

**Olympic National Park
Highway 101 Rehabilitation at Lake Crescent/Environmental Assessment
May 2015**

National Park Service
U.S. Department of the Interior



Olympic National Park, along with the Federal Highway Administration as a cooperating agency, is seeking public input on the proposed rehabilitation of U.S. Highway 101 within the park's Lake Crescent area. U.S. Highway 101 is a primary artery for travel between the eastern and western sides of the Olympic Peninsula and provides access to one of the most popular areas in Olympic National Park.

The proposed rehabilitation project will include resurfacing the 12.3-mile section of road, replacing over 44,000 linear feet of guardrail and replacing drainage and stabilization features. Rehabilitation work is slated to begin in 2017, but the schedule is still subject to change. Condition assessments of the road have already been underway and will contribute important information to the rehabilitation project.

An Environmental Assessment is being prepared to analyze effects of rehabilitating the road. Several preliminary alternative concepts are being considered and include a variety of proposed construction schedules and other traffic impact mitigation measures. The EA is slated for release and public review this fall.

We are asking for your assistance. Please take a moment to read this letter, which provides a summary of the alternatives, and make sure to visit our planning website at <http://parkplanning.nps.gov/Hwy101LC> for further information as the plan develops.

You have a variety of options for providing us with your comments. You may submit your comment at <http://parkplanning.nps.gov/Hwy101LC>, mail your comment to the address provided, or attend one of two public meetings this month. A complete schedule is below. We will be accepting comments through June 7, 2015.

Following this review, we will refine the alternatives, select or develop a preferred alternative, and complete the required environmental analysis, at which time additional opportunities will be provided for public involvement on the draft EA.

We understand that your time is valuable and we appreciate your assistance. We look forward to hearing your thoughts and suggestions on these preliminary alternative concepts.

Public Meetings Schedule

Monday, May 18, 2015	Wednesday, May 20, 2015
5:00-7:00pm Port Angeles Senior Center 328 E. 7 th Street Port Angeles, WA 98362 Phone: 360-457-7004	5:00-7:00pm Quileute Tribe 101 Building 196281 U.S. Highway 101 Forks, WA 98331 Phone: 360-374-6163

Purpose and Need

Repair work is being proposed for 12.3 miles of U.S. Highway 101 adjacent to Lake Crescent to address safety and long-term maintenance concerns. Additional project purposes are to improve deteriorated pavement conditions on East Beach Road and in the Sol Duc parking area.

U.S. Highway 101 in the park currently includes substandard and/or failing guardrail, roadside hazards such as missing drop inlet grates, rock fall hazards, and poor pavement conditions (potholes, edge failures, poor surfacing). Rehabilitation is needed to improve subsurface pavement conditions, apply new pavement, stabilize cut and fill slopes, improve drainage, improve and replace guardrails, mitigate rockfall hazards and improve intersections while protecting natural, cultural and recreational resources within Olympic National Park.

Decision to be Made

An Environmental Assessment (EA), evaluating impacts of the proposed project on natural, cultural, and socio-economic resources, visitor use and experience, and park operations will be used to help National Park Service (NPS) Pacific West Regional Director, based on a recommendation from the Superintendent of Olympic National Park and the Federal Highway Administration (FHWA) Division Director to determine whether and how to rehabilitate this 12.3 mile section of U.S. Highway 101.

The decision will be documented in either a Finding of No Significant Impact (FONSI) for this EA or in an Environmental Impact Statement and Record of Decision, should the EA reveal the project to have significant impacts to resources.

Preliminary Alternative Concepts

An interdisciplinary planning team including staff from Olympic National Park, the NPS Pacific West Regional Office, and the Federal Highway Administration (as a cooperating agency) was convened in November 2013 to begin internal scoping and determine information and data needs. The team has since been working toward developing design specifications and preliminary alternative concepts.

We have six preliminary alternative concepts for you to consider. The no action alternative (Alternative A), is defined as the continuation of existing management practices. This “no action” alternative is required by law to be considered during the planning process. It sets a baseline of existing impacts continued into the future against which to compare impacts of the other alternatives.

Aside from the no action alternative, there are five preliminary action alternative concepts identified as Alternatives 2-6. The preliminary action alternative concepts must all be consistent with the various laws, regulations, and policies that guide management of Olympic National Park. While the construction activities that would occur to rehabilitate the road do not vary by alternative, the approach to carrying out the construction and subsequent impacts on commuter, commercial, and visitor travel does vary by alternative.

We describe these preliminary alternative concepts in this letter and we are seeking your review and comment. Following the public comment period, the planning team will refine the alternative concepts and conduct a thorough analysis of the impacts each alternative would have on natural resources, cultural resources, visitor use and experience, and park operations. The refined preliminary alternative concepts will be presented for public comment as part of the draft Highway 101 Rehabilitation at Lake Crescent/Environmental Assessment which is scheduled for release later this fall. A preferred alternative for the plan will be presented at that time.

<u>Alternative 1:</u> No Action	<ul style="list-style-type: none">• U.S. Highway 101 at Lake Crescent would not be rehabilitated.• Existing deteriorated pavement and slope conditions would remain. Although ongoing maintenance activities would continue, over time this section of the roadway would become increasingly uneven and patched.• Geotechnical evaluation of the roadway for the proposed project has identified numerous unstable areas.• Without rehabilitation, catastrophic failure of portions of the roadway could occur, causing an
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	<p>increased frequency of unplanned delays and closures to repair the road.</p> <ul style="list-style-type: none"> • Among the current conditions along the Lake Crescent segment of U.S. Highway 101 that are indicative of current or future problems are: <ul style="list-style-type: none"> • Substandard and/or failing guardrail, including rotting guardrail posts • Deteriorated, uneven pavement, including potholes and pavement edge failures • Unstable slopes • Subsurface pavement problems • Poor drainage, including blocked and/or undersized culverts and missing drainage features, such as drop inlet grates • Rock fall hazards • Failing retaining walls (including concrete crib, riprap, and gabion basket) • Note: U.S. Highway 101 is maintained by the Washington State Department of Transportation for Olympic National Park. Except for a short right-of-way section near the park boundary, close to Port Angeles, the roadway is fully within Olympic National Park and is federally owned.
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Actions Common to Preliminary Alternative Concepts 2-6

Barnes Point Access

Although road closures and delays would vary among the alternatives, in all alternatives, access to Barnes Point would be maintained from either the east or west portion of U.S. Highway 101. This access, however, could include 30-minute delays, depending on which portion of the road is undergoing rehabilitation.

Lake Crescent Road Modifications

- Repair pavement deterioration and stabilize road shoulders
- Excavate and replace soils (deep patches)
- Construct mechanically stabilized earthen (MSE) walls
- Construct reinforced soil slope (RSS) walls
- Improve drainage
- Replace guardrail (posts and rail)
- Conduct rockfall mitigation
- Improve Sledgehammer Point
- Construct Barnes Point Transit Stop
- Modify turnouts along Lake Crescent
- Asphalt concrete paving
- Replace roadway signs
- Revegetation/restoration

Sol Duc Parking Area Modifications

The southwest edge of the Sol Duc parking area has deteriorated. Pavement edges in three locations would be reconstructed by adding fill, fixing slides/slumps, repaving, and adding pavement markings to match the existing parking area.

East Beach Road Modifications

East Beach Road would be repaved and minor repairs, such as improving the area beneath the road surface (deep patches) would occur. Repairs could include evaluation/replacement of the large hanging culvert near Log Cabin Resort.

Actions to Facilitate Construction

A variety of actions would be undertaken to facilitate construction, including:

- Planning for travel delays
- Implementing temporary traffic control
- Locating staging areas
- Creating a fueling plan
- Procuring fill material
- Disposing of materials that could not be reused

- Implementing erosion control best management practices
- Conducting public outreach during construction

Preliminary Alternative Concepts 2-6

<u>Alternative 2:</u> 30-Minute Delays	<ul style="list-style-type: none"> • To facilitate construction there would be 30-minute delays on the Lake Crescent segment of U.S. Highway 101 in Olympic National Park throughout the duration of the road rehabilitation. • Road rehabilitation would be expected to last approximately three construction seasons (March through November in each of the three years).
<u>Alternative 3:</u> 30-Minute Delays and Shoulder Season Closure	<ul style="list-style-type: none"> • To facilitate construction the Lake Crescent segment of U.S. Highway 101 in Olympic National Park would be: <ul style="list-style-type: none"> • Closed in the spring (March and April) and fall (October and November) • Open with 30-minute delays throughout the remainder of the road rehabilitation. • Road rehabilitation is expected to last approximately 2.2 construction seasons. • During closures, through traffic would be rerouted onto Washington State Highway 112/113. • Access to Barnes Point would be maintained from either the east or west portion of U.S. Highway 101, which could include 30-minute delays, depending on which portion of the road is undergoing rehabilitation.
<u>Alternative 4:</u> 30-Minute and 8-Hour Delays	<ul style="list-style-type: none"> • To facilitate construction the Lake Crescent segment of U.S. Highway 101 in Olympic National Park would be: <ul style="list-style-type: none"> • Closed Monday-Friday from 9:00 a.m. to 5:00 p.m. during the construction season. • Open with 30-minute delays throughout the remainder of the road rehabilitation during the construction season (mornings before 9:00 a.m., evenings after 5:00 p.m. and on weekends). • Road rehabilitation is expected to last approximately 2.5 construction seasons. • During closures, through traffic would be rerouted onto Washington State Highway 112/113. • Access to Barnes Point would be maintained from either the east or west portion of U.S. Highway 101, which could include 30-minute delays, depending on which portion of the road is undergoing rehabilitation.
<u>Alternative 5:</u> 30-Minute Delays and First Season Closure	<ul style="list-style-type: none"> • To facilitate construction the Lake Crescent segment of U.S. Highway 101 in Olympic National Park would be: <ul style="list-style-type: none"> • Closed during the first construction season (March through November) • Open with 30-minute delays throughout the remainder of the road rehabilitation. • Road rehabilitation is expected to last approximately 2 construction seasons. • During closures, through traffic would be rerouted onto Washington State Highway 112/113. • Access to Barnes Point would be maintained from either the east or west portion of U.S. Highway 101, which could include 30-minute delays, depending on which portion of the road is undergoing rehabilitation.
<u>Alternative 6:</u> Full Construction Closure	<ul style="list-style-type: none"> • To facilitate construction the Lake Crescent segment of U.S. Highway 101 in Olympic National Park would be: <ul style="list-style-type: none"> • Closed for the duration of road rehabilitation. • Road rehabilitation is expected to last approximately 1.7 construction seasons. • During the closure, through traffic would be rerouted onto Washington State Highway 112/113. • Access to Barnes Point would be maintained from either the east or west portion of U.S. Highway 101, which could include 30-minute delays, depending on which portion of the road is undergoing rehabilitation.

How You Can Participate

Your thoughts, ideas, and suggestions are critical as we develop the U.S. Highway 101 Rehabilitation at Lake Crescent / Environmental Assessment. The comment period for the draft alternatives ends on June 7, 2015.

Questions to Consider:

- 1) Which alternative would best accommodate your use of U.S. Highway 101 at Lake Crescent?
- 2) What would you change about the alternatives?
- 3) Do you think there should be other alternatives evaluated for the project? If so, what would you suggest?

You can provide comments by any of the following methods:

- Comment Online at <http://parkplanning.nps.gov/Hwy101LC>
- Take a moment to write down your comments on the form provided online or at the public meetings.
- Mail Comments To:

Sarah Creachbaum, Superintendent
ATTN: Hwy 101 Rehabilitation at Lake Crescent
Olympic National Park
600 E. Park Avenue
Port Angeles, WA 98362

Comments will not be accepted by any other way than those specified above. Bulk comments in any format (hard copy or electronic) submitted on behalf of others will not be accepted.

Before including your personal information in your comment, you should be aware that your entire comment – **including your personal identifying information** – may be publicly available at any time. Although you may request that we withhold your personal information from public review, we cannot guarantee that we will be able to do so.

Process and Timeline

Planning Phase/Major Work Tasks	Tentative Timeframe	Opportunities for Public Input
Preliminary Design	2014-2015	None
Public Comment on Draft Alternatives	Now (Spring 2015)	Review the information provided in this letter and on the planning website, attend a public meeting, and/or submit your comments online.
Prepare Draft EA	Summer/Fall 2015	Stay up-to-date on the planning process by visiting the website at http://parkplanning.nps.gov/Hwy101LC
Public Comment on Draft EA	Fall 2015	Review the draft EA, attend a public meeting and/or submit your comments online.
Prepare Final EA	Winter 2016	Stay up-to-date on the planning process by visiting the website at http://parkplanning.nps.gov/Hwy101LC
Release of Final EA	Winter 2016	
Finding of No Significant Impact (FONSI)	Winter 2016	
Final Design	Winter-Fall 2016	None
Construction	Winter 2017-Fall 2018	Construction updates will be provided via press releases.