

Alternative Descriptions

Alternatives in the Gravina Island Timber Sale FEIS, 2004.

Alternative 1: No Action.

Alternative 2: This alternative emphasized timber economics and timber supply. It maximized the number of units harvested by conventional harvest systems and limiting the amount of helicopter to those units with short flight distances.

This alternative proposed to construct a new Marine Access Facility in Bostwick Inlet plus helicopter to barge locations elsewhere along the southern coast of Gravina Island. All new road construction would be closed after harvest.

Alternative 3: This alternative was designed around subsistence needs in and around Bostwick Inlet and maintaining deer hunting throughout the island.

No MAF construction in Bostwick inlet, but helicopter to barge locations would be proposed elsewhere along the southern coast of Gravina Island.

All new road construction would be closed after harvest.

Alternative 4: This was the Gravina Projects proposed action and was designed around timber economics, timber supply and roaded access to Forest lands.

No MAF in Bostwick inlet, but helicopter to barge locations would be proposed elsewhere along the southern and western coast of Gravina Island.

Mainline roads would remain open in this alternative.

Alternative 5: This alternative was designed to emphasize the retention of the roadless character of the island by not building any new roads. All timber would be harvested by helicopter and transported to log drop locations along the south coast of Gravina Island.

Alternative 6: This alternative was designed to emphasize water quality, and protection of important fish and wildlife subsistence values.

No MAF construction in Bostwick inlet, but helicopter to barge locations would be proposed elsewhere along the southern coast of Gravina Island.

All new road construction would be closed after harvest.

Central Gravina Timber Sale EIS, 2008.

Proposed Action: This alternative focuses on maintaining subsistence uses in and adjacent to Bostwick Inlet while providing timber harvest opportunities.

All new road construction would be closed after harvest.

No MAF construction is proposed, nor are there any helicopter barge locations. All helicopter harvest is flown to existing roads and transported to the MAF on Tongass Narrows.