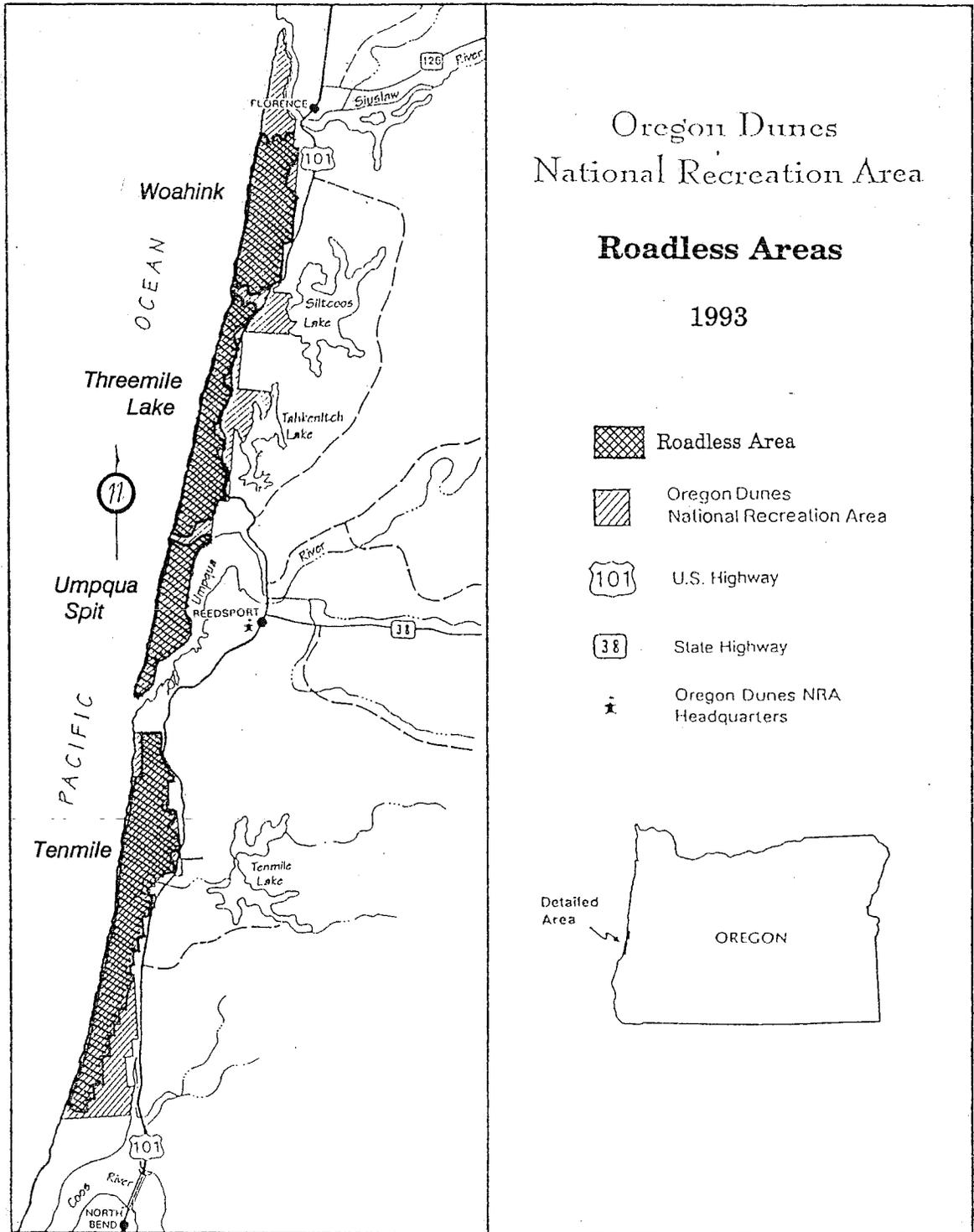


Appendix D

Roadless Areas

Figure D-1. Location of Oregon Dunes NRA roadless areas



APPENDIX D

ROADLESS AREAS

Introduction This Appendix describes each of the four roadless areas on the Oregon Dunes NRA. (These roadless areas were studied during the Roadless Area Review and Evaluation process (RARE II)). The appendix identifies the resources and values considered in each area, the range of alternative land uses studied during the NRA Plan revision process, and the effects of those alternatives on each area. (Note: part of the descriptive information in this appendix has been extracted from appendix C of the FEIS for the Siuslaw National Forest Land and Resource Management Plan.)

If roads, recreation sites or other developments are constructed in these unroaded areas within this planning period (10-15 years), eligibility for Wilderness consideration will be adversely affected. This, in itself, may be a significant consequence. For this reason, the unroaded area's attributes for Wilderness, such as its capability, availability, and need, are considered so that any decision to allocate the area for particular uses will be made with full disclosure of the environmental effects. NOTE: Considerable information and analysis accompanied the RARE II in the late 1970s; this information is on file at the Supervisor's Office, Corvallis, Oregon.

The Oregon Wilderness Act of 1984 (Public Law 98-328) provides Congressional direction for future management and evaluation of the roadless areas covered in this FEIS. According to the Act, "... with respect to the National Forest System lands ... which were reviewed by the Department of Agriculture in the second Roadless Area Review and Evaluation (RARE II), ... (RARE II) shall be deemed for the purpose of the initial land management plans ... to be an adequate consideration of the suitability of such lands for inclusion in the National Wilderness Preservation System and the Department of Agriculture shall not be required to review the wilderness option prior to the revision of the [Forest] plans, but shall review the wilderness options when the plans are revised which will ordinarily occur on a ten-year cycle ... [Roadless areas] shall be managed for multiple use in accordance with land management plans pursuant to Section 6 of the Forest and Rangeland Renewable Resources Planning Act of 1974, as amended by the National Forest Management Act of 1976; provided that such areas need not be managed for the purpose of protecting their suitability for wilderness designation prior to or during revision of the land management plans ..."

Current Status

Most of the roadless areas on the Oregon Dunes NRA have been modified slightly since they were considered in the RARE II process, which ended in January, 1979. Figure D-2 lists each RARE II area, its current status, and the major reasons for any changes between the current acreage and the RARE II inventory acreage. The total remaining acreage of the original RARE II roadless areas is now estimated at about 23,980 acres. This is about 2/3 of the federal land within the NRA.

Figure D-2. Current roadless area status

Area ID	Roadless Area Name	Current Net Acreage	RARE II Net Acreage	REASON FOR CHANGE
6158	Woahink	5,230	5,100	<u>Reductions</u> – Construction of Driftwood II Campground, and South Jetty Hill and Goosepasture ORV staging areas. <u>Additions</u> – Land acquisition.
6159	Threemile Lake (formerly Tahkenitch)	5,590	4,799	<u>Reductions</u> – Construction of Oregon Dunes Overlook and Tahkenitch Creek trailhead parking. <u>Additions</u> – Land acquisition, slight boundary adjustments, computer acreage measurements.
6160	Umpqua Spit	2,600 ¹	2,371	<u>Reductions</u> – Presence of navigation aids. (Even though the recent patent of 770 acres of mining claims actually reduces the net area to 1,830 acres, the full acreage that remains undeveloped is shown throughout this document.) <u>Additions</u> – Land acquisition, computer acreage measurements.
6161	Tenmile	10,560	7,798	<u>Reductions</u> – None. <u>Additions</u> – Land acquisition, computer acreage measurements.
TOTAL		23,980	20,068	

¹ Figure for Umpqua Spit include 770 acres of recently patented private land.

Availability and Capability for Wilderness

The four roadless areas are treated as a group in the first part of the discussion which follows. The areas are quite similar in their characteristics and potential resource capabilities. The differences between the areas are described where they are significant. For a detailed description of the Oregon Dunes NRA in general, see Chapter III of the FEIS.

Location and Access

The Oregon Dunes NRA is located on Oregon's central coast, between the cities of Florence on the north, and Coos Bay/North Bend on the south (see Figure D-1). It

is bounded on the east by private lands, and on the west by the Pacific Ocean and the State-owned-and-managed beaches.

U.S. Highway 101 runs along the east edge of the NRA, forming the boundary in some locations. It provides access from the north and south. Access from the east is provided by State Highway 126, from Eugene, and State Highway 38 along the Umpqua River. Secondary roads off Highway 101 provide most of the direct access to the NRA.

General Information

Elevation ranges from sea level to 600 feet. Terrain varies from low, hummocky wetlands and deflation plains with dense vegetation, to gently rolling sand dunes, to long, high dunes which push into the surrounding forest. The NRA contains the highest coastal sand dunes in the United States.

There are a number of streams which flow through the area as well as many freshwater lakes and ponds. Fishing occurs in most of the lakes with the major species being yellow perch, largemouth bass, and trout. Anadromous steelhead and coho salmon run in the major streams.

Wildlife species in the area include deer, bear, raccoon, spotted skunk, beaver, mink, weasel, osprey, bald eagle, snowy plover and migratory waterfowl.

The bald eagle is a federally listed "threatened" species, and the snowy plover is a State listed "threatened" species. *Lycopodium inundatum* is a plant species listed as "sensitive" by the Forest Service.

The majority of the trees in the area are Sitka spruce and lodgepole pine, with some Douglas fir, western redcedar, and western hemlock. At present, there is very little timber of commercial value.

Dune stabilization has taken place through both natural succession and introduced plant species. Introduced species include primarily European beachgrass, Scotch broom, and various conifer species. Natural stabilization consists of sitka spruce, Douglas fir, and lodgepole pine with a brush understory of huckleberry, salal and rhododendron.

Two of the areas, Woahink and Tenmile, are presently open to off-road use of vehicles and receive heavy use on a seasonal and weekend basis. The other two areas are used mainly by hikers and horesback riders and are not as heavily used.

All of the federal land in the NRA has been withdrawn from mineral entry by the law which established the NRA.

Natural Appearance and Integrity

All of the areas generally have a natural appearance. In the areas which are open to off-road use of vehicles, the travelways they have created reduce the natural appearance. This would not last long if vehicle use was stopped. Some of the vegetation consists of European beach grass, an introduced species, which has spread from sand stabilization projects. In some areas plantations of lodgepole pine are present; another result of sand stabilization projects. From many places within the areas, highways, roads, buildings, mills and other human improvements outside the areas are evident.

Experience Opportunities

These areas are unique in Oregon and very rare along the West Coast for the opportunities they offer for hiking in undeveloped areas which have direct access to the Pacific Ocean. However, primitive recreation opportunities are limited. They include hiking, hunting, fishing, backpacking, nature study, and photography. Hiking in some parts of the areas is fairly difficult due to the extremely dense vegetation. Frequent fog and blowing sand (which can cover footprints in a short time) can make route-finding difficult, especially finding the way out after a day of hiking.

Opportunities for solitude are not extremely high in any of the areas. They are all relatively small and narrow, and two of the areas are open to off-road use of vehicles and receive substantial use. Sounds of U. S. Highway 101 can be heard in many parts of the areas.

Manageability and Boundaries

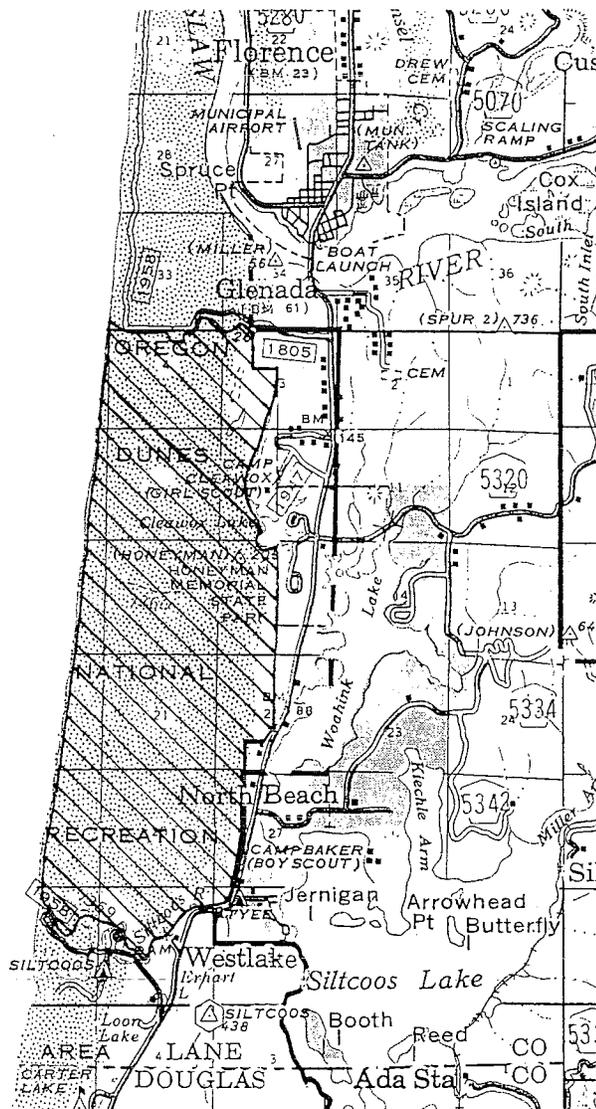
The NRA is a long, narrow area, in no place more than just over two miles wide, and in some places less than a mile. The boundary on the west is well defined - the beach. On the east, the boundary is often poorly defined, usually a private land line, and sometimes Highway 101. Since the State of Oregon owns and manages the beach, vehicular use is not under Forest Service control. Heavy use on Highway 101, private commercial and residential development, State and Forest Service recreation developments, and even communities are located along the other boundaries.

Following are brief descriptions and maps of each roadless area in the NRA.

Woahink Current roadless size – 5,230 Acres

The Woahink Roadless Area (Figure D-3) is the northernmost of the four roadless areas in the NRA. It is bounded by the South Jetty Road (#1062) on the north,

Figure D-3. Woahink Roadless Area



 Roadless Area

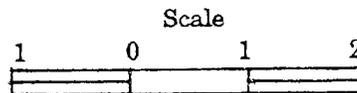
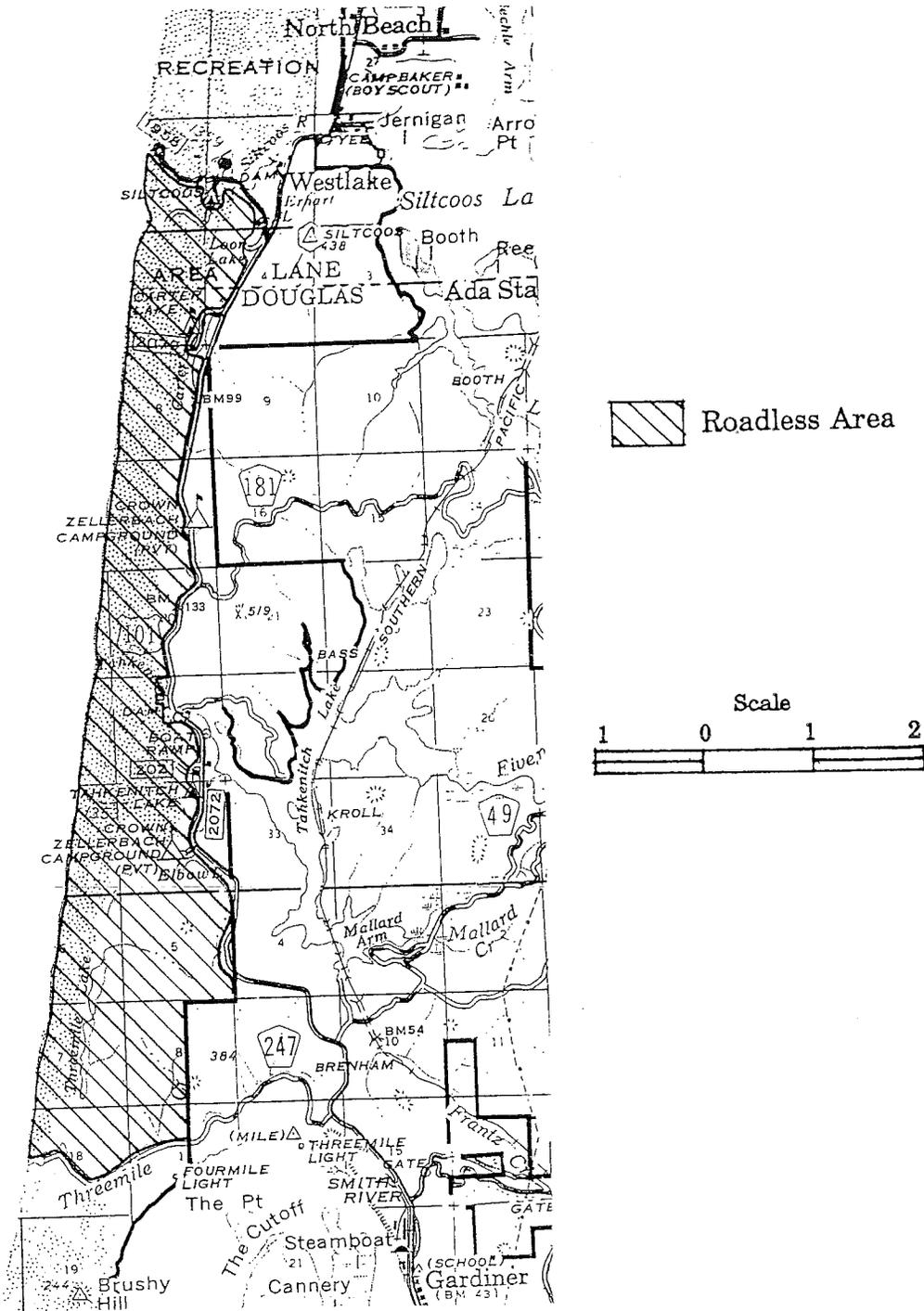


Figure D-4. Threemile Lake Roadless Area



the NRA boundary on the east, and Siltcoos Road on the south. Access to the area is from the South Jetty Road and the Siltcoos Road.

All of this area is open to the off-road use of motor vehicles, and receives extensive use from a variety of them.

Elevation in the area ranges from sea level to approximately 200 feet. The area is primarily open sand, vegetated deflation plain, and stabilized dunes.

There is currently a study being conducted in this area by the Oregon State University Department of Geography to examine plant succession on foredune formation, and its role in vegetation and stabilization of the open sand.

Threemile Lake Current roadless size—5,590 Acres

Threemile Lake Roadless Area is located in the north central part of the NRA, just south of the Woahink Roadless Area. It is bounded by the Siltcoos Road on the north, Highway 101, private lands, Forest Service developments, and the NRA boundary on the east, and the Three Mile Road on the south. Access is from the Siltcoos area, Carter Lake, Oregon Dunes Overlook, Tahkenitch Campground, and the Threemile Road. (Figure D-4)

Elevation ranges from sea level to 400 feet. The terrain includes open sand dunes, and sand dunes stabilized with dense brush and some forested second growth spruce.

The area is closed to ORV's with the exception of the Waxmyrtle Beach access road which is open from September 16 to March 14.

Recreation developments within the area include 6 trails totaling more than 20 miles.

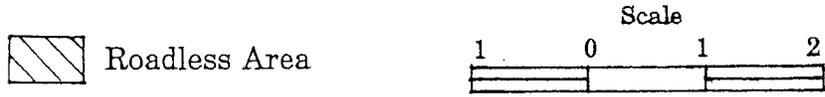
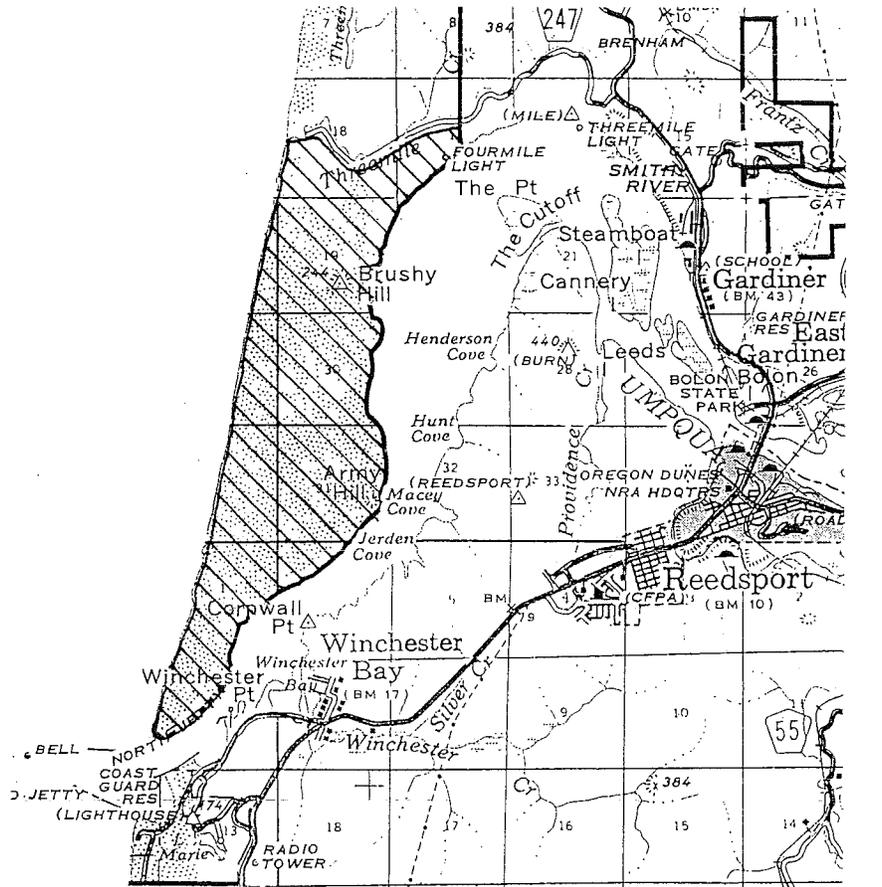
The primary flowing waters in the area are Tahkenitch Creek, Siltcoos River and their estuaries. Threemile Lake is the primary lake, with 6 smaller lakes and perennial ponds.

Umpqua Spit Current roadless size—2,600 Acres

Umpqua Spit Roadless Area is located on the north side of the Umpqua River, approximately in the middle of the NRA, just south of the Threemile Lake Roadless Area. It is bordered on the north by the Threemile Road, and on the east and south by the Umpqua River. The main point of access to the area is from Threemile Road, or, by boat from the Umpqua River. (Figure D-5)

Elevation in the area ranges from sea level to 200 ft. The majority of the area is deflation plain and naturally stabilized dunes, with a small amount of open sand.

Figure D-5. Umpqua Spit Roadless Area



One of the unique features of this area is that about 90% of its perimeter is bordered by water. The Umpqua River, bordering on the south and east is heavily used by fishing boats. Boats and ships can be frequently seen on three sides of the spit area.

With the exception of a vehicle corridor through the area that accesses clambeds on the Umpqua River, the area is closed to off-road use of vehicles.

Within the tract are several parcels of State, County, and private land, including a recently patented sand mining claim of 770 acres.

Other special features include several historic sites – Fort Umpqua, Barretts Landing (the site of a stage depot), and the Umpqua life saving station – and a potential Research Natural Area.

Tenmile Current roadless size – 10,560 Acres

Tenmile Roadless Area is located in the southern portion of the NRA. The boundaries are formed by the Umpqua Lighthouse State Park on the north, private lands, U.S. Highway 101, and the Forest Boundary on the east, and the Horsfall Road on the South. A short portion of the west boundary is formed by the Umpqua Beach Road. (Figure D-6)

Elevation ranges from sea level to 600 feet. Terrain in the northern part of the area is rolling sand dunes. The lower areas consist of wetlands and deflation plains with dense vegetation. This area contains the highest coastal sand dune in the United States.

The major bodies of water in the area are Tenmile Creek, Beale Lake, and Horsfall Lake.

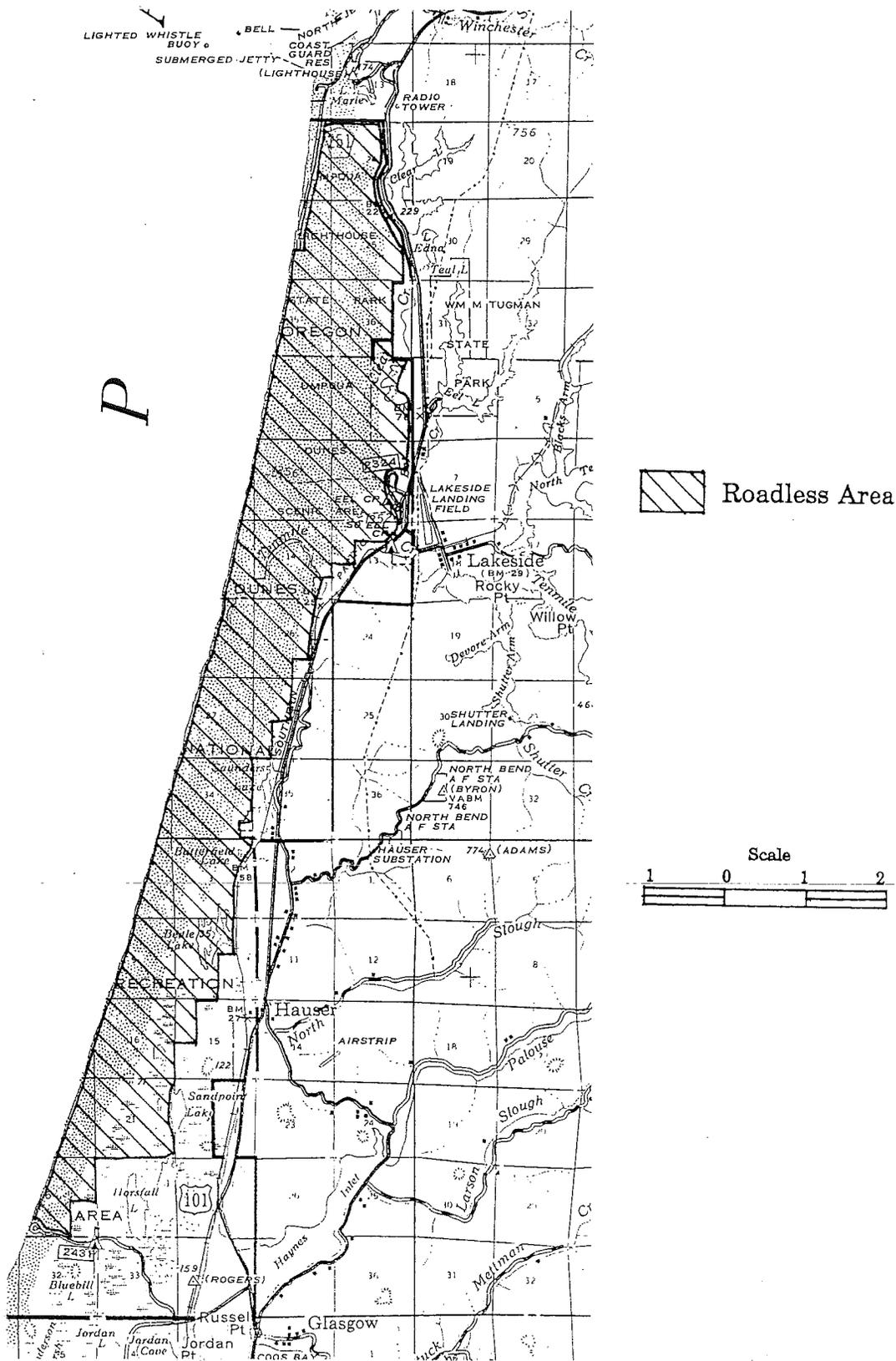
The area is subdivided into three separate management areas:

- The northern portion, from the northern boundary to the Douglas County-Coos County line, is open to off-road use of vehicles;
- The area from the Douglas County-Coos County line to Tenmile Creek is closed to off-road use of vehicles; and
- The southern portion, from Tenmile Creek south to the Horsfall Road is open to off-road use of vehicles.

Dispersed camps and interpretive trails for ORV users are present in the areas open to ORVs. Facilities for horse use are present in the southern area.

There are 20 water wells in the area developed and operated under special use permit by the Coos Bay/North Bend Water Board. There is an agreement which

Figure D-6. Tenmile Roadless Area



allows for an additional 44 wells, and a State permit which allows for up to 30 million gallons of water per day to be extracted from the aquifer.

There is a potential Research Natural Area north of Tenmile Creek.

Need for Additional Wilderness

To determine the need for maintaining an area in its roadless condition, it is important to know how close the area is to sources of its users, and what other areas supplying similar opportunities the user might substitute.

The relationship of the Forest's roadless areas to population centers is shown in a table, Figure D-7, and on the map in Figure D-8.

All of the roadless areas are within about 200 miles of almost three-fourths of the state's population—approximately two million people.

Figure D-7. Proximity of roadless areas to population centers (miles)

Roadless Area	Portland	Salem	Corvallis	Eugene	Medford
Woahink	173	127	84	63	181
Threemile Lake	183	137	91	73	171
Umpqua Spit	188	143	96	78	166
Tenmile	204	159	115	94	150

In the Oregon Wilderness Act of 1984, Congress designated three small Wildernesses in the Oregon Coast Range on the Siuslaw National Forest (Drift Creek, Cummins Creek, and Rock Creek). The most distant of these Wildernesses, Drift Creek, is within 60 air miles of all of these roadless areas, and Rock Creek Wilderness, the closest, is less than 20 air miles away from the Woahink Roadless Area.

In Oregon's Cascade and Siskiyou Mountains, there are a number of designated Wildernesses. The two closest to any of the roadless areas on the Siuslaw, are in the Siskiyou Mountains on the Siskiyou National Forest, about 60 miles from the Tenmile Roadless Area.

In all, there are about 21 designated Wildernesses (with close to a million acres) which are, all or in part, within about 100 air miles of the roadless areas on the Siuslaw. See Figure D-8 for the relationship between the roadless areas on the Siuslaw National Forest and the nearby Wildernesses.

Alternatives In the process for revising the Oregon Dunes NRA management plan, there was no specific attempt to maintain roadless areas. No areas have been allocated as undeveloped management areas as they were in the Forest Plan. Instead, from the time the NRA was established, there has been a general philosophy of keeping developments to the periphery of the NRA. This philosophy guided the planning during this revision process as well. As a result, even though there are no explicitly identified roadless or undeveloped areas, the results of this process is that all or large portions of the existing roadless areas have been left intact in almost all alternatives.

Figure D-10 shows, for each alternative, the size of Oregon Dunes NRA roadless areas, the total combined acres of all remaining roadless areas, the percent that total acreage is of the current acreage of roadless areas, and the percent the total acreage is of the federal land in the Oregon Dunes NRA.

Figure D-10. Summary of roadless areas maintained as undeveloped areas

	ALTERNATIVE								
	Existing	A	B	C	D	E	F(PA)	G	H
Woahink—size in acres	5,230	5,160	5,180	5,230	10,940	13,820	5,180	5,130	5,310
Change in acres		-70	-50	0	+220	+360	-50	-100	+80
Threemile Lake—size in acres	5,590	5,490	5,510	5,590	*	*	5,490	5,540	5,590
Change in acres		-100	-80	0	-100	+40	-100	-50	0
Umpqua Spit—size in acres ¹	2,600	0	2,580	2,600	2,600	*	2,600	2,600	2,600
Change in acres		-2,600	-20	0	0	0	0	0	0
Tenmile—size in acres	10,560	10,240	10,310	10,510	10,420	12,100	10,400	10,280	10,540
Change in acres		-320	-250	-50	-140	+1,550	-160	-280	-20
Net change in acres	—	-3,090	-400	-50	-20	+1,950	-310	-430	+60
TOTAL ACRES	23,980	20,890	23,580	23,930	23,960	25,930	23,670	23,550	24,040
% remaining roadless acres are of existing roadless acres	—	87	98	99+	99+	108	99	98	100+
% roadless acres are of all federal land in the NRA	89	78	88	89	89	97	88	88	90

¹ Figures for Umpqua Spit include 770 acres of recently patented private land.

* Due to elimination of a portion of the Siltcoos Road (and the Threemile Road in Alternative E), this roadless area has become part of the Woahink Roadless Area so acreage is shown in that row.

Environmental Consequences

General

Environmental consequences on the characteristics which make an area roadless or undeveloped come in several general categories: 1) construction or removal of roads or facilities (this could reduce or increase the size of an existing area), 2) ground-disturbing activities such as ORV use, and 3) minor developments such as habitat improvements, trails and other small, dispersed recreation facilities.

Changes in Size – Changes in the roadless nature of a roadless area would be caused by either construction or removal of roads or developed recreation facilities. Such construction would cause the area in its immediate vicinity to lose roadless area characteristics and would reduce the size of the area in which the construction takes place. Removal of roads and or facilities would restore the roadless characteristics of the area and would cause an increase in the size of the roadless area from which the facilities are removed. Generally, it would take a number of years for the area from which facilities are removed to return to a natural appearance.

With one exception, most or all of each roadless area would remain roadless in all alternatives. The exception is Umpqua Spit in Alternative A. In those alternatives where a roadless area remains essentially intact, the conditions described earlier are expected to be maintained into the future. Major components of that condition include:

- Lack of significant permanent disturbance from humans.
- Maintenance or improvement of wildlife habitats so that deer, bald eagles, snowy plovers, ospreys and migratory waterfowl can fully utilize the habitat.
- Visual quality which is not disturbed by development.
- The presence of semiprimitive recreation opportunities (motorized or nonmotorized).
- Maintenance of nonpriced benefits of a roadless condition, such as spiritual values, natural appearance, and scientific values.
- Maintenance of quality of water and fish habitat.
- Maintenance of options for future Wilderness designation.

In Alternative A, where the Umpqua Spit Roadless Area would be eliminated, the above conditions, except for the maintenance of wildlife and fish habitats and water quality, would no longer be present in the Umpqua Spit area.

Other activities which would take place, such as ORV riding, plant or wildlife habitat improvement projects, trail construction, or development of small, dispersed

recreation sites, even though adding some evidence of human activities, would not eliminate the roadless character of these areas.

ORV Use—The effects of ORV use on roadless area and wilderness characteristics are primarily in two forms: social—the presence of vehicles and noise reduces the feelings of solitude which a person on foot or horseback would otherwise have and it may frighten wildlife into hiding so that fewer animals would be likely to be seen; and physical—vehicle use damages vegetation where they ride on it. This can destroy native and non-native vegetation and, where repeated riding takes place, create areas of bare sand. Linear routes develop which detract from the natural appearing scenery. The social effects of ORV riding are very short term—they cease as soon as the vehicle use stops. The physical effects are also relatively short-lived due to the quick recovery of vegetation in the NRA.

Minor Development Projects—There are several types of minor development activities and projects which might take place in the roadless areas that could have an effect on roadless character. Fish or wildlife habitat improvement projects could include things like burning, mowing or using other mechanical treatments in order to create early seral stages; leaving windrows in open meadows to create hiding cover; thinning or creating small clearings in plantations and second growth forest stands to increase horizontal and vertical diversity; placing dredge material on upland sites to increase open beach habitat for snowy plovers; placing logs, woody debris, etc, to enhance fish and invertebrate cover; creating ponds in order to maintain open water longer into the growing season. Dispersed recreation facilities could include trails, small facilities for camping, fishing, viewing fish or wildlife, etc. No permanent roads would be constructed and any facilities would be limited in size.

The effects of these activities would be to increase the evidence of humans within the undeveloped areas and thereby, reduce the naturalness of the areas. Some habitat improvement projects, such as construction of potholes to increase surface water area, would be quite evident for a few years. However, since they would be designed to harmonize with the natural surroundings, they would soon revegetate and no longer be obvious as a human-created feature. Trails are an accepted part of all but the most primitive parts of Wildernesses. Even so, they would somewhat reduce the primitiveness and challenge of the roadless areas in which they are constructed. (On the other hand, in Alternative E, where all but 4¼ miles of existing trail will be abandoned, the areas in which the trails are removed, will experience an increase in primitiveness and solitude.) Any facilities which would be developed would be relatively unobtrusive, visually, and small enough that they could easily be removed without leaving any long-term evidence that they had ever been there. During the time they would be in existence, however, they would reduce the naturalness and primitiveness.

The following section describes, for each roadless area, which activities from the categories above would take place in the different alternatives.

Woahink

Changes in Size—Alternatives A, B, F(PA) and G all add new developed recreation facilities which would fall within the Woahink Roadless Area thereby causing a reduction in roadless area size ranging from 50 acres in Alt. B and F(PA) to 100 acres in Alt. G.

In Alternatives D, E and H, roads or developed recreation facilities would be removed so there would be an increase in roadless area ranging from 80 acres in Alt. H to 360 acres in Alt. E. In Alternative D, the end of the Siltcoos Road would be removed so the Woahink and Threemile Lake roadless areas would merge to form a single roadless area whose net area would be 120 acres larger than the combined total of the two existing areas. In Alternative E, the ends of both Siltcoos and Threemile roads would be removed so the Woahink, Threemile Lake and Umpqua Spit roadless areas would all merge to form a single large area. The size of this area would be about 400 acres larger than the combined size of the three existing areas because of removal of a number of roads and developed facilities.

ORV Use—In Alternatives A, C, F(PA) and G all, or almost all, of the Woahink Roadless Area would be either open to ORV riding or would allow restricted riding on designated routes only.

In Alternatives D, a little less than about $\frac{3}{4}$ of the roadless area would be open to ORV riding or would allow restricted riding on designated routes. The remaining $\frac{1}{4}$ of the area would be closed to ORV riding.

In Alternative B, less than half the area would be open to ORV riding or allow riding on designated routes.

In Alternatives E and H, all of this roadless area would be closed to off-road use of vehicles.

Minor Development Projects—There would not be many minor developments such as trails or fish and wildlife projects in the Woahink Roadless Area in any of the alternatives. The few projects that might take place would have very little effect on roadless conditions or character.

Threemile Lake

Changes in Size—In Alternatives A, B, D, F(PA) and G, the addition of roads or developments would cause a reduction in the size of the roadless area ranging from 50 acres in Alt. G to 100 acres in Alternatives A, D and F(PA). The end of Siltcoos Road would be eliminated in Alternative D. This would cause the Threemile Lake Roadless Area to merge with the Woahink Roadless Area to form a single long, narrow roadless area (see description of Woahink Roadless Area, above).

In Alternatives C and H there would be no roads or facilities added or removed so there would be no change in size to Threemile Lake Roadless Area.

In Alternative E, the end of the Threemile Road would be eliminated. This would increase the size of the Threemile Lake Roadless Area by about 40 acres. In addition, because Siltcoos Road would also be eliminated in this alternative, Woahink, Umpqua Spit and Threemile Lake roadless areas would all merge into a single long, narrow roadless area (see description of Woahink Roadless Area, above).

ORV Use—ORV riding would be prohibited in the Threemile Lake Roadless Area in all alternatives except in Alternative A in which the amount of area open for ORV riding or riding on designated routes would be less than $\frac{1}{4}$ of the total roadless area.

Minor Development Projects—Alternatives A, C and E have almost no area within the Threemile Roadless Area where fish or wildlife improvement projects might take place. Alternatives D and F(PA) include large areas where fish and wildlife projects could be done. Alternatives B, G and H have only small or moderate amounts of area where these projects could be done. All alternatives except Alternative E have one or more new trails proposed in the Elbow Lake/Threemile Lake area. These are mostly short segments that are near the edge of the roadless area that would connect into existing trails. These trails might attract more use into this part of the roadless area thus reducing possibilities for finding solitude. However, because there are already other trails in this area, there would probably be little additional effect from these trails.

Umpqua Spit

Changes in Size—The size of Umpqua Spit Roadless Area would remain unchanged in Alternatives C through H. However, in Alternative E, it would merge with the Threemile Lake and Woahink roadless areas to form one long, narrow roadless area. This is because the ends of the Threemile and Siltcoos roads would be removed (see description of Woahink Roadless Area, above).

In Alternative B, the size would be reduced by about 20 acres due to development of boat access interpretive and boating facilities on the shore of the Umpqua River.

In Alternative A, the Umpqua Spit Roadless Area would be eliminated completely. This is because extension of the Threemile Road for almost the entire length of the roadless area, plus the addition of interpretive facilities, a new campground, and boating facilities would not leave enough acreage left to meet the minimum requirements for a roadless area. This is the only loss of an entire roadless area in any of the alternatives.

ORV Use—Other than on the existing clambed access corridor, ORV riding would not be allowed in the Umpqua Spit area in any alternative where Umpqua Spit is

maintained as a roadless area (all alternatives except A). Riding would be allowed in this area on designated routes in Alternative A, in which Umpqua Spit would not be maintained as a roadless area.

Minor Development Projects—In Alternatives B, C, E, and H, there is almost no area in the Umpqua Spit Roadless Area where fish and wildlife habitat improvement projects might be done. In Alternatives D, F(PA) and G, there are moderate amounts of area where such projects might be done. In Alternative A, Umpqua Spit is not maintained as a roadless area. Only one trail is proposed in this area, a 2-mile long trail in Alternatives B, C and H.

Tenmile

Changes in Size—With the exception of Alternative E, Tenmile Roadless Area would be reduced in size in all the alternatives. The reductions range in size from less than 50 acres in Alternatives C and H to 320 acres in Alternative A.

In Alternative E, there would be an increase of 1,550 acres. This is because the Horsfall beach parking area and the last mile of the Horsfall Road would be eliminated thus bringing most of the National Forest land south of Horsfall Road into the roadless area.

ORV Use—In Alternatives A and G all of the Tenmile Roadless Area would be available for open riding of ORVs or riding on designated routes.

In Alternative C and F(PA), all of the area would be available for open riding or riding on designated routes except for the potential Tenmile Creek Research Natural Area (RNA). This RNA, which is recommended for establishment in Alt. F(PA), would not be recommended in Alt. C, but would be protected for possible future designation. This means that 80% of the area would be available for riding.

In Alternatives B and D, less than half the roadless area would be available for ORV riding with the amount varying as follows:

Alternative B—about 10% available;

Alternative D—about ¼ available;

All of the land would be closed to ORV riding in Alternatives E and H.

Minor Development Projects—In Alternatives A, C, F(PA) and G, the Tenmile Roadless Area is essentially all available for ORV riding, so minor development projects would have very little additional effect on the roadless character of the area. The area available for fish and wildlife projects ranges from almost none or very little in Alternatives E and B, a moderate amount in Alternative H, to large amounts in Alternatives D and F(PA). Alternative B is the only one that has any significant trail mileage in this roadless area—4¼ miles.