

2012 Camp Muir Rehabilitation Plan Selected Alternative Drawings and Summary



Figure 1. Aerial view of Camp Muir, conditions existing in 2002. Rectangular outline denotes wilderness boundary; irregular outlines denote historic district and sensitive vegetation boundaries.

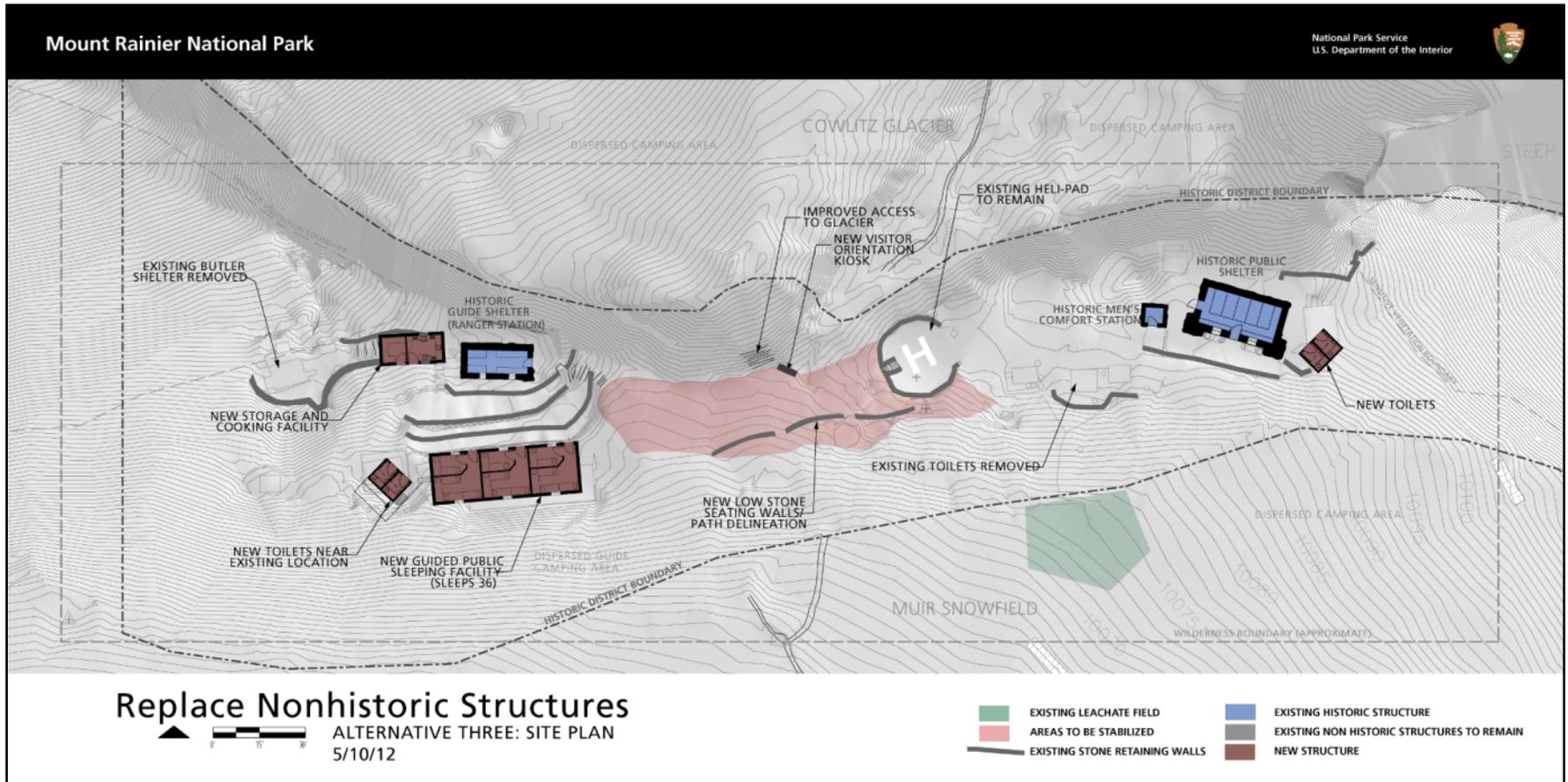


Figure 2. Camp Muir Rehabilitation Plan Selected Alternative.

Table 1. Summary of Camp Muir Rehabilitation Plan activities.

Camp Muir Rehabilitation Plan Summary: Replace Non-Historic Structures	
Action Elements	HISTORIC DISTRICT/NHL D
Rehabilitation and/or modification of historic buildings (Public Shelter, Guide House, Men's Comfort Station)	Historic buildings would be repaired and maintained. A separate cooking space would be created in the Public Shelter.
Treatment of existing non-historic buildings (Client Shelter, Butler Shelter, Toilets)	All existing non-historic buildings would be removed; toilets would be replaced as described below
Addition of new "historically compatible" structures	Butler Shelter replaced with Guide cooking and storage building; Client Shelter replaced with new Client Shelter. Toilets will also be visually compatible with historic district.
Replacement of Toilets	Replace west toilets with new "separator" toilets that are more visually compatible with historic district; remove east toilets and place two new toilets east of public shelter. Removal of toilets from central ridge will restore historic views and eliminate visual "eyesore".
EFFICIENCY OF OPERATIONS/USE CONFIGURATION	
NPS sleeping, cooking and storage	No change in configuration; Historic Guide Shelter continued to be used by NPS for cooking, sleeping and some storage; Men's Comfort Station continue to be used as storage
Public sleeping and cooking	Historic Public Shelter sleeping for 16-18 and partition for separate cooking.
Guided public sleeping and cooking	Client Shelter removed & replaced with new structure (815 SF) to sleep 36 and storage for guides and clients.

Camp Muir Rehabilitation Plan Summary: Replace Non-Historic Structures	
Guide sleeping and storage	Guides sleep in new Client Shelter; storage and cooking in new building west of Ranger Station (replacing Butler Shelter)
Toilets	New "separator" "direct deposit" toilets will reduce handling by NPS climbers; toilet structure designed to simplify handling and transport of barrels.
Utilities and instrumentation	Utilities centralized/ managed, design new structures to house utilities and instrumentation.
ENVIRONMENTAL FOOTPRINT	
Historic Structures (sq. ft., total)	1003 sq. ft.
Existing Non-historic structures including toilets (sq. ft.)	All will be removed.
New structures including new toilets	1363 sq. ft.
Pathway improvements/ erosion control	Pathways delineated, defined with low rock walls. Provide seating areas for climbers and hikers. Gravel will not be imported to the site to stabilize trails.
Wilderness footprint (Including temporary structures and campers)	Modular tents no longer in Wilderness.
VISITOR EXPERIENCE	
Visitor Orientation	Visitor Orientation Kiosk/Wayside to inform visitors, share local history and pre-history of mountain. Delineated pathways and kiosk will guide visitors and walls will provide seating areas for hikers and climbers.

Camp Muir Rehabilitation Plan Summary: Replace Non-Historic Structures	
Construction activities (temporary)	3-5 seasons of construction depending on funding to begin as early as 2013, will inconvenience climbers and hikers. Implementation planning will consider and minimize impacts to all visitors and guides.
Anticipated visitor experience in response to final product	Safer sleeping and cooking arrangement for all visitors, NPS Ranger contact continues to be similar to present. Cultural landscape will be restored and “eyesores” removed. Clutter will be reduced.
CONSTRUCTION ACTIVITIES	
Helicopter transport during construction (approximate)	Flight hours: 48; flight days: 8 (reduced from EA table 4 because gravel will not be imported). Anticipate up to four flight periods per year during the first years of construction (1-3 days each), two “periods” would coincide with typical shoulder season operational flights to limit impacts.
Timing and duration of work	Three to five years depending on funding availability.