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Draft EIR Comment Form

Proposed Las Pilitas Quarry Project

Date: 6-5-13, 6-6-13
Name*: PAUL DILBER
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TO CARRY THE ATTACHMENTS HEREIN ENCLOSED.
THANK YOU FOR YOUR CONSIDERATION.
SINCERELY, PAUL

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Los Pilitas Resources - Suggestions



mwilson@co.slo.ca.us (mwilson@co.sl [Actions](#))

To: Paul Dilger

1 attachment (7.9 KB)

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Mr. Digger,

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Murry Wilson
Environmental Resource Specialist
Department of Planning and Building
Phone - (805) 788-2352
Fax - (805) 788-2413

(Embedded image moved to file:
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Paul C



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Already or

Las Pilitas Resources, LLC – Planning Dept.

Where Lives and Safety Come First?



(A) First Curve (B) 2nd Curve (C) Cole's Home (D) Bridge (E) Oster's House

This information shown below should in know way be interpreted that I am against the quarry!

Preface: There are three parts to this document:

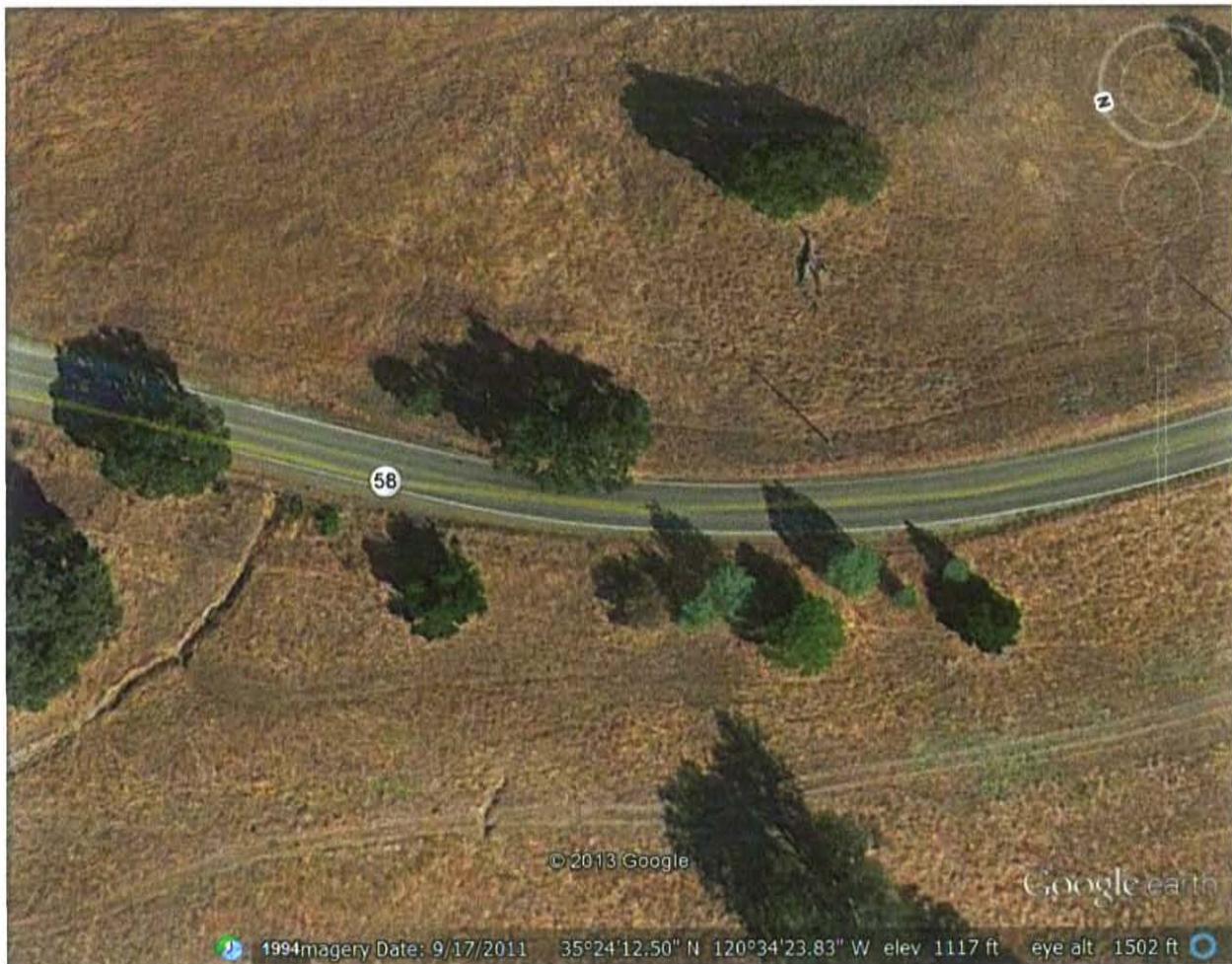
1. Curve at Point A is to the west of Cole's Home/Ranch about ½ mile east of the bridge at point D highway 58, 4 miles east out of Santa Margarita.
2. Curve at Point B is to the east of Cole's Home/Ranch about ¼ miles east of the bridge at point D highway 58, 4 east miles out of Santa Margarita.
3. Quarry alternate exit proposal east of Salinas Bridge D on highway 58, 4 miles out of Santa Margarita.

My first two concerns on highway 58, curves A and B will not be of any concern to the project if an alternate route is adopted.

We can work together to keep our state highway as safe as possible. There are a considerable number of accidents that occur on this segment between the Salinas River Bridge and the Pozo Road junction.

When the curve "A" is look at from an aerial view (see below), the curve looks smooth and easy to transverse. Possibly this is what your highway consultant observed. Whereas the speed limit is 55 mph, it's a real eye opener to all drivers especially in commuter traffic morning and evenings. In about 50 feet of where

the road turns, drivers will start the turn, then jerk the steering wheel to stay in their lane. It's a sleeper and wake up call almost every time you drive here.

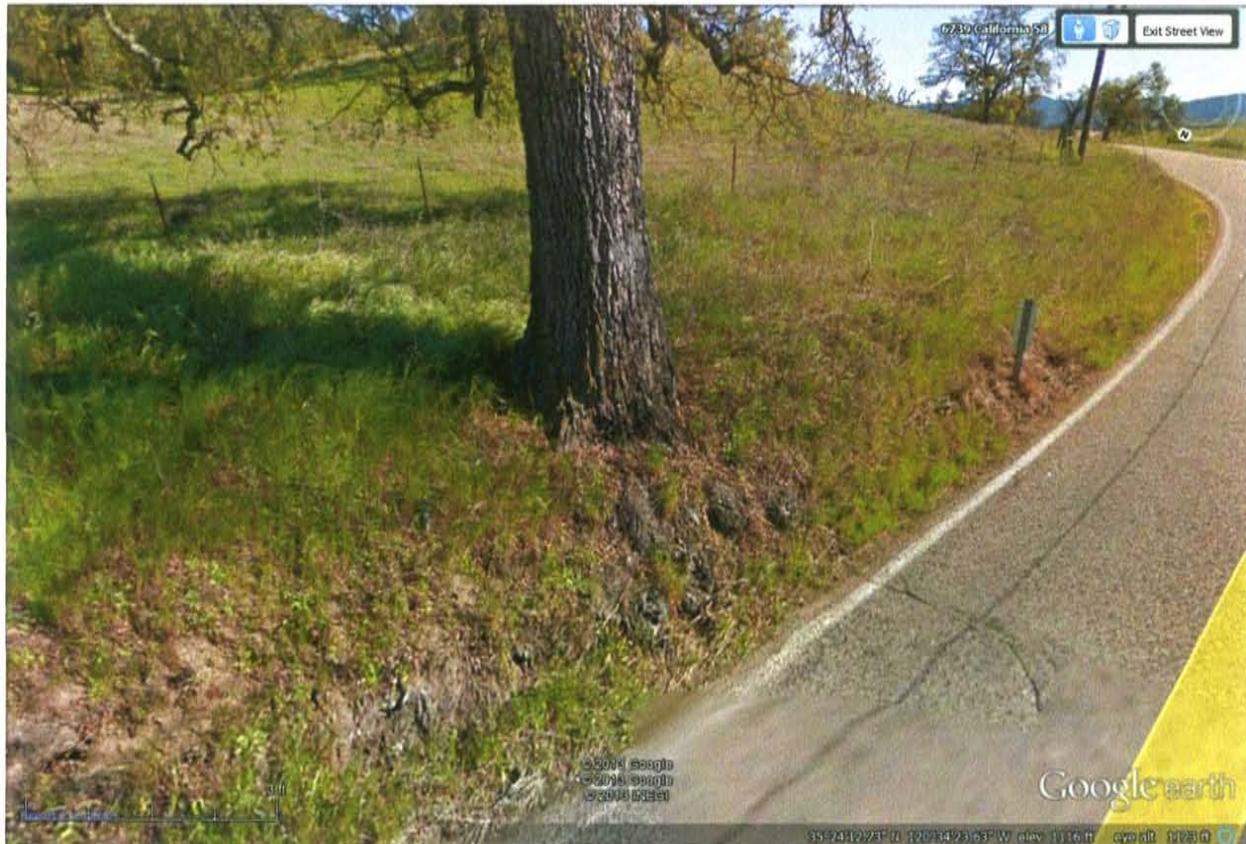


Case #1 in point; looks at the yellow line made by the Goggle vehicle in the above picture. We can see where the driver jerked the wheel. Follow from left to right, the Goggle camera in the curve until the second tree shadow. Here the camera left the lane and continued straight into the oncoming lane. His surprise was so startling he remained out of the correct lane for at least 100 feet further down the road. They were lucky no one was coming from the opposite direction. Many have not been that lucky.

Case #2 in point; let's say a line haul truck/tractor is pulling a set of doubles from west to east on this curve.

When the driver of the truck/tractor heading west with a set of doubles hugs the inside edge of the yellow center line, the shoulder of the trailer will cross the double line by possibly several feet against east ward traffic, thus leaving insufficient room for east word traffic.

Drivers know that on sharp curves the rear axle tires on the rear trailer do not follow the foot print of the truck. The sharper the turn, the further the rear axle will leave the front roadtrack. As wrong as it sounds, many times a driver must cross the line to insure the following axles will not plow into things like the tree on this curve "A" or slower cars and bicycles.



Note there is no shoulder for pedestrians or bicyclists on this inside curve. The following picture startled me when it was developed I did not see the person on the bicycle when I took the picture. My digital camera has about a 2 sec. delay time from when you press the button. When I lowered the camera from my eye I was instantly frightened from the preview window of the camera. Many of our community bicyclists use this Pozo/Parkhill/Highway58 loop for both enjoyment and competition. As you know there are hundreds of non-event bicyclists on this stretch weekly. When we add hundreds of sets of doubles per day, we can only speculate what and when will be the first collision.



Besides the real danger of the radius of this curve, is the lack of visibility of both slow moving individuals ahead of them and trucks coming the other way.



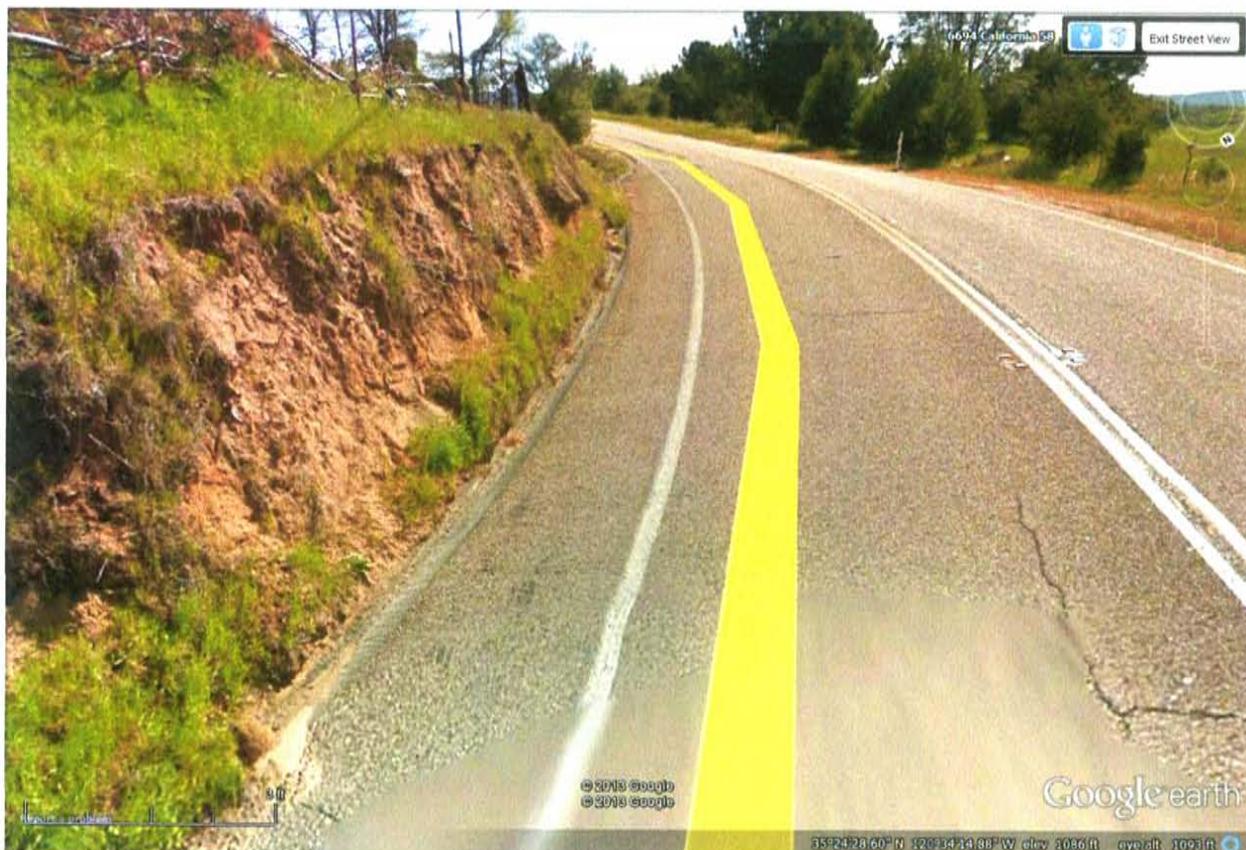
Here's another major problem with curve "A".

The above picture shows how the height of the bank prevents west bound traffic to see a truck or traffic out of lane until it too late.

If a westbound truck's left front wheel is even close to the yellow line on the curve, the rear trailer's rear left-wheel will more then pass over the double line, causing oncoming traffic to pull into the bank as necessary to avoid a collision.

Highway 58 is an old road put in maybe over 70 years ago when all vehicles were slower, smaller and lighter, including trucks. Over the years this curve has been ignored and probably has not been brought to attention for adjustment. If this quarry is approved with the purposed entry, I strongly suggest you put pressure on Cal Trans to remove the tree and straighten out the curve before more lives are lost.

The picture below is curve "B" down slope toward the Salinas River Bridge.



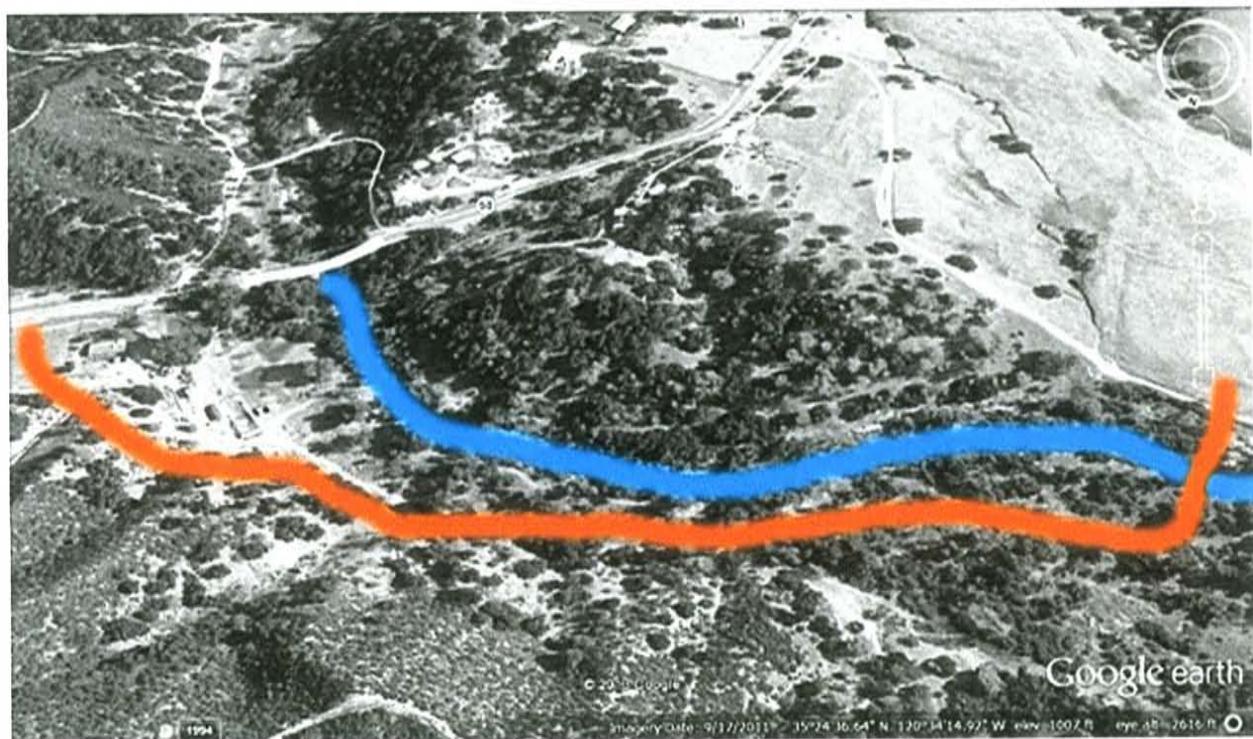
The yellow line again illustrates how the car mounted Goggle Camera got jerked a minimum of 3 times. AS I drive this several times a week I slow to 45 mph because I know there may be a problem ahead. Commute traffic normally exceeds 55 mph as 55 is the speed limit. Here there is a shoulder buffer safety zone.

If a driver is jerking around this down this curve with a sudden slope, the problem is compounded with excessive speed increasing the stopping distance. Here's the problem with excessive speed for speeding drivers. First the road will appear to be curving faster than expected when driving fast so keeping the vehicle on the road is the primary issue so a few jerks on the steering wheel is initiated right before the driver sees a doe walking across the road. When the brakes are suddenly slammed, steering difficulty becomes intense, reducing some control is normally what it takes to catch the right front wheel of the vehicle on shoulder. (Ask a highway patrolman) Shoulders tend to deteriorate with heavy traffic with heavy loads. See picture below of road heading around curve "A". This is a common occurrence on country roads after heavy rains. This type of situation causes many vehicles to roll down the road. How will this excessive wear be handled.



As these two curves have seen many accidents over the years with inattentive or and unaware drivers, you would think some good graphic warning signs and reduce speeds would have come into play. Without bringing these issues to someone's attention, those responsible for correcting at Cal Trans will never find out, therefore I will give Cal Trans a copy of this document. I am not bringing up these point in judgment of the past, but only to see if public/community safety has had due dilligence.

In suggesting an alternative route other than Highway 58, these curves will no longer be an issue for public safety. Carefully looking at Oster's land and facilities it looks very feasible to develop a entrance/exit access by circumventing a newer private road around Oster's homestead. The top picture shows the Salinas River drainage and the Salinas Bridge, with Oster's homestead to middle left.



The blue line indicates the Salinas River and the orange line shows the general area around Oster's homestead and around to Hanson's road along the Salinas River. The orange line is freehand and not a surveyed route.

Thoughts to improve the feasibility for this project and put down public outcry:

- a. The proposed orange road to be surveyed and developed would bypass the bridge that was not designed to safely support more than one truck at a time with two trailer load. Cal Trans. engineers can verify this. Better check.
- b. Truck/trailers of a potential of about 300 trips a day would not present any safety problem to the public/community on a State highway 58.
- c. Truck traffic safety problems to the Santa Margarita community, would no longer be an issue, especially at the elementary school and merging traffic onto El Camino Real across the railroad.
- d. California Highway patrol would not be burdened with having to increase their staff to serve private interest.
- e. A by-pass road on Oster's property would be less expensive to develop than an enter/exit apron onto and off of highway 58.
- f. Less air and noise pollution would be created on the by-pass.
- g. A Salinas River crossing would need to be developed to cross over to Hanson's road. The quarry has the equipment to build a crossing like the one going to Rockie Canyon quarry. The quarry with their equipment can easily cut and grade a new road. They will have large boulders to stabilize a crossing. They will have plenty of base, gravel and recycled asphalt for a dust free environment. Likewise, they have the equipment to maintain a private by-pass road.
- h. Hanson might cooperate if a nominal fee is paid for each commercial crossing. The argument is simple, "If you accept fees per load at not cost to you and a new profit emerges. If you say no, you will lose business. Which one will make you the greatest profit?"
- i. Public Safety will come first under this plan if the county will cooperate.

Respectfull:

Paul Dilger, rancher on Parkhill
805 438-3156