

FIGURE 32A: DIRECT IMPACTS ON THE SOUNDSCAPE FROM ALTERNATIVE B



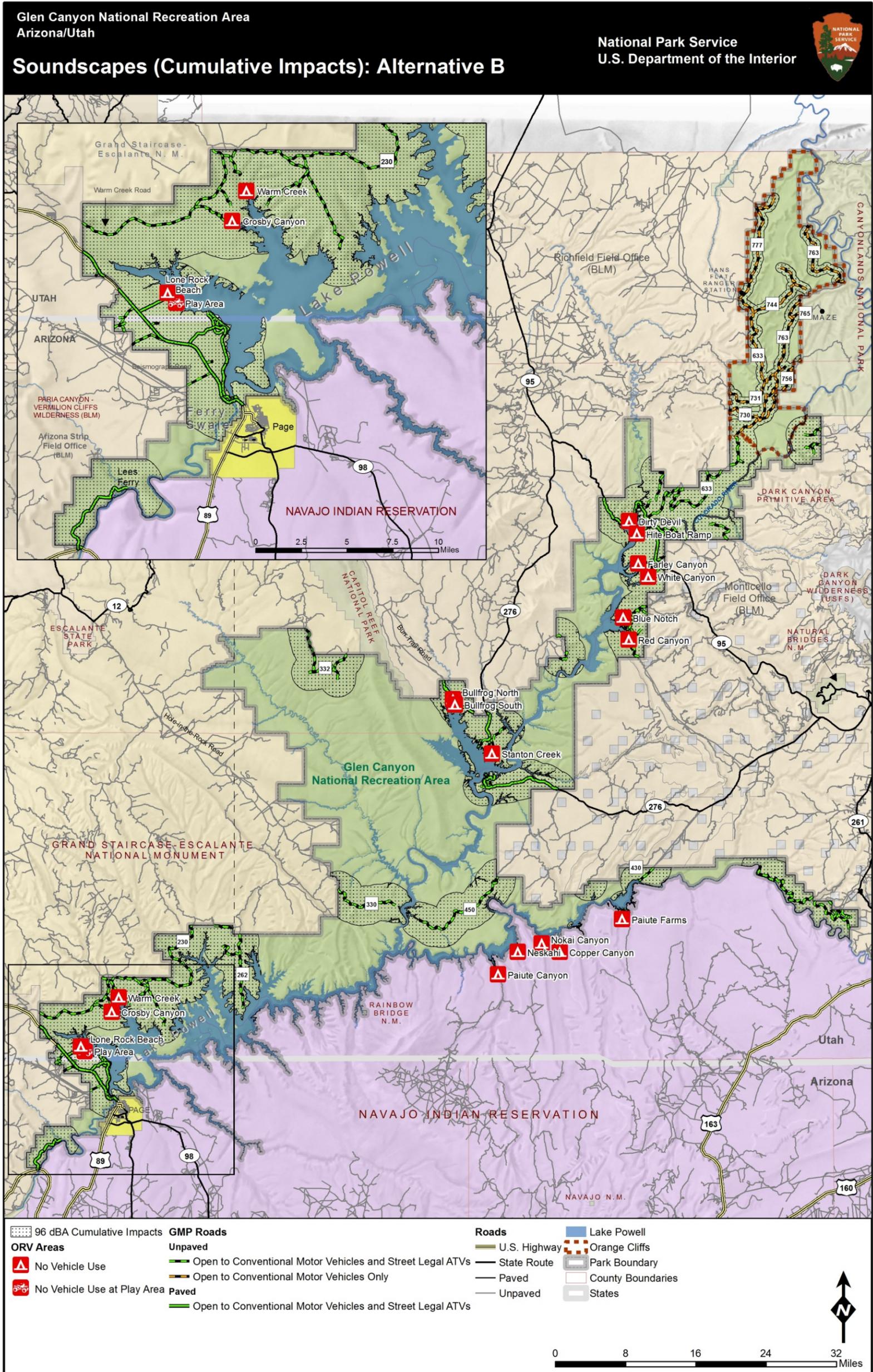


FIGURE 32B: CUMULATIVE IMPACTS ON THE SOUNDSCAPE FROM ALTERNATIVE B



## **ALTERNATIVE C: INCREASED MOTORIZED ACCESS**

As shown in figure 33a, direct impacts under alternative C total 479,270 acres of land (38.21% of the Glen Canyon land area). These areas could potentially experience a 3 dBA increase in natural ambient level due to motorized vehicle operations. During times when no motorized vehicles are operating in a particular area, no impacts would occur. The degree and geographic extent of impacts on soundscapes would be substantially increased through implementation of the 96 dBA limit on OHVs and street-legal ATVs (101,715 fewer acres within the direct impact noise effect zone or 30.10% of Glen Canyon land area).

### **Lone Rock Beach and Play Area**

With the 96 dBA limit, the extent of impacts would be reduced to 5,460 feet. All of Lone Rock Beach would be within the noise effect zone of motor vehicle use at the Lone Rock Beach Play Area under alternative C, with the 96 dBA limit (see figure 33a). However, the 96 dBA limit would likely provide a noticeable reduction in overall sound levels in this area by eliminating the loudest vehicles.

### **Accessible Shorelines**

Fifteen accessible shoreline areas would be authorized by permit for use by conventional motor vehicles, OHVs, and street-legal ATVs, subject to water-level closures. Increased impacts on the listening area of wildlife and non-motorized human uses could occur on adjacent land compared to alternative A where shorelines would be used by conventional motor vehicles only. The 96 dBA limit would reduce the extent of these impacts. With the 96 dBA limit, the extent of impacts would be reduced to 5,460 feet. The typical usage pattern at the accessible shorelines is that vehicles drive to the shoreline and park, thus the duration of impacts would be short term and the intensity of impacts would be low.

### **Travel on GMP Roads in Glen Canyon**

In addition to conventional motor vehicles, OHVs, and street-legal ATVs would be authorized to operate on all GMP roads, paved and unpaved, in Glen Canyon under alternative C (including roads within the Orange Cliffs Unit). OHVs and street-legal ATVs would likely be substantially louder than conventional motor vehicles and would be the predominate noise source. Impacts on the listening area of wildlife and non-motorized human uses would occur in adjacent areas of land. Impacts on the listening area of wildlife and non-motorized human uses would occur in adjacent areas of land, as shown in figure 33a. However, the 96 dBA limit would likely provide a noticeable reduction in overall motorized vehicle sound levels by eliminating the loudest OHVs and street-legal ATVs. The extent of impacts would be reduced to 5,460 with the 96 dBA limit. Although no data is available on exact volumes, the GMP roads (especially unpaved roads) have low traffic volumes and would be expected to continue to have low volumes under alternative C. Therefore, the duration of direct impacts on soundscapes would be short-term and the intensity of impacts would be low.

In addition, a minor reduction in the noise effect zone (with the 96 dBA limit) could occur due to the reduction of the speed limit on unpaved GMP roads from 45 mph to 25 mph. For reasons discussed in the methodology section, this potential benefit was not accounted for in the spreadsheet analysis and tabulation of acreage within the noise effect zone.

### **Ferry Swale**

Approximately 15 miles of ORV routes would be designated in the Ferry Swale area under alternative C. The analysis shows that all of the Ferry Swale area would be within the motorized vehicle noise effect zone under alternative C, with the 96 dBA limit (see figure 33a). Most of the noise effect zones of the designated ORV routes overlap with the noise effect zones of GMP roads, however the intensity of impacts would be increased by the

additional OHV and street-legal ATV activity. This would include impacts on the listening area of wildlife and non-motorized human uses. However, the 96 dBA limit would likely provide a noticeable reduction in overall sound levels in this area by eliminating the loudest vehicles. The extent of impacts would be reduced to 5,460 feet from the source with the 96 dBA limit.

### **Cumulative Impacts**

The actions by others contributing to cumulative impacts under alternative C would be the same as described for alternative A. The cumulative impact would be reduced to 515,773 acres or 41.12% of Glen Canyon with the 96 dBA limit on OHVs and street-legal ATVs (see figure 33b).

The potentially adverse impacts on soundscapes from aircraft overflights, watercraft, and motorized vehicle use on roads and off-road within Glen Canyon and on adjacent federal lands would result in long-term adverse cumulative impacts when combined with the beneficial (with 96 dBA limit) impacts of alternative C.

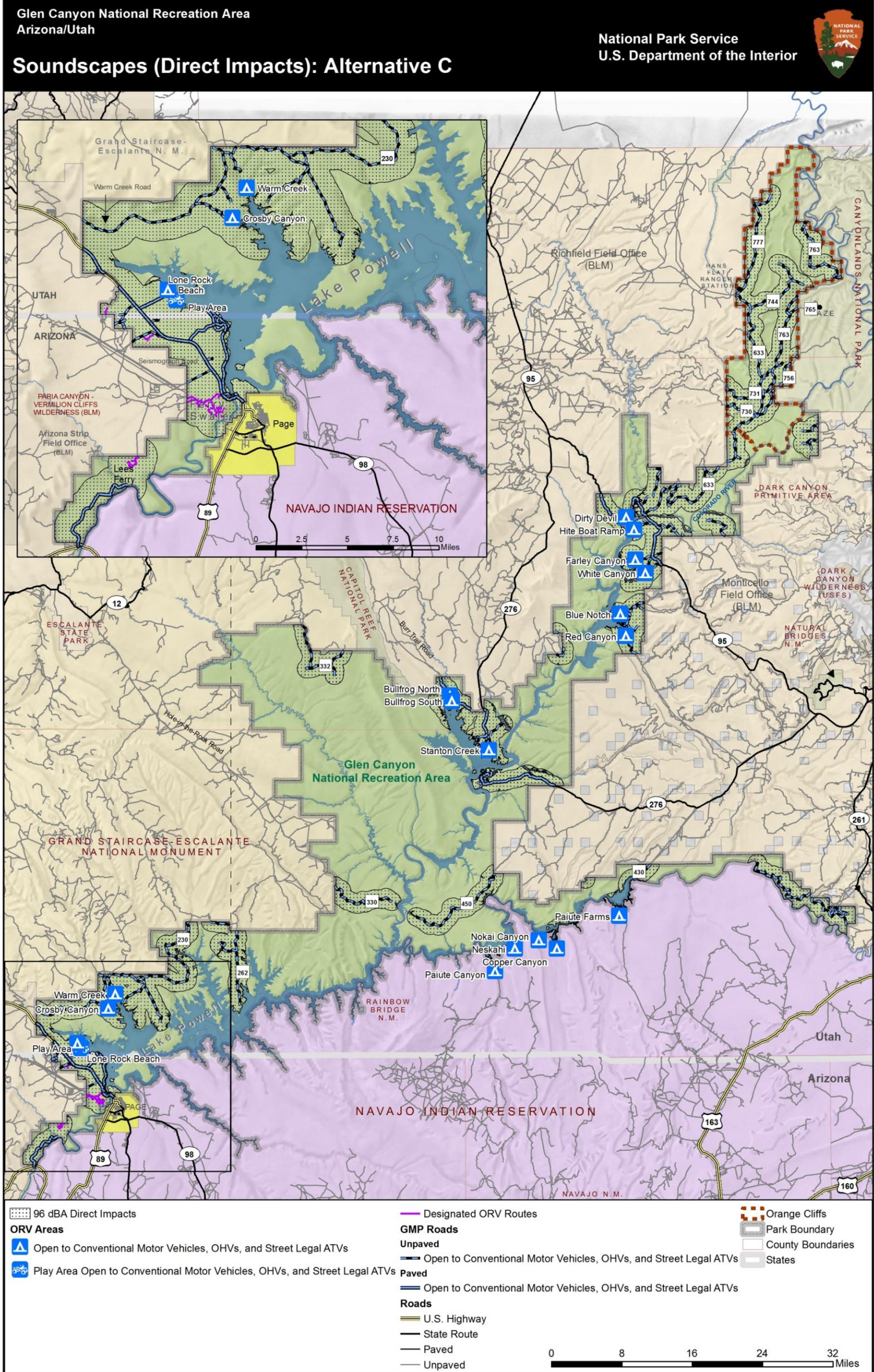


FIGURE 33A: DIRECT IMPACTS ON THE SOUNDSCAPE FROM ALTERNATIVE C



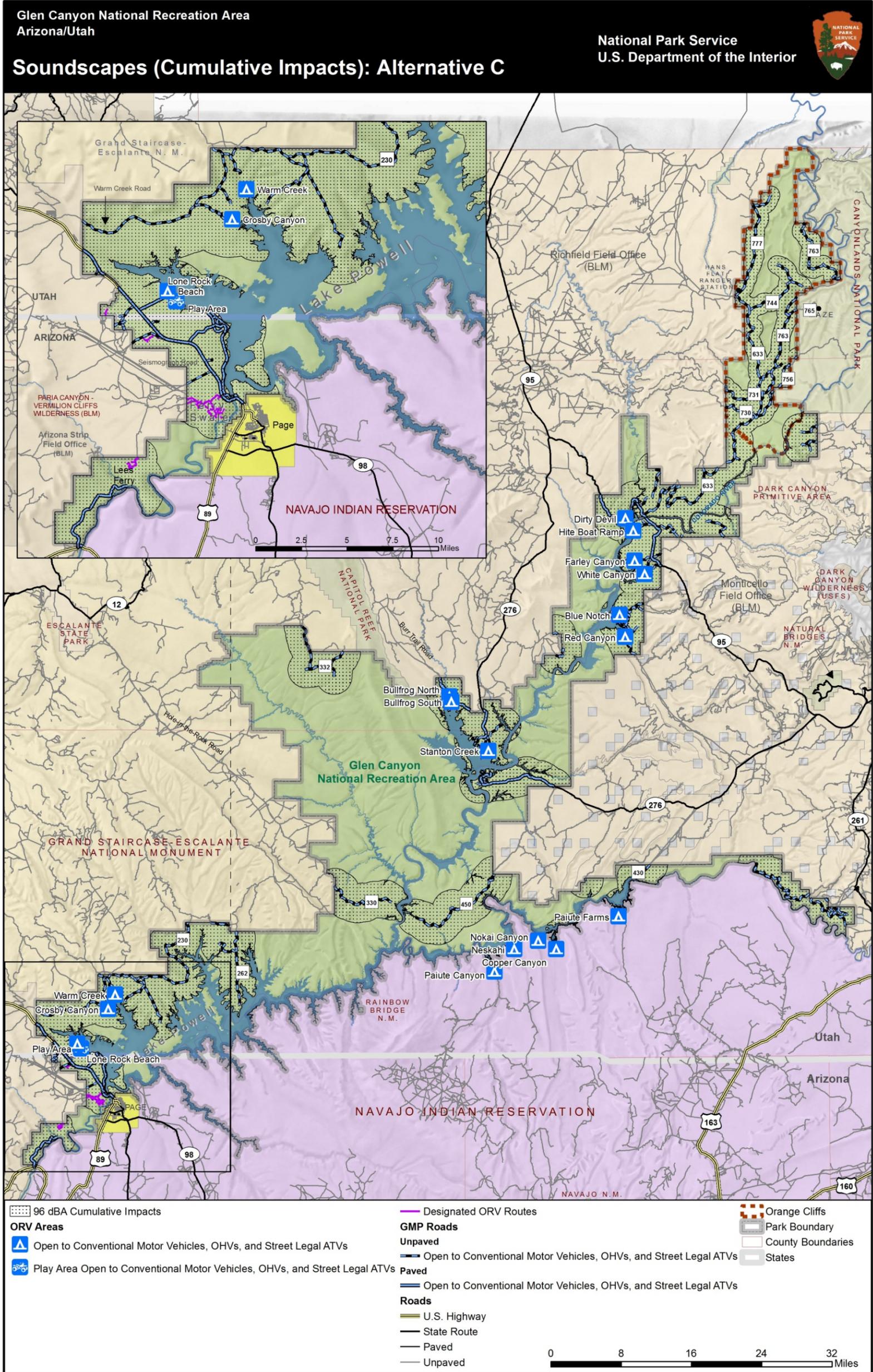


FIGURE 33B: CUMULATIVE IMPACTS ON THE SOUNDSCAPE FROM ALTERNATIVE C

