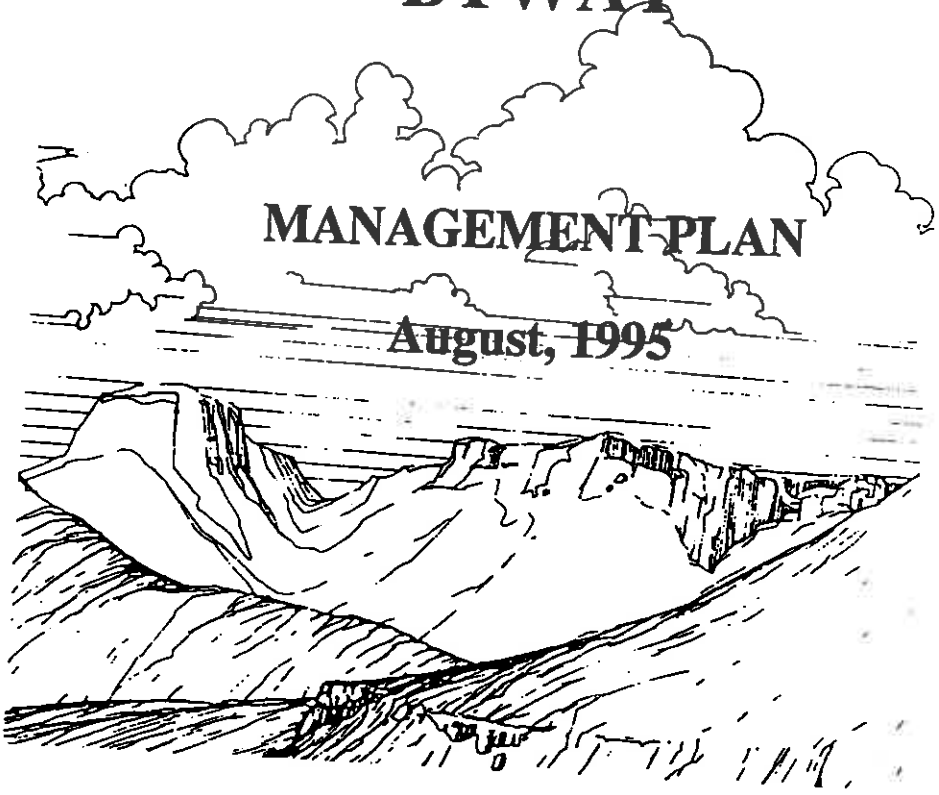
DISPLAY

UNAWEEP/TABEGAUCHE

SCENIC AND HISTORIC BYWAY



MANAGEMENT PLAN

August, 1995

submitted by:
Yvonne Piquette, intern
Colorado Center for Community Development

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EXECUTIVE SUMMARY

- The Unaweep/Tabeguache Scenic Byway is 133 miles in length on Colorado State Highways 141 and 145. The Byway travels through the communities of Gateway, Nucla/Naturita and Norwood, and the counties of Mesa, Montrose and San Miguel.

- The byway corridor is unique with its geological formations, natural resources, and its prehistoric art and artifacts.

- Ranching, farming, and mining gave the area its historical background, and they are still a major part of the present-day culture.

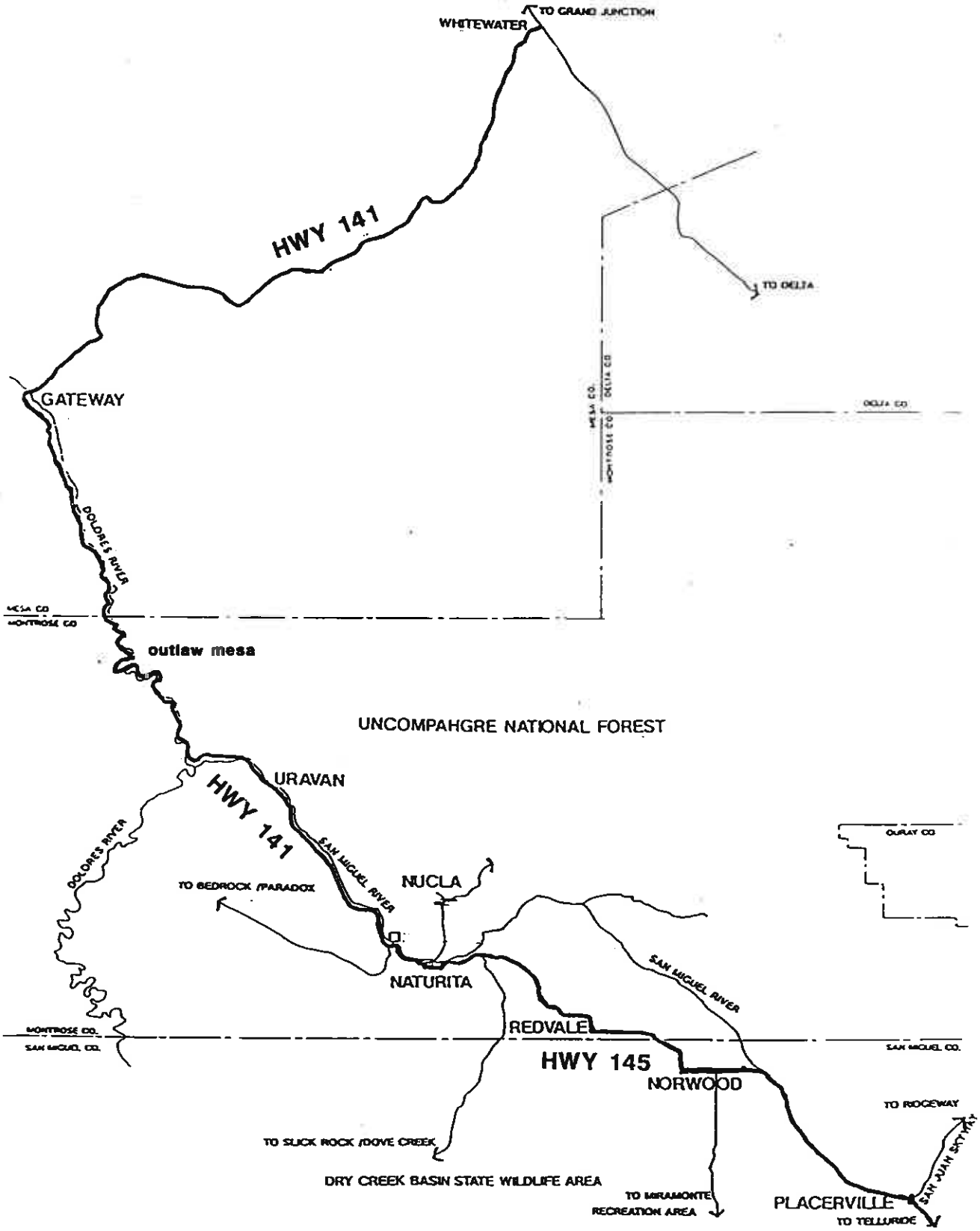
- The Tri-Town Revitalization committee is the driving force behind the Unaweep/Tabegauche Byway and will oversee the implementation of the management plan.

- The goals and objectives are to increase the economy through the promotion of the tourism industry and equally important, to preserve and/or restore the natural resources and history of the byway corridor.

- Goals and objectives will be implemented while not interfering with the natural course of growth and development.

- The Byway partnerships are supportive and actively participate in the goals and objectives. Funding, manpower, development, and implementation has been provided and will continue to be in the future for byway strategies. The support from the current partners will provide an impetus for future partnerships.

BASE MAP


TO GRAND JUNCTION
WHITEWATER
HWY 141
TO DELTA
GATEWAY
MESA CO.
DELTA CO
MONTROSE CO
DELTA CO
DOLORES RIVER
MESA CO
MONTROSE CO
outlaw mesa
UNCOMPAHGRE NATIONAL FOREST
URAVAN
HWY 141
SAN MIGUEL RIVER
DOLORES RIVER
TO BEDROCK /PARADOX
NUCLA
OURAY CO
NATURITA
SAN MIGUEL RIVER
MONTROSE CO.
SAN MIGUEL CO.
REDVALE
SAN MIGUEL CO.
HWY 145
NORWOOD
TO RIDGEWAY
TO SLICK ROCK /DOVE CREEK
SAN JUAN SKYWAY
DRY CREEK BASIN STATE WILDLIFE AREA
TO MIRAMONTE
RECREATION AREA
PLACERVILLE
TO TELLURIDE

MISSION STATEMENT:

The mission of the Tri-Town Revitalization committee is to maintain the area's original ranching and mining lifestyles and culture while providing services and encouraging responsible recreation for travelers.

VISION STATEMENT:

To encourage businesses to meet the demands generated by tourists. Preserve and protect the natural and historic resources along the Byway. Create a quality experience for visitors while not over burdening the Byway communities with operations and services. Educate visitors to respect private property rights as well as preserve public heritage.

GOALS AND OBJECTIVES:

Goal # 1

- Increase tourism along the byway and surrounding area.

Objective

- Increase the number of tourists by 4% per year for the next 5 years.

Goal #2

- Develop Uravan as a notable historical site.

Objective

- Save buildings and develop an interpretive signage to preserve the history of Uravan.

Goal #3

- Improve the physical attractiveness of the downtown areas.

Objective

- Clean up mainstreets in 6 months.

Goal #4

- Provide public amenities and services for tourists.

Objective

- Develop at least 6 additional picnic areas, campgrounds, point-of-interest pull-outs, river access, and access to public lands along the canyon in 1 to 5 years.

HISTORY

Archaeological evidence indicates that people have passed through and lived in the Unaweep and Dolores River canyons for at least 10,000 years. The canyons provided them with easier access to the area, and an abundance of natural resources necessary for living in the region. In the Paradox Valley and at the confluence of the Dolores and San Miguel rivers, there is some evidence that a group of people cultivated crops and built small masonry structures between A.D. 750 and 1200. For the most part however, the ancient inhabitants were "hunter/gathers" relying on the plants and animals in the area. Changes of river courses over time and modern day mining, farming and road building have removed or covered much of the evidence of these ancient peoples. The most evidence of their lives here is the carved rock art or "petroglyphs" found on cliff walls or boulders throughout the canyon.

Several archaeological sites near the Cactus Park turnoff were excavated by archaeologists from the University of Colorado and Denver Museum of Natural History in 1951 and 1952. Numerous artifacts were uncovered as well as fire hearths made of stone and lined storage pits. These sites demonstrate the concentrated use of the Canyon over a long period of time.

Much of Colorado was home to the Ute Indians. Painted rock art , "pictographs", of the Ute Indians, painted between 1500 and 1800, is often found in association with the older petroglyphs. The Utes used the area now covered by the Byway as a travel route to access the Uncompahgre Plateau and adjacent river valleys. As a result of treaties made with the United States Government, the Utes were moved to reservations in Utah and Southwestern Colorado, during the 1880's. (brochure)

CULTURE/LIFESTYLES

Communities along the Unaweep/Tabeguache Byway are similar in their small populations and founding histories. Ranching, farming, and mining played major roles in the development of the area and have continued to provide the economic basis for the Byway corridor.

Gateway: Located at the confluence of West Creek and the Dolores River, it is the "Gateway" to a number of canyons. This small community was founded in 1900 by three Mormon families from Moab, Utah. Many of the original, homestead cabins from patented cattle ranches were built as early as the 1870's. Some of these early homesteads can still be

seen. It was not until the 1950's and 1960's that the modern world arrived with paved roads and updated telephone systems.

Uravan: It no longer exists as a mining town, but the significant part it played in world history will not be forgotten. Uranium produced here supplied America's atomic power needs and was used in the Manhattan Project..

Naturita: The settlement at Naturita (Spanish for little nature) originated in 1881 and was primarily a ranching community. The discovery of uranium and vanadium brought an intensive mining effort. Better conditions, a better community and a better life are the goals of its citizens.

Nucla: Five miles north of Naturita on Hwy. 97, is the town of Nucla, home of the West's first experiment in communal living. The town was founded in 1896 by the Colorado Cooperative Company as an agricultural community.

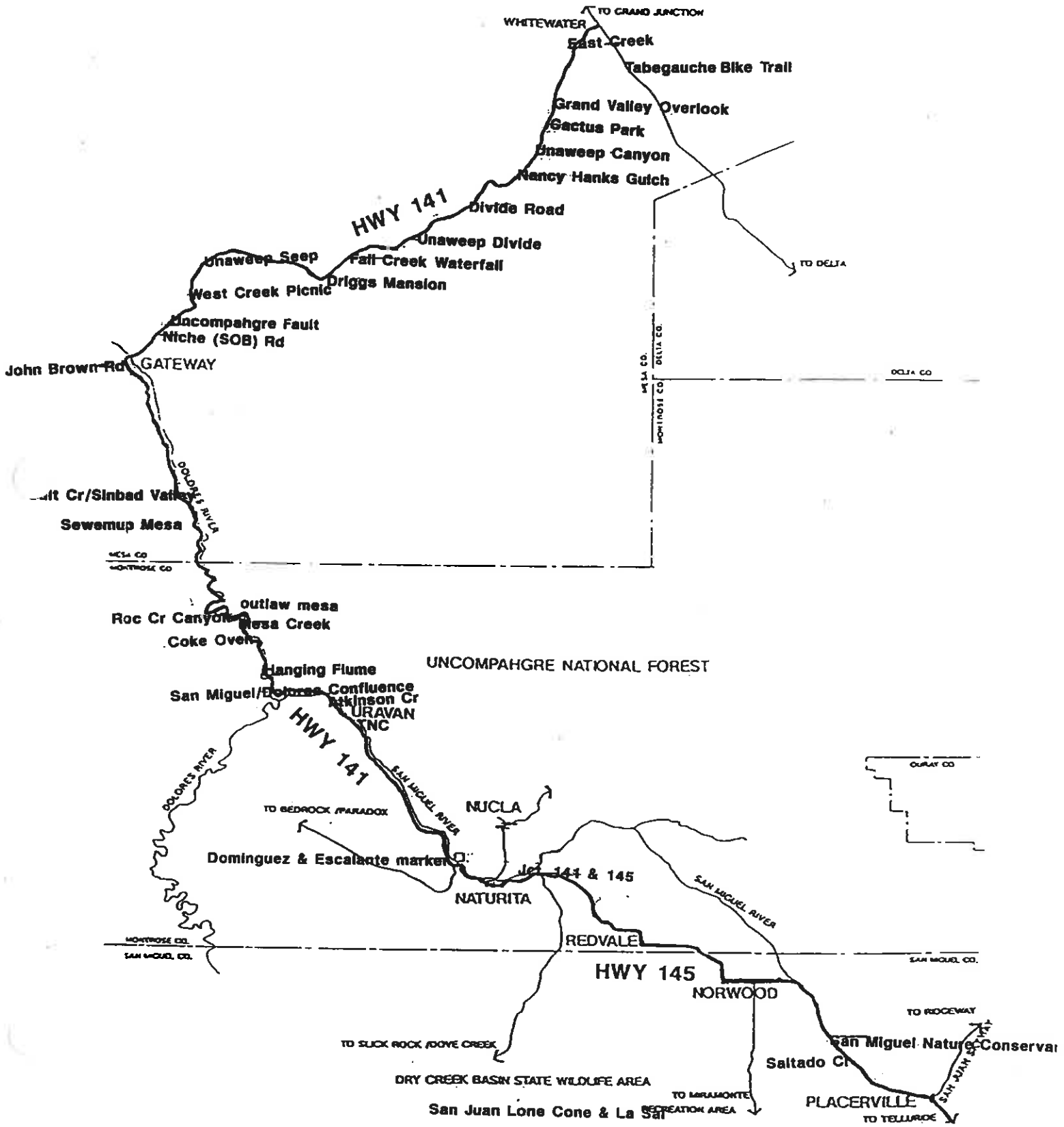
Redvale: This town was established around 1910 by twenty Croatian families. In 1911 an orchard company tried to develop the land but it soon proved unprofitable to grow fruit and the land went to general farming.

Norwood: A ranching and farming center since 1885, Norwood has preserved memories of its beginning. The main street is comprised of many beautiful old buildings serving modern commerce gently capturing a past era.

Placerville: In the early nineteen hundreds, with the arrival of the railroad, Placerville became one of the biggest cattle shipping points in the world and one of the most important mining shipping points in the western United States.

(OutLaw Mesa document & brochure)

VISUAL MAP


TO GRAND JUNCTION
WHITEWATER
East Creek
Tabegauche Bike Trail
Grand Valley Overlook
Cactus Park
Unaweep Canyon
Nancy Hanks Gulch
HWY 141
Divide Road
Unaweep Divide
Unaweep Seep
Fall Creek Waterfall
Driggs Mansion
West Creek Picnic
Uncompahgre Fault
Niche (SOB) Rd
John Brown Rd
GATEWAY
TO DELTA
DELTA CO
MESA CO
MONTROSE CO
DOLORES RIVER
Sewemup Mesa
MESA CO
MONTROSE CO
outlaw mesa
Roc Cr Canyon
Mesa Creek
Coke Oven
Hanging Flume
UNCOMPAHGRE NATIONAL FOREST
San Miguel/Dolores Confluence
Atkinson Cr
URAVAN
TNC
HWY 141
SAN MIGUEL RIVER
DOLORES RIVER
NUCLA
TO BEDROCK /PARADOX
Dominguez & Escalante marker
Jct 141 & 145
NATURITA
SAN MIGUEL RIVER
REDVALE
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SAN MIGUEL CO.
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NORWOOD
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San Miguel Nature Conservat
Saltado Cr
DRY CREEK BASIN STATE WILDLIFE AREA
TO MIRAMONTE
RECREATION AREA
San Juan Lone Cone & La Sal
PLACERVILLE
TO TELLURIDE

VISUAL: OVERALL AND MAJOR FEATURES

The Unaweep/Tabegauche Byway traverses the last remote vestige of our western heritage. Colorado Highway 141 from Whitewater to Gateway pursues the course of Unaweep Canyon, one of the most distinctive, yet little known, areas in the Colorado Plateau. Geological formations in the canyon contain "some of the oldest known rocks in western Colorado and have been dated as being 1.7 to 1.4 billion years old." Highway 141 from Gateway to Naturita, threads its way through the vivid desert "redbeds" of the high, narrow Dolores River canyon. Suddenly and dramatically, the arid landscape opens, revealing the freedom of the high plains framed by the panoramic marvels of Mt. Sneffels, Wilson Peak, and Dolores Peak in the San Juan range and the spectacular Lone Cone sitting in its regal isolation farther west. The southerly portion of the Unaweep/Tabegauche Byway, Colorado Highway 145, from Naturita to Placerville, drops to the mountain canyons that echo days of Colorado's mining camps. In this land of remote beauty, reminders of Colorado's last frontier are still evident alongside man's historic journey into the atomic age. Seldom has mankind's progress unfolded in a more enjoyable and diverse environment; desert canyons, green meadows, abandoned mining claims, snow capped peaks, sheer cliffs, and turbulent rivers. (Byway document)

Major features:

* Whitewater - Some of the Grand Valley's first producing orchards were located in Whitewater. The town draws its name from Whitewater Creek, whose banks are white because of a high alkali content. (Interpretive sign present)
* East Creek Entrance and Uncompahgre Plateau - This is the northern entrance of the Byway. The Byway continues across the northern end of the Uncompahgre Plateau which is 25 to 30 miles wide and stretches nearly 100 miles south to the San Juan mountains.
* Tabegauche Mountain Bike Trail - The trail crosses Highway 141 at the first bridge over East Creek. The trail runs 142 miles from Montrose to Grand Junction.
* Grand Valley Overlook - From this viewpoint the Grand Valley of the Colorado River can be seen bordered on the north by the Book Cliffs. Mt. Garfield (elevation 6,765) is a prominent point at the eastern end of the Book Cliffs. Traces of the old stagecoach and wagon road to Gateway are visible on the north side of East Creek. (Interpretive

sign present)

* Cactus Park - The ancestral channel of the Gunnison River 1 to 5 million years ago during the formation of Unaweep Canyon. Approximately one half mile to the south of the is the Gunnison Gravels Natural Research Area. This area protects unique gravel deposits which prove the Gunnison River flowed here during prehistoric times. The Cactus Park road to the east provides access to BLM lands on the Uncompahgre Plateau for hunting, fishing, hiking, camping, and wildlife viewing.

* Beginnings of Unaweep Canyon - Outcrops of Precambrian metamorphic rock can be seen along the highway. The Precambrian rocks in Unaweep Canyon are some of the oldest in Colorado, dated at 1.4 to 1.7 billion years old. Within the next several miles, Unaweep Canyon has cut deeper and deeper into these ancient rocks to form stunning cliffs over 1,200 feet high.

* Nancy Hanks Gulch - The now-vanished communities of Copper City and Pearl City were founded in this area during the copper boom of 1897-1912.

* Divide Road - An excellent overlook of Unaweep Canyon can be reached by following the Divide Road for three miles south to the site of the old Taylor Granite Quarry which operated briefly in 1928. North of the quarry, on the opposite side of the canyon is a large man-made opening. Here in the early 1940s the Army Corp of Engineers conducted experiments on the effect of explosives on granite.

* Unaweep Divide (elevation 7,048) - The Ute Indian name "Un-a-weep," which translated means "canyon with two mouths" refers to the fact that from this point one mouth (East Creek) drains eastward to the Gunnison river and the other mouth (West Creek) drains westward to the Dolores River.

* Fall Creek Waterfall - Fall Creek Waterfall on the north side of Highway 141 is one of several waterfalls in Unaweep Canyon. The waterfall is on public land without public access as the only access is through private property.

* Driggs Mansion - Seen here are the remains of Driggs Mansion, a structure which was built by a wealthy New Yorker between 1914 to 1918. Local stone masons cut sandstone from nearby Mayflower Canyon for the building's walls. The mansion is on private land.

Thimble Rock rises to the south. (Interpretive sign present)

* Unaweep Seep - Locally know as "Swamp Hill," the Unaweep Seep is a unique wet meadow area which is best known as one of only a few habitats of the rare Nokomis Fritillary butterfly. A little over half of the 55 acre area has been designated as an Area of Critical Environmental Concern and is managed and protected by the BLM. Towering 3,000 feet above Unaweep Seep to the north is Camel Point; named after an outlaw by the name of Camel, who carried the body of one of his victims to the top of the rock and threw it over the edge. (Interpretive sign present)

* West Creek Picnic Area - This BLM site is located in the West Creek Narrows. This deep narrow gorge cuts into ancient Precambrian rock of the Uncompahgre Plateau. The stream and associated habitat provide sanctuary for numerous wildlife species.

* Uncompahgre Fault - Here the Umcompahgre Fault brings the Precambrian rocks on the east in contact with the red rocks of the Paradox Basin. The Fault has resulted in a vertical displacement of over 8,000 feet.

* Niche Road(S.O.B. Road) - This steep, 4-wheel drive road to the south provides access to the BLM and National Forest lands on the Uncompahgre and to Divide Road.

* Gateway - This community is the "gateway" to the spectacular slickrock country of the Dolores River Canyon. The Gateway Community Park has a shaded picnic area, drinking water and toilet facilities. The spectacular Palisade formation lies to the north of Gateway. The monolith is part of the 14,000 acre BLM Palisade Outstanding Natural Area. (Interpretive sign present)

*John Brown Road - The road provides access to Paradox, Moab and the La Sal mountains. The road is mainly 4-wheel drive and is open during the summer months.

* Salt Creek/Sinbad Valley - The road to the west follows Salt Creek to Sinbad Valley.- It is thought that the sparkling salt deposits on the floor of the valley here reminded early miners of the fabulous Valley of Diamonds that Sindbad the Sailor encountered in the book "The Thousand and One Nights."

* Sewemup Mesa, a BLM Wilderness Study Area rises to the west. The isolated mesa is named for the cattle rustlers

who brought stolen cattle here, cut off their brands, sewed up the wounds and then rebranded the cattle. (Interpretive sign present)

* Roc Creek Canyon - Roc Creek to the west was named by the early miners for the giant bird that carried Sinbad the Sailor to the Valley of Diamonds.

* Mesa Creek - The gravel deposits on the east side of the road are the Lone Tree Placers. Water from the San Miguel River was delivered by the Hanging Flume to operate hydraulic mining equipment at this site from 1891 - 1893.

* Coke Oven - On the west side of the road is a domeshaped coke oven built in the 1880s. It is believed that coke from this oven was used by blacksmiths during the construction of the Hanging Flume.

* Hanging Flume Turnout - Clinging to the massive Wingate Sandstone cliffs some 100 - 150 feet above the Dolores River, this wooden flume was built in 1889 - 1890. The seven-mile flume and associated ditches delivered 80 million gallons of water per day from the San Miguel River to operate mining equipment at the Lone Tree Placer site. (Interpretive sign present)

* San Miguel-Dolores Confluence - To the west is the confluence of the San Miguel and Dolores rivers.

* Atkinson Creek - West of the bridge a graveled road to the south crosses the San Miguel River at the "Black Bridge" and goes to Paradox and Bedrock, Colorado via the scenic canyons of the San Miguel and Dolores rivers. Paradox was named because the Dolores River runs north and south through the valley rather than the usual east and west, a paradox that occurs in only one other valley in the world.

* The Nature Conservancy site - Reststop with vault toilet and interpretive signage of cottonwoods.

* Uravan - Named for the uranium and vanadium processed from carnotite ore, was established in 1936 as a company town and mill site for U.S. Vanadium Corporation. From the 1930s to the mid 40s the mill produced vanadium used to harden steel in war armaments. Uranium was recovered from the mill tailings during the early 1940s and was used in the first atomic bombs. (Interpretive sign present)

* Dominguez and Escalante Expedition Historic Marker - The historic marker commemorates the 1776 expedition of Franciscan friars, Fathers Francisco Dominguez and Silvestre Escalante, who explored much of Southwest Colorado while searching for a route from Santa Fe, New Mexico to the missions in California.

* Naturita/Nucla - Naturita was established in 1882 and was named by "Grandma" Blake, a founding resident, because of its beautiful setting beside the river. It was developed primarily as a business district for nearby ranching and mining interests. Approximately 5 miles north of Naturita on Hwy. 97 is the town of Nucla, home of the West's first experiment in communal living. The town was founded in 1896 by the Colorado Cooperative Company as an agricultural community where "equality and service rather than greed and competition were the basis of conduct."

* Junction of Highways 141 and 145 - The Unaweep/Tabegauche Scenic and Historic Byway travels west along Hwy. 145 and north along Hwy. 141.

* Redvale - This town was established around 1910 by an orchard company. The 7,000 foot elevation proved too high for fruit production and the land was turned over to general farming.

* San Juan Range, the Lone Cone, and the La Sal Range - To the southeast the San Juans can be seen; to the west is Lone Cone, and extinct volcano; and to the northwest, the La Sal Range in Utah.

* Norwood - Located atop Wright's Mesa with scenic views in all directions, the town of Norwood is primarily a supply and business district for the surrounding agricultural producers and ranchers. The road south out of Norwood provides access to National Forest lands and Miramonte State Recreation Area, known for its excellent fishing. Norwood is the home of the San Miguel Basin Indoor Rodeo and Events Center.

* San Miguel River Nature Conservancy Preserve - This rugged remote canyon with its steep, densely vegetated hillsides is home to an extremely diverse assemblage of plant and animal species. It represents one of the last remaining, undisturbed, low to mid-elevation riparian areas of Colorado. (Interpretive sign present)

* Saltado Creek Area - The gravels of the San Miguel River Valley were the site of many gold placer operations in the past.

* Placerville - The town of Placerville, located less than a mile down Highway 145, was founded in 1877 as a placer gold mining town. When the gold played out, the town became the railroad shipping center for the San Miguel Basin.

PHYSICAL DESCRIPTION

The Unaweep/Tabeguache Byway originates at the junction of U.S. Highway 50 and Colorado State Highway 141 in the community of Whitewater. After crossing the Gunnison River near Whitewater the highway follows East Creek to Unaweep Divide then descends along West Creek to its confluence with the Dolores River at Gateway. Highway 141 continues along the San Miguel River to Naturita and then to the junction of Colorado Highway 145. The Byway concludes at Placerville where it connects with the San Juan Skyway. The Unaweep/Tabegauche Byway offers a 133 mile scenic and historic tour.

Highways 141 and 145 are secondary, 30-foot wide, all weather bituminous paved, two lane state highways. They are maintained on a 24 hour basis year around and are suitable for all types of vehicular traffic including recreational vehicles.

EXISTING RESOURCES

Natural:

Paleontology - Well-preserved fossils of reeds, horsetails, ferns, conifer trees and cycads tell us the area was once a lush forest. Paleontologists have found partial skeletons of the Diploducus and Camarasaurus, dinosaurs who thrived on the abundant plants. Tracks of small carnivorous dinosaurs have been found from Cactus Park to the Dolores River Canyon. Numerous fossils of shelled invertebrates provide a history of the huge seas and lakes that covered the area. In the cliffs around Placerville, nine new types of early amphibians and reptiles have been discovered. Fossilized freshwater fish found in the vicinity of Paradox Valley have provided scientists with new information on the evolution of bony fishes.

Colorful fossilized trees and dinosaur bone were made into stone tools by prehistoric people. Later, fossils were collected by miners for their heavy concentration of uranium ores. Exhibits on the fossils of this area can be found at the Rimrock Historical Museum in Naturita and at the Museum of Western Colorado in Grand Junction.(brochure)

Geological - About 300 millions years ago the area that is now the Uncompahgre Plateau was uplifted into a mountain range known as the ancestral Rocky Mountains or "Uncompahgre." Over time the

mountain range was eroded down to its roots, furnishing the sand, gravel and mud for the redrock formations of southwest Colorado. This process of erosion removed over one half billion years worth of material from the rock record, causing the Chinle Formation of the Triassic Period to lie directly on the Precambrian rocks.

The canyon is unique as it is the only one in the world with a divide in the middle and streams running out of both ends. The Ute Indian name "Unaweep" means "Canyon With Two Mouths." The small streams that now wind along its floor seem much too small to have cut the canyon. Based on the types of gravel left throughout the area, geologists believe that it is the former course of the Gunnison River. A second halflift of the Plateau about 1 million years ago caused the Gunnison to cut Unaweep Canyon and to later change its course. (brochure)

Wildlife - Wildlife which frequent the area include black bear, mountain lion, bobcat, coyote, and various rodents and reptiles. The large meadows and the south-facing canyon slopes provide valuable winter habitat for mule deer and elk. Wild turkeys and pheasants can be found feeding in the meadows. Golden eagles may be seen circling overhead in search of prey, and during the winter months, bald eagles may be perched in the cottonwood trees along West Creek, and the Dolores, and San Miguel rivers.

East and West Creek provide examples of riparian habitat. The Latin word riparian means "lying adjacent to a stream or lake." Although riparian habitat makes up less than one percent of the total land mass in Colorado, it is used by 90 percent of all wildlife. An abundance of songbirds may be found in this habitat especially during the spring migration. The streams are also home to fish such as rainbow and brown trout and a wide variety of insects. The "Unaweep Seep" provides one of the few habitat for the rare Nokomis Fritillary butterfly.

Between Gateway and Uravan watch for peregrine falcons, an endangered species now making a comeback due to an aggressive recovery program. The colorful red rock formations with their towering spires and sheer rock walls provide excellent nesting areas called "eyries" for the falcon.

The grasslands between Naturita and Norwood provide habitat for prairie dogs. Other animals may be observed around prairie dog towns include coyotes, badgers, ferruginous hawks, prairie falcons, golden eagles, cottontail rabbits, and burrowing owls. (brochure)

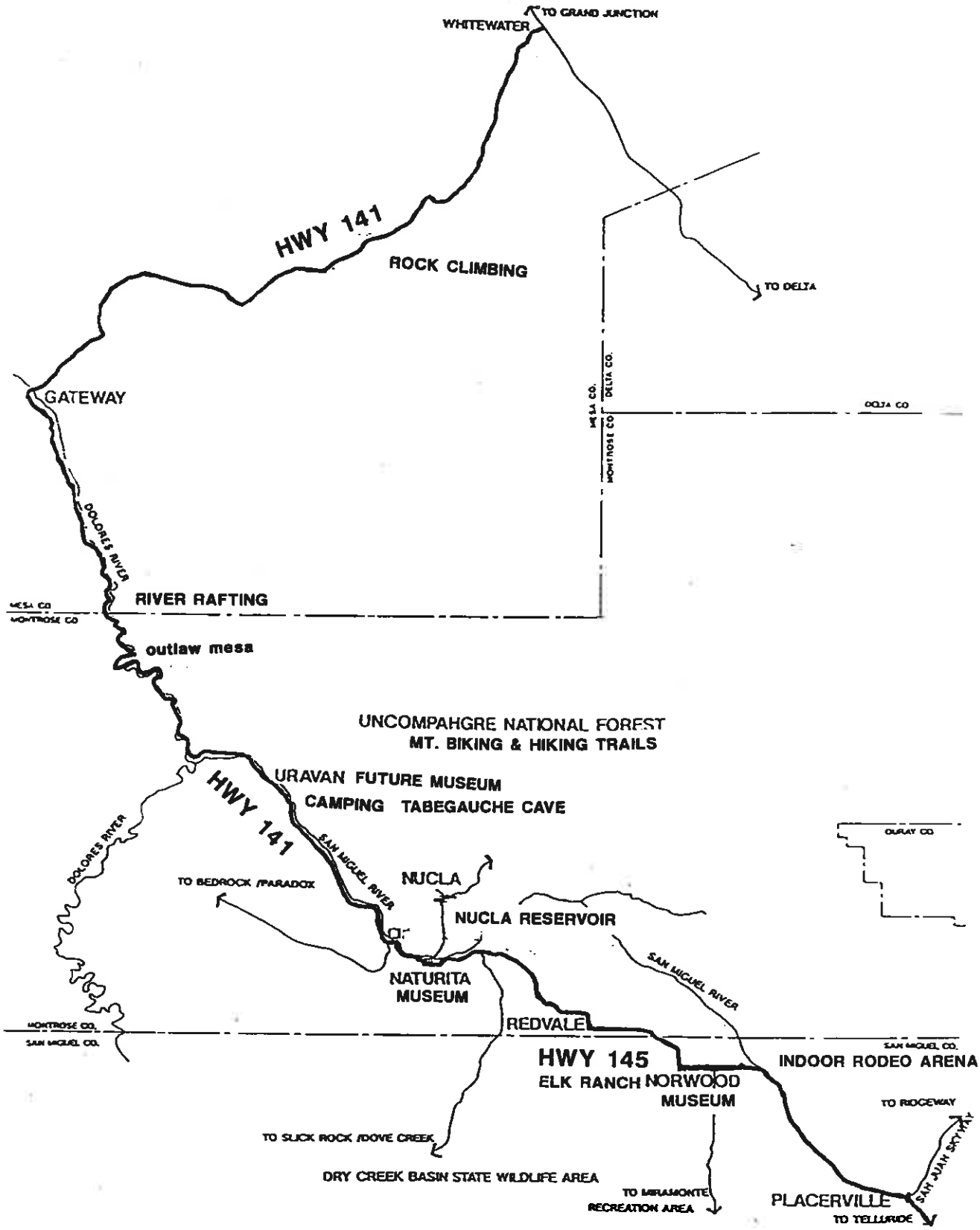
Vegetation: The varied topography creates a diversity of flora and wildlife habitat. From desert ecosystems, to perennial springs and creek bottoms to steep cliffs, the Unaweep Canyon includes conditions which create stands of aspen, ponderosa, Douglas fir, Pinion Pine, oak brush and associated species of brush, forbs, grasses, sages and cacti.

The Unaweep/Tabeguache Byway is home to some of the best known occurrences of a riparian woodland plant association restricted to westcentral and southwestern Colorado montane rivers. The fragile riparian habitat is an important habitat for big game, upland game birds and non game wildlife.

Rivers and streams:

- Dolores River
- San Miguel River
- East Creek
- West Creek
- additional small streams

RECREATION MAP



RECREATION

In addition to the sightseeing opportunities available along the Byway, the outdoor enthusiast can choose from a broad variety of activities. Highway 141 offers boaters access to the Gunnison River at Whitewater and the Dolores River at Gateway. The Byway also offers mountain bikers and road cyclists access to a vast array of backroads and trails on BLM land and the Uncompahgre National Forest via Divide Road.

Hiking, rock-climbing, backpacking, mountain bike riding, horseback riding, big game hunting, fishing and 4-wheel/ATV back-road travel can also be enjoyed. The Paradox mountain bike trail is in the process of being completed and will go from Montrose to Uravan. Endless miles of BLM and Forest Service jeep trails cross the Uncompahgre Plateau. Since January 1987, the Palisade area north of Gateway has been designated by the BLM as an Outstanding Natural Area to be enjoyed for its primitive natural beauty. Cactus Park is a BLM recreation area for group and individual use and provides access to the BLM's Dominguez Canyon Wilderness Study Area. Camping is allowed here and on other BLM managed lands. Camping is also permitted in designated areas throughout the Uncompahgre National Forest. (brochure)

Points of Interest(Business & Service directory)

- Tabeguache Cave
- Museums: Naturita, Norwood, and the proposed Uravan site
- Groundhog Reservoir State Wildlife area
- Miramonte Reservoir State Wildlife area
- Wood Lake State Wildlife area
- Nucla Reservoir
- Working Elk Ranch - Norwood
- San Miguel Basin Indoor Rodeo and Events Center

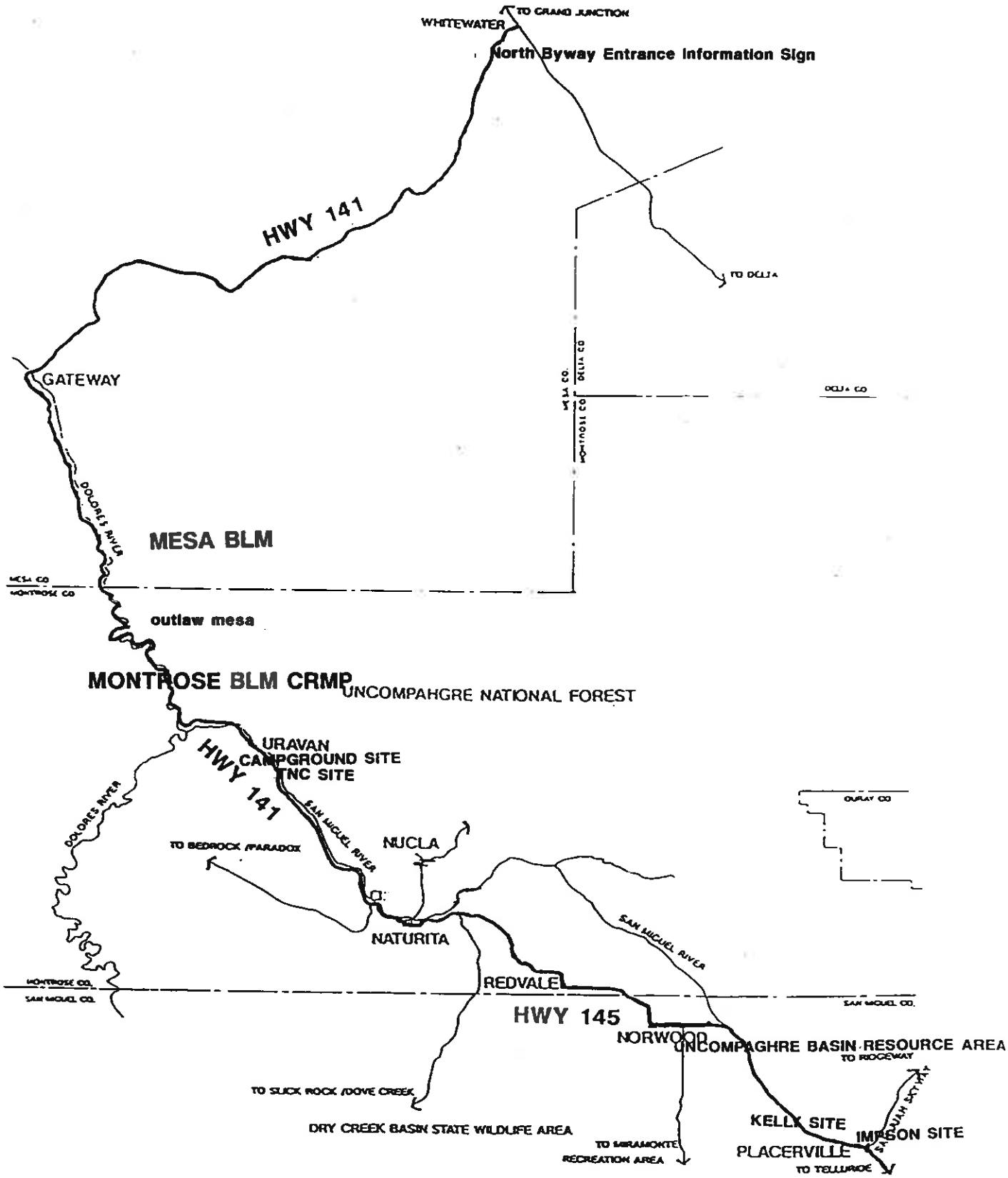
Visitor recreation use: BLM report for the San Miguel River Special Recreation Management Area (SRMA)

Observations:

- Vehicle and tent camping occur in approximately 40 undeveloped sites located on BLM land along the San Miguel River from Vanadium to just below Norwood Bridge area.
- Camping and RV use throughout the corridor reaches a peak during the fall hunting season.

- At present, there are no developed camping areas or other facilities in the area.
- BLM estimates that approximately 1,500 - 4,000 visitor days of use associated with camping, fishing, and hunting occur in the San Miguel River corridor each year.
- Over half of the visitors spend time fishing.
- Visitors often spend as many as 7 - 14 days during the fall hunting season.
- Whitewater rafting and kayaking is popular along sections of the San Miguel River from Vanadium to Naturita. Use occurs mainly during May and June but can continue into July.
- Uncontrolled recreational use, particularly overnight camping, poses a major threat to the sensitive riparian corridor.
- Uncontrolled camping has created a variety of problems such as camp sites are not left clean and riparian resources suffer damage.
- BLM has received complaints from area residents about the lack of sanitary facilities.
- Due to lack of manpower, the BLM has problems enforcing the length of camping stays.
- Vandalism has increased as the number of visitors increase.

MASTER PLAN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HWY 145
NORWOOD
UNCOMPAGHRE BASIN RESOURCE AREA
TO RIDGEWAY
TO SLICK ROCK /DOVE CREEK
DRY CREEK BASIN STATE WILDLIFE AREA
TO MIRAMONTE
RECREATION AREA
KELLY SITE
IMPSON SITE
PLACERVILLE
TO TELLURIDE

RESOURCE PROTECTION

1. Mesa County Mineral Extraction Policy

2. Mesa County (and state) development policies (35+ acre tracts)

3. Bureau Land Management and Forest Service
   a. Mesa Creek Coordinated Resource Management Plan (CRMP) area (1993 plans)
   b. Tabegauche area
   c. BLM's Resource Management Plan (RMP) covers all areas not designated as special areas
   d. Area of Critical Ecological Concern (ACEC)

4. Division Of Wildlife - work with the BLM & USFS - they do not have separate plans.

5. The Nature Conservancy - riparian habitat protection plan (TNC lands only)

6. BLM Limits of Acceptable Change. - awareness of the limits of usage and development and the positive or negative effects on the Byway resources.

PHYSICAL MASTER PLAN

1. Interpretive planning
   a. Mesa BLM - per Wade Johnson, they will continue to provide interpretive assistance, rest stop maintenance, funds for signs and brochures.
   b. Montrose BLM - per Karen Tucker
      1. Short and long term plans include additional sites for interpretation, picnic and camping sites.
      2. "Five in Ninety Five" - joint venture to provide information planning assistance to area agencies

2. Resource Enhancement and Development Planning (BLM)
   a. Kelly Site - parking area, toilet, water, kiosk, trails, fishing pier, boat launch
   b. Unaweep/Tabeguache - Impson Property & Tram site
      - parking area, interpretive kiosk, upgrading of pull-off
      - Tram - facilities will be repaired and protective barriers

will be placed around structures and interpretive signs

c. Uncompahgre Basin Resource Area - construction project proposal - four phases
   1. Norwood Hill site
   2. Specie Creek Campground
   3. Deep Creek to Placerville sites
   4. Skyway/Byway interpretive site

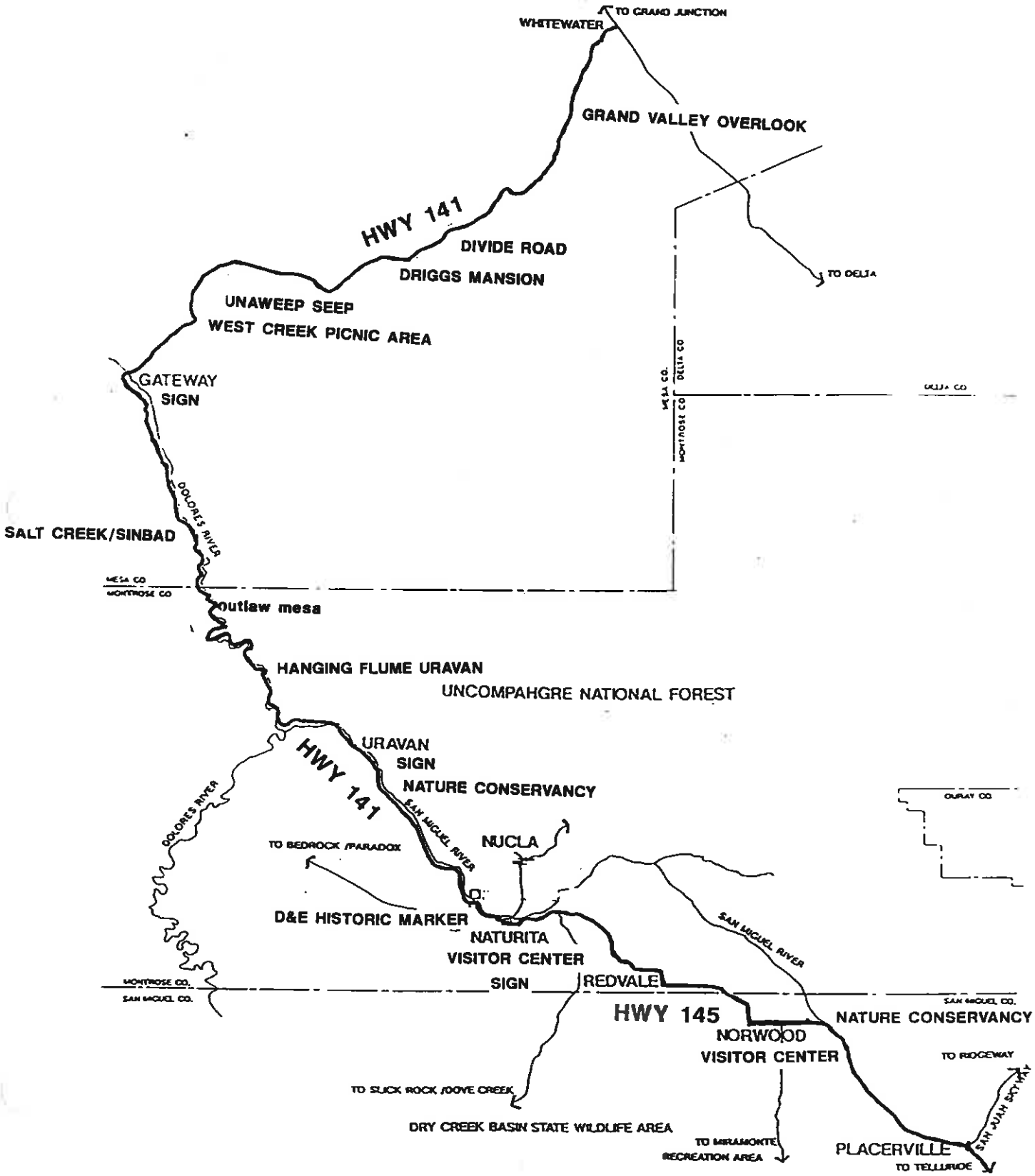
d. Uravan
   1. The Nature Conservancy site - parking, rest stop, vault toilet, river access
   2. Uravan Historic Site - signage, restoration, historical designation
   3. Campground development, river access

e. Mesa Creek - Resource Management Plan (CRMP)

f. "Five in Ninety Five" - project proposal
   1. San Miguel River Multi-Objective Basin-Wide Plan
   2. Interactive Database

g. Bureau Land Management - CRMP
   - recreation, cultural, visual, OHV use, wildlife, livestock management, forestry, minerals, land

VISITOR SERVICES



VISITOR SERVICES:

1. **Signs have been placed at the following sites:**
   - Whitewater - interpretive sign (US 50 & 141)
   - 146.0 Grand Valley Overlook - interpretive sign
   - 139.8 Divide Road turnoff - interpretive sign(planned)
   - 129.6 Driggs Mansion - interpretive sign
   - 119.8 Unaweep Seep - interpretive sign
   - 117.0 West Creek Picnic Area - interpretive sign
   - 111.4 Gateway - interpretive sign
   - 101.5 Salt Creek/Sinbad Valley - interpretive sign(planned)
   - 81.6 Hanging Flume Turnout - interpretive sign
   - 75.7 Uravan - interpretive sign (move to a better location?)
   - 62.1 Dominguez & Escalante Expedition - Historic Marker (sign was destroyed)
   - 61.0 Naturita - interpretive sign
   - 90 San Miguel River Nature Conservancy Preserve - interpretive sign

2. **Kiosk:**
   - None in place at this time
3. **Video/Audio**
   - Club 20, 2,000 audio tapes (waiting for grant funds)
4. **Visitors Centers**
   - Naturita/Nucla (Chamber of Commerce)
   - Norwood

5. **Accommodations**

- Naturita: 2 motels - 48 rooms; 1 RV Park -
- Nucla: 2 RV Parks - 25 spaces
- Norwood: 3 motels - 44 rooms
  3 bed & breakfasts
  2 RV Park - 16 spaces

6. **Food/Dinning (restaurants & cafes)**

- Naturita: 3
- Nucla: 2
- Norwood: 5

7. **Rest stop facilities**

- West Creek Picnic Area - BLM - vault toilet
- Gateway - 1 in the park
- Uravan - The Nature Conservancy Site - completed in 1995

8. - **BLM planned facilities - 1995 - 1999:**

- Specie Creek Campground (fee)
- Deep Creek to Placerville Sites
  - Mesa Creek (BLM/FS)

9 . **Guide and Outfitters**

- Nucla - 6
- Natruita - 1
- Norwood - 4

PARTNERSHIP PLANNING/ORGANIZATION

1. **CURRENT PARTNERSHIPS:**

- Tri-Town Revitalization Committee
- Town of Naturita
- Town of Nucla
- Town of Norwood
- Town of Gateway
- Bureau Land Management: (two regions)
- United States Forest Service (two regions)
- Club 20
- Museum of Western Colorado
- The Nature Conservancy
- County Planning Dept.: Montrose, San Miguel, Mesa
- Nucla/Naturita Visitors Center
- Rimrock Historical Society
- Division Of Wildlife -
- UMETCO
- Region 10
- Local Chambers of Commerce
- UC-D Colorado Center for Community Development
- Grand Junction Geological Society
- Colorado Plateau Mountain Bike Association
- San Miguel River Multi-Objective Watershed Plan

2. **POTENTIAL PARTNERSHIPS:**

- service organizations
- area businesses
- Byway residents

DEVELOPMENT PLAN

The Unaweep/Tabegauche Scenic Byway, coordinated by the **Tri-Town Revitalization committee,** is in the process of incorporation which should increase stability of the organization. A dues-paying membership will be developed, providing some ongoing funding for operations and possible available funds for matching grants. The present partnerships are strong, interested, and supportive which will provide an impetus for new potential partnerships.

There are **two main focal points,** economic development and the preservation, restoration, and future enhancement of the Byway's natural and historic resources. All goals, objectives and strategies are focused to ensure Byway priorities.

The **management plan** gives the committee a structured plan with which to accomplish its goals. The plan leaves room for flexibility to allow for visitor increase, revenues and interests. The involvement of active partnerships with the same goals, gives the Byway a stable infrastructure to build on.

ORGANIZATIONAL STRUCTURE

The **Tri-Town Revitalization committee** comprised of elected officials and community leaders, is and will continue to be the impetus of the Unaweep/Tabegauche Scenic Byway. The goals of the Byway organization are the goals of the majority of the residents and businesses of the four communities along the Byway: Gateway, Nucla, Naturita, and Norwood.

Byway partnerships are governmental agencies along with other strong, active organizations that have been in existence for a substantial length of time, and not likely to dissolve or loose interest in the Byway management plan. In fact, the emphasis on natural and historic resources should increase interest overtime as the Byway is promoted. Increased tourism should give the communities a more stable economy.

Future consideration should be given to the following:

- Increasing the membership of the byway committee.
- Increase the number of byway board members.
- Increase volunteer involvement.

PROMOTION AND MARKETING

Tourism in the United States was a $345 billion industry in 1991 and represented over 6% of the gross national product (GNP). United States residents took over 1 billion trips and spent $296 billion; international visitors spent $48.8 million.

- Travel for pleasure grew by 10% in 1992.
- 55% of 1992 person-trips were taken over the weekends.
- The average age of 1992 travelers was 41.
- Nearly one fifth of all travel in 1992 was taken by Americans, 55 years of age or older.
- 74% of those on a pleasure trip traveled by domestic auto.

Locally, the Western Colorado Visitors Center reported a 39% increase in Western Colorado visitors from 1991 to 1993. (A 4% decrease in visitors was reported from 1993 to 1994.) The Department of Transportation showed an overall average increase of 15% for the Unaweep/Tabegauche Byway from 1991 to 1993. (Exhibit A)

The product to be marketed is the Byway itself. The Byway offers a unique and memorable experience that can be used to focus on a variety of target markets. Year round accessibility to the Byway's scenic beauty and recreational opportunities is advantageous, providing the possibility of year round activities and promotion.

In a 1993 marketing study by Jeffrey D. Shank, through the Department of Local Affairs, ten tourist markets were identified:

1. mountain bikers
2. fishermen
3. Telluride visitors
4. second home travelers
5. jeepers
6. hunters
7. rock climbers
8. thrill seekers
9. rafters/canoeists
10. hikers

As a result of the same study, additional data indicated that groups from the states of Colorado, Texas, Arizona, and California should be the focus of marketing efforts.

The goals and strategies, of the marketing plan, are to focus on each individual target market, developing individual promotions, each having its own projects and promotional materials. (Exhibit B)

(reference: CO Visitors Center, Dept. Of Transportation, "Colorado's Hidden West," & Tourism Business Entrepreneurial Handbook)

MARKET DESCRIPTION

The Colorado Visitors Center located in Fruita, reports that the number of visitors to western Colorado are steadily increasing. The most dramatic increase was 65% from 1988 to 1990. From 1990 to 1994 there was an approximate increase of 7% per year, or a total of 35%.

The Department of Transportation (DOT) traffic count results show a 20% increase from 1990 to 1993 or an approximate 5% per year, at the junction of US Hwy. 50 and CO Hwy. 141. The junction of Hwy. 145 and 52 had a dramatic increase of 79% from 1990 to 1993, or an approximate increase of 20% per year. However, the DOT traffic count for 141 Rd S CO Rd 18.36 (Uravan) indicated that traffic neither decreased nor increased from 1991 to 1993. These results might be interpreted to mean the major highway traffic is increasing steadily as well as visitors to western Colorado, but the Unaweep/Tabeguache Scenic Byway has yet to be discovered, at least in large numbers.

With a concentrated promotion, the Unaweep/Tabegauche Scenic Byway could expect a 2% to 4% per year increase from the northern end and an even larger increase from the southern end of the byway. Note: the DOT estimates a 4% plus increase per year for the Skyway.

(Exhibit A)

SWOT ANALYSIS
UNAWEEP/TABEGAUCHE BYWAY

STRENGTHS:

- 133 miles of scenic beauty
- communities of Norwood, Nucla, Naturita, Gateway
- strong partnership support
- natural resources
- prehistoric, historic resources
- BLM management plan (ACEC) & TNC
- great brochure
- variety of recreational opportunities
- year round access
- Mesa County Master Plan
- San Miguel County - Highway Set-back Plan
- Region 10 - Transportation Plan - community visions
- diversity of terrain
- active, interested Byway committee
- BLM's "Limit of Acceptable Change" plan
- Forest Service Uncompahgre Plan

WEAKNESSES:

- support mostly from southern end of Byway (the reverse of the byway startup)
- lack of visitors services along the byway
- lack of long-term planning
- lack of accommodations on the northern end
- small, Byway committee
- unknown area, even to many westslope residents
- BLM & FS etc. have a lack of manpower for enforcement's
- lack of access to some recreational areas
- short & long-term funding
- lack of participation from Montrose County
- lack of emergency services in some locations
- Forest Service Uncompahgre Plan

THREATS:

- lack of funds to carry out management plan
- lack of manpower to carry out management plan

- lack of manpower to develop special events
- will the present Byway committee have dedicated replacements when needed?
- possible future, low participation from BLM, etc. because of cutbacks on funding.
- subdivision of ranch lands into smaller tracks of land
- Gateway is concerned with traffic increase
- destruction of natural resources when visitors increase: riparian habitat, fish habitat/water quality & quantity, wildlife habitat, historical/archaeological/visual(BLM report)
- impact resulting from an increase in recreational activities: boating, fishing, camping (BLM report)
- impact to public health, safety, and services (BLM report)
- cost/risk of bringing new tourist businesses to the area
- some Byway residents see BLM and other governmental agencies as enforcing unwanted policies
- uncontrolled recreational use
- increased visitors will mean increased: vandalism, accidents, fires, trash, etc.

OPPORTUNITIES:

- develop a Byway membership
- increase the number of active partnerships
- explore all grant possibilities
- private one-time donations
- development of special events and on-going activities
- become incorporated, increasing funding possibilities
- development of present and additional outdoor recreation
- increase tourist oriented businesses
- BLM reports 2 times as many travelers on the Skyway; bring them to the U/T Byway
- user fees for maintenance
- develop volunteer program
- opportunity to promote the Byway to a larger target market
- user education (BLM report)
- public involvement (BLM report)

DEPARTMENT OF TRANSPORTATION

UNAWEEP/TABEGAUCHE BYWAY	1988-91	1991-93
(DOT annual average, daily traffic - increase(decrease)		
1) 141 N Jct SH 50 Whitewater	24%	16%
2) 141 Rd SW John Brown CR Rd Gateway	25%	18%
3) 141 Rd S CO Rd 18.36 Rd Uranvan	(3%)	0%
4) 141 Jct SH 90 SW Vancorum	(10%)	7%
5) Jct SH 97 N Naturita	32%	24%
6) 145 Rd E Summet St Norwood	39%	13%
7) 145 Rd N CO Rd 47-Z Sanborn Park Rd	88%	27%
8) 145 Jct SH 52 NE	70%	13%

COLORADO VISITORS CENTER - FRUITA

- Visitor increase from 1988 to 1990	65%
- Visitor increase from 1990 to 1992	16%
- Visitor increase from 1992 to 1994	17%

The center provided a monthly count for each year. The six months from May through October showed an increase in the number of visitors with June through September being the highest.

GOAL SETTING

Goals are the first process of describing how the vision will be fulfilled. Goals are long term, idealistic and descriptive.

Objectives are realistic and specific about how the goals should be achieved. Objectives describe an outcome which can be measured.

Strategies are the activities and action that will carry out the goals and objectives. Strategies should be designed by keeping in mind what will be accomplished, where the activities will take place, and by whom. (Byway Management Planning)

Goal 1:. Increase tourism along the Byway and surrounding area.

Objective 1: Increase the number of tourists by 4% per year.
The DOT reported 109,500 travelers passed Uravan in 1993. The target would be an increase of approximately 4,400 of visitors for 1996.

Strategy #1:

- Promote Byway activities by developing a seasonal calendar of events. The calendar would be developed, printed, and distributed by the appointment of an individual or group as directed by the Tri-Town Revitalization committee.

Strategy #2:

- Promote the area to the designated target markets. The development of specialty marketing would be completed by an individual or specific recreation group as directed by the Tri-Town Revitalization committee. Target markets are as follows:
  Mountain Bikers, Fishermen, Hunters, Jeepers, Rock Climbers, Hikers, Telluride Visitors, Thrill Seekers, Second-Home Travelers, River Rafters and Canoeists. (Exhibit B)

Strategy #3:

- Market out-of-state target groups by providing Byway brochures to designated Visitors Centers and Chambers of Commerce. Individual recreational opportunities developed in Strategy #2, would be distributed to specific target markets as designated by the Tri-Town Revitalizatio committee. The brochure printing will be

overseen by the BLM and paid for by a grant from the Museum of West. Colo.

Strategy #4:

- Develop activities for Byway visitors that will provide the impetus to spend more time along the Byway corridor. For example, the proposed Naturita golf course, the Uravan campground., and additional river access points. Development overseen by the Tri-Town Revitalization committee.

Strategy #5:

- Develop events for the specific target markets that will will encourage participation and observation. Combine events that will appeal to a large number of recreationists and competitors: such as a mountain bike race and a foot race. Promotion and development will be designated by the Tri-Town Revitalization committee.

Strategy #6:

- Provide travelers with an audio tape of the historical, cultural, and geological information of the Byway. Club 20 has applied for a $20,000 ISTEA grant that will pay for 2,000 tapes. (probably the summer of 1996)

Goal #2: Develop Uravan as a notable historical site.

Objective: Save buildings and create signage to preserve the history of Uravan. (The time schedule is dependent on the completion of UMETCO's clean-up operation.)

Strategy #1:

- Apply for a $100,000 grant from the Colorado Historical Society for repair and preservation of the boarding house and the recreation building. The grant will be written by UC-D with assistance from the Museum of Western Colorado and the Rimrock Historical Society.

Strategy #2:

- Replace the present interpretive sign with a new sign and relocate to a more assessable location. The replacement will be facilitated by the Tri-Town Revitalization committee with ISTEA funds.

Strategy #3:

- Develop and complete a campsite on the Uravan property. The land would be donated by UMETCO and funded by a Land and Water grant, which will be applied for

December 1995 and built in 1997. The project will be facilitated by the Tri-Town committee and Colo. Center for Community Develop.

Strategy #4:

- Develop and complete a rest stop area on the Uravan property.

The land would be donated by UMETCO and funded by an ISTEA grant. The project will be facilitated by The Nature Conservancy and the Colo. Center for Community Develop. Completion date is set for 1995.

Strategy #5:

- Develop guided tours of the site and develop special events specific to the history of the site. These will be facilitated by the Tri-Town Revitalization committee with the assistance of an UC-D intern and volunteer recruitment.

Strategy #6:

- A traveling, collapsible "suitcase" exhibit will be rotated at various venues along the Byway. There will be an exhibit at the Uravan boardinghouse, developed by the Museum of West. Colo. The cost of these two exhibits as well as a brochure reprint will be funded by ISTEA funds and the Museum for an approximate total of $18,800.

Goal #3: Support locally approved community enhancements

Objective: Encourage and/or support the efforts of locally recognized groups or organizations, to implement projects that will enhance the Byway communities.

Strategy #1:

- Inform Byway businesses and residents of the Tri-Town Revitalization's goals and objectives for the Byway. This could be accomplished through local newspapers, newsletters, and/or community forums.

Strategy #2:

- The Tri-Town Revitalization committee can serve as a clearing-house for enhancement projects by inviting planned proposals from recognized organizations.

Strategy #3:

- Research the possibility of funding agencies for grants to provide funds for improvements. The Tri-Town Revitalization committee and Nucla/Naturita Chamber of Commerce will oversee the research.

Goal #4: Provide amenities and services for tourists.

Objective: Develop at least six additional picnic and point-of-interest pull-outs along the Byway in one to five years.

Strategy #1:

- Completion of the Uravan camp site and rest stop;
  - Rest stop - will be completed in 1995, facilitated by The Nature Conservancy, Colorado Center for Community Development, and UMETCO. (ISTEA)
  - Campground - grant will be applied for in 1995 with construction to begin in 1997. Facilitated by Tri-Town Revitalization committee and Colorado Center for Community Development. (Land & Water grant)

Strategy #2:

- Develop a full-service campground in the Naturita area; the project will be completed on or before the year 2000. The Tri-Town Revitalization committee will oversee the project.

(Strategies 3 through 6 will be implemented by the BLM and for some projects, jointly with the USFS; completion dates range from 95-99)

Strategy #3:

- Kelly Site - Proposed facilities include a parking area, toilet, water, interpretive kiosk, fisher access and hiking trails, a handicap accessible fishing pier and boat launch site. Project beginning in 1995
  Total project cost = $105,000

Strategy #4:

- Impson Property and Tram Site - Proposed facilities for the Impson Site include a parking area and interpretive kiosk.
  Tram Site facilities proposed include development of a safer and legal ingress/egress from the Highway, a 7-8 vehicle parking area, barriers, reconstruction of the wooden footbridge and interpretive signing. Total cost = $80,000

Strategy #5:

- Mesa Creek - Develop and sign a mountain bike trail system which will link the Tabegauche Trail to Highway 145. Provide trailhead parking areas off Hwy. 141 for the mountain bike system with day use facilities. Provide for

continued development and maintenance of high quality, vandal resistant signs and facilities along the Byway. Develop a scenic overlook in coordination with the Forest Service along the BLM/USFS boundary on the Campbell Point Road. (cost not listed)

Strategy #6:

- San Miguel Special Recreation Management Area Plan (BLM)
- Phase I - Norwood Hill Site - Interpretive pullout/kiosk site at the base of Norwood Hill and develop access to day use site.
- Phase II - Specie Creek Campground - Construction of the fee campground near Specie Creek: installation of toilets, campground host site, interpretive signs, picnic tables, \ and parking areas.
- Phase III - Deep Creek to Placerville Sites - Upgrading of primitive camping sites along the San Miguel River from Deep Creek to Placerville: adding picnic tables, fire grates, toilet(s) and parking barricades to the existing sites and/or developing a new vehicle camping area.
- Phase IV - Skyway/Byway Interpretive Site - Joint interpretive kiosk site near Placerville.
  Total project cost = $350,000

Strategy #7:

- Look at acquiring an access easement for Driggs Mansion. Tri-Town Revitalization committee working with the BLM.

Strategy #8:

- Look at developing river access points as well as access points to public lands along the Byway. Facilitated by Tri-Town Revitalization committee.

Strategy #9:

- Work with the BLM and USFS to develop new projects for Byway visitors such as: campgrounds, reststops, trails, access for specific target market groups, etc... Facilitated by the Tri-Town Revitalization committee.

ADDITIONAL LONG AND SHORT TERM GOALS TO BE CONSIDERED:

- Complete the Tri-Town Revitalization incorporation

- Develop a more diverse Byway committee and increase

the number of board members

- Develop an Operations Manual that will provide an organized method of keeping track of Byway operations.

- Develop a dues-paying membership

- Move the Whitewater and Uravan interpretive signs to more convenient locations.

- Promote the corridor viewshed where possible.

- Revive "Calamity Town"

- Install an interpretive sign for Sinbad Valley and Roc Creek. Add rest stop facilities.

- Expand the Byway to Bedrock and Paradox

- Restoration/preservation of the Hanging Flume structure and interpretive sign.

- Restoration/preservation of Driggs Mansion and apply for an open-space grant from GoCo.

- Development or increased involvement of various non-profit and governmental agencies. e.g. Montrose & San Miguel counties.

- Provide participation in tri-county issues related to the Byway.

- Develop bike trail loops off the Byway and the Paradox bike trail. Place kiosks at the main trail connections.

- Pursue the Tabegauche Wilderness Study Area for recreation.

Time Line

Action Plan	year one J F M A M J J A S O N D	year two J F M A M J J A S O N D	yr.3 J M J S	yr.4 J M J S	yr.5 J M J S
GOAL #1					
Strategy #1	X X	X X	repeat	repeat	repeat
Strategy #2	on- going promotion and development				
Strategy #3	on-going planning and dvelopment				
Strategy #4	on-going planning				
Strategy #5	X-planning	X- planning	repeat	repeat	repeat
Strategy #6		X--on-going			
GOAL #2					
Strategy #1	X	begin repair			
Strategy #2		X			
Strategy #3	grant	construction	completion		
Strategy #4	completion				
Strategy #5		on-going			
Strategy #6		on-going			
GOAL #3					
Strategy #1	on-going				
Strategy #2	on-going				
Strategy #3	on-going				
GOAL #4					
Strategy #1	reststop completion	campsite construction	completion		
Strategy #2	planning	proposed construction			
Strategy #3					
Strategy #4	BLM----facilitated - 1995 - 99				
Strategy #5					
Strategy #6					
Strategy #7	begin process				
Strategy #8	on-going				
Strategy #9	on-going				

EVALUATION

Ongoing:

Each strategy should have the following documentation:

- The individual or organization developing and implementing the activity.
- Actions taken
- Time-line
- Budget
- Analysis of the activity
- What changes if any, need to be made and will the activity be repeated at another time.
- Designate one specific location for all Byway documentation.
- Update the Master Plan annually.

Outcome:

- What was the outcome of each strategy and were the goals and objectives accomplished.
- Were the strategies appropriately implemented.
- Were the budgets accurately determined.
- Were the persons implementing the strategies, adequately trained.
- Will the strategies be repeated.
- Was the strategy a success.

Impact:

- The Tri-Town Revitalization committee will need to fully assess the goals and objectives to determine if the impact on the Byway corridor is the overall impact originally planned. If the on-going evaluation is consistent, the impact should provide the desired results.

FINANCE

Short and long term contributions:

- Bureau of Land Management - 1995 - 99 (per K. Tucker) various projects	$500,000+
- Club 20 - ISTEA grant (applied 5/95) 2,000 audio tapes	20,000
- Museum of Western Colorado traveling "suitcase" exhibit, Uravan boarding house exhibit, and brochure reprint	18,800
- Colorado Plateau Mountain Bike Association Paradox bike trail	5,000+
-Uravan reststop - The Nature Conservancy (ISTEA)	15,000
- Uravan campground - Tri-Town and Colorado Center for Community Development(Land & Water)	75,000
Approximate Total	$632,800+

Other possible sources of funding:

- Colorado Historical Society
- Intermodal Surface Transportation Efficiency Act (ISTEA)
- Go Colorado
- Land and Water Funds
- Colorado Lottery
- Byway membership dues
- Event sponsorships
- Paid advertising
- Fee Areas
- San Miguel Tourism Tax

EXHIBITS

NAME OF BYWAY	HIGHWAY JUNCTIONS POINT ON MAP	ANNUAL AVERAGE DAILY TRAFFIC 1988	ANNUAL AVERAGE DAILY TRAFFIC 1990	ANNUAL AVERAGE DAILY TRAFFIC 1991	ANNUAL AVERAGE DAILY TRAFFIC 1992	ANNUAL AVERAGE DAILY TRAFFIC 1993
Grand Mesa Byway	1) 065 JCT I 70 INTERCHANGE	0	0	0	0	0
	065 RD N (CO RD 45.50)	1250	1050	1900	1550	2300
	2) 065 JCT SH 330	1250	1050	1800	1450	2150
	065 RD E (CO RD EE.00) RD V	1300	760	920	1150	1650
	3) 065 RD W (CO RD EE.00), MESA	1200	700	850	1000	1200
	4) 065 RD SW (CO RD SW.40), SETWAY	300	340	320	380	560
	065 RD SW (CO RD FS.00) LANDS END RD	300	340	320	380	520
	065 RD E (CO RD AA.50) WARD LE	300	340	320	380	700
	065 RD S (CO RD 23.00)	300	340	320	380	660
	065 RD E AND W (CO RD U.50)	500	550	510	600	1050
	065 RD W (CO RD S.00)	1100	1300	1200	1200	2000
	5) 065 RD E AND W (MAIN ST) CEDAREDGE	1700	1900	1800	1850	3500
	065 RD W (Q.25/11TH AVE) CEDAREDGE	0	4600	4300	4400	4900
	065 RD E AND W (CO RD N.00) ECKERT PO	3750	4400	4100	3900	4650
	065 RD S (CO RD 21.00)	3750	4400	4100	3900	4750
	6) 065 RD E (CO RD J.25 DR) ORCHARD CITY	3750	4000	4550	4300	4200
	065 RD N (CO RD 19.75)	3750	3950	4450	4200	4450
	7) 065 JCT SH 92	3950	4150	4700	4450	4900
Silver Thread Byway	1) 149 RD S (EIGHT AND HALF ST) LAKE CITY	NEED	770	NEED	1100	1050
	149 RD S (CO RD 523) MIDDLE CR RD	500	430	380	480	510
	149 RD E (CO RD 806) DEEP CR RD	500	430	380	730	680
	149 RD NW (CO RD 507) MINORS CR RD	500	430	380	730	680
	2) 149 RD SE AND W (BACHELOR RD) CRESTED	810	1150	1100	1000	1150
	149 RD SE (CO RD 15)	1100	1450	1350	1000	1050
	3) 149 JCT SH 160 SOUTH FORK	1550	2050	1750	1750	1850
Shavano/Tabeguache Byway	1) 141 N JCT SH 50 WHITEWATER	2900	3500	3600	3950	4200
	2) 141 RD SW JOHN BROWN CR RD GATEWAY	320	480	400	350	470
	3) 141 RD S CO RD 18.36 RD GRAYAN	310	460	300	200	300
	4) 141 JCT SH 90 SW VANCORUM	300	330	270	180	290
	5) JCT SH 97 N NATURITA	1400	1750	1850	1650	2300
	6) 145 RD E SUMMIT STREET NORWOOD	1150	1450	1600	1400	1800
	145 RD N CO RD [illegible] SANBORN PARK RD	880	950	1650	1750	2100
	7) 145 JCT SH 62 NR	880	950	1500	1600	1700
West Elk Loop	1) 133 JCT SH 92 HOTCHKISS	3500	3700	4000	4150	5450
	2) 133 RD SW CO RD 34 SOMERSET	850	1100	1200	1300	1250
	3) 133 RD SE TO CR BUTTE (KEBLER PASS)	800	690	730	960	870
	4) 133 RD NW CO RD 265 TO COLLBRAN	800	690	730	940	860
	5) 133 RD SE CO RD 3 TO MARBLE	1000	860	910	1350	1150
	6) 133 RD E CO RD 3 REDSTONE BLVD REDSTONE	1800	1550	1800	1800	2000
	133 RD E AND W MAIN ST CARBONDALE	7700	9000	9600	9650	9900
	7) 133 JCT SH 82	7700	0	0	0	0
	135 RD W WHITEROCK AVENUE CRESTED BUTTE	2750	3450	0	4200	4550
	8) 135 RD N 6TH ST RD E W ELK CR BUTTE	2750	0	3500	0	0
	9) 050 JCT SH 135 N RD S MAIN ST GUNNISON	5600	6050	6700	9750	7750
	10)050 JCT SH 92	2400	2300	2000	2000	2300
	11)092 RD N FOR AVENUE CRAWFORD	1000	950	1000	1200	1150

To: Yvonne
From: Cindi Bedfuss

VISITATION FOR FRUITA WELCOME CENTER

	1987	1988	1989	1990	1991
JAN		428	1,021	4,120	3,956
FEB		711	2,859	4,350	5,008
MARCH		1,492	6,006	9,503	8,973
APRIL		2,282	10,820	12,215	12,258
MAY		5,634	16,997	18,850	18,705
JUNE	1,256	23,410	23,084	23,410	24,351
JULY	6,826	19,077	24,998	26,486	26,637
AUGUST	7,137	17,740	24,227	25,525	24,221
SEPTEMBER	4,900	14,742	20,387	21,530	22,901
OCTOBER	2,668	9,212	12,972	13,740	15,147
NOVEMBER	888	4,914	6,736	6,647	6,163
DECEMBER	378	3,524	4,890	4,211	5,771
	24,053	103,166	154,997	170,587	174,091

	1992	1993	1994	1995
JAN	4,994	5,104	8,750	8,648
FEB	5,841	6,163	7,277	9,887
MARCH	10,391	11,072	14,305	13,126
APRIL	13,795	14,239	17,725	18,369
MAY	21,660	21,643	25,727	27,048
JUNE	27,146	29,464	24,940	
JULY	30,235	38,101	30,497	
AUGUST	28,461	37,448	31,279	
SEPTEMBER	24,534	32,090	30,131	
OCTOBER	16,785	24,272	20,439	
NOVEMBER	7,581	12,302	9,854	
DECEMBER	5,997	9,896	10,225	
	197,420	241,794	231,099	

Interpretation and Conclusions:

In this section of the document, the results of included research are examined to pinpoint possible target markets and projects for implementation. This section is the culmination of the project and should be viewed as advice for the future of the Unaweep/Tabeguache Scenic Byway.

Target Markets to Pursue:

- Mountain bikers
- Fishermen
- Hunters
- Jeepers
- Rock climbers
- Hikers
- Telluride visitors
- Thrill seekers
- Second-home travelers
- River rafters/canoeists

In particular, the above groups from the states of Colorado, Texas, Arizona, and California should be the focus of marketing efforts.

Each project will have its own:
- Marketing Strategy
- Interpretation
- Resource protection and monitoring
- Land ownership and access adjustment
- Partnerships
- Tourism programs
- Volunteers
- Facilities
- Permits, fees, and concessions
- etc.

Mountain Bikers

1. Trails Brochure: A mountain biking trails brochure would include maps denoting trail locations, trail difficulty rating, time required to traverse each trail, and suggestions on what to bring along in case of an emergency. This would also be an excellent opportunity to plug local businesses or local businesses that tourists might use (a form of paid or non-paid advertising). Distribution would be similar to other brochures for the area-visitors centers, area state parks, local businesses, etc.

2. Build or designate additional trails: In the case that additional trails are required, plans for building and publicizing these trails will be needed. These additional trails would provide for greater choice, increased skill level opportunities, and the overall affect of additional trails can pull greater numbers of riders from a larger geographical area.

3. Mountain bike rental/outfitters: A mountain bike outfitter would benefit the area in many ways. First, there is a relatively low startup capital cost, which can be recovered in a short period of time. Second, this type of business would encourage overnight tourists due to the fact that daily rentals of mountain bikes generally cause tourists to search for lodging in the area. Finally, amenities such as mountain bike rentals will contribute to the byway as a destination for tourists, not a stop along the way to their final destination.

Fishermen

1. The fisherman's kiosk: This plan would include a centrally located informational kiosk containing information related to fish, fishing, fishermen, equipment, rentals, and additional items. This kiosk would be open to public postings on helpful hints, fishing items for sale, and the like. Although this kiosk is not permanent for each viewer (such as a brochure), it would allow the passers through to get a good feel for fishing opportunities in the area.

2. Fishing opportunities flier: This would include a complete list of fishing locations, regulations, and which type of fish can be caught in the area. It can be produced in brochure form, orlisted in poster form (to be posted around area communities). Information of this type must be available for visitors to fully enjoy and understand which type of fishing is available.

3. Pay lakes: Having visited the midwest, pay lakes aare largely popular. Pay lakes are lakes, ponds, or reserviors heavily stocked with large fish. An entry fee is paid, and each fisherman is allowed to keep one fish per day. First, a list of possible locations must be defined, and the process continues from there. Such a lake would be the first of its kind in western Colorado, and would constitute a heavy draw from surrounding areas.

Hunters

1. Develop hunting related amenities: The San Miguel Basin area has a plethora of hunting opportuities available with elk ranches and the like. A great opportunity for expansion lies in hunting related amenities. Expansion of lodging, available supplies, etc. would benefit the hunters currently in the area as well as draw additional hunters to the area.

2. Campground: A campground (other than those currently in existance) would create a place for hunters and tourists of all all types to stay. There are presently entrepreneurs researching campground possibilities in the area. Included in this document is one company's plan for such a campground. Keep in mind that a campground will not only benefit hunters, but many other groups as well.

3. "Top Deer Shoot": Along vaguely the same lines as the "Top Dog Shoot" in Nucla. Hunters would gather (for a weekend, week, or predetermined time period) and compete for the honor of downing the largest animal. Such a plan would require much coordination, but the end result would be rewarding to hunters.

Jeepers

1. Touring the Old Mines: A scenic 4x4 trip such as this would require land access permission and safety measure enactments at some former mine sights. This Jeeping tour could be likened to the Jeep trips available around Ouray, Colorado. The tourist could "go 4-wheelin" to designated mines, view corridors, or historic points of interest (note: may require brochures and/or Jeep rental outfitters).

2. Jeep Rental Outfitters: Contributions to the area are obvious, yet there is a catch 22. Will the tourists encourage more trails, or will more trails encourage more tourists? Are there currently enough Jeeping opportunities available in the area to draw from the Ouray market? The entrepreneur plays a large role in this venture due to the relatively large capital expenditure involved with start-up costs.

3. Advertisement brochure: This brochure would point out designated trails, etc. The theme that separates this brochure from any other suggested thus far is that this brochure would be marketed and distributed with the intention of directly pulling tourists from the Ouray market. Distribution would cover the area from Durango to Grand Junction, concentrating on the Ouray area.

Rock Climbers

1. Unaweep/Tabeguache Climbs Brochure: This brochure could be easily compiled using information from "The Grand Junction Rock" by K. C. Baum (included in appendix). World class climbers are attracted to this area already. This available information (and safety tips) would boost travel along the byway ultimately causing travellers to stop for food and supplies.

2. Climbing Supplies Store: Currently, there are many climbers visiting the area. These climbers are comparable to campers; when heading out for a climbing expedition, they forget supplies, need new supplies, and appreciate information on new climbs. A specialty climbing and hiking store could possibly draw out-of-towners on to shop exclusively.

3. Signage System: Many climbers are casual and do not actively seek out climbing opportunities. These climbing opportunities must seek out the climber. What better way than road signage? Travellers merely padding through could stop and climb (casually or hard core). Spending this additional time in the area means money spent in byway communities.

*The above project possibilities can also be viewed as pertinent and feasible for hikers.

Thrill Seekers

1. Bungee Jumping: This is merely one potion for tourists. The thrill seeker is one who searches for a "rush" of sorts. The rock climbers in the area, motorcycle riders, and some rafters are all the sort of people who would likely try bungee jumping. Currently operating bungee jumping companies (from cranes or balloons) are charging up to $50 per jump and have waiting lines up to three months.

2. Survival Expedition: This is a specialized tour for the strong at heart..for those who want to "get back to nature". An outfitter would take reservations, and ultimately adventurers would explore the area of the hidden west with minimal supplies. An adventure package of this sort would teach clients to live off of the land, surviving on plants and food provided by nature.

3. Earth, Wind, and Fire Tours: Again, an outfitter would lead expeditions, this time oriented toward hiking and rafting. The party would begin at a predesignated launching point and ride the river, stopping along the way for scenic hikes, fishing, and campfires along the way. The whole point of thrill seeking opportunities is to be adventurous and "get away from it all".

Second-Home Travellers

1. Festivals: Second-home travellers are effectively "just passing through" on the way to their primary destination. Since most of these tourists are retired, They make their own travel schedule and will stay where there are attractions which hold their interest. Festivals (of any sort) are a good way to keep these people in the area for longer periods of time. The upcoming "Hidden West" weekend is a great example of what can be done.

2. Shopping Stores: Many individuals in the Naturita, Nucla, Norwood area privately produce arts and crafts. This could be a source of products for specialty stores opening up in the area. Retired second-home travellers can afford to spend time browsing, and this additional time spent in the area equates to rising area tourism revenues.

3. Picnic-style Take-Out Food: When travelling through an area, stopping for a hamburger and fries is not always desirable. by the same token, not everyone wants to walk into the grocery store for a prepackaged sandwich. Fresh order-out food (from a new enterprise or expansion of existing food services) such as garden salads, sandwiches of many sorts, and the like would would prove beneficial to the area for tourists as well as residents. Note: Consumer-market trends indicate trends pointing toward people buying healthier food.

River Rafters/Canoeists

1. Naturita River Entry Point: A project such as this could entail something as simple as a dirt ramp to the river or something as complex as a full service pull-out, rest stop type location. The nicer location is preferable because it could help draw more rafters and possibly additional rafting outfitters.

2. Restrooms: This project includes much more than merely the rafting target market. Restrooms are an important amenity for all tourists (plus they tend to keep the area cleaner). Restrooms at a raft launching point would be a great asset , as would available restroom facilities somewhere between gateway and Naturita.

3. River Clean-up: Along the Dolores River at some points, are sizeable amounts of litter and garbage. The most notable example would be at the hanging flume point of interest. At the top, there is graffiti on the rocks. This should be sand-blasted off, not painted over. At the bottom, near the river, there is a noticeable amount of litter and garbage including the former "point of interest" sign. Keeping the area clean will help to preserve the areas greatest natural resource--beauty.

Target Markets Have Been Narrowed To:

1. Mountain bikers
2. Fisherman
3. Hunters
4. 4-Wheeler/ATV's
5. Rock climbers
6. Telluride visitors
7. Thrill seekers
8. Second-home travelers
9. River rafters/canoeists

Some Possible Businesses:

Guide services
Photo Safari
Campgrounds
Working ranches
Dude ranches
Bed and Breakfasts
River guides
Raft/canoe rental
Mountain bike/rock climbing equipment rentals
Restaurant (fine dinning, fast food)
Entertainment services
Historic tours
Outdoor class
Adventure bound
RV repair & services
Jeep and ATV rentals
Trail rides
Convenient stores
Photo developing
Balloon rides
Fishing guides
Arts and crafts
T-Shirt shops
Gift stores
Modification of existing business inventory to include items focused at visitors

MINERAL EXTRACTION

Mesa County Land Use and Development Policy #29

MESA COUNTY, COLORADO

29. MINERAL EXTRACTION POLICY

Findings and Conclusions

- Mesa County's mineral deposits are essential to the regional and state economy. (See Technical Note #2 for mineral types and abbreviations.)

- Permanent land development has and will continue to occur on commercially valuable mineral deposits unless a Mineral Extraction Policy (Master Plan) is adopted.

- Permanent land development has restricted and will continue to restrict access to deposits for mineral extraction unless a Mineral Extraction Policy (Master Plan) is adopted.

- A mineral extraction plan is mandated by State Statute (C.R.S.34-1-301, 1973) for counties with a total population of 65,000.

- Mineral extraction, if not properly mitigated, can be a threat to the health, safety and welfare of citizens in residential and commercial developments, as well as the natural environment, including but not limited to air and water quality.

- Blasting is a common extraction method in mining. Both the shock movement through bedrock and superficial deposits and the air blast can effect the integrity of structures and the stability of other rock formations. These effects can be minimized by proper blasting techniques.

- The value of gravel and other minerals diminishes based on the distance of the source from the point of delivery. The cost of the resource increases as the distance from the source increases; this includes public cost since longer haulage routes mean increased impacts on public roads and bridges. Locating residential developments near mineral deposits increases conflicts and cost of resource removal.

- Mesa County Zoning Regulations regulate mineral extraction as a conditional use in the Agriculture Forestry, Transition Zone (AFT). Conditional uses are not considered a right by ownership. Conditional uses must meet certain established

criteria, including compatibility with surrounding land uses, adequacy of design, and available public services (Mesa County Land Development Code).

- The Colorado Geologic Survey has published a Mineral Resource Survey for Mesa County, Resource Series (1978), which provides a comprehensive mapped survey of major existing mineral resource deposits.

- Sand and gravel deposits are typically found in the river floodplain. The river floodplain has limited development due to the threat of flooding, however, areas adjacent to the floodplain experience extensive development that is affected by resource removal and haulage.

Policy

- Mesa County adopts the Mineral Resources Survey for Mesa County, Resource Series (1978), developed by the Colorado Geologic Survey, as the official map and study designating commercially valuable mineral resource deposits. This study and map may be modified by an applicant using reliable technical data (i.e. quality and quantity estimates) derived from a research method more specific than the Colorado Geologic Survey Study if it is researched and developed by a qualified professional geologist.

- Mesa County adopts a Policy for Mineral Extraction which places the burden of proof on the applicant for a proposed development to demonstrate that the proposed development will not interfere with mineral extraction.

- Mineral resources as identified in the Mineral Resource Survey are essential to the economy of Mesa County. All commercially valuable mineral deposits should be protected by controlling land use on and around the deposits.

- Areas with commercially valuable mineral deposits have been identified on the Mineral Resources Survey Map of Mesa County (prepared by the Colorado Geologic Survey, 1978).

- Mesa County has a statutory duty (C.R.S. 34-1-301) to protect all commercially valuable mineral deposits from limitations imposed due to permanent development on or near mineral deposits. Therefore, land development within a mineral resource boundary must be restricted for the duration necessary to remove a resource or to mitigate potential impacts that will affect future extraction.

- Access to commercially valuable mineral deposits should be preserved and protected from incompatible land uses such as residential and commercial land uses (see Technical Note #1).

- Residential developments and other noncompatible land uses should maintain adequate setbacks, buffering and separate access to public roads.

- Mineral extraction in areas already developed with residential or commercial land uses must be buffered (in accord with Section 4.3 of the Land Use Code) from those uses that experience adverse impacts from the extraction and transport process.

- Public Roads should be rated for maximum load and/or protected or insured against damage from loaded vehicles, mining equipment, extraction equipment and exploration equipment.

- Development proposals, located in the area of influence of a designated mineral which necessitates blasting for extraction, must be designed to mitigate the impacts of blasting, such as avoiding unstable geologic formations, avoiding cliffs and steep and rocky hillsides.

AREAS OF SPECIAL IMPORTANCE

Findings and Conclusions

Mesa County contains specific areas of national, state and regional importance. Many of these sites are public lands. Other areas can be directly affected by private landowners. An example of these areas are:

The Colorado National Monument
The Grand Mesa National Forest
The South Face of the Bookcliffs (but not including the Dorchester Coal Mine)
Uncompahgre National Forest
Unaweep Canyon
Ruby and Horsethief Canyons on the Colorado River
Dolores River Canyon
Black Ridge Wilderness Study Area

Areas of Special Importance are unique areas due to their geology, geography, history and their direct and significant impact on the economy of Mesa County. (For example, television commercials and feature length movies in Unaweep Canyon and Colorado National Monument, as well as seasonal inflows of tourists, hunters and fishermen.)

Policy

Areas of Special Importance to Mesa County should be protected from extensive mining development. In no case should the value of an area of special importance be threatened by mineral extractive operations.

Mining in areas of special importance should be limited to low impact type mining (such as continuous and concurrent reclamation and limited disturbance to existing topography). Strip or surface mining should not be permitted in areas of high visibility or unique geological or topographic morphology, critical wildlife habitats, archaeological or paleontological importance. Underground mining should be limited in scale. Tailings disposal, stockpiling, and processing should occur offsite in areas outside of those cited in this section.

The following areas should be considered areas of special interest due to their value to the tourism industry, as areas of unique geography, geology and history, their national or state importance, or their value in marketing Mesa County via product advertisement or in motion picture sets, and as recreation areas to the residents of Mesa County.

The Colorado National Monument
The Grand Mesa National Forest
The South Face of the Bookcliffs
Uncompahgre National Forest
Unaweep Canyon
Ruby and Horsethief Canyons on the Colorado River
Dolores River Canyon
Black Ridge Wilderness Study Area

TECHNICAL NOTE #1: A commercially valuable mineral or non mineral deposit is any deposit of suitable quality which, based upon information provided by a field investigation and report, could be developed and produce a given aggregate product at 300% of the current open market price of that product. Production cost shall be estimated by a Professional Engineer or competent professional in the industry using acepted production cost estimating procedures.

NOTE: 300% = 12% over 10 years.

Performance Standard - (Proposed Text Amendment)

(Chapter 4 Standards for Development Permits, Section 4.4 Standard for Mineral Extraction Related to Other Development)

Applications for rezoning, subdivisions or development permits will not be approved in areas designated in the Mineral Resources

Survey for Mesa County (for the purpose of this section, an area of one-half mile circumjacent to a mapped sand/aggregate resource shall be considered within the mineral deposit boundary) as Floodplain, Alluvial, Terrace or Upland gravel deposits with a resource classification of 1 or 2 (see technical note) or other nongravel mineral deposits until one of the following is complied with:

- The commercially valuable portion of the deposit is removed and the site is reclaimed (see Technical Note #2).

- The applicant demonstrates there are no commercially valuable deposits on the parcel.

Applicants for rezoning, subdivisions or development permits on parcels within 1/2 mile, from any point, of areas designated as nongravel mineral deposits or gravel deposits designated Floodplain, Alluvial, Terrace or Upland with a resource classification of 1 or 2 should not be approved if access to commercially valuable deposits is denied, impeded, more circuitous or made more costly. Mesa County will conform with State Statute by requiring parcels with commercially valuable deposits to be removed for processing prior to development.

- Parcels without commercially valuable deposits in areas designated Floodplain, Alluvial, Terrace or Upland with a resource classification of 1 or 2 or nongravel minerals should prove access to potential deposits is not denied, impeded, more circuitous or more costly to develop than the existing access.

- New residential developments and other uses which are not compatible with noise and dust generation, road destruction, mineral extraction or material hauling will not be located where they will block or impede the extraction and hauling of the mineral resource.

- The burden of proof will be placed on new development to justify why it should be located near or adjacent to a proposed mineral resource.

- New developments located within the area of influence of a mineral resource will be required to either:

  A. Remove the deposit before development proceeds.

B. Demonstrate that the deposit is of no commercial value.

C. Provide an adequate alternative haul route which is sufficiently buffered and separate from the proposed development to avoid future conflicts.

Areas exempt from this section are that portion of Orchard Mesa served by the Orchard Mesa Sanitation District and that portion of the Redlands within the Persigo service area.

TECHNICAL NOTE #2: Any criteria established to project the commercial value of a mineral deposit is difficult. The following criteria must be applied based on current market data:

Processing Cost
Site Development Cost
Load and Haul Cost
Quality of the Deposit
Market Value

TECHNICAL NOTE #3: The following table identifies typical mineral deposits found in Mesa County. The classifications and abbreviations were established by the Colorado Geologic Survey.

Metallics

Uranium and Vanadium (Uranium mineral belt):

UV-1 Salt Wash Member of Morrison Formation
UV-2 Brushy Basin Member of Morrison Formation
UV-3 Burro Canyon Formation and Dakota Group overlying the Morrison Formation

Copper (Unaweep and Dominguez districts):

Cu-1 mineralization in Precambrian rocks
Cu-2 mineralization in Chinle Formation and Wingate Sandstone

Mineral Fuels

Coal (Bookcliffs and Grand Mesa fields, Gunnison River district):

CbB high-volatile B bituminous
CbC high-volatile C bituminous
CsA subbituminous A

Oil Shale (Battlement and Grand Mesas):

OS Parachute Creek Member of Green River Formation
OSm Mahogany zone in Parachute Creek Member (shown only on Battlement Mesa)

"FIVE IN NINETY-FIVE" PROJECT PROPOSAL

SAN MIGUEL RIVER MULTI-OBJECTIVE BASIN-WIDE PLAN INTERACTIVE DATABASE

Submitted By: Allan Belt, Area Manager, Uncompahgre Basin Resource Area,Montrose District, Montrose, Colorado

Background: The Uncompahgre Basin Resource Area is currently working on a Multi-Objective Basin-Wide Plan for the San Miguel River near Telluride, Colorado. The multi-objective process, facilitated by the Rivers, Trails and Conservation Assistance Program of the Rocky Mountain Regional Office of the National Park Service, involves a coalition of over 50 partners representing local, county, state, federal government and land managing agencies, commodity, interest, and environmental groups, commercial and private recreation users, and a diverse group of interested and affected individuals.

The goal of the planning process is to develop an ecosystem-based plan which provides direction for the cooperative management, protection, and responsible use of the outstanding scenic, riparian, geologic, wildlife, historical, recreation, and other natural resources of the San Miguel River Basin.

Description of Project: The "Five in Ninety Five" funds will be applied to the technical implementation of the Multi-Objective Planning Process through the strategic use of telecommunications, integrated mapping and Geographical Information System (GIS). The project consists of the expanded use of the Telluride's Institutes CommunityNet and Internet facilities, CAD data conversion, and the coordination of planning data into a single integrated GIS.

The telecommunications facility will allow for: E-mail communication between participants; distribution of text and graphic files among participants, and public access forums on key issues. Although not a substitute for face-to face meetings, the use of the Telluride Institute's CommunityNet and Internet facilities will allow a more ample and considered dialogue than otherwise possible, and will open up the forum of discussion to a much larger section of the resident and visitor population in addition to the general public. As a result, the face-to-face meetings will become more focused and productive.

As planning data of all kinds is fed into the process, it will be assembled, as most easily appropriate, into database GIS formats. As part of this project, these data will be assembled into maps, tables, and text that define the issues and a range of solutions for the management plan.

The overall cost for the telecommunication, database, mapping, and GIS support proposed in this project is estimated to be approximately $30,000. The $10,000 provided by the "Five in Ninety-Five" award will provide a much-needed foundation and impetus for this innovative and important project. This initial funding will provide the needed software and communications expertise to get the CommunityNet, Internet, and GIS systems modified for planning purposes. The remainder of the cost will be matched by other project partners through a variety of other local, state and federal grant programs, corporate sponsorships, and private contributions.

E

"Voice of the Western Slope, since 1953"
A coalition of counties, communities, businesses & individuals

303 / 242-3264 ★ FAX 303 / 245-8300
P.O. Box 550
Grand Junction, Colorado 81502-0550

TO: John Schler

FROM: Wade Haerle

DATE: March 29, 1995

RE: Scenic Byway Travel Tape Grant Application

Enclosed please find the information you requested to complete the grant application to CDOT.

Please add for Section C:

The members of the CNHR 20 Scenic Byway Subcommittee representing the Unaweep/Tabeguache Scenic Byway have agreed that part of the interpretation and management plan of the byway needs to include the production of an audio tour tape. The purpose of the tape is two fold: 1) provide the driving tourist the historical, cultural, and geological information travelers seek, and 2) use the tape as a tool to control tourist actions and traffic in regards to safety to avoid interference with traditional uses of the highway.

The cost estimate for this project is provided by:

Bowen-Fries Video Marketing
Attn: Angus Bowen
718 Main Street
Montrose, CO 81401
(303) 240-4746

COST

Research and Development of Script	$ 5,000.00
Studio production/ editing	2,500.00
Production of Master Tape(s)	2,500.00
Reproduction of 2,000 tapes	7,000.00
Distribution and Marketing	3,000.00
	=========
Total	$20,000.00

Post-it® Fax Note 7671	Date 5-8-95 # of pages ▶
To Sally Pearson	From Jim
Co./Dept.	Co.
Phone #	Phone #
Fax # 757-9445	Fax #

Post-it® Fax Note 7671	Date 4-3-95	# of pages ▸
To Schler	From Sims	
Co./Dept.	Co. Museum	
Phone #	Phone #	
Fax #	Fax #	

MUSEUM of WESTERN COLORADO

April 5, 1995

TO: Unaweep-Tabeguache Scenic Byway Committee

FROM: Richard S. Sims, Director, Museum of Western Colorado

RE: Revised Scope of Service, $15,000 Award of 1994

1. To reiterate the consensus reached yesterday regarding a revised Scope of Service to begin immediately implementing the expenditure of the $15,000 award, it was agreed that:

a. Traveling, collapsable "suitcase" exhibit to be rotated at various venues along the Scenic Byway - $10,000 (Designed by the Museum, contracted to exhibit fabricator)

b. Exhibit installation at Uravan Boardinghouse - $4800 (Designed by Museum with input from Naturita Historical Society and Uravan old-timers)

c. Limited reprint of existing Scenic Byway brochure - $4000 (to be overseen by BLM)

2. The total expenditures above come to $18,800. Total project expenses, including a private match of $5,000, equal $20,000. Of that $5,000, approximately $3,800 remains in the Museum account for the Byway. Clsoe to $1,200 was applied to a brochure reprint over a year ago.

3. Should a third reprint of brochures exceed the cost of $4,000 proposed above, the other products - traveling exhibit, Uravan exhibit - will be adjusted to accomodate that increase.

4. The Museum stands by to quickly facilitate the revised Scope of Service, and to participate with a reinvigorated Byway Committee in the satisfactory completion of this project.

Richard Sims

Museum, *The Regional History Division* • 248 S. 4th St. • P.O. Box 20000-5020 • Grand Junction, CO 81502-5020 • (303) 242-0971
Dinosaur Valley, *The Natural History Division* • 362 Main Street • Grand Junction, CO 81501 • (303) 241-9210
Cross Orchards Historic Site, *The Living History Division* • 3073 F Road • Grand Junction, CO 81504 • (303) 434-9814

United States Department of Agriculture
Forest Service
Norwood Ranger District
1760 E. Grand
P. O. Box 388
Norwood, CO 81423
(970) 327-4261

File Code: 1900

Date: July 24, 1995

YVONNE
CU CENTER FOR COMMUNITY DEVELOPMENT
222 SOUTH 6TH ST ROOM 409
GRAND JUNCTION CO 81501

Dear Yvonne:

The Uncompahgre National Forest is currently working on a travel management plan for public transportation routes on the Forest. This includes trails, off highway vehicle access, and developed roads. As a public land management agency, we are considering all aspects of resource management in this planning process. In addition, we are planning to develop a recreation strategy which will address recreation opportunities on the Uncompahgre Plateau and the Lone Cone/Beaver Park areas of the Norwood Ranger District. The travel management planning process is expected to be completed by next summer. The recreation strategy is still, however, in preliminary stages. As a result, the information we can provide you for your planning efforts may be general and subject to change as planning progresses.

The plateau is managed predominantly for dispersed recreation activities (i.e. hunting, hiking, biking, dispersed camping, etc). Two minimum development campgrounds (camping spurs, picnic tables, and vault toilets) administered by the Ouray Ranger District provide the only designated camping facilities on the plateau. An objective of the proposed recreation strategy is to determine present use and projected future demands for recreation use. The plan would allow for a variety of recreation activities incorporating desired experiences, use types, and Forest Land and Resource Management Plan standards and guidelines for that area. The recreation strategy will compliment the travel management plan direction regarding routes that may be designated for specific uses (i.e. foot travel, horse use, OHV's, etc.)

It is our desire to work with the local communities in their revitalization efforts and to coordinate any proposed developments that may effect Forest resources and/or the communities. Increased uses that may be incurred on the Forest as a result of byway travel or community economic development efforts will be addressed in the recreation strategy and subsequent management actions implemented. This may include more intensive management of existing opportunities or developing additional developed recreation sites (campgrounds with camping spurs, picnic tables, toilets, water, garbage services, and use fees) depending on user demands and federal funding availability.

Your interest in the management of the Uncompahgre National Forest and coordinated planning efforts are appreciated. If we can provide you with additional information, please contact the Norwood Ranger District at the above address.

Sincerely,

for RICHARD P. COOK
District Ranger

4

SAN MIGUEL RIVER ACEC and SPECIAL RECREATION MANAGEMENT AREA COORDINATED RESOURCE MANAGEMENT PLAN (CRMP)

The Proposed Action of the San Juan/San Miguel Resource Management Plan (RMP) Amendment provided general as well as specific guidance on the many management issues and concerns that were raised during public comment and scoping sessions. These management actions, which have been formally approved (without protest) by both the public and the BLM State Director, will be incorporated into the coordinated resource management plan developed for the planning area.

The public scoping and planning sessions scheduled for this spring and summer in Norwood, Nucla, Naturita, and Telluride will provide BLM with additional planning information and public input needed to develop Activity Plan level objectives and an implementation schedule for the Coordinated Resource Management Plan (CRMP).

The management actions, contained in the approved RMP amendment, address issues in the following planning areas:

ACEC - that portion of the San Miguel River corridor from Placerville to Horsefly Creek and its tributaries, including Specie, Saltado, and Beaver Creeks (20,964 acres)

SRMA - public lands within the the area from Deep Creek to Pinon, including the ACEC (32,641 acres)

(* These areas include 38 miles of the San Miguel River Canyon and 133 miles of tributary streams.)

These planning areas are identfied in the RMP Amendment as L1 - the ACEC area, and C1 - the remainder of the SRMA.

MANAGEMENT GUIDANCE FOR AREA L1 - ACEC

Recreation

Camping along the river, between Placerville and Sanborn Park Road, will be limited to two designated locations.

Minimal camping facilities will be constructed in Beaver Creek Canyuon and at the Beef Trail Road crossing.

A 14-day camping limit will be enforced in the ACEC. The limit is further defined as: Fourteen days maximum in one location anywhere in the SRMA. A thirty day period must pass before camping anywhere else with the SRMA. The site must be completely vacated, personal property may not remain on the site beyond the 14 day period or be moved to another location within the SRMA and left unattended.

In the event the resource damage becomes evident as a result of the 14-day limit, or demand for camp sites becomes extremely high, the camping limit may be shortened accordingly; without the need for a land use plan amendment.

Wildlife

Provide the highest priority management to aquatic and riparian habitat to provide frequent wildlife sightings, fishing opportunities, recreational hunting, interpretive opportunities, and healthy plant communities.

Continue to provide necessary management for T&E species. Riparian and aquatic habitats will receive priority for habitat management.

The area between the Sanborn Park Road and Horsefly Creek will be seasonally closed between November 16 and April 30 (Colorado Oil and Gas Leasing and Development EIS, Record of Decision, 1991) to protect wintering bald eagles. Bald eagle roost trees will be protected, and monitoring of wintering eagle use will be resumed.

Crucial big game winter ranges will be closed to all discretionary actions from December 1 to April 30 (Colorado Oil and Gas Leasing and Development EIS, Record of Decision, 1991).

Damaged riparian areas in the ACEC will receive first priority for restoration and management compared to other areas within the SRMA.

Cooperate with the Nature Conservancy, and Colorado Division of Wildlife, to study the suitability of the San Miguel River for river otter reintroduction. Allow reintroduction into suitable habitat.

Wildlife habitat management objectives and planned projects will be incorporated into the SRMA plan.

To protect the riparian and aquatic systems within the SRMA, instream flow needs will be determined and filed with the State Water Conservation Board.

Livestock Management:

Livestock in the ACEC will be managed to protect riparian system values.

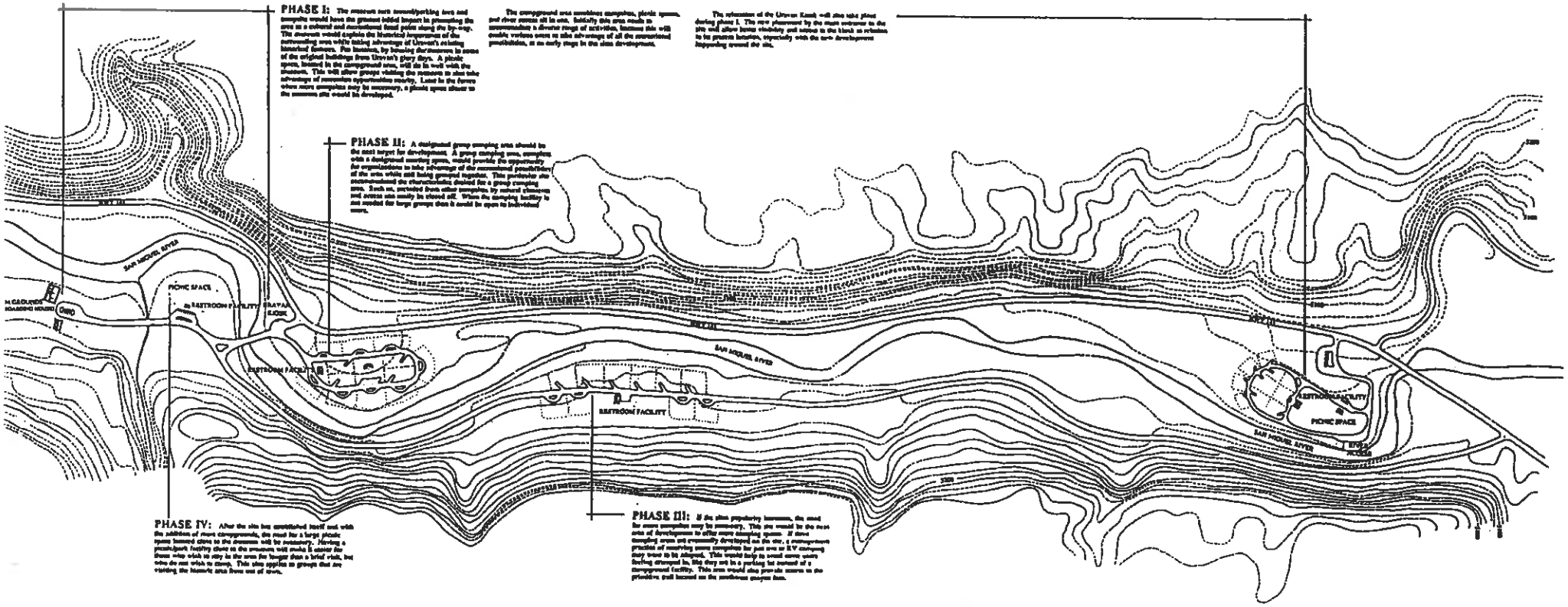
Range management improvements must not negatively effect riparian system values, or scenic values. Vegetation projects will not be used in attempts to improve forage production.

Those riparian areas not currently allotted, including acquired lands, would be closed to livestock use.

Allotment boundaries will be adjusted to exclude areas unsuitable for livestock grazing due to physical characteristics. Grazing preferences will not be effected.

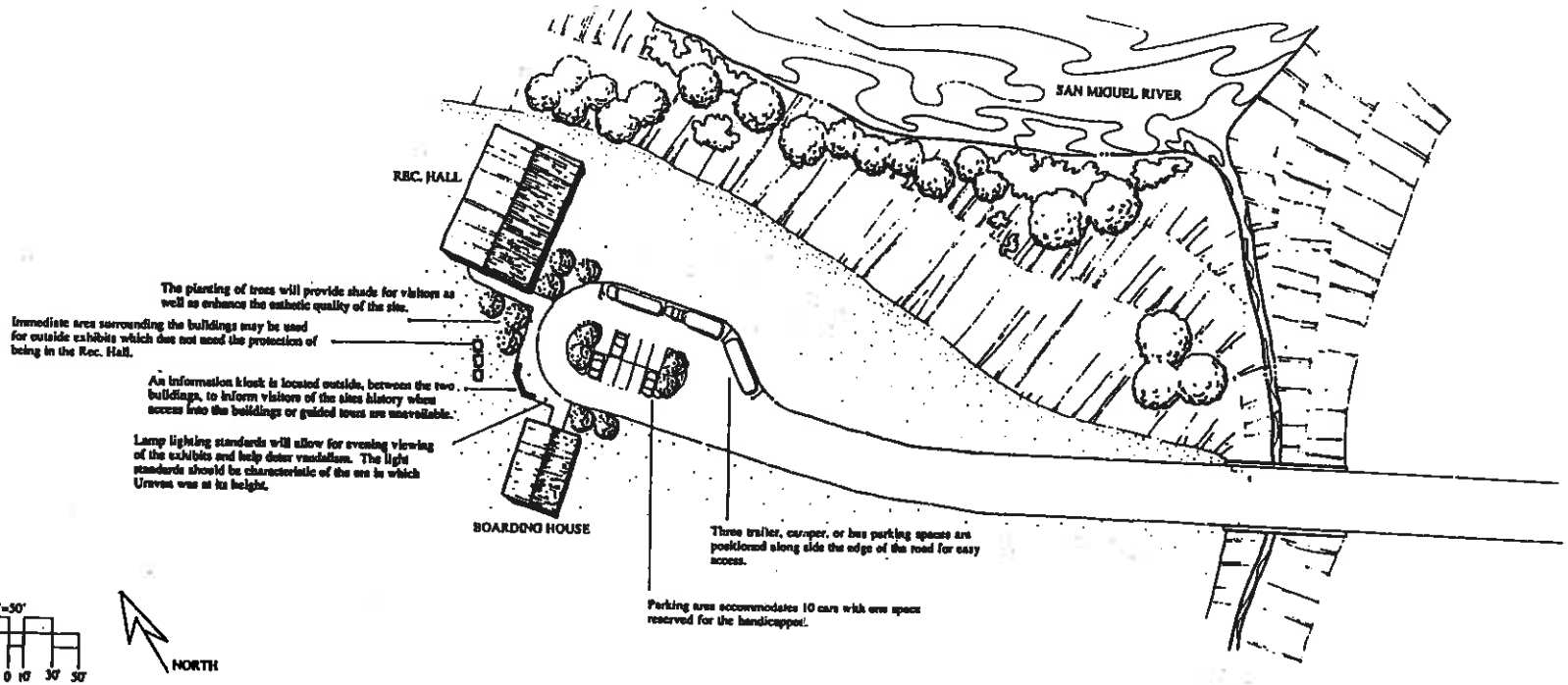
Allotment management plans, or grazing systems, shall contain specific measurable objectives for riparian pastures.

Good or excellent condition riparian systems must be maintained in good to excellent condition. Where livestock management is a factor in systems being in less than good condition, livestock management practices will be changed to improve those systems to at least good condition.



URAVAN MUSEUM & CAMPSITE DEVELOPMENT

PHASING PLAN



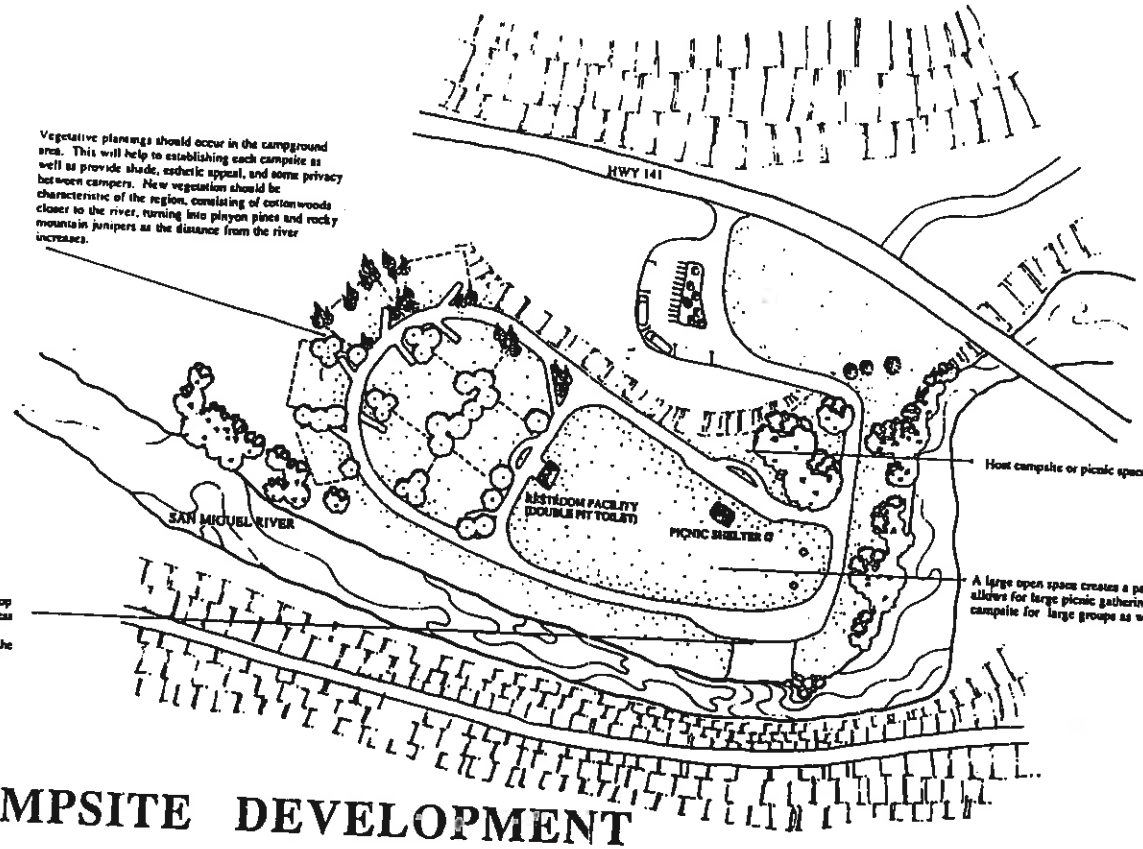
URAVAN MUSEUM & CAMPSITE DEVELOPMENT

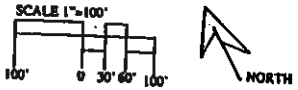
MUSEUM TURN AROUND/PARKING PLAN

Vegetative plantings should occur in the campground area. This will help to establishing each campsite as well as provide shade, esthetic appeal, and some privacy between campers. New vegetation should be characteristic of the region, consisting of cottonwoods closer to the river, turning into pinyon pines and rocky mountain junipers as the distance from the river increases.

The restroom facility should be constructed of materials that represent the character of the surrounding canyon. Such as having an exterior surface a texture like the neighboring cliff rock and similar in color. The same principles should apply for the picnic shelter.

A crushed rock beach has been established near the loop drive to provide adequate river access. The river access area is designed as a drop-off point only. Long term parking for river users is provided at the entrance to the site off of HWY 141.





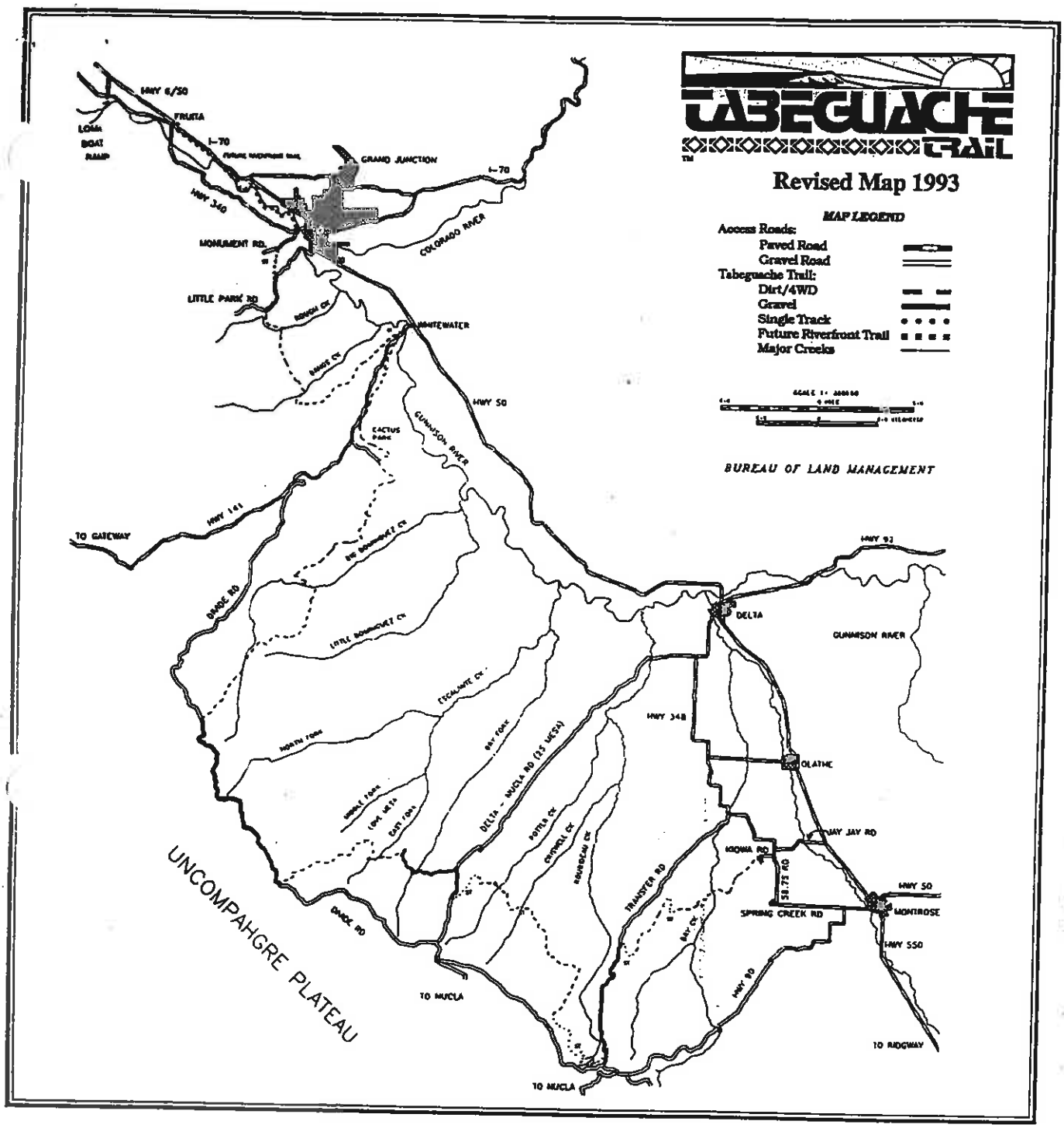
URAVAN MUSEUM & CAMPSITE DEVELOPMENT

CAMPSITE LAYOUT

OPERATIONS MANUAL
(3-ring notebook)

* Bylaws
* Mission Statement/Vision Statement
* Goals and Objectives
* Minutes of all meetings
* Board members:
  - names
  - address and phone number
  - committee: chairperson(s), projects, other
* Partnerships:
  - contacts
  - address and phone number
  - role
* Funding agencies:
  - contacts
  - funding cycles
* Finance:
  - budget
  - accounting records
* Visitors Center:
  - budget
  - accounting records
  - staff
  - volunteers: training, how many, projects/events, other
  - time line
* Projects:
  - Project name:
  - chairperson(s)
  - staff/volunteers
  - description of project
  - budget: fund raiser, sponsors, grants, other
  - actions taken
  - time line
  - contacts
  - project evaluation: changes, repeat, success/failure, outcome, impact
  - Include example where appropriate (brochure, newsletter, membership drive, fund drive, etc.)

Supplemental materials:
- Board governance and board development
- Steering nonprofits: Advice for boards and staff
- Ten basic responsibilities of nonprofit boards
- Strategic planning and the nonprofit board
- Understanding nonprofit financial statements: Primer for board members
- Planning successful board retreats: A guide for board members & exec.
- The role of the chairperson
- Board assessment of the organization: How are we doing
- The board's role in public relations and communications

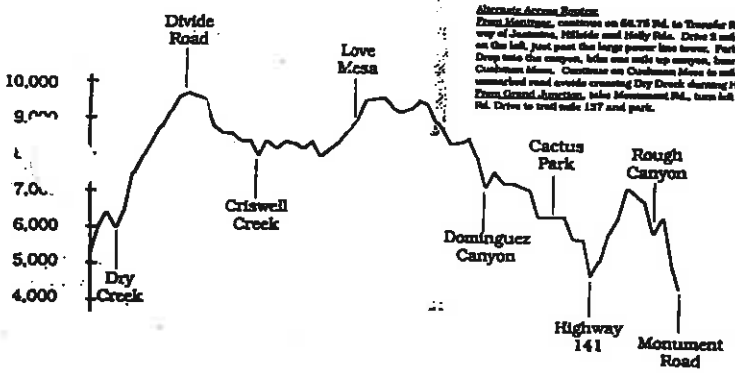


Turn right on Little Park Road, which climbs around a large grey hill on the right and then begins a long descent into the valley below. Little Park Road becomes a paved road. Follow the pavement to mile 139.9, and take a 4WD road to the left. This road is closed to motorized vehicles. At mile 140.6, the road reaches the top of a steep descent called "Widow-maker" by locals, and continues to descend until it reaches the pavement at Monument Road at 142.1 miles.

To reach the Grand Junction trailhead, go west on Grand Avenue to HWY 340 and turn left on Monument Road.

Alternate Access Routes:
From Montrose, continue on 58.75 Rd. to Transfer Rd. by way of Jacksons, Hillside and Holly Rds. Drive 2 miles on Transfer Rd. to a 4WD road on the left, just past the large power line tower. Park vehicles here and begin hiking. Drop into the canyon, take one mile up canyon, bear right and climb northern slope of Cushman Mesa. Continue on Cushman Mesa to mile 6 of Tabeguache Trail. The unmarked road avoids crossing Dry Creek during high water.
From Grand Junction, take Monument Rd., turn left on Pinon Vale Rd. to Little Park Rd. Drive to trail mile 137 and park.

ELEVATION PROFILE



COPMOBA

The Colorado Plateau Mountain Bike Trail Association, Inc., is a non-profit organization of volunteers dedicated to mountain bike trail development. We build single track, maintain trails, produce free maps, and interact with public and private landowners to protect access for mountain bikes. Individual memberships start at $10. We urge you to join and to encourage commercial bike shops and other business sponsors to join.

MEMBERSHIP FORM:

Name _____

Address _____

City, State, Zip _____

Phone (_____) _____

Paradox Trail

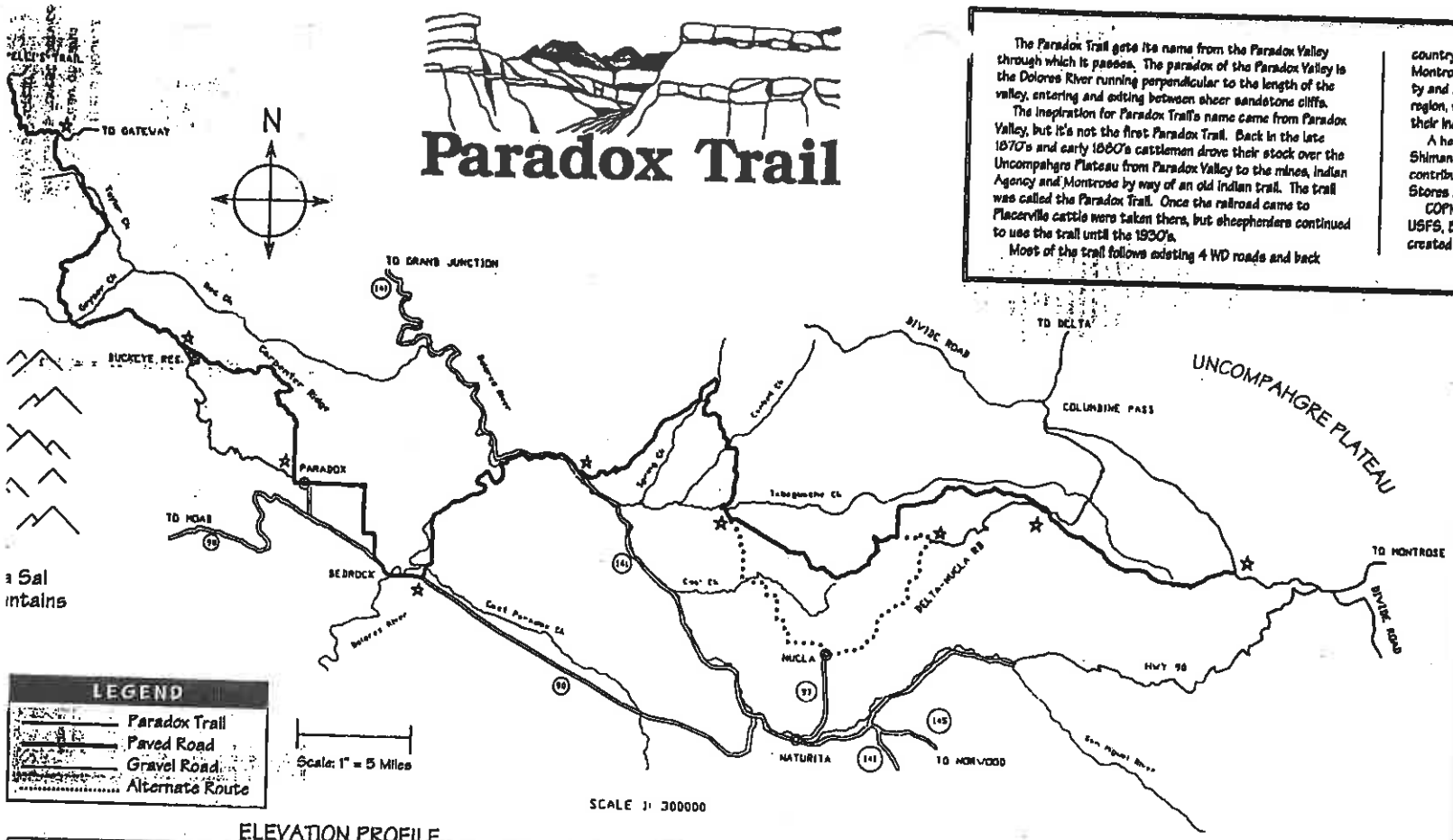
The Paradox Trail gets its name from the Paradox Valley through which it passes. The paradox of the Paradox Valley is the Dolores River running perpendicular to the length of the valley, entering and exiting between sheer sandstone cliffs.

The inspiration for Paradox Trail's name came from Paradox Valley, but it's not the first Paradox Trail. Back in the late 1870's and early 1880's cattlemen drove their stock over the Uncompahgre Plateau from Paradox Valley to the mines, Indian Agency and Montrose by way of an old Indian trail. The trail was called the Paradox Trail. Once the railroad came to Placerville cattle were taken there, but sheepherders continued to use the trail until the 1930's.

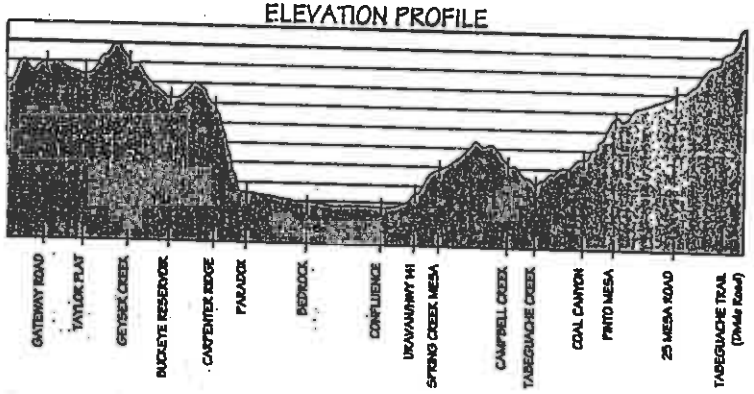
Most of the trail follows existing 4 WD roads and back country trails through the rugged and r[illegible] End of Montrose County. This area is famous fo[illegible] usual scenic beauty and abundant wildlife. The uranium industry helped shape this region, while the people who make up the West End are still proud o their independent and tenacious spirit.

A hearty thanks to sponsors, Denver Bicycle Touring Club, Shimano American Corporation, Nucla Merc and Ray Motel; and contributors, Bicycle Magazine, Nucla and Naturita True Value Stores and the Bedrock Store.

COPMOBA and Montrose West Recreation are grateful to the USFS, BLM and to the dozens of hard working volunteers who created the Paradox Trail.



ELEVATION PROFILE



For More Information Contact:

Bureau of Land Management
Uncompahgre Resource Area
2505 S. Townsend Ave.
Montrose, CO 81401
(970)249-6047

U.S. Forest Service
Uncompahgre National Forest
1760 Grand Ave.
Norwood, CO 81423
(970)327-4261

U.S. Forest Service
Manti-La Sal National Forest
125 West 200 South
Moab, Utah 84532
(801)259-7155

The Colorado Plateau Mountain Bike Trail Association, Inc. (COPMOBA) is a non-profit organization of trail cyclists, bike shops, local businesses, federal land managers and government entities dedicated to the development and maintenance of a regional mountain bike trail system. We see mountain biking as a vehicle to promote low impact outdoor recreation, natural history education, bike safety and environmentally and socially responsible use of land.

To join send $10 to:
COPMOBA
PO Box 4602
Grand Junction, CO 81502

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RAY MOTEL
P.O. Box 310
Naturita, CO
81422
(970) 865-2235

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UNAWEEP/TABEGUACHE BYWAY
CONTACTS:

Mary Helen deKoevend Mayor, Nucla	864-7354
June Estep Mayor, Norwood	327-4243
Carolyn (Cooke) Been Mayor, Naturita	865-2286
Richard Sims & Dave Bailey Museum of Western Colorado	242-0971
Karen Tucker Montrose, Bureau Land Management	249-6047
Wade Johnson Bureau Land Management	244-3050
Julie Martin U.S. Forest Service	327-4261
Pat Willits Nature Conservancy P.O. 3140, Telluride 81435	728-5291

UMETCO (Uranvan cleanup)
Curt Sealy, Project Manager (not contacted)
Mike Schierman - Uravan office (not contacted)

Jean Moores Gateway	931-2802
Wade Haerle Club 20 (audio tapes)	242-3624

Paul Kosky Colorado Plateau Mountain Bikers Assoc.	864-2214
Department of Transportation (byway traffic)	248-7208
Cindy Bielfuss Colorado Visitors Center	858-9335
Rimrock Historical Society Cooke Been	865-2877
Chamber of Commerce Naturita-Nucla	865-2350
Visitors Center Nucla-Naturita	865-2350
Region 10 Leslie Jones	249-2436
Grand Junction Geological Society Bill Chenoweth	242-9062
Division of Wildlife Mike Grody	248-7175
County Planning Depts.	
Mesa County, Keith Fife	244-1636
Montrose County	249-6688
San Miguel County	728-3083

N

5-505 Highway Setbacks

5-505 A. General

This section of the Code designates scenic highways and major highways, minimum setbacks from the highway right-of-way, standards for setback reductions and standards for lawfully created structures located within the setbacks. The purpose of the increased setbacks from scenic and major highways is to preserve the scenic quality and undisturbed, natural beauty of land located contiguous to highways in San Miguel County.

5-505 B. Scenic and Major Highways

This section designates scenic highways and major highways. The official zoning map shall reflect the designations.

5-505 B.I. Scenic Highways

The following sections of highways are scenic highways:

a. State Highway 145 Spur from Society Turn to the Town of Telluride;

b. State Highway 145 from Society Turn to Lizard Head Pass;

c. State Highway 145 from Ellerdville to Norwood Hill; and

d. State Highway 62 from Green Mountain Ranch to Dallas Divide.

5-505 B.II. Major Highways

The following section of highways are major highways:

a. State Highway 145 from Society Turn to Sawpit; and

b. State Highway 62 from Placerville (intersection of State Highways 62 and 145) to Green Mountain Ranch.

5-505 C. Setbacks for Scenic and Major Highways

This section establishes the setbacks from the right-of-way line for scenic and major highways designated in

II. The light rail line shall be further extended to join the Valley Floor extension with the West Meadows development. This extension may initially be used on an interim basis as a segregated bus line if demand-related triggers are guaranteed to insure full implementation of the light rail line.

5-2002 G. Operation and Maintenance of the Telluride R-1 School District Alternate Transportation System

A legal entity will be established to handle the operation and maintenance of the Telluride R-1 School District alternate transportation system. Initially, members of the entity shall include at a minimum the Mountain Village Metropolitan District and the Town of Telluride; however, the entity shall maintain a standing invitation for other property owners in the Telluride R-1 School District and other areas of the County to join.

SECTION 5-21 : SCENIC QUALITY

This section establishes land use standards for the preservation of Scenic Quality in conjunction with development activities visible from neighboring developments and public use areas, in accordance with the policy on Scenic Quality established in Section 2-12, the Preliminary Plan submission requirement established in Section 4-411 and the special use standards specified in Section 5-10 of this Land Use Code.

5-2101 Scenic Quality Standards

Each developer shall describe in detail how the visual impact of the proposed development on neighboring developments and public use areas shall be mitigated. Each such Scenic Quality Report shall include:

A. Designations of scenic views of natural and historic features both from and toward the site