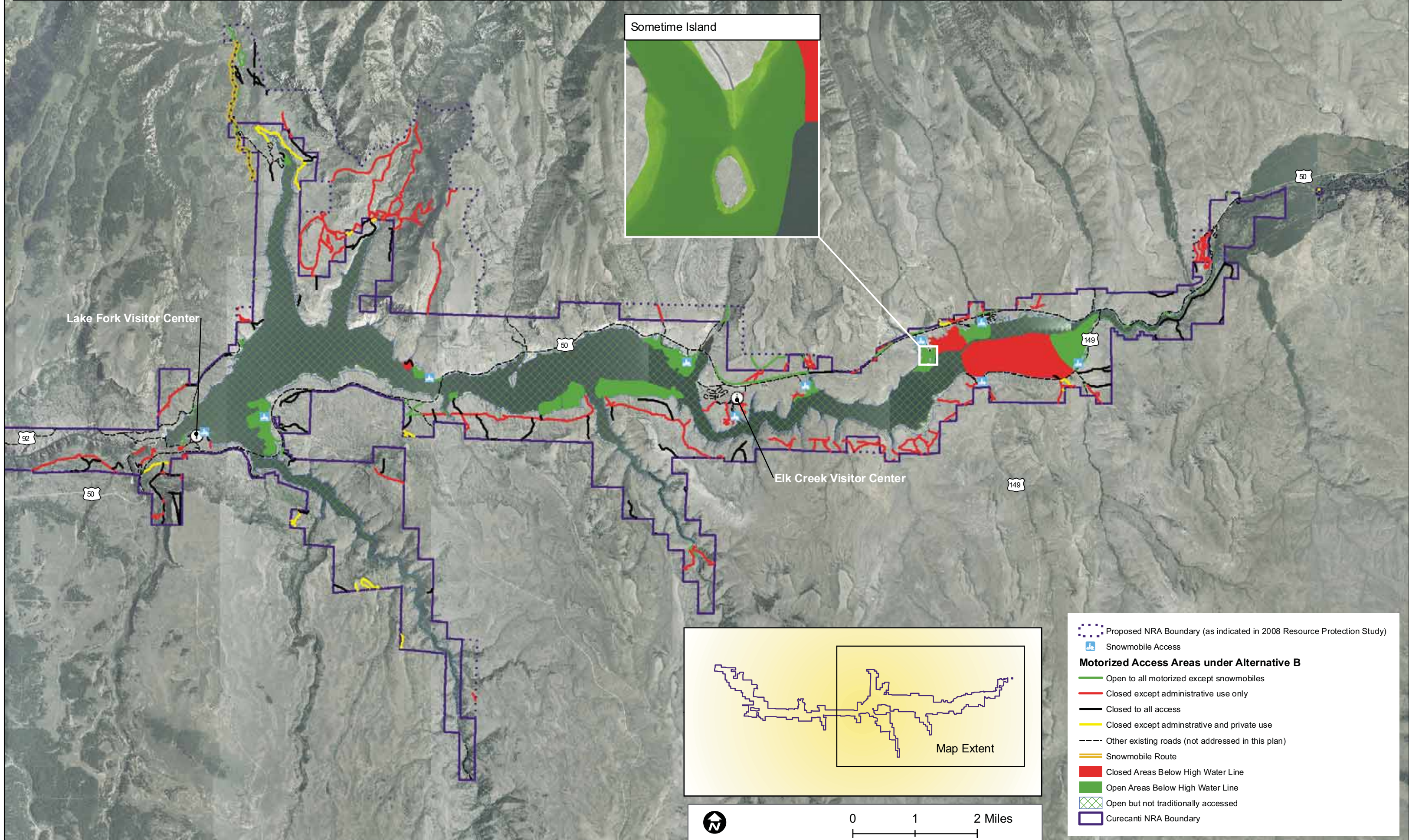


Map 5a - Alternative B: Designate Motorized Vehicle Access Consistent with 1997 General Management Plan (Plate A)

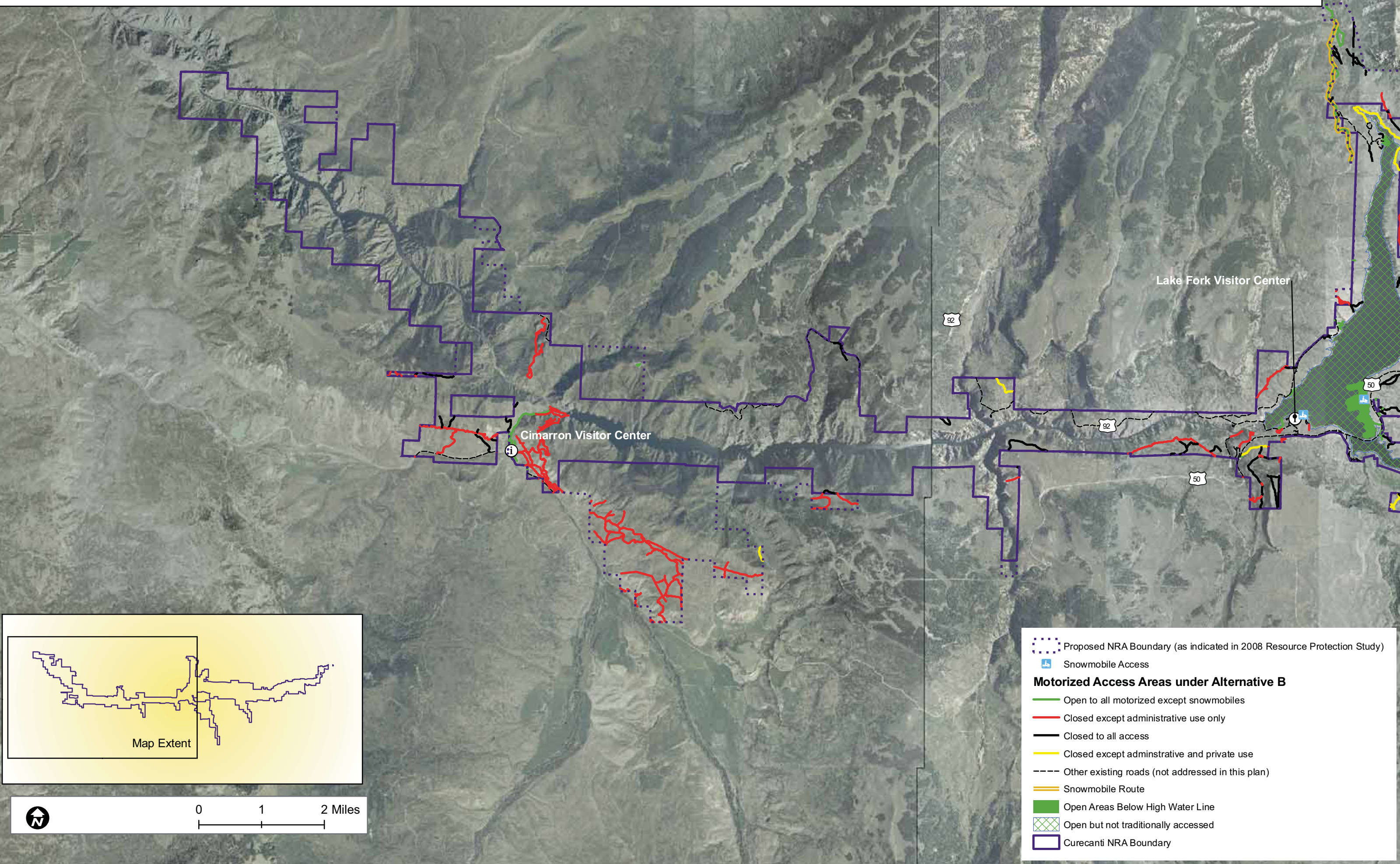








Map 5b - Alternative B: Designate Motorized Vehicle Access Consistent with 1997 General Management Plan (Plate B)

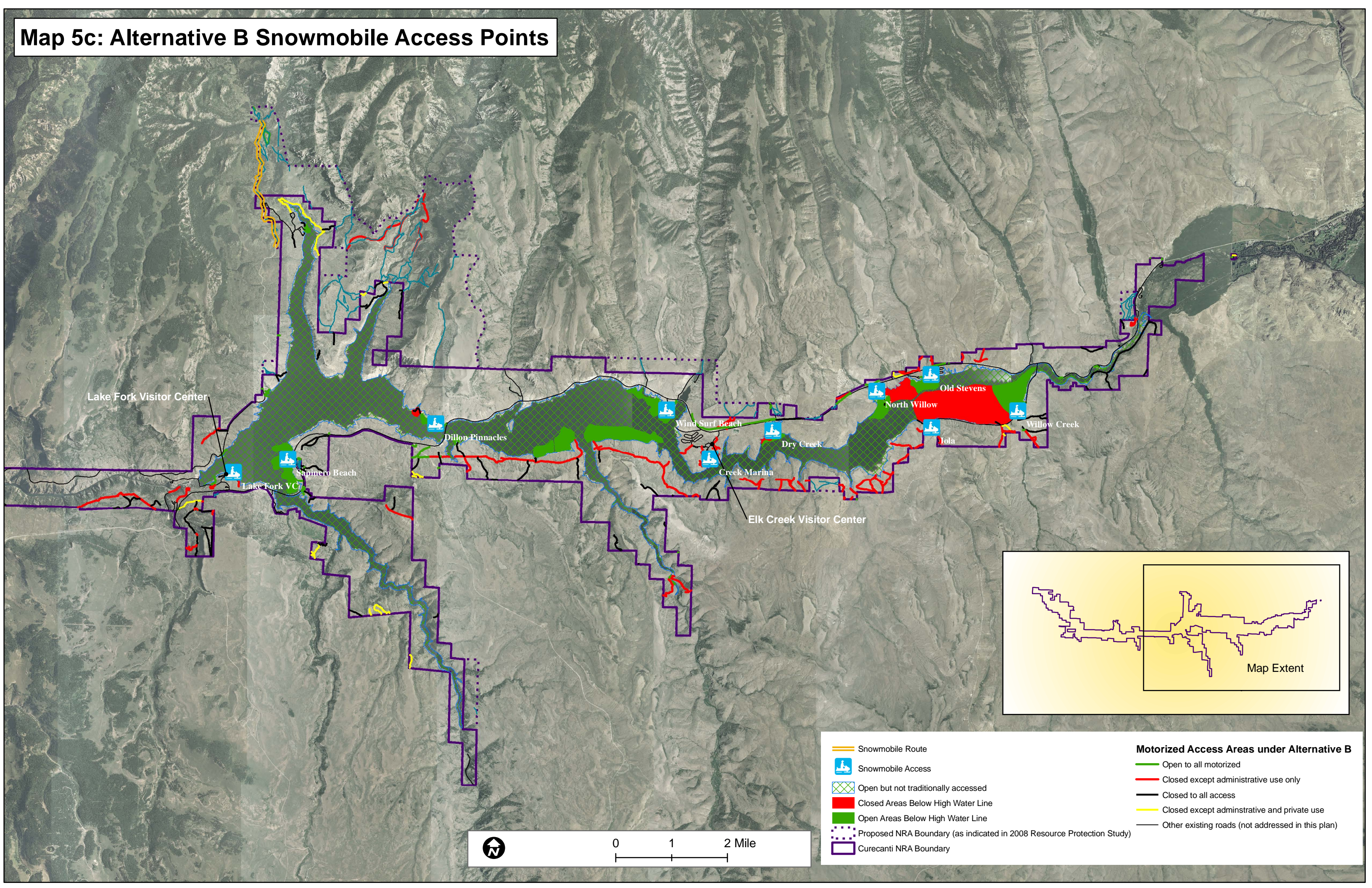








Map 5c: Alternative B Snowmobile Access Points







## **ALTERNATIVE C (PREFERRED ALTERNATIVE): DESIGNATE MOTORIZED VEHICLE ACCESS AND AMEND THE 1997 GENERAL MANAGEMENT PLAN**

As with Alternative B, motorized vehicle use within the recreation area would be allowed only in areas designated as open, including routes and areas above and below the high water line of Blue Mesa Reservoir (see maps 6a and 6b). However, this alternative would better preserve traditional access in areas above the high water line by making a minor amendment to the 1997 general management plan for the creation of a Semi-Primitive/Motorized zone. This zone would be applied to routes that have been traditionally used by the public in areas where such use is prohibited by management prescriptions of the 1997 general management plan (see map 7b). The zone would be linear in nature and would allow the NPS to maintain traditional access



**Power Line Access Road**

to recreational opportunities within the park unit and on adjacent federal lands where appropriate. Desired conditions for routes zoned as Semi-Primitive/Motorized would be the same as those for the Semi-Primitive/Non-Motorized zone, except public motorized vehicle access would be allowed. These desired conditions include a predominantly natural-appearing landscape with a limited amount of unpaved motorized travel routes. Encounters with other vehicles and visitors would be expected although no service or recreational facilities would be present in this zone. Due to the linear nature of the new zone, there would be limited opportunities to interact with nature within the actual zone, but natural sights and sounds could be abundant in the adjacent Semi-Primitive/Non-Motorized zone. Visitor activities would be limited in this zone, again due to its linear nature and purpose. This new general management plan zone would allow for access on routes closed under alternative B, including, among others, the power line access and associated spur routes to the shoreline on the south side of Blue Mesa Reservoir. Some administrative routes closed under alternative B because they did not serve a specific administrative function would also remain open to provide management flexibility. All other administrative and legal private access routes would be maintained. As a result, approximately 29 miles of traditionally used routes would be open to public motorized vehicle access under alternative C.

Below the high water line of Blue Mesa Reservoir, the NPS would designate the approximately 958 acres traditionally used by the public as open to motorized access. Although not traditionally used due to access limitations caused by terrain or reservoir levels, the remaining area below high water would be closed to vehicular use to protect known and unknown resources, including cultural sites. Pedestrian access would be permitted in these areas, outside of resource closures (see maps 6a and 6b). Although more acreage would be closed to vehicular use, alternative C best retains traditional access in the recreation area by keeping the most commonly used areas open to public motorized vehicle access.

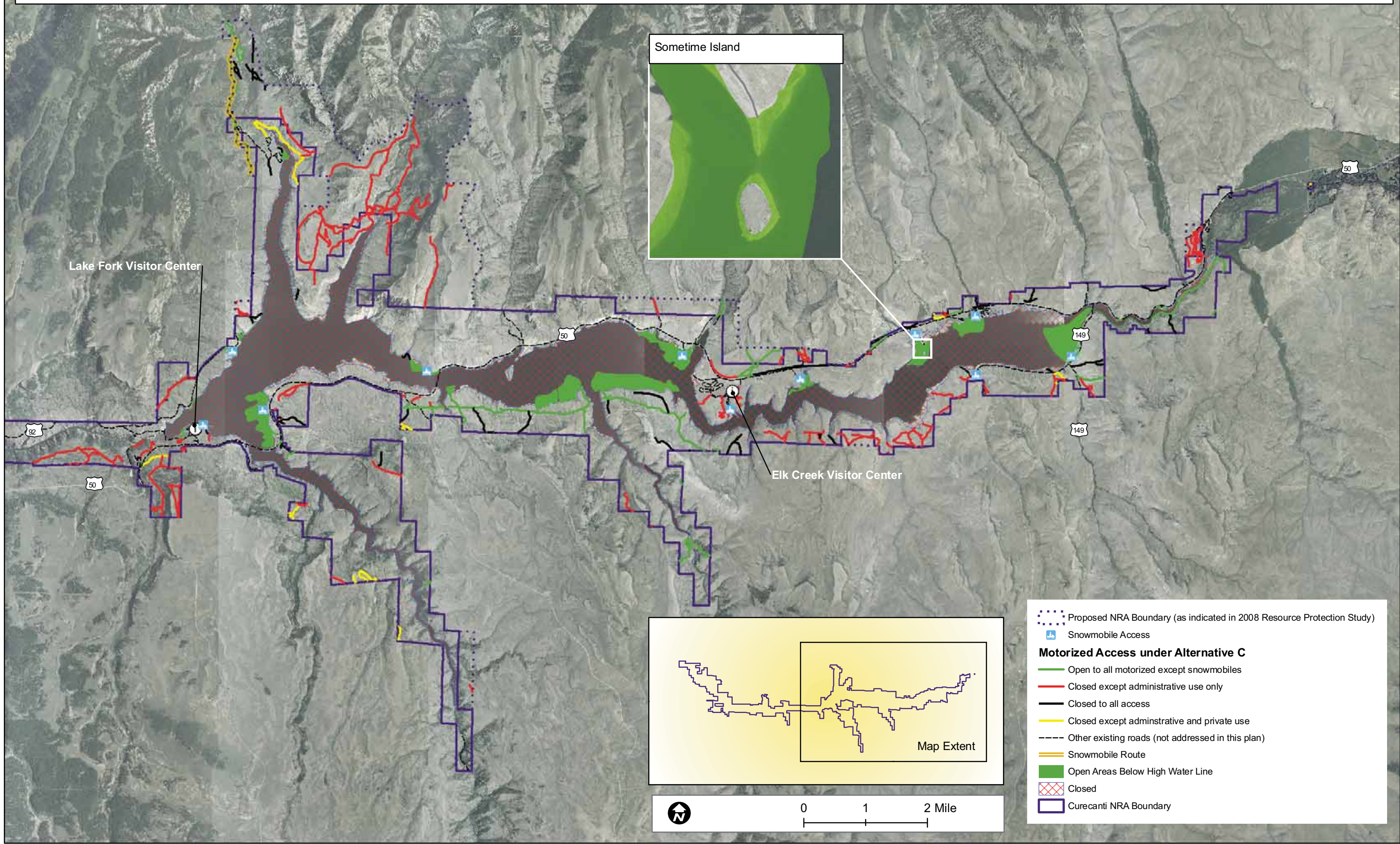
A new snowmobile access point would be designated and established in the McIntyre Gulch area (see map 6a). This access point would be included on the official maps referenced in the existing snowmobile rule (36 CFR 7.51(c)).

The annual cost to implement alternative C would be approximately \$158,628 (see table 13 in the “Environmental Consequences” chapter for a summary of costs).





Map 6a - Alternative C: Designate Motorized Motorized Vehicle Access and Amend 1997 General Management Plan (Plate A)









Map 6b - Alternative C: Designate Motorized Motorized Vehicle Access and Amend 1997 General Management Plan (Plate B)

