

**Land Between the Lakes National Recreation Area
Cemetery Access Roads Meeting Minutes
September 11, 2020**

The meeting on the condition of cemetery access roads at Land Between the Lakes National Recreation Area convened at 10:00 a.m. on Friday, September 11, 2020, at KenLake State Resort Park, Meeting Room “A”, 542 KenLake Road, Hardin, KY 42048. Meeting notes were taken by Carlin Lewis.

Between the Rivers Members Present:

Carolyne Bonds
Karen Darnall
Denise Jackson
David Nickell
Johnny Wall

U.S. Forest Service Staff Present:

Jordan Crain, Civil Engineer
Carlin Lewis, Public Affairs Specialist
Chris Thornock, Archaeologist and Heritage Program Manager
Tina Tilley, Area Supervisor

Meeting Minutes:

Welcome and Introductions:

Tina started the meeting by welcoming everyone and thanking them for coming. Tina also shared that she looked forward to this opportunity and that she and the other USFS staff were here to listen and learn. Johnny said that both sides (Between the Rivers (BTR) and U.S. Forest Service (USFS)) want to listen and learn and that he appreciated that we had this opportunity to come together. Tina acknowledged that the USFS can do better with the condition of our roads. Karen said that she appreciated Tina being in humble in that way and that they can also be better. Karen sees this as an opportunity to come together as a meeting of the minds and to see if the people of BTR can help. Karen said that it's not an “us against you all” kind of thing. We have a common goal together, and that goal is to make things better for these cemeteries and roads- so it's all about what do you need for us (BTR) to do? How can we help do that? Karen referenced that there were some ideas brought up by the public and Carolyne has a lot of that information that she wants to share. A lot of input has been given because they asked the BTR page for their thoughts and with that, Karen turned it over to Carolyne to share some of those.

PowerPoint by Carolynne Bonds:

Carolynne introduced to the group the PowerPoint that she had put together, titled “The Roads Not Maintained.” The presentation began with slides which listed over 456 individuals who had signed their names and submitted comments in support of improving access to the cemetery roads. Many of these people Carolynne did not know personally. A large number of those who signed were former residents or relatives of former residents, and some were from places as far away as Texas, Michigan, and Alaska. Carolynne also shared that LBL is second only to the Great Smoky Mountains National Park in terms of visitation in this part of the United States.

Carolynne did not edit or filter any of the comments in the PowerPoint. This was so the USFS staff could see the passion behind the comments and signatures. Carolynne shared that while roads are inanimate, the people who travel them are flesh and blood. Those roads connected the people of BTR. As Carolynne came over the bridge to the meeting this morning, everywhere she passed, there was a memory of the people and places that existed before. When the people of BTR go back home, they don’t see what’s there now, but what existed before.

Carolynne’s family has lost 5 family members in the past 18 months- 3 of whom are buried at Lady Cemetery. Before each funeral, her family had to make a call to make sure that the roads were passable. She is now 68 years old and had never felt old in her life until recently. Losing that many people in that short of time, she knew she didn’t want the issue of cemetery access to be passed down to her children. She didn’t want her children to inherit this issue. This is an issue that is very important to her, and this is not an issue she is going to pass on to her children. She shared that she didn’t want to fight against the USFS on this issue, but rather WITH the USFS. Carolynne wants to come up with a plan together that is not a band aid fix. Carolynne acknowledged that Chis Thornock is wonderful and has promptly responded to her 3 calls regarding cemetery access prior to the burial of her family members. The roads may not have been to her satisfaction, but as she had shared, you’re not going to get her satisfaction with hit and miss fixes. The repairs currently seem to be a hit and miss approach, and the last thing you should have to worry about when burying a loved one is if the hearse going to make it to the cemetery.

Comments from Karen Darnall:

Karen shared that from her experience, as soon as a BTR family member passes, families then must begin to think about the condition of the road to the cemetery for the service and burial. Families are not in the frame of mind to need to deal with this during such a difficult time. Some families do not have a 4-wheel drive option to get to the cemetery. When you look at these comments and input from the people of BTR that are in Carolynne’s presentation, whether the comments are positive or negative, people care and there is a lot of passion. Karen said that we must recognize the need for something to be done and we need to have a plan. Improving the most frequently used roads to cemeteries would be a good place to start. The important thing is that we need to start on developing a plan. We need to start one bite at a time- no more band aid fix situations.

Comments from Karen Darnall (continued):

Excuses that she has heard regarding the condition of the cemetery roads are 4-wheel drive vehicles tearing them up, the roads were not made for use that we see today, etc. Karen feels that reasoning is backward as the only way to get to the cemeteries are 4-wheel drive vehicles. Karen also wants to know how the money is allocated and wants to look at finances as a layperson, from the outside, to help find other sources to fund and maintain these roads. She is willing to pursue grant money to help with the roads. She would like to see more money generated from revenues (from Wranglers Campground, for example) to be redirected back into the cemetery roads. Karen understands that you can't reallocate money that is marked for recreation, etc., but there are promises that the area was to be earmarked for wildlife education. There is very little in terms of wildlife education. That was behind the very thoughts and ideas of creating LBL. She said she was not blaming the TVA or USFS- not sure where or how the direction is coming, but there needs to be some accountability somewhere. That's why we're here asking the hard questions. Where do we need to go? We don't want to fight- we want to help. How do we fix this? Karen shared that's the way she sees things and that's why she's there today.

Comments from Carlyne Bonds Regarding Active Vs. Inactive Cemeteries:

Carolyne wanted to give Johnny credit for something he said that she used in her PowerPoint: "There is no such thing as an active or inactive cemetery in Land Between the Lakes." There is not a cemetery there that we do not need access to. In all cemeteries, there is someone buried there that people love. Many families of former residents come to LBL- just because there are no active burials doesn't mean that there isn't a connection there. There needs to be a way for people to know the locations of these cemeteries and to be able to gain access to them.

Comments from Johnny Wall:

Johnny shared that he maintains a cemetery on the north end and that he sees where the USFS is replacing culverts and putting gravel on the roads, and that he appreciates that. Some of that work is done with the emergency funding and he thinks those dollars are being put to good use. He thinks some of the roads are getting attention, and that the Heritage staff have always responded to requests. He appreciates that we work on those requests. There may be roads that are worse than those being requested to be repaired, but he appreciates that we prioritize the requests from the people of BTR. He feels the situation is better than it was a few years ago, and that the handouts at the meeting which show the roads dollar figures and cemetery locations benefited were in black and white and were informative.

Allocated Roads Dollars:

Johnny: My understanding is that there are allocated roads dollars in your budget and that it may not be enough. Not sure where that figure comes from. That's how I understand your roads money- what you have to work with are the dollars in your budget.

Tina: The allocated amount comes directly from Congress and our USFS Regional Office in Atlanta. The Regional Office determines how much we get and it's proportional to how many miles of roads we have. That is a set amount and we have very little that we can do about it. There are also revenue dollars and external dollars (whether it's the states' money through the highway transportation departments or emergency relief, or ERFO, dollars). Those are the various pots of money that we have to work with. Revenue is money that is generated within LBL, such as from the campgrounds, Elk & Bison Prairie, special use permits, etc.

Revenue Dollars:

Johnny: Who makes the decision on how much of the revenue is put back into road maintenance?

Tina: The LBL Leadership Team makes the decision (*Tina and her direct staff/department managers*). In recent years we have been putting more money into road maintenance because we're seeing the need and we're identifying the fact that the allocated amount is not enough.

Jordan: The regional allocation has been declining over the last decade and the LBL revenue dollars have been used to supplement this decline to bring it up to what we used to have.

Tina: The revenue dollars are an internal decision that myself and the LBL Leadership Team has the authority to decide how much from revenue dollars can be used on road maintenance.

Chris: When people call with repair requests for access to a cemetery and need it done quickly, we will also use the Heritage program budget that is funded with revenue dollars and those dollars go directly to those cemetery roads.

Denise: Where else do the revenue dollars go? Does the amount need to get depleted to a zero balance each fiscal year?

Tina: No, it does not need to get depleted. It covers salary and fixed costs and goes back into the facilities and improvements (for example: bathrooms, interpretive signage, Hematite Trail upgrades and boardwalk). It is not fixed every fiscal year and can change depending on the need.

Jordan: One thing to add is that a lot of the grants that you see require us to pay for it in full. The revenue dollars allow us to perform the work initially, and then when the work is completed, we can be reimbursed from the grant. Without having that pot of revenue money on hand, we would not be able to be reimbursed from the grants we are awarded.

Johnny: (*Referencing the handout on funds spent on road improvements during Fiscal Year 2020*) For informational purposes, the dollars that are shown in the handout that you gave us- does this include administrative costs also?

Jordan: Yes, those dollars are paid to the contractor to go to the roads. 100% of these dollars are on the road.

Road Maintenance Observations and Feedback:

Johnny: When Carolynne called and informed me that this meeting was going to happen, I drove the roads on the northern end. It was a week ago after a heavy rain event. I have 31 years of experience in the road building industry. I'm not an engineer as Jordan is, but I had my feet on the ground. I'd like to make some comments on the maintenance. Lots of fresh rock on roads- that's wonderful. I noticed large potholes on the edges of roads where water was standing. Jordan, would it be more efficient to drain those areas before laying rock?

Jordan: I'm sure it would- I would need to see the area you're referring. Whenever we work with our contractors to repair a road, it's always situation dependent. We are doing a lot of ERFO work right now (federal emergency relief work)- the contractors must do that work regarding the emergency issues. If the road was damaged in a catastrophic event, that's the only section of road they can fix, and we come up with a plan with our contractors to repair that road. And if they fail to execute that plan, we hold their feet to the fire until they get it right.

Johnny: In my perspective, if you have a water hole right next to the road, someone is going to come along and drive right through it which will create additional rutting and allows for water to soak back into the roadway, making it soft and spongy. They will drive over and rut the rock and eventually destroy the roadway. I know rock is expensive and expensive to get it hauled. The drainage work is basically an operator and a piece of machinery. I feel the costs would be a fraction of the gravel costs. Additionally, over years, the ditches have filled up- there's no place for water to go after storm events but in the middle of the roads. Clearing out the ditching would give a place for water to go during rain events rather than just grading it and then next rain event you have the same situation.

Heritage and Recreation Access

David: The thing that always bothers me when we talk about cemetery roads is that we talk about it as though it is isolated from everything else. They are also recreational roads. LBL exists to stimulate the regional area through tourism. We were severely limited on where we could go on recent hiking and kayaking trips because we were limited on where people could go in the cars, they were in. I think road maintenance needs to be considered not just heritage and not just cemeteries but also included into recreation and environmental education access. People who visit LBL need to be able drive around other than up and down the Trace.

Karen: As Carolynne has said, I am very meticulous- the devil is in the details and I mapped out where the recent road repairs are. I am going to make a statement and in no way do I mean this to be insensitive but my interpretation after mapping out the roads where this money has been spent is that 90% leads to those money generating locations (Sugar Bay, for example). The way it looks is that the improved roads lead to revenue generating areas, not cemeteries.

Carolynne: What David and Karen are saying is that they go hand in hand- they're not separate.

David: The campgrounds in LBL are now self-sustained. Why does LBL not have more revenue? You've got the visitors coming- so why not more revenue? You would have a lot more

visitors coming if the roads were improved, which would also help the cemeteries.

Effects of Off-Roading on Roads

Karen: My impression is that LBL is becoming a recreational area for the 4-wheel drive vehicles. Not a destination for education, picnics, families, wildlife, recreation, etc. That's the impression that the public is having. People think they can come here and tear up the roads. We've got to change that.

David: I see on Facebook all the time on Jeep pages people asking where all the good roads are. The Jeeps will come through and tear up roads on purpose.

Tina: This bothers us as well and we have been working really hard with our local Law Enforcement on this issue. We had an initiative earlier this year where a lot of other employees who may not have had ticket writing capacity were out as eyes on the ground, working with law enforcement. Within the span of almost two weeks, USFS Law Enforcement officers were able to cite and make almost 20 felony cases for people tearing up roads, wildlife fields, driving out into the woods, etc. because they were trying to fling mud. This is completely inappropriate, and not the reputation that we want to have. Finding a way to get more consistent eyes out there and know where this is happening is something we can partner on.

David: I have twice tried to call Law Enforcement to report off-roading. See something, say something? Who do we call?

Karen: The information is not readily available.

Tina: We have a partnership with the Stewart County Sherriff's Office. They staff a call center and have a non-emergency line that people can call if they see someone tearing up the roads or causing resource damage. The number is: 877-861-2457.

Carlin: We can clean up the process of reporting damage and make this number more available on our website and Facebook

Sharing Information on Road Improvements

Carolynne: For sharing information, if you want to appoint someone, maybe Carlin, to do a weekly update on the BTR page, I would welcome that. I can't say you would get all positive comments, but there are a lot of people who would appreciate it. Something once a week- recent upgrades, improvements, who to call if you see resource damage, etc. It would be a good bridge between what we're doing now and the BTR community. It lets them know that you're accessible. Public awareness will help.

Carolynne: I would happily work with you all to get this information out and help improve this positive image. Getting this information out about what's being done- people are spread so far out and people are isolated. When we were forced out, we weren't forced out as a group- we were scattered. It makes it hard to connect in many ways. Seeing this handout on what

improvements were done was an eye opener for me. I had no idea that amount of work was done. I am going to scan that in and post it on the BTR page. I don't think people realize what's being done. 170,000 is a lot of territory. Public awareness is key.

Karen: There is a push to volunteer- how can we help? Empower the community and young people to help and fill those volunteer roles. There are people that want to be involved in this community. Anything is better than nothing- communication and openness and sharing the information gives someone an opportunity to help.

Road Improvement Funding

David: How many national recreation areas are in Region 8?

Tina: We are the only standalone recreation area.

David: This is the only one and it has more visitation than the Great Smoky Mountains National Park? Why is the Forest Service not putting more money into LBL? The Forest Service should take more pride in LBL- it should be the shining star.

Tina: We receive more visitation *per acre* than the Great Smoky Mountains. From the recreation and natural resource perspective, we're also getting more per acre than other units. We continue to look at how we spend our revenues. This year, a lot of our facilities were shut down which affected our finances. Being smart and proactive and making long-term investments- proactive work is much more efficient and effective than being reactionary. You pay for the convenience.

Johnny: A little more effort and dollars up front could help in the long run. I agree. I know dollars don't come easy.

Tina: We have been trying and we appreciate your recognition of the work. Since I've been here, we've really been trying to make those long-term investments. The dollars don't hit as many roads when we are reactionary. When we can invest in the long term, the roads hold up much better. One good example I like to share is road 112.

Carolyn: Someone had commented in the PowerPoint presentation that they appreciated the improvements on road 112.

Karen: Jordan, do you spot check the contractor's work?

Jordan: Yes, the project needs to meet the requirements that we hold our contractor to. A lot of employees at LBL are dual purpose and can help with inspections of the contractor's work- for example, we might have a campground manager who can also serve as Contracting Office Representative (COR) to help with the inspection process and go out and check the roads. The work must be approved before final payment can be made.

David: Are you allowed to have someone else other than the contractor work on roads?

Jordan: We cannot pay anyone else to do it- that would be a breach of contract on our end.

David: Can an LBL employee go out and do basic repairs?

Tina: Yes.

Chris: Carl (Heritage Program) and I do it. If there's a tree down, or a small pothole, we can go out and spot fix it.

Tina: One thing we've done a better job with over the last couple years to save some money is when we look at our annual plan for roadwork, we've tried to systemically move across the unit to be more efficient and avoid paying extra loading and unloading costs due to moving the heavy equipment further distances between projects.

Emergency Relief Dollars- Emergency Relief for Federally Owned Roads (ERFO)

Jordan: (responding to a question from Karen regarding ERFO dollars and whether they are preplanned) The ERFO (emergency relief) projects are preplanned and if I'm not mistaken, the projects listed on the handout are from a weather event that occurred in 2017. There is a delay as we just received the money this year to make those improvements. If there was a culvert job that needed to be done, for example, we will use the money we have at LBL to fix it in the interim until we can get the ERFO funds to do it right. It's basically a patch job until the federal funding comes in.

Karen: Would it be possible to pay the proper job first and skip out the patch fix and fix it correctly in the first place? To me the money used on the band aid fix is wasted.

Jordan: The issue with that is we don't have the allotment or money to do the proper job first. In this year, we have almost spent 1.2 million dollars and we don't have 1.2 million dollars of LBL dollars. I agree with you 10%- it's frustrating to put a band aid on it. But that's why we have band aids- we need to do a fix before the money can come in. ERFO dollars must be spent directly on the roads affected by that specific catastrophic event.

Tina: ERFO dollars can only be spent on what is deemed by the state to be a significant storm event.

Carolynne: So while waiting for ERFO funds to come in, it's the option of whether to close the road or doing a band aid fix to allow for access in the meantime?

Jordan: Yes.

Paved Road Maintenance

Johnny: I was of the understanding that The Trace is maintained by the state?

Jordan: As a rule of thumb statement, all of the paved roads in LBL are maintained by the state- except for a couple on the far north, like 123, and a couple just off Eddyville Ferry Road. We have done a lot of pothole patching on a lot of paved roads ourselves. We don't receive any funding to maintain any paved roads. Our funding is strictly for any roads that are not considered non-Forest highways. That money is in flux- the states are having funding issues and the paved roads you'll notice have a lot of issues that we would love to have addressed. All the paved roads

that lead to facilities are maintained by TDOT and KYTC. Paving, striping, roadside mowing, guardrails- all those things are in their control.

Tina: The LBL Protection Act states that the states must maintain the paved roads within LBL according to the amount of funding that they have for maintenance. At the time that the Protection Act was written, the National Transportation Bill allowed for the maintenance of roads to be reimbursed to the states. Within the last 7 years, we've got a new transportation bill. It specifically states in the new bill that the dollars cannot be used for maintenance. So the reimbursement mechanism to the states is now gone. We have been working very hard with the two states because we don't want to be a burden on the states either. Federal highways on our behalf has looked at these loose dollars and has been doing a sweep and bringing in. That's how the roads have been mowed, and guardrails are fixed- any of the work that has been done on the paved roads. The sweep and dollars are now gone.

Jordan: It's going to require a long-term, legislative fix that has not been negotiated yet.

Carolynne: How can the public help? What specifically can they do? Contact legislators?

Tina: I can't lobby. The issue is the maintenance word in the transportation bill. If the transportation bill funds were allowed to be used for maintenance, at least on LBL, then the two states could be reimbursed for that type of work. The states want to continue to help meet their responsibilities, but unless something legislatively changes- we the federal government cannot lobby for it. I have had conversations with McConnell, Blackburn, Comer- so they're situationally aware.

Carolynne: The impact is coming next fiscal year.

Karen: If the public were to impress upon these legislators to bring the awareness?

Jordan: These are Forest highways- paved roads- not including, for example, 145 or 174. Those are LBL roads. The Forest highways are technically the states to maintain.

Johnny: Does the state maintain the Eddyville Ferry Road?

Jordan: Yes- all the way to the end.

Tina: The challenge will be if there's a major issue and the state doesn't have the funding for it.

Jordan: Until there is a legislative fix, we are at the mercy at the states- whatever they are given to do for us.

Prioritizing Cemetery Work with the Contractor

Tina: Chris, can you talk a little bit on how you are working with the contractor to prioritize cemetery work?

Chris: Because they have a set schedule with the grader, they try to hit every road at some point at least once a year. Carl and I can also look at their schedule and request they also hit nearby cemetery roads to where they are working that day. I do need to be more proactive about it. If I

can get a better timeframe from the contractors, I can coordinate better to make more of these overlaps happens.

Jordan: As Johnny said earlier, a lot of these roads need more than a grader and an operator. A lot of them may need new ditching and rock. You can only do so much with one operator and a grader. If Chris can catch him to request to do other cemetery access roads while the operator is out, he will go as far as he can, but then comes to a point it's futile for him with just the grader.

Jordan continued: This is where we can come up with a more formal plan. If we can up with a plan for shelf projects- road needs ditching, new culvert, new low water crossing here, new rock here, etc.- we can create a plan and apply funds when they become available for when we are in those areas. My hope is for a long-term situation after 2-3 years we will have more substantial changes. Of course, this is all dependent on funds being available. Revenues are not constant. COVID-19 shut things down- will affect next year's dollars.

Chris: The other aspect about scheduling is that our contractor also has a list of reunions and their dates, is that they align their grading schedules with the reunions.

Scheduling Roadwork and Grading

Tina: Jordan, can you speak on scheduling of roadwork and especially grading? We get a lot of calls, especially in the winter months, on why the roads are so bad.

Jordan: Basically, the process for the road maintenance goes as such: we have a plan that's developed on the year previous. For example, we are currently working on Fiscal Year 2021 road maintenance plan. It's got roads we can hope we hit that year- what and when we hope to cover. It doesn't spell out which road when. We work with the contractor- they're flexing around reunions, holidays, and get ahead of holiday weekends so there's not a grader out on the road during a major holiday or event. We don't have a hard and fast date for when we will be where- we allow for flexibility. We're giving them criteria- here are things we need- trusting them within those confines within those constraints. We have a plan of the day document that we receive to show us what they are working on. Mike Johnson is our roads tech he makes sure roads are maintained. Mike will go over once a week and get a briefing on what the contractor is doing and where they will be working.

Tina: This meeting today is very timely. Because the feedback we have will help us inform the plan we're creating for Fiscal Year 21.

Karen: When is FY21 road maintenance plan finalized?

Jordan: This month- it has to be approved by the start of our fiscal year which is October 1st.

Tina: We, in the past, have provided a list to Judges Alexander and White of where we were going to try and grade and/or put rock on.

Jordan: This road plan is strictly road maintenance. A lot of our larger projects are not in plan- the maintenance plan is more of a routine maintenance.

Alternative Funding Sources

Johnny: As a closure, from what I'm hearing and what I've been hearing for a few years now, the greatest hindrance to maintain roads to how we'd like to see them is insufficient funding that is on a federal level. That is not a problem that is exclusively LBL's problem, but rather a nationwide problem. How other can we other than maybe lobbying legislators, as everyone is getting their funding slashed and I know you can't lobby, does anyone have any suggestions as to how to help these people get more money?

David: I still think we ought to push the economic potential LBL brings to our region and it's a shame to let it go downhill. It has so much potential. I think dollars per visitor- look at the number of people LBL is bringing to this area.

Carolynne: Talking about dollars per visitors- we're not allowed to charge any type of admission- that's excluded from the LBL Protection Area. You have to think from other revenues for that.

David: LBL isn't supposed to benefit from the visitors. Originally there were no vending machines for several decades. All the money was supposed to benefit the surrounding region. Imagine how much economic benefit could be brought to the area if we could get LBL up to the standards it should be in.

Tina: I think the other opportunities we as a group could consider are grants, other funding sources- to increase overall capacity. Are there grants available due to the Water Trails and water access? Are there grants potentially for wildlife habitat? What are the other pots of money that we could look at and take into consideration?

David: I think the access to the cemeteries is tied into the quality of the trails and everything else because it brings in the visitors and gets the funding.

Karen: As an action item, I would be more than happy to research possible grants. That's something I've very interested in helping with.

Tina: Even with the cemeteries, there may be some sort of cultural grant specifically for that.

David: If you did like a trail for all the veterans buried- we have veteran's markers there. There is probably a grant out there for that.

Carolynne: Someone on the site had made a recommendation if it was possible to set up a cemetery board and could look into obtaining grants for historic sites- I think of Nathan Futrell, Little Drummer Boy, things like that. There may be a way to tap into some of that grant money.

Closure:

Carolynne: I want to thank you specifically for today. I was so upset that I had contacted all the legislators' offices. I have the paperwork for the congressional inquiries. We went a similar route with TVA and I saw where that landed. I wanted to try something else this time. That's what this meeting was for me today. To make sure that we could reach something together. And I feel like there's a real possibility for some progress here. Getting that information out- there was a lot of

clarification for me because I'm not a numbers person. I tend to wear my heart on my sleeve when it comes to BTR. It's very beneficial for me and I wanted to thank you all for being willing to ask questions.

Meeting concluded at 11:57 a.m. We will meet again in the coming weeks on this subject to continue the positive momentum.



Date: September 11, 2020

Subject: Maintenance of Cemetery Access Roads at Land Between the Lakes (LBL)

Key Points:

- Funding for roads is a shared responsibility between the Forest Service, Federal Highways Administration, State of Tennessee, and Commonwealth of Kentucky. We have approximately 465 miles of forest system roads, which include 148 miles of paved roads, 180 miles of gravel roads, and 113 miles of natural surface roads. Only 12 of these 465 miles of forest system roads on the unit have no cemetery access.
- The Kentucky Transportation Cabinet and Tennessee Department of Transportation are responsible for 120+ miles of paved roads in LBL. Resurfacing, striping, pothole repair, and roadside mowing are some of the maintenance tasks that the states perform each year on these roads. LBL has never received funding to maintain these roads.
- There are 267 known cemeteries throughout LBL. Some of the cemeteries have access off forest service system roads and others are accessed via non-system access routes. Cemeteries which are accessed off non-forest system roads do not have a direct funding source for maintenance. Many of these cemeteries are family plots which were not historically accessed by road.
- Lack of appropriate access to some cemeteries is recognized as an issue to be addressed. We repair lesser-used roads by public request as there are not enough funds to continuously maintain and grade these roads. We continue to make great strides with our responsiveness to repair requests and concerns are quickly addressed by our Heritage Program staff, including on weekends.
- Roads were not created for the traffic or type of use that we experience today. Many of the road surfaces are dirt and lack a base, and repairs can be quickly undone by rain or other weather events. In high traffic areas, some roads may require grading every year, and others may need repaired several times a year, especially after storm and ice events.
- Closure of these roads to the public is not an option due to the LBL Protection Act assuring access to the cemeteries and the need to access recreation and management areas.
- Road maintenance is performed by contract, as the unit does not own road maintenance equipment. The price of grading per mile varies on the road condition at the time of inspection and quote. As such, grading can cost between \$400-1,200+ per mile.
- \$226,520.56 was spent on road maintenance completed between October 1, 2019 and August 20, 2020. Road maintenance projects included culvert replacement, road grading, cleaning ditches, rock replacement, removal of down trees, and mowing.
- In cases of road damage caused by large storm events, we can apply for funding from the Federal Highway Administration's (FHWA) Emergency Relief for Federally Owned Roads (ERFO) Program. ERFO dollars spent October 1, 2019 to August 20, 2020 were \$1,180,378.64.



Recent Cemetery Access Roadwork at Land Between the Lakes

Completed 9/30/2019-8/27/2020

Project Date	Project Description	Road Number	Special Request to Repair	Project Cost	Cemetery Access Roads Benefitted
9/30/2019	Roadwork	147	x	**	Oakley, Ferguson Springs
9/30/2019	Roadwork	206-B	x	\$ 1,934.28	Mathis
11/4/2019	Roadwork	141		**	Higgins, Cassity
12/5/2019	Culvert work	174		**	Bethlehem
12/9/2020	Roadwork	Barnett Access	x	\$ 2,878.00	Barnett
1/3/2020	Roadwork	128	x	**	Lady
1/17/2020	Culvert work	122	x	\$ 96,112.00	Bethlehem, St Stephens
1/22/2020	Roadwork	Barnett Access	x	\$ 1,884.60	Barnett
2/21/2020	Culvert work	122	x	\$ 87,200.00	Bethlehem, St Stephens
4/7/2020	Culvert work	122	x	\$ 74,560.00	Bethlehem, St Stephens
4/14/2020	Culvert work	122	x	\$ 60,450.00	Bethlehem, St Stephens
4/16/2020	Tree removal	349	x	**	Futrell 1
4/28/2020	Paving	122	x	\$ 45,325.00	Bethlehem, St Stephens
5/11/2020	Roadwork	236	x	**	Largent
5/21/2020	Grading	120, 141, 142, 337	x	**	Smith, Higgins, Cassity
5/22/2020	Grading	166, 344, Stone 3 Access	x	**	Dixon and Stone 3
6/3/2020	Roadwork	130, 147, 144, 145	x	**	Oakley, Newby
6/23/2020	Roadwork	126	x	**	Lady
6/30/2020	Roadwork	129	x	**	Woodson Chapel
7/2/2020	Access control	136-A	x	\$ 1,020.00	Hematite
7/16/2020	Culvert work	413	x	\$ 56,260.00	Turkey Creek
7/27/2020	Roadwork	367, Champion Access	x	\$ 2,167.26	Nunn, Champion
8/3/2020	Grading	141, 142, 337	x	**	Cassity
8/7/2020	Grading	172-C1	x	**	Downs 2
8/12/2020	Roadwork	415	x	**	St. Stephens
8/29/2020	Roadwork	Champion Access	x	\$ 1,244.09	Champion
8/21/2020	Roadwork	301	x	**	Mt Pleasant
8/25/2020	Roadwork	128	x	**	Lady
8/26/2020	Sidearm mowing	100-C	x	\$ 580.30	Bullock
8/26/2020	Sidearm mowing	Pleasant Valley Access	x	\$ 693.07	Pleasant Valley
8/27/2020	Tree removal	147	x	\$ 514.56	Ferguson Spring

***If there is a cost listed, it is because the entire project benefited a road leading to a cemetery. If there is no cost, then that project was part of a larger task order that happened to include the work on the road to the cemetery.*

Road Maintenance Projects at Land Between the Lakes

Completed 10/30/2019-8/27/2020

This is not an exhaustive list- does not include projects that are upcoming or in progress.

Project Date	Project Description	Allocated, Revenue, or Emergency (ERFO) Funding	Total Project Cost
10/30/19	Labor Day Grading	Revenue	\$42,793.34
11/5/19	Roads and Trail Blanket	Allocated Roads Dollars	\$9,564.76
11/6/19	Mathes Cemetery Repairs	Revenue	\$1,934.28
11/7/19	Roads and Trails Blanket (Oakley, Mathes Cems.)	Allocated Roads Dollars	\$9,929.02
11/14/19	Road 177 Hole Repairs	Emergency (ERFO)	\$3,530.98
12/20/19	Barnett Cemetery Access	Revenue	\$1,884.16
1/30/20	Roads and Trail Blanket (Lady Cem.)	Emergency (ERFO)	\$9,603.72
2/5/20	Road 141 Repair	Emergency (ERFO)	\$13,375.24
3/18/20	Install 2 Bridge Signs	Allocated Roads Dollars	\$198.24
4/2/20	Roads and Trails Blanket	Emergency (ERFO)	\$11,998.22
4/27/20	Road 221 Bridge Material	Allocated Roads Dollars	\$14,994.20
4/30/20	Road 221 Bridge #1	Allocated Roads Dollars	\$6,467.92
4/30/20	Road 221 Bridge #2	Allocated Roads Dollars	\$5,478.08
4/30/20	Road 221 Bridge #3	Allocated Roads Dollars	\$6,467.92
4/30/20	Road 221 Bridge #4	Allocated Roads Dollars	\$5,478.08
5/14/20	Pavement Patch Old Ferry Road 117	Allocated Roads Dollars	\$3,500.00
5/18/20	Grading FS Road 167 Turkey Bay	Revenue	\$3,178.40
6/3/20	Roads and Trails Blanket (Smith, Higgins, Cassity, Dixon, Stone 3 Cems.)	Allocated Roads Dollars	\$9,997.89
6/8/20	Hematite Cemetery Access Control	Allocated Roads Dollars	\$1,020.00
6/25/20	Roads and Trail Blanket (Lady Cem.)	Allocated Roads Dollars	\$5,000.36
6/29/20	Mowing Hunt Area 2 3 4	Allocated Roads Dollars	\$6,003.00
7/8/20	Mowing Hunt Area 1	Allocated Roads Dollars	\$4,896.17
7/9/20	Grading Roads	Allocated Roads Dollars	\$10,512.04
7/9/20	Grading Roads Split 1	Revenue	\$2,928.46
7/9/20	Grading Roads Split 2	Allocated Roads Dollars	\$36.80
7/17/20	Roads and Trail Blanket (Woodson Chapel Cem.)	Allocated Roads Dollars	\$10,510.38
7/20/20	Install Road Object Markers	Allocated Roads Dollars	\$4,213.88
7/21/20	Mowing Hunt Area 5 6 7	Allocated Roads Dollars	\$9,797.17
7/31/20	Mowing Hunt Area 8 9 10	Allocated Roads Dollars	\$3,980.25
8/3/20	Grading to Cassity Cemetery	Revenue	**
8/5/20	Jones Creek Redecking Bridge	Allocated Roads Dollars	\$1,840.36
8/11/20	Mowing Hunt Area-11 12 13 14	Allocated Roads Dollars	\$6,834.33
8/14/20	415 Road Prep for Reunion (St. Stephens)	Revenue	**
8/19/20	Champion and Nunn Cemetery Access Roads Repair (Champion, Nunn, Hamilton 1, Hamilton 2 Cems.)	Revenue	\$2,167.26
8/19/20	Pleasant Valley Cemetery Access	Revenue	\$693.07
8/19/20	Bullock Cemetery Access	Revenue	\$580.30
8/19/20	Remove Tree from Ferguson Spring Cemetery Road	Revenue	\$514.56
8/25/20	Grade Lady Cemetery Road 128	Revenue	**
8/27/20	Champion Cemetery Road Part 2	Allocated Roads Dollars	\$1,244.09
		Total Cost:	\$233,146.93

**If there is no cost listed, then that project was part of a larger task order that included work on the road to the cemetery.

Emergency Roadwork Projects at Land Between the Lakes

Completed 10/30/2019-8/27/2020

Projects funded with Emergency Relief for Federally Owned Roads (ERFO) dollars

Project Date	Project Description	Allocated, Revenue, or Emergency Funding	Total Project Cost
10/30/19	Road 145 Low Water Crossing	Emergency (ERFO)	\$158,548.70
11/5/19	Road 174 Culvert Work	Emergency (ERFO)	\$81,192.85
11/7/19	Energy Lake Dam Demo	Emergency (ERFO)	\$104,828.00
11/14/19	LBL Road 205 Culvert	Emergency (ERFO)	\$39,130.00
1/30/20	LBL Road 174 Prior Creek North Culvert	Emergency (ERFO)	\$45,354.00
2/5/20	Culvert 4 Bethlehem Cemetery Road 122 (Bethlehem and St. Stephens Cems.)	Emergency (ERFO)	\$96,112.00
3/18/20	Culvert 1 Bethlehem Cemetery Road 122 (Bethlehem and St. Stephens Cems.)	Emergency (ERFO)	\$60,450.00
4/2/20	Culvert 2 Bethlehem Cemetery Road 122 (Bethlehem and St. Stephens Cems.)	Emergency (ERFO)	\$74,560.00
4/27/20	Culvert 3 Bethlehem Cemetery Road 122 (Bethlehem and St. Stephens Cems.)	Emergency (ERFO)	\$87,200.00
4/30/20	Paving Road 122 (Bethlehem and St. Stephens Cems.)	Emergency (ERFO)	\$45,325.00
4/30/20	Elk & Bison Prairie Road Repair Culvert #1	Emergency (ERFO)	\$104,025.09
4/30/20	Elk & Bison Prairie Culvert #2	Emergency (ERFO)	\$42,674.91
4/30/20	Elk & Bison Prairie Culvert #2	Emergency (ERFO)	\$84,398.09
5/14/20	Road 112 Culvert	Emergency (ERFO)	\$38,035.00
5/18/20	Road 413 Turkey Creek Cemetery Culverts	Emergency (ERFO)	\$56,260.00
6/3/20	Road 144 Culvert	Emergency (ERFO)	\$62,285.00
Total Cost:			\$1,180,378.64