

**Pinedale Ranger District
Fremont Lake Recreation Enhancement Project
Modified Proposed Action Summary**

- A. Fremont Lake Campground:** This campground, constructed in the 1950's, was originally designed for tent camping and small camp trailers. The paved trailer pads are not long enough, wide enough, or properly positioned to allow for easy backing or pull-through parking for today's much larger Recreation Vehicles (RV's). The paved road within the campground is narrow and is deteriorating. The picnic tables and constructed fire rings have deteriorated to the point of needing replacement. One vault toilet in this campground was constructed in 1974 and needs refurbishing. The remaining vault toilets were constructed in the 1950's and do not meet Americans with Disabilities Act (ADA) standards. This campground is supplied by a spring-fed potable water supply system in fair condition.

Modified Proposed Actions - Fremont Lake Campground:

1. **Vault toilets** would be replaced to meet health & safety and ADA standards and improve maintenance efficiency.
2. Existing **campsites would be redesigned** and reconstructed to better accommodate RV's and vehicles with trailers. Campsite parking pads within the existing campground would be reconstructed and resurfaced, with pull-through sites provided where practical.
3. A **70-person group site** (or two 35-unit group sites) would not be constructed at the south end of the campground. Some existing campsites would be redesigned to better accommodate small group/multi-family use where practical. Large groups will continue to choose their own campsites within the campground or will utilize undeveloped sites (dispersed camps) on the north and northwest ends of Fremont Lake.
4. The **main access roads** within the campground would be widened and resurfaced to better accommodate pedestrians and bicyclists.
5. **Campsites 32 and 33** would be converted to day-use parking sites to provide beach access to registered campers on the west side of the campground. **Campsites 30 and 31** would be removed to (a) widen, relocate, and reconstruct the turn-around loop at the north end of the campground, and (b) to provide registered camper access to the beach at the north end of the campground. Replacement campsites would be newly constructed within the campground if practical, to retain 50 to 55 campsites within the campground.
6. **Picnic tables, and fire grills** would be replaced to meet ADA standards.
7. The current **one-way road access** to the Upper Fremont Boat Site would be changed to a two-way access road so that boater traffic is diverted directly to the boat site, eliminating this traffic from the lower campground loop.
8. The **fee collection sites** would be reconstructed to provide adequate pullout space.
9. A **trail system** would be developed and maintained within the campground to provide ADA access to toilets, the boat site/fishing pier, and the lakeshore.
10. To help relieve parking pressure at the Upper Fremont Lake Boat Site, an **overflow parking area** for approximately 10 vehicles with boat trailers (50' length parking spurs) would be constructed within or near the campground entrance to accommodate day and overnight use for boaters recreating on Fremont Lake. **Additional parking**

within the campground for registered campers would be constructed for up to 10 vehicles with trailers. Longer parking pads would be constructed at some campsites within the campground to further accommodate campground visitors with boats and boat trailers as feasible (also see Upper Fremont Lake Boat Site).

11. The **spring-fed water system** serving this campground would be reconstructed.

B. Sandy Beach Swim & Picnic Area: The Sandy Beach Picnic Area was originally constructed as a campground in the 1930s by the Civilian Conservation Corps (CCC) and converted to a day-use picnic site in the 1950s. The existing picnic tables and fire grills are in need of replacement, and the existing toilet at this site is no longer serviceable. The existing toilets, tables, and grills do not meet ADA standards for accessibility. The Sandy Beach Swim Area toilet and parking area were constructed in the 1980's. The parking area and toilet serving this site are poorly located and dominate the landscape, disrupting visual quality at this site.

Modified Proposed Actions - Sandy Beach Swim & Picnic Area: (Note: All structures within this site will be designed to achieve a CCC-era theme):

1. The **parking areas** at the Sandy Beach Swim & Picnic Area would be reduced from 3 parking areas to two as follows: The Swim Area parking site would be decommissioned, filled, and seeded. The main picnic area parking site at the south end of the picnic area would remain the same size (40 parking sites), and would be resurfaced. The upper picnic area parking site, intended to serve the existing reservation group site at the north end of the picnic area, would be enlarged by approximately 1/3 its present size to efficiently accommodate twice the number of vehicles than the current upper parking area provides.
2. The **Swim Area vault toilet** would be replaced and moved to the south end of the Picnic Area.
3. The existing **reservation fee group site** at the north end of the picnic area would be moved further from the shoreline. Several existing single-unit picnic sites would be removed to provide separation from the group site and improve maintenance efficiency of these sites.
4. The existing **condemned toilet** within the Picnic Area would be replaced with an ADA compliant vault toilet.
5. The **picnic tables and grills** would be replaced with ADA compliant facilities.
6. A **surfaced trail system** will be established within the swim and picnic area to meet ADA standards and further protect resources.
7. Several **CCC-era stoves** within the picnic site would be reconstructed pending State Historic Preservation Office (SHPO) concurrence.

C. Fremont Lake Boat Sites: The Upper and Lower Fremont Lake Boat Sites were reconstructed in 1992, with dock replacement in 2007. The boat ramps and parking facilities at these two sites need minor design modification to help address functionality, (including traffic flow and parking configuration), enhance public health and safety, and protect water quality at these sites. The Upper Boat Site vault toilet was constructed in the 1970's and the

Lower Boat Site vault toilet was built in the 1980's. Both vault toilets are fully functional but need replacement to fully meet ADA standards and address visual concerns.

Modified Proposed Actions - Fremont Lake Boat Sites:

Lower Fremont Boat Site:

1. A **breakwater** would be constructed to protect boat docks and improve functionality of this site. The breakwater will also serve as a fishing pier and will assist in directing boaters away from the Town of Pinedale water intake site at the southwest end of Fremont Lake.
2. **ADA-compliant access** would be provided to the docks and vault toilet.
3. Adequate **drainage structures** would be designed and constructed for the ramps and parking area.
4. The **existing vault toilet** would be replaced with a newer structure and either moved to a less conspicuous site or screening would be provided to reduce visual concerns at its current location. Enhanced visual screening would also be required for the Town of Pinedale water treatment structures at the Lower Boat Site.
5. The **existing boat ramps** would be reconstructed to provide three usable lanes with two floating docks. The main (newer) boat site ramp would be widened to a two-lane ramp and lengthened to approximately 50 feet. The existing short ramp would be slightly lengthened and resurfaced. A dock would be provided for both the long ramp and short ramp.
6. The **existing parking area**, designed to accommodate 35 vehicles with trailers, would be enlarged to accommodate 45 vehicles with trailers (55' length/site). The parking area would be resurfaced and a parking scheme would be established for more efficient utilization of the parking area. Vehicles and boat trailers would be allowed to remain in this parking area overnight only while visitors are recreating on or in the vicinity of Fremont Lake. Storage of vehicles, boats, and trailers would be prohibited (ie: equipment cannot be stored at the parking area).

Upper Fremont Boat Site:

7. The **fishing pier** would be reconstructed to improve ADA access, functionality and visual appearance.
8. **ADA-compliant access** would be provided to the fishing pier, dock and vault toilet.
9. Adequate **drainage structures** would be designed and constructed for the ramp and parking area.
10. The **existing vault toilet** would be replaced or reconstructed to meet ADA standards.
11. The **existing boat ramp** would be reconstructed to accommodate a maximum size boat of 20'. The ramp would be dredged and filled to increase its pitch, and would be resurfaced.
12. The **existing parking area** would be slightly enlarged to accommodate 10 to 12 vehicles with trailers (55' length/site) and 5 single cars (considered the appropriate scale of use while considering landscape and resource limitations at this site). The parking area would be resurfaced and a parking scheme would be established for more efficient traffic flow and utilization of the parking area. To help alleviate parking

congestion at this site, **overnight parking of boats and trailers at this site would be prohibited from May 20-September 10** annually.

13. A **day-use fee** would not be charged for parking at this site at this time.
14. To help relieve parking pressure at the main parking area for the Upper Fremont Lake Boat Site, an **overflow parking area** for approximately 10 vehicles with boat trailers (50' length parking spurs) would be constructed near the campground entrance to accommodate day and overnight use for boaters recreating on Fremont Lake. **Additional parking within the campground** for registered campers would be constructed for up to 10 vehicles with trailers. Longer parking pads would be constructed at some campsites within the campground to further accommodate campground visitors with boats and boat trailers as feasible (also see Upper Fremont Lake Campground).

Fremont Lake Recreation Residence Tract & Yacht Club Boat Facilities

15. Analysis of the existing boat docks serving the Fremont Lake Recreation Residence Tract and Fremont Yacht Club at the south end of the lake has been deferred to a later date and will not be addressed in this Environmental Assessment. Until the appropriate level of NEPA assessment is completed to determine the best course of action for these docks, the existing docks will be allowed to remain but may not be substantially reconstructed or replaced.

D. General Fremont Lake Area: This area includes the CCC Ponds Interpretive Site, the Stuart Flat/Pine Creek area, the Sylvan Bay day-use site, and the remaining perimeter of Fremont Lake.

- ***CCC Ponds Interpretive Site:*** This site was built in the 1990's and contains a series of interpretive trails and fishing ponds. A portion of these trails are ADA compliant, including fishing access at the largest pond. This site is managed by a committee made up of representatives of the Forest Service, BLM, Sublette County School District, and Wyoming Game & Fish Department. The CCC Ponds Site is a day-use, non-motorized site.
- ***Stewart Flat/Pine Creek Area:*** This area is located at the south end of Fremont Lake and extends along Pine Creek south to the Forest Boundary. This area was primarily utilized as a day-use site for local residents until recent years. This area is now primarily used as a temporary living site by individuals and families who have no permanent residence in Sublette County. Living on National Forest System Lands is an illegal activity which is causing sanitation issues, water quality and visual concerns, and enforcement issues in this area. This area contains artifacts from a historic CCC Camp utilized in the 1930's, and is known as an area historically utilized by Native Americans. This area is also part of a crucial mule deer migration corridor, which has high potential to be impacted by overnight camping in this area during the spring and fall migration periods. There are several designated open dirt roads within this area that are dramatically increasing in width by motor vehicle use during wet periods, causing resource issues throughout this site. This area also contains a series of groomed cross-

country ski trails, which are managed in partnership and groomed by the Sublette County Recreation Board.

- **Sylvan Bay Day-Use Site:** This site, located on the eastern shore, north of the Fremont Lake Campground, currently serves as a day-use beach site for boaters on Fremont Lake and campers from the Fremont Lake Campground. This site is also occasionally accessed by motorized vehicle through the Sylvan Bay Recreation Residence Tract located east of this site. Campfire prohibition and day-use designation are considered important to enforce at this site to prevent disturbance to the adjacent Sylvan Bay Recreation Residence Tract and to minimize management attention at this remote site. There is a vault toilet in serviceable condition at this site which does not meet ADA standards.
- **General Fremont Lake Area:** This area consists of the remaining analysis area, including access roads, the remaining Fremont Lake shoreline, the Sylvan Bay Recreation Residence Tract and Fremont Lake South Recreation Residence Tract. The entire Forest Road #749 is in poor condition and needs resurfacing from its junction with Skyline Drive (#740) to its terminus at the Lower Fremont Lake Boat Site. Forest Road #741, which provides access to the Fremont Lake Campground, Sylvan Bay Recreation Residence Tract, and Sylvan Bay Day-Use Site, is in poor condition and needs resurfacing from its junction with Forest Road #749 to and including the Fremont Lake Campground and Upper Fremont Lake Boat Site. Water quality protection from human waste is a concern particularly within 200 feet of Fremont Lake, except where adequate sanitation facilities are provided.

Modified Proposed Actions - General Fremont Lake Area:

1. **Forest Service Roads #741 and #749** would be milled-up and resurfaced.
2. A **borrow site** adjacent to Forest Road 741C, east of Fremont Lake, would be developed and utilized for road, parking area, and developed recreation site improvements associated with the various proposed improvements for this recreation enhancement project.
3. **Campfires and overnight camping** would be prohibited within 200 feet of Fremont Lake, except within the Fremont Lake Campground. Campfires and overnight camping would also be prohibited within the entire area south and east of Fremont Lake within the National Forest boundary, including Pine Creek, Stuart Flat, and the eastern side of the lake extending north to include Beaver Bay.
4. To address water quality concern near the Town of Pinedale water intake at the south end of the Fremont Lake, **dogs** would continue to be discouraged within 200 feet of the south end of Fremont Lake and prohibited within the Sandy Beach Swim Area.
5. **Motorized two-track roads** on the southern end of Fremont Lake, including along Pine Creek, would be decommissioned and rehabilitated. Primary access roads to the CCC Ponds, Fremont Lake Dam, Lower Fremont Lake Boat Site, Lakeside Lodge, and Fremont Lake Recreation Residence Tract would remain open to motorized use during the summer and fall. Authorization to plow Forest Service Road #749 would continue to

be allowed during the winter to provide access to the to the Lower Boat Site, Town of Pinedale water treatment site, and the Lakeside Lodge.

6. A **canoe/kayak access** site above Fremont Lake Dam parking area along Pine Creek would not be constructed.
7. A **non-motorized**, surfaced but non-paved, **interpretive hiking/biking trail** would be constructed to replace an existing 2-track road along Pine Creek from Fremont Lake Dam north to the Lower Fremont Lake Boat Site parking area.
8. The **existing cross-country ski trail system at the south end of Fremont Lake**, including the trail from CCC Ponds to Fremont Lake Dam and the Lower Fremont Lake Boat Site, would continue to be groomed with timing designed to avoid wildlife impacts (grooming authorized from December 15 to March 15 only).
9. A new **groomed cross-country ski trail** would not be developed from Fremont Lake Road #749 to Road #741 to the Sylvan Bay Recreation Residence Tract powerline to Skyline Drive Road #740.
10. **Motorized vehicles** (snowmobiles, tracked, and wheeled vehicles) would be **prohibited on all groomed cross-country ski trails** within the Fremont Lake area and Skyline Drive corridor. Over-snow motorized vehicles (snowmobiles, tracked, and wheeled vehicles) would be prohibited within the Stewart Flat/Pine Creek area year-long.
11. Motorized use would be restricted to designated routes within **crucial moose winter range** within the Analysis Area from December 1 to April 30 annually. Snowmobiles would continue to be allowed to access the Lower and Upper Fremont Lake Boat Sites, Lakeside Lodge, and the Fremont Lake and Sylvan Bay Recreation Residence Tracts via Forest Roads #749, #741, #742, and #742A-F. Grooming or plowing of these roads would not be authorized, except for Road #749.
12. Roaded access to the **Sylvan Bay Day-Use Site** through the Sylvan Bay Recreation Residence Tract would continue to be provided, in addition to boater and hiker access.
13. The **vault toilet at the Sylvan Bay Day-Use Site** would be replaced to meet ADA standards.
14. A **sign plan** would be developed and implemented for the entire Fremont Lake Recreation Analysis Area, emphasizing unique historic and geologic themes, providing adequate information, and emphasizing the need to protect the Fremont Lake municipal watershed in coordination with the Town of Pinedale.
15. A **mechanical or Wildland Fire Use treatment** on the west side of Fremont Lake was removed from further analysis in this EA.