

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

May 24, 2013

Murry Wilson, Environmental Resource Specialist
Department of Planning and Building
San Luis Obispo County
976 Osos St, Rm. 300
San Luis Obispo CA 93408-2040

05-SLO-58-4.92

Subject: LAS PILITAS QUARRY DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Mr. Wilson:

Thank you for the opportunity to provide comments on this project. Caltrans has been working with San Luis Obispo County staff to ascertain impacts from the proposed Las Pilitas Quarry project. As the lead agency for the project, it is the County's responsibility to ensure where a clear nexus for impacts can be applied and what mitigation is appropriate. Caltrans does hold some discretionary permitting authority for access to State Route 58 in reviewing the development of the project.

In reviewing the development of the project as a "responsible agency" as defined by the California Environmental Quality Act (CEQA), Caltrans has reviewed the draft Environmental Impact Report (EIR) and provides the following comments:

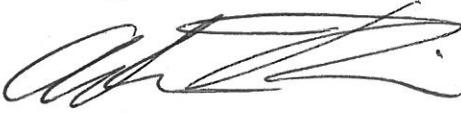
- 1) The 2001 Caltrans Transportation Concept Report for US 101 is a long range planning document and is not a detailed, project-specific engineering study. A target Level of Service (LOS) is the concept of how Caltrans expects a particular facility will operate when the planning horizon year is reached. It is an anticipated planning projection, not a CEQA LOS threshold standard and should not be cited as such. The consultant was informed of this misconception and we regret to see it included in the draft EIR in at least the following instances:
 - a) "All locations under the existing conditions are consistent with or better than the Caltrans route concept of peak hour LOS D for US highway 101 operations" (**page 4.11-8**).
 - b) "In all cases, the peak hour LOS would be D or better, which is consistent with the target established by Caltrans for US Highway 101 operations" (**page 4.11-19**).
 - c) The "southbound ramp junction operates at a peak hour LOS D, which is consistent with the Caltrans target LOS for US Highway 101" (**page 4.11-22**).
- 2) Caltrans agrees with the analysis of traffic operations on State Route 58 at the Park and Ride lot. However, there does not appear to be a discussion of traffic safety at that location as was requested prior to initiation of the traffic study. This area has a collision rate higher than the statewide average. An analysis of this fact should be included as part of the EIR.

- 3) The traffic analysis should address the lack of sight distance at the project driveway.
- 4) The traffic analysis finds that the US 101 / State Route 58 interchange currently operates at LOS D. Caltrans agrees with this finding. However, given that the interchange already operates at LOS D, the EIR should address the impact of the project's proposed trips on the interchange and how it will be mitigated.
- 5) While the Traffic Study discusses the potential to construct a left-turn lane on State Route 58 at the driveway intersection, it is not specifically included as a mitigation measure on Table ES-1. The left-turn lane should be included as a condition of approval. Any work within the State right of way would need to satisfy Caltrans design standards through its encroachment permit process.
- 6) Caltrans has concerns about potential parking or queuing of quarry trucks on State Route 58 (or the Park and Ride Lot) during the morning hours prior to the quarry opening and would like further analysis of this potential impact. The applicant could consider policies including, but not limited to, prohibiting trucks from arriving at the site prior to morning opening of the quarry. However, it is ultimately the responsibility of the applicant to ensure that truck parking or queuing does not adversely impact the State Highway.
- 7) The EIR needs to consider the impact of up to 273 daily truck trips on bicycle traffic on State Route 58 both from a traffic operations and safety perspective. For instance, the EIR should explore the possibility of shoulder widening to lessen potential conflicts between bicyclists and trucks.
- 8) Regarding Mitigation Measure Traffic-1a (**page ES-13**) signaling the intersection of State Route 58 and El Camino Real, please be aware that any signal proposal must meet Caltrans signal warrants and design standards.
- 9) Regarding Mitigation Measure Traffic-2b (**page ES-13**), a pedestrian refuge island or other pedestrian safety related improvement on State Route 58 at Encina Avenue would have to meet Caltrans design standards through the encroachment permit process.
- 10) Due to the preliminary nature of the information describing the project, some items may not have been identified in this review. Additional mitigation measures may be necessary as a condition of an encroachment permit for work within the State right of way. Detailed information such as complete engineering drawings, traffic analyses, hydraulic calculations and environmental reports outlining impacts to environmental resources may need to be identified and submitted as part of the encroachment permit process. The comments made in this letter should be considered as preliminary and subject to change based on more detailed review of the applicants final engineered construction plans, additional engineered traffic studies and field review of the proposed project site.

If you have questions, please feel free to contact me at (805) 549-3131.

Mr. Wilson
May 24, 2013
Page 3

Sincerely,

A handwritten signature in black ink, appearing to read 'Adam Fukushima', written in a cursive style.

Adam Fukushima, PTP
Caltrans District 5
Development Review