

### **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:

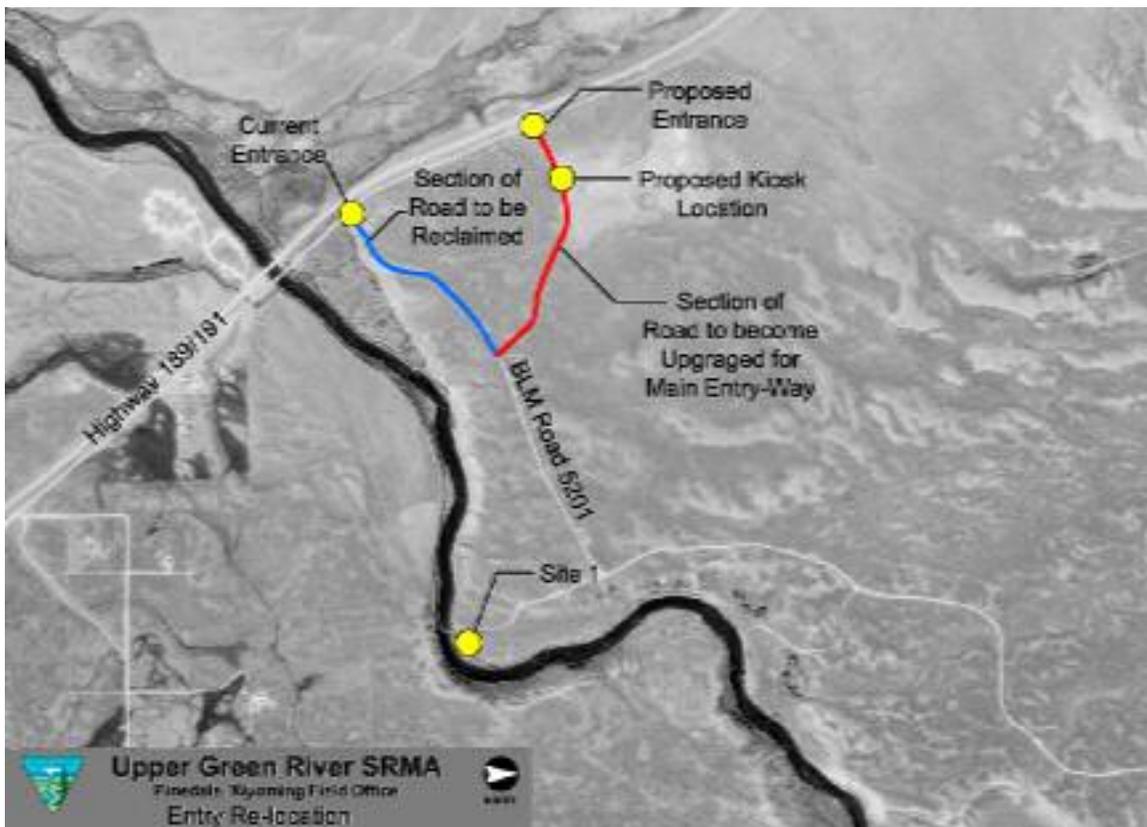


Figure 22.

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

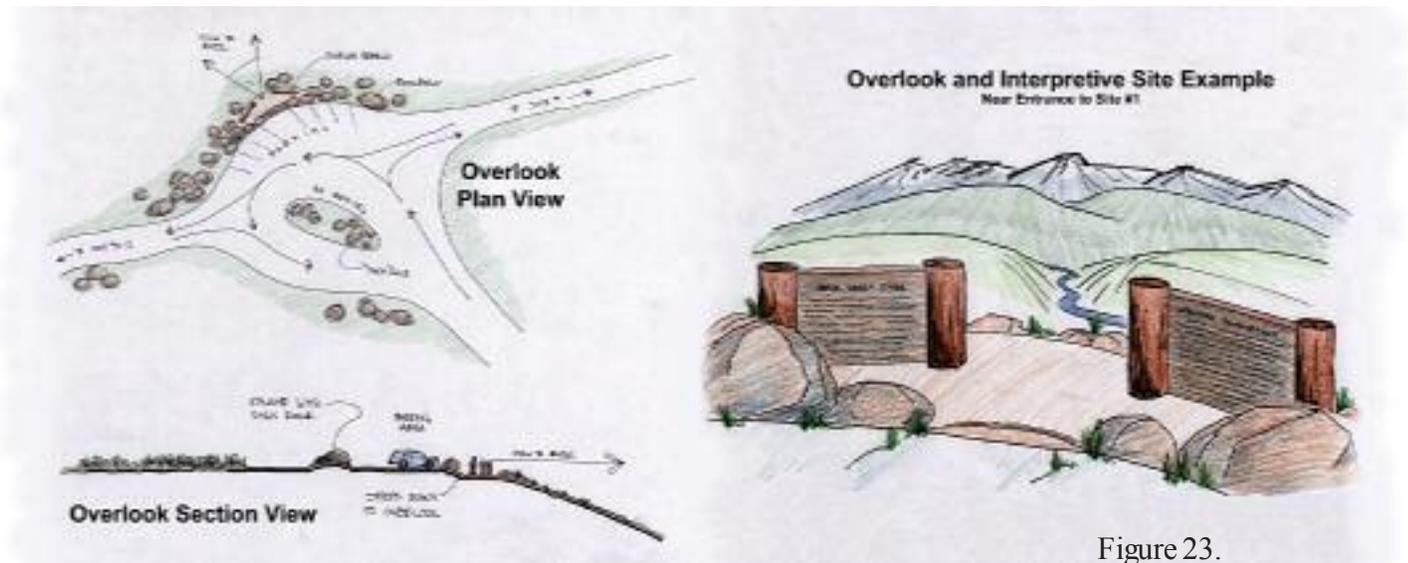


Figure 23.

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

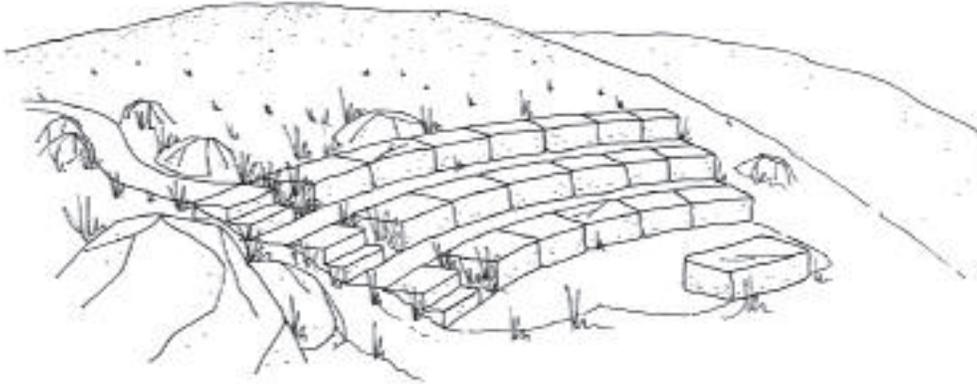


Figure 24: Amphitheater Concept Sketch

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, tum-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.

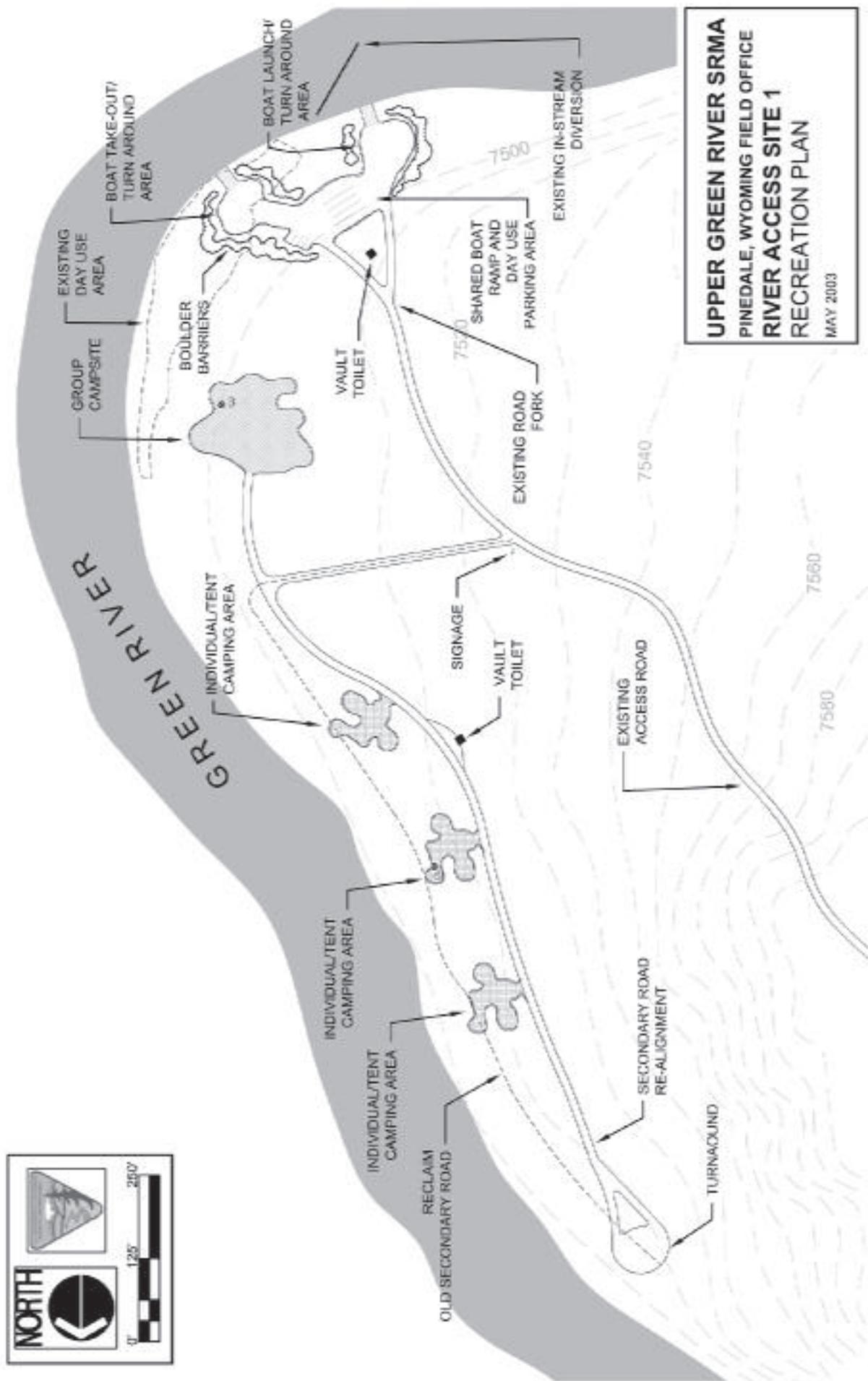


Figure 25

### 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**

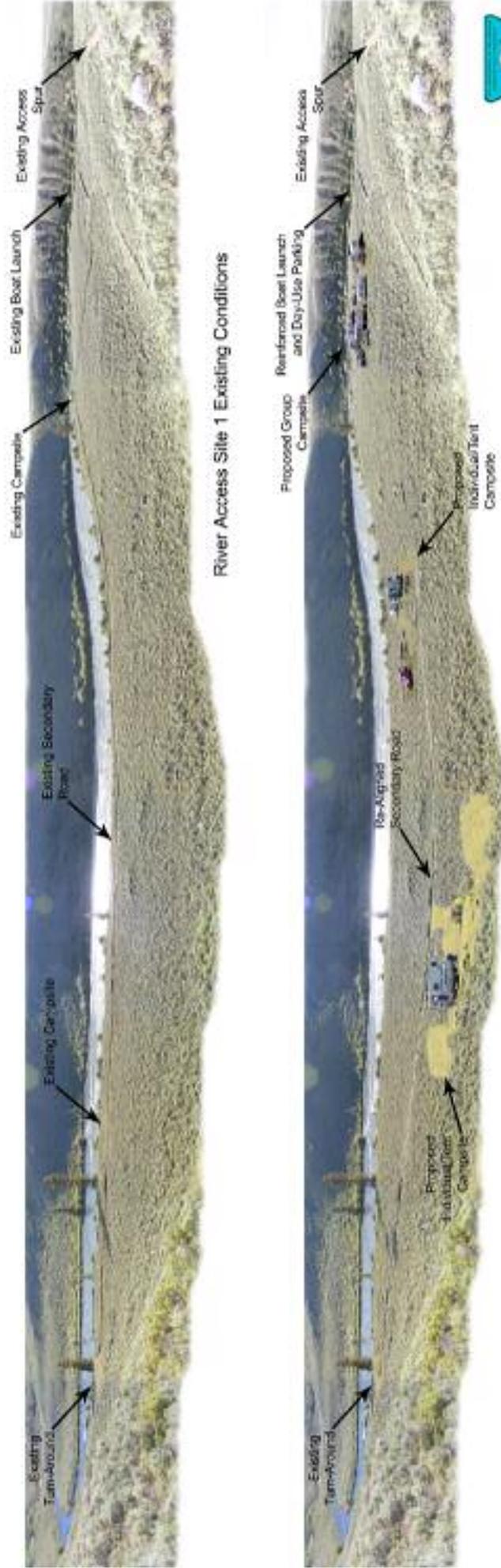


Figure 26

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)

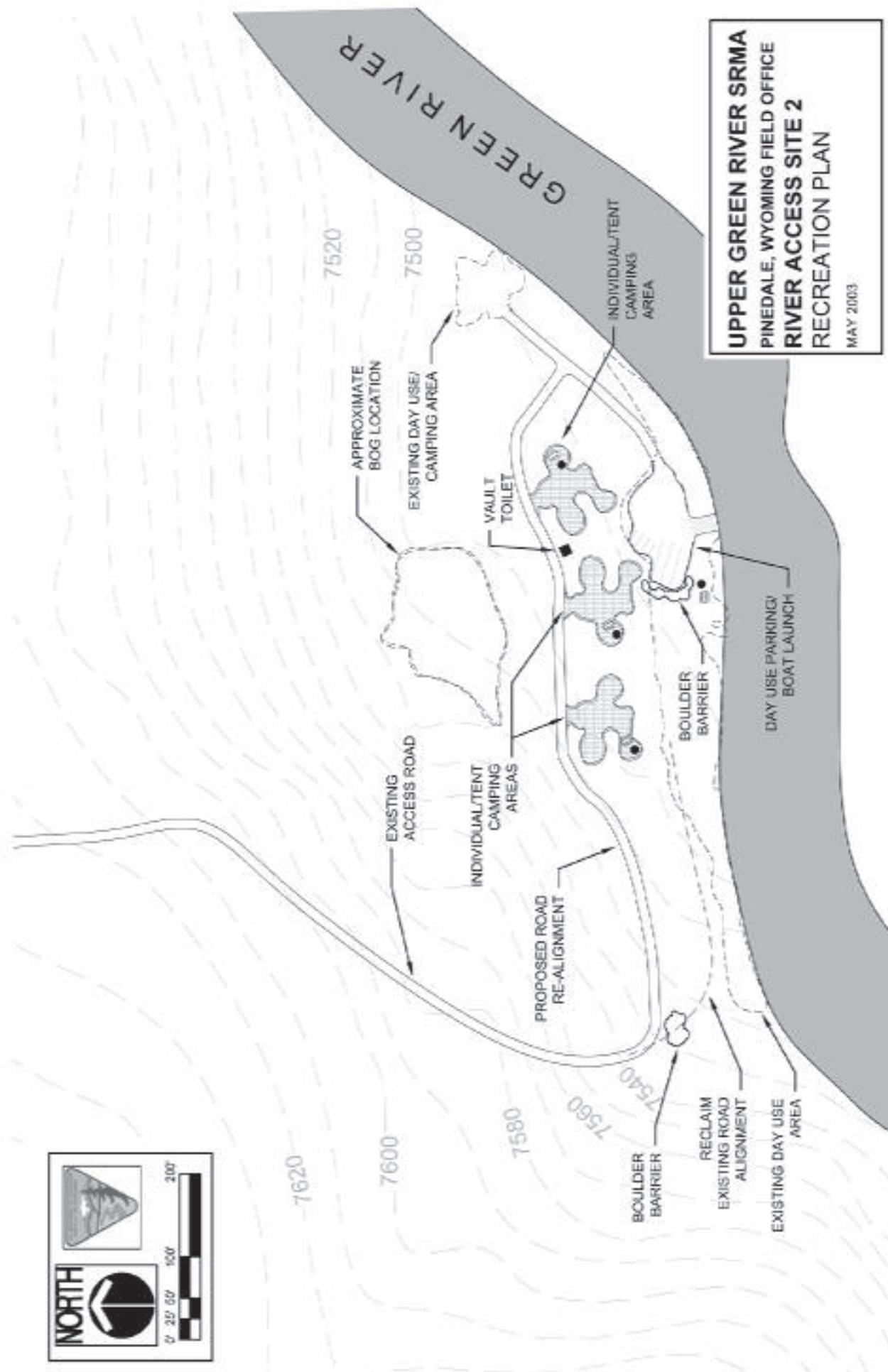
**(b). Access Road Drainage.** The access road drainage needs improving. Refer to section [3.b.1.b](#) for additional details.

**(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

## SITE 2 PHOTO SIMULATION

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

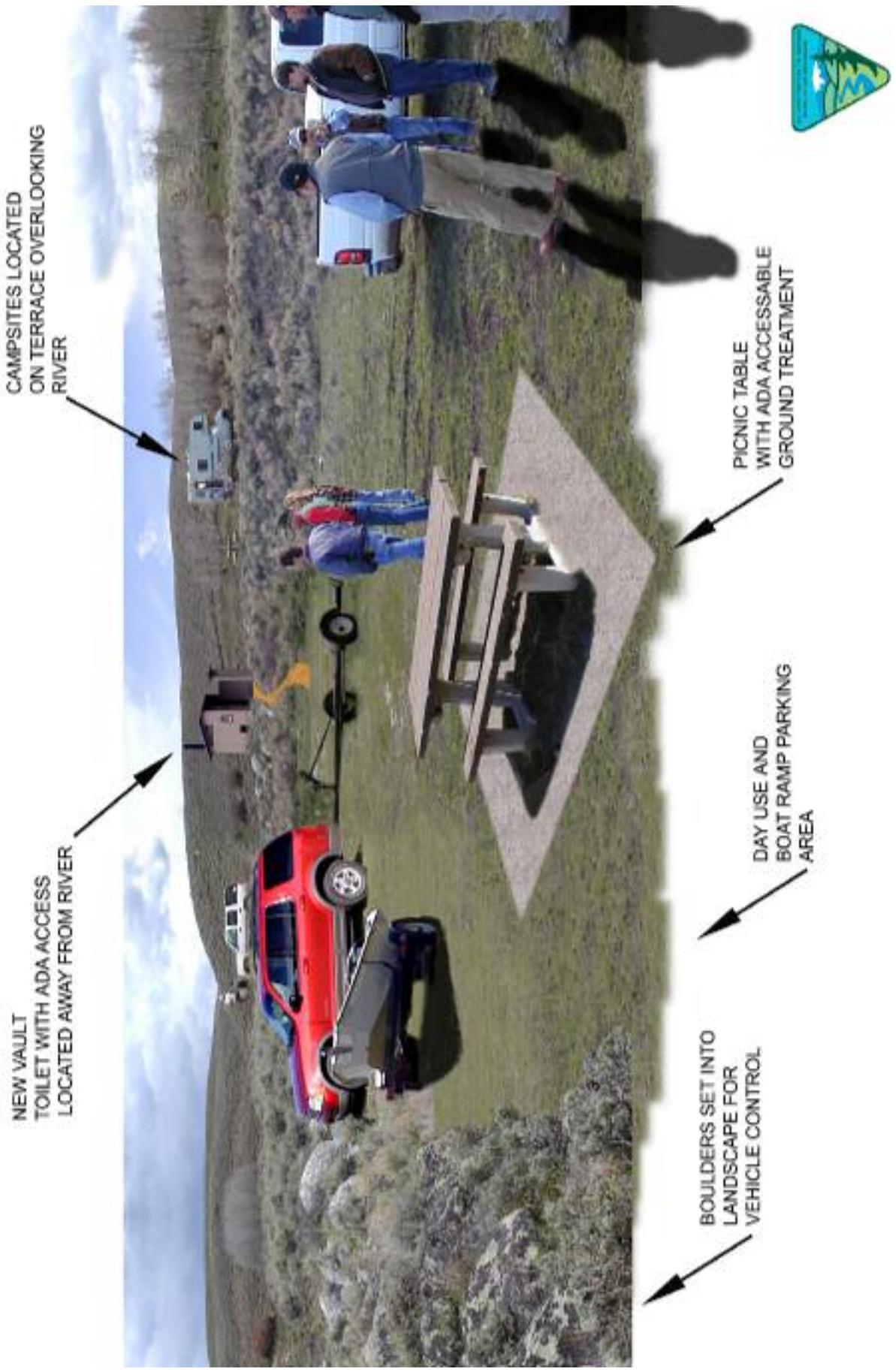


Figure 28

**(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

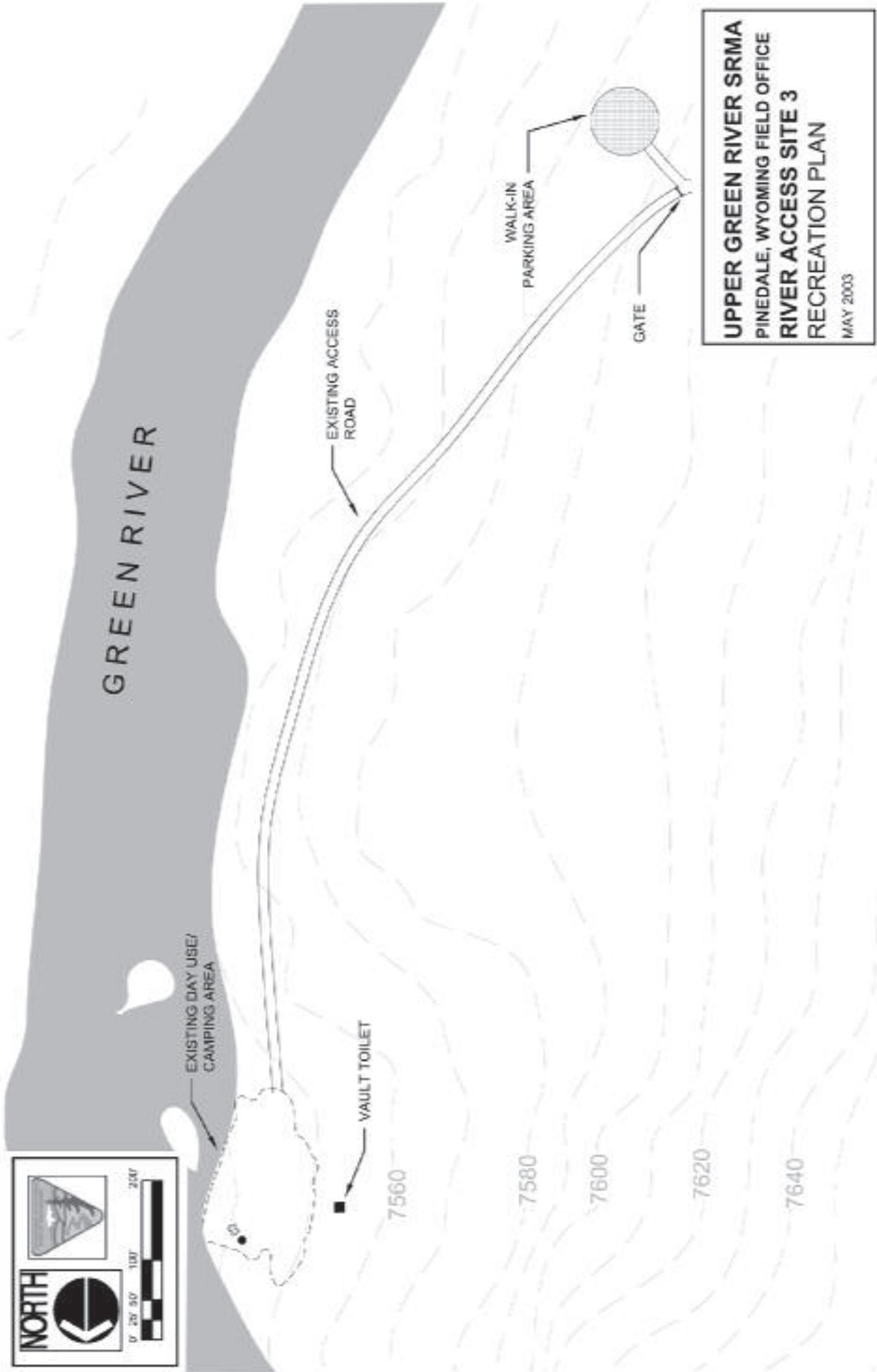


Figure 29

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.

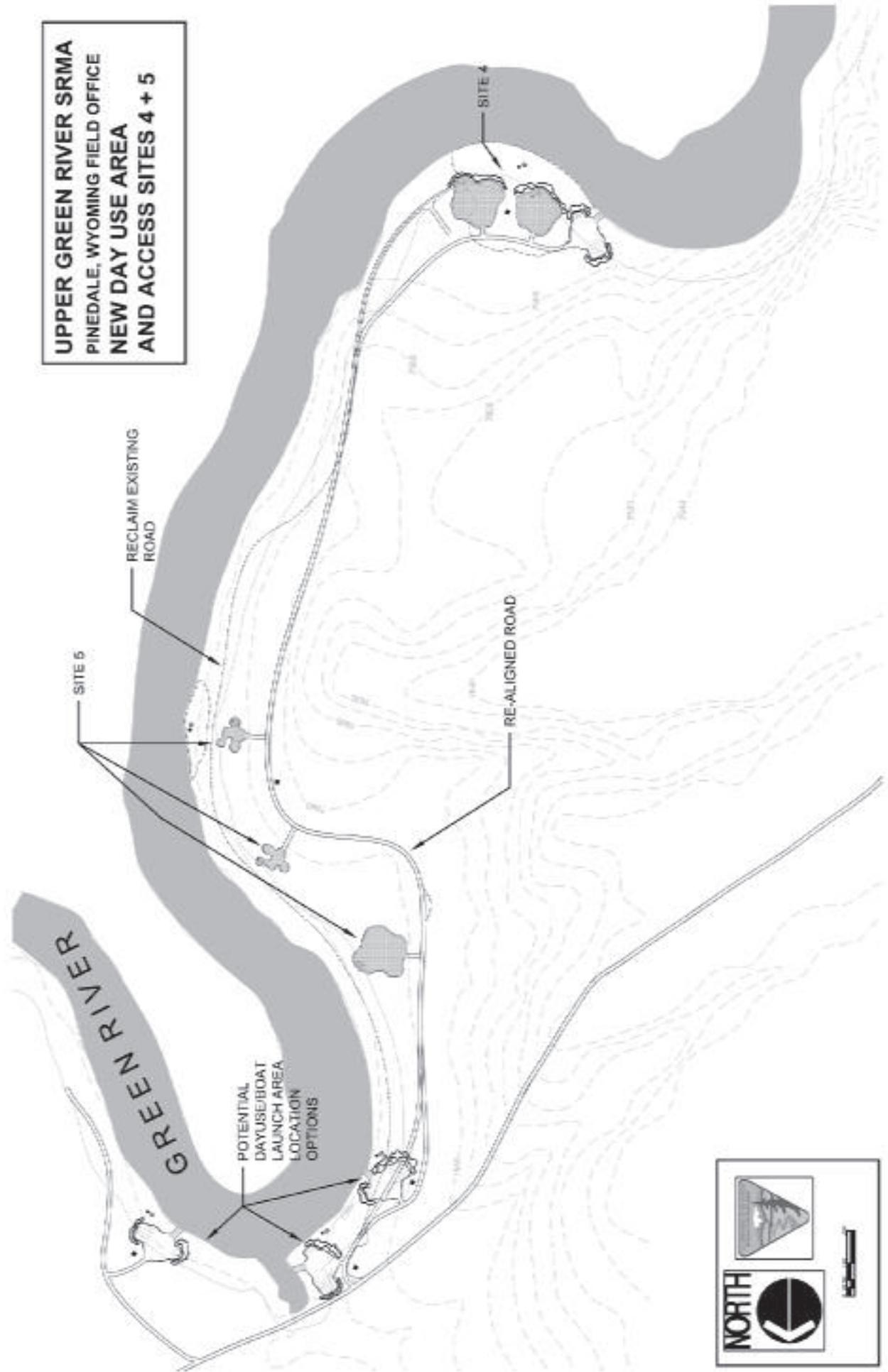


Figure 30

### 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.

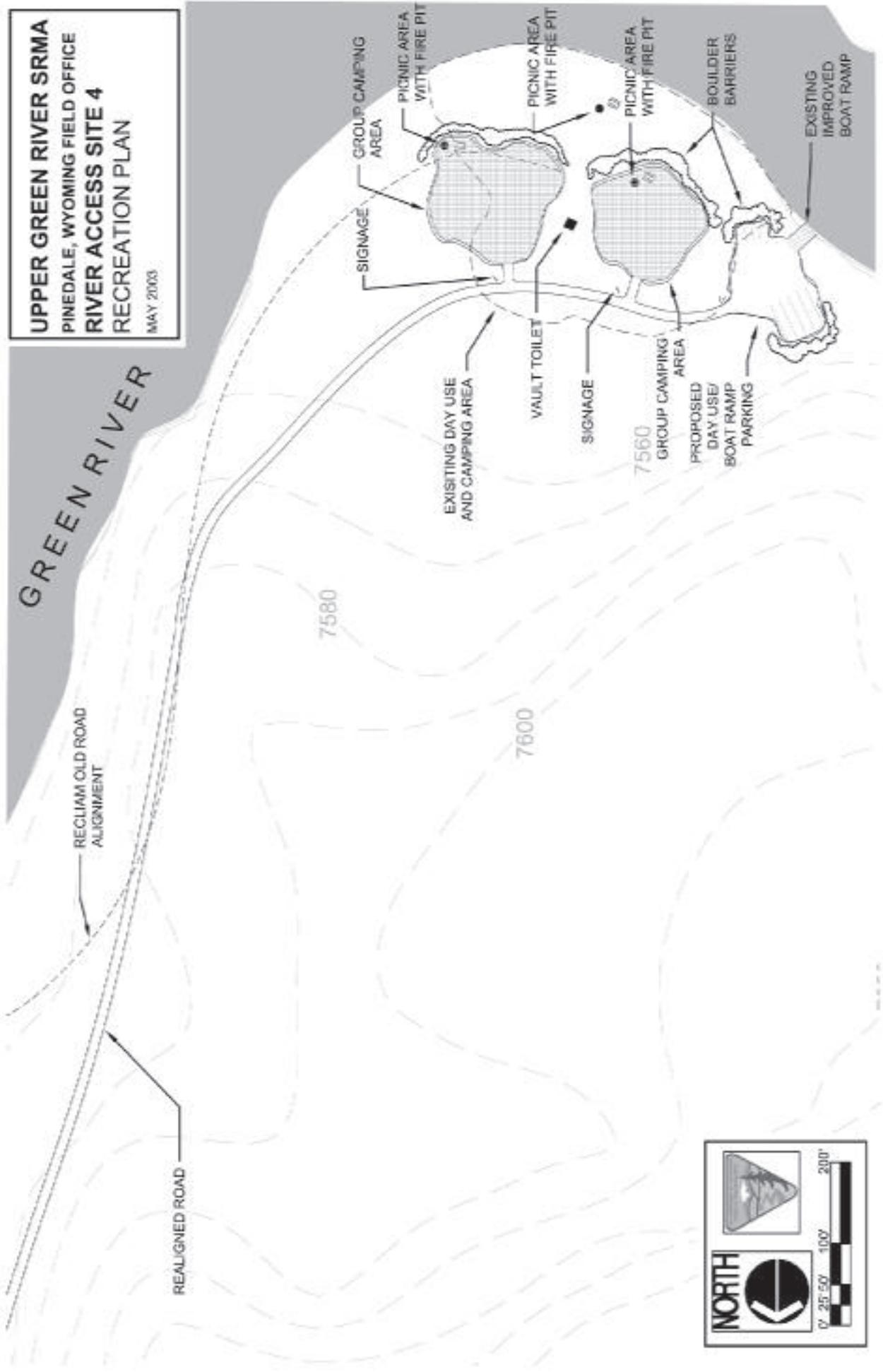
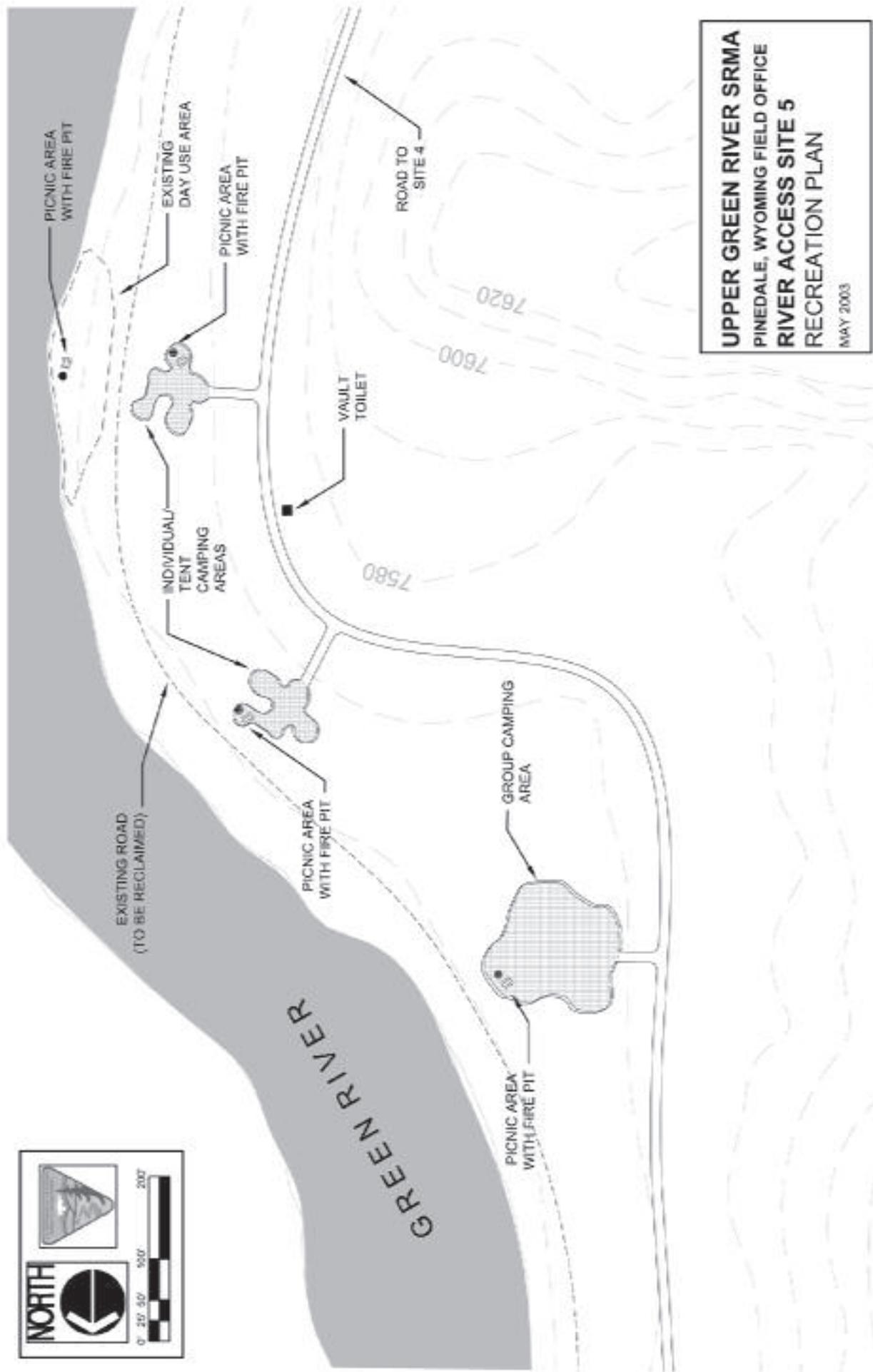


Figure 31



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.

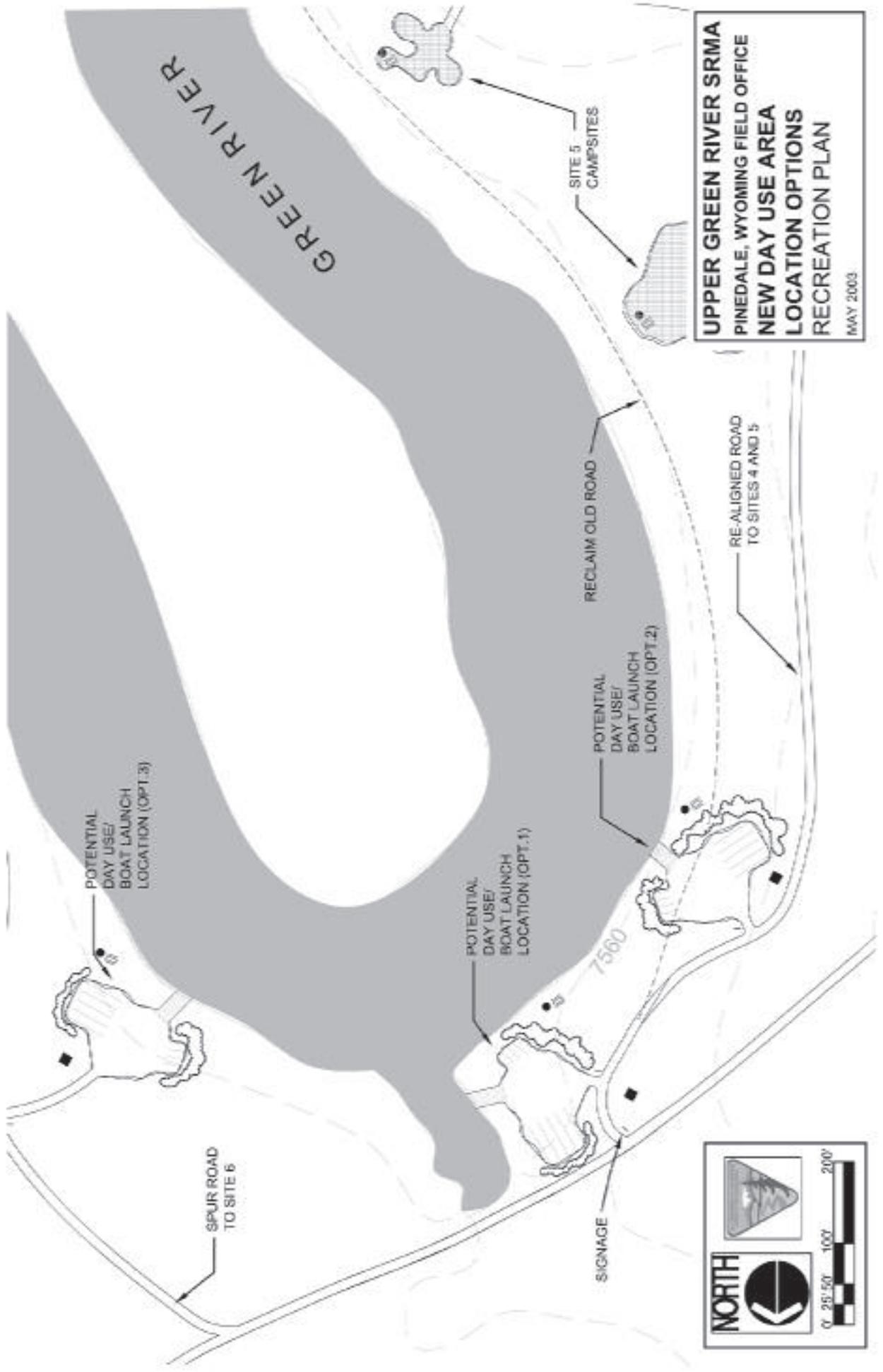
**(e). Signing.** A sign needs to be located when entering Site 5 directing extended-stay users to the campsite clearings.

### **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



**UPPER GREEN RIVER SRMA**  
 PINEDALE, WYOMING FIELD OFFICE  
**NEW DAY USE AREA**  
**LOCATION OPTIONS**  
**RECREATION PLAN**  
 MAY 2003

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.

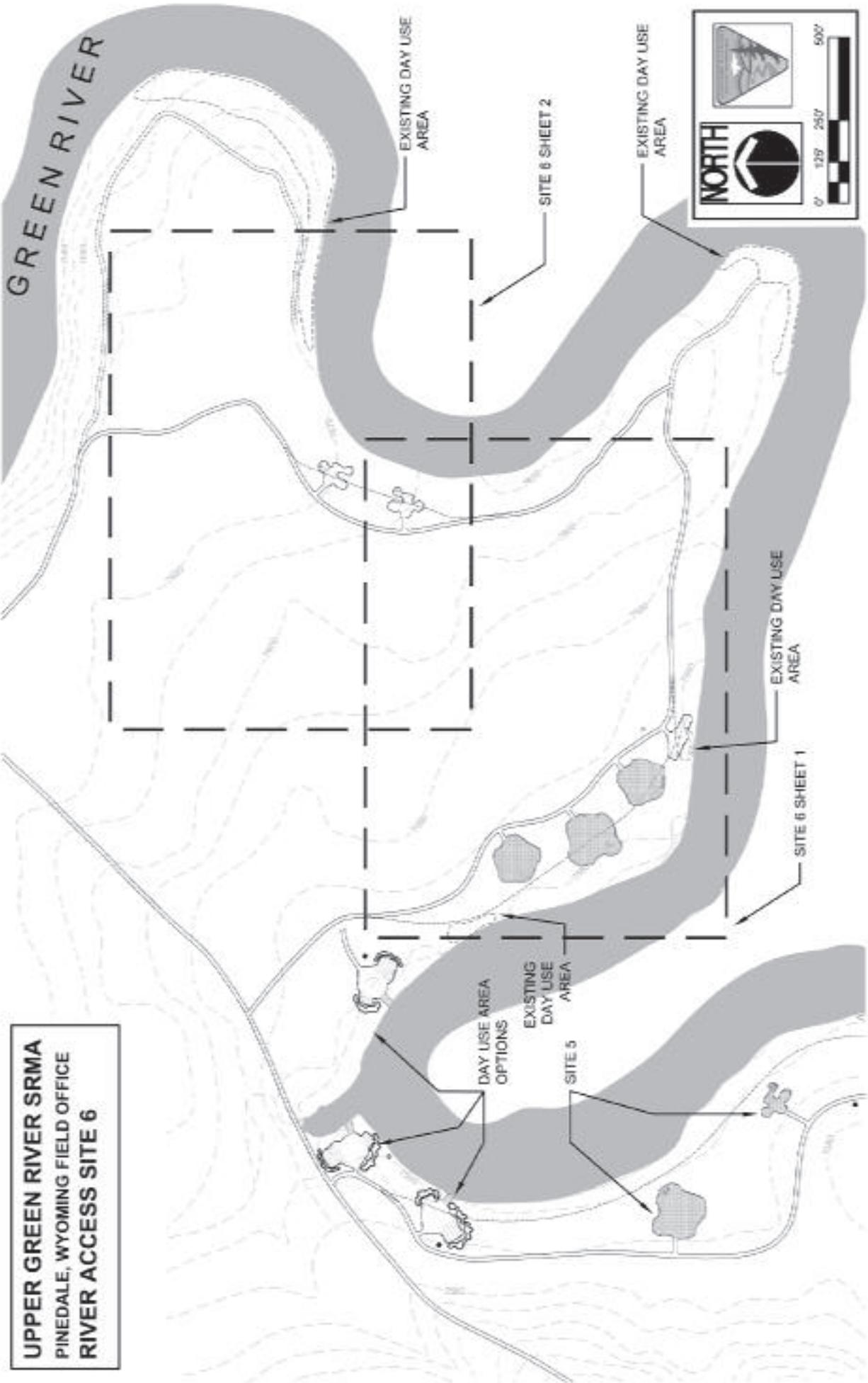


Figure 34

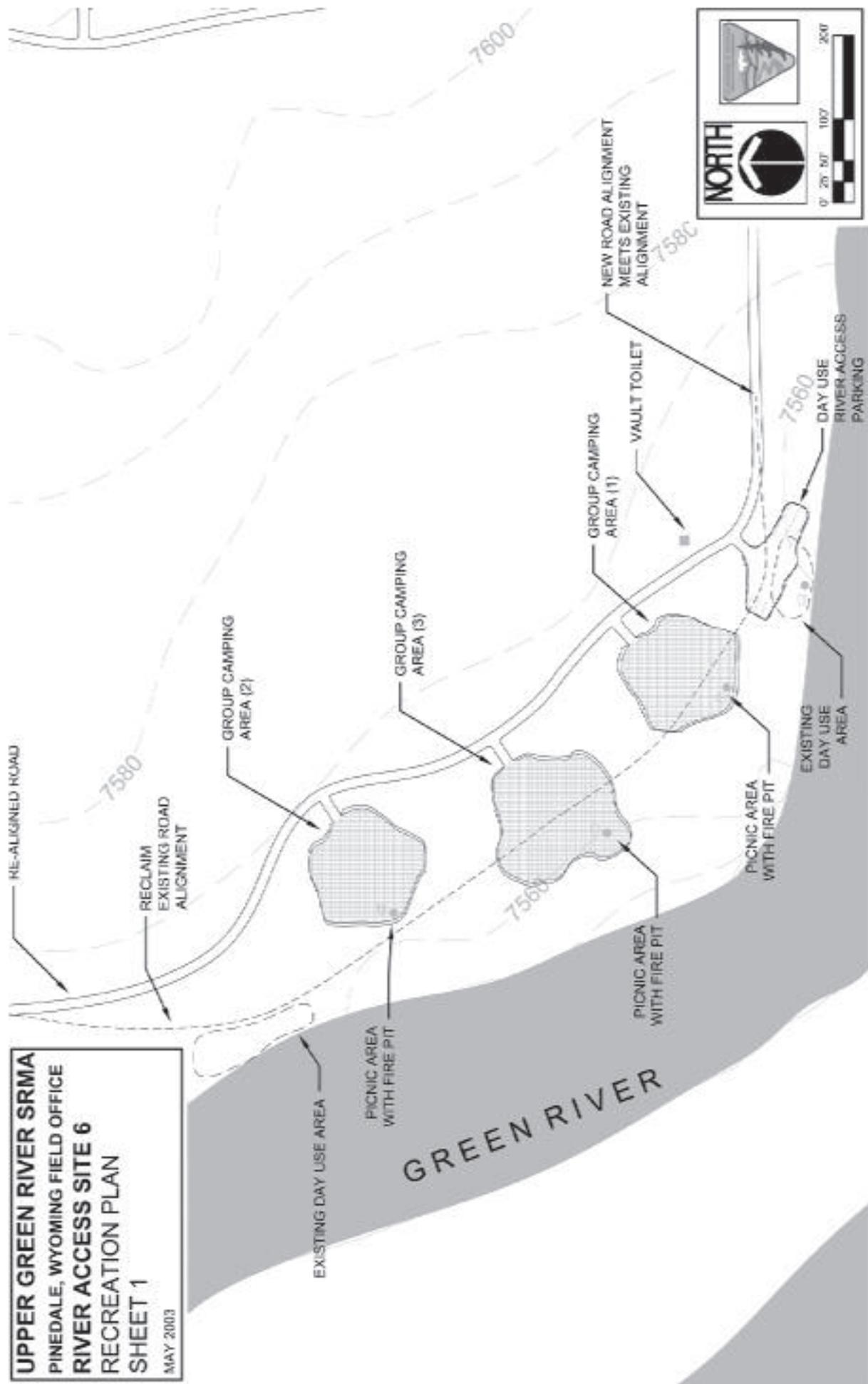
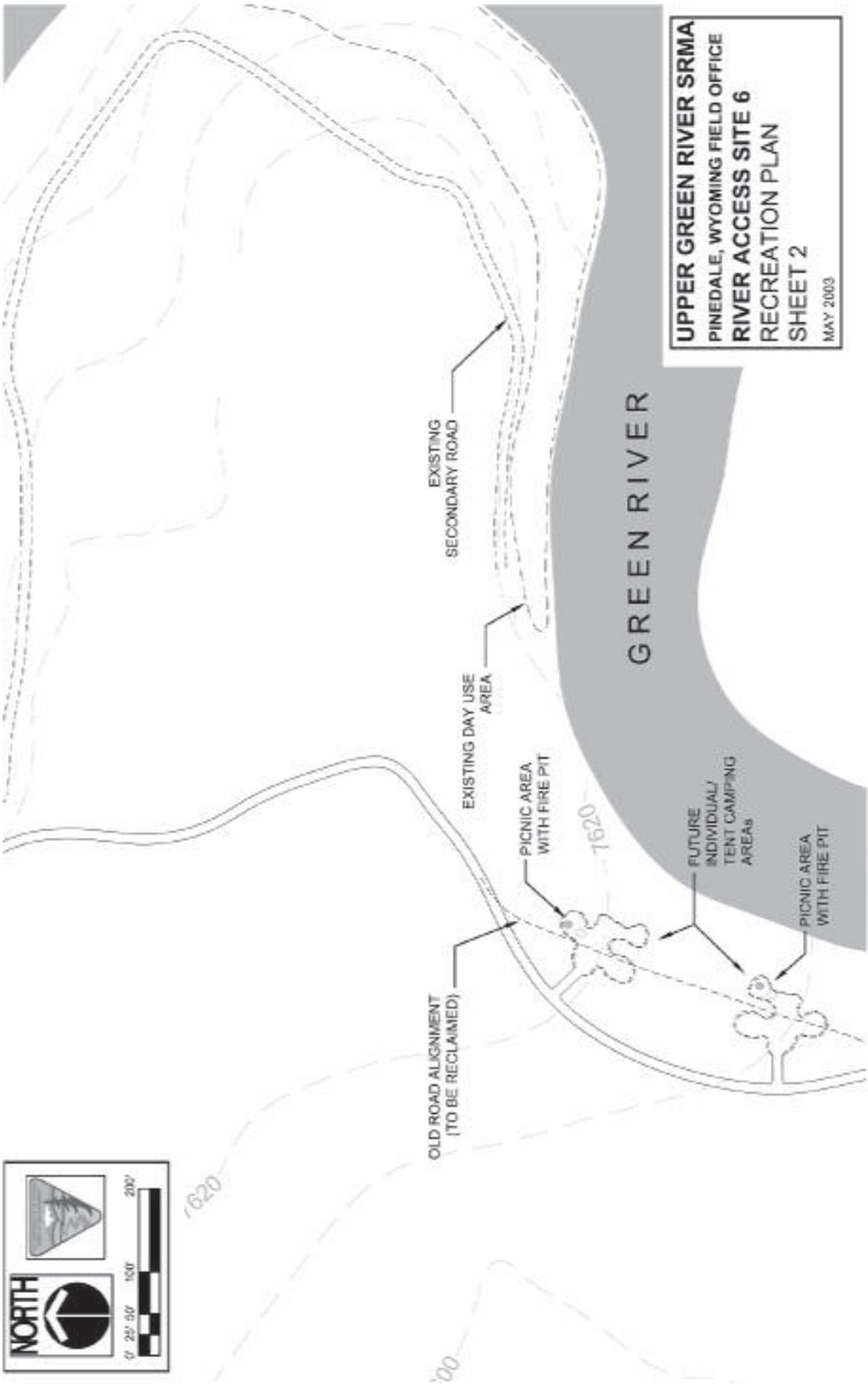


Figure 35



**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.

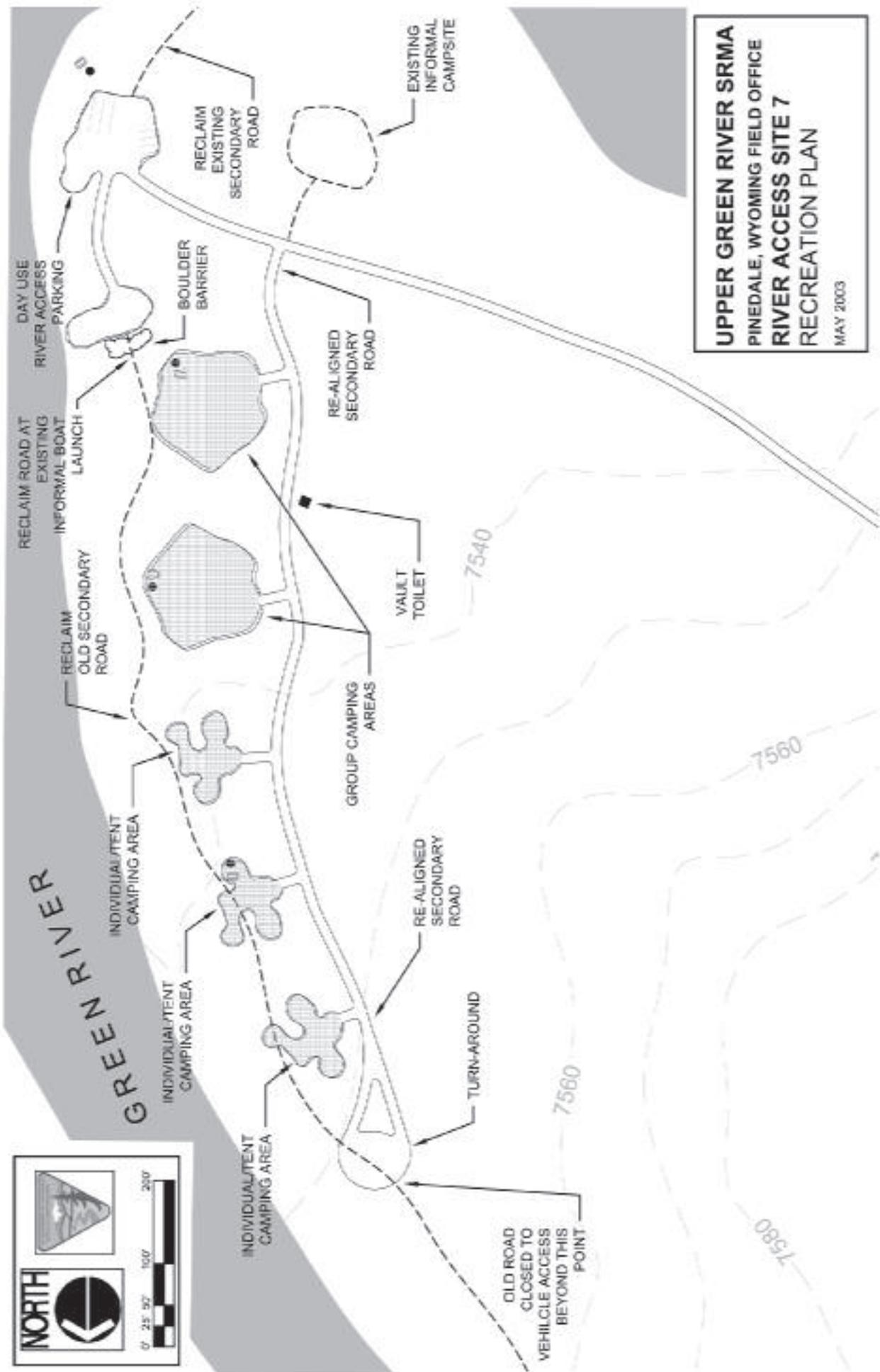
### 3.c.7. River Access Site 7

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.

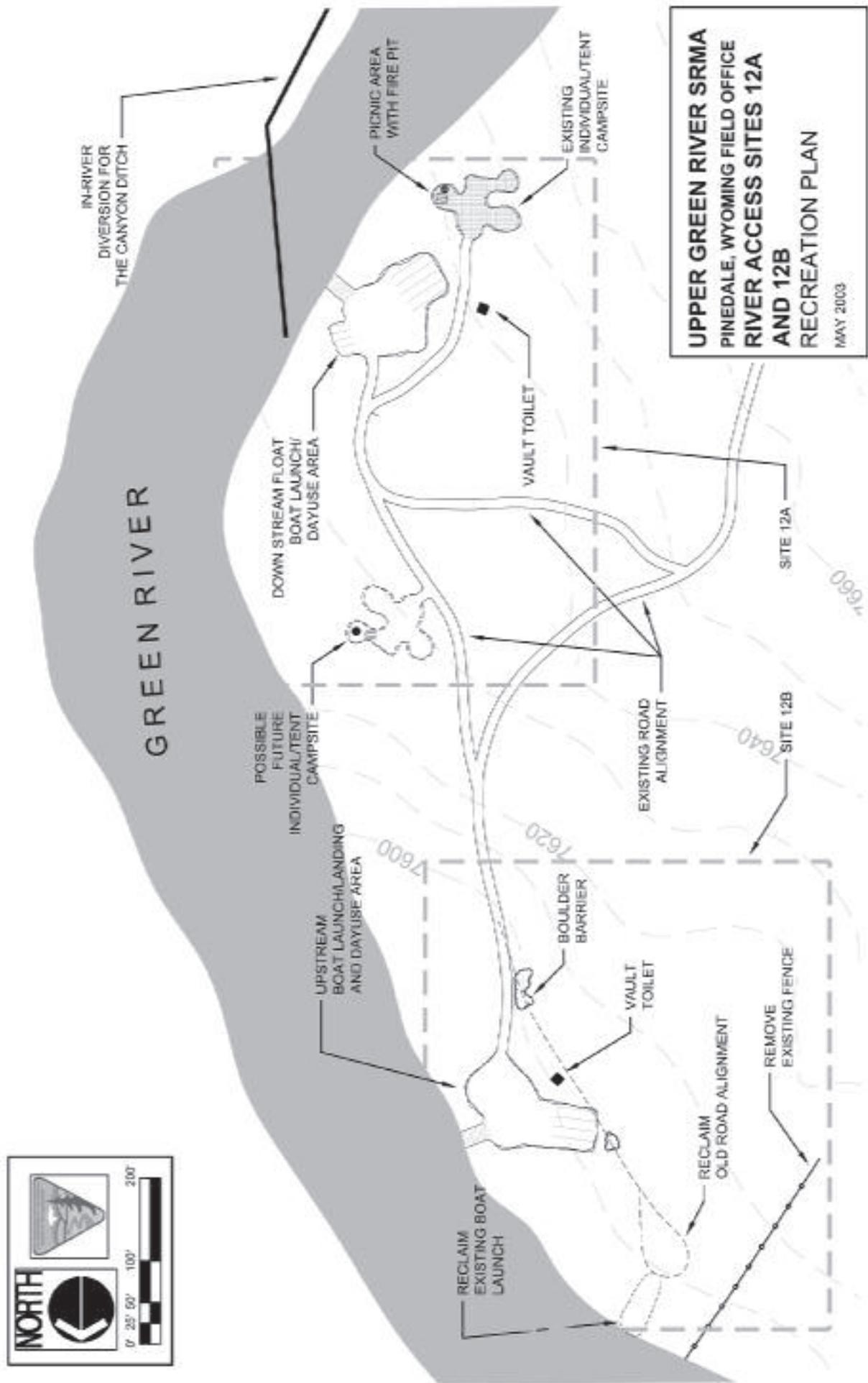


Figure 38

## **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

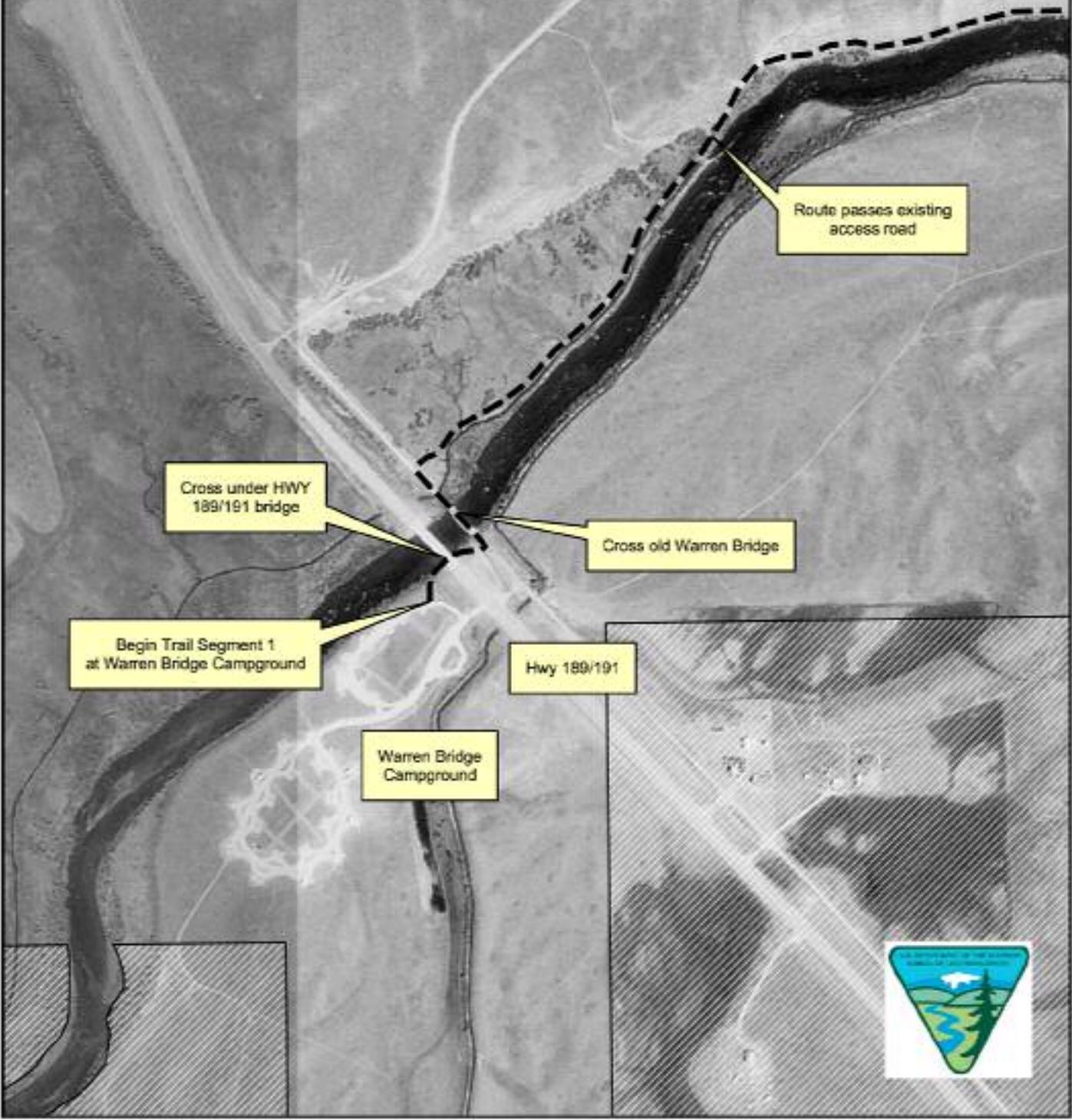
## Legend

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

1 inch equals 600 feet



0 0.125 0.25 Miles



Cross under HWY 189/191 bridge

Cross old Warren Bridge

Begin Trail Segment 1 at Warren Bridge Campground

Hwy 189/191

Warren Bridge Campground

Route passes existing access road



Figure 39

# Proposed Trail Segment 1 - North

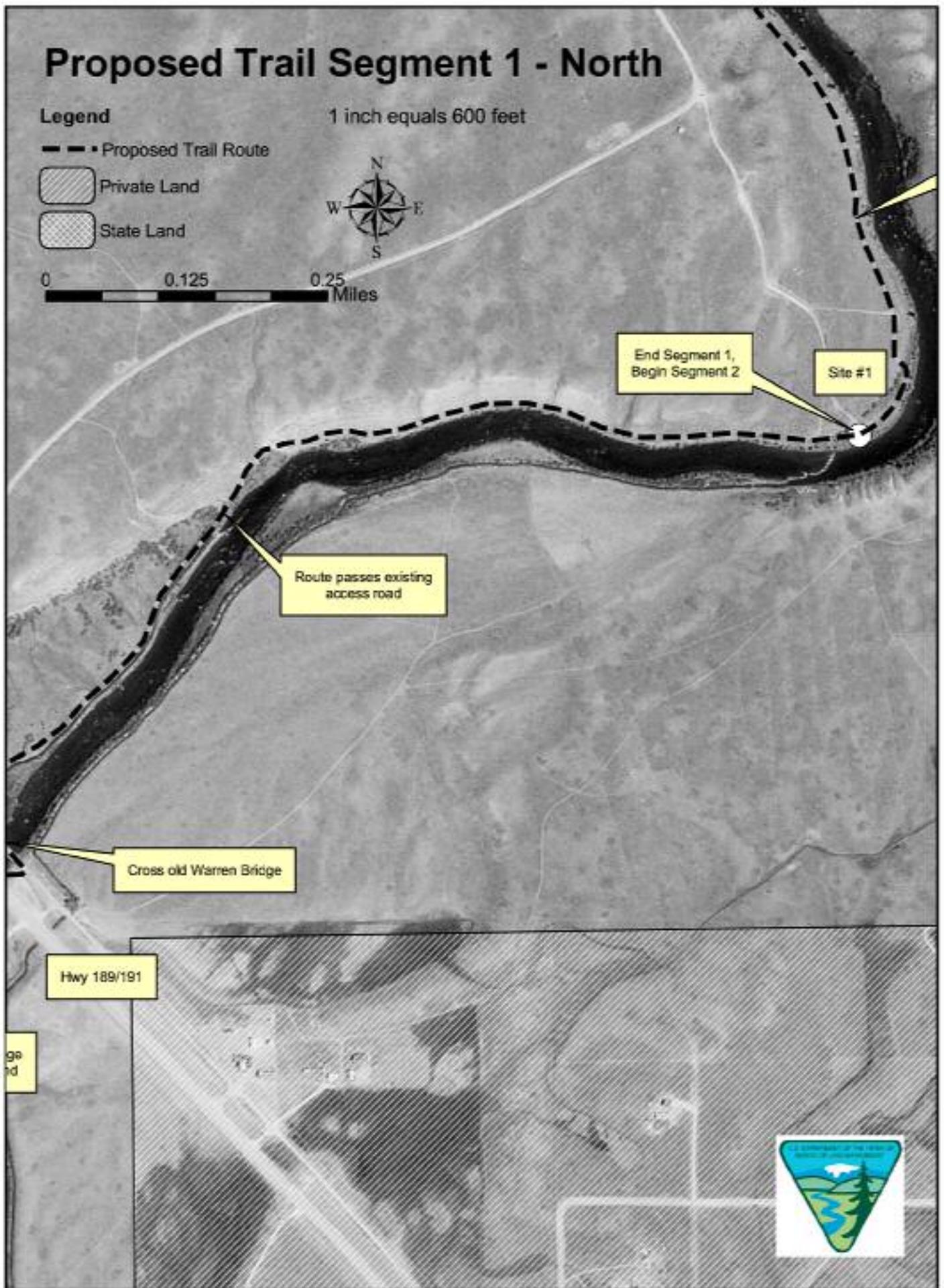
## Legend

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

1 inch equals 600 feet



0 0.125 0.25 Miles



# Proposed Trail Segment 2

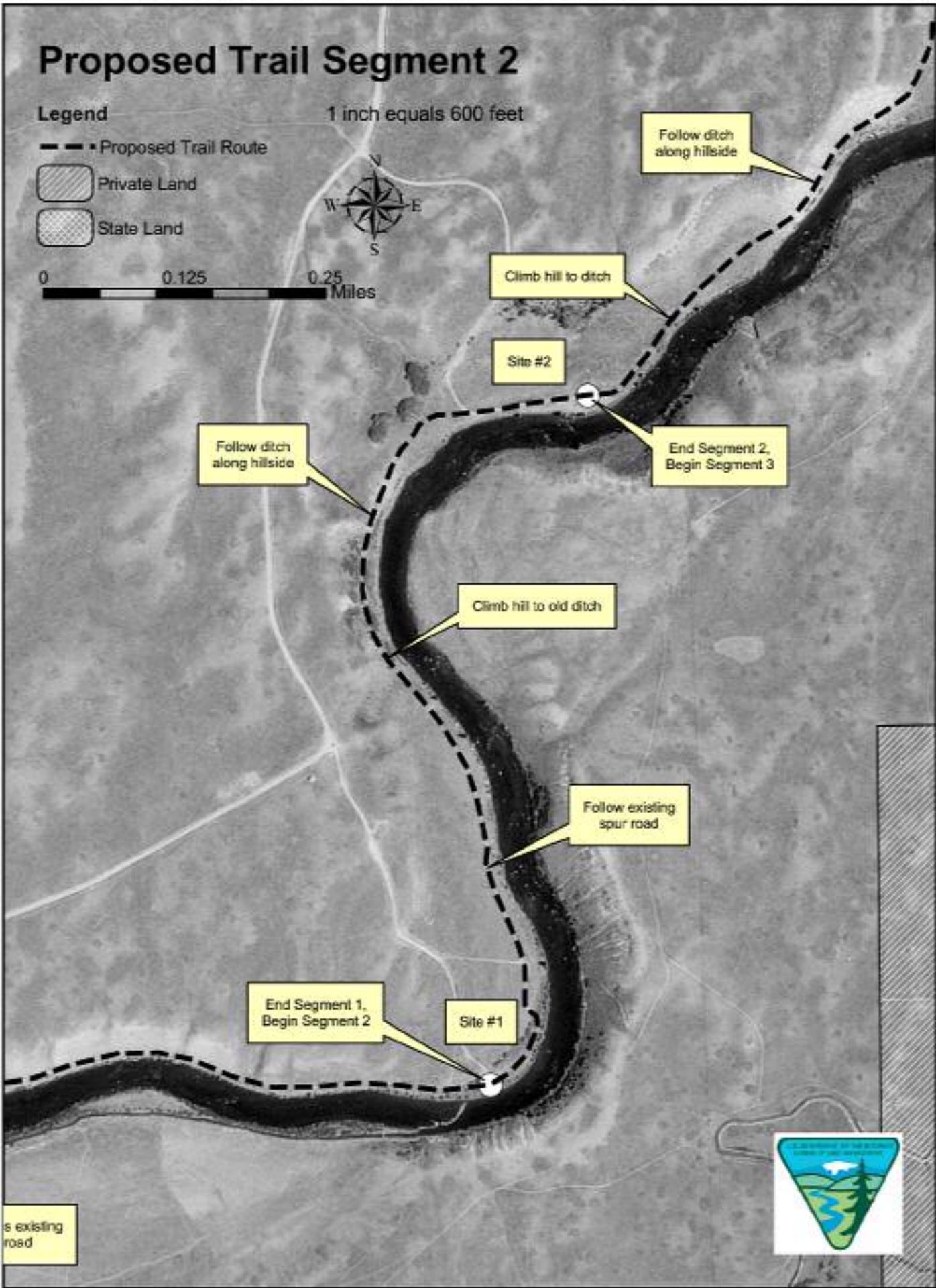
## Legend

- 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



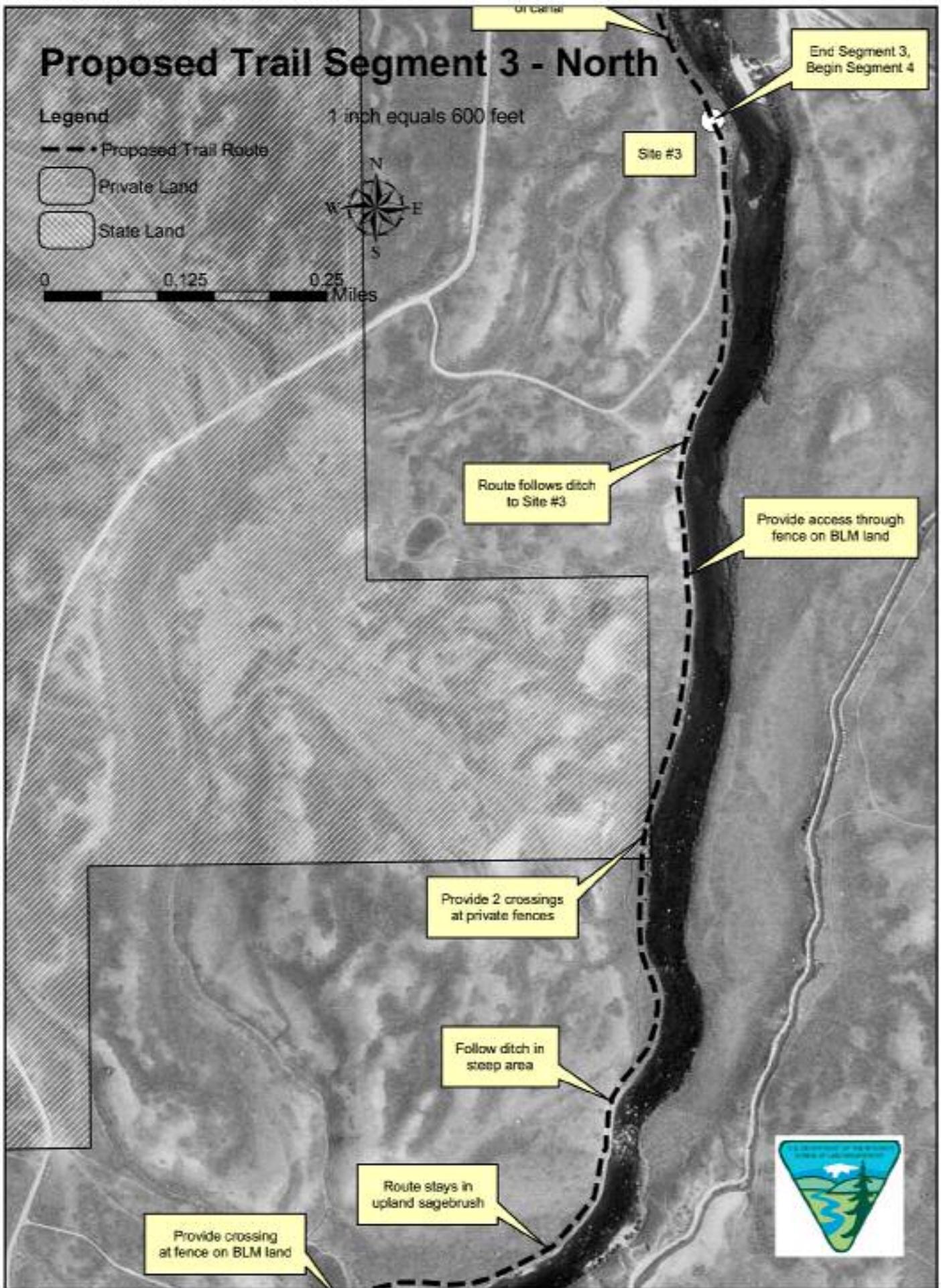


Figure 43

# Proposed Trail Segment 4

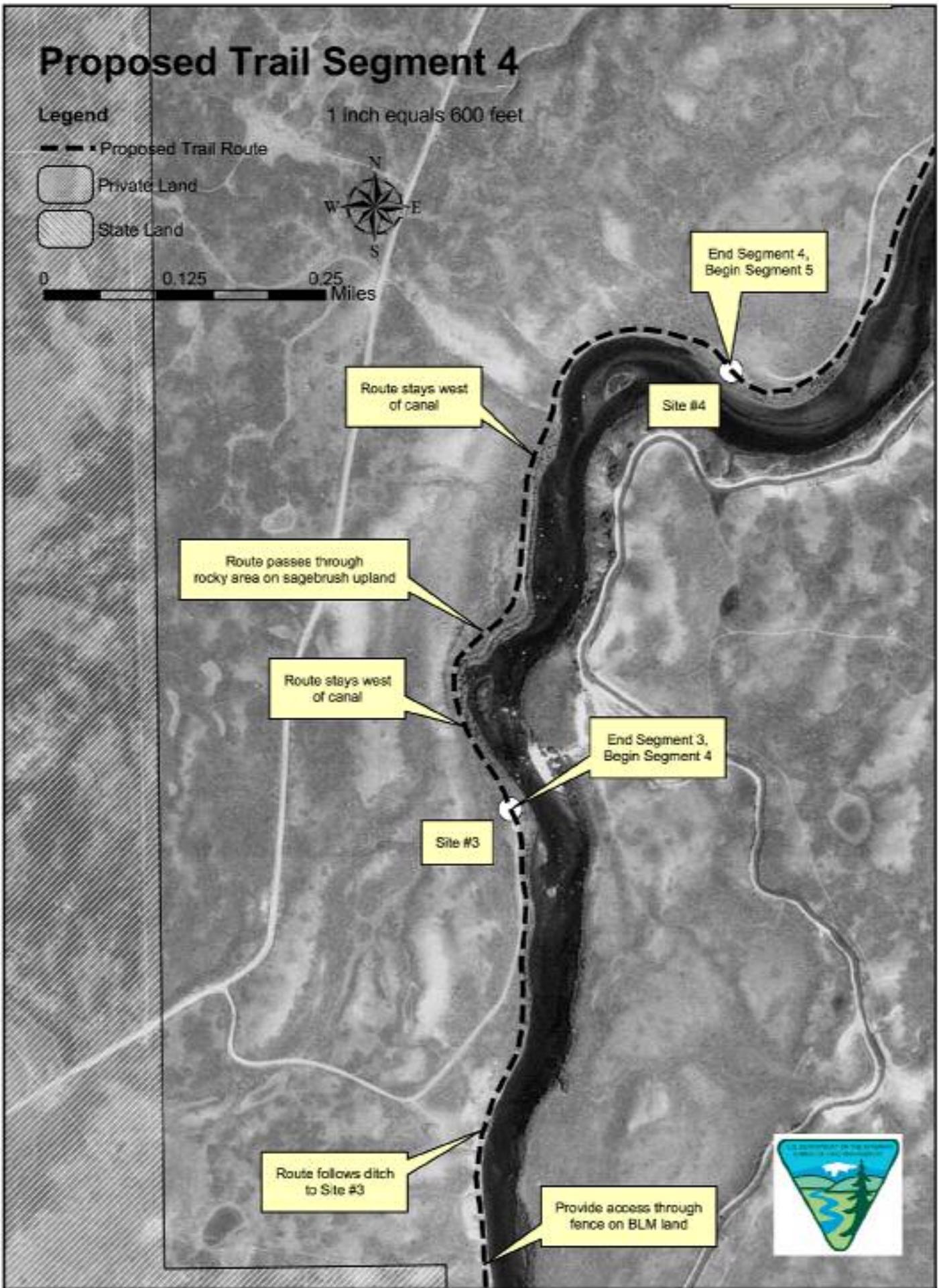
## Legend

- Proposed Trail Route
- Private Land
- State Land

1 inch equals 600 feet



0 0.125 0.25 Miles



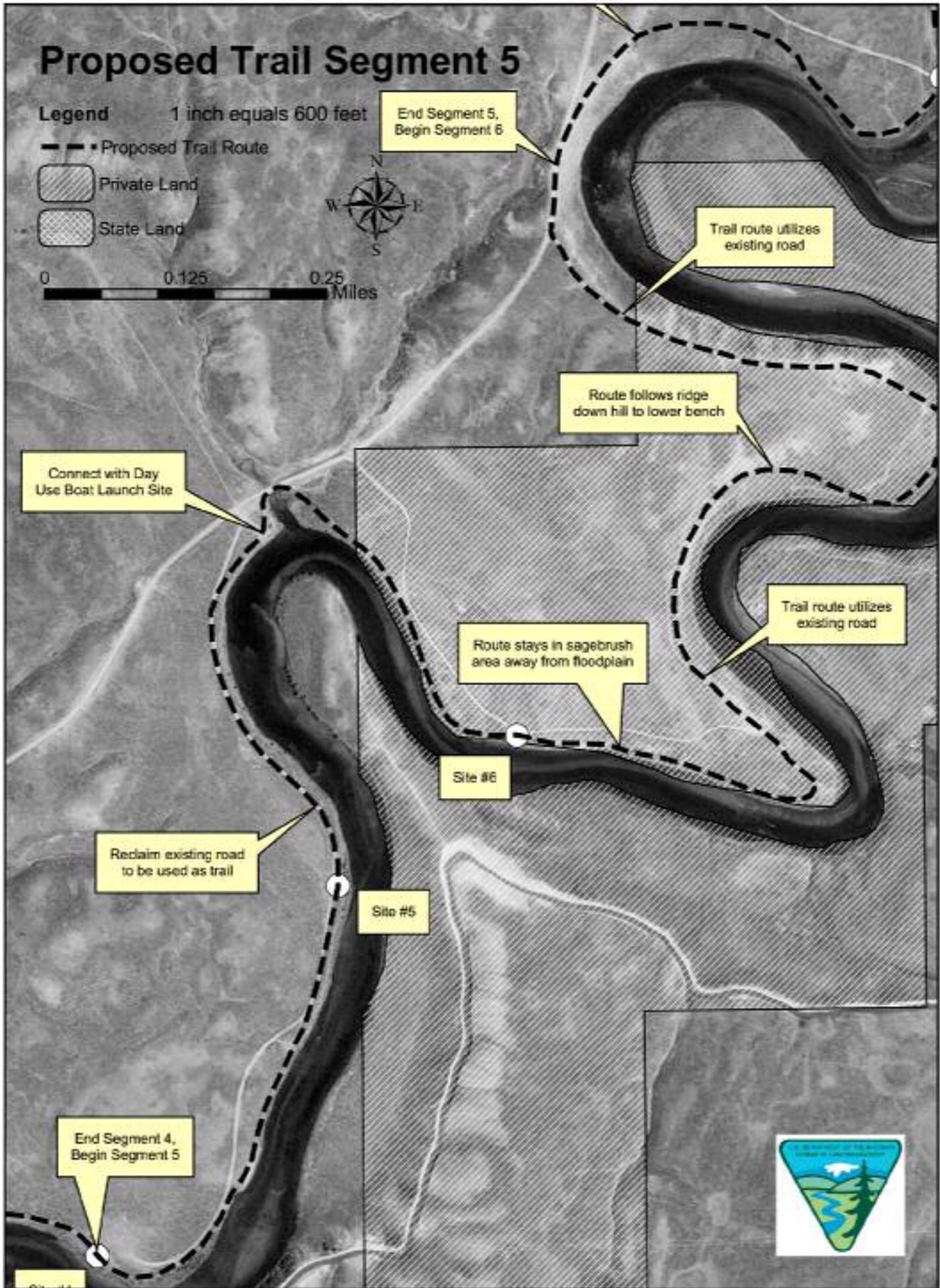


Figure 45

# 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



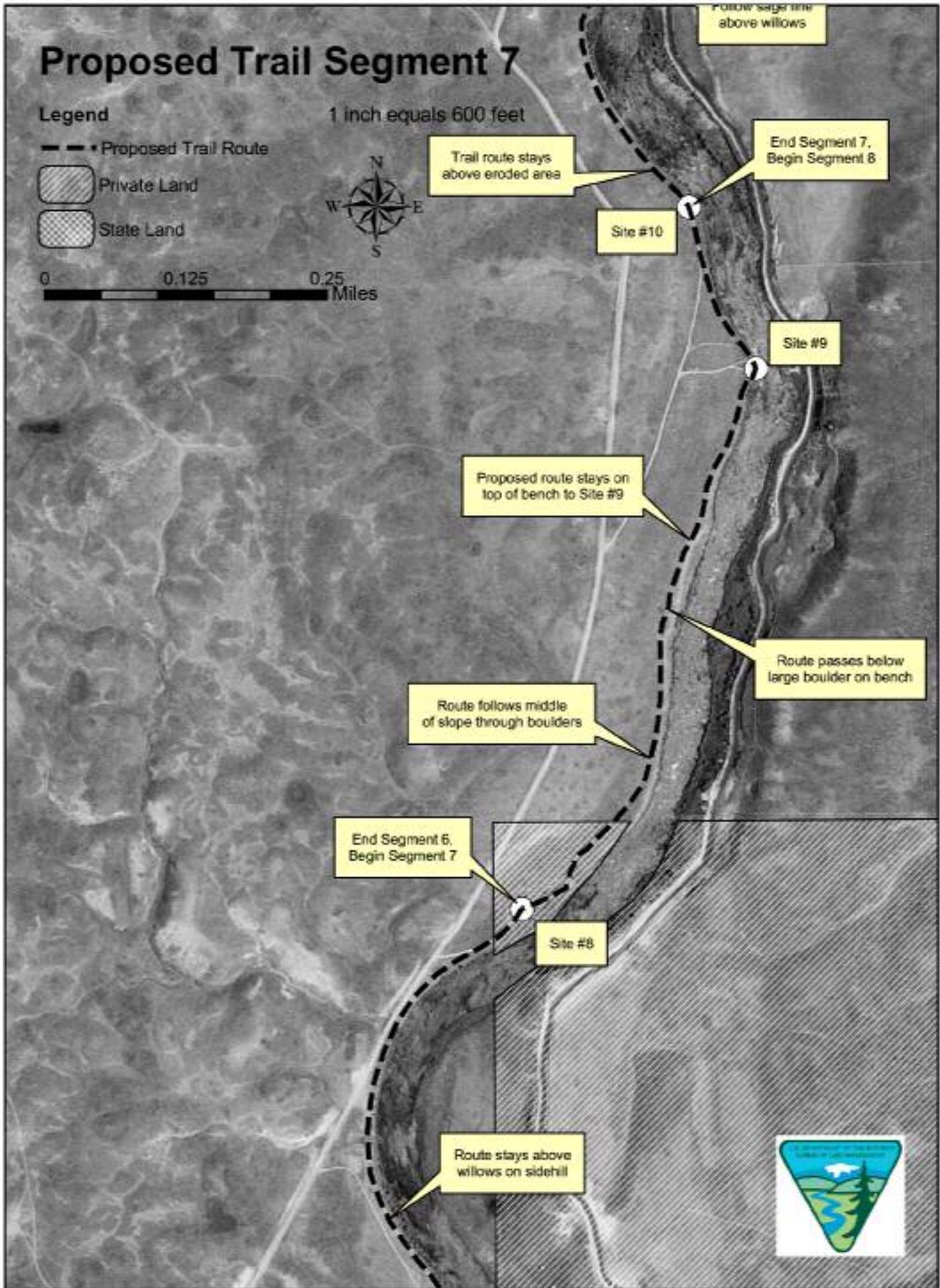
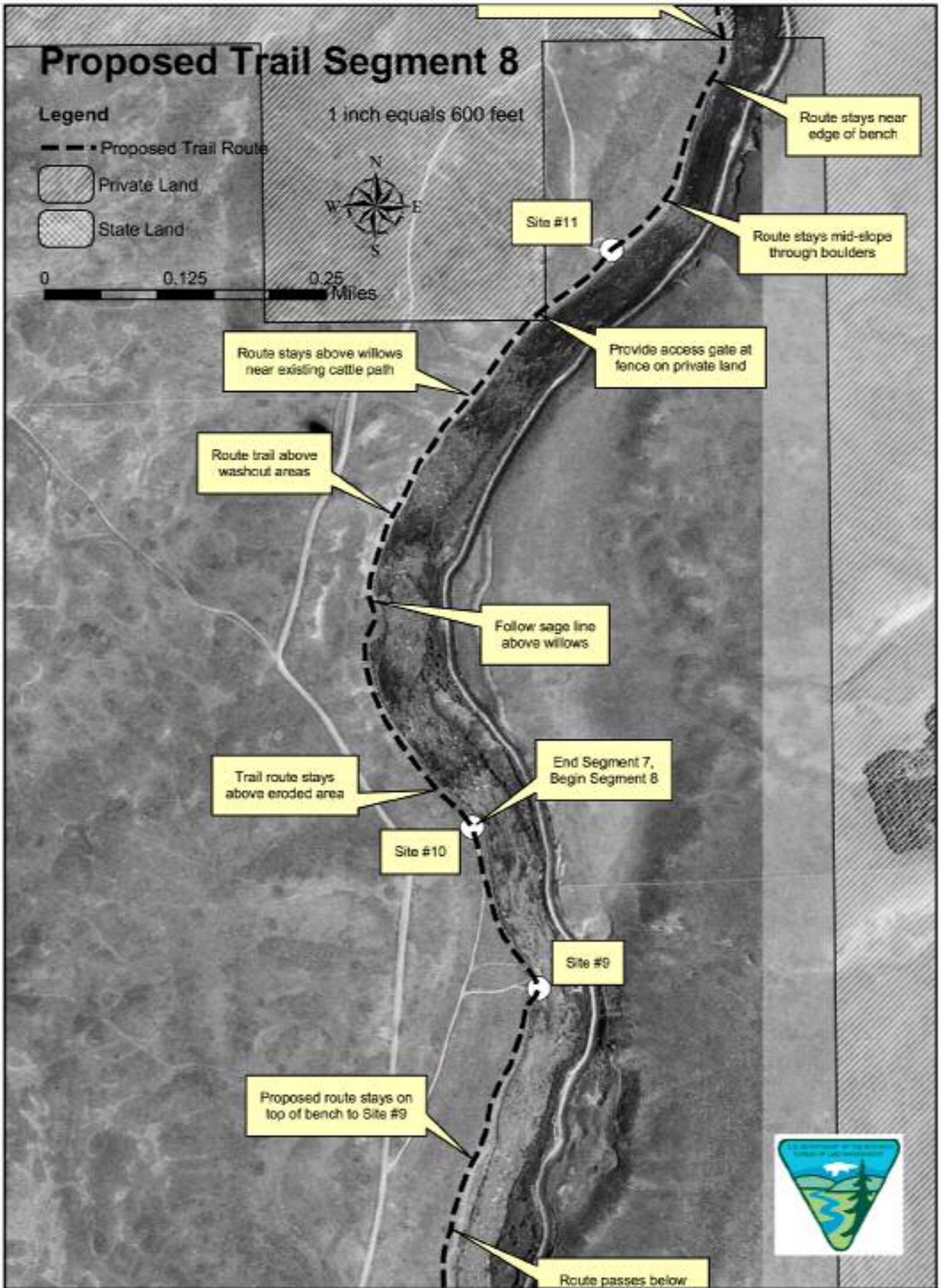


Figure 47



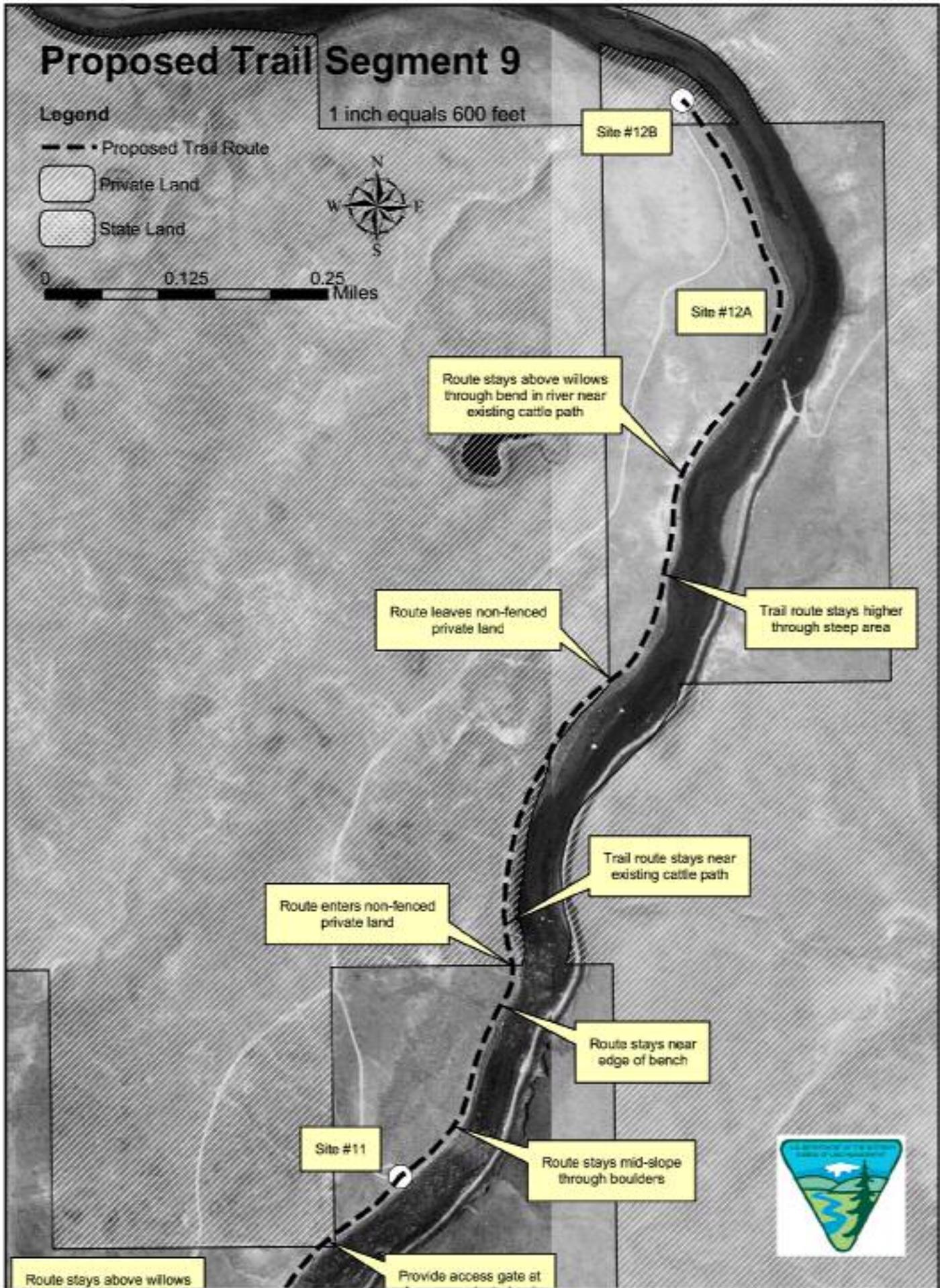


Figure 49

### **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.