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Comments: I am very concerned about the environmental impact the logging proposed in association with the midnight project will cause.

I am especially concerned that the EA submitted does not have any mention of the environmental and human impacts and effects the estimated thousands of fully loaded load truckloads of logs and equal number of empty logging trucks making twice daily (beginning at 2:00AM in the morning) round trips from Twisp over Washington Pass and through the National Park to Darrington and back. Washington state and Twisp both have clearly stated noise regulations limiting the amount of noise that can be generated by trucks on roadways and even more severe limitations on the hours between 10:00PM and 7:00AM

The Forest Service has estimated 6000 full truckloads of logs for the Midnight Project which will result in 12,000 trucks passing through our valley counting the return trip. The forest Service estimates 3 years to harvest the 6000 loads which translates to 2000 full loads or 4000 truck trips per year or 40 logging truck trips per day based on 100 days per year of harvest while hwy 20 is open.

Residents of the Twisp River Valley and the Methow Valley will not be able to get a nights sleep during the haul period with fully loaded, 80,000 pound logging trucks rumbling by one every 10 minutes or so beginning at 2:00AM 5 days a week.

The drivers of these trucks are independent contractors, fiercely independent small business owners who do dangerous work with skill and many years of experience. They are also totally un-regulated and exempted from federal, and state hours of service regulations, By virtue of their agricultural haul status they can drive 24 hours a day if they want. A round trip from Twisp to Darrington in an 80,000 fully loaded logging truck, up over Washington Pass, to the Hampton Mill in Darrington will take 3 hours. Add in another 30 minutes for the logs to be loaded and the Truck to get from the harvest area to Twisp and another 30 minutes for the truck to off load and the driver to prep the Pup trailer for the return trip and you easily have an 8 hour round trip and these drivers are doing 2 round trips per day....plus they still have to drive home get something to eat and sleep a few hours before they do the same round trips the next day.

I don't understand how the State of Washington and the Forest Service can approve the 2 trips per day amounting to 18 hours plus of driving on mountain highways without incurring the associated liability when and something does go terribly wrong.

The environmental assesment must include and asses the issues of noise polution, air polution, driver's hours of service, and road safety.