

**Comparison of Alternatives
 Access and Transportation**

Topic	Alternative A Current Mgmt	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F Preferred Alternative
BLM Roads to State and Private Land	All BLM roads to State and private lands would be open for administrative, private landowner, and public access.	All BLM roads to State and private lands would be open for administrative and private land access. These roads would also be open for public use unless closed to meet Monument objectives.				All BLM roads leading to State and private lands would be open for administrative and private land access. These roads would also be open for public use if shown to meet Monument objectives.
BLM Roads	All existing BLM roads are open unless previously restricted through the West HiLine RMP, Judith-Valley-Phillips RMP, and completed watershed plans.	The BLM would evaluate roads based on erosion, identified wildlife species habitat, and the need for the road (type of use and need for access). This includes closing or rerouting roads that impact wildlife or soils (e.g. highly erosive soils, weeds). The BLM reserves the option to build new roads if necessary.	The BLM would retain roads associated with resource uses such as to recreations sites, gas well sites, major range improvement projects, and backcountry aircraft strips. This includes retaining access to areas commonly used for dispersed recreation like geological areas and trailheads. The BLM may reduce the number of roads in identified crucial wildlife habitat, in areas considered unsuitable due to erosion and slope, and if unique	The BLM would retain roads if they serve a specific purpose (recreation sites, gas well sites, and major range improvement projects). Most roads that are not collector or local would be closed along with eliminating parallel roads. Roads would remain open along the middle of ridges, but most roads along the edge of rims and spur roads would be closed. The BLM reserves the option to build new roads if necessary.	The BLM would retain collector and local roads but most resource roads would be closed (resource roads currently maintained would remain open).	The BLM would retain roads associated with resource uses such as to recreations sites, gas well sites, major range improvement projects, and backcountry aircraft strips. This includes retaining access to areas commonly used for dispersed recreation like geological areas and trailheads. The BLM may reduce the number of roads in identified crucial wildlife habitat, in areas considered unsuitable due to erosion and slope, and if unique

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			geologic formations, cultural sites, or riparian areas are degraded. The BLM reserves the option to build new roads if necessary.			geologic formations, cultural sites, or riparian areas are degraded. The BLM reserves the option to build new roads if necessary.
Administrative Use Off Road and on Closed Roads	Administrative use off-road and on closed roads for BLM, other Federal agencies, State and County agencies, lessees, and permittees is allowed. Administrative use is limited to those activities necessary to administer the permit.		<p>Closed roads would be available for administrative use by the BLM, other federal agencies, State, and County.</p> <p>Permittees and lessees would be allowed to drive off-road and on closed roads to administer their permits.</p>	<p>Administrative use off-road for BLM, other Federal agencies, State and County agencies is allowed. Closed roads would be available for administrative use by the BLM, other federal agencies, State, and County.</p> <p>Seasonal use provisions would be allowed for lessees and permittees as needed to administer the lease with the development and use of an identification system.</p>	<p>Administrative use for BLM, other Federal agencies, State and County agencies is allowed on closed roads. Off-road travel would not be allowed.</p> <p>The BLM would provide a case-by-case permission for administrative use by lessees and permittees.</p>	<p>Administrative use off-road and on closed roads for BLM, other Federal agencies, State and County agencies, lessees, and permittees is allowed. Administrative use is limited to those activities necessary to administer the permit.</p>

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New Road Access	The BLM would attempt to acquire public access easements for administrative use and for the public.	The BLM would attempt to acquire public access easements where no legal public access exists to or within the Monument or where additional access is needed to meet management objectives.	The BLM would attempt to acquire public access easements where no legal public access exists to or within the Monument.	The BLM would not attempt new or additional public access to or within the Monument.		<p>The BLM would attempt to acquire public access easements where no legal public access exists to or within the Monument or where access is needed to meet management objectives.</p> <p>The BLM would consider building or rerouting roads as necessary for additional public access.</p>
Access for Individuals with Disabilities	Individuals with disabilities can request a permit to travel closed roads.					Individuals can request a permit to travel closed roads.
		All closed roads would be open for individuals with disabilities.		The BLM could identify specific designated closed roads (access) for individuals with disabilities; based on demand or on a case-by-case basis.		The BLM could identify in the future, if the need arises, specific designated closed roads (access) for individuals with disabilities.
Public Access on New Resource Roads Used for Natural Gas Operations	New resource roads would be open to the general public.		Restrict general public access to specified areas. No additional access would be granted to the public for the Ervin Ridge WSA.	Restrict general public access from all sensitive areas. Use and permanence of the road by the public would be addressed in a site specific EA.	New resource roads would be closed for general public access.	New resource roads would be closed for general public access unless shown to meet management objectives through site-specific EAs.

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Type of Motorized and Mechanized Use on Roads	Existing roads that are open yearlong or seasonally are open to all forms of motorized and mechanized use.	Roads that are open year long or seasonally are open to all forms of motorized and mechanized use. Some closed roads could be designated for a mechanized (e.g., mountain bike) trail.		Some roads could be limited to specific motorized and/or mechanized use.		Roads that are open year long or seasonally are open to forms of motorized and mechanized use consistent with management objectives. Some closed roads could be designated as a mechanized (e.g., mountain bike) trail.
Game Retrieval		Big game retrieval would be allowed on some identified closed roads (e.g. administrative roads that may be closed to the public or roads that are seasonally closed).	Big game retrieval would be allowed on identified closed roads from 10 a.m. to 2 p.m. and for 3 hours after the legal hunting time.	Big game retrieval would be allowed from 10 a.m. to 2 p.m. on specific designated closed roads (roads normally open only for administrative use).	Big game retrieval would not be allowed on closed roads.	Big game retrieval would be allowed from 10 a.m. to 2 p.m. on specific designated closed roads (roads normally open only for administrative use).
	Non-motorized/non-mechanized game carts would be allowed off-road, except in the WSAs, for the retrieval of a big game animal. In the WSAs game carts would not be allowed off-road.	Non-motorized/non-mechanized game carts would be allowed off-road for the retrieval of a big game animal. In WSAs, game carts are limited to single axle during big game hunting season.	Non-motorized/non-mechanized game carts would be allowed off-road, except in the WSAs, for the retrieval of a big game. In the WSAs game carts would not be allowed off-road.	Non-motorized/non-mechanized game carts would be allowed on closed roads for the retrieval of a big game animal. Game carts would not be allowed off-road.	Non-motorized game carts would be allowed off-road for the retrieval of big game. Game carts would not be allowed off-road in the WSAs.	
Camping Along Roads	Motorized or mechanized vehicles may not pull off	Motorized or mechanized vehicles may pull off	Motorized or mechanized vehicles may pull off	Motorized or mechanized vehicles may pull off	Motorized or mechanized vehicles may not pull off	Motorized or mechanized vehicles may pull off

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	designated routes for camping.	designated routes no more than 300 feet for camping using the most direct route that causes the least resource damage. Site selection must be completed by non-motorized or non-mechanized means.	designated routes no more than 150 feet for camping using the most direct route that causes the least resource damage. Site selection must be completed by non-motorized or non-mechanized means.	designated routes no more than 10 feet for camping.	designated routes for camping.	designated routes no more than 300 feet for camping using the most direct route that causes the least resource damage. Site selection must be completed by non-motorized or non-mechanized means. In WSAs, motorized or mechanized vehicles may not pull off designated routes for camping. Parallel camping can occur in WSAs.
Overall Road System Criteria						
<i>Vehicle Ways in WSAs</i>	Open.		Close vehicle ways that have been reclaimed naturally and unauthorized new ways.	Vehicle ways would be closed.		Close vehicle ways that have been reclaimed naturally.

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Greater Sage-Grouse	Open.	For resource roads that are ¼ mile from an active lek implement a seasonal closure from March 15 to June 15.	For resource roads that are ¼ mile from an active lek implement a seasonal closure from March 15 to June 15. For resource roads that are located within crucial winter habitat, implement a seasonal closure from December 1 to March 15.	For some resource roads that are 2 miles from an active lek implement a seasonal closure from March 15 to June 15. For some resource roads that are located within crucial winter habitat, implement a seasonal closure from December 1 to March 15.	For resource roads that are ¼ mile from an active lek implement a yearlong closure. For resource roads that are located within crucial winter habitat, implement a seasonal closure from December 1 to March 15.	For some resource roads that are ¼ mile from an active lek implement a seasonal closure from March 15 to June 15. For some resource roads that are located within crucial winter habitat, implement a seasonal closure from December 1 to March 15. Follow the State plan and the working group.
Bighorn Sheep Lambing Areas	Open.	For some resource roads that are located within bighorn sheep lambing habitat, implement a seasonal closure from April 1 to June 15, on a case-by-case basis.		For some resource and local roads that are located within bighorn sheep lambing habitat, implement a seasonal closure from April 1 to June 15 on a case-by-case basis.		For some resource roads that are located within bighorn sheep lambing habitat, implement a seasonal closure from April 15 to June 30.
Big Game Winter Range	Open.	For some resource roads that are located within crucial big game winter range, implement a seasonal closure from December 1 to March 31 on a case-by-case basis.		For some resource roads that are located within big game winter range, implement a seasonal closure from December 1 to May 15.		For some resource roads that are located within crucial big game winter range, implement a seasonal closure from December 1 to March 31 on a case-by-case basis.
Special Status Raptors	Open.	Implement a seasonal closure on some resource roads that are ¼ miles from raptor nests. The season will be determined based on		Implement a seasonal closure on some resource and local	Implement a seasonal closure on some resource, local, and	Implement a seasonal closure on some resource roads that

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		the species of raptor.		roads that are ¼ mile from raptor nests. The season will be determined based on the species of raptor.	collector roads that are ¼ miles from raptor nests. The season will be determined based on the species of raptor.	are ¼ miles from raptor nests. The season will be determined based on the species of raptor.
Bald Eagle	Open.	Implement a seasonal closure on some resource roads that are ½ mile from active Bald Eagle nests.				Implement a seasonal closure from February 1 to May 31 on some resource roads that are ½ mile from active Bald Eagle nests.
Invasive Weeds	Open.		Implement temporary resource road closures in highly infested areas.	Implement temporary Resource and local road closures in highly infested areas.		Implement temporary resource road closures in highly infested areas.
Road Classification, Maintenance Level, and Reclamation			Install cattleguards as needed or where appropriate on roads that are designated open yearlong.			Install cattleguards as needed or where appropriate on roads that are designated open yearlong.
			Allow closed roads to reclaim naturally.	Allow closed roads to reclaim naturally. On selected sections of the closed roadways reclamation may include ripping, scarifying, and seeding with a native seed mix or a mix approved by the Monument Manager.	Closed roads would be reclaimed with planned/designed reclamation. On selected sections of the closed roadways reclamation may include ripping, scarifying, and seeding with a native seed mix or a mix approved by the Monument Manager.	Allow closed roads to reclaim naturally. On selected sections of the closed roadways reclamation may include ripping, scarifying, and seeding with a native seed mix or a mix approved by the Monument Manager.

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Backcountry Airstrips	The 10 existing airstrips would be open.	The airstrips would remain open (authorized) and additional airstrips could be allowed after environmental review.	Seven airstrips would be allowed. Airstrips would be restricted seasonally, specific to wildlife habitat requirements or values for which the Monument was established. The airstrips to remain open would be: Cow Creek, Left Coulee, Black Butte, Bullwhacker, Ervin Ridge, Woodhawk, and Knox Ridge.	Six airstrips would be allowed. Avoid clusters of airstrips in the same geographic area. Airstrips would be restricted seasonally, specific to wildlife habitat requirements or values for which the Monument was established. The airstrips to remain open would be: Cow Creek, Left Coulee, Black Butte, Bullwhacker, Ervin Ridge and Knox Ridge.	No airstrips would be allowed in the Monument.	Six airstrips would be allowed. Avoid clusters of airstrips in the same geographic area. Airstrips would be restricted seasonally, specific to wildlife habitat requirements or values for which the Monument was established. The airstrips to remain open would be: Cow Creek, Left Coulee, Black Butte, Bullwhacker, Ervin Ridge and Knox Ridge.
		If the airstrip is also a road, and the road is closed, then the airstrip remains open.	If the airstrip is also a road, and the road is closed, then the airstrip is closed.	If the airstrip is also a road, and the road is closed, then the airstrip is closed.		

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Commercial Scenic Flight Landings	Commercial aircraft landing in the Monument such as planes, helicopters, hot air balloons, or ultra lights would be allowed.		Any commercial aircraft landing in the Monument such as planes, helicopters, hot air balloons, or ultra lights would be required to only utilize authorized backcountry airstrips. Seasonal restrictions may apply to commercial use of airstrips for takeoffs and landings.	Any commercial aircraft landing in the Monument such as planes, helicopters, hot air balloons, or ultra lights would be required to only utilize specific authorized designated backcountry airstrips. Seasonal restrictions may apply to commercial use of airstrips for takeoffs and landings.	Commercial aircraft landing in the Monument such as planes, helicopters, hot air balloons, or ultra lights would be prohibited.	Any commercial aircraft landing in the Monument such as planes, helicopters, hot air balloons, or ultra lights would be required to utilize only specific authorized designated backcountry airstrips. Seasonal restrictions may apply to commercial use of airstrips for takeoffs and landings.
Floatplanes	Floatplanes would be allowed to land within the recreational segments of the River. This includes River miles 0 to 52 (Fort Benton to Pilot Rock) and River miles 84.5 to 92.5 (Deadman’s Rapid to Holmes Council Island).			Floatplanes would be allowed to land only on the recreational segment of the River near Fort Benton (River Mile 0 to 3).	Floatplanes would not be allowed to land on the River in the Monument.	Floatplanes would be allowed to land only on the segment of the River near Fort Benton (River Mile 0 to 3).
Signs	Existing directional signs would be maintained. New signs would be added where needed.	Existing traffic control, directional signs would be maintained. New signs would be added where monitoring indicates a need to prevent resource damage, safety or visitor confusion. Roads open to motorized and mechanized travel would be signed. Closed roads would not be signed unless necessary to prevent resource damage.		Existing traffic control, directional signs would be maintained. New signs would be added where monitoring indicates a need to prevent resource damage, safety or visitor confusion. Roads open or closed to motorized and	New or existing traffic control, directional signs would be maintained. No open or closed road signs would be allowed.	Existing traffic control, directional signs would be maintained. New signs would be added where monitoring indicates a need to enhance safety, or prevent resource damage or visitor confusion. Roads open to motorized

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				mechanized travel would be signed.		and mechanized travel would be numbered, signed, and depicted on a Monument travel map available to the public. Closed roads would not be signed unless necessary to prevent resource damage.