



## Travel Management Fortymile Subunit Eastern Interior Draft Resource Management Plan

### Existing Management

The Fortymile Subunit planning area is currently divided into two management units identified as the designated Wild and Scenic River Corridor and lands outside the corridor.

Management Unit	Summer	Winter
Undesignated land outside Wild and Scenic River Corridor	Vehicles weighing $\leq 6,000$ pounds GVWR are limited to existing trails.	All areas open to winter use for vehicles weighing $\leq 6,000$ pounds GVWR.
Wild and Scenic River Corridor (OHV)	Open to the use of OHVs $\leq 1,500$ pounds GVWR on existing trails only.	Open to the use of snow machines $\leq 1,500$ pounds GVWR on existing trails only.
Wild and Scenic River Corridor (Watercraft)	Existing use of motorized boats on “scenic” and “recreational” segments are allowed without specific authorization. Motorized boats are generally not allowed on non-navigable “wild” segments.	

### Abbreviations/Definitions

OHV: Off-Highway Vehicle (includes ATVs and snow machines).

GVWR: Gross Vehicle Weight Rating (total vehicle weight plus its maximum load).

Curb weight: The weight of a vehicle with a full tank of fuel and all fluids.

## Summary of the Preferred Alternative (Alt. C)

Under the Preferred Alternative, the Fortymile subunit would have ten recreation management zones, each with its own management objectives.

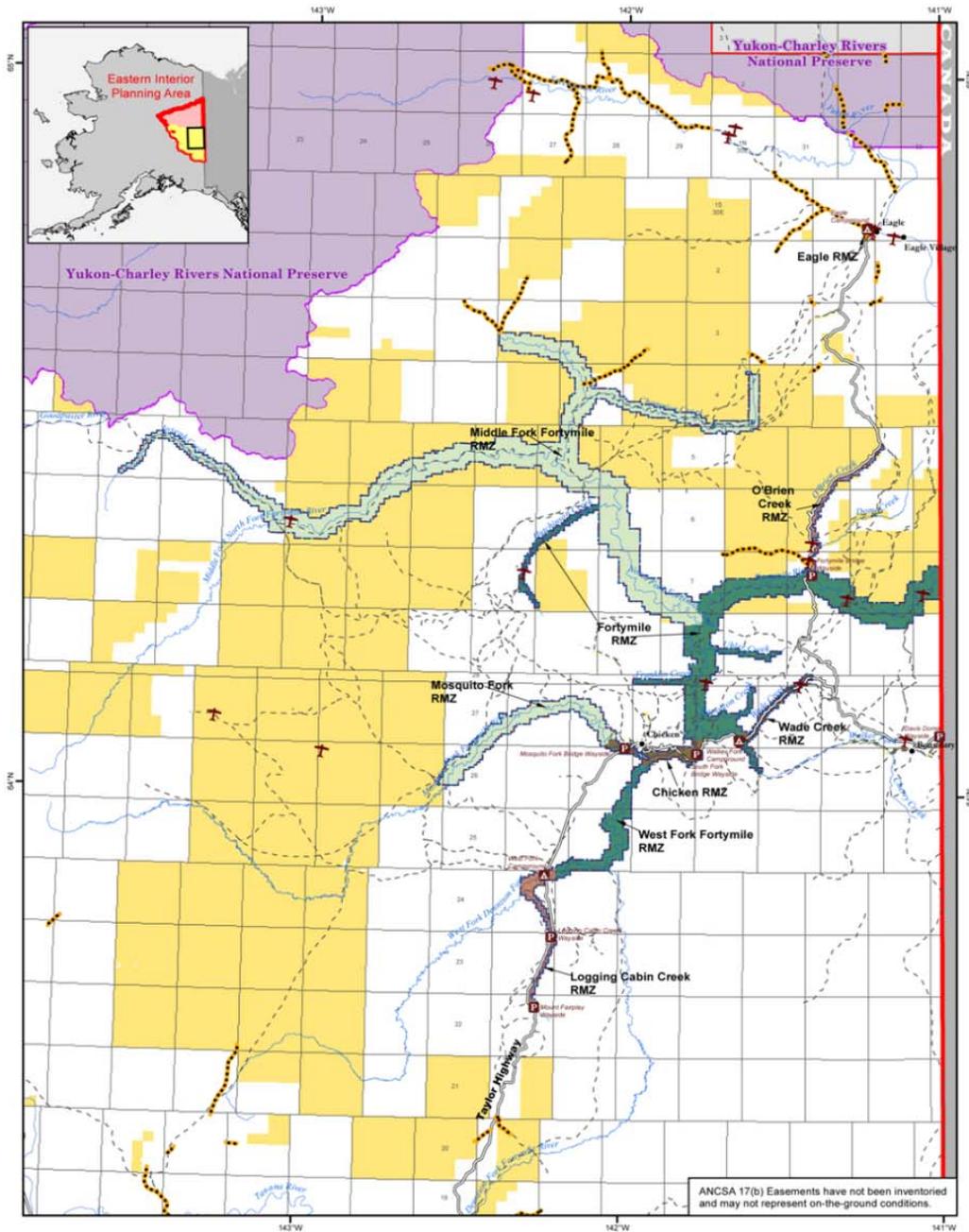
Management Unit	Summer	Winter
Semi-Primitive	Permit required for all summer OHV use.	Open to the use of snowmachines $\leq 1,000$ pounds curb weight and $\leq 50$ " in width for cross country travel.
Backcountry, Middlecountry, Frontcountry, Rural, Other BLM lands	Open to the use of OHVs $\leq 1,500$ pounds curb weight and $\leq 64$ " on existing trails only. Game retrieval allowed off existing trails.	Open to the use of snowmachines $\leq 1,000$ pounds curb weight and $\leq 50$ " in width for cross country travel.
Wild and Scenic River Corridor	Motorboat use generally allowed. Airboats, hovercraft, and personal watercraft not permitted in non-navigable river segments. (North Fork above the Kink, Middle Fork, Champion Creek, Joseph Creek, and Mosquito Fork above Ingle Creek.)	

### What's the same as the current management?

- Snowmachine use is allowed throughout the subunit.
- Aircraft use is unrestricted.

### What would change under the Preferred Alternative?

- In the wild and scenic river corridor, weight limitations for summer OHV use would change from  $\leq 1,500$  pounds GVWR to  $\leq 1,500$  pounds curb weight, and would be limited to  $\leq 64$ " in width.
- Outside of the wild and scenic river corridor, weight limitations for summer OHV use would change from  $\leq 6,000$  pounds GVWR to  $\leq 1,500$  pounds curb weight, and would be limited to  $\leq 64$ " in width. OHV use would be limited to existing trails, except for game retrieval.
- Semi-primitive designated area (121,000 acres) would be closed to summer OHV use without permit or approved Plan of Operations.



ANCSA 17(b) Easements have not been inventoried and may not represent on-the-ground conditions.

- |  |  |  |              |
|--|--|--|--------------|
| <b>Recreation Management Zones</b>                     |  | --- Trails                               | ✈ Airstrip   |
| ■ Semi-Primitive - No summer OHV travel                |  | --- 17(b) Easements                      | ⛴ Campground |
| ■ Backcountry - OHV travel only on Existing Trails     |  |  | Ⓜ Wayside    |
| ■ Middlecountry - OHV travel only on Existing Trails   |  |  |              |
| ■ Frontcountry - OHV travel only on Existing Trails    |  |  |              |
| ■ Rural - OHV travel only on Existing Trails           |  |  |              |
| <b>Recreation Management Areas</b>                     |  | □ Planning Area & Subunit Boundaries     |              |
| ■ Special Recreation Management Area (SRMA)            |  | □ Fortymile Wild & Scenic River Corridor |              |
| ■ Other BLM Lands - OHV Travel only on Existing Trails |  | □ National Park Service                  |              |
- Note: Winter Cross-Country Travel is Allowed. Summer OHV travel limited by weight.**

**Eastern Interior Draft RMP/EIS**  
**Bureau of Land Management - Alaska**

0 10 20 Miles

Projection: Albers Conic Equal Area referencing NAD83

Source: USDOI-BLM, 2009

**Map 52 Travel Management - Fortymile Subunit, Alt. C**

The information displayed on this map should be used for graphic display only. For official land status information, refer to Cadastral Survey Plats, Master Title Plats, and case files.

## Comparison of Alternatives – Travel Management and Area Designations

Area Designation	Alt. A (Acres)	Alt. B (Acres)	Alt. C (Acres)	Alt. D (Acres)
Undesignated	1,828,000	0	0	0
Designated (Limited)	249,000	2,077,000	2,077,000	2,077,000
<b>Winter OHV Use</b>				
Limited by weight	249,000	2,077,000	2,077,000	2,077,000
<b>Summer OHV Use</b>				
Closed to summer OHV use without permit or approved Plan of operations	0	618,000	121,000	54,000
Limited to: weight, width, and existing trails	249,000	1,459,000	0	0
Limited to: weight, width, and existing trails (except for game retrieval)	0	0	1,956,000	0
Cross-country use limited by weight	0	0	0	2,023,000
Closed to all motorized	0	0	0	0

### Questions to Consider

In your opinion, which alternative provides the best balance of recreational access and resource protection over the next 25 years?

Which alternative will provide for long-term enjoyment of the Fortymile area while accommodating increased visitor use?

With limiting OHV use to existing routes, more people will be localized in a smaller space. What criteria should we use to determine whether trail impacts would warrant a closure?

Are there additional summer travel routes that the BLM has not identified? If so, what are they used for and when are they used?