

Omya Community Issue Team – Trucks and Transportation

December 4, 2008 Meeting Summary

Location: Maclure Library, Pittsford, VT

Date: December 4, 2008

Time: 6:00 p.m. – 7:30 p.m.

Meeting Attendees (in alphabetical order):

Sharon Carpenter – Florence resident
Aric Farrar – Verpol Logistics Manager, Omya
Matt Harvey – Pittsford resident
Jon Keith – Keith's Country Store
Andy McIntosh – Geologist, Omya

Absent:

Shawn Erickson – Foreman, Town of Pittsford Highway Department
Linda Poro – Resident

Note Taking: Mary-Kaye Zambon – Omya
David Thayer – CLF Ventures

I. Welcome and Introductions

Andy and Aric welcomed the team members to the seventh Trucks and Transportation Issue Team Meeting. The agenda for the evening was handed out and the format was accepted by the team.

II. Old Business

Approval of the Notes from Meeting 6:

All members present approved the notes for the meeting on September 18, 2008. They will be posted at www.omyainvermont.net.

III. Report on Existing Action Items and Discussion of New Issues

Speeding

Aric updated the team on the speed issue. Three speed strip sets from VTrans were placed with the assistance from the Town of Pittsford. The strips were placed near Smith Pond, Whipple Hollow Road (west of the Plant) and Depot Hill Road (south of the trestle) from September 19-26, 2008. The speed strips placed on Depot Hill Road malfunctioned so there is no data available at this time. The Town will place a speed strip at this same location in Spring 2009.

A Traffic Study Report on the two other locations was received from the Town of Pittsford. A preliminary review by Omya indicated that at the Smith Pond location (where the speed limit is 25 mph):

- a. 8,220 vehicles passed over the strip.
- b. 17.6% of vehicles traveled between 0-25 mph.
- c. 45.9% of vehicles traveled between 26-35 mph.
- d. 24.8% of vehicles traveled between 36-40 mph.
- e. 11.6% of vehicles traveled 41 mph+

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Aric noted that the Kendall Hill Road Bridge repair that began on September 22 may have skewed the Traffic Study data with regards to the change in traffic flow at the Smith Pond location.

At the Whipple Hollow Road location (speed limit is 35 mph), the study found:

- a. 1,923 vehicles passed over the strip.
- b. 23.3% of vehicles traveled between 0-35 mph.
- c. 35.7% of vehicles traveled between 36-40 mph.
- d. 29% of vehicles traveled between 41-45 mph.
- e. 12.1% of vehicles traveled 46 mph+.

Further review of the Pittsford Traffic Study will be done to extract the information on the type of vehicles (trucks/cars) and speeds associated with them.

Truck Route Signs Update

Aric reviewed for the team the signage that is in currently in place. Directional signs are found at the following locations:

- U.S. Route 7 - State Directional Signs “Omya Inc.” Black w/ White Lettering (Limited by State law – 1 northbound direction and 1 southbound on either side of Kendall Hill Rd.)
- Kendall Hill Road – Town Directional Signs “Florence Truck Route”, Green with White Lettering , Multiple all the way to Plant on Kendall Hill, West Creek and Whipple Hollow.
- Kendall Hill Road & West Creek Road – State Directional Signs “Omya Inc.” Black w/ White Lettering: Florence, (Limited by State law to 1 on Kendall Hill & 1 on West Creek).
- Whipple Hollow Rd. – Town Directional Sign “Omya” Green w/ White Lettering at intersection with Fire Hill Rd.
- Omya Main Plant Exit – Directional Sign “Route 7” with right arrow.
- Omya Main Plant Entrance – Omya Sign with spotlight (temporary to become permanent).

Using an aerial map, Aric identified potential additional locations to place “No Thru Trucks” signs to help haul truck drivers. These include:

1. Trestle Bypass (Florence) – “NO THRU TRUCKS” w/ symbols each direction (Agriculture Exemption).
2. Beaver Pond Road & Florence Road (Proctor) – “NO THRU TRUCKS” w/ symbol.

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3. Pleasant Street (Proctor) & Florence Road – Relocate existing “NO THRU TRUCKS” w/ symbol.
4. North Street (Proctor - 5 way intersection) – “NO THRU TRUCKS” w/ symbol (Agriculture Exemption).
5. VT Route 3 & Proctor Main Street – “Route 7” Directional Sign.
6. Business Rt. 4 (Ctr. Rutland) & W. Proctor Rd. – “NO THRU TRUCK” w/ symbol.
7. Pleasant Street (W. Rutland) & Business Rt. 4 – “NO THRU TRUCK” w/ symbol.
8. Marble Street (W. Rutland) & Business Rt. 4 – “NO THRU TRUCK” w/ symbol. The Town of West Rutland has accepted this site location.
9. Whipple Hollow Rd. (W. Rutland) & Business Rt. 4 / Main Street – “NO THRU TRUCK” w/ symbol. The town of West Rutland has accepted this site location.

The Team Members felt these suggestions were good, except at the first proposed location (Trestle Bypass in Florence), which was thought to be unnecessary. Omya will continue to work collaboratively with the towns of Proctor and West Rutland and the VTAOT for additional “No Thru Trucks” signage to prevent trucks from using Whipple Hollow Road and Florence and West Creek Roads to access the Omya facility from the south and west. Team members were encouraged to attend the Proctor Selectboard Meetings (2nd & 4th Mondays) to address wayward trucks on West Creek Road.

Kendall Hill Road Bridge Update

Aric gave a review of the Kendall Hill Road Bridge project managed by the Town of Pittsford. The objective of the project which began on September 22, 2008 was to repair deterioration to bridge decking. During the week of November 17, the application of concrete sealant was completed and two-way traffic was reopened on November 21. An additional sealant application is scheduled for the Spring 2009. The bridge repair was funded by a State Grant (53%), the Town of Pittsford (27%), and Omya (20%).

Road Sweeping and Washing

Andy presented Road Sweeping and Washing data from 2007 and 2008 for comparison. Washing the roads is not done in the 1st Quarter and towards the end of the 4th Quarter due to the potential dangers of ice formation. The washing frequency data are more or less consistent from year to year.

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Road Washing Events:

	Q1	Q2	Q3	Q4
2007	0	198	259	115
2008	0	216	249	108

Road sweeping mainly takes place in the Spring (Q2). In 2007, the Verpol main entrance and onsite truck haul road were swept four times and the Whipple Hollow Road to train trestle and Hogback Quarry truck haul road were swept three times. In 2008, these same roads were swept a total of three times. Andy noted that both 2007 and 2008 were wet years and that not much tracking occurs while it's raining because the roads are being washed by the rain. Generally the worst tracking occurs after the rain has stopped later that day or on the following day. If the stockyard is dry or frozen then no tracking occurs.

Andy confirmed that the Hogback Quarry Haul Road inside the quarry gate was now being washed. This additional washing should help further reduce tracking from the quarry. Andy also agreed to research more information regarding the road material used at the scale area in the Hogback Quarry and whether the mix of stone might be changed to further minimize tracking. There also appears to be a buildup of debris on either side of the Hogback Quarry Haul Road just north of Fire Hill Road. Andy will follow up with ways to improve this situation.

Trestle Area Road Work

Pictures were shown of the ditching and paving the Town of Pittsford completed near the train trestle on the south side of Whipple Hollow Road to address the debris build up in that area. The paving will direct the runoff to a catch basin at the trestle. There will be ongoing monitoring of the site and further debris build up will be addressed as necessary.

Railroad Track Maintenance

VT Railroad replaced the 1st set of rail tracks (farthest from the entrance to Verpol) on October 29, 2008 and completed the paving on that section of track on November 3. It is anticipated that VT Railroad will do work on the rail tracks closest to the Verpol entrance in 2009.

Lighting at Omya Entrance

A temporary light has been directed at the Omya sign near the entrance to Verpol to assist truck drivers and others in locating the Plant at night, as suggested by a team member. A permanent solution to lighting the entrance sign will be made in the Spring of 2009.

Issue Team Assessment Findings

David Thayer of CLF Ventures presented the findings of the Issue Team Survey. The survey was conducted to determine how well the three Omya Community Issues Teams (Trucks and Transportation, Plant, and Quarry) have worked for the members and the community. David conducted one-on-one interviews to gather candid feedback to

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address information gaps, establish a baseline of feedback for the future, determine whether the current structure is working, and to identify the next steps for the program. Please refer to *Appendix A: Issue Team Assessment Presentation* for more details. Omya will get in touch with Team Members regarding the outcomes of the Issue Team Assessment process.

IV. Next Steps for Action Items

1. Place speed strips on Depot Hill Road, south of trestle with assistance from Town of Pittsford in Spring 2009;
2. Continue to work collaboratively with the Towns of Pittsford, Proctor, West Rutland and others, pursue the necessary steps for the placement of “No Thru Trucks” signs on Proctor and West Rutland roads leading to the Plant;
3. Provide long term solution for lighting Omya sign at entrance to Plant;
4. Monitor road improvements made to Whipple Hollow Road near trestle; and
5. Andy to speak with Hogback Quarry contractor regarding the road material used in the scale area of the quarry for more information.

No changes were made to the prioritized issues at this meeting.

V. Current Happenings at Omya

Aric provided the following information to the team in an effort to keep them informed on recent happenings and project updates at Omya.

Tailings Interim Certification

- Issued by ANR on Oct. 21
- Per certification requirement, Omya will:
 - Close Dolomite TMA by Oct. 2009.
 - Have Dewatering Facility fully operational & discontinue use of settling cells by Oct. 2009.
 - Close Kane & Drake TMA by Oct. 2010.
 - Apply for new certification by May 2010.
- Omya expects to submit a Full Certification Application for a lined onsite facility by April 2009 (Presented to stakeholders at Nov. 11 meeting).

Stormwater System Expansion Project

Construction of permitted system commenced in September 2009 to accommodate additional stormwater runoff from the new TDF area. Rockledge removal is nearly complete and the expanded stormwater system expected to be online in December 2008.

Site Monitoring Events

Monthly surface water sampling continued in September & October.

- No detections of AEEA in Chrusciel Spring for over a year.
- No detections of AEEA in the Pittsford Italian Quarry.
- AEEA was detected only within the onsite TMAs.

Geosyntec completed the semi-Annual site wide monitoring event on October 27 – 30, 2008. Results & report expected in December.

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VI. Wrap-Up

No date has been set for the eighth Plant Issues Team meeting. A meeting date will be set after the Issue Team Assessment is complete.

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Appendix A - CLF Ventures Issue Team Assessment Presentation

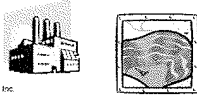
Overview of Issue Teams

Mission:

- Identify concerns of stakeholders
- Engage neighbors in problem solving
- Education on and communication of Verpol activities

Teams:

- Trucks and Transportation
- Plant
- Hogback Quarry



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History of Issue Teams

- Project began February 2007 with Omya staff training
- First team meeting in June 2007 (T&T team)
- 16 team meetings over 16 months
- 20+ community members and 10 Omya staff involved

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Assessment Purpose and Approach

Purpose

- Address information gaps
- Establish baseline of feedback for the future
- Determine whether the current structure is working
- Identify next steps for the program

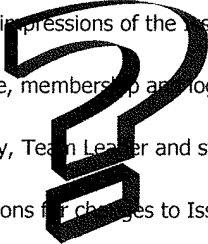
Approach

- Develop process for soliciting feedback
- Conduct interviews and survey
- Synthesize observations and develop preliminary recommendations
- Design implementation plan

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Interview and Survey Question Categories

- General impressions of the Issue Teams project
- Structure, membership and logistics of the teams
- Company, Team Leader and staff performance
- Suggestions for changes to Issue Teams



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General Impressions

- Positive experience overall
 - "An excellent opportunity" and "great program"
- Neighbors better understand Omya's operations, challenges and opportunities
 - Quarry Blast viewings = neighbors seeing for themselves
- Uncertainty about impact of Teams on Omya's plans
 - Do not want to be involved in "simple PR activity"
- Want to continue process with some adjustments

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Structure, Membership and Logistics

- Lack of dialogue between teams
- Low attendance hurts discussion
- Logistics are fine and not interested in compensation



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Appendix A - CLF Ventures Issue Team Assessment Presentation - continued

Company and Team Leader Performance

- ▶ Omya has done a good job and the effort is appreciated
- ▶ Staff occasionally become protective of Omya when replying to concerns
- ▶ A perception that the right people aren't always involved

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Changes to Issue Teams

- ▶ Get more community members that care in one room to discuss full range of issues
- ▶ Clarify how Omya incorporates team input into decisions
- ▶ Set realistic expectations up front
- ▶ Find ways to optimize time and effort

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CLFV Suggestions

- 1) Consider consolidating teams into one new entity
- 2) Define the purpose of new entity, the roles of members and the expected outcomes
- 3) Clarify how input from the community will be used in decision-making at the company
- 4) Directly involve key environmental and communications staff in new entity
- 5) Raise public awareness of entity and assist participants in conveying information to the community

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Schedule

- ▶ November/ December 2008
 - Communicate findings to Teams and get feedback
 - Identify next steps
- ▶ January/ February 2009
 - Finalize plan
- ▶ March/ April 2009
 - Hold meeting(s)



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