



## Transcript of Virtual Public Meeting held on April 27, 2021 for the Proposed Action to Rehabilitate 15.29 Miles of Mineral King Road

### English Translation

WEBVTT

00:15:09.450 --> 00:15:11.280

Hello everyone.

00:15:12.370 --> 00:15:15.830

Good afternoon, welcome to our virtual public

00:15:15.830 --> 00:15:18.840

meeting on a proposal to rehabilitate the mineral King

00:15:18.840 --> 00:15:21.850

Rd within Sequoia National Park. My name is

00:15:21.850 --> 00:15:24.920

Elly Boerke and I'm the program manager for planning and

00:15:24.920 --> 00:15:28.540

compliance here at Sequoia and Kings Canyon National Parks and also the

00:15:28.540 --> 00:15:31.640

NEPA planner, otherwise known as an environmental

00:15:31.640 --> 00:15:33.560

Protection specialist on this proposed project.

00:15:34.520 --> 00:15:37.790

Before handing the meeting over to our Superintendent

00:15:37.790 --> 00:15:40.950

Clay Jordan for an overall welcome I just wanted

00:15:40.950 --> 00:15:45.690

to quickly share a few pieces of information about the use of

00:15:45.690 --> 00:15:49.260

teams. First we shared an announcement with you in the

00:15:49.260 --> 00:15:52.780

question and answer section of teams. Otherwise those



00:15:52.780 --> 00:15:55.960

two little chat box is one with a question mark

00:15:55.960 --> 00:15:59.030

in your upper right hand corner of your screen and just

00:15:59.030 --> 00:16:02.480

want to draw your attention to that in case you missed it. So first we

00:16:02.480 --> 00:16:05.670

are recording this presentation and will post the recording on

00:16:05.670 --> 00:16:06.220

the project website.

00:16:06.220 --> 00:16:09.240

Following the meeting, the other note for you

00:16:09.240 --> 00:16:12.260

is that closed captioning is available to you during

00:16:12.260 --> 00:16:15.850

this meeting, but you need to actually activate this

00:16:15.850 --> 00:16:19.130

option and so to do so, please click on the CC

00:16:19.130 --> 00:16:22.180

next to the gear in the bottom right hand corner of your

00:16:22.180 --> 00:16:25.210

screen and depending how your screen is displayed, you may

00:16:25.210 --> 00:16:26.900

also find that under the settings or the gear itself.

00:16:27.610 --> 00:16:30.720

As we will get to in just a moment, we'll also

00:16:30.720 --> 00:16:33.880

be taking questions from you following a

00:16:33.880 --> 00:16:37.020

presentation. You may have noticed that as an attendee, you are

00:16:37.020 --> 00:16:40.110



muted, but that doesn't mean we don't want to hear from you, so to

00:16:40.110 --> 00:16:43.180

submit a question, please click on that question mark icon

00:16:43.180 --> 00:16:47.050

in the upper right hand corner of your screen. Type your question into the

00:16:47.050 --> 00:16:50.310

field and click the arrow on the right hand side.

00:16:50.310 --> 00:16:53.610

Your question will not automatically be posted to the chat for everyone to see, but

00:16:53.610 --> 00:16:57.260

we will be publishing your questions for

00:16:57.260 --> 00:16:59.150

everyone as we answer them following the presentation.

00:17:00.130 --> 00:17:03.190

And just in case we don't get to all the questions today (I

00:17:03.190 --> 00:17:06.300

realized my presentation is a little bit lengthy), we

00:17:06.300 --> 00:17:09.840

will still respond to those questions and we'll post our answers

00:17:09.840 --> 00:17:12.080

to the public website following the presentation today.

00:17:12.690 --> 00:17:16.100

And yes, you can submit your questions at anytime anonymously

00:17:16.100 --> 00:17:19.240

or not and will respond during the question and answer period.

00:17:20.990 --> 00:17:22.280

And so with that.

00:17:23.440 --> 00:17:25.360

Clay Jordan our Superintendent.

00:17:27.760 --> 00:17:31.790

Thanks so much, Elly and good afternoon



00:17:31.790 --> 00:17:35.100

My name is Clay Jordan, the Superintendent of

00:17:35.100 --> 00:17:38.240

Sequoia and Kings Canyon National Parks and I would like

00:17:38.240 --> 00:17:41.490

to welcome you to this public forum on a

00:17:41.490 --> 00:17:45.530

project we're developing to rehabilitate the mineral King

00:17:45.530 --> 00:17:48.920

Rd within Sequoia National Park.

00:17:48.920 --> 00:17:52.010

So it is certainly not unusual for us to have a public

00:17:52.010 --> 00:17:55.150

meeting to solicit feedback from the

00:17:55.150 --> 00:17:57.760

public. What is unusual though is that we're doing this

00:17:57.760 --> 00:18:00.940

On line and not in

00:18:00.940 --> 00:18:04.250

person, but I suppose during a pandemic we all need

00:18:04.250 --> 00:18:07.410

to improvise and so we hope that you'll bear with us

00:18:07.410 --> 00:18:10.500

as we try to have a dialogue in

00:18:10.500 --> 00:18:14.950

this somewhat less personal format. But the key is

00:18:14.950 --> 00:18:17.960

to please still engaged us as it is really important

00:18:17.960 --> 00:18:20.980

that we hear from you. As

00:18:20.980 --> 00:18:24.170

many of you know, we are in the midst of



00:18:24.170 --> 00:18:27.620

a 30 day public review period on this

00:18:27.620 --> 00:18:27.800

planning effort.

00:18:27.800 --> 00:18:31.580

Which is really an opportunity for the Park Service

00:18:31.580 --> 00:18:35.470

to number one, share with you early on

00:18:35.470 --> 00:18:39.150

Our plans for rehabilitation of this roadway

00:18:39.150 --> 00:18:42.270

To understand any suggestions or concerns

00:18:42.270 --> 00:18:46.050

you may have about the proposal, and

00:18:46.050 --> 00:18:49.150

three specifically for this proposal, get input on

00:18:49.150 --> 00:18:52.320

how you, as a public stakeholder

00:18:52.320 --> 00:18:55.490

would like us to balance public

00:18:55.490 --> 00:18:58.410

access enclosures throughout the length of the project.

00:18:58.410 --> 00:19:01.660

We understand that this project will

00:19:01.660 --> 00:19:05.720

impact access for recreational visitors as well

00:19:05.720 --> 00:19:10.660

as cabin owners and small commercial businesses

00:19:10.660 --> 00:19:13.710

so I would like to thank you for your

00:19:13.710 --> 00:19:17.340



interest in this project and for taking the time

00:19:17.340 --> 00:19:20.630  
to join us today. And with that I'll turn

00:19:20.630 --> 00:19:24.080  
it back over to Elly who will introduce

00:19:24.080 --> 00:19:27.400  
our planning team and walk us through the

00:19:27.400 --> 00:19:29.450  
agenda and get started for the.

00:19:29.450 --> 00:19:31.670  
For the next hour, Elly.

00:19:32.780 --> 00:19:36.080  
Thank you Clay; so what is our

00:19:36.080 --> 00:19:40.030  
agenda? Very simply, I'll start with a walkthrough of the proposed

00:19:40.030 --> 00:19:43.220  
action, specifically why we think action is needed, what we're proposing

00:19:43.220 --> 00:19:46.480  
to do, resources we are concerned about,

00:19:46.480 --> 00:19:49.680  
and where we're at in the planning process and then we'll open the floor

00:19:49.680 --> 00:19:53.550  
up to you for questions. Before we jump into the

00:19:53.550 --> 00:19:57.030  
proposed action, I do want to take the opportunity to introduce members of our planning

00:19:57.030 --> 00:20:00.190  
team who are on the phone with us today, so I'm just going

00:20:00.190 --> 00:20:03.480  
to run through these folks. You may see their faces later during the

00:20:03.480 --> 00:20:04.170  
question and answer period, but.



00:20:04.170 --> 00:20:07.510

We have Nicole Mason, civil engineer and

00:20:07.510 --> 00:20:10.630

Brian Horton, landscape architect, who are the

00:20:10.630 --> 00:20:14.060

National Park Services liaisons with the Federal Highway Administration

00:20:14.060 --> 00:20:17.080

On this project you can really think of them as the experts on the

00:20:17.080 --> 00:20:20.250

proposed action and on the designs, and Nicole is also

00:20:20.250 --> 00:20:23.250

our acting chief for facilities maintenance and construction.

00:20:24.330 --> 00:20:28.560

We also have our Chief of Interpretation, Colleen

00:20:28.560 --> 00:20:31.650

Bathe, our Sequoia District interpreter, Andrew

00:20:31.650 --> 00:20:35.020

Carl, and our transportation program manager Josh

00:20:35.020 --> 00:20:37.870

h handle, as well as our Public Affairs Officer Sintia Kawasaki Z.

00:20:38.830 --> 00:20:42.670

Dave Fox, the district Ranger for the Mineral King area

00:20:42.670 --> 00:20:45.970

and much broader than that, is also on the line as well

00:20:45.970 --> 00:20:49.250

l as our Chief of Resource Management and Science, Christy

00:20:49.250 --> 00:20:51.020

Brigham, Anar, plant Ecologist and Hoover.

00:20:51.870 --> 00:20:55.200

Finally, Teresa Furino, another environmental

00:20:55.200 --> 00:20:58.600

Protection specialist like myself with Sequoia Kings Canyon, is on the



00:20:58.600 --> 00:21:01.640

line helping us navigate this technology and she'll be helping

00:21:01.640 --> 00:21:04.290

to facilitate the question and answer period at the end of the presentation.

00:21:06.500 --> 00:21:07.880

And so with that.

00:21:09.090 --> 00:21:12.190

You should see a map

00:21:12.190 --> 00:21:15.900

of the project area and so as many of the mineral King

00:21:15.900 --> 00:21:18.920

Rd originates in Three Rivers, California and

00:21:18.920 --> 00:21:22.180

d climbs approximately 6500 feet within 25 miles

00:21:22.180 --> 00:21:23.840

to the roads terminus of the Mineral King Valley.

00:21:24.360 --> 00:21:27.470

About 15 point. Three of these 25 miles

00:21:27.470 --> 00:21:30.740

is within Sequoia National Park, where the road provides access

00:21:30.740 --> 00:21:33.770

to hundreds of miles of wilderness trails as well as

00:21:33.770 --> 00:21:37.550

two front country campgrounds. The Silver City

00:21:37.550 --> 00:21:39.200

Resort and the small community of Mineral King.

00:21:39.880 --> 00:21:43.090

Every year the NPS alone issues wilderness permits

00:21:43.090 --> 00:21:46.210

to close to 4500 people to access

00:21:46.210 --> 00:21:49.260



trails starting from the Mineral King Valley, and we certainly

00:21:49.260 --> 00:21:52.580

understand usage is in that area is much higher given our

00:21:52.580 --> 00:21:55.660

day users, frontcountry campers and those who live in

00:21:55.660 --> 00:21:57.820

the Mineral King Cabin community and who stay at the Silver City Resort.

00:22:00.640 --> 00:22:04.430

As for current conditions of the mineral King

00:22:04.430 --> 00:22:07.490

Rd, the road is largely largely remains

00:22:07.490 --> 00:22:11.320

as it was originally constructed in the 18

00:22:11.320 --> 00:22:14.360

70s, meaning that it does not have the stable subsurface

00:22:14.360 --> 00:22:16.450

material that supports much of the infrastructure we drive on today.

00:22:17.370 --> 00:22:20.530

For this reason, the road is particularly susceptible to damage

00:22:20.530 --> 00:22:24.060

from root systems and freeze thoughts that lead to

00:22:24.060 --> 00:22:28.090

poor and difficult to maintain surface. If you've traveled this

00:22:28.090 --> 00:22:31.230

road, you have experience. I'm sure you've experienced the

00:22:31.230 --> 00:22:34.550

potholes and uneven surface. As you can see in the photo in the upper right hand

00:22:34.550 --> 00:22:35.660

corner of your of your screen.

00:22:36.500 --> 00:22:40.530

On top of that, the road is also within a pretty dynamic environment



00:22:40.530 --> 00:22:43.920

Much of the road traverses steep hillsides and

00:22:43.920 --> 00:22:47.050

d significant rockfall occurs during the winter season and occasionally in the summer as well.

00:22:47.680 --> 00:22:51.080

Failing walls and erosion have resulted in

00:22:51.080 --> 00:22:54.660

several 1000 feet of pavement cracking on the outside edge of

00:22:54.660 --> 00:22:57.700

the roadway, which is narrow already tight with the

00:22:57.700 --> 00:23:00.840

road. You can see those loose. You can see those loose hillsides

00:23:00.840 --> 00:23:03.900

also in the photo in the upper right hand corner of your

00:23:03.900 --> 00:23:07.260

screen. The decomposed granite that you see here sheds essentially upon

00:23:07.260 --> 00:23:07.340

touching it.

00:23:08.920 --> 00:23:11.980

Old and undersized culverts along the entire length of

00:23:11.980 --> 00:23:15.210

the road have also resulted in poor drainage, namely

00:23:15.210 --> 00:23:18.350

sheet flow on the roadway during high runoff or precipitation

00:23:18.350 --> 00:23:21.470

events and shedding of water on the

00:23:21.470 --> 00:23:24.490

outside edge of the road which contributes to erosion at undermining of the slope

00:23:24.490 --> 00:23:28.950

below the road and you can see in the lower right hand

00:23:28.950 --> 00:23:31.710

photo how erosion is so poor in some location that is undermining the outer edge of the roadway.



00:23:33.100 --> 00:23:36.210

For all of these reasons, MP is concerned that

00:23:36.210 --> 00:23:39.330

in action in the long term, in other words

00:23:39.330 --> 00:23:42.760

no rehabilitation increases the risk that this road could

00:23:42.760 --> 00:23:45.960

experience catastrophic failure, at which point not only is public

00:23:45.960 --> 00:23:49.340

private access cutoff, but we would expect impacts of the natural and

00:23:49.340 --> 00:23:51.490

resources surrounding that failure as well.

00:23:52.380 --> 00:23:55.480

So there are three points I want to make before getting

00:23:55.480 --> 00:23:58.640

to the purpose and need for action. Although I just walked

00:23:58.640 --> 00:24:01.730

us through the road conditions from a pure maintenance standpoint.

00:24:02.250 --> 00:24:06.020

Almost all of the features along Mineral King Rd or

00:24:06.020 --> 00:24:09.690

within within an contribute to the Mineral King Rd Historic

00:24:09.690 --> 00:24:13.280

District, meaning their poor condition is also a threat to the historic property as well

00:24:13.280 --> 00:24:16.560

and therefore an important part of our need for action is simply to rehabilitate

00:24:16.560 --> 00:24:19.500

and thereby protect the integrity of the historic district itself.

00:24:20.570 --> 00:24:23.710

The other two points I would like to make

00:24:23.710 --> 00:24:27.010



sure that parking areas near the end of the road remain

00:24:27.010 --> 00:24:30.480

unpaved and as informally expanded, overtime and encroaching

00:24:30.480 --> 00:24:33.570

upon natural and cultural resources in the process

00:24:33.570 --> 00:24:36.760

and this is particularly true on really crowded busy

00:24:36.760 --> 00:24:38.380

access days or cars park wherever they can find room.

00:24:39.740 --> 00:24:42.820

Finally, the NPS does not currently provide a lot

00:24:42.820 --> 00:24:44.950

of access for those with any physical disabilities.

00:24:45.540 --> 00:24:49.770

For example, although the restroom near the end of the road is inaccessible

00:24:49.770 --> 00:24:53.220

there's actually no signed accessible parking adjacent to the

00:24:53.220 --> 00:24:56.430

facility, and there's also no access to the Ranger station for

00:24:56.430 --> 00:24:57.410

those requiring use of a wheelchair.

00:24:58.450 --> 00:25:02.490

For these reasons, the purpose of this project has been

00:25:02.490 --> 00:25:05.560

identified. This to fix structural and condition based efficiencies

00:25:05.560 --> 00:25:08.570

along the Mineral King Rd in order to provide ongoing

00:25:08.570 --> 00:25:11.600

safe public access to the Mineral King Valley and surrounding

00:25:11.600 --> 00:25:14.780

wilderness within Sequoia National Park. And to enable



00:25:14.780 --> 00:25:18.160

Rd maintenance efficient Rd maintenance operations into the

00:25:18.160 --> 00:25:21.410

future, all while preserving and protecting

00:25:21.410 --> 00:25:22.040

natural and cultural resources within the project area.

00:25:23.320 --> 00:25:27.930

So

00:25:27.930 --> 00:25:31.110

to address this purpose and need the NPS is partnering

00:25:31.110 --> 00:25:34.320

with the Federal Highway Administration to

00:25:34.320 --> 00:25:37.560

rehabilitate 15.29 miles of the Mineral King Rd

00:25:37.560 --> 00:25:40.670

in Sequoia National Park. The proposed action includes

00:25:40.670 --> 00:25:44.050

re paving the roadway within its existing width, including

00:25:44.050 --> 00:25:46.120

paving approximately one mile. The road that's not currently paved.

00:25:46.850 --> 00:25:49.920

Stabilizing and reinforcing cut slopes and the

00:25:49.920 --> 00:25:50.670

outside edge of the roadway.

00:25:51.360 --> 00:25:53.980

Replacing an enlarging over 200 culverts.

00:25:54.640 --> 00:25:57.750

Paving 6 currently unpaved parking lots

00:25:57.750 --> 00:26:01.090

near the end of the road and adding accessible parking

00:26:01.090 --> 00:26:02.510

and equivalent experiences were feasible.



00:26:03.270 --> 00:26:06.360

Although the NPS is proposing to access

00:26:06.360 --> 00:26:09.460

these last 15 miles of the road, we also know that Tillary County

00:26:09.460 --> 00:26:12.710

is working on plans to provide ongoing access at the

00:26:12.710 --> 00:26:15.720

historic Oak Grove Bridge and is also seeking funding

00:26:15.720 --> 00:26:18.820

to rehabilitate several miles of the portion of

00:26:18.820 --> 00:26:20.070

Mineral King Rd is under County jurisdiction.

00:26:21.670 --> 00:26:24.920

So let me speak through some of the specific items you can see on

00:26:24.920 --> 00:26:28.280

your slide here about the NPS is

00:26:28.280 --> 00:26:31.640

proposal and so for Rd Surface this

00:26:31.640 --> 00:26:34.750

proposal this project proposes to re pave 13

00:26:34.750 --> 00:26:38.050

91 miles of the Mineral King Rd add existing

00:26:38.050 --> 00:26:41.780

road widths along the roadway and to pave

00:26:41.780 --> 00:26:42.810

1.3 miles of Rd. That's currently unpaved.

00:26:43.430 --> 00:26:46.700

Re paving the Mineral King Rd would require

00:26:46.700 --> 00:26:50.340

pulverising and then compacting up to four inches of existing

00:26:50.340 --> 00:26:53.690



asphalt and regrading the road to correct existing drainage. Protect the

00:26:53.690 --> 00:26:54.720  
roadway, enhance visitors safety.

00:26:55.670 --> 00:26:58.720  
In addition to the primary Rd, all paved

00:26:58.720 --> 00:27:01.850  
pullouts along the Mineral King Rd would be re paved under

00:27:01.850 --> 00:27:04.870  
this project and I'll pull out that are currently unpaved

00:27:04.870 --> 00:27:05.290  
Would remain so.

00:27:05.890 --> 00:27:09.040  
Short driveway aprons at intersections

00:27:09.040 --> 00:27:12.580  
with secondary gravel roads and campgrounds would also be prepaid would

00:27:12.580 --> 00:27:15.920  
d also be paid to protect grades and minimize erosion at

00:27:15.920 --> 00:27:19.030  
points of entry and exit. So imagine a gravel Rd meeting a

00:27:19.030 --> 00:27:22.200  
paved road and if you have a steep slope there you need that insurance

00:27:22.200 --> 00:27:25.580  
under the gravel road to also be paid protected

00:27:25.580 --> 00:27:26.280  
and minimize erosion.

00:27:27.780 --> 00:27:31.510  
For stabilization, because much of the road is that undermined by

00:27:31.510 --> 00:27:34.640  
poor drainage, erosion and loose slopes and

00:27:34.640 --> 00:27:34.960  
subsurface materials.



00:27:35.600 --> 00:27:39.230

This project would also involve slope stabilization

00:27:39.230 --> 00:27:42.750

along 12 miles of road and this includes installation of

00:27:42.750 --> 00:27:43.730

four special rock indignance.

00:27:44.420 --> 00:27:47.470

Two soil nail walls faced with horizontal

00:27:47.470 --> 00:27:50.760

Timbers and two soldier pile walls faced with

00:27:50.760 --> 00:27:54.670

h colored concrete to match the Hue of the surrounding soils

00:27:54.670 --> 00:27:57.750

All of these roads are all of these walls would be installed below

00:27:57.750 --> 00:28:00.830

the road and we therefore believe that not a lot will be visible to

00:28:00.830 --> 00:28:01.420

the average driver.

00:28:03.750 --> 00:28:07.240

For drainage due to the poor condition and minimal

00:28:07.240 --> 00:28:08.450

size of existing culverts.

00:28:09.280 --> 00:28:12.730

This project proposes to replace

00:28:12.730 --> 00:28:15.820

all culverts along the Mineral King Rd with corrugated metal metal

00:28:15.820 --> 00:28:19.150

pipes and install approximately 9 new

00:28:19.150 --> 00:28:22.210

culverts for a total of about 214

00:28:22.210 --> 00:28:25.560

At least 170 of these would be upsized by as



00:28:25.560 --> 00:28:28.580  
much as 24 inches in diameter to

00:28:28.580 --> 00:28:30.310  
accommodate drainage and align with engineering standards.

00:28:31.460 --> 00:28:34.990  
All culverts could also have some rip rap installed at the

00:28:34.990 --> 00:28:39.650  
down slope edge of those culverts to prevent and minimize future

00:28:39.650 --> 00:28:42.980  
erosion. All Rip rap would match native material and color and texture

00:28:42.980 --> 00:28:46.150  
and disturbed areas adjacent to the riff. Raff would also be

00:28:46.150 --> 00:28:48.560  
revegetated to reduce visibility of these added features.

00:28:51.010 --> 00:28:54.040  
For additional Rd features all

00:28:54.040 --> 00:28:57.590  
I non NPS signs such as culvert markers and mileage

00:28:57.590 --> 00:28:59.990  
posts would also be removed and replaced with standard markers.

00:29:00.490 --> 00:29:03.950  
And two existing Rd gates would also be replaced with standard

00:29:03.950 --> 00:29:07.080  
metal gates with improved functionality, and for those of

00:29:07.080 --> 00:29:10.340  
you who use these gates, it's something I think the

00:29:10.340 --> 00:29:11.560  
e NPS staff are certainly looking forward to.

00:29:12.280 --> 00:29:15.440  
One important note to make here is that for all

00:29:15.440 --> 00:29:18.470



of these project components, the NPS has

00:29:18.470 --> 00:29:21.620

already and continues to identify mitigations to ensure

00:29:21.620 --> 00:29:25.060

protection of resources such as giant sequoias to

00:29:25.060 --> 00:29:28.230

o avoid impacts to archaeological resources such as

00:29:28.230 --> 00:29:31.760

s ensuring a tribal or archaeological monitors or present during some ground disturbing activities.

00:29:32.370 --> 00:29:35.410

To maintain the excuse me to

00:29:35.410 --> 00:29:38.620

maintain the integrity of the historic district and to

00:29:38.620 --> 00:29:41.740

enable wildlife crossings and I'll get to all of these in just a minute, but

00:29:41.740 --> 00:29:43.370

just wanted to mention them here as well.

00:29:45.850 --> 00:29:48.960

For parking lots, as you may know there are

00:29:48.960 --> 00:29:52.000

e currently one paved and six unpaid or informal

00:29:52.000 --> 00:29:55.030

parking lots near the end of Mineral King Rd that are

00:29:55.030 --> 00:29:58.240

used by the public primarily as trailheads or is access to

00:29:58.240 --> 00:29:59.990

MPs or partner facilities.

00:30:00.760 --> 00:30:03.830

This project is proposing to RE pave the

00:30:03.830 --> 00:30:06.920

Ranger Station parking lot into formalized



00:30:06.920 --> 00:30:09.980

grade PAVE and partially stripe. All six trailhead parking

00:30:09.980 --> 00:30:10.150

lots.

00:30:10.950 --> 00:30:14.330

The final develop footprint of these parking lots would mostly

00:30:14.330 --> 00:30:17.760

align with existing footprints one parking lot

00:30:17.760 --> 00:30:20.850

t would decrease and usable size and another would slightly increase

00:30:20.850 --> 00:30:22.320

in size and I'll get to that in just a minute.

00:30:23.210 --> 00:30:26.220

But broadly speaking, at all of these

00:30:26.220 --> 00:30:30.770

parking lots, then PS would use large boulders

00:30:30.770 --> 00:30:33.850

to strategically placed to prohibit encroachment on

00:30:33.850 --> 00:30:36.960

surrounding vegetation, and we would use timber stops

00:30:36.960 --> 00:30:40.470

for parking at the parking spots. Bear proof food

00:30:40.470 --> 00:30:44.140

storage boxes and trash recycling containers would also be strategically

00:30:44.140 --> 00:30:48.210

placed within the developed footprint or along the perimeters of the parking lots to reduce conflicts

00:30:48.210 --> 00:30:51.320

with wildlife, and we would also install

00:30:51.320 --> 00:30:54.100

up to three metal bike racks within the footprint wrote.

00:30:54.100 --> 00:30:56.050

Again, along the perimeter of the parking lot.



00:30:57.280 --> 00:31:01.060

Also, existing interpretive signage near the Ranger

00:31:01.060 --> 00:31:04.810

station Ann at the parking area for the Eagle Mosquito Trailhead

00:31:04.810 --> 00:31:08.010

would also probably be replaced, potentially relocated and

00:31:08.010 --> 00:31:11.490

some new additional materials installed. We would

00:31:11.490 --> 00:31:14.600

also make the approaches to those displays ABA

00:31:14.600 --> 00:31:14.900

accessible.

00:31:15.910 --> 00:31:19.030

So let's talk about Ranger station parking

00:31:19.030 --> 00:31:20.610

lot in the picnic area parking lot.

00:31:21.220 --> 00:31:24.350

The Mineral King Ranger station parking lot would

00:31:24.350 --> 00:31:27.780

be re paved and would remain unstriped to accommodate the maximum

00:31:27.780 --> 00:31:28.890

number of short term users.

00:31:29.910 --> 00:31:32.920

The northern half of the Ranger station picnic area parking

00:31:32.920 --> 00:31:36.160

lot so that on the right side of the road as you're driving up

00:31:36.160 --> 00:31:39.190

the road. This one, that upper half

00:31:39.190 --> 00:31:42.250

closest to the road will be paved and one ABA parking spot and

00:31:42.250 --> 00:31:43.660



one to two standard parking stops.

00:31:44.170 --> 00:31:47.240

Spots, stripes, and the remaining portion of the

00:31:47.240 --> 00:31:49.820

parking lot would be aggregate, similar to existing conditions.

00:31:50.930 --> 00:31:54.380

As shown in the drawings on this page, the NPS would

00:31:54.380 --> 00:31:57.960

also construct approximately 160 foot

00:31:57.960 --> 00:32:01.540

long ABA Trail to connect the parking lot to the

00:32:01.540 --> 00:32:05.390

existing amphitheater trail and the Ranger Station as well, and we would

00:32:05.390 --> 00:32:07.800

need to install a ramp to connect that trail in the porch of the Ranger station.

00:32:09.990 --> 00:32:13.180

For the target parking lot, the lower portion of

00:32:13.180 --> 00:32:17.070

the target parking lot as shown in the photo on the bottom

00:32:17.070 --> 00:32:20.640

right would be expanded slightly to accommodate approximately 10

00:32:20.640 --> 00:32:23.850

vehicles and the upper portion of this lot, which is truly

00:32:23.850 --> 00:32:27.380

upper. It's a little bit to get to get up there. The slope is a little challenging

00:32:27.380 --> 00:32:30.790

That area would be restored and no longer accessible

00:32:30.790 --> 00:32:31.360

for informal parking.

00:32:32.840 --> 00:32:36.100

The sawtooth parking lots would be paved



00:32:36.100 --> 00:32:38.300

with an existing developed footprint of these lots.

00:32:38.960 --> 00:32:42.630

The right or South parking

00:32:42.630 --> 00:32:46.350

area would have accommodated approximately 21 parking spaces

00:32:46.350 --> 00:32:49.460

including one vehicle trailer space

00:32:49.460 --> 00:32:53.060

and the southern edge of that would actually not be straight to

00:32:53.060 --> 00:32:56.390

maximize space, and on the northern and the northern

00:32:56.390 --> 00:32:59.940

parking area would be paid to accommodate approximately 12

00:32:59.940 --> 00:33:01.400

vehicles, and that's within the existing developed.

00:33:02.250 --> 00:33:05.620

The parking area associated with

00:33:05.620 --> 00:33:08.930

ABA restroom near the end of Mineral King Rd and adjacent to the East

00:33:08.930 --> 00:33:12.150

for Korea Bridge River Bridge would be paved and

00:33:12.150 --> 00:33:15.280

striped for one ABA accessible space in one

00:33:15.280 --> 00:33:15.580

standard parking space.

00:33:18.630 --> 00:33:21.890

And finally, the parking area for

00:33:21.890 --> 00:33:23.270

the Eagle Mosquito Trailhead.

00:33:24.010 --> 00:33:27.200

Now, although this area has been used as a public



00:33:27.200 --> 00:33:30.230  
parking lot and trailhead for

00:33:30.230 --> 00:33:33.250  
decades, the areas located out of five April parcel of

00:33:33.250 --> 00:33:33.630  
private land.

00:33:34.280 --> 00:33:37.870  
Therefore, before the NPS could make any improvements to this

00:33:37.870 --> 00:33:41.140  
parking area, we would need to pursue rights to at least a portion of

00:33:41.140 --> 00:33:44.530  
the property, such as obtaining a scenic easement for the

00:33:44.530 --> 00:33:46.190  
portion of the private parcel that we continue to use by the public.

00:33:46.840 --> 00:33:49.890  
Should the MPs obtain some

00:33:49.890 --> 00:33:53.000  
rights to this property and have the discretion to do

00:33:53.000 --> 00:33:56.100  
so, we would look at expanding the parking

00:33:56.100 --> 00:33:59.410  
lot by a minimum of 36 by a maximum of

00:33:59.410 --> 00:34:00.160  
36 feet to the North.

00:34:00.710 --> 00:34:04.310  
And minimally grading and enhancing Accessibility

00:34:04.310 --> 00:34:07.680  
and improving the drainage the existing

00:34:07.680 --> 00:34:10.870  
right hand entry pull off which is in that lower

00:34:10.870 --> 00:34:13.880



left hand corner of the designs would remain aggregate

00:34:13.880 --> 00:34:16.900

and would be signed for trailer parking

00:34:16.900 --> 00:34:19.940

Parallel parking would then be formalized along that southern edge of the lot

00:34:19.940 --> 00:34:23.290

and then perpendicular parking would be formalized in the remaining portions

00:34:23.290 --> 00:34:26.320

of the lot for about roughly 45

00:34:26.320 --> 00:34:29.600

parking spaces, including one or two ABA

00:34:29.600 --> 00:34:29.840

parking spaces.

00:34:30.460 --> 00:34:33.520

And the proposed layout here would accommodate a medium

00:34:33.520 --> 00:34:36.400

sized vehicle and trailer for turn around within. Maybe this team LA.

00:34:37.960 --> 00:34:41.460

To improve visitor experience and enhance Accessibility is

00:34:41.460 --> 00:34:45.340

small developed interpretive wayside or picnic area would also be

00:34:45.340 --> 00:34:48.390

constructed adjacent to the northeast portion of the lot near the Eagle Mosquito

00:34:48.390 --> 00:34:51.670

Trail head and a small sign directing visitors to Cold Springs

00:34:51.670 --> 00:34:54.800

Nature Trail. Would it be installed near the entrance of the parking

00:34:54.800 --> 00:34:57.960

area and you can see that small developed wayside

00:34:57.960 --> 00:35:01.070

denoted as the ABA picnic table and the



00:35:01.070 --> 00:35:02.250

lower right hand designs on the slide.

00:35:05.290 --> 00:35:08.350

Now when the NPS looks at projects

00:35:08.350 --> 00:35:12.050

such as these, we also consider a few other

00:35:12.050 --> 00:35:15.260

things in factor this into our decision making such

00:35:15.260 --> 00:35:18.640

as crew size and staging material and

00:35:18.640 --> 00:35:18.800

equipment needs.

00:35:19.390 --> 00:35:22.430

More detail on all four of these items

00:35:22.430 --> 00:35:25.690

is provided in the scoping document on the project website, and you'll note a

00:35:25.690 --> 00:35:28.820

few additional bullets here, but there are a few things I just want to

00:35:28.820 --> 00:35:32.030

highlight for your attention. But being that first

00:35:32.030 --> 00:35:35.620

and foremost crew size is going to be variable or would be variable

00:35:35.620 --> 00:35:39.400

and established by the contractor to meet all of their needs of the

00:35:39.400 --> 00:35:42.920

contract were estimating at this time that could range anywhere from

00:35:42.920 --> 00:35:46.510

one to five people to as many as 100 people distributed

00:35:46.510 --> 00:35:47.360

throughout the project. I didn't get in time.

00:35:48.710 --> 00:35:51.990

Although staging would utilize existing footprints



00:35:51.990 --> 00:35:55.120

like Pullouts, the NPS may need to consider the

00:35:55.120 --> 00:35:58.570

use of one or both campgrounds to enable

00:35:58.570 --> 00:36:01.670

material, equipment, storage and cruise for example

00:36:01.670 --> 00:36:04.790

e, of all crew members need to commute up and down the Mineral King Rd each

00:36:04.790 --> 00:36:07.890

day or night. That potentially adds time

00:36:07.890 --> 00:36:08.950

and cost of the project.

00:36:10.050 --> 00:36:13.090

A full list of anticipated near materials isn't also

00:36:13.090 --> 00:36:16.220

included in the scoping document on the project website, but

00:36:16.220 --> 00:36:19.670

I just want to know that one of our main concerns here is that any

00:36:19.670 --> 00:36:22.850

important any imported material be free of non native

00:36:22.850 --> 00:36:26.140

plant material, so we're not importing non native

00:36:26.140 --> 00:36:29.420

species during the scope of this project

00:36:29.420 --> 00:36:32.550

And finally obviously this is a big project. We're talking about an would require the

00:36:32.550 --> 00:36:35.680

use of heavy machinery along the entire roadway at

00:36:35.680 --> 00:36:35.970

various times.

00:36:39.950 --> 00:36:43.980



So let's talk through the project schedule

00:36:43.980 --> 00:36:47.370

together before we get too detailed on this piece on there just

00:36:47.370 --> 00:36:49.100

at a few things I want to note. So first and foremost.

00:36:49.600 --> 00:36:52.870

This project would be implemented no earlier than

00:36:52.870 --> 00:36:56.040

2023 and could take anywhere

00:36:56.040 --> 00:36:59.310

from two to five years intermittently, depending on the

00:36:59.310 --> 00:36:59.910

funding and phasing.

00:37:00.980 --> 00:37:04.500

A second of all, due to the complexity of the project and the fact

00:37:04.500 --> 00:37:07.620

that a large portion of the project occurs in areas influenced

00:37:07.620 --> 00:37:10.940

by snow half the year, we anticipate that closures would

00:37:10.940 --> 00:37:12.570

be necessary throughout the year.

00:37:13.550 --> 00:37:16.750

Now, based on the experience of federal highways and

00:37:16.750 --> 00:37:19.840

the multitude of projects that they oversee across the nation

00:37:19.840 --> 00:37:23.340

they've pulled together a recommended project schedule that's based on

00:37:23.340 --> 00:37:27.520

other projects. With that have similarities to this proposed

00:37:27.520 --> 00:37:30.820

action, specifically in regards to remote Ness and the overall scope of what



00:37:30.820 --> 00:37:33.260

we're proposing, and I'm going to walk us through that schedule.

00:37:33.940 --> 00:37:34.580

But again.

00:37:35.290 --> 00:37:38.400

As I just said a few other things

00:37:38.400 --> 00:37:41.580

I want a few other key points

00:37:41.580 --> 00:37:44.660

I want to make so the schedule first and foremost the schedule I believe is

00:37:44.660 --> 00:37:47.710

pretty optimistic and is subject to it is really

00:37:47.710 --> 00:37:50.860

subject to what happens as implementation moves forward

00:37:50.860 --> 00:37:53.970

So for example, if problems occur, we may

00:37:53.970 --> 00:37:57.000

need to accommodate more closures than what you'll see

00:37:57.000 --> 00:37:57.330

in just a second.

00:37:58.640 --> 00:38:01.660

Secondly, the final construction schedule

00:38:01.660 --> 00:38:04.890

what gets implemented would really be up to the contractor

00:38:04.890 --> 00:38:08.170

to determine about efficiency and where they do what work they're

00:38:08.170 --> 00:38:11.340

doing and when with some

00:38:11.340 --> 00:38:14.430

e general guidance provided by the NPS, the big caveat there

00:38:14.430 --> 00:38:17.410

is that closures are subject to MPs is final approval.



00:38:18.460 --> 00:38:21.470

All the

00:38:21.470 --> 00:38:24.730

schedule is all of this said, we assume a

00:38:24.730 --> 00:38:27.920

few key things. Number one the construction

00:38:27.920 --> 00:38:31.520

n schedule would almost certainly include year round work an night

00:38:31.520 --> 00:38:34.810

t work during the summer months, and sectional road closures would

00:38:34.810 --> 00:38:35.830

be absolutely necessary.

00:38:36.580 --> 00:38:40.010

Given the varying elevation and temperatures across

00:38:40.010 --> 00:38:43.230

the 15.3 miles of Rd, most of the

00:38:43.230 --> 00:38:46.650

winter work would occur in the lower half of the road below that

00:38:46.650 --> 00:38:50.220

t second gate. For those of you who know that where that is with higher

00:38:50.220 --> 00:38:53.680

elevation North work at higher elevations occur in as freezing

00:38:53.680 --> 00:38:54.800

temperatures dissipate during the spring and summer.

00:38:55.480 --> 00:38:58.700

A separate from road closures, we also assume

00:38:58.700 --> 00:39:01.870

that entire parking lots would also need to be closed for several weeks at a time.

00:39:02.680 --> 00:39:05.120

During different phases of construction.

00:39:07.160 --> 00:39:10.300



So let's jump in. I got you all excited and now

00:39:10.300 --> 00:39:14.190

it. And then I talked a lot and now we're back at it

00:39:14.190 --> 00:39:17.430

So federal highways as you can see on your screen, federal highways is

00:39:17.430 --> 00:39:19.780

broken up. Potential closures like 3 different seasons.

00:39:20.420 --> 00:39:23.570

And so one being offseason gates

00:39:23.570 --> 00:39:27.090

closed second being summer season that week

00:39:27.090 --> 00:39:31.010

before Memorial Day to Labor Day. And finally that

00:39:31.010 --> 00:39:31.620

fall shoulder season.

00:39:32.150 --> 00:39:35.320

You will also note that between these

00:39:35.320 --> 00:39:36.670

seasons, the proposal at this time is.

00:39:37.280 --> 00:39:40.320

You also know that as you compare seasons and the

00:39:40.320 --> 00:39:42.020

information on your screen.

00:39:43.260 --> 00:39:46.680

The proposal at this time is to prioritize

00:39:46.680 --> 00:39:49.840

access between Memorial Day and through the end of October

00:39:49.840 --> 00:39:52.890

with a higher focus on those high you summer

00:39:52.890 --> 00:39:56.310

months. In other words, in order to maintain access in the summer and



00:39:56.310 --> 00:39:59.520

fall seasons, we would need to allow far greater closures in the

00:39:59.520 --> 00:40:02.610

winter months in order to allow the contractor to conduct heavy

00:40:02.610 --> 00:40:05.690

work such as building along retaining wall that

00:40:05.690 --> 00:40:08.390

includes a lot of excavation or replacing large culverts.

00:40:09.060 --> 00:40:12.110

We are also concerned about balancing public

00:40:12.110 --> 00:40:15.570

access in the winter, with closures noting

00:40:15.570 --> 00:40:18.740

that just a general concern that people could potentially be trapped in the upper

00:40:18.740 --> 00:40:22.270

portions of the road if the closures implemented were out of range

00:40:22.270 --> 00:40:25.260

If people are up there, the closures implemented and they don't know about it.

00:40:26.220 --> 00:40:29.270

As I jump in the details here, one other note

00:40:29.270 --> 00:40:32.590

to make is that emergency access would be would need to be accommodated

00:40:32.590 --> 00:40:33.210

at all times.

00:40:33.720 --> 00:40:37.020

For example, the NPS would look at staging an emergency vehicle

00:40:37.020 --> 00:40:41.530

at the upslope end of construction and has a

00:40:41.530 --> 00:40:44.870

contingency, a helicopter pad near the end of the road that could be utilized as

00:40:44.870 --> 00:40:47.180

well in case of emergency transport is necessary.



00:40:48.800 --> 00:40:51.880

So this offseason November

00:40:51.880 --> 00:40:55.770

to May with the gates closed full closures

00:40:55.770 --> 00:40:59.120

s. Although we have construction, is expected in the upper portion of

00:40:59.120 --> 00:41:02.440

the road between December and April. The NPS could

00:41:02.440 --> 00:41:05.510

allow full closures during this time based on the

00:41:05.510 --> 00:41:06.230

current proposal at hand.

00:41:07.220 --> 00:41:07.820

00:41:08.860 --> 00:41:12.070

That really is to enable what you'll see

00:41:12.070 --> 00:41:15.630

below in the summer and fall seasons, and so for the summer

00:41:15.630 --> 00:41:18.660

season. That week before Memorial Day to Labor Day

00:41:18.660 --> 00:41:22.190

would be that we would not be anticipating or allowing

00:41:22.190 --> 00:41:25.580

daytime closures and no weekend or Friday daytime

00:41:25.580 --> 00:41:27.910

work would occur along the roadway.

00:41:28.750 --> 00:41:32.010

That said, Friday, Monday through Friday night

00:41:32.010 --> 00:41:35.240

time closures could be allowed and so that would be from 8

00:41:35.240 --> 00:41:38.670



00 PM to about 6:00 AM. Full complete closures

00:41:38.670 --> 00:41:41.680

on Monday through Thursday nights. An open every

00:41:41.680 --> 00:41:45.050

two hours on Friday nights and what this means

00:41:45.050 --> 00:41:48.400

for those seeking to access Mineral King Rd or come down

00:41:48.400 --> 00:41:51.500

from Working Valley is that delays could be

00:41:51.500 --> 00:41:55.300

15 minutes during the daytime Monday through Thursday

00:41:55.300 --> 00:41:58.620

and then two hours at night

00:41:58.620 --> 00:42:00.940

on Friday with note with a full closure from 8:00 PM to 6:00 AM.

00:42:00.940 --> 00:42:03.060

That Monday through Thursday during the night.

00:42:04.400 --> 00:42:07.430

For the fall shoulder season. So post Labor Day

00:42:07.430 --> 00:42:10.750

to the last weekend in last Wednesday

00:42:10.750 --> 00:42:13.840

in October. Is that full closures could

00:42:13.840 --> 00:42:17.160

be allowed an I'll get to those details in just a second

00:42:17.160 --> 00:42:20.270

with timing considerations and we can work

00:42:20.270 --> 00:42:23.500

Could be authorized just on an as needed basis. So those

00:42:23.500 --> 00:42:25.930

closures, what they would look like.



00:42:25.930 --> 00:42:29.080

Monday through Thursday daytime closures will be

00:42:29.080 --> 00:42:30.750

limited to two hours, three times a day.

00:42:31.310 --> 00:42:34.400

And no, daytime closures would be allowed Friday to Sunday.

00:42:35.380 --> 00:42:38.470

Monday through Sunday night time closures could

00:42:38.470 --> 00:42:41.590

be allowed and similar to the summer season Monday

00:42:41.590 --> 00:42:45.060

through Thursday. Full closures at night from 8:00 PM to 6:00

00:42:45.060 --> 00:42:48.080

AM and then on the weekend you would be allowed

00:42:48.080 --> 00:42:48.820

access every two hours.

00:42:49.660 --> 00:42:53.140

With this ultimately means for you is

00:42:53.140 --> 00:42:56.270

that delays could be 2 hours at a time during the day

00:42:56.270 --> 00:42:59.420

and night, with full closures on Monday through

00:42:59.420 --> 00:43:00.890

Thursday nights from 8:00 PM to 6:00 AM.

00:43:04.390 --> 00:43:07.800

So based on the initial discussions about

00:43:07.800 --> 00:43:10.900

this proposal, the NPS is identified a couple

00:43:10.900 --> 00:43:14.680

of key resources that we want to note and just be really

00:43:14.680 --> 00:43:17.920

sensitive that in moving forward. So the mineral



00:43:17.920 --> 00:43:20.770

and that being sequoias, the Mineral King, Historic District, and Fisher.

00:43:21.740 --> 00:43:24.890

The Mineral King Rd traverses through a Sequoia

00:43:24.890 --> 00:43:28.060

Grove on its way to the Mineral King Valley and some sequoias

00:43:28.060 --> 00:43:31.550

are so close to the road in each other that at times the road narrows

00:43:31.550 --> 00:43:32.420

to a single Lane Rd.

00:43:33.000 --> 00:43:37.800

Any demolition of existing Rd bad has the potential to damage

00:43:37.800 --> 00:43:41.530

Sequoia Brits and the NPS is therefore carefully surveyed sequoias that

00:43:41.530 --> 00:43:44.890

could potentially be impacted by this proposed

00:43:44.890 --> 00:43:47.550

action and has identified some mitigation measures to avoid such impacts.

00:43:48.080 --> 00:43:51.890

These mitigation measures include, but are not limited

00:43:51.890 --> 00:43:53.510

to, reduced depth polarization.

00:43:54.010 --> 00:43:57.300

Removal of existing asphalt, Bitbucket or other

00:43:57.300 --> 00:44:00.510

non destructive needs around exposed Sequoia roots

00:44:00.510 --> 00:44:03.870

and in some cases elevating the road to avoid disturbance of

00:44:03.870 --> 00:44:06.880

Sequoia roots specifically near Sequoia

00:44:06.880 --> 00:44:10.470



a that are immediately adjacent to roadway A

00:44:10.470 --> 00:44:13.820  
sandbridge over Sequoia roots would be installed to reduce soil

00:44:13.820 --> 00:44:14.070  
compaction over roots.

00:44:15.650 --> 00:44:18.770  
The NPS is also identified. Some mitigation measures to

00:44:18.770 --> 00:44:22.070  
reduce the potential for introducing non native seed like I was

00:44:22.070 --> 00:44:25.200  
s saying earlier and has developed a revegetation plan

00:44:25.200 --> 00:44:28.510  
for areas impacted by construction estimated at about

00:44:28.510 --> 00:44:28.980  
t 9 acres.

00:44:29.780 --> 00:44:33.770  
The Mineral King Rd. Cultural landscape

00:44:33.770 --> 00:44:37.030  
District was listed on the National Register in 2000

00:44:37.030 --> 00:44:40.220  
The district boundary generally extends 30 feet on

00:44:40.220 --> 00:44:43.470  
either side of the center line and includes all features associated with

00:44:43.470 --> 00:44:46.640  
the road. Culverts, rock cuts, turnouts, etc.

00:44:47.280 --> 00:44:50.610  
As the road passes through, the mineral King developed areas of

00:44:50.610 --> 00:44:54.310  
District expands to include the building structures and associated features of these

00:44:54.310 --> 00:44:55.000  
developed areas as well.



00:44:56.390 --> 00:44:59.410

Although alterations to the road surface and features along the

00:44:59.410 --> 00:45:02.550

road such as culverts, have the potential

00:45:02.550 --> 00:45:06.080

to affect the district, the NPS is following the secretary of

00:45:06.080 --> 00:45:09.250

Interior Standards for Rehabilitation of Historic Properties

00:45:09.250 --> 00:45:12.420

to minimize impacts and to retain and protect the integrity

00:45:12.420 --> 00:45:16.240

of the district. This includes, but is not limited to

00:45:16.240 --> 00:45:19.760

again maintaining the existing width of the paved roadway

00:45:19.760 --> 00:45:22.890

using integral colored concrete to reduce the visibility of

00:45:22.890 --> 00:45:25.920

concrete when used and using the same or similar

00:45:25.920 --> 00:45:27.710

materials when replacing headwalls on existing.

00:45:27.710 --> 00:45:28.240

Alright.

00:45:31.030 --> 00:45:34.070

The Sierra Nevada distinct population segment of

00:45:34.070 --> 00:45:37.150

the Fisher was listed as endangered just last year.

00:45:37.700 --> 00:45:40.800

Although critical habitat for this species has not

00:45:40.800 --> 00:45:44.280

been designated, the Mineral King Rd traverses certainly traverses

00:45:44.280 --> 00:45:47.490

through suitable Fisher Denning Habitat, which is really



00:45:47.490 --> 00:45:50.690

that habitat that allows fissures to raise to raise their young.

00:45:51.240 --> 00:45:54.310

Work, it's because roads pose one of the

00:45:54.310 --> 00:45:57.970

greatest threats to the species. This project proposes to

00:45:57.970 --> 00:46:01.120

facilitate under roadway wildlife crossings by adding

00:46:01.120 --> 00:46:04.470

additional culverts and enlarging others beyond what would be required solely to

00:46:04.470 --> 00:46:06.270

meet current highway design standards.

00:46:07.460 --> 00:46:10.950

And finally, although this is not on your screen in front of

00:46:10.950 --> 00:46:14.380

you and not necessarily considered a natural or

00:46:14.380 --> 00:46:17.650

cultural resource, the NPS is certainly concerned about impacts

00:46:17.650 --> 00:46:21.820

to visitor use. An experience along this roadway as I mentioned

00:46:21.820 --> 00:46:24.840

d earlier, Mineral King is one of the primary public access points to the wilderness

00:46:24.840 --> 00:46:28.210

areas, is part of me.

00:46:28.210 --> 00:46:31.410

Mineral King is one of the primary public access points to the

00:46:31.410 --> 00:46:34.680

wilderness areas of Sequoia and Kings Canyon National Parks

00:46:34.680 --> 00:46:38.080

The area has two NPS campgrounds, or Ranger

00:46:38.080 --> 00:46:41.380



station NPS employee housing and trailheads their

00:46:41.380 --> 00:46:44.590

r primary departure point for half of the wilderness areas in Sequoia National Park.

00:46:45.270 --> 00:46:48.290

The road primarily serves park visitors to mineral

00:46:48.290 --> 00:46:51.790

King and Park Wilderness. Clients of Silver City

00:46:51.790 --> 00:46:55.830

Resort, an summer residents within a small cabin community of Mineral King

00:46:55.830 --> 00:46:59.090

Every year we know thousands of visitors are traveling up to this

00:46:59.090 --> 00:47:02.070

Valley for day use. Front country camping and access to the wilderness.

00:47:02.980 --> 00:47:06.140

During construction delays and closures like

00:47:06.140 --> 00:47:09.220

we've talked about would be expected, and we're working with

00:47:09.220 --> 00:47:12.680

the Federal Highway Administration to coordinate and maintain

00:47:12.680 --> 00:47:16.110

emergency and visitor access to the maximum extent practical

00:47:16.110 --> 00:47:19.710

throughout the visit. Are you season? And that is one reason why we are reaching out to you

00:47:19.710 --> 00:47:22.750

Now, to really get your input about what about

00:47:22.750 --> 00:47:24.090

that access is the most critical to you.

00:47:24.910 --> 00:47:28.020

Post rehabilitation the road would

00:47:28.020 --> 00:47:31.240

provide safer public access along the mineral King



00:47:31.240 --> 00:47:33.310

Rd, ultimately preserving that access in the long term.

00:47:33.840 --> 00:47:36.910

The road surface would be smoother as all sections would be

00:47:36.910 --> 00:47:40.530

paved parking and interpreted information would be

00:47:40.530 --> 00:47:44.020

made ABA accessible, and parking would also be formalized

00:47:44.020 --> 00:47:47.050

To avoid parking conflicts and to enable safe

00:47:47.050 --> 00:47:49.990

turnarounds, particularly for larger vehicles such as stock trailers.

00:47:53.260 --> 00:47:56.420

So where are we at in the planning process? If I can, I'd

00:47:56.420 --> 00:47:59.890

like to direct your attention to the right hand portion of your screen

00:47:59.890 --> 00:48:03.460

That planning schedule and so last

00:48:03.460 --> 00:48:06.670

spring we started plans on this project defining our purpose

00:48:06.670 --> 00:48:10.230

and need, starting designs about what our

00:48:10.230 --> 00:48:13.250

preliminary alternatives were are.

00:48:13.270 --> 00:48:16.760

Spring into summer and fall. We identified resources

00:48:16.760 --> 00:48:20.320

of concern and started to refine those alternatives and that

00:48:20.320 --> 00:48:23.520

design, and now we are going out to you going out to the

00:48:23.520 --> 00:48:26.680

public to get your input. We have a more refined idea of what we're



00:48:26.680 --> 00:48:30.280

really looking to accomplish and what we think is practical infeasible

00:48:30.280 --> 00:48:33.830

we are also seeking your input not only on that proposed

00:48:33.830 --> 00:48:37.070

action. Any concerns you have, but also about public

00:48:37.070 --> 00:48:40.250

access and what considerations we need to make

00:48:40.250 --> 00:48:43.520

when determining and finalizing not only designs

00:48:43.520 --> 00:48:44.500

but also the schedule as well.

00:48:45.540 --> 00:48:49.310

We have started, but certainly we're not completely done

00:48:49.310 --> 00:48:52.840

preparing our environmental documentation and conduct, initiating

00:48:52.840 --> 00:48:55.950

and conducting consultation, particularly with the state

00:48:55.950 --> 00:48:59.520

Historic Preservation Officer and the United States

00:48:59.520 --> 00:49:02.620

Fish and Wildlife Service, and we hope to finalize designs and

00:49:02.620 --> 00:49:05.690

prepare decision. Document this

00:49:05.690 --> 00:49:05.700

early this summer.

00:49:06.520 --> 00:49:09.550

If you are at this meeting, I believe you have already

00:49:09.550 --> 00:49:12.870

found our project website. Thank you for checking it out in the

00:49:12.870 --> 00:49:16.670



the information on it you can submit

00:49:16.670 --> 00:49:20.100

not only can you access additional materials about this proposed

00:49:20.100 --> 00:49:23.150

action on the planning website, but you can also

00:49:23.150 --> 00:49:26.650

comment there. You can also submit comments via the

00:49:26.650 --> 00:49:29.740

Question Answer section here and we will note that and

00:49:29.740 --> 00:49:32.870

take that into consideration and you can also email your comments

00:49:32.870 --> 00:49:36.080

to the Superintendent. The addresses here listed on

00:49:36.080 --> 00:49:36.640

your screen.

00:49:36.640 --> 00:49:40.090

Sequoia Kings National Park 4/7

00:49:40.090 --> 00:49:43.470

050 Generals Highway in Three Rivers

00:49:43.470 --> 00:49:46.490

California 93271 you

00:49:46.490 --> 00:49:49.520

you were also obviously at a virtual public meeting again just as a

00:49:49.520 --> 00:49:52.920

a reminder, we are recording this meeting and we will be posting

00:49:52.920 --> 00:49:56.640

this to the project website following this

00:49:56.640 --> 00:49:59.760

series meeting. I have also been talking for a long time. Here we

00:49:59.760 --> 00:50:03.130

we will have enough time to answer all of your questions, but just in case



00:50:03.130 --> 00:50:06.630

case we do not, we will be posting will be writing

00:50:06.630 --> 00:50:07.950

out answers to your questions.

00:50:07.950 --> 00:50:10.040

And posting to the project website as well.

00:50:10.940 --> 00:50:14.070

For next steps, public comments are accepted

00:50:14.070 --> 00:50:15.720

through midnight May 19th.

00:50:16.330 --> 00:50:21.110

And following the public comment period, we

00:50:21.110 --> 00:50:24.420

will be analyzing your comments considering

00:50:24.420 --> 00:50:27.740

g and making any necessary modifications to the proposed

00:50:27.740 --> 00:50:30.750

action will be finalizing consultation and will be preparing

00:50:30.750 --> 00:50:31.340

a decision document.

00:50:32.750 --> 00:50:34.110

And so with that.

00:50:34.950 --> 00:50:38.100

I'd like to open it up to the floor for questions I'm going

00:50:38.100 --> 00:50:41.470

to hand it over to tree to Teresa in just a

00:50:41.470 --> 00:50:44.730

second, but just as a reminder to submit a question you can

00:50:44.730 --> 00:50:48.660

click on the small question Mark icon in the upper right hand corner of

00:50:48.660 --> 00:50:51.680

your screen. Take the question to the field and click on that arrow on the right



00:50:51.680 --> 00:50:54.840

hand side. Again, your question won't be immediately visible

00:50:54.840 --> 00:50:57.960

to everyone, but will be walking through the questions in

00:50:57.960 --> 00:51:01.380

order and publishing them live for

00:51:01.380 --> 00:51:02.320

everyone as we answer them.

00:51:03.640 --> 00:51:06.710

So with that Teresa, do you want to do you

00:51:06.710 --> 00:51:10.790

u have any questions that we can move forward on?

00:51:10.790 --> 00:51:14.070

A couple of the questions have been answered during the presentation

00:51:14.070 --> 00:51:17.420

which is great. We do have a

00:51:17.420 --> 00:51:20.560

question regarding the project website

00:51:20.560 --> 00:51:23.830

and the presentation being posted.

00:51:24.860 --> 00:51:28.430

Or whether the Maps can be posted

00:51:28.430 --> 00:51:31.590

and we of course that said that we would be posting the

00:51:31.590 --> 00:51:36.420

presentation itself. I was unsure if the PowerPoint

00:51:36.420 --> 00:51:39.640

presentation would be posted and what the

00:51:39.640 --> 00:51:42.720

Maps the map availability is, so that would be

00:51:42.720 --> 00:51:43.600



question for you, Elly.

00:51:45.020 --> 00:51:48.260

Certainly thinks think St

00:51:48.260 --> 00:51:53.070

yes we can post that all that information so we'll have the

00:51:53.070 --> 00:51:54.500

presentation posted.

00:51:55.090 --> 00:51:58.190

The actual meeting

00:51:58.190 --> 00:52:01.580

The video of this posted and then the questions as well. So you

00:52:01.580 --> 00:52:04.950

can find those Maps in there. And if there's

00:52:04.950 --> 00:52:08.240

a specific request for a map that you'd like to see

00:52:08.240 --> 00:52:12.640

that is not in this presentation, please just put in the question and answer

00:52:12.640 --> 00:52:16.000

section and we will post that as well. If we have that

00:52:16.000 --> 00:52:16.300

information.

00:52:18.670 --> 00:52:22.780

OK

00:52:22.780 --> 00:52:25.800

so another question that we have is relating

00:52:25.800 --> 00:52:29.070

to the scoping information

00:52:29.070 --> 00:52:32.620

mentioning trailer parking and the question is, does this mean

00:52:32.620 --> 00:52:37.320

that camping or travel trailers will be allowed



00:52:37.320 --> 00:52:40.430

overnight? I believe this is probably a dual question, perhaps perhaps for

00:52:40.430 --> 00:52:43.500

r Dave Fox and Nicole Mason for

00:52:43.500 --> 00:52:45.000

the purpose of those parking areas.

00:52:47.330 --> 00:52:51.170

Certainly I'd be happy to answer that

00:52:51.170 --> 00:52:54.250

one. We're not looking at allowing travel

00:52:54.250 --> 00:52:57.470

trailers for overnight camping at the end of the

00:52:57.470 --> 00:53:00.560

road, we're actually looking at the future for the

00:53:00.560 --> 00:53:04.050

potential for folks with horse trailers to be able to come

00:53:04.050 --> 00:53:07.300

up and access the wilderness areas that

00:53:07.300 --> 00:53:11.130

are stock iaccessible and have a place to park

00:53:11.130 --> 00:53:12.120

their trailers overnight so that they.

00:53:12.710 --> 00:53:16.320

They don't have to leave them down at the campground or find some place else to

00:53:16.320 --> 00:53:19.620

try and squeeze them in along the roadside

00:53:19.620 --> 00:53:20.960

which we know causes problems.

00:53:28.690 --> 00:53:31.890

So at this

00:53:31.890 --> 00:53:35.040

time, thank you Dave, I do not see any additional questions I



00:53:35.040 --> 00:53:38.510

I know we have quite a few attendees on the line.

00:53:39.560 --> 00:53:42.720

We I know that Eli had a very thorough presentation

00:53:42.720 --> 00:53:45.990

but if you have any other questions you can post those now and we

00:53:45.990 --> 00:53:48.420

can you have opportunity for us to respond at this time.

00:53:53.910 --> 00:54:04.570

Yeah true

00:54:04.570 --> 00:54:07.760

e, so let's just give it another three

00:54:07.760 --> 00:54:11.060

minutes. And for those of you have no additional

00:54:11.060 --> 00:54:14.160

questions, you could hang up, but maybe something juicy will be

00:54:14.160 --> 00:54:16.280

asked by somebody else.

00:54:16.280 --> 00:54:19.300

So feel free to stay on the line and we

00:54:19.300 --> 00:54:22.550

will close it out but just wanna give a little bit of room

00:54:22.550 --> 00:54:25.940

for folks to submit you and just another reminder is that

00:54:25.940 --> 00:54:28.990

we for those of you that may have joined late that

00:54:28.990 --> 00:54:32.880

we, the NPS, cannot hear you as you

00:54:32.880 --> 00:54:33.550

are muted automatically.

00:54:54.240 --> 00:54:57.270



Trees, are you seeing any new? I'm not seeing any new ones

00:54:57.270 --> 00:55:01.510

come in or there are no additional questions coming in at this time.

00:55:02.890 --> 00:55:06.020

Alright, I just found I think I'll

00:55:06.020 --> 00:55:09.110

take the opportunity then to

00:55:09.110 --> 00:55:12.210

again, thank you for joining us for

00:55:12.210 --> 00:55:15.560

your interest like as Clay was mentioning

00:55:15.560 --> 00:55:19.130

earlier. For your interest in this proposed

00:55:19.130 --> 00:55:22.290

action for your taking time out of your precious day

00:55:22.290 --> 00:55:25.720

to meet with us and very much appreciate and look

00:55:25.720 --> 00:55:27.930

forward to hearing from you in your comments.

00:55:28.520 --> 00:55:30.010

On this on this action.

00:55:30.890 --> 00:55:34.010

I do have one question that just

00:55:34.010 --> 00:55:35.510

came in.

00:55:35.510 --> 00:55:38.750

Brock is how will communication be

00:55:38.750 --> 00:55:42.390

passed on to community and visitors regarding Rd

00:55:42.390 --> 00:55:45.660

ad closures? How will we know when the road is closed outside of



00:55:45.660 --> 00:55:48.700

regular planned hours? So that question would be

00:55:48.700 --> 00:55:48.990

for Nicole.

00:56:00.640 --> 00:56:05.280

Hi

00:56:05.280 --> 00:56:07.390

sorry for the delay.

00:56:07.390 --> 00:56:10.550

I was actually hoping that Cynthia

00:56:10.550 --> 00:56:12.740

could maybe help me out there.

00:56:13.610 --> 00:56:18.550

Hi

00:56:18.550 --> 00:56:21.930

I definitely can help our

00:56:21.930 --> 00:56:24.980

delay an Rd closure information is always we always

00:56:24.980 --> 00:56:27.990

s do unusual East to announce when we have a schedule

00:56:27.990 --> 00:56:32.010

and the project is starting up for the construction

00:56:32.010 --> 00:56:36.010

season and then all of that information is then posted on our NPS

00:56:36.010 --> 00:56:39.360

website. [nps.gov/C](https://www.nps.gov/C) key we

00:56:39.360 --> 00:56:42.410

e also do social media posts and

00:56:42.410 --> 00:56:44.500

to give updates if anything changes.

00:56:44.500 --> 00:56:49.230

Through the construction phases



00:56:49.230 --> 00:56:52.420  
so most of the information is always available on our

00:56:52.420 --> 00:56:55.640  
website. And then there's the schedules will be also printed

00:56:55.640 --> 00:56:58.650  
in the park newspaper and

00:56:58.650 --> 00:57:00.190  
other areas in the park.

00:57:05.650 --> 00:57:09.330  
Thank you Cynthia Ann. We have

00:57:09.330 --> 00:57:10.500  
another. It's a congratulatory.

00:57:11.180 --> 00:57:14.230  
Post asks how

00:57:14.230 --> 00:57:17.250  
you can get other government agencies to be as clear

00:57:17.250 --> 00:57:19.860  
and concise as you have been.

00:57:23.170 --> 00:57:26.430  
I don't know that one. I think that was

00:57:26.430 --> 00:57:29.480  
posted facetiously, so thank you very much

00:57:29.480 --> 00:57:32.780  
Yeah, I think that was my mom listening

00:57:32.780 --> 00:57:36.140  
in on this. So thanks ma'am. Appreciate it.

00:57:36.710 --> 00:57:48.650  
Alright

00:57:48.650 --> 00:57:49.850  
with that.

00:57:51.330 --> 00:57:55.410



Those the last question that I see is, I guess we're done.

00:57:55.570 --> 00:57:59.050

From someone else, so thank

00:57:59.050 --> 00:58:03.130

you everyone for joining us Clay. Do you have any words that you would like to

00:58:03.130 --> 00:58:04.510

say at the end here to close this out?

00:58:05.330 --> 00:58:08.730

No, I really appreciate you bearing

00:58:08.730 --> 00:58:12.430

with us and this informed

00:58:12.430 --> 00:58:15.540

they like any use of technology, there's advantages

00:58:15.540 --> 00:58:18.570

and disadvantages, right? It's always

00:58:18.570 --> 00:58:22.130

nice to be in a room to be able to make eye

00:58:22.130 --> 00:58:25.500

contact into an, it just invites

00:58:25.500 --> 00:58:28.560

better communications. We know that to be able to look at some charts

00:58:28.560 --> 00:58:32.020

Anne Anne Anne to do all those

00:58:32.020 --> 00:58:35.670

things. The one benefit, of course, is

00:58:35.670 --> 00:58:36.100

you can.

00:58:36.100 --> 00:58:39.460

You can don't have to leave

00:58:39.460 --> 00:58:42.560

home your work it in you



00:58:42.560 --> 00:58:45.590

u can join us if you are live

00:58:45.590 --> 00:58:48.850

hundreds of miles away, so hopefully in

00:58:48.850 --> 00:58:52.310

the future will learn from all this and maybe do a combination

00:58:52.310 --> 00:58:55.400

of both in person and

00:58:55.400 --> 00:58:58.910

line public meetings as

00:58:58.910 --> 00:59:02.490

we hopefully get covid in our rearview mirror

00:59:02.490 --> 00:59:06.340

at some point, but really appreciate.

00:59:06.620 --> 00:59:10.280

Helping us to learn through this

00:59:10.280 --> 00:59:13.370

approach of providing

00:59:13.370 --> 00:59:16.790

information and this is not a check the box

00:59:16.790 --> 00:59:19.870

x of effort on our part. We really do

00:59:19.870 --> 00:59:23.280

want that engagement

00:59:23.280 --> 00:59:26.690

and we definitely need help in trying to

00:59:26.690 --> 00:59:29.710

get this right so

00:59:29.710 --> 00:59:33.010

o thanks very much for taking the time to join us an

00:59:33.010 --> 00:59:36.090

as you. I digest the materials on line



00:59:36.810 --> 00:59:40.000

As you think about how this

00:59:40.000 --> 00:59:43.820

project might precede, then please feel free

00:59:43.820 --> 00:59:47.130

to reach out anytime and will try to do what

00:59:47.130 --> 00:59:50.480

we can to take those concerns

00:59:50.480 --> 00:59:53.590

into consideration. But other than that

00:59:53.590 --> 00:59:56.890

again, I think we can call it an afternoon and

00:59:56.890 --> 01:00:01.150

again, thank you for joining us and thank you team for

01:00:01.150 --> 01:00:04.350

a present for being on board

01:00:04.350 --> 01:00:06.530

and great job presenting Elly thank you.

01:00:07.580 --> 01:00:25.050