

CHAPTER 3.0

DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

3.1 OVERVIEW OF THE ALTERNATIVES

This EIS addresses five alternative strategies, including the proposed action and no-action alternative, for managing natural and cultural resources and public access within the BMGR. Each of these alternative management strategies represents a potential resource management framework that could be implemented as the INRMP for the BMGR. The alternative or combination of alternatives selected in the forthcoming ROD for this EIS will constitute the management framework that will be implemented. Following publication of the ROD in the Federal Register, the selected management strategy and other material will be extracted from the ROD and final EIS and published in a separate document as the INRMP for the BMGR. Thus, the INRMP will implement the resource management strategy selected through the EIS process.

The five alternative management strategies were developed in accordance with NEPA. The management strategy framework for the BMGR will be chosen after a rigorous analysis has identified the environmental impacts of reasonable alternatives for managing the resources of the range in comparative form. The selection of the reasonable management alternatives addressed in this EIS was guided by criteria that included statutory and regulatory guidance and BMGR resource management goals developed during the EIS process. The selection criteria and resource management goals are presented in Section 3.2. The resource management goals were developed in view of applicable statutory and regulatory guidance; the needs of the military mission of the range; public and tribal viewpoints gathered through scoping, workshops, and other avenues of participation; input regarding the management missions and needs of the USFWS, AGFD, and U.S. Border Patrol; and the specific qualities of BMGR natural and cultural resources (see Sections 1.3, 1.8, 2.2, 2.5, 2.6, 2.7, and 3.2). The MLWA of 1999 and the Sikes Act provided the principal statutory guidance for developing the alternative management strategies, but the consistency of each alternative with the ESA and the NHPA was also specifically considered. Each alternative was also developed in view of guidance provided by DoD Instruction 4715.3, Air Force Instruction 32-7064, and Marine Corps Order P5090.2A, which direct natural resources management on military installations in accordance with the Sikes Act and other statutory and regulatory law (see Section 2.4).

Although military mission requirements are generally the priority land use determinants for the BMGR, this does not mean that alternative management strategies only address actions directly supporting the military mission. Management actions that indirectly support the military mission or that are neutral in their effect on the current or future military mission are also important components of the proposed INRMP. For example, those management practices that enhance the biological health of the range or the security of its cultural resources could help to prevent unnecessary conflicts between military operations and resource protection requirements and, as a result, lend support to the continuing use of the BMGR for military purposes. Those public uses that are compatible with the military mission similarly benefit from an underlying ecosystem that is intact, resilient, and functional. The INRMP planning process was specifically designed to assess resource management proposals and alternatives that support military mission and resource protection and conservation requirements.

In accordance with the MLWA of 1999 and Sikes Act, the minimum qualifying requirements for each resource management alternative studied in the development of the proposed INRMP are to:

- support the use of the BMGR to ensure the preparedness of the armed forces
- provide for proper management and protection of its natural and cultural resources (which is to include natural resource conservation and rehabilitation)
- provide for sustainable multipurpose public access and use of the range consistent with the requirements of its military purposes

Alternatives that were inconsistent with these overall requirements were eliminated from detailed study (see 40 CFR §1502.14(a) and 32 CFR §989.8(c)). Four alternative management strategies that are consistent with the requirements of MLWA of 1999 and Sikes Act and other applicable regulatory guidance were developed during the public scoping and workshop phases of the EIS planning process for the proposed INRMP. These four strategies, identified as A through D, were designed to represent the full spectrum of management requirements and issues identified during these early planning phases. Each alternative outlines resource management guidance for each of 17 separate areas of resource management (hereafter referred to as management elements). Following the scoping and workshop phases, a proposed management strategy for the long-term management of natural and cultural resources within the BMGR (which hereafter is referred to as the proposed action and is not identified by a letter) was identified. The proposed action combined various management elements from each of the initial four management strategies to form a fifth, separate, composite management alternative. Although additional composite variations in the management prescriptions defined by the four alternative management strategies could have been developed, the alternatives presented represent the relative range of actions that are both needed for the BMGR and are appropriate to the special statutory guidance that governs resource management on military installations.²⁸ In response to comments received on the draft EIS, the Core Planning Team made minor revisions to the proposed action for the final EIS. The revised proposed action, which is also the preferred action, remains well within the range of alternatives considered in the draft EIS. A summary of Alternative Management Strategies A, B, C, and D follows. These alternatives were the first four developed in the course of the EIS planning process for the INRMP. Detailed descriptions of these alternatives appear in Section 3.4. The proposed action is a composite alternative that lies within the overall parameters of Alternative Management Strategies A, B, C, and D. The proposed action is not summarized in this section, but is described in detail in Section 3.4.

Alternative Management Strategy A represents the no-action alternative, which is required by NEPA and serves as the baseline condition. In this case, the no-action alternative would be to continue the ongoing management practices of the Goldwater Amendment and established Habitat Management Plans rather than to develop new management practices through an INRMP. While some people are satisfied with the management practices established by these plans, the Goldwater Amendment and existing HMPs were also criticized by some interest

²⁸ Although NEPA and its implementing regulations require analyzing the impacts of all reasonable alternatives, this analysis is not possible when there are a very large number of possible reasonable alternatives, as is the case for a proposal such as this one, for which there may exist an infinite number of possible reasonable alternatives. The President's Council on Environmental Quality (CEQ - the agency charged by NEPA with implementing NEPA) has stated "When there are potentially a very large number of alternatives, only a reasonable number of examples, covering the full spectrum of alternatives, must be analyzed and compared in the EIS. See "NEPA's Forty Most Asked Questions" at 1b.

groups and individuals prior to and during scoping for providing minimal protection of and conservation for natural resources. In spite of the criticisms, Alternative Management Strategy A is regarded as reasonable as it represents the no-action alternative and is consistent with Section 3031(b)(3)(E)(viii) of the MLWA of 1999, which supports incorporating existing plans in the proposed INRMP to the extent the Secretaries of the Air Force, Navy, and the Interior determine to be appropriate. The existing plans are also compatible with the military mission of the BMGR, provide measures for resource protection and conservation, and support public use that is both compatible with the military mission and the prescribed resource protection and conservation measures.

Some components of the existing plans would require modification before they could be implemented under the Sikes Act. For example, because the proposed INRMP must be prepared in accordance with the Sikes Act rather than FLPMA—the statutory guidance under which these existing plans were prepared—some special management designations (such as ACECs and the El Camino del Diablo Backcountry Byway) could no longer exist pro forma. The effective elements of those designations, however, could be continued through alternative actions authorized under the Sikes Act. Existing public access and recreation opportunities would be retained under alternative Management Strategy A. Existing wildlife management practices would also continue and there would be no defined shift in emphasis towards ecosystem management methods.

Alternative Management Strategies B, C, and D were developed in conjunction with Strategy A to reflect the spectrum of public opinion received during scoping regarding motorized access, resource protection and conservation, and acceptable approaches to wildlife and ecosystem management. The range of management options represented by these four strategies also provides a basis for performing a comparative assessment of the relative environmental effects that would occur as a result of varying the levels of both public use and selected resource management activities.

In contrast to the other alternatives, Management Strategy B would support the greatest degree of motorized access to the BMGR, including potentially expanding the road network available for public use. Strategy B provisions would still have to remain compatible with the military mission and the maintenance of a functioning natural ecosystem. This alternative would provide for the application of resource protection and conservation measures, but its focus would be on resource-specific monitoring, targeted wildlife management actions (such as continued development and maintenance of wildlife waters), and basic compliance with regulatory requirements. Strategy B also includes a proposal for the construction of two new roads that would create a vehicle bypass route around the northwest corner of the Cabeza Prieta NWR. The purpose of this bypass would be to give U.S. Border Patrol and other law-enforcement personnel a patrol route that is an alternative to operating their vehicles on administrative trails within the Cabeza Prieta Wilderness. Strategy B would allow the existing special management area designations for ACECs, SRMAs, and the backcountry byway to expire in favor of managing these areas in the same manner as other BMGR locations. In contrast, Strategy A would limit public use roads to those currently in existence and would maintain the existing special management area designations.

Alternative Management Strategy D represents the opposite end of the spectrum from Strategies A and B by proposing the most limits on motorized access and public use activities, no Cabeza

Prieta Wilderness bypass roads, conservation of unroaded blocks of land of 3,000 acres or more, and the greatest emphasis on adaptive management methods incorporating feedback from ecosystem monitoring. The development of new permanent wildlife waters would be suspended under this strategy pending the outcome of a detailed review of the beneficial and adverse effects of water developments on the BMGR. Maintenance of existing wildlife waters—which may include repair or redevelopment to the extent needed to maintain or restore the intended function of the water—would continue, subject to the NEPA and other applicable law, pending a decision on the results of this review.

Alternative Management Strategy C strikes a balance between Strategies A and B and Strategy D. Compared to Strategy B, Strategy C would place more limitations on public access and use, principally as a result of either road closures or restrictions on public access to selected roads. The Cabeza Prieta Wilderness bypass roads would be permitted under this strategy. Strategy C would emphasize ecosystem monitoring, adaptive management, and resource protection actions to a greater degree than Strategy B. The development of new permanent wildlife waters would be limited to up to six high-priority waters during the first five years of the INRMP. Concurrently, literature review and studies would be conducted with the intent of providing information to be used in determining the value of developing, maintaining, or removing wildlife water developments. By the first five-year review of the INRMP, a panel of experts would review available data and make recommendations regarding whether sufficient evidence exists to suspend planned water developments, remove existing developments, or add new developments: The Core Planning Team surmised that the limit of six water developments represented by Strategy C would reflect the highest rate at which wildlife water developments would be expected to be implemented over the five-year time frame. This practical limit considers wildlife water development priorities on a state-wide basis and the tasks required to site, evaluate, and construct a wildlife water and does not include wildlife waters that may be developed on either an emergency or planned basis for endangered species recovery. As described for Alternative Management Strategy D, maintenance of existing wildlife waters—which may include repair or redevelopment to the extent needed to maintain or restore the intended function of the water—would continue, subject to the NEPA and other applicable law, pending a decision on the findings of the expert panel review. The conservation of unroaded blocks of land of 3,000 acres or more is also a Strategy C provision.

3.2 RESOURCE MANAGEMENT GOALS AND ALTERNATIVES DEVELOPMENT HISTORY

3.2.1 BMGR Resource Management Planning History

The INRMP for the BMGR is being proposed as a new range-wide management plan under the guidance provided by the MLWA of 1999 and the Sikes Act rather than as an update or supplement to existing management plans. The existing range-wide resource management plan for the BMGR, the Lower Gila South Resource Management Plan (Goldwater Amendment) was prepared by the BLM (U.S. DOI, BLM 1990b) in accordance with the MLWA of 1986 (P.L. 99-606) and FLPMA. The scope of the Goldwater Amendment is of a general nature in that this plan established overall natural and cultural resource management direction for the range and prescribed that a series of component subplans be prepared to determine guidance for specific management issues and locations. Included among the subplan requirements are specifications

for habitat management plans (HMPs) and a transportation plan. An HMP titled “*Lechuguilla-Mohawk Habitat Management Plan and Environmental Assessment*” (U.S. DOI, BLM Yuma Field Office and AGFD 1997) has been finalized and partially implemented for BMGR—West. A draft HMP titled “*Draft Barry M. Goldwater East Habitat Management Plan and Environmental Assessment*” (U.S. DOI, BLM Phoenix Field Office and others 1999) has been developed but not finalized for BMGR—East. Development to date on the transportation plan has included data collection on the BMGR road system but has not included the preparation of a draft plan document.

A provision of the MLWA of 1999 would permit incorporating existing management plans in the INRMP to the extent that such plans are appropriate to the future management of the BMGR [P.L. 106-65 §3031(b)(3)(E)(viii)]. There is precedence for incorporating material from an existing plan in the development of a new resource management plan for the BMGR. The Goldwater Amendment was prepared as a direct modification of the *Luke Air Force Range Natural Resources Management Plan* (U.S. Air Force 1986).²⁹

The Goldwater Amendment and its attendant subplans were evaluated early in the INRMP planning process to determine the extent to which these plans could either serve as a framework for the new INRMP or could contribute to the new plan. This review found that while some components of the Goldwater Amendment and its attendant subplans provide management concepts of potentially continuing merit, these plans overall would not serve adequately as a framework for preparing the next generation of resource management plans for the BMGR. Consequently, the proposed INRMP will be prepared as a new range-wide plan rather than as a modification of or amendment to the previous BMGR management plans. A number of factors led to this conclusion. First, the Goldwater Amendment and its predecessor, the *Luke Air Force Range Natural Resources Management Plan*, were based on military mission, environmental, and management information from the early to mid-1980s, which no longer represents current conditions.

Second, the MLWA of 1999 transferred primary responsibility for land management on the BMGR from the DOI BLM to the Marine Corps, via the Secretary of the Navy, and Air Force. An important change coincident with this transfer in land management jurisdiction is that guiding statutory authority for the resource management plan shifts from FLPMA to the Sikes Act.³⁰ FLPMA directs that resources be managed to support a balanced mix of various land uses. In contrast, the Sikes Act and DoD policies and regulations for its implementation establish that land management must support the military mission of the installation over all other elective uses. Some regulatory uses (such as endangered species protection) may take precedence over all other uses including some military activities, but military needs are not to be curtailed until all other options, including suspending other uses such as public access, have been explored. The Sikes Act directs that the management program must provide for the conservation and

²⁹ The BMGR was known as Luke Air Force Range before being renamed as the Barry M. Goldwater Air Force Range (now shortened to Barry M. Goldwater Range) by Congress, through the MLWA of 1986, in honor of then retiring Arizona Senator Barry Goldwater for his long service to the Nation as a member of the U.S. Senate and U.S. Air Force.

³⁰ P.L. 99-606 §3(a)(1) provided that the BMGR would be managed by the Secretary of the Interior “pursuant to the Federal Land Management Policy Act of 1976 (43 U.S.C. 1701 et seq.).” P.L. 106-65 §3031(b)(1)(a) and (b)(3)(D) provide that the range will be managed by the Secretaries of the Navy and the Air Force in accordance with an INRMP prepared and implemented in accordance with the Sikes Act.

rehabilitation of natural resources, sustainable multipurpose public use of those resources, and public access that is consistent with safety and military security requirements [16 U.S.C. 670(a)(3)]. No relative priorities among resource conservation and rehabilitation, multi-purpose public use, and public access are assigned by the Act except that the use must be sustainable and consistent with the needs of fish and wildlife resources. DoD Instruction 4715.3 provides that management under the Sikes Act should emphasize ecosystem rather than single species management principals and that public use must be compatible with ecosystem sustainability. The only way to ensure that the actions prescribed by the proposed INRMP for the BMGR would (1) meet these Sikes Act and DoD guidelines, (2) support current and projected military missions, and (3) reflect up-to-date environmental conditions, was to begin management planning for each resource element anew. The Goldwater Amendment and its subplans were to be relied on as sources of management information and concepts, but not as a framework upon which a new management program could be directly built.

Third, input from the public during the development of the LEIS for the renewal of the BMGR land withdrawal and scoping for this EIS for the proposed INRMP repeatedly urged that a new range-wide management plan be prepared for the range. These comments generally reflect opinions that the Goldwater Amendment is based on old information and concepts that do not reflect the future management requirements for the BMGR.

Although the proposed INRMP would not be an update of the Goldwater Amendment, information and concepts from that earlier plan were not discarded wholesale in the NEPA process for the development of the plan. For example, three ACECs, two SRMAs, one HMA, and a backcountry byway were designated through the Goldwater Amendment. These designations collectively applied special conservation management measures to 425,620 acres of the BMGR. This EIS includes an alternative to allow these designations to expire but also includes proposals to retain or expand these special management areas. Additionally, the road network transportation planning initiated under the Goldwater Amendment has been completed through this EIS and INRMP planning process through completion of a road inventory for the BMGR and development of a full scope of road network management alternatives that are each paired with appropriate natural resource protection measures. The road inventory, which was reviewed by the public, is substantially complete and adequately represents the existing road system on the BMGR. In accordance with the management prescriptions of the Goldwater Amendment, the inventory excluded washes that are not part of existing or designated roads. Some seldom-used, minor road segments also may not have been captured in the inventory. The inventory is wholly adequate, however, for designating an authorized road system for the BMGR through the consideration of a range of road system alternatives in this EIS. As indicated in Section 1.6, cultural resource protection measures are supported through this EIS and the proposed INRMP through the adoption of the cultural resource management goals that were developed for the ICRMP for the BMGR.

3.2.2 Management Goals and Alternatives Development

Interrelated multi-step processes were used in the development and selection of both resource management goals for the BMGR and the management alternatives carried forward for detailed consideration in this EIS. Resource management goals were developed on both policy and resource-specific basis. The steps in the goals development process included:

- Early creation of the Core Planning Team—composed of representatives from the Marine Corps, Air Force, BLM, USFWS, and AGFD (the agency partners cooperating in the development of both the EIS and proposed INRMP)—to promote interagency coordination and collaboration in the preparation of the INRMP beginning with the development of resource management goals and alternatives. Technical support was provided to the Core Planning Team by URS Corporation and TNC. URS is an environmental planning firm contracted by the Air Force and Marine Corps to support and facilitate development of the EIS for the proposed INRMP. TNC, a non-governmental organization with expertise in biodiversity conservation and natural resource planning, was contracted by the Air Force through a cooperative agreement to identify natural community and species conservation elements and a biodiversity management framework for the BMGR for use in the development of the proposed INRMP.
- Collaborative development by the Core Planning Team of five preliminary goals that establish overarching management policy upon which resource-specific management goals could be developed. The preliminary policy goals were based on statutory guidance provided by the MLWA of 1999 and Sikes Act and regulatory guidance provided by DoD Instruction 4715.3, Air Force Instruction 32-7064, and Marine Corps Order P5090.2A.
- Collaborative development of preliminary resource-specific goals by the Core Planning Team for the management and use of resources. The resource-specific goals were based on the policy goals, applicable statutory and DoD regulatory guidance, the missions of the Core Planning Team agencies, and a review of prior goals/objectives established for the BMGR through former management plans. The former management plans considered include the 1986 Luke Air Force Range Natural Resources Management Plan prepared by the University of Arizona for the U.S. Air Force and the 1990 Lower Gila South Resource Management Plan (Goldwater Amendment) prepared by the BLM. This last step is consistent with Section 3031(b)(3)(E)(viii) of the MLWA of 1999, which supports incorporating portions of existing plans in the proposed INRMP as appropriate. The resource-specific goals were organized into 11 individual management categories.
- Public review and comment on the scope and content of the policy and resource-specific management goals during both the August 2000 scoping period for the EIS and proposed INRMP and the public workshops. Two workshops were held to facilitate development of the goals and alternatives for the EIS and proposed INRMP. Goals were addressed during the first workshop and alternatives were addressed during both workshops.

The policy and resource-specific management goals were reviewed and revised by the Core Planning Team following the receipt of public input during the August scoping process and again following the November public workshop. Both the policy and resource-specific management goals have range-wide application. The five overarching policy goals are non-resource specific and are in support of and consistent with the military mission, protection and conservation of natural and cultural resources, and public access to the BMGR. In no implied order of importance, the five management policy goals include:

1. Maintain and enhance the natural resources to ensure that these resources are sustained in a healthy condition for compatible uses (for example, low-impact recreation) by future generations, while supporting the existing and future military purposes of the BMGR.

2. Manage cultural resources in accordance with the BMGR Integrated Cultural Resources Management Plan.
3. Provide for public access to BMGR resources for sustainable multipurpose use, consistent with the military purposes of the range (including security and safety requirements) and ecosystem sustainability.
4. Apply ecosystem management principles through a goal- and objective-driven approach that recognizes social and economic values; is adaptable to complex, changing requirements; and is realized through effective partnerships among private, local, state, tribal, and federal interests.
5. Meet or exceed the statutory requirements of the MLWA of 1999, Sikes Act, and other applicable resource management regulatory requirements.

The resource-specific goals address earth, water, vegetation, wildlife, and visual resources; transportation; recreation; Native American access; non-military and perimeter land use; and special natural/interest areas. The resource-specific based goals are presented in Table 3-1 in no implied order of importance.

The alternative management strategies were developed in a manner similar to that used to develop the management goals. The Core Planning Team began preliminary development of the alternatives prior to the public scoping period in August 2000. The preliminary draft of the alternative strategies was expanded and revised by the Core Team based on public input received during scoping. As already noted, revised draft management goals and the first public draft of the alternative management strategies were presented at the first public workshop in November 2000 (see Section 1.8 for a full review of the public involvement process). The second public workshop in January 2001 focused principally on advancing the process of developing management alternatives. Public comments from the workshops and resolution of the final policy and resource-specific management goals following the workshops helped to sharpen the focus on the continuing process to develop the alternative management strategies. The goals establish policy and direction for the management of resources within the BMGR. Thus the alternative management strategies scheduled for detailed study in this EIS had to prescribe actions for achieving those goals.

In addition to providing frameworks for achieving the management goals, each alternative management strategy had to be consistent with the requirements of the MLWA of 1999 and Sikes Act in order to be considered as a reasonable alternative for detailed study in this EIS. Thus, in accordance with 40 CFR §1502.14(a), each candidate alternative management strategy was assessed relative to selection criteria to ensure that it would:

- support the use of the BMGR to ensure the preparedness of the armed forces
- provide for proper management and protection of its natural and cultural resources (which is to include natural resource conservation and rehabilitation)
- provide for sustainable multipurpose public access and use of the range consistent with the requirements of its military purposes

TABLE 3-1 RESOURCE-SPECIFIC MANAGEMENT GOALS	
Resource Management Category	Management Goal(s)
Earth Resources	<ul style="list-style-type: none"> • Implement best management practices to control and prevent excessive soil erosion, implement soil conservation measures, and restore or rehabilitate degraded landscapes wherever practicable, subject to budgetary constraints.
Water Resources	<ul style="list-style-type: none"> • Manage water resources to protect, maintain, and improve water quality; to conserve water to prevent lowering of the water table levels; and to ensure compliance with regulatory requirements while maintaining unrestricted access for military purposes.
Vegetation Resources	<ul style="list-style-type: none"> • Protect and conserve plant communities and species diversity. • Identify, protect, conserve, manage, and comply with regulatory requirements for threatened and endangered plant species or otherwise important or sensitive plant species. • Inventory the range for occurrence and distribution of exotic plant species and implement management measures for their removal or control. • Restore or rehabilitate altered or degraded plant communities wherever practicable, subject to budgetary constraints. • Incorporate the principles of ecosystem management and promote biodiversity.
Wildlife Resources	<ul style="list-style-type: none"> • Protect and conserve wildlife habitat, species diversity, and viable populations. • Identify, protect, conserve, manage, and comply with regulatory requirements for federally threatened and endangered wildlife species or otherwise significant or sensitive species. • Restore or rehabilitate human-altered or degraded wildlife habitats wherever practicable, subject to budgetary constraints. • Incorporate the principles of ecosystem management and promote biodiversity. • Control trespass livestock.
Visual Resources	<ul style="list-style-type: none"> • Protect or enhance the integrity and diversity of visual resources (including scenic qualities of the landscape) on the BMGR.
Transportation	<ul style="list-style-type: none"> • Develop a BMGR transportation plan that addresses continued land-based access to the BMGR for military training and testing; provides access for wildlife research and wildlife habitat management, land management, and law enforcement by federal and state agencies; and provides access for wildlife-oriented recreation and sustainable multipurpose use by the public. • Establish policies and provide procedures that ensure that the use of vehicles on the BMGR will be controlled and directed so as to protect resources, promote safety, and minimize conflicts among the various uses of the BMGR.
Recreation	<ul style="list-style-type: none"> • Provide for public access and use of natural resources/BMGR lands for sustainable multi-purposes when such activities are compatible with mission activities and other considerations such as security, safety, and resource sensitivity. • Assess the continuing applicability of SRMA designations in consideration of their incompatibility with military operations. • Manage all activities in accordance with the ICRMP for the BMGR.
Native American Access	<ul style="list-style-type: none"> • Provide for Native American access to Traditional Cultural Places and sacred sites, consistent with the military mission and natural resource management goals.
Non-Military Land Use	<ul style="list-style-type: none"> • Develop a program for addressing rights-of-way on the BMGR. • Participate in local initiatives to advance ecoregional planning and biodiversity goals.
Perimeter Land Use	<ul style="list-style-type: none"> • Cooperate with land managers of adjoining property for conservation, public relations, and compliance benefits. • Develop strategies, in coordination with ranchers when feasible, to reduce trespass livestock occurrences.
Special Natural/Interest Areas	<ul style="list-style-type: none"> • Recognize and review existing special resource management areas, such as ACECs and the backcountry byway, and assess the continuing applicability of special management provisions for the protection of these areas.

The selection criteria are presented in Table 3-2. Alternatives that were inconsistent with these criteria were eliminated from detailed study (see Section 3.5). While the management alternatives carried forward for detailed consideration in this EIS would likely result in different levels of success at meeting the terms of the various selection criteria, each of these alternatives provides sufficient promise of success under each criterion to warrant full study.

3.2.3 Revision of the Proposed Action Following Consideration of Comments Received on the Draft EIS

The draft EIS addressed five alternative management strategies—including the proposed action, no-action alternative, and three action alternatives—for managing natural and cultural resources and public access within the BMGR. The proposed action was identified as the preferred alternative in the draft EIS. Each of the alternative management strategies addressed in the draft EIS incorporated 17 management elements. One of these elements—motorized access and unroaded area management—included a proposed alternative road system for the BMGR for each of the five draft EIS alternatives. The road system alternatives vary in terms of both the extent of the existing road network that each would retain and whether new roads would be proposed.

A considerable proportion of the public comments received on the draft EIS was focused on the motorized access and unroaded area management alternatives and the implications of each of these alternatives for public access; resource management effectiveness; and resource conservation, rehabilitation, and protection. A number of commenters identified certain existing road segments that they believed should neither be closed nor restricted to government use only, as specified in the proposed action and preferred alternative presented in the draft EIS. In particular, these commenters identified existing road segments that they believed should be available for public use to provide appropriate (1) traffic circulation, (2) access to areas where these commenters prefer to camp away from main travel routes, (3) access to certain remote locations, and (4) support for resource management activities.

After considering all of the comments received on these issues, the Core Planning Team was persuaded that the proposed action presented in the draft EIS would not provide adequate public access in certain specific locations. The Core Planning Team found that some of the road segments identified in the comments could be either retained within the BMGR road system or not restricted to government use without compromising either the resource management goals established for the proposed INRMP or government missions. In addition, government review of the draft EIS and certain military mission requirements also identified selected road segments that should be retained to support foreseeable activities. Finally, consideration of other comments on the draft EIS and the mission requirements review identified certain road segments that were proposed to be retained under the proposed action presented in the draft EIS, but that the Core Planning Team now finds could be closed without adversely impacting either government requirements or opportunities for public access.

As a result of these considerations, the Core Planning Team revised the motorized access and unroaded area management element of the proposed action in this final EIS to retain 2.7 percent more total miles of existing roads in the designated BMGR road system than would have been retained with the proposed action presented in the draft EIS. The revised proposed action

**TABLE 3-2
ALTERNATIVES SELECTION CRITERIA**

Alternatives Selection Criteria	Referenced Authority/Guidance							
	MLWA of 1999	Sikes Act	Endangered Species Act	Section 110 of NHPA	DoD Instruction	AFI 32-7064	Marine Corps Order	INRMP Goals
1.0 Military mission and safety—each alternative must:								
1.1 Result in no net loss in the capability of the BMGR to support the military purposes for which it was established	✓	✓			✓	✓	✓	✓
1.2 Maintain the flexibility of the range to support future military missions that may not be currently defined	✓	✓			✓	✓	✓	✓
1.3 Protect the safety of the public and military personnel	✓	✓			✓	✓	✓	✓
1.4 Maintain, improve, or restore environmental conditions that will support the military purposes of the range as well as prevent, minimize, or mitigate conflicts between military activities and environmental regulatory requirements	✓	✓			✓	✓	✓	✓
1.5 Prevent non-military land use, including public access, that would interfere with the military purposes of the range	✓	✓			✓	✓	✓	✓
1.6 Avoid discretionary natural or cultural resource management activities that would interfere with the military purposes of the range	✓	✓			✓	✓	✓	✓
2.0 Natural and cultural resources protection, conservation, and rehabilitation—each alternative must:								
2.1 Support ecosystem management and biodiversity conservation	✓	✓			✓	✓	✓	✓
2.2 Support the recovery of endangered species and the protection of other special status species	✓	✓	✓		✓	✓	✓	✓
2.3 Promote habitat and species conservation, rehabilitation, and, where appropriate, enhancement	✓	✓	✓		✓	✓	✓	✓
2.4 Control and prevent the spread of invasive species	✓	✓	✓		✓	✓	✓	✓
2.5 Control and prevent soil erosion and promote rehabilitation of degraded soils	✓	✓			✓	✓	✓	✓
2.6 Protect and enhance visual resources	✓	✓			✓	✓	✓	✓
2.7 Recognize existing special resource management areas and consider measures for the future protection and conservation of their resources	✓	✓			✓	✓	✓	✓
2.8 Support or enhance stewardship of cultural resources	✓	✓		✓	✓	✓	✓	✓
3.0 Sustainable public use—each alternative must:								
3.1 Provide for sustainable multipurpose public use of the BMGR to the extent consistent with its military purposes	✓	✓			✓	✓	✓	✓
3.2 Provide for sustainable multipurpose public use of the BMGR to the extent that the use is consistent with the needs of wildlife resources		✓						✓
3.3 Make the BMGR available to public use when access is compatible with ecosystem sustainability and consistent with public safety					✓	✓	✓	✓

remains consistent with the provisions of the MLWA of 1999 and Sikes Act and the management goals established for the proposed INRMP. A detailed description of the revised proposed action, and an explanation of how the revised proposed action differs from the proposed action presented in the draft EIS, are provided in Section 3.4.4.2. Consideration of the comments on the draft EIS did not result in revisions to any of the other 16 management elements of the proposed action. The proposed action for these 16 management elements provided in this final EIS is unchanged from those elements identified for the proposed action in the draft EIS.

3.3 MANAGEMENT REQUIREMENTS APPLICABLE TO ALL ALTERNATIVES

During the preparation of this EIS, certain resource management actions were identified that would be required regardless of the alternative management strategies ultimately selected as the basis for the proposed INRMP. Some of the actions identified include those that are mandated by statutory, regulatory, or administrative law. For example, all management activities must comply with the applicable provisions of federal statutes such as the Endangered Species Act and NEPA or Arizona statutory requirements such as state hunting regulations and the Native Plant Law regardless of the alternative selected and implemented through the proposed INRMP. Enforcement of these and other applicable laws will occur regardless of the alternative management strategies selected.

Other actions that would be required regardless of the selected management alternative include those that are required to postpone the advent of certain activities until appropriate management policies addressing these activities can be determined in the future. For example, commercial tour operations are not known to have occurred on the BMGR and there had been no requests to authorize such activities. In the absence of any previous or ongoing requirements to regulate commercial tour activity, no policies or parameters to manage such activities have been included in the alternative management strategies for the proposed INRMP. Consequently, commercial tour operations will be prohibited within the BMGR, regardless of the alternative management strategy ultimately selected through the INRMP, until such time that a need to permit such operations is identified and appropriate regulations for managing them are developed.

The following actions were identified that would be required regardless of the alternative management strategies selected and implemented through the INRMP:

1. Comply with federal statutory requirements (such as the ESA, Clean Air Act, NHPA, Archeological Resources Protection Act [ARPA], etc.), DoD policy and guidance, NEPA, MLWA of 1999, and the Sikes Act, as well as state and local statutory requirements (such as the Native Plant Law, air and water quality standards, hunting regulations, and requiring all campsites to be more than one-quarter-mile away from water sources).
2. Enforce federal, state, and local environmental protection laws and the resource protection provisions of the INRMP.
3. Adhere to the policy and range-wide resource management goals established for the INRMP.

4. Be consistent with the provisions of MOUs, letters of agreement, conservation agreements, biological opinions, or other types of agreements or decisions developed for management or regulatory compliance purposes.
5. Incorporate the principles of ecosystem management.
6. Require that public access and use of natural resources be compatible with mission activities and other considerations such as security, safety, and resource conservation and protection goals.
7. Incorporate cultural resource protection strategies that reflect the DoD's mandate to preserve cultural resources and to include consideration of those resources in its decision-making process.
8. Comply with direction provided in the revised 36 CFR Part 800 and DoD policy, which requires agencies to initiate consultation with the State Historic Preservation Officer (SHPO), tribes, and others pursuant to Section 106 of the NHPA early in the planning process, when the widest range of prudent and feasible alternatives is available and issues identified through consultation may be resolved most easily.
9. Be consistent with the ICRMP for the BMGR.
10. Prohibit commercial tour operations on the BMGR unless a range policy is developed to permit and regulate or restrict this use.
11. In accordance with Section 3031(b)(3)(E)(vi)(I) of the MLWA of 1999, develop an MOU with agencies and tribal governments responsible for lands adjacent to the BMGR to establish courses of action to be taken by the Secretaries of the Navy and Air Force to prevent, suppress, and manage brush and range fires occurring outside the boundaries of the range resulting from military activities.

Finally, the proposed INRMP alternatives were all developed to support the Sonoran Pronghorn Recovery Team, Recovery Plan, and Recovery Actions, which serve as the cornerstone for all Sonoran pronghorn recovery efforts. The Core Planning Team noted that management of the Sonoran pronghorn over recent years has required a series of rapidly evolving and adaptive actions by the Sonoran Pronghorn Recovery Team. Various responsive strategies have been developed to enhance the chances that this species will continue to survive and recover. The status and actions that may be deemed necessary for the survival and recovery of the Sonoran pronghorn remain fluid. Thus, rather than creating and analyzing an additional detailed layer of management for the Sonoran pronghorn, the Core Planning Team designed the proposed action and alternative management strategies to provide a protective and supportive framework within which the dynamic management requirements of endangered/threatened species recovery could proceed with a minimum of encumbrances over the next 19 years.

3.4 PROPOSED ACTION AND ALTERNATIVES

3.4.1 Alternative Management Strategies Matrix

Alternative Management Strategies A, B, C, and D were developed through a collaborative effort by the Core Planning Team and included in-depth reviews of preliminary drafts of the strategies by participants at the two public workshops. These strategies were summarized in Section 3.1. Fully detailed descriptions of the four alternative management strategies are presented in Table

3-3 to provide a side-by-side comparison of the 17 separate resource management elements of each strategy. Briefly, Alternative Management Strategy A, the no-action alternative, represents the existing management prescriptions of the Goldwater Amendment and its attendant subplans. Alternative Management Strategy B is generally similar to Strategy A with the key exceptions that provisions under Strategy B include the potential to expand public motorized access and recreation use opportunities and to construct two new bypass roads around the northwest corner of the Cabeza Prieta NWR. Among other provisions, the key distinctions of Strategies C and D, in contrast to Strategies A and B, are progressively greater limitations on motorized vehicle access and public use opportunities and a progressively increased emphasis on the use of ecosystem management principles through the application of ecosystem monitoring and adaptive management. The Cabeza Prieta NWR bypass road would be supported under Strategy C but not under Strategy D. Strategies C and D would both direct the conservation of blocks of unroaded land within the BMGR that are 3,000 acres or more in area to the extent that such conservation is compatible with the military mission or other agency requirements.

Each of the alternative management strategies was derived from the policy and resource-specific goals developed for the proposed INRMP. The relationships between these goals and the 17 resource management elements represented in the alternative management strategies are represented in Table 3-4. The management strategies implemented through the proposed INRMP will become management objectives for achieving those goals.

3.4.2 Proposed Action

Alternative Management Strategies A, B, C, and D, as shown in Table 3-3, represent the full range of alternatives considered in detail in this EIS for the proposed INRMP. The proposed action, which is also the preferred alternative, for the long-term management of natural and cultural resources within the BMGR combines various elements from the 17 resource management elements of each of the four strategies to form a separate composite management alternative. This fifth alternative is shown in Table 3-3 by gray highlighting that signifies the resource management strategy selected for the proposed action for each resource management element. All 17 of the resource management elements included in the strategy matrix are represented in the proposed action. Although the proposed action is defined by resource management elements selected from among those representing the other four alternatives, the proposed action represents a management composite that is unique from that of any of the other four alternatives. There are many other possible aggregate combinations of management strategies that could be examined as alternatives. The proposed action and the four alternative management strategies, however, reasonably represent the relative range of BMGR resource management possibilities that are consistent with the MLWA of 1999, Sikes Act, other applicable laws, public scoping input, and the multiple agency missions that must be performed on the range.

The proposed action strategy would be applied range-wide in 14 out of the 17 management elements represented in the strategy matrix (Table 3-5). For the other three management elements, the selected proposed action strategy differs on a management unit basis. These three management elements are:

- Recreation services and use supervision

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

RESOURCE MONITORING ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
1. Resource Inventory and Monitoring	<ul style="list-style-type: none"> Implement and continue monitoring programs established under the Lechuguilla Mohawk HMP or planned under the Draft Barry M. Goldwater East HMP for water hole dependability, wildlife population censuses, bat gate effectiveness, presence of rare and threatened/endangered plant/animal species, and ground and habitat disturbance Implement cultural resource monitoring program as identified in the ICRMP Establish wildlife inventories and monitoring for game and non-game species 	<p>Same as Strategy A, plus:</p> <ul style="list-style-type: none"> Develop and implement systems to monitor the effectiveness of compliance actions 	<p>Same as Strategy B, plus:</p> <ul style="list-style-type: none"> Develop and implement a limits of acceptable change system to monitor key indicators of environmental effects of ongoing military and civilian use of the BMGR Use the findings of monitoring to develop adaptive management responses to emerging resource conservation and protection problems Expand the monitoring system to detect trends within the BMGR ecosystem that would indicate overall biodiversity and health Establish and conduct vegetation and wildlife surveys and monitoring for selected species and natural communities and update maps and databases as appropriate 	<p>Same as Strategy C, plus:</p> <ul style="list-style-type: none"> Specifically monitor ecological recovery and trends in locations where uses have been limited relative to locations where such activities continue Develop the ecosystem monitoring system for the BMGR within the context of monitoring and management activities elsewhere within the greater Sonoran Desert Ecoregion
SPECIAL NATURAL/INTEREST AREAS ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
2. Special Natural/Interest Areas	<ul style="list-style-type: none"> Retain Mohawk Mountains and Sand Dunes, Tinajas Altas, and Gran Desierto Dunes ACECs; Yuma Desert and Sand Dunes HMA, Crater Range SRMA and the remaining portions of the Sentinel Plain SRMA; and El Camino del Diablo Backcountry Byway as special natural interest areas Retain applicable special management provisions 	<ul style="list-style-type: none"> Allow existing special resource management areas (ACECs, SRMAs, and Backcountry Byway) to expire on 6 November 2001 Redesignate flat-tailed horned lizard HMA as a special natural/interest area and retain existing management provisions Manage former ACECs, SRMAs, and Backcountry Byway without special provisions 	<ul style="list-style-type: none"> Redesignate ACECs as special natural/interest areas, but allow the SRMAs and Backcountry Byway to expire Allow for development of special management provisions as needed for resource protection Redesignate flat-tailed horned lizard HMA as a special natural/interest area and retain existing management provisions Evaluate the potential for altering existing or establishing additional special natural/interest areas based at least in part on the natural communities and plant and wildlife species that are identified as conservation elements for the BMGR or to better manage special geologic, scenic, cultural or other resource areas 	<ul style="list-style-type: none"> Redesignate ACECs, SRMAs, and the Backcountry Byway as special natural/interest areas Allow for development of special management provisions as needed for resource protection Redesignate flat-tailed horned lizard HMA as a special natural/interest area and retain existing management provisions Evaluate the potential for altering existing or establishing additional special natural/interest areas based at least in part on the natural communities and plant and wildlife species that are identified as conservation elements for the BMGR or to better manage special geologic, scenic, cultural or other resource areas

 = Proposed Action

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

MOTORIZED ACCESS AND VISITOR CAMPING ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Elements	Strategy A	Strategy B	Strategy C	Strategy D
3. Motorized Access and Unroaded Area Management	<ul style="list-style-type: none"> Retain entire existing road network (see Figures 3-1 and 3-2) Minimize new road construction by coordinating access needs and avoiding conflicts and replication in road use Develop a transportation plan to facilitate effective management of an appropriate road system with a provision to close roads not meeting land management, public, or military needs 	<ul style="list-style-type: none"> Retain entire existing road network (see Figures 3-1 and 3-2) Close selected roads to public access where an agency mission or resource protection issues conflict with public use Retain existing level of motorized public access unless a compliance issue arises Allow future motorized public access to currently restricted locations if changes in military activities eliminate safety or security restrictions in those locations Evaluate the foreseeable need for and generalized effect of developing additional roads for motorized public or agency use in general terms; proposals for construction of such roads would be reviewed in detail in accordance with NEPA and other regulatory requirements on a case-by-case and site-specific basis Implement site specific planning for two bypass roads that would reroute vehicle traffic around rather than through the northwest corner of the Cabeza Prieta NWR 	<ul style="list-style-type: none"> Retain the majority of existing motorized access unless a compliance or resource conservation issue arises (see Figures 3-1 and 3-2) Close selected roads to public access where an agency mission or resource protection issues conflict with public use Restrict access on redundant roads in localized areas Allow future motorized public access to currently restricted locations if changes in military activities eliminate safety or security restrictions in those locations Evaluate the foreseeable need for and generalized effect of developing additional roads for agency purposes in general terms; proposals for construction of such roads would be reviewed in detail in accordance with NEPA and other regulatory requirements on a case-by-case and site-specific basis Implement site specific planning for two bypass roads that would reroute vehicle traffic around rather than through the northwest corner of the Cabeza Prieta NWR Evaluate allowing public use of new roads developed for general agency purposes Conserve existing unroaded areas of 3,000 acres or more to the extent they are compatible with military or agency missions 	<ul style="list-style-type: none"> Limit motorized public access to those roads that are also necessary for military mission or other specific agency requirements (see Figures 3-1 and 3-2) Close selected roads to public access where an agency mission or resource protection issues conflict with public use Close roads not meeting military or agency needs Allow future motorized public access to currently restricted locations if changes in military activities eliminate safety or security restrictions in those locations Evaluate the foreseeable need for and generalized effect of developing additional roads for agency purposes in general terms; proposals for construction of such roads would be reviewed in detail in accordance with NEPA and other regulatory requirements on a case-by-case and site-specific basis Prohibit development of new public use roads Implement increased public education and enforcement measures, including public education on the natural and cultural resource values of unroaded areas Maintain existing blocks of unroaded areas of 3,000 acres or more to the extent they are compatible with military or agency requirements Restore closed roads where feasible and prudent to remediate a degraded ecological process or enhance wildlife usage
4. Camping and Visitor Stay Limits	<ul style="list-style-type: none"> Allow dispersed self-contained (i.e., non-vehicle-based, such as backpacking) camping in all areas open to the public Allow vehicle-based camping within 50 feet of existing roads designated as open to public use Limit vehicle-based camping stays to 14 consecutive days within a 28-day period 	<ul style="list-style-type: none"> Allow dispersed self-contained camping in all areas open to the public Allow vehicle-based camping within 100 feet of existing roads designated as open to public use Limit vehicle-based camping stays to 14 consecutive days within a 28-day period except by special use permit Define and prescribe reasonable rules for the disposal of human sewage and solid waste in accordance with applicable federal, state, and local regulations 	<ul style="list-style-type: none"> Allow dispersed self-contained camping in all areas open to the public Allow vehicle-based camping within 50 feet of most existing roads designated as open to public use; restrict camping along certain road segments for resource protection purposes Assess benefits and effects of establishing designated camping areas and implement a decision based on the findings Limit vehicle-based camping stays to 14 consecutive days within a 28-day period except by special use permit Require all campsites to be more than 1/4-mile away from designated natural and cultural resources that are sensitive to impacts arising from human-induced disturbances Define and prescribe reasonable rules for the disposal of human sewage and solid waste in accordance with applicable federal, state, and local regulations 	<ul style="list-style-type: none"> Allow dispersed self-contained camping in all areas open to the public Allow vehicle-based camping within 50 feet of most existing roads designated as open to public use; restrict camping along certain road segments for resource protection purposes Assess benefits and effects of establishing designated camping areas and implement a decision based on the findings Limit vehicle-based camping stays to 7 consecutive days within a 28-day period except by special use permit Require all campsites to be more than 1/4-mile away from designated natural and cultural resources that are sensitive to impacts arising from human-induced disturbances Define and prescribe reasonable rules for the disposal of human sewage and solid waste in accordance with applicable federal, state, and local regulations

= Proposed Action

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

PUBLIC USE ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Elements	Strategy A	Strategy B	Strategy C (Unit 2)	Strategy D (Units 1, 3, 4, 5, 6, 7)
5. Recreation Services and Use Supervision	<ul style="list-style-type: none"> Prohibit public off-road vehicle travel Prohibit on- and off-road racing Allow motorized public travel in dry streambeds and wash bottoms in accordance with the Draft Barry M. Goldwater East HMP Require a special use permit for a single party with 50 or more vehicles Require compliance with general vehicle operating rules, which include requiring all vehicles and operators to be licensed for highway driving under Arizona laws and regulations and prohibiting the operation of vehicles in a manner that is reckless, careless, negligent, or likely to cause damage to natural or cultural resources Retain existing permit system Issue special recreation use permits, as appropriate Provide the public with up-to-date visitor use maps and rules and regulations Establish an environmental education program Enforce all public access permit requirements and regulations Develop an action plan for interagency law enforcement Develop a BMGR sign plan, implement a signing program based on identified sign needs Implement appropriate public safety protection measures 	<ul style="list-style-type: none"> Evaluate the need for and effects of allowing public off-road vehicle travel in designated areas Prohibit on- and off-road racing Allow motorized public travel in designated washes, when dry Require a special use permit for a single party with 30 or more vehicles Require compliance with general vehicle operating rules, which include requiring all vehicles and operators to be licensed for highway driving under Arizona laws and regulations and prohibiting the operation of vehicles in a manner that is reckless, careless, negligent, or likely to cause damage to natural or cultural resources Retain a permit system, but implement measures to make the permits easier to obtain Issue special recreation use permits, as appropriate Retain existing public education and recreation use information programs which includes BMGR ecology and natural and cultural resource protection information programs Retain a minimum of two full-time law enforcement positions dedicated to the BMGR Retain existing levels of resource protection law enforcement unless a compliance issue arises Retain existing interpretation and signs unless there is a public safety issue Retain existing gates and fences unless additional gates and fencing are needed for safety or compliance reasons Evaluate the feasibility of allowing public entry to mines where such use is compatible with safety and resource protection requirements; if feasible, implement a program for such use under special use permit provisions 	<ul style="list-style-type: none"> Prohibit public off-road vehicle travel Prohibit on- and off-road racing Restrict motorized public travel in all washes, except where the wash is a designated part of the road system open to the public and is dry Require a special use permit for a single party with 20 or more vehicles Require compliance with general vehicle operating rules, which include requiring all vehicles and operators to be licensed for highway driving under Arizona laws and regulations and prohibiting the operation of vehicles in a manner that is reckless, careless, negligent, or likely to cause damage to natural or cultural resources Retain a permit system and expand efforts to educate users about natural and cultural resource sensitivities Issue special access/use permits, as appropriate Implement increased public education and recreation use information programs, particularly to inform the public about road restrictions and resource sensitivities Retain a minimum of four full-time law enforcement positions dedicated to the BMGR Develop and implement limits-of-acceptable change monitoring to guide recreation use management and protect natural and cultural resources Assess requirements for signs or other measures to indicate road restrictions; implement management actions based on findings Assess the need for and effects of additional gates and fencing to control entry and use; erect as needed Develop and maintain recreation use records and statistics Prohibit use of metal detectors Prohibit entry to mines 	<ul style="list-style-type: none"> Prohibit public off-road vehicle travel Prohibit on- and off-road racing Restrict motorized public travel in all washes, except where the wash is a designated part of the road system open to the public and is dry Require a special use permit for a single party with 10 or more vehicles Require compliance with general vehicle operating rules, which include requiring all vehicles and operators to be licensed for highway driving under Arizona laws and regulations and prohibiting the operation of vehicles in a manner that is reckless, careless, negligent, or likely to cause damage to natural or cultural resources Retain a permit system and expand efforts to educate users about natural and cultural resource sensitivities Issue special access/use permits, as appropriate Implement increased public education and recreation use information programs, particularly to inform the public about road restrictions and resource sensitivities Retain a minimum of six full-time law enforcement positions dedicated to the BMGR Develop and implement limits-of-acceptable change monitoring to guide recreation use management and protect natural and cultural resources Assess requirements for signs or other measures to indicate road restrictions; implement management actions based on findings Assess the need for and effects of additional gates and fencing to control entry and use; erect as needed Develop and maintain recreation use records and statistics Prohibit use of metal detectors Prohibit entry to mines
			(Units 2, 3)	(Units 1, 4, 5, 6, 7)
6. Rockhounding (Surface Removal Only)	<ul style="list-style-type: none"> Surface rock removal limited to 25 pounds plus one piece per day and 250 pounds per year 	<ul style="list-style-type: none"> Limit rock removal to no more than 25 pounds per day and 250 pounds per year Allow surface rockhounding (i.e., no subsurface excavation) for personal (i.e., non-commercial) purposes to occur in any location open to the public as long as no compliance issue arises 	<ul style="list-style-type: none"> Limit rock removal to no more than 25 pounds per day and 250 pounds per year Restrict surface rockhounding for personal (i.e., non-commercial) purposes from special natural/interest and other designated natural and cultural resource areas that are sensitive to impacts arising from human-induced disturbances 	<ul style="list-style-type: none"> Prohibit rockhounding

= Proposed Action

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

PUBLIC USE ALTERNATIVE MANAGEMENT STRATEGIES (Continued)				
Resource Management Elements	Strategy A	Strategy B	Strategy C (Units 2, 3, 4, 5, 6, 7)	Strategy D (Unit 1)
7. Wood Cutting, Gathering, and Firewood Use, and Collection of Native Plants	<ul style="list-style-type: none"> Prohibit woodcutting or wood collection for commercial or domestic use Permit campfires using dead and downed wood Prohibit collection of firewood in redesignated ACECs and other special natural/interest areas Prohibit the collection or salvage of native plants on the BMGR (including plant parts, seeds, or fruit) listed in the Arizona Native Plant Law except in cases where the plants are being salvaged prior to disturbance or for protected Native American purposes; conduct such salvage efforts in compliance with the Arizona Native Plant Law and with appropriate level of coordination with the Arizona Department of Agriculture 	<ul style="list-style-type: none"> Allow for wood cutting, gathering, and firewood use as long as wood is used at a sustainable rate and no regulatory compliance issue arises Prohibit removal of wood from the range Prohibit the collection or salvage of native plants on the BMGR (including plant parts, seeds, or fruit) except in cases approved by the range manager where the plants are being salvaged prior to disturbance or for protected Native American purposes or for scientific purposes; conduct such salvage efforts in compliance with the Arizona Native Plant Law and with appropriate level of coordination with the Arizona Department of Agriculture 	<ul style="list-style-type: none"> Allow using dead and downed wood for campfires Prohibit all other forms of wood cutting or wood collection Prohibit removal of wood from the range Monitor native wood supplies in high-use areas; restrict wood collection if resource conditions dictate Prohibit the collection or salvage of native plants on the BMGR (including plant parts, seeds, or fruit) except in cases approved by the range manager where the plants are being salvaged prior to disturbance or for protected Native American purposes or for scientific purposes; conduct such salvage efforts in compliance with the Arizona Native Plant Law and with appropriate level of coordination with the Arizona Department of Agriculture 	<ul style="list-style-type: none"> Prohibit wood cutting, and wood gathering, prohibit native wood campfires Prohibit removal of wood from the range Prohibit the collection or salvage of native plants on the BMGR (including plant parts, seeds, or fruit) except in cases approved by the range manager where the plants are being salvaged prior to disturbance or for protected Native American purposes or for scientific purposes; conduct such salvage efforts in compliance with the Arizona Native Plant Law and with appropriate level of coordination with the Arizona Department of Agriculture
8. Hunting	<ul style="list-style-type: none"> Continue existing game management programs 	<ul style="list-style-type: none"> Continue existing game management programs Assess the need for a special hunting permit program that requires payment of nominal fees to be used for the protection, conservation, and management of wildlife, including habitat improvement and related activities on the BMGR; implement/manage actions as indicated by the assessment results Evaluate the effects of non-game species collection on wildlife, habitat, and other resources and, if indicated, limit or restrict collection activities within the authority of state law 	Same as Strategy B	<ul style="list-style-type: none"> Continue existing game management programs Assess the need for a special hunting permit program that requires payment of nominal fees to be used for the protection, conservation, and management of wildlife, including habitat improvement and related activities on the BMGR; implement/manage actions as indicated by the assessment results Petition the Arizona Game and Fish Commission to close the BMGR to non-game species collection
9. Recreational Shooting	<ul style="list-style-type: none"> Allow recreational shooting to occur under existing regulations as long as it is compatible with military use and there is no public safety issue 	<ul style="list-style-type: none"> Allow recreational shooting to occur under existing regulations as long as it is compatible with military use, public safety, and no significant resource issues are identified 	Same as Strategy B plus: <ul style="list-style-type: none"> Assess importance and character of recreational shooting as an activity/issue to determine the appropriateness of this activity on the BMGR and implement a decision based on the findings Prohibit automatic weapons, except with special use permit Consider designating specific shooting area(s) Prohibit recreational shooting between sunset and sunrise, except with special use permit 	<ul style="list-style-type: none"> Prohibit recreational shooting activities (not to include hunting), and assess appropriateness of allowing this activity in designated areas
UTILITY AND TRANSPORTATION CORRIDOR ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
10. Utility/Transportation Corridors	<ul style="list-style-type: none"> Restrict construction of non-military overhead transmission lines to alignments immediately parallel to the existing Gila Bend to Ajo transmission line and non-military underground facilities to the west side of and parallel to the Tucson Cornelia and Gila Bend Railroad Require appropriate field examinations and/or environmental assessments for utility/transportation corridor proposals 	<ul style="list-style-type: none"> Evaluate proposals to develop additional utility/transportation corridors on a case-by-case basis Establish a protocol consistent with NEPA and other regulatory requirements for reviewing/approving proposed actions related to transportation and utility corridors 	<ul style="list-style-type: none"> Restrict all future utility/transportation corridor development to existing corridors, except for applications filed prior to 6 November 2001, which would include the Yuma Area Service Highway Establish a protocol consistent with NEPA and other regulatory requirements for reviewing/approving proposed actions within existing corridors Restrict construction of overhead transmission lines to alignments immediately parallel to the existing Gila Bend to Ajo transmission line and non-military underground facilities to the west side of and parallel to the Tucson Cornelia and Gila Bend Railroad 	<ul style="list-style-type: none"> Restrict all future utility/transportation corridor development to existing corridors Establish a protocol consistent with NEPA and other regulatory requirements for reviewing/approving proposed actions within existing corridors Restrict construction of overhead transmission lines to alignments immediately parallel to the existing Gila Bend to Ajo transmission line and non-military underground facilities to the west side of and parallel to the Tucson Cornelia and Gila Bend Railroad
<div style="border: 1px solid black; padding: 2px; display: inline-block;"> = Proposed Action </div>				

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

VEGETATION AND WILDLIFE ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
11. General Vegetation, Wildlife, Wildlife Habitat, and Wildlife Waters	<ul style="list-style-type: none"> Evaluate the cumulative impacts of land disturbance on wildlife habitat in order to establish criteria for protection of important habitat Update vegetation map with newly gathered botanical information Develop procedures to control all trespass livestock Implement the habitat management activities prescribed by the Lechuguilla-Mohawk HMP Finalize and implement the habitat management activities prescribed by the Barry M. Goldwater East HMP Implement the wildlife water developments prescribed by the Lechuguilla-Mohawk and Draft Barry M. Goldwater East HMPs. This includes the construction of up to two new waters (seven were planned, five have been constructed) plus the repair, redesign, and/or redevelopment of three existing wildlife waters within BMGR—West and the development of 15 new waters and the repair, redesign, and/or redevelopment of 13 existing waters within BMGR—East 	<ul style="list-style-type: none"> Evaluate the cumulative impacts of land disturbance on wildlife habitat in order to establish criteria for protection of important habitat Update vegetation map with newly gathered botanical information Develop procedures to control all trespass livestock Conduct surveys for, establish control priorities for, prevent the introduction of, and monitor populations of invasive species and develop coordinated strategies to locally eradicate and/or control the spread of these species commensurate with the threats they pose to natural resources on the BMGR and within the greater Sonoran Desert Ecoregion Implement vegetation and wildlife habitat restoration efforts for areas that have been damaged by a discontinued military, agency, or intensive public use Implement the wildlife water developments prescribed by the Lechuguilla-Mohawk and Draft Barry M. Goldwater East HMPs Consider implementation of additional wildlife water developments Allow for the maintenance and repair of existing water developments 	<ul style="list-style-type: none"> Evaluate the cumulative impacts of land disturbance on wildlife habitat in order to establish criteria for protection of important habitat Update vegetation map with newly gathered botanical information Develop procedures to control all trespass livestock Conduct surveys for, establish control priorities for, prevent the introduction of, and monitor populations of invasive species and develop coordinated strategies to locally eradicate and/or control the spread of these species commensurate with the threats they pose to natural resources on the BMGR and within the greater Sonoran Desert Ecoregion Identify key areas (e.g., pronghorn concentration areas, fawning grounds, wildlife corridors) and implement restrictions on activities as needed to protect and conserve habitat, ecosystems, and biodiversity Implement vegetation and wildlife habitat restoration efforts for areas that have been damaged by a discontinued military, agency, or intensive public use Implement up to six high priority wildlife water developments projects prescribed by the Lechuguilla-Mohawk and Draft Barry M. Goldwater East HMPs during the first five years of the INRMP Conduct a thorough review of literature and implement studies in the first five years of the INRMP to determine benefits and adverse effects of wildlife waters with the intent of providing information to be used in determining the value of developing, maintaining, or removing water developments Continue wildlife water research as needed after the first five years of the INRMP Establish a panel of experts to review available data and make recommendations to the respective installation commanders by the first five-year review regarding whether sufficient evidence exists to suspend planned water developments, remove existing developments, or add new developments In the first five years of the INRMP, allow for the maintenance and repair of existing water developments; future maintenance and repair decisions would be pending the findings of the five-year review panel 	<ul style="list-style-type: none"> Evaluate the cumulative impacts of land disturbance on wildlife habitat in order to establish criteria for protection of important habitat Update vegetation map with newly gathered botanical information Develop procedures to control all trespass livestock Conduct surveys for, establish control priorities for, prevent the introduction of, and monitor populations of invasive species and develop coordinated strategies to locally eradicate and/or control the spread of these species commensurate with the threats they pose to natural resources on the BMGR and within the greater Sonoran Desert Ecoregion Identify key areas (e.g., pronghorn concentration areas, fawning grounds, wildlife corridors) and implement restrictions on activities as needed to protect and conserve habitat, ecosystems, and biodiversity Implement vegetation and wildlife habitat restoration efforts for areas that have been damaged by a discontinued military, agency, or intensive public use Suspend implementation of wildlife water developments for the first five years of the INRMP, unless waters are implemented for scientific purposes Conduct a thorough review of literature and implement studies in the first five years of the INRMP to determine benefits and adverse effects of wildlife waters with the intent of providing information to be used in determining the value of developing, maintaining, or removing water developments Continue wildlife water research as needed after the five years of the INRMP Establish a panel of experts to review available data and make recommendations to the respective installation commanders by the first five-year review regarding whether to continue suspension of wildlife water developments, remove existing waters, or add new developments Allow for the maintenance and repair of existing water developments pending the findings of the five-year review panel
12. Special Status Species	<ul style="list-style-type: none"> Authorize predator control if necessary to protect an endangered species Support continued Sonoran pronghorn monitoring and recovery efforts Avoid new surface disturbing activities within six miles of permanent water sources and within the range of the Sonoran pronghorn Inventory, categorize and manage desert tortoise consistent with Desert Tortoise Habitat Management on the Public Lands: A Rangeland Plan 	<ul style="list-style-type: none"> Meet all existing and future compliance requirements for the protection and conservation of special status species, including all mandatory provisions of existing and future biological opinions, conservation agreements, etc. Conduct surveys for special status species on an as-needed basis Maintain an updated list of special status species that potentially occur on the BMGR Implement habitat improvements in support of endangered species recovery plans 	<ul style="list-style-type: none"> Same as Strategy B, plus: Provide resources, as necessary, for predator control to protect a special status species Initiate and/or continue surveys to determine the distribution and abundance for special status species (i.e., the Acuña cacti) in appropriate habitat areas 	Same as Strategy C
= Proposed Actions				

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

SOIL, WATER, AIR, VISUAL, AND WILDFIRE RESOURCE ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
13. Soil and Water Resources	<ul style="list-style-type: none"> Restrict the operation of motorized vehicles and heavy equipment to established roads and previously impacted areas, except when related to a specific permitted project Assess project site soils for their vulnerability to soil disruption and subsequent wind and water erosion; take measures to minimize soil disturbances Update soils map as data are collected during site evaluations Use specific techniques to minimize soil disturbance on previously unimpacted soils Keep groundwater development and exploration to a minimum in ACECs and other environmentally sensitive areas Monitor water table levels 	<p>Same as Strategy A, plus:</p> <ul style="list-style-type: none"> Restrict or modify activities as necessary to comply with statutory requirements for soil and water resources and to prevent erosion in areas of cultural resource sensitivity 	<p>Same as Strategy B, plus:</p> <ul style="list-style-type: none"> Take measures to minimize soil/water contamination or erosion resulting from vehicle use or other activities 	<p>Same as Strategy C, plus:</p> <ul style="list-style-type: none"> Conduct a range-wide soil survey using Natural Resource Conservation Service (NRCS) standards to provide baseline information on soil types, erosion risks, and suitability for various activities Temporarily restrict vehicular and construction activities when soils are susceptible to a heightened risk of erosion, such as following heavy rain or during periods of extended drought when road surfaces are like powder Restore areas where vehicle use has caused excessive surface damage, temporarily closing roads if necessary
14. Air Resources	<ul style="list-style-type: none"> Control excessive fugitive dust at permitted construction sites and recreation activity areas Develop Best Management Practices for activities with potential for generating non-point source pollution 	No special management objectives	<ul style="list-style-type: none"> Use dust palliatives to control excessive fugitive dust generated on heavily traveled roads and construction sites and evaluate the environmental impacts of the control measures 	<p>Same as Strategy C, plus:</p> <ul style="list-style-type: none"> Monitor air quality trends and avoid new activity in areas of deteriorated air quality
15. Visual Resources	<ul style="list-style-type: none"> Protect mountain vistas from visual intrusion Lessen, prevent, or mitigate further degradation of visual resources Use already disturbed and impacted land areas Establish visual resource management classes for the BMGR 	<p>Same as Strategy A, plus:</p> <ul style="list-style-type: none"> Assess the effects of new actions on visual resources as required by regulatory compliance processes and implement needed management or mitigation actions 	<p>Same as Strategy B, plus:</p> <ul style="list-style-type: none"> Review, revise as needed, and adopt interim visual resource management (VRM) classification for the BMGR as developed in the renewal of the range land withdrawal Apply VRM criteria to new projects 	<p>Same as Strategy C, plus:</p> <ul style="list-style-type: none"> Restrict non-military activities that would further deteriorate visual resource qualities within or visible from unroaded areas and avoid such impacts as a result of military actions to the extent compatible with the military mission Restore visual resource impacts within or visible from unroaded areas to the extent compatible with the military mission
16. Wildfire Management	<ul style="list-style-type: none"> Suppress wildfires with the lowest acreage loss and in the most cost-effective and efficient manner 	<ul style="list-style-type: none"> Develop a fire management plan based on the indications of the best known science and management practices that establishes fire prevention, suppression, recovery, mapping, monitoring, and possible mitigation protocols for both human and non-human caused fires in accordance with the threat to human life, property, and natural and cultural resources 	Same as Strategy B	Same as Strategy C

 = Proposed Action

**TABLE 3-3
ALTERNATIVE MANAGEMENT STRATEGIES**

PERIMETER LAND USE MANAGEMENT AND REGIONAL PLANNING ALTERNATIVE MANAGEMENT STRATEGIES				
Resource Management Element	Strategy A	Strategy B	Strategy C	Strategy D
17. Perimeter Land Use, Encroachment, and Regional Planning	No special management objectives	<ul style="list-style-type: none"> Assess the implications of adjacent land use plans and changes for natural and cultural resources management on the BMGR as these plans are published or changes implemented Develop and implement management responses to adjacent land use plans and changes as necessary to protect and conserve BMGR natural and cultural resources Interact with off-range land owners and/or managers as necessary to change or mitigate land use plans or activities that have negative or potentially negative effects on BMGR resources 	Same as Strategy B, plus: <ul style="list-style-type: none"> Monitor land use changes in perimeter areas Monitor the quantity of livestock permitted on perimeter grazing allotments and maintain a list of names, addresses, and brands of permittees to be able to respond to trespass grazing Monitor illegal immigration to anticipate how BMGR resources may be affected Participate as a stakeholder in local and regional land-use planning processes to ensure the potential for adverse consequences to the BMGR's management of natural and cultural resources is avoided or minimized. Coordinate with other federal agencies on conservation matters of national or regional scope Identify, participate in, and promote the establishment of regional ecosystem management efforts 	Same as Strategy C, plus: <ul style="list-style-type: none"> Work with county agricultural extension agents to determine the extent and danger of pesticide drift into the BMGR and any associated soil or water quality issues Monitor all geophysical and legal aspects of groundwater management for any potential changes that may impact BMGR natural resources Determine the extent to which BMGR resources are interrelated or dependant on off-range resources Identify threats to off-range resources that may negatively affect BMGR resources Participate in opportunities to coordinate management activities with adjoining property owners when beneficial to the management of natural resources

 = Proposed Action

TABLE 3-4 RELATIONSHIP OF ALTERNATIVE MANAGEMENT STRATEGIES TO RESOURCE MANAGEMENT GOALS						
Resource Management Goal Category (see Table 3-1)	Resource Management Element(s) (see Table 3-3) That Address Each Goal Category	Alternative Management Strategies That Support Each Management Goal Category				
		A	B	C	D	Proposed Action
Earth Resources	• Resource Inventory and Monitoring			✓	✓	✓
	• Special Natural/Interest Areas	✓		✓		✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• Camping and Visitor Stay Limits	✓	✓	✓	✓	✓
	• Recreation Services and Use Supervision	✓	✓	✓	✓	✓
	• Rockhounding	✓	✓	✓	✓	✓
	• Utility/Transportation Corridors	✓	✓	✓	✓	✓
	• Soil and Water Resources	✓	✓	✓	✓	✓
Water Resources	• Resource Inventory and Monitoring	✓	✓	✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• General Vegetation, Wildlife, Wildlife Habitat, and Wildlife Waters	✓	✓	✓	✓	✓
	• Soil and Water Resources	✓	✓	✓	✓	✓
	• Special Status Species	✓	✓	✓	✓	✓
Vegetation Resources	• Resource Inventory and Monitoring	✓	✓	✓	✓	✓
	• Special Natural/Interest Areas			✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• Camping and Visitor Stay Limits			✓	✓	✓
	• Recreation Services and Use Supervision	✓	✓	✓	✓	✓
	• Wood Cutting, Gathering, and Firewood Use, and Collection of Native Plants	✓	✓	✓	✓	✓
	• General Vegetation, Wildlife, Wildlife Habitat, and Wildlife Waters	✓	✓	✓	✓	✓
	• Wildfire Management	✓	✓	✓	✓	✓
	• Perimeter Land Use, Encroachment, and Regional Planning		✓	✓	✓	✓
	• Special Status Species	✓	✓	✓	✓	✓

TABLE 3-4 RELATIONSHIP OF ALTERNATIVE MANAGEMENT STRATEGIES TO RESOURCE MANAGEMENT GOALS						
Resource Management Goal Category (see Table 3-1)	Resource Management Element(s) (see Table 3-3) That Address Each Goal Category	Alternative Management Strategies That Support Each Management Goal Category				
		A	B	C	D	Proposed Action
Wildlife Resources	• Resource Inventory and Monitoring	✓	✓	✓	✓	✓
	• Special Natural/Interest Areas	✓	✓	✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• Camping and Visitor Stay Limits			✓	✓	✓
	• Recreation Services and Use Supervision	✓	✓	✓	✓	✓
	• Rockhounding			✓	✓	✓
	• Hunting	✓	✓	✓	✓	✓
	• General Vegetation, Wildlife, Wildlife Habitat, and Wildlife Waters	✓	✓	✓	✓	✓
	• Special Status Species	✓	✓	✓	✓	✓
	• Wildfire Management		✓	✓	✓	✓
• Perimeter Land Use, Encroachment, and Regional Planning		✓	✓	✓	✓	
Visual Resources	• Special Natural/Interest Areas	✓	✓	✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓		✓	✓	✓
	• Recreation Services and Use Supervision			✓	✓	✓
	• Utility/Transportation Corridors	✓	✓	✓	✓	✓
	• Visual Resources	✓	✓	✓	✓	✓
Transportation	• Special Natural/Interest Areas	✓	✓	✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• Camping and Visitor Stay Limits	✓	✓	✓	✓	✓
	• Recreation Services and Use Supervision	✓	✓	✓	✓	✓
	• Utility/Transportation Corridors	✓	✓	✓	✓	✓
	• Visual Resources	✓	✓	✓	✓	✓
Recreation	• Resource Inventory and Monitoring			✓	✓	✓
	• Special Natural/Interest Areas	✓	✓	✓	✓	✓
	• Motorized Access and Unroaded Area Management	✓	✓	✓	✓	✓
	• Camping and Visitor Stay Limits	✓	✓	✓	✓	✓
	• Recreation Services and Use Supervision	✓	✓	✓	✓	✓
	• Rockhounding	✓	✓	✓	✓	✓
	• Wood Cutting, Gathering, and Firewood Use, and Collection of Native Plants	✓	✓	✓	✓	✓

TABLE 3-4 RELATIONSHIP OF ALTERNATIVE MANAGEMENT STRATEGIES TO RESOURCE MANAGEMENT GOALS						
Resource Management Goal Category (see Table 3-1)	Resource Management Element(s) (see Table 3-3) That Address Each Goal Category	Alternative Management Strategies That Support Each Management Goal Category				
		A	B	C	D	Proposed Action
	<ul style="list-style-type: none"> • Hunting • Recreational Shooting 	✓	✓	✓	✓	✓
Native American Access	<ul style="list-style-type: none"> • Recreation Services and Use Supervision 	✓	✓	✓	✓	✓
Non-Military Land Use	<ul style="list-style-type: none"> • Utility/Transportation Corridors • Perimeter Land Use, Encroachment, and Regional Planning 	✓	✓	✓	✓	✓
Perimeter Land Use	<ul style="list-style-type: none"> • Perimeter Land Use, Encroachment, and Regional Planning 		✓	✓	✓	✓
Special Natural/Interest Areas	<ul style="list-style-type: none"> • Special Natural/Interest Areas • Wood Cutting, Gathering, and Firewood Use, and Collection of Native Plants 	✓		✓	✓	✓

**TABLE 3-5
REVISED PROPOSED ACTION
SELECTED RESOURCE MANAGEMENT STRATEGY ELEMENTS**

Resource Management Elements		Selected Resource Management Strategy							
		Range-wide Application	Management Unit Specific Application						
			Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6	Unit 7
1.	Resource Monitoring	D							
2.	Special Natural/Interest Areas	C							
3.	Motorized Access and Unroaded Area Management	C							
4.	Camping and Visitor Stay Limits	C							
5.	Recreation Services and Use Supervision		D	C	D	D	D	D	D
6.	Rockhounding		D	C	C	D	D	D	D
7.	Wood Cutting, Gathering, and Firewood Use, and Collection of Native Plants		D	C	C	C	C	C	C
8.	Hunting	B							
9.	Recreational Shooting	C							
10.	Utility/Transportation Corridors	C							
11.	General Vegetation, Wildlife, Wildlife Habitat, and Wildlife Waters	C							
12.	Special Status Species	C							
13.	Soil and Water Resources	D							
14.	Air Resources	A							
15.	Visual Resources	B							
16.	Wildfire Management	B							
17.	Perimeter Land Use, Encroachment, and Regional Planning	D							

- Rockhounding
- Wood cutting, gathering, and firewood use, and collection of native plants

The resource management strategies identified for the proposed action for range-wide and unit-specific application were selected in consideration of a number of factors including:

- Resource management goals
- Quality and quantity of resources present within each management unit and across the range
- BMGR resource management history and heritage
- Resource impact threats
- Road network
- Public use patterns
- Public input

Resource management goals were key drivers in the selection of all of the proposed action strategies. For example, the incorporation of ecosystem management principles and promotion of biodiversity conservation is one of the five wildlife resource management goals identified for the range (see Table 3-1). Towards this end, Management Strategy C was selected as the proposed action for the range-wide management of vegetation, wildlife, wildlife habitat, and wildlife waters because this strategy offers greater recognition of and emphasis on the need for ecosystem and biodiversity monitoring and adaptive management than the existing management approach under the no-action alternative (see Table 3-3). As noted in Section 3.1, six wildlife water developments represents the Core Planning Team's experiential practical limitation of the number of wildlife waters that would likely be implemented over a five-year timeframe given the tasks required to site, evaluate, and construct a wildlife water. As also noted in Section 3.1, maintenance of existing wildlife waters—which may include repair or redevelopment to the extent needed to maintain or restore the intended function of a developed wildlife water—would continue, subject to the NEPA and other applicable law, pending a decision on the findings of the proposed expert panel review.

Selection of the management strategies that would be applied on a unit-specific basis considered the quality and quantity of resources present within each management unit and across the range as well as the history and heritage of resource management and use on the BMGR. Wood cutting and gathering for firewood use is principally an issue in management units where public recreation is permissible. General public access areas include the southeastern portion of Unit 1, all of Unit 2, nearly all of Units 3 and 6, and the small Bender Spring area located in the northeast portion of Unit 7 (see Figure 2-4). Strategy D was selected as the proposed action for the management of firewood use in Unit 1 because the portion of this unit that is open to public recreation is located within the Tinajas Altas ACEC where the collection of native wood for campfires has been prohibited under the Goldwater Amendment since 1990. Strategy C was selected as the proposed wood management action for Units 2 through 7 because firewood use in these units has been traditionally allowed, no ongoing threats to native wood resources have been identified in these locations, and this strategy includes a monitoring component to protect against an unsustainable increase in firewood collection.

Resource management history and heritage were also important factors influencing the selection of Strategy C as the proposed action for the range-wide management of special

natural/interest areas. This strategy would continue to recognize the resource conservation importance of the three existing ACECs, which are in turn legacies of former State Natural Areas that were established in 1982.

All of the aforementioned factors had important influences on the range-wide selection of Strategy C to manage motorized access and unroaded areas. Strategy C was identified as the proposed action for managing the road network and unroaded areas within the range because it was believed to offer the best balance between (1) requirements to provide a road network that would support the surface transportation needs of military and other agency missions, as well as access for sustainable public use, and (2) the need to protect, conserve, and rehabilitate natural and cultural resources. In Management Units 1, 2, 3, and 6, where most of the opportunities for public access to the BMGR are available, this strategy provides for sustainable public access and resource protection requirements. The proliferation of roads as a result of public recreation, and other nonmilitary activities, has been identified as a resource impact threat in some locations, such as in the popular Fortuna Mine and the Tinajas Altas areas. Management Units 4, 5, and 7 are entirely or nearly entirely off limits to general public access. In these locations, Strategy C would provide the surface access necessary to support ongoing military and nonmilitary agency missions as well as some reserve flexibility for potential future activities.

The process of selecting the proposed action involved extensive deliberations by the Core Planning Team, which carefully considered the public input received during scoping, the two workshops, and the draft EIS review period. The Core Planning Team members also reviewed the requirements of their own agencies and of other agencies with important missions on the BMGR in assessing the relative merits of the alternative management strategies. The team reached consensus on the most appropriate proposed action strategy for each of the 17 management elements for which strategies were being selected.

The provisions of the proposed action are described in detail in Table 3-3 with the exception of the various public and government use road networks that would be retained or developed under the Motorized Access and Unroaded Area Management element. Descriptions of these alternative road networks are provided in Section 3.4.4.

3.4.3 Alternative Actions Including the No-action Alternative

Alternative Management Strategies A, B, C, and D, as presented in Table 3-3, represent the alternatives to the proposed action that are assessed in detail in this EIS. In contrast to the proposed action, these alternative management strategies do not combine elements from each of the four strategies. Instead, the 17 management elements listed for Strategy A make up Strategy A, the 17 management elements listed under column B make up Strategy B, etc.

Under Management Strategy A, the no-action alternative, the Air Force and Marine Corps would adopt the management provisions of the 1990 Goldwater Amendment; 1997 Lechuguilla-Mohawk HMP; 1999 Draft Barry M. Goldwater East HMP, which was publicly circulated and reviewed (although this draft HMP may have been modified had it been completed as a final plan); 2003 Flat-tailed Horned Lizard Rangeland Management Strategy; and various compliance decisions as the INRMP for the BMGR. These provisions would be modified to comply with Sikes Act requirements, as outlined under Alternative Management Strategy A in Table 3-3.

Alternative Management Strategies B, C, and D are the alternative actions for BMGR resource management. Table 3-3 describes the provisions of the alternative actions in detail.

3.4.4 Description of the Motorized Access and Unroaded Area Management Alternatives

A provision of the Goldwater Amendment required the development of a transportation sub-plan that would have designated the roads within the BMGR that were to be maintained for public and government use, reserved exclusively for government use, or potentially closed. An extensive multiple-year inventory of roads within the BMGR was completed by the BLM under the Goldwater Amendment as a first step toward the development of the transportation sub-plan. Preparation of the sub-plan was not completed, however, before the range was renewed under the provisions of the MLWA of 1999—two years ahead of the expected schedule under the MLWA of 1986—and jurisdiction for managing its lands was transferred to the Secretaries of the Navy and Air Force.

Considerable public comment was received during scoping urging the completion of road network area planning and consideration of unroaded conservation through the development of the proposed INRMP. Thus, the need to complete comprehensive transportation planning for the BMGR became a key task in the development of the proposed INRMP and this EIS. The Core Planning Team determined that the transportation element of the proposed INRMP must identify the range management and public use purposes for maintaining each component of the existing road network and provide a basis for protecting the remaining unroaded areas of the range from the creation of unplanned wildcat roads. The road inventory used for INRMP planning purposes in this EIS was assembled from the best available information, which included the aforementioned BLM inventory and road data from the Marine Corps, Air Force, and other sources. The Core Planning Team also identified a need to develop a protocol for evaluating road management issues—including potential retention or closure of existing roads or vehicle travel ways, if any, that were not identified in the current road inventory—that arise after the implementation of the INRMP. It may also become necessary to open or close roads or segments of roads in the future to protect natural or cultural resources or public safety as a result of unforeseen or emerging conditions. The road evaluation protocol is provided in Appendix C.

As identified in Section 1.8.2, public participation was invited through the November 2001 and January 2002 public workshops in the planning process for the management of the road network, unroaded areas, and public access within the BMGR. The road network management elements of Alternative Management Strategies A, B, C, and D emerged as a result of public input and Core Planning Team considerations of military mission, resource management, and law enforcement requirements (see Table 3-3).

Alternative Management Strategy A, the no-action alternative, would keep the entire existing road network within the range open for vehicular use. Existing public access to this network, as well as where and when public access is permissible (see Figure 2-4), would initially be unaffected by the implementation of this strategy. Roads potentially could be closed to public access at some future time as a result of planning conducted for later INRMP updates, after the currently proposed INRMP is implemented, but the outcome of such future planning cannot be predicted at this time.

Alternative Management Strategy B would also keep the entire existing road network open for vehicular use. In addition, Strategy B would endorse the development of additional roads for public use on a case-by-case basis with appropriate environmental planning review. A further key

provision of Strategy B would be site specific planning for bypass roads that would reroute government vehicle traffic around the northwest corner of the Cabeza Prieta NWR/Wilderness. If the bypass roads are developed, they would be available for public use. Roads could be closed to public access within the BMGR as a result of INRMP planning conducted for future INRMP updates after the currently proposed INRMP is implemented, but the outcome of such planning cannot be predicted at this time.

Alternative Management Strategy C is the proposed action—as revised based on comments on the draft EIS and military mission considerations—and would keep the principal components of the existing network open for vehicular use. Strategy C would close vehicle access to redundant roads, particularly in local areas with dense road networks. Public access to the road network would be permitted in areas of the range open to the public with the exception of certain individual roads that would be open only for government use. Public access to these selected roads would not be allowed for safety, law enforcement, or resource protection purposes. Strategy C would authorize site planning for the two Cabeza Prieta NWR/Wilderness bypass roads but would also emphasize the importance of conserving existing unroaded areas of 3,000 acres or more to the extent that new roads are not needed within these areas to support military or other government purposes. If the bypass roads are developed, they would be available for public use. Roads that are not designated as open in the Strategy C network would be closed to further public or routine government use if this strategy were implemented for access and unroaded area management purposes.

Alternative Management Strategy D would maintain only those roads within the BMGR network that are currently foreseen as being necessary for military or other government purposes, which may include an agency mission of providing public access for recreational opportunities. Public access to these roads would be permitted in areas of the range open to the public with the exception of selected individual roads that would be open only for government use. Like Strategy C, Strategy D would emphasize conservation of existing unroaded areas of 3,000 acres or more, to the extent that new roads are not needed within these areas to support military or other government purposes. Strategy D would not authorize site planning for the two Cabeza Prieta NWR/Wilderness bypass roads. Roads that are not designated as open in the Strategy D network would be closed to further public or routine government use if this strategy were implemented for access and unroaded area management purposes.

Roads closed under either Strategies C or D would be intended to remain closed and allowed to revegetate either naturally or with management restoration assistance. Currently unforeseen circumstances may arise, however, that would require reopening of a road otherwise closed as a consequence of implementing the proposed INRMP. Reopening of a closed road to support a proposed future military or other government mission would generally require some level of environmental analysis consistent with NEPA or other applicable law before the reopening action is taken. Closed road reuse of a temporary and limited nature that falls short of reopening a road may also be necessary to support certain time-limited management purposes such as resource survey, inventory, or evaluation. Prior coordination with the Air Force, Marine Corps, and other involved agencies and consideration of requirements under NEPA or other applicable law would occur before a decision to proceed with temporary reuse is approved.

Emergency or other time-critical circumstances that require reuse of a closed road for public safety, law enforcement, or certain resource management purposes may preclude the planning and compliance steps that would customarily precede road reopening or reuse. In these cases, reuse of

a road would be pursued only if there is no alternative to resolving either an immediate safety or law enforcement priority or a time-critical resource management need other than through vehicle access. Reuse of a closed road would not be pursued unless off-road, cross-country travel is the only other option to immediate vehicle access. Closed road reuse, under these circumstances, would be expected to be limited in both duration and frequency.

The U.S. Border Patrol is the agency with a mission that would be most likely to require temporary reuse of closed roads. The Border Patrol has the multiple responsibilities of deterring UDAs, contraband smugglers, or others from illegally entering the United States; apprehending those that have already entered the country; and providing search and rescue services when the lives of UDAs or others are threatened by dehydration, heat-related illness, or other emergencies. The Border Patrol participated in the road planning component of this EIS and the roads routinely used by this agency in the performance of its mission are included in each of the alternative management strategies. The Border Patrol intends to avoid using roads designated as closed to public and routine government use as a result of the eventual implementation of the proposed INRMP unless other circumstances require the use of these roads in order to meet this agency's primary law enforcement or life saving responsibilities. Closed roads would generally be used as the access priority over off-road, cross-country travel to accomplish time-critical enforcement or life-saving missions.

Other agencies with responsibilities on the BMGR would also maintain emergency road use privileges, similar to those of the Border Patrol, for responding to time-critical or emergency circumstances such as aircraft crashes or immediate law-enforcement, security, or public safety situations. Some emerging resource management activities—such as wildfire suppression or endangered or threatened species protection—may warrant time-critical road reuse. These privileges would not be invoked to support unplanned, unforeseen, but otherwise non-time-critical activities. Coordination with the range management offices of the Air Force or Marine Corps would precede the closed road reuse to the extent compatible with the requirements of the time-critical action. In any event, the appropriate Air Force or Marine Corps range management office would be notified of the road reuse action and the need for such action as soon as possible following the event.

The issue of driving in washes is addressed under the Recreation Services and Use Supervision resource management element (see Table 3-3), but is linked to the motorized access alternatives. Although driving in dry washes and streambeds traditionally has been practiced by some BMGR visitors, this activity is not permissible under the Goldwater Amendment or current range rules of conduct established in 1990 to implement that resource management plan. The Goldwater Amendment designated "... the BMGR as a limited ORV use area, with all vehicles restricted to designated or established roads ..." Some comments received during scoping of this EIS favored allowing motorized public travel in dry streambeds and wash bottoms while others opposed this activity. Thus, the range of alternatives considers both allowing and prohibiting unrestricted motorized public use of dry streambeds and wash bottoms.

Alternative Management Strategy A would adopt a proposal from the draft Barry M. Goldwater East HMP, which was neither finalized nor implemented, that (based on the draft plan) would allow motorized public travel in dry streambeds and wash bottoms. Alternative Management Strategy B would allow motorized public travel in designated washes when those washes are dry. Alternative Management Strategies C and D, which are both incorporated in the proposed action,

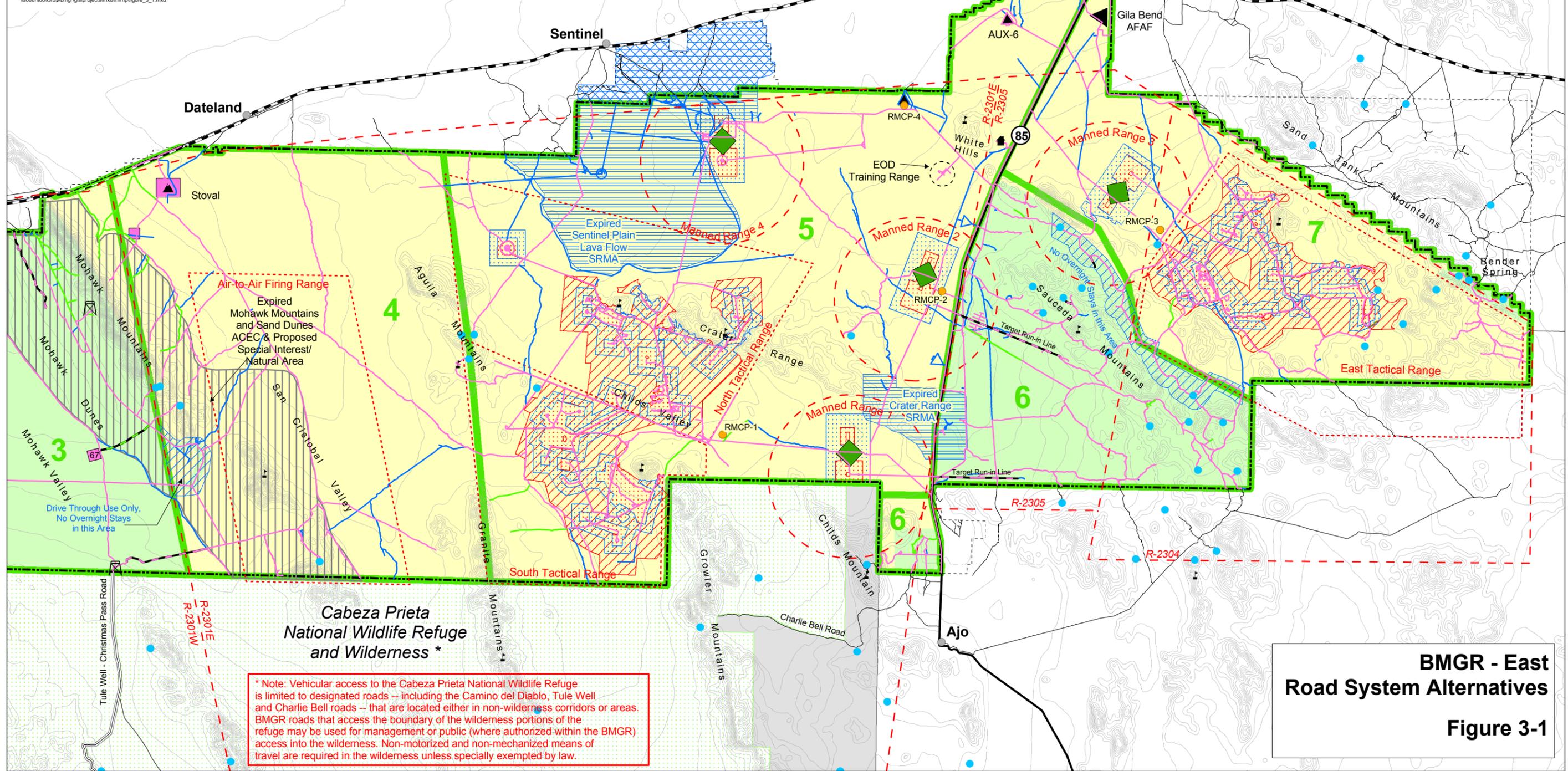
would prohibit motorized public travel in washes except where the wash is a part of the designated road system open to the public and is dry (see Table 3-3). The proposed action does not support motorized use of dry streambeds and wash bottoms at the discretion of the visitor because of concerns for potential impacts to wildlife habitat, wildlife, stream and wash bank stability, and cultural resources. Unrestricted vehicle use in washes also may lead to spills/leaks of fuel, oils, lubricants, or hydraulic or coolant fluids that may impact surface or ground water quality as well as harm individual wildlife, plants, and biological systems. Although vehicle tracks would be periodically erased by storm-water flows, these flows would not eliminate these other types of impacts. Discretionary public motorized travel in dry streambeds and wash bottoms would be inconsistent with Air Force and Marine Corps regulations for natural resources management (AFI 32-7064 Chapter 10.3 and Marine Corps Order 5090.2A Paragraph 11204), which require that the use of off-road vehicles be restricted to specific designated areas. The Marine Corps Order provides that "All land and water areas under Marine Corps control are closed to off-road travel by ORVs except those areas specifically authorized by the installation [Commanding General/Commanding Officer]." Thus, public vehicle travel in streambeds or wash bottoms must be authorized under the proposed INRMP either in areas designated for such use or as a part of the BMGR road network.

The only washes that have been inventoried as motorized travel routes and included in the current BMGR road database are those that are part of existing inventoried roads. The protocol that the Core Planning Team agencies propose to use after the INRMP is implemented to evaluate traditional travel routes, which may include washes, for future inclusion in the designated BMGR road system and for future public use is provided in Appendix C. This protocol was developed, in part, because a complete inventory of traditional travel routes, including washes, was not available for consideration in the development of the proposed INRMP. The protocol provides guidelines for evaluating the merits or disadvantages of allowing motorized travel within the individual dry streambeds or washes, but does not constitute a decision-making process. Any future proposals to designate dry streambeds or wash bottoms as part of the BMGR road network would be addressed through the regularly scheduled updates (no less frequent than once every five years) of the BMGR INRMP or irregularly scheduled amendments to the plan. Compliance with the NEPA, ESA, and other applicable law would be necessary steps in the decision-making process for such proposals.

The proposed road networks for the range associated with Alternative Management Strategies A, B, C, and D are shown in Figure 3-1 for BMGR—East and Figure 3-2 for BMGR—West. The various road network alternatives are color-coded in these figures. The roads that would be retained if the minimum road network were implemented under Alternative Management Strategy D are shown in red. The additional roads that would be maintained in the network under Alternative Management Strategy C are shown in green. Consequently, the Alternative Management Strategy C road network would include the roads identified under Strategies D and C and coded in red and green. Alternative Management Strategy A would maintain the entire existing road network. The additional roads that would be maintained in the network under Alternative Management Strategy A are shown in blue. Thus, the Alternative Management Strategy A road network would include the roads identified under Strategies D, C, and A and coded in red, green, and blue.

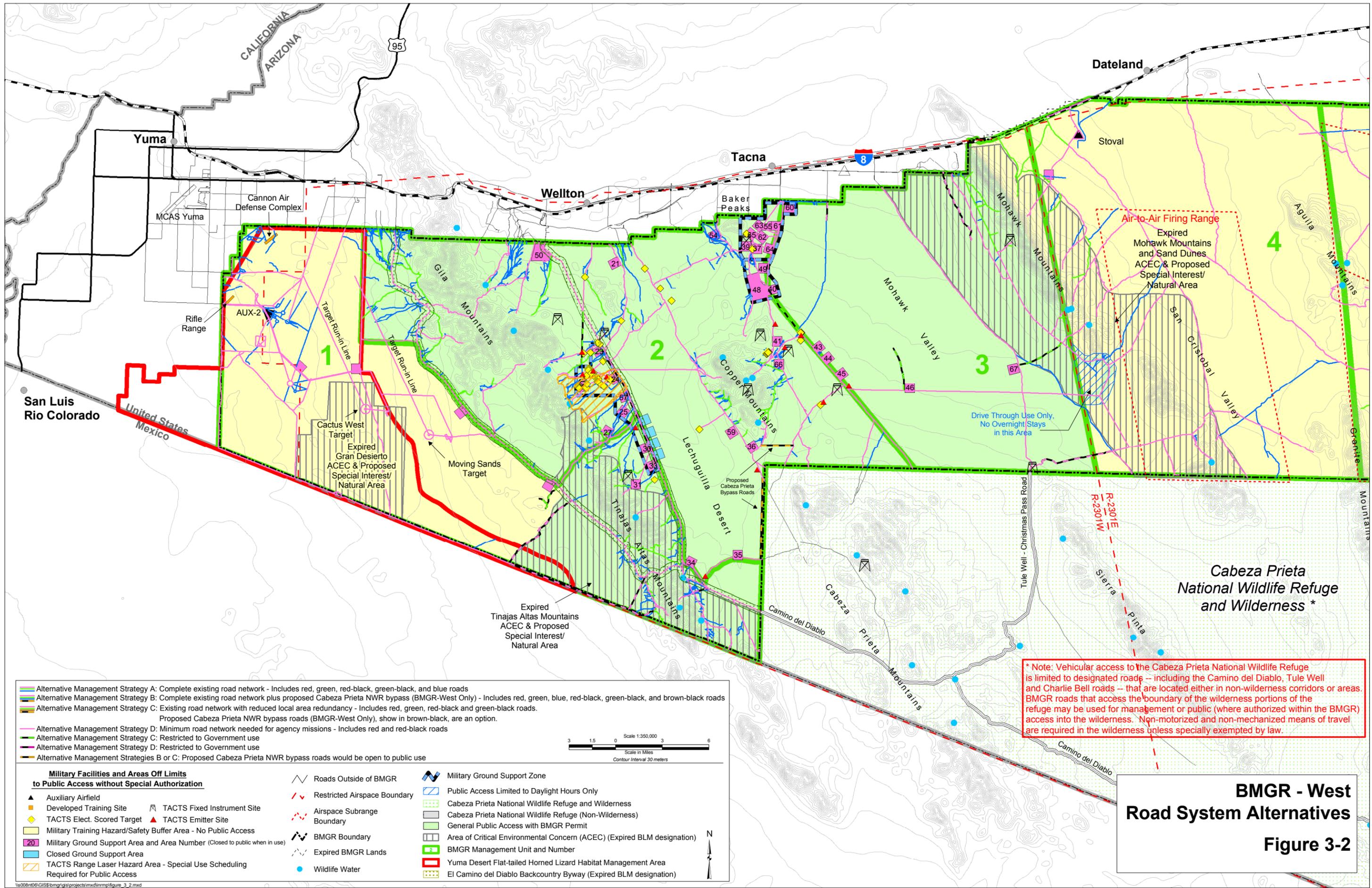
- Alternative Management Strategy A: Complete existing road network - Includes red, green, red-black, green-black, and blue roads
- Alternative Management Strategy B: Complete existing road network plus proposed Cabeza Prieta NWR bypass (BMGR-West Only) - Includes red, green, blue, red-black, green-black, and brown-black roads
- Alternative Management Strategy C: Existing road network with reduced local area redundancy - Includes red, green, red-black and green-black roads
- Proposed Cabeza Prieta NWR bypass roads (BMGR-West Only), shown in brown-black, are an option.
- Alternative Management Strategy D: Minimum road network needed for agency missions - Includes red and red-black roads
- Alternative Management Strategy C: Restricted to Government use
- Alternative Management Strategy D: Restricted to Government use
- Alternative Management Strategies B or C: Proposed Cabeza Prieta NWR bypass roads would be open to public use

- Military Facilities and Areas off Limits to Public Access without Special Authorization**
- Auxiliary Airfield
 - Air Force Small Arms Range
 - Military Training Hazard/Safety Buffer Area - No Public Access
 - Military Ground Support Area and Area Number (Closed to public when in use)
 - Annual EOD Clearance Area
 - Five-year 1 km EOD Clearance Area
 - Retired Five-year 1 nautical mile EOD Clearance Area
 - GRMDS Instrument Site
 - TACTS Fixed Instrument Site
 - Airspace Subrange Boundary
 - BMGR Boundary
 - Expired BMGR Lands
 - Wildlife Water
 - Air Force Manned Range
 - Roads Outside of BMGR
 - Restricted Airspace Boundary
 - Expired BLM Special Recreation Management Area (SRMA)
 - BLM Special Recreation Management Area (SRMA)
 - Public Access Limited to Daylight Hours Only
 - Cabeza Prieta National Wildlife Refuge and Wilderness
 - Cabeza Prieta National Wildlife Refuge (Non-Wilderness)
 - General Public Access with BMGR Permit
 - Area of Critical Environmental Concern (ACEC) (Expired BLM desigination)
 - BMGR Management Unit and Number



* Note: Vehicular access to the Cabeza Prieta National Wildlife Refuge is limited to designated roads -- including the Camino del Diablo, Tule Well and Charlie Bell roads -- that are located either in non-wilderness corridors or areas. BMGR roads that access the boundary of the wilderness portions of the refuge may be used for management or public (where authorized within the BMGR) access into the wilderness. Non-motorized and non-mechanized means of travel are required in the wilderness unless specially exempted by law.

BMGR - East Road System Alternatives
Figure 3-1



**BMGR - West
Road System Alternatives
Figure 3-2**

The two Cabeza Prieta NWR/Wilderness bypass roads that could be promoted under either Alternative Management Strategies B or C are shown in brown. If Alternative Management Strategy B were implemented, these two bypass roads could be added to the entire existing road network, coded in red, green, and blue as for Strategy A. If Alternative Management Strategy C were implemented, these two bypass roads could be added as an option to the Strategy C road network, coded in red and green.

One issue that may influence the potential for future road closures regards protection of cultural resources. Cultural resources recorded on the BMGR to date include artifact scatters, clusters of fire-cracked rock, sleeping circles, intaglios or geoglyphs, rock art, rock shelters, cairns, shrines, historic-period smelters and mines, ranches, and military training facilities dating back to World War II. Unlike sites in other parts of the Southwest, many of the archaeological sites recorded on the BMGR are almost entirely surficial; that is, they lack substantial buried components. As such, they are especially vulnerable to damage or destruction through casual use—even one-time use—and especially from off-road driving. Even pulling off the road to park a vehicle or to turn around can cause considerable damage to this type of cultural resource site. To prevent or minimize such impacts to sensitive cultural and natural resources, some short road segments on the BMGR have been closed; however, other closures may be implemented as other resources requiring protection are identified.

The proposed INRMP will address cultural resource protection proactively only in general terms, because most of the range, including most drainage corridors, has not been systematically surveyed for cultural resources. Cultural resource surveys completed to date encompass less than 10 percent of the total range, and this effort has concentrated on areas impacted by military use. The costs of surveying the entire range for cultural resources would be exorbitant and are therefore not required to comply with NEPA regulations (40 CFR §1502.22(b)) governing the preparation of this EIS. Because very little of the area currently open to public access or proposed for public use has been systematically surveyed, it is not possible to include a detailed assessment of road closures or other management measures that might be required to protect specific cultural resource sites from potential public access effects. The resource protection strategy developed in the ICRMP includes road closures as one of several tools that may be used to avoid or minimize damage to cultural resources. The Air Force and Marine Corps may need to implement some road or road segment closures and/or other preservation measures in the future to protect cultural resources during the five-year span covered by the proposed INRMP and ICRMP.

Road closures would be only one of several options that would be considered in designing and implementing cultural resource protection measures. Such closures, if needed, would be designed to have as little impact on access as possible while providing an adequate level of protection for the resources in question. Resource protection actions would be consistent with the Air Force's and Marine Corps' legal obligations under ARPA, NHPA, and other statutes.

3.4.4.1 No-Action Alternative—Existing Motorized Access and Unroaded Area Status

There are 2,222 miles of inventoried roads within the existing road network, which would be retained under Alternative Management Strategy A (Table 3-6). BMGR—West contains 1,019

miles of these roads and the remaining 1,203 miles are located in BMGR—East. A total of 973 miles, or 44 percent, of the existing BMGR roads are currently available for general public access. Almost 79 percent, or 767 miles, of the inventoried roads available for general public access are located within BMGR—West, of which about 19, 69, and 12 percent are within Management Units 1, 2, and 3, respectively (see Tables 3-6 through 3-9 and Figure 3-2). Approximately 94 percent of the 214 miles of road currently available for general public access within BMGR—East are located within Management Unit 6 (see Table 3-6, Tables 3-10 through 3-13, and Figure 3-1).

About 66 miles of single-lane, paved roads are located within the BMGR, excluding paved roads and parking areas within Gila Bend AFAF and the Cannon Air Defense Complex and State Route 85. About 23 miles of single-lane, paved road provide access to the Rifle Range, AUX-2, the Moving Sands and Cactus West target complexes, and the Ordnance Jettison Area in BMGR—West (see Figure 3-2). About 43 miles of single-lane, pavement in five separate segments provide access to Manned Ranges 1, 2, 3, and 4 and communication facilities on Childs Mountain in BMGR—East (see Figure 3-1).

State Route 85 is a paved, high-speed, two-lane highway that traverses almost 35 miles of BMGR—East from north to south between Gila Bend and Ajo, Arizona. State Route 85 is within a right-of-way administered by the Arizona Department of Transportation that was established prior to the establishment of the BMGR in September 1941.³¹ The rest of the 2,121 miles of road inventoried within the range includes a variety of improved (i.e., bladed) and unimproved routes with roadbeds composed of sand, gravel, cobbles, rock, or other natural soil materials. Many, if not most, of these roads are unimproved and are less than 12 feet wide. A large proportion of the unimproved roads are little more than primitive cross-country vehicle routes that have been established by repeated vehicular traffic.

Although there is a substantial and widely dispersed existing road network within the BMGR, extensive areas of the range remain free of roads. The unroaded extent of the range can be characterized in terms of the cumulative surface area that is subject to vehicular use as compared to the area that is free from roads or other established vehicular use areas, by identifying the numbers and sizes of unroaded areas, and through map graphics (Figures 3-3 and 3-4).

The surface area of the range that is occupied by roads or directly affected by road maintenance can be determined from the collective length of the network and width of the roads within that network. With the exception of State Route 85, roads within the BMGR vary in width from approximately 6 to 60 feet. The narrowest roads are nothing more than established tracks caused by the repeated passage of vehicles. The widest roadways are improved roads with roadbeds of 30 feet or more and graded shoulders and drainage ditches. The average width of BMGR roadways, including graded or otherwise affected shoulders, has not been determined. A rough estimate of the aggregate area of the range affected by roadways was calculated for use in this EIS, however, by assuming that an average roadway width of 30 feet is representative of the

³¹ The State Route 85 right of way varies in width as it traverses the BMGR. With some local exceptions, the right of way is: (a) 300 feet wide (200 feet to the west and 100 feet to the east) as it parallels the inactive Tucson Cornelis and Gila Bend Railroad tracks from the northern boundary of the range to Black Gap; (b) 400 feet wide (200 feet each to the east and west) from Black Gap to a point south of the entry road to Manned Range 2; and (c) 200 feet wide (100 feet each to the east and west) south of Manned Range 2 to the southern boundary of the range.

**TABLE 3-6
MILES AND AREA OF ROADS WITHIN THE BMGR UNDER THE PROPOSED
ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY**

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
1. Miles of road within BMGR—West restricted military use areas that are not open to general public access	189	189	136	124
2. Miles of road within BMGR—East restricted military use areas that are not open to general public access	977	977	741	715
3. Total miles of roads in BMGR restricted areas (Lines 1+2)	1,166	1,166	877	839
4. Miles of road within BMGR—West outside of restricted areas but restricted to government use only	63	63	39	48
5. Miles of road within BMGR—East outside of restricted areas but restricted to government use only	12	12	12	12
6. Total miles of roads in BMGR outside of restricted areas but restricted to government use only (Lines 4+5)	75	75	51	60
7. Miles of BMGR—West roads, and proposed, outside of restricted military use areas that are generally open to public access ^{2,5}	767	774 ²	490	383
8. Miles of BMGR—East roads outside of restricted military use areas that are generally open to public access ⁵	214	214	188	179
9. Total miles of BMGR roads outside of restricted military use areas that are generally open to public access⁵ (Lines 7+8)	981	988²	678	562
10. Total miles of roads in BMGR—West of all types (Lines 1+4+7)	1,019	1,026²	665	555
11. Total miles of roads in BMGR—East of all types (Lines 2+5+8)	1,203	1,203	941	906
12. Total miles of BMGR roads of all types (Lines 3+6+9)	2,222	2,229²	1,606	1,461
Approximate surface area (acres) of all BMGR roads based on a 30-foot road width ⁶	8,080	8,105	5,840	5,313

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.

² Includes roads coded as A, B, C, and D, an estimated 7 miles of Cabeza Prieta bypass roads are included in these figures.

³ Proposed action includes roads coded as C and D; B roads (consisting of the 7 miles of Cabeza Prieta bypass roads) could be added as an authorized future option, but are not included in these figures.

⁴ Includes roads coded as D.

⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.

⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

**TABLE 3-7
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 1 UNDER THE
PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY**

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	177	177	124	122
Miles of road outside of restricted areas but restricted to government use only	21	21	15	21
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	142	142	87	56
Total miles of roads	340	340	226	199
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	1,236	1,236	822	724

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

**TABLE 3-8
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 2 UNDER THE
PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY**

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	0	0	0	0
Miles of road outside of restricted areas but restricted to government use only	16	23	6	9
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	531	531	323	259
Total miles of roads	547	554	329	268
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	1,989	2,015	1,196	975

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D; B roads (consisting of the 7 miles of Cabeza Prieta bypass roads) could be added as an authorized future option, but are not included in these figures.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

TABLE 3-9
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 3 UNDER THE PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	12	12	12	2
Miles of road outside of restricted areas but restricted to government use only	26	26	18	18
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	94	94	80	68
Total miles of roads	132	132	110	88
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	480	480	400	320

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

TABLE 3-10
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 4 UNDER THE PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	197	197	151	138
Miles of road outside of restricted areas but restricted to government use only	1	1	1	1
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	6	6	6	6
Total miles of roads	204	204	158	145
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	742	742	575	527

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

TABLE 3-11
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 5 UNDER THE PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	540	540	384	374
Miles of road outside of restricted areas but restricted to government use only	0	0	0	0
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	0	0	0	0
Total miles of roads	540	540	384	374
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	1,964	1,964	1,396	1,360

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

TABLE 3-12
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 6 UNDER THE PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	4	4	4	4
Miles of road outside of restricted areas but restricted to government use only	11	11	11	11
Miles of road in locations outside of restricted military use areas that are generally open to public access ⁵	202	202	176	168
Total miles of roads	217	217	191	183
Approximate surface area (acres) of all roads based on a 30-foot road width ⁶	789	789	695	611

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

**TABLE 3-13
MILES AND AREA OF ROADS WITHIN MANAGEMENT UNIT 7 UNDER THE
PROPOSED ACTION AND EACH ALTERNATIVE MANAGEMENT STRATEGY**

Access Status of Roads for Government and Public Access	No-Action Alternative (Alternative Management Strategy A¹)	Alternative Management Strategy B²	Proposed Action (Alternative Management Strategy C³)	Alternative Management Strategy D⁴
Miles of road within restricted military use areas that are not open to general public access	236	236	202	199
Miles of road outside of restricted areas but restricted to government use only	0	0	0	0
Miles of roads outside of restricted military use areas that are generally open to public access ⁵	6	6	6	5
Total miles of roads	242	242	208	204
Approximate surface area (in acres) of all roads based on a 30-foot road width ⁶	880	880	756	742

¹ The no-action alternative includes roads coded as A, C, and D, equivalent to existing network.
² Includes roads coded as A, B, C, and D.
³ Proposed action includes roads coded as C and D.
⁴ Includes roads coded as D.
⁵ Roads are subject to future temporary or permanent closures for safety, security, or resource protection purposes.
⁶ Widths of improved and unimproved roadways vary on the BMGR from 6 to 60 feet; 30 feet is a conservative width index that represents a potential upper limit of the aggregate area occupied by roads and affected shoulder areas.

potential upper limit of the aggregate surface effect area of all roads and affected shoulder areas within the network. Based on this roadway width, the 2,222 miles of existing roads within the range would occupy an aggregate surface area of 8,080 acres. Although most roadways on the range are believed to be less than 30 feet in width, this figure was selected for this rough estimate as a conservative figure that would include most associated vehicle pullout and turn around areas and is not likely to underestimate the aggregate surface area of roads within the BMGR. Eight thousand acres is less than 0.5 percent of the 1,733,921 acres that make up the total surface area of the BMGR.

Roads, however, comprise a small portion of the area of the range that is authorized for vehicular use for military training or support purposes. Established vehicular use areas other than roads include the annual and five-year EOD clearance areas within air-to-ground weapons ranges, target and range maintenance areas, and Marine Corps ground support areas. As explained in Sections 2.2.1 and 2.3.2.4, five-year EOD clearance areas for Air Force tactical and manned ranges extended to a radius of one nautical mile from each target from 1975 until August 2001 when the clearance radius was reduced to one kilometer in accordance with AFI 13-212 Volume 1. The reduced five-year EOD clearance area provides effective target surface area decontamination that is commensurate with the extent to which munitions are dispersed by current aircraft weapon systems and training practices. The five-year EOD clearance areas have not been extensively affected by vehicular use (only six clearance cycles have occurred since 1975). In general, the vegetative communities and soils of the five-year clearance areas remain relatively intact. These areas, however, show signs of methodical vehicular use and cannot be regarded as unroaded in contrast to unaffected adjacent areas that are outside the clearance area perimeters.

No-Action Alternative (Management Strategy A) and Alternative Management Strategy B (There is no difference between Strategies A and B within BMGR-East)

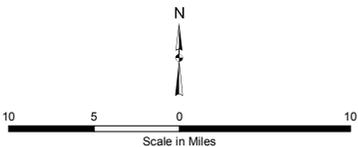


- Manned and Tactical Ranges**
1. Manned Range 1
 2. Manned Range 2
 3. Manned Range 3
 4. Manned Range 4
 5. North TAC Range
 6. South TAC Range
 7. East TAC Range

Proposed Action (Alternative Management Strategy C)



Alternative Management Strategy D



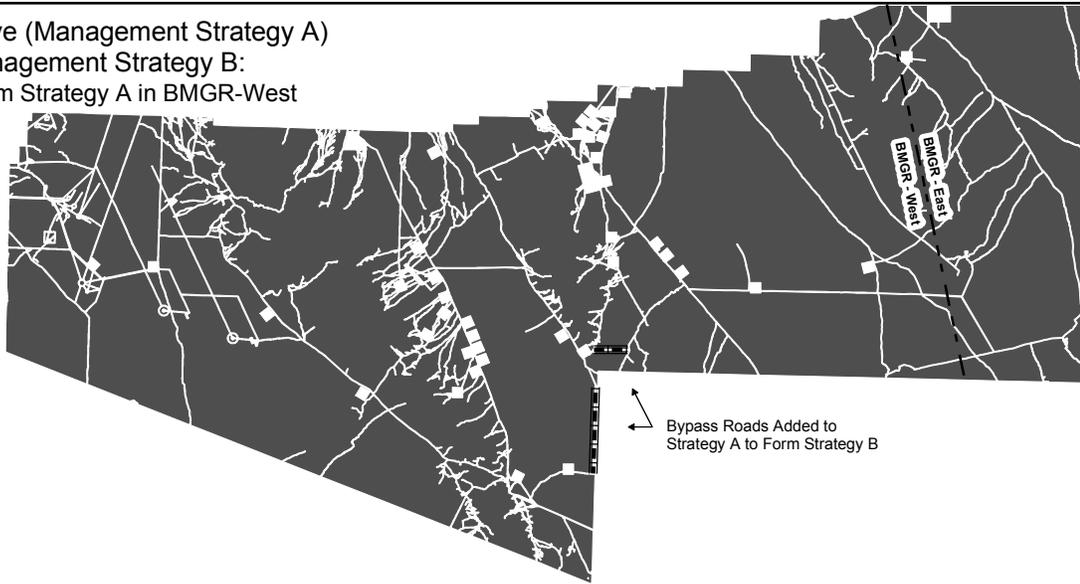
- Unroaded Area
- Road Corridor
- Active and Inactive Military Use or Training Support Area Approved for Military Vehicular Use

**BMGR - East
Unroaded Areas Associated
with the Proposed Action and
Alternative Management Strategies**

Figure 3-3

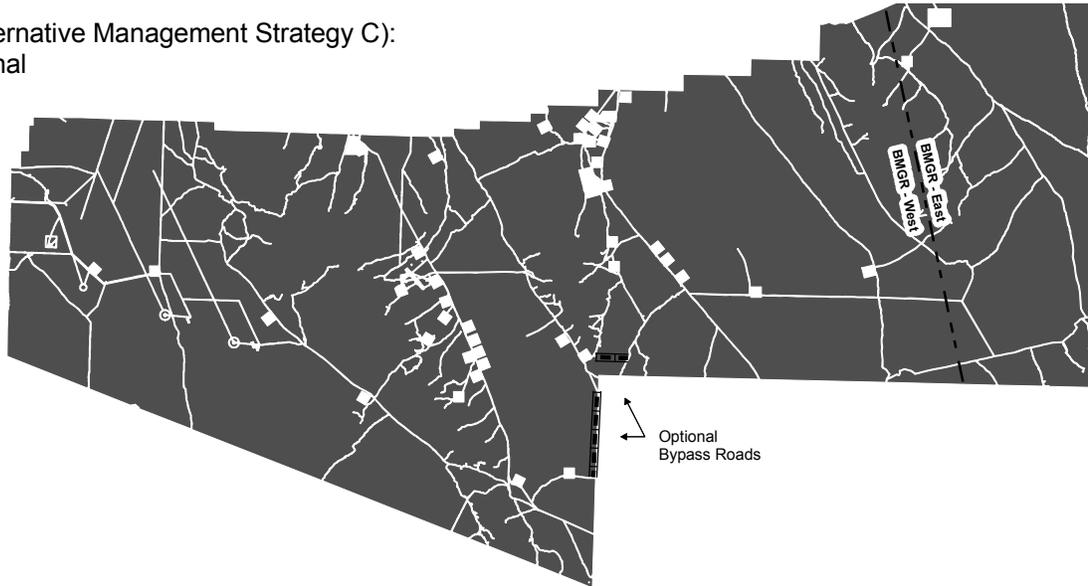
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No-Action Alternative (Management Strategy A) and Alternative Management Strategy B: (Strategy B differs from Strategy A in BMGR-West only in terms of the Cabeza Prieta NWR bypass roads)



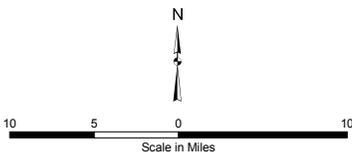
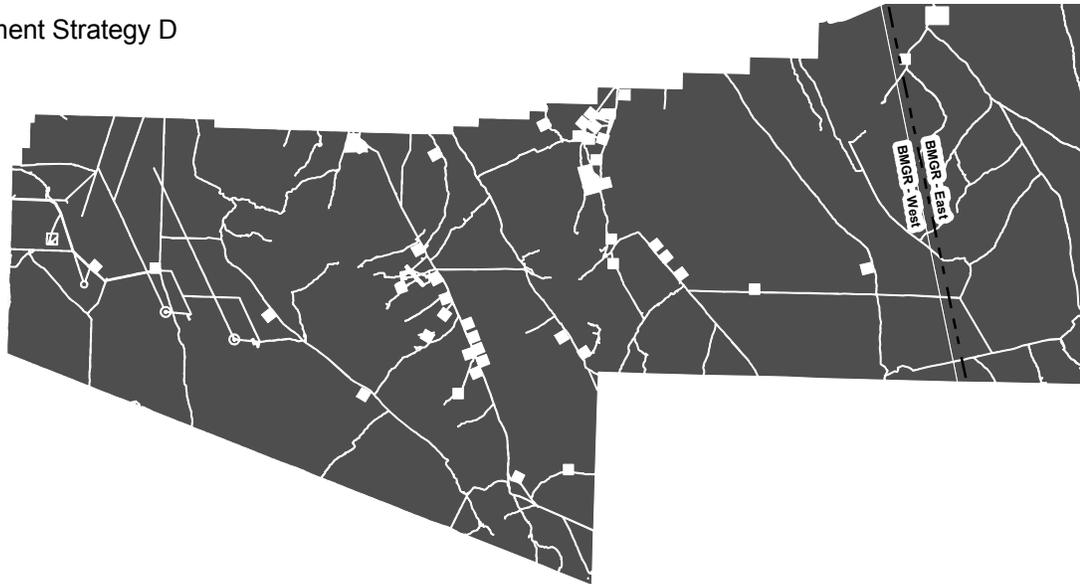
← Bypass Roads Added to Strategy A to Form Strategy B

Proposed Action (Alternative Management Strategy C): Bypass Roads Optional



← Optional Bypass Roads

Alternative Management Strategy D



- Unroaded Area
- Road Corridor
- Active or Inactive Military Training or Support Area Approved for Military Vehicular Use
- Cabeza Prieta Wilderness Bypass Road

BMGR - West
Unroaded Areas Associated
with the Proposed Action and
Alternative Management Strategies
Figure 3-4

The density and frequency of vehicular traffic within the annual clearance areas has been much higher. Including the now inactive one-nautical-mile five-year clearance areas, the annual and five-year EOD clearance areas within the BMGR encompass 154,150 acres. (The advent of the one-kilometer five-year clearance radius reduced the current combined EOD clearance area to about 95,000 acres.)

Core target areas are more heavily impacted by ordnance deliveries and vehicular traffic from target construction and maintenance than annual EOD clearances. In addition to the annual EOD clearance surface area, core target areas collectively include about 1,800 acres.

Range maintenance areas include the four RMCPs and dispersed sites within the tactical ranges that are used as temporary EOD consolidation points and vehicular assembly areas. Range maintenance areas collectively comprise about 435 acres that are excluded from the consideration of unroaded areas. Marine Corps EOD clearance activities at the Moving Sands and Cactus West target complexes are generally limited to the designated impact areas.

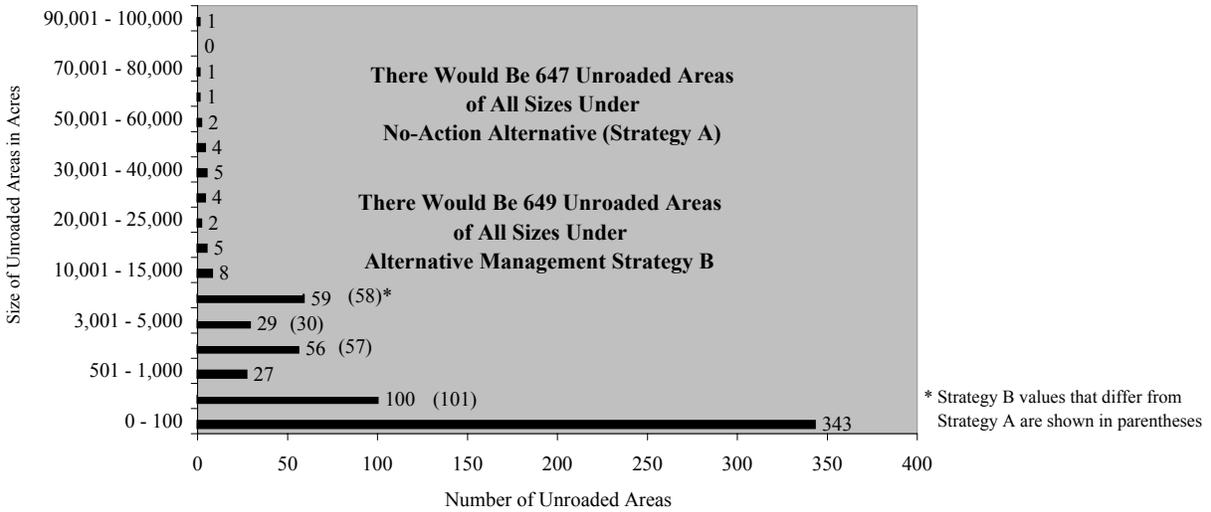
The Marine Corps ground support areas, which are approved for off-road vehicular use in support of military training activities, total approximately 10,900 acres in surface area. Other range locations that collectively encompass about 5,400 acres and that do not qualify as having unroaded characteristics include eight World War II vintage auxiliary airfields, Gila Bend AFAF, the two small arms ranges, the Cannon Air Defense Complex, and two retired Air Force test areas. In total, the military use areas that should be excluded from the consideration of the unroaded area of the BMGR cumulatively incorporate approximately 172,700 acres. Adding the estimated surface area of the existing inventory road network to this figure brings the total range surface area that should be excluded from the determination of the unroaded surface area of the BMGR to approximately 180,750 acres, or about 10 percent of the range. This analysis shows that about 90 percent of the BMGR is unroaded in terms of the existing inventoried road network and other established vehicular use or developed areas.

The proposed action (Strategy C) and Alternative Management Strategy D both call for the conservation of existing unroaded areas of 3,000 acres or more in size. A determination of the number of range areas with surface areas in 20 various size categories from 1 to 120,000+ acres, including 3,000 acres or less and 3,001 acres or more as one of the category dividing points, was performed through a Geographic Information System (GIS) analysis. The existing road network was buffered to a width of 100 feet for this analysis to represent the distance (50 feet) on either side of the road to which vehicles may currently be pulled off of the road for parking. The other established military vehicle-use areas and developed areas described previously that incorporate 172,700 acres were also excluded in the analysis of unroaded areas. The GIS analysis results show that there are 121 existing unroaded areas of 3,001 acres or more and 526 areas of 3,000 acres or less within the BMGR (Figure 3-5). Given the existing road network, the largest unroaded area is about 95,000 acres located in BMGR—East west of North and South Tactical Ranges (see Figure 3-3). There are 88, unroaded areas of 3,001 to 10,000 acres, 28 unroaded area of 10,001 to 50,000 acres, and five unroaded areas of more than 50,000 acres under the existing conditions.

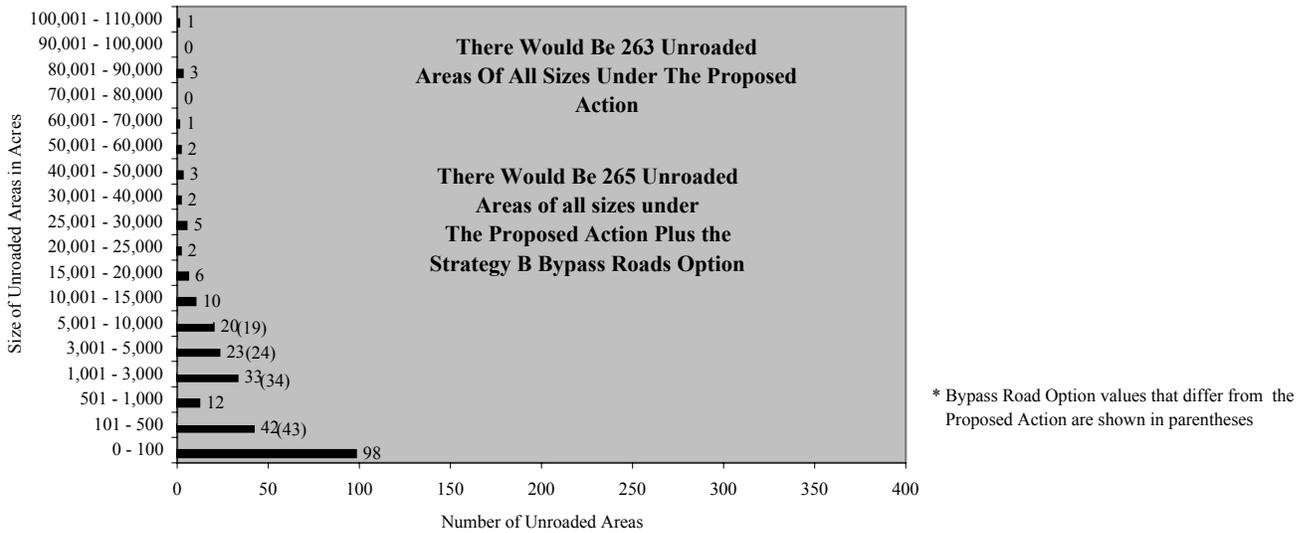
3.4.4.2 Revised Proposed Action—Motorized Access and Unroaded Area Status

The proposed action for motorized access and unroaded areas is Alternative Management Strategy C, as revised for this final EIS, which would retain 1,606 miles of the roads within the

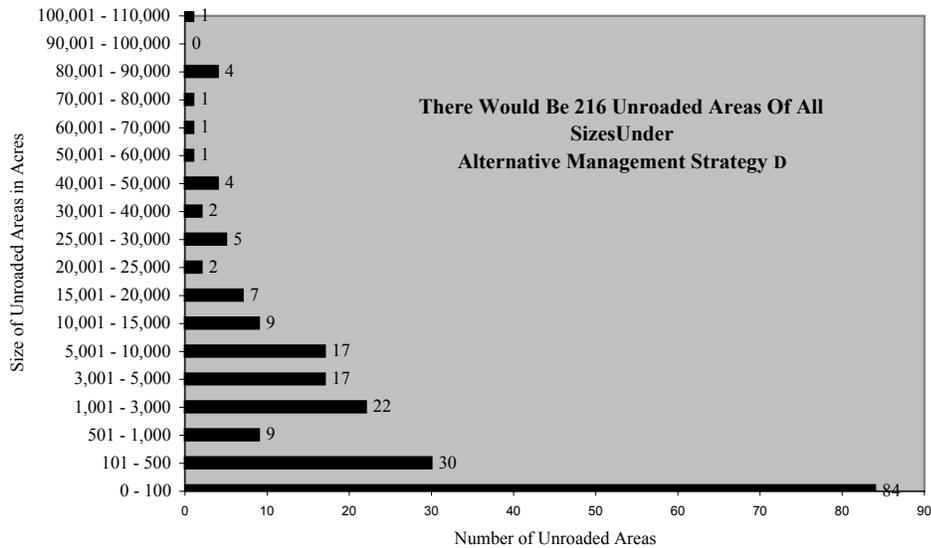
**No-Action Alternative (Strategy A) and
Alternative Management Strategy B**



Revised Proposed Action (Alternative Management Strategy C)



Alternative Management Strategy D



Range-wide Numbers of Unroaded Areas Associated with the Proposed Action and Alternative Management Strategies
Figure 3-5

existing road network, with 665 miles in BMGR—West and 941 miles in BMGR—East (see Table 3-6). The proposed action would reduce the cumulative length of the existing BMGR road network by 616 miles, or about 28 percent. This range-wide reduction would decrease the total miles of roads within BMGR—West and BMGR—East by about 35 and 22 percent, respectively. Some of the roads that would remain would be available only for agency use. Consequently, 678 miles of roads would be available for general public access under the proposed action, which is 303 miles or about 31 percent less than is currently available under the existing conditions (see Table 3-6).

Most of the reduction in available general public access road mileage would occur in BMGR—West where about 91 percent (or 277 miles) of the 303-mile decrease would occur. This outcome is not surprising considering the high densities of roads in Management Units 1 and 2 located in the areas near Fortuna Mine, south of Wellton near the northern boundary of the BMGR, east of the Gila Mountains between the mountains and the east branch of El Camino del Diablo, Baker Tanks west of Baker Peaks, the Copper Mountains, and Tinajas Altas Mountains (see Figure 3-2). The principal road management objective of the proposed action is the elimination of redundant routes.

Only 26 miles of roads currently available for general public access would be closed in BMGR—East as a result of the proposed action. This relatively low figure (about nine percent of the closures proposed for BMGR—West) reflects the low existing road densities that occur in Management Unit 6, which is the principal BMGR—East area that is open to general public access (see Figure 3-1).

The range-wide elimination of 616 miles of road from the BMGR under the revised proposed action would reduce the surface area occupied by active roads by about 28 percent, compared to the current total, to an estimated 5,840 acres (assuming an average road width of 30 feet) (see Table 3-6 and Figures 3-3 and 3-4). Assuming that these closed roads return to a natural condition over the long term, the revised proposed action would reduce the number of unroaded areas in the BMGR of 3,000 acres or less by about 65 percent from 526 to 185 (see Figure 3-5). The number of unroaded areas of 3,001 acres or more would decrease by 36 as a result of combining smaller areas into larger blocks of unroaded area. Under the revised proposed action, there would be 43 unroaded areas of 3,001 to 10,000 acres, 28 unroaded areas of 10,001 to 50,000 acres, and seven unroaded areas of more than 50,000 acres. The largest unroaded area, located in BMGR—East to the west of North and South Tactical Ranges, would increase by about 7,000 acres, compared to current conditions, to be slightly more than 102,000 acres (see Figure 3-3). The largest unroaded area in BMGR—West would encompass about 85,000 acres in the Mohawk Valley. If the option of developing the two Cabeza Prieta NWR/Wilderness bypass roads were implemented in combination with the proposed action, it would eventually result in the creation of 265 unroaded areas of all sizes within the BMGR as opposed to the 263 unroaded areas that would occur with the proposed action alone.

Relative to the total number of miles of roads in the BMGR, as well as in the BMGR—East and BMGR—West subdivisions, the differences between the revised proposed action provided in the final EIS and the proposed action provided in the draft EIS are generally small (Table 3-14). The revised proposed action would retain 1,606 miles of the roads within the existing BMGR road network for motorized vehicle access compared to the 1,564 miles of existing roads that would have been retained under the draft EIS proposed action. The difference between these totals is 42 miles, or 2.7 percent. Expressed in another way, the revised proposed action (Alternative

Strategy C) would close 616 miles, or about 27.7 percent, of the existing road network in contrast to the 658 miles, or approximately 29.6 percent, that would have been closed under the draft EIS proposed action. Thus, the revisions to the proposed action leave this alternative in a relatively unchanged position within the overall range of road closure alternatives considered in both the draft and final EISs. The no-action alternative (Management Strategy A) and Alternative Strategy B, in both the draft and final EISs, would close no existing roads within the BMGR while Alternative Management Strategy D in both EISs would close about 34 percent of the existing road network.

Access Status of Roads for Government and Public Access	Revised Proposed Action	Draft EIS Proposed Action	Difference in Miles/Acres	Percent Change
1. Miles of road within BMGR—West restricted military use areas that are not open to general public access	136	134	2	1.5
2. Miles of road within BMGR—East restricted military use areas that are not open to general public access	741	734	7	1.0
3. Total miles of roads in BMGR restricted areas (Lines 1+2)	877	868	9	1.0
4. Miles of road within BMGR—West outside of restricted areas but restricted to government use only	39	63	-24	-38
5. Miles of road within BMGR—East outside of restricted areas but restricted to government use only	12	12	0	0
6. Total miles of roads in BMGR outside of restricted areas but restricted to government use only (Lines 4+5)	51	75	-24	-32
7. Miles of BMGR—West roads outside of restricted military use areas that are generally open to public access	490	447	43	9.6
8. Miles of BMGR—East roads outside of restricted military use areas that are generally open to public access	188*	174	14*	8.0*
9. Total miles of BMGR roads outside of restricted military use areas that are generally open to public access (Lines 7+8)	678*	621	57*	9.2*
10. Total miles of roads in BMGR—West of all types (Lines 1+4+7)	665	644	21*	3.3*
11. Total miles of roads in BMGR—East of all types (Lines 2+5+8)	941*	920	21*	2.3*
12. Total miles of BMGR roads of all types (Lines 3+6+9)	1,606*	1,564	42*	2.7*
Approximate surface area (acres) of all BMGR roads based on a 30-foot road width	5,840*	5,687	153*	2.7*
* Eight miles of increase in existing roads available for general public access under the revised proposed action versus the draft EIS proposed action is a result of an incorrect classification of a road in the draft EIS as retained within a restricted military use area rather than as retained within an area generally available for public access. The rest of the increase is due roads that would be retained under the revised proposed action as compared to closed under the draft EIS proposed action.				

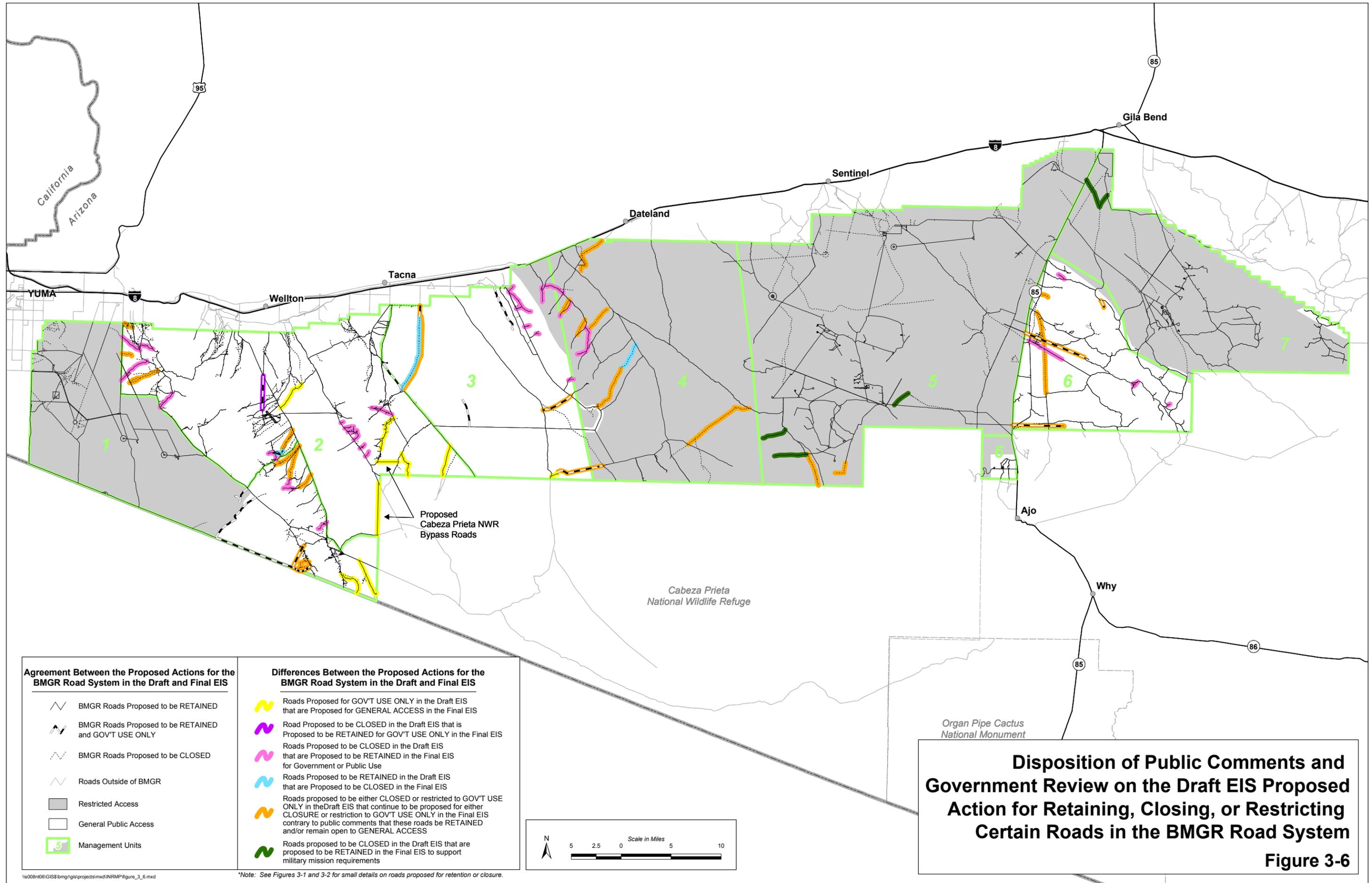
The revised proposed action would retain an estimated aggregate of 5,840 acres of existing road surface area, which is a 2.7 percent increase compared to the estimated 5,687 acres that would be retained under the draft EIS proposed action. The revised proposed action would eventually provide about six percent more individual unroaded areas on the BMGR than would the draft

EIS proposed action. The increase in unroaded areas would occur as the additional existing roads retained by the revised proposed action would continue to also dissect certain portions of the BMGR landscape to a slightly greater number of smaller unroaded parcels (see Figure 3-6) than would the draft EIS proposed action (Table 3-15). However, the revised proposed action also would increase the size of the largest unroaded area that could eventually be reclaimed in BMGR—West to almost 84,500 acres, which is about 20 percent larger than would have been possible under the draft EIS proposed action.

TABLE 3-15
UNROADED AREA DIFFERENCES BETWEEN THE REVISED PROPOSED ACTION AND THE PROPOSED ACTION PROVIDED IN THE DRAFT EIS

Unroaded Area Size in Acres	Numbers of Areas Provided by Draft EIS Proposed Action	Numbers of Areas Provided by Revised Proposed Action, Final EIS	Difference in Numbers of Areas	Percent Change
0 to 100	95	98	3	3.2
101 to 500	36	42	6	16.7
501 to 1,000	10	12	2	20.0
1,001 to 3,000	30	33	3	10.0
3,001 to 5,000	21	23	2	9.5
5,001 to 10,000	19	20	1	5.3
10,001 to 15,000	10	10	0	0.0
15,001 to 20,000	7	6	-1	-14.3
20,001 to 25,000	2	2	0	0.0
25,001 to 30,000	4	5	1	25.0
30,001 to 40,000	3	2	-1	-33.3
40,001 to 50,000	3	3	0	0.0
50,001 to 60,000	1	2	1	50.0
60,001 to 70,000	3	1	-2	-66.6
70,001 to 80,000	0	0	0	0.0
80,001 to 90,000	3	3	0	0.0
90,001 to 100,000	0	0	0	0.0
100,001 to 110,000	1	1	0	0.0
Totals	248	263	15	6.0

From the perspective of military mission support, natural and cultural resources management, and public access, the net increase of 42 miles of roads provided by the revised proposed action offers vehicular access that would not be available under the draft EIS proposed action. Figure 3-6 shows how specific road segments within the BMGR would be differentially affected by the revised proposed action and draft EIS proposed action. The existing roads in BMGR—West that would be retained or otherwise kept available for public use, rather than closed or restricted to government use only, under the revised proposed action are widely distributed and would continue to provide recreation access and traffic circulation opportunities. A road that now would be retained in Management Unit 2, but restricted to government use only, is needed to provide service access for an existing utility line that supplies electrical power to TACTS Range facilities at its southern end (see Figure 3-6). Roads that now would be retained in Management Unit 4 would continue to provide public access for approved special use permit activities (principally the annual bighorn sheep hunt administered by AGFD) as well as government access for resource management activities. The roads that now would be retained in management units 5 and 7 would continue to be available for military training and support missions that have emerged since the draft EIS was prepared. The existing roads in Management Unit 6 that now



Agreement Between the Proposed Actions for the BMGR Road System in the Draft and Final EIS

- BMGR Roads Proposed to be RETAINED
- BMGR Roads Proposed to be RETAINED and GOV'T USE ONLY
- BMGR Roads Proposed to be CLOSED
- Roads Outside of BMGR
- Restricted Access
- General Public Access
- Management Units

Differences Between the Proposed Actions for the BMGR Road System in the Draft and Final EIS

- Roads Proposed for GOV'T USE ONLY in the Draft EIS that are Proposed for GENERAL ACCESS in the Final EIS
- Road Proposed to be CLOSED in the Draft EIS that is Proposed to be RETAINED for GOV'T USE ONLY in the Final EIS
- Roads Proposed to be CLOSED in the Draft EIS that are Proposed to be RETAINED in the Final EIS for Government or Public Use
- Roads Proposed to be RETAINED in the Draft EIS that are Proposed to be CLOSED in the Final EIS
- Roads proposed to be either CLOSED or restricted to GOV'T USE ONLY in the Draft EIS that continue to be proposed for either CLOSURE or restriction to GOV'T USE ONLY in the Final EIS contrary to public comments that these roads be RETAINED and/or remain open to GENERAL ACCESS
- Roads proposed to be CLOSED in the Draft EIS that are proposed to be RETAINED in the Final EIS to support military mission requirements

*Note: See Figures 3-1 and 3-2 for small details on roads proposed for retention or closure.



Disposition of Public Comments and Government Review on the Draft EIS Proposed Action for Retaining, Closing, or Restricting Certain Roads in the BMGR Road System
Figure 3-6

would be retained would continued to be available for public access and traffic circulation opportunities. Roads in management units 2, 3, and 4 that now would be closed under the revised proposed action, rather than retained as proposed under the draft EIS, were re-analyzed and are now found not to be required for either government or public access purposes. One additional effect of the revisions to the proposed action is that only 39 miles of roads in BMGR—West are now proposed to be restricted to government use only compared to the 63 miles of roads that would have been so designated under the draft EIS proposed action.

3.4.4.3 Alternative Management Strategy B—Motorized Access and Unroaded Area Status

While Alternative Management Strategy B would allow for the potential development of additional roads on a case-by-case basis, the only currently proposed difference between Alternative Management Strategies A and B is that Strategy B would authorize planning for the two new Cabeza Prieta NWR/Wilderness bypass roads. These bypass roads would add approximately 7 miles to the existing road inventory bringing the inventory total to 2,229 miles. Both bypass roads would be located in Management Unit 2 (see Figure 3-2).

The effect of Management Strategy B on unroaded area conditions would be small. Strategy B would create one additional unroaded area in each of the 101- to 500-acre, 1,001- to 3,000-acre, and 3,001- to 5,000-acre categories, but would do so at the expense of eliminating an unroaded area from the 5,001- to 10,000-acre category (see Figures 3-2, 3-4, and 3-5).

3.4.4.4 Alternative Management Strategy D—Motorized Access and Unroaded Area Status

Alternative Management Strategy D would reduce the inventory of active roads by 761 miles to 1,461 miles, which would be about 34 percent less than the existing network, with decreases of about 46 and 25 percent in BMGR—West and BMGR—East, respectively (see Table 3-6).³² Under Strategy D, 562 miles of roads would be available for general public access, which is 419 miles or about 43 percent less than that available under existing conditions.³³ The majority of the reduction in available general public access road mileage under Strategy D would again occur in BMGR—West where almost 92 percent (or 384 miles) of the decrease would occur. The pattern of road closures that would affect general public access in BMGR—West would be 64 miles more than that which would occur under the proposed action (see Table 3-6 and Figure 3-2).

³² The draft EIS reported that Alternative Management Strategy D would reduce the inventory of active roads by 765 miles to 1,457 miles, which would be about 34 percent less than the existing network. These figures differ from those reported in this final EIS because a single four-mile road segment in Management Unit 7, south of Gila Bend AFAF, that was proposed for closure under Strategy D in the draft EIS would be retained under both Alternative Management Strategy D and Alternative Management Strategy C in the final EIS (see Figure 3-6). This nominal change to Strategy D was made to provide essential support that was identified for a military training mission after the draft EIS was published.

³³ The draft EIS reported that Alternative Management Strategy D would continue to make 554 miles of existing roads available for general public access in contrast to the 562 miles reported in the final EIS. These figures differ because eight miles of road in Management Unit 6 were incorrectly classified in the draft EIS as proposed for retention within a restricted military use area rather than proposed for retention in an area generally available for public access (see Figure 3-6). The road in question is restricted from overnight stays by the public, but is available for general use during daylight hours. This nominal change to Strategy D represents a factual correction rather than a revision of this alternative based on comments of the draft EIS.

Alternative Management Strategy D would close 35 miles of roads in BMGR—East to general public access compared to 26 miles of roads that would be generally closed to the public under the revised proposed action. In other words, Strategy D and the revised proposed action would close about 16 and 12 percent, respectively, of the road mileage available for general public access in BMGR—East under the existing conditions. Approximately 1 miles of general public access road would be closed in the Bender Spring area of Management Unit 7 under Strategy D and the remaining 34 miles would be closed in Management Unit 6.

The elimination of 761 miles of road from the range under Management Strategy D would reduce the surface area occupied by the remaining active roads by about 34 percent to approximately 5,313 acres (assuming an average road width of 30 feet) (see Table 3-6 and Figures 3-3 and 3-4). Over time, Strategy D would reduce the number of unroaded areas in the BMGR of 3,000 acres or less by about 72 percent from 526 to 145 (see Figure 3-5). Under Strategy D, there would be 34 unroaded areas of 3,001 to 10,000 acres, 29 unroaded areas of 10,001 to 50,000 acres, and eight unroaded areas of more than 50,000 acres. Like the proposed action, the largest unroaded area would be about 102,000 acres located in BMGR—East (see Figure 3-3). The largest unroaded area in BMGR—West would be about 86,400 acres (see Figure 3-4).

3.4.5 Preferred Alternative

The preferred alternative is the revised proposed action, as described in Section 3.4.4.2 and presented in Tables 3-3 and 3-5 through 3-13.

3.5 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD IN DETAIL

As noted, many potential alternatives could be proposed for managing BMGR natural and cultural resources through the duration of the current military land withdrawal, which continues until 2024. Based on input received during public scoping and the two public workshops, the Core Planning Team found that the proposed action and the four alternative management strategies presented in Table 3-3 represented a reasonable range of alternatives. Consideration was given, however, to developing two additional alternatives; one to provide more public access and use opportunities than are represented by Alternative Management Strategy B and the other to emphasize resource conservation and restrictions on public access and use beyond those described in Management Strategy D. Both of these alternative concepts were eliminated from detailed consideration because each one failed to meet certain selection criteria (see Table 3-2).

An alternative designed to increase public access and use opportunities on the BMGR beyond those offered by Alternative Management Strategy B would have to either increase the proportion of the range available for public access or expand the road network within those areas currently open to general public access. As shown in Figure 2-4, approximately 38 percent (or about 653,825 acres) of the range area supports military missions that are compatible with general public access and recreation activities on a routine basis. Opening additional areas of the range to general public access would be in direct conflict with the selection criteria that require each alternative to support the military mission. Opening additional areas of the range to general public access would:

- Result in a net loss in the capability of the BMGR to support its military purposes by placing members of the public in locations that would require curtailment in munitions delivery training missions or other operations in order to protect public safety—a conflict with Selection Criterion 1.1
- Fail to maintain the flexibility of the range to support future military missions by encumbering additional range land areas with incompatible non-military land use—a conflict with Selection Criterion 1.2
- Fail to protect the mutual safety of the public and military personnel by providing public access to weapons ranges where there would be an increased risk of scheduling conflicts that would expose members of the public to munitions delivery activities—a conflict with Selection Criterion 1.3
- Potentially reduce the opportunities to maintain, improve, or restore environmental conditions that would support the military purposes of the range because of potential increased impacts from public access—a conflict with Selection Criterion 1.4
- Fail to prevent interference with the military purposes of the range from non-military land use by authorizing public access to locations where it is incompatible with ongoing military activities—a conflict with Selection Criterion 1.5
- Interfere with military purposes of the range by creating the need for additional natural or cultural resource management activities to address the environmental effects of public access within weapons ranges and other exclusive military operating areas—a conflict with Selection Criterion 1.6

One specific proposal to allow periodic public access to the Paradise Well area of East TAC Range was considered during the second public workshop in January 2001. The maps presented at this workshop, which generally depicted the public access and road alternatives being considered at that time, showed the Paradise Well area as a location where public access was proposed as acceptable during no-fly weekends and the annual closure of East TAC for EOD clearances and target maintenance. This issue was discussed in the context of proposing to allow public access in an area that was officially closed to public access and not from the perspective of closing an area that was then open to public access (see the *Surface Entry* subsection of Section 2.2.1). However, after subsequently reviewing the safety issues associated with allowing public access to a designated tactical range impact area, the Air Force determined that it was necessary to maintain the official closure of the Paradise Well area. The Air Force also determined that it would be inappropriate and premature to consider opening the Paradise Well area to public access through the INRMP planning process because such an action would require a full reevaluation and possible realignment of the military operations requirements and safety and security issues associated with East TAC. Further pursuit of the Paradise Well public access alternative in the INRMP planning process would have been inconsistent with Selection Criteria 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6.

The extent to which an alternative that would emphasize increasing public access and use opportunities on the BMGR would be in conflict with the selection criteria for natural and cultural resource protection, conservation, and rehabilitation cannot be determined at this time. The effects of the existing levels of public access and use on the ecosystem and biodiversity of the BMGR can only be determined through multi-year monitoring programs specifically

designed to measure the health of this ecosystem and its resiliency for enduring various levels of use. One of the goals of the proposed INRMP is to establish the ecosystem/biodiversity monitoring programs required to make these types of determinations. Therefore, consideration of an alternative that emphasizes increased public access and use before the necessary monitoring information is available to fully assess the potential impacts of such an alternative is not regarded as a prudent management option. Consideration of a management emphasis to increase public access and use opportunities may be appropriate at some future point once the new BMGR management program is established and needed monitoring information is available. Such a management emphasis may be adopted during one of the future required five-year update cycles for the INRMP once it is implemented, but was not considered within the reasonable range of alternatives for the proposed INRMP.

An alternative that emphasizes resource protection and conservation at a level exceeding that represented in Alternative Management Strategy D was also not considered to be within the reasonable range of alternatives for the proposed INRMP. Some comments received from the public on this issue suggested that the proposed INRMP should emphasize levels of natural resource preservation commensurate with that of wilderness, national park, or wildlife refuge management. The MLWA of 1999 and the Sikes Act—as well as DoD, Air Force, and Marine Corps policies and regulations—require that the proposed INRMP emphasize ecosystem management principles and biodiversity conservation. However, these laws, policies, and regulations do not require levels of resource preservation on DoD installations that would preclude public access that is otherwise compatible with the military missions and ecosystem sustainability (DoD Instruction 4715.3 at Paragraph 4.1.4). Alternative Management Strategy D was designed to provide the maximum emphasis that could be placed on resource protection and conservation consistent with the military purposes of the BMGR and requirements to provide public access consistent with the military mission and ecosystem sustainability. An alternative that would emphasize environmental preservation management in excess of the level of resource protection and conservation represented in Strategy D was considered to be inconsistent with the selection criteria that require that each alternative must:

- Result in no net loss in the capability of the range to support the military purposes for which it was established (Selection Criterion 1.1)
- Maintain the flexibility of the range to support future military missions (Selection Criterion 1.2)
- Prevent non-military land use that would interfere with the military purposes of the range (Selection Criterion 1.5)
- Avoid discretionary natural or cultural resource management activities that would interfere with the military purposes of the range (Selection Criterion 1.6)
- Provide for sustainable multipurpose public use of the BMGR to the extent consistent with its military purposes (Selection Criterion 3.1)
- Provide for sustainable multipurpose public use of the BMGR to the extent that the use is consistent with the needs of wildlife resources (Selection Criterion 3.2)
- Make the BMGR available to public use when access is compatible with ecosystem sustainability (Selection Criterion 3.3)

3.6 COMPARISON OF THE PROPOSED ACTION AND ALTERNATIVES

Table 3-16 compares the primary effects of the proposed action to Alternative Management Strategies A, B, C, and D.

**TABLE 3-16
COMPARISON OF ALTERNATIVES**

Earth Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Restricts or limits some uses that can cause physical disturbance and associated soil erosion (e.g., ORV travel, motorized public access, vehicle-based camping, utility/transportation corridor development), which would generally reduce physical soil impacts compared to current conditions at low levels range wide, with greater levels of improvement possible in localized areas. Includes reduced effects to soils from road network and associated uses (e.g., vehicle-based camping) by closing 616 miles of roads. The estimated upper limit of the total BMGR surface area occupied by roads and shoulder areas would be reduced from 0.47 percent to 0.34 percent. Limits of acceptable change monitoring would provide data needed to trigger adaptive management responses that could benefit soil resources (e.g., to curtail illicit off-road driving) Continues existing earth resources management objectives, plus implements new management objectives for soil and water resources management that would provide better information to be used in management Includes a range-wide soil survey Areas of excessive surface damage would be restored where feasible and prudent, reducing effects to soils in affected areas 	<ul style="list-style-type: none"> Some of the same impacts as the proposed action, but cumulative physical disturbance to soils would likely be slightly greater because of fewer restrictions or limitations on some uses that can disturb soils and cause accelerated rates of erosion (e.g., ORV travel, motorized public access, vehicle-based camping, utility/transportation corridor development). Includes continued effects to soils from the existing 2,222-mile road network and associated uses in short term. Future development of a transportation plan could decrease physical disturbance from roads and shoulder areas by an unquantified amount in long term. No monitoring-related soil resources management Retains existing earth resources management provisions, which includes fewer earth resources management objectives than the proposed action Does not include a range-wide soil survey No prescribed restoration efforts 	<ul style="list-style-type: none"> Some of the same impacts as the proposed action, but cumulative physical disturbance to soils would potentially be greater because of fewer restrictions or limitations on some uses (e.g., ORV travel, motorized public access, vehicle-based camping, utility/transportation corridor development) and potential for new uses that can disturb soils and cause accelerated rates of erosion (e.g., designated ORV use areas, vehicle-based camping within 100 feet instead of 50 feet of open roads). Includes continued effects to soils from an estimated 2,229-mile road network (includes 7-mile Cabeza Prieta NWR bypass roads) and associated uses and potentially by new roads. The estimated upper limit of the total BMGR surface area occupied by roads and shoulder areas would continue to be about 0.47 percent to the total range acreage. Monitoring limited to compliance actions, with fewer benefits to soil resources expected than with the proposed action Focuses on complying with statutory requirements and preventing erosion in areas of cultural resource sensitivity, a lower level of management of earth resources than the proposed action Does not include a range-wide soil survey No prescribed restoration efforts 	<ul style="list-style-type: none"> Differs minimally from the proposed action in terms of restrictions or limitations on uses that could cause physical disturbance and associated soil erosion. As with the proposed action, includes reduced effects to soils from road network and associated uses (e.g., vehicle-based camping) by closing 6616 miles of roads. The estimated upper limit of the total BMGR surface area occupied by roads and shoulder areas would be reduced from 0.47 percent to 0.34 percent. Limits of acceptable change monitoring would provide data needed to trigger adaptive management responses that could benefit soil resources (e.g., to curtail illicit off-road driving) Similar to the proposed action, but slightly less comprehensive monitoring and perimeter land use coordination than with the proposed action and slightly higher management standards for air and visual resources would potentially have minor mixed effects on earth resources Does not include a range-wide soil survey No prescribed restoration efforts 	<ul style="list-style-type: none"> Proposes greater restrictions/limitations on some uses (e.g., motorized public access, utility/transportation corridor development) and would result in slightly less physical disturbance on a range-wide basis than proposed action, correlating to slightly lower intensity effects on soil resources. Includes reduced effects to soils from road network and associated uses by closing about 761 miles of road. The estimated upper limit of the total BMGR surface area occupied by roads would be reduced from 0.47 percent to 0.31 percent. Limits of acceptable change monitoring would provide data needed to trigger adaptive management responses that could benefit soil resources (e.g., to curtail illicit off-road driving) Similar to the proposed action, but with higher management standards for air resources and visual resources that could indirectly lessen indirect effects on earth resources to a minor degree Includes a range-wide soil survey Closed roads and areas of excessive surface damage would be restored where feasible, reducing effects on soils in localized areas
Water Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Reductions in physical surface disturbance (as described under earth resources for this strategy) would potentially decrease associated effects to water resources, such as disruption of natural stormwater runoff patterns and increased sediment in water courses Additional resource inventory and monitoring objectives and a shift to adaptive management with regard to all resource management objectives could potentially identify and lessen impacts to water resources 	<ul style="list-style-type: none"> Slightly higher levels of physical surface disturbance than under the proposed action (as described under earth resources for this strategy) would potentially result in greater effects to water resources, such as disruption of natural stormwater runoff patterns and increased sediment in water courses. Future development of a transportation plan could lead to reductions in road-related surface disturbance of an unquantified amount. Continued management under existing guidance and fewer resource inventory and monitoring objectives would have less potential for reducing impacts to water resources than the proposed action 	<ul style="list-style-type: none"> Slightly higher levels of cumulative physical surface disturbance than under the proposed action (as described under earth resources for this strategy) would likely result in slightly greater effects to water resources, such as disruption of natural stormwater runoff patterns and increased sediment in water courses Less extensive inventory and monitoring and soil and water resources management programs would have less potential for reducing impacts to water resources than the proposed action 	<ul style="list-style-type: none"> Reductions in physical disturbance (as described under earth resources for this strategy) would potentially decrease any associated effects to water resources, such as disruption of natural stormwater runoff patterns and increased sediment in water courses Similar to the proposed action, but excludes ecosystem-wide efforts for resource inventory and monitoring and includes air and visual resource objectives that could indirectly lessen impacts on water resources 	<ul style="list-style-type: none"> Reductions in physical disturbance as described under earth resources for this strategy) would potentially decrease any associated effects to water resources, such as disruption of natural stormwater runoff patterns and increased sediment in water courses Same level of resource inventory and monitoring as proposed action, but includes higher management standards for air resources and visual resources that could indirectly lessen impacts on water resources
Climate and Air Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Not expected to have any measurable or long-term impact on range-wide air quality Proposed changes in vehicular use and other activities that may influence air quality, including continuing existing management objectives for air resources management, would potentially have minor, short-term and localized, mixed effects on air resources 	<ul style="list-style-type: none"> Not expected to have any measurable or long-term impact on range-wide air quality Future development of a transportation plan and continued limitations or restrictions on other activities that may influence air quality, including continuing existing management objectives for air resources, would potentially have minor, short-term and localized, mixed effects on air resources 	<ul style="list-style-type: none"> Not expected to have any measurable or long-term impact on range-wide air quality Less restrictive measures on vehicle use and other recreational activities (including potential designation of ORV use areas) and no special management objectives to avoid air quality degradation could have slightly greater impacts on short-term and localized air quality than the proposed action 	<ul style="list-style-type: none"> Not expected to have any measurable or long-term impact on range-wide air quality Mixed effects to air quality similar to the proposed action, but potential use of dust palliatives on heavily traveled roads could result in greater localized reductions in fugitive dust emissions 	<ul style="list-style-type: none"> Not expected to have any measurable or long-term impact on range-wide air quality Mixed effects to air quality similar to the proposed action, but potential use of dust palliatives on heavily traveled roads could result in greater localized reductions in fugitive dust emissions

**TABLE 3-16
COMPARISON OF ALTERNATIVES**

General Vegetation				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Continued and new limitations or restrictions on motorized access, visitor camping, and public use would generally reduce low-level, dispersed impacts to vegetation range-wide, with greater reductions possible in some localized areas. Includes: <ul style="list-style-type: none"> 616 miles of road closures (resulting in a 1,606-mile total road network), which would not only result in reduced impacts from the roads, but also other associated activities; the majority of road closures (530 miles) would be within the creosotebush-bursage desertscrub natural community continuing to prohibit visitor off-road driving, retaining a minimum of six law enforcement personnel, and increased user education restrictions on camping and visitor stay limits (including decreased vehicle-based camping locations as a result of road closures and restrictions in areas with sensitive resources), rockhounding, recreational shooting, wood cutting and gathering, native wood campfires in Unit 1, collection of native plants, and further possible restrictions based on assessments of special hunting program, non-game species collection, recreational shooting, and designated camping areas If general recreational shooting and/or camping areas were established, there may be more intense localized impacts to vegetation, but less dispersed impacts from these activities General vegetative resources would be considered in a broader, regional context, and a more adaptive, ecosystem management approach would be taken towards stewardship, including improved coordination with other land owners/managers; maintenance of existing, or establishment of additional special management provisions for protection of vegetation; and increased monitoring, surveying and mapping efforts to provide reliable and up-to-date scientific information about vegetative resources and their response to ongoing military and civilian use on the BMGR and within the greater ecoregion. Redesignation of HMA and ACECs may promote enhanced protection of vegetation communities within these special natural/interest areas. Unroaded areas greater than 3,000 acres would be conserved as compatible with military or agency missions, precluding or reducing impacts to plants and natural communities in these areas No augmented restoration of closed roads proposed, but vegetation restoration efforts would be implemented in areas that have been damaged by a discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continuing the current limitations or restrictions on motorized access, visitor camping, and public use would not change the existing potential for low-level, dispersed impacts to vegetation at low levels range-wide or more intense impacts in some localized areas. Includes: <ul style="list-style-type: none"> keeping entire 2,222-mile road network open to vehicle use and associated activities continuing to prohibit visitor off-road driving, not requiring a minimum number of law enforcement personnel, and providing user education restrictions on camping and visitor stay limits, rockhounding, wood cutting and gathering (the continued prohibition of use and collection of dead and downed wood within the expired ACECs and within 150 feet of the expired Backcountry Byway), and collection of native plants Effects on vegetation from recreational shooting/camping would continue to be dispersed as there would be no evaluation of establishing designated areas for these activities Management of vegetative resources would be limited to the actions prescribed in the Goldwater Amendment, HMPs, or compliance-related requirements. Redesignation of all special management areas and applicable management provisions may promote enhanced protection of vegetation communities within areas. Unroaded areas would exist, but does not include an objective for unroaded area conservation No roads proposed for closure in short term; no prescribed restoration 	<ul style="list-style-type: none"> Continuing the current limitations or restrictions on motorized access, visitor camping, and public use would not reduce the existing potential for low-level, dispersed impacts to vegetation range-wide or more intense impacts in some localized areas. Includes: <ul style="list-style-type: none"> retaining entire 2,222-mile road network open to existing vehicle use and associated activities continuing to prohibit off-road driving, requiring a minimum of two law enforcement personnel, and providing user education restrictions on camping and visitor stay limits, rockhounding, wood cutting and gathering (the continued prohibition of use and collection of dead and downed wood within the expired ACECs and within 150 feet of the Backcountry Byway), and collection of native plants Potential for some increased impacts to vegetation as compared to the proposed action and existing conditions from retaining current 2,222-mile road network, plus potentially the 7-mile Cabeza Prieta NWR bypass roads and other new public use roads, and extending vehicle use to designated washes If designated camping areas were established, there may be more localized impacts to vegetation, but less dispersed impacts from camping; if a designated ORV use area were established, there could be localized destruction of vegetation Management of vegetative resources would be somewhat expanded from existing programs to include means to monitor compliance action, invasive species management programs, and the restoration of areas damaged by discontinued use. Enhanced protection of vegetation communities associated with special natural/interest area designation would be limited to that associated with the HMA. Unroaded areas would exist, but does not include an objective for unroaded area conservation No roads proposed for closure, vegetation restoration efforts would be implemented for areas that have been damaged by a discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continued and new vegetation based on limitations or restrictions on motorized access, visitor camping, and public use would generally reduce the level or extent of human-induced impacts low-level, dispersed impacts to vegetation range-wide, with greater levels of reduction possible in some localized areas. Includes: <ul style="list-style-type: none"> 616 miles of road closures (resulting in a 1,606-mile total road network), which would not only result in reduced impacts from the roads, but also other associated activities; the majority of road closures (530 miles) would be within the creosotebush-bursage desertscrub natural community continuing to prohibit visitor off-road driving, requiring a minimum of four law enforcement personnel, and increased user education restrictions on camping and visitor stay limits (including decreased vehicle-based camping from road closures and restrictions in areas with sensitive resources), rockhounding, recreational shooting, wood cutting and gathering, collection of native plants, and further possible restrictions based on assessments of special hunting program, non-game species collection, recreational shooting, and designated camping areas If designated shooting and/or camping areas were established, there may be more intense localized impacts to vegetation, but less dispersed impacts from these activities Management of vegetative resources similar to the proposed action, but includes less coordination with other land owners/managers and additional visual and air resources management objectives that would have minor indirect mixed effects on vegetation management as compared to the proposed action. Redesignation of HMA and ACECs may promote enhanced protection of vegetation communities within these special natural/interest areas. Unroaded areas greater than 3,000 acres would be conserved as compatible with military and agency missions, precluding or reducing impacts to plants and natural communities in these areas No augmented restoration of closed roads proposed, but vegetation restoration efforts would be implemented for areas that have been damaged by discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continued and new limitations or restrictions on motorized access, visitor camping, and public use would generally reduce low-level, dispersed impacts to vegetation range-wide, with greater levels of reduction possible in some localized areas. Includes: <ul style="list-style-type: none"> 761 miles of road closures (resulting in a 1,461-mile total road network), mostly within the creosotebush-bursage desertscrub natural community, wherein an estimated 625 miles of road would be closed, which would not only result in reduced impacts from the roads, but also other associated activities recreation services and use supervision, including continuing to prohibit visitor off-road driving, requiring a minimum of six law enforcement personnel, and increased user education restrictions on camping and visitor stay limits (including decreased vehicle-based camping from road closures and restrictions in areas with sensitive resources), collection of native plants, and further possible restrictions based on assessments of special hunting program, and designated camping areas prohibiting rockhounding, recreational shooting, all wood cutting and gathering and native wood campfires, and non-game species collection (within the authority of state law) If designated camping areas were established, there may be more intense localized impacts to vegetation, but less dispersed impacts from these activities General vegetative resources would be considered in the broadest, regional context, and a most adaptive, ecosystem management approach would be taken towards stewardship of the alternatives considered. Redesignation of all special management areas may promote enhanced protection of vegetation communities within an expanded aggregate area of special natural/interest areas. Unroaded areas greater than 3,000 acres would be conserved as compatible with military and agency missions, precluding or reducing impacts to plants and natural communities in these areas Implementation of augmented restoration/remediation of closed roads (where feasible) and vegetation restoration efforts for areas that have been damaged by a discontinued military, agency, or intensive public use

**TABLE 3-16
COMPARISON OF ALTERNATIVES**

General Wildlife and Wildlife Habitats				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Continued and new limitations or restrictions on motorized access, visitor camping, and public use would generally reduce low-level, dispersed impacts on general wildlife and wildlife habitat range-wide, with greater reductions possible in some localized areas. Additionally: <ul style="list-style-type: none"> prohibiting recreational entry to mines would protect roosting bats from disturbance minor direct effects, such as injury or disturbance, to wildlife species from vehicle use, noise, camping, and wood collection would be reduced, particularly for valley bottom-dwelling and foraging species, as roads and associated activities would be most limited/reduced in these areas potential elimination of non-game species collection could reduce impacts on the target species and collateral damage to non-target species If designated recreational shooting and/or camping areas were established, there may be more intense localized impacts to wildlife and wildlife habitat, but less dispersed impacts from these activities The shift toward ecosystem management approaches, as described for General Vegetation for this strategy, may result in management based on a broader range of wildlife species, including the species conservation elements that are intended to serve as indicators of biodiversity and ecosystem health The approach to wildlife water developments would limit new developments in the first five years of the INRMP to six high-priority waters (of the 17 developments proposed in the HMPs and not yet implemented, 14 are primarily for the benefit of desert bighorn sheep, two are primarily for the benefit of mule deer, and one is primarily for the benefit of Sonoran pronghorn); concurrently, literature research and studies would be conducted to further understand the beneficial and adverse effects of wildlife water developments; future management of wildlife waters would be dependent upon findings Conservation of unroaded areas would preclude or reduce impacts to resident and transient wildlife in these areas No augmented restoration of closed roads proposed, but wildlife habitat restoration efforts would be implemented for areas that have been damaged by a discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continuing the current limitations or restrictions on motorized access, visitor camping, and public use would leave the existing potential for low-level dispersed impacts on general wildlife and wildlife habitats unchanged. Additionally: <ul style="list-style-type: none"> continuing to prohibit recreational entry to mines would protect roosting bats from disturbance wildlife species would continue to be subject to existing minor levels of harm and/or disturbance from vehicle use, noise, camping, and wood collection no assessments called for that might add to or change use limitations or restrictions on non-game species collection Effects on wildlife and wildlife habitat from recreational shooting/camping would continue to be dispersed as there would be no evaluation of establishing designated areas for these activities Continued management based largely on special status and game species programs would not include an increased emphasis on ecosystem management principals and biodiversity conservation, as compared to the proposed action Up to 17 new wildlife waters could be developed during the term of the INRMP, but it is unlikely that more than six would be developed during the first five years of the INRMP; thus, during the near term, the difference between this strategy in the proposed action is that literature review and studies (called for under the proposed action) would not be conducted There would be no objective for conservation of unroaded areas No roads proposed for closure in short term; no prescribed restoration 	<ul style="list-style-type: none"> Continuing the current limitations or restrictions on public/government motorized access would leave the existing potential for low-level dispersed impacts on general wildlife and wildlife habitats unchanged. Additionally: <ul style="list-style-type: none"> the evaluation of the feasibility for allowing public entry to mines could potentially impact bats, if such entry were approved wildlife would continue to be subject to at least existing levels of minor harm and/or disturbance from vehicle use, noise, camping, wood cutting and collection; levels of harm could potentially increase if the public access road network is expanded If designated camping areas were established, there may be more intense localized impacts to wildlife and wildlife habitat, but less dispersed impacts from camping If a designated ORV use area were established, there could be localized destruction of wildlife habitat and injury/death of individual animals Management based largely on compliance requirements would be largely limited to special status species programs, rather than overall ecosystem management principals and biodiversity conservation, as with the proposed action More than 17 new wildlife waters could be developed during the term of the INRMP, but it is unlikely that more than six would be developed during the first five years of the INRMP; thus, during the near term, the difference between this strategy in the proposed action is that the literature review and studies called for under the proposed action) would not be conducted There would be no objective for conservation of unroaded areas No roads proposed for closure, vegetation restoration efforts would be implemented for areas that have been damaged by a discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continued and new limitations on public/government motorized access and recreation use would generally reduce low-level, dispersed impacts on general wildlife and wildlife habitat range-wide, but higher levels of impacts may occur from concentrated use in some localized areas. Additionally: <ul style="list-style-type: none"> prohibiting recreational entry to mines would protect roosting bats from disturbance minor direct effects, such as injury or disturbance, to wildlife species from vehicle use, noise, camping, and wood collection, may be reduced, particularly for valley bottom-dwelling and foraging species as roads and associated activities would be most limited/reduced in these areas change in types or intensity of impacts could result from the evaluation of non-game species collection and any restrictions (within the authority of state law) If designated shooting and/or camping areas were established, there may be more intense localized impacts to wildlife and wildlife habitat, but less dispersed impacts from these activities The shift toward ecosystem management approaches, as described for General Vegetation for this strategy, may result in management based on a broader range of wildlife species, including the species conservation elements that are intended to serve as indicators of biodiversity and ecosystem health The approach to wildlife water developments would be the same as the proposed action; wildlife water developments would be limited to six high-priority waters during the first five years of the INRMP; concurrently, literature research and studies would be conducted to further understand the beneficial and adverse effects of wildlife water developments; future management of wildlife waters would be dependent upon findings Conservation of unroaded areas would potentially preclude or reduce impacts to resident and transient wildlife in these areas No augmented restoration of closed roads proposed, but wildlife habitat restoration efforts would be implemented for areas that have been damaged by a discontinued military, agency, or intensive public use 	<ul style="list-style-type: none"> Continued and new limitations on public/government motorized access would generally reduce low-level, dispersed impacts on general wildlife and wildlife habitat range-wide, but higher levels if impacts may occur from concentrated use in some localized areas. Additionally: <ul style="list-style-type: none"> prohibiting recreational entry to mines would protect roosting bats from disturbance minor direct effects, such as injury or disturbance to wildlife species from vehicle use, noise, camping, and wood collection may be reduced to a slightly greater degree than with the proposed action, particularly for valley bottom-dwelling and foraging species as roads and associated activities would be most limited/reduced in these areas minor effects that could be reduced or eliminated through the prohibition of recreational shooting, rockhounding, and non-game species collection (within the authority of state law) If designated camping areas were established, there may be more intense localized impacts to wildlife and wildlife habitat, but less dispersed impacts from these activities The shift toward ecosystem management approaches, as described for General Vegetation for this strategy, may result in management based on a broader range of wildlife species, including the species conservation elements that are intended to serve as indicators of biodiversity and ecosystem health New wildlife water developments would be suspended for the first five years of the INRMP and, during that time period, literature research and studies would be conducted on the beneficial and adverse effects of wildlife water developments; future management of wildlife waters would be dependent upon findings Conservation of unroaded areas would potentially preclude or reduce impacts to resident and transient wildlife in these areas Implementation of augmented restoration/remediation of closed roads (where feasible) and wildlife habitat restoration efforts for areas that have been damaged by a discontinued military, agency, or intensive public use

**TABLE 3-16
COMPARISON OF ALTERNATIVES**

Protected Species				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Continued and new limitations on motorized access, visitor camping, and public use would generally reduce the potential for low-level, dispersed impacts on protected/special status animal or plant species and, for wildlife habitat; potential extent of these reductions would vary depending on the distribution of the individual species relative to the specific areas affected by the proposed road closures or other access limitations The application of ecosystem management principals would favor conservation of BMGR natural communities in which protected/special status species are components and upon which they depend for survival Improved transboundary coordination with land managers/owners outside the BMGR would facilitate ecoregional management efforts and enhance protected/special status species management An estimated 112 miles of roads within the current active range of the Sonoran pronghorn would be closed, which is consistent with the current Marine Corps and Air Force biological opinions for Sonoran pronghorn An estimated 67 miles of roads within flat-tailed horned lizard habitat would be closed which would reduce the potential for these animals to be killed by vehicle use Continuing to prohibit recreational entry to mines would continue to protect California leaf-nosed and lesser long-nosed bats from disturbance Implementing site-specific actions (e.g., designating camping or recreational shooting areas, creating the Cabeza Prieta NWR bypass road, etc.) could have potential impacts on protected species, which would be evaluated and mitigated as appropriate in site-specific NEPA evaluation/ Endangered Species Act compliance 	<ul style="list-style-type: none"> Continuing the current limitations on motorized access, visitor camping, and public use would leave the existing potentials for low-level dispersed impacts on protected/special status species unchanged Protected/special status species management would not be augmented by an increased emphasis on ecosystem management principals or transboundary management coordination No road closures proposed within the current active range of the Sonoran pronghorn, which is inconsistent with the current Marine Corps and Air Force biological opinions and would leave the potential for vehicle use to affect these animals or their habitat unchanged No road closures within flat-tailed horned lizard habitat would have potential for these animals to be killed by vehicle use unchanged Continuing to prohibit recreational entry to mines would continue to protect lesser long-nosed and California long-nosed bats from disturbance Implementing site-specific actions could have potential impacts on protected/special status species, which would be evaluated and mitigated as appropriate in site-specific NEPA evaluation/ Endangered Species Act compliance 	<ul style="list-style-type: none"> Continuing the current limitations on motorized access, visitor camping, and public use would leave the existing potentials for low-level dispersed impacts on protected/special status species unchanged Protected/special status species management would not be augmented by an increased emphasis on ecosystem management principals or transboundary management coordination No road closures proposed within the current active range of the Sonoran pronghorn, which is inconsistent with the current Marine Corps and Air Force biological opinions and would leave the potential for vehicle use to affect these animals or their habitat unchanged No road closures proposed within flat-tailed horned lizard habitat would have potential for these animals to be killed by vehicle use unchanged Continuing to prohibit recreational entry to mines would continue to protect lesser long-nosed and California leaf-nosed bats from disturbance; potential impacts to these species from public use of mine shafts could occur if sanctioned in the future, although sites would be evaluated for compatibility with public entry Implementing site-specific actions (e.g., creating the Cabeza Prieta NWR bypass road, etc.) could have potential impacts on protected/special status species, which would be evaluated and mitigated as appropriate in site-specific NEPA evaluation/ Endangered Species Act compliance 	<ul style="list-style-type: none"> Continued and new limitations on motorized access, visitor camping, and public use would generally reduce the potential for low-level, dispersed impacts on protected/special status animal or plant species and, for wildlife habitat; potential extent of these reductions would vary depending on the distribution of the individual species relative to the specific areas affected by the proposed road closures or other access limitations The application of ecosystem management principals would favor conservation of BMGR natural communities in which protected/special status species are components and upon which they depend for survival Improved transboundary coordination with land managers/owners outside the BMGR would facilitate ecoregional management efforts and enhance protected/special status species management An estimated 112 miles of roads within the current active range of the Sonoran pronghorn would be closed, which is consistent with the current Marine Corps and Air Force biological opinions for Sonoran pronghorn An estimated 67 miles of roads within flat-tailed horned lizard habitat would be closed, which would reduce the potential for these animals to be killed by vehicle use Continuing to prohibit recreational entry to mines would continue to protect California leaf-nosed and lesser long-nosed bats from disturbance Implementing site-specific actions (e.g., designating camping or recreational shooting areas, creating the Cabeza Prieta NWR bypass road, etc.) could have potential impacts on protected/special status species, which would be evaluated and mitigated as appropriate in site-specific NEPA evaluation/ Endangered Species Act compliance 	<ul style="list-style-type: none"> Continued and new limitations on motorized access, visitor camping, and public use would generally reduce the potential for low-level, dispersed impacts on protected/special status animal or plant species and, for wildlife habitat; potential extent of these reductions would vary depending on the distribution of the individual species relative to the specific areas affected by the proposed road closures or other access limitations The application of ecosystem management principals would favor conservation of BMGR natural communities in which protected/special status species are components and upon which they depend for survival Improved transboundary coordination with land managers/owners outside the BMGR would facilitate ecoregional management efforts and enhance protected/special status species management An estimated 155 miles of roads within the current active range of the Sonoran pronghorn would be closed, which is consistent with the current Marine Corps and Air Force biological opinions for Sonoran pronghorn An estimated 69 miles of roads within flat-tailed horned lizard habitat would be closed, which would reduce the potential for these animals to be killed by vehicle use Continued prohibited entry to mines would continue to protect California leaf-nosed and lesser long-nosed bats from disturbance Implementing site-specific actions (e.g., designating camping areas) could have potential impacts on protected/special status species, which would be evaluated and mitigated as appropriate in site-specific NEPA evaluation/ Endangered Species Act compliance
Wildfire Management				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Increased surveys/studies, plans, and coordination would provide up-to-date information about ecological conditions that could be used in wildfire management planning Development of a wildfire management plan would facilitate fire hazard management 	<ul style="list-style-type: none"> Fewer studies, evaluations, and actions than proposed action, resulting in less information for wildfire management No prescribed wildfire management plan 	<ul style="list-style-type: none"> Fewer studies, evaluations, and actions for understanding ecological conditions than the proposed action, but includes vegetation surveys, which would be useful for wildfire management Wildfire management plan would facilitate fire hazard management 	<ul style="list-style-type: none"> Slightly fewer resource monitoring activities than the proposed action, but would provide improved information on vegetation community conditions, which would be useful for wildfire management planning Development of a wildfire management plan would facilitate fire hazard management 	<ul style="list-style-type: none"> Increased surveys/studies, plans, and coordination would provide up-to-date information about ecological conditions that could be used in wildfire management planning Development of a wildfire management plan would improve interagency coordination and facilitate fire hazard management

Wildfire Management (continued)				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Wildfire prevention would be enhanced by management activities that decrease invasive plant proliferation; provide the highest minimum law enforcement positions (six), which increases patrol activities with the associated potential to detect fire hazards; and emphasize transboundary land management/ownership coordination, which could reduce fire hazards 	<ul style="list-style-type: none"> Continues existing wildfire management focus on the suppression of wildfires with the lowest acreage loss and in the most cost-efficient manner 	<ul style="list-style-type: none"> Provides for minimal perimeter land use coordination and minimum of two law enforcement positions, potentially reducing opportunities to prevent wildfire compared to proposed action 	<ul style="list-style-type: none"> Wildfire prevention would be somewhat enhanced by management activities that would decrease invasive plant proliferation; provide a minimum of four law enforcement positions, which would increase patrol activities with the associated potential to detect fire hazards; and increase emphasis on transboundary land management/ownership coordination, which could reduce fire hazards 	<ul style="list-style-type: none"> Wildfire prevention would be enhanced by management activities that decrease invasive plant proliferation; provide the highest minimum law enforcement positions (six), which increases patrol activities with the associated potential to detect fire hazards; and emphasize transboundary land management/ownership coordination which could reduce fire hazards
Grounds Maintenance				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Could potentially change grounds maintenance procedures as a result of implementing a fire management plan, developing invasive species control procedures, determining that a change is needed to reduce impacts on sensitive biological resource (such as pest management activities affecting flat-tailed horned lizards) 	<ul style="list-style-type: none"> Could potentially change grounds maintenance procedures if pest management activities were determined to be affecting the flat-tailed horned lizards, another sensitive species; lack of monitoring could mean potential problem areas would not be identified 	<ul style="list-style-type: none"> Could potentially change grounds maintenance procedures as a result of implementing a fire management plan, developing invasive species control procedures, determining that a change is needed to reduce impact on sensitive biological resource (such as pest management activities affecting flat-tailed horned lizards) 	<ul style="list-style-type: none"> Could potentially change grounds maintenance procedures as a result of implementing a fire management plan, developing invasive species control procedures, determining that a change is needed to reduce impact on sensitive biological resource (such as pest management activities affecting flat-tailed horned lizards) 	<ul style="list-style-type: none"> Could potentially change grounds maintenance procedures as a result of implementing a fire management plan, developing invasive species control procedures, determining that a change is needed to control impact on sensitive biological resource (such as pest management activities affecting flat-tailed horned lizards)
Public Utilities and Transportation Corridors				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Allows development of Yuma Area Service Highway, but no other new corridors Future transportation projects would be restricted to the existing State Route 85 corridor or the Yuma Area Service Highway corridor, if constructed Restricts future utility projects to the existing State Route 85 corridor 	<ul style="list-style-type: none"> Requires field review and/or environmental assessments for corridor proposals (would likely allow development of Yuma Area Service Highway) Restricts future utility projects to the existing State Route 85 corridor 	<ul style="list-style-type: none"> Provides for consideration of new utility/transportation corridors on a case-by-case basis, if compatible with military mission (would likely allow development of Yuma Area Service Highway) Does not restrict future utility projects to the existing State Route 85 corridor, but requires regulatory review prior to approval 	<ul style="list-style-type: none"> Allows development of Yuma Area Service Highway, but no other new corridors Future transportation projects would be restricted to the existing State Route 85 corridor or the Yuma Area Service Highway corridor, if constructed Restricts future utility projects to the existing State Route 85 corridor 	<ul style="list-style-type: none"> Future transportation projects would be restricted to the existing State Route 85 corridor or the Yuma Area Service Highway corridor, if constructed Restricts future utility projects to the existing State Route 85 corridor
Special Management Areas				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Redesignates ACECs and HMA as special natural/interest areas, but allows the SRMAs and Backcountry Byway to expire Existing management provisions would be retained for the HMA; management of the redesignated ACECs as special natural/interest areas and the former SRMAs and Backcountry Byway would be affected by other 16 resource management elements. Additional management provisions could be implemented for the redesignated special natural/interest areas. The potential for altering existing or establishing additional special natural/interest areas would be evaluated. 	<ul style="list-style-type: none"> Redesignates existing designations for ACECs, HMA, SRMAs, and the Backcountry Byway as special natural/interest areas Existing management provisions would be retained for all existing special management areas 	<ul style="list-style-type: none"> Redesignates HMA as a special natural/interest area, but allows ACECs, SRMAs, and Backcountry Byway to expire Existing management provisions would be retained for the HMA; management of the former ACECs, SRMAs, and Backcountry Byway would be affected by other 16 resource management elements. No prescribed evaluation of altering existing or establishing additional special natural/interest areas. 	<ul style="list-style-type: none"> Redesignates ACECs and HMA as special natural/interest areas, but allows the SRMAs and Backcountry Byway to expire Existing management provisions would be retained for the HMA; management of the redesignated ACECs as special natural/interest areas and former SRMAs and Backcountry Byway would be affected by other 16 resource management elements. Additional management provisions could be implemented for the redesignated special natural/interest areas. The potential for altering existing or establishing additional special natural/interest areas would be evaluated. 	<ul style="list-style-type: none"> Redesignates ACECs, HMA, SRMAs, and Backcountry Byway as special natural/interest areas Existing management provisions would be retained for the HMA; management of the other redesignated special natural/interest areas would be affected by other 16 resource management elements. Additional management provisions could be implemented for the redesignated special natural/interest areas. The potential for altering existing or establishing additional special natural/interest areas would be evaluated.
<ul style="list-style-type: none"> Key changes in existing management of special management areas and effects thereof include: <ul style="list-style-type: none"> allowing use of dead and downed wood in some portions of redesignated ACECs and within 150 feet of the former Backcountry Byway where this activity is currently prohibited, which could affect wildlife and wildlife habitat in these areas 32 percent reduction of road networks within redesignated ACEC special natural/interest areas, which would reduce impacts from vehicles and vehicle-associated activities and over time would rehabilitate larger unroaded areas 	<ul style="list-style-type: none"> Existing management of special management areas and effects thereof would continue, including: <ul style="list-style-type: none"> Existing prohibition on collecting dead and downed wood for campfire use in the ACECs and within 150 feet of the Backcountry Byway Retaining existing road network and low-level dispersed impacts associated with vehicle use of these roads and other connected activities such as vehicle-based camping within redesignated special natural/interest areas 	<ul style="list-style-type: none"> Potential decreased management of former special management areas, particularly with regard to road management, use of dead and downed wood, vehicle-based camping; potential increased management from other resource elements (e.g., resource monitoring, waste disposal rules and regulations, erosion control, etc.) 	<ul style="list-style-type: none"> Key changes in existing management of special management areas and effects thereof include: <ul style="list-style-type: none"> allowing use of dead and downed wood in some portions redesignated ACECs and within 150 feet of the former Backcountry Byway where this activity is currently prohibited, which could affect wildlife and wildlife habitat in these areas 32 percent reduction of road networks within redesignated ACEC special natural/interest areas, which would reduce impacts from vehicles and vehicle-associated activities and over time would rehabilitate larger unroaded areas 	<ul style="list-style-type: none"> Potential for the same or increased management provisions for special natural/interest areas, including: <ul style="list-style-type: none"> prohibiting use of dead and downed wood and native campfires within and outside of special management areas 42 percent reduction of road networks within redesignated ACEC special natural/interest areas, which would reduce impacts from vehicles and vehicle-associated activities and over time would rehabilitate larger unroaded areas

Outdoor Recreation				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> • Affects BMGR recreational opportunities as follows: <ul style="list-style-type: none"> - Recreational driving: includes continued prohibition of off-road driving, reduction of the road network available to the public by 36 percent (mostly redundant roads in localized areas), prohibition of driving in washes unless they are part of the designated road system open to the public and are dry, and a special use permit for single parties with more than 10 vehicles (20 within Management Unit 2) required - Camping: vehicle-based camping would continue to be allowed within 50 feet of public use roads with a 14-day consecutive stay limit, but this would be further limited by the closure of roads and localized restrictions along road segments and within ¼-mile of sensitive resources in addition to wildlife waters - Wood gathering and firewood use: use of dead and downed wood for campfires allowed except for within Unit 1, new prohibition of native wood fires within Unit 1 (Tinajas Altas area) - Rockhounding: limited to Management Units 2 and 3 (which includes BMGR-West area open to public access outside of Tinajas Altas area) and 25 pounds per person and restricted from redesignated ACECs; prohibited in Units 1, 4, 5, 6, and 7 (which includes Tinajas Altas area of BMGR-West and all of BMGR-East) - Metal detectors: prohibited range-wide because of buried unexploded ordnance hazards - Mine exploration: prohibited range-wide because of extreme safety hazards and bat roosting habitat - Recreational shooting: not restricted except that a special use permit is required for shooting automatic weapons and at night - Potential for additional effects based on the findings of assessments including a nominal fee for hunting on the BMGR, restrictions or limitations on non-game species collection, and establishment of designated camping and/or recreational shooting areas • Effects on BMGR recreational setting (i.e., appearance and character) would be mixed. Over time, road closures and enforcement of prohibitions on off-road driving would lead to a generally more natural and less intensively used appearing environment, but there may be increased evidence of other recreational users in some areas (e.g., along popular remaining open road corridors and at possible designated camping and recreational shooting areas and from land management/recreation use supervision) 	<ul style="list-style-type: none"> • Affects BMGR recreational opportunities as follows: <ul style="list-style-type: none"> - Recreational driving: includes continued prohibition of off-road driving, no reduction of the road network available to the public (totaling 981 miles), potential driving in some washes subject to the finalization of the Barry M. Goldwater East HMP, special use permit for single parties with more than 50 vehicles required - Camping: no change from current conditions (vehicle-based camping must be within 50 feet of existing public use roads with a 14-day consecutive stay limit, no camping within ¼-mile of a wildlife water) - Wood gathering and firewood use: collection of dead and downed wood would continue to be prohibited within ACECs and within 150 feet of Backcountry Byway - Rockhounding: approved in all BMGR areas open to public access but limited to 24 pounds plus one piece per person - Metal detectors: not restricted - Mine exploration: all mines are off-limits to public entry - Recreational shooting: may occur if compatible with military activities and public safety • Little change to existing BMGR recreational setting would be expected, but some further and more widely distributed low-level deterioration of this setting would be likely over the long term in the absence of road closures or other use limitations. Implementation of the transportation plan could eventually lead to changes similar to the proposed action relative to road closures and reduced area for vehicle-based camping. 	<ul style="list-style-type: none"> • Affects BMGR recreational opportunities as follows: <ul style="list-style-type: none"> - Recreational driving: includes continued prohibition of off-road driving, consideration of future designated off-road vehicle use area, no reduction of the road network available to the public (totaling 981 miles) potential establishment or opening of new roads for public use, public driving in designated washes, and a special use permit for single parties with more than 30 vehicles required - Camping: would allow vehicle based camping within 100 feet of existing public use roads with a 14-day consecutive stay limit, but not within ¼-mile of a wildlife water - Wood cutting and gathering and firewood use: no restrictions on any of these activities unless a regulatory compliance issue arises (except for prohibiting removal of wood from the range) - Rockhounding: approved in all BMGR areas open to public access but limited to 24 pounds plus one piece per person - Metal detectors: not restricted - Mine exploration: all mines are off-limits to public entry - Recreational shooting: may occur if compatible with military activities and public safety - Potential for additional effects based on the findings of assessments including a nominal fee for hunting on the BMGR, restrictions or limitations on-game species collection, and establishment of designated recreational shooting and camping areas • Little change to existing BMGR recreational setting, less evidence of other recreational users and land management/recreation use supervision, additional seclusion for vehicle-based campers; ORV use areas were established, recreational setting would be affected within localized area 	<ul style="list-style-type: none"> • Affects on BMGR recreational opportunities as follows: <ul style="list-style-type: none"> - Recreational driving: includes continued prohibition of off-road driving, reduction of the road network available to the public by 31 percent (mostly redundant roads in localized areas), prohibition of driving in washes unless they are part of the designated road system open to the public and are dry, and a special use permit for single parties with more than 20 vehicles required - Camping: vehicle-based camping would continue to be allowed within 50 feet of public use roads with a 14-day consecutive stay limit, but this would be further limited by the closure of roads and localized restrictions along road segments and within ¼-mile of sensitive resources in addition to wildlife waters - Wood gathering and firewood use: use of dead and downed wood for campfires allowed, all other forms of wood cutting or wood collection prohibited - Rockhounding: limited to Management Units 2 and 3 (which includes BMGR-West area open to public access outside of Tinajas Altas area) and 25 pounds per person and restricted from redesignated ACECs; prohibited in Units 1, 4, 5, 6, and 7 (which includes Tinajas Altas area of BMGR-West and all of BMGR-East) - Metal detectors: prohibited range-wide because of buried unexploded ordnance hazards - Mine exploration: prohibited range-wide because of extreme safety hazards and bat roosting habitat - Recreational shooting: not restricted except that a special use permit is required for shooting automatic weapons and at night - Potential for additional effects based on the findings of assessments including a nominal fee for hunting on the BMGR, restrictions on non-game species collection, and establishment of designated camping areas • Effects on BMGR recreational setting (i.e., appearance and character) would be mixed. Over time, road closures and enforcement of prohibitions on off-road driving would lead to a generally more natural and less intensively used appearing environment, but where there may be increased evidence of other recreational users in some areas (e.g., along popular remaining open road corridors, at possible designated camping and recreational shooting areas, and from land management/recreation use supervision) 	<ul style="list-style-type: none"> • Affects on BMGR recreational opportunities as follows: <ul style="list-style-type: none"> - Recreational driving: includes continued prohibition of off-road driving, the reduction of the road network available to the public by 43 percent (mostly redundant roads in localized areas but also includes some cross regional routes), prohibition of driving in washes unless they are part of the designated road system open to the public and are dry, and special use permit for single parties with more than 10 vehicles required - Camping: vehicle-based camping would continue to be allowed within 50-feet of public use roads with a 7-day consecutive stay limit, but this would be further limited by the closure of roads and localized restrictions along road segments and within ¼-mile of sensitive resources in addition to wildlife waters - Wood gathering and firewood use: wood cutting and gathering prohibited, use of native wood for campfires prohibited - Rockhounding, recreational shooting, use of metal detectors, and entry to mines all prohibited • Effects on BMGR recreational setting would be mixed with the most dominant natural environmental conditions of all alternatives, but evidence of other recreational users (from road closures and reduced area for vehicle-based camping and possible designated camping and recreational shooting areas) and land management/recreation use supervision would be slightly greater than with the proposed action

Outdoor Recreation (continued)				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Road closures and other use limitations may deter some members of the public from visiting the BMGR but the long-term trend in recreation use of the range is expected to show a steady increase in visitation Would result in a fundamental change to a limits of acceptable change approach to recreational management, which would directly link recreation management decision-making with resource conservation, rehabilitation, and protection of objectives. If the findings of the inventory and monitoring reveal that deleterious effects are occurring as a result of recreation use, adaptive management responses could modify, limit, or restrict recreational access or activities to address identified resource conservation and protection problem. Potential negative or limiting effects on public access/recreation may be offset by enhanced visitor education or law enforcement to reduce potential for exceeding limits of acceptable change thresholds Other minor proposed changes to recreation management would include use of INRMP management units and objectives related to record keeping system, minimum number of law enforcement officers, gates and fencing, and coordinating with adjacent land managers. Based on new or revised rules or prohibitions, there would be an increased recreation management workload Minor effects on recreation outside of the BMGR may occur if recreational users visit non-BMGR locations for outdoor recreation opportunities that would no longer be available or more strictly controlled on the BGMR, plus any impacts to recreationists from agency use of roads within the northwest Cabeza Prieta NWR Wilderness would be eliminated (if refuge bypass roads were established) 	<ul style="list-style-type: none"> Long-term trend of increased recreation use would be expected although some members of the public looking for a natural setting less effected by roads and vehicle-based activities may be deterred from visiting No management tools providing effects-based linkages between decision-making for resource conservation, rehabilitation, or protection and regulation of public access and recreation activities would be established; rather, recreation management would remain on a reactionary, regulatory compliance-based footing Some types of recreation management would continue to be somewhat defined by the redesignated ACECs, SRMAs, and Backcountry Byway rather than by the INRMP management units; there would be no additional or revised rules or prohibitions to implement nor a minimum required number of law enforcement officers No change in recreation use in the vicinity of the BMGR as a result of management changes within the range would be expected, at least in the short term; future management planning including future transportation planning could divert recreational use from the BMGR to off-range locations 	<ul style="list-style-type: none"> There would be potential for decreases in BMGR recreation use patterns based on proposed assessments (e.g. a potential fee for hunting); however, if an ORV use area were established, recreation use might increase; the long-term trend would likely be for the increased use but possibly at the expense of visitors desiring a natural setting less dominated by roads and vehicle-based activities For the most part, recreation management would occur based on current programs without a change to a limits of acceptable change and adaptive management approach; no special management provisions would be continued for the expired ACECs, SRMAs, and Backcountry Byway and no other special natural/interest areas would be established other than the flat-tailed horned lizard HMA, so nearly all recreation management would be based on either a range-wide or a unit-by-unit basis; a minimum of two law enforcement officers would be required No change in recreation use in the vicinity of the BMGR as a result of use limitations within the range would be expected, at least in the short term; however, minor decreased uses of off-range lands may occur if new on-range opportunities are established (an ORV use area, entry to mine[s]) and increases may occur if there are new restrictions (e.g., fee for hunting); would have the same effects as the proposed action with the refuge bypass roads 	<ul style="list-style-type: none"> Effects on BMGR recreation use would be mixed, with a greater potential for decreased use than increased use, but overall trend of increased visitation would be predominant Would result in a fundamental change to a limits of acceptable change approach to recreational management, which would directly link recreation management decision-making with resource conservation, rehabilitation, and protection of objectives. If the findings of the inventory and monitoring reveal that deleterious effects are occurring as a result of recreation use, adaptive management responses could modify, limit, or restrict recreational access or activities to address identified resource conservation and protection problem. Potential negative or limiting effects on public access/recreation may be offset by enhanced visitor education or law enforcement to reduce potential for exceeding limits of acceptable change thresholds Other minor proposed changes to recreation management would include use of INRMP management units and objectives related to record keeping system, minimum number of law enforcement officers, gates and fencing, and coordinating with adjacent land managers. Based on new or revised rules or prohibitions, there would be an increased recreation management workload Minor effects on recreation outside of the BMGR may occur if recreational users visit non-BMGR locations for outdoor recreation opportunities that would no longer be available or more strictly controlled on the BGMR, plus any impacts to recreationists from agency use of roads within the northwest Cabeza Prieta NWR Wilderness would be eliminated (if refuge bypass roads were established) 	<ul style="list-style-type: none"> Effects on BMGR recreation use would be mixed, with the greatest potential for decreased use of all the alternatives, but overall trend of increased visitation would be predominant Would result in a fundamental change to a limits of acceptable change approach to recreational management, which would directly link recreation management decision-making with resource conservation, rehabilitation, and protection of objectives. If the findings of the inventory and monitoring reveal that deleterious effects are occurring as a result of recreation use, adaptive management responses could modify, limit, or restrict recreational access or activities to address identified resource conservation and protection problem. Potential negative or limiting effects on public access/recreation may be offset by enhanced visitor education or law enforcement to reduce potential for exceeding limits of acceptable change thresholds Other minor proposed changes to recreation management would include use of INRMP management units and objectives related to record keeping system, minimum number of law enforcement officers, gates and fencing, and coordinating with adjacent land managers. Based on new or revised rules or prohibitions, there would be an increased recreation management workload More minor effects on recreation outside of the BMGR may occur as compared to the proposed action if recreational users visit non-BMGR locations for outdoor recreation opportunities that would no longer be available or more strictly controlled on the BGMR, plus any impacts to recreationists from agency use of roads within northwest Cabeza Prieta NWR Wilderness would continue (as no refuge bypass roads would be established)
Public Health and Safety				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> New rules of conduct would slightly reduce the risks associated with visitor activities. These include implementing sewage and waste disposal rules, prohibiting wood cutting, prohibiting metal detectors; all safety requirements associated with military activities would continue to be implemented 	<ul style="list-style-type: none"> No additional public health and safety objectives would be implemented; all safety requirements associated with military activities would continue to be implemented 	<ul style="list-style-type: none"> New sewage and waste disposal rules would be implemented; all safety requirements associated with military activities would continue to be implemented. Potential for new risks if public entry to mines is allowed or designated ORV use areas are established. 	<ul style="list-style-type: none"> New rules of conduct would slightly reduce the risks associated with visitor activities. These include implementing sewage and waste disposal rules, prohibiting wood cutting, prohibiting metal detectors; all safety requirements associated with military activities would continue to be implemented 	<ul style="list-style-type: none"> New rules of conduct would reduce the risks associated with visitor activities. These include implementing sewage and waste disposal rules, prohibiting wood cutting, prohibiting metal detectors, and prohibiting recreational shooting; all safety requirements associated with military activities would continue to be implemented
Law Enforcement				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Closure of approximately 36 percent of public access road mileage would increase law enforcement workload in the short term (to keep visitors off of closed roads), but would decrease the miles of road to patrol 	<ul style="list-style-type: none"> Retention of existing road network would result in same number of miles of road to patrol, but would not increase workload associated with enforcing road closures 	<ul style="list-style-type: none"> Retention of existing road network and potential addition of new roads could increase the number of miles of road to patrol, but would not increase workload associated with enforcing road closures 	<ul style="list-style-type: none"> Closure of approximately 36 percent of public access road mileage would increase law enforcement work load in the short term (to keep visitors off of closed roads), but would decrease the miles of road to patrol 	<ul style="list-style-type: none"> Closure of approximately 43% of public access road mileage would increase law enforcement workload in the short term (to keep visitors off closed roads), but would decrease the miles of road to patrol in the long term after roads revegetate

Law Enforcement (continued)				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Management provisions for the following resource management elements could create additional law enforcement requirements on the range: <ul style="list-style-type: none"> motorized access and unroaded area management wood collection and firewood use restrictions (in Unit 1) recreational shooting limitations single-party vehicle limits Increased responsibilities would be alleviated by the retention of a minimum of six full-time law enforcement positions on the range 	<ul style="list-style-type: none"> Law enforcement requirements would not increase relative to existing conditions No minimum number of law enforcement positions required 	<ul style="list-style-type: none"> Management provisions for the following resource management elements could create additional law enforcement responsibilities on the range, although not to the degree of the proposed action: <ul style="list-style-type: none"> camping and visitor stay limits Although additional burden would be placed on DoD law enforcement, there would be a minimum of two full-time law enforcement positions 	<ul style="list-style-type: none"> Management provisions for the following resource management elements could create additional law enforcement requirements on the range: <ul style="list-style-type: none"> motorized access and unroaded area management recreational shooting limitations single-party vehicle limits rockhounding limitations Increased responsibilities would be alleviated by the retention of a minimum of four full-time law enforcement positions on the range 	<ul style="list-style-type: none"> Management provisions for the following resource management elements could create the greatest amount of law enforcement requirements on the range: <ul style="list-style-type: none"> motorized access and unroaded area management 7-day camping and visitor stay limits rockhounding prohibition wood collection and native firewood use recreational shooting prohibition soil and water resources Increased responsibilities would be alleviated by the retention of a minimum of six full-time law enforcement positions on the range
Transboundary and Domestic Perimeter Land Use				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Changes in management could potentially result in a minor shift in recreation use away from the BMGR to adjacent lands because of new limitations on recreational opportunities Land management decisions based on shared data and increased coordination between BMGR land managers and adjacent land managers would occur under objectives for: <ul style="list-style-type: none"> resource inventory and monitoring wildlife water development research surveys for special status species soil surveys perimeter land management coordination and regional planning 	<ul style="list-style-type: none"> No change in visitation patterns to the BMGR or other locations within the BMGR region are anticipated as a result of new creation use limitations within the BMGR No increased emphasis in coordination or information sharing between the BMGR and adjacent land managers would be promoted 	<ul style="list-style-type: none"> Potential new recreation opportunities could potentially attract a minor amount of recreational use to the BMGR and away from adjacent lands (change would be expected to be small) Although it would occur to a lesser degree than the proposed action, land management decisions based on shared data between BMGR land managers and adjacent land managers would occur under management objectives for: <ul style="list-style-type: none"> surveys for special status species perimeter land manager coordination and regional planning 	<ul style="list-style-type: none"> Changes in management could potentially cause a minor shift in recreation use away from the BMGR to adjacent lands because of new limitations on recreational opportunities Land management decisions based on shared data and increased coordination between BMGR land managers and adjacent land managers would occur under objectives for: <ul style="list-style-type: none"> resource inventory and monitoring wildlife water development research surveys for special status species perimeter land manager coordination and regional planning 	<ul style="list-style-type: none"> Changes in management could potentially cause a minor shift in recreation use away from the BMGR to adjacent lands because of new limitations on recreational opportunities Land management decisions based on shared data and increased coordination between BMGR land managers and adjacent land managers would occur under objectives for: <ul style="list-style-type: none"> resource inventory and monitoring wildlife water development research surveys for special status species soil surveys perimeter land manager coordination and regional planning
Cultural Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Resource survey and monitoring in support of ICRMP objectives would emphasize increased focus on identifying sources and extent of actual and potential impacts as a result of public access and government activities Redesignation of the expired Tinajas Altas Mountains ACEC as a special natural/interest area would promote continuing protection of sensitive cultural resources Reducing the road network would likely reduce intentional and unintentional impacts on cultural resources in areas where roads are closed 	<ul style="list-style-type: none"> Resource surveys and compliance monitoring and survey, in accordance with the ICRMP, would identify some sources of impacts on cultural resources resulting from public access and government activities but less effectively than the proposed action Redesignating ACECs, SRMA, HMA, and Backcountry Byway as special natural/interest areas and continuing the management provisions for these special management areas would continue to provide some protection of cultural resources within these locations Retaining the current road network would likely result in more unintentional and intentional greater cultural resource impacts as compared to the reduced road network under the proposed action 	<ul style="list-style-type: none"> Resource survey and compliance monitoring would function as for Strategy A but additional emphasis on compliance may improve cultural resources protection effects Not redesignating special management areas as special natural/interest areas could potentially reduce protection of cultural resources Potential increase in road network beyond current conditions could increase impacts to cultural resources in areas that were previously inaccessible by vehicles Establishing public off-road driving areas would likely conflict with ICRMP goal to preserve cultural resources in place to the extent compatible with military missions 	<ul style="list-style-type: none"> Resource survey and monitoring in support of ICRMP objectives would emphasize increased focus on identifying sources and extent of actual and potential impacts as a result of public access and government activities Redesignation of the expired Tinajas Altas Mountains ACEC as a special natural/interest area would promote continuing protection of sensitive cultural resources Reducing the road network would likely reduce intentional and unintentional impacts on cultural resources in areas where roads are closed 	<ul style="list-style-type: none"> Resource survey and monitoring in support of ICRMP objectives would emphasize increased focus on identifying sources and extent of actual and potential impacts as a result of public access and government activities Redesignation of the expired Tinaja Altas Mountains ACEC as a special natural/interest area would promote continuing protection of sensitive cultural resources Reducing the road network would likely reduce intentional and unintentional impacts on cultural resources in areas where roads are closed

Cultural Resources (continued)				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Provisions to close selected road segments (if effective alternative protective measures are not available) to protect sensitive cultural resources, restrict camping within ¼ mile of designated sensitive cultural resources, conserve unroaded areas, reduce single-party vehicle limit to 19 (vs. the current limit of 49) without a special use permit, prohibit the use of metal detectors, prohibit recreational shooting with automatic weapons without a special use permit, restrict rockhounding in Units 2 and 3 from special natural/interest areas or other designated locations, and prohibit rockhounding in Units 1, 4, 5, 6, and 7, would reduce the potential for intentional and unintentional impacts on cultural resources Increasing the emphasis on educating visitors about cultural resource values, sensitivities, and legal protections and increasing the law enforcement presence on the range would reduce the risks of both unintentional and intentional damage/theft of these resources 	<ul style="list-style-type: none"> Continuing the existing limits and restrictions on recreation activities would leave the potential unintentional and intentional impacts on cultural resources unchanged compared to existing conditions 	<ul style="list-style-type: none"> Impacts could increase by extending the allowance for vehicle-based camping along road margins to 100 feet 	<ul style="list-style-type: none"> Provision to restrict camping within ¼-mile of designated sensitive cultural resources could reduce potential for adverse impacts and intentional vandalism Increasing the emphasis on educating visitors about cultural resource values, sensitivities, and legal protections and increasing the law enforcement presence on the range would reduce the risks of both unintentional and intentional damage/theft of these resources Provisions to regulate or prohibit recreational activities would have the same potential to protect cultural resources as the proposed action except that rockhounding would be allowed range-wide and restricted only from special natural/interest areas or other specially designated locations which would slightly increase the potential for cultural resource damage from this activity compared to the proposed action 	<ul style="list-style-type: none"> Provision to restrict camping within ¼-mile of designated sensitive cultural resources could reduce potential for adverse impacts and intentional vandalism Increasing the emphasis on educating visitors about cultural resource values, sensitivities, and legal protections and increasing the law enforcement presence on the range would reduce the risks of both unintentional and intentional damage/theft of these resources Provisions to regulate or prohibit recreational activities would have the same potential to protect cultural resources as the proposed action except that rockhounding and recreational shooting would be prohibited everywhere on the range, which would eliminate potential cultural resource damage from these activities, and the single-party vehicle limit would be further reduced to 9 and the visitor stay limit per 28 day period would be reduced to 7 consecutive days, which would also slightly further reduce the potential of cultural resources damage from recreational activities
Visual Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Road closures and recreation use management would result in a shift in the visual setting over time from a more semi-primitive setting towards a more primitive condition, where there are larger unmodified appearing areas; plus, active restoration in areas that have been damaged by a discontinued military, agency, or intensive public use could eliminate some visual scars Developing up to six new wildlife waters during first five years of the INRMP (could be more depending on the results of studies) would create new minor manmade modifications to the near- to middle-ground landscape, however, waters can now be developed that are unobtrusive unless a new access road is required Potential to concentrate recreation use areas (such as designated camping areas) could detract from the natural conditions in local areas, but would be offset by a change in viewer expectations Potential development of Yuma Area Service Highway would be a new modification in the westernmost portion of the BMGR and create new viewpoints within the BMGR Continues existing visual resource management objectives; site-specific projects would be assessed for visual resource impacts through regulatory compliance process and needed management or mitigation actions would be implemented 	<ul style="list-style-type: none"> Existing road network and semi-primitive setting would be retained, does not include objectives for restoration of closed roads or discontinued use areas Developing up to 17 new wildlife waters would create new minor manmade modifications to the landscape (up to six would be implemented during the first five years of the INRMP); site-specific impacts would be dependent on the location and type of development Recreation use would remain dispersed and therefore there would be no change in the visual setting Any future utility/transportation corridors projects would create manmade modifications Continued visual resource management policies would extend existing visual resource effects, does not include an objective to assess the visual effects of new actions 	<ul style="list-style-type: none"> Due to potential creation of new roads and increased public access and use opportunities, manmade modification would be more predominant than under the current conditions; although restoration in areas that have been damaged by a discontinued military, agency, or intensive public use could eliminate some visual scars Developing up to 17 or more new wildlife waters would create new minor manmade modifications to the landscape (up to six would be implemented during the first five years of the INRMP); site-specific impacts would be dependent on the location and type of development Recreation use would remain dispersed and therefore there would be no change in the visual setting Potential development of Yuma Area Service Highway would be a new modification in the westernmost portion of the BMGR and create new viewpoints within the BMGR; additional corridor projects could have similar visual effects Continues existing visual resource management objectives; site-specific projects would be assessed for visual resource impacts through regulatory compliance process, and needed management or mitigation actions would be implemented 	<ul style="list-style-type: none"> Road closures and recreation use management would result in a shift in the visual setting over time from a more semi-primitive setting towards a more primitive condition, where there are larger areas that are unmodified appearing areas, plus, active restoration in areas that have been damaged by a discontinued military, agency, or intensive public use could eliminate some visual scars Developing up to six new wildlife waters in first five years of the INRMP (could be more depending on the results of studies) would create new minor manmade modifications to the near- to middle-ground landscape, however, waters can now be developed that are unobtrusive unless a new access road is required Potential to concentrate recreation use areas (such as designated camping areas) could detract from the natural conditions in local areas, but could be offset somewhat by a change in viewer expectations Potential development of Yuma Area Service Highway would be a new modification in the westernmost portion of the BMGR and create new viewpoints within the BMGR Visual resource management objectives include those of the proposed action, plus the visual effects of new actions would be assessed using BLM's visual resource management objectives 	<ul style="list-style-type: none"> More road closures and resource protection than the proposed action, plus active restoration of closed roads (where feasible) and in areas that have been damaged by a discontinued military, agency, or intensive public use could eliminate some visual scars Suspending wildlife water developments during the first five years of the plan (and potentially longer) would eliminate this minor source of visual modification (at least in the first five years of the INRMP) Potential to concentrate recreation use areas (such as designated camping areas) could detract from the natural conditions in local areas to a slightly greater extent than the proposed action, but could be offset somewhat by a change in viewer expectations Yuma Area Service Highway and all other future corridor projects would be prohibited, which would preclude related impacts to visual resources Provide a greater extent of BMGR visual resources management objectives than the proposed action; effects of new actions would be assessed using BLM's visual resource management objectives and additional measures for visual resource management in unroaded areas are included

Hazardous Materials and Waste				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Decreases the potential area in which a release of hazardous materials or wastes transported by vehicles might occur by reducing the road network by about 30 percent; potential designated recreational shooting and camping areas, if established, would introduce areas of concentrated sources of human sewage, trash, vehicle fluids, and lead bullets 	<ul style="list-style-type: none"> No change in potential areas in which a release of hazardous materials or wastes release might occur, 	<ul style="list-style-type: none"> Increases the potential area in which a release of hazardous materials or wastes might occur by retaining the existing road network and providing opportunities to expand the road network 	<ul style="list-style-type: none"> Decreases the potential area in which a release of hazardous materials or wastes transported by vehicles might occur by reducing the road network by about 30 percent; potential designated recreational shooting and camping areas, if established, would introduce areas of concentrated sources of human sewage, trash, vehicle fluids, and lead bullets 	<ul style="list-style-type: none"> Decreases the potential area in which a release of hazardous materials or wastes transported by vehicle might occur by reducing the road network by about 34 percent; potential designated camping areas, if established, would introduce areas of concentrated sources of human sewage, trash, and vehicle fluids, prohibiting recreational shooting would eliminate the need for designated shooting areas and associated hazardous materials and waste issues.
<ul style="list-style-type: none"> Limiting visitor stays to 14 days and limiting party sizes to 9 (Units 1, 3, 6, 7) or 19 (Unit 2) vehicles (except by special use permit) for the majority of the range, could minimize the potential for hazardous materials or waste dumping on the BMGR Increased emphasis on visitor education and law enforcement patrols would increase deterrence of unintentional and intentional disposal of hazardous materials or wastes 	<ul style="list-style-type: none"> Allowing large party sizes (up to 49 vehicles) without a special use permit and lack of a minimum number of law enforcement positions reduces potential to minimize illegal disposal compared to the proposed action 	<ul style="list-style-type: none"> Increasing recreational opportunities on the BMGR (which could attract larger numbers of visitors), allowing larger party sizes (up to 29 vehicles without a special use permit) than proposed action, and retaining a minimum to two law enforcement positions to patrol a large area reduces the potential to prevent hazardous material and waste disposal compared to the proposed action 	<ul style="list-style-type: none"> Limiting visitor stays to 14 days, limiting party sizes to 19 vehicles (except by special use permit) could minimize quantity of waste on BMGR, but not as effectively as proposed action Increased emphasis on visitor education and law enforcement patrols would increase deterrence of unintentional and intentional disposal of hazardous materials or wastes 	<ul style="list-style-type: none"> Limiting visitor stays to 7 days, limiting party sizes to nine vehicles (except by special use permit) could minimize quantity of waste on BMGR; effect would be similar to, but slightly better than, the proposed action Increased emphasis on visitor education and law enforcement patrols would increase deterrence of unintentional and intentional disposal of hazardous materials or wastes
Socioeconomic Resources				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Increases work and/or expenditures within the socioeconomic study area with implementation of additional inventory, monitoring, surveying, and studies; retaining at least six law enforcement officers; expanding public education programs; and implementing program objectives Potentially decreases range visitation and recreation use by reducing the existing road network and recreational opportunities; could reduce visitor purchase of goods, services, and sundries from nearby communities (although amounts would likely be negligible and overall increase in visitation would be predominant in the long term) Complements those public attitudes and values that favor a balance of public access and use opportunities and resource protection and conservation Allows for Yuma Area Service Highway, which would support the local economy; prohibits any other future utility/transportation corridors, which could hinder utility company developments 	<ul style="list-style-type: none"> Does not introduce new activities that would generate additional work and/or result in expenditures Would not promote change in existing visitation patterns so visitor purchases in nearby communities would remain unchanged by this alternative Public concerns about the shortcomings of management under the Goldwater Amendment would likely remain Would likely allow for Yuma Area Service Highway, which would support the local economy; restricts utilities to existing corridors, which could negatively hinder other potential utility developments in the region 	<ul style="list-style-type: none"> Slightly increases work and/or expenditures, but fewer work opportunities than with proposed action Potentially increases range visitation and recreation use because of increased recreational opportunities; could potentially increase visitor purchases in nearby communities (although amounts would likely be negligible and overall increase in visitation would be predominant in the long-term) Supports the contingent whose attitudes and values favor public access and use opportunities Allows for Yuma Area Service Highway and allows for consideration of additional utility/transportation corridors if compatible with the military mission, which would support the local economy and potentially other public utility/highway developments in the region 	<ul style="list-style-type: none"> Increases work and/or expenditures within the socioeconomic study area with implementation of additional inventory, monitoring, surveying, and studies; retaining at least four law enforcement officers; expanding public education programs; and implementing program objectives; somewhat less work generated than the proposed action Potentially decreases range visitation and recreation use by reducing the existing road network and recreational opportunities; could reduce visitor purchase of goods, services, and sundries from nearby communities (although amounts would likely be negligible and overall increase in visitation would be predominant in the long-term) Complements those public attitudes and values that favor a balance of public access and use opportunities and resource protection and conservation Allows for Yuma Area Service Highway, which would be positive for the local economy; prohibits any other future utility/transportation corridors, which could negatively hinder other potential utility developments in the region 	<ul style="list-style-type: none"> Increases work and/or expenditures within the socioeconomic study area with implementation of additional inventory, monitoring, surveying, and studies; retaining at least six law enforcement officers; expanding public education programs; and implementing program objectives; somewhat more work generated than the proposed action Potentially decreases range visitation and recreation use by reducing the existing road network and recreational opportunities; could reduce visitor purchase of goods, services, and sundries from nearby communities (while amounts would likely be negligible, the decreases could be greater than with the proposed action, but an overall increase in visitation would be predominant in the long-term) Supports the contingent whose attitudes and values favor resource protection and conservation Prohibits Yuma Area Service Highway, delaying project schedule and impacting the local economy; prohibits any other future in the utility/transportation corridors, which could hinder potential utility/transportation developments in the region

Noise				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> Potentially decreases average environmental noise in localized settings by minor amounts, compared to existing conditions, as a result of reducing size of road network, limiting single parties to 9 (in Units 1, 3, 6, 7) or 19 (Unit 2) vehicles, without a special use permit, and restricting recreational shooting to daylight hours and prohibiting any use of automatic weapons without a special use permit 	<ul style="list-style-type: none"> No reduction in road network, single-party sizes of up to 49 vehicles without a special use permit, and no restrictions on recreational shooting at night or with automatic weapons would leave existing environmental noise conditions unchanged 	<ul style="list-style-type: none"> Potential expansion of road network and designation of public off-road vehicle areas could result in local increases in environmental noise conditions compared to the existing conditions 	<ul style="list-style-type: none"> Same environmental noise effects as proposed action except the single-party limit on vehicles, without a special use permit, would be 19 in all units which would have only a slight potential to increase noise above the proposed action level 	<ul style="list-style-type: none"> Includes about the same localized reduction in noise impacts range-wide as the proposed action; however, compared to the proposed action, decreases noise by also foreclosing the possibilities for Yuma Area Service Highway and all recreational shooting
Environmental Justice				
Proposed Action	Strategy A	Strategy B	Strategy C	Strategy D
<ul style="list-style-type: none"> No environmental justice effect 	<ul style="list-style-type: none"> No environmental justice effect 	<ul style="list-style-type: none"> No environmental justice effect 	<ul style="list-style-type: none"> No environmental justice effect 	<ul style="list-style-type: none"> No environmental justice effect