

I am writing to oppose the Storedahl mine project as a homeowner who lives on State Road 14 west of Salmon Falls Road, as a Mt. Pleasant school board member, and as a resident of Skamania County.

I live on SR 14 west of Cape Horn, and I commute to The Dalles for work. Therefore, I travel SR 14 through Cape Horn and past Salmon Falls Road regularly. This stretch of 14 is deteriorating rapidly, and the addition of hundreds of dump trucks laden down with rock will hasten the road's degradation. The proposed additional wear and tear on this stretch of 14 is very concerning. WSDOT has publicly stated at a Skamania County Chamber of Commerce Government Affairs luncheon that they have no money to repair 14, and they will do so only when a serious problem occurs.

As a Mt. Pleasant school board member, I have additional concerns. The stretch of 14 near Marble Road, the road the school is on, is very dangerous in the best of circumstances. The highway has a steep grade and curves that limit drivers' ability to see the school bus and parents turning onto Marble Road. In the winter, this section of road ices very quickly and often, creating an even more dangerous situation.

The trucks will be traversing a busy area. The Salmon Falls Cape Horn Trailhead is a very busy trailhead, and hikers must cross Salmon Falls Road to access the trail. The plan to install a lighted cross walk is appreciated, but the road has a very steep grade in that area. How will trucks laden with gravel stop quickly on that grade? How long will it take them to start from a full stop going up the hill when they stop for hikers? How many trucks will back up in the area if hiking is busy and dozens of people are crossing the road at a time? Will that traffic back up onto 14?

The Cape Horn bridge often has vehicles parked on both sides of the road as people take in the view. I was chagrined when I spoke with the traffic consultants at the information session that the safety of people on the bridge, pedestrians and bikers on 14, the safety and comfort of residents who live on SR 14, and the impact of ice or snow were not studied. In fact, the consultants at the information session didn't even know where the Cape Horn bridge is!

I live on SR 14; our driveway parallels the highway, and we do not have a yard or buffer between our property and the road. Our mailbox is across the road; the additional traffic resulting from the mine will create a safety hazard as we try to cross 14 to check our mail or walk our dogs up Marble Road, the only road within walking distance of our home. Trying to turn left (west) out of our driveway is already difficult due to sight lines and traffic, especially in summer, and the increase in traffic will exacerbate these already unsafe conditions. Additionally, the noise and pollution – both air and gravel – will not only be dangerous but also a nuisance.

Finally, considering that the sales tax revenue for this mine project will benefit Clark County and not Skamania County, the added potential financial burden on Skamania County if 14 is shut down due to road conditions is a serious concern. How will the county, local businesses, and citizens fare if 14 is closed for an extended period for serious repairs needed as a result of the additional wear and tear these trucks will cause or a serious accident that these trucks cause?

Further study of the *total* impact of the mine's increased traffic should be completed before the project is considered, and this study should result in a definitive no for this project.

Thank you for your consideration,

Liz Wilber