



# Existing and Projected Conditions

Technical Memorandum

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Prepared for:  
**Broadwater County**



In coordination with:  
**US Bureau of  
Reclamation**



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## 1.0. INTRODUCTION AND BACKGROUND

The Silos Recreation Area (SRA) is located on the southwestern shore of Canyon Ferry Reservoir in Broadwater County, Montana, on federal lands owned by the Bureau of Reclamation (BOR) and managed by Broadwater County. BOR constructed the 35,181-acre reservoir on the Missouri River in 1953 as a unit of its Pick-Sloan Missouri River Program. **Figure 1.1** shows the location of the Silos Recreation Area relative to the larger Canyon Ferry Reservoir management area.

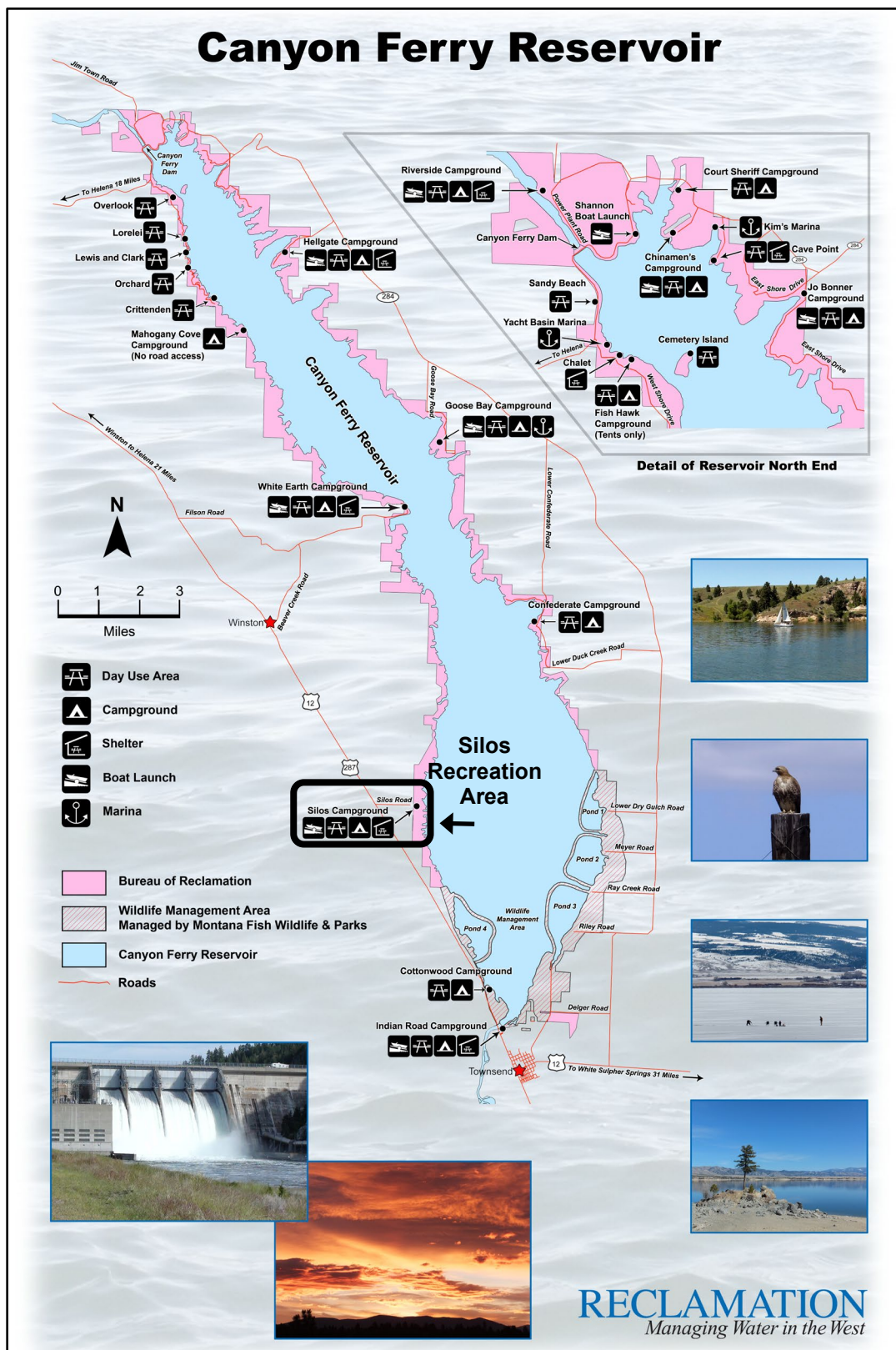
The SRA is located about 7.5 miles northwest of Townsend and 23 miles southeast of Helena. The site is open all year to support camping, boating, lake fishing, ice fishing, ice boating, swimming, picnicking, and day use activities.

The SRA has seen limited capital improvements over its life. Many of the facilities are undersized and do not meet current demands or are nearing the end of their useful life and need to be rehabilitated or replaced. A major excavation of Broadwater Bay and development of a new and expanded boat launch facility were completed in 2006 with later additions of boat slips and courtesy docks. This development has proven to be a successful addition to serve the SRA and its users. To address remaining site and user needs, Broadwater County, in cooperation with the BOR, has initiated a *Master Plan* for the SRA. The *Master Plan* will evaluate development alternatives and identify a recommended alternative for improvements to SRA amenities and infrastructure.

In support of the *Master Plan*, this *Existing and Projected Conditions Memorandum* provides a planning-level overview of:

- agreements, regulations, and local/regional planning relevant to the SRA
- past, current, and planned projects occurring separately from the *Master Plan*
- site facilities, services, and amenities
- site usage characteristics





Source: BOR, <https://www.usbr.gov/gp/mtao/canyonferry/>, accessed March 2020.

Figure 1.1: Canyon Ferry Reservoir



## 1.1. Master Plan Area

The area addressed in the *Master Plan* generally consists of the western land portions of Sections 26 and Section 35, Township 8 North, Range 1 East in Broadwater County (see **Figure 1.2**). The *Master Plan* area does not include adjoining Bureau of Land Management (BLM) lands, the Canyon Ferry Airport, or privately owned lands within the Silos Subdivision located immediately west of the recreation area. **Figure 1.3** provides an enlargement of the *Master Plan* area, with labeled bays and numbered peninsula areas corresponding to March 2020 inventory collection.

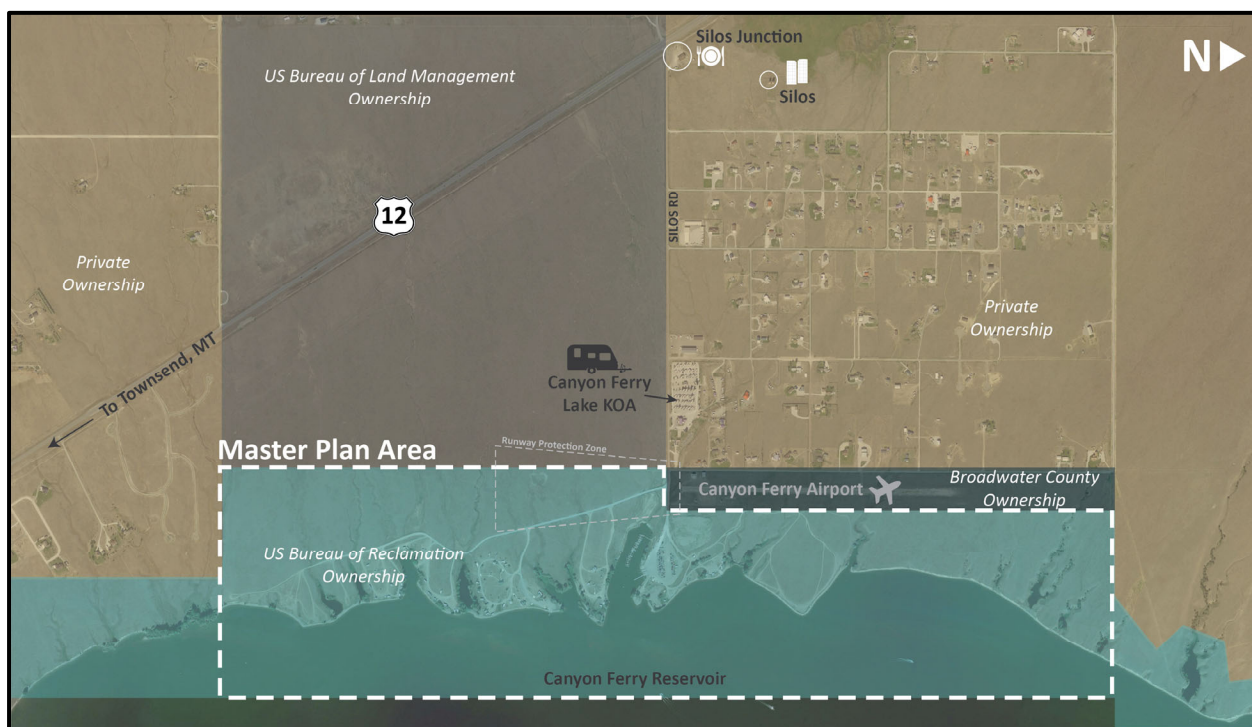


Figure 1.2: Master Plan Area and Adjoining Land Ownership

### Master Plan Area



Figure 1.3: Enlargement of Master Plan Area

## 1.2. Related Agreements and Plans

BOR and Broadwater County have developed multiple agreements and planning documents addressing goals, policies, use practices, and development activities at the SRA. The following summaries are listed in chronological order and provide an overview of elements directly relevant to the *Master Plan* process.

## Resource Management Plan / Environmental Assessment<sup>1</sup>

In 2003, BOR developed a combined *Resource Management Plan* (RMP) and *Environmental Assessment* (EA) to establish a management framework for conserving, protecting, enhancing, developing, and using the physical and biological resources at Canyon Ferry Reservoir and its surrounding lands. The RMP/EA identified varying combinations of land uses and resource management practices, including No Action (Alternative A), Moderate Recreation Development (Alternative B – Preferred), and Maximum Recreation Development (Alternative C). Under the preferred Alternative B, a moderate number of facilities would be provided including day-use facilities, some additional overnight camping sites, new boat ramps, and trails. In addition, substantial efforts would be made toward improving existing facilities and recreational opportunities.

**Figure 1.4** illustrates the BOR's process for rehabilitating existing and developing new recreation facilities. The *Master Plan* addresses a central element in that process and must consider and incorporate the other guiding elements. Any future site development or changes in management practices must be accomplished in a manner consistent with the RMP/EA.

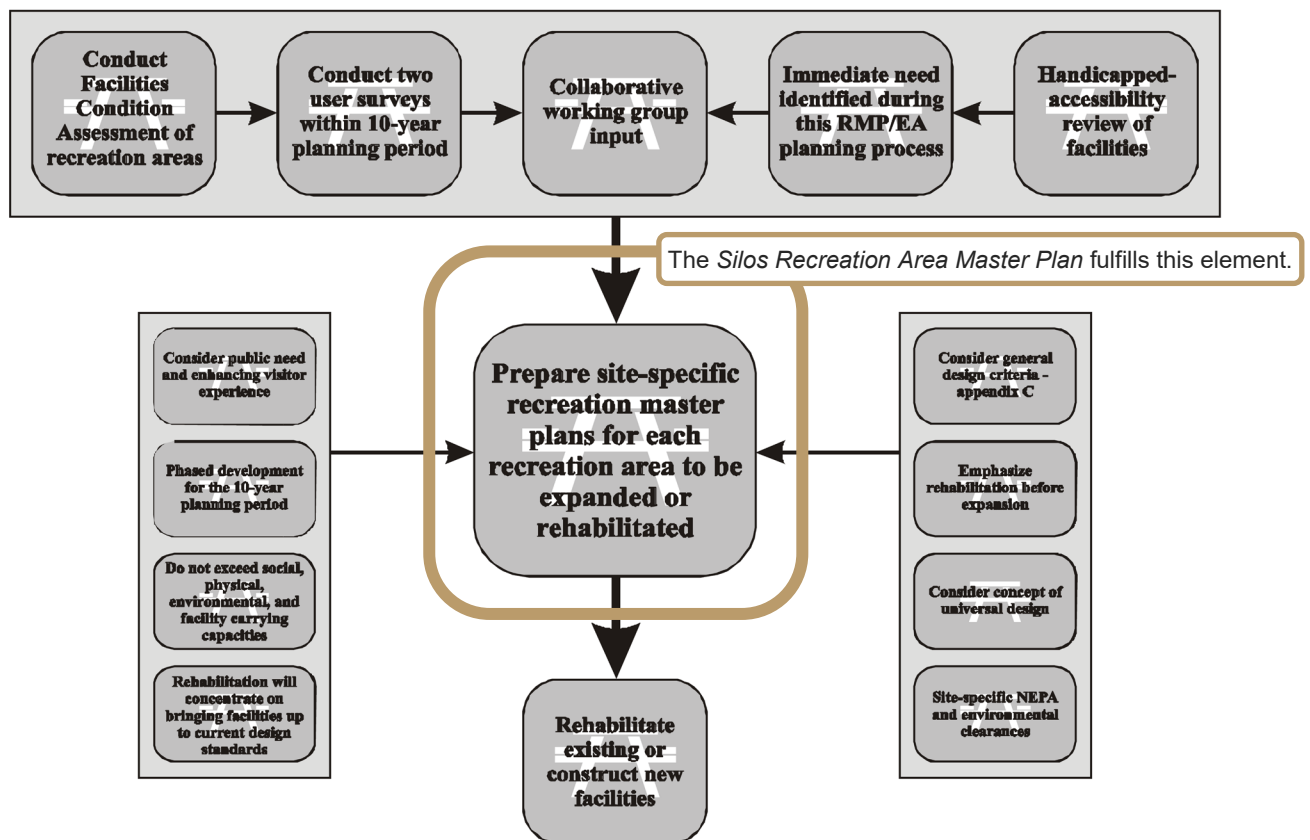


Figure S-1.—Process for rehabilitating existing and developing new recreation facilities.  
(Note: Site-specific NEPA and environmental clearances will be obtained prior to construction.)

Source: BOR, RMP/EA, 2003.

**Figure 1.4: Process for Rehabilitating Existing and Developing New Recreation Facilities**

## Management Agreement No. R13MA60006<sup>2</sup>

*Management Agreement No. R13MA60006* outlines the terms under which the BOR authorizes Broadwater County to develop, manage, operate, and maintain the SRA at Canyon Ferry Reservoir for public recreation purposes. The agreement was executed February 25, 2013, and is valid for a 10-year period ending February 25, 2023. Under the agreement, BOR retains ownership of the property while Broadwater County is authorized to develop new facilities, charge and retain fees for use of the facilities, and issue third-party permits or concessions contracts associated with its operation and management of the site. Additional terms of the agreement address resource conservation and protection, consumptive water use, and policies such as waste removal, safety practices, accident reporting, administration and inspection, liability and default, and other topics. The *Master Plan* process and any projects advanced from the plan must comply with the terms of the agreement.

## Concessionaire Agreement<sup>3</sup>

Broadwater County is contracted with JSJ, Inc. (doing business as Townsend Canyon Ferry Lake KOA, referenced hereafter as Site Manager) as its concessionaire to perform day-to-day operations and maintenance at the site. The *Concessionaire Agreement* outlines stipulations for staffing, management, maintenance, repairs, insurance and accident reporting, fee collection, group use permits, and Site Manager compensation. Under the agreement, the Site Manager must employ one site host on weekdays and two site hosts on weekends and holidays to direct users, collect fees, answer questions, and generally manage the site during the May 15<sup>th</sup> to September 15<sup>th</sup> season. The Site Manager enforces the following site rules and policies, which are appended to the *Concessionaire Agreement* or posted on signage at the site.

### Prohibited Uses and Actions

- Discharge of firearms or fireworks
- Willful injury or destruction of site structures, signs, equipment, and other facilities
- Willful injury or destruction of trees, shrubs, other vegetation, soils, gravel, or rocks
- Littering the grounds or dumping trash/holding tanks into latrine vaults
- Loud/profane/abusive language and loud music
- Operation/parking outside designated roadways and parking areas
- Wastewater discharge onto the ground
- Building a fire outside of fire ring
- Unleashed pets
- Operation of any motorized land vehicle in excess of 15 mph
- Failure to obey quiet hours from 10PM to 8AM
- Operating motorized land vehicles on beaches
- Overnight camping in day use areas
- Cleaning fish or washing dishes at potable water sources
- Tying boats to dock longer than 15 minutes
- Delaying or impeding boat launch traffic
- Operating above a “no wake” speed within 200 feet of a dock, swimmer, or anchored vessel
- Sunbathing, loitering, diving, bicycling, swimming, or fishing in boat launch area and docks

### Uses Allowable with Fee and Reservation Only

- Boat slip rentals
- Overnight camping (up to a stay limit of 14 days; trailer/motor home permitted)
- Group picnic shelter/gazebo use



## Canyon Ferry Reservoir Silos Recreation Area Framework Plan<sup>4</sup>

The *Framework Plan* is a foundation document for future planning and design phases. Based on input from stakeholders, members of the public, and governing agencies, the *Framework Plan* developed a vision and goals, analyzed a range of potential development program alternatives, and offered a final recommended development program for short-term and long-term phased redevelopment and management at the SRA. The planning process included a series of study group meetings, three public workshops, and a project website with a public survey to identify public needs and preferences. Recommendations from the *Framework Plan* will be advanced to a more detailed site layout through the *Master Plan* process.

## Broadwater County Growth Policy Update<sup>5</sup>

In 2020, Broadwater County developed an update to its 2003 *Growth Policy* outlining actions to accomplish county-wide goals relating to economic development, local services, infrastructure, housing, and land use. Through public outreach activities, the County identified the following areas of importance to County residents:

- Maintaining quality of life, open spaces, and rural lifestyle.
- Improving job opportunities, retail shopping options, recreational opportunities, housing options, and Broadband internet services.
- Focusing on economic development and enhancing emergency medical services and fire protection.

The *Growth Policy Update* noted Canyon Ferry Lake provides recreation opportunities of statewide significance, including lake fishing, ice fishing, boating, camping, and picnicking. Canyon Ferry Reservoir was also noted as an important tourism and economic development generator for the County. Improvements to the SRA were included among a list of 10 priority projects Broadwater County and the City of Townsend intend to pursue in the next 5-10 years.

## 1.3. Past, Current, and Planned Actions

Since the RMP/EA was completed in 2003, the Broadwater County Canyon Ferry Trust Board (Trust Board) led efforts for excavation at Broadwater Bay and development of concrete boat ramps. Separately funded projects involved construction of gazebos, vault toilet structures, lighting, and boat docks at Broadwater Bay.<sup>6</sup>

Broadwater County's 2019 work plan<sup>7</sup> indicates the following operations and maintenance actions:

- Gazebos: several are in disrepair; delay rebuilding to ensure consistency with *Master Plan*
- Trees: address tree struck by lightning
- Restrooms: daily cleaning and maintenance
- Fire Rings: replace and repair at campsites
- Picnic Tables: replace and repair at campsites
- Roads: County provides maintenance; magnesium chloride for dust abatement is pending for loop routes
- Boat Ramps: Move ramps daily for safe usage; need long-term solution for additional ramps
- Sites: weed weekly
- Garbage: empty dumpsters at least once per week
- Marina: maintain docks, repair as needed
- Parking: Broadwater County Road Department filled potholes in the large parking area and laid gravel in the dock/fishing/pedestrian parking area

The work plan also outlines ongoing efforts for recycling and waste reduction, site management and signage, soil and water conservation, integrated pest management, and dock and shore fishing parking area maintenance.

As of the spring of 2020, the Trust Board has completed projects for gravel surfacing and magnesium chloride dust control application on site access roads/parking areas and power washing and painting of two of the four gazebos. The Trust Board is also working with Walleyes Unlimited to add cinderblock walls on the open-sided gazebo (Pavilion #4) to enhance wind protection.<sup>8</sup>

## 2.0. SITE FACILITIES AND USAGE CHARACTERISTICS

The SRA offers year-round recreation opportunities including camping, boating, lake fishing, ice fishing, swimming, picnicking, and other day-use activities which attract local, statewide, and regional visitors. The following sections describe site access, features and amenities, usage characteristics and trends, and economic impacts from visitors. **Appendix A** provides a log of site photographs taken during a March 2020 field visit.

### 2.1. Highway Access

Access to the SRA is provided via Highway 287/Highway 12, which is a principal arterial on the National Highway System (NHS). Highway 287 runs from its intersection with Interstate 90 near Three Forks, MT, to Townsend, where it joins Highway 12 and proceeds north and west past Helena until intersecting with Interstate 90 west of Avon, MT.

The Montana Department of Transportation (MDT) maintains an automatic traffic recorder on Highway 287 north of Townsend at Mile Marker 72.324 approximately 5.3 miles north of Townsend (count site #04-1-001). As presented in **Table 2.1**, volumes at this site increased by nearly 1,000 vehicles per day from 2015 to 2019.

**Table 2.1: Annual Average Daily Traffic Volumes (2015-2019)**

Year	AADT
2015	5,514
2016	6,107
2017	6,216
2018	6,172
2019	6,373

Source: Montana Department of Transportation, Transportation Data Management System, <https://mdt.ms2soft.com/tcds/tsearch.asp?loc=mdt>, accessed March 16, 2020.

MDT has programmed the *Townsend-North* rehabilitation project on Highway 287 beginning in Townsend and proceeding approximately 10.3 miles north. MDT's 2019-2023 *Statewide Transportation Improvement Program* indicates the project is programmed for delivery in fiscal year 2022. The project will rehabilitate the roadway to extend its life. Updated rail and minor deck repair will occur on the bridge north of Townsend. No roadway or bridge widening is anticipated.

### 2.2. Site Roadways and Trail Access

From Highway 287, the SRA is accessed via Silos Road, which is an asphalt paved roadway running in an east-west direction. Paving ends just after the SRA entrance signage and pay station, and an

unpaved roadway running north-south roughly parallel to the reservoir serves as the main site roadway. Perpendicular to the main road, a series of unpaved loop roads provide vehicular access to SRA bays and peninsulas. Site roadways are visible in **Figure 1.3**.

In addition to designated vehicular roadways, a number of unpaved pathways and paved ADA sidewalks provide pedestrian access throughout the SRA. The Broadwater County Recreation Board is working to develop trails and paths extending north of the SRA and between Townsend and the SRA.<sup>9</sup> The *Master Plan* process provides an opportunity to support a network of connected recreation opportunities in the area.

## 2.3. Feature Inventory

The 2003 RMP/EA provided a summary of public use recreation facilities managed by BOR at that time. To support the *Master Plan* effort, updated site inventory was conducted in February and March 2020. **Table 2.2** presents inventory findings from 2003 and 2020. Since 2003, additional site facilities and amenities have been added including marked campsites, picnic shelters, picnic tables, vault toilets, boat ramps/docks, and ADA facilities.

**Table 2.2: Feature Inventory**

Feature		Quantity by Year	
		2003	2020
Campgrounds <sup>1</sup>	Marked Campsites	52	84
	Unmarked Campsites	11	2
	Picnic Tables	68	81
	Fire Rings/Grills	63	63
Group Picnic Sites <sup>2</sup>	Picnic Shelters	2	4
	Picnic Tables	5	20
	Fire Rings/Grills	2	4
Solid Waste <sup>3</sup>	Garbage Cans	10	-
	Dumpsters	3	-
Sewage and Water	Flush Toilets	0	0
	Vault Toilets	8	11
	Water – Hand Pumps	1	1
	Water – Spigots	5	3
	Sanitary Dump Stations	0	0
Boating/ Swimming	Boat Docks	2	6
	Surfaced Boat Ramps	3	4
	Dirt Surface Boat Ramps	1	1
ADA Facilities <sup>4</sup>	Boat Ramps	0	1
	Walkways	2	2
	Toilets	7	11
	Parking Spaces	2	17
	Campsites	-	10

Sources: 2003 Inventory – as published in RMP/EA; 2020 Inventory – BOR(February) supplemented by Robert Peccia and Associates (March).

<sup>1</sup> For 2020 inventory, picnic tables associated with campsites were counted separately from group picnic sites. Marked campsites include a parking space, fire ring, picnic table, and a numbered post. Some campsites, marked as double sites, allow more than one camping unit.

<sup>2</sup> For 2020 inventory, picnic tables associated with group picnic sites were counted separately from campsites. A picnic shelter is a roofed shade/wind structure protecting groups of picnic tables.



<sup>3</sup> Solid waste features are set out for the summer season and were not available to be counted during the February/March 2020 inventory.

<sup>4</sup> For 2020 inventory, ADA facilities were included in the total campground and sewage/water counts (and are not in addition to the total).

## 2.4. Watercraft Inspection and Certified Boaters

Since 2004, Montana Fish, Wildlife & Parks (FWP) has administered the Aquatic Invasive Species (AIS) Early Detection and Monitoring Program. As part of this program, FWP conducts watercraft inspection and decontamination to identify and prevent spread of invasive species. Records from the program provide an estimate of boater usage at the site.

Canyon Ferry – Silos is a Class I inspection station providing full inspection and decontamination capability. **Table 2.3** presents historic watercraft inspection at Canyon Ferry Reservoir from 2015 through 2019. Mandatory watercraft inspection was implemented in 2017 following suspected detection of invasive mussel larvae in Canyon Ferry in the fall of 2016, which resulted in a substantial increase in the total number of inspections at Canyon Ferry.

**Table 2.3: Canyon Ferry Watercraft Inspection (2015-2019)**

Year	Silos (SRA)	Canyon Ferry Total
2015	-	890
2016	-	872
2017	4,398	7,403
2018	4,078	8,135
2019	3,637	7,920

Source: FWP, *Watercraft Inspection Station Annual Reports*, 2015-2019.

A total of 7,920 watercraft inspections were conducted on Canyon Ferry Lake during the 2019 boating season. Of these, 3,637 were conducted at the SRA from May 22 through September 29, 2019.<sup>10</sup>

To aid the inspection process, FWP developed the Certified Boater program for boaters returning to the same water bodies. Annual registration is required. Certified boaters are issued a decal, which enables them to participate in a streamlined inspection and provides access to launch points designated exclusively for the certified boater program. Full inspection is still required for boaters visiting multiple water bodies.

At the Canyon Ferry Reservoir in 2019, a total of 1,728 certified boaters were recorded. Boaters monitored through the program originated from a total of 84 zip codes. The largest numbers originated from Helena (427 boaters), Bozeman (260 boaters), Townsend (240 boaters), and East Helena (124 boaters). While most program participants likely used Certified Boater Only Launch Sites, some boaters may have chosen to launch at publicly accessible inspection and launch sites such as the Silos Recreation Area, potentially resulting in some overlap with Table 2.3.

In 2019, FWP tallied 2,786 certified boaters at the Silos Recreation Area that did not require decontamination or inspection because they indicated their next launch would be at Canyon Ferry again. In combination with the 2019 watercraft inspection numbers noted in Table 2.3, nearly 6,500 boat launches occurred at the Silos Recreation Area in 2019.

As of 2020, FWP has delisted Canyon Ferry Reservoir as an invasive species management area. Following three years of no invasive mussel detection, regional guidelines allow for the delisting of a suspect waterbody and the removal of the mandatory exit inspection requirements. The Canyon Ferry Reservoir certified boater program will no longer be maintained beginning with the 2020 boating season.<sup>11</sup>

## 2.5. Visitation and Economic Impact

FWP tracks biannual angler fishing days and associated economic value for water bodies throughout the state. Since 2005, angler activity at Canyon Ferry Lake has continued to result in increasing economic value, reaching over \$16 million in 2017, as presented in **Table 2.4**.

**Table 2.4: Economic Value of Angler Activity at Canyon Ferry Reservoir**

Year	Resident Daily Value	Non-Resident Daily Value	Total Angler Days	Total Economic Value
2005	\$40.04	\$211.03	80,248	\$4.24M
2007	\$43.04	\$224.65	83,346	\$4.38M
2009	\$44.55	\$232.53	133,122	\$8.03M
2011	\$46.83	\$244.44	99,926	\$6.60M
2013	\$83.40	\$646.23	105,327	\$13.58M
2015	\$84.12	\$651.80	35,255	\$11.24M
2017	\$86.35	\$669.12	127,692	\$16.04M

Source: FWP.

According to Broadwater County records, in 2018 approximately 4,000 camper nights and 184 gazebo rentals were recorded at the SRA. The 2018 season generated nearly \$80,000 in fee revenues, an increase of nearly \$40,000 since the 2016 season, as shown in **Table 2.5**. Per the terms of the concessionaire agreement, the Site Manager pays 10% of gross proceeds to Broadwater County.

**Table 2.5: Fee Revenue at Silos Recreation Area (2016-2018)**

Revenue Type	2018 Value <sup>1</sup>	2016 Value <sup>2</sup>
BOR Campsite	\$41,190	\$20,531
BOR Gazebos	\$5,670	\$4,025
Marina Dock Slips	\$29,130	\$6,810
<b>Total</b>	<b>\$79,550</b>	<b>31,366</b>

<sup>1</sup>Source: Broadwater County Work Plan for 2019, SRA at Canyon Ferry.

<sup>2</sup>Source: Broadwater County Annual Reports for 2016 Season, SRA at Canyon Ferry.

## 3.0. REFERENCES

Multiple federal, state, and local reference documents and online data sources were reviewed for the *Existing and Projected Conditions Memorandum*. References to data sources are listed below.

<sup>1</sup> U.S. Bureau of Reclamation, *Canyon Ferry Reservoir Resource Management Plan/Environmental Assessment* (EA), 2003.

<sup>2</sup> U.S. Bureau of Reclamation, *Management Agreement for Silos Recreation Area - Management Agreement No. R13MA60006*, 2013.

<sup>3</sup> Broadwater County, *Agreement for Management of Silos Recreation Area* (referenced as *Concessionaire Agreement*), 2008.

<sup>4</sup> Broadwater County and Montana Business Assistance Connection, *Canyon Ferry Reservoir Silos Recreation Area Framework Plan*, 2018.

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<sup>5</sup> Broadwater County, *2020 Growth Policy Update*, 2020.

<sup>6</sup> Citizens Action Group for the Silos Recreation Area, historical account, April 6, 2015.

<sup>7</sup> Broadwater County, *Work Plan for 2019 Silos Recreation Area @ Canyon Ferry*, 2019.

<sup>8</sup> Al Christophersen, personal communication, March 17, 2020.

<sup>9</sup> Al Christophersen, personal communication, February 4, 2020.

<sup>10</sup> Montana Fish, Wildlife & Parks, *Watercraft Inspection Station Annual Report*, 2019.

<sup>11</sup> <http://cleandraindry.mt.gov/Certified-Boaters>, accessed March 16, 2020.





# Appendix A:

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## Photo Log

**SILOS**  
Recreation Area  
— Master Plan —

## Photo Log of Existing Site Features

Figures A.1 and A.2 show locations where photographs were collected during the March 2020 field review. Captioned photos depicting representative features and conditions at the site are provided on the following pages.

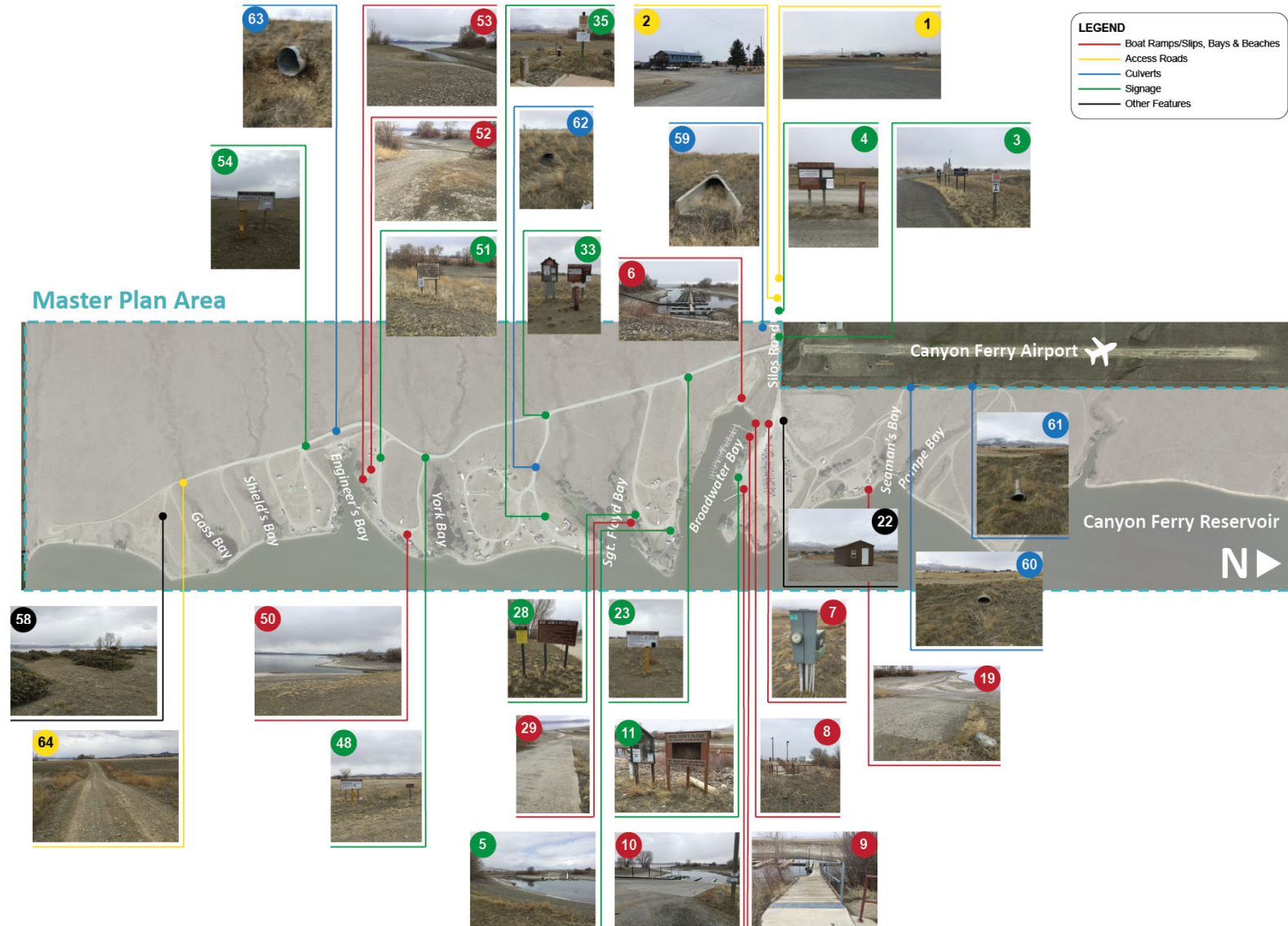


Figure A.1: Photo Locations of Boat Ramps/Slips/Bays/Beaches, Access Roads, Culverts, Signage, Other Features



Figure A.2: Photo Locations of Camping/Day Use Areas, Vault Toilets/Drainfields, Group Picnic Shelters, Water Utilities, Parking





**Photo 1:**

View of Highway 287 and Silos Road intersection, looking south



**Photo 2:**

Silos RV Park and Store, viewed from Silos Road, headed east





**Photo 3:**

Silos Recreation Area entry kiosk, with posted policies and fee requirements



**Photo 4:**

Silos Recreation Area entrance signs showing significant wear



**Photo 5:**  
View of Broadwater Bay from the south



**Photo 6:**  
Broadwater Bay Marina boat slips





**Photo 7:**  
Electric utilities near Broadwater Bay boat slips



**Photo 8:**  
ADA access to dock ramp at Broadwater Bay Marina





**Photo 9:**

Dock ramp leading to Broadwater Bay Marina's boat slips



**Photo 10:**

Public boat ramp at Broadwater Bay





**Photo 11:**

Typical boat ramp signage and life jacket loan station



**Photo 12:**

ADA parking space





**Photo 13:**  
ADA parking and vault toilet access



**Photo 14:**  
Broadwater Bay parking area used primarily for boat trailer parking



**Photo 15:**

Typical campsite with metal fire pit, wooden, and metal picnic tables



**Photo 16:**

Shoreline campsite with metal fire pit and concrete picnic table





**Photo 17:**  
ADA campsite with metal fire pit and picnic table



**Photo 18:**  
Primitive campsite with rock fire pit





**Photo 19:**  
Concrete boat ramp at Seaman's Bay



**Photo 20:**  
Vault toilets with ADA access





**Photo 21:**  
Hand pump at Seaman's Bay water well



**Photo 22:**  
FWP Boat Check Station





**Photo 23:**

Self-service pay station on south side of Broadwater Bay



**Photo 24:**

Group picnic shelter (Pavilion #1) with ADA access and frost-free water hydrant



**Photo 25:**  
Front view of group picnic shelter (Pavilion #1)



**Photo 26:**  
Area for tent camping only





**Photo 27:**  
Water hydrant



**Photo 28:**  
Boat launch signage at Sgt. Floyd Bay





**Photo 29:**

Boat launch at Sgt. Floyd Bay



**Photo 30:**

Volunteer campground host site between Sgt. Floyd Bay and Broadwater Bay (Peninsula 4)





**Photo 31:**

Septic tank and drainfield at volunteer campground host site



**Photo 32:**

Well and well house between Broadwater Bay and Sgt. Floyd Bay





**Photo 33:**

Southern pay station at Sgt Floyd Bay



**Photo 34:**

Well house with well pump controls and pressure tanks at Sgt. Floyd Bay





**Photo 35:**

Well and non-functioning drinking water station at Sgt. Floyd Bay



**Photo 36:**

Parking area at Sgt. Floyd Bay camping area





**Photo 37:**

Group picnic shelter (Pavilion #2) with ADA parking and access at Sgt. Floyd Bay



**Photo 38:**

Boat ramp and boat trailer / picnic shelter parking area at Sgt. Floyd Bay





**Photo 39:**

Group picnic shelter (Pavilion #3) with cinderblock wind break and ADA parking and access at Sgt. Floyd Bay



**Photo 40:**

Front view of group picnic shelter (Pavilion #3) with cinderblock wind break at Sgt. Floyd Bay shoreline



**Photo 41:**

Vault toilets with ADA access and water hydrant access



**Photo 42:**

Paved RV campsite with fire pit, BBQ ring, and concrete picnic table





**Photo 43:**  
Typical double campsite



**Photo 44:**  
Boat ramp parking at Sgt Floyd Bay





**Photo 45:**

Open-sided group picnic shelter (Pavilion #4) with ADA parking and access



**Photo 46:**

Vault toilets with ADA parking and access





**Photo 47:**  
Typical non-paved campsite near York Bay



**Photo 48:**  
York Bay Pay Station





**Photo 49:**

Single vault toilet with ADA parking and access at York Bay



**Photo 50:**

Beaches south of Engineer's Bay





**Photo 51:**  
Boat ramp sign showing significant wear at Engineer's Bay



**Photo 52:**  
Gravel boat ramp at Engineer's Bay





**Photo 53:**  
Engineer's Bay



**Photo 54:**  
Pay station between Engineer's Bay and Shield's Bay





**Photo 55:**

Vault toilets with ADA parking, access, and surrounding campsites at Shield's Bay



**Photo 56:**

Typical campsites between Engineer's Bay and Shield's Bay (Peninsula #7)



**Photo 57:**  
Day Use Area Only sign near Gass Bay



**Photo 58:**  
FWP tree stockpile and no dumping area at the south end of site (Peninsula #9)





**Photo 59:**

Concrete culvert with concrete flared end terminal section (FETS)



**Photo 60:**

Elliptical concrete culvert piping





**Photo 61:**

Corrugated metal pipe (CMP) drainage culvert with capacity reduced by silting



**Photo 62:**

CMP with metal FETS





**Photo 63:**  
Corroded CMP culvert



**Photo 64:**  
Large drainage swale crossing access road; no culverts in this location