

<b>Coastal 1b</b>	<b>Approved Development-Access Road</b>
<p>b. Treatment Plant Site Access Road. The access road shall be located along the existing unpaved access road alignment extending from Los Osos Valley Road to the approved development envelope along the eastern property line of the Los Osos Mortuary and Memorial Park site and the western property line of the Andre site in such a manner as to limit its width and overall length as much as possible. The access road shall include measures to effectively screen noise and activity associated with access road traffic and activity from adjacent properties so long as such screen does not itself degrade public views from along Los Osos Valley Road. If the Permittee conclusively demonstrates that the above access road location is infeasible, then the access road shall be located as shown on Exhibit 2 (Exhibit 1-2 Overall Project Site Plan, New Access Road, last dated revised on April 13, 2010, and dated received in the Commission's Central Coast District Office on April 19, 2010) subject to all the same siting and design criteria, and subject to the additional requirement that a mitigation plan for impacts to the agricultural use and development of the property located between the access road, Los Osos Valley Road, and the Los Osos Mortuary and Memorial Park site shall be submitted for Executive Director review and approval.</p>	
<p><b>Evidence of compliance:</b></p> <p>The access road has been located along the cemetery's eastern property line as shown in Attachment 1. Please note that the location of the access road was based on the following criteria:</p> <ol style="list-style-type: none"> <li>1. Limiting offset from Clark Valley Road to no more than 16 feet as stated in the traffic memo prepared by the County Public Works Transportation Department dated November 9, 2010 (see Attachment 2).</li> <li>2. Minimize impacts to the existing vegetation hedge row along the cemetery's eastern property line.</li> <li>3. Avoiding existing gravestone (gravestone is in the right-of-way). The cemetery owners have requested to leave the grave as-is.</li> </ol> <p>The three existing driveways; 1) mortuary entrance, 2) residential driveway for Andre property, 3) and the access road to the facility site have been combined into a single road entrance. The existing residential driveway to the Andre property (APN 067-031-008) located off of Los Osos Valley Road will be eliminated. The access road to the plant is required to be a minimum of 24 feet wide, to allow safe passage of standard fire safety vehicles and wastewater plant equipment.</p>	

**Condition Satisfied**

\_\_\_\_\_  
Executive Director, CCC

\_\_\_\_\_  
Date

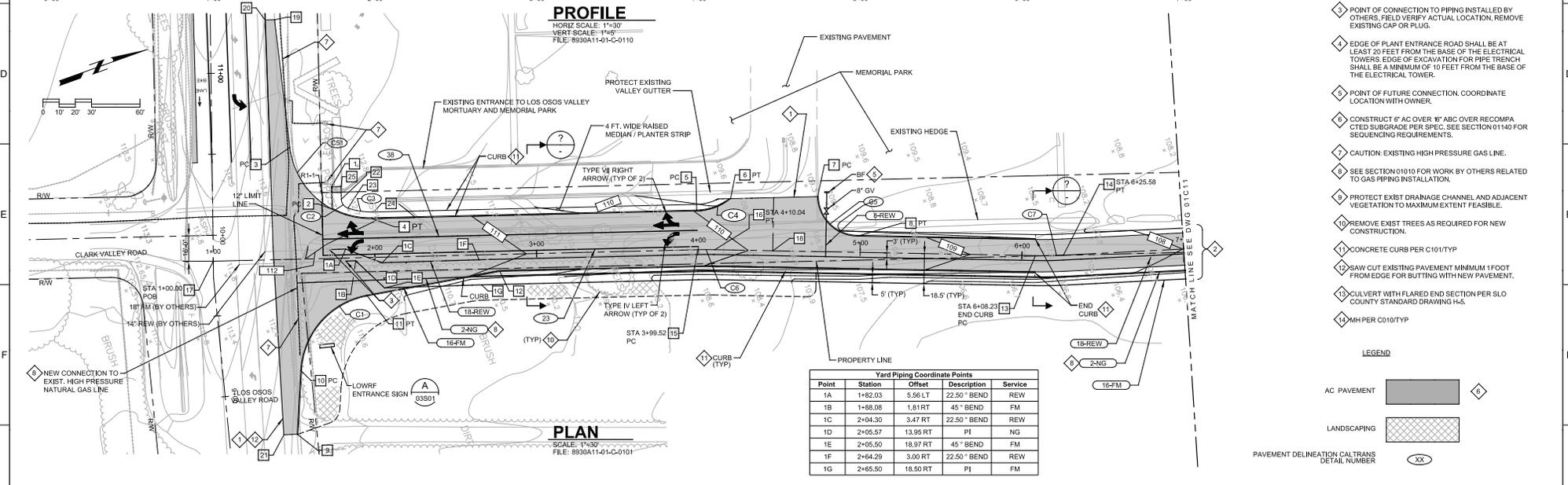
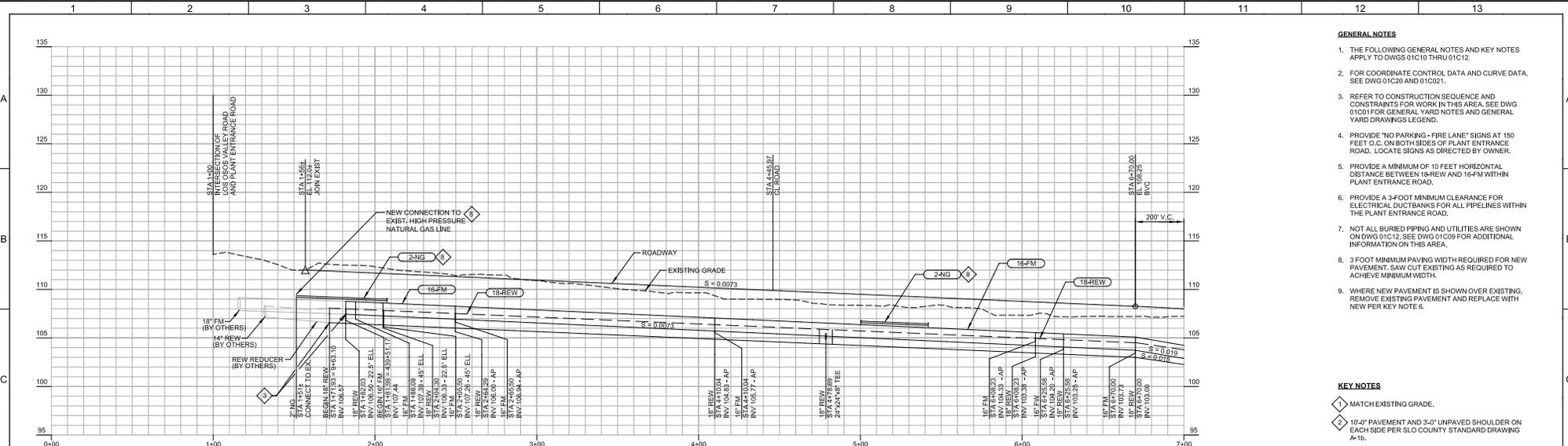


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- GENERAL NOTES**
1. THE FOLLOWING GENERAL NOTES AND KEY NOTES APPLY TO DWGS 01C10 THRU 01C12.
  2. FOR COORDINATE CONTROL DATA AND CURVE DATA, SEE DWG 01C20 AND 01C21.
  3. REFER TO CONSTRUCTION SEQUENCE AND CONSTRAINTS FOR WORK IN THIS AREA. SEE DWG 01C01 FOR GENERAL YARD NOTES AND GENERAL YARD DRAWINGS LEGEND.
  4. PROVIDE "NO PARKING - FIRE LANE" SIGNS AT 150 FEET O.C. ON BOTH SIDES OF PLANT ENTRANCE ROAD. LOCATE SIGNS AS DIRECTED BY OWNER.
  5. PROVIDE A MINIMUM OF 10 FEET HORIZONTAL DISTANCE BETWEEN 18-REW AND 16-FM WITHIN PLANT ENTRANCE ROAD.
  6. PROVIDE A 3-FOOT MINIMUM CLEARANCE FOR ELECTRICAL DUCTBANKS FOR ALL PIPELINES WITHIN THE PLANT ENTRANCE ROAD.
  7. NOT ALL BURIED PIPING AND UTILITIES ARE SHOWN ON DWG 01C12. SEE DWG 01C09 FOR ADDITIONAL INFORMATION ON THIS AREA.
  8. 3 FOOT MINIMUM PAVING WIDTH REQUIRED FOR NEW PAVEMENT. SAW CUT EXISTING AS REQUIRED TO ACHIEVE MINIMUM WIDTH.
  9. WHERE NEW PAVEMENT IS SHOWN OVER EXISTING, REMOVE EXISTING PAVEMENT AND REPLACE WITH NEW PER KEY NOTE 6.

- KEY NOTES**
1. MATCH EXISTING GRADE.
  2. 10'-0" PAVEMENT AND 3'-0" UNPAVED SHOULDER ON EACH SIDE PER SLO COUNTY STANDARD DRAWING 4-1b.
  3. POINT OF CONNECTION TO PIPING INSTALLED BY OTHERS, FIELD VERIFY ACTUAL LOCATION, REMOVE EXISTING CAP OR PLUG.
  4. EDGE OF PLANT ENTRANCE ROAD SHALL BE AT LEAST 20 FEET FROM THE BASE OF THE ELECTRICAL TOWERS. EDGE OF EXCAVATION FOR PIPE TRENCH SHALL BE A MINIMUM OF 10 FEET FROM THE BASE OF THE ELECTRICAL TOWER.
  5. POINT OF FUTURE CONNECTION, COORDINATE LOCATION WITH OWNER.
  6. CONSTRUCT 6' AC OVER 8" ABC OVER RECOMPACTED SUBGRADE PER SPEC. SEE SECTION 01140 FOR SENSING REQUIREMENTS.
  7. CAUTION: EXISTING HIGH PRESSURE GAS LINE.
  8. SEE SECTION 01010 FOR WORK BY OTHERS RELATED TO GAS PIPING INSTALLATION.
  9. PROTECT EXIST DRAINAGE CHANNEL AND ADJACENT VEGETATION TO MAXIMUM EXTENT FEASIBLE.
  10. REMOVE EXIST TREES AS REQUIRED FOR NEW CONSTRUCTION.
  11. CONCRETE CURB PER C101/TYP
  12. SAW CUT EXISTING PAVEMENT MINIMUM 1 FOOT FROM EDGE FOR BUTTING WITH NEW PAVEMENT.
  13. CULVERT WITH FLARED END SECTION PER SLO COUNTY STANDARD DRAWING H-5.
  14. MH PER C010/TYP

**LEGEND**

AC PAVEMENT [Symbol]

LANDSCAPING [Symbol]

PAVEMENT DELINEATION CALTRANS DETAIL NUMBER [Symbol]

**Yard Piping Coordinate Points**

Point	Station	Offset	Description	Service
1A	1+52.03	5.56 LT	22.50° BEND	REW
1B	1+58.08	1.81 RT	45° BEND	FM
1C	2+04.30	3.47 RT	22.50° BEND	REW
1D	2+05.57	13.95 RT	PI	NG
1E	2+05.50	18.97 RT	45° BEND	FM
1F	2+64.29	3.00 RT	22.50° BEND	REW
1G	2+65.50	18.50 RT	PI	FM

REV	DATE	BY	DESCRIPTION
1			
2			

DESIGNED	LIE
DRAWN	GAT
CHECKED	
DATE	SEPT 2013

**carollo**

**SAN LUIS OBISPO COUNTY**

**SAN LUIS OBISPO COUNTY**

**LOS OSOS WATER RECYCLING FACILITY PROJECT**

CIVIL

**PLANT ENTRANCE ROAD - PLAN & PROFILE**

**STA. 1+00.00 TO STA. 7+00.00**

**VERIFY SCALES**

BAR IS ONE INCH ON ORIGINAL DRAWING

0 1'

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**JOB NO. 8930A.11**

**DRAWING NO. 01C10**

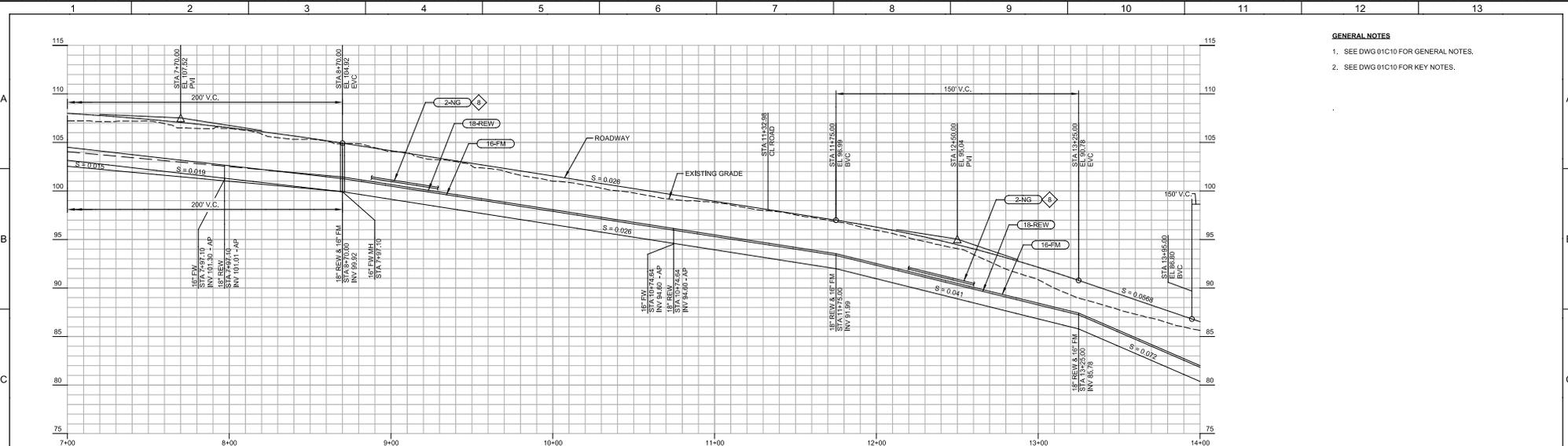
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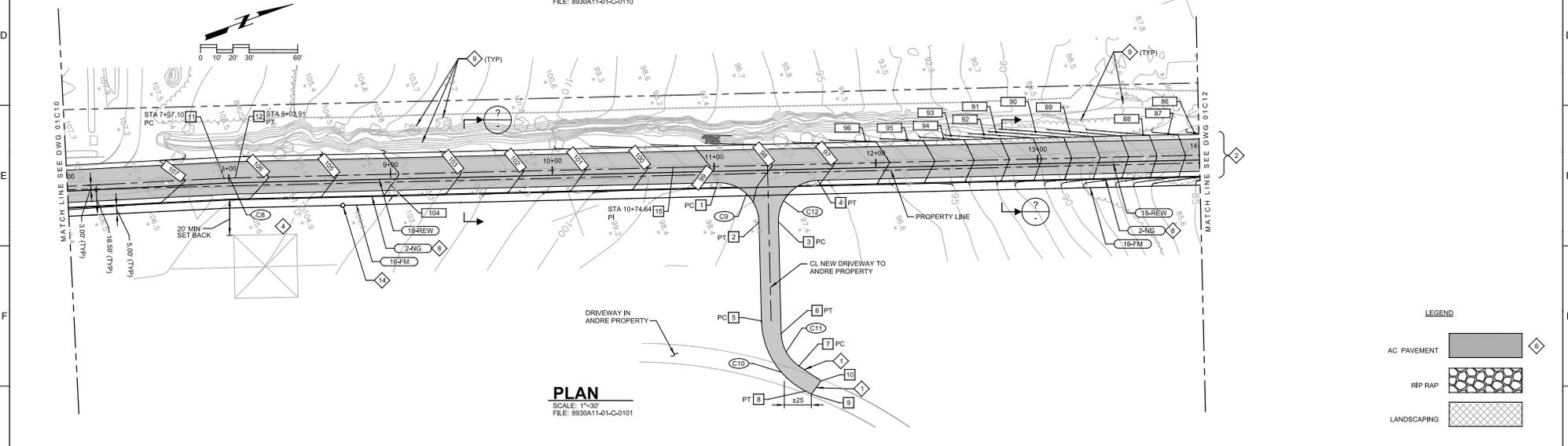
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**PROFILE**  
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 VERT SCALE: 1"=5'  
 FILE: 8930A11-01-C-0110



**PLAN**  
 SCALE: 1"=30'  
 FILE: 8930A11-01-C-0101

- GENERAL NOTES**
1. SEE DWG 01C10 FOR GENERAL NOTES.
  2. SEE DWG 01C10 FOR KEY NOTES.

**LEGEND**

- AC PAVEMENT [Symbol]
- RIP RAP [Symbol]
- LANDSCAPING [Symbol]

REV	DATE	BY	DESCRIPTION
1			
2			

DESIGNED	LIE
DRAWN	GAT
CHECKED	
DATE	SEPT 2013

**SAN LUIS OBISPO COUNTY**

SAN LUIS OBISPO COUNTY  
 LOS OSOS WATER RECYCLING FACILITY PROJECT  
 CIVIL  
 PLANT ENTRANCE ROAD - PLAN & PROFILE  
 STA. 7+00.00 TO STA. 14+00.00

VERIFY SCALES	JOB NO. 8930A.11
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	SHEET NO. OF XX

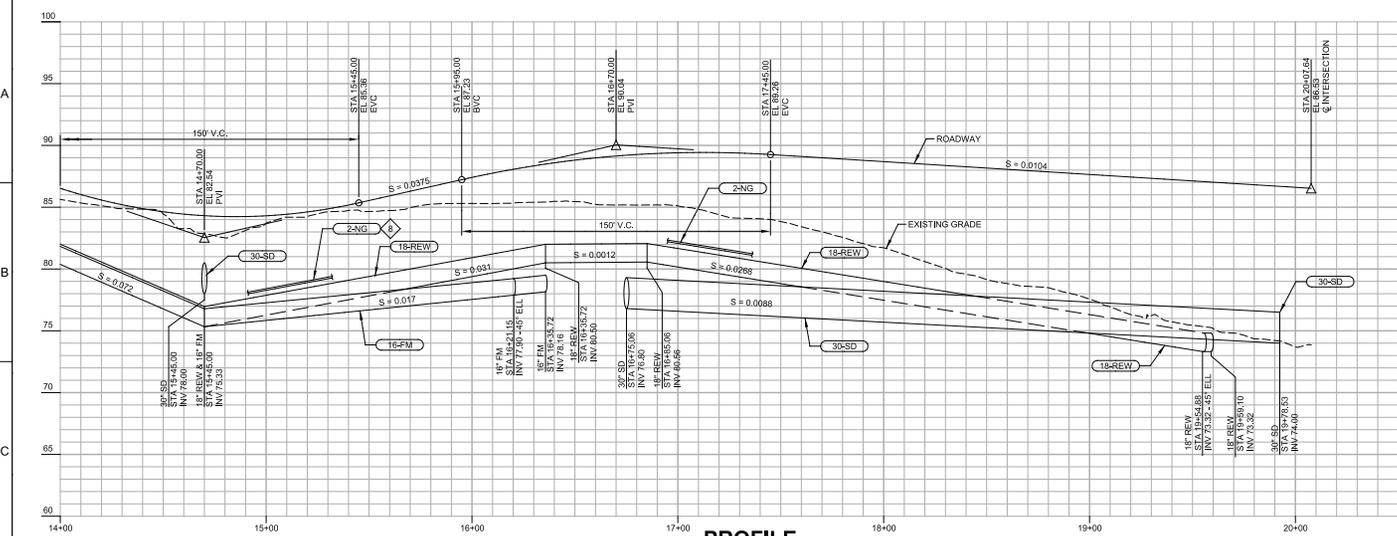
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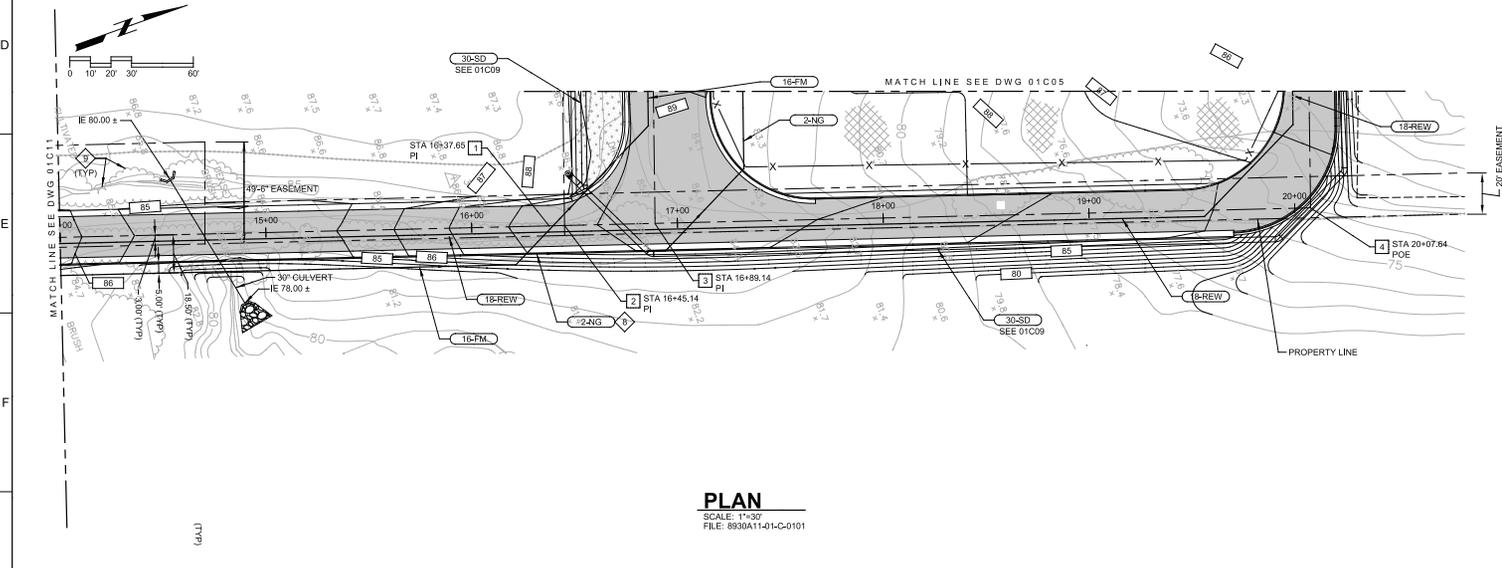
LAST SAVED BY: manchez

1 2 3 4 5 6 7 8 9 10 11 12 13



**PROFILE**  
 HORIZ SCALE: 1"=30'  
 VERT SCALE: 1"=5'  
 FILE: 8930A11-01-C-0110

- GENERAL NOTES**
1. SEE DWG 01C10 FOR GENERAL NOTES.
  2. SEE DWG 01C10 FOR KEY NOTES.

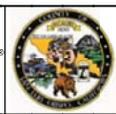


**PLAN**  
 SCALE: 1"=30'  
 FILE: 8930A11-01-C-0101

- LEGEND**
- AC PAVEMENT
  - RIP RAP
  - LANDSCAPING

REV	DATE	BY	DESCRIPTION
1			
2			

DESIGNED	LIE
DRAWN	GAT
CHECKED	
DATE	SEPT 2013



**SAN LUIS OBISPO COUNTY**

SAN LUIS OBISPO COUNTY  
 LOS OSOS WATER RECYCLING FACILITY PROJECT  
 CIVIL  
 PLANT ENTRANCE ROAD - PLAN & PROFILE  
 STA. 14+00.00 TO STA. 20+07.64

VERIFY SCALES	JOB NO. 8930A.11
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IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY	SHEET NO. OF XX

PROJECT NO. 8930A.11 FILE NAME: 8930A1101C12.dgn

**ATTACHMENT 1**



SAN LUIS OBISPO COUNTY  
DEPARTMENT OF PUBLIC WORKS

Paavo Ogren, Director

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County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252  
Fax (805) 781-1229 email address: [pwd@co.slo.ca.us](mailto:pwd@co.slo.ca.us)

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MEMORANDUM

**Date:** November 9, 2010  
**TO:** Frank Honeycutt  
**FROM:** Ryan Chapman  
**SUBJECT:** Proposed Los Osos Wastewater Treatment Plant Entrance

I have reviewed the proposed alternatives for the construction of an entrance to access the proposed Los Osos wastewater treatment plant (LOWWTP) site north of Los Osos Valley Road (LOVR). The two alternatives that were considered were;

1. Construct the entrance adjacent to the existing entrance on the east side of the cemetery.
2. Relocate the entrance to a point to the east that does not interfere with the operation of roads or entrances intersection LOVR in the vicinity.

The recommended alternative is option 1 with the following criteria:

- Increase the length of the left turn storage and deceleration lane to 535 feet for the westerly approach of LOVR.
- Combine the three entrances on the north side of the road into a single shared entrance.
- Eliminate or minimize the intersection offset between Clark Valley Road and the Entrance.

**Current Conditions**

LOVR is a two lane arterial with 4 to 8 foot wide class II bicycle lanes attached. There is a dedicated left turn lane for the intersection of Clarke Valley Road on the southerly side of the road and three driveways on the north side, the Cemetery driveway, a gravel driveway currently accessing the project site, and a residential driveway 140 feet east of the intersection. The attached exhibit details the existing geometric conditions.

The Caltrans Highway Design Manual section 405.1 states that a minimum of 7.5 seconds should be available for corner sight distance. Based on a field review there is

8.7 seconds available east of the existing entrance and 9.5 seconds available to the west of the existing entrance. The current entrance location meets the sight distance criteria.

In 2009 a speed survey was conducted on LOVR at the intersection of Buckskin Drive (approximately 1 mile west of the project location) the measured prevailing speed at location was 56 miles per hour. It is reasonable to assume that the speed on LOVR at Clark Valley road is similar.

During the period between 2005 and 2009 the section of LOVR between Buckskin Drive and Jacaranda Lane had a collision rate of 0.64 MVM. This is significantly less than the state average of 1.89 MVM. The intersection of LOVR and Clarke Valley had 0.13 Collisions per million vehicle entering (MVE) the State average is 0.29 MVE.

### **Access Issues**

Currently there are 4 access points onto Los Osos Valley Road within a 150 foot distance. The County Standards (section 4.1.5 E) state that entrances on Arterial roadways should be 200 feet away from the roadway. To accommodate this distance the following would have to occur:

- Alternative 1: The Existing driveways should be combined into a shared entrance on the north side of the road.
- Alternative 2: The new entrance would have to be placed between the two identified residential entrances such that it was no closer that 200 from either entrance, or combined with an existing residential entrance that is at least 200 feet away from any other entrance.

In conjunction with the driveway spacing there are operational impacts caused by offsetting the entrance on LOVR across from Clark Valley Road. A large offset can create additional conflict areas for turning traffic and cause head on accidents for traffic passing through the intersection. In this case, the estimated traffic driving from Clark Valley Road to the entrance is low so the left turn conflicts govern the intersection

Any offset should be made as small as possible and can not be greater than 16 feet. This can be accomplished by either partially reconstructing the intersection of Clarke Valley Road or relocating the entrance per option 2. A topographical survey and preliminary design should be preformed to verify the proposed alignments intersection offset is within these limits.

### **Traffic Impacts**

ATE prepared a report in October of 2008 that examined the impacts of four proposed sewer projects. Using the data provided from that report the project impacts to the intersection are not anticipated to lower the LOS below C.

The queuing of left tuning vehicles related to the project on LOVR can be accommodated by extending the existing left turn pockets at the intersection of Clarke

Valley Road and LOVR. The current left turn lane and pocket do not have sufficient length to accommodate storage. Deceleration would require a minimum of 535 feet (485 feet deceleration and 50 foot storage) plus a 120 foot bay taper. The County Standards do allow for the decrease of the deceleration lane if approved by the County. Considering that large trucks will require longer lengths to decelerate and the high volumes on this section of road reducing the deceleration length is not recommended.

### **Recommendations**

While Option 1 is preferable due to the good sight distance and ability to keep the entrance across from the Clark Valley Road intersection, either option could meet the criteria with the following elements being addressed:

For alternative 1:

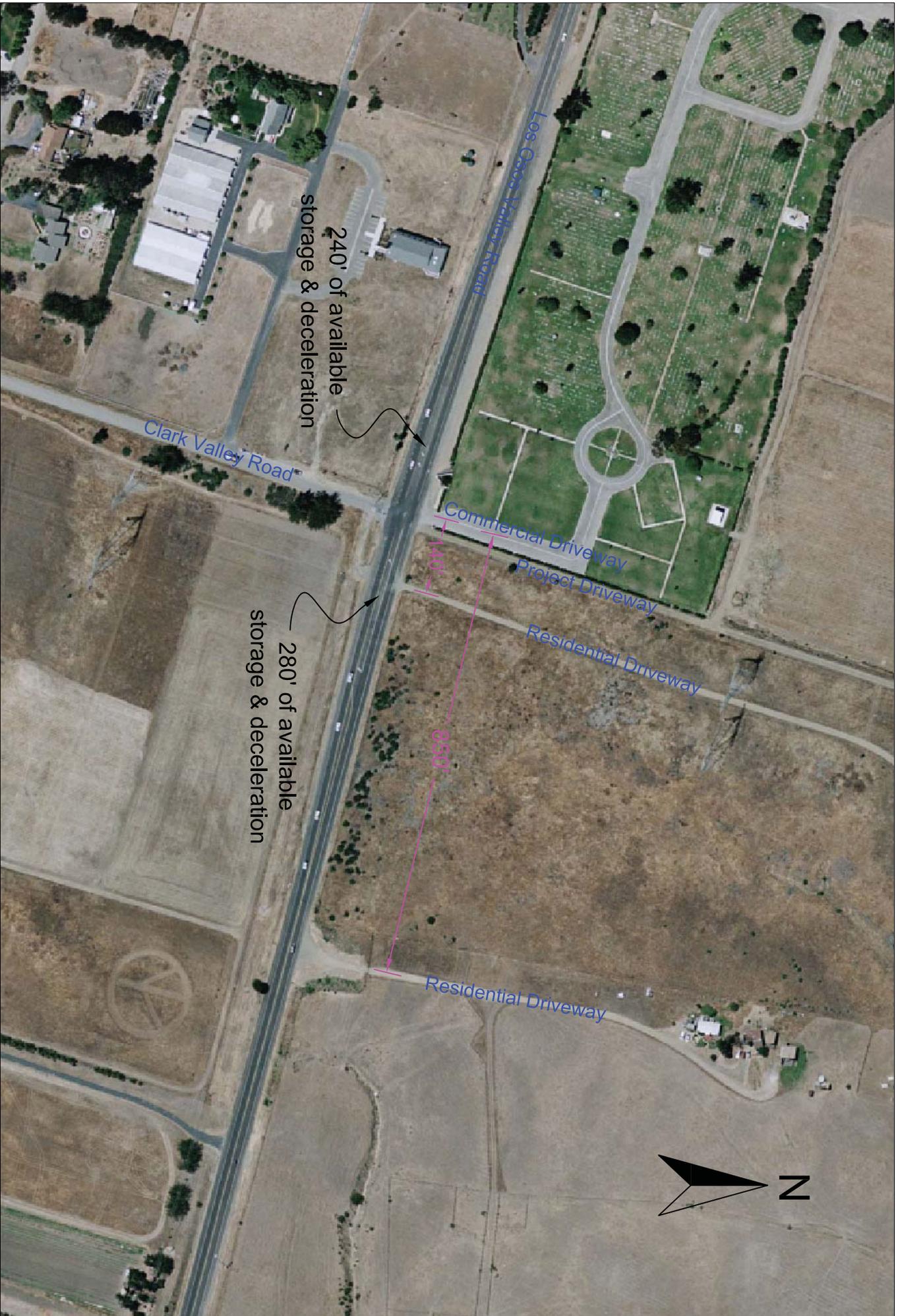
1. Increase the length of the left turn storage and deceleration lane to 535 feet for the westerly approach of Los Osos Valley Road.
2. Combine the three entrances on the north side of the road into a single shared entrance.
3. Eliminate or minimize the intersection offset between Clark Valley Road and the entrance.

For alternative 2:

1. Provide a left turn storage and deceleration lane to 535 feet for the westerly approach of Los Osos Valley Road.
2. Keep the proposed entrance at least 200 feet from the nearest existing entrance.
3. Ensure that there is adequate sight distance at the final entrance location.

I can evaluate any proposed entrance location in the field to check for sight distance and identify obstructions, or answer any questions that might come up.

Exhibit - Existing Conditions  
10/27/2010





**Intersection Centerline Offset**