



NORTH ENTRANCE ROAD RECONSTRUCTION PROJECT

January 2026



What's inside:

- Background
- Purpose and Need
- Alternatives
- Schedule

You are Invited!

Join Us In Person or Virtually

Yellowstone National Park invites the public to learn about and provide input on the North Entrance Road Reconstruction Project. Please join us in person Tuesday, January 13, 2026, or virtually via a Teams webinar Wednesday, January 14, 2026. A 30-day public comment period begins on January 5, 2026. The goals of this outreach effort are to engage and solicit comments from various agencies, stakeholders, and the public regarding project alternatives, the National Park Service (NPS) preferred alternative, and associated environmental impacts analyzed in the Environmental Assessment (EA).

In the meetings, the three revised action alternatives will be presented along with a video flyover depicting the NPS preferred alternative. Meeting details include:

In-person Public Meeting

January 13, 2026

4:00pm – 5:30pm

Yellowstone Forever Institute

Conference Room

308 Park Street

Gardiner, MT 59030



Virtual Meeting

January 14, 2026

1:00pm – 2:30pm MT

Link to the Virtual Meeting is

available on the NPS Planning, Environment, and Public Comment (PEPC) website:

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



Project Overview

The NPS, in cooperation with the Federal Highway Administration (FHWA), is considering construction of a new permanent North Entrance Road in Yellowstone National Park. The goal is to construct a road that will be more resilient to floods and other natural hazards than the previous road and will protect natural and cultural resources.

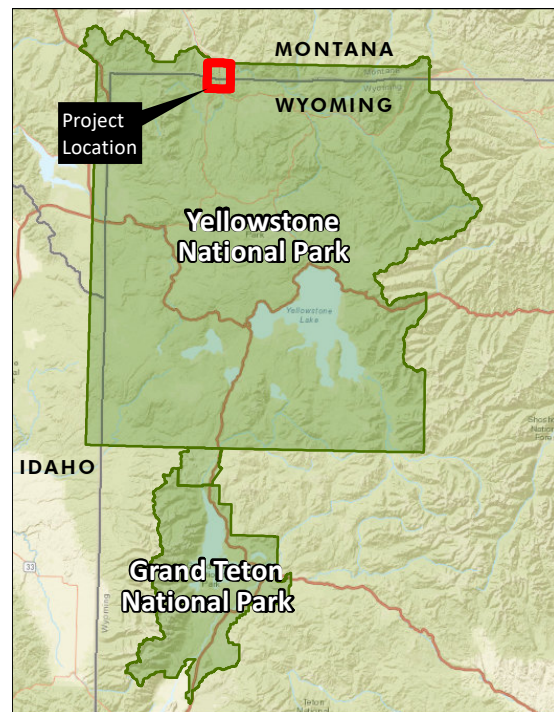
The North Entrance Station and the Northeast Entrance Station are open year-round and serve as the only winter vehicle access points in and out of the park. After temporarily closing the North Entrance Station to regular visitor traffic on June 13, 2022, as a result of severe flooding, a temporary road following the route of the Old Gardiner Road (OGR) re-opened to the public on October 30, 2022, and is the current route into the park from the North Entrance Station. The NPS has explored a range of alignment alternatives for public review. These alternatives are described and analyzed in an EA that has been prepared in compliance with the National Environmental Policy Act (NEPA). You are encouraged to review the EA and submit your comments. The proposed project is also an undertaking under Section 106 of the National Historic Preservation Act and comments about identification and assessment of effects to historic properties are welcome.

NEPA Compliance

NEPA requires federal agencies to evaluate the environmental impacts of their proposed actions (e.g., the project). The park has prepared an EA in compliance with NEPA to analyze impacts of proposed alternatives, including a No Action Alternative. The EA currently is available for public review for 30 days. It is expected that the NPS will prepare a decision document for the selected alternative in 2026.

Purpose and Need for the Project

The purpose and need for the project is to create reliable and resilient long-term access to and from the park's North Entrance while protecting natural and cultural resources. Action is needed because the North Entrance Road sustained catastrophic damage in the flood event of June 2022. The North Entrance Road provides year-round vehicular access between Gardiner, Montana, and Mammoth Hot Springs, Wyoming for park staff, visitors, and residents of nearby towns, and serves as the second



most popular entrance to the park, after the West Entrance. The North Entrance Road also provides critical access for emergency vehicles.

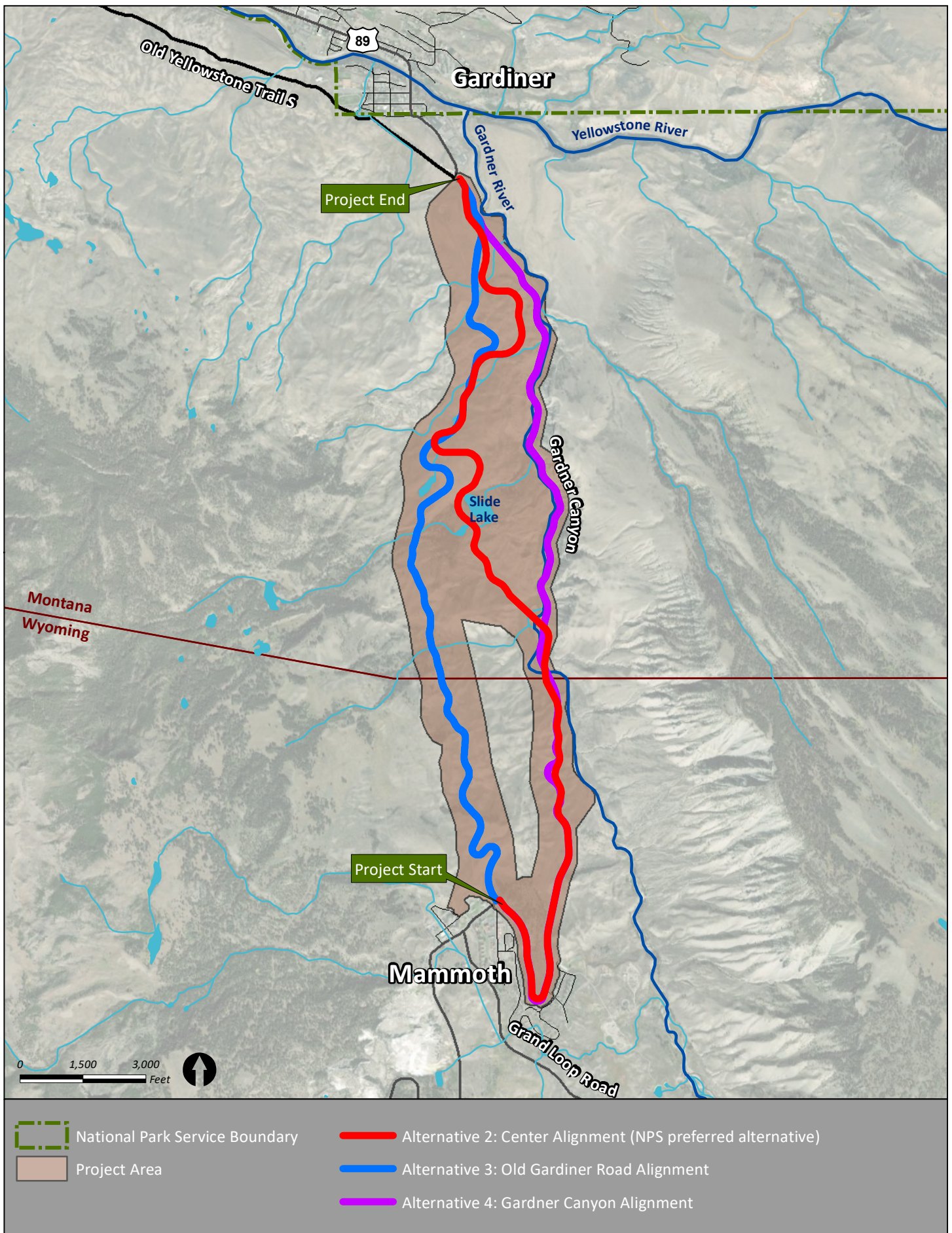
Alternatives Development

Resource data and design engineering were used to inform and develop preliminary alternatives for a permanent North Entrance Road between Gardiner and Mammoth Hot Springs. Three preliminary action alternatives that meet the project purpose and need were carried forward for public review and comment during a pre-NEPA civic engagement process (held in early February/March 2024) based on the following criteria:

- 1) protect public health, safety, and welfare;
- 2) protect cultural and natural resources;
- 3) provide visitor services and educational and recreational opportunities;
- 4) improve operational efficiency and sustainability; and
- 5) provide cost-effective, environmentally responsible, beneficial development.

After pre-NEPA civic engagement, the three preliminary action alternatives were refined based on public comments, additional resources data from cultural and natural resources surveys, and additional design engineering work. These revised action alternatives are presented and analyzed in the EA. NPS has provided answers to Frequently Asked Questions, which are available on the NPS PEPC website: <https://parkplanning.nps.gov/NorthEntranceRoad>.

Action Alternatives



Alternatives Analyzed

Alternative 1: No Action

Under this alternative, the temporary entrance road (OGR) would be maintained as the permanent road without any major re-engineering, and the damaged North Entrance Road within the Gardner River Canyon would not be reclaimed.

Action Alternatives

Three action alternatives are analyzed in the EA. Under each of these action alternatives:

- The road width would be designed with 11-foot-wide travel lanes and 4- to 6-foot-wide shoulders (total road width of 30 to 34 feet, depending on alternative).
 - The pavement would consist of 4 inches of asphalt underlain by 8 inches of aggregate base and 12 inches of select borrow.
 - The post-construction speed limit would be 35 mph but may be reduced in congested areas or curved sections.
 - The maximum grade along the alignment would be 8 or 9 percent.
- Existing and new parking areas and turnouts along the alignment would be improved, relocated, or constructed.
- A new buried sewer line would be reconstructed.
- The alignment would avoid wetlands, waterways, and cultural resources to the greatest extent practical. Where such areas cannot be avoided entirely, mitigation measures would be implemented.

Currently, the NPS preferred alternative is Alternative 2: Center Alignment; differences by alternative are described below. See the EA for more detailed information on each of the alternatives and on the preferred alternative selection process.

Alternative 2: Center Alignment (NPS Preferred Alternative)

Alignment: Alternative 2 is a hybrid alignment that generally follows the same route as the pre-flood North Entrance Road south from Mammoth Hot Springs, circling around the Mammoth Campground, and then heading north toward the Gardner River. Two new bridges over the Gardner River (one near the existing bridge at the Boiling River parking area and the other near the area known as the Chinese Gardens) would be constructed. The alignment would

continue in a northwesterly direction and would circle around and north of Slide Lake before switching back west and heading toward the OGR. For approximately one-half mile, the alignment would come adjacent and parallel to the OGR. Next, the alignment would veer east away from the OGR before turning north to follow the Gardner River Canyon. This alignment would then descend west and north to intercept the pre-flood North Entrance Road at the North Entrance Station. Along this last portion of the route, the alignment would stay above the previous road and would jog west to avoid being in the floodplain. Once construction of the alignment is complete, the OGR would be narrowed to a multi-use pedestrian and bicyclist trail. It would also serve as access for emergency vehicles when needed. Segments of the pre-flood North Entrance Road canyon alignment would be reclaimed.

Reclamation: Damaged segments of the old North Entrance Road would be removed, along with remaining flood-damaged infrastructure, including the old sewer line:

- Restoration of Gardner River Canyon would occur during the second through fourth construction seasons.
- From the new Gardens Bridge to the large washout area, pavement would be removed and replaced with a 6-foot-wide Architectural Barriers Act (ABA)-compliant trail into the canyon.
- Interpretive wayside exhibits highlighting the 2022 flood may be installed along the trail.

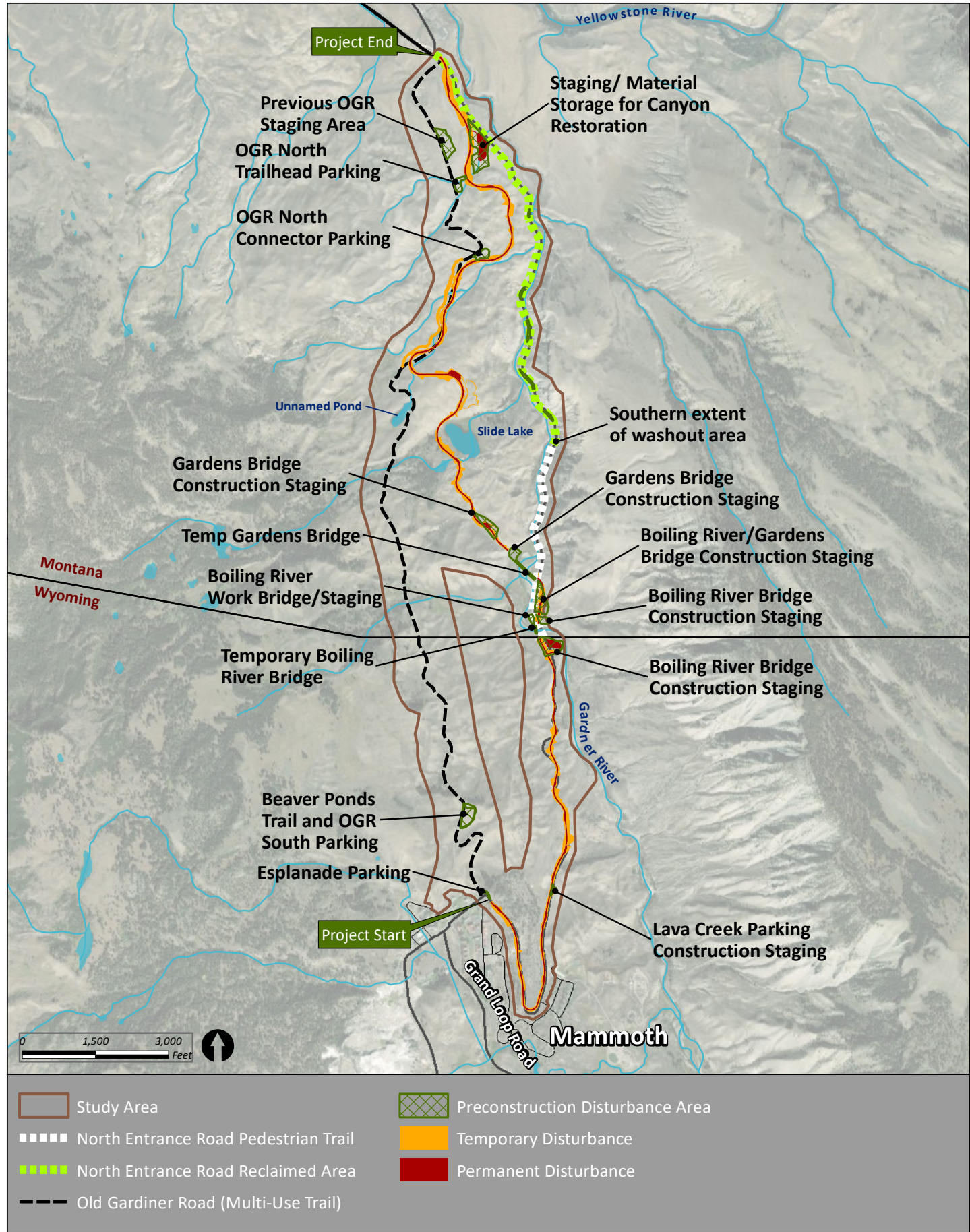
Construction Schedule: Five construction seasons, beginning of April to mid-November each year with winter work as weather allows.

Alternative 3: Old Gardiner Road (OGR) Alignment

Alignment: Alternative 3 would maintain most of the current OGR alignment while widening it from its current 22 feet to 34 feet. Existing retaining and drainage structures would be replaced or enlarged to fit the wider road. Some of the tighter curves would be straightened, and grades would have flatter profiles to improve safety.

Reclamation: The portion of the pre-flood North Entrance Road located in the Gardner River Canyon would be removed along with all other flood-damaged infrastructure in the canyon, such as the old sewer line. The southern portion of the pre-flood North Entrance Road from Mammoth to the Boiling River Bridge would remain open to public traffic for access to the Mammoth Campground and the Lava Creek

Alternative 2: Center Alignment
(NPS Preferred Alternative)



Trailhead. The existing Boiling River Bridge would be left in place for pedestrian access across the Gardner River. The road segment north of the Boiling River Bridge to the southern extent of the flood damage would be removed and replaced by a 6-foot accessible trail, where interpretive waysides would depict the 2022 flood event.

Construction Schedule: Six construction seasons, from about April to mid-November each year, with winter work as weather allows.

Alternative 4: Canyon Alignment

Alignment: Alternative 4 follows the pre-flood North Entrance Road alignment and includes new structures through the Gardner River Canyon, such as three new bridges, to provide a route that is resilient to future flood events and rockfall. The first bridge coming north out of Mammoth Hot Springs is at the location of the existing Boiling River Bridge, which would be replaced with a longer

and higher profile bridge. At the site of the first major road embankment washout from the 2022 flood, a multi-span bridge structure is proposed to parallel the river channel, while avoiding the failing east-side slope, debris flow chutes, and landslide toe on the west side. The road would transition into a rock-shed structure (approximately 1,070 feet long) to protect it from the rockfall hazard along the east bank of the Gardner River before making the final bridge crossing toward Gardiner. The existing retaining wall structure, past the final river crossing, would be maintained and reinforced.

Reclamation: Once construction of the alignment is complete, the OGR would be narrowed to a multi-use pedestrian and bicyclist trail. It would also serve as access for emergency vehicles when needed.

Construction Schedule: Nine construction seasons, from about April to mid-November each year, with winter work as weather allows.



Schedule

Key Project Milestones:



Please go to the PEPC project page <https://parkplanning.nps.gov/NorthEntranceRoad> for the meeting links and project updates.



Washed-out road along the Gardner River

How Do I Comment and Participate in the Process?

Comments will be accepted for For 30 days, January 5, 2026 to February 4, 2026. Please submit your comments online at the PEPC website: <https://parkplanning.nps.gov/NorthEntranceRoad>.
(Under “Project Links,” click on “Open for Comment” to submit your comments about the project)

Comments may also be mailed to:

Yellowstone Center for Resources

Attn: North Entrance Road EA

P.O. Box 168

Yellowstone National Park, WY 82190

Comments will not be accepted by phone or e-mail. We strongly encourage you to submit your comments through PEPC. Simply select “Yellowstone NP” from the drop-down box and follow the link for the North Entrance Road.

Thank you for your interest and participation

