



SOUTH COUNTY ADVISORY COUNCIL

PO Box 1165 Nipomo, CA 93444-1165

January 25, 2007

Attention Gary Kaiser
Santa Barbara County Department of Planning and Building
624 Foster Road
Suite C
Santa Maria, CA

Dear Mr. Kaiser,

Please consider the following as our official comments pertaining to the proposed Diamond Rock, Sand and Gravel Facilities DEIR. We understand the comments are due by January 31, 2007. Please provide any response to:

South County Advisory Council
PO Box 1165
Nipomo, CA 93444-1165

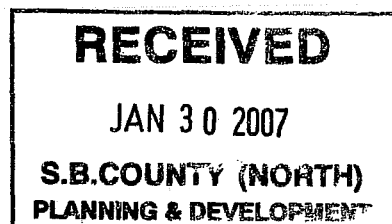
Contact Person will be Dan Woodson – 929-3966

In the future we would appreciate it if you would provide notification to the SCAC about any Santa Barbara County project that has the potential to affect South San Luis Obispo County.

Thank you,

Ed Eby
2006-2007 South County Advisory Council
to the
San Luis Obispo County Board of Supervisors

Leslie Eby
520 Camino Roble
Nipomo CA 93444-5736



Diamond Rock, Sand and Gravel Facilities As Proposed by Treosh Materials

Case# CUP-00000-00037 & RPP-00000-00002
05 EIR-00000-00001

Our review of the above EIR found the following discrepancies:

In the following Section:

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION E:_Proj\Diamond Rock\DIR 11-01\Text\Sec 3.0E.doc 3.5-1 3.5 TRAFFIC AND CIRCULATION

3.5.1 Existing Conditions

3.5.1.1 Street Network

The major roadways in the study area are State Route 166 and State Route 33, which are shown on Figure 3-22 and described below.

- **State Route 166.** State Route 166 (Cuyama Highway), located north of the project site, is a 2-lane east-west highway within the study area. State Route 166 extends east from U.S. Highway 101 in San Luis Obispo County through Santa Barbara County to Kern County. State Route 166 provides regional access to the project site and is the primary route for eastbound and westbound product deliveries, and other traffic generated by the project. State Route 166 east also connects to Interstate 5.

Reference is made to westbound traffic but there is no analysis of the impacts caused by this traffic.

Westbound traffic would proceed west on SR 166 to its intersection with Highway 101 to either supply the Treosh concrete batch plant located at that intersection or to supply materials to construction projects between San Luis Obispo and Santa Barbara.

The above intersection consists of two on ramps, two off ramps serving State Highway 101, two-way traffic generated from State Route 166, Thompson Road and Hutton Road and two-way traffic generated from the Treosh entrance. At its best this intersection is nebulous as to its current peak hour traffic carrying efficiency. With the existing traffic and current concrete and materials trucks arriving and leaving the Treosh facility this intersection is rapidly approaching a peak hour Level-of-Service of F Any additional materials trucks with their ponderous turning movement's lack of maneuverability and minimal acceleration will probably precipitate the trend to LOS F.

The intersection provides access to Highway 101 for local employees, businessmen and shoppers for persons going to and from Northern Santa Barbara County and Southern San Luis Obispo County.

The intersection is also listed as an escape route for Nipomo residents in the event of a problem at Diablo Canyon.

There is a strong potential for a major cumulative effect at that intersection. In accordance with The Draft Environmental Impact Report for Biorn Land Use Ordinance Amendment and Conditional Use Permit; ED03-344, -345 (G020020M/D020293D). This project consists of an asphalt plant with asphalt recycling capability.

Tables 3.5 and 3.6 of the above DEIR indicate there would be the following additional materials haulers per day.

Table 1, Daily Truckloads of Materials for Asphalt Plant

Trips	Maximum Production	Normal Production
Outbound	240	161
Inbound	216	161
Other	14	

Currently traffic seeking to merge on Southbound Highway 101 from SR 166 must proceed up an adverse grade to a very short on-ramp with minimal ramp length to merge onto the highway before accessing the Santa Maria River Bridge. At this time slow merging trucks with a long line of cars and recreational vehicles behind them pose a hazard to other southbound traffic. As truckloads increase the hazards will increase exponentially. There will be no relief until the new bridge is completed and that will not occur in the near future.

Recommendations: Add section 3.5.2.1.3 San Luis Obispo County Impact Thresholds (Sections 3.5.2.1.1 and 3.5.2.1.2) address Santa Barbara and Ventura counties respectively). Section should discuss traffic and safety impacts and potential roadway and pavement damage along SR 166 and at each intersection. Provide detailed traffic analysis, propose intersection improvements and pavement management program for the eight-legged intersection at Highway 101 and State Route 166.