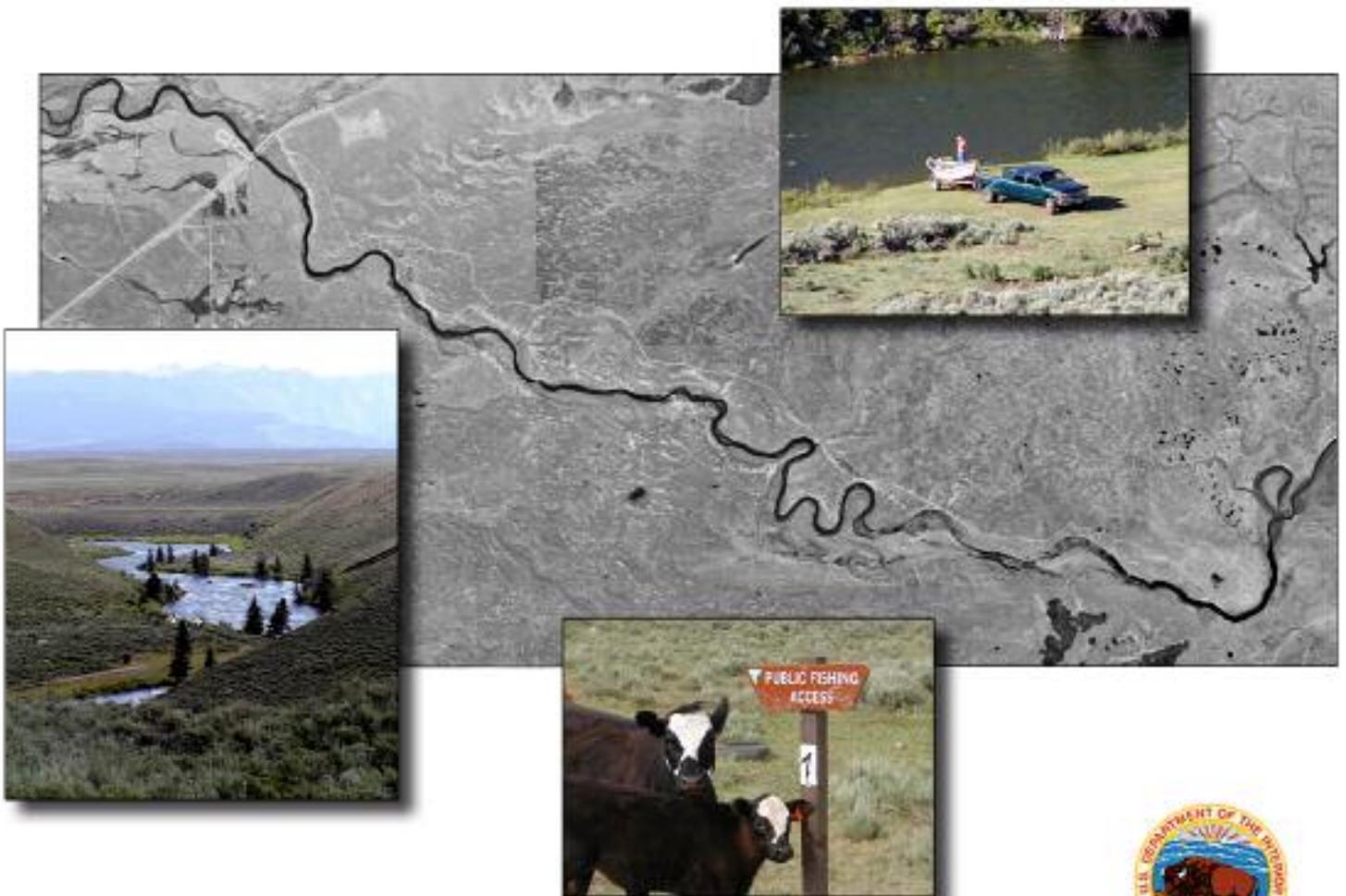


# Recreation Project Plan Upper Green River SRMA

December 2003

Pinedale Wyoming Field Office



U.S. Department of the Interior  
Bureau of Land Management  
Pinedale Field Office  
Pinedale, Wyoming



# Recreation Project Plan for the Upper Green River SRMA

Department of the Interior  
Bureau of Land Management

Recommended by: \_\_\_\_\_  
Outdoor Recreation Planner, Pinedale Field Office, December 2003

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# RECREATION PROJECT PLAN FOR THE UPPER GREEN RIVER SPECIAL RECREATION MANAGEMENT AREA

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# RECREATION PROJECT PLAN FOR THE UPPER GREEN RIVER SPECIAL RECREATION MANAGEMENT AREA

## 1. Introduction

The Bureau of Land Management State Office in Cheyenne, Wyoming received an appropriation for upgrading facilities at the Upper Green River Special Recreation Management Area (SRMA). Existing facilities were originally constructed by the Wyoming Department of Game and Fish with the BLM assuming the maintenance obligation in 1978. The Project Data Sheet funding request stated the need for BLM road 5201 surface and drainage improvements, widening of spur roads, upgrading toilet facilities, graveling of picnic sites and new tables and picnic rings.

The BLM Pinedale Field Office determined that a Recreation Project Plan (RPP) needed to be prepared before constructing the listed improvements in order to integrate them into a long-term management strategy for the area. A scope of work was issued to prepare the RPP, which included the assessment of current issues, visitor use, visitor profiles, a 20 year needs assessment, and the development of two alternatives for consideration and preparation of an Environmental Assessment (EA).

### 1.a. Relationship to Approved Recreation Area Management Plan

A Recreation Area Management Plan (RAMP) has not been prepared for this area. In the absence of a RAMP, the Pinedale 1988 Resource Management Plan (RMP) was used as a guide. The “Management Actions” section of the Pinedale RMP contains the following information regarding the management of the Upper Green River:

Management emphasis will be placed on the current recreation management areas including Scab Creek, the Green and New Fork rivers, Oregon Trail routes and Boulder Lakes.

Recreation facilities will be installed where needed to accommodate the anticipated recreation uses and use levels and to provide for adequate public health and safety.

Recreation management for the...Green River...will emphasize maintaining or improving the quality of the sites and the recreation experience.

Public lands along the Green and New Fork rivers will be managed to provide fishing and float boating opportunities. Necessary facilities will be developed to provide for protection of users and the resources.

Where applicable, recreation facilities will be developed and managed in a manner that will maintain, restore, and improve riparian values.

A four day public scoping process was also conducted to assess current issues, visitor use, user profiles, future needs and to allow the general public to express their concerns regarding the management of the area. Twenty one meetings were held with area stakeholders, special interest groups and the general public, including federal and state agencies, local governments, permit users





residents, environmental interests, recreationists, businesses, contiguous property interests and local elected officials.

Two alternative management strategies were generated during the meetings. These two plans, the “Proposed Action” and the “No Action” alternative, were presented at a public open house held at the end of the four-day scoping process. However, during the development of the RPP, some alternatives were considered, but were dismissed after preliminary investigation. These alternatives are discussed in greater detail in the Environmental Assessment, which accompanies this RPP. Stakeholder

participants and the general public were invited to review the alternatives and provide additional comment. Results from this meeting were posted on the Bureau of Land Management (BLM) Pinedale Field Office website to provide additional opportunity for public input. This RPP is consistent with the input received from the public scoping process.

In addition to the public scoping process, the Pinedale Field Office Outdoor Recreation Planner conducted a user survey that was partially complete and available during the preparation of the RPP. The data was helpful in understanding visitor profile and use.

The segment of the Upper Green River flowing within the Special Recreation Management Area (SRMA) was recently determined suitable for consideration as “scenic” under the Wild and Scenic River Act as part of the National Wild and Scenic River System (NWSRS). Therefore, this Recreation Project Plan complies with the interim management prescriptions previously established to maintain the river’s outstandingly remarkable scenic, recreational and historic values. The recreation developments prescribed within this RPP maintain the natural-like appearance of the lands within the waterway corridor and their immediate environment.



## **1.b. Project Objectives and Justification**

The goal of this RPP is to prepare a management strategy that protects and preserves the Upper Green River SRMA and accommodates projected increases in recreational use over the next twenty years while maintaining the quality of the existing recreational experience. The RPP goal will be accomplished through the managed dispersal and separation of user activity. Users will be separated into two broad groups: day-users, and extended stay users. Extended stay users are further subdivided into group campers and individual/tent campers. By providing designated boat ramp/day-use parking areas and separate campsite facilities, one group’s enjoyment of the Upper Green River

SRMA will not preclude other group's access and use of the area. The objective of this RPP is to continue to accommodate extended-stay users, day-users, float and bank fishers, water sport floaters, hikers, equestrians, livestock ranchers, interpretive program participants and hunters. Due to safety concerns, signage will be placed at key locations in order to limit certain uses at specific sites. For instance, through signage, travel in large vehicles and/or vehicles towing trailers may be limited to areas that are deemed safe for such vehicles. The various interests held by private recreational users, commercial recreation enterprises, livestock grazing, hunting activities and regional wildlife requirements were also taken into consideration.



The Upper Green River SRMA is experiencing increased pressure from private and commercial recreation activities. Increased use is related to the growth of principal western inter-mountain population centers and local communities, and the aquatic resource enhancements implemented along the Upper Green River through a cooperative effort between the BLM and the Wyoming Game & Fish Department (WGFD). Adding to the popularity of the area is the SRMA is currently a "Free Use Area". A collection program will be instated in the future to assist with the maintenance of visitor services.

The increasing level and diversity of recreation activities within the area is straining the current infrastructure and threatening to negatively impact the resources that attract visitors here. The social impacts that would occur in association with increased use are also threatening to degrade the recreational experience. In order to preserve the current recreational experience while accommodating more visitors, there is a pressing need to prepare a twenty year Recreation Project Plan for the Upper Green River SRMA. The public scoping process also identified the need to adequately educate users about the area and of the conditions of the spur roads that connect to the various river access sites.

The Recreation Project Plan for the Upper Green River SRMA is a 20-year, multi-phased plan. The long-range plan addresses the management of recreation activity and the development of facilities at each of the 12 river access sites. The initial phase of this long-range plan is based on immediate need and funding availability and will address the condition of BLM Road 5201 and facilities at the river access sites. Subsequent phases will be implemented based on the level of occupation, use and the need for resource management as determined by the BLM Pinedale field office.

### **1.c. Participating Agencies**

Coordination with other public agencies: the following Federal, State and Local agencies, departments and offices were contacted to participate with the project scoping and document review:

#### **1. Federal:**

- a. Bureau of Land Management, Pinedale Field Office
- b. US Forest Service, Pinedale District Ranger's Office \*
- c. US Fish & Wildlife Service \*
- d. US Army Corps of Engineers
- e. Bureau of Reclamation \*
- f. Natural Resources Conservation District \*

2. State agencies:

- a. Wyoming Department of Transportation \*
- b. Wyoming Department of Game and Fish \*

3. Sublette County:

- a. Board of County Commissioners
- b. Department of Planning and Zoning \*
- c. Sheriff’s Department
- d. County Assessors Office
- e. Department Parks & Recreation Board \*
- f. Sublette County Soil & Water Conservation District \*

4. Pinedale Town Council \*

The listed Federal, State and local government agencies that participated in the scoping meetings or provided subsequent comments are indicated by an \*.

Appendix A documents the comments received from participating government agencies and members of the public.

**1.d. Location and Setting**

The Upper Green River SRMA is located in Sublette County approximately 22 miles north of Pinedale, Wyoming, and northeast of U.S. Highway 189/191 in Township 35N, Range 111 W, Sections 3, 4, 8, 9 and Township 36 N, Range 111 W, Sections 1, 2, 11, 14, 22, 23, 27, 28, 33, 34. The SRMA is approximately eight linear miles along the Upper Green River and encompasses a total of 5,156 acres (8 square miles). The project area within the SRMA is delineated by Highway 191 and the Warren Bridge to the south, BLM road 5201 along the west edge and the Green River’s east bank defines the eastern boundary. The area extends northeast eight miles from Warren Bridge where it terminates at private property. BLM road 5201 traverses an arid sagebrush bluff and provides access to 10 spur roads, which lead to 12 river access sites situated below the bluff in a pronounced river valley. The Wyoming Game and Fish Department holds deed to approximately 88 acres that serve public use within the Upper Green River SRMA. River Access Site 6 (83.33 total acres) and Site 8 (5.57 acres) lie within the Wyoming Game and Fish holdings.

The Upper Green River SRMA proximity to population centers is:

Pinedale, WY	Distance: 22 miles south	Population: 1,500
Rock Springs, WY	Distance: 125 miles south	Population: 19,000
Jackson, WY	Distance: 52 miles north	Population: 9,000
Cheyenne, WY	Distance: 380 miles east	Population: 53,000
Salt Lake City, UT	Distance: 262 miles south	Population: 904,331 (metro)

### Project Location Map



### Project Vicinity Map



Figure 1: Location and Vicinity Map

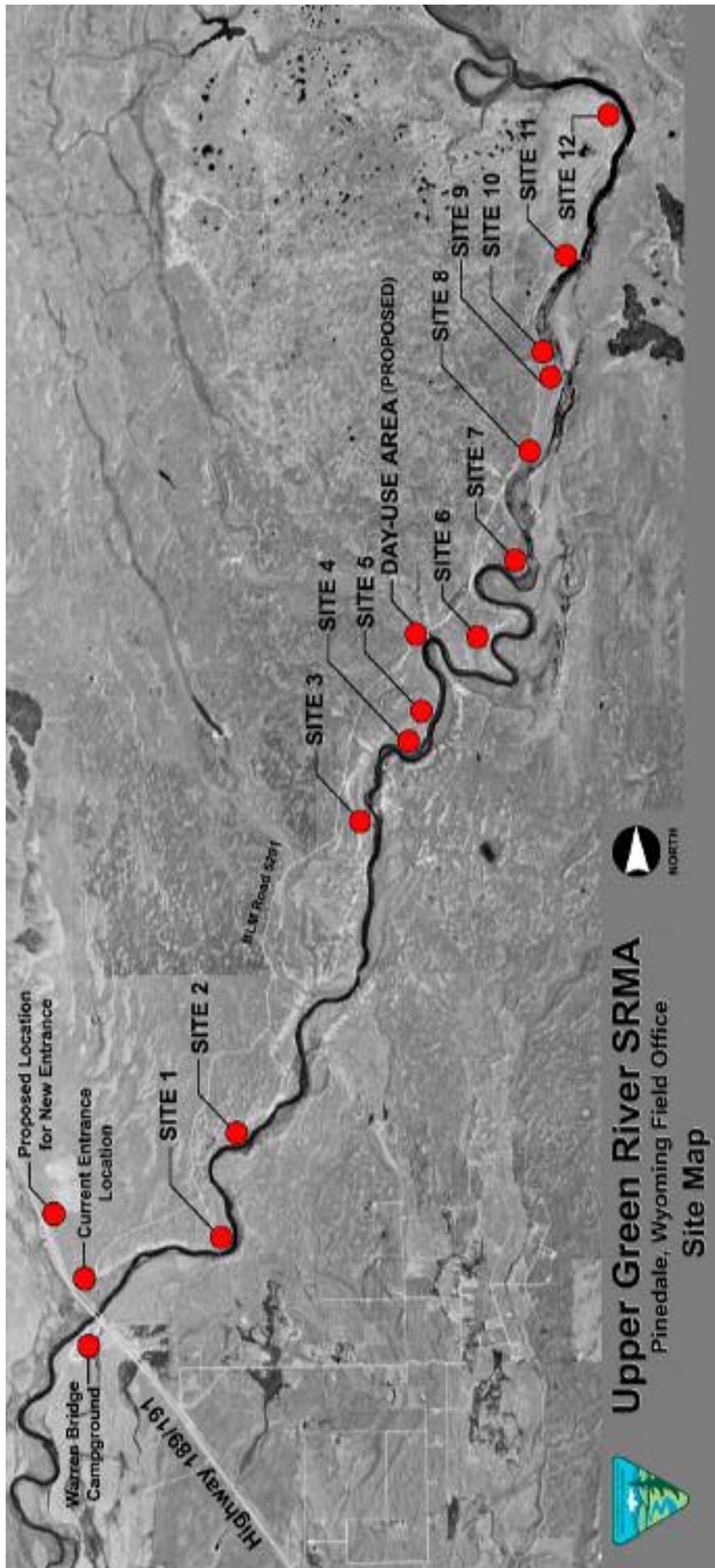
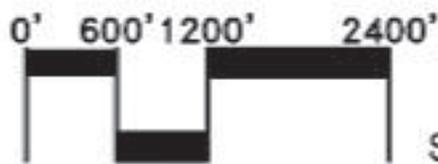
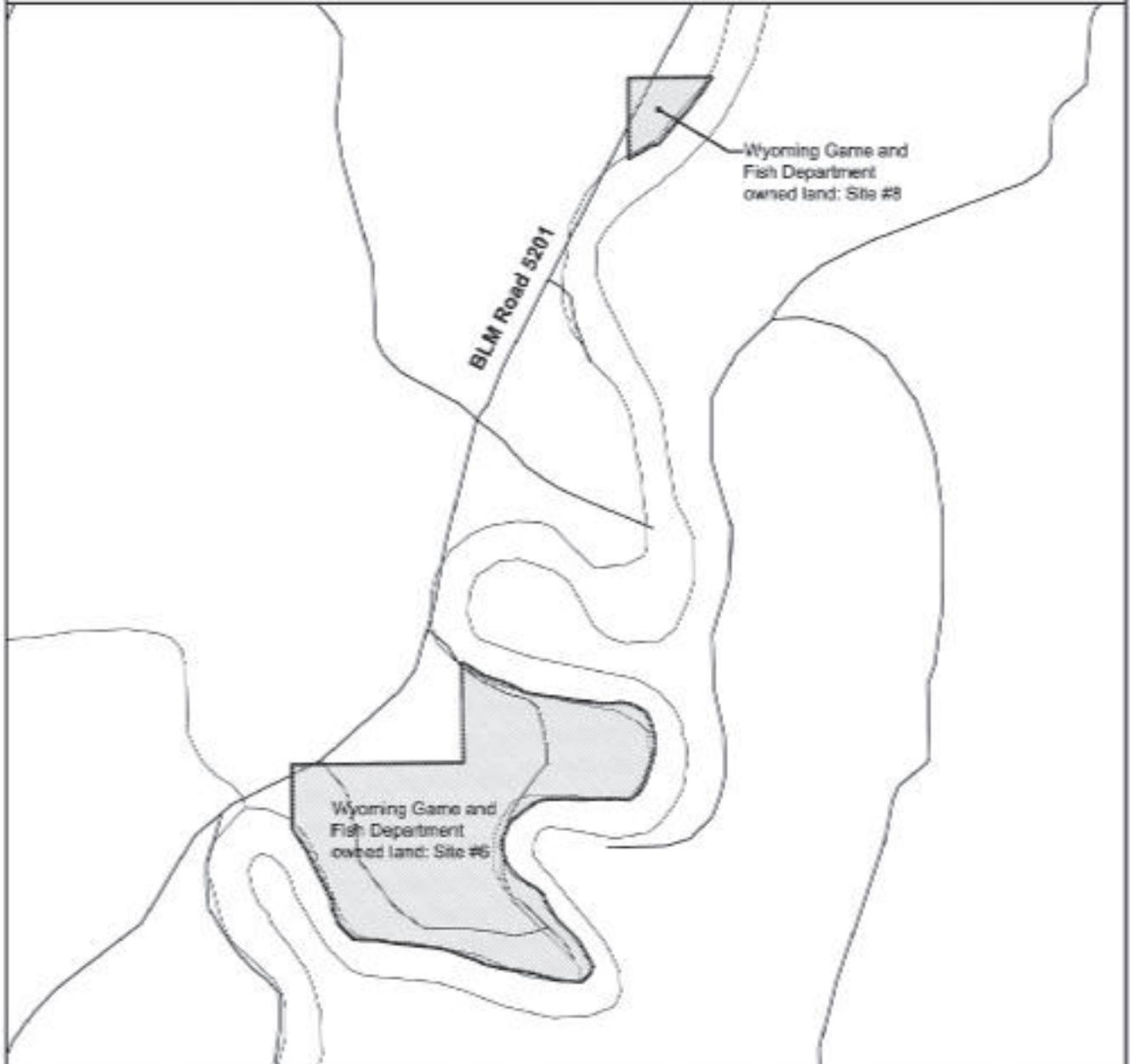


Figure 2: Site Map

**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**Wyoming Game and Fish Department Lands**

MAY 2003



Scale: 1" = 1200'



Figure 3: Wyoming Game and Fish Department Holdings Within the Upper Green River SRMA

## 2. Data Analysis Summary

### 2.a. Social Setting

#### 2.a.1. Historical Uses

In the late nineteenth century, the westward expansion of the Union Pacific Railroad relied on local forests as a source of timber for railroad ties. “Tie-hacks” would harvest timbers from Wyoming forests and stockpile them in the river ways until spring runoff when the river flows were high enough to carry the logs to Green River for railroad construction. The loss of trees and vegetative cover in the upper watershed caused increased peak flows in the Upper Green River. The increased flow scoured the river channel, permanently widening and lowering it. The riparian vegetation that grew on the banks of the river was significantly reduced as the river widened. Consequently, the character of Upper Green River area has been permanently altered. Recently there has been an effort by the BLM, Wyoming Game and Fish, and local ranchers to begin restoring the riparian area.

Livestock operations have been grazing this area of the Green River Valley for 12 decades. Presently there are three grazing allotments within the Upper Green River SRMA. Livestock grazes within these allotted areas from May until July, with the majority of the cattle being moved out of the area by mid-June. The recreation and livestock use seasons overlap a small amount, but minimal conflicts occur. Some recreation users have expressed some displeasure with the presence of livestock, but have not reported any major conflict. Livestock operators have not expressed compatibility concerns with recreation use.

#### 2.a.2. Current Uses

The majority of recreation activity in the Upper Green River SRMA occurs in late spring/early summer and fall. The spring/summer season usually begins on Memorial Day with peak use occurring in mid to late June. The level of activity during this period is directly influenced by limited access to recreation areas at higher elevations and water quality/quantity. High snowmelt volumes in late spring cause the water clarity to drop, which is not conducive to fishing. Once the water clarity improves, which occurs after Memorial Day, the recreation levels in the area begin to increase.

User groups in this season typically include commercial outfitters and clients, private day-users and extended-stay users. The principal summer (June-August) recreation uses include commercial guided and private float fishing, small and large private group camping (primitive and RV), canoeing and bank fishing.



Recreational vehicle (RV) use is popular within the SRMA. RVs are defined as motorized camper vehicles (motor homes) and pull-behind pop-up or large camping trailers (“fifth-wheels”). The typical length of these vehicles range from 45 feet up to 75 feet depending on whether the vehicle is a self contained motor home or a combination of a pull behind camper/trailer towed by a passenger vehicle or larger pick-up. Regardless of the fact that there is a developed RV campground at Warren Bridge west of Highway 189/191 and a sign warning of poor road conditions, RV users venture into the Upper Green River SRMA to find a more secluded setting near the river. The SRMA is a free-use site (no fee) which also contributes to area use.

People also canoe, mountain bike, ride all terrain vehicles (ATVs), bird and wildlife watch, picnic, ride horses and hike in the area.

Camping levels begin to taper off after July when United States Forest Service recreation facilities located at higher elevations become accessible. Commercial float fishing continues into September, but decreases considerably as water conditions on other nearby rivers improve and the outfitters begin using these resources.

After Labor Day, the extended-stay and day-use drops off. Hunting season begins in September and lasts through October, bringing another small peak in use to the area. Hunters are attracted to the area for the waterfowl and big game (see [Section 2.b.1. Natural Resources](#)). The majority of the fall hunting season use is day-use type activity.

Winter activities are minimal compared to spring, summer and fall, however, there is some snowmobiling and cross-country skiing. The BLM has received requests for developing a parking facility at the intersection of the BLM access road with Highway 189/191. The parking facility would serve as a wintertime trailhead parking and staging area accommodating winter activities.

An educational activity sponsored by the BLM is the Safari Club interpretive program, which takes place during the summer season. The Safari Club provides teachers and educators from major metropolitan centers an opportunity to learn about the operations and management of public lands. Other educational and instructional programs as well as outdoor adventure groups use the area.

There are two grazing allotments for cattle within the Upper Green River SRMA: the Spade individual allotment and the Buyer Horse Creek individual allotment. The Spade individual allotment encompasses 2,393 acres and operates at a level of 688 Animal Unit Months (AUM) from June 1<sup>st</sup> through July 2<sup>nd</sup>. The Buyer Horse Creek individual allotment encompasses 1,726 acres and operates at a level of 351 AUMs from May 27<sup>th</sup> through July 11<sup>th</sup>. There are large tracts of private land that bisect the BLM lands. The private lands are generally used for livestock grazing and are fenced from the public land.

A visitor survey was initiated, but was not completed, prior to the development of this RPP. Information that has begun to be gathered includes visitor origin, length of stay, number of people in party etc. An evaluation of the information gathered thus far in the pending survey indicated visitors to the Upper Green River SRMA generally originate from local areas but people also visit from all over the country and from abroad. From within Wyoming visitors come from: Pinedale, Jackson, Riverton, Green River, Moran, Glenrock. From outside Wyoming: Utah, Idaho, Colorado, California, Pennsylvania, Ohio, Maryland, Tennessee, Georgia and Texas and abroad.

Groups participating thus far in the survey report that their length of stay ranges from 1 to 14 days (Figure 4) with group size ranging from 1 to as many as 12 (Figure 5).

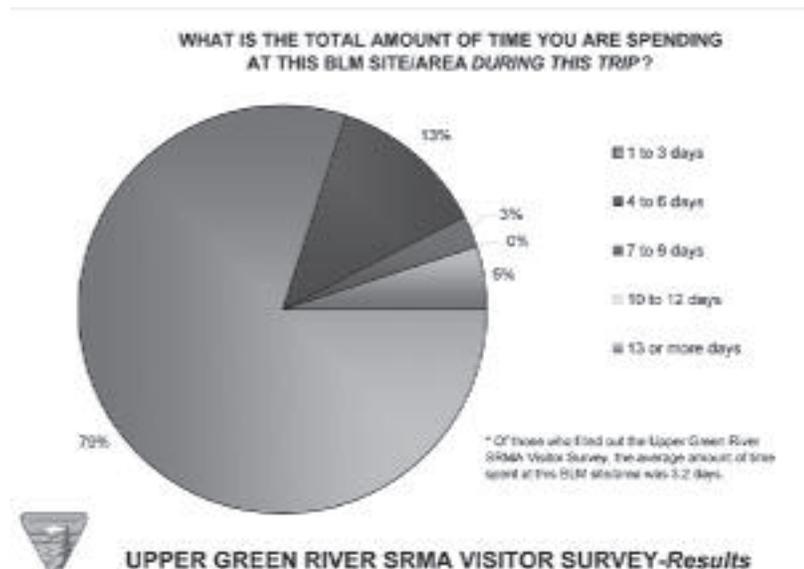


Figure 4.

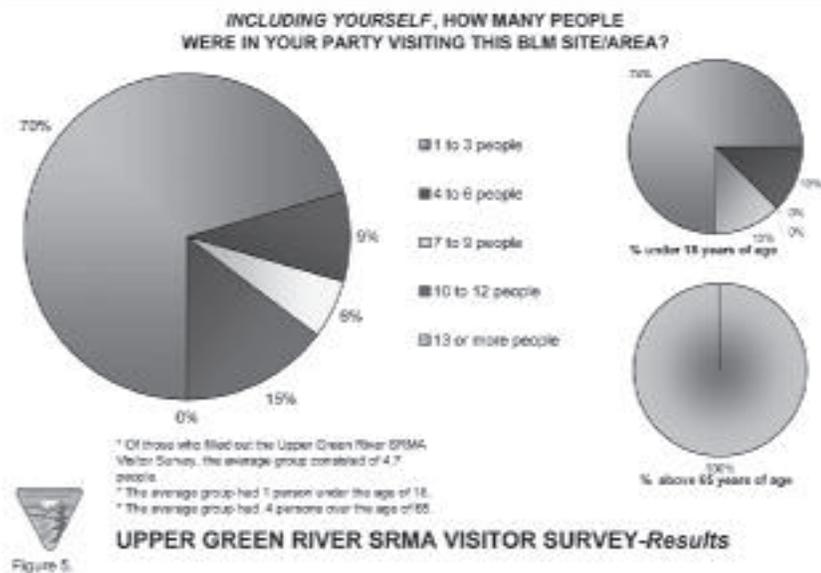


Figure 5.



Visitors from Wyoming, Idaho and Colorado report more than one visit per year with some returning to the site more than 10 visits per year.

Users typically access the area with pick-up trucks, SUVs or RVs. Pull behind trailers, such those mounted with float fishing boats, are common vehicle accessories. Other vehicular use includes ATVs and motorcycles.

### 2.a.3. Recreation Experience

The Upper Green River SRMA is in close proximity to and accessible from Highway 191. Once off the highway, visitors are immersed in a rustic environment with pristine views of the Wind River Range as a backdrop and the Green River in the foreground. The main access road sits above the Green River corridor and provides glimpses of the river as the visitor progresses along the roadway. Portions of this main access road are steep in grade and are difficult to negotiate in wet conditions, although most vehicles can navigate the road in dry weather.



From the main access road there are ten spur roads that connect to twelve river access sites. To get to these river access points, the visitor descends from between 55 to 170 vertical feet to find themselves in a secluded and scenic river canyon environment. Signing at pertinent main access/spur road intersections recommends adequate four-wheel drive vehicles for the descent to the river.

Once within the Upper Green River SRMA there are many diverse recreational opportunities for users to experience. Overnight stays can take the form of car, RV or tent camping. Each site may vary in its appropriateness for different forms of camping. Over-night users have a tendency to seek unoccupied river access sites, tending to spread themselves out along the Green River corridor.



The Green River is the primary recreation attraction. The multiple access sites, combined with unique river characteristics at each site, provide diverse recreational experiences. The multiple recreation opportunities include float

fishing, bank fishing, water sport floating with canoes, rubber tubes and inflatable rafts. Users have multiple opportunities to experience high quality river recreation within a pristine area. Because there are multiple river access sites throughout the Upper Green River SRMA, the area can accommodate a large number of visitors while maintaining a feeling of seclusion and remoteness.

#### **2.a.4. Current and Expected Undesirable Use Patterns**

The ten spur roads leading down to the river access areas typically terminate at clearings that are currently located in close proximity to, or on the riverbank. Typically, these clearings serve as campsites, day-use parking and access to boat launch areas. Once campers occupy the area they tend to physically block the boat launch, or create an atmosphere unappealing to day-use visitors. As a result, visitors seeking a location to launch their boats are forced to seek an unoccupied location. During the peak season, accessible launch locations for trailored boats may be difficult to find. Canoes and other light watercraft are launched almost anywhere an adequate gap in riparian vegetation is found, causing damage to surrounding riparian vegetation. The proximity of the campsite and parking areas to the riverbank concentrates users and vehicles near fragile riparian vegetation further placing it at risk of degradation. At many sites there are informal footpaths (“social trails”) and/or game trails that are used for hiking and access to bank fishing. Riverbank foot access, if left unmanaged, will result in the proliferation of these trails, contributing to the degradation of the riparian vegetation. Safe passage to the river access sites is also a concern, as some spur roads cannot safely accommodate large vehicles (motorhomes), or pick-up trucks with large trailers.



Large Groups Can Block Access to the River

Local residents near the Upper Green River SRMA reported during the scoping process that they have witnessed target shooting in the direction of the residential area. This activity presents a safety concern for both contiguous residents and public land users. Target shooting is seen by some as an undesirable activity, and presents a real safety hazard at campsite areas.

#### **2.b. Physical Setting**

The Upper Green River SRMA is located at an elevation range of 7,460 to 7,780 feet. The climate is classified as dry mid-continent with an average precipitation rate of 15 to 19 inches. Thirty percent of the annual rainfall occurs between April 1 and June 30. The majority of winter precipitation occurs in January, February and March. Winter temperatures can reach -60°F while summer temperatures generally stay below 90°F. The mean annual temperature for the coldest month recorded is January at 20.3°F and for the warmest is July at 70.9°F. Summers are generally dry with occasional afternoon thunderstorms. Snowfall may occur any month of the year. High wind conditions may be experienced during any season, but most predictably in winter and early

### 2.b.1. Natural Resources

The Upper Green River lies in a scenic setting on the western slope of the Wind River Mountain range, which abruptly rises to the east forming a dramatic backdrop to the sage covered rolling hills and valleys that dominate the foreground. The Wind River Mountain range is the headwaters for the Upper Green River.

The Upper Green River SRMA lies within an area described as the Intermountain Region. The vegetation here is predominantly Big Sagebrush-Grassland. There are also small areas of aspen and conifer in mixed and pure stands. Riparian vegetation, consisting mainly of willows and sedges forms thin strips along the banks of the Green River. It is speculated that a great percentage of the riparian vegetation was lost due to tie-hacking activity that occurred in the area during the mid to late nineteenth century (for more on tie-hacking see Section 2.a.1 Historical Uses). Most of the riparian vegetation that exists today is the result of a successful restoration effort accomplished by the BLM with local livestock rancher cooperation.

A wide diversity of animals inhabit the sagebrush lands within the Upper Green River SRMA. Within this species range, there are a number that are unique to the sagebrush lands of the American West. Some of the animals that are native to sagebrush lands and are found in the area include: the sage thrasher, sagebrush lizard, pigmy rabbit, sagebrush vole, sage sparrow, brewer's sparrow and the sage grouse. Another sagebrush-land native, the pronghorn antelope, are found in large numbers here as the area provides significant kidding ground. There are documented sage grouse leks, or breeding grounds, in proximity to the Upper Green River SRMA. Many migratory waterfowl and shorebirds inhabit the area from March-October. These species include the Canada goose, many species of dabbling and diving ducks, and trumpeter swans; the largest North American wildfowl. The trumpeter swan is currently registered on the threatened and endangered species list and is extremely rare.



A pronghorn antelope in the Upper Green River SRMA

Chief predators to nesting waterfowl in the area include coyotes, red fox, raccoons, skunks and ravens. Several species of raptor use the Upper Green River SRMA for hunting and/or nesting. These birds include red-tailed hawks, osprey, bald eagles, golden eagles, goshawks, sharp-shinned hawks, marsh hawks, great-horned owls, American Kestrels, and Swanson's hawks. Ospreys are of high public interest as their nesting and feeding habits are easily observed due to numerous nests along the highways on artificial platforms. The area also provides habitat and migration routes to several species of big game, including elk, mule deer and moose. The dominant sport fish in the area are rainbow, cutthroat, and brown trout. The fish habitat along the Upper Green River SRMA was also negatively affected by tie-hacking operations and recently there has been an effort to enhance the fishery. Other wildlife species in the area include beavers, minks, muskrats, river otters, frogs, toads, salamanders and songbirds.

## 2.b.2. Man-made Elements

Existing facilities include a main access road (BLM Road 5201, dirt) that connects Highway 189/191 to ten spur roads servicing twelve river access/camping sites most of which have a primitive boat launch ramp, pit-toilet, picnic tables and fire-rings. Along BLM Road 5201 there are numerous livestock fences and cattle guards.

From Highway 189/191 approximately the first half of the main access road lies at least 1000' away from the river, sometimes reaching as far away as 3000'. Here the road follows a terrace that is between 40' and 170' above the river. The second half of the road follows the river more closely, sometimes reaching within 100' of the bank. This part of the road still sits 40-55' above the river, however. The main access road is steep in places, with grades reaching upwards of 10%.



The old Warren Bridge

There are 12 river access sites that are reached by ten spur roads. The Spur roads can be quite steep, with some sections reaching in excess of 13% (please refer to Figure 6: River Access Site Physical Assessment).

## 2.b.3. Functional Relationship Analysis Summary

The Functional Relationship Diagram shows the basic spatial relationships between the proposed use areas and the modes of access between them. The concept is to alleviate access issues by separating extended stay users from the boat launch areas in order to avoid the displacement of day-users. Camping areas within each access site are further variable in size in order to encourage separation of small group/individual/tent extended stay users from large group gatherings. Along the river corridor, users tend to separate out, with larger group/RV users usually frequenting the river access sites nearer the highway and smaller groups/individuals seeking the solitude of the more remote areas. Generally, as users move further from the highway they will experience a more rustic experience, as sites with minimal improvements are located in the upper portion of the SRMA. Maintaining the present character of these sites, which provide closer access to the river, will sustain a user experience that is being discouraged at the more visited sites (1 through 7). Allowing for diversity in experiential opportunities will help distribute the various users throughout the Upper Green River SRMA. However, it should be noted that because these sites will offer a unique experience in the Upper Green River SRMA they may become over-used and should be monitored. If increased visitation begins to impact these sites, then measures similar to those outlined in this RPP need to be implemented.

Three diagrams (Figures 7, 8, and 9) were prepared in order to illustrate how the functional relationships vary depending on the differing characteristics of various sites.

### Upper Green River Access Site Physical Assessment

River Access Site	Spur Road Length <sup>1</sup>	Spur Road Average Grade <sup>2</sup>	Spur Road Maximum Grade <sup>2</sup>	Site Total Usable Area <sup>3</sup>	Site Usable Area Outside 200' River Setback Zone	Site Usable Area Outside 500' River Setback Zone
1	1800'	7%	600' @ 13%	19.82 acres	2.4 acres (12%)	0
2	1950'	8.7%	125' @ 13%	3.79 acres	1.12 acres (29%)	0
3	2700'	4.8%	1200' @ 6.6%	16.74 acres	9.95 acres (59%)	2.13 acres (12%)
4	1300'	7%	500' @ 10%	6.5 acres	2.2 acres (34%)	0
5	1200'	5%	5%	13.0 acres	5.9 acres (45%)	.4 acres (3%)
6	3155'	5%	100' @ 13%	48.2 acres	37.3 acres (77%)	9.6 acres (20%)
7	1700'	3.8%	900' @ 7%	28.4 acres	13.7 acres (48%)	0.1 acres (0.3%)
8	464'	5%	20' @ 10%	1.8 acres	0	0
9	300'	10%	100' @ 13%	1.7 acres	.27 acres (15%)	0
10	1701'	1.5%	5%	1.5 acres	.27 acres (17%)	0
11	1002'	6.1%	6.1%	23.9 acres	17 acres (71%)	9 acres (37%)
12	5100'	4.5%	400' @ 5%	16.0 acres	7.6 acres (47%)	0.65 acres (4%)

<sup>1</sup> Spur road lengths were approximated from scaled aerial photographs.

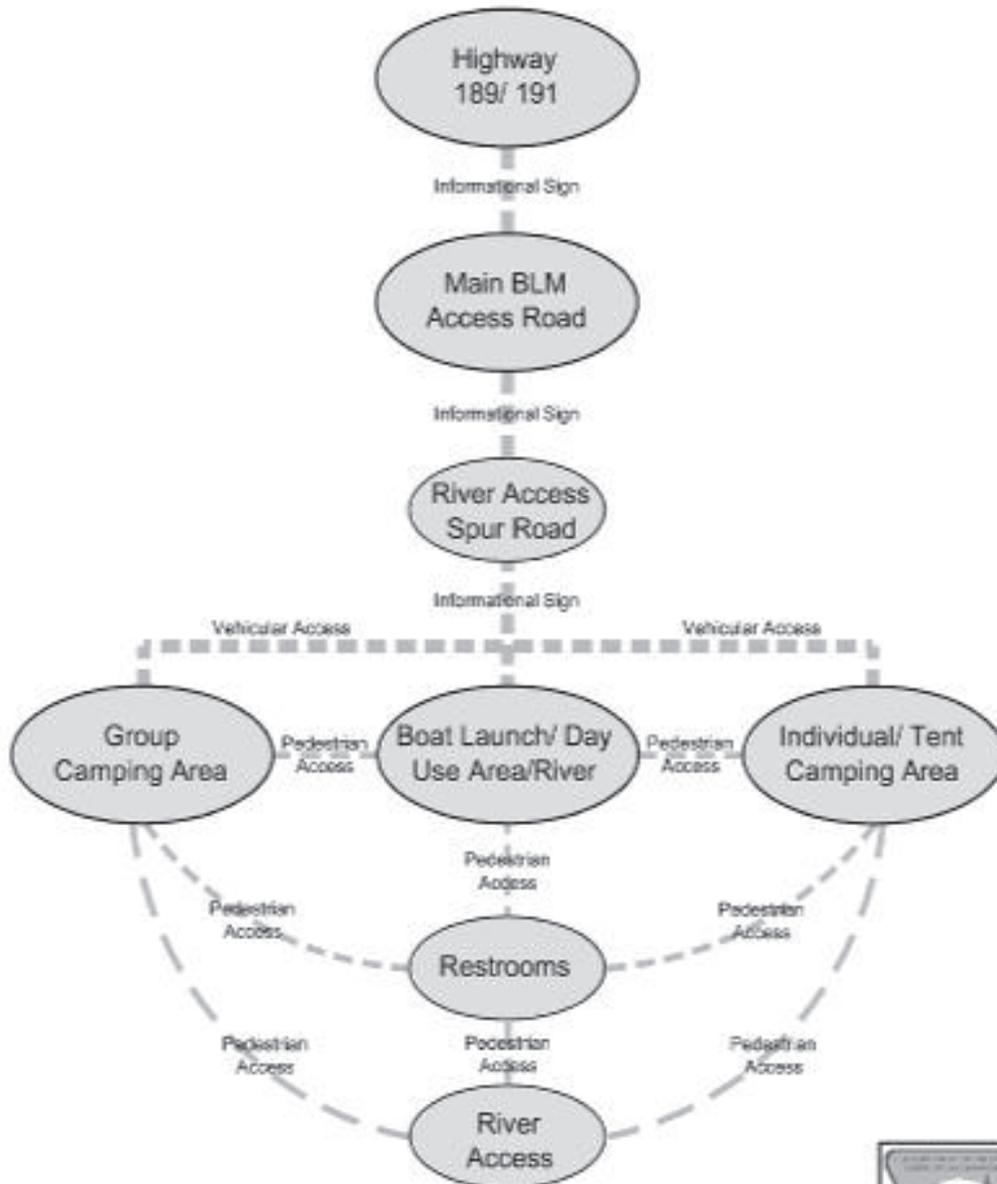
<sup>2</sup> Spur road grades were calculated using GIS slope analysis data and USGS 20' contour maps.

<sup>3</sup> Site total usable area was calculated using aerial and ground level photographs and slope data. The usable area generally represents the land that lies between the toe of the upland bluff and the river bank. Within this bottomland area, land reaching a slope of 15% or greater was excluded.

Figure 6

**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**Typical Functional Relationship Diagram: Sites #1-11**

MAY 2003



\*Not all sites include all functional elements represented in the diagram.



**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**Functional Relationship Diagram: Site #12 - Day Use Site**

MAY 2003

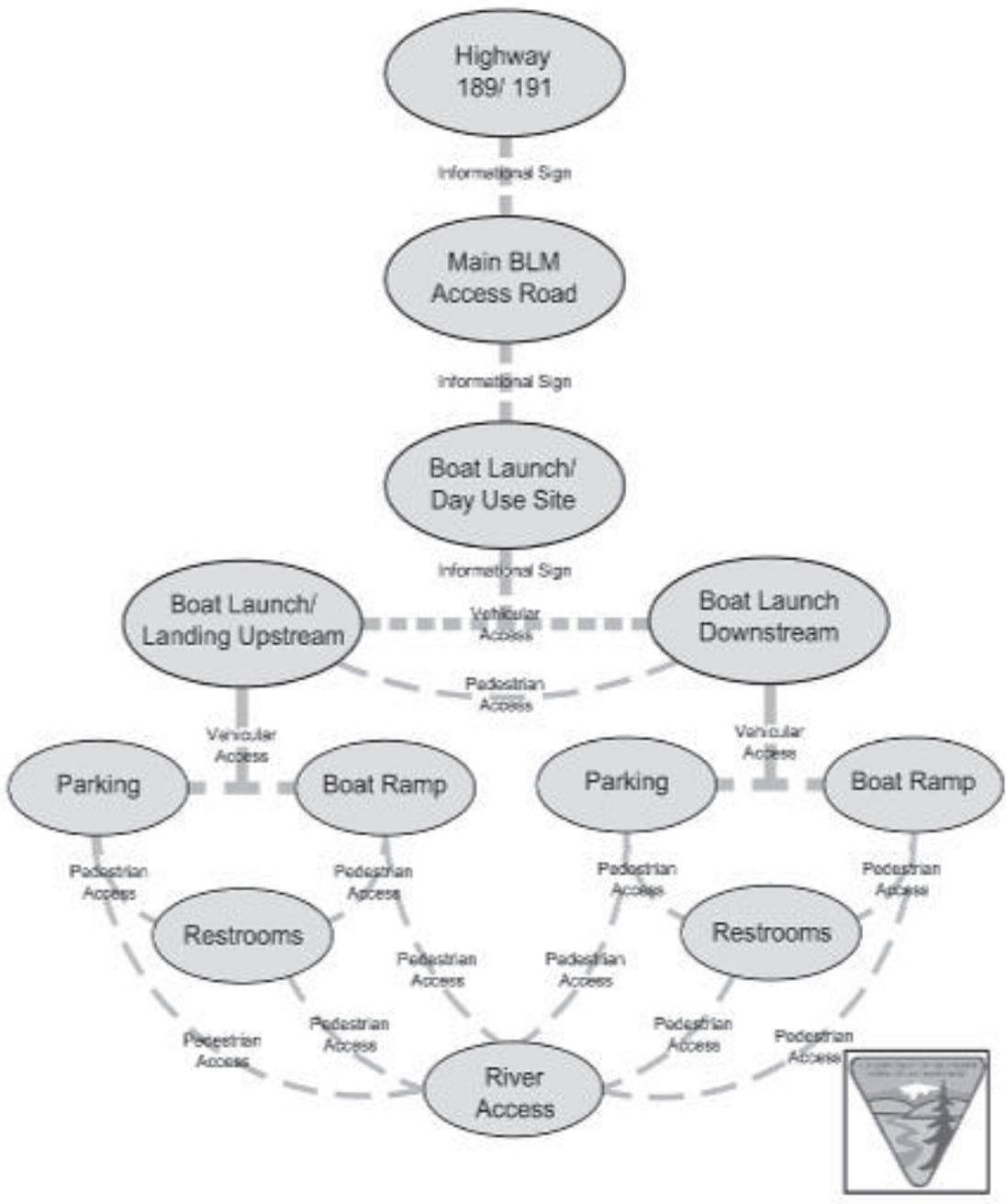
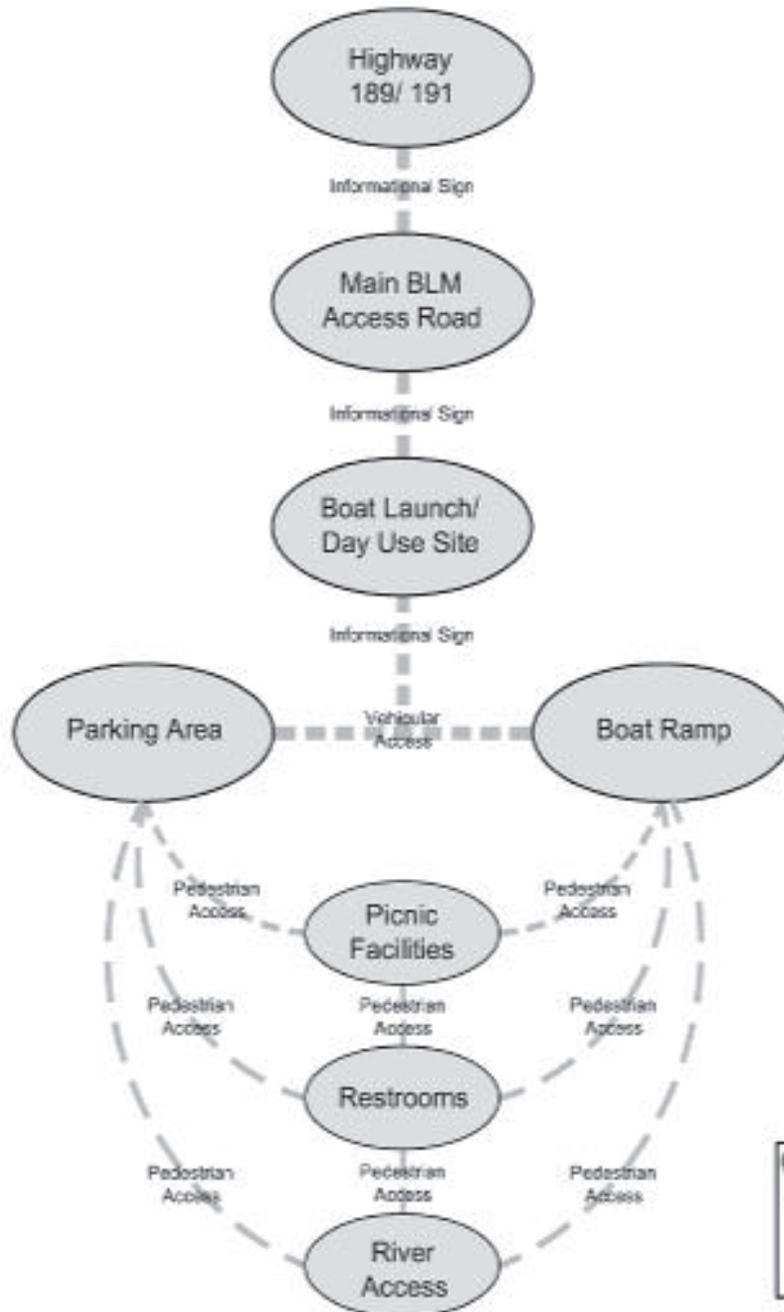


Figure 8.

**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**Functional Relationship Diagram: Day Use Site**

MAY 2003



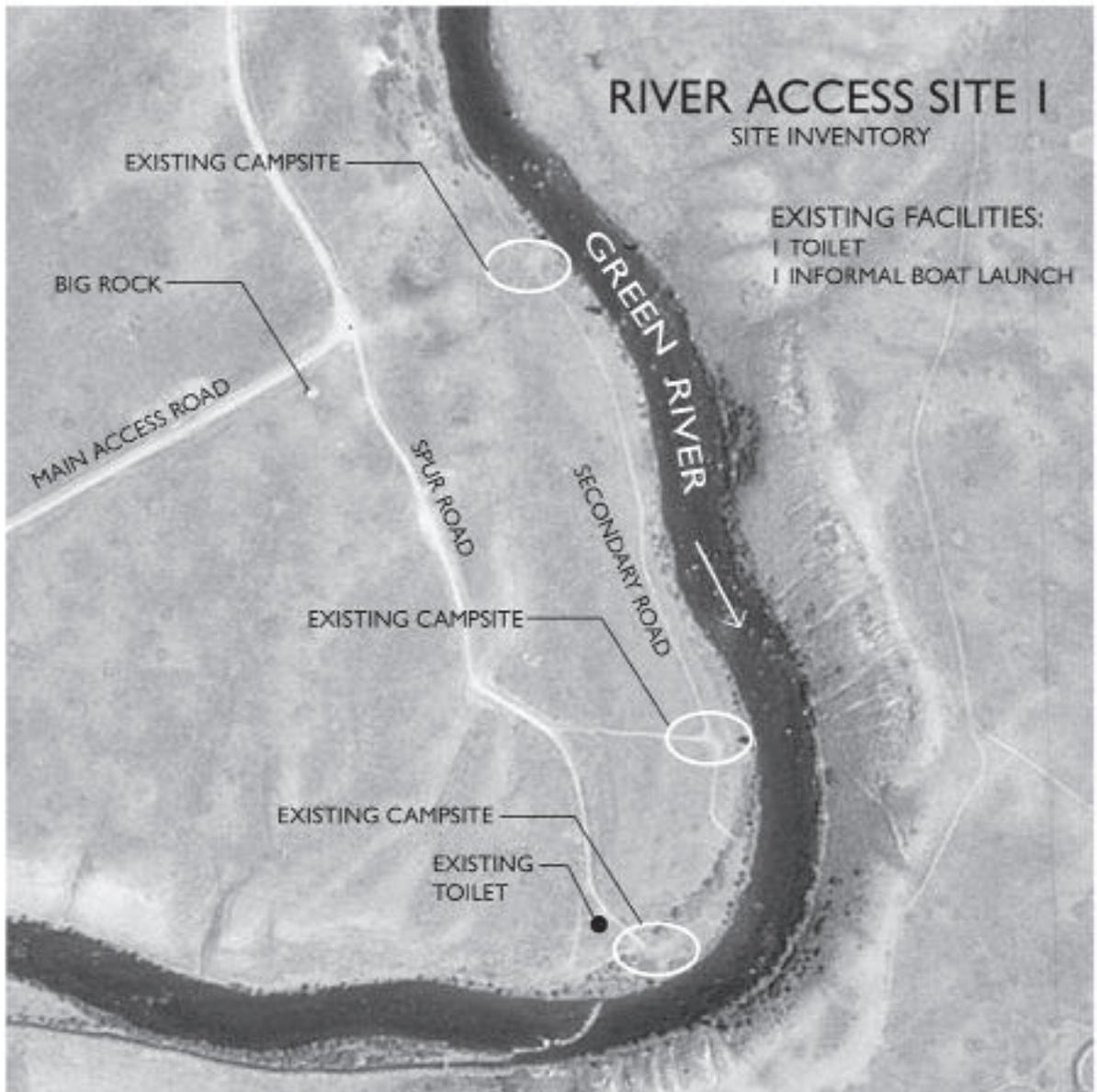


Figure 11.

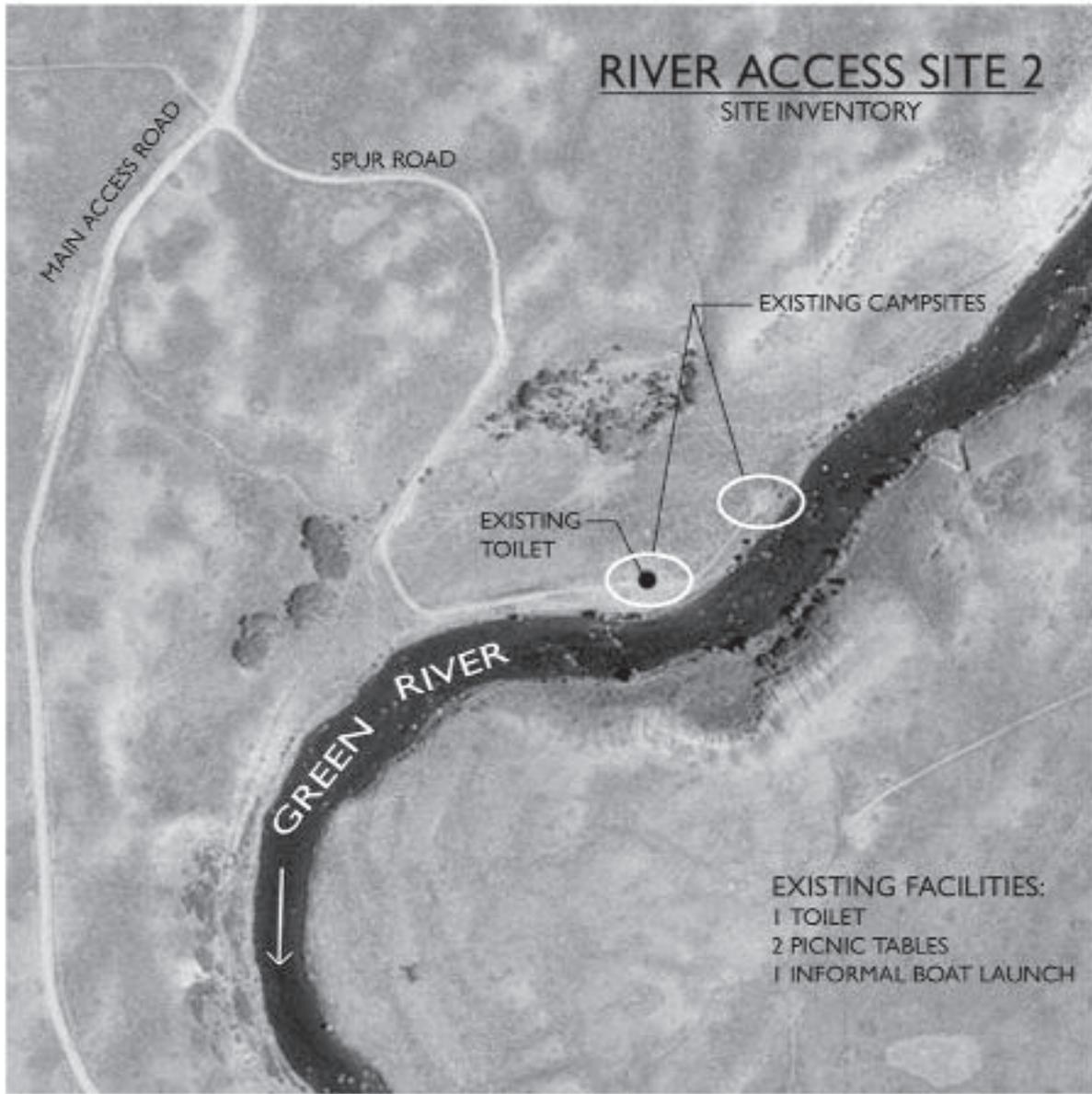


Figure 12.



Figure 13.



Figure 14.



Figure 15.

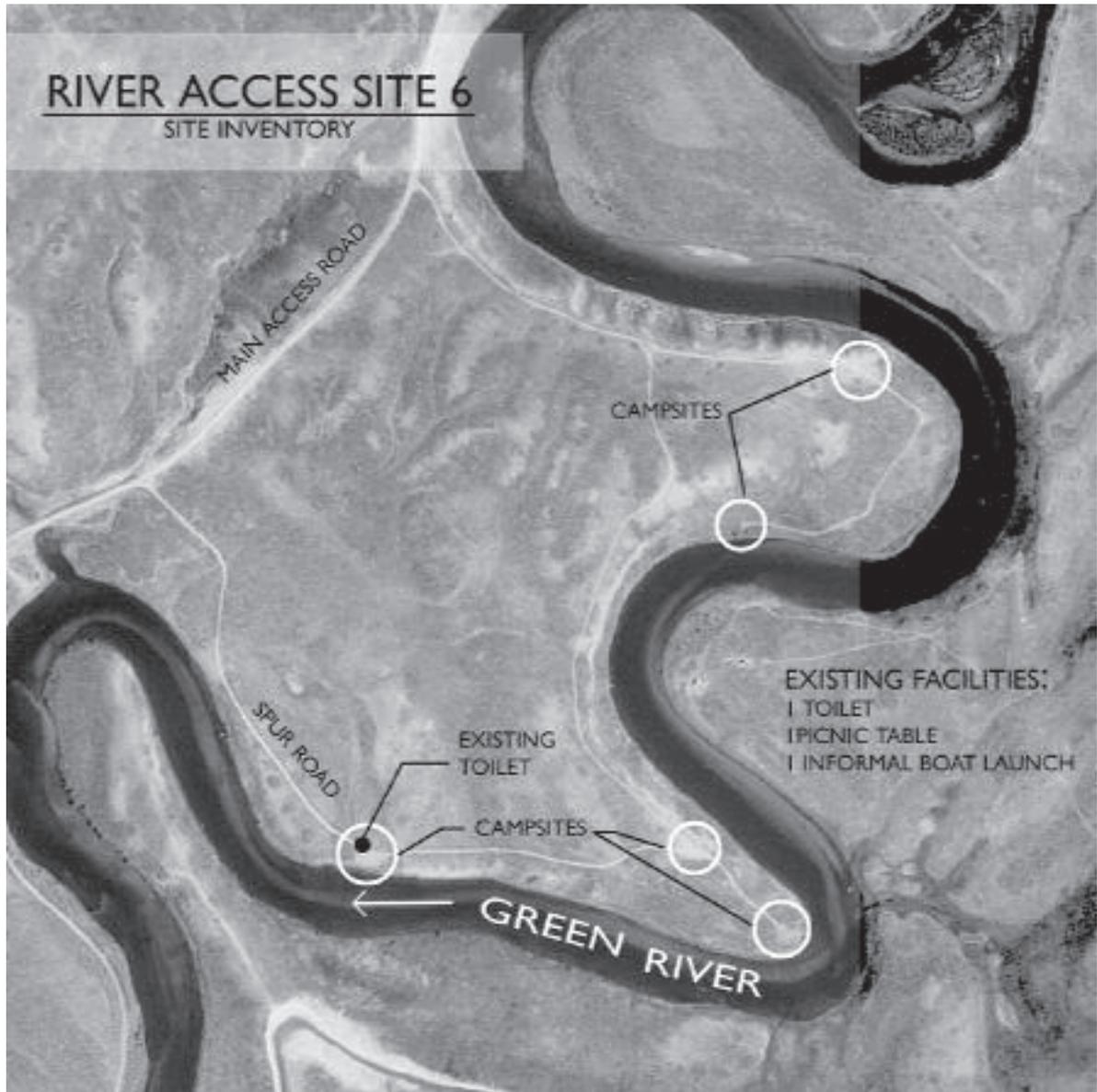


Figure 16.

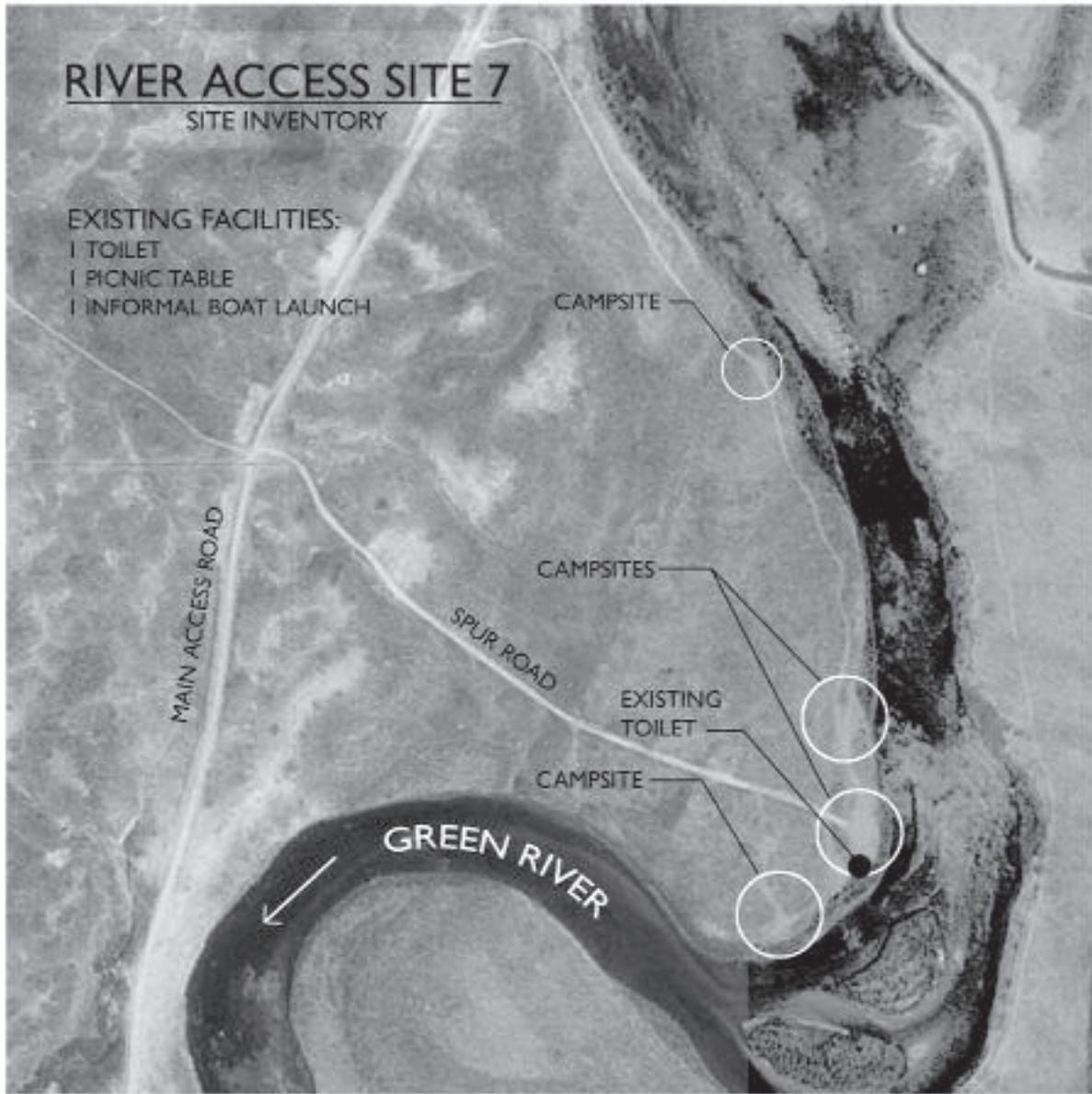


Figure 17.



Figure 18.

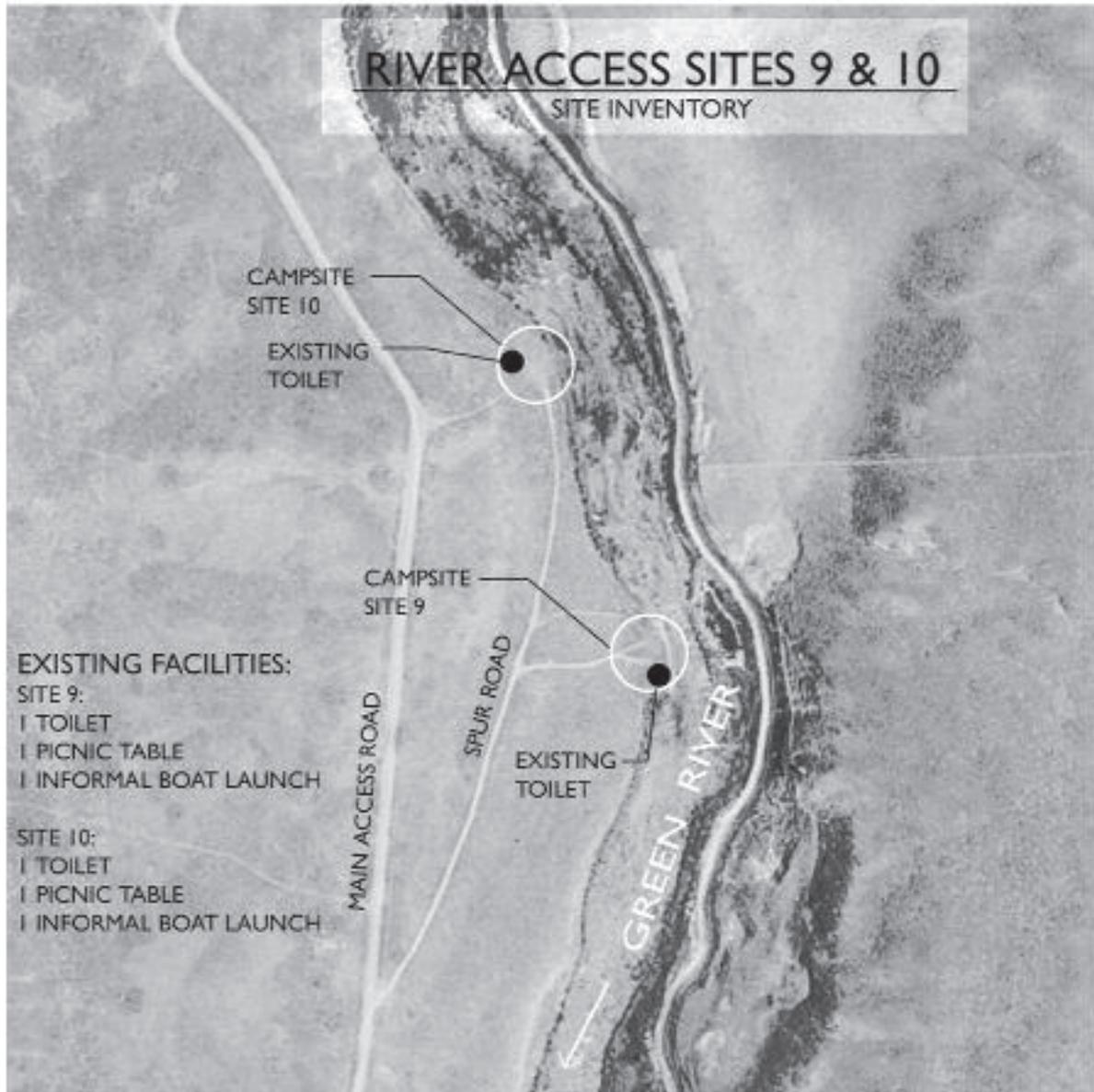


Figure 19.

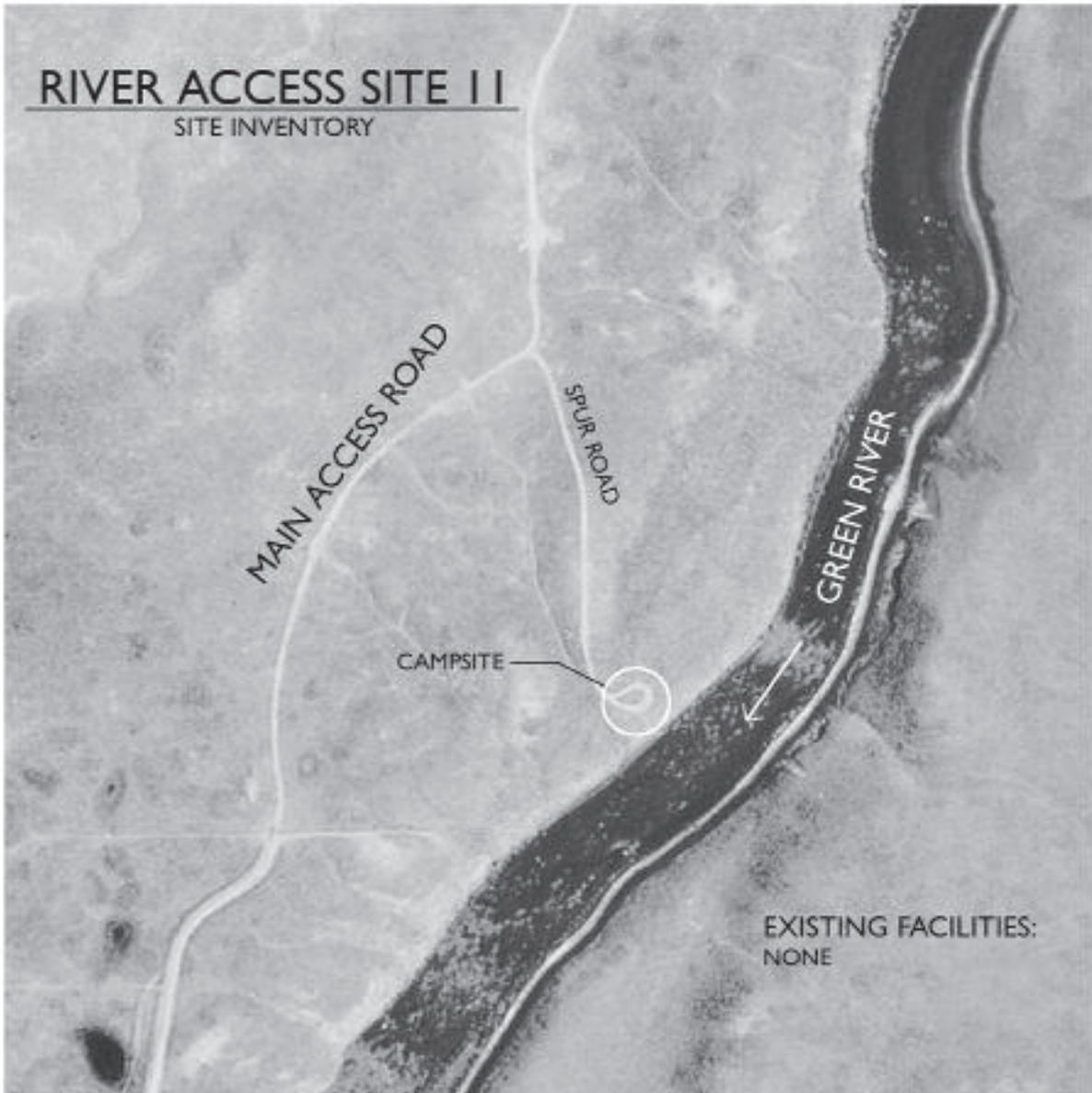


Figure 20.

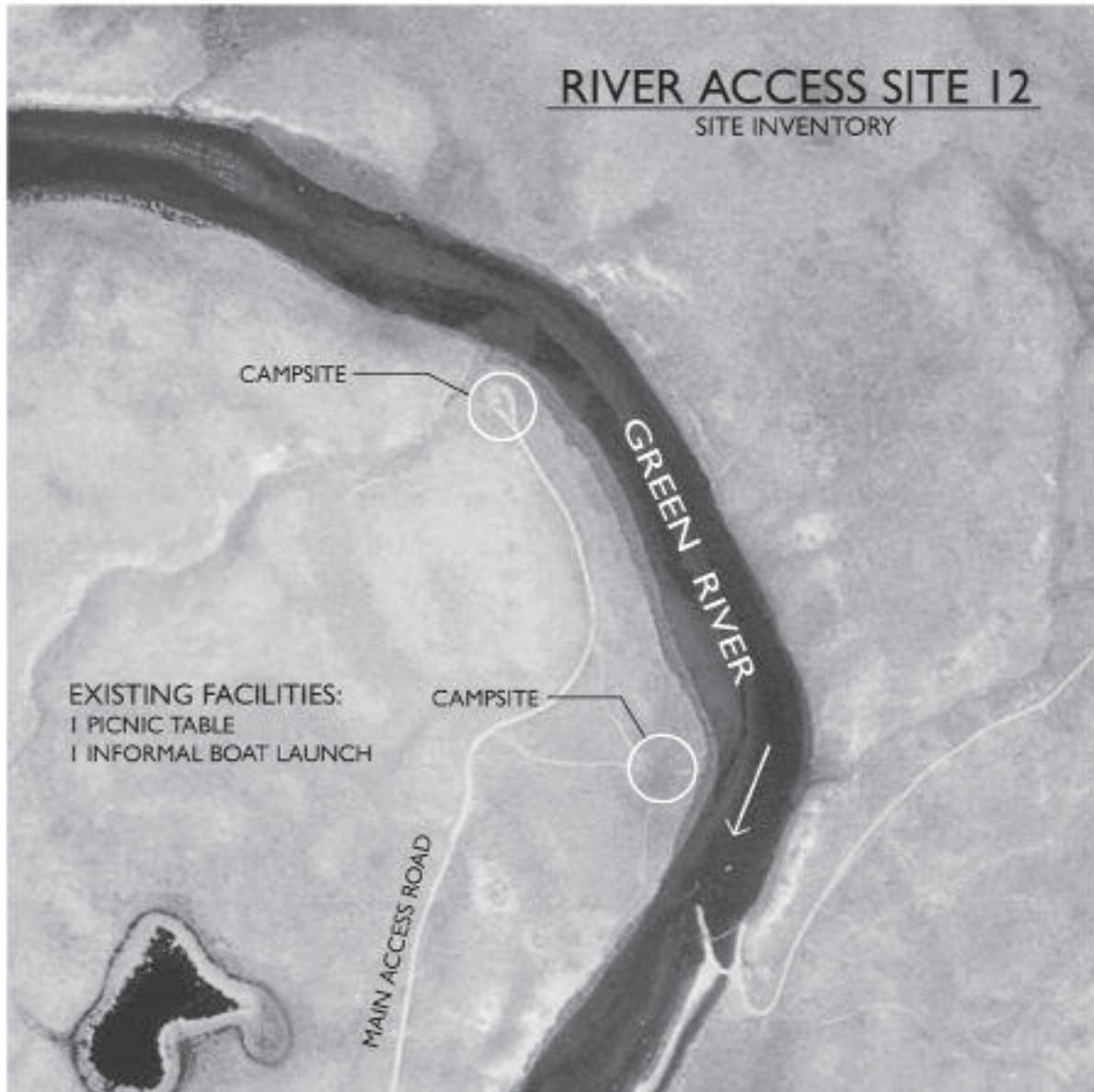


Figure 21.

### **3. Project Plan Concept and Design Parameters - Proposed Action Plan**

#### **3.a. Proposed Overall SRMA Improvements**

##### **3.a.1. Roadway improvements.**

The access road (BLM Road 5201) from 189/191 is defined by the BLM Road Standards as a “resource road,” which dictates a design speed of 30 mph minimum/40 mph maximum when the average daily travel is less than on 100 trips per day. The existing width is variable, but averages 16 feet wide.

BLM Road 5201 has segments that are rough, steep in grade and impassable by some vehicles in wet conditions. The roadway is graded once annually, but begins to deteriorate quickly when used in wet conditions. While there is a safety concern associated with the roadway conditions during wet weather, there is also a water quality concern. When the roadway becomes rutted, storm water is channeled causing erosion and sediment transport that can potentially reach the river. Vehicle tires also track mud further increasing the potential of sediment discharge into the river.

The entire length of BLM road 5201, from highway 189/191 to access site 12 needs:

Drainage culverts installed, allowing runoff to flow under the road during precipitation events.

The cross slope crowned to shed precipitation off to the road edge. Surface improvements including grading and graveling to increase the longevity of the road improvements.

Better-defined roadside borrow ditches to carry drainage volume.

The intersection with BLM access road 5201 and Highway 189/191 is to be relocated 2200 feet north of its present location to the existing old gravel borrow site access point (Figure 22). The relocation of the intersection will:

Improve site distance on Highway 189/191

Reduce the steep gradients of the main access road near the entry.

Position the main access road away from the Green River

The main access road/Highway 189/191 intersection improvements are subject to Wyoming DOT standards and regulations. These may include enlarged radii at the highway, a wider and paved road platform within the WYDOT ROW to accommodate simultaneous egress/ingress, and possible drainage improvements. WYDOT also requests that the BLM conduct a traffic count at the current access point to determine the number of vehicles entering the site in order to better assess the safety needs at the improved intersection.

BLM Road 5201 is variable in width (16 feet average) and abides by the definition and minimum requirements of a “resource road.” Maintenance of the “resource road” designation was supported by many of the users that participated in the survey and public scoping process. The road needs to be adjusted to a common width and some widening may be needed in places to meet BLM standards. Options for meeting standards include:

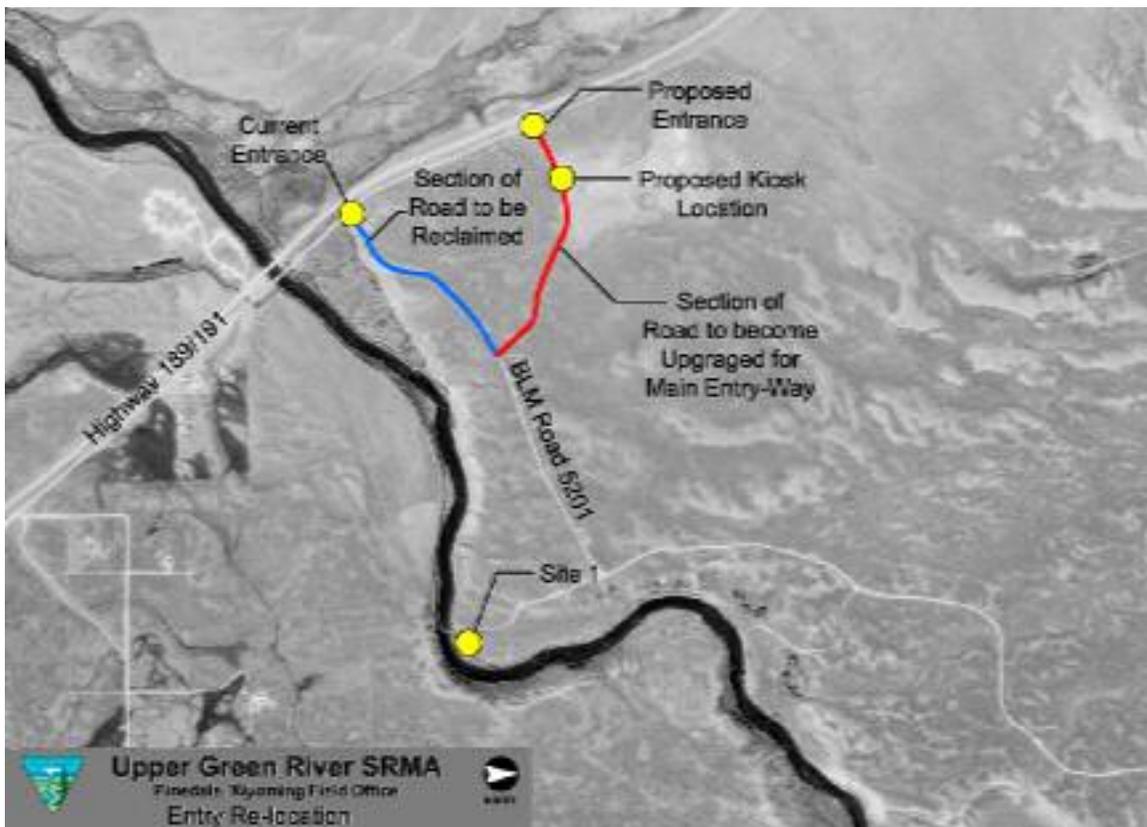


Figure 22.

Meeting design standards for BLM Road 5201 is a safety matter that dictates adherence to protect the users. Data on average daily trips needs to be collected to assess the level of service that needs to be provided. Maintaining the “resource road” designation while providing vehicle pull-outs along the roadway will keep vehicles from encroaching onto and disturbing the integrity of the drainage ditch, which would renew drainage problems and escalate erosion potential.

### 3.a.2. Information Kiosk Area

An information kiosk was located at the intersection of Highway 189/191 and BLM Resource Road 5201 until it was vandalized and consequently removed. A new information kiosk will be installed as a part of this RPP and will be located near the new highway/main access road intersection. The new kiosk will be set back from the highway and located within an existing disturbance area associated with a former borrow site. As visitors enter the Upper Green River SRMA at the new access point there is a slight uphill section from the highway in the WYDOT ROW that screens the kiosk from highway travelers.

Stakeholders expressed concern that an improved kiosk area could attract more users off the highway and suggested that the kiosk be located away from the highway and out of view. The proposed site accomplishes this goal while still keeping the kiosk in close proximity to the highway providing potential users with important information before traveling into the Upper Green River SRMA. This location also concentrates these improvements in a previously disturbed area reducing further surface disturbance.

The purpose of the kiosk area is to inform visitors of the recreational opportunities and warn of the

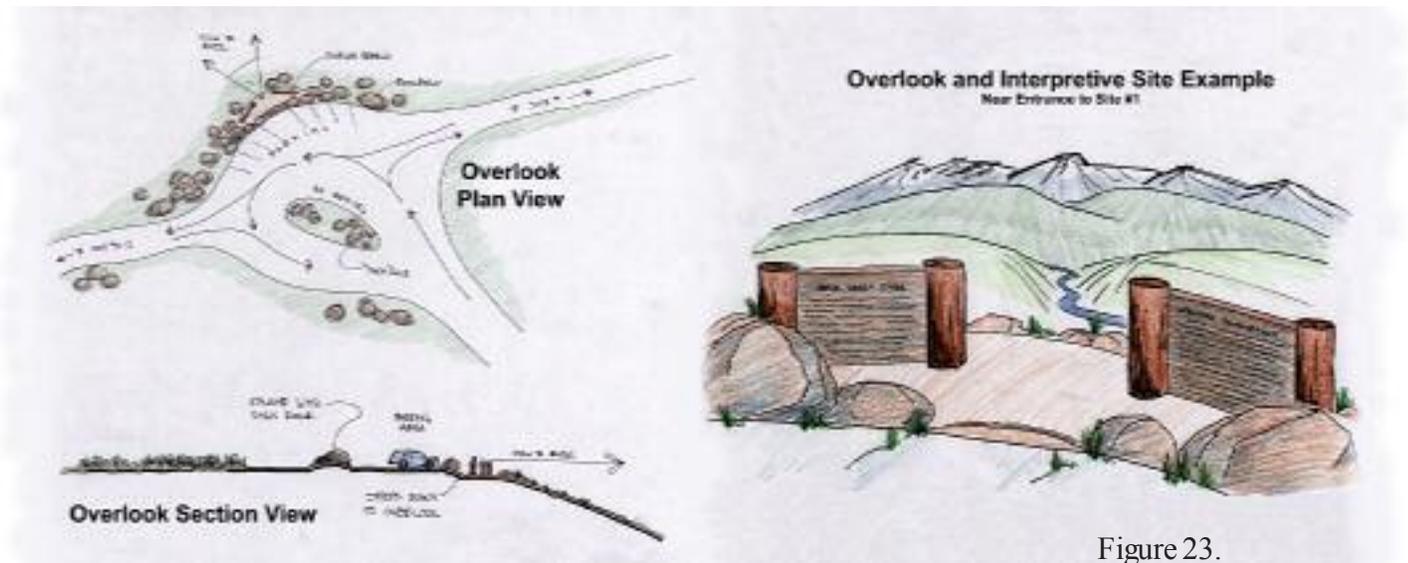


Figure 23.

potential hazards that lie ahead. The facility is designed to allow visitors to park and read important resource management information about the Upper Green River SRMA, such as wise use information (pack-in/pack-out, tread lightly, and the rules/regulations of the SRMA) The physical form of the kiosk is intended to be a low profile sign containing information describing the character and constraints of the twelve river-access sites.

An adequate vehicle turn around should be provided to allow those that choose not to continue further up the main access road to return to the highway. Visitors that travel in large vehicles, such as RVs, pick-up trucks and camper or horse trailer combinations frequent the area. The turnaround area needs to have a radius of 55 feet or more to accommodate these vehicles.

The information should inform visitors of that the Warren Bridge Campground site is a viable option for camping and warn them of difficult road conditions that may lie ahead. The kiosk should provide enough information to allow visitors to make informed decisions regarding the river access sites they wish to visit before they continue up the main access road.

A map showing the access locations and mileage to the spur road intersections accompanied by photo images of the road access spurs and general character descriptions of the sites should be included. Specific information pertaining to river access sites 1-12 should include a site description, user capacity, amenities provided, environmental sensitivities, steepness of the spur roads and recommended vehicles types (four wheel drive vehicles only, no trailers, RV use area, etc.) needed to make the trip. The signing will clearly state that group or large vehicle access and campsite facilities are provided at sites 1, 4, 5, 6, and 7 and that travel by these vehicles to other river access sites is not advisable. The information should include content on river setback requirements for camping, to not obstruct boat access ramps at the respective access sites and explain where areas are reserved for day-use only.

Health of the aquatic environment is important from an ecological and economic standpoint. The information kiosk site is a good location to inform visitors of the concern of aquatic diseases that place aquatic wildlife at risk, especially with respect to Whirling Disease in trout populations. Information regarding these concerns plus a “dip tank” should be located here for anglers to dip and sterilize their wading boots on their way in and out of the area to guard against the transference of harmful spores.

The Kiosk is also a good opportunity to provide the cultural history of the area. The history of the

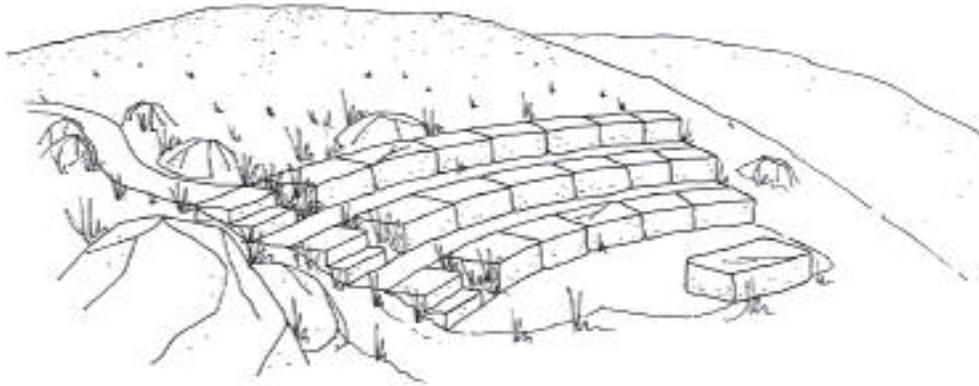


Figure 24: Amphitheater Concept Sketch

region is well presented along the Highway 191/189 corridor with interpretive displays telling the stories of the Native Americans, Astorians, fur trapping, trading and the Green River Rendezvous. Developing an interpretation and education display at the information kiosk is an effective way of continuing the public's education in the area's history. Historical information could include Native American culture; tie-hacking operations of the late 1800's, its relationship to the opening of the west and the associated impact on the Green River corridor; and the development of the livestock industry and its role in local land management. Current land use and management practices would also be discussed. Wildlife information pertaining to pronghorn, elk, deer and moose migration through the area, the fishery structure enhancements constructed by the Wyoming Department of Game & Fish and the BLM, and the Sage Grouse and its habitat would also be provided. Some of this information could be furnished in the form of brochures produced by the BLM.

### **3.a.3. Informal Overlook**

There is an existing informal overlook area situated on a bluff that is located off the main access road between river access sites 2 and 3. It has been determined that this location would be a good place to locate an amphitheater to serve Safari Club functions (see section: [2.a.2: Current Uses](#)). This facility could provide low profile seating and a small stage area to accommodate lecturers, and for people to discuss public land management policies and issues. The improvements would consist of rustic seating constructed of quarried stone blocks set into the ground, creating a series of terraced steps for participants to sit on during the discussions (see Figure 23). The facility should have enough seating to accommodate sixty adults.

### **3.a.4. Signing**

In addition to the kiosk information area, signing along the main access road plays a major role in regulating travel within the Upper Green River SRMA. Signs that inform travelers of road conditions need to be placed at each intersection of the spur roads and main access road. When a spur road is too steep for large vehicles or vehicles with trailers, the sign needs to inform drivers that the river access site is accessible by four wheel drive vehicles only. Signs also need to inform drivers of the other options open to them, for instance sites 4, 5, 6, and 7 are all suitable and recommended for large vehicles.

## **3.b. Proposed Overall River Access Site Improvements**

### **3.b.1. Spur Roads**

The following recommendations briefly outline the general concerns regarding the spur roads. Recommendations regarding specific access sites are included in the individual access site sections under sub-heading 3c. Improvements to Specific River Access Sites.

The spur roads that lead to individual river access sites vary in terms of gradient extremes, and some have been deemed too steep or narrow for motorhomes or pick-up trucks towing large camper trailers. The spur roads that remain open to these vehicles are those that access sites 1, 4, 5, 6, and 7. The remainder of the spur roads will be signed as too steep for these vehicles. The Spur roads also vary in terms of drainage issues and proximity to the Green River, its flood plain and riparian area. The proximity of access spur roads largely dictates the heavy use areas at the individual access sites. Visitors have the tendency to either camp at the terminal point of the access spur road or between the spur road and the riverbank.

**3.b.1.a. Gradient Reduction.** Several of the spur roads exceed a 10% gradient and are therefore dangerous for large vehicles, such as motorhomes or pick-up trucks towing large camper trailers. Rather than re-aligning these roads, it is recommended that these river access sites be preserved for individual/tent camping and/or day-use only. Although RVs and other large vehicles would still be technically permitted to travel these roads, it should be noted at the information kiosk (see Section 3.a.2), as well as on signage at the intersection with the main access road, that travel with large vehicles is dangerous and not recommended.

**3.b.1.b. Drainage Improvements.** Drainage improvements should be installed along the spur roads. These improvements should include pipe culverts with rip-rapped swales, water bars, and crowning the roadway to shed water off the roadway. A storm water detention pond should be located where the roadway gradient is 3% or less in order to intercept drainage for infiltration and allow for sediment dissipation. The storm water detention facilities are to be developed to handle a 3 year event or greater and should be designed in a manner that visually adapts to the natural topography of the area.

**3.b.1.c. Realigning Access Spur Roads.** Several spur roads cut through riparian areas, encouraging visitors to set up camp on the land between the road and the river. One way to encourage people to camp further away from the river, would be to relocate spur roads to the upland sage areas, away from the riparian zone. Existing road alignments should be reclaimed by re-grading, placing topsoil over the former roadbed, and then seeded, mulched with certified weed free straw and tackified. Boulders need to be strategically placed as a means to prevent vehicles from using the former road. The boulders need to be planted into the ground and positioned as if they are a part of the natural landscape. As an extra preventative measure, a chain will be placed across the old alignment temporarily. The chain should be removed once the old roadbed becomes obscured by the plantings.

3.b.1.d. Turn-Outs. Spur road improvements will include the addition of turn-outs to provide vehicles traveling in opposite directions the ability to pass each other without encroaching on the bordering vegetation. The number and location of the turn-out is dependant on the length of the spur road and the popularity of the site.

### **3.b.2. Campsites**

At several river access sites, the placement of picnic tables and fire pits encourage visitors to camp near the river bank. This situation can interfere with day-use visitors and activities. Concentration of camp sites, vehicles, equipment and activity near the riverbank will also detract from the user

experience when floating on the river or when hiking/ fishing along the riverbank.

At most sites there is an ample amount of usable space available to re-locate campsites away from the riparian area, keeping users from being concentrated near and within sensitive areas. The Pinedale 1988 Resource Management Plan proposes that surface disturbance within the Upper Green River SRMA occur outside a 500' setback from the river. However, because most of the river access sites are situated on the banks of the Green River below the upper bench, keeping access improvements out of the 500' setback would be unfeasible as the improvements would be on the bench high above the river in most cases. Input from the public scoping process suggested support for a 200' setback zone. Closer site inspection and discussion with representatives from the BLM and Game and Fish concluded that 200' was still too far from the river to establish campsites that people would want to use. It was determined that people would continue to use the established campsites right on the river bank and ignore the new facilities, rendering the site improvements useless and causing more resource damage as people re-establish roads to the old campsites. Therefore, the criteria for new campsite locations is based on maintaining a visual connection to the river, while preserving the largest setback possible. This can be accomplished by a 100' setback in most cases. By providing campsites that maintain a visual connection to the river, users would feel close to the river while keeping extended stay use away from the riparian area. Day use areas (boat ramps and parking) would, by necessity, be established within the 100' setback zone. These areas would limit impact to the riparian area by restricting vehicular access to the riverbank.

Access roads to the campsites should be established between the upper bench and the campsites, not between the campsites and the river. In some cases, the location of the new campsite areas coincides with the current alignment of the spur or secondary access roads. In these cases the road will be realigned and the old alignment reclaimed. Having campers occupying the old road alignment, in conjunction with the other reclamation methods described in section 3.b.1 may help prevent users from attempting to re-establish the old road alignments.

Users have expressed the desire to preserve the area's character and maintain the feeling of the current camping experience. The campsite improvements are not intended to appear constructed such as with a graveled surface or defining areas with structural barriers. Campsites should consist of clearings in the upland sagebrush areas, outside the 100' setback zone. The intention is to create these clearings so that they appear as if they have occurred naturally. For instance, clearings in the sagebrush should have an undulating edge, making campsites visually subordinate to the natural setting. Campsites should also be situated in a manner that creates separation between different camping groups. The clearings need to be positioned in locations where the natural contours are compatible for camping purposes in order to avoid extensive grading and surface disturbance. Surface rocks will need to be relocated and some minor grading will need to be performed in order to level the campsites, but this should be kept to a minimum.

Surface treatments within the campsites will vary depending on the soil moisture conditions at each site. Most new campsite clearings will naturally re-vegetate themselves with local grasses, much like the ground conditions found in the existing sagebrush clearings. Drier sites, like Site 1, may need special preparation in order to provide appropriate camping surfaces. One method may be to screen the local excavated campsite for smaller gravels (3" minus), mix with approximately 10% salvaged topsoil, seed with a native mix and placed back on site. A seed mix should be developed that is not attractive to cattle – a mix of local ground cover forbs and minimal grasses. The gravel will protect the roots of the more sensitive plants from impact and aid in the establishment of a contiguous ground cover. The BLM and Wyoming Game and Fish will have to work together in the development of a final specification for this treatment. Test areas may need to be established where campsites are proposed, with roads being routed to them once the vegetation has matured.

Two distinct campsite templates will be developed: large, open clearings capable of accommodating motorhome colonies or groups and smaller, more sculpted areas suitable for individual/tent camping. Along the spur road at the entrance to each campsite there will be a sign that informs users that the site is “individual/tent” or “group” camping (with the definition of these types being provided at the information kiosk). Individual/tent clearings will provide several separate campsite opportunities within the area in order to accommodate multiple users simultaneously. Group campsites will be provided at sites 1, 4, 5, 6, and 7. Individual/tent campsites are provided at all sites, with the exception of site 11. Most individual/tent campsite clearings will have one picnic table and one fire pit; the group campsite areas will have a two picnic tables and one large fire ring to accommodate a larger numbers of users. The fire pits in the group campsites will be larger, with diameters of 48” or 56”. The individual/tent campsites will be equipped with smaller 32” or 48” diameter fire pits. ADA fire pits, provided at select campsite locations, are taller, double walled models that have a diameter of 32”.

At first, the number of new campsites should be kept to a minimum, and should only be constructed to replace the number of currently existing sites. Over the next twenty years, more sites should be added as visitor numbers increase. In order to preserve the character of the river access sites, and the entire Upper Green River SRMA, a maximum number of 12 group and 15 individual/tent campsite areas (totaling approximately 45 individual campsites) will be established. The distribution of the campsite areas is identified in section 3c. Improvements to Specific River Access Sites, which addresses individual access sites development.

### 3.b.3. Restroom Facilities

A majority of the river access sites were equipped with an outhouse when the Wyoming Department of Game and Fish made the area’s initial improvements prior to 1978. There are toilet facilities provided at River Access Sites 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10. Toilet facilities at all sites, with the exception of Site 8, do not meet the current BLM or Wyoming State standards. Furthermore, many of the existing toilets are located near or within the riparian area, flood plain and/or the 200’ river setback zone established during the public scoping process.

There is concern that ground water contamination may develop with respect to the types and locations of the existing toilet facilities. The non-conforming toilets need to be replaced with vault toilets and positioned outside the river setback zone.



Improved Boat Launch at Site 4.

The new vault toilets will be either single vault or double vault. It is left to the discretion of the BLM recreation planner as to what sites will receive the double or single vault toilets. Recommended locations are defined under in Section 3c. Improvements to Specific River Access Sites addressing individual access site development. It should be noted that whenever possible, toilets should be located upwind from campsite areas to avoid odor pollution in and around the campsites. All new toilet sites and facilities will meet ADA accessibility standards.

### 3.b.4. Boat Launch Facilities

Informal boat launch ramps are currently located at sites 1, 2, 3, 6, 7, 8, 9, 10, and 12, with an improved boat ramp at site 4. A few of these existing boat launch areas (sites 3,6,7,8,9,and 10) consist

solely of a gap in the riparian vegetation and/or a slight depression in the riverbank and are therefore hard to navigate or un-accessible to trailer boat launching. Projected SRMA use levels do not warrant improving all existing boat launch facilities. Therefore, improved boat ramps for trailer boat launching will be provided in strategic sites along the river. Sites 1, 2, 4 (existing), 12 and a proposed day-use area between sites 5 and 6 will have improved boat ramp facilities. Sites 1 and 12 will each have two separate boat ramp facilities in order for boaters to avoid hazardous in-stream conditions (see sections [3.c.1](#) and [3.c.12](#) for specific information on these river access site improvements). Each improved boat launch ramp will be upgraded to promote ease of use and ensure long-term durability. Improved boat ramp surfaces should be graded and plated with rock; indigenous rock if suitable and available. The sides of the ramps should be similarly armored to prevent scouring. Suitable rock may be obtained from the BLM borrow site, located at the proposed intersection of the main access road and Highway 189/191 (see [Section 3.a.1. Roadway Improvements](#)). There is an improved boat ramp already established at Site 4 which could serve as a template. However, it should be noted that the conditions at Site 4 do not necessarily reflect those found at other access sites and therefore modifications to the design will need to be made to accommodate site specific conditions. The remainder of the existing informal boat launches (sites 3,6,7,8,9, and 10) would remain, with the assumption that over time most of these launches would eventually be re-colonized by riparian vegetation as users abandon them in favor of the improved boat launch facilities.

The locations of existing boat launch ramps have passed a preliminary review by a staff hydrologist and have been deemed suitable for the establishment of more permanent or reinforced boat ramps (where applicable, see above). There are some minor concerns regarding the location of a few of the existing boat launches. These concerns are discussed in detail in [Section 3c. Improvements to Specific River Access Sites](#). With few exceptions, the placement of the improved boat launch ramps remains unchanged from the location of the existing launch areas.

Improved day-use parking areas are associated with the establishment of the reinforced boat launch ramps. Because some users have a tendency to block the ramps or make access difficult, there is a need to separate day and extended stay users. Camping areas will be provided for extended stay users at locations established away from the river (see [Section 3.b.2. Camping Sites](#)) and the areas around boat launch ramps will be designated for day-use and boat/trailer parking only.

The day-use and boat/trailer parking areas are to be defined by boulders placed carefully into the landscape so as to appear natural in order to preserve the rustic character of the Upper Green River SRMA. These boulders will also provide a means to prevent vehicles from encroaching on the fragile riparian area. Wood fencing, wood poles with chains or boulders placed in a linear manner forming boulder bollards should not be used. Surface treatment of the day-use parking areas should remain unchanged from current grassy conditions until signs of ground surface compaction dictates the need for graveling in order to prevent rutting, erosion and sediment discharge into the Green River.

This plan maintains that all boat launch areas will remain accessible to all user groups, commercial and private with the exception of site 3 which will become a special use area (see [Section 3c. Improvements to Specific River Access Sites](#)).

Boat launches at sites 1, 2, 3, 6, 12 and Warren Bridge are the sites most frequented by commercial outfitters. Commercial outfitters use Warren Bridge and sites 1, 2, and 3 in order to spread boats out along the river and avoid congestion for float fishing. Often these users float to destinations significantly down river from the Warren Bridge Campground. Sites 6 and 12 are used because they serve as a half to full day float within the Upper Green River SRMA, when river flows are sufficient to allow floating hardshell boats and multi-passenger rafts through this boulder strewn river segment.

Users launching from Site 12 may pull out at Site 6, while those launching at Site 6 may float to the Warren Bridge ramp to pull out. Site 6 serves as a destination site for launching and removing water vessels from the river and has the greatest potential for day/extended stay use conflict. Therefore, a new day-use only area, located at a site between sites 5 and 6, is recommended. Here, the main access road draws near to the Green River and there is space available for a wide, multi-vessel launch, turn-around capability and a day-use parking area. There is a slow water lagoon suitable for boat staging at the confluence with a Green River tributary. The site will need a vault toilet facility that may be placed in the upland sagebrush. This toilet could also serve as a pull off location for users traveling along BLM Road 5201 and as a secondary restroom facility to those camping at Site 5.

### **3.b.5. Signing within the Individual River Access Sites**

As stated, many of the boat launch locations within the various River Access Sites may be blocked by extended stay users at any given time. Providing alternative locations for camping will help minimize conflict that occurs between day-users and extended stay users, as well as between multiple parties that use the same site and rely on the boat launch for river access. Given that alternative camping locations will minimize conflicts, users may still be attracted to the river and launch ramp. It is the natural place to attract people, especially when they are the first to arrive and don't anticipate other users will be using the area.

Signing will be important to inform users of proper use and protocol. The day-use area should be signed as well as the road fork that guides campers to the proper areas for camping.

### **3.b.6. Trail Connection**

At a majority of the river access sites, there are game and livestock trails that extend along the riverbanks. These trails provide convenient foot access to the Green River for hiking and bank fishing. However, the trails are segmented, either terminating or deviating up onto the upland bench due to topographical constraints. When trails end, people typically find their own route to continue, leading to a proliferation of "social trails". Social trails rarely meet trail design standards resulting in eventual resource damage. Therefore, a natural surface trail that runs the entire length of the Upper Green River SRMA and meets National Trail Management Class 2 standards needs to be established. Class 2 attributes are defined as "Simple/Minor Development". The complete National Trail Management Classes can be found at:

[www.fs.fed.us/r3/measures/Inventory/trails%20files/Trail\\_Class\\_Matrix\\_6\\_15\\_01.doc](http://www.fs.fed.us/r3/measures/Inventory/trails%20files/Trail_Class_Matrix_6_15_01.doc).

This trail could utilize and connect some of the unofficial trail segments that already exist. Where the trail crosses private land the route is restricted to within 30 feet of the high water line. A proposed trail route is outlined in Section 3.d Upper Green River Trail. The trail will provide users with a designated foot or bicycle travel route and minimize ground disturbance and resource degradation. The proposed trail route is not



Existing Trail Segment.

subject to ADA accessibility guidelines due to the fact that it meets the conditions for exemption (listed below) set forth in section 16.1.1 and 16.2 of the Recreation Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas - Final Report (<http://www.access-board.gov/outdoor/outdoor-rec-rpt.htm>). The guidelines establish that accessible trails will be provided except where one or more of the conditions in Section 16.1.1 exist. These conditions are as follows:

- 1) Where compliance would cause substantial harm to cultural, historic, religious, or significant natural features or characteristics
- 2) Where compliance would substantially alter the nature of the setting or the purpose of the facility, or portion of the facility
- 3) Where compliance would require construction methods or materials that are prohibited by Federal, State, or local regulations or statutes
- 4) Where compliance would not be feasible due to terrain or the prevailing construction practices

### **3.b.7. New Day-Use Site**

A day-use area centrally located within the Upper Green River SRMA would provide an opportunity to reinforce the information presented at the main information kiosk (see section 3.a.2). The information/interpretation content potential may include river etiquette, measures to control transmitting harmful aquatic diseases and fungi, issues associated with wildlife migration in the immediate area, Native American heritage of the area, livestock activities and concerns regarding the Sage Grouse.

### **3.b.8. Sites with Minimum Improvements**

Improvements are already in place at Site 8 while river access sites 9, 10, and 11 are smaller and more remote and consequently receive less visitation than the sites closer to Highway 191. These sites present an opportunity to leave them much as they are, with the exception of replacing the pit toilets with vault toilets, making the picnic tables and toilets ADA accessible and reinforcing or relocating the boat ramps (if present). The access road spurs are already out of the riparian zones.

Maintaining the present character of these sites, which provide closer access to the river, will sustain a user experience that is being discouraged at the more visited sites (1 through 7). Allowing for diversity in experiential opportunities will help distribute the various users throughout the Upper Green River SRMA. However, it should be noted that because these sites will offer a unique experience in the Upper Green River SRMA they may become over-used and should be monitored. If increased visitation begins to impact these sites, then measures similar to those outlined in this RPP need to be implemented.

### **3.b.9. ADA Accessibility**

All new vault toilets and tables will be ADA models. Trails of appropriate surfacing (such as crusher fines) will provide connectivity between the parking and the site furnishings, where feasible. The BLM will examine the feasibility of providing a safe and well designed accessible boat ramp when boat ramp improvements are initiated. No one site will be specifically designated as an ADA site. All

tables and firepits currently located at the River Access Sites will be retrofitted with accessible crusher-fine surfacing.

### **3.b.10. Livestock Fencing**

Because livestock grazing in the Upper Green River SRMA only takes place from early June to mid-July, livestock damage incurred to river access site facilities has not been extensive. Damage is generally limited to rutting around some picnic tables and picnic table wearing due to cows rubbing on them. The rutting causes bare-ground conditions within a small perimeter of the affected picnic tables. It is recognized that some sites may need to be fenced in order to preserve the current level of recreational experience. However, it should be noted that during the public scoping process a majority opinion developed concluding that the river access sites should remain un-fenced in order to preserve the current recreational experience. Because there is no data on which sites might benefit from such fencing, the Outdoor Recreation Planner will need to monitor the sites for signs of livestock damage and install fencing on an as needed basis. Sites that do receive livestock fencing should be monitored for differences between the fenced and unfenced conditions. Sites 2 and 3 may be suitable for such experimentation because of the limited usable land areas at these sites. Livestock fencing should be installed in a manner that does not infringe on the current recreational experience, such as out of view behind ridgelines etc. A riverbank cottonwood re-introduction/re-vegetation effort could accompany livestock fencing construction, as the fences would protect young trees from livestock foraging (see [Section 3.b.11. Cottonwood Re-vegetation](#))

### **3.b.11. Cottonwood Re-vegetation**

There is speculation that the tie-hacking operations of the late 19<sup>th</sup> Century (see [Section 2.a.1 Historical Uses](#)) ripped the cottonwood population from the banks of the Upper Green River. Early cattle operations in the area may have further contributed to the demise of the cottonwoods due to foraging. Currently there is no cottonwood seed-bank source in the immediate area, although there are significant cottonwood populations further downstream. An effort to introduce cottonwoods in select locations could re-establish a cottonwood population along the Upper Green River by starting the process of re-building the cottonwood seed-bank in the area. Because cows favor young cottonwood stems and leaves, the places along the river where a restoration effort would most likely succeed would be areas that are fenced from livestock. The BLM may wish to seek public/private partnerships with ranchers that have already fenced livestock from the riverbank on their land. Additional opportunities will present themselves as the BLM fences-off select river access sites to protect against further livestock damage (see [Section 3.b.10. Livestock Fencing](#)). In addition to the livestock fencing requirements, each tree that is planted will need to be individually fenced in order to protect it from deer, elk, moose and beaver. In order to ensure the viability of such a restoration project, the BLM could experiment with smaller test plots that are individually fenced from livestock and game animals. This could be a good project to organize a volunteer event around. Once cottonwoods begin to become established, the seed source will grow and the re-colonization process will evolve naturally. Obtaining the seedlings from a local source, such as collecting them from nearby downstream locations, or breeding from locally collected seed, would be preferable to importing the trees from a nursery, as the genetics would be most adapted to local conditions. The re-vegetation effort could also be carried out in conjunction with other river access site improvements, such as planting trees strategically to provide shade for picnic tables in the day-use areas.

In order to ensure the viability of such a restoration project, the BLM could experiment with smaller test plots that are individually fenced from livestock and game animals. This could be a good project to organize a volunteer event or work party around.

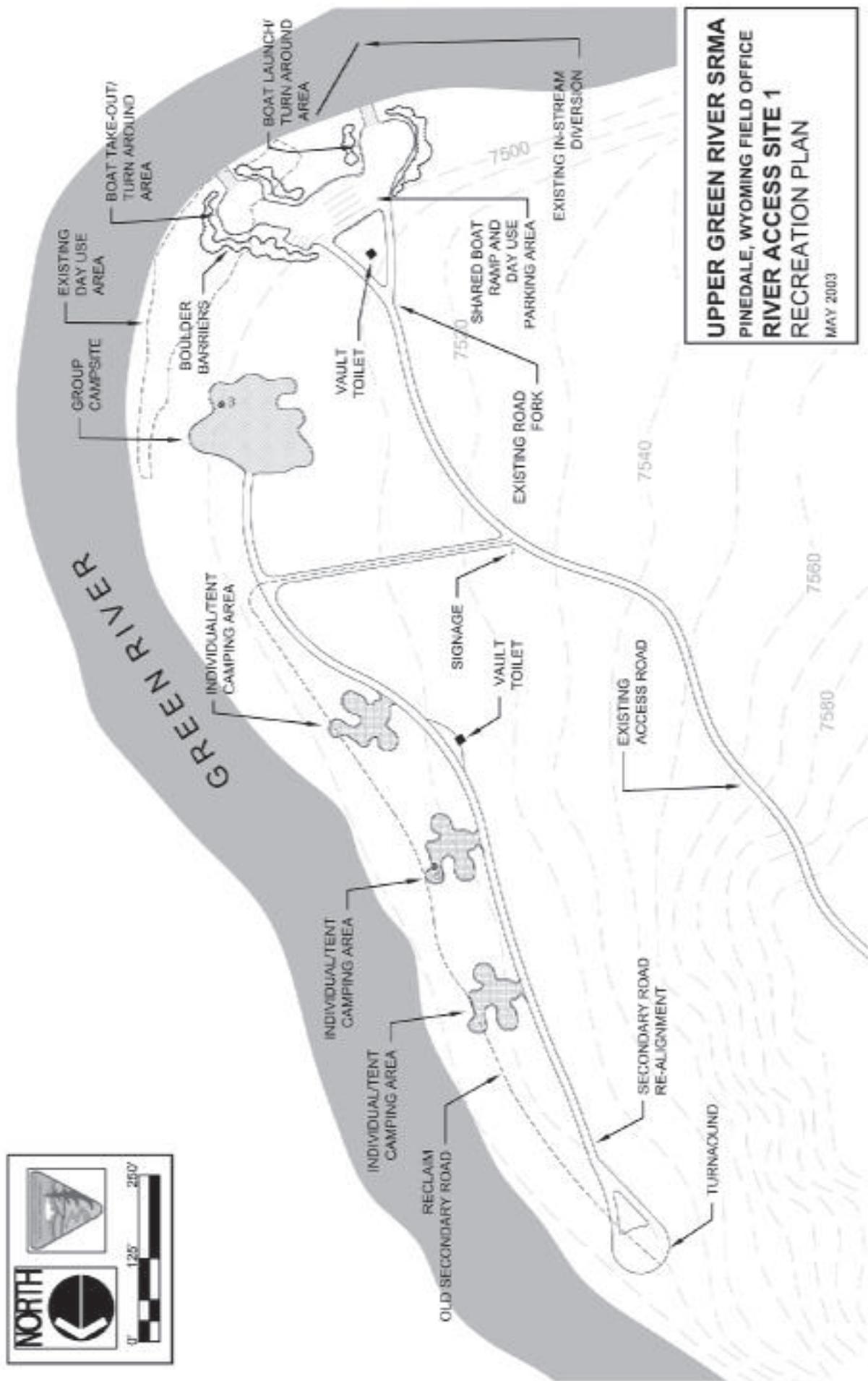


Figure 25

### 3.c. Proposed Improvements to Individual River Access Sites

The following sections outline the improvements to individual access sites. It should be noted that due to steep grade conditions or limited available space for maneuvering, travel restrictions on certain spur roads will be placed on motorhomes or pick-up trucks towing large camper trailers. These vehicles will be permitted to access sites 1, 4, 5, 6, and 7. All other sites will be signed as too steep for these vehicles.

#### 3.c.1. River Access Site 1

Improvements include:

**(a). Access Road.** The access spur has a steep gradient of up to 13% posing concerns when the site is accessed by motor homes and pick-up trucks towing large camper trailers. Rather than realigning the road to a more favorable gradient, the site is recommended for individual/tent camping with access by RVs, non-four wheel drive vehicles and vehicles towing pull-behind campers or trailers to be discouraged. Access by these vehicles will not be regulated, but discouraged through signing at the turn-off, as well as noted at the information kiosk.

**(b). Access Road Drainage.** The access road drainage needs improving. Refer to section 3.b.1.b for additional details.

**(c). Spur Road Realignment.** Realignment is necessary for a portion of the spur road to move it away from the river's riparian zone into the upland sage area. The road realignment is to be generally located outside the 200' setback zone between the upper bench and the new campsite areas. The existing roadway through the riparian zone needs to be reclaimed by re-grading, placing topsoil over the former roadbed, and then seeded, mulched with certified weed free straw and tackified. Boulders need to be strategically placed as a means to prevent vehicles from using the former road. The boulders need to be planted into the ground and positioned as if they are a part of the natural landscape. As an extra preventative measure, a chain will be placed across the old alignment temporarily. The chain should be removed once the old roadbed becomes obscured by the plantings.

**(d). Boat Ramp and Parking.**

Two boat ramps will be provided at Site 1, one upstream from the existing in-stream diversion, and one downstream (see Section 3.b.4 Boat Launch Facilities). Both locations are currently being used for boat launching or take-out. The location of the boat ramps will likely be subjected to a slight amount of sedimentation, but are suitable places to launch



Overlooking Site 1

**Upper Green River SRMA  
Pinedale, Wyoming Field Office  
Site Improvement Photo Simulation**

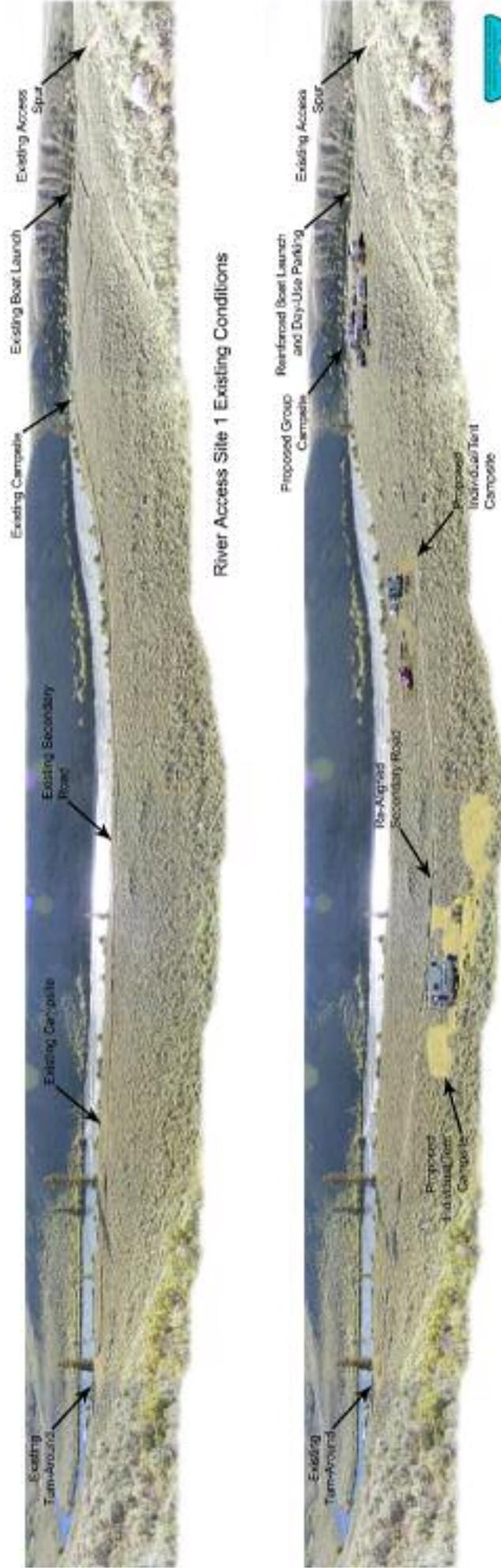


Figure 26

boats due to the calmer waters found on the inside of the river curve. The parking area for the downstream launch does not need to be as big as the parking curve. The parking area for the downstream launch does not need to be as big as the parking area serving the take-out/day use area. While vehicles with trailers are discouraged from accessing this area due to the steep road gradients, it is recognized that both private and commercial float fishing, who generally tow small trailers, will continue to use this access. Therefore, they should be accommodated by these facility improvements. The parking area may also be used by day-users that are visiting the area for reasons other than float fishing.

**(e). Campsites.** Develop four camping areas on the bench above the river within the upland sage area. Three areas designated for individual/tent camping and one area designated for group camping (see [Section 3.b.2. Camping Sites](#) for a general description of the camping facilities). The location of the new campsites may occupy a portion of the current secondary road alignment (see Site 1 Recreation Plan). While RVs are discouraged from accessing this site, it should be recognized that some users will continue to visit this site by RV. Therefore, the group camp clearing will be large enough to accommodate RV use. Each camping site is to be equipped with one picnic table and one fire ring.

**(f). Trails.** In addition to the greater Upper Green River SRMA trail, in-site trails need to be developed that lead visitors from the individual campsite clearings to the day-use facilities near the river, the boat ramp parking area and to the toilet facilities (if access road does not serve as a suitable access). ADA accessibility issues will have to be considered when aligning and constructing these trails.

**(g). Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet near the boat launch areas. The toilet facility needs to be located outside the 200' setback from the riverbank.

**(h). Existing Picnic and Fire Ring Facilities.** The existing picnic facilities located within the riparian area should be preserved for day-use purposes. The two tables should remain in place and the fire rings replaced due to disrepair. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access. The current condition of the picnic tables is good, but as the tops wear-out they should be replaced by extended ADA accessible tops. One or two ADA accessible fire pits should also be considered for this site.

**(I). Signing.** One sign needs to be placed at the turn-off from the main access road warning that travel with RVs and vehicles with trailers is not recommended due to steep grades. The sign should recommend sites 4, 5, 6, 7 or the day-use river access site as alternatives due to more navigable access roads. Another sign needs to be located when entering Site 1 directing extended-stay users to the camping clearings (the sign should state the number of sites available) and day-users to the boat ramp parking area. The sign should reinforce the resource purposes for having the camping sites relocated back from the riparian area and that the facilities located near the river are for day-use purposes or boat/trailer parking only.

### 3.c.2. River Access Site 2

Improvements include:



Partial view of Site 2

**(a). Access Road.** The access spur has a steep gradient of up to 13% posing concerns when the site is accessed by RVs and vehicles towing trailers. Rather than realigning the road to a more favorable gradient, the site is recommended for individual/tent camping only and access by RVs, non-four wheel

drive vehicles and vehicles towing pull-behind campers or trailers will be discouraged. Access by these vehicles will not be regulated, but strongly discouraged through signing at the turn-off, as well as noted at the information kiosk. However, the road will be re-aligned at the curve after the steep section to provide access to the new campsites and to remove a majority of the road that currently sits close to the river (see Site 2 Recreation Plan)

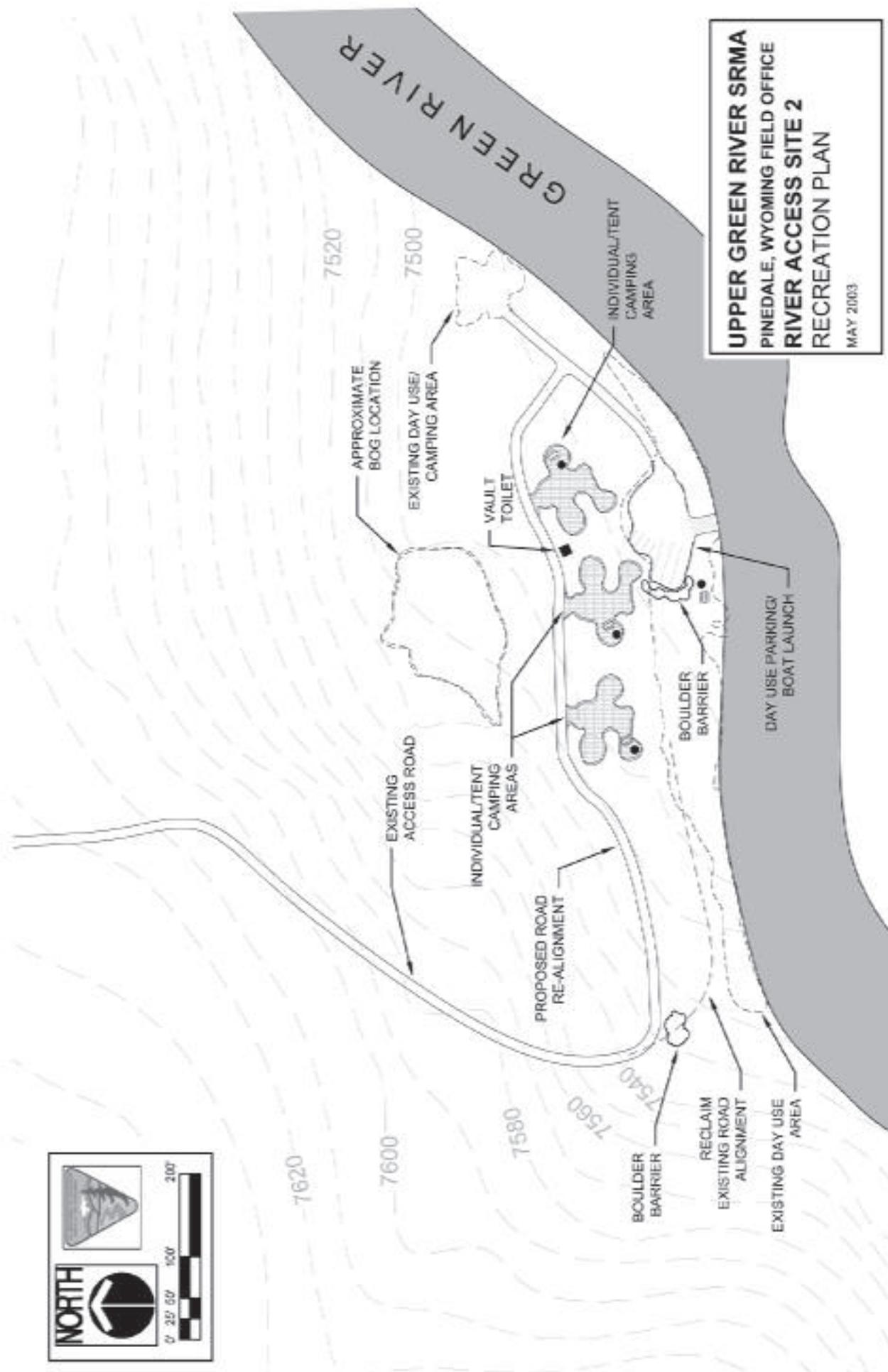
**(b). Access Road Drainage.** The access road drainage needs improving. Refer to section [3.b.1.b](#) for additional details.

**(c). Spur Road Realignment.** The road will be re-aligned at the curve after the steep section to provide access to the new campsites and to remove a majority of the road that currently sits close to the river (see Site 2 Recreation Plan). The existing road alignment will be reclaimed in a manner consistent with other sites (see 3.b.1.c Re-aligning Access Spur Roads) while keeping in mind that some of the area occupied by the current road is most likely going to be used for day-use purposes.

**(d). Boat Ramp and Parking.** Provide a day-use parking area and improved boat ramp at the location of the existing boat ramp (see Section 3.b.4 Boat Launch Facilities). The location of the boat ramp is on the downstream end of a 3000' long relatively straight section of river, and consequently may be subjected to some scour. Because of the limited usable land area at Site 2, this is the only place the boat ramp can be located. However, the location should still be stable enough to provide adequate boat launch facilities.

While vehicles with trailers are discouraged from accessing this area due to the steep road gradients, it is recognized that both private and commercial float fishing will continue to use this access. Therefore, they should be accommodated by these facility improvements. The parking area may also be used by day-users that are visiting the area for reasons other than float fishing.

**(e). Campsites.** Develop three individual/tent camping areas on the bench above the river in the upland sage area. The camping areas will be configured to allow several parties to set up tents without disturbing others that may be camping at the same time (see [Section 3.b.2. Camping Sites](#) for a general description of the camping facilities). A picnic table and a fire ring will be provided within each of the three camping areas.



**UPPER GREEN RIVER SRMA**  
 PINEDALE, WYOMING FIELD OFFICE  
**RIVER ACCESS SITE 2**  
**RECREATION PLAN**  
 MAY 2003

**NORTH**

0' 100' 200'

Figure 27

# Upper Green River SRMA Pinedale, Wyoming Field Office

## SITE 2 PHOTO SIMULATION

Looking away from river through the day use area to the campsites on upper terrace

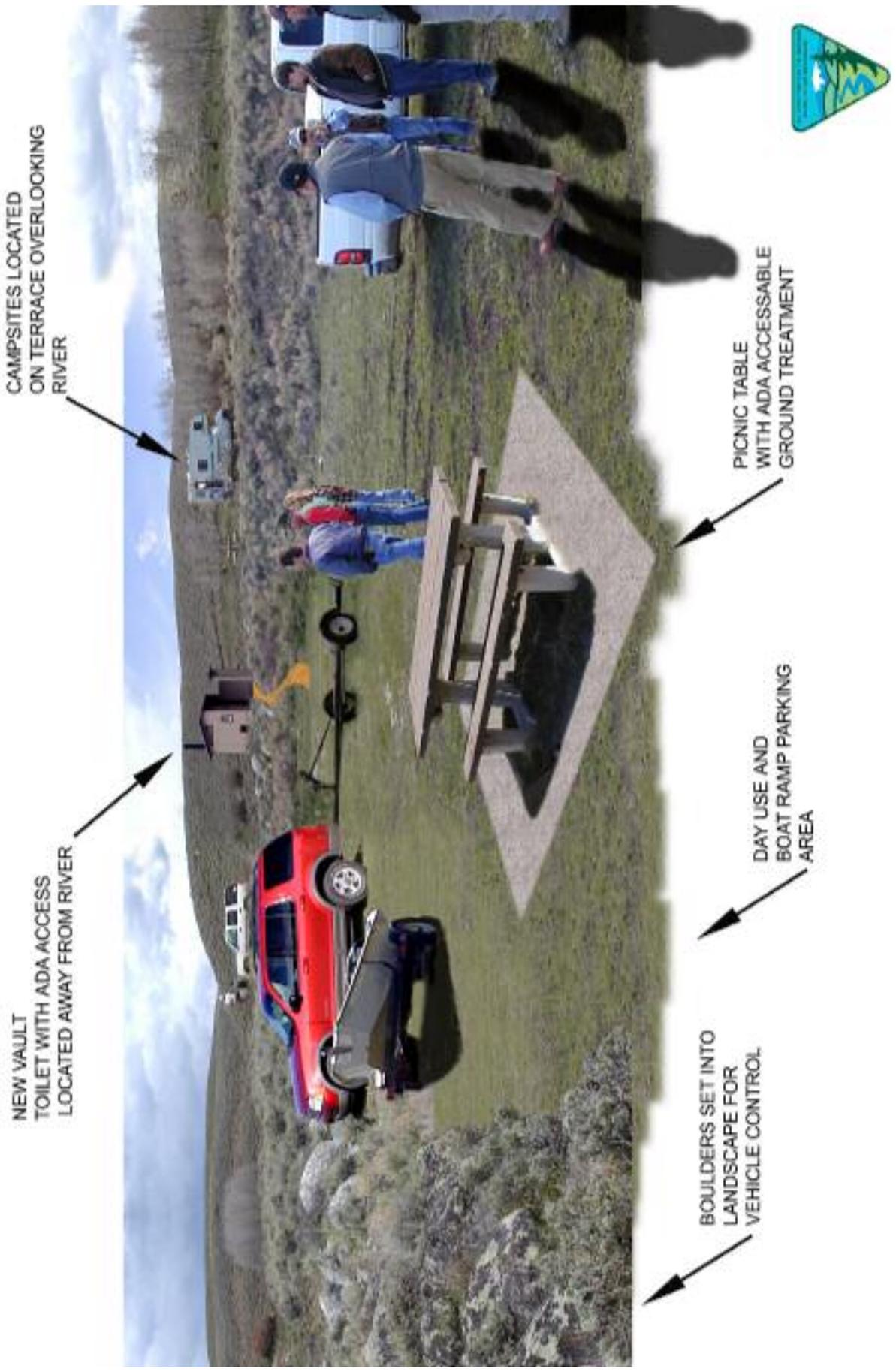


Figure 28

**(f). Trails.** In addition to the greater Upper Green River SRMA trail, in-site trails need to be developed that lead visitors from the individual campsite clearings to the day-use facilities near the river, the boat ramp parking area and to the toilet facilities (if access road does not serve as a suitable access). ADA accessibility issues will have to be considered when aligning and constructing these trails.

**(g). Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet to serve both the extended stay and day users. The toilet will be centrally located on the bench above the river (see Site 2 Recreation Plan).

**(h). Existing Picnic and Fire Ring Facilities.** The existing facilities presently located within the riparian area should be preserved for day-use purposes. The tables should remain in place and the fire rings replaced due to disrepair. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(i). Signing.** One sign needs to be placed at the turn-off from the main access road warning that travel with RVs and vehicles with trailers is not recommended due to steep grades. The sign should recommend sites 4, 5, 6, 7 or the day-use river access site as alternatives due to more navigable access roads. Another sign needs to be located when entering Site 2 directing extended-stay users to the camping clearings and day-users to the boat ramp parking area. The sign should reinforce the resource purposes for having the camping sites relocated back from the riparian area and that the facilities located near the river are for day-use purposes or boat/trailer parking only.

### 3.c.3. River Access Site 3

River access site 3 will be managed as a special use site. A commercial outfitter, private group or individual will be required to reserve Site 3. Commercial outfitters with a valid Special Recreation Permit with the Pinedale Field Office would be granted priority use for a maximum of 50% of the peak use season (June 1-September 31) or 60 days total. The reservation of the site by non-commercial users will be on a first come, first served basis. When the site is not reserved, the public



Overlooking Site 3

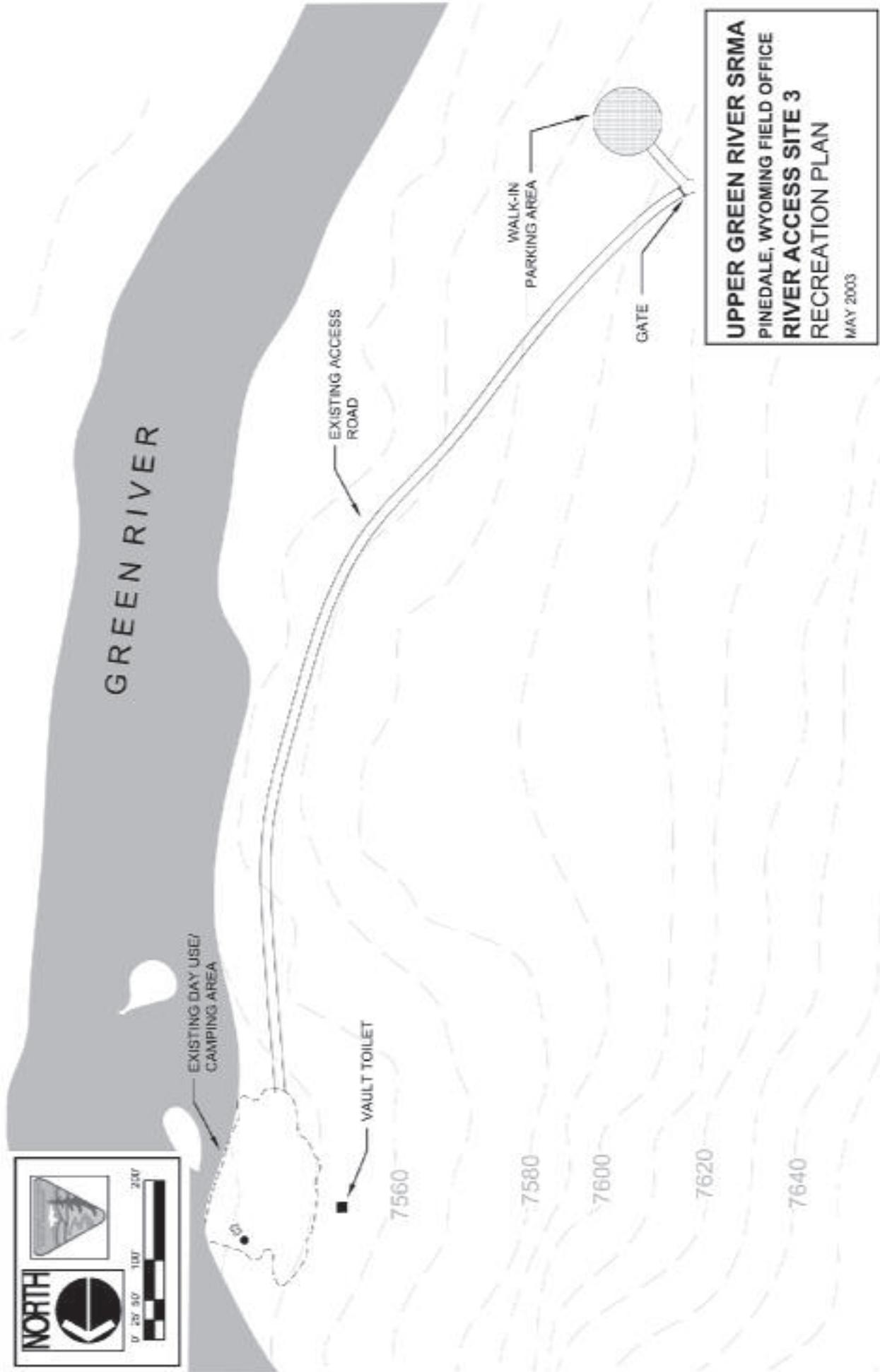


Figure 29

will be allowed overnight use of the site at no cost. All overnight users will be allowed motorized access to the site. Walk in day use by the public will be allowed at all times. No fees are required for day-use. A gate will be installed on the spur road and a small parking area will be constructed to accommodate day-users. A use fee will be required for overnight reservations as allowed by federal regulations. A maximum group size of 25 people would be allowed to occupy the site. The reservation of Site 3 would be obtained from the BLM office located in Pinedale or from the campground hosts located at the Warren Bridge Campground. Non-commercial users would receive a recreation use permit (RUP) for the specified amount of overnight stays per family or vehicle not to exceed 7 consecutive nights. Commercial use fees will be charged based upon reserved site use fees.

Improvements include:

**(a.) Access Road.** No improvements are necessary to accommodate the anticipated level of use. A gate needs to be installed on the road just beyond where the new walk-in parking is to be located.

**(b.) Access Road Drainage.** The access road drainage needs improving. Refer to section 3.b.1.b for additional details.

**(c.) Spur Road Realignment.** No improvements are necessary to accommodate the anticipated level of use.

**(d.) Boat Ramp and Parking.** Develop a boat ramp to accommodate trailored rafts and drift boats. The site has ample room to accommodate the few vehicles that will be permitted to travel beyond the gate. However, a formal walk-in parking area needs to be developed on the intermediate bench midway down the spur road. An informal parking area already exists at this location.

**(e.) Campsites.** One large area currently exists for both group and individual/tent camping. The existing areas are adequate to accommodate tent camping and one or two RVs.

**(f.) Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet. As the current toilet is located in a drainage area the new toilet facility should be relocated slightly southwest and uphill from its present location. It should be noted that ADA accessibility issues will have to be considered when relocating the toilet.

**(g.) Existing Picnic and Fire Ring Facilities.** One picnic table in good condition exists at the site; the fire pit needs to be replaced. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(h.) Signage.** A sign needs to be placed at the intersection of the spur and main access roads explaining that Site 3 is a reserved access site. The sign will also contain instructions on how to obtain information on the availability of camping at the site and how to get permits.

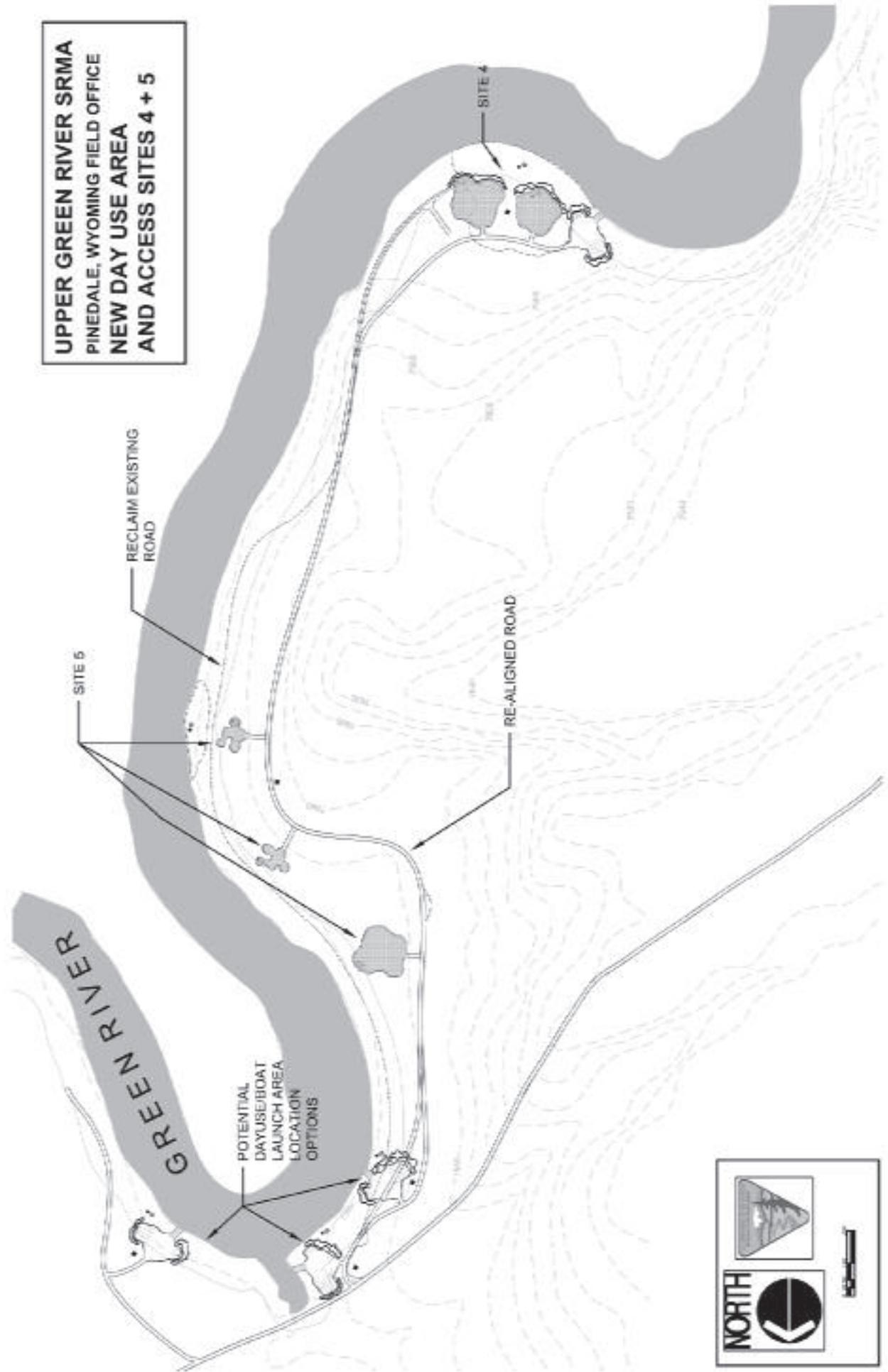


Figure 30

### 3.c.4. River Access Sites 4 and 5

Sites 4 and 5 share the same access spur road. The access spur serves Site 5 first, and then continues to Site 4.

Improvements include:

**(a). Access Road.** The access spur road is routed along the riverbank as it enters and traverses through Site 5 causing concern for water quality and concentration of riverbank camping. The road should be realigned at least 200 feet back from the riverbank to near the toe of the upper bench and routed in context with the landscape topography.

As the realigned access spur leads out of Site 5 and approaches Site 4, the topography forces the road back to its existing location near the river. The spur road to Site 4 is in close proximity to the river riparian area, but serves the site well in its present location.

The existing roadway through the riparian zone needs to be reclaimed by re-grading, placing topsoil over the former roadbed, and then seeded, mulched with certified weed free straw and tackified. Boulders need to be strategically placed as a means to prevent vehicles from using the former road. The boulders need to be planted into the ground and positioned as if they are a part of the natural landscape. As an extra preventative measure, a chain will be placed across the old alignment temporarily. The chain should be removed once the vegetation obscures the old roadbed.



### River Access Site 4

**(a). Boat Ramp and Parking.** Provide a day-use parking area near the location of the existing improved boat ramp (see Site 4 Recreation Plan) The parking area and boat ramp need to be clearly signed for day use only to prevent extended-stay users from restricting river access. The location of the current boat ramp will likely be subjected to a slight amount of sedimentation, as there appears to be deposition near the shore and wide deposits further upstream. Vehicles with trailers are encouraged to access this area due to the favorable road gradients. Day-use levels are anticipated to remain the same or even decrease due to the Day-Use only site being proposed between sites 5 and 6. Therefore, the parking area does not need to be as developed as the other more heavily used day-use sites. However, day-use parking still needs to be accommodated and controlled.

**(b). Campsites.** Visitors with RVs are encouraged to use this site. A large, flat clearing currently exists at this site, but it needs to be redefined into two distinct group campsites to promote the efficient use of space. The campsites need to be defined and then the remaining ground reclaimed by placing boulders to restrict vehicle access and allowing the sage to re-colonize the area.

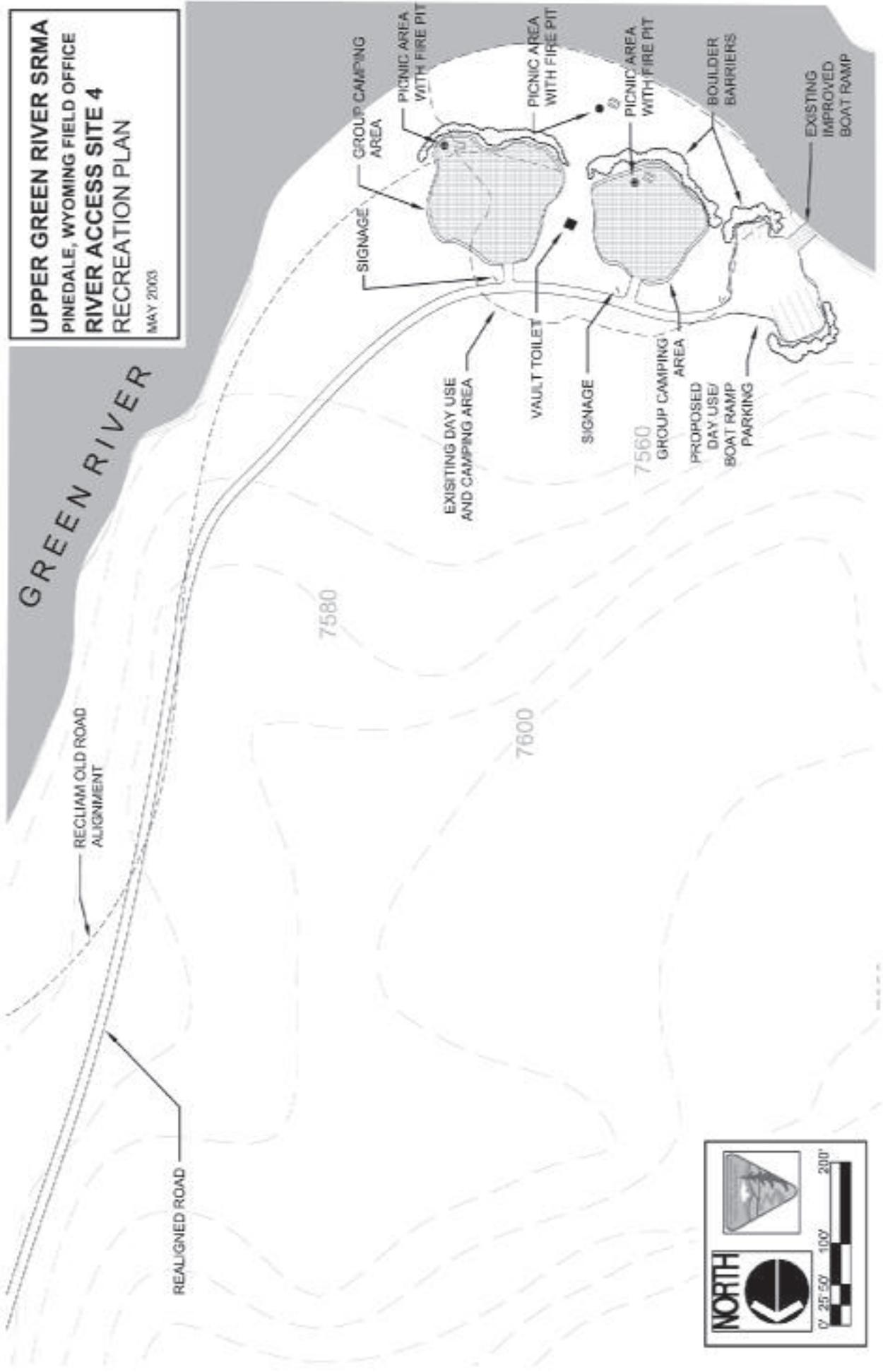
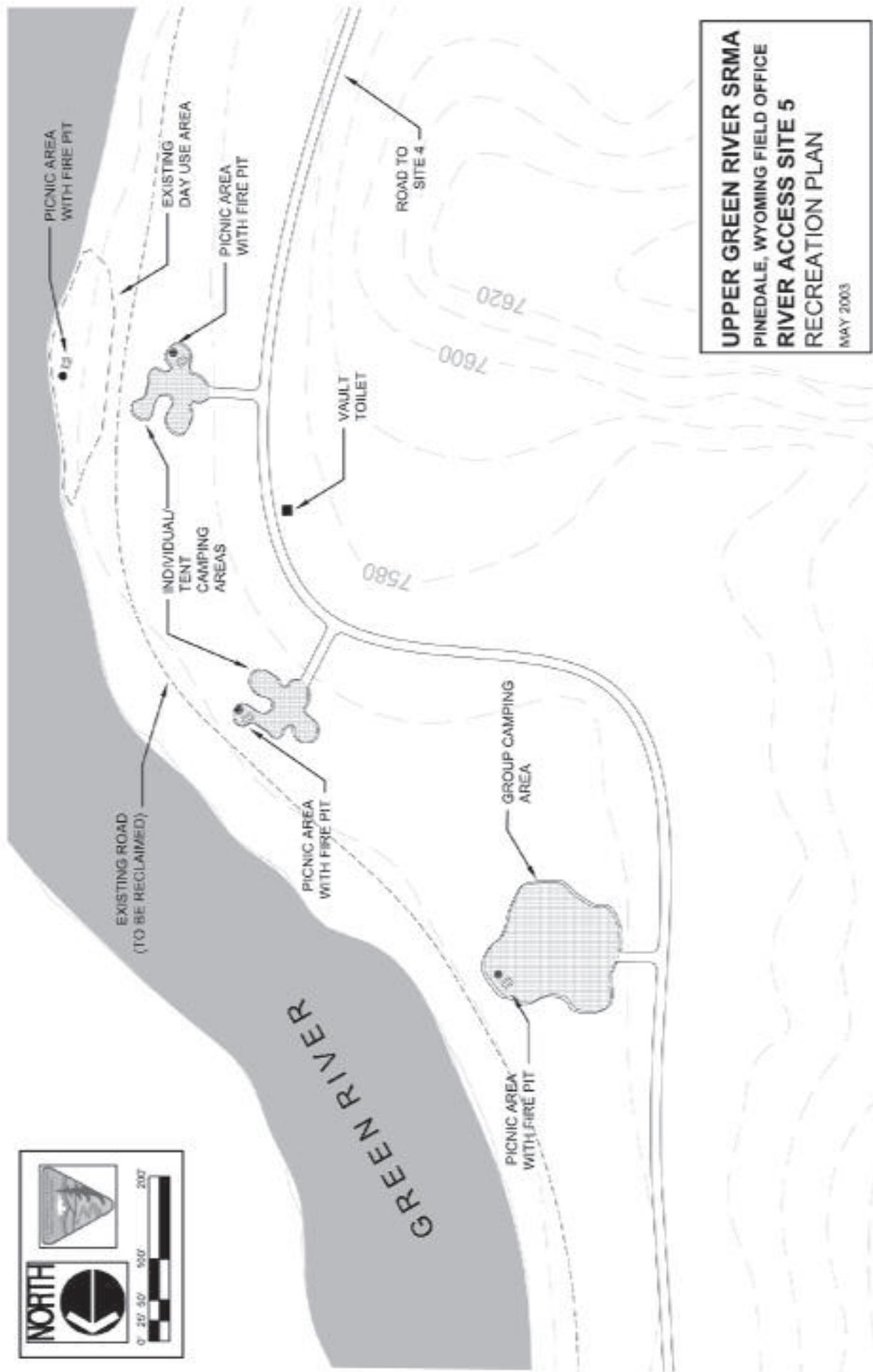


Figure 31



The camp clearing needs to be outside the 100' setback zone near the boat ramp area in order to reduce over-use in the riparian area and allow day-users to be able to access the ramp without impediments. The camp clearings are to be equipped with one picnic table and one fire ring.

**(c). Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet. The existing toilet is located 265' away from the river and so provides one of the only instances where the new toilet can be moved closer to the river. The new vault toilet should be placed outside the 200' setback between the two campsites as a means of separating them.

**(d). Existing Picnic and Fire Ring Facilities.** The existing facilities presently located within the riparian area should be preserved for day-use purposes. The tables should remain in place and the fire rings replaced due to disrepair. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(e). Signing.** A sign needs to be located at the entrance to Site 4 that directs extended-stay users to the campsite clearing and the day-users to the boat ramp/parking area. The sign should reinforce the resource purposes for having the camping use located back from the riparian area and state that the facilities located near the river are for day-use purposes.

### **River Access Site 5**

**(a). Boat ramp and parking.** There is no boat launch or day-use parking available at Site 5.

**(b). Campsites.** RVs are encouraged to use Site 5 along with Sites 4, 6 and 7. One group campsite clearing will be provided outside the 100' setback from the river in the upland sage area. Two individual/tent campsites will also be provided. Each site is to be equipped with one picnic table and one fire ring.

**(c). Restrooms.** The existing outhouse is to be removed. A new vault toilet should be placed 200 feet back from the riverbank and centrally located between the proposed camp clearings.

**(d). Existing Picnic and Fire ring Facilities.** The existing facilities presently located within the riparian area should be preserved for day-use purposes. The two tables should remain in place and the fire rings replaced due to disrepair.

**(e). Signing.** A sign needs to be located when entering Site 5 directing extended-stay users to the campsite clearings.

### **3.c.5. Day-use Only River Access Site (new site)**

This area will be located between Access Site 5 and 6. This area already shows signs of use, but needs to be formalized into a day-use river access site.

Improvements include:

**(a). Access Road.** Access to the day-use site will be provided by the existing spur road that

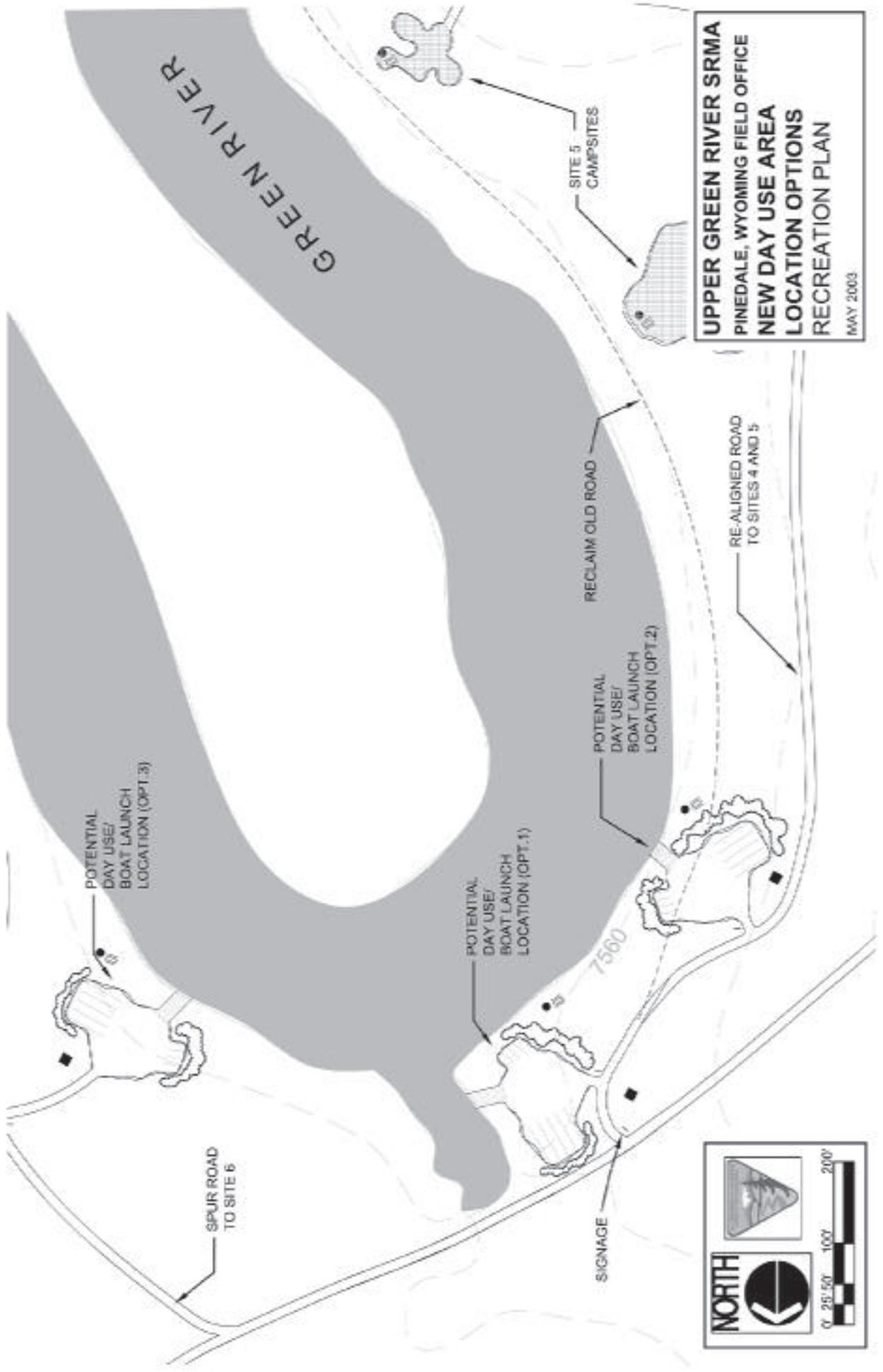


Figure 33

connects to Sites 4 and 5. The spur road may need some modification in this area to accommodate a higher volume of traffic.

**(b). Access Road Drainage.** Given the close proximity to the river, storm drainage best management practices need to be implemented to guard against discharging storm water runoff from the parking area into the Green River. A vegetated buffer area of 50 feet needs to be maintained and runoff channeled into a retention pond located at the edge of the parking lot. The retention pond should be developed in the form of a slight and naturally appearing depression in the landscape and vegetated appropriately.

**(c). Boat Ramp and Parking.** The placement of the new day-use boat launch and parking area is based on the observation that an informal boat launch currently exists at this site. At this point in the Green River, there is a small stream that forms a lagoon as it reaches the river. Even though the location of the proposed boat launch lies on the outside of a river curve, the lagoon provides an area of calm water to launch into. It appears that this location could be directly in line with the bulk of water flow and consequently there may be deposition in the backwater of the lagoon area. The fact that there is a stream flowing in the lagoon may help clear some of this sediment out periodically. The ramp needs to be wide enough to handle two concurrent launches and plated with rip rap to minimize riverbank scour and erosion. The parking facility needs to be adequate to handle 5 pull through spaces now with room to expand up to twenty spaces in the future. Because this area will most likely draw a lot of traffic, it is recommended that the parking area surface be hardened with gravel upon construction. The area should be outfitted with 2 picnic tables and 1 fire ring to accommodate day-use other than float fishing.

**(d). Campsites.** As this is a day-use area only, no campsites will be provided.

**(e). Restrooms.** A single stall vault toilet needs to be provided at this added facility and located outside the 200' setback from the riverbank. The toilet may also serve camp clearings located at this end of Site 5.

**(f). Existing Picnic and Fire Ring Facilities.** N/A

**(g). Signage.** One sign needs to be placed at the parking lot entrance indicating this area as a day-use area only. There are also opportunities to place interpretive sign at this site. Please refer to [Section 3.a.2 Information Kiosk Area](#) regarding the interpretive/education program.

### 3.c.6. River Access Site 6

Improvements include:

**(a). Access Road.** The access spur road to Site 6 is adequate and needs no realigning. Its distance from the riverbank is within the 200 to 500 foot setback zone in places, but appears to have no impact to the water resources. Leaving it in place and minimizing additional surface disturbance is the more appropriate action.

The access spur beyond the existing day-use area begins to rise to a steeper grade not suitable for non-four wheel drive vehicles, especially in wet conditions. Visitors with RVs and pull behind trailers need to be discouraged, with appropriate signage, from traveling beyond this point.

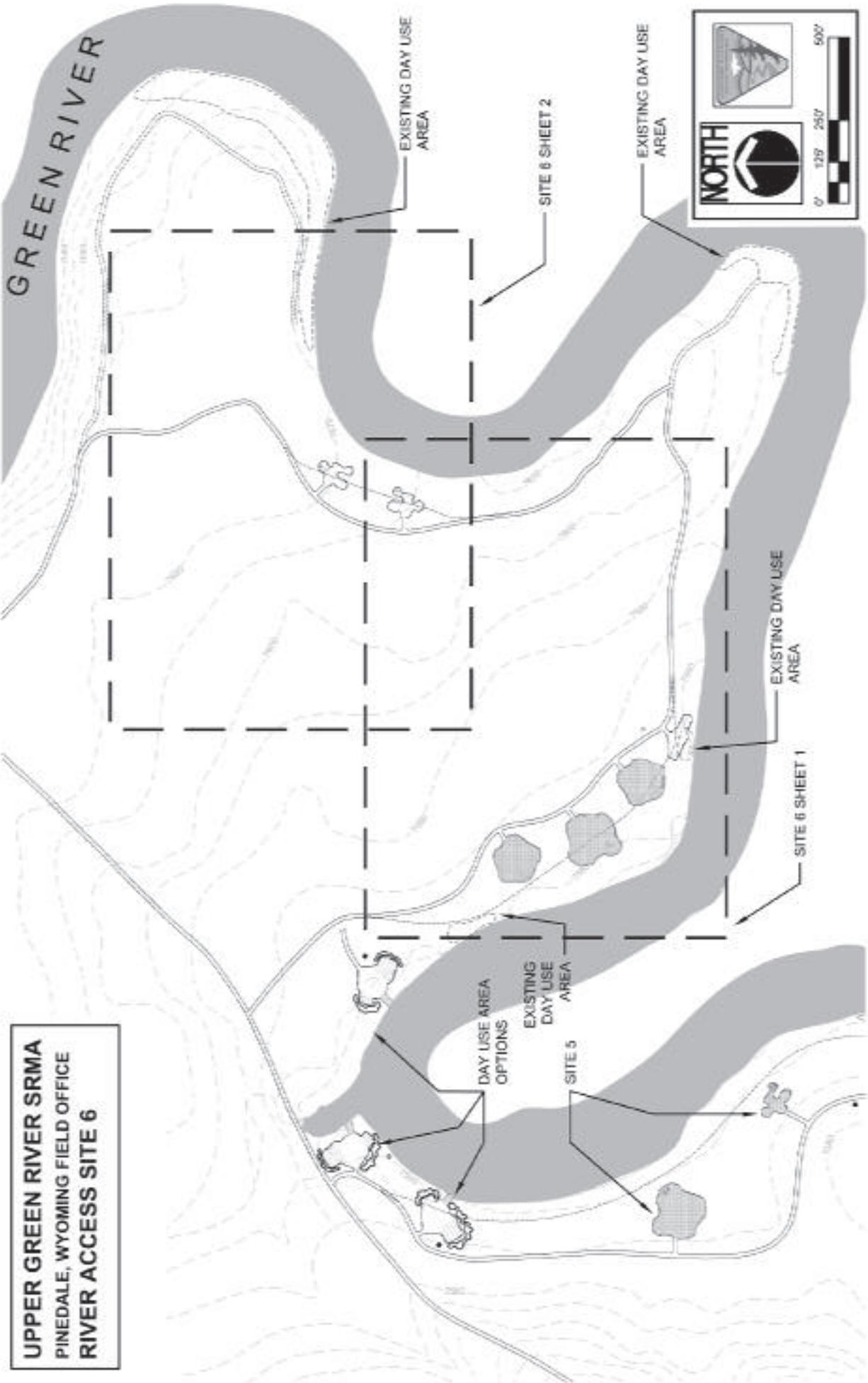
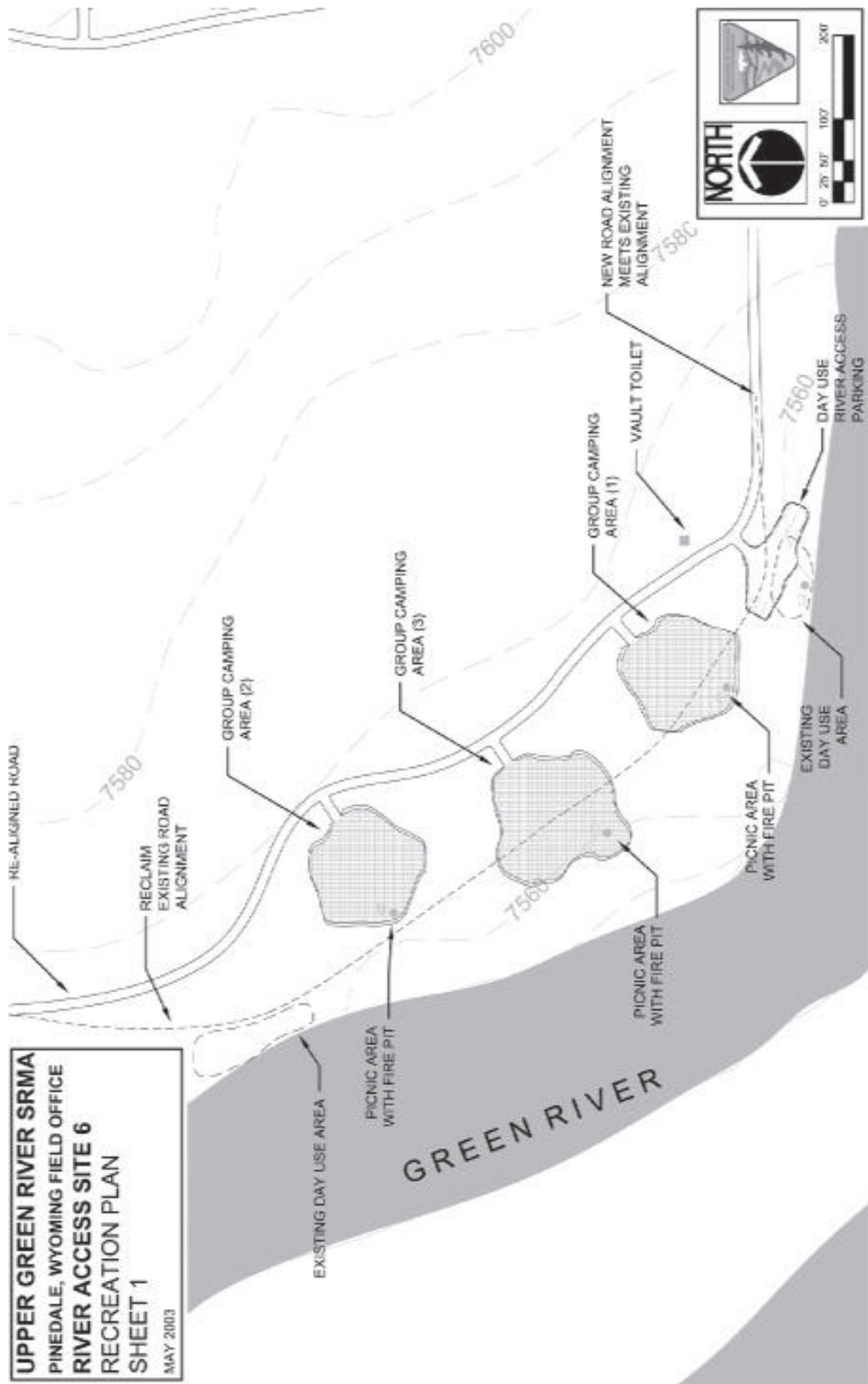
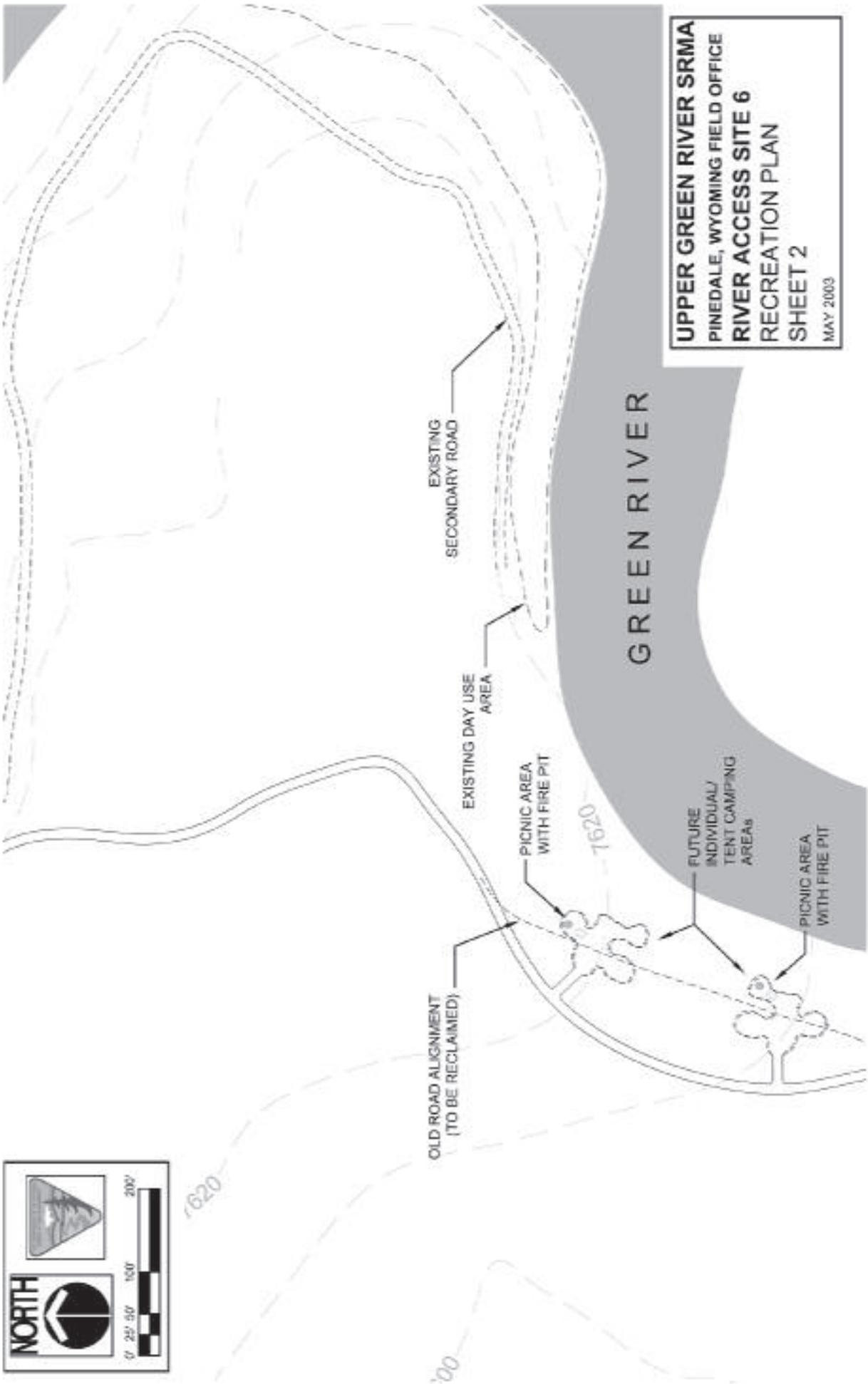


Figure 34



**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**RIVER ACCESS SITE 6**  
**RECREATION PLAN**  
**SHEET 1**  
 MAY 2003

Figure 35



**UPPER GREEN RIVER SRMA**  
**PINEDALE, WYOMING FIELD OFFICE**  
**RIVER ACCESS SITE 6**  
**RECREATION PLAN**  
**SHEET 2**  
 MAY 2003

Figure 36

**(b). Boat Ramp and Parking.** The existing informal boat launch river access will remain undeveloped. The location of the river access point may be subject to some sedimentation as there is deposition on this side of the river channel, but it appears to be moving away from the riverbank at this particular location. Other possible locations for the river access point were examined, with the conclusion that access to these alternate sites was not favorable due to steep bank conditions. Vehicles with trailers are encouraged to access this area due to the favorable road gradients. However, day-use levels are anticipated to remain the same or even decrease due to the Day-Use only site being proposed at the intersection of the main access road with the access spur for Sites 4 and 5. Therefore, the parking area does not need to be as developed as the other more heavily used day-use sites. However, day-use parking still needs to be accommodated and controlled.

**(c). Campsites.** RVs are encouraged to use Site 6 along with Sites 4, 5 and 7. Site 6 has ample space available to accommodate a variety of large group/large vehicle gatherings. Therefore, three large group/RV camp clearings will be provided outside the 200' setback zone in the upland sage area. An additional two small clearings for individual/tent camping will also be provided. All of the campsites will be equipped with one picnic table and one fire ring.

**(d). Restrooms.** There is no existing outhouse. A single stall vault toilet needs to be centrally located to serve both the day use and the campsites.

**(e). Existing Picnic and Fire Ring Facilities.** The existing facilities presently located within the riparian area should be preserved for day-use purposes. The two tables should remain in place and the fire rings replaced due to disrepair. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(f). Signing.** Signing needs to identify the campsites on the road. A sign should be located at the day-use/river access area reinforcing the area for day-use only and state reasons for protecting the resources. A sign also needs to be placed where the gradient along the access spur road begins to steepen, restricting RVs and vehicles with trailers. This portion of the road will be signed as 4X4 access only.

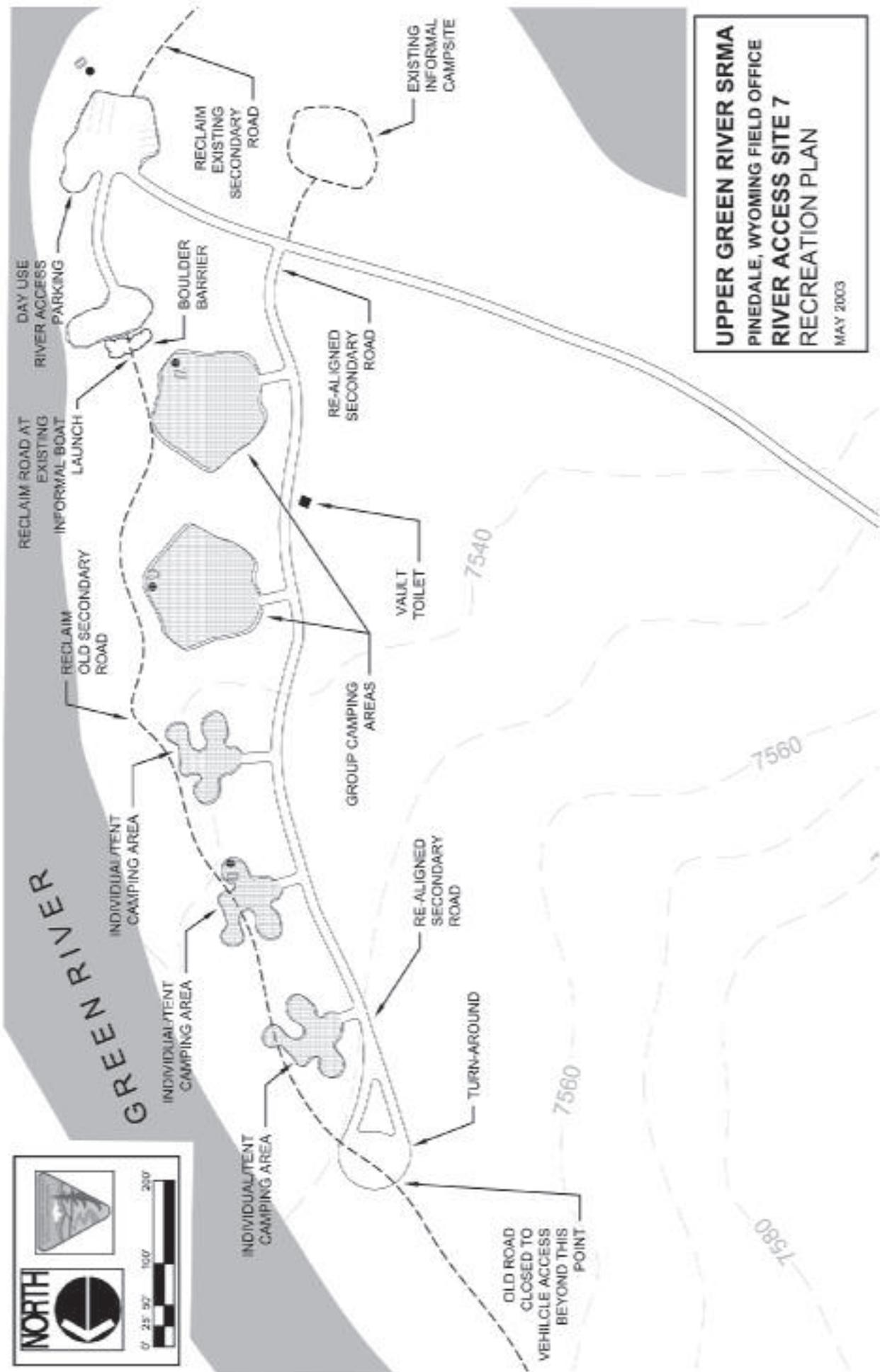
### 3.c.7. River Access Site 7

Improvements include:

**(a). Access Road.** The access spur road to Site 7 is adequate and needs no realigning.

At Site 7 there is a secondary road that parallels the river. This secondary road is too close to the river and encourages extended-stay users to camp near the





**UPPER GREEN RIVER SRMA**  
 PINEDALE, WYOMING FIELD OFFICE  
**RIVER ACCESS SITE 7**  
 RECREATION PLAN  
 MAY 2003

Figure37

riverbank. This secondary road will be reclaimed in the manner described in section 3.b.1.c. Realigning Access Spur Roads.

The new secondary road alignment should route extended stay visitors to the various camp clearings (see Site 7 Recreation Plan). This new alignment will only serve the campsites and a turnaround. Because the site serves mostly as a destination for extended stay users, vehicle access will terminate at the new turn-around. The remainder of the current secondary access road (which loops back to BLM road 5201) will be reclaimed. Therefore, access to Site 7 will be restricted to one location at the current southern access point. The current alignment of the main access spur will continue on to the boat ramp/day use area, where it will terminate (see Site 7 Recreation Plan).

**(b). Boat Ramp and Parking.** Provide a day-use parking area near the current river access point. The location of the informal boat launch river access appears to be at the head of a small channel that lies between a large gravel bar and the riverbank. The current boat launch at site 7 is adequate, and no reinforced ramp is needed. If in the future it is determined that the boat launch should be moved, there may be a possibility to move it slightly down stream to where the small channel appears more open. Vehicles with trailers are encouraged to access this area due to the favorable road gradients. Due to limited levels of use, the parking area does not need to be as developed as the other more heavily used day-use sites. However, day-use parking still needs to be accommodated and controlled.

**(c). Campsites.** RVs are encouraged to use Site 7 along with Sites 4, 5 and 6. Site 7 has ample space available to accommodate a variety of large group/large vehicle gatherings. Therefore, two large group/ RV camp clearings located in the upland sage area, outside the 100' setback should be developed. An additional three individual/tent campsites will be developed. All of the group sites and 2 of the individual/tent campsites should be equipped with one picnic table and one fire ring.

**(d). Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet to serve both the day-use and campsite users. The toilet facilities need to be located outside the 200-foot setback from the riverbank.

**(e). Existing Picnic and Fire Ring Facilities.** The existing facilities presently located within the riparian area should be preserved for day-use purposes. The table should remain in place and the fire rings replaced due to disrepair. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(f). Signing.** A sign needs to be located when entering Site 7 directing extended-stay users to the campsite clearings and the day-users to the parking area. A second sign should be located at the day-use area reinforcing the area for day-use only and state the reasons for protecting the resources.

### 3.c.8. River Access Site 8

Improvements include:

**(a). Access Spur Road.** No improvements recommended.

**(b). Access Road Drainage.** No improvements recommended.

**(c). Boat ramp and parking.** The current informal boat ramp river access is adequate condition and requires no improvements. The current parking arrangement is also adequate to meet anticipated use levels.

**d). Campsites.** Provide a new individual/tent campsite north of the current vault toilet location.

**(e). Restrooms.** Because there is already a vault toilet located at this site, there is no need to replace it. However, there is a need to make the toilet ADA accessible. The old outhouse casing needs to be removed.

**(f). Existing Picnic and Fire Ring Facilities.** The table should remain in place and the fire ring replaced due to disrepair. The area around the picnic table needs to be made ADA accessible by placing crusher fines (or similar material) around the area and compacting them.

**(g). Signing.** A sign needs to be located when entering Site 8 directing extended-stay users to the campsite clearings and the day-users to the parking area.



Overview of Site 8.

### 3.c.9. River Access Site 9

Improvements include:

**(a). Access Road.** No improvements recommended.

**(b). Boat ramp and Parking.** An improved boat launch is not recommended for this site. The riverbank needs to be stabilized in locations experiencing severe erosion and scour.

**(c). Campsites.** No improvements recommended.

**(d). Restrooms.** The existing outhouse is to be removed and replaced with one single stall vault toilet.

**(e). Existing Facilities.** The current condition of the picnic table is good, but as the top wears-out it should be replaced by an extended ADA accessible top. The metal fire pit should also be replaced with an ADA accessible model.

**(f). Signing.** No improvements recommended.

### **3.c.10. River Access Site 10**

Improvements include:

**(a). Access Road.** No improvements recommended.

**(b). Boat ramp and Parking.** An improved boat launch is not recommended for this site.

**(c). Campsites.** No improvements recommended at this time, but there is ample room to provide additional individual/tent campsites.

**(d). Restrooms.** The existing outhouse toilet needs to be replaced with a single stall vault toilet.

**(e). Existing Picnic and Fire Ring Facilities.** The current condition of the picnic table is good, but as the top wears-out it should be replaced by an extended ADA accessible top. The fire pit should also be replaced with an ADA accessible model. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.

**(f). Signing.** No improvements recommended.

### **3.c.11. River Access Site 11**

Currently Site 11 has no facilities and it is the intention of this RPP to maintain the site as it is to accommodate users seeking a true primitive camping experience.

Improvements include:

**(a). Access Road.** No improvements recommended.

**(b). Boat Ramp and Parking.** An improved boat ramp is not recommended for this site.

**(c). Campsites.** No improvements recommended.

**(d). Restrooms.** In order to retain the primitive nature of this site, a vault toilet is not recommended for this site. Human waste should be packed out of this site (see signing below). Remove old outhouse casing.

**(e). Existing Picnic and Fire Ring Facilities** None

**(f). Signing.** Site 11 will remain unsigned at the main access road. A sign should be placed at this site stating that human waste should be packed out.

### 3.c.12. River Access Site 12

Site 12 is a strategic and essential site for floaters that launch 20 miles up stream at the US Forest Service boundary, located at the terminus of Wyoming State Highway 352, to pull off the river. It is also a good location for a half-day float to the Day-use Only River Access Site located between sites 5 and 6 allowing users more opportunity to spread themselves out and maximize their experience. There is an existing in-stream diversion for the Canyon Ditch that divides site 12 into two areas. Therefore, site 12 has been defined as two sections, 12A and 12B, representing the portion of the site below the in-stream diversion for the canyon ditch (12A) and the portion above the diversion (12B).

Improvements include:

- (a). Access Road.** No improvements recommended for access, however the existing turn-around should be reclaimed when the new facilities are installed.
- (b). Boat Ramp and Parking.** The existing boat ramp is located about 1300' upstream from the in-stream diversion that feeds the Canyon Ditch. The in-stream diversion poses as hazard to hard hull boats, especially in low flow conditions. Consequently, the boat ramp at Site 12B serves mostly as a launch to motor up stream or as a take out for those that launched from the US Forest Service boundary. The existing boat ramp at 12B is too steep and needs to be removed and reclaimed. A new reinforced boat ramp should be located approximately 300' downstream from the current location. A new day-use parking area should be constructed for users of this boat launch. This will become the new terminus of site 12, with the area where the existing boat ramp is located being reclaimed. A second boat ramp and day-use parking area needs to be constructed below the Canyon Ditch diversion (Site 12A) in order to provide users the ability to float safely down stream.
- (c). Campsites.** There is currently a campsite in use at Site 12A at the end of an access road that forks off the spur to this site. There is also another area that could become an individual/tent campsite near this location (see Site 12A Recreation Plan).
- (d). Restrooms.** There is no existing restroom facility at this site. One vault toilet needs to be provided at each new day-use parking area, outside the 200' river setback zone. Current site use levels do not warrant the immediate addition of both toilets; consequently, one toilet should be installed at 12 A first, with the second installed at 12B when use levels dictate.
- (e) Existing Picnic and Fire Ring Facilities:** The current condition of the picnic table at 12A is good, but as the top wears-out it should be replaced by an extended ADA accessible top. An ADA accessible fire pit should be provided at the campsite and possibly at the day use area. Areas around these facilities should be excavated and replaced with crusher fines in order to upgrade the surfaces for ADA access.
- (f). Signing.** There is an opportunity to reinforce the interpretive/education information at the information kiosk. This site also serves as an entry portal for those originating upstream at the USDA Forest Service Green River Lakes river access. The information on use protocol and protection from spreading aquatic diseases communicated at the main kiosk should be repeated here for the benefit of those floating into the site. The manner in which this information is communicated needs to be scaled down to fit the character of Site 12.

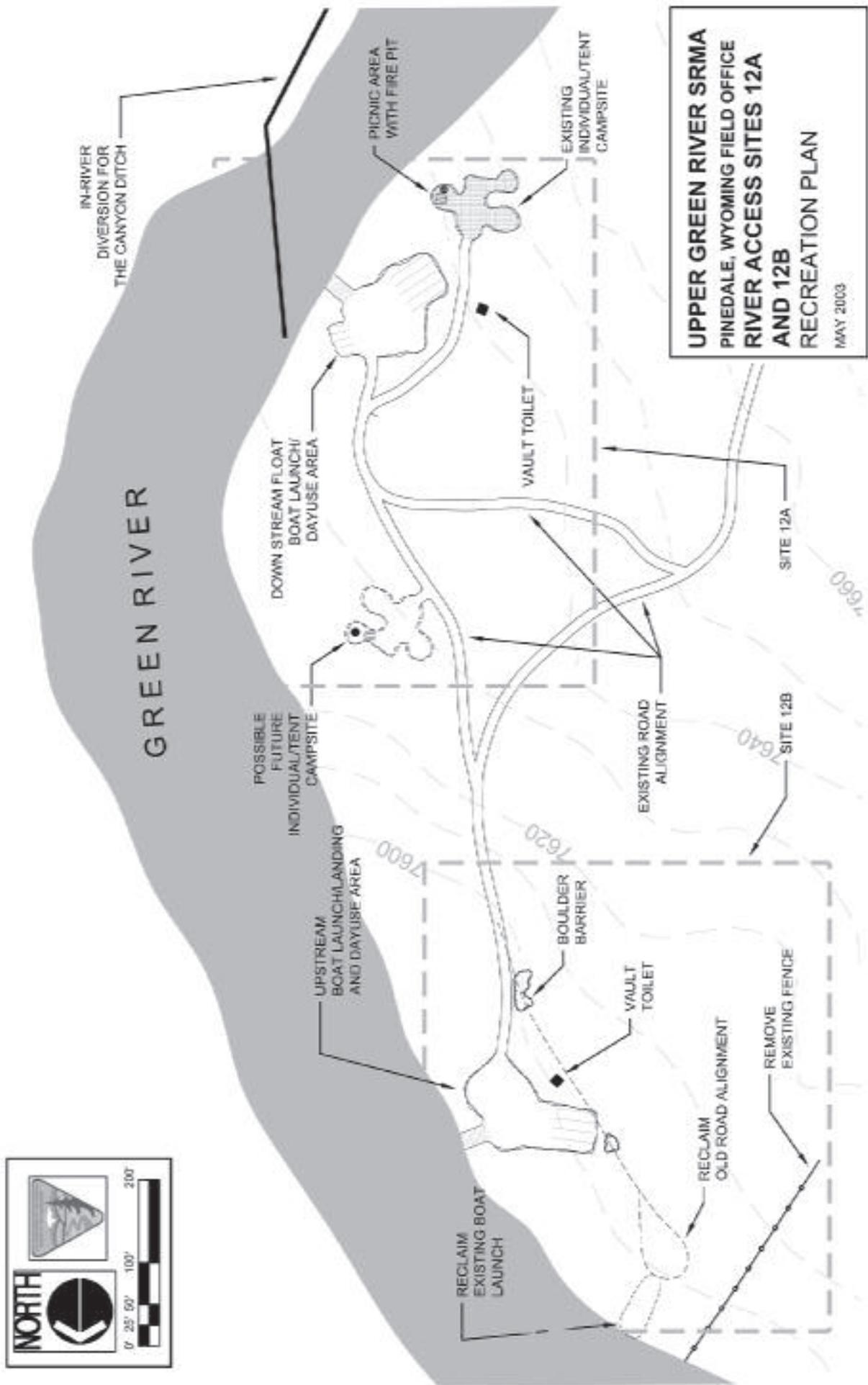


Figure 38

## **3.d Upper Green River Trail**

### **3.d.1 General Opportunities**

The Upper Green River SRMA offers an opportunity for the development of a trail along the entire length of the river corridor. In several locations, primitive fishermen trails and livestock trails already exist and some have the potential to be improved as part of a designated trail system. Abandoned canals and ditches in some areas also add to the trail routing possibilities, while providing an opportunity for historic interpretation.

There are also some limiting factors that need to be addressed in the development of a trail. These include private property areas, fence crossings, steep slope areas, and flood plain areas. Some of the proposed trail segments have few limitations, while others present more challenges. Due to the steep nature of the terrain throughout the corridor, the trail route has been identified for use by foot travelers. Some areas of the trail may be accessible by horse or bicycle, but may be susceptible to increased erosion by these means of travel.

The proposed trail has been identified in 9 individual segments, allowing trail construction to be phased over a 20-year period as recreation demand increases. The total length of the proposed trail is approximately 9.5 miles. All of the trail segments will be outlined in the following paragraphs, along with recommendations for routing and access. Trail route Segments are described from south to north.

### **3.d.2 Trail Criteria**

The proposed trail would be utilized primarily by hikers and fisherman, therefore a primitive-type trail is recommended. The trail will provide users with a designated foot or bicycle travel route and minimize ground disturbance and resource degradation. The proposed trail route is not subject to ADA accessibility guidelines due to the fact that it meets the conditions for exemption set forth in section 16.1.1 and 16.2 of the Recreation Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas - Final Report. The guidelines establish that accessible trails will be provided except where one or more of the conditions in Section 16.1.1 exist. See Section 3.b.6. Trail Connection for these conditions. The proposed trail will meet the criteria for National Trail Management Class 2 designation, which are as follows:

Tread & Traffic Flow:

Tread discernible and continuous, but narrow and rough.

Few or no allowances constructed for passing.

Native materials.

Obstacles:

Obstacles occasionally present.

Blockages cleared to define route and protect resources.

Vegetation may encroach into trailway.

#### Constructed Features & Trail Elements:

Structures are of limited size, scale and number.

Drainage is functional.

Structures adequate to protect trail infrastructure and resources.

Primitive foot crossings and fords.

#### Signs:

Minimum required for basic direction.

Generally limited to regulation and resource protection.

Typically very few or no designation signs present.

#### Recreation Envrns & Experience:

Natural, essentially unmodified.

ROS: Typically Semi-Primitive Setting

WROS: Primitive to Semi-Primitive.

### **3.d.3 Trail Segment 1 - Warren Bridge Campground to Site 1**

This first segment of proposed trail provides access from the Warren Bridge campground north to Site 1, utilizing the old Warren Bridge as a river crossing. The length of the segment is approximately 1.1 miles.

From the north west corner of the Warren Bridge Campground, the route leaves the existing roadway, and heads down under the bridge to cross beneath Hwy 189/191. The route then climbs the bank steeply to intercept the south end of the old Warren Bridge. The proposed route utilizes old Warren Bridge to cross the Green River, however, the feasibility and safety of such a use would need to be determined in conjunction with WYDOT prior to trail designation and construction. From the north end of the bridge, the route turns northeast and heads downhill gradually toward a canal. From here, the proposed trail route stays near the canal until meeting with an existing access road at .5 miles. From the access road, the trail route passes around an area of willows, and then stays near the willow line through a steeper area. Once past the steeper area, the route follows more level ground to the south end of Site #1.

### **3.d.4 Trail Segment 2 - Site 1 to Site 2**

This proposed trail segment is approximately .8 miles long, and provides a connection from the northern most point of Site 1 to the southern most point of Site 2. Two trail alignment alternatives have been identified in this segment.

The first alignment includes an old irrigation ditch that traverses the hillside above the river between

the two sites. The route would gradually climb from the north end of Site 1 to the ditch, then traverse the hillside via the ditch alignment and connect with the spur road at Site 2. The old ditch provides a level walking surface and views up and down the river through a canyon area of the Green River. This trail alignment would require a minimum amount of work to establish, due to the mostly level grade of the old ditch, and the general lack of thick vegetation. This is the recommended trail route between Sites 1 and 2.

The second alignment utilizes an existing livestock and footpath along the river's edge. The route follows the west riverbank from the north end of Site 1 to the south end of Site 2. Portions of this alignment fall within the typical annual flood area of the river, as evidenced by the vegetation types and landforms. This alignment provides good access to the river, but is prone to erosion and possible seasonal closure due to runoff.

### **3.d.5 Trail Segment 3 – Site 2 to Site 3**

This segment of proposed trail is the longest of the corridor at approximately 2.3 miles, and provides access to a large portion of the SRMA that is inaccessible by vehicle. The proposed trail route traverses many unique landscapes including boulder outcroppings, willow-dominated wetlands, and aspen groves. Limitations along the proposed route include a private property crossing, fence crossings, some steep slopes, and some wetland areas.

The proposed trail segment begins at the north end of Site 2, near the existing camping area. From here the route climbs gradually along existing paths to reach the old ditch on a steeper area of the canyon wall at .1 miles. The route then follows the ditch, avoiding a low-lying bench and willow-wetland area adjacent to the river. The route passes through a mature aspen grove at .6 miles as it bypasses the wetland area. After passing through the aspen grove, the route follows the edge of the sagebrush bench toward the river's edge. At .8 miles, the route climbs back to the old ditch through a steeper area, and then continues on to a fence on BLM land at 1.0 miles. A fence crossing or gate is needed at this point to allow passage by hikers and fishermen and women, while retaining the livestock. From the fence the route heads northeast along a broad, flat bench above the annual flood plain. The route then follows the old ditch through a steep area at 1.3 miles. Leaving the ditch, the route regains the river's edge in the upland sage area until it meets up with two fences on a corner of private land at 1.6 miles. Access gates or fence crossings should be provided in cooperation with the landowner according to trail easement agreements. From the private property, the route follows near the old ditch to a fence on BLM land at 1.8 miles. A crossing or gate should be provided here. The route then follows the ditch to the south end of Site 3.

### **3.d.6 Trail Segment 4 - Site 3 to Site 4**

Segment 3 is a short section of trail route in relation to other sections within the SRMA, with a length of .6 miles. The route is of mostly flat grade with some minor limitations.

This segment of the trail route begins at the north end of Site 3, following an existing livestock path above a ditch and a line of willows. Once past a steeper area, the route turns northeast onto level ground to traverse a rocky area at .2 miles, and then north staying above the ditch and the flood plain to a major bend in the river at .4 miles. From here the route follows easy ground to the west side of Site 4, staying in the sagebrush upland adjacent to the annual flood plain area.

### **3.d.7 Trail Segment 5 - Site 4 through Site 6**

This segment of trail route follows mostly existing roads and trails through the areas of Sites 4, 5, & 6. This proposed trail segment is 1.2 miles long. Trails in this area would be used by campers and day users for river access, as well as “through-hikers” hiking longer portions of the trail. Some limitations exist on this segment of the trail route, mostly concerning the avoidance of steep, erosion-prone slopes.

This route segment begins on the east side of Site 4, following the upland sage area adjacent to the river all the way to site 5 at .5 miles. From here, the route follows the reclaimed Site 5 spur road. This spur road should be reclaimed with allowances for a trail along the old alignment. The proposed route then accesses the Day Use Boat Launch Site at .8 miles, where it crosses the creek on the main access road before regaining the river’s edge at Site 6. The route stays in the upland sage area through Site 6, and then leaves level ground to traverse east along a hillside and out to a peninsula of land where an existing primitive campsite is located. From this campsite, the route follows the existing double-track road up the hill to the northwest, and then stays on the ridge top along the road until 1.8 miles. From here the route drops down to the east to reach a lower bench forming the large peninsula where there are some existing campsites. The route then follows along the river bend in the upland area until joining with the existing double-track road going up the hill at 2.2 miles. From here the proposed route follows the existing road until intersecting the main access road near Site 7.

### **3.d.8 Trail Segment 6 - Site 7 to Site 8**

This trail route segment is approximately 1.1 miles long. It follows the river on a large meander through Site 7 to Site 8.

From the main access road between Sites 6 and 7, the route heads northeast, leaving the road and heading toward a fence on BLM land at .1 miles. A crossing or gate is needed to gain access through the fence. After passing the fence, the route heads down a gentle ridge line eventually ending up on the lower bench area of Site 7 near the river’s edge. From this point the route follows the edge of the river on the upland bench area, past the existing camping area, until the terrain steepens at .7 miles. The route follows the upland area just above the willows through the steeper area, passing the main access road at 1.0 miles, and on to the south end of Site 8.

### **3.d.9 Trail Segment 7 - Site 8 to Site 10**

The segment of trail route between Sites 8 and 10 follows a rocky section of the Green River, while passing through both riverside areas and upland benches. This segment of trail route is approximately .7 miles long.

From the north end of Site 8 behind the existing toilet, the route stays away from the river following a double track road onto the upper bench. At .2 miles, the route drops down to the middle of the slope near the river, and navigates through a boulder landscape until reaching a middle bench area at .3 miles near a large boulder. Here it stays below the boulder, then climbs gradually back to the edge of the upper bench, avoiding the steeper slopes and flood plain area next to the river. The route stays on the ridge until joining with the south side of Site 9. From Site 9, there is an existing primitive pathway leading along the willow’s edge in the upland area to Site 10.

### **3.d.10 Trail Segment 8 - Site 10 to Site 11**

This area of trail route may have certain limitations regarding terrain and flood plain areas. The segment is approximately .6 miles long, and provides access to a boulder-strewn stretch of river along steep terrain.

From the north end of Site 10, the route follows existing paths to a steeper area at .1 miles. Passing around an eroded area, the route generally stays in the sagebrush above the flood plain and willows along the river. From .2 miles to .4 miles there are some areas that have been eroded, that may require specific routing and/ or construction techniques to provide a suitable trail. At .5 miles, the route crosses an area of private property as noted by a fence. A suitable crossing should be provided here, including either a gate or another type of crossing. From the fence, the route follows the river's edge to the south side of Site 11.

### **3.d.11 Trail Segment 9 - Site 11 to Site 12**

This proposed segment of trail route is 1.1 miles long. It provides access to a large portion of the river that is not accessible by vehicle. The route segment passes through a large portion of private property. Agreements would need to be made with the property owner regarding providing permanent trail access per existing trail easement agreements.

From the north end of Site 11, the route follows the river northeast. There are two possible alignments for the first .2 miles of the route. The trail can either be located on the edge of the upland bench in the sagebrush, or along the hillside through the boulders adjacent to the river. A combination of the two options is also a possibility. At .2 miles, the route reaches private property as noted by a sign. Here, the route follows an existing livestock path through the upland area, remaining out of the willows. At .5 miles, the route leaves the section of private land and stays up on a flat bench until reaching a steeper area. At .6 miles, the proposed trail route climbs higher on the hillside to avoid the steep low-lying area adjacent to the river. Near .7 miles, the route stays above the willows through a slight bend in the river, and follows close to the existing livestock path until connecting with the south end of Site 12A. A connection between Site 12A and Site 12B is also possible on relatively level ground, with many options possible between the sites depending upon final site layout.

# Proposed Trail Segment 1 - South

## Legend

- Proposed Trail Route
- Private Land
- State Land

1 inch equals 600 feet



0 0.125 0.25 Miles

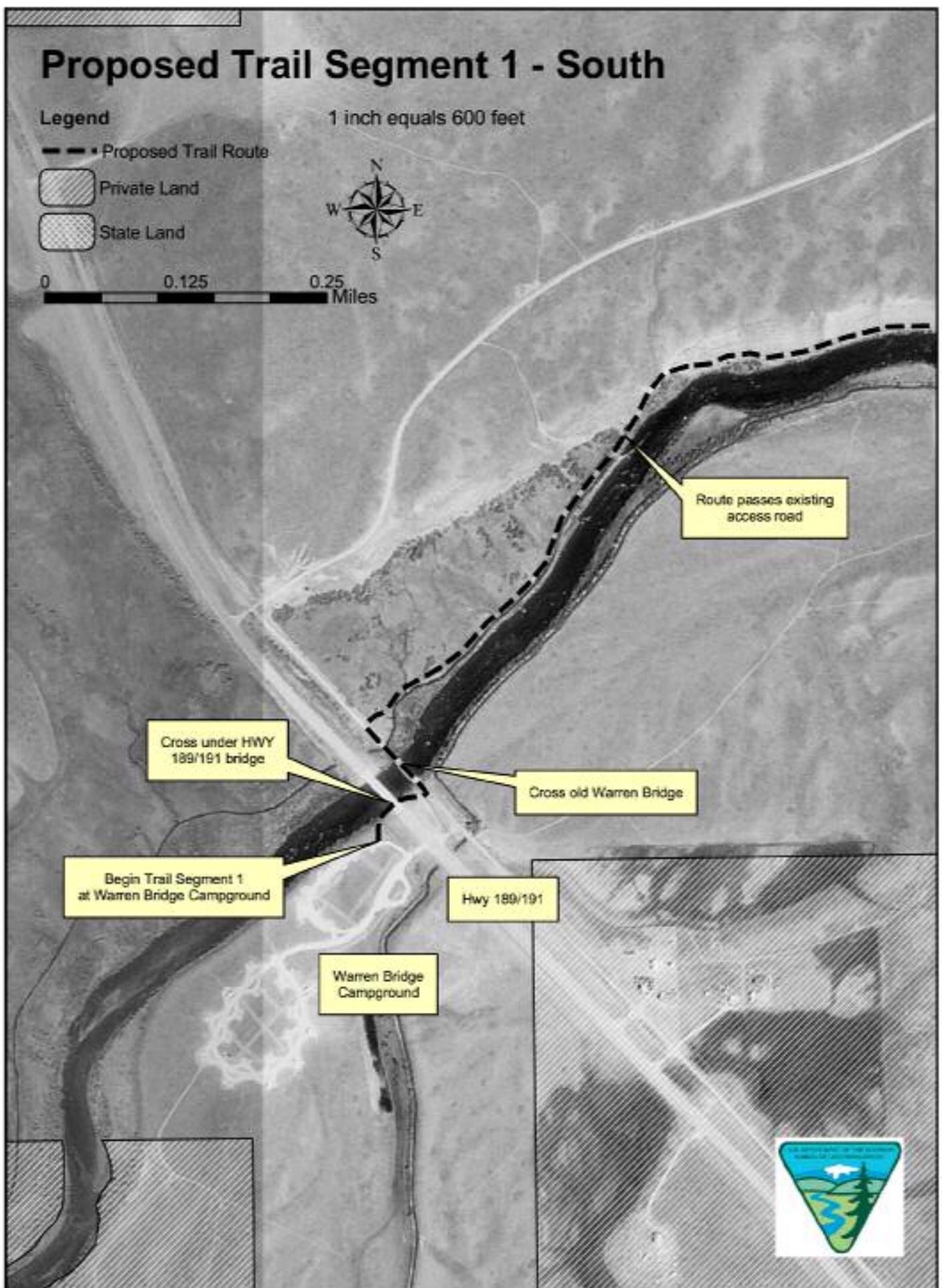


Figure 39

# Proposed Trail Segment 1 - North

## Legend

--- Proposed Trail Route

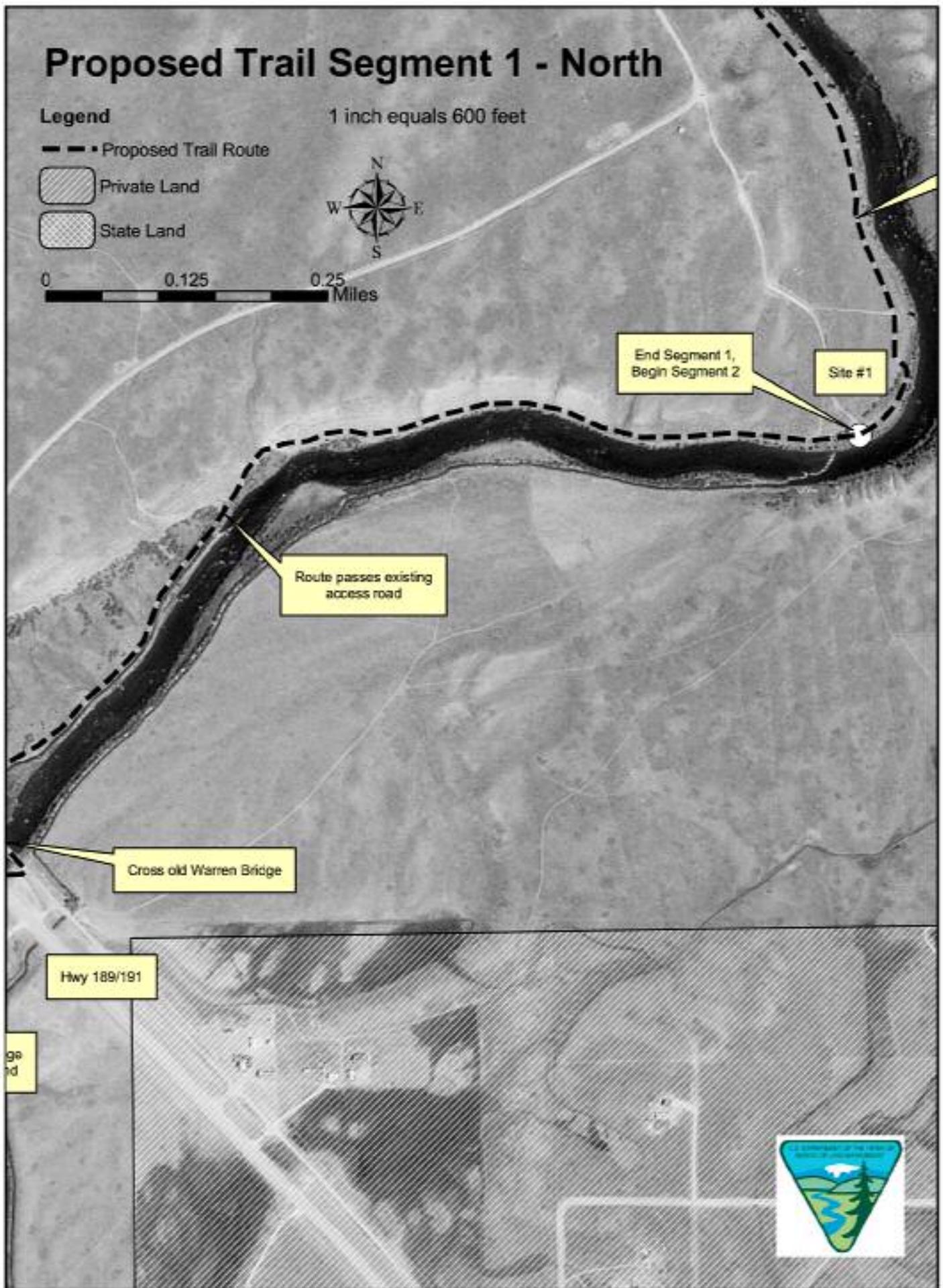
▨ Private Land

▤ State Land

1 inch equals 600 feet



0 0.125 0.25 Miles



# Proposed Trail Segment 2

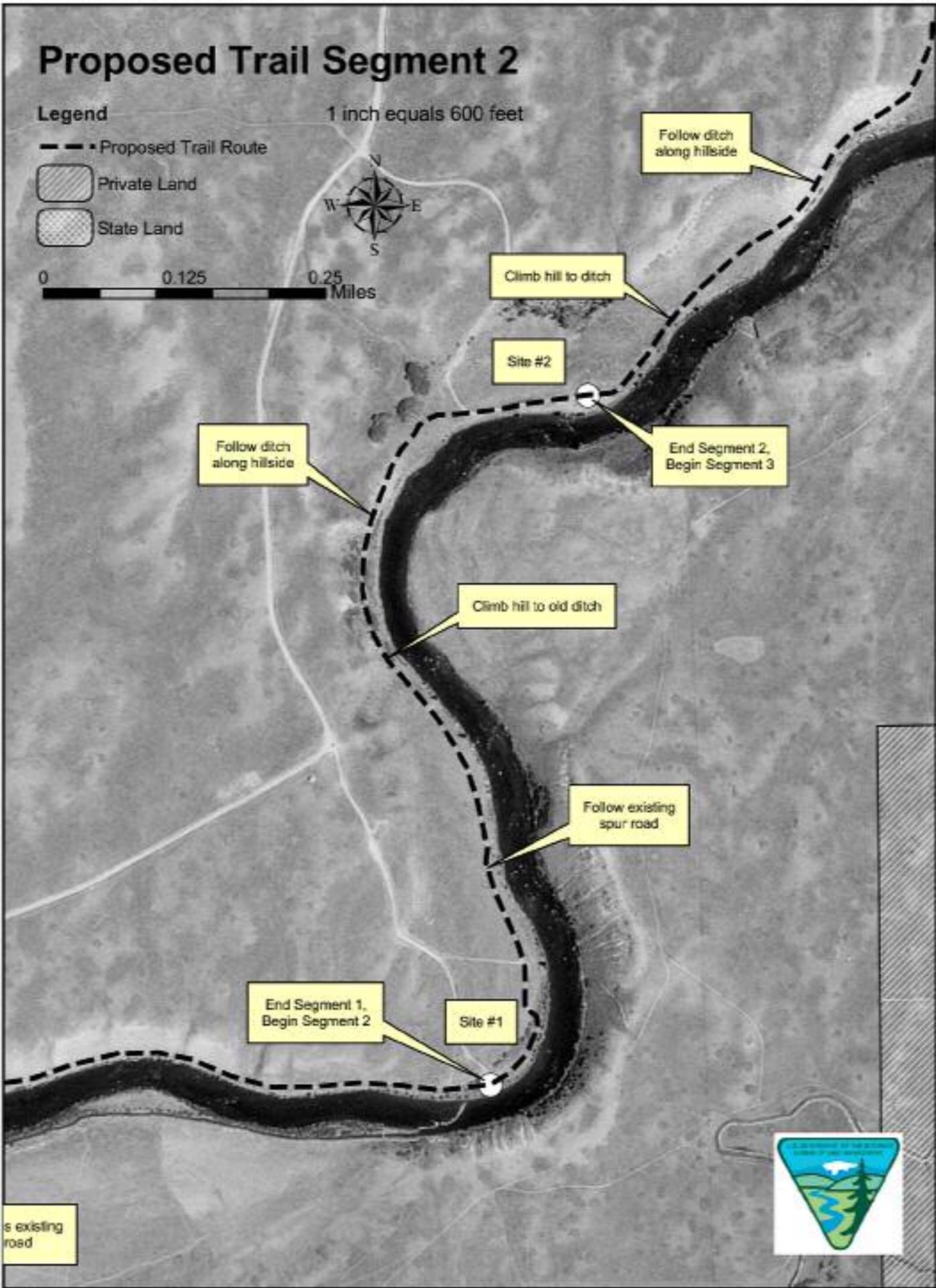
## Legend

- - - Proposed Trail Route
- ▨ Private Land
- ▩ State Land

1 inch equals 600 feet



0 0.125 0.25 Miles



existing road



Figure 41

# Proposed Trail Segment 3 - South

## Legend

- Proposed Trail Route
- ▨ Private Land
- ▩ State Land

1 inch equals 600 feet



0 0.125 0.25 Miles

Route stays in upland sagebrush

Provide crossing at fence on BLM land

Follow ditch along hillside

Follow ditch until past aspen grove

Follow ditch along hillside

Climb hill to ditch

Site #2

End Segment 2, Begin Segment 3



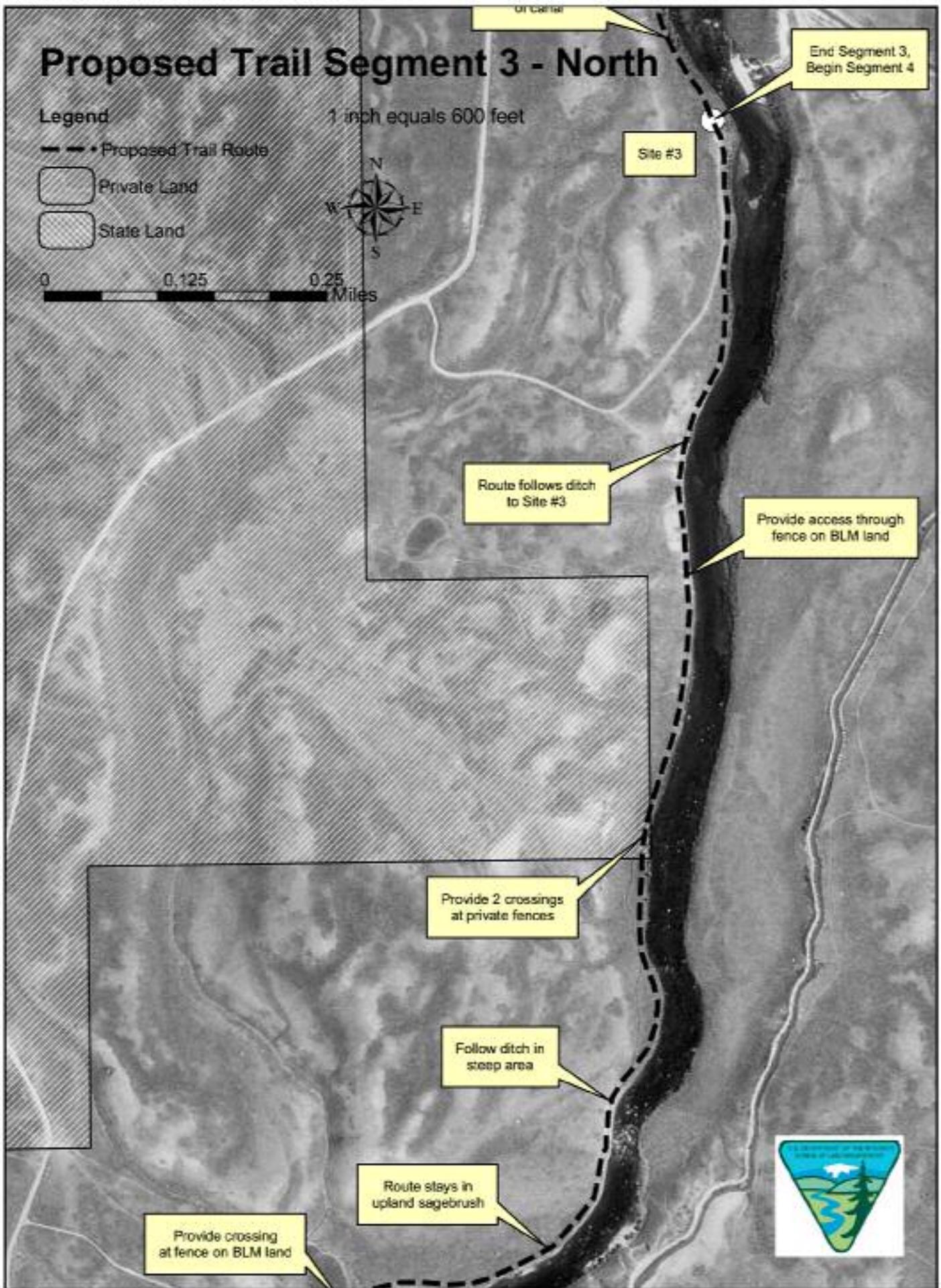


Figure 43



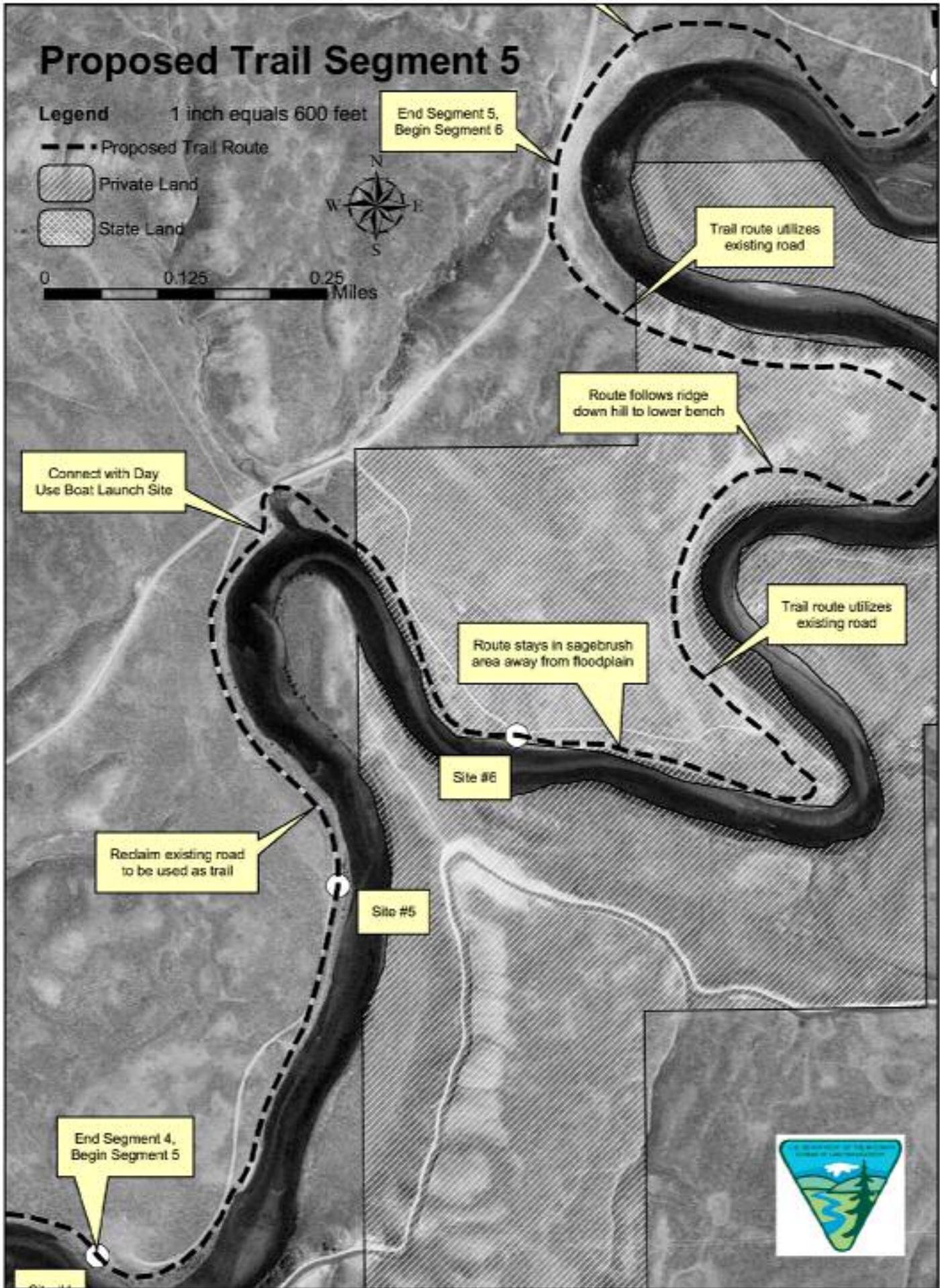


Figure 45

# Proposed Trail Segment 6

## Legend

- - - Proposed Trail Route
- ▨ Private Land
- ▩ State Land

1 inch equals 600 feet



0 0.125 0.25 Miles

End Segment 6,  
Begin Segment 7

Site #6

Route stays above  
willows on sidehill

Route stays in upland  
sagebrush away from willows

Provides access through  
fence on BLM land

End Segment 5,  
Begin Segment 6

Site #7

Trail route utilizes  
existing road

Route follows ridge  
down hill to lower bench



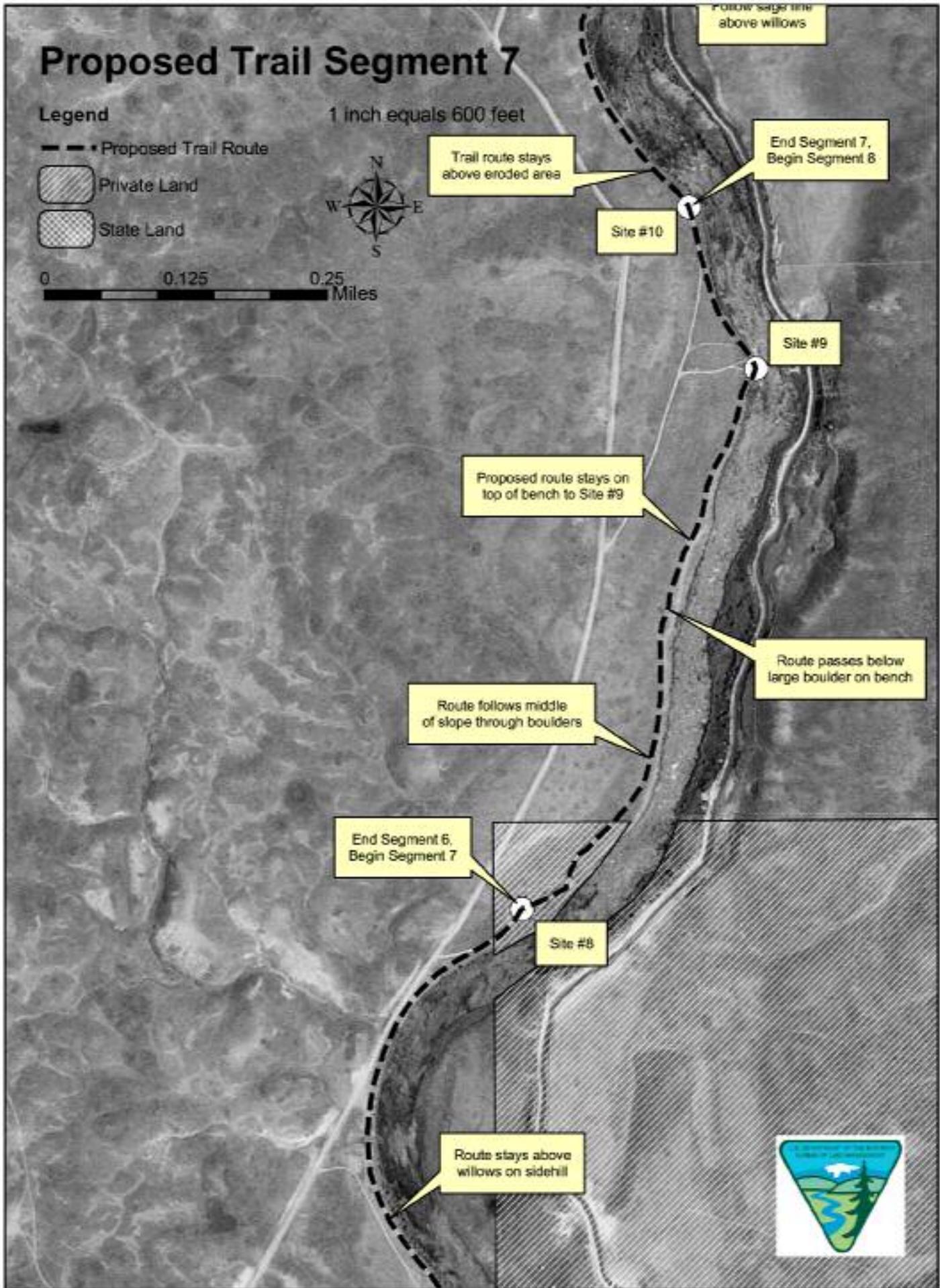
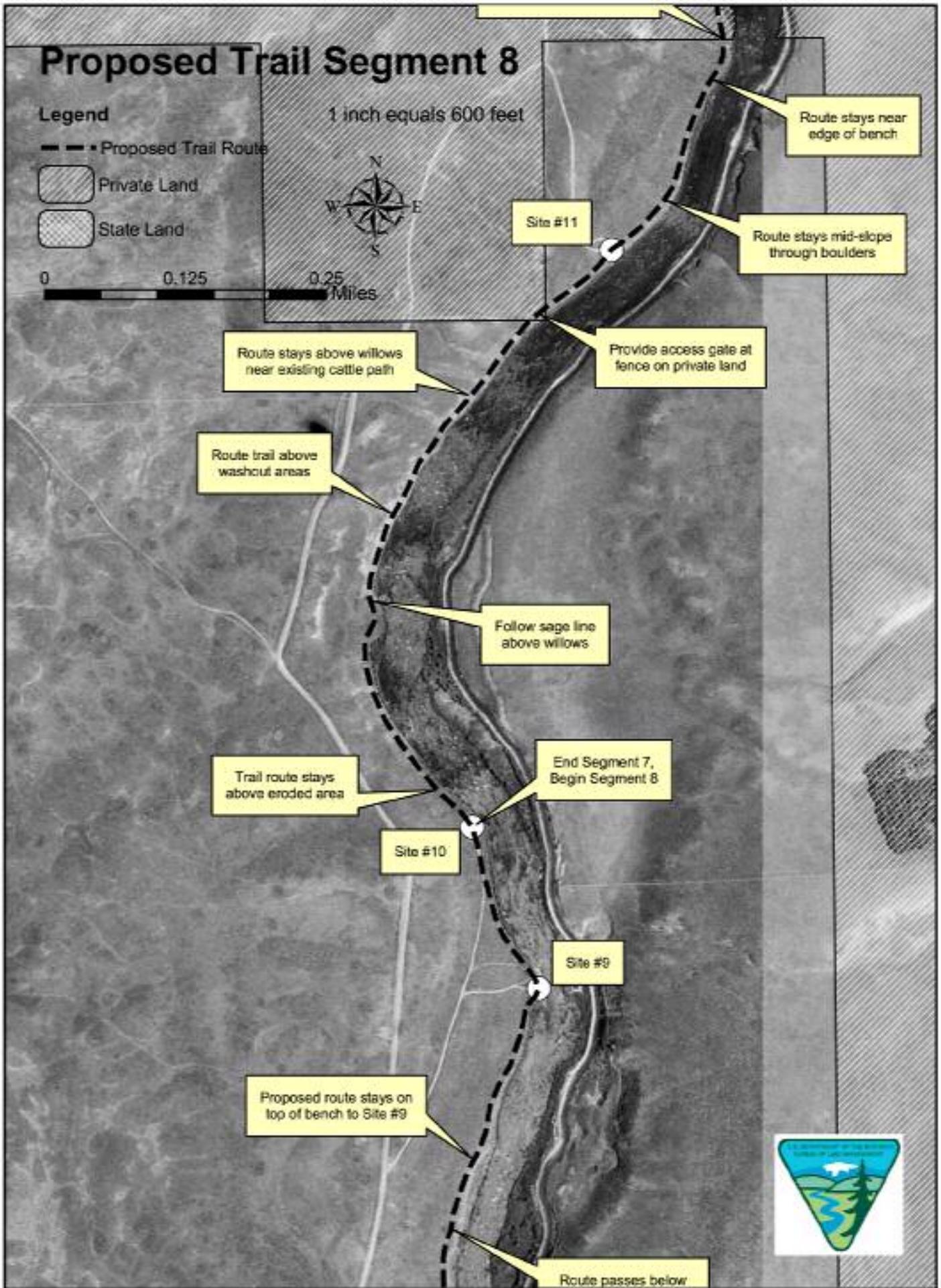


Figure 47



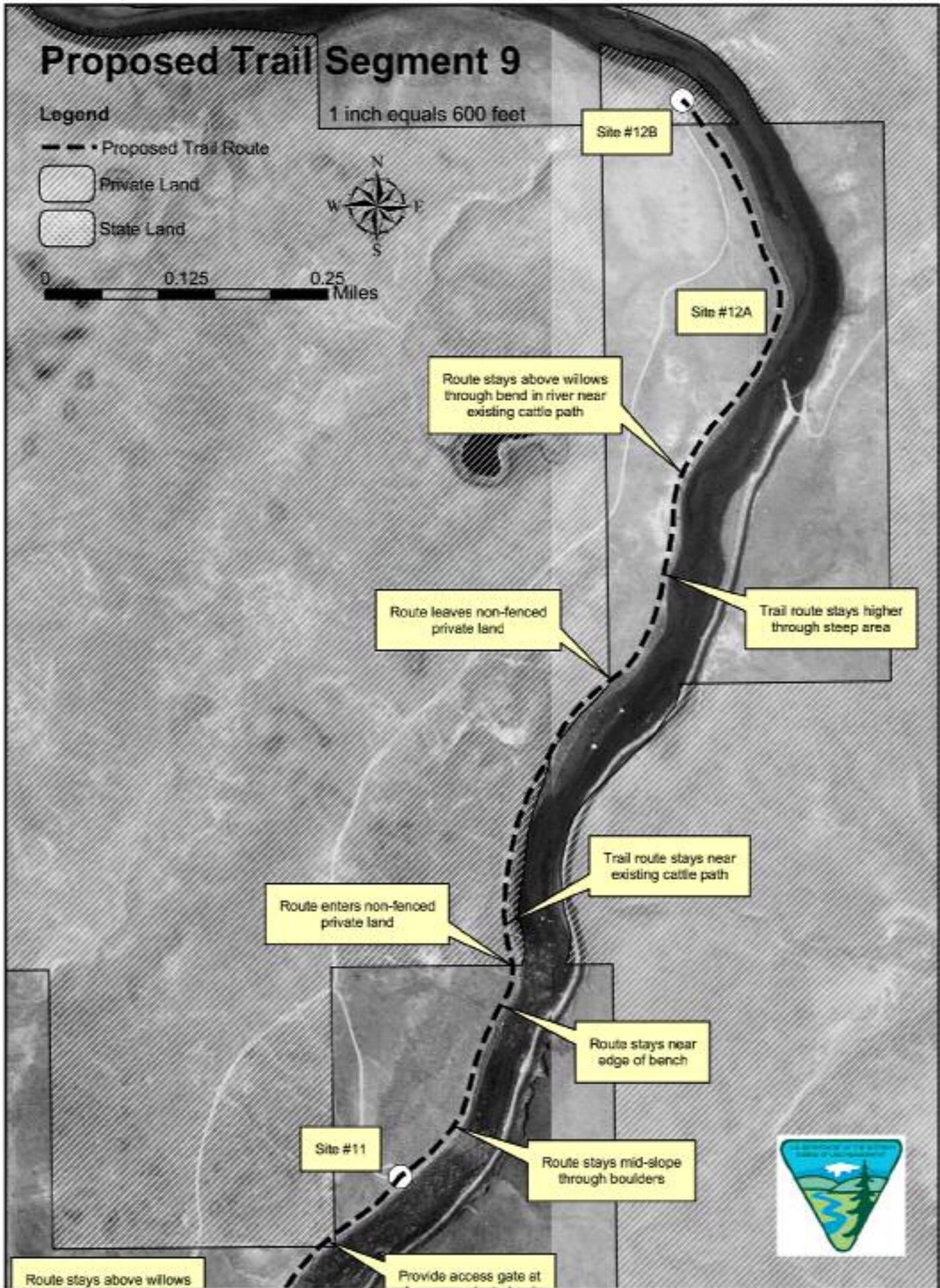


Figure 49

### **3.e. Upper Green River SRMA Management Recommendations**

The facility improvements outlined in this RPP may require special management actions to ensure their long-term sustainability. For instance, surfaces in campsite areas and parking areas should be monitored for wear and tear. If observed that a camping area is becoming overused, then the area may be temporarily closed allowing the ground vegetation to recover. If the popularity of a particular area proves closing as impractical, then the surface should be hardened with an appropriate material, such as road base gravel or crusher fines. Closing of parking areas will not be practical. Therefore, as parking areas become worn, the ground will need to be resurfaced with road base.

Traffic-counters are planned to be installed on BLM Road 5201 at the entrance to the Upper Green River SRMA and on the main road just past the entrance to Site 6. By placing counters at the entrance and at the mid point of the main road the BLM will be able to accurately monitor the number of vehicles that enter the area, as well as the number that travel into the upper reaches of the SRMA. From this information, the BLM Outdoor Recreation Planner will be able to forecast the need to implement various RPP recommendations, such as the development of more campsites and hardening of parking lots.

The BLM should continue its partnership with the Wyoming Department of Game and Fish for efficient and effective management, cost sharing and providing in-kind services with constructing improvements. Furthermore, Sites 6 and 8 are located on Wyoming Department of Game and Fish property requiring a Memorandum of Understanding or other type of agreement before improvements can be made at these sites as described within the RPP. Additionally, Wyoming Department of Game and Fish has a vested interest in maintaining a healthy fishery and wildlife population throughout the area and may be willing to participate with the interpretive program, user facility improvements and maintenance, additional aquatic habitat improvements and establishing the angler's dipping tank.

The BLM should consider a concept presented by participants in the public scoping series. They encouraged the development of an all encompassing advisory group cooperative to provide management and improvement input to the BLM. This group would be made up of the various stakeholder interests and would serve as an advocacy group to assist the BLM with decision making, voluntary management observation and improvement implementation. The cooperative could be strategic in writing grant applications for outside funding, as well as generating other methods of raising funds for improvements, as deemed necessary. The list of those who participated in the public scoping process serves as a resource for identifying individuals interested in this type of opportunity. The formation of such a group would fall under the jurisdiction of the Federal Advisory Committee Act, which regulates any group that contains non-governmental agencies.

## **4. Project Development Overview**

### **4.a. Required Administrative Actions**

The administrative actions required per each phase of the Upper Green River RPP by the BLM involve: securing funding, writing and distributing bid packages, awarding contracts, providing administrative oversight and in-field observation. Contract services include, but are not limited to, surveying, recreation planning, landscape architecture, civil engineering, GIS mapping, hydrologic analysis, and project construction.

### **4.b. Required Interim Use Supervision**

Because this is a 20 year project plan, some of the current uses within the Upper Green River SRMA will not change until after the recommended improvements are phased in. After each phase of improvements, the BLM may need to regulate the site(s) for an interim period to ensure the recommended management practices are being followed. For example, when the campsites are moved from their current locations to outside the 200' river setback zone, the BLM may need to visit each river access site periodically to ensure that extended-stay users are occupying the new campsites and are using the old river edge clearings for day-use only. It may be necessary to construct temporary barriers to help enforce the new use areas and keep users out of sensitive areas.

Many of the Upper Green River SRMA users are repeat visitors. Therefore, user education on new use protocol is necessary and may be accomplished at the information kiosk with oversight reinforcement being provided through site visits by the Field Office Recreation Planner and the Warren Bridge Camp Host. Making information flyers available to visitors explaining the purposes of the modifications will help encourage compliance. Occasional visits by BLM regulatory enforcement officials during peak periods may be appropriate.

The hiring of a recreation technician is also advisable. The recreation technician would be available to encourage proper use through one on one contact and also would be able to monitor commercial permit use compliance. The technician can assist in maintaining a use log for projections on future improvement needs and help with the on-site maintenance.

Weed control is a major concern throughout the project area. The BLM will have to instate preventative measures to ensure that weeds do not colonize the Upper Green River SRMA. This is especially true in areas that will undergo a significant level of disturbance, such as spur road re-alignments/restorations and campsite clearings. Area volunteers may also assist with monitoring and visitor assistance.

#### **4.c. Project Development Phasing Outline**

The Recreation Project Plan for the Upper Green River Special Recreation Management Area is a 20-year, multi-phased plan. The initial phase is based on immediate need and funding availability. Subsequent phases will be implemented based on the level of occupation, use and the need for resource management as determined by the BLM Pinedale field office. It may be helpful to have a campground host/recreation technician to collect use data. Data such as the level and distribution of site use (per week, per season, total number of site users, type of use – day, extended stay - etc.) would aid the field office in anticipating when to implement the next phase of the project.

##### **Phase I:**

Install BLM Road 5201 improvements, including: 8 24"X22' culverts and grading identified problem areas.

All spur roads recommended to be relocated in the RPP, shall be. Old spur road alignments will be reclaimed.

Vault toilets to be installed at all sites recommended in the RPP.

Boat ramp improvements and associated day-use parking areas to be installed at Sites 1, 2, and 12A.

Individual/tent and/or group campsites to be installed at select sites. Site 1 would receive three individual/tent campsites and one group campsite, Site 2 would receive two individual/tent campsites, Site 4 would receive two group campsites, Site 5 would receive two individual/tent campsite one group campsite, and Site 12A would receive one individual/tent campsite. All campground improvements will be accompanied by new fire rings and picnic tables.

The BLM Road 5201 and Site signage recommended in the RPP will be installed.

##### **Phase II:**

Relocate the intersection of Highway 191/189 and BLM Road 5201. Surface BLM Road 5201 with 6" of gravel.

Develop the informational kiosk area at the relocated intersection. Develop graphic and written display pieces for the kiosk and install these improvements.

Develop a day-use area between Sites 5 and 6. This area will include parking, a boat ramp, a vault toilet and signage.

Install a boat ramp and associated parking area at Site 12B.

Improve the parking areas at Sites 4, 7 (and those listed above).

Individual/tent and/or group campsites to be installed at select sites. Site 1 receives one individual/tent campsite. Site 2 receives one individual/tent campsite. Site 6 receives one group campsite. Site 7 receives two individual/tent campsites and one group campsite. All campground improvements will be

accompanied by new fire rings and picnic tables.

The SRMA Trail is installed and signed. The trail is accompanied by a brochure.

**Phase III:**

Develop the outdoor learning amphitheater.

Complete development at all river access Sites. At Site 6: Two group campsites and two individual/tent campsites. At Site 7: one group and one individual/tent campsites.

**4.d. Project Development Schedule Outline**

Please refer to the Phasing Chart on following page.

### Upper Green River SRMA Recreation Project Plan Phasing Matrix

Item	Phase I	Phase II	Phase III
<b>Road Improvements</b>	BLM Road 5201 Drainage Culverts/Minor Grading, Spur Road Realignment and Reclamation	BLM Road 5201 Resurfacing. Entry Relocation	none
<b>Vault Toilet</b>	Replace All Existing Pit Toilets ( Sites 1, 2, 3, 4, 5, 6, 7, 9, 10 and 12A)	Day Use Site, Site 12B	none
<b>Boat Launch</b>	Site 1(two launches), Site 2, Site 12A	Day Use Site, Site 12B	none
<b>Parking Area</b>	Sites 1, 2, and 12A	Day Use Site, Sites 4, 7, 12B	Site 6
<b>Individual Campsites</b>	Site 1 (1), Site 2 (2), Site 5 (2), Site 12A	Site 1 (1), Site 2 (1), Site 7 (2)	Site 6 (2), Site 7 (1)
<b>Group Campsites</b>	Site 1 (1), Site 4 (2), Site 5 (1)	Site 6 (1), Site 7 (1)	Site 6 (2), Site 7 (1)
<b>Signing</b>	Spur Road Intersections and River Access Sites with Above Improvements	River Access Sites with Above Improvements	River Access Sites with Above Improvements
<b>Other</b>		Install Informational Kiosk . Develop SRMA Trail.	Amphitheater

#### 4.e. Recommended Method of Project Survey, Design and Construction

The goal of this Recreation Project Plan is to get the recommended improvements installed in a efficient and economical manner. Phase I will be completed by BLM personnel. Subsequent phases may be accomplished through a combination of BLM personnel and contractors. The composition of the team should be determined based on the current and projected workload of the BLM office in charge of the work.

#### 4.f. Preliminary Project Cost Estimate

##### Upper Green River Special Recreation Management Area

##### Proposed Improvements Construction Estimate - November 2003

(Pricing does not reflect inflation over 20 year period)

	Quantity	Unit	Unit Cost	Amount
<b>Main Access Road</b>				
Access road improvements w/ 6" gravel	6.35	Mile	\$54,121	\$451,810
24" Culverts with Rip Rap	176	Linear Feet	\$220	\$38,720
New intersection at Hwy 189/191	1	Lump Sum	\$24,872	\$24,872
			<b>Total:</b>	<b>\$515,502</b>
<b>Information Kiosk Area</b>				
Turnaround area w/ 6" gravel	1	7855 s.f.	\$13,214	\$13,214
SRMA informational sign	1	Sign	\$3,500	\$3,500
Natural history sign	1	Sign	\$3,500	\$3,500
Cultural history sign	1	Sign	\$3,500	\$3,500
Dip tank	1	Tank	\$1,500	\$1,500
			<b>Total:</b>	<b>\$25,214</b>
<b>Amphitheater Area</b>				
Amphitheater	1	Amphitheater	\$18,500	\$18,500
			<b>Total:</b>	<b>\$18,500</b>
<b>River Access Sites</b>				
Boat ramps - rip-rap/gravel/boulders	6	360 s.f.	\$1,890	\$9,450
Day use parking area w/ boulders	9	11000 s.f.	\$25,980	\$233,820
Group camping areas	9	15000 s.f.	\$13,500	\$121,500
Individual/ tent camping areas	15	5000 s.f.	\$4,500	\$67,500
Picnic tables 8' ADA	25	Table	\$762	\$19,050
Fire ring/ grill ADA	36	Fire Ring	\$443	\$15,948
Single vault toilet ADA (manufacturer quote)	12	Toilet	\$11,757	\$141,086
Spur road re-alignments	1	Lump Sum	\$30,000	\$30,000
Spur road reclamation	1	Lump Sum	\$50,000	\$50,000
Spur road and site signing	12	Sign	\$350	\$4,250
Interpretive sign at Site #12	1	Sign	\$1,750	\$1,750
SRMA Trail with Signs and Brochure	1	Lump Sum	\$10,000	\$10,000
			<b>Total:</b>	<b>\$704,354</b>
			Construction:	\$1,263,570
			Contingency 15%:	\$189,535.49
			<b>Total Construction:</b>	<b>\$1,453,105</b>
<b>Design and Engineering</b>				
Aerial imagery flight	1	Flight	\$15,000	\$15,000
Field work/ construction documents	1	CD Package	\$95,000	\$95,000
			<b>Total:</b>	<b>\$110,000</b>
			<b>Grand Total:</b>	<b>\$1,563,105</b>

**Green River Recreation Project Plan Budget**  
**Phase 1**

<b>Main Roadway Improvements</b>	
Install 8 24"X22' culverts	\$ 38,720.00
Misc. Grading, problem areas	\$ 15,000.00
<hr/>	
Spur Road Re-location	\$ 30,000.00
Spur Road Reclamation	\$ 50,000.00
<hr/>	
Vault Toilets	\$ 117,570.00
(Sites 1, 2, 3, 4, 5, 6, 7, 9, 10, and 12A)	
one per site	
<hr/>	
Boat Ramp Improvements	\$ 7,560.00
(Sites 1(2), 2(1), 12A(1))*	
<hr/>	
Parking Areas with Boulder and Landscape Treatment	\$ 77,940.00
(Sites 1, 2, 12A)	
<hr/>	
Campsites: Group	\$ 54,000.00
(Sites 1(1), 4(2), 5 (1))	
<hr/>	
Campsites: Individual/Tent	\$ 36,000.00
(Sites 1(3), 2(2), 5(2), 12A(1))	
<hr/>	
Picnic Tables (16)	\$ 12,192.00
Fire Rings (13)	\$ 5,759.00
Signage at Spur Road Intersections and River Access Sites	\$ 6,000.00
<hr/>	
<b>TOTAL</b>	<b>\$ 450,741.00</b>

\* Site # (Quantity at Site)

**Green River Recreation Project Plan Budget  
Phase 2**

Construction Documents (For Listed Improvements Only)	\$ 60,000.00
Main Roadway Improvements	
Entry Relocation	\$ 24,872.00
Install 6" gravel	\$ 451,911.00
Kiosk Area	\$ 25,214.00
Vault Toilets (Day-Use Site and Site 12B) one per site	\$ 23,514.00
Boat Ramp Improvements (Day-Use Area, Site 12B)	\$ 3,780.00
Parking Areas (Sites 4, Day-Use Area, 7, 12B)	\$ 103,920.00
Campsites: Group (Sites 6(1), 7(1))	\$ 27,000.00
Campsites: Individual/Tent (Sites 1(1), 2(1), 7(2))	\$ 18,000.00
SRMA Trail with Signs and Brochure	\$ 10,000.00
Picnic Tables (8)	\$ 6,096.00
Fire Rings (6)	\$ 2,658.00
Signage within River Access Sites	\$ 2,500.00
<b>TOTAL</b>	<b>\$ 759,465.00</b>

**Green River Recreation Project Plan Budget  
Phase 3**

Construction Documents (For Listed Improvements Only)	\$ 35,000.00
Parking Areas (Site 6)	\$ 25,980.00
Amphitheater Area	\$ 18,500.00
Campsites: Group (Sites 6(2) 7(1))	\$ 40,500.00
Campsites: Individual/Tent (Sites 7(1), 6(2))	\$ 13,500.00
Picnic Tables (6)	\$ 4,572.00
Fire Rings (5)	\$ 2,215.00
<b>TOTAL</b>	<b>\$ 140,267.00</b>

# APPENDIX A

## Appendix A: Public Comments

### **OVERALL CHARACTER AND LEVEL OF DEVELOPMENT**

#### *Contiguous Property Owners*

- Have appropriate facilities to accommodate users to limit degradation to environment.
- People need a reasonable place to go or else they will cause problems.
- ***(Email messages from a contiguous land owners)***

TO: Mr. John McCarty, Project Manager  
Mr. Martin Hudson, BLM

RE: Upper Green River Recreation Project Plan

Thank you for the notifying us of the upcoming public participation workshop to help plan the Upper Green River Recreation Project. Since we live in Illinois, we cannot attend the November 19 and 20 meetings. Nonetheless we do have strong feelings about the future of the Green River valley.

The Green River is one of the most important rivers in Wyoming. To us, this river and its surrounding watershed epitomize the real Wyoming, even more than the ordinary tourist destinations of Yellowstone and the Tetons. We believe it is fortunate that this area is relatively unspoiled and only lightly used, mostly by ranchers who truly care about the future of the land.

While access to public lands is important and even desirable, it is also important that these public lands not be compromised by such usage. Increased access, especially when it becomes very easy, almost always leads to a deteriorated environment.

Therefore, we urge that you do NOT improve roads, do NOT increase water supplies, do NOT improve campsites and especially do NOT accommodate large camping vehicles. One of our most disheartening experiences in recent years was bicycling from our land on the Green River (where we tented), to the campground near Kelly in the Tetons. Bicycling on the beautiful Hoback canyon road was surprisingly unpleasant because of the huge camping vehicles that comprised much of the traffic. Our campground was full of them as well, and our little tent was surrounded. We even had to listen to the hum of air conditioners in the afternoon.

This experience is not why people come to Wyoming. The entire state of Wyoming is one of our last truly wild places and should be cherished and indeed promoted as such. When we overcivilize the wilderness we destroy what attracts us in the first place. Ideally the BLM should examine the Boundary Water Canoe Area of northern Minnesota and attempt to emulate such a minimal impact scheme – pack in/pack out and extremely limited use of motorized equipment (from snowmobiles to boats to trailers).

Keep intensive camping facilities and enhancements in nearby towns – and let the folks in those towns profit from tourists. But ensure that BLM land remains lightly used as it generally is today.

Publicly owned land should be maintained for future generations. Don't destroy the Green River valley by making it another Disneyland. Keep plans for recreational use very conservative.

Thank you for the opportunity to address this issue.

Cc: Maggie McDonald, Green River Land Trust

Dear John and Martin,

Here are some thoughts about the Warren Bridge area. I'm not sure that you've come up with, but an eager to see the consensus developed. I would note first that the BLM is going all out to involve the public on this issue, yet it would not take comment on the Mema 3D seismic project EA. This is inconsistent application of public policy and I hope you pass on this observation to Martin, Prill and the rest. Regarding Warren Bridge.

I believe the offroad restrictions should be retained, expanded and enforced. The area should be posted with an information sign at the entrance to the road. As a nearby property owner I, and my friend Linda Sternberg, value the public access area greatly. No development should be allowed on the other side of the river. The pressing priority is for a boat launch at the Warren Bridge. The existing one is too steep.

There should be no shooting allowed in campsites. Hunting, of course, can be allowed, but not in the developed campsites. Too many people come down to throw clay pigeons, blast away and leave trash all over the place. That activity belongs at a gun range.

The picnic tables and outhouses are nice additions. We're not certain any more development is warranted other than a couple of boat ramps (top campsite, 9 I think and 56 may be appropriate.)

Maps show a water storage withdrawal zone around the canyon. I assume this site was considered for a dam. The recreation values of the river greatly outweigh water storage. The withdrawal should be withdrawn and the BLM should maintain public access and semi primitive recreation as the key values of this area.

Dear Mr McCarty,

I oppose development of river access, parking, and enhancement of campgrounds in the Warren Bridge area of the Green River. Existing facilities are adequate. Further development erodes the natural asset that we enjoy. You are opening the area to people who will object to my sage grouse and antelope hunting while they sit in rvs watching satellite tv. I invite you to drive up the 'improved road' on the Gros Ventre some weekend and see the rv blight that is developing on our glorious landscape.

Wyoming has no obligation to cater to wimps.

*Upper Green River Valley Coalition*

- Preserve the primitive experience.

*Sublette County Personnel*

- Endorse thought of maintaining the primitive experience.

## **ACCESS ROADS**

### *BLM Support Services*

- Original scope of work for the roadway improvements is to improve the drainage by shaping and crowning the road, install drainage culverts and shape borrow ditches.
- BLM maximum grade standard is 8% grade.
- Material for road improvements can be extracted from old gravel pit or open a new pit further into the project if there is an opportunity to create a wildlife/livestock watering hole.
- Develop rehabilitation plans for pit reclamation for when the project is complete.
- Realty people should review the status of the existing road easements through the private property before making improvements. The easement title needs transferring from the Wyoming Game & Fish to the BLM.

### *General Public Meeting*

- Check roads to ensure runoff doesn't go into river - effective BMPs
- Keep signs back off highway so you don't know about the place.
- Constrict certain roads so trailers can't access them.
- Don't build bridge at end of road.

### *Contiguous Property Owners*

- Blind curves (north of #2) - rollovers have been experienced and road should be improved, warning signs - what it takes to protect the unskilled drivers from themselves.
- Newer vehicles help create washboard effect due to the suspension making for a smoother ride over a rough road. They will go as fast as they wish causing the washboard effect to become worse.
- WYDOT should put up warning signs of dangerous entry / exit on highway.
- Nothing wrong with road.

### *Upper Green River Valley Coalition*

- Post and enforce speed limits to minimize wildlife and livestock conflict with motorized vehicles.
- Do not expand road.
- Do not over-improve road surface.
- Do better develop the road for drainage and prevent erosion and migration of sediment.

### *Livestock Operators*

- Road should be bladed and maintained more often.
- All the existing improvements are okay except for that one rock in the road.
- Don't build any bridges across the river.
- Keep road rough.
- Improvement of road will attract more people which will impact the quality of experience and fishing.

### *BLM Planners*

- Road needs upgrading - graded and graveled with turn-outs and crowned, but not expanding.
- Begin the road improvements after reaching the turn-off to Site #1, leaving the first stretch of roadway as a disincentive to people venturing into area.
- Don't locate the information kiosk too close to the Highway announcing the recreation

opportunities beyond. Set it back closer to the first access to the river as a means of not luring people not familiar with the area into the area.

- Provide a description at of each site and access road conditions to inform potential users of the access character in order for them to make an informed decision as to which access they wish to visit, if any at all, before making the commitment.
- Create a turn around at this location
- Relocate the access off of the highway north to the old gravel pit.

#### *Agency Biologists*

- Over the long term, as pressure on the riparian and river's edge increases, perhaps the road should be shifted away from the river and closer to the hillside.
- Road leading to the end is in rough shape and needs to be graded and graveled.
- Attempting to close any roads will be difficult and unpalatable to the public
- Reduce road gradient approach into sites 1,2 and 3.
- Erosion concerns with current state of the roads - whether main road or access spurs. The roads should be upgraded to have positive drainage and improvements to intercept sediment from reaching the river or impacting the upland.
- Need to design and upgrade road and access spurs to adapt to the site and the associated constraints.
- Make access easier to negotiate and rehabilitate abandoned alignments.

#### *Federal & State Agency Biologists*

- Concern over old outhouse waste potentially impacting the ground water.

#### ALTERATION OF ACCESS SPUR ROADS

##### *General Public Meeting*

- Constrict certain roads so trailers can't access them.

##### *Upper Green River Valley Coalition*

- Do not allow off-road pioneering of roads to create more camping spaces.

#### *Agency Biologists*

- Moving road at Site #5 away from river will impact sage grouse habitat by drawing campers and pets further up into the upland terraces.
- Over the long term, as pressure on the riparian and river's edge increases, perhaps the road should be shifted away from the river and closer to the hillside.

#### *Federal Recreation Planners*

- If you increase the number of facilities and make access easier, more users will come and more facilities will be needed.

#### INTERPRETATION/INFORMATION

##### *General Public Meeting*

- Warn at entry of no potable water available.
- Sign the area as a "primitive recreation area" - check on proper definition or term to be used.
- Informative short to the point information materials
- Brochures on private/public land pay fee for them or have them return or put information on

bulletin board.

- Different information needs for hunters.
- Information RE. Pet - wildlife conflicts.
- Educate people on how to properly handle fish - cleaning and disposing of entrails

#### *Elected Officials*

- Inform users of access difficulty
- "Look before you Leap" advise for a large vehicle RV before descending down one of the steep approaches to the river.

#### *Upper Green River Valley Coalition*

- Interpretation themes (should be located at the BLM office):
- wildlife
- historical
- livestock industry
- cultural - Native American
- Class I fishery and unrestrictive river.
- Don't like vertical information/interpretation sign boards visible from a distance - detracts from view. Make them more horizontal. Interpretive sign as a horizontal element that you come upon and discover as opposed to a monolithic vertical element seen from a distance.

#### *Sublette County Personnel*

- Develop many information kiosks.
- Develop low maintenance information kiosks that provide information on:
- Fire ecology
- Cultural & historic - tie hacking, tie-hacking impact on the river resource and the enhancements achieved through proper grazing management and habitat improvement projects.
- Fur trapping
- Grazing management program
- wildlife species - watchable program
- Aquatic habitat program.
- Wildflowers as well as noxious weed issues
- Simple signs to encourage multiple users to respect one another's ability to access the river.
- There are good signs for directing users to first nine spots, but not the last two. Be consistent and sign the last two.
- Winter use is a good idea, but wonder if the level of use will justify the effort required to provide it.

#### *Livestock Operators*

- Interpretation/Information Environmental, geological, historical and cultural education and interpretation would be a good program to develop. Don't do anything on agricultural livestock.
- Keep character the same through fees and restrictions.

#### *BLM Planners and Managers*

- Analysis of interpretive opportunities
- national park syndrom?
- Bird watching users? Other watchable wildlife.

- Education to deal with the impact of increased users.
- History and longevity of ranching families is a good topic of education/interpretation.
- Sign areas where RV access is discouraged due to access road gradient, but don't restrict or enforce non-compliance.
- Individual information signs at high use areas to help educate on potential impacts.
- How to direct people to use the site in a responsible manner in campsites without development.

#### *Federal Agency Recreation Planners*

- Provide an education/interpretation program to inform the users of the area multiple uses and how to respect others' presence.

#### *Commercial Outfitters outside Sublette County*

- Educate on proper use of ATV's.
- Educate on the fact that other uses need to access the river also - directed to the campers and other users that block the access points, which encourages over-the-bank launch instead of using the dedicated launch. This impacts the bank.

### **FENCING**

#### *Upper Green River Valley Coalition*

- Cattle need restricting from campground. Have experience cattle knocking over my tent while in it.

#### *Sublette County Personnel*

- Develop fencing to keep cattle away from the camp grounds that is wildlife friendly.
- Protect grazing rights.

#### *Livestock Operators*

- 1967 Pape Ranch easement agreement - never intended to have fences or reduction in the 14 AUMs presently allowed on the allotment as a result of increased recreation use.

#### *BLM Planners and Managers*

- Fences create visual intrusion and maintenance needs.

#### *Federal & State Agency Biologists*

- Continue with grazing management program which has resulted in the favorable enhancement of the riparian area. Continue to update grazing management plan toward this result.
- The Upper Green River area is a critical deer and antelope migration corridor. Fencing livestock out of recreation areas may potentially affect wildlife migration livestock out of recreation areas may potentially affect wildlife migration.
- Consider changing existing fences to be favorable for wildlife.

#### *Commercial Outfitters outside Sublette County*

- Use wildlife friendly fencing techniques to keep cattle out of riparian for two years and monitor the riparian response. At Henry's Fork this strategy worked wonders.

### **ENVIRONMENTAL VALUES, CONCERNS AND ECOLOGICAL ENHANCEMENTS**

#### *General Public Meeting*

- Control weeds (i.e.: musk thistle)
- Critical migration routes - any dams would impact these routes
- A concern for oil and gas development in this area causing major improvement of existing road which will invite greater visitation and area begin to lose character due to over-use.
- USFS & BLM river segments should be reviewed and planned together to substantiate the purpose.
- Education to overcome old and false perceptions of Wild & Scenic program.
- County revising comp plan - should take into consideration with this plan.
- Indian artifacts present near the river.
- Concerned over damming flooding of Green River above Warren Bridge.
- Campsites/road would be flooded
- Reservoir would cause lose of critical habitat
- shoreline of the lake would never establish any shoreline habitat due to level fluctuations.

#### *Contiguous Property Owners*

- Concerned about possible damming by the Bureau of Reclamation - reservation on a dam site.
- Mining development is a concern for the local residents and property owners.
- Motorized boat use should not be allowed.
- Limited ATV use okay but have designated trails for them to use.
- Limitations on target shooting. People are discharging fire arms irresponsibly. Past experience with people shooting toward the residents. Establish a buffer zone between the residents and the camp sites - especially for sites 1, 2 & 3.

#### *Upper Green River Valley Coalition*

- Plan for the increased use and new facilities in the most sensitive manner possible.
- Be sensitive to the water and soil resources of the river corridor & to the unsurpassed recreation experiences as un-obtrusive as possible.
- Do not rip rap the riverbank. Allow river to adjust and laterally migrate.
- Make this reach of river catch & release.
- Restrict oil and gas leasing through the river corridor from the river elevation to the visible horizon.
- Pinedale Anticline - sets the basis for the current no oil & gas restriction - should be maintained.

#### *Sublette County Personnel*

- Do more efforts to improve the fisheries
- more logjams
- create more shaded habitat

#### *Livestock Operators*

- Leave access areas primitive
- Keep appearance the way it is - people are trying to get away from the asphalt and concrete.

#### *BLM Planners and Managers*

- Create more private land habitat improvements. BLM work with the Wyoming Game & Fish to on suitable locations.

#### *Federal & State Agency Biologists*

- Maintain riparian and water quality.
- Interested in pursuing more innovative habitat improvement structures

#### *Commercial Outfitters outside Sublette County*

- River comes first, focus all improvements and priorities that benefit, protect and improve the water and habitat resources.
- Water quality protection and improvement should be of the highest priority.
- Focus on fishery protection which isn't accomplished by providing easier access.
- Fishery comes first. Do what is necessary to protect it.

#### *Federal Recreation Planners*

- If you increase the number of facilities and make access easier, more users will come and more facilities will be needed.

### **BOAT LAUNCH IMPROVEMENTS**

#### *General Public Meeting*

- Outfitter permits should be capped for total numbers of trips. Emphasis on trip numbers not number of permits.
- Assess river capacity and adhere to it through the permit program.

#### *Contiguous Property Owners*

- River should be more for local private use, commercial guides are taking over the facilities and blocking private users from access.

#### *Upper Green River Valley Coalition*

- Consider reducing number of sites from 12 to 7. Sites to consider removing are 2, 4, 11, 9.
- Do not rip rap the riverbank. Allow river to adjust and laterally migrate.

#### *Sublette County Personnel*

- Un-restricted access is important to maintain.
- Maintain fishing accesses
- *Livestock Operators*
- Put Warren Bridge fishing access in the campground.

#### *BLM Planners*

- Sites 5 and 6 are key locations for making handicap accessible campgrounds and boating access facilities.
- Sites 1, 2 and 3 are good for staggering boat outfitters so that the boats are not congested at a given reach of stream.
- Day use located at the creek's confluence with the Green River between sites 5 and 6. Preserve camping experience at other sites.
- More accesses above site 12 and on the private land would reduce #'s of people using motorized means of fishing above site 12.
- Improve site 12 into a more significant put-in/take-out site.
- People launching at headgate causes conflict. Create a disincentive for users to use this area.
- State Launch site at bridge is too steep and should be relocated to the Warren Bridge

- Campground.
- People launching to float to Daniel need a good launch site. - Improve the Campground launch site.
- Make ramps efficient with circulation that allows transitions to be quick, reducing the need for large ramps.
- Day use needs to be better accommodated.

#### *Federal & State Agency Biologists*

- Develop a better boat ramp at the highway.
- Erosion concerns over the “scraped earth” access ramps. Reinforce the access points with riprap, gravels, hardened surface.
- River access at Site 4 is left over from river habitat improvements made in years past. This access should be further improved.

#### *Federal Agency Recreation Planners*

- Develop a decent take-out ramp at site 12 on public land or on private land with an agreement.
- Already have many paved RV places in the area, keep this place more of a primitive experience.
- Harden the surface of the boat ramps with rip rap or by other means - but not concrete - to reduce erosion potential and sediment transport
- Does every site need to have boat access to the river?
- Need to better define the actual access ramp at Site #12, which should be further developed as a primary launch, take-out facility with parking capacity for day use and overnight camping for multi-day floaters.
- Improve the river access ramp and parking capacity at site #12 for users floating from the launch site at Green River Lakes area to pull-off as soon as they re-enter the public administered lands. Provide the opportunity for multiple day floaters to camp over night at site #12 - float/camp activity.

#### *Commercial Outfitters within Sublette County*

- Upgrade boat ramps at site #12, 6 and at the Warren Bridge Campground below the rock dodge.
- Don't design a day use parking to restrictive - If a day use area is developed, then make it large enough to be functional.
- Sites 5, 6, 7 and 12 are good for day uses and vehicle trailer parking. Areas should be improved to allow for this type of use.

#### *Commercial Outfitters outside Sublette County*

- Improve boat ramps at all facilities to help disperse float boats and avoid over-impacting an area by selective enhancements in limited areas.

### **RECREATION MANAGEMENT & POLICY RECOMMENDATIONS**

#### *General Public Meeting*

- Outfitter permits should be capped for total numbers of trips. Emphasis on trip numbers not number of permits.
- Assess river capacity and adhere to it through the permit program.

- Take care of the area or face fines.
- Fees lead to disrespect of facilities.

#### *Elected Officials*

- Local input is important.

#### *Contiguous Property Owners*

- Promote the Warren Bridge Campground and de-emphasize the upstream facilities and providing for more capacity.
- Have person on site to monitor the activities.
- Defer improvement costs to maintenance program.
- Motorized boat use should not be allowed.
- Limited ATV use okay but have designated trails for them to use.
- Limitations on target shooting. People are discharging fire arms irresponsibly. Past experience with people shooting toward the residents. Establish a buffer zone between the residents and the camp sites - especially for sites 1, 2 & 3.
- Control over-use by eventually establishing a reservation policy to protect the overall experience and protect the resource.
- Hire maintenance people to pick up trash as opposed to containers - create job opportunity.
- Limit commercial use of the river.

#### *Upper Green River Valley Coalition*

- Review the Desolation Canyon Management Plan - good results from plan - perhaps a consideration from a twenty year perspective.
- Consider the limiting numbers of people in a given user group.
- Work with the cultural use habits, but move it away from the river.
- Do not make a fee site.
- Assure that the cattle are managed with “cowboys-on-the-drift” method.
- Recreation management oversight of ATV activity to on-road use only.
- Review the Desolation Canyon Management Plan - good results from plan - perhaps a consideration from a twenty year perspective.
- Cattle need restricting from campground. Have experience cattle knocking over my tent while in it.

#### *Sublette County Personnel*

- This area should be preserved as a local use area - do not advertise it’s presence
- The Green River in Sweetwater County and Utah is extremely over-used, avoid this happening on the Upper Green.
- This area should not be a fee area.
- Collect fees from “for-profit” enterprises, but a minimal fee.

#### *Livestock Operators*

- Limit commercial use
- Allow commercial over-use work itself out.

#### *Federal Agency Recreation Planners*

- Need more campground hosts to oversee activities at the twelve sites

- River ranger type of monitoring
- BLM needs to manage the illegal commercial use.
- Users are crossing the river at low flows at sites 11 and 12 impacting water quality. This activity should be curtailed.

#### *Commercial Outfitters within Sublette County*

- Don't develop a restriction policy.
- BLM Recreation Planner needs an assistant to manage and enforce the outfitting permit regulations. The assistant should issue permits, assure proper documentation and payment is made by permittee, permitted outfitters abide by regulations, which includes no overnight camping in the special use area, and enforcement on illegal outfitter activities.
- Many of the out-of-town outfitters are not abiding by the permit regulations and need to be brought into compliance, which will help maintain the existing character. The character and quality of experience is changing.
- When launching at Site 2, there will be 30 boats floating by. The permitted outfitters need to be restricted to 2 boats per day during the peak season from June 15 to August 15. This was a verbal agreement made among the permitted outfitters, but many do not abide by this unwritten understanding. The experience is being compromised. Limiting the use on the Upper Green to 2 boats per day, along with the other floating opportunities is enough to make a reasonable profit in this industry.
- There is only one BLM enforcement office for the 16 million acre area out of Rock Springs. Require permitted outfitters to place a BLM permit sticker on each boat allowing the outfitting industry to police itself and help the BLM with enforcement.
- Can the County Sheriff's Department partner with the BLM in enforcement of permit users?

#### *Commercial Outfitters outside Sublette County*

- Enhance the area's maintenance program.
- Have managers that understand and have experienced river recreation activities who know how to manage the site through understanding the function NAD operating of recreation rather than people who manage people.
- Organize a management advisory council to make recommendations to the BLM. Council should be made up of diverse interests with a stake in the recreation area.
- Seasonal closures during wet season to protect integrity of road.
- Increased enforcement of permit holder use during season.
- Develop a water quality monitoring program to help with understanding when improvements or level of management needs adjusting.

### **OBSERVATIONS**

#### *Federal & State Biologists*

- Continue with grazing management program which has resulted in the favorable enhancement of the riparian area. Continue to update grazing management plan toward this result.

#### *Livestock Operators*

- Improvements seem to attract cattle. If lots of obvious improvements are made near the river, then more cattle will be attracted to the river, which conflicts with the grazing management strategy.
- Cattle are in this allotment from May 27 to July 10; June 1 to July 4<sup>th</sup>.

- Forage utilization down by the river is low due to available water on the upper benches and due to the forage increase from the control burning.
- Cattle use roads to access water.
- Elk hunters are biggest conflict wandering into places they shouldn't be.

#### *BLM Planners*

- Sites 1 & 2 are experiencing higher use due to the over-capacity at the access at the old bridge by the highway.
- Increase in uses is the perception, but BLM has no hard data supporting the perception.
- Bank fishing is a popular activity in this area.
- Many locals are sending people up to this area as people stop and inquire into where they can go and camp and fish. - USFS, Local shops
- Day use volume is equal to over-night use volume. Again, a perception.
- Many of day-users are not necessarily locals, but are visitors staying in local hotels/motels, with friends that are venturing up on own or with a guide.

#### *Federal Agency Recreation Planners*

- High-use in June until after the high country snow melts off, then more dispersion of recreationists.
- This area is highly valued by locals.
- Many out-of-town users not necessarily avid fisher-persons, but looking to have a one-time western fishing experience.

#### *Commercial Outfitters within Sublette County*

- Number of boat floaters are on the increase during the window of good fishing (June), but not seeing a lot of environmental impact.
- Launching from site 6 to Warren Bridge Campground can be stretched out to a six to eight hour float.

#### **ADDITIONAL RECREATION FACILITIES**

##### *General Public Meeting*

- Develop a corral area for equestrian purposes. Specify Weed Free hay only.
- ATVs ignore signs & are not enforced (U.S.F.S. land).

##### *Contiguous Property Owners*

- Winter activities: Cross country skiing, set tracks with machine, snow machine use, dog sled activities, - good staging and parking for winter activities would be at the cattle guard by the gravel pit.

##### *Upper Green River Valley Coalition*

- Recreation management oversight of ATV activity to on-road use only.

##### *Livestock Operators*

- Recreational 4-wheelers (ATVs) are becoming an issue.

##### *Federal Agency Recreation Planners*

- ATV use is on the rise and appears to be random use impacting the off road terrain. Designated

areas with trails should be established for this use.

#### *Commercial Outfitters within Sublette County*

- Provide dip tanks at the entrance to protect the river from whirling disease and other potential infections. Also require that those leaving dip their boots to keep viruses and bacteria or other infections from leaving area.

#### **CAMPSITE IMPROVEMENTS**

##### *General Public Meeting*

- Encourage 200 feet setback from the river for camping, toilets and parking.
- Try to keep campers back from river with log curb stops etc.
- No potable water facilities to be developed.
- Keep heavy use to certain areas - preserve floating experience by encouraging/requiring people to use certain sites away from river.

##### *Elected Officials*

- The bathrooms are important to improve.
- Locate camp opportunities at primitive sites away from the stream.

##### *Contiguous Property Owners*

- Move campsites away from the river.
- Promote the Warren Bridge Campground and de-emphasize the upstream facilities and providing for more capacity.
- Restrooms need replacing and relocating. Too close to river and need to be ADA accessible.
- Family reunion use is a good activity for the area.
- Do not develop potable water facilities.

##### *Upper Green River Valley Coalition*

- Use already established camping areas and not expand any further, with the exception of when relocating river bank camping to the requested setback.
- Large group use and large vehicle assembling should be segregated from primitive camping areas and be reservation based.
- 200 foot camping setback from river.
- Reduces impact on stream bank and riparian
- allows bank fishermen to negotiate along bank without entering
- Use already established camping areas and not expand any further, with the exception of when relocating river bank camping to the requested setback.
- Consider the limiting numbers of people in a given user group.
- Work with the cultural use habits, but move it away from the river.
- Allow opportunities for people to seek a camping place for themselves away from other groups.
- Adequate number and quality restroom facilities - solar heated - example - South **Pass** restrooms.
- Do not develop potable water facility.
- Consider reducing number of sites from 12 to 7. Sites to consider removing are 2, 4, 11, 9.
- Replace restrooms and make ADA accessible.
- *Livestock Operators*
- All camp sites should have improved toilets - More and better.

- Improve the sanitary conditions of the toilets.
- Don't have a lot of concentrated areas, allow people to spread out.
- See 50-75 boats at the same time floating down the river. Many of the parked vehicles have Jackson license plates.

#### *BLM Planners and Managers*

- Create more primitive camping sites on the upper end.
- Upgrade restroom facilities.
- Move camping pods slightly back from river to provide access to river for other uses by other users.
- Possibly remove some sites and due to poor locations and resource protection.

#### *Federal Agency Recreation Planners*

- Many of the sites become blocked by multiple day users causing the accesses to be unaccessible. Designate day use only sites for launch, equipment (vehicle & trailer) staging - parking, and take-out activities.

#### *Commercial Outfitters within Sublette County*

- Encourage camping back away from the riverbank and riparian area.

#### *Commercial Outfitters outside Sublette County*

- Prefer to encourage RVs to stay at the Warren Bridge campground and out of the other twelve sites.

#### *BLM Support Services*

- Toilet replacements used in past are CTX toilets - approximately \$30,000 installed.

### **PARTNERSHIPS**

#### *Agency Biologists*

- Coordinate the integration of improvement expenditures between the BLM and the Wyoming Game and Fish through Tom Collins at the State Office in Cheyenne.

#### *Commercial Outfitters outside Sublette County*

- Private non-profit dollars available to help foster partnerships - private/public - public/public

# APPENDIX B

Upper Green River Access Site Improvement Matrix

River Access Site	Boat Ramp/Dayuse Area Improvements	Group Camping	Individual/Tent Camping	Vault Toilet	Road Improvements	Signing
<b>1</b>	Two Re-entireced boat ramp and dayuse parking where the current informal boat launching area is located.	One area designated near the boat ramp/ dayuse area for RV/ large group camping.	Three areas with multiple opportunities for individual/ tent camping.	One, centrally located near the dayuse area, outside the 200' setback.	Access spur drainage improvements. Relocation of the secondary road alignment to outside the 200' setback, reclamation of the old secondary road alignment.	One sign at the intersection of the spur and main access roads warning of steep grades not suitable for large vehicles. One sign directing traffic to the boat launch/dayuse or camping areas.
<b>2</b>	One small reinforced boatramp and dayuse parking where the current informal boat launching area is located.	None provided.	Three areas with multiple opportunities for individual/ tent camping.	One, centrally located between the camping area and dayuse area, outside the 200' setback.	Access spur drainage improvements. Re-alignment of spur road to upper terrace behind campsites.	One sign at the intersection of the spur and main access roads warning of steep grades not suitable for large vehicles. One sign directing day users to the boat ramp/parking area and extended-stay users to the campsites.
<b>3</b>	No boat ramp improvements. No dayuse area or parking (see signing)	One existing area designated for group and/or individual tent camping.	See group camping.	One, located near the group camping area.	Access spur drainage improvements.	One sign needed at the intersection of the spur and main access roads informing people that Site 3 is a walk-in/floot-in site only, with the exception of permitted commercial users.
<b>New Dayuse Area</b>	A new, reinforced boatramp and dayuse parking area at the lagoon near the junction of the spur road that connects to sites 4 and 5.	None provided.	None provided.	One, centrally located near the dayuse area.	Access spur needs to be improved and possibly re-routed in order to accommodate traffic heading to the new dayuse site.	One at the intersection of the spur and main access roads informing travelers of the dayuse area, and facilities at sites 4 and 5.

Appendix B: Site Improvement Matix

**Upper Green River Access Site Improvement Matrix**

River Access Site	Boat Launch/ Dayuse Area Improvements	Group Camping	Individual/ Tent Camping	Vault Toilet	Road Improvements	Signing
4	No improvements; reinforced boat ramp exists at this site. New designated day use parking area.	Two areas designated near the boat ramp/ dayuse area for RV/ large group camping.	None provided.	One, centrally located near the day use area, outside the 200' setback.	Relocation of the spur road alignment to outside the 200' setback, reclamation of the old spur road alignment.	Signs detailing the facilities at Site 4 are to be located at the intersection of the spur and main access roads, near the new day use area. One sign directing extended-stay users to the campsite area and day users to the boat ramp/parking area.
5	None provided.	One area designated for RV/large group camping.	Two areas with multiple opportunities for individual/ tent camping.	One, located between the two individual/tent camping areas on the access spur road.	Relocation of the spur road alignment to outside the 200' setback (where possible), reclamation of the old spur road alignment.	Signs are to be located at the intersection of the spur and main access roads, near the new day use area.
6	Day use parking area where the current informal boat launching area is located. No reinforced boat ramp.	Three areas designated for RV/large group camping.	Two areas with multiple opportunities for individual/ tent camping, located away from the RV campsites.	One, centrally located near the day use area, outside the 200' setback.	Spur road drainage improvements.	One sign placed at the intersection of the spur and main access roads stating that Site 6 is suitable for large vehicles. One sign directing day users to the parking area, and extended users to the campsites. One sign indicating there are two individual/tent campsites further up spur road from the day use parking area.
7	Day use parking area where the current informal boat launching area is located. No reinforced boat ramp.	Two areas designated for RV/large group camping.	Three areas with multiple opportunities for individual/ tent camping, located away from the RV campsites.	One, centrally located near the day use area.	Relocation of the secondary road alignment to outside the 200' setback, reclamation of the old secondary road alignment.	One sign placed at the intersection of the spur and main access roads stating that Site 7 is suitable for large vehicles.

Appendix B: Site Improvement Matix

**Upper Green River Access Site Improvement Matrix**

River Access Site	Boat Launch/Dayuse Area Improvements	Group Camping	Individual/Tent Camping	Vault Toilet	Road Improvements	Signing
<b>8</b>	No improvements recommended.	None provided.	The addition of one individual/tent campsite.	A vault toilet already exists at this site - no improvements recommended.	No improvements recommended.	No improvements recommended.
<b>9</b>	No improvements recommended. River bank stabilization improvements where needed.	None provided.	No improvements recommended.	Replace existing toilet with a vault toilet, and relocate at least 200' from river.	No improvements recommended.	No improvements recommended.
<b>10</b>	No improvements recommended.	None provided.	No improvements recommended.	Replace existing toilet with a vault toilet, and relocate at least 200' from river.	No improvements recommended.	No improvements recommended.
<b>11</b>	No existing boat launch. No improvements recommended.	None provided.	No improvements recommended.	No improvements recommended.	No improvements recommended.	No improvements recommended.
<b>12</b>	Two re-enforced boat ramps and dayuse parking areas: one downstream of the in-stream diversion where the current informal boat launching area is located, one upstream of the diversion in a new location. Reclamation of the current upstream boat launch.	None provided	One new individual/tent campsite to supplement the existing informal campsite.	One vault toilet for each boat launch site, located outside the 200' setback.	Reclamation of the road segment that leads to the existing upstream boat launch, re-alignment of the existing road to the new upstream boat launch.	Signs informing users of the boat ramp/day use parking area upstream of the Canyon Dutch diversion and the boat ramp/day use area downstream of the diversion. One large sign centrally located to disseminate education/interpretive information, similar to the kiosk area found near the entrance to the Upper Green River SRMA.

# APPENDIX C

**Upper Green River Access Site Physical Assessment**

River Access Site	Spur Road Length <sup>1</sup>	Spur Road Average Grade <sup>2</sup>	Spur Road Maximum Grade <sup>2</sup>	Site Total Usable Area <sup>3</sup>	Site Usable Area Outside 200' River Setback Zone	Site Usable Area Outside 500' River Setback Zone
<b>1</b>	1800'	7%	600' @ 13%	19.82 acres	2.4 acres (12%)	0
<b>2</b>	1950'	8.7%	125' @ 13%	3.79 acres	1.12 acres (29%)	0
<b>3</b>	2700'	4.8%	1200' @ 6.6%	16.74 acres	9.95 acres (59%)	2.13 acres (12%)
<b>4</b>	1300'	7%	500' @ 10%	6.5 acres	2.2 acres (34%)	0
<b>5</b>	1200'	5%	5%	13.0 acres	5.9 acres (45%)	.4 acres (3%)
<b>6</b>	3155'	5%	100' @ 13%	48.2 acres	37.3 acres (77%)	9.6 acres (20%)
<b>7</b>	1700'	3.8%	900' @ 7%	28.4 acres	13.7 acres (48%)	0.1 acres (0.3%)
<b>8</b>	464'	5%	20' @ 10%	1.8 acres	0	0
<b>9</b>	300'	10%	100' @ 13%	1.7 acres	.27 acres (15%)	0
<b>10</b>	1701'	1.5%	5%	1.5 acres	.27 acres (17%)	0
<b>11</b>	1002'	6.1%	6.1%	23.9 acres	17 acres (71%)	9 acres (37%)
<b>12</b>	5100'	4.5%	400' @ 5%	16.0 acres	7.6 acres (47%)	0.65 acres (4%)

<sup>1</sup> Spur road lengths were approximated from scaled aerial photographs.

<sup>2</sup> Spur road grades were calculated using GIS slope analysis data and USGS 20' contour maps.

<sup>3</sup> Site total usable area was calculated using aerial and ground level photographs and slope data. The usable area generally represents the land that lies between the toe of the upland bluff and the river bank. Within this bottomland area, land reaching a slope of 15% or greater was excluded.

# APPENDIX D

## Appendix D: BLM Road 5201 Observations

The existing access road to sites in the Upper Green River SMRA is graded dirt. The BLM is seeking to improve the campsites and desires an all-weather access road with drainage improvements. Existing dirt spur roads connect the access road to the campsite areas. The desired spur road improvements may include realignment, grading and drainage improvements. The existing road network was driven at a slow speed by BLM and Otak staff. The existing roadway width was measured at approximate half-mile increments. Possible geometric issues including blind crests, sharp curves and steep grades were observed and discussed. The desired current scope of the project does not include significant earthwork to correct these issues. The primary purpose of this observation was to determine the practicality of roadway widening to 18', potential locations for new culverts, necessary cattle guard upgrades; and to identify existing drainage issues such as muddy areas and rutting.

The following log describes the conditions found during the observation. Mileage is measured from the first cattle guard at the existing recreation area entrance.

### Observations:

Mileage	Feature Description
0.0	Start – Existing cattle guard
0.5	Existing 18" culvert
0.7	Roadway width = 18'
0.8	Need new culvert
1.0	Roadway width = 16'
1.4	Need new culvert
1.5	Roadway width = 17'
1.8	Need new culvert
2.0	Roadway width = 18'
2.1	Need new culvert
2.3	Need new culvert
2.4	Need new culvert
2.5	Ex. 12' cattle guard, widen to 18', add'l width on north side
2.7	Existing 24" culvert, L=35'
3.0	Roadway width = 18'
3.2	Existing 18" culvert
3.2+	Existing 30" culvert, L=32'
3.3	Existing 16' cattle guard
3.5	Roadway width = 18'
4.0	Roadway width = 17'
4.1	Existing 24" culvert
4.2	Existing 24" culvert
4.5	Roadway width = 18'
4.8	Existing double 30" culverts, seasonal stream
5.0	Roadway width = 18'
5.5	Existing 12' cattle guard
5.6	Existing 12" culvert
5.8	Existing 24" culvert
5.9	Existing 24" culvert

- 6.1 Roadway width = 14'
- 6.5 Roadway width = 13'
- 7.0 Need new culvert, plus raise grade of road
- 7.1 Existing 12' cattle guard
- 7.3 Need new culvert
- 7.6 Roadway width = 12'
- 8.0 Low point, muddy area, need overexcavation, fabric or pit run stabilization
- 8.3 End, Site 12

All measurements to nearest foot as measured with Rola-Tape measuring wheel.

# APPENDIX E

## Appendix E: List of Preparers

### **Contractor Prepared - Otak, Inc.**

Tom Hamann	Principal-in-Charge
John McCarty	Project Manager
Jon Fredericks	Landscape Architect/Recreation Planner
Louis Wilsher	Landscape Architect/Recreation Planner

### **BLM Project Manager**

Martin Hudson	Pinedale Field Office Recreation Planner
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### **Participating BLM Staff**

Prill Mecham	Pinedale Field Office Manager
Martin Hudson	Pinedale Field Office Recreation Planner
Doug Powell	Pinedale Field Office Range Conservationist
Kellie Roadifer	Pinedale Field Office Land Use Planner
Bill Lanning	Pinedale Field Office Real Estate Specialist
John Henderson	Pinedale Field Office Wildlife Biologist
Vickie Roseberry	Wyoming State Office Engineer
Tom Lahti	Wyoming State Office Landscape Architect
Joe Cantrell	Civil Engineer Support Services, Rock Springs, Wyoming
Larry Lebar	Civil Engineering Tech, Support Services, Rock Springs, Wyoming