



# WELCOME

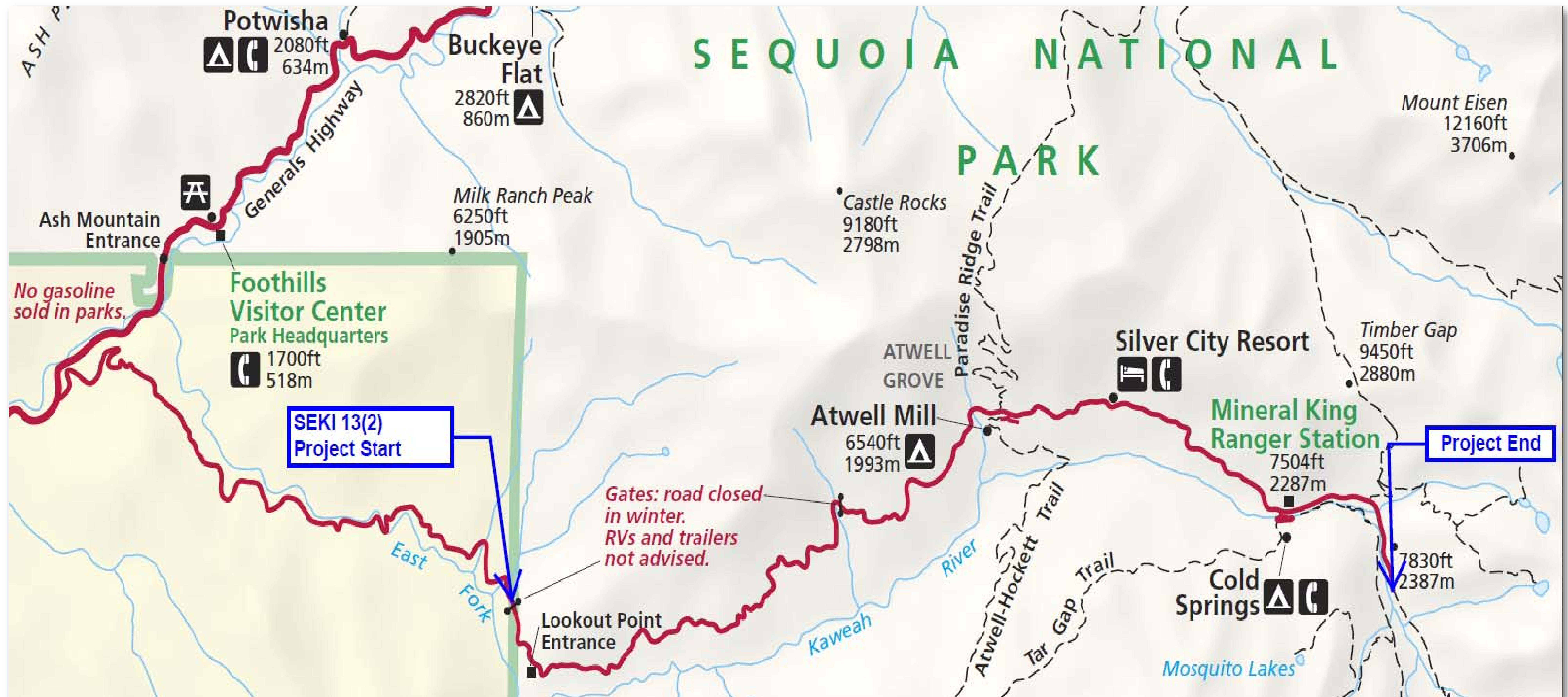
Virtual Public Webinar

Rehabilitate 15.29 Miles of the Mineral King Road in  
Sequoia National Park





## Introduction



Map: Unigrid map of a portion of Sequoia National Park showing the section of Mineral King Road that is within the NPS unit.





# Purpose and Need for Action

## Background: Current Conditions

- Poor surface condition
- Erosion
- Inadequate drainage
- Risk of catastrophic failure
- Rehabilitate Historic District
- Informal parking
- Limited ABA accessibility



Photo: Image of slope and road surface in the lower section of Mineral King Road. NPS Photo.

## Purpose of Project

The purpose of this project is to fix structural and condition-based deficiencies along the Mineral King Road in order to provide on-going safe public access to the Mineral King Valley and surrounding wilderness within Sequoia National Park and to enable efficient road maintenance operations into the future all while preserving and protecting natural and cultural resources within the project area.



Photo: Project Planners and Engineers stand above an eroded slope along the lower section of Mineral King Road. Culvert extends out beyond roadway. NPS Photo.





## Proposed Action - Road

### Road Surface

- Repave 13.91 miles; pave 1.38. Road prism would remain within existing widths.
- Pulverize and compact existing asphalt; re-grade the road to correct existing drainage.
- Asphalt surface; 1-2 sections hardened with colored concrete.
- Re-pave pullouts; unpaved pullouts would remain unpaved. Pave aprons to gravel side roads.
- Mitigations identified to protect sequoias and cultural resources.

### Stabilization

- Slope stabilization along 12 miles of road.
- Install 4 rock embankments, 2 soil nail walls faced with timber, 2 soldier walls faced with colored concrete.

### Drainage

- Clean and pave ditches.
- Replace and install as new 214 culverts; most upsized as much as 24 inches with potential riprap at outlet. Material would be corrugated metal pipes.
- Mitigations identified to protect integrity of historic district and to provide wildlife crossings.

### Additional Road Features

- Remove and replace culvert markers and mileage posts.
- Replace 2 gates.



Photo: Image of Project Planners and Engineers standing on Mineral King Road within sequoia grove. Narrow roadway navigates between three sequoia trees. NPS Photo.



Photo: Image of rock headwall and culvert that have partially failed. Lower section of Mineral King Road. NPS Photo.





## Proposed Action – Parking Lots

### General

- Pave and stripe most lots.
- Retain similar footprints.
- Use natural material to prevent encroachment.
- Replace/install as new bear-proof storage boxes, trash/recycling containers, and bike racks
- Replace and add interpretive signage in key locations.

### Ranger Station Parking Lot and Picnic Area

- Paved but unstriped near Ranger Station; half of Picnic Area Parking Lot paved and striped with remaining unpaved.
- ABA parking and trail.

### Tar Gap Parking Lot

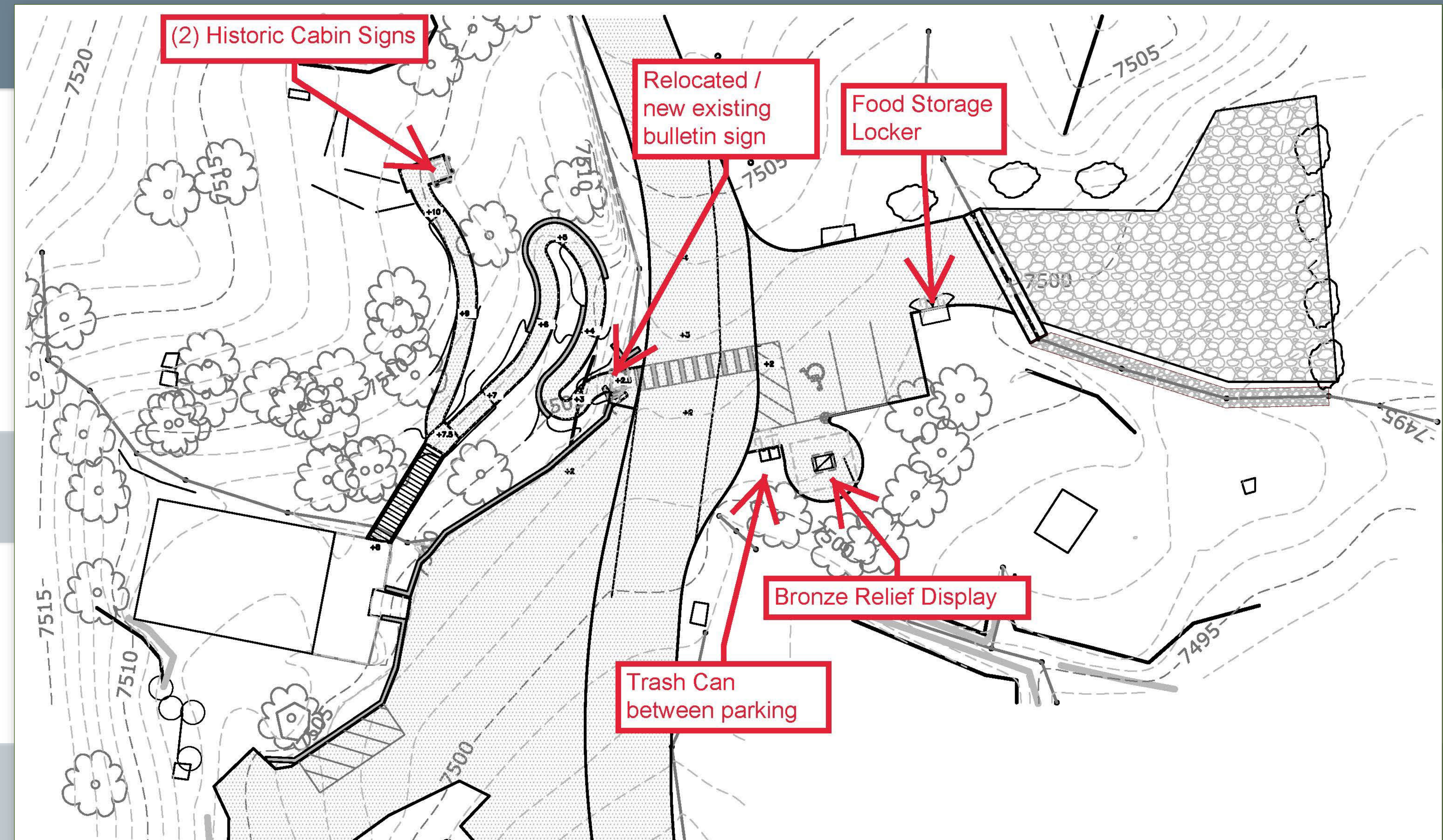
- Paved and striped for 10 vehicles.
- Upper portion restored.

### Sawtooth Parking Lot

- Paved and striped for 33 vehicles, including trailer parking; lower half of south lot would remain unstriped.

### Restroom Parking Lot

- Paved and striped for 1 ABA; 1 non-ABA.



Draft Design for Potential Layout of the Ranger Station and Picnic Area Parking Lots with ABA Trail to Ranger Station.



Photo: Project Planners and Engineers evaluate parking options at the Tar Gap Parking Lot on a sunny day. NPS Photo.





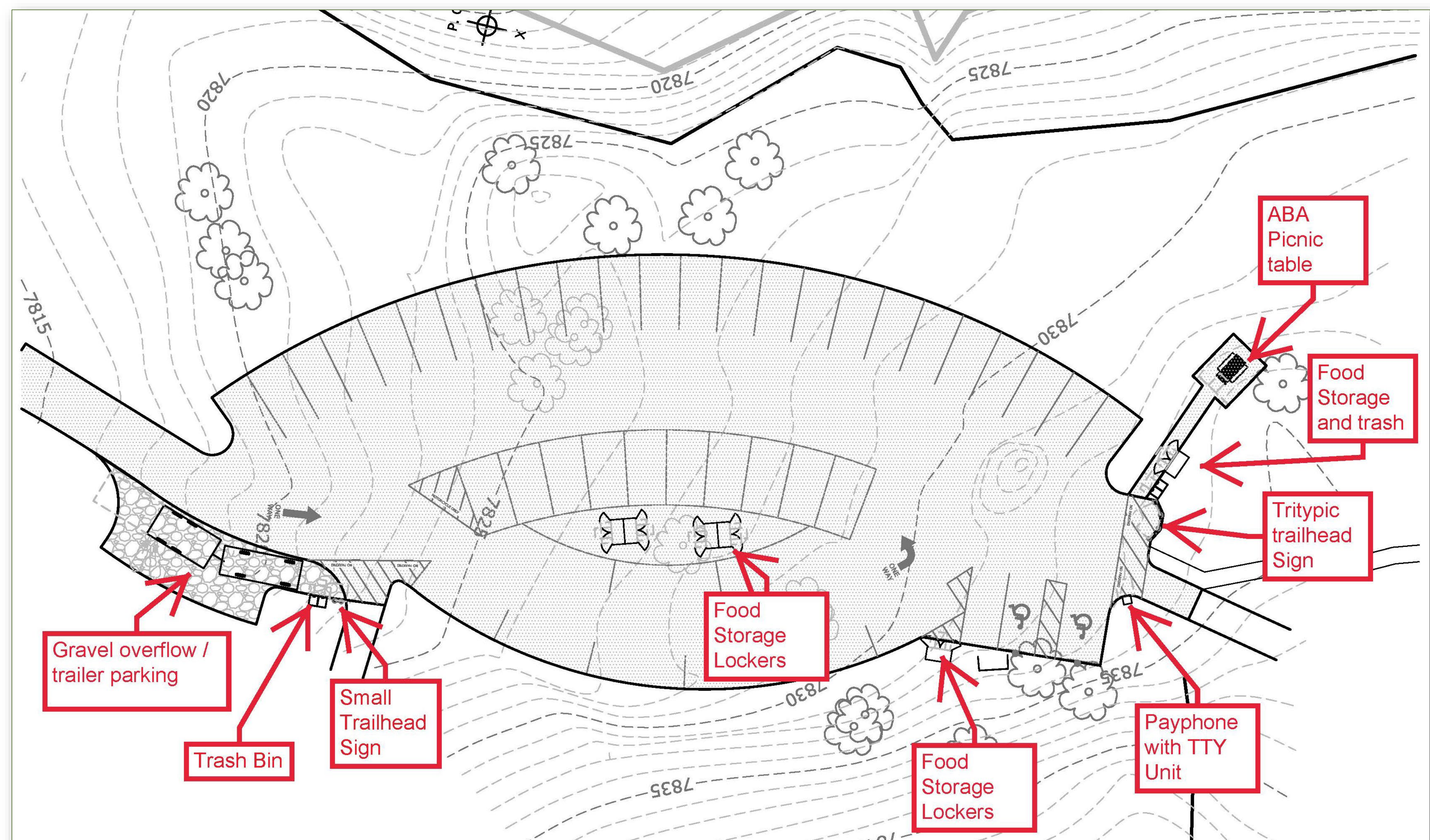
## Proposed Action – Parking Lots...Continued

### Parking Area for Eagle Mosquito Trailhead

- Land ownership
- Expand by approximately 36 feet to the north; avoid wetland
- Approximately 45 parking spaces; trailer turn around (includes 2 ABA spaces)
- Interpretive wayside



Photo: Cars parked in the Parking Lot for the Eagle Mosquito Trailhead in 2020. NPS Photo.



Draft Design of a Potential Layout Consideration for the Parking Lot at Eagle Mosquito Trailhead.





## Proposed Action – Construction

### Crew

- Contractor(s)
- Oversight by FHWA and NPS.
- Variable crew size (5-100 possible).

### Staging

- Maximize use of pullouts.
- Potential need for use of campgrounds for materials, equipment, and crews

### Materials

- Imported materials required.
- Mitigations identified to minimize introduction of non-native plant material.

### Equipment

- Heavy equipment anticipated.



Photo: Image of rock and woody debris that came down over the Mineral King Road near Sawtooth Parking Lot in 2018. NPS Photo.





# Proposed Action – Construction

## Schedule







# Proposed Action – Construction

## Draft Schedule

Project would be implemented no earlier than 2023 and could take 2-5 years, intermittently, depending on funding and phasing.

### Off-Season: November-May (Gates Closed)

- Full closures could be allowed.
- No construction expected on the upper portion of the road between December and April.

### Summer Season: Week Before Memorial Day to Labor Day (Late May-Early September)

- No daytime closures would be allowed/anticipated, and no weekend or Friday daytime work would occur on the roadway.
- Monday-Friday nighttime closures could be allowed between 8pm and 6am. Road would need to be open every 2 hours on Friday nights.
- Delays could be 15 minutes during daytime M-Th and 2 hours during nighttime on Friday. Full closure from 8pm-6pm Monday-Thursday.

### Fall Shoulder Season: Post Labor Day to Last Wednesday in October (Early September-Late October)

- Full closures could be allowed; weekend work could be authorized on an as needed basis.
- Monday-Thursday daytime closures would be limited to 2 hours, 3 times/day; No daytime closures would be allowed Friday-Sunday.
- Monday-Sunday nighttime closures could be allowed between 8pm and 6am. Road would need to be open every 2 hours on Friday-Sunday nights.
- Delays could be 2 hours at a time during the day and night, with full closure from 8pm-6pm Monday-Thursday.







## Resource Concerns

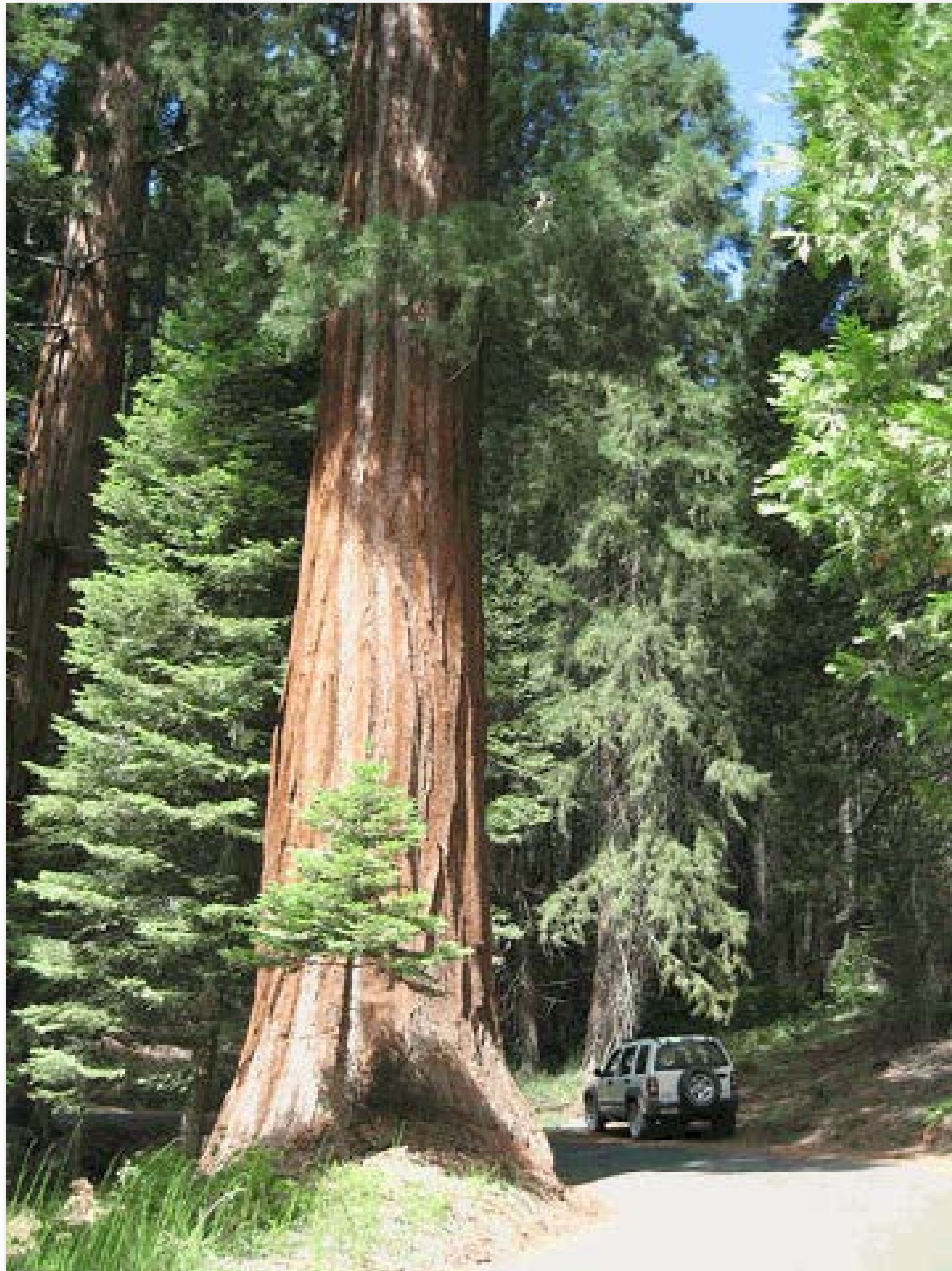


Photo: Photo of white vehicle driving past a giant sequoia on Mineral King Road. NPS Photo.



Photo: Black and white image of vehicles driving on the Mineral King Road. NPS Photo.



Photo: Fisher seen along the Generals Highway near Ash Mountain. NPS Photo.





## Planning Process

### Public Scoping

Please review and comment on the Public Scoping Information posted on the project website.

Comments that provide insights about the current proposed action and potential mitigations around public closures are particularly helpful.

### Virtual Public Meeting

April 27, 2021 | 4:00-5:00PM PST

All materials will be posted to the project website following this meeting.

### Next Steps

Comments will be accepted until midnight on May 19, 2021.

Following the public review period, the planning team will evaluate public comments, finalize consultation, and prepare a decision document.

The NPS intends to make a decision on this planning effort in summer 2021.

### How to Submit Comments

- ✓ On the Internet at <https://parkplanning.nps.gov/MineralKingRoadRehab>
- ✓ At an open house
- ✓ Mail to Superintendent, Sequoia and Kings Canyon National Parks, Attn: Mineral King Road Rehab, 47050 Generals Highway, Three Rivers, CA 93271

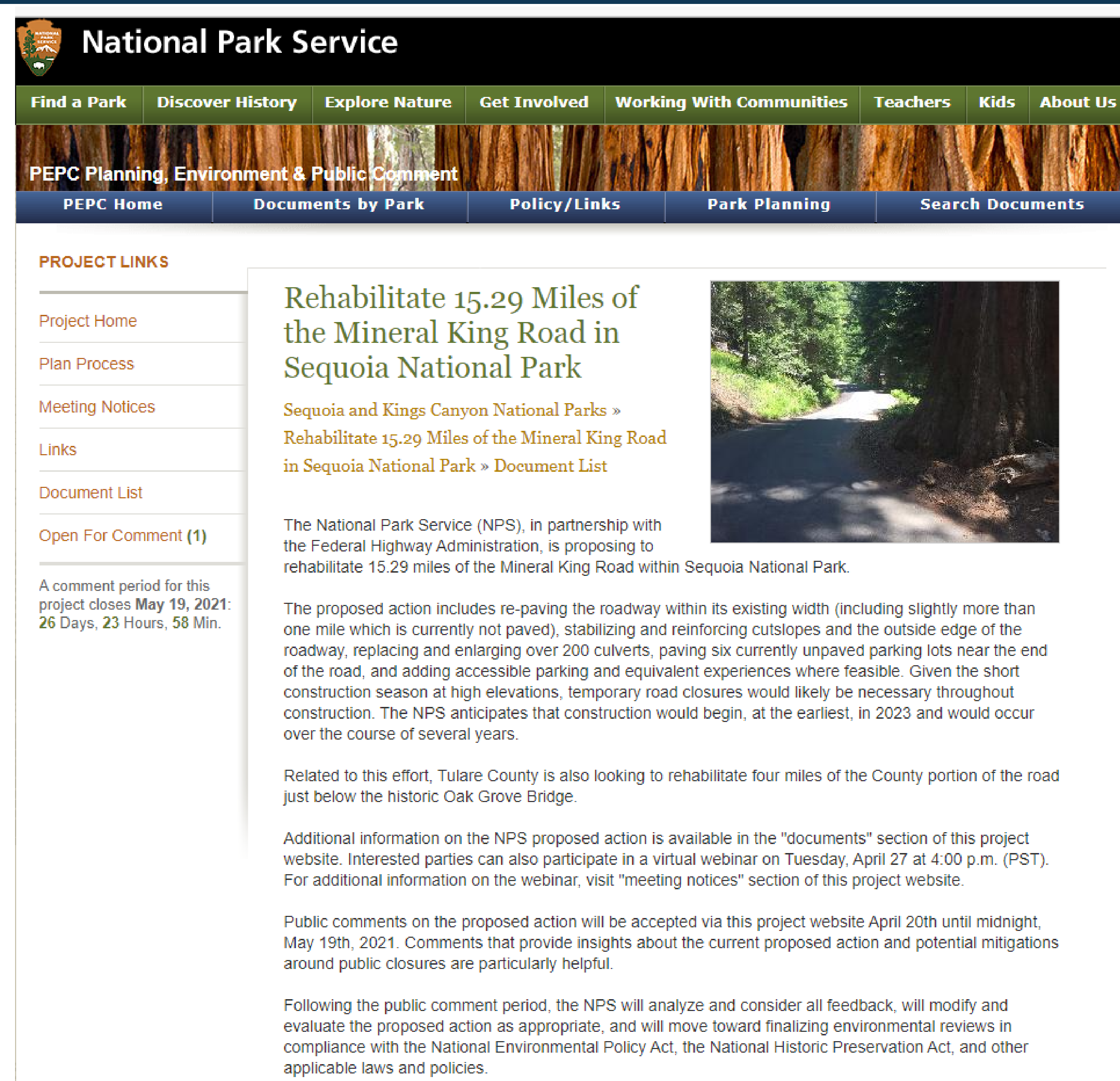


Image: Screenshot of the project webpage.

### Planning Schedule

- Define purpose and need
- Develop preliminary alternatives

- ID resources of concern
- Refine alternatives

- Public Scoping - seek input and analyze comments

- Prepare Environmental Document and Conduct Consultation

- Finalize Designs and Prepare Decision Document

<https://parkplanning.nps.gov/MineralKingRoadRehab>





# Questions?