

Data Submitted (UTC 11): 2/6/2023 8:18:20 PM

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Comments: I live on a County road that no longer has a gravel surface. County maintenance is regularly conducted as it is considered a primary road in the system. However, due to a lack of gravel accessible and affordable to the County there is no longer material remaining on the road for the County to work with. The surface is dirt, no matter how it is maintained. When it is wet, it is sloppy and slippery and when it is dry there is a "wall of dust" in the air in spite of the dust abatement treatments. School children and working adults live on this road, as well as retired individuals and part-time homeowners. Safety is a concern.

I have watched the gravel pit approval process over the past few years with disappointment and frustration. We are not the only road that requires gravel and it is frustrating to listen to the opposition who don't seem to really grasp the problem.

So, I am voicing my support for a strong effort to develop a quality gravel source or two to alleviate the problem.

At the scoping meeting last week I was able to get some answers concerning not only the Jackson Mountain proposed project, but also the broader issue. I learned that the USFS and the County have been conducting a relatively thorough inventory of available gravel sources. Even looking at difficult and expensive locations to access. A geological map of the region was available with rock types clearly visible. Ground surveys of potential locations were conducted. Quality sources that could provide material that would pass lab tests to hold up under road traffic are few. Several of them have already been protested.

I learned that the Jackson Mountain source is one of those few. A cliff of decomposing volcanic rock is located along a rarely used forest road off of the main FS access about a mile from Hwy 160. Volcanic rock wears well and is not prone to break down to the fine material that causes significant dust. Lab tests have been conducted on a sample dug from the deep talus of the cliff.

A map of the proposed pit defined an "area of affect" including a wooded buffer zone surrounding the actual worksite. Mining would take place to the west with the crushing area to the east within the worksite. Truck loading and turn-around would be adjacent to the secondary road. All phases of the operation would receive misting with water to reduce dust. The water would be trucked in and unless there was a significant rain event would not result in pooling. Proper maintenance would be conducted on the route from the pit to the highway.

Activity at any proposed pit site would be determined by available County funding. At JM, the County and FS have a preliminary agreement that the County would have access to a large majority of the material with the FS utilizing a small percentage to improve roads, parking areas and recreation access along the JM Landscape project. Projected gravel truck traffic is expected to be 8 or 10 loads a day. This pit would be non-commercial and operated on weekdays only.

As for gravel for private use, another site is needed. I asked questions concerning this and learned from a commercial gravel operator that they are also looking for sources of material with similar results. Material for private driveways, septic systems, etc. will only be available with high transportation costs beginning this summer.

With 80% of the roads in the County being gravel surfaces and all paved surfaces requiring gravel for maintenance, some sources will need to be utilized. I was accused of not caring about near-by residents. That is definitely not true. In not too many years their road will be in the same condition as mine. Property values rely on access issues. My own home property value is being affected by the deterioration of my road. People who live on

gravel roads must realize that maintenance is critical. I certainly did not have any in-put on where quality material could be found.

Before the scoping meeting I read everything about this Landscape project. I have assisted in the Audubon Bird Survey so have wandered around the area. I also talked with individuals in the planning process. I was prepared to ask questions. And to listen to other's questions and concerns. I am not related to anyone making decisions (nice unhappy person). I appreciate the Proposed Forest Road 738 Gravel Pit handout; it is worth reading.

I want to thank the FS representatives for their informative and thorough answers to everyone's questions, particularly the FS geologist and gravel pit engineer who helped me understand the difficulties involved in locating good quality gravel sources. I was glad to learn more detail concerning the Recreation aspect of the plan and the Fuels and Vegetation proposal for JM as well. All these aspects must work well together and be conscious of retaining a healthy forest environment.