National Park Service
U.S. Department of the Interior

PAVEMENT INVESTIGATION AND ANALYSIS REPORT

Ninety Six National Historic Site (NISI)

NPS Contract No. **140P2022D0002**
NPS Task Order No. **140P2025F0167**
PMIS **334915**

July 28, 2025

AECOM

Table of Contents

1.0 Project Description 3

2.0 Scope of Work – Predesign (PD) Phase 3

2.1 Review of RIP Data 3

2.2 Review of FY19 Pavement Preservation Design Scoping Report for NISI 4

2.3 On-Site Scoping 4

3.0 Scope of Work – Design Development (DD) Phase 5

3.1 70% Design Site Visit 5

3.2 Subsurface Sampling and Investigation 5

3.3 Review of Available Traffic Data 5

3.4 Construction Estimate Summary 5

4.0 Pavement Analysis, Findings, and Recommendations 6

Appendix A – Project Location

Appendix B – Scoping Site Visit Field Notes and Photos

Appendix C – Traffic Data

Appendix D – Construction Cost Estimate Summary

Appendix E – Construction Schedule Summary

1.0 Project Description

National Park System (NPS) retained AECOM Services, Inc. (AECOM) to provide engineering services related to pavement preservation at multiple parks in South Carolina. Preservation is the strategy designed to maintain and restore the overall condition of relatively new pavements that are in good to fair condition (distress severity and extent are low/moderate) by protecting them from water intrusion and limiting oxidation using treatments such as crack seal, slurry seal, chip seal, micro surfacing, and thin overlays. Pavement preservation treatments generally can extend the life of pavement in good or fair condition by 5-7 years and delay more expensive and intrusive rehabilitation activities.

As outlined in the project Scope of Services, the goal is to evaluate selected paved roads and parking areas at the Ninety Six National Historic Site (NISI) and identify suitable pavement preservation or rehabilitation treatments. AECOM conducted pre-design activities, including an on-site scoping site visit and review of available project documents, to perform an initial pavement assessment. The findings were documented in a Pavement Analysis Report dated February 22, 2025. This report supplements the February 2025 pavement analysis by incorporating findings from additional pavement investigations and analyses conducted by AECOM during the Design Development (DD) phase. It presents the final recommendations for pavement treatment options for the designated roads and parking areas at NISI, **in accordance with Chapter 11 of the Federal Highway Administration (FHWA) Project Design and Development Manual**.

To ensure continuity and completeness in documenting the pavement evaluation efforts and findings, the activities conducted during the predesign (PD) phase are discussed in Section 2 of this report, while the DD phase activities are documented in Section 3. Section 4 contains the findings and recommendations. The specific roadway and parking lot sections are listed in Table 1, and the project location is provided in Appendix A.

2.0 Scope of Work – Predesign (PD) Phase

AECOM performed the following activities at NISI during the predesign phase:

2.1 Review of RIP Data

NPS provided AECOM with the Federal Highway Administration's (FHWA) Road Inventory Program (RIP) report for NISI (*Cycle 6 Final Report – Road Inventory and Condition Assessment of Paved Road, November 2021*). AECOM reviewed the RIP report to obtain the roadway inventory and existing condition information for the *target* road and parking lot sections of NISI; i.e., sections identified by the RIP report as candidates for pavement preservation as well as sections adjacent to candidate section(s) and/or sections deemed to be in similar condition to candidate section(s). Table 1 summarizes the relevant RIP data for the candidate/added section of NISI.

Table 1: NISI Target Road/Parking Lot Sections RIP Data

ROUTE ID	ROAD	AREA (SF)	LENGTH (MILES)	WIDTH (FT)	PAVEMENT TYPE	PCR	RECOMMENDED TREATMENT
NISI-0400AZ	MAINTENANCE ACCESS ROAD A		0.12	11.0	Asphalt	100	Localized Repair
NISI-0900	VISITOR CENTER PARKING	20,974			Asphalt	97	Localized Repair
NISI-0901	MAINTENANCE AREA PARKING	6,978			Asphalt	97	Localized Repair

Notes:

1) *PCR = Pavement Condition Rating, L3R = Light Rehabilitation, H3R = Heavy Rehabilitation*
2) *Throughout this report, Added Sections are shown in BLUE.*

2.2 Review of FY19 Pavement Preservation Design Scoping Report for NISI

NPS provided AECOM with the Design Scoping Report for the previous round of pavement preservation project for NISI (*NP-SER PMS FY19*). A review of this report indicated that all NISI target sections were also considered for pavement preservation treatments as part of the FY19 project. Further discussions with the NPS team and the Park Units and a review of other relevant project documents confirmed that these sections received pavement preservation as part of the SER PMS FY19 Project. The available project plans noted that the applied preservation treatment at the NISI sections included a chip seal with a 2-inch asphalt overlay.

2.3 On-Site Scoping

AECOM performed an on-site scoping field visit on November 25, 2024, along with members of the NPS project team and the NISI Park Unit team. Per the project scope, the on-site scoping field visit was conducted to evaluate the current site conditions of the park sections listed in Table 1. The project team's on-site scoping field visit activities included the following:

- Conduct tailgate safety briefings with the project team and sign Task Hazard Assessment (THA).
- Discuss the scope and objectives of the on-site field visits with the Park Unit Team.
- Gather site-specific information from the Park Unit Team including:
  - Priorities of roadways to treat,
  - Other ongoing/planned projects that may impact the planned pavement treatment work,
  - Concerns with existing roadway configurations (one-way roads),
  - Any present or anticipated changes in vehicular traffic volume and/or type within the park.
  - Past safety incidents/concerns related to roadway signage reported by park users,
  - Past pavement preservation/rehabilitation work at the park and experiences with those treatments,
  - Any other relevant information such as staging areas, permitting requirements, etc.
- Conducting the site walk of each roadway/parking lot section to:
  - Evaluate the existing pavement condition, including estimating cracks and identifying the pavement preservation treatment.
  - Evaluate the conditions of existing curbs, gutters, wheel stops, drainage inlets, ADA ramps, etc., and note improvement requirements.

- Provide opinion on the condition and adequacy of existing roadway and parking signage, including handicap parking signs.
- Review the existing striping (including the need for scarifying thermoplastic prior to treatments) and the need for striping parking stalls, as well as add/relocate handicap parking spots.

The draft on-site scoping field meeting minutes were submitted to NPS on December 15, 2024, and the final meeting minutes (revised per NPS comments) were submitted to NPS on January 17, 2025. The field notes from the on-site scoping field meeting including geo-referenced photographs taken by the project team are included in Appendix B.

3.0 Scope of Work – Design Development (DD) Phase

AECOM performed the following activities during the DD phase to finalize the pavement preservation treatment recommendations for the NISI sections:

3.1 70% Design Site Visit

A 70% design site visit was deemed unnecessary, as all the required design data had already been collected during the scoping site visit. Any additional information needed was obtained from the NPS's Pathweb roadway image system.

3.2 Subsurface Sampling and Investigation

Field observations from the scoping site visit indicated that the pavement at NISI is in good condition. It received a relatively robust treatment during the FY19 pavement preservation cycle: a chip seal followed by a 2-inch asphalt overlay. Given its current state, the pavement is considered suitable for a light surface preservation treatment. Additional pavement structure data was not deemed necessary to finalize the treatment recommendations; therefore, no subsurface sampling or investigation was conducted at this site.

3.3 Review of Available Traffic Data

Although a pavement design was not considered necessary for the NISI sections, due to the pavement being considered for a light pavement preservation treatment, AECOM downloaded and reviewed the historical traffic counts at the Park Entrance from the "NPS Stats Report Viewer" website to obtain a general idea of the traffic conditions at the park. An average daily traffic (ADT) of 81 was reported for 2024, while for the current year (2025), the reported ADT through June is 95. Considering the historical traffic volume counts (from 2021 to 2024), a design ADT of 100 is deemed appropriate for this road, should pavement design calculations are required at a later stage. The reviewed traffic data and the ESAL calculations are included in Appendix C.

3.4 Construction Estimate Summary

A DD-Phase construction cost estimate, aligned with the Department of the Interior (DOI) Estimate Type B, is being prepared based on the proposed pavement treatments for the parking lots and roadway sections of NISI. This estimate will be submitted as a separate deliverable with the 70%

design package. A summary of the estimated construction cost, based on a DOI Estimate Type C for NISI, is included in Appendix D.

3.5 Construction Schedule Summary

The construction schedule was developed based on the pavement preservation treatments proposed for the parking lots and roadway sections of NISI, and it is included in Appendix E.

4.0 Pavement Analysis, Findings, and Recommendations

As noted above, pavement design calculations were not done for the NISI sections. Instead, the pavement treatments were finalized based on a review of the available documents and the field observations during the scoping site visit. The findings and recommendations for each NISI section are discussed below:

Visitor Center Parking (NISI-0900)

The pavement is in good condition with minor thermal (longitudinal & transverse) cracking. Pavement preservation with crack sealing and seal coating is appropriate for this parking lot.

Maintenance Access Road A (NISI-0400AZ)

This roadway is currently not within the project scope; however, it was included in the SER-PMS-FY19 project, and the pavement condition is similar to that of NISI-0900. This roadway is recommended for the same treatment as NISI-0900.

Maintenance Area Parking (NISI-0901)

This parking lot is currently not in the project scope; however, it was included in the SER-PMS-FY19 project. The existing pavement exhibits no cracking. Pavement preservation via seal coat is recommended for this parking lot.

The following additional design considerations apply to NISI:

- Isolated areas needing more extensive repairs, such as partial- or full-depth patches due to significant damage like high-severity alligator cracks, edge cracks, or potholes are shown in the 70% design plans.
- Aggregate/seed mixes are recommended to fix edge-shoulder drop-off in specific areas at NISI-0900. The locations and quantities of these mixes are detailed in the 70% design plans.
- Revising structural grading is not a part of this pavement preservation project, but the observed adverse drainage conditions were noted during the site scoping field visit. The table below includes the drainage condition observations for each NISI section:

Table 2: Drainage Observations for NISI Sections

Route ID	Drainage Observation
NISI-0400AZ	None
NISI-0900	RCP Culvert (needs cleaning)
NISI-0901	None

Below is a summary of the findings and recommendations for each park section based on the on-site scoping field visit and the discussions with the project team and the Park Unit:

Table 3: Findings and Recommendations for Each NISI Road/Parking Lot Section

Route ID	Previous Preservation Treatment (FY19)[1]	From the RIP Report		From AECOM's Field Scoping Site Visit			Comment / Reasons for Variance
		PCR	Recommended Treatment[2]	Overall Pavement Condition	Predominant Distress	Treatment Recommendation	
NISI-0400AZ	Chip Seal w/ Asphalt Overlay (2")	100	Localized Repair	Good	Thermal (L&T) cracking, localized tree root damage, edge cracking	Crack seal & seal coat	
NISI-0900	Chip Seal w/ Asphalt Overlay (2")	97	Localized Repair	Good	Thermal (L&T) cracking edge cracking	Crack seal & seal coat w/ localized patching	
NISI-0901	Chip Seal w/ Asphalt Overlay (2")	97	Localized Repair	Good	Weathering	Seal coat	

Notes:

1) The most likely previous pavement preservation treatment based on the visual observations during the on-site scoping site visit.
2) Per the RIP Report, below are the descriptions of the recommended treatment categories:
   a. Localized Repair: Pavement in "Excellent" condition (PCR = 95-100). Treatment includes spot repairs.
   b. Preventative Maintenance: Pavement in "Good" condition (PCR = 85-95). Treatments include crack sealing, chip seal, slurry seal, micro-surfacing, thin/ ultrathin overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial or full-depth concrete slab repairs.
   c. Light Rehaiblitation: Pavement in "Fair" condition (PCR = 60-85). Treatment includes single-lift overlay up to 2.5" and milling and overlaying.
   d. Heavy Rehabilitation: Pavement in "Poor" condition (PCR < 60). Treatment includes multi-lift overlay > 2.5".
   e. Reconstruction: Pavement in "Poor" condition (PCR < 60). Treatment includes replacing the entire existing pavement structure.

Note that the overall pavement conditions were rated as Good/Fair/Poor based on AECOM's on-site scoping field visit observations. Standard pavement engineering practices were applied to determine such rating, a summary of which is included below for reference:

"Good" pavement condition:

- Pavement has minimal surface defects.
- No significant cracks, potholes, or raveling (loss of aggregate).
- Minimum aging (surface color remains dark, indicating minimal loss of asphalt binder due to oxidation).
- Maintenance treatments, e.g., seal coating, crack sealing, etc. are appropriate for a "Good" condition pavement.

"Fair" pavement condition

- Some visible signs of wear, such as minor cracks (hairline to ¼ inch wide).
- Early signs of aging (fading asphalt color).
- Some surface raveling or minor depressions but no major structural issues.
- Patching or previous repairs are intact.
- Heavier preservation treatments, such as localized repair, micro surfacing, or resurfacing are considered to treat a pavement in "Fair" condition.

"Poor" Condition

- Extensive cracking, including alligator (interconnected) cracks or wide transverse/longitudinal cracks (>¼ inch).
- Potholes, ruts, or significant depressions present, causing uneven surfaces.
- Medium to severe raveling or aggregate loss, leading to rough texture.
- Potential water pooling or drainage issues.
- Previous patches or repairs are deteriorating or failing.
- The pavement may be a candidate for a mill and overlay treatment or full-depth reconstruction.

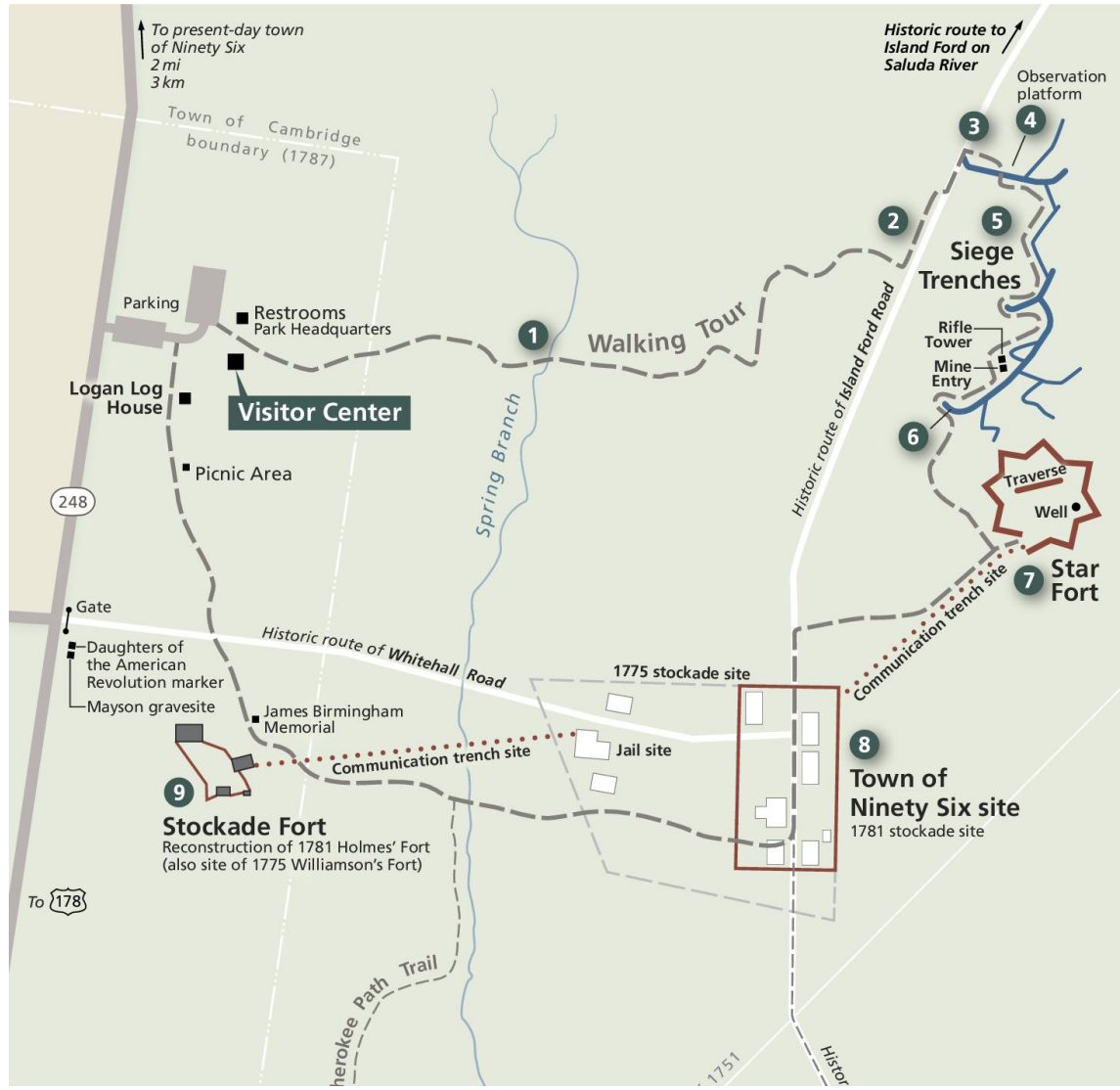
Depending on the treatment types, pavement preservation activities generally can extend the life of a pavement by 5-10 years. For reference, the table below provides a general guideline on the expected performances of the different preservation treatments *(when applied to a pavement in appropriate condition)*:

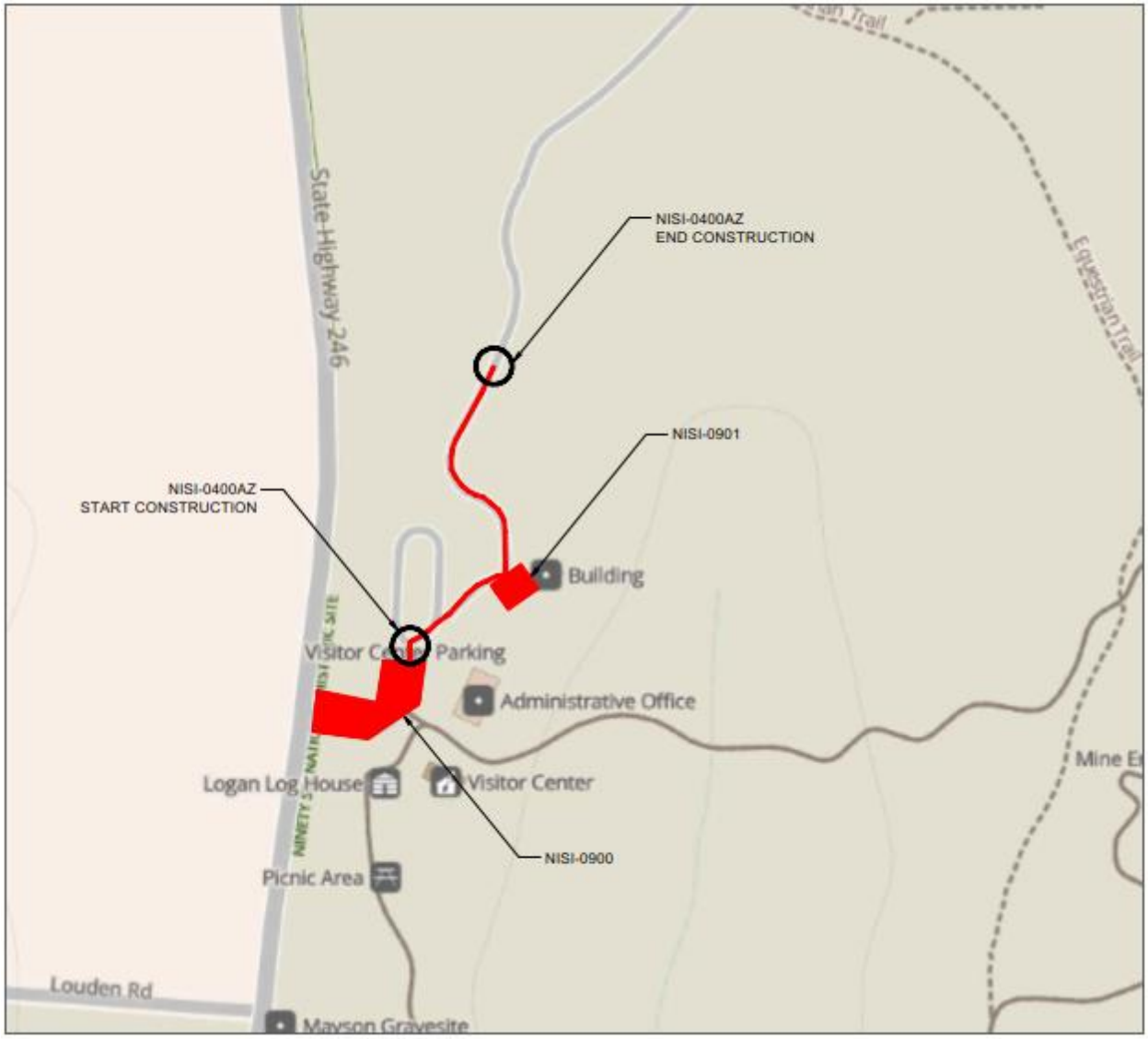
Table 4: "Expected" Performance Period of Typical Pavement Preservation Treatments

Treatment	Expected Performance (Years)
Crack Sealing + Seal Coating (Slurry Seal)	5-7
Microsurfacing	6-8
Thin Overlay	8-10
Non-structural Mill and Overlay	10+

Appendix A – Project Location

NISI


To present-day town of Ninety Six 2 mi 3 km
Town of Cambridge boundary (1787)
Historic route to Island Ford on Saluda River
Observation platform
Parking
Restrooms
Park Headquarters
Logan Log House
Visitor Center
Picnic Area
248
Walking Tour
Spring Branch
Historic route of Island Ford Road
Siege Trenches
Rifle Tower
Mine Entry
Traverse
Well
Star Fort
Communication trench site
Gate
Daughters of the American Revolution marker
Mayson gravesite
Historic route of Whitehall Road
James Birmingham Memorial
1775 stockade site
Jail site
Communication trench site
Town of Ninety Six site
1781 stockade site
Stockade Fort
Reconstruction of 1781 Holmes' Fort (also site of 1775 Williamson's Fort)
To 178
Cherokee Path Trail

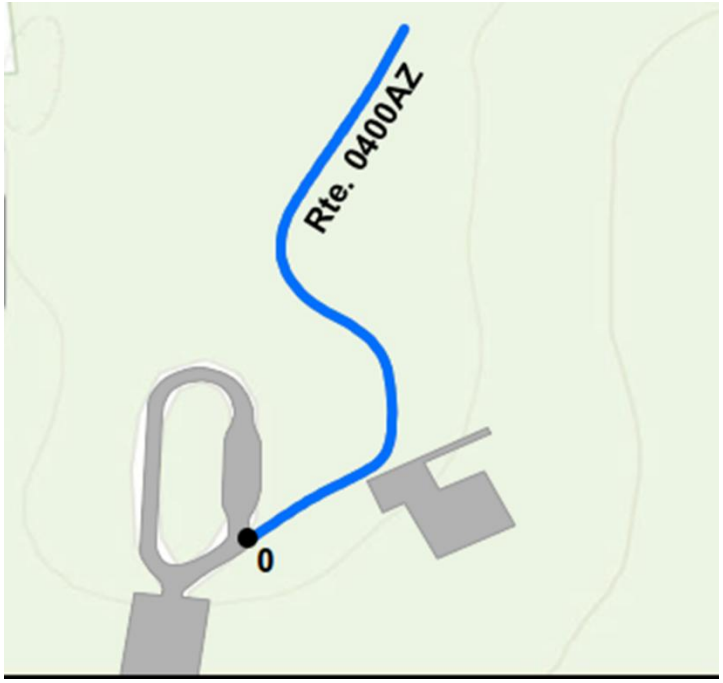

NISI-0400AZ
END CONSTRUCTION
NISI-0901
NISI-0400AZ
START CONSTRUCTION
State Highway 246
Equestrian Trail
Building
Parking
Administrative Office
Logan Log House
Visitor Center
NISI-0900
Picnic Area
Louden Rd
Mayson Gravesite

Appendix B – Scoping Site Visit Field Notes and Photos

NISI-0400AZ: Maintenance Access Road A (added)

Section Length/Area	0.12 Mile	**Other Observations**	
Pavement Type	Asphalt	**Curb**	None
RIP Data (PCR)	100	**Sidewalk**	None
Overall Pavement Condition	Good	**Drainage Structure**	None
Predominant Distress	Thermal (L&T) Cracking Localized tree root damage Edge Cracking	**Road Signs**	Good
Recommended Treatment	Crack Seal & Seal Coat	**Handicap Parking**	None
Geotechnical Testing	None	**Existing Striping**	None

Notes:



Section	Distress	Treatment
1	L L&T 200' L/M Edge Cracking 150'	Crack Seal & Seal Coat

Legend:

L&T – Longitudinal & Transverse cracking
L, M – Low or Medium severity cracks

NISI-0400AZ: Maintenance Access Road A (added)

❶ **Lat/Long:** 34.147992,-82.022911
Low L&T Cracking from tree roots

❷ **Lat/Long:** 34.148078,-82.022972
Low L&T Cracking

❸ **Lat/Long:** 34.148133,-82.023078
Low L&T Cracking, low Alligator Cracking

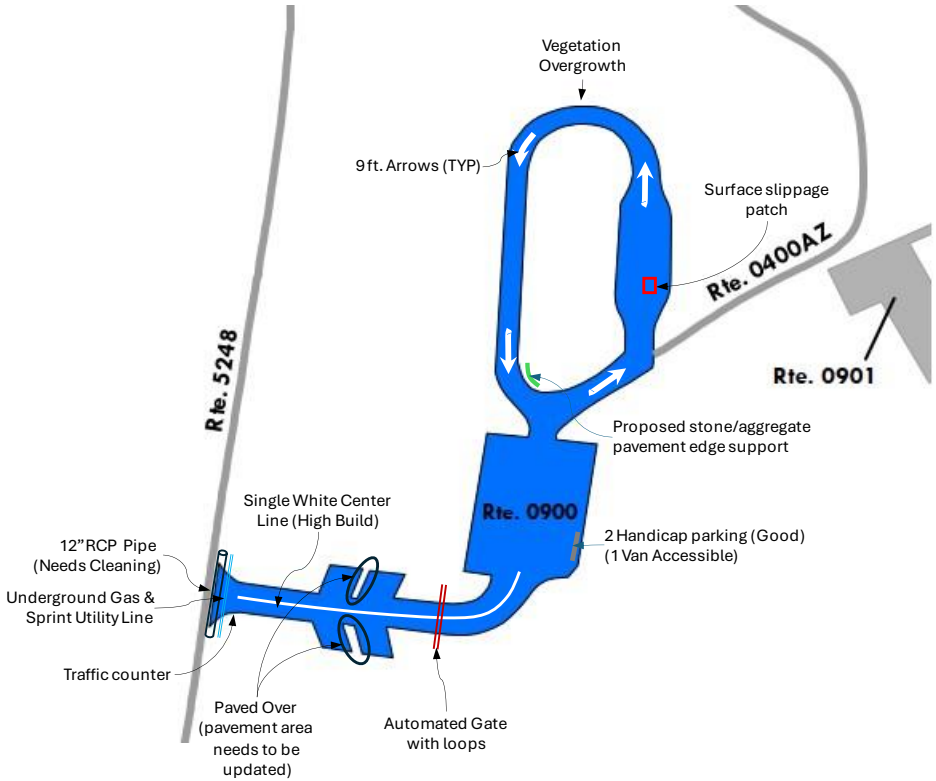
❹ **Lat/Long:** 34.147706,-82.022925
Low Edge Cracking

NISI-0900: Visitor Center Parking

Section Length/Area	20,974 SF	**Other Observations**	
Pavement Type	Asphalt	**Curb**	Concrete Wheel Stops at parking stalls (Good)
RIP Data (PCR)	97	**Sidewalk**	Brick (Good)
Overall Pavement Condition	Good	**Drainage Structure**	RCP culvert[1] (needs cleaning)
Predominant Distress	Thermal (L&T) cracking Edge cracking	**Road Signs**	Okay
Recommended Treatment	Surface Treatment	**Handicap Parking**	Two (1 Van Accessible) (Good)[1]
Geotechnical Testing	None	**Existing Striping**	High-Build (Good)

Notes:

1. *Locations on the marked plan.*



Section	Distress	Treatment
1	L L&T 25' L Edge Cracking 150'	Crack Seal & Seal Coat

Legend:

L&T – Longitudinal & Transverse cracking
L, M – Low or Medium severity cracks

NISI-0900: Visitor Center Parking

❶ **Lat/Long:** 34.146964,-81.023628
Low Edge Cracking, automated gate

❷ **Lat/Long:** 34.1469,-81.023675
Handicap parking (good condition)

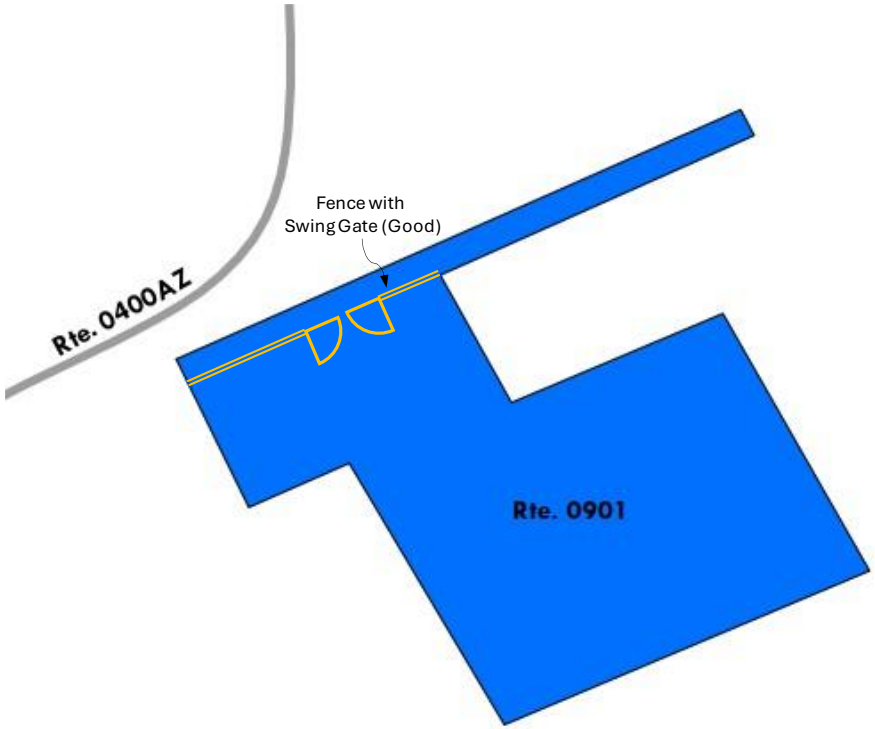
❸ **Lat/Long:** 34.147481,-81.023575
Low L&T Cracking, proposed location of aggregate edge support (left)

❹ **Lat/Long:** 34.1479,-82.023261
Low Edge Cracking. Vegetation overgrowth

NISI-0901: Maintenance Area Parking (added)

Section Length/Area	6,978 SF	**Other Observations**	
Pavement Type	Asphalt	**Curb**	None
RIP Data (PCR)	97	**Sidewalk**	None
Overall Pavement Condition	Good	**Drainage Structure**	None
Predominant Distress	Weathering	**Road Signs**	Good
Recommended Treatment	Surface Treatment	**Handicap Parking**	None
Geotechnical Testing	None	**Existing Striping**	None

Notes:



Section	Distress	Treatment
1	No Cracking	Seal Coat

NISI-0400AZ: Maintenance Access Road A (added)

❶ **Lat/Long:** 34.147522,-82.02275
Minimal pavement distress

❷ **Lat/Long:** 34.147656,-82.022867
Minimal pavement distress

Appendix C – Traffic Data

Historical Traffic Data Downloaded from NPS Stats Report Viewer

(Website: https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Traffic%20Counts?Park=GRCA)

Park Ninety Six NHS Add Color Ramp None

1 of 1 Find | Next

Ninety Six NHS

Current calendar year data are preliminary and subject to change. Data will be finalized by the end of the first quarter of next calendar year.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Annual Total	Change From Previous Year
TRAFFIC COUNT AT MAIN ENTRANCE														
2025	1,039	1,971	3,039	3,513	4,284	3,532							17,378	-41.5%
2024	1,498	2,462	2,903	4,085	2,804	2,970	2,602	3,078	2,992	1,360	1,758	1,190	29,702	-14.1%
2023	2,159	2,714	3,420	3,611	3,347	3,437	3,242	2,737	3,095	3,089	2,310	1,436	34,597	5.5%
2022	1,936	2,689	3,285	3,511	3,124	2,647	2,805	2,455	2,770	3,611	2,586	1,375	32,794	16.8%
2021	2,066	2,285	3,611	3,187	2,422	3,119	3,005	1,846	1,958	1,725	1,712	1,133	28,069	-7.3%
2020	1,839	1,853	3,092	3,296	2,663	2,308	2,526	2,623	2,657	2,944	2,572	1,906	30,279	4.2%
2019	1,381	1,500	2,643	3,122	2,823	2,407	2,396	2,809	2,625	2,807	2,498	2,038	29,049	3.9%
2018	1,812	2,090	2,829	2,946	2,317	3,039	2,731	2,601	2,326	2,235	1,682	1,346	27,954	-9.9%
2017	2,238	2,607	2,486	3,180	2,903	2,440	2,760	3,162	2,634	2,070	2,716	1,844	31,040	-11.3%
2016	1,501	2,166	3,132	3,940	3,228	2,872	3,309	3,216	2,922	4,221	2,782	1,688	34,977	63.4%
2015	1,157	903	1,389	1,597	2,308	1,618	2,811	2,650	2,526	1,815	1,376	1,261	21,411	29.9%
2014	817	981	1,400	1,904	1,684	1,551	1,331	1,327	1,295	1,893	1,216	1,083	16,482	-4.7%
2013	1,256	1,131	1,371	1,892	1,609	1,573	1,694	1,397	1,971	1,195	1,279	919	17,287	-8.0%
2012	1,051	1,062	1,544	2,104	1,655	1,879	1,638	1,534	1,933	2,091	1,328	965	18,784	5.4%
2011	976	1,201	1,472	2,084	1,489	1,826	1,752	1,552	1,450	1,757	1,183	1,080	17,822	3.3%
2010	927	1,109	1,450	2,069	1,567	1,363	1,745	1,420	1,424	1,916	1,359	903	17,252	15.0%
2009	866	1,008	862	1,500	1,200	1,448	1,604	1,204	1,316	1,460	1,339	1,197	15,004	-2.4%
2008	500	981	1,247	2,971	1,307	1,033	1,302	1,144	1,237	1,538	1,174	938	15,372	-28.8%
2007	1,069	1,028	1,429	2,320	1,594	2,153	1,589	1,763	1,881	3,104	2,353	1,303	21,586	0.5%
2006	1,387	1,033	1,355	1,736	3,644	1,941	2,071	1,876	1,742	2,144	1,624	917	21,470	15.0%
2005	1,005	1,142	1,354	2,208	2,542	1,875	1,692	1,743	1,360	1,768	1,128	857	18,674	-16.7%
2004	1,362	1,219	1,156	2,065	2,719	1,863	2,249	2,193	1,836	2,749	1,845	1,156	22,412	11.7%
2003	1,009	984	1,525	2,149	1,952	2,141	2,175	1,651	1,792	2,149	1,349	1,190	20,066	13.8%
2002	947	1,023	1,233	1,956	1,691	1,728	1,706	1,589	1,501	1,821	1,368	1,065	17,628	-6.1%
2001	1,083	1,511	1,544	2,479	1,826	1,737	1,752	1,614	1,474	1,707	1,236	807	18,770	3.7%
2000	1,289	1,409	1,290	1,655	1,714	1,614	1,726	1,491	1,679	1,833	1,446	961	18,107	2.5%

Appendix D – Construction Cost Estimate Summary
(Class B Estimate will be submitted separately)

Class C Summary Estimate for all South Carolina Parks

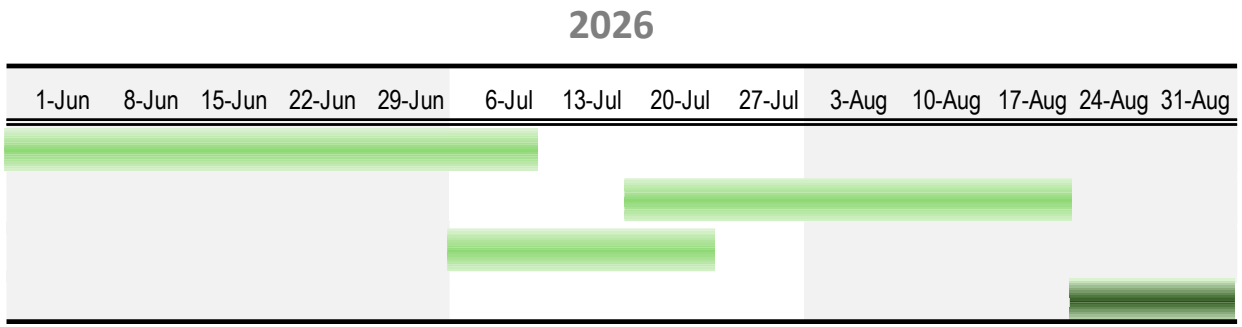
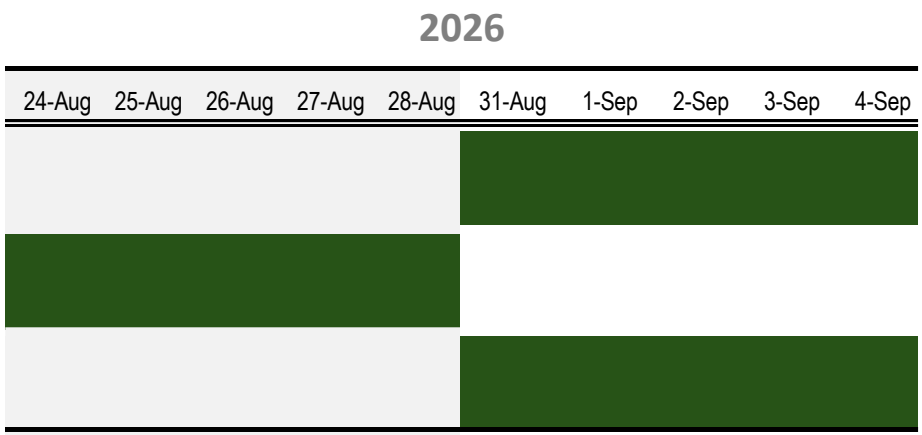
Park	PMIS #	PMIS Estimated Budget	Base Bid			Options			Total W. Options		
			Direct Construction	Markups	Total	Direct Constructio	Markups	Total	Direct Construction	Markups	Total
COWP	334929	$1,869,762	$346,843	$322,077	$668,920	$10,223	$9,493	$19,715	$357,066	$331,569	$688,635
CONG	334914	$615,000	$403,207	$400,969	$804,176	$16,805	$16,712	$33,517	$420,012	$417,681	$837,693
KIMO	334920	$1,155,041	$987,432	$1,084,136	$2,071,567	$9,669	$10,616	$20,285	$997,101	$1,094,751	$2,091,852
NISI	334915	$121,000	$14,000	$15,635	$29,635	$9,608	$10,730	$20,338	$23,608	$26,365	$49,973
	Total	**$3,760,803**	**$1,751,482**	**$1,822,816**	**$3,574,297**	**$46,305**	**$47,551**	**$93,856**	**$1,797,787**	**$1,870,366**	**$3,668,153**

Class C Summary Estimate for the NISI Sections

ROUTE ID	ROAD	FMSS#	PAVEMENT TYPE	PROPOSED TREATMENT	COST W/O MARKUPS	TOTAL MARKUP	COST W/ MARKUPS	PMIS ESTIMATED BUDGET
NISI-0400AZ	MAINTENANCE ACCESS ROAD A	104866	Asphalt	CRACK SEAL & SEAL COAT	6,507	$ 7,267	13,774	$ -
NISI-0900	VISITOR CENTER PARKING	75619	Asphalt	CRACK SEAL & SEAL COAT w/ LOCALIZED PATCHING	14,000	$ 15,635	29,635	$ 121,000
NISI-0901	MAINTENANCE AREA PARKING	75622	Asphalt	SEAL COAT	3,101	$ 3,463	6,565	$ -
				Total Base Bid	**14,000**	**15,635**	**29,635**	**$ 121,000**
				Total Options	**9,608**	**10,730**	**20,338**	**$ -**
				Total	**$ 23,608**	**$ 26,365**	**$ 49,973**	**$ 121,000**

Appendix E – Construction Schedule Summary

PARK ID	PMIS #	Duration (days)
COWP	334929	41
CONG	334914	34
KIMO	334920	20
NISI	**334915**	**13**



ROUTE ID	ROAD	PROPOSED TREATMENT
NISI-0400AZ	MAINTENANCE ACCESS ROAD A	CRACK SEAL & SEAL COAT
NISI-0900	VISITOR CENTER PARKING	CRACK SEAL & SEAL COAT w/ LOCALIZED PATCHING
NISI-0901	MAINTENANCE AREA PARKING	SEAL COAT