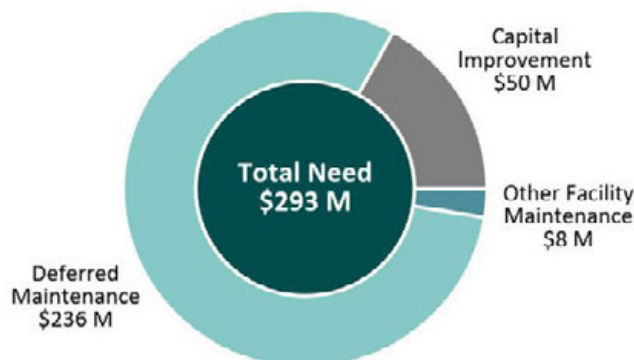
**335** All  
Other  
Assets<sup>†</sup>

\*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, constructed waterways, 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 **\$17 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.



**\$222 M for Paved  
Roads & Structures**



**\$19 M for Buildings**

**\$52 M for all remaining asset categories**  
Driven by trails (\$17 M) and water systems (\$8 M)

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

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>
Foothills Parkway Rehabilitation (MP 55-72)	\$25,500,000
Rehabilitate and Expand Sugarlands Headquarters	\$14,433,000
Rehabilitate Sugarlands Water and Wastewater Systems	\$8,614,000
Rehabilitate Laurel Falls Trail	\$4,917,000
Pavement Preservation of Foothills Parkway-West (MP 55 to 65)	\$3,290,000

<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.





# Guilford Courthouse National Military Park Infrastructure Fact Sheet



224 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.



31 Buildings



3 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



< 1 Mile of  
Unpaved  
Roads



1 Water  
System



1 Waste  
Water  
System



3 Miles of  
Paved Roads



49 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, 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 **\$415 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.



**\$6 M for Buildings**



**\$2 M for Paved Roads  
& Structures**

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

Driven by maintained landscapes (\$591 K) and trails (\$440 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 Tour Road Gates	\$160,000
Repair Brick Walkway Around General Greene Monument	\$151,000
Preserve Battlefield Monuments Priority 1	\$63,000
Repair Nathanael Greene Library Walkway	\$49,000

<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.





# Gulf Islands National Seashore Infrastructure Fact Sheet



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



\$310 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.



**121**  
Buildings



**33 Miles of**  
Trails



**21** Housing  
Units\*



**10** Camp-  
grounds



**< 1 Mile of**  
Unpaved  
Roads



**10** Water  
Systems



**7** Waste  
Water  
Systems



**28 Miles of**  
Paved Roads



**209** 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, marinas, maintained archeological sites, fortifications, towers, 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.



**\$22 M for Paved Roads  
& Structures**



**\$5 M for Buildings**

**\$54 M for all remaining asset categories**

Driven by fortifications (\$44 M) and maintained landscapes (\$3 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>
Install a 2-inch Water Mainline at Fort Pickens Water System	\$1,616,000
Repairs of Boardwalks, Decks and Piers Park Wide	\$811,000
Install Water Membrane on Fort Pickens Northeast Bastion Parapet	\$448,000
Replace Perdido Key Boardwalks	\$354,000
Replace Portland Cement in Mortar Joints with Natural Cement on Fort Pickens Mine Storeroom	\$245,000

<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.



# Horseshoe Bend National Military Park Infrastructure Fact Sheet



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



\$3.6 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.

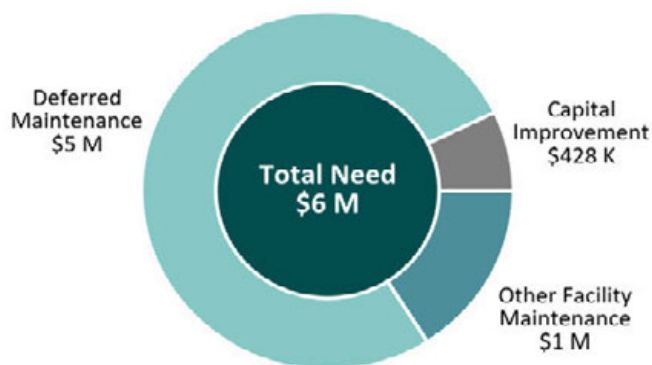


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, boundaries, 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 **\$336 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.



**\$3 M for Paved Roads & Structures**



**\$1 M for Buildings**

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

Driven by interpretive media (\$885 K) and trails (\$268 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

Horseshoe Bend National Military 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).



# Jean Lafitte National Historical Park and Preserve Infrastructure Fact Sheet



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



\$47 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, constructed waterways, 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 **\$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.



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



**\$2 M for Buildings**

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

Driven by waste water systems (\$476 K) and trails (\$473 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

Jean Lafitte National Historical Park and Preserve 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).



# Jimmy Carter National Historic Site Infrastructure Fact Sheet



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



\$3.8 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.



\*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 maintained landscapes, utility systems, towers, 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 **\$190 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.



**\$5 M for Buildings**



**\$536 K for Paved Roads & Structures**

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

Driven by interpretive media (\$3 M) and 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 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 Deteriorated Nonhistoric Windows at Plains High School Visitor Center	\$280,000
Rehabilitation of the Historic Plains Depot	\$228,000
Remove Mold and Replace Insulation in Crawl Space and Attic at Plains High School	\$107,000
Abatement of Lead Paint on Windows on Historical Agriculture/Maintenance Building	\$101,000
Install Plains Train Depot Fire Suppression System	\$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.





# Kennesaw Mountain National Battlefield Park Infrastructure Fact Sheet



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



\$236 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.

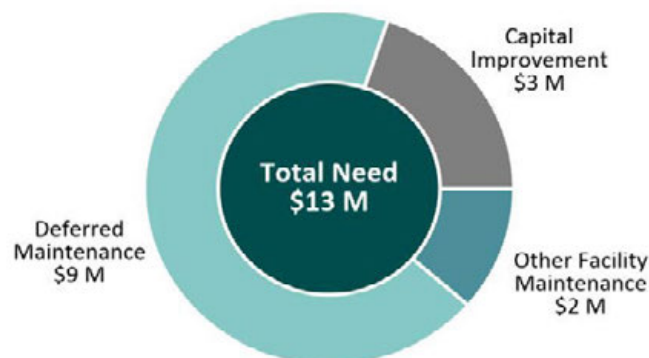


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, 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 **\$778 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** 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.



**\$10 M for Paved Roads & Structures**



**\$539 K for Trails**

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

Driven by maintained landscapes (\$1 M) and fortifications (\$591 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

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 Cheatham Hill Bicycle/Pedestrian Trail-Phase 1	\$3,462,000
Replace Bridge at Eastern Crossing of John Ward Creek on South Loop Trail	\$170,000

<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.



# Kings Mountain National Military Park Infrastructure Fact Sheet



262 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.



19 Buildings



11 Miles of  
Trails



3 Housing  
Units\*



0 Camp-  
grounds



11 Miles of  
Unpaved  
Roads



1 Water  
System



2 Waste  
Water  
Systems



3 Miles of  
Paved Roads



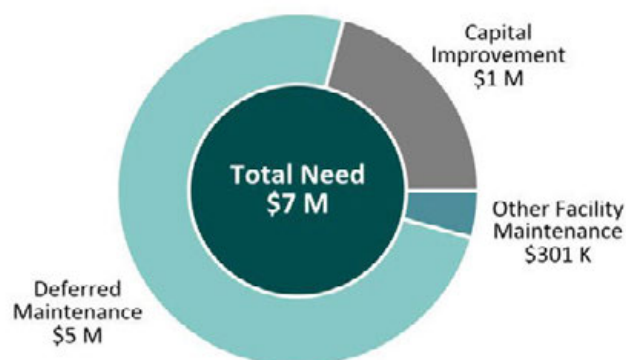
24 All Other  
Assets<sup>†</sup>

\*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 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 **\$488 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**



**\$2 M for Paved Roads  
& Structures**

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

Driven by amphitheatres (\$694 K) and trails (\$419 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>
Repoint and Repair Stone Walkways at Library/Conference Building	\$284,000
Resurface Visitor Center Walkways	\$249,000
Replace Water System Valves	\$233,000
Repair Headquarters Stone Walkways, Stairs and Retaining Walls	\$231,000
Rehab Wastewater Storage Building For Maintenance Storage	\$65,000

<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 River Canyon National Preserve Infrastructure Fact Sheet



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



\$51 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



12 Miles of  
Trails



0 Housing  
Units\*



1 Camp-  
ground



26 Miles of  
Unpaved  
Roads



2 Water  
Systems



2 Waste  
Water  
Systems



26 Miles of  
Paved Roads



37 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 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 **\$488 K 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.



**\$2 M for Unpaved  
Roads**



**\$506 K for Paved Roads  
& Structures**

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

Driven by maintained landscapes (\$623 K) and buildings (\$212 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 Natural Glade Habitat at Lynn Overlook	\$152,000
Replace Comfort Station for Accessibility Improvements	\$110,000

<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.





# Mammoth Cave National Park Infrastructure Fact Sheet



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



\$66 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.



**141**  
Buildings



**135 Miles of**  
Trails



**16** Housing  
Units\*



**19** Camp-  
grounds



**21 Miles of**  
Unpaved  
Roads



**4** Water  
Systems



**8** Waste  
Water  
Systems



**48 Miles of**  
Paved Roads



**166** 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, 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 **\$3 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Trails 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.



**\$39 M for Trails**



**\$32 M for Paved Roads  
& Structures**

**\$40 M for all remaining asset categories**

Driven by buildings (\$24 M) and waste water systems (\$6 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>
Rehabilitate Cave Trails: From the New Entrance to Frozen Niagara	\$9,474,000
Rehabilitate Backcountry Trails	\$992,000
Rehabilitate Deteriorating Hotel Landscaping	\$946,000
Upgrade The Outlying Cave Security System At Mammoth Cave National Park	\$938,000
Replace Substandard Guardrails At Turnhole Bend	\$875,000

<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.





# Martin Luther King, Jr. National Historical Park Infrastructure Fact Sheet



762 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.



38 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



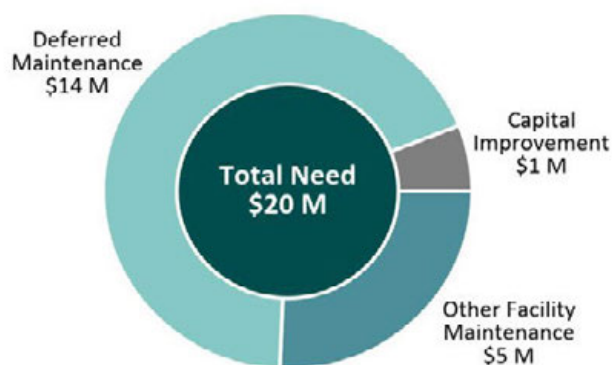
97 All Other  
Assets<sup>†</sup>

\*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 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 **\$291 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.



**\$18 M for Buildings**



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

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

Driven by maintained landscapes (\$590 K) and monuments (\$405 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>
Replace Ebenezer Baptist Church Lifts	\$501,000
Rehabilitate Five Visitor Center Restrooms	\$498,000
Rebuild Stone Retaining Wall and Replace French Drain at 540-550 Auburn Ave.	\$283,000
Install Fire Systems in 497 and 503 Auburn Avenue	\$210,000
Replace Fire Station Elevator	\$147,000

<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.



# Moore's Creek National Battlefield Infrastructure Fact Sheet



77 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.



\*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 **\$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.



**\$2 M for Paved Roads & Structures**



**\$2 M for Buildings**

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

Driven by trails (\$433 K) and maintained landscapes (\$152 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>
Mitigate rusting exposed footers at Patriots Hall	\$94,000
Replacement of Front Gate & Repointing of Entry Way Brick Facades	\$83,000

<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.



# Natchez National Historical Park Infrastructure Fact Sheet



182 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.

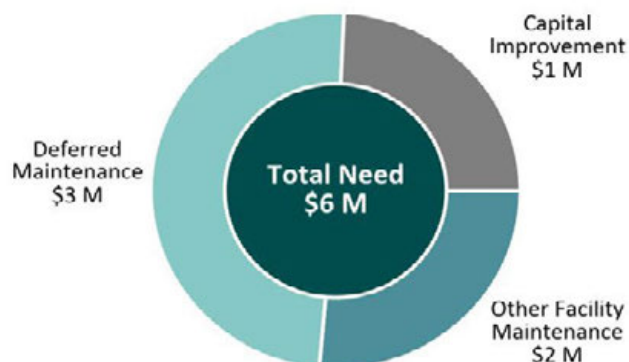


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, dams, monuments, 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 **\$388 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**



**\$865 K for Paved Roads & Structures**

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

Driven by maintained landscapes (\$891 K) and interpretive media (\$432 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>
Replace Multiple Wood Shingle Roofs	\$341,000
Level and Overlay Asphalt in Maintenance Parking Lot	\$125,000
Install Stietenroth House Alarm and HVAC Systems	\$104,000
Replace Melrose Estate Boundary Perimeter Fence	\$58,000
Reestablish Drainage at Melrose Estate	\$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.





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

## Infrastructure Fact Sheet



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



\$162 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

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



**181**  
Buildings



**95 Miles of**  
Trails



**0** Housing  
Units\*



**3** Camp-  
grounds



**1 Mile of**  
Unpaved  
Roads



**19** Water  
Systems



**25** Waste  
Water  
Systems



**502 Miles of**  
Paved Roads



**164** 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, marinas, monuments, maintained archeological sites, interpretive media, and amphitheatres.

### Estimated Maintenance Needs<sup>4</sup>

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



There is also a **\$14 M annual Routine Maintenance<sup>5</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> 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.



**\$350 M for Paved  
Roads & Structures**



**\$12 M for Trails**

**\$16 M for all remaining asset categories**

Driven by maintained landscapes (\$9 M) and buildings (\$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>6</sup>
John Coffe Memorial Bridge Structural Study, Painting Rehab, and Replacement	\$150,000,000
Natchez Trace Multi-Use Trail Construction	\$111,000,000
Replace Trail Structures from Milepost 127.5-130.8 on the Yockanookany Section of National Scenic Trail	\$852,000
Repair Trail Bridges and Boardwalks along the Blackland Prairie National Scenic Trail	\$423,000
Rehabilitate Tupelo Sewer System	\$344,000

<sup>1</sup> Natchez Trace National Scenic Trail and Tupelo National Battlefield are included as they are co-managed with Natchez Trace Parkway.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</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>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</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.





# New Orleans Jazz National Historical Park Infrastructure Fact Sheet



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



\$3.3 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.

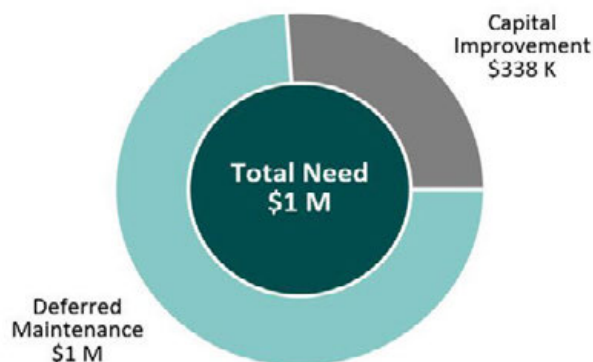


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>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 **\$36 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**

**\$31 K for all remaining asset categories**  
Driven by maintained landscapes (\$31 K)

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

## Project Funding

New Orleans Jazz National Historical 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).



# Ninety Six National Historic Site Infrastructure Fact Sheet



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



\$7.5 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.



9 Buildings



6 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



1 Water  
System



3 Waste  
Water  
Systems



1 Mile 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, utility systems, dams, marinas, 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 **\$251 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**



**\$881 K for Trails**

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

Driven by interpretive media (\$411 K) and dams (\$381 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>
Install Emergency Generator for Park Buildings	\$474,000
Repair Star Fort Pond Dam to Mitigate Structural Safety Concerns	\$455,000
Rehabilitate Logan Log Cabin	\$275,000
Rehabilitate Administration Building	\$233,000
Correct Drainage Issues at Visitor Center	\$106,000

<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.



# Obed Wild & Scenic River Infrastructure Fact Sheet



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

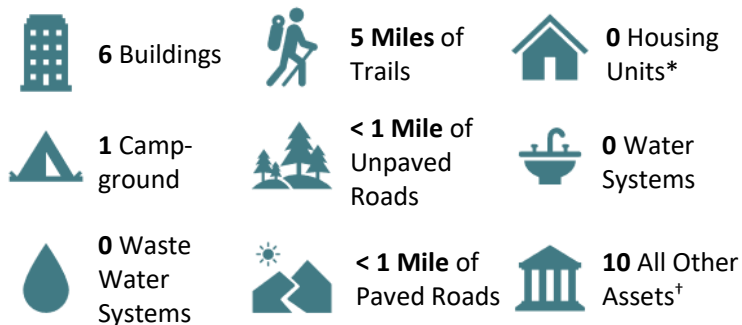


\$4 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

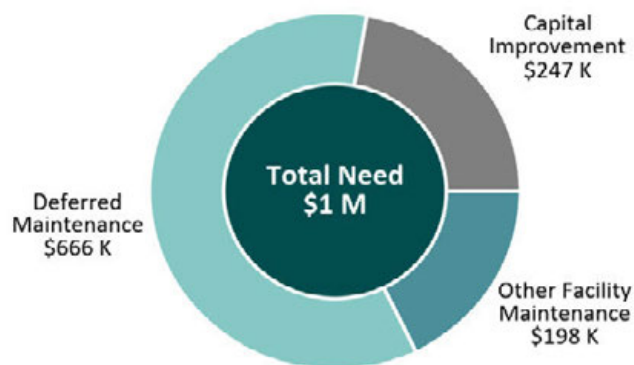


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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 **\$86 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** 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.



**\$450 K for Paved Roads & Structures**



**\$315 K for Trails**

**\$346 K for all remaining asset categories**

Driven by maintained landscapes (\$189 K) and unpaved roads (\$78 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>
Boundary Survey of Top Priority Tracts	\$173,000
Replace Porta-John with Accessible Vault Toilet at Nemo Picnic Area	\$62,000
Replace Porta-John with Accessible Vault Toilet at Lilly Bridge	\$56,000

<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.





# Ocmulgee Mounds National Historical Park Infrastructure Fact Sheet



147 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.



\*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, 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 **\$365 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.



**\$4 M for Paved Roads & Structures**



**\$3 M for Buildings**

**\$1 M for all remaining asset categories**  
Driven by trails (\$544 K) and housing (\$462 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>
Upgrade Fire and Intrusion Alarm Systems	\$264,000
Replace Culvert Pipe at Funeral Mound Parking Lot	\$145,000
Repair Water Damaged Visitor Center Interiors	\$85,000

<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.





# Reconstruction Era National Historical Park 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.



4 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



2 All Other Assets<sup>†</sup>

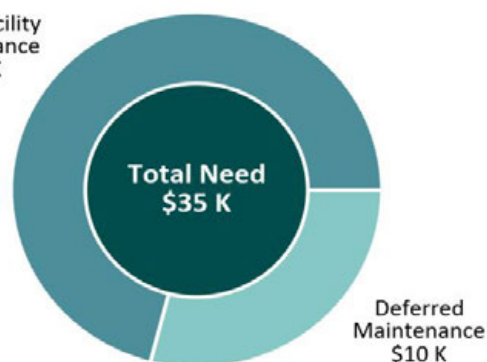
\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Other Facility Maintenance  
\$25 K



There is also a **\$8 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.



**\$35 K for Buildings**

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 Old Beaufort Firehouse Interior	\$141,000

<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.



# Russell Cave National Monument Infrastructure Fact Sheet



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



\$1.2 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.

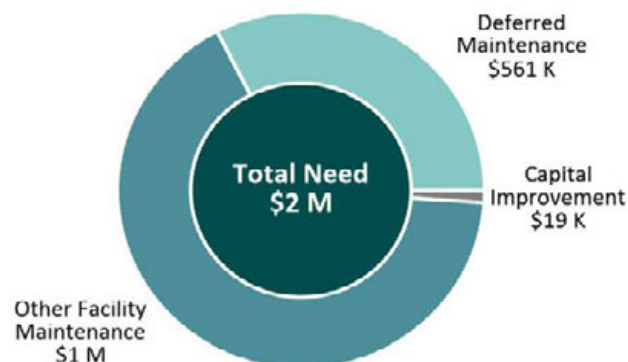


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, boundaries, utility systems, 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 **\$80 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.



**\$512 K for Buildings**



**\$94 K for Paved Roads & Structures**

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

Driven by interpretive media (\$1 M) and maintained landscapes (\$101 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>
Rehabilitate Visitor Center	\$596,000
Rehabilitate Pathway to Cave	\$87,000

<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.



# Salt River Bay Infrastructure Fact Sheet



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



\$399 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.

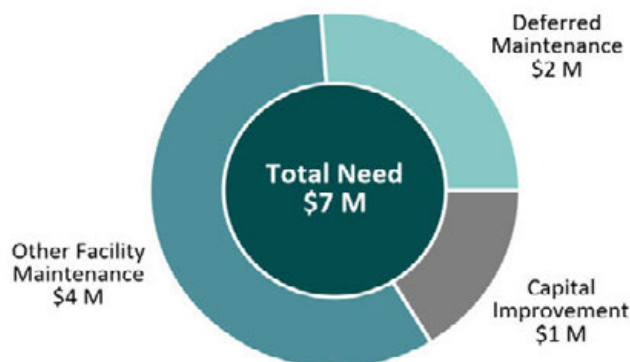


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes 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 **\$749 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.



**\$4 M for Buildings**



**\$1 M for Unpaved Roads**

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

Driven by maintained archeological sites (\$1 M) and paved roads (\$356 K)

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

## Project Funding

Salt River Bay National Historical Park and Ecological Preserve 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).





# San Juan National Historic Site Infrastructure Fact Sheet



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



\$92 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 maintained landscapes, utility systems, marinas, monuments, 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 **\$2 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.



**\$3 M for Trails**



**\$3 M for Buildings**

**\$41 M for all remaining asset categories**

Driven by fortifications (\$35 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>
Repair & Restore Historic Masonry Surfaces - Santo Tomas	\$1,046,000
Preserve Ravelin Containing Garita del Diablo	\$971,000
Rehabilitate and Repair Santa Teresa Wall	\$920,000
Preserve Bastión de San Antonio Masonry	\$766,000
Repair El Abanico Tunnels	\$737,000

<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.





# Selma to Montgomery 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.



7 Buildings



0 Miles of Trails



0 Housing Units\*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



54 Miles of Paved Roads



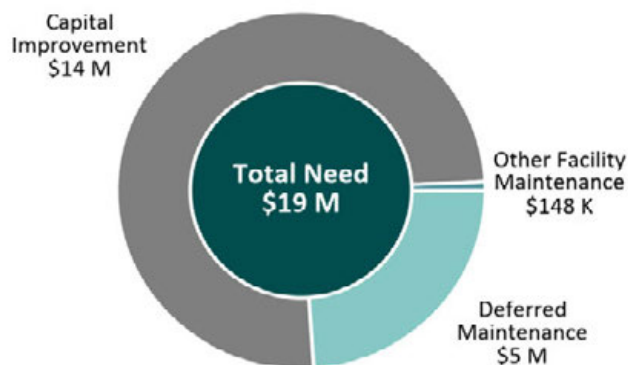
9 All Other Assets<sup>†</sup>

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

<sup>†</sup>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 **\$738 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.



**\$14 M for Buildings**



**\$5 M for Paved Roads & Structures**

**\$417 K for all remaining asset categories**  
Driven by maintained landscapes (\$417 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

Selma to Montgomery 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).



# Shiloh National Military Park Infrastructure Fact Sheet



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



\$25 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.

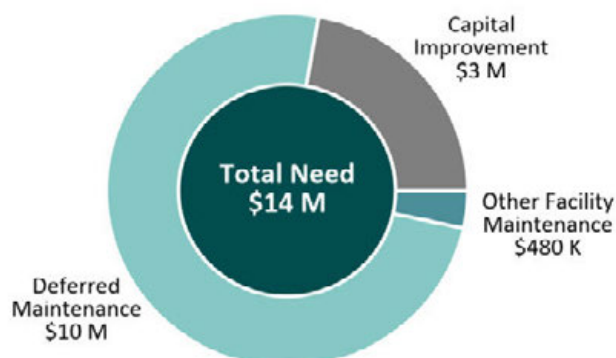


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include 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 **\$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.



**\$7 M for Paved Roads & Structures**



**\$4 M for Buildings**

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

Driven by interpretive media (\$2 M) and maintained landscapes (\$1 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>
Boundary Survey of Tracts at Shiloh National Military Park	\$288,000
Rehabilitate and Repair Failing Geothermal HVAC System	\$217,000
Repair Water Damaged and Rotted Areas on Exterior of Main Park Visitor Center	\$17,000

<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.



# Southeast Archeology Center 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 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



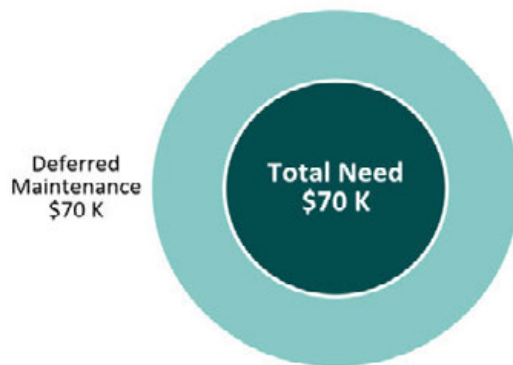
0 All Other  
Assets<sup>†</sup>

\*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 Southeast Archeology Center.

## 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 **\$12 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.



**\$70 K for Buildings**

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

## Project Funding

Southeast Archeology Center 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).



# Stones River National Battlefield Infrastructure Fact Sheet



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



\$23 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.

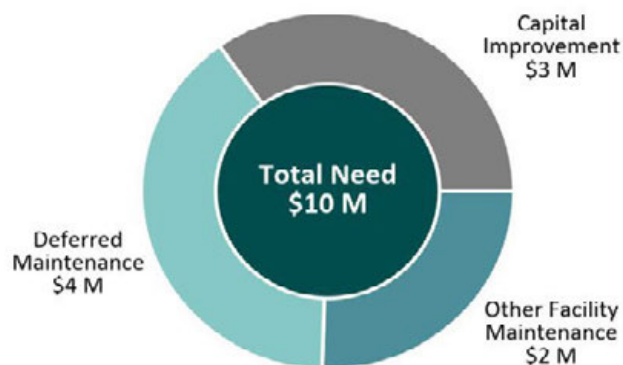


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, boundaries, utility systems, monuments, fortifications, 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 **\$758 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.



**\$3 M for Paved Roads & Structures**



**\$292 K for Buildings**

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

Driven by maintained landscapes (\$6 M) and fortifications (\$351 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>
Repoint Interior of National Cemetery West Wall	\$406,000
Replace Lunette Palmer and Thomas Boardwalk Decking and Hand Railing	\$128,000
Repair Asphalt Trail Fortress Rosecrans	\$16,000

<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.





# Timucuan Ecological & Historic Preserve<sup>1</sup> Infrastructure Fact Sheet



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



\$116 Million  
in Economic Output<sup>3</sup>



## Infrastructure Inventory

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



27 Buildings



16 Miles of  
Trails



4 Housing  
Units\*



1 Camp-  
ground



12 Miles of  
Unpaved  
Roads



7 Water  
Systems



10 Waste  
Water  
Systems



< 1 Mile of  
Paved Roads



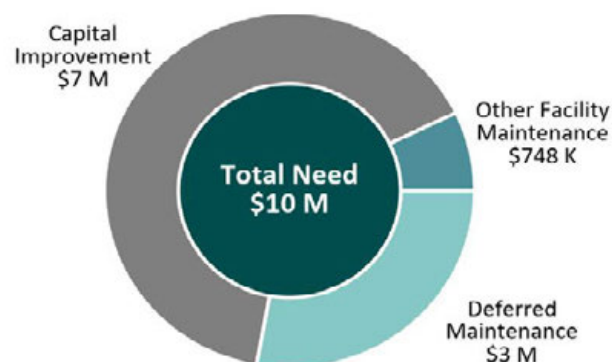
46 All Other  
Assets†

\*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, constructed waterways, marinas, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>4</sup>

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



There is also a **\$390 K annual Routine Maintenance<sup>5</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**



**\$162 K for Paved Roads  
& Structures**

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

Driven by maintained landscapes (\$4 M) and dams (\$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>6</sup>
Repair Fort Caroline Shoreline	\$679,000
Relocate Timucuan Trail Due To Excessive Shoreline Erosion	\$234,000
Repoint Five Fireplaces at Kingsley Plantation	\$113,000

<sup>1</sup> Fort Caroline National Memorial is included as it is co-managed with Timucuan Ecological & Historic Preserve.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</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>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</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.



# Tuskegee Airmen National Historic Site Infrastructure Fact Sheet



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

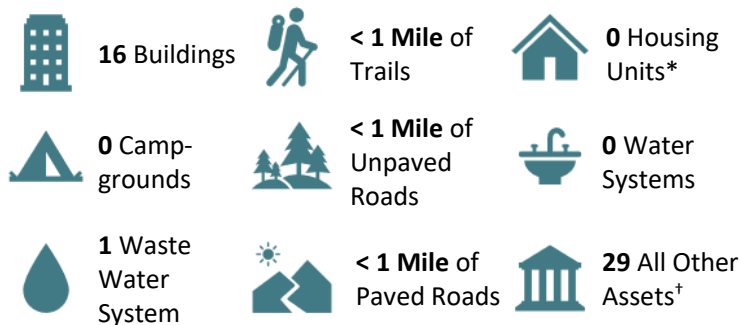


\$2.2 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

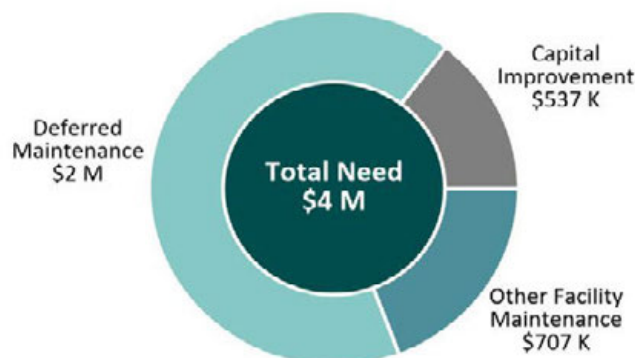


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, aviation 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 **\$188 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**



**\$684 K for Paved Roads & Structures**

**\$446 K for all remaining asset categories**

Driven by maintained landscapes (\$394 K) and unpaved roads (\$52 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

Tuskegee Airmen 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).



# Tuskegee Institute National Historic Site Infrastructure Fact Sheet



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



\$2.7 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.



9 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



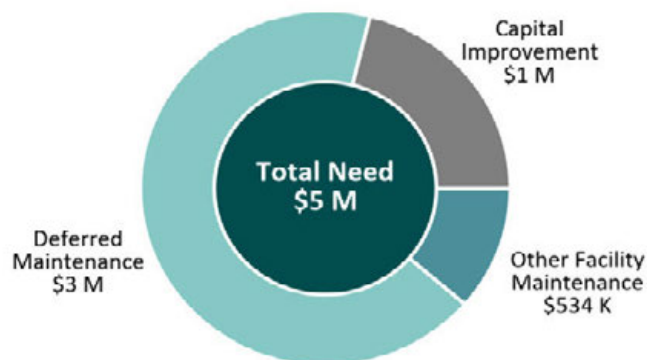
7 All Other  
Assets<sup>†</sup>

\*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 maintained landscapes, 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 **\$129 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**



**\$659 K for Paved Roads  
& Structures**

**\$170 K for all remaining asset categories**  
Driven by maintained landscapes (\$170 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

Tuskegee Institute 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).



# Vicksburg National Military Park Infrastructure Fact Sheet



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

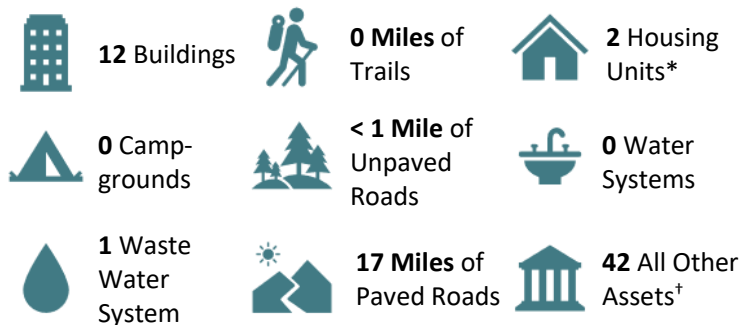


\$46 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

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

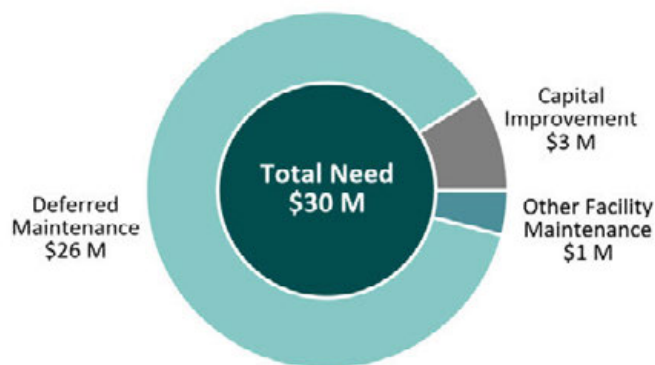


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail tunnels, maintained landscapes, boundaries, 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 **\$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.



**\$14 M for Paved Roads & Structures**



**\$3 M for Buildings**

**\$14 M for all remaining asset categories**

Driven by maintained landscapes (\$11 M) and monuments (\$1 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 Union Avenue and Louisiana Circle	\$1,170,000
Preserve Wisconsin State Monument	\$722,000
Rehabilitate Living History Building	\$146,000
Urgent Correction of Road Erosion And Repair Confederate Ave. Route 0012	\$135,000
Reconstruct Monument and Marker Concrete Aprons and Foundations	\$101,000

<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.





# Virgin Islands National Park<sup>1</sup>

## Infrastructure Fact Sheet



133 Thousand  
Annual Visitors<sup>2</sup>



\$27 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

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

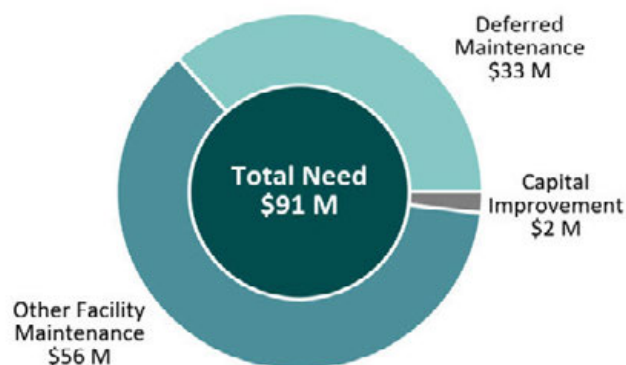


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes, boundaries, utility systems, marinas, maintained archeological sites, interpretive media, and amphitheaters.

### Estimated Maintenance Needs<sup>4</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>5</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**



**\$16 M for Buildings**

**\$57 M for all remaining asset categories**

Driven by housing (\$15 M) and maintained landscapes (\$14 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>6</sup>
Replace roof, Wall Panels, Doors, Windows and Gutters on Maintenance Building	\$680,000
Replace Unsafe Pier at Visitor Center Dock System	\$528,000
Replace Headquarters and Visitor Center Fire Suppression Pumps, Valving, and Controls	\$328,000
Culvert, Ditch and Guard Rail Maintenance	\$309,000
Repair Annaberg Boardwalk	\$275,000

<sup>1</sup> Virgin Islands Coral Reef National Monument is included as it is co-managed with Virgin Islands National Park.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</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>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</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.