



PRELIMINARY DRAFT ALTERNATIVES TRAVEL MANAGEMENT, ACCESS, AND REALTY

Common to all Alternatives

- Withdrawals and exchanges identified in the Green River Resource Management Plan (GRRMP) would be pursued, retained, or revoked. Exchanges for state lands within areas of critical environmental concern (ACECs) would be considered. Additional exchanges related to future additions to ACECs, Wilderness Study Areas (WSAs), or other special management areas may be considered.
- The Transportation and Access Management Strategy outlined for the Steamboat Mountain and White Mountain areas would be implemented to address existing access issues in those areas.
- Over-the-snow vehicles would generally follow off-road vehicle (ORV) use area designations and subject to seasonal access restrictions.

Planning, Installation, Right-of-Way

No Action Alternative

- Transportation planning would be in accordance with the GRRMP.
- Proposed road installations and improvements would be in accordance with the GRRMP and comply with BLM guidelines.
- Right-of-way (ROW) restrictions designated in the GRRMP would apply.

Alternative 1

- Transportation planning would provide access to benefit development with no supplemental restrictions beyond non-discretionary requirements.
- Proposed road installations and improvements would follow the guidelines of GRBAC.
- No additional limitations on linear ROWs would be imposed.

Alternative 2

- Transportation planning would provide maximum protection for crucial habitats and sensitive resources.
- Proposed road installations and improvements would be in accordance with the GRRMP as supplemented by JMHI Transportation Plan (to be developed). Exceptions to restrictions would be considered only if beneficial to land and water, visual, or heritage resource values.

- Linear ROWs would follow existing road and trail alignments. Areas closed to surface occupancy and mineral leasing would be ROW exclusion areas. Exceptions may be granted for small feeder lines.

Alternative 3

- Transportation planning would provide appropriate access routes for development while protecting crucial habitats and sensitive resources.
- Proposed road installations and improvements would be in accordance with the GRRMP as supplemented by JMH Transportation Plan (to be developed). The plan would address site-specific conditions to minimize impacts on sensitive land and water, visual, and heritage resources.
- Linear ROWs would follow existing road and trail alignments. Areas closed to surface occupancy and mineral leasing would be ROW exclusion areas. Exceptions may be granted on a case-by-case basis.

Geophysical Activities

No Action Alternative

- Geophysical activities would conform to the GRRMP off-road vehicle (ORV) use area designations with case-by case exceptions.

Alternative 1

- No additional limitations would be imposed on geophysical activities beyond non-discretionary rules and regulations.

Alternative 2

- Geophysical vehicular activities would be limited to the ORV use area designations and prohibited in sensitive resource areas, WSAs, and ACECs. Detonation would be allowed by special permit only.

Alternative 3

- All geophysical vehicular activities would be prohibited in no surface occupancy (NSO) areas, special status plant species locations, sensitive wildlife, heritage, and geological sites (including protection zones), and WSAs. In areas closed to surface disturbing activities, the core area, and all other sensitive resource areas, geophysical vehicular activities would be limited to existing roads and trails. Exceptions would be granted on a case-by-case basis if impacts negligible.

Off-Road Vehicle and Winter Access Management

No Action Alternative

- The off-road vehicle (ORV) management prescriptions stated in the GRRMP would apply.
- Winter access would be subject to seasonal road closures per existing and future lease stipulations. Plowing would be considered on case-by-case basis.

Alternative 1

- The off-road vehicle (ORV) management prescriptions stated in the GRRMP would apply.
- Winter access would be subject to seasonal road closures on crucial winter habitat for big game species. Plowing would be considered on case-by-case basis.

Alternative 2

- The ORV management prescriptions would limit access in sensitive resource areas, including water sources and riparian zones, existing and potential crucial wildlife and special status plant species habitat, highly erodible soils, slopes greater than 20%, and within heritage and geological resource area protection zones. Access may be limited via signage, gates or barricades, road reclamations, and detours.
- Winter access for any purpose would be limited to designated roads. Additional winter routes would be considered on a case-by-case basis. Plowing would be considered only for extreme emergencies.

Alternative 3

- The ORV management prescriptions would limit access in sensitive resource areas, including riparian zones, crucial wildlife and special status plant species habitat, highly erodible soils, slopes greater than 25%, and within heritage resource area protection zones. Access may be limited via signage, gates or barricades, road reclamations, and detours.
- Winter access for any purpose would be limited to designated roads. Additional winter routes would be considered on a case-by-case basis in accordance with transportation planning. Plowing would be allowed if necessary to access active lease sites.