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Comments: The Deadhorse EA is remarkably weak tea for a rather significant project. Cursory at best and perhaps par for the course for the skeleton crew now composing the federal government generally and the USFS specifically. See, hear, speak no evil apparently. Just git 'er done, says the Trump administration, and let future generations figure out how to clean up the mess. Who cares what gets trashed along the way? The bulk of my scoping concerns were not addressed even minimally in the EA, so I reiterate them here:

Project area is in key watershed and LSR. What safeguards will be included to mitigate irretrievable commitment of resources in the vicinity of the newly constructed road prism while remaining in compliance with Northwest Forest Plan standards and guidelines? What is the age class(es) of the LSR forest subject to the new road construction? Are any stands of at least 80 years of age? If so, how will the project be designed to reduce impacts? Request minimizing clearing widths to the extent practicable, comparable to reconstruction of FSR 26 in the Suiattle River valley of the Darrington RD a few years ago. For those trees removed in the construction, what will be their destination? Request using them to increase coarse woody debris where needed in terrestrial areas and/or for enhancement of riparian habitat. These trees should not be shipped to the mill. Geomorphological and soil conservation considerations should ensure that the new road prism remains contained within its original design and does not "migrate" beyond its original periphery via incremental erosion. What new impacts to the local hydrology will occur as a result of the new construction and how might these be avoided/mitigated? While equipment is in place, are there opportunities for additional mitigation by removing unneeded spurs, "ghost" roads, or other motorized incursions in the vicinity?