

Data Submitted (UTC 11): 10/29/2018 7:00:00 AM

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Comments: I strongly support the Forest's approach of a landscape-level analysis to evaluate commercial thinning opportunities, changes needed in the road system, and aquatic restoration opportunities all at once. The commercial thinning project may provide the avenue and potentially some of the funding to accomplish the other projects so they clearly should be tied together in a single NEPA analysis.

In addition to road treatments listed in the proposed action, I strongly encourage you to add "Replace aging, damaged, or deteriorated culverts". I am hopeful that many of the desperately needed large culvert repair projects may be able to be accomplished through KV or Stewardship. Identifying the worst problem culverts at this point and analyzing them within this NEPA analysis will make it substantially easier and more efficient to include high priority culvert replacement projects in KV plans or Stewardship contracts.

The project proposal for the 2275-100 road currently calls for placing the road in ML1 status. Driving thru the Wynoochee River at the closed crossing on the 100 Road has been a problem for many years. I would strongly encourage you to fully decommission the road on one or both sides of the Wynoochee River crossing to reduce the incentive for folks to continue to drive across the river and utilize the closed road.

On each of your maps, the status of the 2200-220 road appears to be in error. Many years ago the Forest completed an aquatic restoration project on the portion of the 220 Road south of the Forest Service boundary. The road was closed at the stream crossing approx. 1/4 - 1/2 mile south of the FS boundary. Several large, deep waterbars were constructed at low points and swales beyond that point. The road is no longer driveable and should be listed as currently ML1 past the stream crossing.

The 2270-300 road is shown differently on the "Thinning Units" map vs the "Road Status" or "Road Treatments" maps. I believe the "Thinning Units" map shows the correct status. As I recall, the road continues beyond the switchback and up to the ridge. It has probably been closed by natural slides so it is probably ML1.

I look forward to seeing the full analysis.