

Appendix A: Cumulative Projects List

This appendix presents a summarized list and subsequent detailed descriptions of past, present, and reasonably foreseeable projects that have been evaluated in conjunction with the impacts of an alternative to determine if they have any additive effects on a particular resource. These projects were included in the cumulative effects analysis presented in Chapter 3 of this document.

Summary

Reasonably Foreseeable Actions

- Badger Pass Mitigate Soil Contamination
- Replace Badger Pass Ski Lodge Roof
- High-Elevation Aquatic Ecosystem Recovery and Stewardship Plan
- Parkwide Communications Data Network
- Scenic Vista Management Plan
- Yosemite Environmental Education Center

Current Actions

- Fire Management Plan
- Glacier Point Road Rehabilitation
- Parkwide Invasive Plant Management Plan
- Rehabilitate Wawona Road
- New Merced Wild and Scenic River Comprehensive Management Plan

Past Actions

- Badger Pass Interpretive Display
- Upgrade Kitchen Hood Fire Suppression System
- Replace Badger Ski Lift
- Bruin and Eagle Ski Lift DCS Drive Replacement
- Eagle Ski Lift Replacement
- Emergency Phone Line Relocation and Repair
- Life/Safety Shoring of Main Lodge Decking
- Badger Pass Ski Lodge, Remodel Ground Floor Food Service
- Badger Pass Ski Lodge Lower Deck Repair
- Badger Pass Rental Shop Demolition and Site Restoration
- Badger Pass Ski Area Terrain Park Relocation
- Badger Pass Ski Lodge Emergency Stabilization Measures
- Snowflake Room Food Service Reactivation

- Temporary Modular Rental Shop Installation
- Badger Pass Ski Lodge Upper Deck Repair
- Bridalveil Creek Campground Road Resurfacing
- Chinquapin Restore Rest Stop Structures
- Comprehensive Interpretive Plan
- Glacier Point Geology Hut Exhibit Replacement
- Tunnel View Overlook Rehabilitation

Reasonably Foreseeable Actions

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Mitigate Soil Contamination**

Description: In October 2005, during the excavation of two footings associated with the walkway between the Ski Lodge and the Ski Rental Shop, discolored soil and a petroleum sheen were visible on the soil and groundwater within the footings excavation. DNC notified the National Park Service, Mariposa County, and the Regional Water Quality Control Board (RWQCB), and completed three soil borings to collect soil samples identifying the extent of soil and/or groundwater contamination at the Badger Pass Ski Area. A leak report was submitted on December 14, 2005, following confirmation of soil impacts. Results of the water and soil samples were communicated to the RWQCB. Mitigation measures will be developed and implemented after a Finding of No Significant Impact for the Badger Pass Ski Lodge Rehabilitation Project is approved. This course of action has been approved by the RWQCB. At that time, a remedial action plan will be submitted by the concessioner's contractor. Most of the contamination is under the ski lodge structure and there may be an opportunity to excavate the soil during ski lodge construction activities. The RWQCB will continue to receive updates on all progress made on these remediation efforts.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Replace Badger Pass Ski Lodge Roof**

Description: This project will replace the roof in-kind at the Badger Pass Ski Lodge in order to eliminate water infiltration and ponding until a permanent roof, that is consistent with the design for the comprehensive rehabilitation for the lodge, can be implemented. The proposed new roof will be a replacement in-kind roof system consisting of both composite shingles on pitched roofs and bituthene rolled roofing on flat roofs. The new roof will have a 30 year life expectancy. Rain gutters will be repaired or replaced in-kind as part of this project and the internal gutter system will be removed once the roof is replaced. Select replacement of wood work will be performed where wood sheathing or supports are discovered to be in rotted or poor condition. The work will not affect the exterior elevation of the ski lodge.

The Badger Pass Ski Lodge is currently managed as a contributing feature to the Badger Pass historic site within the Glacier Point Road Historic District. The National Park Service currently

has plans for a comprehensive rehabilitation of the historic ski lodge which calls for a new roof on the structure that will replicate the look of the historic half-log roof system. Until full funding of the rehabilitation plan is issued, the existing roof continues to leak and deteriorate. There is an immediate need to replace the roof system to stop water infiltration and degradation to the lodge itself. This project proposes to replace the existing roof in-kind with a 30-year warranty roof to protect the building until the full rehabilitation can be implemented.

Construction on this project is expected to occur in summer 2010.

Agency Name: National Park Service

Project Name: **High-Elevation Aquatic Ecosystem Recovery and Stewardship Plan**

Description: Yosemite National Park is preparing a High Elevation Aquatic Ecosystem Recovery and Stewardship Plan and environmental assessment to guide management actions by the National Park Service to project Yosemite's diverse high-elevation aquatic ecosystems and to restore natural composition, structure and function to systems that have been disturbed by past or ongoing human activities.

It will consider the development of Best Management Practices for recreational and administrative activities in lakes, ponds, wet meadows, and streams located above 6,000 feet in elevation to ensure that park resources and values remain unimpaired. These would include preventative measures to avoid the introduction or spread of non-native species or pathogens that may threaten native species or habitats, and evaluation of human use within these environments to ensure that use does not result in the loss of ecological function.

A draft environmental assessment is expected to be available for public review in winter 2010.

Agency Name: National Park Service

Project Name: **Parkwide Communications Data Network**

Description: Yosemite National Park plans to begin a Communications Data Network (CDN) infrastructure upgrade utilizing available, commercial off-the-shelf technology supporting a single "hybrid communication backbone" employed throughout the park -- to maximize existing equipment use, minimize current and planned costs, to fulfill the park's future operational and security needs. This "backbone" will be a microwave and fiber optic pipeline used to transfer computer LAN data, radio communications, security and safety video systems, telephony, burglar/intrusion, fire alarm systems, traffic collection data, and telemetry throughout Yosemite. Upgrading the network also serves to enhance compliance and utilization of the narrowband and digital P25 compliant radio infrastructure as well as providing enhanced LAN connectivity for remote areas such as Wawona, Crane Flat, Hodgdon Meadows, and Tuolumne Meadows.

The CDN is designed to serve six geographic areas of the park as well as the five park entrance stations. The geographic areas include El Portal, Yosemite Valley, Wawona, Crane Flat Hodgdon, Tuolumne Meadows, and Hetch Hetchy. The final installation will be a hybrid infrastructure, based around proven microwave technology that linking the geographic areas with multiple T-3 level

bandwidth managed as necessary by park staff. There will be no need to rely on an independent service provider for maintenance of the system, as the backbone will be maintained by park staff.

During the first phase of project design, a needs assessment, schematic design and installation strategy, and frequency study will be commissioned to identify what system components are needed for enhanced connectivity to the different geographic regions throughout the park. Possible backbone technologies include fiber optics, VHF radio, UHF radio, microwave radio, cellular, and satellite.

Fiber optic is envisioned as the solution to connect government facilities in the Wawona Maintenance area and also Big Oak Flat Entrance Station to the Hodgdon Maintenance area. Fiber optic will also be utilized to enhance infrastructure in Yosemite Valley resulting in all NPS administration facilities being located on one fiber network. Wireless bridges and pair gain technology will also be utilized to connect remote facilities as required.

A Finding of No Significant Impact was signed for the Parkwide Communications Data Network and Environmental Assessment in April 2010.

Agency Name: National Park Service

Project Name: Scenic Vista Management Plan

Description: The Scenic Vista Management Plan will create a program that will replace the park's current ad hoc approach to scenic vista management with a comprehensive strategy, prioritize viewpoints for management, identify which methods of vegetation clearing area appropriate at what times and in which places, and describe what trees and brush may need to be removed to restore the view at high priority vistas. Proposed vista management methods could include fire, mechanical thinning, and trimming.

Public scoping for this plan ended in March 2009, and preparation of a draft environmental assessment is currently underway.

Agency Name: Yosemite Institute

Project Name: Yosemite Environmental Education Center

Description: The Yosemite Institute operates an environmental education campus at Crane Flat under a cooperative agreement with the park. The campus at Crane Flat has served as an educational facility since 1971, and the facilities are comprised of older buildings and structures that have been assembled over time and were not originally designed for educational purposes. To address this issue, the park and Yosemite Institute began planning for a new campus in 2002, including the preparation of a draft environmental impact statement (EIS).

The project team collected information on the new alternative site for the draft EIS, and released the draft EIS for public review in May 2009. One site being considered as an alternative, Henness Ridge, is located on Wawona Road close to its intersection with Glacier Point Road. If this alternative (the preferred alternative) is chosen, actions would include the following:

The water supply system at Chinquapin (which does not serve Badger Pass Ski Area) would be modified to provide water treatment at the Chinquapin garage for well water which would be piped to a storage tank at the campus site. Approximately 1,200 feet of 2.5-inch pipe and 2,900 feet of 8-inch main would be built along Wawona Road to distribute water from the water treatment facility to the Henness Ridge campus.

An underground electrical line, maintained by Pacific Gas and Electric, begins at El Portal, runs diagonally through the Henness Ridge site, feeds Yosemite West and Chinquapin, and stops at Badger Pass Ski Area. Both underground electric and telephone lines currently run along a corridor west of Wawona Road between Chinquapin and Henness Ridge. These lines would be replaced and relocated to follow the same alignment as the new water main, within the Wawona Road prism. Electrical power for the campus would connect to the current utility feed to Yosemite West along the existing utility corridor on the west side of Wawona Road.

The Final EIS for this project was released in January 2010. A Record of Decision for the Yosemite Environmental Education Center is expected in spring 2010.

Current Actions

Agency Name: National Park Service

Project Name: Fire Management Plan

Description: The *Final Yosemite Fire Management Plan/Environmental Impact Statement* was completed in 2004 and guides current park fire policy. The plan updated an existing 12-year-old fire management plan, and was called for by the National Fire Policy. The plan proposed alternatives for managing wildland and prescribed fire. The chosen alternative calls for the use of prescribed fire and passive reduction techniques in all areas to achieve protection, fuel reduction, and ecosystem restoration goals. More aggressive treatment strategies are to be used in developed areas if needed. Managed wildland fire (lightning-ignited fires) are to be allowed to burn where practicable, under specific conditions. The park is divided into two units, Fire Use and Suppression, which determine appropriate fire management treatments. Additionally, there are buffer zones around areas of Wildland/Urban Interface, which have specific fuel reduction techniques available depending on the distance from the Wildland/Urban Interface and whether it falls within congressionally designated wilderness.

Badger Pass Ski Area is part of the Suppression unit, and it is surrounded by the Fire Use unit. Badger Pass Ski Area is not considered to have a Wildland Urban Interface. Treatments available at Badger Pass Ski Area include prescribed fire, and passive fuel reduction techniques (only along road corridor or utility lines).

Agency Name: National Park Service

Project Name: Glacier Point Road Rehabilitation

Description: The purpose of this project is to make improvements to 5.1 miles of Glacier Point Road from the Chinquapin intersection on Wawona Road to the Badger Pass Ski Area. The Badger Pass Ski Area is accessed via a spur road off of the Glacier Point Road. As part of the Glacier Point

Road Rehabilitation Project, replacement of drains and culverts is planned to reduce standing water and ice build-up on the Badger Pass Ski Area parking lots, and to redirect runoff and shallow groundwater around the parking lots and the ski lodge. To protect nearby wetlands from parking lot runoff, filters will be installed in the drains. Environmental impacts related to these actions were evaluated in the *Glacier Point Road Rehabilitation Environmental Assessment* (2008).

Planning for this project was completed in 2007, and construction was initiated in June 2009.

Agency Name: National Park Service

Project Name: **Parkwide Invasive Plant Management Plan**

Description: The Parkwide Invasive Plant Management Plan guides control of invasive plants in Yosemite National Park. Invasive, non-native plants are introduced from other parts of the world. The spread of invasive plants, also known as weedy or noxious plants, is a primary cause of degradation to ecological systems. The plan provides a comprehensive, prioritized program of prevention, early detection, control, systematic monitoring, and research. Control methods may include hand-pulling, use of mechanical weed removal tools, release of predatory insects or fungi, and judicious use of chemical treatments.

A Finding of No Significant Impact for the plan was signed for the Parkwide Invasive Plant Management Plan and Environmental Assessment in September 2008. The plan is currently being implemented.

Agency Name: National Park Service

Project Name: **Rehabilitate Wawona Road**

Description: This project will pulverize and repave approximately 25 miles of the Wawona Road between Southside Drive and South Entrance, and will include the following elements:

- The existing 24-foot wide paved road will be recycled (pulverized) and overlaid with spot reconstruction of subgrade and shoulders as required.
- Only minimal drainage work involving failed or severely undersized culverts will be included. For any culverts that are relatively deep, slip-lining will be considered.
- Only minimal work within the existing paved footprint will occur at pullouts and intersections.
- Pavement borings are required to design the structural section for the roadway, and began in spring of 2009 (fifty borings, approximately every 1/2 mile over the 25-mile segment).
- Areas disturbed by construction will be revegetated under guidance of the park revegetation staff.

The plan is currently being implemented.

Agency Name: National Park Service

Project Name: **New Merced Wild and Scenic River Comprehensive Management Plan**

Description: In 1987, the U.S. Congress designated 122 miles of the Merced River—from the headwaters in the Yosemite Wilderness to the impoundment at Lake McClure—as a Wild and Scenic River. According to the Wild and Scenic Rivers Act, a river is eligible for designation if it possesses what the act calls *outstandingly remarkable values*. These are the rare, unique, or exemplary qualities that set it apart from all other rivers in the nation. The goal of designating a river as Wild and Scenic is to preserve its free-flowing condition and protect and enhance its distinct values for the benefit and enjoyment of present and future generations. The National Park Service manages 81 miles of the Merced River, encompassing both the main stem and the South Fork in Yosemite National Park and the El Portal Administrative Site. This designation gives the Merced River special protection under the Wild and Scenic Rivers Act and requires the managing agencies to prepare a comprehensive management plan for the river and its immediate environment.

Pursuant to the Wild and Scenic Rivers Act requirements, the National Park Service prepared and issued the *Merced Wild and Scenic River Comprehensive Management Plan and FEIS* in June 2000. After the Record of Decision was signed in August 2000, the *Merced Wild and Scenic River Comprehensive Management Plan and FEIS* entered a lengthy litigation process. The validity of the plan was challenged based on contentions that the National Park Service failed to prepare a plan that protected and enhanced the Outstandingly Remarkable Values of the Merced River, thereby violating the Wild and Scenic Rivers Act.

A *Revised Merced River Plan SEIS* was completed in June of 2005 and a Record of Decision was signed in July of 2005. Subsequent court proceedings culminated in a 2006 U.S. District Court decision that invalidated the park's Merced Wild and Scenic River Comprehensive Management Plan and ordered the National Park Service to prepare a new comprehensive management plan. The National Park Service appealed the U.S. District Court's decision that the 2005 *Revised Merced River Plan SEIS* was invalid. However, on March 27, 2008 the U.S. Court of Appeals for the Ninth Circuit issued an opinion affirming the judgment of the District Court and expanding the scope of what the National Park Service had previously understood must be included in a legally valid Merced Wild and Scenic River Comprehensive Management Plan.

The National Park Service is currently preparing a new comprehensive river management plan and environmental impact statement for the Merced Wild and Scenic River within Yosemite National Park. Public scoping was reopened for the new plan in July and August 2009 and extended through to February 2010.

Past Actions

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Interpretive Display**

Description: The purpose of this project is to attach interpretive placards inside the Badger Pass Ski Lodge. Approximately 10 placards were hung in pre-determined locations leading to and inside the Snow Flake room (located upstairs). Mounting brackets were installed using the manufacturers recommendations which include inserting 4 wood screws, 3 – 4 inches apart at a depth not to exceed 1 ¾ inch. The placards were attached to the brackets. The placards provide interpretive information about the history of Badger Pass Ski Area and winter sports in Yosemite National Park.

The project was completed in winter 2009/2010.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Upgrade Kitchen Hood Fire Suppression System**

Description: This project replaced the Ansul fire suppression system in various kitchen hood locations to meet UL300 code standards. All existing dry-chemical and wet-chemical extinguishing systems shall comply with UL 300, no later than the second required servicing of the system following the effective date of this section (California State Fire Marshal Information Bulletin, issued January 31, 2008). The kitchen hoods that were upgraded are located at Degnan's Fast Food, Tuolumne Grill, White Wolf, Badger Pass, Yosemite Lodge, and Curry Village Fast Foods. A total of six systems required replacement as part of this project. In addition, Fire Alarm Communication Panels (FACPs) were upgraded or installed, as required, to provide automatic reporting of any fire incident, in accordance with current National Electrical Code.

This project was completed in summer 2009.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Replace Badger Ski Lift**

Description: The purpose of this project is to replace-in-kind the Badger ski lift in its current location/footprint on the Badger slope to insure safe operation during aerial lift transport of visitors and staff. Rehabilitation of the existing lift is not an option as the major components for this model and year of lift are now obsolete. A complete replacement of the existing ski lift (using the existing footings) with a newly designed aerial tramway is necessary to access to the Badger slope. The number of chairs, occupancy per chair and the capacity of the lift will remain the same as the existing lift. Currently there are 41 double chairs with a capacity of 1200 passengers per hour.

This project was completed in fall 2009.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Bruin and Eagle Ski Lift DCS Drive Replacement**

Description: The purpose of this project was to replace the distributed control subsystem (DCS) drives on the Eagle and Bruin ski lifts located at the Badger Pass Ski Area. All work necessary to install the DCS drives was confined within the ski lift engine rooms. Excavation was not necessary. Access to the engine rooms for equipment installation occurred on existing ski area roads. There was no additional equipment accessing Monroe Meadow to Eagle or Bruin lifts.

Replacement of the Eagle lift DCS drive restored it to working condition – it was inoperable until the drive was replaced. The Bruin lift DCS drive was 25 years old and failure was imminent. Replacement of the drive will ensure full-time operation of the beginner's ski lift.

The old drives and controls were removed from the park by the installation contractor and disposed of in accordance with the appropriate local, state, and federal regulations.

This project was completed in November 2006.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Eagle Ski Lift Replacement**

Description: The purpose of this project was to replace the major lift components on the Eagle Ski lift located at the Badger Pass Ski Area. The work scope to rehabilitate the Eagle lift was necessary to correct the problems and issues noted in the July 2008 Badger Pass Condition Assessment performed by Rick Jewett, PE, a professional third party engineer specializing in aerial tramways and ski lift design. This condition assessment was undertaken at the request of the CIF Account Committee for the express purpose of identifying possible hidden problems and issues associated with all the lifts at Badger Pass Ski Area. The condition assessment findings relating to the Eagle lift indicated deficiencies associated with major ski lift components that were not included in the original project scope. The original work scope for the Eagle lift included the replacement of grips, sheaves and carriers. The revised scope included the above work, plus replacement of the tension and brake system, tower alignment, bull wheel replacement, lifting frames on the towers, and collateral lift components affected by system replacements. Based on the results of the condition assessment (dry land visit), the towers and foundations and the pads at the bullwheel sites were sound and did not require replacement. They were re-used to support the retrofit of new equipment.

This project was completed in December 2008.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Emergency Phone Line Relocation and Repair**

Description: During the Badger Pass Rental Shop Demolition project, the contractor cut the main Badger Pass Ski Area phone line buried in the wetland meadow under the rental shop. The contractor was unable to repair the line before high groundwater infiltrated the lines making them irreparable.

This project repaired the phone line and relocated it out of the wetland. The relocation involved an above ground conduit running along the walkway on the Badger Pass Ski Lodge building from the existing phone pull-box to the adjacent asphalt parking area where it was placed underground. Burying the phone line involved trenching through disturbed soil (2 inches wide by 18 inches deep by 290 lineal feet) on the edge of the asphalt parking area to the phone pull-box located near the A-frame parking lot. This restored phone service to Badger Pass Ski Area and the functionality of the fire alarm system without disturbance to the meadow wetlands.

This project was completed in 2005.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass – Life/Safety Shoring of Main Lodge Decking**

Description: Based on the results of a structural integrity engineering evaluation, temporary shoring was installed at the lower level of the ski lodge (locker rooms B and C) to relieve excessive loads on deteriorated support structures under the decks located along the meadow (south) side of the building. This temporary shoring can be left in place for up to several winter seasons until permanent structural repairs can be completed.

Shoring consists of screw-operated metal shoring jacks set on steel channels, with wood beams set on top of the jacks that run continuous along the entire length of the sun decks outer edges, supporting the existing timber deck. Existing lockers were removed temporarily to install the shoring, and then placed back in front of the shoring. This will eliminate interference with the use of the lockers and better protect the shoring from damage or vandalism.

This project was completed in January 2007.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Ski Lodge, Remodel Ground Floor Food Service**

Description: The purpose of this project was to remodel the main floor food service area in the Badger Pass Ski Lodge and return the self-service food section back to visitor seating, and reinstall cabinets and equipment to provide a full-service fast food operation.

Two temporary walls located in the self-serve food area and the cashier station were removed to increase the dining room capacity. All food, beverages, and cash registers were placed behind the

counter. Counter tops were placed to separate the food service area from the guest service area. Approximately 500 square feet of floor space was turned back into guest seating. Work performed restored the original food and beverage service offered at the Badger Pass Ski Lodge previous to the 2001 change.

This project was completed in the summer of 2008, and the new configuration served guests at Badger Pass Ski Area during the 2008/2009 winter season.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Ski Lodge Lower Deck Repair**

Description: The purpose of this project was to repair up to 750 square feet of the Badger Pass Ski Lodge main deck, which is located on the ski slope (south) side of main building. The repair involved removing existing asphalt paving composite and replacing with structural plywood, then covering with a hot mix asphalt and waterproof membrane to allow safe access for skiers and visitors.

Work began in October 2001 and was completed before opening for the 2001/2002 season.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Rental Shop Demolition and Site Restoration**

Description: The purpose of this project was to demolish the existing Badger Pass ski rental shop located in the southwest section of Monroe Meadow. The building was no longer structurally sound and had to be removed for safety considerations. In addition, because the ski rental shop was located in a meadow wetland, the building had to be relocated and the degraded meadow needed to be restored.

The project was completed in July 2006.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Ski Area Terrain Park Relocation**

Description: The Badger Pass Ski Area terrain park was located on the Beaver Ski Run for more than eight seasons. For over five seasons, the terrain features were made from snow, and for three seasons, features consisted of a combination of manufactured features made out of metal, wood, and plastic and features made from snow. This project relocated the Badger Pass Terrain Park from Beaver Run to a new site on upper Eagle Run (called "Upper Terrain Park) and lower Red Fox Run (called "Lower Terrain Park). Beaver Run was restored to a natural ski slope with no features.

The design of the Upper and Lower Terrain Parks included the same terrain feature elements that existed in the terrain park that was located on the Beaver Run. The terrain park layout for both Upper and Lower Terrain Parks consists of small- to medium-sized jumps made from snow and small- to medium-sized manufactured features made from steel, wood, and/or plastic. At the end

of the season the manufactured terrain features are brought back to a storage area located at the Badger Pass maintenance building. All terrain features meet ski industry recommendations as outlined in the National Ski Area Association Freestyle Terrain Resource Guide.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Ski Lodge Emergency Stabilization Measures**

Description: During a building condition assessment for the Badger Pass Ski Lodge Rehabilitation Project that took place in May 2008, the design team noted several conditions in need of immediate stabilization. The design team notified DNC of the issues in two memoranda. The following emergency stabilization measures were addressed:

1. Ticket counter floor: Floor sheathing and supporting floor structure on the first floor behind the ticket counter at the southwest corner of Room 100 were severely deteriorated and could have been stepped through. Floor elements were removed and replaced, as necessary.
2. Bathroom floors: Evidence of displacement between the floor and wall panel in the women's restroom, as well as in the second floor restroom above it, was observed, showing that the wood-framed stud walls in the basement below may no longer be able to reliably support the floor loads from above. Temporary shoring was installed to support the bathrooms from below, and the basement cripple walls and floor joists were re-framed.
3. Roof shingle patching: In localized areas across all roof surfaces, shingles had been dragged apart by snow and ice loads, exposing the surface below to weather which could lead to structure and interior damage. Loose shingles were removed, and self-adhering membrane, and new composite shingles were installed.
4. Deck shoring: Severe wood decay was observed in floor systems supporting several first floor decks and first floor elevated concrete slabs, to the point where some floor systems were beginning to lose support. Shoring already in place in these areas was deemed to be out of conformance with good construction practices. Proper temporary shoring was installed in crawlspaces below these areas.
5. Upper deck railing: The railing at the east end of the upper deck was in very poor condition, unstable, and constituted a falling hazard. The railing was disassembled, the integrity of the members was evaluated, missing or unusable members were replaced, and the railing was reassembled and reconnected with secure connections. Post connections at deck were reinforced.
6. South deck exterior stairs: The exterior metal stairs leading from the south deck to the meadow/ski slope were not adequately supported and their load carrying capacity was in question. Sound bolt connections between stairs and deck were reestablished, concrete footings were installed at base of stringers to prevent stairs from sinking into ground, metal grate treads with broken welds were reinforced, and railings were made sure to be sound.

Conditions 1-4 were addressed by July 2008, and all were substantially complete by October 2008.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Snowflake Room Food Service Reactivation**

Description: In 2001, DNC removed the food service area along the west wall of the Snowflake Room, located on the second floor of Badger Pass Ski Lodge. This action did not provide good guest service to visitors. The purpose of this project was to reactivate the food service in the Snowflake Room which included reactivating existing utilities and reinstalling free-standing cabinets, prep tables, warming equipment, deck pizza ovens, and other miscellaneous free-standing equipment to accommodate food preparation and service operations. At the top of the stairs and along the west wall, a 10- by 25-foot section of carpet squares was removed and replaced with linoleum to enhance sanitation. DNC did not perform any installation activities outside the original food service footprint to prevent impacts to the original structure.

The scope of work included removal of existing carpet squares; reactivation of the plumbing, electrical systems, and drains; installation of 10- by 25-foot linoleum section; inserting free-standing prep tables, cold box, pizza ovens, cabinets, and other miscellaneous equipment related to food service operations; and skirting the counter space as needed.

This project was completed in September 2008.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Temporary Modular Rental Shop Installation**

Description: The ski rental shop at Badger Pass Ski Area was in danger of structural failure and could no longer be utilized for rental operations (per a structural evaluation performed in 1994 by ARG). The purpose of this project was to replace the existing ski rental shop with a temporary building in an alternate location.

A temporary modular structure was installed in November and December 2006 to operate as a ski rental shop for the 2006/07 season. The modular is a 3,000 square foot custom-made temporary structure located at the northeast end of the ski lodge. Heat and electrical systems were provided, however utilities required connection. ADA access ramps were included. The structure was installed on a raised foundation built into the existing 42- by 100-foot asphalt area to prevent water infiltration. Excavation into the asphalt area was necessary. Snow load and a raised roof were included in the custom construction design.

The rental shop awning project consisted of adding a canopy covering the front door and the walkway that leads to the front door, which is ADA accessible route to the building. The awning protects handicapped and other guests from the elements while queuing up for rental equipment.

Although the structure is temporary, it has not been determined how long it will be utilized. The structure is considered a long-term temporary solution until a permanent ski rental shop is constructed. The modular installation is the first phase of the rental shop replacement. Future project phases include re-constructing a permanent rental shop and demolishing the existing rental shop.

Agency Name: Delaware North Companies Parks and Resorts at Yosemite, Inc.

Project Name: **Badger Pass Ski Lodge Upper Deck Repair**

Description: The purpose of this project was to repair the upper deck and railings located on the ski slope (south) side of main building and access through the Snowflake Room.

The repair to the deck involved removing existing asphalt paving composite and replacing with structural plywood, then covering with a hot mix asphalt and waterproof membrane to allow safe access for visitors. The repairs to the railings consisted of replacement-in-kind of certain components, reinforcing the railings and painting then to match.

Work began in October 2001 and was completed before the 2001/2002 season.

Agency Name: National Park Service

Project Name: **Bridalveil Creek Campground Road Resurfacing**

Description: This project resurfaced the Bridalveil Creek Campground road. The asphalt roadway is comprised of a 20 foot wide two-way main road and three one-way loops that are 10 to 12 feet wide. The main road is 2900 feet long has double yellow centerline striping with informal roadside swales for drainage. The A, B, and C loop roads are 1472, 1390, and 1538 feet long respectively. The loop roads have some informal roadside swales for drainage and small shoulders. Existing drainage features were cleaned and the same drainage configuration was maintained with this project. This project resurfaced the existing paved road surfaces using a double chip seal or new asphalt overlay method. The total areas resurfaced were 58,000 square feet for the main road, 16,192 square feet for A loop, 15,290 square feet for B loop, and 16,918 square feet for C loop. Loop roads and existing developed pullouts were used for staging.

The project was completed in October 2008.

Agency Name: National Park Service

Project Name: **Chinquapin Restore Rest Stop Structures**

Description: Background - Per a revised schedule announced in late 2007, the National Park Service in partnership with the Federal Highways Administration will embark on the renovation of both the Chinquapin intersection and Glacier Point Road sometime in 2010. The proposed work will involve the introduction of many new site features and include the partial realignment of the Chinquapin intersection. The road project does not provide for the restoration of adjacent historic landscape elements (like the comfort station and water fountain); however it does recommend their preservation and will be leaving them in their current condition.

Project Summary – The restoration of the rest stop structures, including the historic drinking fountain commenced in 2008 with the restoration of the rustic 1935 water fountain and associated terraces that are immediately in front of the comfort station at the Chinquapin intersection. Work on the water fountain included resetting loose stones, repointing masonry joints and restoring

plumbing to make it operational when potable water is restored to the area, currently projected to occur in 2010 or later. Preservation work on the 1933 comfort station included trimming of vegetation away from the building and retaining walls, and cleaning, repairing, and repointing the stone foundation and retaining walls. Restoration of the comfort station exterior included repairs to the siding, eaves, doors, windows, roof posts, and exterior trim, installation of water saving fixtures, and the restoration of the lattice entries on both ends. Accessibility to the comfort station will be included in the intersection realignment project. The interior stalls of the restroom building already complied with accessibility requirements but the door openings were resized to meet ADA guidelines. All work was done in accordance with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*. Temporary port-a-potties outside of the comfort station were installed when interior comfort station work required limiting access.

Work began May 2008 and will conclude by September 2009.

Agency Name: National Park Service

Project Name: **Comprehensive Interpretive Plan**

Description: The Comprehensive Interpretive Planning (CIP) process is established in Director's Order 6 and is the basic planning component for interpretation. The CIP is a tool for making choices. It helps parks decide what their objectives are, who their audiences are, and what mix of media and personal services to use. The product is not the plan, but an effective and efficient interpretive program that achieves management goals, provides appropriate services for our visitors, and promotes visitor experiences.

The heart of the CIP is the Long-Range Interpretive Plan (LRIP) that defines the overall vision and long-term (five to ten years) interpretive goals of the park. The process that defines the LRIP also encourages development of targeted, realistic strategies and actions that work toward achievement of its goals. Actions divided into annual, achievable steps are reproduced in the Annual Implementation Plan. Creating annual plans via this "stepping down" of the LRIP simplifies much of the annual planning process because specific goals already have been identified in the LRIP. The last section of the CIP is the Interpretive Database, which is a compilation of information needed to build the other two components. It includes media inventories, the park's strategic plan, enabling legislation, visitor surveys, reports, a bibliography, and other basic information.

Agency Name: National Park Service

Project Name: **Glacier Point Geology Hut Exhibit Replacement**

Description: To improve visitor facilities at Glacier Point, this project updated the wayside exhibit located in the historic Geology Hut. This involved replacing the existing 60- by 36-inch exhibit panel with a new, more durable panel of the same size with updated information reflecting current geological theories. Content developed by park geologist Greg Stock for the Yosemite Valley Visitor Center exhibits was adapted for the final design of the Glacier Point exhibit. The sign is compatible in style and content with the modern wayside displays located at Glacier Point and other areas of the park, presenting a more consistent message and interpretive experience.

The project was completed in May 2008.

Agency Name: National Park Service

Project Name: Tunnel View Overlook Rehabilitation

Description: Tunnel View scenic overlook was constructed in 1933 during the Public Works era. This era heralded a boom in design and development throughout the National Park Service, and helped initiate the NPS rustic design style. Wawona Tunnel and Tunnel View were determined eligible for listing on the National Register of Historic Places in 1986 because of their exemplary design. Very little physical change has occurred to Tunnel View's physical features (including rockwork, circulation patterns, and configuration) since it was built in 1933. The site is the most popular scenic overlook in Yosemite National Park. Tour buses, tram tours, and single-family vehicles bring an estimated 3,000 to 5,000 people to the site per day during the height of the tourist season. Expansive views of Yosemite Valley, Half Dome, and Clouds Rest have awed visitors at this site for more than 75 years.

The purpose of the Tunnel View Rehabilitation Project was to remedy long-standing vehicle-to-vehicle and vehicle-to-pedestrian safety issues, to correct drainage deficiencies and problems, to provide clear circulation patterns for pedestrians and vehicles, to enhance and maintain viewing opportunities for visitors, to provide accessibility to viewing areas, to correct safety problems associated with the Inspiration Point trailhead, and to address sanitation issues, while maintaining the naturalistic, rustic character and integrity of this historic site.

The project was dedicated in October 2008, however, the scope of the project was extended to include drainage improvements and eliminate stairways. Construction was completed in early 2009.