

**FINDING OF NO SIGNIFICANT IMPACT
RESTORE INTERIM ACCESS INTO THE QUEETS AREA
OLYMPIC NATIONAL PARK, WASHINGTON**

This finding of no significant impact (FONSI) and the environmental assessment (EA) constitutes the record of the environmental impact analysis and decision-making process for this development project. The National Park Service (NPS) will implement Alternative B, the environmentally preferred alternative as described in the Olympic National Park (ONP) EA to restore interim access into the Queets Area.

PURPOSE AND NEED FOR FEDERAL ACTION

The National Park Service needs to restore interim access to the Queets area, within ONP. The Queets is located in the southwestern corner of the park off U.S. Highway 101 in the Olympic rainforest. The Queets Road provides access for visitors and park staff to: 20 primitive campsites with fire pits and picnic tables; pit toilets (no potable water or hookups); the Streater Crossing and Queets campground boat ramps; Queets Ranger Station, and two trailheads. The Sams River Trail follows the Queets River past Sams Rapids through the temperate rain forest. The Queets River Trail also begins at this location. The 17-mile trail travels northeast to the upper Queets Valley through rain forest wilderness.

The Queets Road was damaged on March 26, 2005 by a rock slide which undercut the road near milepost 8. The initial assessment of the washout found that the failure of the road resulted from river erosion at the toe of the landslide and/or groundwater seepage from behind and through the failed soil mass. Due to the instability of the road, it was closed to vehicular traffic at that time at the Matheny Creek Bridge. On or around January 11, 2006, there was a more extensive slide which completely obliterated 150 feet of access road at the original slide area, leaving a 200-foot deep chasm. NPS staff investigated the site on January 13 and found that the slide had removed a major portion of access road. In addition to the existing closure to vehicles, the road was closed to both pedestrian and stock access after the second slide.

The project is needed for the following reasons:

- The Queets Road provides one of four vehicular access roads to the western part of the interior portion of the park;
- Access is currently not possible beyond the slide out;
- Six miles of road are inaccessible to vehicles; there is no vehicle access to the campground, two boat ramps, and Queets trailheads;
- Road access is important to park visitors, including wilderness users, fishermen, campers, and those users who are unable to hike or use other methods for transportation;
- Road access is important for emergency services and for the administration of the Queets area;
- Road access is important for research and scientific studies by NPS, the Quinault Indian Nation, and others;

- Road access is important for area tribes to access their traditional use areas.

The environmental assessment analyzed two alternatives: Utilizing Washington State Department of Natural Resources (DNR) and U.S. Forest Service (USFS) roads and reopening the alternate route into the upper Queets area (the preferred alternative), and the no action alternative.

SELECTED ALTERNATIVE

Alternative B, restore interim access on USFS and DNR Roads to the NPS back access road is the selected alternative.

Alternative B consists of using existing open USFS roads 21 and 2180, and closed portions of USFS road 2180-010 and DNR road FR-Q-2100 that leads to the closed NPS back access road, sometimes referred to as the “back door road.” Currently, about 400 feet of the 2180-010 road on USFS lands is closed to vehicular access and 0.5 mile of the road is closed on DNR lands. The NPS back door road is closed and gated at the NPS boundary and at the Queets Road. These roads have been used in the past for access by park staff, for emergency and administrative purposes, and when flooding or washouts have occurred along the first 10.5 miles of the Queets Road.

Under this alternative, the NPS would improve the 2180-010 and NPS access road as necessary to public safety standards. The DNR and NPS portion of the roadways require little work to bring them to public safety standards. The road would be improved and maintained at primitive standards, gravel, and not recommended for low clearance vehicles and motor homes.

Project work would include brushing and clearing encroaching vegetation and removing obstructions (such as tank traps), grading and resurfacing the roadway, restoring roadside ditches and shoulders, improving existing pullouts, installing a bridge on the DNR portion of the road system, installing gates and placing berms at designated locations, and maintaining the road in the future. Use and maintenance agreements would be developed with the USFS and DNR.

The selected alternative was not significantly modified due to public comment.

ALTERNATIVES CONSIDERED AND ANALYZED

In addition to the selected alternative, the EA considered a no-action alternative.

Under alternative A, no action would be taken to restore road access to vehicle or pedestrian traffic. Park visitors and park staff would be required to leave their vehicles at the current road closure and proceed by foot cross country around the slide area, then travel for approximately 6 miles on unpaved roadway to access the facilities and trailhead at the end of the Queets Road. If the no action alternative is selected, a larger plan would be required to determine the best course of action to relocate or remove facilities from the Queets area.

ALTERNATIVES CONSIDERED AND REJECTED

Construct a bypass adjacent to the existing road around the active slide

The construction of a bypass was considered after the initial slide occurred in March 2005. Because conditions have changed greatly at the slide area, the area where a bypass route would be located is unstable and would not be sustainable. Therefore, this option is no longer possible and will not be considered further.

Construct keyed rock fill around slide area

After the first slide occurred, the park considered the placement of a keyed, mechanically-placed, free-draining rock fill that would be constructed against the active slide scarp to restore the lost embankment material and buttress the slide against future movement. This would have allowed the road to be reconstructed within the existing road corridor.

However, with the more extensive slide that occurred in January 2006, this alternative is no longer feasible due to the instability of the slope. Therefore, it will not be further evaluated.

Utilize Culvert at Stream Crossing instead of Bridge

During the project development phase, the NPS consulted with the Washington Department of Fish and Wildlife (WDFW) to determine what type of stream crossing would be required on the FR-Q-2100 road to meet fisheries passage requirements. It was determined that the bankfull width of the stream was 15 feet; therefore, a large culvert (15 to 20 foot culvert) would be required to meet fish passage requirements. Placing a culvert of this size and magnitude within the stream would require a substantial amount of excavation and in-stream work, which would cause unacceptable adverse impacts to the stream. Therefore, this option was ruled out.

Consider other area roads for restoring access into the Queets area

There is a potential alternative access point off FS Road 2180-010 northeast of the project area through the USFS gravel pit /storage area to DNR lands. Currently this road is closed at the gravel pit. The road currently has one stream crossing with an undersized culvert that would require either major excavation and a larger culvert to restore fish passage or the placement of a bridge. In addition, the same work as in the preferred alternative to reopen the DNR road would be required. Because this alternative was so similar to the preferred alternative, was a less direct route and more confusing route, and would require more instream work because of the culvert, the NPS ruled out this alternative from further evaluation.

Decommission Road and extend trail

This alternative is similar to the no-action alternative in that the road would not be reopened. However, this alternative would add the decommissioning of the road past the Matheny Creek Bridge, and include constructing a trailhead and small parking lot near the bridge site. The gravel along the remaining section of road would need to be removed and revegetation efforts would be necessary to reclaim the current roadway. This process would also involve the removal of all culverts that are not necessary for the stability of the

trail. Facilities at the campground would need to be removed, modified to a more primitive service-level facility, or moved to a different location where road access exists. A trail would be constructed around the active slide area.

This alternative was eliminated from further analysis at this time because it does not meet the purpose and need of this project to allow for vehicular access to the trailhead, boat ramps, and campground. This alternative would not provide for the safety of visitors because it would increase the time necessary for emergency response. In some instances, this option would result in an increased use of helicopters. The time and effort for park operations would also be increased for trail maintenance and facility management. This alternative would result in reduced tribal access to research plots and traditional use sites. For these reasons, this alternative was not evaluated further in this EA.

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 “[t]he 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 NPS is required to identify the environmentally preferred alternative(s) for any of its proposed projects. In essence, the environmentally preferred alternative would be the one(s) that “causes the least damage to the biological and physical environment; it also means the alternative which best protects, preserves, and enhances historic, cultural, and natural resources (Department of Interior (DOI), 2001a).”

While the no-action alternative would not result in the disturbance of acreage in the park, it would not be considered the environmentally preferred alternative because allowing the road to remain closed would not meet the goals of providing the widest range of beneficial uses without degradation, and risk of health or safety. It would not allow park

managers to effectively preserve and maintain park resources and facilities in the Queets area because it would restrict access.

Alternative B would meet the goal of preserving historic and natural aspects of our national heritage in an environment that supports diversity and a variety of individual choice because it would allow the park to restore access to the Queets area with minor impacts to park resources. It would result in providing the widest range of beneficial uses without degradation, and would reduce risks to health and safety because it would provide sustainable vehicular access to the facilities and trailheads at the Queets. Alternative B is the environmentally preferred alternative.

WHY THE SELECTED ALTERNATIVE WILL NOT HAVE A SIGNIFICANT EFFECT

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

Vegetation and Soils: The project would occur within the existing roadways. While portions of the closed roads have minimal vegetation growing within the road prism, the overall project work would result in adverse impacts to only 0.23 acres of vegetation, and no large trees would be removed.

Wildlife: This alternative would impact 0.23 acres of wildlife habitat due to the removal of vegetation within and along the existing road prism. Wildlife could be adversely affected by construction activities, construction-related noise, and subsequent road use by vehicles, resulting in short-term minor impacts during construction. The reopening of the road would continue to adversely affect wildlife from noise and the presence of vehicles on the road, as it did prior to the slide out.

Fish (including sensitive, threatened and endangered): There are no stream crossings within the NPS portion of the project. Periodic road maintenance activities would commence on the upper Queets Road with restored access. This would result in reduced risk of erosion and fewer areas of instability, resulting in improved roadway conditions. While major washouts and flooding could still occur, periodic maintenance would lead to short- and long-term, minor to moderate beneficial effects to fisheries resources from preventing increased turbidity and sedimentation in the Queets River. Under this alternative, a stream crossing would be constructed on DNR lands. This involves placing a 30-foot prefabricated bridge over the crossing during low water periods. Because no instream work would be required, and the bridge would be constructed to fish passage standards, no impacts to listed fish species would occur because of the project work.

Sensitive, Threatened or Endangered Wildlife: Under the preferred alternative, no suitable marbled murrelet habitat or potential dispersal habitat for northern spotted owl would be removed as a result of project work. No project work would occur in habitat during

nesting season. The corridor on USFS and DNR roads are not considered suitable nesting habitat for murrelets as the habitat is second growth forest and alder trees.

With the reopening of the road, disturbances associated with traffic noise (e.g. displacement or disruption) would occur on a corridor that was previously closed to traffic and could result in a slight disturbance associated with noise from vehicle use. However, because this area with suitable nesting habitat is near the existing Queets Road, where vehicle traffic occurred in the past, and traffic levels will likely remain low, this would result in minor adverse impacts to listed birds from harassment resulting in a may affect, but not likely to adversely affect determination.

Water Quality: Reopening the road would allow the NPS to conduct periodic maintenance on the roadway, including the upper Queets Road. This maintenance is conducted to clear culverts and drainage ditches, and results in improved conditions water resources in the long-term by preventing slides that would be caused by plugged culverts and drainage ditches.

There would be no instream work involved with the placement of the bridge across Phelan Creek, and mitigation and best management practices would be imposed to reduce the potential for erosion and runoff from project activities adjacent to the stream. Therefore, this alternative would result in negligible adverse effects to Phelan Creek.

Soundscape: Project activities would create temporary, moderate impacts on the natural soundscapes on and adjacent to the road corridor from the use of construction equipment. Other maintenance and operational activities would occur on the road and in the developed area and would also generate noise. However, these activities would be short-term, resulting in minor to moderate, temporary, adverse impacts to the natural soundscape. There would be long term minor adverse impacts to the soundscape by reopening a closed road to vehicular traffic.

Ethnographic Resources and Tribal Concerns: Vehicular access would be restored to the upper Queets, which would allow tribal members access for traditional uses, fisheries management and research. This would result in minor to moderate, beneficial effects to the affiliated tribes.

Visitor Use and Experience and Adjacent Land Use: Visitors, including those with limited mobility, would be able to access the upper Queets Road by vehicle. The campground would reopen and car camping opportunities would be available. This alternative would improve vehicular access, thus improve the visitor experience and recreational opportunities for some visitors.

Visitors who would prefer that the road remained closed to vehicles would not be satisfied with this alternative as they would no longer have the opportunity to explore the last 6 miles of Queets Road on foot without the presence of vehicles.

Public Health, Safety, and Park Operations: Allowing vehicular access to the trailhead and facilities at the end of the Queets Road would allow a more effective NPS response to medical emergencies, search and rescue, and fires, and also improved access for research, resource management, and facility and trail maintenance. This would create a long-term, minor to moderate beneficial effect to public health, safety, and park operations.

Socioeconomics: Restoring road access could result in increased visitation to the Queets, which could create minor to moderate beneficial effects to the local economies, primarily during the busy seasons (fishing season and summer use). Reopening the campground could result in decreased camping or overnight occupancy in facilities outside the park, which could adversely affect the local communities.

Under this alternative, fishing guides in the Olympic Peninsula who have operating permits for areas inside the park would no longer be restricted and could access most of the Queets Road by vehicle. Restoring road access would provide fishing guides with the opportunity to utilize the boat ramps and facilities in the park, resulting in long-term, minor beneficial effects to their businesses.

Cumulative Impacts: For the purposes of this analysis, the projects selected for the cumulative impact analysis have occurred in the past, are underway, or may occur in the reasonably foreseeable future.

When combined with the effects of past and present planned actions the proposed action, alternative B, would have regional short- and long-term, minor to moderate adverse and beneficial impacts on area resources. Since the preferred alternative would result in minor impacts overall, it would not contribute to the overall cumulative effects of past, present, and future planned actions in the project area.

BASIS FOR DECISION

Alternative B is the selected course of action. The project can be implemented without any major adverse impacts to vegetation and soils, wildlife, fisheries resources, threatened and endangered species, water resources, ethnographic resources, visitor experiences, safety, public health, and park operations.

There were no highly controversial effects identified during either the preparation of the environmental assessment or the public review period, and the impact analysis has not been highly debated. The nature of this project is such that it does not involve highly uncertain, unique or unknown risks. The available information on which to base this decision is adequate.

The selected actions are not directly related to any larger proposal. The project does not establish a precedent or constrain any future considerations of use in the area. 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 alternative to avoid or reduce impacts as part of the proposed action. All mitigation measures are summarized in the matrix below.

Table 1: Mitigation Matrix

RESOURCE AREA	MITIGATION	RESPONSIBLE PARTY
General Considerations	Construction equipment staging would occur within the roadway for active work areas or at designated turnouts. All tools, equipment, barricades, signs, surplus materials, and rubbish would be removed from the project work limits upon project completion. Best management practices for drainage and sediment control would be implemented to prevent or reduce nonpoint source pollution and minimize soil loss and sedimentation in drainage areas. For safety purposes, the road would be closed to hikers, bicyclists and stock use during construction.	NPS Roads Foreman
Vegetation	Undesirable plant species would be controlled in high-priority areas and other undesirable species would 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 would be implemented during construction: • Minimize soil disturbance. • Pressure wash and/or steam clean all construction equipment, except hauling vehicles, 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. • Pressure wash hauling vehicles before entering the Park for the first time; subsequent entries would not require pressure washing unless the vehicle shows signs of mud, plant material, or other substances that could be considered harmful. • Cover all haul trucks bringing fill materials from outside the Park to prevent seed transport. • Limit vehicle and equipment parking to within construction limits, existing roadways, parking lots, or the access routes. • Limit disturbance to roadsides, culvert areas, and other areas inside the designated construction limits. No machinery or equipment should access areas outside the construction limits. • Obtain all fill, rock, or additional topsoil from the project area, if possible. If not possible, then obtain weed-free fill, rock, or additional topsoil from sources outside the Park.	NPS Resource Management Specialist, Vegetation and NPS Roads Foreman

RESOURCE AREA	MITIGATION	RESPONSIBLE PARTY
	- Initiate revegetation of a disturbed area as soon as possible after the disturbance. - Monitor disturbed areas for up to 3 years following construction to identify growth of noxious weeds or non-native vegetation. Treatment of non-native vegetation would be completed in accordance with NPS-13, <i>Integrated Pest Management Guidelines</i>.	
Soils	Erosion and sediment control would be required. During periods of heavy rainfall, the project leader may halt work. During these work stoppage periods, project personnel would 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.	NPS Roads Foreman
Threatened and Endangered Species	In potential marbled murrelet habitat, schedule project to minimize potential adverse impacts to marbled murrelets, prior to or late in the breeding season. To protect marbled murrelets during sensitive feeding periods, construction activities would not start until two hours after sunrise and would stop two hours before sunset between April 1 and September 15. The park would maintain strict garbage control to prevent scavengers (e.g., crows), which are predators on murrelet nests, from being attracted to the project area. No food scraps would be discarded or fed to wildlife.	NPS Resource Management Specialist, Wildlife and NPS Roads Foreman
Aquatic Resources	The bridge shall be designed to accommodate 100-year flow events and maintain fish passage for juvenile and adult salmonids, based on WDFW's Fish Passage Design at Road Culverts. Silt fencing would be installed along the perimeter of all disturbed areas. All disturbed soil will be protected from erosion by erosion control matting and/or other erosion control measures where appropriate. Disturbed soils will be replanted with either sterile grass seed, native grass seed or materials removed from the site prior to work and replaced later. The cleaning of drainage structures would be done using hand tools in the short term, followed by treatment with heavy equipment, if necessary, after the water level has receded. If water is flowing through a conveyance, only floating and suspended debris would be removed. No instream work would occur during this activity.	NPS Fisheries Biologists, NPS Landscape Architect and NPS Roads Foreman
Air Quality	Fugitive dust would be controlled by periodic water sprinkling as	NPS Roads

RESOURCE AREA	MITIGATION	RESPONSIBLE PARTY
	necessary. Construction vehicle engines would not be allowed to idle for extended periods of time.	Foreman

NON-IMPAIRMENT OF PARK RESOURCES

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.

Overall, this project would result in beneficial effects to park resources and the visitor experience. The use of Best Management Practices (BMPs) and mitigation during construction will reduce impacts to vegetation, soils, threatened species, aquatic resources and air quality.

The NPS has determined that implementation of the proposal will not constitute an impairment to ONP resources and values. This conclusion is based on a thorough analysis of the environmental impacts described in the EA, public comments received, relevant studies and professional judgment of the decision-maker guided by direction in NPS Management Policies.

PUBLIC INVOLVEMENT

A list of issues and concerns related to re-establishing vehicular access on the Queets Road was identified through park internal scoping and through the public scoping process. Internal scoping involved an interdisciplinary team of park and regional staff, and Federal Highways Administration personnel who assessed the site conditions and determined potential issues and impact topics. Discussions occurred with the DNR in April 2005 and again in May 2006 to determine if there were feasible access options using DNR roads. Informal consultation was initiated with the U.S. Fish and Wildlife Service (FWS) in December 2005. A site visit was conducted with the FWS to look at potential options for the project and to assess the habitat.

During the park internal scoping process, public scoping was conducted. The purpose of public scoping was to gain input on the issues or comments related to the proposed project, and potential projects in the area that could lead to cumulative impacts.

ONP conducted public scoping from July 20 to August 20, 2005 via a press release sent to local news media, and a letter sent to 87 individuals, park neighbors, organizations, area tribes, and agencies on the park's mailing list. Information on the project was published in the Peninsula Daily News on July 21, 2005. A total of 50 individuals and organizations responded during scoping. The majority of comments related to maintaining recreational

and vehicular access to the Queets area. There were several commentors who wanted to road to remain closed.

The Quinault Indian Nation and Hoh Tribe were contacted to determine the effects of the proposed actions on areas of cultural significance. The project was also listed in the Olympic National Forest's *Schedule of Proposed Actions*, which describes the proposed action and is posted on the Olympic National Forest internet website.

The environmental assessment was available for 41-day public review from December 21, 2006 to January 31, 2007. It was a longer public review period due to the holiday season. A press release provided notification of the availability of the EA and it was published in at least one newspaper, the Peninsula Daily News, on December 22. Sixty six individuals, organizations, and agencies were notified of the availability of the EA. A printed version of the document was sent to approximately 40 individuals, organizations, and agencies on the park mailing list. The EA was also sent to the four branches of the North Olympic Library System. The press release and the environmental assessment were also available on the NPS park planning website at: <http://parkplanning.nps.gov>.

A total of 50 comment letters were received; 42 from individuals, 7 from interest groups or organizations, and one from the Quinault Indian Nation.

Each comment was considered and reviewed by park staff. The comments from individuals were mixed; some were in support of reopening the previously closed roads to restore vehicular access to the upper Queets. Some commentors were in favor of keeping the area closed to vehicular use and providing only non-vehicular access into the park area at Queets. This was discussed in the EA as a potentially beneficial and adverse impact to the visitor experience. There were several commentors concerned about gating the interim access road on a seasonal basis. As stated in the EA, this would only be done if an identified poaching problem occurred and this would be coordinated with the USFS and DNR. The issue of noxious weeds and invasive exotic plants invading the area was identified by commentors, but this was considered in the EA and mitigation was developed to reduce potential adverse impacts.

The location of the terminus of the road downstream of the back access road, and the long-term plans for access into the Queets was a question posed by several commentors. The EA did not designate a closure site downstream of the interim access route. Therefore, an errata sheet has been prepared to address this issue. The EA was prepared only to address interim access issues. Currently a general management plan is being developed, that, if approved, would result in the development of a park road management plan that would address future access options in the Queets area of the park.

The commentors did not provide any additional, new, substantive information. The slight modification of the EA related to the downstream point of closure would not change the determination of impact significance.

CONSULTATION AND COORDINATION

The park has coordinated this project with the DNR and the USFS. On May 31, 2006, the NPS met with the DNR to determine if there was the possibility of restoring access to the park through DNR lands, utilizing existing roads. They were fully supportive of the NPS exploring this alternative. A site visit was conducted in June 2006 with the NPS, WDFW, and the USFS to assess the conditions of the alternative route (West Boundary Road 21 and Road 2180), the previously closed road 2180-010, and the NPS portion of the back road into the Queets. It was determined that it would be feasible to reestablish public access under this alternative.

On June 30, 2006, the NPS requested that the USFS and DNR be cooperating agencies or co-leads in the preparation of the environmental assessment. Both agencies responded to the NPS and confirmed their interest in assisting the NPS with the proposed project. The USFS would grant a Forest Road Special Use Permit to the NPS, which would authorize the reconstruction, use, and maintenance of the USFS portion of Road 2180-010 to be reconstructed. In addition, a maintenance agreement would be developed for the upkeep and maintenance of Forest Service roads that would receive increased public usage, including USFS Roads 21 (8.2 miles), 2180 (1.1 miles), and the existing graded portion of Road 2180-010 (0.2 miles).

In addition to the agreements, a permit would be developed with DNR to allow public use of the road system for access into park lands. This permit would include the use of NPS roads in the Kalaloch area by DNR. This use is currently authorized under a special use permit and would be authorized instead through a right-of-way permit.

Informal consultations occurred with the FWS through a biological evaluation sent on December 4, 2006. A letter of concurrence was received February 13, 2007, agreeing with the determination of “may affect, not likely to adversely affect” for northern spotted owls and marbled murrelets. The impacts related to the potential for disturbance from the use of vehicles in the area.

Olympic National Park has initiated communication with the Washington Department of Ecology and the Army Corps of Engineers to obtain permits under §401 and §404 of the Clean Water Act for the placement of the bridge. No bridge work will begin until these permits are issued.

The Quinault Indian Nation and Hoh Tribe were contacted by mail to determine the effects of the proposed actions on areas of cultural significance. The project was also listed in the Olympic National Forest’s *Schedule of Proposed Actions*, which describes the proposed action and is posted on the Olympic National Forest internet website.

CONCLUSION

Based on the conservation planning and environmental impact analysis documented in the EA, with due consideration of the nature of the public comments and consults from other

agencies, and given the capability of the mitigation measures to avoid, reduce, or eliminate impacts, the NPS has determined that selected actions do not constitute a federal action that normally requires preparation of an environmental impact statement (EIS). The selected actions will not have a significant effect on the quality of the human environment or on the park's cultural resources, or natural resources, and would have no effect on threatened or endangered species.

There are no unmitigated adverse impacts on public safety, sites or districts listed in or eligible for listing in the National Register of Historic Places, or other unique characteristics of the region. No highly uncertain or controversial impacts, unique or unknown risks, cumulative effects or elements of precedence were identified. Implementation of the action will not violate any federal, state or local environmental protection law. Based on the foregoing, it has been determined that an EIS will not be prepared, and the selected actions may be implemented as soon as practicable.

Recommended:

for 

William G. Laitner
Superintendent, Olympic National Park

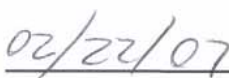


Date

Approved:

for 

Jonathan B. Jarvis
Regional Director, Pacific West Region



Date