



Thank you for joining us tonight. The meeting will begin shortly.



Welcome!



This meeting is being recorded

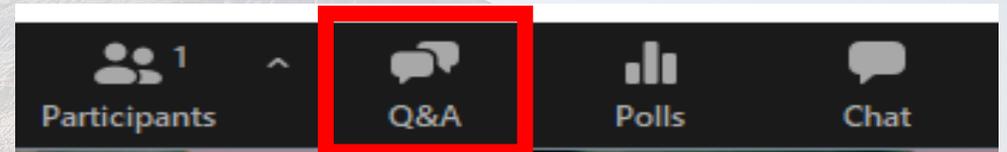


Add project-related questions in the Q&A dialogue box

The chat can be used to provide comments or for technical support



Please ask questions, we want to know your thoughts!



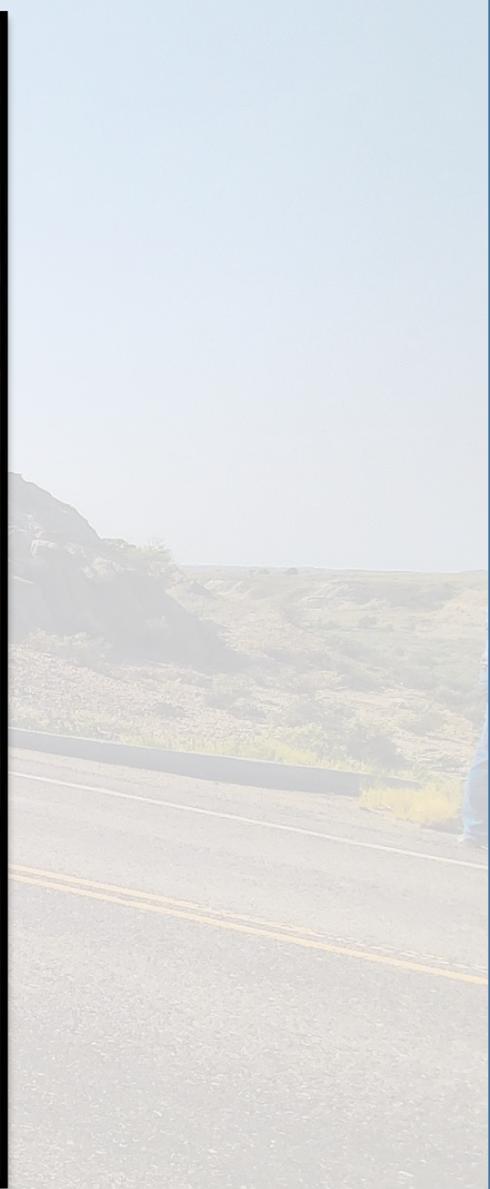
All attendees will be muted unless the host unmutes their line



A copy of this presentation will be made available at:

<https://parkplanning.nps.gov/parkHome.cfm?parkId=167>

Welcome

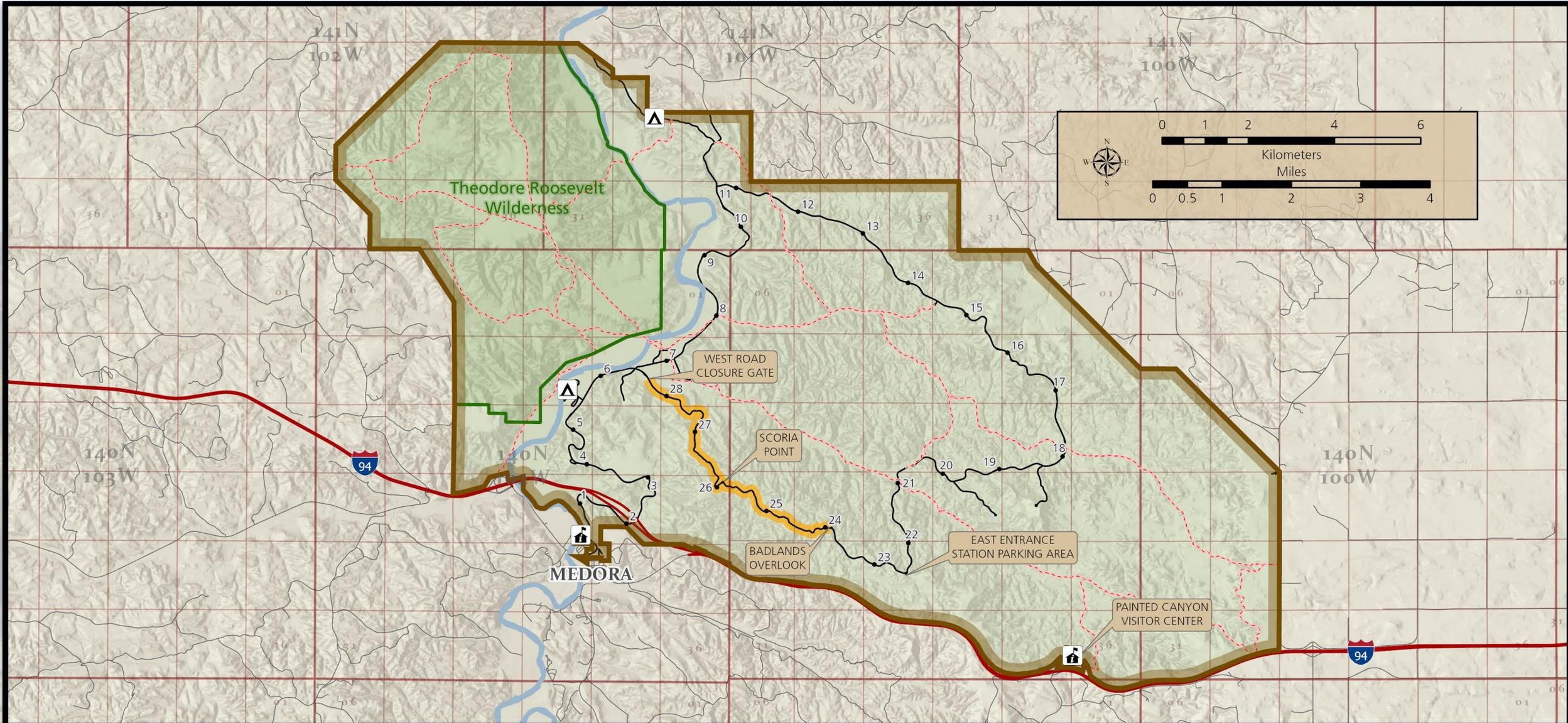


Objectives



- Provide background information about the project
- Review the purpose and need for the project
- Discuss the proposed action
- Provide an overview of the anticipated impacts
- Solicit information from members of the public
- Answer any questions that you may have

Project Location



Project Purpose and Need



Purpose of the Project

The purpose of the project is to restore access to park resources in the South Unit by providing a stable and more sustainable roadway that addresses visitor and staff safety, enhances the visitor's experience, improves efficiencies in park operations, and minimizes impacts on natural and cultural resources.

Need for the Project

The project is needed because the existing drainage system cannot convey stormwater runoff from the road surface effectively, resulting in unstable slopes that have damaged pavement along Scenic Loop Drive and caused partial or total closures. These road closures have adversely affected visitor enjoyment of the area and the park's ability to provide visitor services because portions of the road are currently unstable, inaccessible, and unsafe.

Project Background



- Landslides, poor road subgrade material, and ineffective drainage have long impacted the Scenic Loop Drive.
- A roadway collapse in spring 2019, resulted in a partial closure of the roadway.
- Additional areas of roadway failure at Scoria Point and West Ridgeline have been identified.
- 6.15 miles of roadway reconstruction recommended.



Original Failure Section of the Scenic Loop Drive

Project Background



Project Background



Project Background





Alternatives Evaluated – No Action

- The 4-mile section of Scenic Loop Drive would remain closed to visitors from mile marker 24 through 28.
- Poor drainage would continue to worsen slope failures the condition of the roadway.



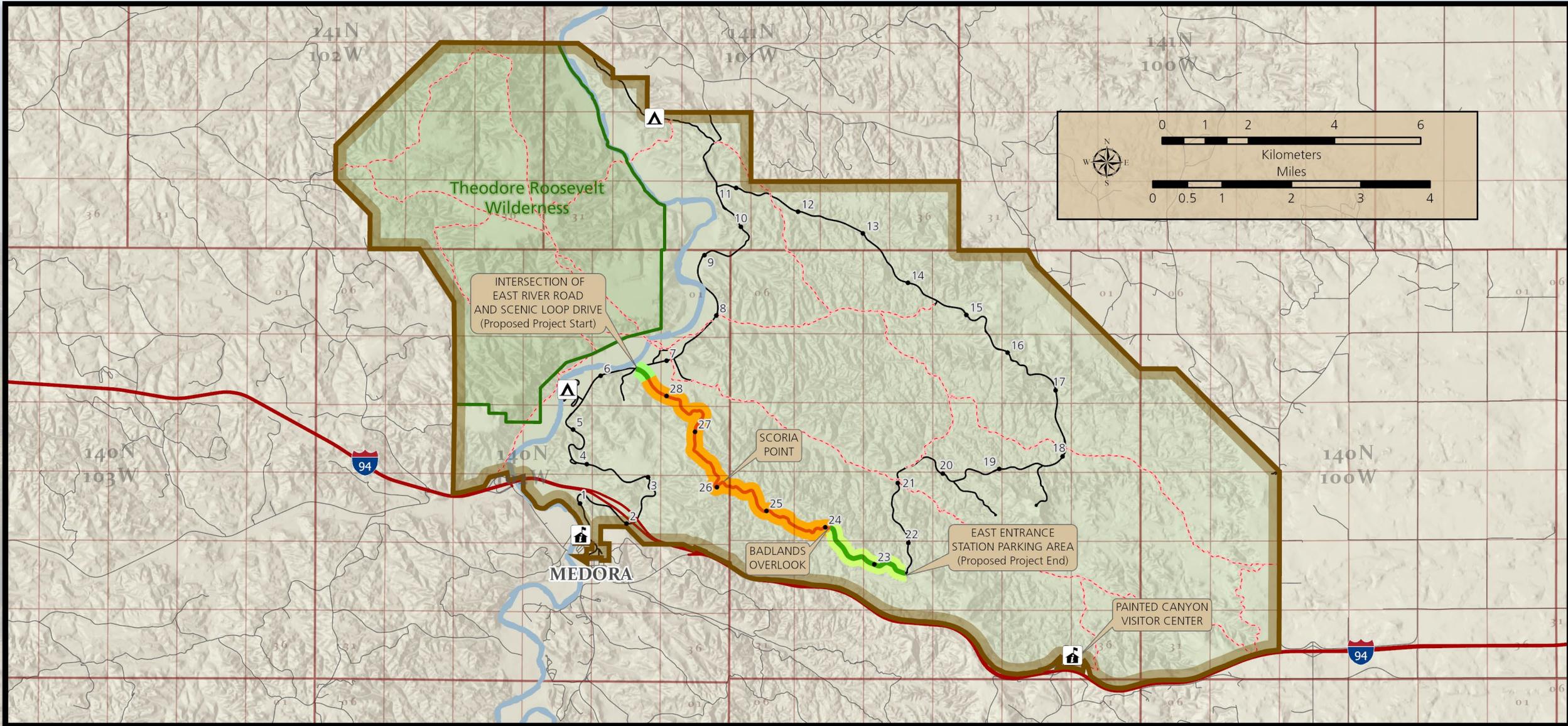


Alternatives Evaluated – Road Reconstruction (Proposed Action/Preferred Alternative)

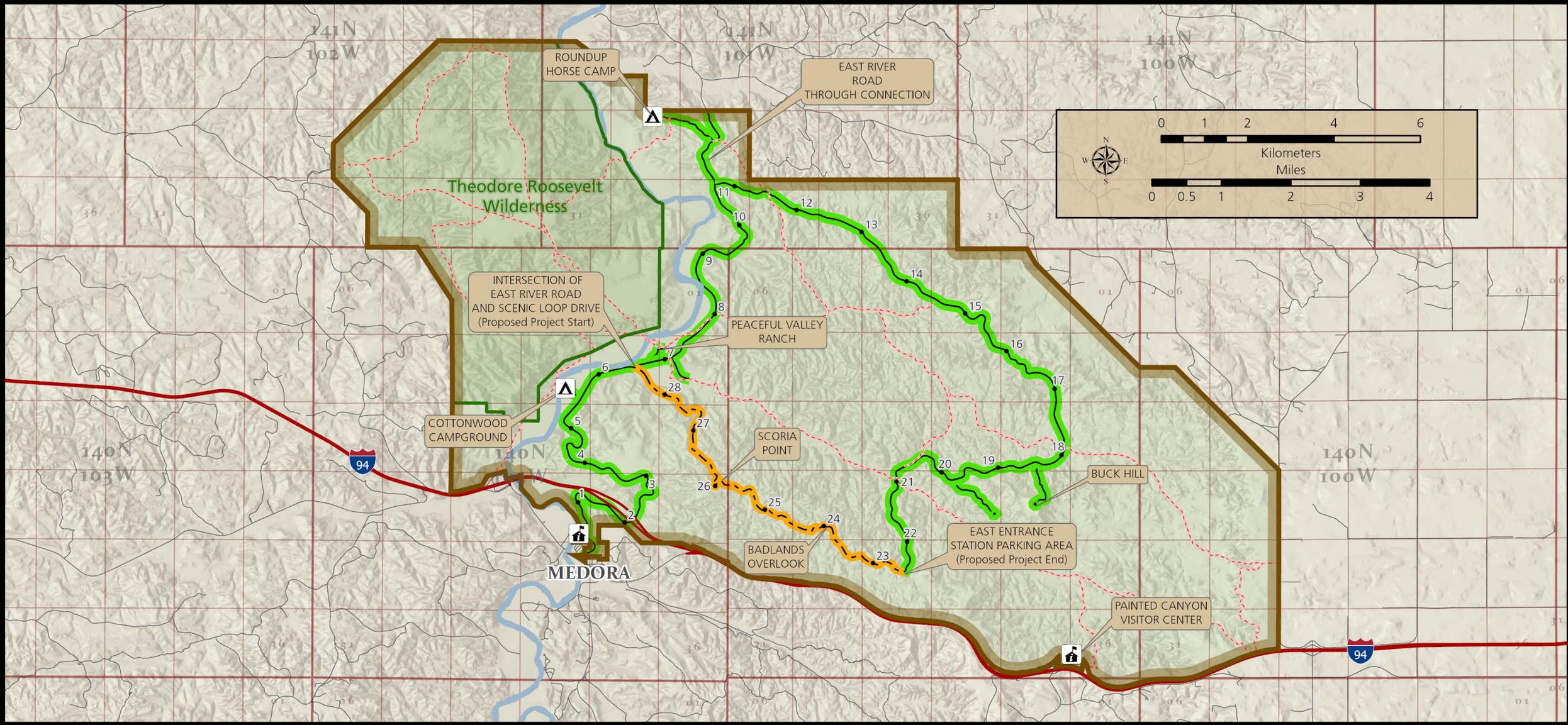
- The road would be reconstructed and reopened and allow for park operations in this area to resume and allow visitors to enjoy the area.
- The road would be closed to the public during construction.
- Repaired road would follow the same alignment, but would be supported by retaining walls in areas where failures have occurred.
- Entire storm drainage system would be repaired or replaced.
- All parking areas would be reconstructed for improved access.



Proposed Project & Construction Zone



Roadway Open For Continued Visitor Access



What type of activities are needed to repair the road?



Retaining walls would be installed to stabilize hazardous slopes.



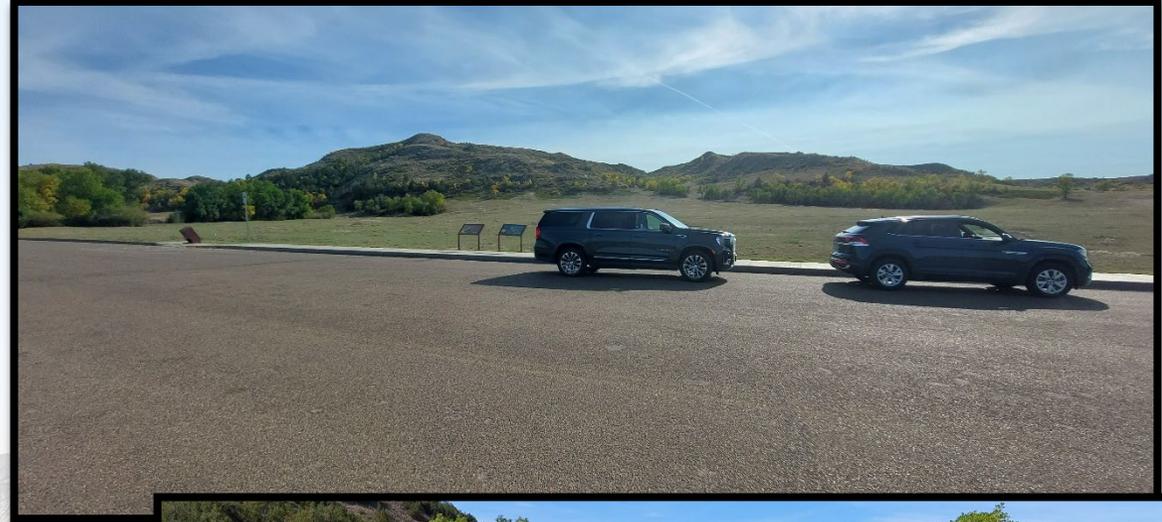
Stabilize slopes to prevent future failures and reconstruct roadway.



What type of activities are needed to repair the road?



All culverts to be repaired or replaced to improve stormwater conveyance



All parking areas would be reconstructed for improved access

How will the park's resources be impacted by this project?



Cultural Resources



- Resource studies and consultation with state and federal agencies and tribes show there are no archeological or tribal resources of concern in the project area that would be adversely affected by the project.
- The project would follow historic preservation guidelines to protect resources, including maintaining the historic aesthetic of culverts, avoiding disturbance to other cultural resources, and including archeological and tribal monitors during construction.
- A summary of the history of the road would be provided on an interpretive sign at the Old East Entrance parking lot and included on the park website.



Example of stone arch culvert that would be repaired during proposed replacement (remove sediment, repoint the mortar, replace fallen stones).



Example of pipe culvert to be replaced. This culvert is too small to allow for appropriate drainage and would be replaced with a larger concrete pipe.

Geology and Soils



- Park landforms are unique and recognizable, and the proposed improvements would impact some of these landforms.
- The project would install seven retaining walls where landslides are occurring or have a high potential to occur.
- The project would have long-term benefit, as the repairs would make the new road safer and more stable.
- Construction requirements include:
 - Prevent introduction of nonnative plants
 - Revegetation of construction areas



Visitor Use and Experience



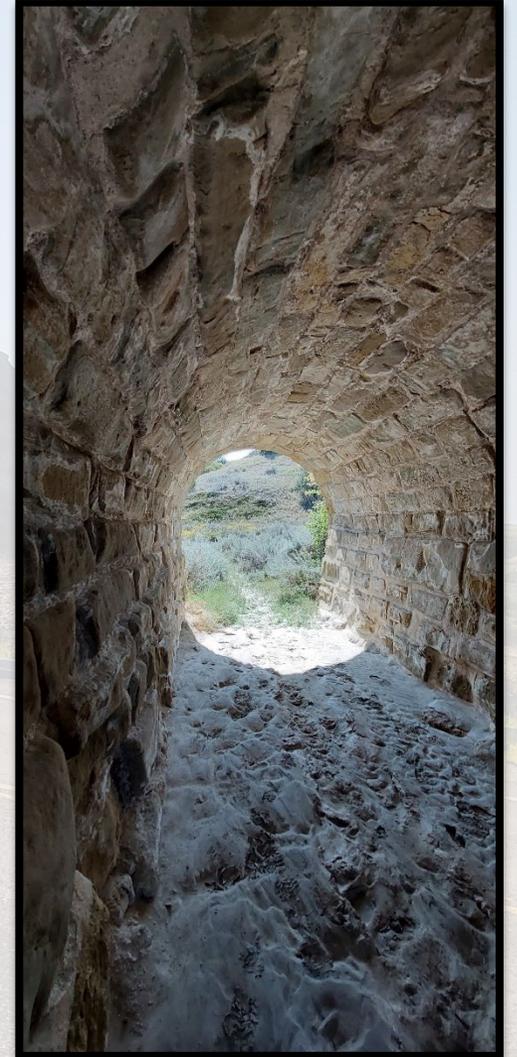
- Construction zone would be closed to the public
- Construction vehicle traffic would be restricted
- Ridgeline Nature and Old East Entrance Station trails would be closed during construction
- Park would keep the public informed of construction progress and status
- Emergency vehicle access will be accommodated in construction zones



Water Resources



- The project corridor will have drainage improvements including:
 - Larger and additional culverts
 - Use of erosion control measures
- Impacts to wetlands and stream drainages will be mitigated
- The project will meet all relevant requirements of the Clean Water Act



Paleontological Resources



- The park and the project area are surrounded by layers of fossil-bearing rock.
- The project has included paleontological studies and will include protection measures during construction, such as avoidance of sensitive areas and collection and curation of any newly discovered fossils.



Project Schedule



**Public Review
of Draft EA**

February 14 to
March 1, 2022

We Are Here

**EA Public
Comment Analysis**

March 1 to March 28, 2022

**Final EA Release
and NPS Decision
(FONSI / NID)**

March 31, 2022

Project Implementation

Project out for Bid – Late Summer 2022
Initial Work Begins – Late Fall 2022
2 Year Construction Cycle

How to Comment



Public participation is an important element of the planning process. We invite you to review and comment on this EA by March 1, 2022. The full document is available at [here](#).



Submit your input electronically (preferred method):

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

Or mail comments to:



Superintendent

Theodore Roosevelt National Park

P.O. Box 7

Medora, ND 85645

NOTE: Comments will not be accepted by fax or any other way than those specified above. Please also note that your entire comment—including personal identifying information such as your address, phone number, and e-mail address—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. Comments submitted by individuals or organizations on behalf of other individuals or organizations will not be accepted.



Thank you for your time and participation

Questions?

