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U.S. Department  
of Transportation

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**Federal Highway  
Administration**

**FINDING OF NO SIGNIFICANT IMPACT  
ENVIRONMENTAL ASSESSMENT FOR THE  
REHABILITATE HURRICANE RIDGE ROAD PROJECT  
OLYMPIC NATIONAL PARK, WASHINGTON**

This finding of no significant impact and the *Rehabilitate Hurricane Ridge Road Project Environmental Assessment 2004 (EA)* constitutes the record of the environmental impact analysis and decision-making process for the rehabilitate Hurricane Ridge Road project. The National Park Service (NPS) will implement Alternative 2, the preferred alternative, described in the EA.

Per the 1983 Memorandum of Agreement between the NPS and Federal Highway Administration (FHWA), the NPS is the lead agency for this project and the Western Federal Lands Highway Division (WFLHD) of the FHWA is a cooperating agency in addressing National Environmental Policy Act (NEPA) compliance for this road repair project. This project is being developed as part of the Park Roads and Parkways category of the FHWA Federal Lands Highway Program, which is financed by the Federal Highway Trust Fund.

**PURPOSE AND NEED FOR FEDERAL ACTION**

The purpose for taking action is to rehabilitate and resurface approximately 17.6 miles of Hurricane Ridge Road from the Hurricane Ridge Visitor Center in Olympic National Park (OLYM), northeasterly to the intersection with Mount Angeles Road in Port Angeles, Washington. This action is needed because of the deteriorated pavement and shoulders, potential structural problems associated with landslide movement, substandard parking and pedestrian access at some turnouts and parking areas, and a substandard intersection at Mount Angeles Road and Hurricane Ridge Road that causes visitor confusion.

**SELECTED ALTERNATIVE**

The selected alternative is Alternative 2, the preferred alternative as described in the EA. The EA defines the rationale for the project in terms of resource protection and park management, public and operational use, maintenance costs, and other applicable factors. Furthermore, the selected alternative will repair deficiencies identified in a road inventory report that was completed in 1999, and a culvert inspection report completed in 2003. Both of these reports recommended improvements to the substandard road surface and drainage features affecting Hurricane Ridge Road

- Section I – Hurricane Ridge Visitor Center to the tunnels (Mile Post (MP) 17.7 to MP 8.9);
- Section II – tunnels to the Heart O' the Hills entrance station (MP 8.9 to MP 5.2); and
- Section III – Heart O' the Hills entrance station to the intersection with Mount Angeles Road (MP 5.2 to MP 0.0).

For the entire length of the road, which is generally 24- to 26-feet wide, the travel lanes will be repainted from the current 12-foot to an 11-foot width, increasing the available paved shoulder space for bicycle use in some areas without widening the road. Approach aprons for roads that intersect with Hurricane Ridge Road will be surfaced with asphalt and tapered to the width of the approach road. Due to their deteriorated condition and age, all guardrails in the project area will be replaced or recycled, as needed, with the exception of poorly placed or unnecessary guardrails, which will be removed. Some guardrails will be extended or lengthened for safety considerations.

## **ROAD SURFACE TREATMENT**

The road surface for the entire road will be designed for a 20-year life using the following measures:

- pulverize existing asphalt pavement to create recycled aggregate base;
- add a new asphalt pavement top, construct a rise in road elevation as needed; and
- add an aggregate-soil/sub base mix to the existing fill slope and foreslope soils to compensate for the rise in elevation.

All paving will occur within the existing travel lanes and shoulders. Some blending will be necessary within the paved and gravel shoulders to compensate for the increased thickness of the road surface. Existing drainage ditches are over steepened in places, and the blending will also allow the ditch slope closest to the roadway to be flattened, as necessary. However, the water flow in the ditches will be maintained. Where necessary, the road crown will be reestablished to promote better drainage.

## **TURNOUTS**

There are forty-seven turnouts in Section I of Hurricane Ridge Road; 25 are paved, and 22 are gravel. The size of the paved turnout at Station 858+24 (approximately MP 16.1) will be reduced and the previously disturbed area reclaimed and revegetated. The other paved turnouts will be repaved as part of the project. In addition, the gravel turnouts at Stations 630+36 and 699+68 (approximately MP 11.7 and 13, respectively) will be paved.

There are five turnouts in Section II of Hurricane Ridge Road, and all are paved. The size of the paved turnout at Station 435+80 (approximately MP 8.1) will be reduced and the previously disturbed area reclaimed and revegetated.

Six turnouts occur in Section III of Hurricane Ridge Road; five are paved, and one is gravel. The size of the paved turnout at Station 208+16 (approximately MP 3.8), and the gravel turnout at Station 265+95 (approximately MP 4.8) will be reduced and the previously disturbed area reclaimed and revegetated. All other areas will be repaved.

## **OTHER IMPROVEMENT FEATURES**

Several areas of Hurricane Ridge Road require sub-excavation prior to paving in order to improve stability in landslide areas as well as other areas of local instability. These locations are detailed in the EA.

The sidewalk at the parking area near Station 620+80 (approximately MP 11.6) will be moved or relocated on the east (uphill) side of the road. The entire parking area will be reconfigured to realign all features on the uphill end to prevent further damage from erosion, and curbing will be replaced. However, disturbances will be limited to the existing footprint. The parking area at Station 478+25 (approximately MP 8.9), located in a landslide area, will also be reconfigured to remove weight from the landslide.

Often traffic backs up at the Heart O' the Hills entrance station, and consequently motorists turn into Lake Angeles/Heather Park trailhead. Subsequently, an informal, earthen turn lane has developed near the Heart O' the Hills entrance station, and this will be widened and paved. Currently, there is an informal employee parking area above the Heart O' the Hills entrance station that will be formalized through paving and curbing.

The Hurricane Ridge Road and Mount Angeles Road intersection will be reconfigured so that the primary traffic flow is onto Hurricane Ridge Road. Currently, the intersection is confusing many park visitors miss the turn for Hurricane Ridge Road and enter a residential neighborhood. The changes to the intersection will include signage to help clarify the route to Hurricane Ridge Road and reconfiguration to direct visitors to Hurricane Ridge.

As part of the road rehabilitation, culverts will be cleaned, lined, or recycled and replaced, as necessary. The repairs will be designed to add 20 years to the road's service life and may require minor shifts in culvert alignments or possibly some culvert extensions. With the exception of new drainage structures associated with the reconfiguration of the Mount Angeles Road and Hurricane Ridge Road intersection, no culverts will be installed in new locations. Approximately 15 culverts will be replaced, 23 will be lined, and 32 headwalls will be installed.

Construction equipment will be staged on the segment of road where the activity is occurring, or in designated turnouts. Very little material, other than the actual road equipment, will need to be stored onsite. No asphalt or fill staging or materials storage will be allowed within Olympic National Park. In addition, any construction-related offices or laboratories will be located outside the Park. Construction material sources for the project will be selected by the construction contractor and will be obtained from commercial sources outside the park. For safety purposes, the road will be closed to bicyclists during construction.

## **ALTERNATIVES CONSIDERED AND ANALYZED**

The no-action alternative (Alternative 1), was the other alternative considered in detail in the EA. The no-action alternative would be the continuation of existing conditions for Hurricane Ridge Road. Under Alternative 1, the NPS would respond to future needs and conditions associated with Hurricane Ridge Road in Olympic National Park without major actions or changes in the present course. This would include routine roadwork and maintenance such as culvert and ditch maintenance, patching, striping, and shoulder work (e.g., vegetation and rock clearing). In the event of accelerated or continuing landslide movement, the Park would respond to the need for repairs and/or temporary closure, as necessary.

The no action alternative was not selected because it would not meet the purpose and need for the project. Deterioration of the road would continue, posing visitor safety and resource impacts likely to worsen over time.

## ENVIRONMENTALLY PREFERRED ALTERNATIVE

The “environmentally preferred” alternative is determined by applying the criteria cited in the National Environmental Policy Act of 1969 (NEPA), and applied in accord with the Council on Environmental Quality (CEQ) regulations. The Council on Environmental Quality provides direction that “the environmentally preferred alternative is the alternative that would promote the national environmental policy as expressed in section 101 of NEPA”, which considers:

1. Fulfilling the responsibilities of each generation as trustee of the environment for succeeding generations.
2. Assuring for all generations safe, healthful, productive, and esthetically and culturally pleasing surroundings.
3. Attaining the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences.
4. Preserving important historic, cultural, and natural aspects of our national heritage and maintaining, wherever possible, an environment that supports diversity and variety of individual choice.
5. Achieving a balance between population and resource use that would permit high standards of living and a wide sharing of life's amenities.
6. Enhancing the quality of renewable resources and approaching the maximum attainable recycling of depletable resources. (NEPA, section 101).

The environmentally preferred alternative requires rehabilitation of the Hurricane Ridge Road, which is the NPS preferred alternative and selected action. This alternative meets the provisions above as evidenced below.

*Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations:* The selected alternative will allow park resources to continue to be accessed in the future from the Hurricane Ridge Road. It will also prevent the loss of natural resources by reducing the potential for landslides and reduce frequently needed road maintenance, the associated potential for resource impacts, and costs.

*Ensure for all Americans safe, healthful, productive, and esthetically and culturally pleasing surroundings:* The road rehabilitation will protect public and employee health, safety, and welfare by repairing and stabilizing deteriorated road surfaces and parking areas and reducing the potential for landslides.

*Attain the widest range of beneficial uses of the environment without degradation, risk of health or safety, or other undesirable and unintended consequences:* The long-term effects of the selected alternative will minimize landslides and the harm they cause to downstream areas, vegetation, wildlife, visitor experience and park operations. The selected alternative will provide a safe roadway without degrading the features of Hurricane Ridge.

*Preserve important historic, cultural, and natural aspects of our national heritage and maintain, wherever possible, an environment that supports diversity and variety of individual choice:* The selected alternative will occur primarily within the road prism protecting cultural resources that lie outside of the existing road disturbance. Further, the selected alternative will protect cultural resources from potentially damaging landslides.

*Achieve a balance between population and resource use that will permit high standards of living and a wide sharing of life's amenities:* There are negligible beneficial effects to socioeconomic resources as a result of the selected alternative. Moreover, soils, vegetation, wildlife, visitor experience, and park operations will be beneficially affected by the roadway improvements including the stabilization of landslide areas, reduction in formal and informal pullouts, drainage improvements, replacement of culverts, and control of non-native plant species.

*Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources:* The selected alternative will improve operations efficiency and sustainability by reducing frequently needed ongoing road maintenance. This initial construction will require petroleum and other depletable resources. These impacts will be short term and will be more than offset by reducing the needs for these materials in ongoing maintenance.

In summary, the selected action will protect the visitor experience and improve park operations with minimal disturbance to natural and cultural resources. It will also provide some benefits to the existing natural resources by restoration of native roadside vegetation and protection of soils, vegetation, and wildlife from landslides.

The no-action alternative is not the environmentally preferred alternative because it would not: address the deteriorating road surface that creates safety hazards for employees and visitors, especially bicyclists; reduce frequently needed road maintenance; address drainage concerns associated with deteriorating culverts; and reduce road instability due to landslide areas.

## **WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT**

The following summary reviews impact considerations and highlights key safeguards of implementing Alternative 2, the selected alternative. Mitigation measures described in Table 1 will be employed to minimize these impacts of the proposed action. The EA provides for detailed consideration of the factors supporting the determination of non-significance.

As described in the EA, the selected action (preferred alternative) will have no significant impacts on geology, water resources, wild and scenic rivers, wetlands, floodplains, water quality, cultural resources, visual resources, soundscapes, wilderness values, prime and unique farmland, land use, environmental justice, ecologically critical areas, ethnographic resources, and Indian trust resources. There are no jurisdictional wetlands or floodplains that will be impacted by the preferred alternative, therefore Executive Orders 11990 and 11988 are not applicable. The NPS has determined the project will comply with Section 106 of the National Historic Preservation Act, per the 1995 Programmatic Agreement (PA) with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers. With this PA, the NPS may review Section 106 compliance internally for projects taking place within previously disturbed areas. If no potential effects are determined, the NPS can move forward with the project.

### *Air Quality*

Short-term, localized, negligible, adverse effects will occur to air quality from construction vehicle emissions and from fugitive dust emissions on Hurricane Ridge Road during construction activities. Air quality impacts would be expected to be within air quality standards and likely not detectable. Once construction is complete, there would be no change in long-term impacts to air quality.

### *Water Quality*

The potential exists for sedimentation of local streams during construction activities from exposed soils. However, implementation of erosion and sedimentation controls would minimize any adverse impacts to water quality.

### *Soils*

Soil disturbance would occur to approximately 22.6 acres when all road improvements are considered. Impacts to soils from construction include trampling, cuts and fills, and some soils would be covered with relatively impermeable materials. Short-term impacts to soil resources would be localized, minor, and adverse. Approximately 22.6 acres of soil would be restored to natural conditions as a result of the reclamation after the construction is completed. Over the long-term, soil resources in reclaimed areas would be restored to natural conditions, and the long-term impact would be negligible. In landslide areas, long-term, moderate, beneficial impacts would occur as a result of soil stabilization.

### *Vegetation*

Approximately 21.5 acres of roadside vegetation, consisting primarily of non-native species, and an additional 1.1 acres of vegetation outside the road shoulder area would be disturbed by implementing Alternative 2. Several small trees may be removed in the reconfiguration of a parking area in Section II, but these small trees are less than 16" diameter breast height and are not old growth trees. Following construction, approximately 22.6 acres of disturbed habitat would be restored, including the removal of non-native species, resulting in a long-term, minor, beneficial effect on vegetation at the project area.

### *Wildlife*

The implementation of the selected alternative would result in local, short-term (during the duration of the project), negligible to minor impacts to wildlife from noise and human presence. The rehabilitation of approximately 22.6 acres of previously disturbed areas would have a local, long-term, negligible, beneficial effect on wildlife, primarily because the habitat associated with this project work is along the existing road corridor that does not support vegetation and habitat highly valuable to wildlife.

### *Threatened and Endangered Species*

Construction-related impacts including human presence and the generation of noise from construction equipment will result in a "may affect, likely to adversely affect" determination for the marbled murrelet and the northern spotted owl. There will be no effect on bull trout because the project is not within any drainage that supports bull trout, and there will be no downstream effect on bull trout as a result of this project.

No bald eagle nests or winter concentration areas are known to occur along Hurricane Ridge Road, and water bodies necessary for suitable habitat are absent from the area. Consequently there will be no effect to bald eagles from the project.

During construction, some harassment to the marbled murrelet or northern spotted owl may occur from increased levels of human activity, the ground vibrations produced by vehicles and heavy equipment in the construction zone, and most notably, the noise associated with the construction. Although these species may be affected by these activities, there will be no alteration to or loss of the habitat used by the marbled murrelet or northern spotted owl (old-growth forests). The overall effects from the road construction activities will be short term, minor to moderate, and adverse for the northern spotted owl and marbled murrelet.

When construction is complete, all disturbed soil areas will be restored and revegetated with native species, and measures will be taken to minimize invasion by non-native species. Overall, there will be no net loss or gain of marbled murrelet or northern spotted owl habitat. The restoration of non-native species to native species could have a local, long-term, negligible, beneficial effect on northern spotted owls and marbled murrelets, but will have no effect on bald eagles.

To assess the effects on these species, the NPS prepared a biological assessment (BA), to initiate formal consultation as required under section 7 of the Endangered Species Act of 1973, as amended. The BA was submitted to the U.S. Fish and Wildlife Service (Service) on May 20, 2004. The Service issued a Biological Opinion dated June 22, 2005, which evaluated the effects of the project on the threatened northern spotted owl and marbled murrelet. The Service determined that the project as proposed is not likely to jeopardize the continued existence of the spotted owl because:

- The project will not remove or degrade suitable nesting habitat and will therefore not reduce nesting opportunities for spotted owls.
- Disturbance impacts are anticipated to be limited to all spotted owls that nest within 60 yards of Hurricane Ridge Road.
- The disturbance impacts are expected to be temporary and will not result in death of any individual or juvenile spotted owls.

In addition, incidental take was determined to be in the form of harassment as a result of disturbance from the use of heavy construction equipment during the 2007 and 2008 early breeding season for spotted owl and early and late breeding seasons for murrelet. The project would result in an incidental take of 541 acres of suitable habitat for owls and 164 acres of suitable habitat for murrelets as a result of sound disturbance. The Service determined that this level of take is not likely to jeopardize the continued existence of the spotted owl or murrelet.

#### *Visitor Experience*

During the construction period, there would be short-term, local, moderate, and adverse effects to visitor use and experience as a result of noise, dust, fumes, delays, and construction vehicle traffic. Closing the road to bicyclists during the duration of the project would result in short-term, minor to moderate, adverse effects on those visitors who wish to bicycle on the road. Long-term beneficial effects to visitor experience are expected to occur as a result of improved travel conditions on the repaved surface; widened road shoulders that would improve the safety of the road; improved parking at the visitor center; the improved conditions to minimize continued landslide movement which currently have adverse effects on the road; and the improvement of the intersection at the Mount Angeles and Hurricane Ridge roads.

### *Park Operations*

The implementation of the preferred alternative will result in long-term, minor beneficial effects to park operations. The service life of the Hurricane Ridge Road and associated turnouts, parking areas, and intersections will be extended by several decades and will meet NPS road standards. The maintenance requirements will be reduced by the installation of culvert headwalls, elimination of turnouts, and improvements at the landslide areas. There may be short-term conflicts between the road construction crew and the park maintenance operations during the project work, however, these conflicts would be addressed and reduced through the construction contract stipulations.

### *Socioeconomic Environment*

Construction work could cause delays for park visitors using the Hurricane Ridge Road, which may lead to a negligible reduction in visitation. Due to the expected minimal reduction in the number of tourists visiting the Hurricane Ridge Road and the availability of other tourist sites in the region, the associated impacts to tourism and the socioeconomics would be short-term, negligible and adverse.

### *Cumulative Effects*

As described in the EA, cumulative impacts were determined by combining the impacts of the selected action (preferred alternative) with other past, present, and reasonably foreseeable future actions. Past, present, and future actions that may have potential to cumulatively impact resources include:

- The Hurricane Ridge Road geotechnical exploration involved the use of a drill rig to bore 5-foot deep holes every 0.5 mile along the entire length of Hurricane Ridge Road, and the drilling time at each hole was roughly one half hour. Furthermore two, 50-foot deep hole explorations in slide areas along Hurricane Ridge Road roughly occurred over two days for each, with the drill unit running most of that time.
- There is development in the Port Angeles area and logging on adjacent lands managed by local, state, and federal agencies, as well as private citizens.
- The project at Hurricane Ridge Visitor Center Parking Area involved replacing deteriorated sidewalks and curbing at the visitor center.
- Ongoing park maintenance operations on Hurricane Ridge Road including winter snow plowing activities and other routine maintenance.

Cumulative impacts to soils, vegetation, wildlife, special-status species, visitor use and experience, park operations, and socioeconomics were analyzed for each topic for the selected action in the EA. As described in the EA, the cumulative effects of past, present, and future actions in the area, combined with the impacts of the selected action, are not anticipated to produce any significant cumulative effects.

Alternative 2 is the selected course of action because it will extend the serviceable life of the Hurricane Ridge Road by repairing the damaged pavement, minimizing slides, and correcting drainage problems. Consequently it will allow continued visitor access to Hurricane Ridge and points along this road. The selected course of action will improve the safety of the roadway by increasing the width of the road shoulders, removing or modifying existing pullouts, and reducing potential structural problems associated with landslide movement. The selected course of action will reduce visitor confusion at the intersection of Mount Angeles Road and Hurricane Ridge Road.

This project can be implemented with no long-term adverse impacts to air quality, soils, vegetation, wildlife, visitor experiences, socioeconomic resources, and park operations. The project will have no significant impact on threatened and endangered species, though it is likely to adversely impact marbled murrelet and northern spotted owls, these impacts will be minor. The project will result in long-term beneficial impacts to soil resources, vegetation, visitor experiences, and park operations.

There were no highly controversial effects identified during either preparation of the EA or the public review period. There were no highly uncertain, unique, or unknown risks identified during either preparation of the EA or the public review period. The selected action is not directly related to any larger proposal. The selected action neither establishes a NPS precedent for future actions with significant effects nor represents a decision in principle about a future consideration.

The NPS followed required compliance processes to ensure that this project does not violate any federal, state, or local environmental protection laws or requirements.

### **Mitigating Measures**

Mitigation measures have been incorporated into the selected action to reduce, eliminate, or avoid adverse impacts. The mitigation matrix presented below summarizes the mitigation measures to be implemented for each resource area. In addition, the matrix indicates the party responsible for implementing each measure, as understood at this time. These assignments may change as the implementation strategy for the project is finalized, but the parties identified in the matrix are a starting point from which to track and ensure adequate implementation of all mitigation included as part of the selected action. Where "NPS/FHWA" is shown as a combined responsibility in the matrix, the agency with primary responsibility will be determined subsequent to this Finding of No Significant Impact (FONSI) and documented in the Environmental Commitment Summary.

### **Mitigation Matrix**

Resource Area	Mitigation Measure	Responsible Party
General Considerations	Before the beginning of construction, construction limits will be surveyed, staked, and may be marked with construction fencing, tape, flagging, snow fencing, or some similar material, as necessary. The construction limits identify and limit the area of construction activity. All work will stay inside the construction limits. All protection measures will be clearly stated in the construction specifications and workers will be instructed to avoid conducting activities beyond the construction limits. This does not exclude necessary temporary structures such as erosion control fencing.	NPS
	The project will remain confined within the parameters established in the compliance documents and the mitigation measures will be properly implemented.	FHWA/NPS

Resource Area	Mitigation Measure	Responsible Party
	Construction equipment staging will occur within the roadway for active work areas or at designated turnouts. Construction related offices or laboratories will be located outside Park boundaries.	FHWA/NPS
	All demolition debris, including visible concrete and metal pieces, will be immediately hauled from the Park to an appropriate disposal location by day's end. All tools, equipment, barricades, signs, surplus materials, and rubbish will be removed from the project work limits upon project completion. Any asphalt surfaces damaged due to work on the project will be repaired to original condition.	FHWA/NPS
	Strict garbage control will be maintained so that scavengers (e.g., corvids) are not attracted to the project area. No food scraps will be discarded or fed to wildlife.	FHWA/NPS
	Best management practices for drainage and sediment control will be implemented to prevent or reduce non-point source pollution and minimize soil loss and sedimentation in drainage areas.	NPS
	For safety purposes, the road will be closed to bicyclists during construction.	NPS
Air Quality	Fugitive dust will be controlled by periodic water sprinkling.	FHWA/NPS
	Construction vehicle engines will not be allowed to idle for extended periods of time. Visitors stopped due to construction delays will be encouraged to turn off their engines.	FHWA/NPS
Soils	During periods of heavy rainfall, a temporary stop order could be issued and work will be halted. During these work stoppage periods, project personnel will continue to check the silt fences and check dams, maintain the silt fences in effective condition, and remove accumulated sediment, as necessary, to ensure stabilization is maintained.	FHWA/NPS
	Erosion and sediment control will be required.	NPS
	Topsoil will be removed from areas of construction and stored for later reclamation use. The topsoil will be respread in as near the original location as possible and supplemented with scarification, mulching, seeding, and/or planting with species native to the immediate area.	NPS
Vegetation	A revegetation plan will be developed to restore disturbed areas.	NPS
	Ground surface treatment will include grading to natural contours, topsoil replacement, seeding, and planting. This work will occur as soon after the completion of construction as possible.	NPS

Resource Area	Mitigation Measure	Responsible Party
	Reclaimed areas will be monitored after construction to determine if reclamation efforts are successful or if additional remedial actions are necessary. Remedial actions could include installation of erosion control structures, reseeding, and/or replanting the area, and controlling non-native plant species.	NPS
	In an effort to avoid introduction of non-native / noxious plant species, no imported hay bales will be used during revegetation. On a case-by-case basis, the following materials may be used for any erosion control dams that may be necessary: certified weed-free rice straw, cereal grain straw that has been fumigated to kill weed seed, and wood excelsior bales.	NPS
Vegetation	<p>Undesirable plant species will be controlled in high-priority areas and other undesirable species will be monitored and controlled, as necessary. To prevent the introduction of, and minimize the spread of non-native vegetation and noxious weeds, the following measures will be implemented during construction:</p> <ul style="list-style-type: none"> <li>▪ Soil disturbance will be minimized.</li> <li>▪ All construction equipment, except hauling vehicles, will be pressure washed and/or steam cleaned before entering the Park to ensure that all equipment, machinery, rocks, gravel, or other materials are cleaned and weed free before entering Olympic National Park.</li> <li>▪ All hauling vehicles entering the park for the first time will be pressure washed; subsequent entries will not require pressure washing unless the vehicle shows signs of mud, plant material, or other substances that could be considered harmful.</li> <li>▪ All haul trucks bringing asphalt or other fill materials from outside the Park will be covered to prevent seed transport.</li> <li>▪ Vehicle and equipment parking will be within the construction limits, existing roadways, parking lots, or the access routes.</li> <li>▪ Disturbance will be limited to roadsides, culvert areas, and other areas inside the designated construction limits. No machinery or equipment should access areas outside the construction limits.</li> </ul>	NPS

Resource Area	Mitigation Measure	Responsible Party
Vegetation	<p>Revegetation of a disturbed area will be initiated within 14 days of the last disturbance of the area, except when the area will be disturbed again in 21 days.</p> <p>All fill, rock, or additional topsoil will be obtained from the project area, if possible. If not possible, then weed-free fill, rock, or additional topsoil will be obtained from sources outside the park. Some material may not be required to be weed free, such as asphalt pavement and roadway aggregate (if buried by other material). The weed-free condition of the material from sources outside the park will need to be approved by the park. If material from an outside source is not weed free, then the Park may either reject use of material from that source or approve use if appropriate measures are taken to treat the material.</p>	NPS

Resource Area	Mitigation Measure	Responsible Party
	<p>To avoid transporting undesirable plant species in excavated soils, the following soil transport measures will be implemented:</p> <ul style="list-style-type: none"> <li>▪ From the intersection with Mount Angeles Road to Heart O' the Hills entrance station, soils will not be transported uphill beyond the entrance station.</li> <li>▪ From the Heart O' the Hills entrance station to the tunnels, surface and subsurface soils will be transported anywhere within this segment or downhill.</li> <li>▪ From the tunnels to Third Peak (approximately 3 miles from the Hurricane Ridge Visitor Center) transport of surface and subsurface soils will be limited to within this segment with no soils transported outside this segment either uphill or downhill.</li> <li>▪ From Third Peak to the Hurricane Ridge Visitor Center, no transport of surface or subsurface soils from lower segments to this segment will be allowed. Materials from this segment can be transported downhill.</li> </ul>	NPS
	<p>To maximize vegetation restoration efforts after completion of construction activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>▪ Topsoil, as well as incidental native vegetation (as feasible), will be salvaged from construction areas for reuse during restoration on disturbed areas.</li> <li>▪ Revegetation success will be monitored for up to 3 years following construction, implementing remedial and control measures as needed. Treatment of non-native vegetation will be completed in accordance with NPS-13, Integrated Pest Management Guidelines.</li> </ul>	NPS
Threatened and Endangered Species	<p>The construction work schedule will be delayed as needed in areas of occupied marbled murrelet habitat as late in the breeding season as possible, to minimize impacts to this species. Construction will occur at higher elevation segments of the road early in the construction season, proceeding to lower elevations in murrelet habitat between August 1 and September 15.</p>	NPS

Resource Area	Mitigation Measure	Responsible Party
Threatened and Endangered Species	To protect marbled murrelets during sensitive feeding periods, construction activities will not occur two hours before and after sunrise or sunset in the road segment from the tunnels to the Heart O' the Hills entrance station during the period of April 1 to September 15.	NPS
	Strict garbage control will be maintained to prevent scavengers (e.g., crows), which are predators on murrelet nests, from being attracted to the project area. No food scraps will be discarded or fed to wildlife.	FHWA/NPS
	Monitor and report the implementation of the proposed Project, describing the completed action, including timing of various project actions in relation to spotted owl and murrelet breeding seasons, and impacts to spotted owls and murrelets. Submit the report to the Service no later than October 30, 2008.	FHWA/NPS
Visitor Experience	Total construction-related traffic delays will be limited to 30 minutes in each direction if there are less than 10 vehicles per hour. Delays will be limited to a maximum of 20 minutes in each direction if there are over 10 vehicles per hour.	NPS
	Daily, project personnel will record delay times at stopping points and the results will be used to assure smooth movement of visitor traffic and efficient Park operations. Immediate access will be provided to any emergency vehicles.	FHWA/NPS
	Flaggers, pilot cars, signing, variable message signs and/or the newest technology, as appropriate, will be used to manage traffic.	FHWA/NPS
	No holiday or night time work will be allowed. Weekend work (Friday through Sunday) will be allowed September through the opening of the ski area in late December and in April and May. No work will be permitted from December 24 through January 2. In the event of unforeseen circumstances, the park superintendent or his designated representative may consider weekend work during critical times.	NPS

Resource Area	Mitigation Measure	Responsible Party
Visitor Experience	<p>During times the road is open to the public, construction operations will only occur on part of the road width so that one traffic lane is available to public traffic at all times under alternate one-way traffic control with the following conditions:</p> <ul style="list-style-type: none"> <li>One lane of traffic will be open at all times from the visitor center to the entrance station year round, and for the total length of the road during the spring, summer, and fall visitor season.</li> <li>Full-width construction could be possible above the Heart O' the Hills entrance station as permitted for specified periods of time in accordance with the winter schedule and also during the shoulder seasons (March to April, September to November), if the road is closed for weather conditions, snowplowing, and park operations, as determined by the park. Prior notice will be required to assure winter users are not confined in the upper area. If necessary during road closures, visitors leaving the park and requiring passage through the construction zone will be provided escorts for safety purposes.</li> <li>Limited occasions such as replacement of deep culverts or unforeseen problems may require temporary short-term full closure of the road. Such full closures will be for the minimal time required to complete the work activity or correct the problem.</li> </ul>	NPS
	No more than two sections of road will be under alternate one-way traffic control at any one time.	NPS
	No delays will be allowed from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. in the project area below the Heart O' the Hills entrance station.	NPS
	<p>A traffic management plan will be implemented that is approved by the FHWA and the NPS.</p> <p>This plan will include: proposed areas of construction and anticipated delays, safety considerations, estimated lengths of delay, and estimated number of vehicles stopped at any one point, as applicable to the construction. The 30-minute delay in each direction will be considered maximum and the plans will include proposals for less than 30-minute delays for the total length of the road. The plan will also include, as necessary, a limit on the number of vehicles that could be stopped at any one point to avoid backup into critical areas such as the entrance station and intersections.</p>	NPS

Resource Area	Mitigation Measure	Responsible Party
	A weekly construction schedule with daily updates will be used for management of visitation and park operations.	NPS/FHWA
	Announcement through public release to radio stations, press, publications, other public information outlets, and web sites, as appropriate, will be utilized as needed. Public information may include: daily delay schedules, variable message boards, and temporary construction signs in and outside the park.	NPS
	Hurricane Ridge Road will be closed to bicycle traffic during the construction period due to safety concerns.	NPS
	If justified by low traffic volumes, and with prior notice to the public and park operations, delays in opening the road above Heart O' The Hills may be considered until 10:00 a.m.	NPS

### **NON-IMPAIRMENT OF PARK RESOURCES OR VALUES**

Impairment is an impact that, in the professional judgment of the responsible manager, would cause permanent and/or major harm to the integrity of park resources or values, including opportunities that otherwise would be present for the enjoyment of those resources or values.

The implementation of the selected action will not constitute an impairment of park resources or values. Impacts documented in the EA and summarized above will not affect resources or values key to the natural and cultural integrity of the park or alter opportunities for the enjoyment of the park. The selected action will not impair park resources and will not violate the NPS Organic Act.

This conclusion is based on a thorough analysis of the impacts described in the EA, the lack of agency and public comments received, and the professional judgment of the NPS decision maker, in accordance with the NPS Management Policies, 2001. As described in the EA, implementation of the selected action (preferred alternative) will not result in major adverse impacts to a resource or value whose conservation is (1) necessary to fulfill specific purposes identified in the establishing legislation or proclamation of Olympic National Park; (2) key to the natural or cultural integrity of the park; or (3) identified as a goal in the park's General Management Plan or other relevant NPS planning documents.

### **PUBLIC INVOLVEMENT AND AGENCY CONSULTATION/COORDINATION**

Scoping is an effort to involve agencies and the general public in determining issues to be addressed in this EA. Scoping is used to determine important issues to be given detailed analysis in the EA and eliminate issues not requiring detailed analysis; allocate assignments among the interdisciplinary team members and/or other participating agencies; identify related projects and associated documents; identify permits, surveys, consultations, etc. required by other agencies; and create a schedule that allows adequate time to prepare and distribute the EA for public review and comment before a final decision is made. Scoping includes any interested agency, or any agency with jurisdiction by law or expertise (including, as appropriate, the state historic preservation office and American Indian tribes) to obtain early input.

To begin the planning process, in early 2003, staff of Olympic National Park and resource professionals of the NPS – Denver Service Center, conducted internal scoping. This interdisciplinary process defined the purpose and need, identified potential actions to address the need, determined the likely issues and impact topics, and identified the relationship of the proposed action to other planning efforts at Olympic National Park.

A press release initiating public scoping and describing the proposed action was issued on September 24, 2003. The press release was sent to approximately 200 media outlets, interested groups, public officials, agencies, and individuals in the Puget Sound and Olympic Peninsula area. In addition, approximately 70 letters were sent to individuals, organizations and agencies, plus more than 300 letters were sent to individuals who live near the project area requesting comments related to the Hurricane Ridge Road project. Comments were solicited during a public scoping period that ended October 24, 2003. Eleven responses to this initial scoping were received. Comments received were generally in support of the rehabilitation project, although two individuals indicated that the problems with the intersection of Hurricane Ridge Road and Mount Angeles Road could be solved by simply providing better signage. There were some concerns expressed about the nature of the improvements, including the location of turnouts and guardrails along the route; and resurfacing the road versus chip sealing. The Olympic Peninsula Audubon Society noted that traffic delays and the operation of construction equipment will create more exhaust fumes and recommended controlling these emissions.

The NPS submitted a BA evaluating the effects of the project on the threatened northern spotted owl and marbled murrelet to the US Fish and Wildlife Service on May 20, 2004. The Service issued a Biological Opinion dated June 22, 2005.

Olympic National Park released the EA for public review and comment on October 5, 2004, for a 30-day period, ending November 8, 2004. The EA was mailed to 23 individuals, agencies, and organizations with an interest in the project, and copies were also made available through the North Olympic Library System. An electronic copy of the document was placed on the park website: [www.nps.gov/olym](http://www.nps.gov/olym). In addition, a press release was issued October 5, and a letter was sent to 300 area residents to notify them of the availability of the document and inform them where they could obtain a copy.

At least one extensive article on the project was published in the Peninsula Daily News (November 1, 2004). Four public comments were received on the project during the public review period; no agencies or organizations submitted comments. Three commentors were in support of the project, and one expressed concerns on the scheduling and necessity of the project. None of the commentors brought forth new issues or concerns related to the adequacy of the EA. One commenter provided suggestions on signage. These suggestions were forwarded to the project coordinator.

## **PERMITS**

The following permits/certification may be required. Obtaining such permits will be the responsibility of WFLHD, in coordination with the NPS:

- Clean Water Act Section 404 permit from the US Army Corps of Engineers
- Clean Water Act Section 401 State Certification

- General Permit for Storm Water Discharges Associated with Construction Activity for compliance with the National Pollutant Discharge Elimination System (NPDES) from the U.S. Environmental Protection Agency.

## CONCLUSION


The NPS and WFLHD have determined that the selected course of action for the *Environmental Assessment, Rehabilitate Hurricane Ridge Road Project* in Olympic National Park will have no significant impact on the human environment. With due consideration of public comment and agency consultation, and the capability of mitigation measures to avoid, reduce, or eliminate adverse impacts, both agencies concur the selected action does not constitute a major federal action requiring preparation of an environmental impact statement (EIS). No highly uncertain or controversial impacts, unique or unknown risks, significant cumulative impacts, or elements of precedence were identified.

This FONSI is based on studies and NEPA documents prepared by the NPS, including the *Environmental Assessment, Rehabilitate Hurricane Ridge Road Project*, September 2004. These documents meet the requirements of 40 CFR 1500-1508, 23 CFR 771.119 and 771.121, NPS' *Director's Order 12 Handbook – Conservation Planning, Environmental Impact Analysis, and Decision Making*, and related environmental laws, executive orders, and implementing regulations. By authorizing signatures on this FONSI, NPS and WFLHD adopt the findings, conclusions, and recommendations contained in the EA, supporting studies as documented in the EA, and this FONSI.

### Recommended:

\_\_\_\_\_  
William G. Laitner  
Superintendent, Olympic National Park

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Date

  
\_\_\_\_\_  
Terri L. Thomas  
Environmental Manager, WFLHD


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2-23-06

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Date

### Approved:

\_\_\_\_\_  
Jonathan B. Jarvis  
Regional Director, Pacific West Region

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Date

  
\_\_\_\_\_  
Ricardo Suarez  
Project Delivery Director, WFLHD

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2/24/2006

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Date