

Recreation Project Plan South Park River Access

September 2004

Pinedale Wyoming Field Office



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

Recreation Project Plan South Park River Access

Department of the Interior
Bureau of Land Management

Recommended by: _____
Outdoor Recreation Planner, Pinedale Field Office, September 2004

Approved by: _____
Manager, Pinedale Field Office, September 2004

RECREATION PROJECT PLAN SOUTH PARK RIVER ACCESS

TABLE OF CONTENTS

Introduction	page 1
Relationship to Approved Recreation Area Management Plan.....	page 1
Project Objectives and Justification.....	page 2
Participating Agencies.....	page 4
Location and Setting.....	page 5
Data Analysis Summary	page 8
Social Data Analysis Summary.....	page 8
Physical Resource Data Summary.....	page 9
Functional Relationship Analysis Summary.....	page 9
Project Plan Concept and Design Parameters - Proposed Action Plan	page 11
Project Plan Design Objectives.....	page 11
Design Concept Overview.....	page 15
Design Details.....	page 17
Project Development Overview	page 21
Required Administrative Actions.....	page 21
Required Interim Use Supervision.....	page 22
Project Development Phasing Outline.....	page 22
Project Development Schedule Outline.....	page 23
Recommended Method of Project Survey, Design and Construction.....	page 24
Preliminary Project Cost Estimates	page 25
Phasing Construction Estimate.....	page 25
Annual Maintenance Estimate.....	page 31
Appendix A: Federal, State and Local Agency Comments	page 32
Appendix B: Public Comments	page 47

Appendix C: Teton County Comments..... page 47

Figures

Figure 1: Exiting Von Gontard’s Landing..... page 3

Figure 2: Location Map..... page 6

Figure 3: Site Vicinity Map..... page 7

Figure 4: BLM South Park Parcel..... page 8

Figure 5: Functional Relationship Diagram..... page 10

Figure 6: Site Plan..... page 16

Figure 7: Raft Launch Area Detail..... page 17

Figure 8: View Across River to Gravel Bar..... page 17

Figure 9: Hard Hulled Boat Launch Detail..... page 18

Figure 10: East Side Picnic Area and Restroom Detail..... page 19

Figure 11: Visitor Center and Picnic Area..... page 19

Figure 12: Circulation Detail..... page 20

Figure 13: Site Plan (11X17)..... page 58

Recreation Project Plan South Park River Access

I. Introduction

The Snake River is a primary recreation resource within the affected region. General public and commercial users access the Snake River at a variety of locations including (in sequence from up river): a Grand Teton National Park administered access at Moose, Bureau of Land Management (BLM) administered access at Wilson, a Wyoming Game & Fish leased access on private property at South Park (Von Gontard's Landing), two privately controlled accesses at Hoback Junction and five USDA Forest Service administered accesses at Astoria, Pritchard, Elbow, West Table and Sheep Gulch (USDA Forest Service accesses extend into Lincoln County).

The existing South Park Bridge river access, named "Von Gontard's Landing", is located six miles south of Jackson, Wyoming. The access area has experienced an increased level of use that has led to users expressing concerns regarding user capacity and highway safety. The BLM manages a 23 acre parcel directly across the river from the Von Gontard's Landing access area. River users and representatives of Teton County approached the BLM about the possibility of developing the BLM parcel as an alternative river access and as a means to address safety and capacity issues.

Discussion between Teton County and the BLM began in the Autumn of 1999. The BLM and Teton County entered into an agreement to work together towards developing a new river access on the BLM administered public lands. The County prepared five alternatives for consideration and a draft Environmental Assessment (EA.), which were submitted to the BLM in Spring of 2001.

The project was put on hold as the BLM Pinedale Field Office began public scoping for the preparation of the Snake River Resource Management Plan (SRRMP). The SRRMP has since been completed. The SRRMP identifies the site as a location where a boat launch and river access should be developed. In response to the results of the Snake River RMP, and the high level of public support regarding the development of an alternative river access at South Park, the BLM initiated the preparation of a Recreation Project Plan (RPP) with the goal of developing a plan for the site. This RPP is intended to be conceptual in nature and can be altered in the future based on further engineering, design development and funding priorities.

A. Relationship to Approved Recreation Area Management Plan

A Recreation Area Management Plan (RAMP) has not been prepared for this area. The subject property has been identified in the Snake River RMP as a location where a boat launch and river access should be developed. A three day public scoping process was conducted to assess current issues, visitor use, user profiles, future needs and to allow the general public to express their concerns regarding the management of the area. Fourteen public meetings were conducted with area stakeholders, which included federal and state agencies, local



Public open house



Public open house

governments and elected officials, permit users (gravel extraction industries and commercial fishing guides), local residents, environmental interests, recreational uses, businesses and contiguous property owners .

Eight alternative conceptual plans were generated during the meetings, in addition to the “No Action” alternative. Three of the alternatives served as the basis for all the plans with the other five representing variations. The alternatives were posted at a public open house following the stakeholder meetings. At the open house, stakeholder participants and the general public were invited to review the conceptual plans and provide additional comment. The preferred plan and the alternatives, are consistent with the input received from the public scoping process and the open house.

B. Project Objectives and Justification

Project Objectives

- Provide safe vehicular/trailer ingress/egress along Highway 189/191 for the South Park bridge river access;
- Provide conceptual plans for developing facilities for the 23 acre BLM site that include:
 - adequate parking capacity,
 - staging areas for unloading/loading of commercial outfitter customers, private boaters and equipment,
 - access to launching/take-out point from loading/unloading area,
 - public facilities and amenities
 - screening from highway, residential and industrial areas;
- Anticipate future improvements that may be necessary to accommodate increased use over the next twenty years;
- Accommodate the needs of all river uses and users including, but not limited to, scenic floaters, boat and bank anglers, kayaking and canoeing, picnicking, and other day-use activities;
- Accommodate the needs of private river users as well as commercial users;
- Minimize the impact on the natural and cultural resources within the project area, and protect the water quality of the river;

- Develop a plan that is compatible with adjacent land uses on private land;
- Maintain access to the permitted seasonal sand and gravel extraction operation on adjacent private land;
- Protect the wildlife, wetland, riparian, and scenic resources on and near the site;
- Develop a plan that is compliant with the Uniform Federal Accessibility Standards or Americans with Disability Standards Act Accessibility Guidelines.

Project Justification

The Von Gontard's Landing river access site is located on the northern bank of the Snake River below the South Park Bridge. The site was developed in the 1980s through a lease agreement between the private property owner and the Wyoming Game and Fish Department in response to increased pressure for public access to this segment of the Snake River. As the primary river access point serving the destination resort town of Jackson, Wyoming, the site serves locals as well as area visitors and has experienced steadily increasing use.

Access to the site is provided via a steep and narrow road that drops down steeply towards the river from the west side of Highway 189/191. Exiting the site can be dangerous due to the fact that the section of access road that meets the highway is a steep up-hill (Figure 1). This steep portion of road limits sight distances and makes it difficult to accelerate to highway speed. Southbound motorists that want to access Von Gontard's are required to slow down considerably on a downhill section of highway in order to make the right-turn onto the access road. This creates a slowdown in the traffic following these vehicles. Ingress to the site by traffic heading north on 189/191 can be dangerous due to the fact that the left-turn requires crossing fast-moving on-coming traffic. If southbound traffic volume is heavy, the northbound motorists that want to turn into Von Gontard's Landing are required to stop on the Highway, forcing following vehicles to stop.

The Jackson Hole area of the Rocky Mountain Region is experiencing rapid growth in both year-round population and in popularity as a vacation destination and resort area. The level of summer outdoor recreational activity is rapidly increasing, with river related recreation being among those experiencing the greatest increase.

Increased traffic volume on US Highway 189/191 is a result of local population growth and the area's high popularity as a tourist destination. With sand, gravel and concrete operations located near and south of the South Park Bridge, heavy equipment and construction related traffic has a constant presence along the highway during the peak river access season. The heavy equipment traffic coupled with tourist, local and commuter traffic, creates a high traffic situation.



Figure 1

The need to develop a Recreation Project Plan for an alternative river access area on the BLM site at South Park Bridge is supported by the combination of the increasing traffic volume on Highway 189/191, the increased visitation to Von Gontard's Landing and the fact that ingress/egress from Von Gontard's can be dangerous. This twenty-year project plan will provide solutions that address the current safety issues and anticipated future use levels.

C. Coordination with Other Public Agencies

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

Federal Agencies:

- USDA Forest Service, Jackson District Ranger's Office *
- USDA Natural Resources Conservation Service *
- US Fish & Wildlife Service *
- US Army Corps of Engineers
- Bureau of Reclamation *
- Bureau of Land Management, Pinedale Field Office

State Agencies:

- Wyoming Department of Transportation *
- Wyoming Department of Game and Fish *

Teton County Agencies:

- Board of County Commissioners*
- Department of Community Development*
- Parks & Recreation Department*
- Road and Levy Department
- Sheriff's Department*
- Emergency Services*
- Fire District*
- Engineering Department*
- Department Parks & Recreation Board *

Local Agencies: Jackson Town Council

The listed Federal, State and local government agencies that participated in the scoping meetings or provided subsequent comments are indicated by an *. Their comments are noted in Appendix A. Teton County representatives provided additional comments at the 100% draft level of this document. These comments and the BLM response are documented in Appendix C.

In addition to the comments received from the government agencies, 84 members of the public provided comments as well. Their comments are recorded by interest group and comment content in Appendix B.



Von Gontard's Landing sign

D. Location and Setting

The project site is located in the upper Snake River Basin in northwestern Wyoming (Figures 2 and 3). The upper Snake River Basin drains a large portion of the northwestern Rocky Mountains. The BLM parcel is located at the southern edge of a geographical area known as South Park. The southern edge of South Park marks the boundary between the relatively flat Snake River Plain and the steep and narrow Snake River Canyon to the south. The project site is located six miles south of the town of Jackson, and is bisected by Highway 189/191.

This region is well known for its recreational and natural amenities. The natural scenery, geography and wildlife draw visitors from around the world. Tourist attractions include: two National Parks, two ski resorts (one world class), several major mountain ranges, the National Elk Refuge and other wildlife areas, a major river system, access to public lands, and many recreation areas.

The project site is one of several isolated BLM parcels along the Snake River in Teton County. The parcel is surrounded entirely by private lands. Throughout the region, private land tends to dominate the valley bottoms, with United States Forest Service managed lands encompassing the forested areas and higher elevations. Interspersed throughout the area are also many Wyoming State managed lands.

Primary access routes to the area include the north-south routes of US highway 26/89/189/191, and the east-west route of Highway 22. The site is within a few hours drive of several large metropolitan areas, including Salt Lake City, UT, and Cheyenne, Casper, and Sheridan, WY. Many smaller cities and towns lie in closer proximity to the site including: Jackson, Lander, Pinedale, and Rock Springs, WY, Driggs, ID, and Logan, UT. Regional, national and international visitors also reach the area via Jackson Hole Airport, which is served by multiple daily major airline flights as well as many private planes.

The project site occupies approximately 23-acres on the west shore of the Snake River. The site is bisected by a major regional highway right-of-way, creating an east and a west side to the parcel, each occupying approximately 11.5 acres (Figure 4). The highway elevation is approximately 20 feet higher than the surrounding BLM property. The west side of the parcel is primarily flat, open, and vegetated with grasses, while the east side has natural landforms, mature trees, a large gravel bar, and a large flat meadow area.



SOUTH PARK RIVER ACCESS PINEDALE, WYOMING FIELD OFFICE PROJECT LOCATION MAP



STATE OF WYOMING

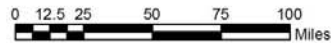


Figure 2

SOUTH PARK RIVER ACCESS PINEDALE, WYOMING FIELD OFFICE PROJECT VICINITY MAP

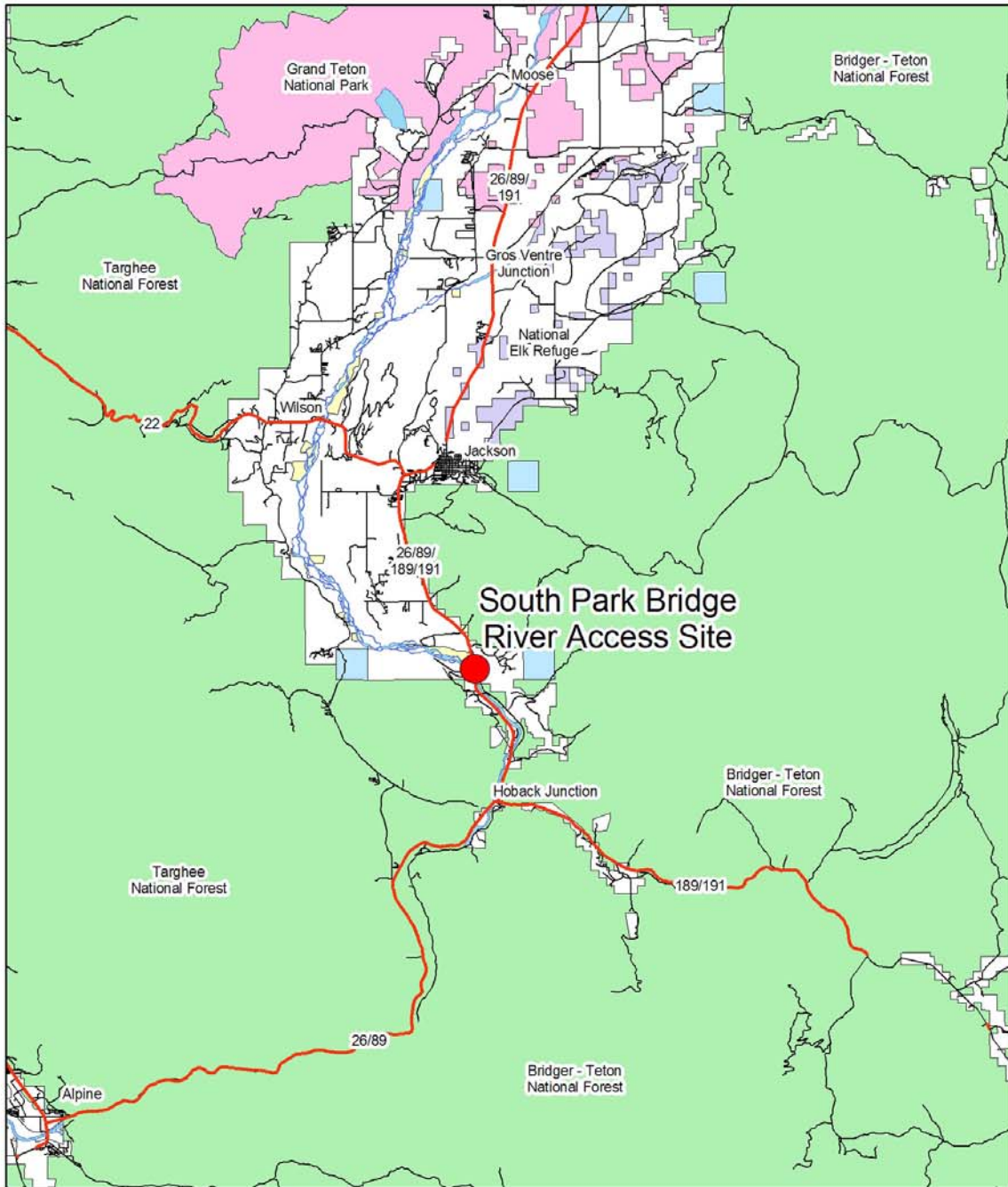


Figure 3

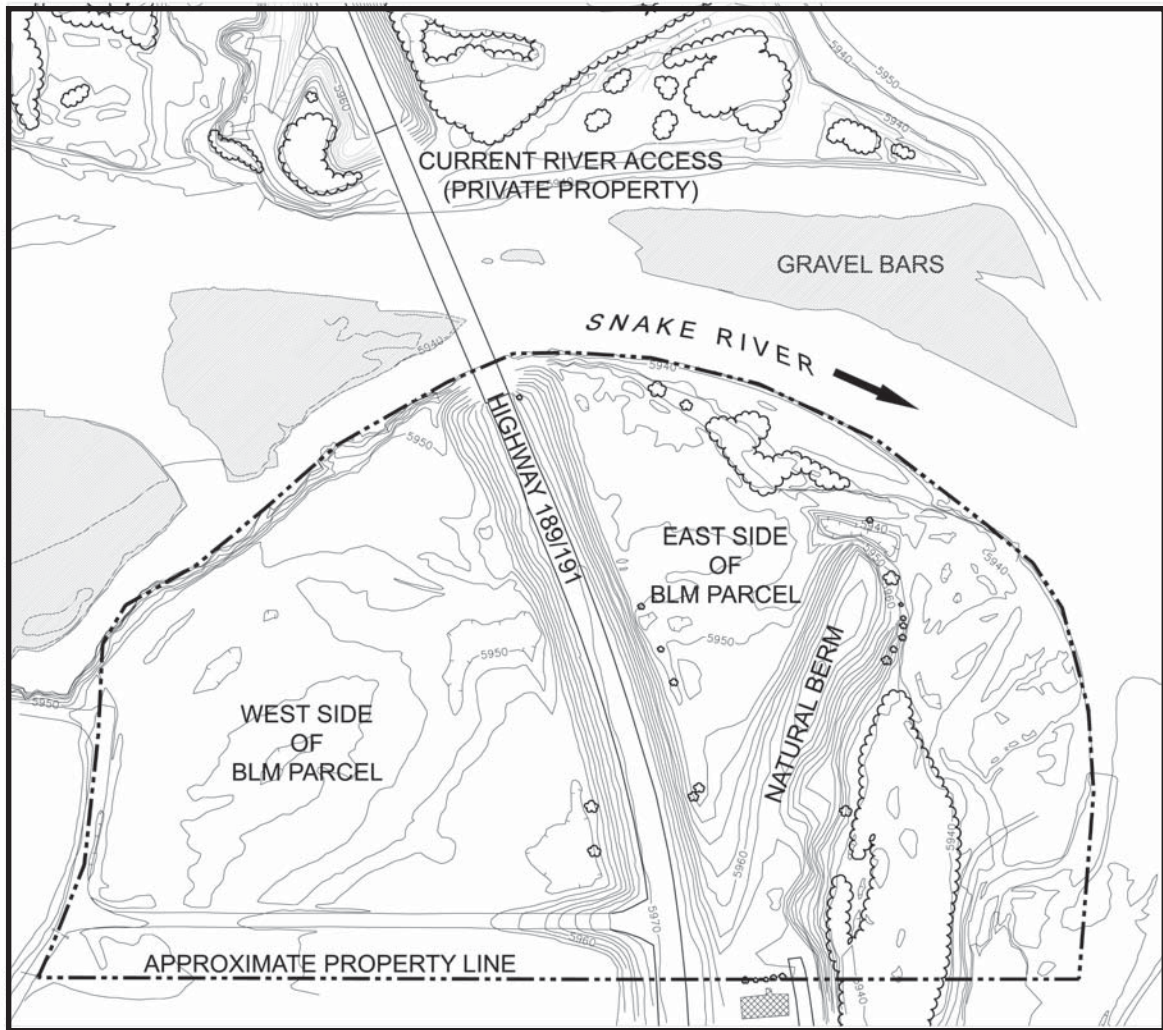


Figure 4

II. Data Analysis Summarization

A. Social Data Analysis Summary

The Von Gontard's Landing access point, in the South Park area of the Snake River, is primarily used as a take-out point for users floating the Wilson Bridge to South Park segment of the river. Approximately 80% of the boating use at Von Gontard's is for take-out operations. The river in this area draws both heavy local use and is a popular tourist destination due to its close proximity to the resort town of Jackson, Wyoming. Both private and commercial users (mostly scenic rafting companies and fishing guides) use the access, especially in the summer months.

The season for scenic floating typically begins around Memorial day, with float fishing beginning after peak runoff, typically in late June. The scenic floating season tapers off around Labor Day while the float fishing will continue into the Autumn months. During spring, snow melt run-off and high water volume cause the water clarity to drop, making the river conditions unfavorable for fishing (however, scenic rafting is still popular during this season). Once water clarity improves, typically in late June, the recreation levels begin to increase. User groups during this part of the season typically include commercial outfitters and their clients, and private boat operation.

In addition to anglers and rafters, Von Gontard's Landing is also popular with hikers, bird watchers, and picnickers. The scenery, river access, and proximity to the highway make it a popular day-use recreation area.

Currently, both the Von Gontard's Landing and the BLM South Park parcel are undeveloped and offer no public facilities. As the level of use on this section of the Snake River increases over time, the amenities provided by a developed river access area on the BLM parcel would provide several amenities to serve the public need while protecting the land and water quality on the site.

B. Physical Resource Data Summary

The 23-acre BLM parcel features a gallery of cottonwood trees in the Snake River plain, a large natural gravel bar ideal for boat landing and launching, healthy riparian vegetation, and flat areas suitable for development. There is easy access to Highway 189/191 from both the east and west sides of the site. Just upstream from the parcel, there is a man-made levy system and bedrock-created rapids. Bald Eagles are known to nest in the area, using the Snake River corridor up and downstream of the South Park Bridge.

C. Functional Relationship Analysis Summary

A variety of user groups have been identified in the South Park area of the Snake River. They fall generally into two groupings: recreational and non-recreational users. Some uses identified below are now actively pursued at the Von Gontard's Landing site, while others can be anticipated based on the improved access and amenities afforded by the (improved) BLM site and the planned Teton County regional bicycle/pedestrian trail system.

Recreational Users

These include but are not limited to boat and bank anglers, rafters, large group floaters, hikers, wildlife watchers, picnickers, kayakers, day-users, and cyclists.

Non-Recreational Users

These include, but are not limited to, commercial gravel excavators, tourists/ travelers and local commuters/park and ride users

The site is suited to meet the needs of all of these groups. It has access from both the north and southbound lanes of Highway 189/191. On the preferred plan, an underpass/ tunnel under the highway would connect the east and west sides of the project area. A Functional Relationship Diagram is provided as Figure 5. The natural features of the site including river access, natural coves and lagoons, and a gravel/sand beach make it well suited for boaters, anglers and other outdoor enthusiasts. Proposed vegetation would provide screening from the highway and maintain the rural, natural feel of the area.

SOUTH PARK RIVER ACCESS

PINEDALE, WYOMING FIELD OFFICE

Functional Relationship Diagram

October 2003

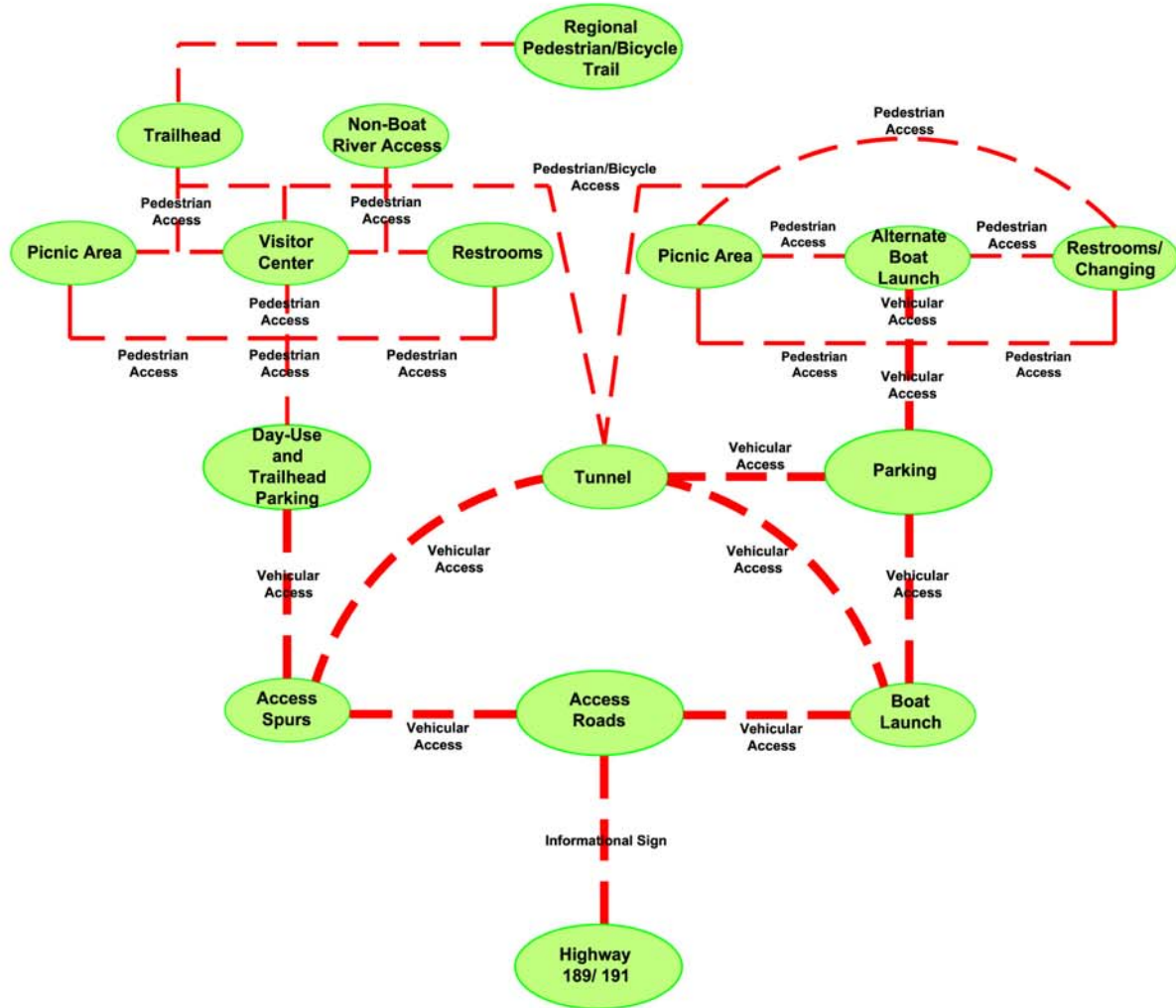


Figure 5

III. Project Plan Concept and Design Parameters – Proposed Action Plan

A. Project Plan Design Objectives

1. Users

A variety of recreational groups have been identified as users of the South Park area of the Snake River. These include, but are not limited to, boat and bank anglers, scenic floaters, hikers, wildlife watchers, sightseers and picnickers. In addition to the recreational uses, commercial gravel extractors also use this area of the Snake River for their operations. Due to the high visibility of the BLM site from Highway 189/191 and the improved access provided by the plan, several user-groups have been identified as prospective users of the new South Park River Access. These prospective users include day-users, tourists/ travelers, commuters/park-and-ride, kayakers, hikers, and cyclists. The initial goal of this plan is to provide the public with safe river access. Full build-out as envisioned by the conceptual site plan would accommodate all of the existing and anticipated future users, and provide the appropriate facilities necessary for each group. It should be noted, however, that the site may not ever be developed to the level depicted on the conceptual site plan.



Guided River Floaters Launching onto Snake River from Von Gontard's Landing

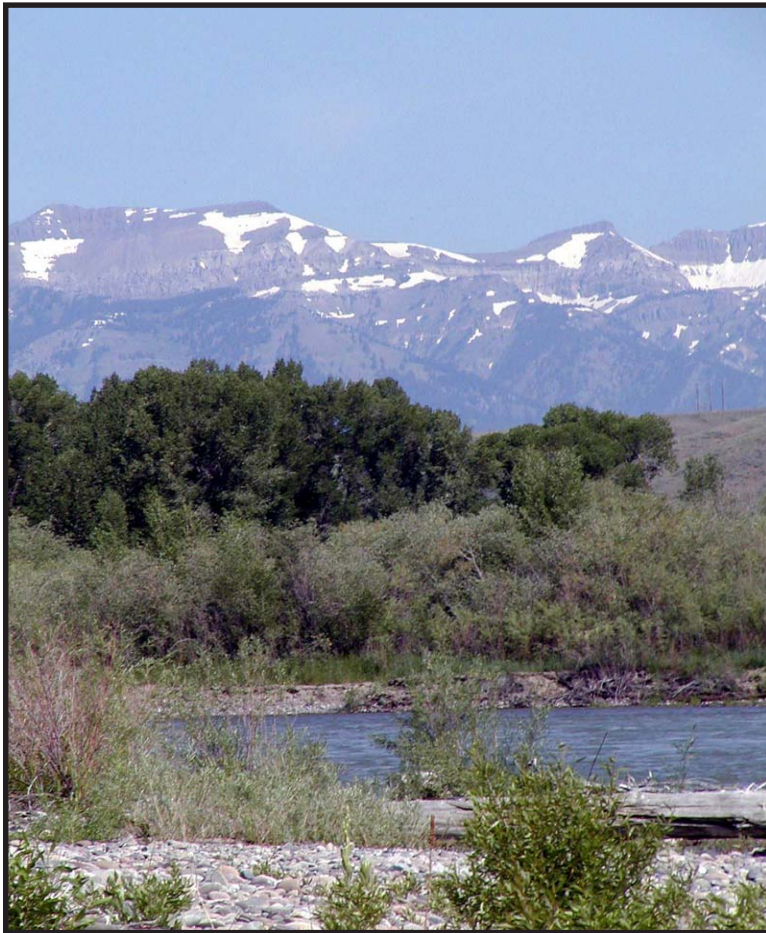
Approximate Recreation Carrying Capacity

It has been estimated that boats account for at least 25,000 user-days on the section of the Snake River upstream of the South Park Bridge (BLM stat.). The majority of this user activity usually occurs during a 5 month period from May - September, with several spikes in high use periods around the holiday periods of summer.

Recreation Experience

In the federal Recreation Opportunity Spectrum (ROS), the level of development included in this plan would be classified as “R” or “Rural”. Several items contribute to a classification of this nature: the site provides the opportunity to observe and affiliate with other users; the natural environment is culturally modified yet attractive; interactions between users may be high; there are obvious and prevalent on-site controls; and

access and travel facilities are for individual intensified motorized use.



View of Teton Range from project area

Future Non-Recreation Uses

Currently, there is one non-recreational commercial use that takes place on the BLM parcel. The Evans Construction gravel operation holds a permit to access a dredging area on private property adjacent to the southeast boundary of the BLM parcel. Evans Construction has an easement through the BLM property for gaining access to the dredge-haul operation area. It is understood that this annual operation will continue into the foreseeable future. The spatial and access needs of the commercial operation are incorporated into the plan.

Additional future non-recreation use may include the use of the site as a park-and-ride facility by commuters from the Alpine/Hoback Junction area. The plan could accommodate the park-and-ride with no modification if the parking lot on the west side of the site was designated for this use.

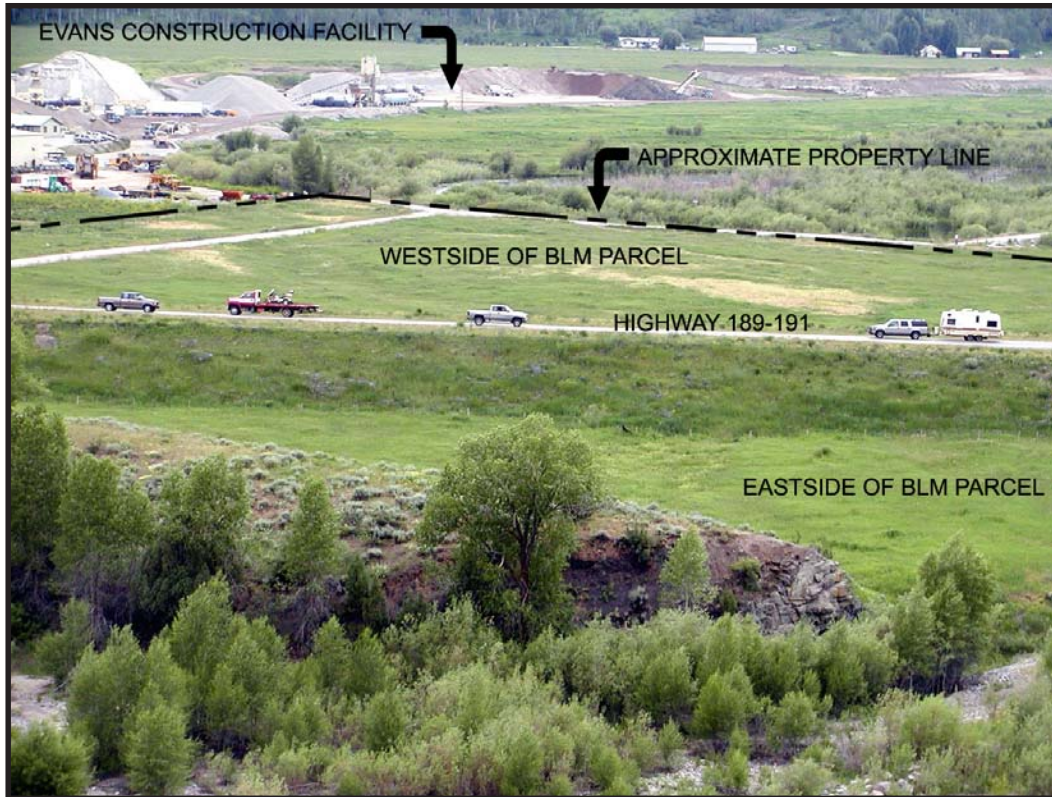
2. Cultural/ Social

Traditional use at the Von Gontard’s Landing river access site has contributed to a sense of “public ownership” of the river access. Longtime river users have established a sense of attachment to the access, and show some reluctance to change the location of the access.

The project area would address sensitivity to existing landowners in the vicinity of the BLM site. There are some homeowners in close proximity to the site, across the river, who’s viewshed includes portions of the BLM parcel. The proposed plan would address the viewsheds of adjacent homeowners, and mitigate impacts as needed. The Evans Mobile Home Park is south and adjacent to the east side of the BLM parcel. Improvements on the east side of the BLM parcel have the potential to impact residents of the mobile home park. The proposed plan mitigates these potential visual impacts.

The Evans Construction gravel operation is adjacent to the south boundary of the west side of the BLM parcel. The proposed site plan would not interfere with the commercial operation, or cause any long term effects on property values should the land use change for the Evans Mobile Home Park.

An archeological site has been identified on the east side of the BLM parcel, located on the northeast edge of the natural earth berm. Though it has been deemed insignificant, the proposed plan does not affect the archeological site. Possibilities exist for interpretation and river overlook opportunities near the archeological site.



View west over project area from across the Snake River

3. Circulation

Providing adequate and safe circulation for river access is a major goal of this plan. Implementing a pedestrian and vehicular circulation system that avoids user conflict is the foremost component of creating a functionally successful alternative.

The Highway 189/191 corridor is a major north-south route through western Wyoming, carrying 1.9 million vehicles annually, with an average of 5301 vehicles per day (WYDOT 2002 traffic counts). The route is popular with recreational vehicles (RV's) on their way to or from Yellowstone and Grand Teton National Park to the north. The highway is also used frequently by construction vehicles and semi tractor-trailers. Vehicles commuting between the towns of Alpine and Jackson also add significantly to the traffic volume on this stretch of highway. The combination of heavy traffic and large vehicles make Highway 189/191 a safety concern when considering the development of the BLM South Park parcel as a public river access site.

Vehicles accessing Von Gontard's Landing do so without the benefit of turning lanes or acceleration/deceleration lanes. Vehicles entering from the north must slow down quickly on a down-hill slope prior to entering the existing access road. Vehicles approaching from the south must stop and wait for clear traffic prior to making a left turn into the site, often slowing or stopping traffic behind them on the approach to the hill north of South Park Bridge. Vehicles exiting the Von Gontard's Landing site are faced with a very steep approach to the highway, providing limited sight distance and slow acceleration into traffic, that is often moving at high speed. These vehicle access issues at Von Gontard's Landing create a safety concern for site users and traveling motorists.

The plan incorporates highway safety as a significant design component. Site egress/ingress would be much safer for highway travelers compared to the current situation at Von Gontard's Landing. The plan also makes allowances for a grade-separated pedestrian and bicycle access, to provide a safe entry to the site from proposed Teton County regional trail systems.

4. Facilities

Though the existing Von Gontard's Landing river access accommodates many user groups, this plan was developed with the primary intention of providing safe and efficient river access for users, specifically boaters. Float fishing and scenic float trips require specific needs including large vehicle circulation, river access points, changing rooms, and restroom facilities. In addition, the preferred plan would provide all of the needed facilities for other groups such as hikers, wildlife watchers, picnickers, kayakers, cyclists, tourists/travelers and commuters.

5. Environmental/ Natural

Several environmental issues influenced the development of the plan for the river access facility at South Park. Prior to the construction of US Hwy 189/191, the Snake River in this vicinity likely had a much different character. The Snake River's natural stream geomorphology has been altered by decades of land use changes, flood control and irrigation diversion improvements. The result has been an altered hydrological and riparian system.

There are several areas of environmental sensitivity on the site, primarily on the east side of Hwy 189/191. Site specific items include, but are not limited to: a large and mature cottonwood gallery, juvenile successive riparian plant species, upland sagebrush areas, and natural earthforms. There is a significant wildlife concern regarding the protection of the local Bald and Golden eagle populations. Nest sites are known to exist within one mile upstream and one mile downstream of the project area. The South Park Bridge is believed to mark the division between the feeding ranges of these nesting eagles. Other environmental concerns include erosion and sediment discharge issues from the west side of the BLM parcel, along the river's cutting edge.

Although the federal government is not required to adhere to local land use regulations, it has been recommended that the BLM adopt Teton County's river setback regulation of 150 ft. This would require any permanent site feature or improvement to be located at least 150 ft. away from the river's edge. Any encroachment on this regulation in the proposed plan would be accomplished with appropriate mitigation.



View southwest over project area, with Evan's Construction facilities in background.

Another objective of the plan is to protect prominent existing natural site features. The plan would provide a high level of sensitivity to the environmental conditions on the site, particularly resource protection, while creating new opportunities for ecological balance and habitat enhancement.

B. Design Concept Overview

The objective of this Recreation Project Plan is to accommodate existing recreational and non-recreational users of this section of the Snake River. The plan also makes provisions for anticipated future recreational and non-recreational users. The site plan contained in this document is conceptual in nature and is intended to serve as a guideline for future development. The actual development phasing will be subject to current and future funding priorities, level of use and agency management. The site may or may not be developed to the level depicted on the site plan.

Because the site is bisected by Highway 189/191, the plan establishes two distinct use areas (Figure 6). The eastside of the highway would primarily serve watercraft-related users and would provide two boat launch areas, parking, restrooms, changing rooms, a picnic area and trails. The west side of the project area would be developed as a "gateway park" which would include a visitor's center, picnic shelter, restrooms, parking, regional trail connections, and non-boat river access. An underpass below Highway 189/191 would connect the two sides of the project area and provide visitors with a safe passage between the two areas. The underpass also allows for right-in/right-out access to the project area from both the northbound and southbound lanes of the highway, minimizing left-turn movements into the site.

The plan is designed to be implemented in phases based on current and projected user need. Phase 1 would encompass a majority of the improvements recommended for the east side of the site as well as the construction of Highway 189/191 improvements at the entrance to the property. Phase I would include developing the raft drop-off and pick-up area and associated access drive, constructing the main parking area, and planting screening vegetation along both sides of the highway and on the eastside of the project area. Phase 2 would include developing the hard-hulled boat ramp and associated access drive and installing the additional parking area. Phase 3 would focus on developing the west side of the project area. Improvements for this phase would include developing the parking area and circulation routes, installing the picnic shelter and tables, constructing the river access trails and beach area, and planting the screening vegetation. Installing the underpass would encompass Phase 4. Phase 5 would complete the project with the construction of the visitor's center and associated sidewalks and plantings. The proposed connection to the regional bicycle/pedestrian trail would have to be developed when Teton County constructs the trail through the site.



RECREATION PROJECT PLAN SOUTH PARK RIVER ACCESS PROPOSED PLAN PINEDALE WYOMING FIELD OFFICE

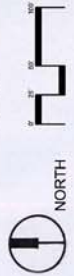
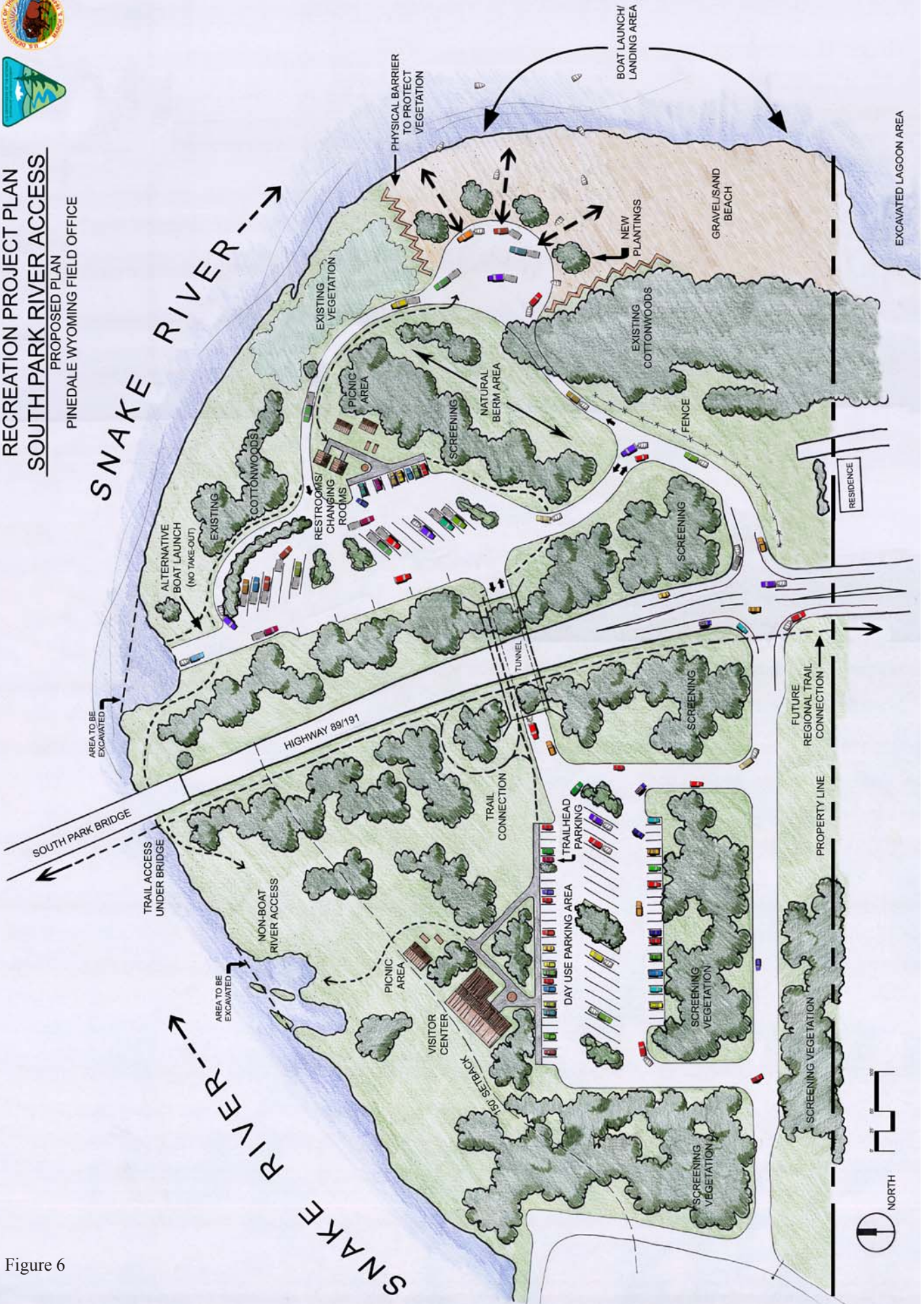


Figure 6

C. Design Details

Facilities

The river user groups outlined above have special needs that should be accommodated by the South Park River Access area. These include: adequate access for large vehicles and vehicles with trailers, boat launch and landing, changing rooms, air pump, and boat staging areas. The provision of these items would promote site efficiency during transition periods, when river users are “putting in” or “taking out” of the river. In addition to these facilities, other features have been incorporated for the benefit other current and future users. These items include: parking lots, restroom/changing room facilities, a visitor center, informational kiosks, shade structures and picnic tables, connections to the proposed regional bicycle/pedestrian trail, bicycle racks, drinking water supply, and appropriate signage throughout the site.

The primary boat take-out/launch area has been located on the southeast portion of the parcel, incorporating the existing gravel bar area (Figure 7). The nature of the gravel material gives this area a high level of resiliency to human impact and the size of the area is suitable for staging multiple watercraft simultaneously. The gravel area is also suitable for pulling into and out of the water current due to the relatively slower water speeds on this interior bend of the river (see Figure 8). A large lagoon area located immediately adjacent to the gravel bar on the BLM parcel would provide even calmer waters for people to put-in and take-out boats. The proximity of the lagoon to the BLM property and the calmer waters found there may be a natural attraction to river users. Because the gravel extraction operations occur in the winter for the most part, this lagoon would be relatively safe for recreational users. An agreement would have to be arranged between the BLM and the Evans Construction Company regarding the use of this site by recreationists.

A hardened boat ramp is also recommended as a future phase of the plan (for more on phasing, refer to section IV.C: Project Development Phasing Outline). This ramp would be located immediately adjacent to the east side of the South Park Bridge, and would serve only as a launch site, as river conditions at this point on the riverbank are not favorable for landing a watercraft. This secondary launch would serve as a hard-hulled boat ramp, where users could back their boat trailers directly down to the water on a hardened surface (Figure 9). Development of this proposed secondary launch would involve the excavation of a portion of the riverbank in order to create a lagoon suitable for launching.



Figure 7



Figure 8

The west side of the site has been designed as a future “gateway park” for the Jackson Hole region. The gateway park concept would provide a point of first contact for travelers entering the region from the south and would include a visitor’s center, restrooms, picnic areas, an information kiosk, non-boat river access and pedestrian/bicycle trails with a connection to the planned regional trail. A limited amount of turf area could also be located near the visitors center and the picnic area in order to provide for a more user-friendly park experience. The visitors center could house interpretive displays, travel information, vending, area maps, and restrooms. The proposed location of the visitors center provides unobstructed views up the Snake River corridor to the Teton Range from the interior of the building.

The plan incorporates restroom facilities both the east and west sides of the site. All restrooms should have a vault waste collection system, rather than a septic system, due to the proximity of these facilities to the flood plain. It will be necessary to conduct a geotechnical study prior to siting the restrooms in order to ensure

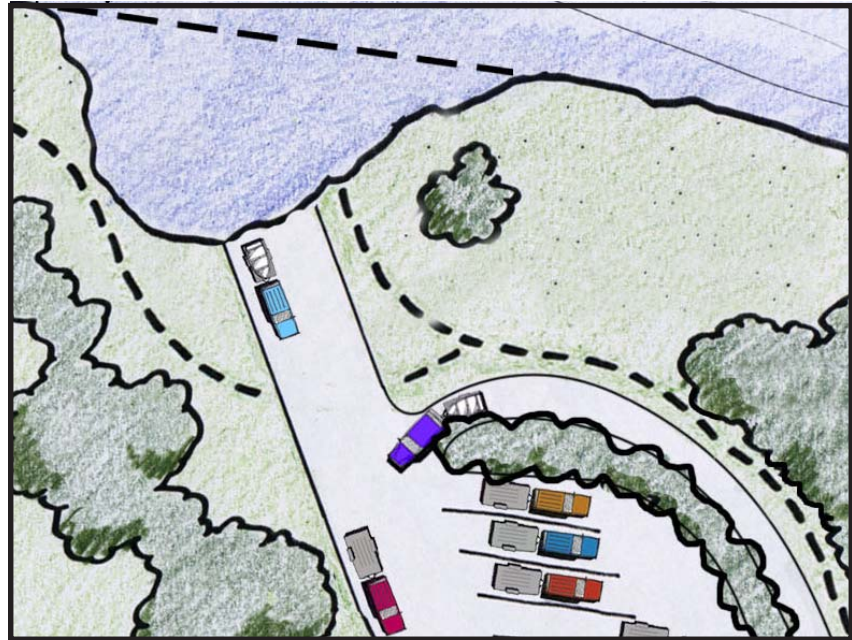


Figure 9

that groundwater contamination will not be a concern. Restrooms should be gender specific, and have two stalls each in order to accommodate periods of high use. The restrooms on the west side of the site would be a component of the proposed visitor’s center, and would be developed as part of Phase 5. One of the restroom facilities on the east side should contain a built-in storage facility for maintenance equipment and supplies. This restroom would be installed as part of Phase 1.

Changing rooms should be incorporated into, or be located within close proximity to, the restroom facilities on the east side of the site (Figure 10). The changing rooms are also listed as part of Phase 1. Changing rooms should also be incorporated as part of the visitors center on the west side of the site. The changing rooms should be gender specific and would allow river users to change clothes prior to, or upon completion of, a river trip.

Picnic facilities are proposed for both sides of the site. On the west side a picnic shelter is proposed as a component of the “gateway park”. The shelter has been located close to the visitor center, and is large enough to accommodate several picnic tables (Figure 11). The shelter is also sited to provide views of the Snake River and mountains beyond. Picnic tables are also proposed for the east side of the project area, and are centrally located near the main parking area. Two small shelters should be provided in this location.

Two information kiosks have been incorporated into the plan; one on the east side of the project area and one on the west side of the project area. They have been centrally located in areas of high pedestrian traffic. The kiosks should be vertical structures constructed of natural materials, such as wood, and have enough surface area to display pertinent information.

Bicycle racks should be located in two locations: one on the east side of the project area near the restroom and changing facilities, and one on the west side of the project area near the visitor center. In order to avoid cyclist/pedestrian conflicts, bicycle racks should not be located in the direct flow of pedestrian traffic. Racks should be secured to the ground, preferably with concrete, and be vandal-proof.

Amenities

A potable water supply should be developed on both sides of the project area. This would provide area users with drinking and washing water.

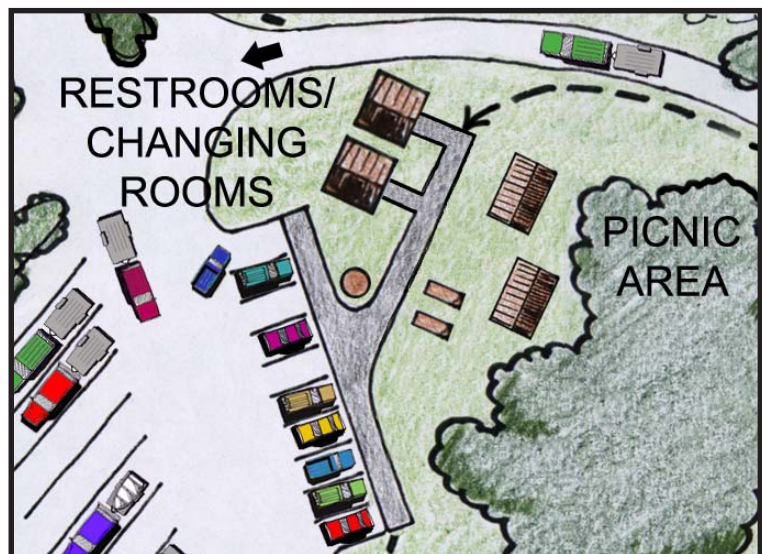


Figure 10

A sound muffled air pump should be located near the boat take-out/launch area on the east side of the project area. The air pump would facilitate an efficient preparation process for those preparing to launch inflatable watercraft into the river, as well as reduce congestion and increase the overall efficiency of the boat launch area.

Appropriate signage should be developed for both sides of the project area. Site signage would promote safe and efficient use of the roadways and parking lots. Signs indicating pedestrian paths, bicycle paths, trails, picnic areas, and pet-walking areas should also be incorporated.

Circulation

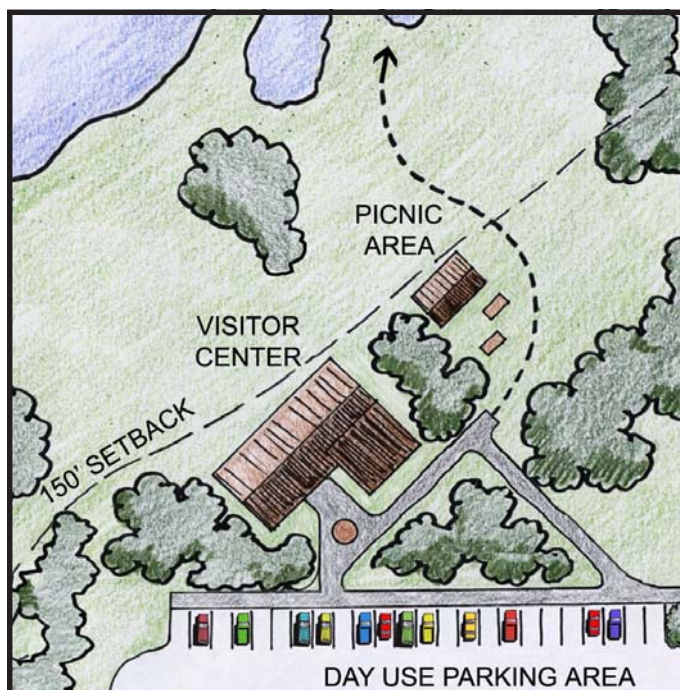


Figure 11

The pedestrian and vehicular circulation routes have been designed to provide safety efficiency to users, while maintaining the integrity of the natural resources. The plan retains the existing intersection on Hwy 189/191 as the main access point to both the east and west sides of the site, due to its location away from the South Park bridge, and its allowance for optimum highway sight distance.

The east side of the project area would contain the river access facilities and amenities. Access to the gravel beach boat launch area been designed as a one-way approach (Figure 12). This would allow users that want to access the boat launch area to pull into the site and proceed directly to it. Following launching, vehicles continue along the one-way loop to the

designated parking area. The parking area would contain 10 regular-sized parking spaces as well as 17 oversized parking spaces (12 X 50 feet) to accommodate vehicles pulling trailers. There is a second one-way loop that serves the hard-hull boat launch. This loop can be accessed by either driving directly through the parking lot, or by following the loop that accesses the gravel boat launch area. Other user groups can by-pass the boat launch areas and proceed directly to the parking area. This configuration minimizes potential vehicular conflicts that may arise between different user groups.

The west side of the project area would contain the visitor center and picnic shelter, trailhead and additional parking, as well as a possible park-and-ride lot that would serve users commuting from the Hoback Junction area. Access to this side of the project area is via the existing intersection on the highway. The parking area would be accessed by two separate spurs from the main access road. The parking area would contain five dedicated regular-sized trailhead parking spaces, located in the northeast corner of the parking area to serve those using the proposed regional pedestrian/bicycle trail system (which will parallel Highway 89/191). The parking area would also contain 18 oversized spaces (12 x 50ft.), to accommodate RV's and vehicles pulling trailers, and 50 regular-sized spaces. The west side parking area also has the ability to be expanded if use levels dictate. The plan incorporates an underpass/tunnel in order to provide safer pedestrian and vehicular access to both sides of the project area. This grade-separated underpass of Highway 189/191 would reduce vehicular conflicts at the current intersection, and provide a much safer passage for automobiles, bicyclists, and pedestrians. The underpass would also promote a right-turn-only scenario to and from Hwy 189/191, as well as allow easy access for spillover parking from one side of the project area to the other.

Trails

In order to provide appropriate pedestrian access to the various portions of the project area, the plan includes a network of ADA accessible soft surface foot trails. A paved trail connection through the highway underpass/tunnel would provide pedestrians and cyclists with safe access to both sides of the project area. Other trails would include: sustainable riverside fishing trails, connection paths from the launch area to parking, and trail connections to proposed Teton County regional trails.

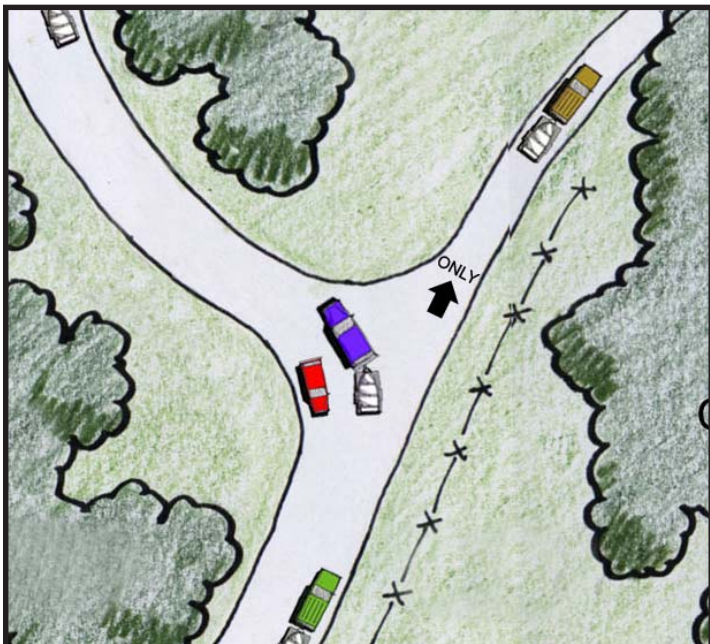


Figure 12

Site Features

The plan has been designed to preserve the existing natural features within the project area. The prominent ridge on the east side of the site and all of the existing mature trees are not affected by the site plan. Major disturbance areas, such as parking lots, are concentrated to the existing flatter open areas of the site. A majority of the access roads within the project area utilize existing road alignments. The plan also incorporates large areas of new tree plantings. These new plantings will not only allow the site to blend into the river corridor, but will also provide users with a more naturalistic setting by screening unwanted views from the site to neighboring properties and the highway. The screening plantings will also help protect the viewsheds of nearby private property owners. It will be necessary to develop an irrigation system to establish and maintain this new vegetation.



View of existing access road to east parcel through cottonwood trees

IV. Project Development Overview

A. Required Administrative Actions

The South Park River access site will provide needed amenities to the area and resolve current safety issues associated with the Von Gontard's Landing access site. There is a high level of public interest in initiating the development of the site as planned. The BLM may want to consider forging a partnership with Teton County in order to secure additional funding sources to expedite the development process. BLM staff should also stay in contact with the representatives in Teton County who are working on the proposed regional bicycle/pedestrian trail in order to coordinate the development of the related facilities on the BLM site.

Coordination will also be important regarding the development of the proposed underpass/tunnel below Highway 189/191. WYDOT is planning on replacing the South Park Bridge and construction

of the tunnel on the BLM site should occur concurrently. BLM staff will have to maintain contact with WYDOT during the development of the design for the new South Park bridge and highway approach to ensure that WYDOT officials are aware of BLM intentions and ensure that the tunnel is compatible with the improved bridge/roadway. The river front trail that crosses below the South Park Bridge should also be considered when WYDOT is designing the bridge upgrade.

B. Required Interim Use Supervision

Prior to the initiation of the improvements in the project area, the BLM should continue the current management program for the area. Upon the implementation of the development, an ongoing monitoring system should be established in order to assess visitor levels as phasing of the plan is based partly on use levels. This monitoring may include traffic counts, user surveys, and user counts conducted by BLM staff.

C. Project Development Phasing Outline

The plan is designed to be implemented in phases based on current and projected user need. Current user levels on this stretch of the Snake River dictate the need to concentrate the majority of the development in the immediate future to river recreation related facilities. This would encompass most of the development planned for the east side of the site. The development planned for the west side of the site is oriented more towards passive recreational use and cultural facilities. The phasing plan outlined below follows this general east/west development pattern.

Phase 1: Initial development of the east side facilities.

Survey: Survey the project area to 1' contours. 1' contours will be required due to proposed tunnel, associated drainage and sensitivity of the riparian nature of the property.
Geotechnical survey of site to identify geologic constraints.

Landscape Architect/Engineer: With BLM oversight, design development and construction drawings for: ingress/egress improvements on Highway 189/191, the raft drop-off and pick-up area and associated access drive, the main parking area, picnic shelters/tables, trail system, restrooms/changing rooms, the planting plan for the eastside and the screening vegetation along the highway on the westside of the project area, water source development and irrigation system.

Construction Contractor: Install the above improvements with BLM oversight.

Phase 2: Further development of the east side facilities:

Landscape Architect/Engineer: With BLM oversight, Design development and construction drawings for: the hard-hulled boat ramp and associated access drive, air pump, and the parking area expansion.

Construction Contractor: Install the above improvements with BLM oversight.

Phase 3: Initial development of the west side facilities.

Landscape Architect/Engineer: With BLM oversight, Design development and construction drawings for: the parking area and vehicular circulation routes, the picnic shelter and tables, the river access trails and beach area, and a planting plan for the screening vegetation on the southern and western portions of the property.

Phase 4: The underpass linkage between the east and west side.

Engineer/Landscape Architect: with BLM oversight, Design development and construction drawings for the tunnel .

Construction Contractor: Install the above improvements with BLM oversight.

This phase will require considerable consultation/coordination with WYDOT

Phase 5: Project completion.

Architect/Landscape Architect: With BLM oversight, Design development and construction drawings for the visitor’s center, site plan (building location) and associated sidewalks and landscaping.

Special Note: The proposed connection to the regional bicycle/pedestrian trail should be developed when Teton County constructs the trail through the site. This construction could occur during any of the above phases and could be partially paid for by Teton County. Coordination with Teton County for this portion of the development is critical.

D. Project Development Schedule Outline

Phase	East Side	West Side
Phase 1	Survey project area to 1 foot contours Design and Construction of: main launch/take-out area, access road, main parking area, restrooms/changing rooms Highway 189/191 egress/ingress improvements, planting of native vegetation, development of a water source and installation of an irrigation system.	Planting of screening vegetation along Highway.
Phase 2	Design and Construction of: hard-hulled boat ramp and access road, additional parking area, air pump and water supply.	Construction of drinking water supply stub-out for future visitors center.
Phase 3	No Development	Design and Construction of: parking area and vehicular circulation routes, picnic shelter and tables, river access trails and beach, and planting of the remainder of site vegetation (except landscaping for visitors center).
Phase 4	Design and Construction of underpass/ tunnel connection to west side.	Design and Construction of: underpass tunnel connection to east side
Phase 5	No Development	Design and Construction of: visitor center, concrete pathways, visitors center landscaping, and connection to regional bicycle trail.

E. Recommended Method of Project Survey and Design

The goal of this Recreation Project Plan is to get the recommended improvements installed in a efficient and economical manner. Because the BLM Pinedale Field Office has limited resources due to their current project workload, it is recommended that the survey, design and construction of Phase 1, and possibly the entire project, be completed by independent contractors. Phases 2-5 may be accomplished by a combination of BLM personnel and contractors. The composition of the team should be determined based on the current and projected workload of the BLM office in charge of the work.

V. Preliminary Project Cost Estimates

A. Phasing Construction Estimate

(Phasing Construction Estimate is located on the following pages)

South Park River Access
Phasing Construction Estimate
September 2004

PHASE I:				
EAST SIDE DEVELOPMENT				
	QTY	UNIT	UNIT COST	AMOUNT
Mobilization	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
Site Ingress/Egress Highway 189/191 Improvements	1	Lump Sum	\$ 150,000.00	\$ 150,000.00
Access Roads and Parking (Erosion Control, Excavation, Asphalt Surface, Drainage)	70662	Square Feet	\$ 2.50	\$ 176,655.00
Restrooms/Changing Room Building	1	Lump Sum	\$ 28,000.00	\$ 28,000.00
Restroom/Storage Building	1	Lump Sum	\$ 30,000.00	\$ 30,000.00
Concrete Pathways With Intergral Color	1553	Square Feet	\$ 6.00	\$ 9,318.00
Soft Surface Trails	1289	Linear Feet	\$ 3.00	\$ 3,867.00
Planting and Seeding	6	Acres	\$ 30,000.00	\$ 180,000.00
Water Source Development/Pump House	1	Lump Sum	\$ 25,000.00	\$ 25,000.00
Irrigation System	100000	Square Feet	\$ 0.50	\$ 50,000.00
Picnic Shelters	2	Lump Sum	\$ 15,000.00	\$ 30,000.00
Picnic Tables 8' ADA	1	Lump Sum	\$ 350.00	\$ 350.00
Picnic Tables 8'	2	Lump Sum	\$ 300.00	\$ 600.00
Bicycle Rack (Saddleback - 7 bikes)	2	Lump Sum	\$ 300.00	\$ 600.00
Information Kiosk	1	Lump Sum	\$ 3,000.00	\$ 3,000.00
Site Signage	8	Lump Sum	\$ 600.00	\$ 4,800.00
		Sub Total	\$	717,190.00
WEST SIDE DEVELOPMENT				
Planting and Seeding of Highway Screening Vegetation	3	Acres	\$ 30,000.00	\$ 90,000.00
Irrigation	43560	Square Feet	\$ 0.50	\$ 21,780.00
		Sub Total	\$	111,780.00
10% Construction Contingency			\$	\$ 82,897.00
Site Survey to 1' Contours			\$	\$ 25,000.00
Site Geotechnical Survey			\$	\$ 30,000.00
Design Fees			\$	\$ 60,000.00
		Total	\$	1,026,867.00

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

PHASE II				
EAST SIDE DEVELOPMENT				
	QTY	UNIT	UNIT COST	AMOUNT
Mobilization	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
Hardened Boat Ramp	1	Lump Sum	\$ 49,000.00	\$ 49,000.00
(Bank Excavation, 6" Thick Concrete Ramp)				
Parking Area Expansion and Access Drive	16094	Square Feet	\$ 2.50	\$ 40,235.00
(Erosion Control, Excavation, Asphalt Surface, Drainage)				
Air Compressor with Pump House	1	Lump Sum	\$ 5,500.00	\$ 5,500.00
			Sub Total	\$ 99,735.00
WESTSIDE DEVELOPMENT				
Drinking Water Supply Stub-out for Future Visitors Center	1	Lump Sum	\$ 5,000.00	\$ 5,000.00
10% Construction Contingent			\$	\$ 10,000.00
Design Fees			\$	\$ 8,000.00
			Total	\$ 122,735.00

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

PHASE III				
EAST SIDE DEVELOPMENT				
NONE				
WEST SIDE DEVELOPMENT				
	QTY	UNIT	UNIT COST	AMOUNT
Mobilization	1	Lump Sum	\$ 18,000.00	\$ 18,000.00
Parking and Access Drives	68670	Square Feet	\$ 2.50	\$ 171,675.00
(Erosion Control, Excavation, Asphalt, Drainage)				
Picnic Shelter	1	Lump Sum	\$ 45,000.00	\$ 45,000.00
Soft Surface Trails	1289	Linear Feet	\$ 3.00	\$ 3,867.00
Planting and Seeding Remainder of Drought Tolerant Landscape	6	Acres	\$ 30,000.00	\$ 180,000.00
Irrigation	130680	Square Feet	\$ 0.50	\$ 65,340.00
Trash Recepticles	3	Lump Sum	\$ 250.00	\$ 750.00
Picnic Tables 8' ADA	2	Lump Sum	\$ 350.00	\$ 700.00
Picnic Tables 8'	2	Lump Sum	\$ 300.00	\$ 600.00
Picnic Tables 12'	2	Lump Sum	\$ 400.00	\$ 800.00
Bicycle Rack (Saddleback - 7 bikes)	2	Lump Sum	\$ 300.00	\$ 600.00
Information Kiosk	1	Lump Sum	\$ 3,000.00	\$ 3,000.00
Site Signage	8	Lump Sum	\$ 300.00	\$ 2,400.00
			Sub Total	\$ 492,732.00
10% Construction Contingency				\$ 49,270.00
Design Fees				\$ 35,000.00
			Total	\$ 577,002.00

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

PHASE IV				
CONNECTING TUNNEL				
	QTY	UNIT	UNIT COST	AMOUNT
Mobilization	1	Lump Sum	\$ 41,000.00	\$ 41,000.00
Underpass (Concrete Box Culvert w/Wingwalls 160' X 32' X 14')	1	Lump Sum	\$ 700,000.00	\$ 700,000.00
Structural Excavation	1	Lump Sum	\$ 10,000.00	\$ 10,000.00
Connection to Existing Access Drives and Parking	9892	Square Feet	\$ 2.50	\$ 24,730.00
			Sub Total	\$ 775,730.00
10% Construction Contingent				\$ 77,500.00
Design Fees				\$ 55,000.00
			Total	\$ 908,230.00

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

PHASE V					
EAST SIDE DEVELOPMENT					
NONE					
WEST SIDE DEVELOPMENT					
	QTY	UNIT	UNIT COST	AMOUNT	
Visitors Center Building	1	Lump Sum	\$ 500,000.00	\$ 500,000.00	
Interpretive Displays	1	Lump Sum	\$ 50,000.00	\$ 50,000.00	
Viewing Deck	1	Lump Sum	\$ 5,500.00	\$ 5,500.00	
Concrete Pathways	4944	Square Feet	\$ 6.00	\$ 29,664.00	
Visitors Center Landscaping	6250	Square Feet	\$ 4.00	\$ 25,000.00	
Asphalt Surfacing on Parking and Drives	68685	Square Feet	\$ 0.80	\$ 54,948.00	
Connection to Regional Bicycle Trail	1	Lump Sum	\$ 25,000.00	\$ 25,000.00	
			Sub Total	\$ 690,112.00	
10% Construction Contingency				\$ 69,000.00	
Design Fees				\$ 48,000.00	
			Total	\$ 807,112.00	

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

PROJECT TOTAL CONSTRUCTION COSTS	
PHASE I	\$ 1,026,867.00
PHASE II	\$ 122,735.00
PHASE III	\$ 577,002.00
PHASE IV	\$ 908,230.00
PHASE V	\$ 807,112.00
TOTAL	\$ 3,441,946.00

(Pricing does not reflect inflation over 20 year period)

South Park River Access

Phasing Construction Estimate

September 2004

ANNUAL OPERATION AND MAINTENANCE COSTS	
PHASE I *	\$ 20,537.34
PHASE II *	\$ 2,454.70
PHASE III *	\$ 11,540.04
PHASE IV *	\$ 18,164.60
PHASE V **	\$ 86,142.24
Total Annual Operation and Maintenance at Full Build-Out	\$ 138,838.92

*based on 2% of construction costs
**based on 2% of construction costs plus \$70,000 for visitors center staff and volunteer coordinators

(Pricing does not reflect inflation over 20 year period)

APPENDIX A

APPENDIX A: Federal, State and Local Agency Comments

BLM Snake River Southpark Boat Launch Design Dialogue Comments

Rec Planners/ WG&F

Page 1

- Highway Rest Area Potential at S.P.W./Proposed improvements/ accommodate - plan for this use.
- People are stopping along river, fishing in sensitive habitat area - Eagles
- Multiple Methods of Creating Awareness
 - Post "Sensitive Area" along river
 - Maps delineating habitat sensitive areas
 - Kiosk information center
- Separation may not work due to hydrology fluctuations - people will use the areas that the hydrology allows
- Eagles nests are approximately one mile to the east and one mile to the west. 3 active nests upstream, 2 active nests downstream, closest upstream nest is on state land.
- Direct day use away from cottonwoods
- Direct folks w/ trail & signs
- Eagle use is perching but sporadic

Recreation/ W.G.F.

Page 2

- Peak runoff varies from May to July
- Private user staging (?) While shutrina (?0 takes Place
- Not critical Bald Eagle - Territorial line - wg&F
- Will increase act. Impact res. Down river
- providing parking will draw a new level of use - minimum parking far (?) Now WG.F
- Concern with multiple ramps - WG& f
- If hydrology works - put facility on west side to protect cottonwood p_____? - WG.F
- East side - Fishery Dep.(?) & safety - East is best
- Impact by future development growth in S.P. area will have user increase impact on river access - WGF
- Y-----? Use ___? U.G. Landing day use

REC./ WG.F

Page 3

- Expansion of V.G. Landing not feasible due to having an annual lease
- Not able to spend private Federal Funds on private lands

- One good ramp area
- No eddy to stage in
- Very territorial here @ Wilson
- Ideas on how to make the south side BLM work, how this land will function
 - Access sites
 - Dredge Pool
 - South side of south _____ of bridge
 - West of Highway

Recreation Planners

Page 4

- Type of use has changed - kayak use
- Significant spike in commercial use at south park
- Fear of permit system being.....
- Late season violators affecting activities
- Car counter - WG&F
- Fishing is minimal toward w. table due to whitewater rec. activity
- Upstream - Wilson s. park quieter for angler/fish use
- Don't anticipate scenic floating or float fishing reducing upstream
- Speculation on permitting policy being established

Recreation Planning - WG.F

Opens Early April & Closes 11/1

Page 5

- County Proposal
- V.G. Facility - is unsafe in present configuration
- Everyone Partners
- WG.F would like to see BLM parcel developed and terminate the V.G. lease reduce their role
- Time Frame 2-3 years
- Snake River fund has discussed their role in assisting w/this (?) Far. Dev.
- WYDOT -Amps for player or inhibitor
- funding of road improvements
- turning lane dist. sound of bridge
- are there inter improvements that can be made to make safer
- just open the gate is a perspective out there
- Review it for how to grade & be in tune with hydrology
- Provide day use at site
- Those launching at S.P. - Permit holder pul off at Astoria (?) - now permit holder pull off at private accesses at Hob__ck(?)
- Most of the use is fishing

Rec. Planners WG& F
Page 6

- Potential Increase in season w/ new site
_____Biologists/Rec. Planner, BLM
- No real T&E species concerns on site however, will increase use impact downstream F& W
- Parking area will determine increase - BLM
- Const. Shouldn't direct impact - BLM
- Yellow-bellied kukoo, red-tailed hawk nest - F&W
- ½ mile - No dist. Mid April-mid June F7W
- Hard hulled boats & large rafts TCD
- Put in @ Wilson, S.P. is primary a t.o.
- Congestion with public vs. Private > separate ramps
- Prep. Area fro boats, possible generator
- West side unfavorable for access
- Erosion from V.G. into river

Biologists cont.
Page 7

- Permeable surface material -TCD
- Grass Buffer strips along road/parking if paved TCD
- Ramp able to withstand highwater
- Reg. Maintenance - TCD
- Use declines here when level is high (30k) - TCD
- Turning Lane F&w
- Designated, defined, small impact areas - TCD
- Downstream on inside curve is best protected site from hydrological viewpoint - TCD
- Will we have 2 access sites, or will V.G. Be closed? F&W
- People will use new site if facilities exist - TCD
- Fisherman may still us V.G. site - TCD
- Limit size of parking to limit use, to possibly expand later as increased use dictates - F&W

Biologists con't
Page 8

- Eagle nesting signs used in GTNP. TCD
- Include provable data in each if it exists / re: Eagle habitat & Public Awareness - F&W
- S.P. used more as comm T.O. than to put-in. TCD
- Use will increase over time regardless of development / proximity to Jackson - TCD

- May reduce impacts to lower canyon
- Feb 15 - Aug 15th - No const due to Eagles - F&W
- Use typically increases July-Aug, fisherman and water quality.
- Coordination w/WYDOT could influence const. Dates
- 3/15- 7/31 (1/2 mile) red-tail hawk nesting F&W
- Now would be a good time to look at BLM regulatory issues regarding river use - F&W
- Teton County manages Wilson site w/BLM

Teton County Personnel

Page 9

- Wilson use increased with improvements (500%?) (50 per day > 250-300 per day)
- Size of facility may be an issue re: Maint.
- Greatest increase @ Wilson has been commercial use
- Regulation of river users?
- Most use s.p. as takeout
- Put-in use will increase w/facility development
- Measure capacity of river & design to it
- More comfortable with commercial users
- Current access problem to/from highway
- Solidify permanent public access on public land
- Capacity dictated by property size?
- Who regulates property & how (if improved)
- Conflict between private and commercial
- Space & functionality of different users
- Parameters of Eagle Nest & users numbers will determine design
- Most eagle impact happens w/people on foot i.e. boats stopping

Teton County Personnel

Page 10

- Study other areas of river to determine impacts on eagles
- Maint. Costs and resources?
- Wilson Maint. Season is May-Oct.
- Law enforcement/ parking illegally/signs
- Design for minimal impacts & efficiency
 - Environmental Impacts
 - County Regulations (150 river setback)
- PSP Zone (Public/semi-public)
- Time line of river trips will encourage increased commercial use (1/2 day)
- River below S.P. attractive to novices
- Pedestrian access across bridge to U.G.(?) Site so people may access traditional fishing areas connect to ex. Trail
- Rest area/day/trail head use - How to accommodate/discourage

Teton County Personnel
Page 10-A

- Future trail will continue on west side of highway from current location (lame -? Cr.crossing)
- "No left Turn" access into site for bike/pedestrian safety access
- Henry's trail is separate spur - potential underpass from future pass to Henry's Trail
- Pedestrian access: Provide WYDOT more reasons to incorporate into new bridge
- Asphalt will be less visual/environmental impact
- Location of facilities to be maintained is extremely important
 - Material Selection important
 - Permanent structures are cheaper and easier to maintain
- Regional welcome center? Fit RMP?
- Potential for park/entrance area to show highly developed alternative
- If underpass is utilized: Parking on west more pristine on east
- Accountability of commercial users on public sites

Contiguous Property Owners/Adjacent Residents
Page 11

- Current Access is dangerous. Could we construct turn lanes to existing sites?
- Conflict w/ construction traffic at intersection if site moved to south of river
- People camping illegally
- How to control trespassers
- Owl habitat downstream
- Ruin view/privacy/increased noise - air compressor
- Dogs on site will impact non-dog Evans Park
- Access to north could be developed
- Accidents occur south of bridge. 1995-1999 only one accident result of V.G. access
- Commercial outfitters are real problem since no permits/cause conflict & congestion
- Would like to see permit system from Wilson to S.P.
- Like to see parking on west side
- Gravel bars could change yearly
- Inside of curve is still fast water

Contiguous Property Owners/Adjacent Residents-continued
Page 12

- Landscape/Screening for potential parking on property owners parcel
- Safety of public is major concern
- West side is preferred
 - Noise further away, less of an impact
- Potential access to V.G. site from game creek? More wetlands? Old roadbed

- Gravel extraction in winter & spring - potential conflict with gravel operations and river users
- For west site: screening up along road
- Need more areas for public recreation
- Impact less people on west side
- Explore all alternatives from a community based standpoint, not just BLM land.

Contiguous Property Owners/Adjacent Residents - continued Page 13

- West is a bigger/flatter area
- Concrete boat ramp
- No underpass needed if west site is improved
- East side goes under water in big years
- Tourists need a spot to play, tourist economy
- Use ex. Access road on west
- Current access unacceptable (parking etc.)
- Paul V.G. is comfortable w/facility and willing to expand & work with partnerships for long term dedication of property to public use
- Questionable BLM ownership of parcel
- Concerned about overall size of facility, survey info from V.G. access
- 2.4 rafts, 2-3 times a day > comm. Use
- Design parameters for user numbers?
- Large nice facilities will increase river use
- Determine current need in order o design adequate facility so that other areas in system are not impacted

Angling Outfitters Page 14

- Season July, August ½ of September
- Need adequate parking, like at Sheep Gulch
- Staging prep area with a single ramp, like in Glenwood Canyon
- Multiple Ramps
- Evans- extraction permit
- Underpass oport.
- Start out small
- BLM site -Conan site.

Commercial Anglers Page 15

- Separate rafts from rafts (?)
- Von Gontasds is adequate fro fishing, put rafts across the river
- Move to BLM & restore the area, protect the spawning stream
- Do not separate usersLike a separation

- Don't go west- safety issues launching
- Create an underpass & ____? Right hand turns - access - safety
- Don't focus on user segregation
- Adequate signs directing activities
- Underpass+++
- Accommodate day use area
- Security concerns
- Put-in and take-out for angling

Commercial Anglers

Page 16

- Will attract more users
- Sign habitat areas
- Do not see the South Park ramp + rigging angling growth - commercial
- Industry growth may trigger greater use
- Private use increase
- Awareness educating use
- Wide ramp
- Another ramp ½ way between Wilson & South Park
- Put- In % 40
- Take- Out % 60
- Take-out south of bridge _____? Will require major eddie
- Fee demo - Wilson to S.P.
- 20-30 Fishing boats per day at Wilson Peak
- 10-15 Other days
- Don't need manager

Commercial Anglers

Page 17

- Look into Snake River fund raising concept
- Way to collect user numbers and plan from it
- Camp host or type of opportunity?
- BLM keeps all fee demo dollars of their site
- County willing to manage if there is a fund to help with o&m (?)
- 60 take-out
- 40 put-in
- 7/15 -76 day - 1880 boats - 25 boats/day
- 9/30- 8-9 In to 4-6 out
- 9am
- 10-20% increase annually
- Doubled in five years
- Develop an extension of the USFS management to Wilson

from page 18..continued (?)

- comm scenic float (?)
- West side of bridge is a bad idea to launch upstream of bridge piers

- Bus turn around
- Back trailer to river
- West table, Sheep Gulch
- Division between commercial & privates
- Popular kayak - S.P. to Astoria
- April 1st - Pole Pedre (?) Paddle Race 500 people
- 25% as put-in
- Growth will be driven demand not facility accommodation
- Safest stretch of river in county
- Additional use up stream but not down stream
- To make scenic downriver worthwhile go to Pritchard

WYDOT

Page 19

- Migration corridor at Game Creek, Flat Creek
- Enhancement fund potential with restroom facility
- West side put-in most likely would not place road a risk
- Access directly east of south bridge could potentially impact the bridge

WYDOT

Page 20

- If north side remains then the 2 existing accesses should be consolidated to north
- If you want to get something accomplished, then don't wait for WYDOT's projects
- Plan it in manner that the two are compatible
- The future bridge upgrade will have a pedestrian path
- WYDOT 2008 - Perhaps backed off to 2015 or moved to 2007
- In the EIS stage
- Turn lane mandatory - Left center lane
- 625' from bridge
- Begin 330' taper at bridge
- 525' of lane widening
- 425' turnout lane
- Will consider an underpass, but not at the expense of vertical site distance
- Rather see on one side of road and no structure

Elected Officials

Page 21

- As the commercial use grows the private user gets pushed out [Wrong]
- Assure public access to the river
- Pathway Interface
- Traffic issues - Must work

- Getting back & forth across river on foot
- Eagle consideration
- Evaluate the whole parcel as a regional opportunity
- If through the RMP, the County acquires the parcel & if it is developed as a river access - how do we fund improvements, O&M
- Place it on the P & Rec CIP list so that the county is prepared
- How can the BLM parcel potentially fit into the county's existing recreation program
- Good walk trails on northeast quadrant 150 yards up road - a place to park - remove this and consolidate at the BLM site
- Eagle Nest on feed ground
- Lots of recreation activity - CIP on the feed ground - create connections with BLM opportunity as a network rather than isolated pieces
- Keep activity to east & away from the industrial activity
- Can't be a 24 hour boat ramp, have daily limit to hours
- Dog control on site to minimize impact on other users and neighbors
- Consider the potential for a resident camp host

Appointed Boards

Page 22

- Pathway connection
- Create a pedestrian/equestrian connection over river - Attached or incorporated into bridge structure or separate
- Jackson to Hoback to Pritchard to Dogcreek to Fallcreek
- Restrooms on west side of highway on BLM
- Donate to state for State Park
- Camp host to make sure the place is properly respected
- Fees stay on site***** do not go to Washington
- When is the right hand going to figure out what the left hand is up to?
- If you take our time to discuss - You take out time to implement.

Appointed Boards

Page 23

- Develop a permit program for Wilson to South PARK TO MANAGE USE
- If you are taking someone down the river fro money then it needs to be permitted - police it.
- If the access remains as is, it needs a new access
- Keep existing site for commercial use
 - East side/BLM for private launch
 - West side parking
- Gated closures to keep overnight camping
- Police it for trash
- Flat creek important for kayak

Environmental Groups

Page 24

- Will not see an(no text)
- Fishing trips between S.P. & Hoback not inclined to increase
- Private will increase
- Conant - Idaho - BLM
- Elk migration not an issue
- Implement
- Prefer gravel parking

Open House Comments

Page 25

- Like alternative 3 or 4 with option or as is.
- Not in favor of permitting Wilson to SouthPark
- Fearful of the BLM and their Permitting policies
- Add a scenic interpretive trail feature on east
- Concerned over losing the Von Gontard
- Landing site due to river migration north
- Corporate advertising sponsorships to fund O&M

Open House Comments

Page 26

- At most water levels there is slow water negating the need for a lagoon, which will require maintenance
- More parking capacity on east side, if possible - Will have up to 20 fishing boat trailers - 25
- Make..... (no additional text)
- Consider underpass in front of south bridge *abut* (?)
- Could possibly be a location that jet skis maybe unforeseen use

General Public Comments

Page 27

- Resource Management - Moose to South Park
- In print
- Out
- 90 Day Comment Period
- March 26 Public M
- 1-5 Open House
- 5-8 - Public Hearing
- 6 alternatives
- This concept is not in all alternatives

- This project is going forward concurrently but is dependent on the Rec of Dec. in RMP
- Formal consultation by us - F&W
- Is it possible to determine actual use on river
- Request numbers from outfitters known to use this reach

General Public Meeting
Page 28

- Knapweed problem
 - Big effort to bring the knapweed under control
 - Redisturbance will cause the weeds to become problem if not managed
- Building/construction contract should include a multiple year weed management line item
- Do not remove soil from site that will cause weed seed bank to be relocated
- Consider fencing between Evans M H Ranch & facility
- The public land is public land and should be used for public purposes but developed in a manner to be less intrusive to neighbors
- Size of the population. Too small of a facility will be a problem right away or it will gradually escalate - can we start small and expand as necessary
- Management - yes or no before you improve understand how to manage

General Public
Page 29

- Potential for over use of too much development
- Management of use
- Have a zoo in the existing situation
- No lights!
- Seasonal management
- Consider integrate w/ gravel operations
- Hunters in winter
- Lease dictates closure
- Anglers want to keep it low key
- Hardened surface - Not necessarily paved
- Do not create parking for new use opportunities
- Post allowable uses
- Smaller facility will control over use
- Restrooms will draw highway user resting activity
- RV overnight use - Discourage.

General Public MTG
Page 30

- Custom Float Trips catered exclusive trips on the rise
- Parking at S.P. bridge needs more capacity
- Current site is good place for day use & informal non commercial use

- Be.....
- Advocate good design with consideration. Don't overwhelm with parking
- Consider the west side. Will be less intrusive
- Game creek trail - Too much use
- Management on use - Especially commercial use to avoid conflicts experience on game Creek
- Highway safety

Agency Managers & Planners

Page 31

- Development of facilities will create conflict which needs management
- Sheriff's department is willing to reinstate the river deputy activity
- Growth of county will increase day use pressure

USFS - A facility at the BLM S.P. location is a good concept - but management is critical

What's future plan for the highway

- Snake river canyon Moran to Dubois-Hoback _____ ?
- SouthPark 2008
- Potential for rest stop area

Agency Managers & Planners

Page 32

- Highway upgrades will attract more people improvements draw more users
- Custodial oversight
- Cooperative planning between agencies
- USFS not able to expand area of management with present resources
- Management of the BLM sites/Funding?
- This will not happen unless decided to happen RMP
- March 26 - Public Hearing
- County - 2 issues
 1. Plan to fund the O&M
 2. Impact on other facilities
 - More staff
 - More toilet paper & Windex
- Desirability of area - Physical
- Management of site - Ability to manage is a bigger issue than the physical - RMP is to address this
- What will this improvement impose on the river use

Property Owners

Page 33

- Don't do anything to change the hydrology & deposition characteristics
- If we extract to the north, then what permit implications are there?
- Extraction
- Trespassing

- Highway
- Squawcreek - eagles -Flyaway while fishing
- More trash along river
- More sprawl
- Jansen property extends across river into study area
- Don't trust the promises made to make the facility compatible w/neighbors i.e. saving trees etc.
- Highway engineering necessary to make it work

Property Owners

Page 34

- November to April - Sand/Gravel extraction
- Design not change the river depositional characteristics at the Evan's site
- 500 - 700 truck trips per day
- 6-9 4-7 Difficult to get on road
- West side expansion - keep people out of the construction materials operations
- Keep people from trespassing along lev.
- Keep people from camping in the cottonwoods
- Rather see the activity stay on north side
- If parking on west side visual vegetative screening & setback buffer

Property Owners

Page 35

- Place in the feeding ground
- Ingress/egress is not safe at Von Gontard's landing
- Place ___? On ramp approach on east side at Von G. & leave it there
- 4 access to highway within a 1/4 mile with adding one more access at BLM site
- Day use dog impact on mobile home park
- Consider the trespass impacts on neighbors
- What are the current accident patterns to the south of the bridge
- Can the boat ramp be placed in feeding ground.
-

Agency Managers/Planners

Page 36

- Timing Relative to RMP
- Physical Facilities
- In the meantime go ahead on this project
- 19 ACRES - BLM Parcel
- Scout Park will be growing pressure for recreational opportunities
- Wherever there is public domain along river
- County agrees
- How does this function as a regional facility
- Day use conflicts

- Other day use interfacing w/river access

Commercial Scenic Float

Page 37

- 8 am to 4 pm : 3rafts/trailer, 12 people/ raft, 24 people/trailer
- 2-3 people craft - anglers - 9am on / 4-6 pm off
- June 15 - September 1 - Scenic flotation season
- Picnic use/ day use parking
- No compressor
- Electrical outlets
- Kayak school - Launch & day use learning area
- Take out from Wilson
- Expand (?) eddy
- Primarily take out for scenic floating
- Take-out at eddy
- Put angling and kayak south abutment

Commercial Scenic Float

Page 37 - Part 2

- Kayaking will increase - especially school use
- WYDOT? WILL YOU REDUCE SPEED?
- Wilson bridge access on both sides works well
- Safety is primary
- Move it further north for Von Gontard is ok if a design demonstrates it but don't believe it works for commercial
- leave wetlands alone & move the site to the BLM
- 2 launches per day, 2-3 boats per day times 2
- 1 launch/day - 2 boats/launch
- (2) as a ___ ___ ___? Hansen
- From SOUTH Park : 4 kayaks per day on the average
- times 2 _ _ _ _ _ _ ? 16 kayaks per day peak

Commercial Floaters

Page 37-B

- 6 companies x 2 boats x 3 launches, 2-4 Launches per day on the average
- 3 time/ ___ ___ ?, 12 people kayak
- Put-in
- Take out 11 & 3
- Separate commercial & private
- Most private users are anglers
- Big spikes in private & more outside commercial
- Consider permit system based on historical use
- Don't support a permit system
- Scratch it off

- O&M revenue stream by users?
- Snake River ___ ? Is open to consider contributions toward S.P. maintenance.
- Prefer approaching the O&M as a Snake river fund before fee demo

Teton County Personnel / Law Enforcement

Page 38

Traffic - Law Enforcement - Search and Rescue

- Search & Rescue perspective west side is not appropriate place facility on east side of road
- Create a right turn only, traffic movement design
- Teton county sheriffs department willing to partner on area's enforcement
- Right-in, right-out will be difficult
- East side put-in, west side take-out
- Visually - anything on west will be more noticeable - concentrate on the activity
- Preserve the cottonwoods
- Fee system to cover O&M
- Water quality primary concern
- Respect county code & attempt to abide by THEM (?)

-

APPENDIX B

APPENDIX B: Public Comments

Open House: January 16, 2003 4-7PM Concept Plan Comments

Concept #1

- I like the physical barrier to protect vegetation and promote revegetation of new riparian habitat
- Stay out of 150' river setback!
- No demonstrated need for optional boat launch
- Trail access, bike underpass good idea
- I like the minimalist approach
- No need to excavate lagoon area for swimming hole
- Keeping Von Gontard=s in County Parks program *may* suffice for alternative
- Public uses demand eliminating need to develop west side of BLM property
- Seasonal changes will occur with excavation of gravel in lagoon area
- Like this concept with the potential for future expansion (#3)
- Need improved/ expanded conceptual plans for use of gravel bar
- Use pattern(s) for efficient movement of people, equipment, etc.
- Day use beach for lounge chair and coolers, etc.
- Like concept #1&3 combo (east and west)
- Keep it simple to start
- Consider phasing from east to west
- Build in the tunnel *up front* with WYDOT
- No need to pave access on east side - use graveled area, low-tech to start
- Log barriers and signage would keep things organized enough for many years - delay paving and striping
- Keep flow of traffic to and from ramp going one-way (#3 too busy)
- It is possible to improve access and parking at the existing site
- This alternative and any development on the SE parcel will cause the greatest impact to both wildlife and residents.
- It=s ironic that the same people who want to stop the Canyon Club to protect wildlife are so willing to develop this piece for their own interests.
- At most water levels there is slow water negating the need for a lagoon, which will require maintenance
- More parking capacity on east side, if possible - Will have up to 20-25 fishing boat trailers
- Add a scenic interpretive trail feature on east
- Insufficient parking for 20 year needs
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation
- Limited expansion opportunities
- Subject to high flow impacts and ability to use in high water conditions

Concept #2

- Due to river dynamics, site is not well suited for an access point

- Lagoon will be tough to make landing at high/ medium water!!!!
- Dangerous put-in and take-out! Next take out = Astoria
- What does Reinforce edge@ entail? Rip-rap? Dike? Levee?
- Unrealistic alternative given potential safety hazards
- Safety issue with bridge abutments
- Easement to use private road - conflict with Evans trucks
- Highly visible
- Limited put-in/ take-out area
- Commercial/ private user conflicts

Concept #3

- This is excessive!
- A mixture of #1 & 3
- I like the size of the ramp area on Concept #1
- Option #3 handles traffic flow and ever increasing use the best!
- According to commercial river users, there may not be a *need* for increased access for commercial purposes. More likely to increase public-private use.
- Combination of west side of #3 and #1.
- Create tunnel circulation between east and west
- Right turn only circulation for access on and off highway is ideal
- Yikes! Too much, too soon.
- Unclear that there is a demonstrated reasonably predicted need
- No need for a visitor center. Town and County governments are spending millions on a new MAC campus and state of the art visitor center.....only six miles away.
- Create physical barrier as seen in #1 to protect riparian vegetation
- Most reasonable put-in and take-out when prioritizing safety
- Less is more!
- Lets begin to develop (minimal) on SE shore until there is a demonstrated need for more (keeping in mind Von Gontard=s will remain and WYDOT will eventually upgrade access to Von Gontard=s)
- Keep plans on hand for possible development on west side for 2030. Perhaps by that time gravel and crushing operation will be terminated and picnic area will be more attractive.
- I don=t want to stop and picnic next to a major crushing operation!
- Combine Concept #1 east side layout with Concept #3 west side layout to capture Concept #1 one-way loop to river access and exit river access via one-way road to east side parking lot with option via underpass to westside parking and amenities or egress direct to highway slightly farther south.
- Try to increase east side parking for vehicle/ trailer combinations possibly along south side of one-way road to river.
- Lagoon only functional if excavated each summer immediately following high water. USACoE permit?
- Like alternative #3 or 4 with option or as is.
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation

- Subject to high flow impacts and ability to use in high water conditions
- Easement to use private road - conflict with Evans trucks
- Highly visible
- Commercial/ private user conflicts if optional launch area at northwest corner of east side improvements not constructed
- WYDOT willingness to build and maintain underpass given initial and long term maintenance costs

Concept #4

- Keep trailer traffic confined. Otherwise boats and trailers will be everywhere on gravel bar
- A mixture of west #4 plus east #1
- Keep recreation separate from construction
- All right-hand turns are not necessary if you have turn lanes
- Keep highway access simple
- Should include alternative Aput-in@ at northwest corner
- As part of plan, facilitate private/ commercial use separation
- Subject to high flow impacts and ability to use in high water conditions
- Highly visible
- Commercial/ private user conflicts if optional launch area at northwest corner of east side improvements not constructed
- WYDOT willingness to build and maintain underpass given initial and long term maintenance costs

General Comments

- Not in favor of permitting Wilson to South Park
- Fearful of the BLM and their Permitting policies
- Concerned over losing Von Gontard's landing site due to river migration north
- Corporate advertising sponsorships to fund operations and maintenance
- Make..... (no additional text)
- Consider underpass in front of south bridge abutment
- Could possibly be a location that jet skis maybe unforeseen use
- Prefer Concept #3 if Evans road issue on west side can be resolved. If not, go to Concept #4. Third choice, Concept #1 with private users using existing facilities on north side of river.

APPENDIX C

The BLM appreciates the comments provided by Teton County representatives regarding the South Park Recreation Project Plan 100% draft (RPP). The BLM has reproduced each comment below and has provided a response.

Site Design

The visitor center comes across as a strong component of the park design. This brings up many questions regarding scope of services, agency responsibility, staffing and maintenance of such a facility. Substantive conversations will need to occur amongst local agencies regarding this proposed amenity and construction is likely to occur in the distant future.

- ◆ Response: The BLM agrees with this statement.

The plan calls for two restroom facilities on the project site, one on the east and one on the west side of the highway. Based upon the scale of the project and the number of anticipated users, we would recommend a high service standard for the proposed restroom facilities. Potable water and waste disposal are critical in providing clean and enjoyable facilities.

- ◆ Response: According to the RPP, the restroom facilities will be double-stall vault-toilets. Potable water will be made available on-site, but not inside the restrooms themselves unless a different and more expensive model of vault toilet is used. For the intended use of the site, two single-stall vault toilets will be adequate to meet the anticipated needs of users. The provision of potable water near the restrooms will elevate the comfort level of the site. The BLM would prefer the facility remain a pack-in pack-out site and does not anticipate providing waste/trash removal services to this site. In the future, if management of the site is turned over to an entity other than the BLM, such as Teton County, trash removal service may be provided at the discretion of that entity, not by the BLM.

The west parking lot should be moved to the south to lessen the required length of the driveway access and provide a larger usable park area north of the visitor center.

- ◆ Response: The site plan provided in the RPP is conceptual in nature and is not intended to be final. Detailed adjustments to the site plan, like the one suggested above, will be made during the design development and construction document phases of the project. However, it should be noted that the site plan should maintain a significant physical and aesthetic buffer between the recreation site and the Evans Construction concrete plant to the south.

Multiple covered shelters should be provided for picnic use. The size of the shelter should vary from individual tables to shelters that would accommodate large groups.

- ◆ Response: As previously noted, the site plan provided in the RPP is conceptual in nature and is not intended to be final. Detailed adjustments to the site plan, like the one

suggested above, will be made during the design development and construction document phases of the project.

Potable water will be required to construct an irrigation system to manage and maintain trees and turf. Turf should be added to the west portion of the park to provide a more diverse and user-friendly park experience.

- ◆ Response: The BLM does not consider the development of an irrigation system to be contingent on the availability of potable water. Irrigation water could be non-potable if providing potable water for this use proves too expensive or complicated. It should be noted that the BLM intends on developing potable water for use by recreationists. This potable water may or may not be available for irrigation.
- ◆ The intent of the site plan is to allow the open areas of the site to remain much as they are now in that the open grassy areas on the plan would be drought tolerant and/or native species. Some of these areas could be mowed to provide for more diverse uses. It was never the intention of the BLM to provide large areas of irrigated turf-grass or a manicured park environment. The BLM will consider developing an area of irrigated turf grass in the immediate vicinity of the visitor center in order to provide users a more manicured experience in that area. However, in the future, if management of the site is turned over to an entity other than the BLM, such as Teton County, a larger area of irrigated and manicured turf could be added at the discretion of that entity, not by the BLM.

The majority of trails should be paved for ADA accommodation and lower maintenance cost.

- ◆ Response: All trails will be designed and constructed to meet ADA requirements.

A maintenance building should be included on site to house a minimum of one ATV, mower and miscellaneous repair and maintenance supplies.

- ◆ Response: The storage requirement can be accommodated by purchasing a vault-toilet building that incorporates an attached storage room. This has been noted in the text of the RPP. This change does not affect the site plan.

At least one dumpster per side of highway should be provided. The dumpster should be located adjacent to the main access roads.

- ◆ As stated above, the BLM would prefer the facility remain a pack-in pack-out site and does not anticipate providing waste/trash removal services to this site. In the future, if management of the site is turned over to an entity other than the BLM, such as Teton County, trash removal service may be provided at the discretion of that entity, not by the BLM.

Overall, the site on the west side of the highway should accommodate a greater amount of usable greenspace. This would reduce the amount of natural vegetation and mass groupings of trees. The larger amount of greenspace will accommodate a greater variety of uses.

- ◆ Response: The RPP intended this facility to be situated in a naturalistic, river riparian setting. The overall visitor experience is intended to be in context with the region and the Snake River. A lot of the massed tree plantings are intended to help screen undesirable views and create an experience that is somewhat shielded from the presence of the highway. However, the site plan provided in the RPP is conceptual in nature and is not intended to be final. In the future, if management of this site is turned over to an entity other than the BLM, adjustments may be made, by that entity in conjunction with the BLM, to the overall design and intended recreational uses of the site.

Use of the access road on the west side of the highway may be impacted in May and June when there is a "flood fight" and in September and October when dike maintenance is typically preformed.

- ◆ Response: The BLM does not anticipate conflicts with recreational users when floods threaten as river floaters and other recreationists will most likely not be on or near the river during this time. The BLM is also confident that logistical accommodations can be made to provide access to dike maintenance vehicles without disrupting use of the site.

Development Schedule/Standards

Development should take place in concert with the resolution of the highway ingress/egress design issues and coordinated with WDOT's highway reconstruction project as applicable.

- ◆ Response: The BLM agrees with this statement.

The first phase of construction should include all site utilities to the extent possible. These utilities would include, but are not limited to: power, water, sewer, and telephone.

- ◆ Response: The first phase of the development has been amended to include the provision of utilities. It should be noted that municipal sewer and water is not available at this site. It is anticipated that a well will supply potable water and vault toilets will replace the need for sewer. Telephone and electrical service will be provided.

An automated irrigation system should be included in the development for all tree plantings and turf areas.

- ◆ Response: Cost for an irrigation system is included in the RPP budget.

Due to the size and scope of user traffic, asphalt surfaces should be considered on all parking and driveway surfaces at initial development to manage parking and reduce maintenance.

- ◆ Response: The BLM agrees with this statement and the RPP phasing has been amended to reflect this change.

Development Costs

Development costs should reflect all additional needs and requirements discussed above.

- ◆ Response: The RPP phasing and cost estimate has been updated to reflect these additions.

Phase one development costs includes two restrooms. However, only one restroom is priced. Additionally, we estimate the cost of a restroom to be closer to \$100,000 each.

- ◆ Response: The restroom quantity on the cost estimate has been corrected. The cost for vault toilets was provided by the manufacturer as an installed price.

We recommend increasing the cost of signage by two times

- ◆ Response: The cost for signs has been amended to reflect this recommendation.

Water service or well and irrigation should be included in cost estimate. In addition, grading, topsoil and turf cost for a manicured park surface should be included.

- ◆ Response: Cost of water source development has been included in the cost estimate. Cost for grading, topsoil, and turf cost for a manicured park surface was not included in the cost estimate because these features were not envisioned on the conceptual site plan (see previous comments on this subject, above).

A revised cost for the visitor's center should reflect a \$250 per square foot cost.

Response: The cost estimate has been amended accordingly.

Operating Costs

We found several items missing from the operating cost estimate. The site should be developed in a more manicured and manageable level, therefore requiring increased operational expenses. Mowing and turf maintenance will be required approximately twice a week. Also, irrigation service and operations will need to be completed. Staff time will be required to maintain the landscaping, site amenities, trash pick-up and customer service. Finally, cleaning service will have to be contracted to clean the visitor's center and restrooms at least twice a day for a minimum of 30 weeks. Following is a cost estimate for these described services:

<i>2 seasonal staff</i>	<i>\$24,640</i>
<i>Visitor' Center Cleaning Contract</i>	<i>\$5,000</i>
<i>Restroom Cleaning Contract</i>	<i>\$17,000</i>

<i>Dumpster rental</i>	<i>\$1,000</i>
<i>Turf Management</i>	<i>\$6,280</i>
<i>Irrigation Management</i>	<i>\$3,500</i>
<i>Parking Lot Repairs and Striping</i>	<i>\$2,500</i>
<i>Visitor's Center Staffing</i>	<i>\$50,000</i>

Sub Total: \$110,320

Project Plan Estimate: \$41,712

Total O&M: \$152,032

- ◆ Response: The O&M estimate has been modified to reflect a projected annual O&M expenditure of 2% of construction costs, a significant increase over the estimate included in the 100% draft. However, the RPP intended this facility to be situated in a naturalistic, river riparian setting. The overall visitor experience is intended to be in context with the region and the Snake River. Consequently, the site plan, as depicted, would not require the noted additional costs pertaining to turf management. The restrooms would be cleaned in accordance with current BLM practice (again, these are vault toilets, not plumbed restrooms), which would not require the restroom cleaning contract noted above. The BLM will not be providing trash service, eliminating the need for a dumpster rental.

It should be noted that the site plan provided in the RPP is conceptual in nature and is not intended to be final. In the future, if management of this site is turned over to an entity other than the BLM, adjustments may be made, by that entity in conjunction with the BLM, to the overall design and intended recreational uses of the site. The BLM concedes that management of the facility by an entity other than the BLM may indeed incur the costs listed above by Teton county.