



Fw: From Pauldean - Quarry response
Jeffrey Oliveira to: Marti Fisher

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From: Paul Dilger <pauldean08@hotmail.com>
To: <joliveira@co.slo.ca.us>
Date: 07/23/2010 04:49 PM
Subject: From Pauldean - Quarry response

Jeff: One of the files is the letter below as a Word document and the 2nd is a satellite photo of the contested area.

To: **Jeff Oliveira**, Environmental Resource Specialist
2010

July 23,

From: Paul

There seems to be endless ethical and moral questions that arise with the **Los Pilitas Quarry** project.

Public road safety and clean air quality are the highest on my list concerning public safety that can not be compromised or mitigated.

Air Quality –If approved, dust emissions must be monitored randomly by an outside firm that has no ties with the quarry owners or the county at the quarry's expense. It should meet: Federal air quality emissions and for California State and Coastal commission. Reports should be posted on a public web site to insure as time goes on any potential health hazard will not be ignored.

The enclosed Google satellite map shows the immediate impact area

affecting the local residents. Its inclusive of the proposed quarry, Santa Margarita's residences (and school), highway 58 residences, and the long stretch of Parkhill Road. The daily wind pattern moves almost horizontally from left to right or west to east in this area. Abnormally high dust sedimentation is already a problem from the existing quarry off El Camino Real. Surface wind picks up particulate and organic pollution from the existing Hanson facility then moves around the hills from the quarry and down and into the Parkhill and Highway 58 corridors. Adding to this environmental health problem will be dust stirred up by the trucks moving in and out of the plant to the paved highway. That is their projected 400 average trips both in and out of the plant.

Dust from grinding up concrete will be a significant health problem to those in our wind corridors. Concrete dust does not dissolve in the lungs of people or wild life. Everyone knows this will shorten the life span of both adults and children as well as the medical expense brought on by this pollution that local residence will bear.

Public Road Safety – Highway 58 will be the entrance and exit to El Camino Real from the quarry. This route will be a four mile trip for each of 200 trucks and trailers leaving the quarry emitting ground-up concrete dust into the environment. The last quarter mile going east and west passes the Santa Margarita Elementary School located on high way 58. Simple math shows that 400 trucks and trailers (round trips) in an 8 hours period means a single truck and trailer will be pulling away from the rail road tracks in front of the elementary school approximately every 72 seconds, when it up and running. (The school is adjacent to the railroad and highway 58). When we add the normal automotive traffic to the potential truck traffic, a large safety problem will occur with kids in the crosswalk (going and leaving school un-chaperoned), parents turning in and out of highway 58 onto the school entrance from 3 directions dropping off and picking up their children, as well as school buses will cause a nightmare of traffic twice a day.

The 2 mile stretch from the Pozo road to the bridge over the Salinas River has two fairly blind turns. Many accidents and fatalities have occurred from normal traffic over the past few years at these curves. The corners are so tight trucks need to drive the center line or more, that is, with the truck's front wheels to allow their trailers to pass around the corner without hitting an embankment adjacent to the pavement. If you happen behind the average truck driving at their normal high speed, you will find them normally crossing the double line. The people living along that stretch can verify this potential disaster and past accidents.

I feel Hanson has a right to use their property as long as the citizens are not compromised or have their health and life in danger. Saying that if you permit this operation, please have them cross their own land to El Camino if the permit to quarry is issued. Instead of fines for health and safety violations, revoke their conditional permit for 30 day periods, for each violation. Shutting them down a few times will correct their attitude and operation.

Lastly, should Cal-Trans accept the cost of accelerated wear and tear on that narrow two lane road for an individual's private enterprise to make a profit won't pencil out in their budget?

One simple solution, require them to cross their own property at their own expense. If a business can not pencil out their project, it should be the end of the project. That's the American way! Sure a bridge across the Salinas River would be costly, they will find the money. The army corp. of engineers have many ways of putting temporary bridges with out destroying the environment.

Heavy-duty Bridge. Railcar undercarriage/6X12 plank decking. 40' X 14', \$8500. Jim at 805/627-1600.

Possibly the revenue the county would gain over the years from the

quarry would be lost from the real estate devaluation of our properties.
Values of the down wind residents desperate to move.

PS - Problem: If 200 trucks make 200 round trips in 8 hours, (normal working day) what is the average time any truck will pass a given point like stopping and crossing a railroad track.

Given:

- 200 trucks making round trips will pass any given point 400 times
- 8 hours is $8 \times 60 = 480$ minutes in a day.

Solution:

Rate is # of minutes = 480 minutes (per 8 hours) / 400 times (trips per day) = $480/400 =$ an average of 1.2 minutes per trip past any one point including the school for 30 years.

or

1.2 trips per truck per minute is an average of 72 seconds.

Note: If the aerial photo comes out in poor quality or too dark, and I mail it to you in color.

Please forgive any grammatical and spelling errors it doesn't improve in the Golden Years.

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Los Pilitas Quarry a copyable photo.jpg Hanson Quarry - the Los Pilitas Quarry project.pdf