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Impacts of Transportation on Private Road into the project site.

Appendix K, Transportation Discipline Report states the following on page iv:

"All adverse impacts to transportation identified from the proposed action would be less than significant." Let me explain why this statement is not true.

First, decision makers (and the draft EIS) need a description of Weyerhaeuser's private road 1000 to the project site. Decision makers need to know why Road 1000 is unsuitable for hundreds of dam construction vehicles and Weyerhaeuser vehicles to be coming face to face as they compete for space on this narrow road.

I have driven on road 1000 for over 70 years. Two major landslides have destroyed Road 1000 in that span. Each time Road 1000 was moved up the hill. I now have 3 Weyerhaeuser roads entering my property, 1 of them closest to the river was washed away in 2007. A new Road 1000 up the side of the hill using Road 1010 slid down the hill into the river in 2018. The present road 1000 goes over the top of the hill and down into my property and the dam site on a blind drop of over a 12 % grade on a narrow, 1-way road chiseled into the side of a mountain with no guardrails to prevent a drop of 100 to 300 feet. But I got ahead of myself.

The Muller Road ends at the Weyerhaeuser Shop. Road 1000 begins parallel to the deep gorge of the Chehalis river and then begins a series of blind curves up the hill, a 200 to 300 foot climb in elevation. Any wide load on this section of Road 1000 would prevent oncoming traffic, but with blind curves, you would not know if there is oncoming traffic.

Once on top of the hill, Road 1010 splits off to the east while a blind curve sends road 1000 down a steep 1-way grade into my property with another blind curve at the bottom. Weyerhaeuser trucks use a CB radio to determine if there is on-coming traffic on those blind curves and the one-way stretch onto my property. I use a CB radio to determine if there is a safe access to my property where the proposed dam site is located.

Hundreds of dam construction trucks and a hundred or so Weyerhaeuser trucks each day would be competing for space on that road, creating a significant impact to the safety of Weyerhaeuser operations. The authors of Appendix K appear clueless of this impact.

Appendix K says nothing about any impact on Weyerhaeuser operations which is a huge oversight and leaves the decision makers un-informed.

Appendix K, page 23 says the following: "Most of the roads proposed to be used during the FRE site construction are predominantly EXISTING ROADS that would remain following construction." There is no mention of conflicting traffic with Weyerhaeuser vehicles.

Appendix K states that roads will be widened, but it fails to mention that widening would require significant blasting of hillsides. There is no mention of removing blind curves and the complications of the Pe Ell Water Treatment Plant being on one of those blind curves where

widening is complicated.

Appendix k, page 23 states that specific locations and the extent of improvements "would be defined during the detailed design and permitting phase." That does not help decision makers who depend on this draft EIS for describing environmental impacts.

Such vague statements and known uncertainties permeate the draft EIS. Decision makers should have no difficulty postponing this draft EIS until all of the environmental impacts are described and mitigated.