

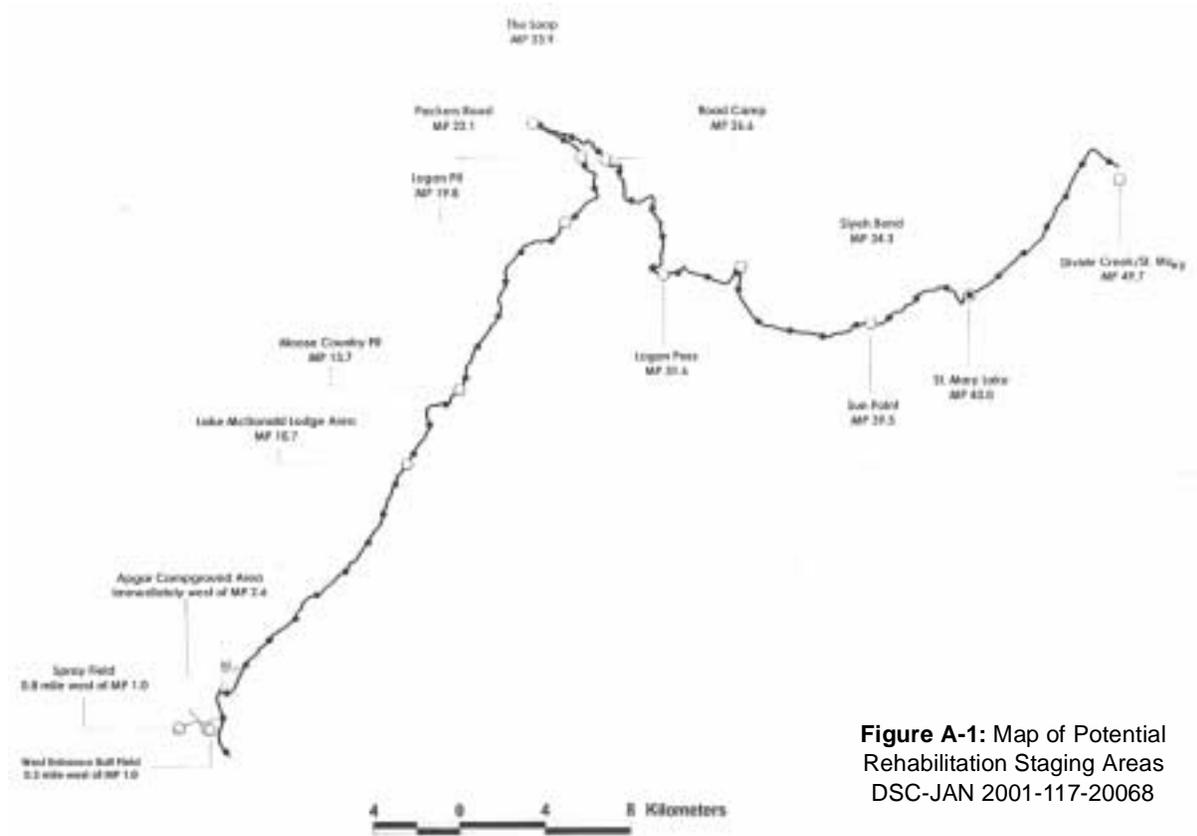
Several potential staging areas in the park were examined for basic feasibility of use during the rehabilitation efforts, and are described below from west to east along the Road. Staging sites will be examined during the Environmental Impact Statement process.

The existing sites considered to be the most feasible for staging most of the work include:

- For rehabilitation on the west side of Logan Pass
  - Logan Pit
  - Moose Country Pit
  
- For rehabilitation on the east side of Logan Pass
  - Sun Point

Each of the potential staging sites examined is described on the following pages.

## Appendix D: Potential Rehabilitation Staging Areas and Map



**Figure A-1:** Map of Potential Rehabilitation Staging Areas  
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**West Entrance Ball Field Area.** This medium-size area is readily accessible from the west end of the project and could accommodate office and parking facilities as well as storage of some material stockpiles. However, due to environmental issues and recreational uses, it is not considered a strong staging option.

**Spray Field.** This is a fairly large area (approximately fifteen acres) near the west end of the Road. This area's size and location suggests it has significant potential for staging of materials, equipment, office space, and employee parking. The proximity to activities at the west end of the Road is good; however, the proximity to the east end is poor. Part of the Spray Field area is subject to high water conditions and may afford limited or seasonal accommodations at best. This area would also have to continue to function for the final removal of effluent from park sewage operations, which would seem to preclude its use as a staging area. This area is also used as pasture for NPS stock operations, is frequented by elk and grizzly bears, and is near a bald eagle roosting area. For these reasons this area is not considered a viable staging option.

**Apgar campground area.** This area is fairly well dedicated to park visitation usage. No reasonable staging area (other than potential employee housing or camping) was noted within the existing facilities. The potential exists, however, for developing adjacent space as contractor office and parking areas which could be converted to visitation usage during and/or following construction. The *Transportation and Visitor Use Plan* identifies strategies that include development of a Discovery Center and transit system staging area at Apgar. Locating the proposed Discovery Center in the Apgar area is also recommended in the *General Management Plan*.

**Lake McDonald Lodge Area.** This area is fairly large; however, due to its immediate proximity to Lake McDonald and Lake McDonald Lodge (a National Historic Landmark) as well as the high intensity of concessionaire and park visitor use, it is not considered a viable option for construction staging. The possible exception is the potential for short-term employee housing and vehicle parking within the area. Improvements made to accommodate construction operations could revert to the park for enhancement of facilities following roadway improvements.

**Moose Country Pit.** This is a relatively small service area, which could be used for material staging operations.

**Logan Pit.** This is a medium-size to large area (fifteen-plus acre potential) that seems adequate for materials stockpiles, equipment storage and maintenance, and perhaps an asphalt batch plant. Access to the west side of the Road is excellent. This area is somewhat visible from the alpine section and could be considered as a visual distraction to the park visitor. This location could eventually be converted to visitor use purposes as discussed in the *Transportation and Visitor Use Plan*. However, this site is located in a flood plain and is near a wildlife nesting and migration area.

**Packer's Roost.** This small to medium-size area is very environmentally sensitive, is accessed only by a very narrow one lane gravel road, and has very poor access to and from the east due to the sharp entrance angle and limited turning radius in that direction. It may possibly be useful for employee housing and/or parking areas; however, careful considerations must be given to limitations with respect to "rustic zone" designations contained within the *Glacier National Park General Management Plan*. Development would be limited to trails, campsites, primitive signs, and sanitation facilities.

## Appendix D: Potential Rehabilitation Staging Areas and Map

**The Loop.** The small parking area adjacent to the Roadway may be useful as limited staging for a small project site office, material storage, or employee parking. Storage and service of equipment is not recommended due to the environmental sensitivity of this area. Also, use of this area would have a negative impact on existing visitor use such as vista point and trailhead parking.

**Road Camp.** This is a very small and precarious site of significant historic interest, and would contribute very limited staging opportunities at best. The establishment of very small stockpiles of non-intrusive material may be feasible (such as culvert pipe or guardwall rock); however, extensive use is not considered to be a viable option.

**Big Bend.** This very small and confined area has limited room for staging of minor equipment, employee parking, and materials stockpiles on either side of the Road in existing parking areas. Use of this area for staging would have a detrimental effect on visitor parking.

**Logan Pass.** This fairly large area is located within the alpine section at the top of the pass. The parking lot and surrounding area receives significant visitor usage and is highly sensitive to environmental issues; given the impact to visitors, it may not be a suitable site.

**Siyeh Bend.** This small parking area adjacent to the side of the roadway may be useful for limited staging of employee parking and/or small construction items, such as culverts. Visitor use would be curtailed during staging operations.

**Sun Point Area.** This medium-size area (ten to fifteen acre potential) south of the roadway supplies access to certain interpretive viewpoints and lakeside recreational facilities. This site has the potential for staging of office facilities as well as employee parking and storage of non-intrusive materials and construction vehicles.

**St. Mary Lake Access and Boat Dock Area.** This medium size area provides ready access to the east side of the Road and to certain St. Mary Lake recreational facilities which usually experience very high visitor usage during the summer. This is an environmentally sensitive area; however, there appears to be space for location of offices and parking facilities.

**Divide Creek (St. Mary) area.** This medium-size to large area is located at the eastern terminus of the Road, and is generally adjacent to the park boundary. Much of the area is subject to seasonal high water conditions and flooding, and these factors should be carefully considered respective to this site.

