



United States
Department of
Agriculture

Forest
Service

Uinta-Wasatch-Cache National Forest
Ogden Ranger District

507 25th Street, Suite 103
Ogden, UT 84401
801-625-5112

File Code: 1580

Date: May 2, 2014

Division of Water Quality
Emily Bartusek
Willard Bay Settlement
195 North 1950 West
PO Box 144870
Salt Lake City, UT 84114-4870

Dear DWQ:

Enclosed for your approval is a package of project proposals for the Willard Bay Settlement. These proposals will improve the natural and social setting at Pineview Reservoir, located five miles from Ogden, Utah in the Uinta-Wasatch-Cache National Forest.

During the 2013 season, Pineview Reservoir had its highest number of visitors in history. One likely reason is that our nearby sister reservoir, Willard Bay, was not open to the public and their visitors were directed to Pineview. This large increase in visitors prompted our proposal for improving Efficient use of the existing parking and access points at Pineview Reservoir.

Since Pineview Reservoir is the heaviest used lake for its size in the State of Utah, the USDA Forest Service has invested large amounts of funding to expand and improve the developed sites. It is this significant increase of use where nearly every weekend, the beaches and marina would fill to capacity but the cars full of beach users would park anywhere they could and access the lake. The proposal to Improve operational management of the existing developed sites at Pineview is intended to increase the parking where possible to accommodate those visitors in hardened, managed sites with adequate sanitation and trash management.

The proposal to Improve Reservoir surface management at Pineview is a high priority for this office. We have been trying for years to upgrade the types of buoy markers we use and the boat used to move them. It has so far proved impossible to get appropriated Forest Service funding for this investment. I am hoping this settlement can help with this issue.

Please consider all of the proposals submitted for this funding. Contact us with any questions. Rick Vallejos will be your contact. He is available at the address and phone number in the heading.

Sincerely,

ROBERT SANCHEZ
Ogden District Ranger

ENCLOSURES



UTAH DIVISION OF WATER QUALITY

195 North 1950 West

PO Box 144870

Salt Lake City, Utah 84114-4870

Willard Bay Project Proposal Form

NOTE: Proposal must be no longer than 6 pages. Supplemental documents such as letters of support, information to demonstrate previous project implementation and other relative supportive documents may be submitted in addition to this form.

Applicant Name: USDA Forest Service

Co-Applicant Name(s) (if applicable): _____

Project Title: **Improve Reservoir surface management at Pineview**

Agency or Business Name (if applicable): Uinta-Wasatch-Cache National Forest

Mailing Address: 507 25th Street, Suite 103 City: Ogden State: Utah Zip: 84401

Phone: (801) 625-5112 E-mail: rvallejos@fs.fed.us

Individual Non-Profit Govt. Agency Academic Commercial Other

1. Estimated Project Costs:

Labor	<u>\$5000</u>
Materials	<u>\$120,000</u>
Equipment	<u>\$2,500</u>
Administration	<u>\$0</u>
Miscellaneous	<u>\$7,500</u>
TOTAL	<u>\$135,000</u>

Other sources of project funding:

<u>US Forest Service</u>	<u>\$15,000</u>	_____	\$_____
Source	Amount	Source	Amount
_____	\$_____	_____	\$_____
Source	Amount	Source	Amount
_____	\$_____	_____	\$_____
Source	Amount	Source	Amount
_____	\$_____	_____	\$_____
Source	Amount	Source	Amount

Total project cost including other sources of funding: \$150,000
(please include bids for labor, equipment, rentals, etc.)

2. Describe the purpose and need of the project:

Pineview Reservoir has been managed as a "Zoned" waterway since the late 1980's. It was implemented in response to the increasing number of boats and new types of watercraft that were launching at Pineview. This is when the "Jet Ski" type of watercraft was becoming more popular and available. The public meetings created two management tactics that have not changed much

since that time and is not expected to change in the foreseeable future. This is the boat limit at one time on the surface of the reservoir adjusted as the water level drops and the surface acreage reduces, and the areas of the reservoir marked by floating buoys for “No Boats”, “Slow Wakeless”, or “No Motor Boats”.

Management of the buoys is a significant effort by the US Forest Service and Weber County Sheriff’s Office each spring and fall. The buoys must be placed each spring, then positioned repeatedly during the summer as the water level drops, and then removed in the fall. The primary reason is that the ice during the winter destroys the buoys and anchor systems we presently use.

The purpose of this proposal is to change the type of buoys used in select locations of the reservoir and to replace the Forest Service 1970’s Boston Whaler boat which is near the end of its working life. The Boston Whaler typical boat design has been a challenge to moving buoys. All the work must be done hanging over the side of the boat. This has been an immediate concern for our employees who annually work on the buoys. They have complained about back strain.

3. Estimated time frame of the project with significant milestones (Note: Project must be completed with final reports filed by January 1, 2018):

This project will be implemented immediately. The bids for the boat were done last season and our contracting office has this purchase on its database. The buoys can be ordered and delivered to the Huntsville office this summer. Depending on when the boat and buoys are delivered in the summer, we will decide if there is enough summer remaining to justify the installation of the new buoys. The boat will be used to reposition and remove the buoys in 2014.

4. Describe the location of the project with attached location map, including details on the total area that will be directly enhanced by the project:

Attached is the “Buoy Management Plan” with three sets of buoys identified. In the Neck of the reservoir are “slow wakeless” buoys that will be changed to a much larger format of buoys. The 9-inch diameter buoys we use now can be difficult to see from a great distance. The set of buoys in the North Arm are “no motor boats” buoys. This zone doesn’t change as the water level drops so they will be replaced with marked posts with large signs buried into the ground. The buoy lines in the South Arm are “caution” buoys because of the buried roadway which is a hazard as the water level drops. This line will be replaced with marked posts with large signs buried into the ground.

- Purchase improved and additional buoys. (\$35,000)
- Purchase a new boat designed for buoy management. (\$85,000)

5. Describe how the project will specifically enhance and protect waterways affected by the Willard Bay diesel release and improve the conditions of one or more of the following: wildlife, habitat, natural vegetation, water quality or emergency response:

Our experience at Pineview is that nearly all the users will follow the rules and regulations we have if we make it easy and obvious for the user to understand. In the case of zoned areas to slow down the speed of the boats, which is by far the largest type of buoy we manage, it is in the best interest of the users to follow this rule. It is used to: 1) protect the recreation public in the water and on the beaches in the managed developed sites at Cemetery Point, Anderson Cove, and Middle Inlet; 2) approaching the marinas where there is a congregation of boats and safe maneuvering is critical; 3) it protects the erosion of the shorelines strengthened by the waves caused by fast moving boats; and 4) protect other users in floating craft such as kayaks, pontoon fishing seats, stand-up paddleboards, and canoes.

In Geertsen Bay, the buoys are to protect the water inlets into the reservoir which are rich with all types of wildlife and fisheries. These buoys are intended to mitigate the presence of the motor boats in these areas with the resting shore birds that always are found in these areas.

6. **Describe project's connectivity to other natural areas or projects that further enhance wildlife, habitat, natural vegetation, water quality or emergency response:**

The purchase of the new boat designed specifically for "Working" and managing a reservoir will greatly increase our ability for emergency response. The number one improvement will be the ability to tow boats back to the marinas. Currently, the Forest Service boat is incapable of towing boats and the Weber County Sheriff boat patrols will only tow in the case of a real emergency. It is tough on the boat and motor and can take a great deal of time since you move so slow. This new boat is designed to tow including boats much bigger.

The other point in enhancing the connectivity of our projects is that a boat is a necessary tool for reservoir management and activities on the beaches. The Ogden Ranger District has been trying to replace our aged Boston Whaler for the last five years. The great cost of the specialized boat has resulted in this purchase being ready but the funding never comes through.

7. **Describe any additional social benefits of implementing this project:**

The social benefits of the new larger and permanent buoys along with the boat specifically designed for moving buoys will benefit the recreating public. Once the public becomes acquainted with our zoned set up on Pineview Reservoir, then they know where to go to obtain the type of recreation they are seeking. In the zoned "slow wakeless" area in the neck, it is interesting to see the dozens of boats sitting stationary on the water, fishing or swimming. Since the parked boats don't have to deal with large bow waves caused by faster moving boats, it increases the safety and peacefulness of the recreational users.

8. **Project plans and details, including rights to work on specified piece of land:**

2014: Once this partnership funding is approved by the Forest Service budget officer, we will order the buoys and boat. Once it arrives, we will begin implementing the installation of the new buoys. The stationary buoy posts marking the North and South Arm can only be done when the water level is down enough to allow those locations to dry. This likely will be done in the late fall or early winter.

9. **Describe your experience in implementing projects of similar scope and magnitude:**

The US Forest Service along with Weber County Sheriff Boat Patrols has extensive experience in moving and managing the zoning of Pineview Reservoir.

Purchasing the equipment will be done working with the Forest Service Procurement group located in Salt Lake City.

10. **Describe how ongoing maintenance of the project will be funded and carried out:**

Each year, the management of the buoys which has numerous parts to it such as making a cement anchor and a measured steel cable for the depth of the water at that point, is a normal part of our duties. This proposal funding is to change the types of buoys we will be using. The maintenance and repairs to the boat is also an annual cost both the Forest Service, Weber County, and Utah State Parks and Recreation have been absorbing in our appropriated budget.

For buoys that are directly adjacent to the developed beaches at Cemetery Point, Anderson Cove, and Middle Inlet, we can use the funds generated by the entry fees at those locations. This year, these funds were used to purchase 20 replacement buoys.

11. List consultants or agency partners that have participated in project development (below):

<u>Weber County</u>	<u>2380 Washington Blvd, #360 Ogden UT 84401</u>	<u>(801)399-8405</u>
Name/Company	Address	Phone
<u>American Land and Leisure</u>	<u>747 E. 1000 S. Orem, UT 84097</u>	<u>(801) 226-3564</u>

Name/Company

Address

Phone

Name/Company

Address

Phone

Signature _____ /S/ Robert Sanchez, District Ranger _____
Applicant

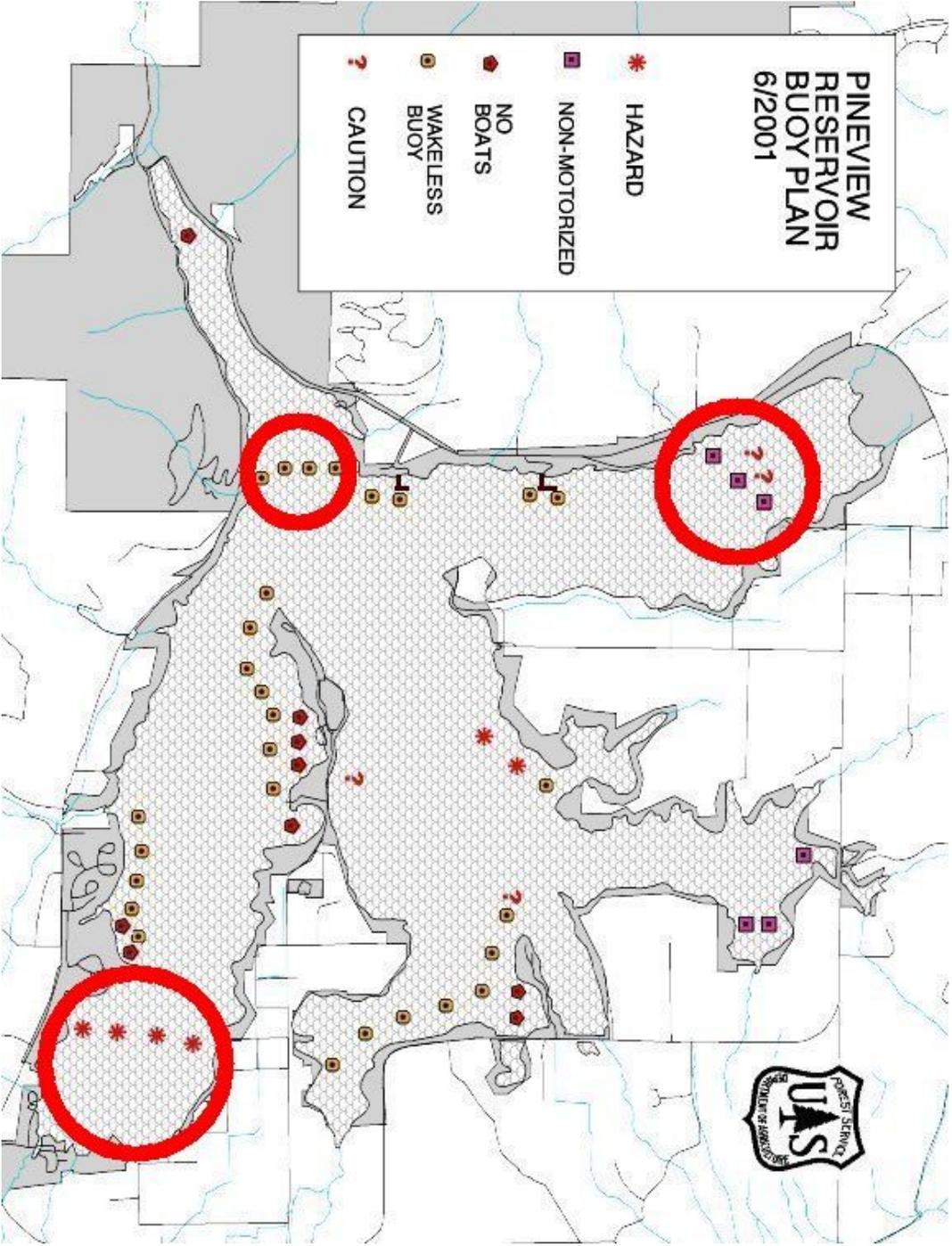
Date _____ May 2, 2014 _____

Signature _____
Co-Applicant (if applicable)

Date _____

**PINEVIEW
RESERVOIR
BUOY PLAN
6/2001**

-  HAZARD
-  NON-MOTORIZED
-  NO BOATS
-  WAKELESS BUOY
-  CAUTION



21-26 OSR





15806 Preston Place, Burlington, WA USA 98233

Phone: 360 707 2752 Fax: 360 707 2842

Website: www.munsonboats.com E-Mail: jon@munsonboats.com

May 7, 2013

21' PACKMAN LANDING CRAFT

For

USDA Forest Service Ogden Ranger District

Contact: Rick Vallejos

Email: rvallejos@fs.fed.us Office: 801-625-5112 Fax: 801-625-5914

OVERVIEW: The following describes a 21' Packman welded aluminum high speed mono hull landing craft to be used as a general purpose work boat. Primary task will be, buoy / anchor maintenance on the reservoir. The crafts' design and construction (hull, machinery, and electrical systems) shall comply with USCG and ABYC regulations where applicable. Detailed drawings will be submitted for approval prior to construction. Boat shall be delivered as a complete turn-key unit ready for service.

GENERAL SPECIFICATIONS:

1. Hull Length _____ 21 feet 5 inches
2. Beam _____ 8 feet 6 inches
3. Transom Deadrise _____ 16 degrees
4. Person and Cargo Capacity _____ 2000 lbs
5. Propulsion _____ Single 200 HP outboard
6. Fuel Capacity _____ 50 US gallons
7. Bow Door Opening _____ 64 inches
8. Bottom Plating _____ ¼ inch 5086-H116
9. Side Plating _____ ¼ inch 5052-H32
10. Deck Plating _____ 3/16 inch 5052-H32
11. Centerline Vertical Keel (CVK) _____ 3/8" x 4" 6061-T6

HULL DESIGN & OUTFITTING:

1. 21' x 8'6" Packman 2012 model hull package incorporating 2" pipe offshore sheer and transom layout for single 25" shaft outboard motor.
2. The hull shall incorporate a 5.5" wide gunnels, from transom to bow.
3. The hull shall incorporate two watertight bulkheads, forming three individually sealed buoyancy compartments. Each compartment shall have a watertight access hatch for inspection.
4. The transom angle shall be set at 103 degrees off baseline for proper outboard trim.
5. An integrated motor well shall be installed with adequate space for trimming the outboard motor in any steering position. An aft cross seat locker shall be installed fwd. of the slop well and have waterproof aluminum access hatches and shall be lockable.
6. The motor well shall be self-bailing via two 2.5" pipe drains running out through transom. Drains shall be equipped with rubber flappers to divert water from entering slop well when operating the boat in reverse.
7. A ¾" aluminum double pad eye shall be welded on centerline of the bow.
8. The main deck shall be self-bailing via two pluggable 3" pipe drains in the stern, and two pluggable 1" pipe drains at the bow. Drains and scuppers shall be sized and installed in accordance with ABYC deck drainage requirements.
9. 1¼" pipe safety railings shall be installed 32" above main deck from stern to midship. Railings shall be permanently welded and strategically located with breaks to aid in working over sides.
10. Six 10" welded aluminum cleats shall be installed (3 per side).

11. One M-30 zinc anode shall be bolted on a bracket welded to transom.
12. ¼" x 4" beaching wear plates installed on bow forefoot.
13. Gunnel to incorporate 2" Sch 40 aluminum guard pipe / rub rail.
14. 3" tow bit installed aft. Includes 1" SS round bar crucifix.
15. 2" pipe outboard motor guard/tow line guide installed on transom..
16. Transducer bracket on stern, for external electronics. Electronics not included.
17. 3" pipe davit installed 500 lb. capacity complete with Seasence stainless steel hand crank winch and open snatch block.
18. Port side boarding door installed on foredeck. Door swings inboard and forward.

WELDING:

1. The hull and superstructure shall be constructed of marine grade aluminum and MIG welded throughout.
2. All weld seams in the hull shall be welded 100%, both interior & exterior.
3. All welding shall be performed in accordance with American Welding Society D1.2-2003 procedure qualifications.

BOW DOOR:

1. A 64 inch wide drop down bow door shall be installed to enable personnel and equipment transport.
2. The hull shall incorporate port and starboard bow lockers framing the door opening.
3. A Thern manual SS bow door winch with brake shall be installed on the port side bow locker for opening and closing the door. Winch has auto brake and lock that allows door to be opened to any position and auto lock in place.
4. The winch cable runs through stainless steel cheek pulleys on each side of the door providing equal tension on both sides when opened and closed.
5. The bow door shall be outfitted with ¾" stainless steel positive locking pin to prevent the bow door from opening while underway.
6. A replaceable rubber gasket seals the bow door watertight when closed.
7. The inside face of the bow door shall be double plated for a smooth working surface.

FUEL SYSTEM:

1. 50 gallon non-integral fuel tank installed complete with fill, vent, 12V sender and fuel level gauge on console.
2. Fuel tank shall be built from ¼" plate, pressure tested to 4 psi and bolted into hull below deck using doublers and stainless steel fasteners.
3. Racor fuel filter/water separator installed with shut off valve complete.
4. 12V 140 CFM bilge blower installed in fuel tank compartment.

CONSOLE / SEATING:

1. A 42" wide center console shall be installed aft on centerline with lockable console access hatch and 1" pipe grab rails port & stbd. A fold down Lexan windscreen with 1.25" pipe frame shall be installed on the console and designed for clear view for 6' 2" operator.
2. 40" wide upholstered leaning post / jump seat installed at console.

ELECTRIAL SYSTEM:

1. The vessel's electrical system shall be 12VDC negative ground.
2. All electrical cable shall be marine grade copper tinned wire and labeled for each circuit.
3. Cables should be routed in wireways wherever possible. Wherever exposed to potential damage, cables shall be protected with rubber.
4. Electrical cable shall be sized in accordance with the American Boat & Yacht Council.
5. All electrical cables shall be marked in accordance with the markings in electrical drawings.
6. All electrical switches shall be of a heavy-duty type toggles properly insulated.
7. The electrical system shall be grounded. In any case the hull shall not be used as part of a galvanic feeding loop.

BATTERIES:

1. Two Group 27 AGM marine batteries shall be installed complete with a four-position battery switches. The four-position battery switches shall be installed to draw power from either battery, or both, or off. The battery switches shall be within easy access in the aft rigging locker.
2. All batteries to be installed in plastic battery boxes in the aft rigging locker and secured with straps.

