

Section 4.7 Hazards and Hazardous Materials Comments

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4.7.1 Existing Conditions Regional Setting

Comments

- Refer to mapping in Section 4.14 Land Use Comments for accurate representation of surrounding land uses.
 - The Coastal Branch of the California Aqueduct crosses the southern portion of parcel APN APN 070-141-070 (behind the existing residence) before coming onto parcel APN 070-141-071 and running northeast parallel to the area being proposed for quarry operations for the entirety of that parcel.
 - Nearby residents have serious concerns about the proximity of the aqueduct to proposed blasting operations.
 - It does not appear that adequate consideration has been given to the impacts of events resulting from rupture of a 54” pipeline such as major flooding, associated adjacent waterway damage, etc.
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The site vicinity is underlain by Cretaceous-aged granitic rock (Kgr) as mapped by Hart (1976) and Dibble (2004). In some locations, the Kgr is overlain by quaternary alluvium. Granitic rock does not normally contain naturally occurring asbestos.

Comments

- Mapping exists that suggests this. Data from test results verifying that naturally occurring asbestos is not present on this specific site have not been provided.
 - Provide all pertinent field data for specific site conditions.
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Comments

MM Haz-1a for Impact Haz-1a

- No methodology or background information on how \$5,000,000 was determined to be a sufficient or adequate liability insurance policy.

- Have historic events resulting from these types of accidents been researched and considered as part of determining the adequacy of this amount?
- Has an accident event resulting from a truck transporting explosives colliding with a passenger or cargo train been considered as part of determining the adequacy of this amount?
- Has an accident event resulting from a truck transporting explosives colliding with a passenger vehicle, gravel or other large truck, or school bus been considered as part of determining the adequacy of this amount?
- The project is not proposing storage of explosive material on-site. Frequency of transportation increases probability of transportation related incidents.
- The potential ineffectiveness of this mitigation measure poses an unnecessary safety hazard to Santa Margarita.
- Appropriate mitigation is an alternate haul route for all traffic to the proposed site.

MM Haz-1b for Impact Haz-1b

- MM assumes explosives will be stored on site. The DEIR states that no explosives will be stored on site.
 - In order to ensure this MM is effective and enforceable, independent monitoring must be required.
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Hazard Impacts not Addressed or not Adequately Addressed in DEIR

Bridge

- Structure 49 0237, the 323' long Salinas River Bridge, classified as a minor arterial (rural) route, has an operating rating of 59.8 tons. It is reasonably foreseeable that this rating would be routinely exceeded by industrial activity requiring large numbers of trip cycles utilizing trucks up to 75' in length loaded to the legal capacity of 80,000 lbs.
- It is also foreseeable that vehicle malfunctions, traffic accidents, congestion getting into the constrained quarry access, and any number of other events, could back multiple trucks on the bridge structure that become dead weight. Vehicles moving across the bridge do not exert the same forces as dead loads do.

Aqueduct

Trucks

- Using current truck trip calculations (pg. 2-8), more than 65,000 trucks will cross over the aqueduct beneath the access road into the quarry each year for the next 28-58 years.
- Staging of as many vehicles as possible in the incoming (uphill) lane is planned.

- It is foreseeable that vehicle malfunctions, onsite accidents, congestion due to the constraints of a steep road with several swithbacks, and any number of other events, could cause trucks to rest atop the aqueduct for extended periods of time.
- This event has not been adequately addressed.
- Drawings, engineering, and input from DWR (owner of the aqueduct) are not included as part of the DEIR.
- The impacts (flooding, significant environmental degradation, etc.) associated with a rupture in the aqueduct have not been considered adequately.

Blasting

- Blasting is occurring in close proximity to the aqueduct.
- The same concerns regarding impacts associated with a rupture existing around truck activity exist around blasting.

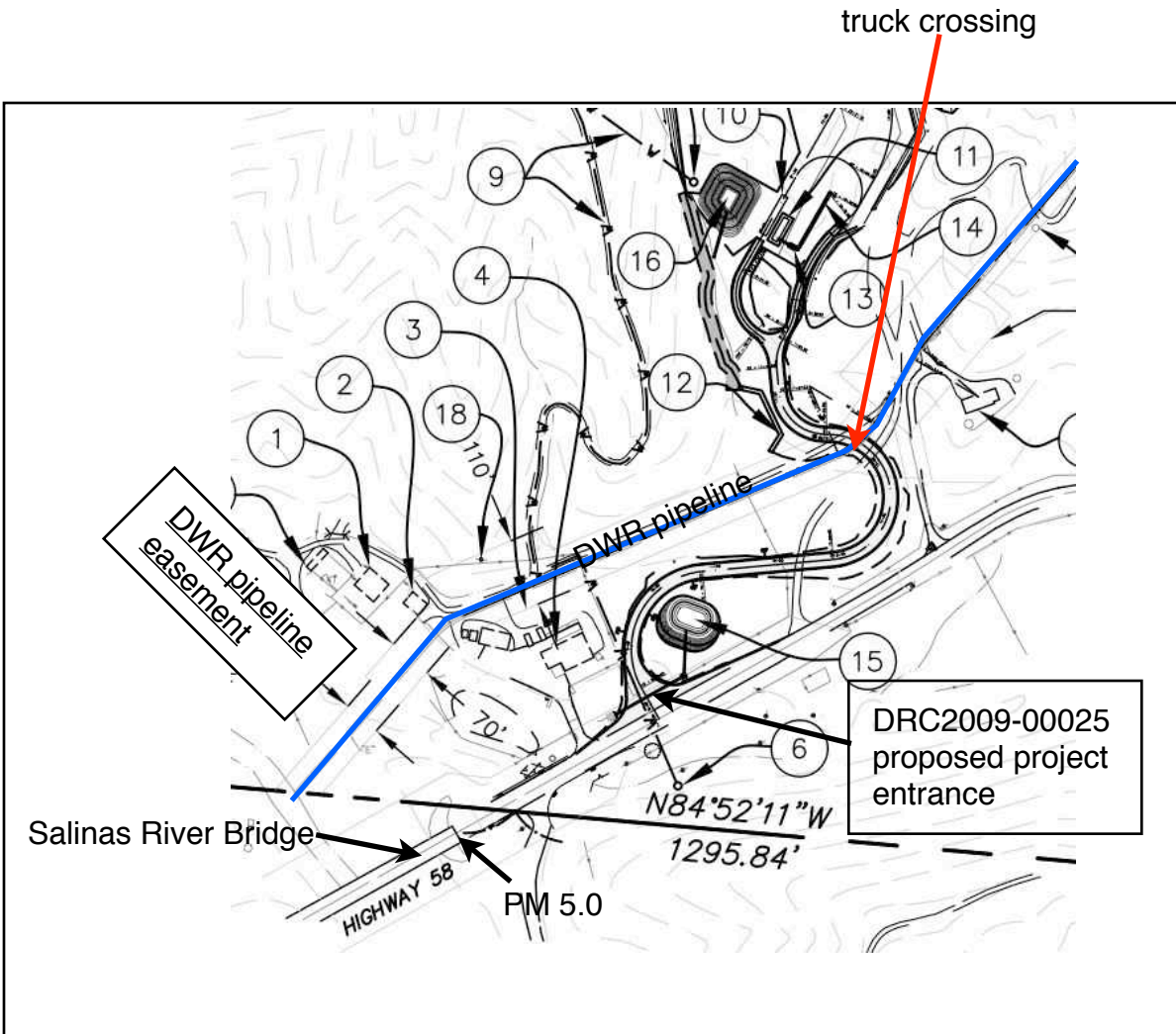


Figure MP4.7-1

Petroleum Pipeline

- Mapping denoting location of petroleum pipeline in the vicinity and proximity to the quarry proposal has not been provided in the DEIR.

Wear and tear on roadways

- The cost to taxpayers nor the hazards associated with cumulative wear and tear that the proposed truck trip count of 68,250 gravel truck trips annually introduces onto our roadways has not been adequately addressed in the DEIR.



Figure MP 4.7-2 Road wear and tear
Field Observation of solar traffic to the Carizzo

- The cost of damage to private vehicles imparted through road hazards created by trucks routinely operating at the legal load limit of 80,000lb. should not be shouldered by the victims of such destruction.
- Delayed emergency response vehicle times and increased probability of collisions (swerving to avoid holes) should be considered a hazard.

Valley Fever MM Haz-7 for Impact Haz-7

- The level of significance of the risk has not been adequately identified.
- MM is ineffective and definitely not enforceable.
- Describe mitigation measures specific to the impact and separate from MM's in other impact areas. Separate issues need to be addressed separately.

Additional Comments - Section 4.7

- What mitigation measures are in place to ensure operations cease during high wind periods?
- What will define a high wind period?
- An external wind guage displaying current wind speeds should be mounted in a visible location (near project entry) to display current conditions during all operative hours.
- Will the same wind limits for ceasing operations be in place for blasting?
- Will the same wind limits for ceasing operations be in place for in progress blasting? What happens if explosives have been placed and wind speeds increase prior to detonation?