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To U. S. ARMY CORPS OF ENGINEERS
 Bonneville Power Administration
 National Marine Fisheries Service
 Northwest Power Planning Council
 Framework

Gentlemen -

The undersigned having ownership of one wild
 frontage on highway 12 east of Kooskia in the
 designated Federal Wild and Scenic area of
 the Middle Fork Clearwater River has "standing"
 legally, financially and morally which justifies
 the following assessment and recommendation,
 which recommendation is my answer to the "Notice
 of Request for Recommendations To The Northwest
 Power Planning Council's Columbia River Basin
 Fish and Wildlife Program"

There has been a grave oversight by all of
 the above addressed in overlooking the values
 of restoring one of the most spectacular scenic
 drives and highways in the United States which
 breaching Snake dams and restoring the Snake
 River and salmon runs will do.

A trucking freeway to the Port of Lewiston is
 not compatible with this Federal designated
 area, is a real hardship to residents living
 on highway 12 and extremely unsafe. Four
 of my resident neighbors have been killed
 by tri-balling truckers to the Port together
 with hundreds of big game animals.

In your assessments and appraisals you
 have failed to calculate the pluses -

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monetary gains from diminished highway expenditures and even greater values attributable to esthetics and unexcelled recreational opportunities, all versus and directly opposite "jake braking" 24 hour trucking.

This corridors and highways greatest asset to the American public is an entrance to a magnificent wilderness and unparalleled scenic route wherein rare opportunities of hunting, fishing, rafting, horseback riding and sightseeing exist none of which are compatible with a trucking demeaning freeway. The presence of a toxic spill is inevitable and will be devastating to the river environment and probably to the Salmon Federal Hatchery. Truck wrecks are amazingly consistent, summer and winter and very damaging to the river embankments.

When the Bicentennial becomes a reality here in the next few years there will be much to regret and the negligence and lack of expediency and properly articulating the matter of which I have written will again as in the demise of the anadromous fishery be the fault of indolent government people.

To not include the tremendous intrinsic values of the relief of this highway and environs from foot trucking, inclusive of all the above, is not above suspicion in the assessment of breaching the Snake dams.

The greatest thing for Idahoans and all Americans will be the restoration of the Snake River and the return of the magnificent Salmon. Take Parkmaning