



United States Department of the Interior



NATIONAL PARK SERVICE
North Cascades National Park Service Complex
810 State Route 20
Sedro Woolley, WA 98284

IN REPLY REFER TO:

1.A.2 (9470)

Dr. Allyson Brooks
State Historic Preservation Officer
Department of Archaeological and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Dear Dr. Brooks:

North Cascades National Park Service Complex (NOCA, NPS) is providing project updates on several emergency actions to address expected fall flooding along Company Creek Road in Stehekin, Chelan County, that were impacted by the record setting December 2025 floods (DAHP Project # 2026-08-05616; Figure 1). On August 25, 2026, the NPS provided notification to your office under the emergency provisions of the NPS's 2008 Nationwide Programmatic Agreement for Compliance with Section 106 of the National Historic Preservation Act (Stipulation VII. Emergency Actions) for necessary actions to prevent a threat to life and property expected during seasonal fall flooding. The *Area of Potential Effect* (Figures 2-3) and finding of *No Historic Properties Affected* as described in initial consultation remains the same.

Following the August 25th consultation letter, the NPS issued a special use permit to Chelan County to construct the final portion of the emergency Company Creek Road on NPS land. Since that time the county has provided design refinements based on environmental conditions. The NPS has also revised plans for additional flood resistance along the temporary road constructed in spring 2026 based on learning the intended HESCO barrier installation wasn't feasible and now intends to raise the temporary road to match the elevation of the proposed County road segment. Both the NPS and Chelan County's plans are being fulfilled in tandem to provide private ingress and emergency access and ultimately prevent an imminent threat due to expected Fall flooding. Updates to each project description are below.

Chelan County Project Description

On August 17, 2026, Chelan County submitted a special use permit application to the NPS to rebuild the final segment of the destroyed road. The road segment will largely be constructed on federal lands in the footprint of the destroyed road, much of which is now within the active river channel (Figure 4). Portions of the county's work will occur off federal lands, beyond federal control, and are not discussed here as these actions are not part of the federal undertaking (36

CFR 800.16(y)). This road segment will reduce conflicts with private property, private ingress and emergency egress, and close the gap between the undamaged NPS road to the west and the NPS temporary road to the east, reducing flooding risk. Due to the emergency nature of the work, the county's designs were still being refined at the time of initial consultation.

Chelan County's updated proposal continues to describe the construction of a gravel road with a 12-foot-wide driving surface, 1-foot wide shoulders to both sides, with a 1.5 to 1 slope to the ground (Figure 5; Attachment A). The approximately 500-linear foot alignment will tie into the existing NPS temporary road on the east and connect with the undamaged portion of Company Creek Road on the west (Figures 6-7). Because the majority of the county's road segment will be constructed within the active river channel, they will temporarily divert the river to the north channel; this action will not take place on federal lands. However, to improve the onsite working conditions, a temporary cofferdam will be constructed of supersacks both on and off federal land. Once the work site has been isolated, the county will use heavy equipment to clear a small amount of vegetation and place rock aggregate to rebuild the road. The county will further protect their road segment by constructing a riprap revetment on the river (north) side and reconstruct destroyed bank barbs, one of which will be partially rebuilt on federal land. It is expected that construction will begin by September 21, 2026, to be completed before seasonal fall flooding begins.

National Park Service Project Description

The NPS and US Army Corps of Engineers (USACE) built an emergency temporary road on federal land in spring of 2026 to provide access to homes in advance of expected floods (see previous correspondence under DAHP Project 2026-03-01871). After reviewing the county's construction plans and receiving additional information, the NPS has likewise revised its emergency proposal. HESCO barriers were initially proposed to protect the new temporary road. The NPS and USACE have determined that raising the existing NPS portion of the temporary road to provide flood resistance is preferable to the previous proposal of temporary HESCO barriers. To meet engineering requirements, the HESCO barriers would need a large amount of clearing, they would be a visual intrusion on the landscape, and they would require a significant amount of fill material to be barged up lake. Furthermore, analysis completed with updated river models after the road was built in the spring found that the temporary road's gradient was too shallow and under-constructed in the east. To meet the county's road elevation in the west (1266.8 ft) and account for the updated river gradient models, the NPS road will be raised almost 3 feet and gradually descend to the east. The road will need to be raised 9.3 feet in a depression to the east before it rejoins the current temporary road elevation (1256.3 ft). To maintain the 1.5 to 1 slope along the road's shoulder, the road's overall footprint will expand. In the west this will equate to an additional 4.5 feet of width in both directions (north and south) and an additional 14 feet both directions in the east where the road curves away from the river. Just past this corner, a 300 ft long row of supersacks, approximately 3 wide by 3 high, will be temporarily placed in a northeasterly direction to prevent river avulsion down the road. Additional supersacks may be needed along the river side of the road to augment or expand what is already present (Figure 8). Some vegetation removal and grading may occur prior to their placement.

Construction activities for both projects will include the import of rock and aggregates; clearing of trees and vegetation; installation of temporary water diversion barriers in the river and erosion and sediment controls; and excavation, material placement, and grading as necessary to construct the proposed road prism. If additional materials are needed beyond that which has been stockpiled, gravel may be taken from the existing NPS Company Creek Gravel Pit. It is expected that the work may last through December 2026.

Expected Effects

While there have been changes to the project description, no historic properties are expected to be affected. There are no recorded archeological sites in the project area, and the highest probability landform is located outside of the project area, several hundred feet south of Company Creek Road. While the base of the elevated NPS-USACE road will be wider than existing conditions, and will extend approximately 14 feet further south, the road will still be a significant distance from the highest probability landform. As described in previous correspondence, the NPS conducted limited emergency survey of these river terraces to the south and no cultural materials were identified.

The portion of the APE where the county's road segment will be constructed lies either within the current river channel or along the river's flooded banks which have experienced a high degree of scouring and deposition. These areas have very limited potential for in-situ archeological deposits. The county's portion of the road will be built between the existing temporary road and the river on landforms that are less likely to have resources due to their susceptibility to past floods and river migration. The NPS surveyed the proposed staging areas in the spring and found no resources. Monitoring of the spring construction resulted in two historic-era artifacts (a bottle and an automobile part) in flood debris and one cedar tree with signs of girdling; monitoring reports will be sent to your office when finalized. The temporary road will be in a similar location and style as the destroyed road and should not cause any visual effects to properties within the viewshed.

Although no resources are known in the APE, and likelihood of discovery is low, an archeological monitor will be onsite for ground disturbing activities in the land-based portion of the construction as necessary. The monitor will use available opportunities to view exposed ground surfaces, sift excavated materials when possible, and document construction with detailed notes and photos. Standard archeological work stoppages will occur if an archeological site is uncovered. **However, if emergency circumstances occur, and if the Superintendent determines a work stoppage due to an inadvertent discovery may cause imminent threat to life or property, emergency archeological documentation will take place for a period of no more than 4 hours at which time construction will proceed as planned.** NOCA will make a reasonable attempt to notify affected Tribes, the SHPO and the ACHP within 48 hours of the discovery (36 CFR 800.13 (b)(3)), although the remote project location and expedited schedule may delay the notification. Upon conclusion of the project, a report documenting the parks actions will be completed and distributed to consulting parties.

We recognize this project will occur within the traditional territories of several indigenous communities. The thoughtful stewardship of these areas is essential for cultural resource protection and the place-based connections of past, present, and future generations of indigenous peoples. We invite any comments that you may have regarding any historic properties that may be affected as soon as possible.

If you have further questions please contact Jason J. Taylor, NOCA Superintendent, at Jason_J_Taylor@nps.gov.

Sincerely,

Jason J. Taylor, PhD
Acting Superintendent

Enclosures

cc: Dr. Rob Whitlam
State Archeologist
Department of Archeology and
Historic Preservation

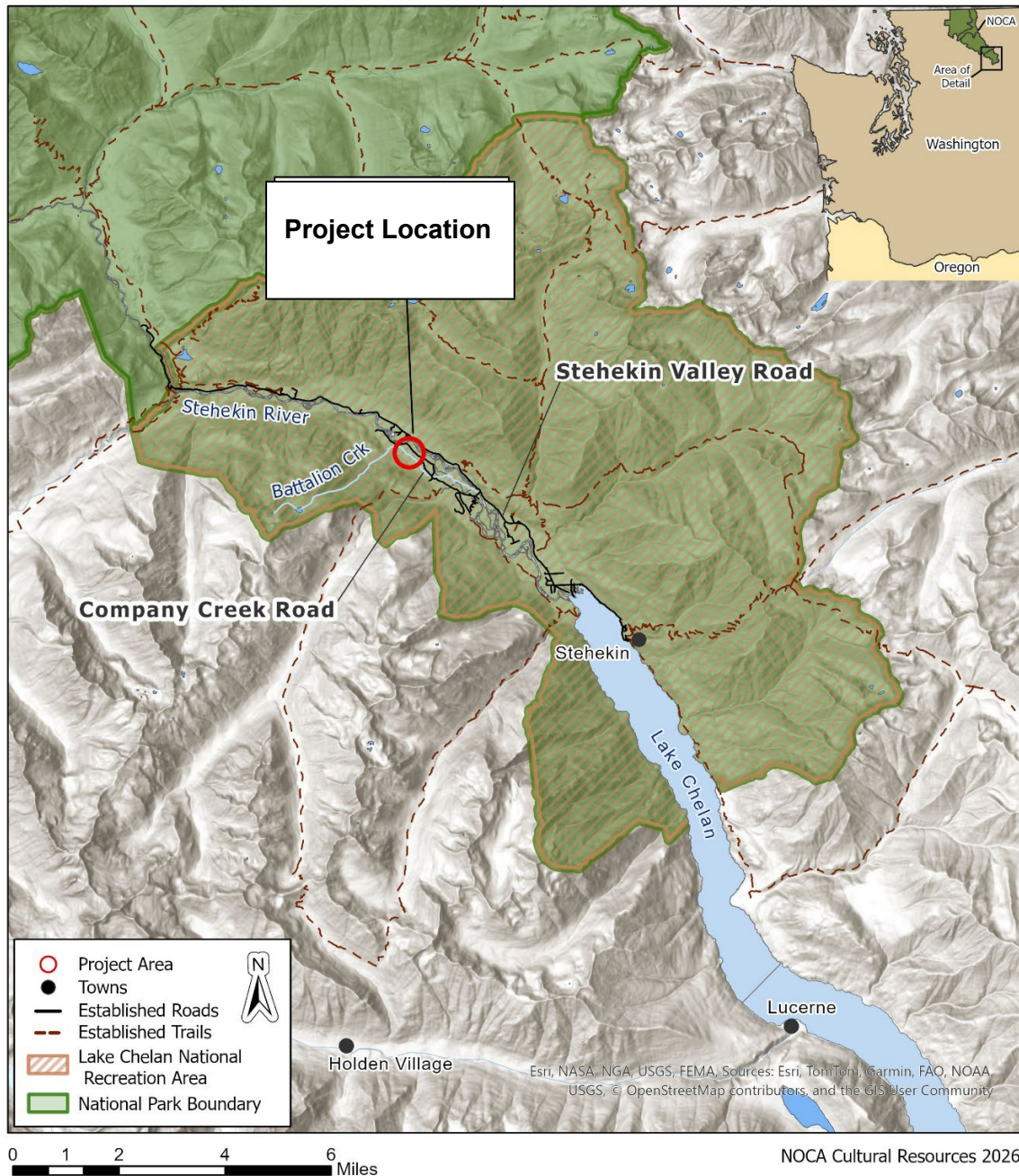


Figure 1. Map showing location of the emergency Company Creek Road construction projects, completed in conjunction by NPS, Chelan County, and USACE within Lake Chelan National Recreation Area.

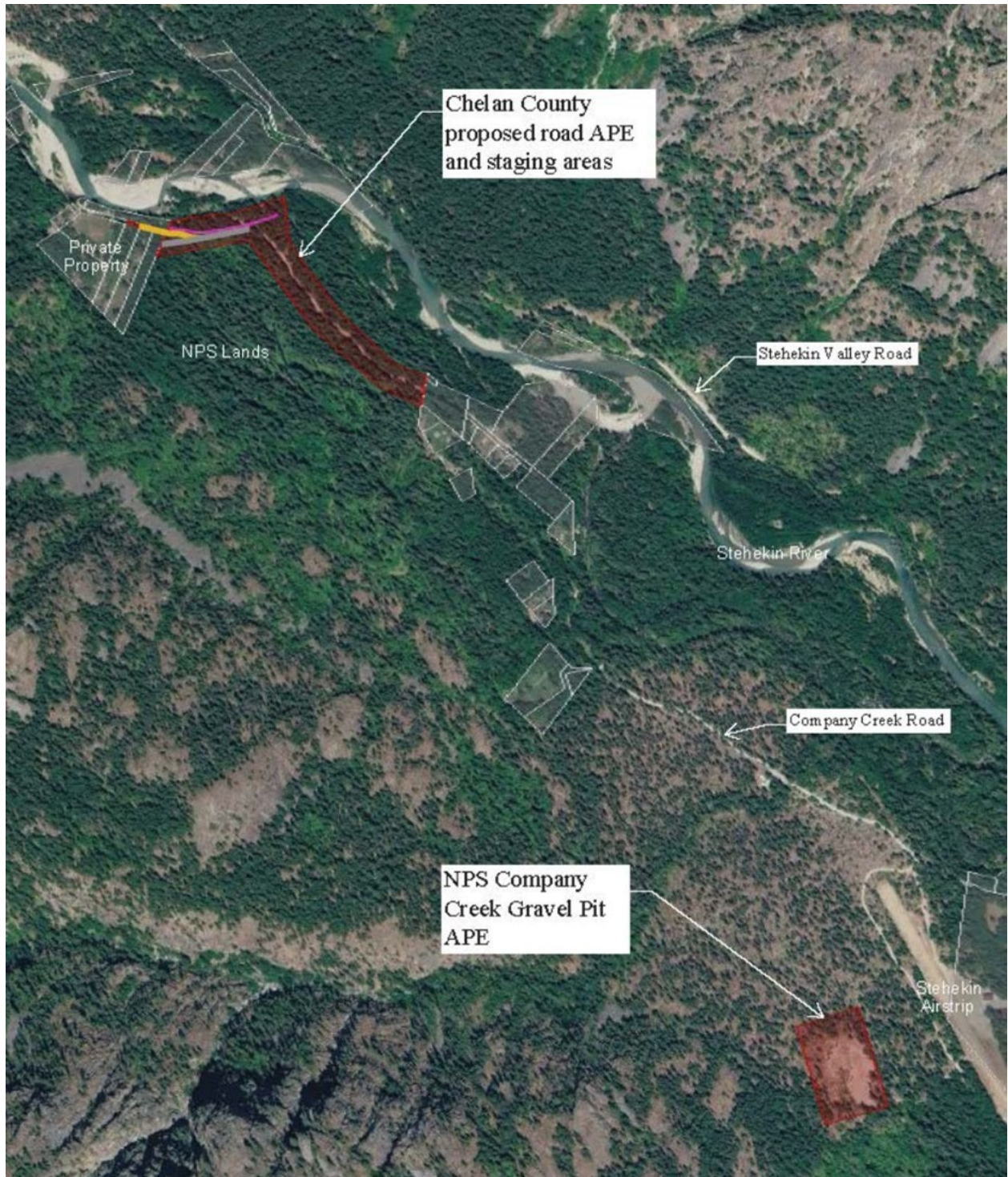


Figure 2. Full project Area of Potential Effect including Company Creek Gravel Pit, staging areas along Company Creek Road, NPS temporary water barrier and Chelan County Road segment.

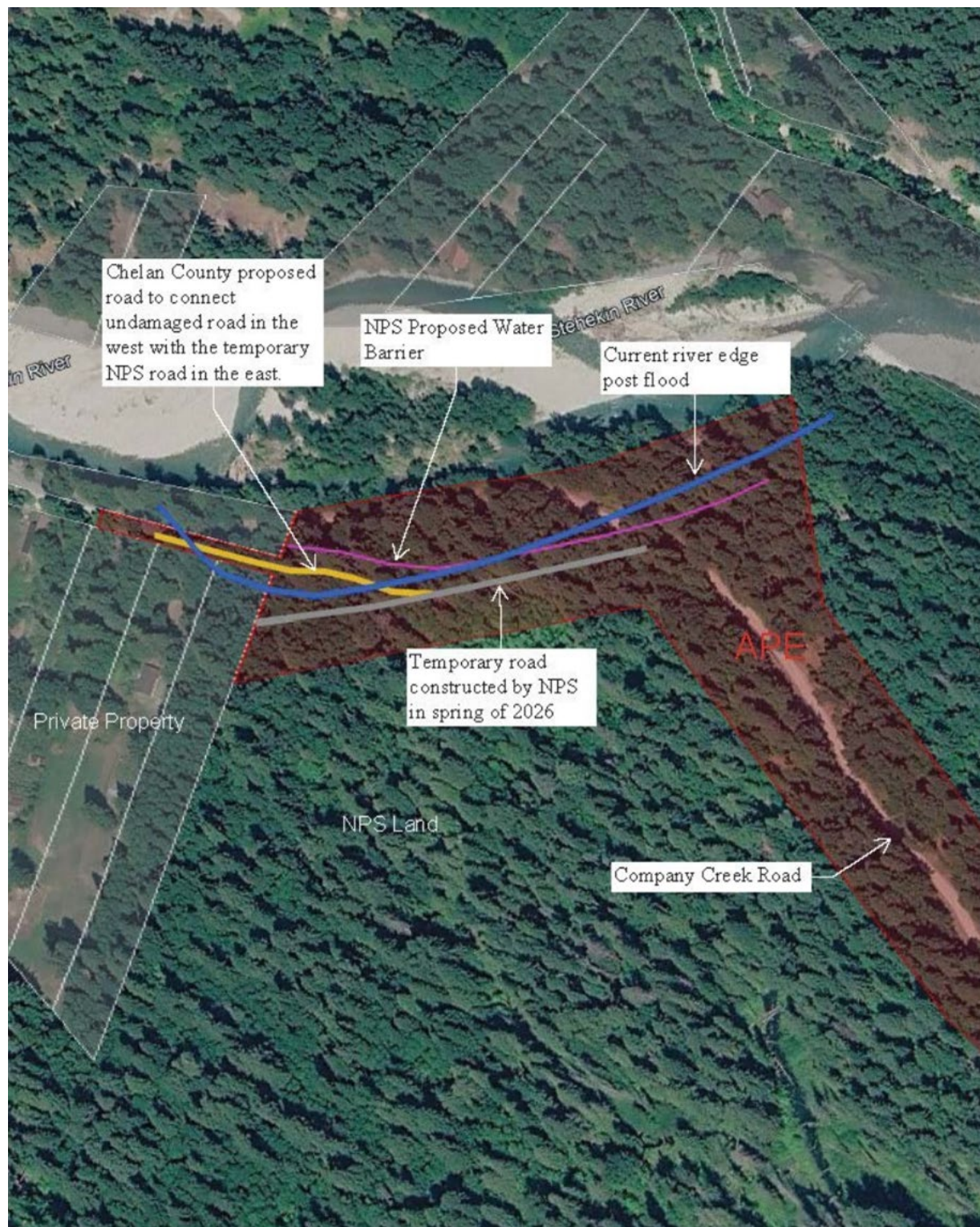


Figure 3. Detailed map of the Area of Potential Effect in the vicinity of the proposed Chelan County Road segment and NPS water barriers.

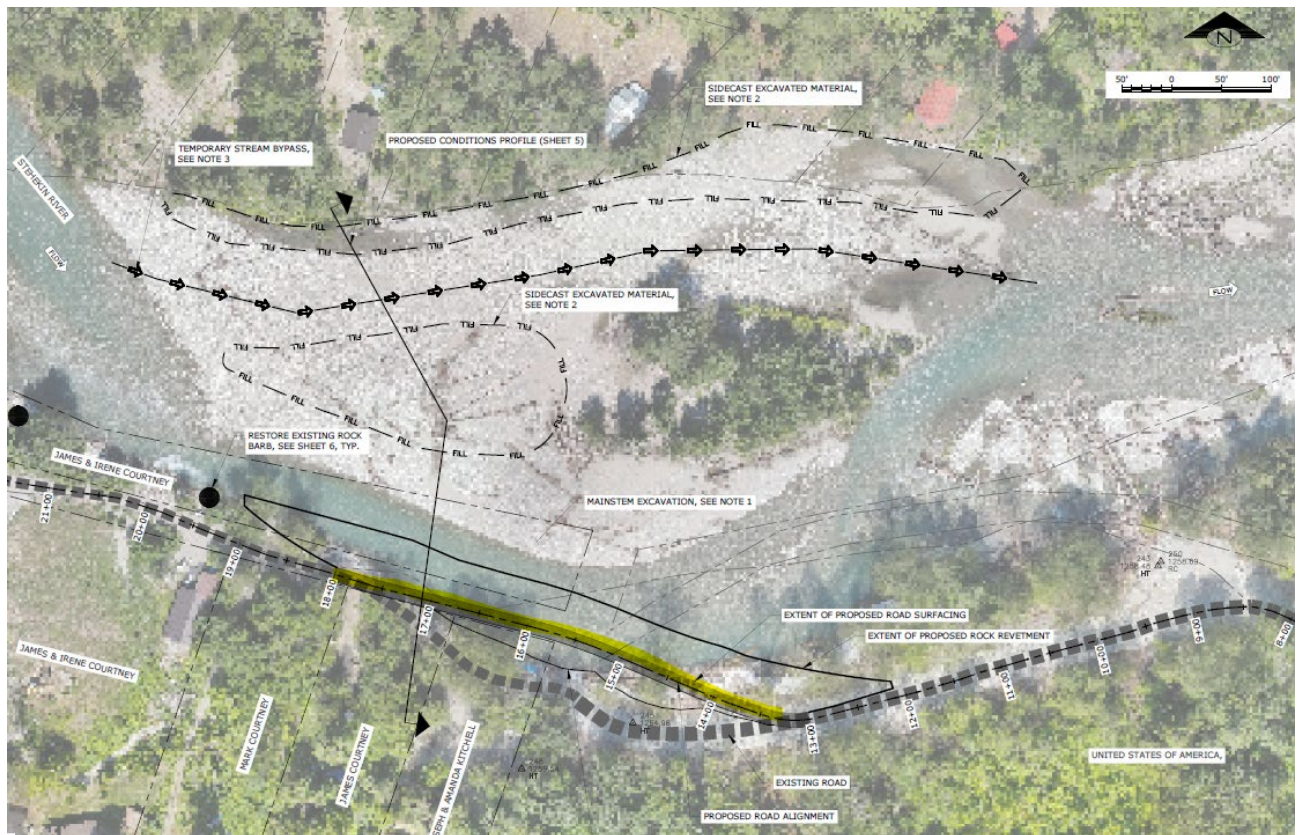


Figure 4. Chelan County's plan to reconstruct the second portion of the Company Creek Road. Proposed new road highlighted in yellow.

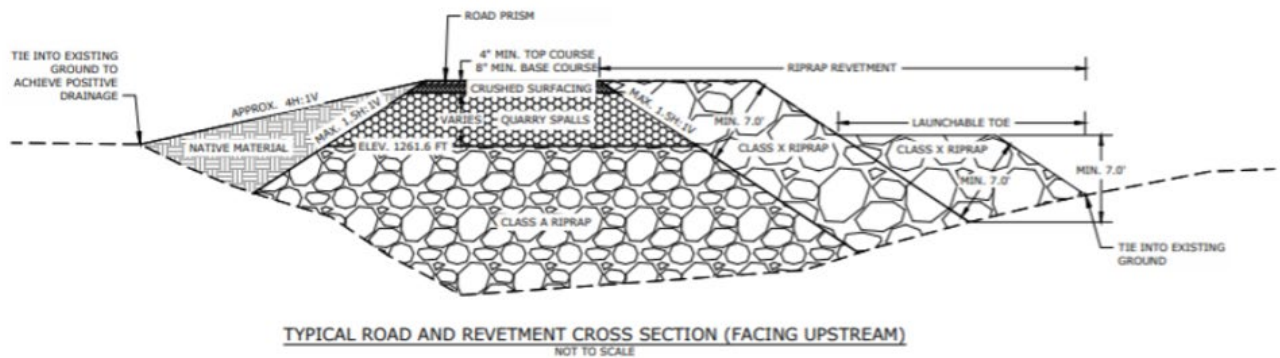


Figure 5. Cross section of Chelan County's new road construction including revetment.



Figure 6. Approximate location where proposed Chelan County Road segment will tie in with the existing NPS temporary road (looking west). Note Supersacks.



Figure 7. View east from the western washout of Company Creek Road on 3/9/2026 prior to emergency road construction. West end of the Chelan County Road segment will be constructed from this point forward (east) into river, then curve right to connect with the NPS temporary road.

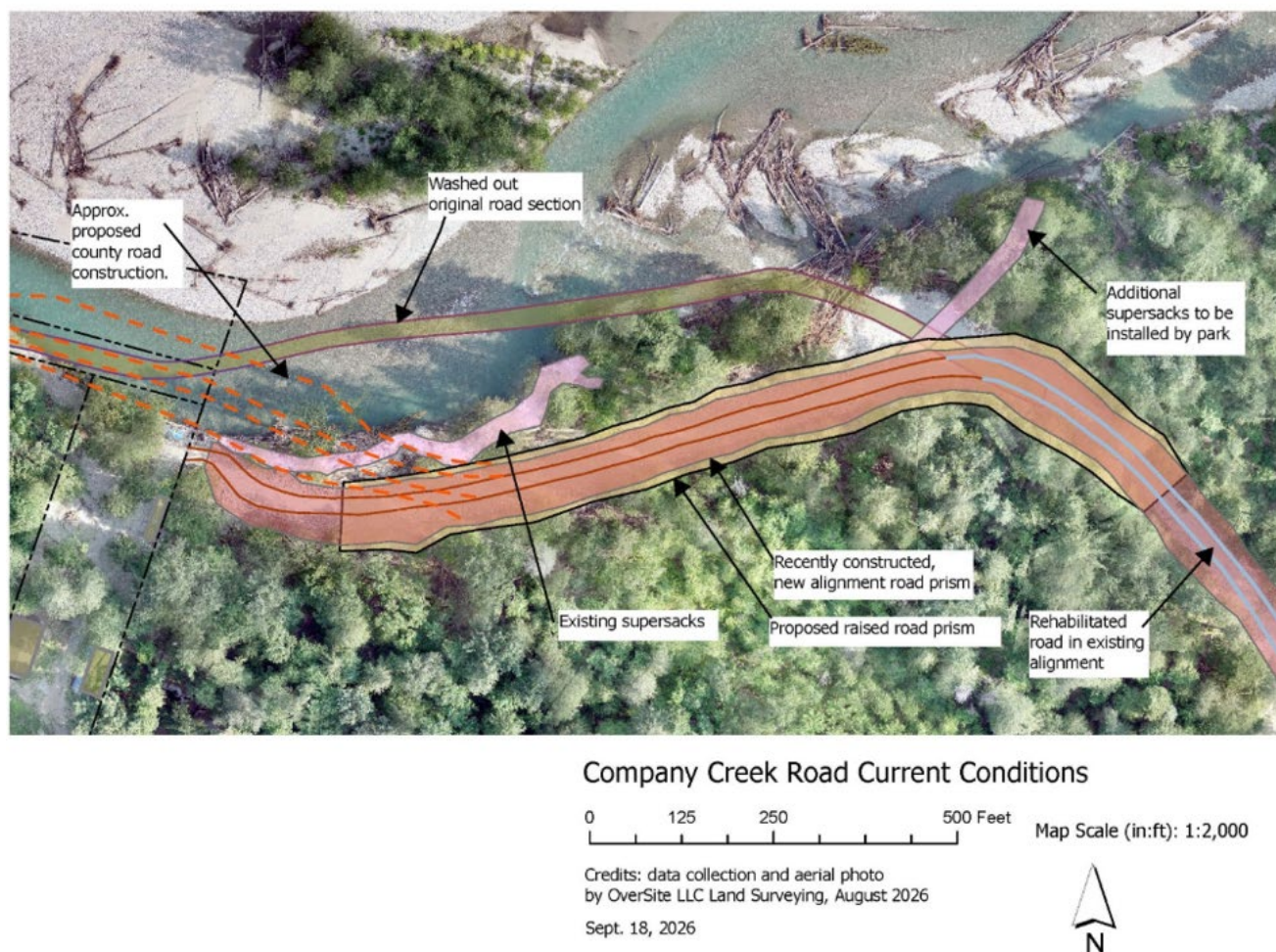


Figure 8. Detailed map of planned NPS work along Company Creek Road. Map shows enlarged footprint due to proposed road raising, addition of supersacks towards the northeast, and approximate location of where Chelan County's road will connect to NPS road.