

Omya Community Issue Team – Trucks and Transportation

September 18, 2008 Meeting Summary

Location: Maclure Library, Pittsford, VT

Date: September 18, 2008

Time: 6:00 p.m. – 7:30 p.m.

Meeting Attendees (in alphabetical order):

Sharon Carpenter – Florence resident

Matt Harvey – Pittsford resident

Jon Keith – Keith's Country Store

Andy McIntosh – Geologist, Omya

Absent:

Aric Farrar – Verpol Logistics Manager, Omya

Linda Poro – Resident

Shawn Erickson – Foreman, Town of Pittsford Highway Department

Note Taking: Mary-Kaye Macaulay – Omya

David Thayer – CLF Ventures

I. Welcome and Introductions

Issue Team facilitator Andy McIntosh welcomed the two new team members, Sharon Carpenter and Matt Harvey. The team brought the new members up to date on the prioritized issues set by the original members. Aric was unable to attend the meeting due to personal reasons.

II. Old Business

Membership:

Lynn Silloway has moved out of the Pittsford/Florence area and will not continue as a member on the Trucks and Transportation Issues Team. We would like to extend our sincere appreciation to Lynn for her participation on this team.

Approval of the Notes from Meeting 5:

Jon Keith approved the notes for the meeting on May 15, 2008. Once approved, the notes will be posted at www.omyainvermont.net.

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

Andy gave updates on existing issues regarding speeding, signs, Kendall Hill Road Bridge, road sweeping and trestle maintenance.

Existing Action Items

Speeding

While the impact of the placement of the VTrans solar powered Radar Trailer at the pull off area opposite Smith Pond from April 23 – May 2 was noticed and assumed to be valuable in slowing traffic down, data was not collected due to a missing software

Omya Community Issue Team – Trucks and Transportation

September 18, 2008 Meeting Summary

element with the particular unit used. To continue to address the problem of speeding, Aric, with the assistance from the Town of Pittsford, will secure the use of the speed strips from VTrans. Data can be retrieved from these devices and generally takes only a week or so to receive the data back from the VTrans. There are three strip sets available for placement and the team felt the information retrieved from their use would assist in evaluating not only the speed of the traffic, but the type of vehicles that are travelling fastest. The team decided on several key placement locations that they felt would help us gain a better understanding of the volume, speed, and type of traffic along the Florence Truck Route:

1. Kendall Hill Road
2. Near Smith Pond
3. Whipple Hollow Road – west of the Plant
4. Whipple Hollow Road – east of the Plant

Truck Route Signs Update

Andy discussed the new improved reflectivity directional signs (black signs with Omya white lettering) and the new “Florence Truck Route” directional signs (green with 6” white lettering), both compliant with VTAOT specifications. All members expressed their support for the larger blue Omya signs that were removed. It was felt by members present that these larger signs were more visible and effective at providing direction to the plant. Andy reminded the team that not every member of the public was happy with the larger blue Omya signs. However, in order to explore replacing any of the new signs with larger signs, concerns about the current signage should be forwarded directly to the VT Agency of Transportation.

A Team member noted that the number of trucks using West Creek Road in error, requiring turnaround and re-directing back to Route 3 then to Route 7, began to increase over the last month. Over the summer, this member noticed that the number of trucks on West Creek Road had decreased. Andy noted that clarification of the Plant’s physical address, based on the E-911 address, has been given to the trucking contractors to correct GPS systems misdirecting drivers to travel alternate roads via West Rutland and/or Proctor. In addition, Omya is continuing 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. Although “No Thru Trucks” signs can be placed by the towns, it is also up to the towns whether to enforce violations of the signs with fines.

Sign Locations:

1. West Rutland: intersection of Whipple Hollow Road & Route 4 and on Marble Street. “No Thru Trucks”.
2. Proctor: intersection of Route 3 and Main Street that directs “No Thru Trucks Stay Right” and provides direction “To Route 7 ↑” in addition to a “No Thru Trucks” sign placed at the intersection of Market Street & North Street.

Omya Community Issue Team – Trucks and Transportation

September 18, 2008 Meeting Summary

One member suggested the intersection of West Proctor Road and Route 4A should be another location to consider placing a “No Thru Truck” sign.

Kendall Hill Road Bridge Update

The Town of Pittsford has scheduled a project meeting for Friday September 19 to finalize contracts, the repair schedule and logistics for repairing the bridge over Otter Creek on Kendall Hill Road. The Town has selected Dubois & King, Inc. of Randolph, VT as the Civil/Structural Engineering Firm for the project and T. Buck Construction of Woodstock, VT to perform the repair work. The repair work is anticipated to begin this fall and traffic will be limited to one lane at least during some of the project, if not for the entire project. The Town will provide more details following the meeting. A team member offered that Omya might want to send an internal notice to their employees notifying them of the bridge repair status and recommend they use an alternate route during the repair.

Road Sweeping

The team reviewed the 2008 Road Sweeping and Washing data:

- Three onsite and Truck Route road sweeping events
- 118 Road washing events from April – August on onsite roads and the Hogback Quarry haul road.
- 37 road washing events from April – August on the Florence Truck Route from the Omya entrance to the train trestle over West Creek Road.

Omya continues its practice of daily roadway inspections and road washing. This daily maintenance is conducted each year from Spring through Fall. Roads inspected at the Plant include: Omya West entrance road to Shipping/Packaging and the Ore Yard Haul Road. Offsite roads include: Whipple Hollow Road from the Omya West entrance east to West Creek Road and north toward Smith Pond, Fire Hill Road from Whipple Hollow Road to intersection at the Hogback Quarry haul road, and the Hogback Quarry haul road back to the Omya West entrance. Andy will verify that the washing includes the roadway inside the Hogback Quarry gate. The team agreed that the roadway appears well maintained. No problem areas were mentioned regarding sweeping and washing.

One team member questioned Andy on the road material used at the scale area in Hogback Quarry and whether the mix of stone might be changed to further minimize tracking. Andy offered to speak with the Hogback Quarry contractor about the question.

Omya will continue to pursue with the Town a project to ditch and stone line the eastern shoulder at the corner of Whipple Hollow Road and West Creek Road adjacent to the railroad trestle. This may assist in eliminating build up of some of the road debris in that area.

Omya Community Issue Team – Trucks and Transportation

September 18, 2008 Meeting Summary

Rail Road Trestle

A copy of a letter from VT Rail Road was distributed addressing the current state of the trestle at the intersection of West Creek Road and Whipple Hollow Road. The bridge was “last inspected on March 31, 2008 and found to be in Safe condition, adequate for the current train traffic.”

Discussion of New Issues

New Agenda Item

Andy proposed to the team that a new Agenda Item be added to include a brief overview of current happenings at Omya not specifically related to the Trucks and Transportation Issues team. This item will keep team members informed so as to better prepare them to address community questions that may arise from sources other than Omya. The team agreed that this would be helpful. This item will be placed just before Wrap Up, the final agenda item.

On this new agenda item the following topics were mentioned:

- Stormwater system upgrade at Plant due to the construction of the Tailings Dewatering Facility. TDF construction is on target for completion date in Summer 2009.
- Updates on Omya’s participation at area events and upcoming events including Pittsford Family Day 6/28, Proctor Festival 9/27, and Middlebury Quarry Open House 10/18.
- Omya pursuing permitting to extend Hogback Quarry seasonal operation to year round. Recently received Air Permit amendment.
- Omya Community Issue Team Survey to be conducted by CLF Ventures.

David Thayer from CLF Ventures explained that the purpose of the Issue Team Interviews is to determine how well the three Omya Community Issues Teams (Trucks and Transportation, Plant, and Quarry) have worked for the members and the community. One-on-one interviews will be conducted by David to gather candid feedback so that Omya can improve this forum to best meet the future needs of the members and community. These observations and the recommendations they inform will be brought back to the teams for further discussion.

Several comments were given by members while covering this new agenda item. It was noted that Omya’s physical presence at the Pittsford Family Day on 6/28 was very well received by the community. Omya was a sponsor of the event and provided a water slide and bounce house for the kids which by all accounts was a huge hit. Another member heard positive comments regarding Omya’s assistance with the athletic fields at Otter Valley High School. Lastly, a member noted that they have regularly had positive experiences with the local trucking companies that do business with Omya particularly, Dido’s, L.F. Carter’s and Markowski.

Omya Community Issue Team – Trucks and Transportation

September 18, 2008 Meeting Summary

New Issues

Several new items were brought up for discussion. One member requested that improvements be made to the road and rail road tracks on Whipple Hollow Road, particularly the first section of the two sets of tracks going toward the Plant. Currently, the road at that location is very uneven requiring caution when passing over the tracks.

Another new issue discussed was a request for Omya to increase the lighting or signage to the West entrance on Whipple Hollow Road. One Team member observed that trucks miss the entrance at night and then need to back up or turn around. It was suggested that a spot light toward the Omya “tank” sign at the entrance might help define the entrance way.

IV. Next Steps

Updates to the issues below will be provided by Andy and Aric at the next team meeting.

1. Place speed strips with assistance from Town of Pittsford. Data will be collected with the goal to present the information at the next meeting.
2. 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. Proceed with Town to ditch and stone line the eastern side at the corner of Whipple Hollow Road and West Creek Road adjacent to the railroad trestle.
4. Address better lighting of the Omya West Plant entrance.
5. Pursue road work on Whipple Hollow Road at railroad track crossings.
6. Andy to speak with Hogback Quarry contractors regarding the road material used in the scale area of the quarry for more information.

Key Issues continue to include:

1. Speeding
2. Truck Route signs
3. Kendall Hill Road Bridge updates
4. Road Sweeping/Washing
5. Trestle Inspection Report

V. Wrap-Up

It was proposed that the next Trucks and Transportation Issue Team Meeting take place on Thursday, December 4 at 6:00PM at the Maclure Library.