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PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM

DATE: January 19, 2007

TO: Resource Management Agency, Planning Division
Attention: Chuck Anthony

FROM: Nazir Lalani, Deputy Director *NL*

SUBJECT: Review of Document 05-007-1 – DEIR Diamond Rock Sand and Gravel Mining and Processing Facility, in Santa Barbara County.
Applicant: Diamond Rock Sand and Gravel
Lead Agency – **Santa Barbara County.**

The Public Works Agency -- Transportation Department has reviewed the DEIR for above project. The project proposes to construct new sand and gravel mining and processing facility in and along the Cuyama River. The subject site is 132.64 acres located immediately west of State Route (SR) 33, approximately six miles south from its junction with SR 166 in the County of Santa Barbara.

Figure 3-26 of the DEIR indicates that for southbound delivery scenario, the project will generate 151 ADT on SR 33 south of SR 150. The DEIR indicated this project may have an adverse impact on SR 33 in the Casitas Springs area unless mitigated. Our comments are as follows:

1. Mitigation measure TR-1 listed in Section 3.5.3 for restricting peak-hour trips shall take into consideration the travel time needed for the truck trips to travel from/to the project site to/from the SR 33 impact area, which is between the northerly end of Ojai Freeway and the City of Ojai.
2. The suggested Condition TR-3 to increase truck safety along State Routes 33 should be included as a required mitigation measure for this project.
3. The amount of truck trips generated by this project will reduce the life expectancy of the pavement on SR 33. This will make the need for pavement resurfacing and rehabilitation improvements to occur much sooner than normally scheduled.

If Caltrans develops a road maintenance fee district during the life of this permit, the permittee shall participate in said district or an equivalent program as may be approved by the Planning Director. The permittee shall be required to pay towards the maintenance of SR 33 between SR 166 and SR 150.

In the event the County of Ventura proceeds with the establishment of a road maintenance district or other such entity designed to fund road maintenance, which includes the project area during the life of the project, the permittee shall not oppose the development of such district or other entity.

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Our review is limited to the impacts this project may have on Ventura County's Regional Road Network.

Please call me at 654-2080 if you have questions.

c: Steve Offerman, Supervisor Bennett's Office

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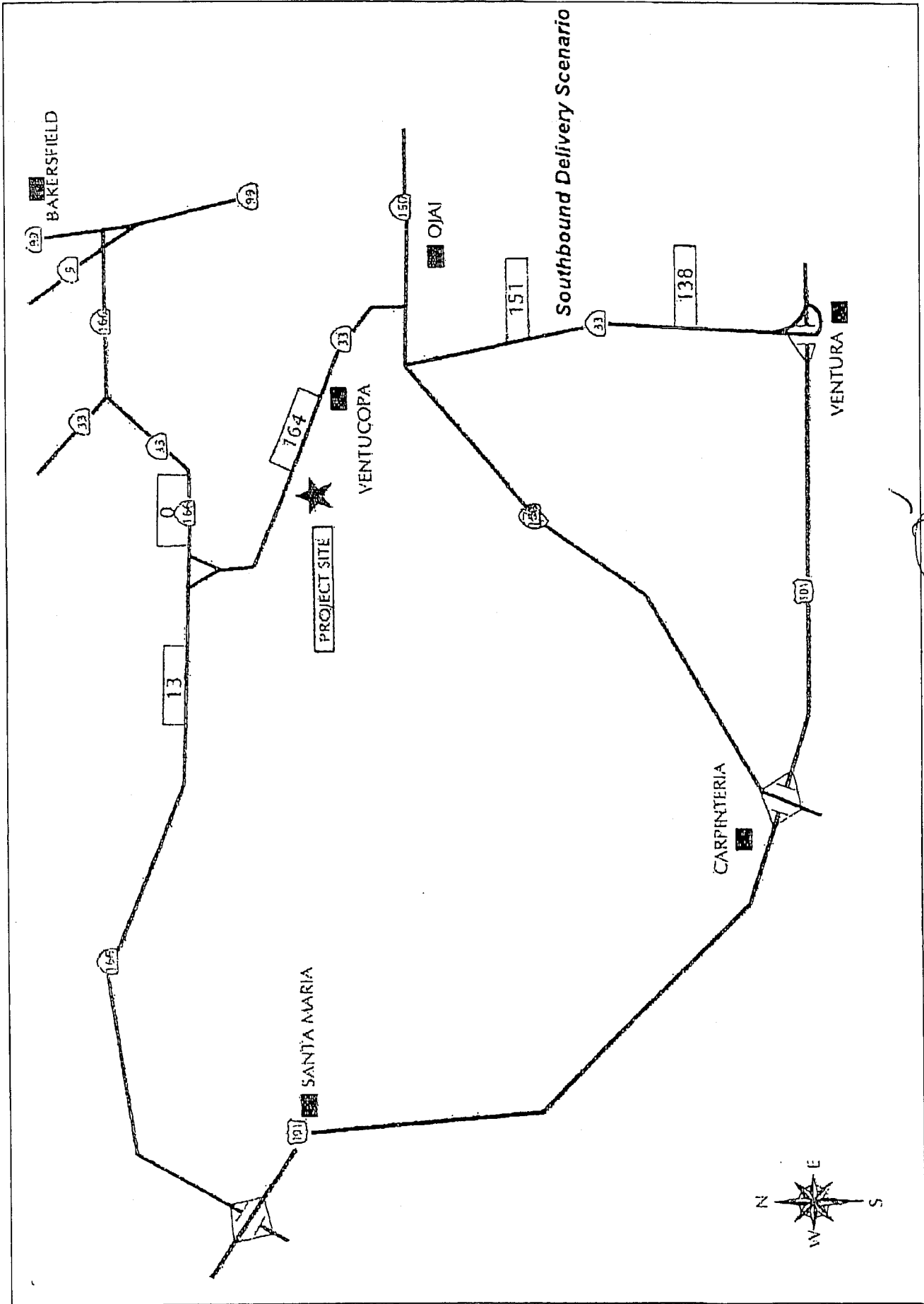


Figure 3-26. Project Generated Peak Daily Traffic Volumes – Southbound Delivery Scenario

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

**TABLE 3.5-7
EXISTING + PROJECT ROADWAY OPERATIONS:
NORTH/EASTBOUND DELIVERY SCENARIO TO KERN COUNTY**

Roadway	Roadway Type	Annual Average Daily Traffic		LOS	Impact
		Existing	Existing + Project		
State Route 166					
West of State Route 33	2-Lane Highway	3,500	3,513	LOS A	No
State Route 33					
East of State Route 166	2-Lane Highway	4,300	4,438	LOS A	No
North of project site	2-Lane Highway	600 ²	764	LOS A	No
South of State Route 150 ¹	2-Lane Highway	23,100	23,113	LOS E	No
North of U.S. Highway 101 ¹	4-Lane Freeway	41,000	41,000	LOS B	No

¹ State Route 33 in Ventura County LOS based on capacities outlined in the Ventura County General Plan.
² ADT count collected by ATE adjacent to the project site.

**TABLE 3.5-8
EXISTING + PROJECT ROADWAY OPERATIONS:
SOUTHBOUND DELIVERY SCENARIO TO VENTURA**

Roadway	Roadway Type	Annual Average Daily Traffic		LOS	Impact
		Existing	Existing + Project		
State Route 166					
West of State Route 33	2-Lane Highway	3,500	3,513	LOS A	No
State Route 33					
East of State Route 166	2-Lane Highway	4,300	4,300	LOS A	No
South of project site	2-Lane Highway	600 ²	764	LOS A	No
South of State Route 150 ¹	2-Lane Highway	23,100	23,251	LOS E	Yes
North of U.S. Highway 101 ¹	4-Lane Freeway	41,000	41,138	LOS B	No

¹ State Route 33 in Ventura County LOS based on capacities outlined in the Ventura County General Plan.
² ADT count collected by ATE adjacent to the project site.

151 ADT
138 ADT

The data in Table 3.5-8 show that the addition of peak daily traffic would not significantly impact the study area highway segments based on Santa Barbara County impact criteria. The impact is considered **adverse but less than significant (Class III)**. No mitigation is required to keep impacts below applicable thresholds.

By applying Ventura County's thresholds of significance to the traffic on State Route 33 in Ventura County, the project would potentially have a significant impact to State Route 33

SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

accident was improper turning and speeding causing motorists to overturn and/or hit objects. Many accidents involved motorists simply running off the road and hitting a cut slope or embankment.

State Routes 33 and 166 have sufficient capacity to convey the project related traffic without a significant effect on overall roadway operations. In addition, these highways are designed for the truck sizes and types to be used for the proposed project. As state highways, these facilities are available for all vehicles and trucks that meet state and federal (Department of Transportation) size and safety requirements. Caltrans does not regulate the number of vehicles on either highway. Caltrans monitors accident rates for all state facilities, including these two highways, and makes safety improvements as accident rates increase to certain thresholds. While the proposed project would increase traffic volumes along these highways, there will be many other users that contribute to future traffic volumes, when combined, may increase overall accident rates. As a local jurisdiction, the County can only ensure that its land use decisions do not increase traffic volumes on nearby state highways beyond their current capacity. Ensuring roadway safety and operational integrity are the responsibilities of Caltrans. Hence, the County cannot apply roadway safety mitigation measures on these highways, such as wider or additional lanes.

Nevertheless, the County recognizes that traffic safety is a major concern to residents of Cuyama Valley, and that this and other mining projects in the region, could increase this concern. Hence, several traffic safety measures are presented in Suggested Condition TR-3 below that would reduce the potential truck related accidents.

3.5.2.6.3 Roadbed Wear. The additional traffic associated with the project would increase the rate of roadbed wear, possibly causing an increase in the frequency of road resurfacing. Caltrans has the responsibility for all road repairs and determines the frequency and completeness of road repairs along the Scenic Byway. Caltrans has an ongoing program to monitor road conditions along State Route 33 and has adequate resources to maintain this roadway equal to other state highways. It should be noted that Caltrans recently completed a road overlay project on State Route 33 from Ozena to State Route 166.

3.5.3 Mitigation Measures and Suggested Conditions

Required Mitigation Measure TR-1. Truck operations that involve travel on State Route 33 south of Highway 150 shall be restricted as follows: 1) No southbound truck trips shall be allowed during the a.m. peak period (6:30 – 9:00 a.m.) during Monday through Saturday; and 2) No northbound truck trips shall be allowed during the p.m. peak period (3:30 – 6:00 p.m.) during Monday through Saturday.

Plan Requirements and Timing. The proposed mining plan shall include this condition.

Monitoring.

The applicant shall maintain daily records of all southbound truck trips on State Route 33 (both applicant-owned and independent truckers) indicating the departure time and date, with clearly noted prohibited times for departures that would result in truck traffic during these hours. The County shall inspect these records as part of the annual SMARA compliance inspection, or at any other time, to determine compliance. The applicant shall provide a phone number for complaints and maintain these phone records for review by the County, per Condition TR-3.

Required Mitigation Measure TR-2. The applicant shall design and construct a northbound left-turn lane on State Route 33 at the entrance to the project site. The applicant shall coordinate as necessary with Caltrans to acquire the necessary approvals for this facility. The turn lane shall be completed prior to initiation of processing operations.

Plan Requirements and Timing.

The proposed mining plan shall include this facility, including evidence of Caltrans engineering and right of way approvals.

Monitoring.

Completion of the left turn lane to be verified by P&D staff prior to initiation of processing operations.

Note: The following Suggested Condition of Approval is included to address a concern of local residents.

Suggested Condition TR-3. The following measures shall be implemented to increase truck safety along State Routes 33 and 166:

- All applicant-owned trucks and independent truckers shall use headlights during the day when traveling to and from the project site along State Routes 33 and 166 (from Santa Maria to Ventura).
- During the school year, truck trips on State Route 33 in Ojai shall be prohibited from the following time periods to avoid conflicts with pedestrians and drivers at Nordhoff High School in Ojai during lunch and afternoon breaks: 7:00 a.m. to 8:00 a.m., and 2:30 p.m. to 3:15 p.m.
- Trucks shall be prohibited from parking, staging, or queuing along State Route 33 shoulders.
- Truck caravans to and from the mine site on State Route 33 south of the project site shall be prohibited.

- The applicant shall post and maintain a phone recording complaint line for residents to report possible violations. Trucks owned by the applicant shall be readily identifiable by a placard with a unique number that is sized and located on all four sides of the vehicle in order to be clearly visible to individuals wishing to make a complaint against an individual driver. Since the applicant has no direct control over the vehicles used by independent truckers, the applicant shall use the truck trip logs and the complaint logs (i.e., especially the time and date) to identify truckers against whom a complaint has been made and to resolve complaints.

Plan Requirements and Timing.

The provisions listed in TR-3 shall be included in the plans submitted at the land use permit stage.

Monitoring.

The applicant shall post these conditions and provide copies to all truckers (both applicant-owned and independent truckers). The applicant shall maintain daily records of all truck trips along State Routes 33 and 166 indicating the departure time and date, with clearly noted prohibited times for departures and prohibited parking locations. The applicant also shall maintain records of the phone complaint line. The County shall inspect these daily records and verify that all conditions are posted as part of the annual SMARA compliance inspection, or at any other time, to determine compliance.