

Omya Community Issue Team – Trucks and Transportation

December 6, 2007 Meeting Summary

Location: Maclure Library, Pittsford, VT

Date: December 6, 2007

Time: 6:00 p.m. – 7:30 p.m.

Meeting Attendees (in alphabetical order):

Shawn Erickson – Foreman, Town of Pittsford Highway Department

Aric Farrar – Verpol Logistics Manager, Omya

John Keith – Keith’s Country Store

Andy McIntosh – Geologist, Omya

Linda Poro - Resident

Lynn Silloway - Resident

Note Taking: Dave Thayer – CLF Ventures

Mary-Kaye Macaulay - Omya

I. Welcome and Introductions

Issue Team co-facilitators Aric Farrar (Verpol Logistics Manager) and Andy McIntosh (Geologist) welcomed the Team.

II. Old Business

Membership:

Team members were asked whether the Team had the appropriate number and mix of participants. Members were asked if there were any other interested neighbors that would like to become part of the Team. Lynn Silloway will be moving in March 2008. Her interest in continued participation will be addressed at a future meeting.

Review of Last Meeting and Action Items:

Aric Farrar gave a summary of the second meeting and explained the five issues the Team asked to be looked into at that meeting. They were:

1) *Speeding*

How will Omya implement and use the speed cart? Will it serve simply as a deterrent or will it collect data, too? Can tickets be issued to speeders caught by the cart? How can Omya work with law enforcement on this? What type of approval does Omya need from the town or other authorities?

2) *Railroad Crossings*

Must trains blow their horns at every crossing? How close must they be to the crossing when doing so?

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3) *Road Washing*

Why is West Creek road not being washed from the railroad trestle to Kendall Hill road? Was it ever part of the routine wash list? If so, why did it come off that list? Might it be added to the list again?

4) *Truck Route Signs*

What was the impetus for installing new signs along the truck route? What was the (or was there any) process by which Omya got new signs installed? Why were neighbors not consulted in the process? Is this process the same for every business?

5) *Kendall Hill Road Bridge*

What is the status of and repair plans for the bridge? Is there a contingency plan if the bridge has to be closed? Who paid for the bridge in the first place? Who will pay for the repairs or replacement?

Approval of the Notes from Meeting 2:

The group reviewed the notes from the second meeting and the notes were approved with one exception. Shawn Erickson was not in attendance for that meeting, but upon review of meeting minutes, he noted that he does not support the suggestion of a 25 mph speed limit all along the truck route. Shawn Erickson's comments will be noted in the meeting minutes of September 6, 2007 and the notes will be treated as final. At that point, they will be posted at www.omyainvermont.net.

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

The items from the second Trucks and Transportation Meeting related to five issues:

- 1) Speeding
- 2) Railroad crossings
- 3) Road washing
- 4) Truck route signs
- 5) Kendall Hill Bridge

Aric and Andy reported to the team what they had found in attempting to answer the Team's questions around each issue.

1) Speeding: Speed Cart, Policy and Procedural Changes

Aric handed out a notice he has posted to Truck drivers which is displayed at visible points within the Shipping Department. This notice directs the drivers to obey the speed limit and be cautious when driving through the surrounding neighborhood. Contractors and employees have all been notified of the area's speed limit. Andy stated that both L.F. Carter and Dido will keep speed well below the limit. Both Andy and Aric said verbal feedback from carriers was positive. Reductions in truck speed have been noticed already.

In continuing to address speed, Aric noted that Kathleen Ramsey, Pittsford Town Manager, will assist in securing a speed cart and placing it where and when the Team

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determines it is necessary. Kathleen will facilitate the request with the Regional Planning Commission. One member raised the question if the speed cart discussed was the physical cart or the speed strips the Town used in the past. Aric will address Kathleen for further clarification. Members agreed that speed is an issue from Kendall Hill Road down around Smith Pond, going toward the Plant. After general discussion it was determined that the pull-off across from Smith pond would be appropriate for cart placement. Also, if the cart is used it could then be turned 180 degrees to track speed data in the opposite direction. All members agreed that the cart is preferred but that the speed strips would be acceptable for summer use as well, either stand alone or used in conjunction with the cart.

2) Railroad Crossings: Horn Blowing

Aric and Andy explained that VT Rail Road confirmed that they are required to blow horns when approaching public crossings (any set of tracks crossing a public road) based on speed and the numbers of cars on the rail. The horn is also blown just east of the West Creek Road trestle which is a private crossing, but due to the amount of traffic going across the railroad tracks the railroad deems it necessary to blow the horn.

3) Road Washing Policy and Procedure

Andy reviewed that at the last meeting an information sheet was handed out detailing Omya's road washing Procedure. (See appendix, page 7, of September 6, 2007 meeting minutes). In discussing the procedure both Andy and Aric noted that in addition to the Verpol Plant main entrance and onsite Ore Truck haul route, the Hogback Quarry truck haul route and Whipple Hollow Road to Train Trestle at the intersection with West Creek Road is washed on a daily basis, weather permitting. The section of road from the Rail Road Trestle to Kendall Hill Road has been added to the daily inspection procedure by both Omya Maintenance personnel and the Environmental Manager. Some members thought this section historically was routinely washed but was discontinued due to run off going into Smith Pond. Aric and Andy found no history or data to verify that it was ever routinely washed then discontinued for any reason.

The discussion addressed that winter time presents difficult situations for road washing due to air /road temperature, and salt and sanding conditions. Based on these factors, the Omya Maintenance Department and Environmental Manager together with the road washing subcontractor will determine how and when to most affectively wash the roads to avoid icy and unsafe conditions on all roads. Andy advised the members that if temperatures fall below freezing, the gravel ore yard surface acts like concrete, thus minimizing tracking. With thawing conditions, tracking may increase. Team members asked if washing the roads was the best way to suppress the dust. Andy notes that Omya Plants in Arizona and California have used Magnesium Chloride in their efforts but that application is for use on dirt road surfaces. Aric added that the sand and salt here compound the dust and debris situation. Members stated that the area particularly around the trestle corner intersection of Kendall Hill

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Road and West Creek Road collects debris leading to occasional dust being created by passing vehicles. It was suggested that options to address this specific area of road be looked into further by the town and Omya. All members acknowledged the difficulty of keeping the roads clean during near freezing conditions and with the necessary presence of sand and salt on the roads.

4) Omya Directional Signs on Truck Route

Aric provided the Sign Improvement Process information sheet that was handed out at the Sept 6, 2007 meeting and an updated handout with new information since November 20, 2007. The team was informed of a letter from the State of Vermont to the Town of Pittsford that Omya's new directional signs violated the State Billboard law. Omya removed the new additional signs along the Florence Truck Route. Omya will work with the Town of Pittsford and the VT Agency of Transportation to review and explore ways to improve legal signage. One member stated that their personal opinion was that the number of signs was more of an issue than the size of the signs. All members were in agreement that the sign posted at the corner of Kendall Hill Road and West Creek road was definitely needed to direct traffic to Omya.

Lastly, in an effort to eliminate truck traffic outside of the established Truck Route, it was noted that Omya states on faxes to Shipping Carriers that all trucks must use Route 7 to access the Plant. GPS systems do not provide adequate directions. Carrier Managers will be notified to dispatch this information as well to all their own personnel and their sub-contracted carriers.

5) Kendall Hill Road Bridge Inspection Report

Copies of the Kendall Hill Bridge Inspection report as submitted to the Town of Pittsford by Dubois & King Inc were provided to members. A one page bullet item summary was also handed out. Shawn Erickson presented an overview and summation of the report that the bridge is determined to be safe by the engineering firm at this time with upgrades to be scheduled as soon as the Town of Pittsford secures funding through grants. Information updates will be provided when progress is made securing those funds. Some low cost maintenance works needs to be done immediately while other bridge refurbishment needs to happen within the next three years. Longer term refurbishments fall into two options: a 10-15 year plan or a 50 year plan. Both options could occur without closing the bridge. The Bridge Report is available at the Pittsford Town Offices.

New Issues:

1) Rail Road Trestle

Members expressed concern over structural safety of the Rail Road Trestle at the intersection West Creek Road and Whipple Hollow Road. All questioned what if any maintenance is scheduled or planned. There was a short discussion on the addition of

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the Stop sign on West Creek Road at the Trestle and whether or not it was effective. Members agreed it was a step in the right direction but felt that the intersection was still unsafe due to debris from the trestle and some drivers' inability to proceed with caution under the Trestle.

IV. Next Steps

Existing Issues:

Andy and Aric were asked to follow up on a few questions related to existing concerns of truck speeding, road sweeping and Trestle maintenance.

Speeding

- Aric to check with Kathleen Ramsey for clarification on cart and speed strips and placement of those units.
- Andy to follow up on his suggestion that a speed limit sign be posted upon exiting the Hogback Quarry.

Truck Route Signs Update

- Update on discussions with Town of Pittsford and State of Vermont to address directional signs to Plant.

Kendall Bridge Hill Road Update

- Provide any information regarding status of refurbishment direction and funding by the Select Board.

Road Sweeping

- Andy and Aric to look into ways to address the excessive amounts of dust and debris collected in the corner area intersection of Whipple Hollow Road and West Creek Road at Rail Road Trestle. Possible solutions include Town grading road side and additional road sweeping by Omya.

New Issues:

One specific new issue was raised at the meeting for Andy and Aric to look into and provide the team with more information:

Rail Road Trestle

- Provide Team with VT Rail Road's plan for maintenance on the Trestle.

V. Housekeeping

It was proposed that the next Trucks and Transportation Team Meeting take place on Thursday, February 28, 2007 at 6:00 PM at the Maclure Library. This next meeting will be considered a brief informational meeting and may take approximately 45 minutes.