

LETTERS: The Californian, June 11, 2011

Clarifying the issue of traffic, pollution reduction

Norman Block ("[A leap of bad faith," Community Forum, June 8](#)) and Phil Strickland ("[Granite's 'SOC it to me' ploy," June 8](#)) don't understand how Liberty Quarry's closeness to job sites will reduce traffic and pollution. Gentlemen, let me explain.

Assume a contractor needs 40 loads of rock delivered to Temecula. He calls his supplier, who dispatches 10 trucks based in Perris to haul four loads each from a quarry in Corona. Each truck will have traveled about 330 miles by day's end, including deadhead and empty miles. That's 3,300 miles for all 10 trucks from the time they leave their yard in Perris until they return. Anyone using MapQuest can verify the mileage.

When Liberty Quarry opens, each truck could haul about 13 loads from Liberty Quarry to the Temecula job site because it is so much closer, and only three trucks would be needed. Each truck will have traveled about 200 miles, or about 600 miles for all three trucks. That's 80 percent less mileage, less fuel consumed, less pollution, with fewer trucks on the road for the same amount of material delivered.

I hope this clarifies the issue for those of us who want to reduce traffic and pollution, and increase safety.

Daniel Scott

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Comment

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[Curt McDowell](#) said on: June 13, 2011, 11:22 am

So how many more miles can this be reduced if San Diego opens a quarry closer to the actual site?

I get the overall reduction but you have to realize that 1,600 truck 2 miles upwind from Temecula isn't a bright idea. You don't put an open pit mine, asphalt, and concrete plant upwind from 100K people who purchased their homes over a decade ago, on average.