

## **Final Notes**

May 3, 2007 Virginia Paving Community Liaison Committee Meeting  
*Reviewed at July 10, 2007 Liaison Committee Meeting*

Attending:

Committee Members: Annabelle Fisher, Carol Janees, Mindy Lyle, Zina Raye, John Porter, Patrick McClintock-Comeaux, Bill Skrabak, Rich Josephson, Dan Hoyt

Others: Dennis Luzier, Aimee Vosper, Bob Rodriguez, Carlos Martins, Agnes Artemel, Engin Artemel, Steve Milone, Chris Monahan, Chris Spera, John Catlett

John Porter welcomed the Committee and asked the members to introduce themselves. He then described the purpose of the Committee which is to provide a forum for discussing and monitoring continuing impact and compliance issues arising from operation of the plant. He indicated that the Committee's purpose was not to debate the merits of the SUP, but to help monitor compliance with the SUP conditions. The meeting is to be conducted so that the public will have an opportunity for comment up to 3 minutes. Notes will be provided to the Committee after each meeting. They are not to be verbatim minutes but rather summary notes of the discussion. The meetings are to be held quarterly unless there is a need for a special meeting. Special meetings can be called at the request of Committee members for a special purpose. John Porter is chair of the Committee, having been appointed by the Mayor. If there are questions that cannot be answered on the spot, staff will provide answers as soon as possible.

Rich Josephson from P&Z provided a general overview of the 78 SUP conditions, describing their purpose to restrict hours and production, enhance air quality, require regular testing, improve stormwater, improve and enhance the Back Lick Run stream bank and buffer, and provide a framework for enforcement. He emphasized the need for enforcement of the conditions.

Bill Skraback, from T&ES provided an overview of the issues and conditions leading up to the SUP, indicating that air quality, noise, odors, light, and water quality were addressed by conditions including production caps, limits on hot oil heaters, restraints on nighttime operations, use of blue smoke control technology, use of low NOx burners, recycled oil, particle traps, odor controls, and clean trucks. He also mentioned conditions that restricted the nighttime use of the rap crusher and locomotive. There will be baghouse testing for the first two years, a variety of BMPs to clean up the water, a significant amount of record keeping, signs to prevent tailgate banging, and shielding on site lighting. The SUP provides for payment of costs for enforcement and the City has hired Carlos Martins who is tasked with spending most of his time enforcing the SUP conditions. He has already visited the site many times.

Dan Hoyt from Virginia Paving reviewed the Quarterly progress report and construction schedule. He handed out a one page SUP Compliance Schedule and reviewed the status of each item on the schedule. All of the required improvements to the plant are either on

time or ahead of schedule. Blue Smoke Control has been installed on Plant 1 and is scheduled to be installed, ahead of schedule, on Plant 2 this summer. A low NOx burner for Plant 2 has been installed and for Plant 1 is scheduled to be installed prior to the 12/31/07 completion date. Vent condensers have been installed on the asphalt storage tanks. All on site trucks and diesel engines have had 90% particle traps installed on them. The stack heights for Plants 1 and 2 have been increased to 20 meters. The Hot Oil Heater stack height has been increased to 6 meters. All material transfer points and the RAP crusher have been fitted with water sprays and enclosures. A new stormwater management facility has been installed. The buffer between the rap pile and Backlick Run has been vegetated and increased in width and the stream bank has been stabilized. Noise level sensing backup alarms have been or will be installed on all on-site trucks and equipment by the end of May 2007.

Dan Hoyt also discussed site lighting and indicated that having adequate site lighting is a safety issue. If there is a concern regarding site lighting, he asked that he be contacted. The Virginia Paving Hotline number is in operation. It is 703-906-9918. Landscape plan drawings have been approved by the City and plantings are to start in May 2007. He discussed the US Filter operation and indicated that there is a new owner, Siemens. He provided a letter from Siemens that details work done to control odors from their facility.

Annabelle Fisher suggested that the committee tour the Virginia Paving facility when the plant is up and running, on an evening or a Saturday. Dan Hoyt encouraged committee members to visit the facility at any time, the best times being weekdays between 7 AM and 4 PM.

Mindy Lyle identified a problem with use of the hotline. Currently, people are calling the City's nuisance line because they do not know the number for Virginia Paving's hotline. People are also calling Mindy instead. There is a need to better publicize Virginia Paving's hotline through the City's website and to let people who are staffing the City's nuisance line know about the Virginia Paving hotline. Also, there is a need to monitor the number and type of calls that come through to the hotline numbers and how these calls were resolved. Dan Hoyt from Virginia Paving and Carlos Martins from the City indicated that they would bring a summary of all complaints to the next committee meeting. John Porter indicated that at future committee meetings, a standard agenda item will be a summary of calls and complaints.

There was discussion about Norfolk Southern (NS) Railway delivering materials to Virginia Paving and other nearby industrial users during late night/early morning hours. While Virginia Paving restricts the time that material is unloaded from rail cars to between 7 AM and 6 PM, Norfolk Southern is not restricted as to the times that they deliver material. It was suggested that Virginia Paving and other industrial users in the City correspond directly with Norfolk Southern to request that deliveries not be made late at night or during very early morning hours to reduce noise impacts. There was a question as to whether NS pays local property taxes (NS does pay local property tax).

On the topic of Current Issues/Concerns, Zina Raye reported two complaints about faint asphalt smells, but no complaints about other smells. She also indicated that it seems that the measures instituted to reduce noise from braking trucks have been working.

Carlos Martins indicated that some of the asphalt odors are associated with the use of Plant 2, which has not yet been equipped with Blue Smoke Control. Once the Blue Smoke Control has been installed on Plant 2, asphalt odors should be significantly reduced, as they have with Plant 1. He also indicated that odors from US Filter have been greatly reduced as a result of improvements made to their facility.

Mindy Lyle asked about the fire at the asphalt plant in Loudoun County and whether something like that could happen in Alexandria. Dan Hoyt responded that the Loudoun plant operates differently from the Alexandria plant, so that the type of fire that occurred there would be prevented from happening in Alexandria. Carlos Martins provided a brief two paragraph summary prepared by Assistant Fire Marshall Russell Furr that put the situation in Loudoun in perspective with the Virginia Paving facility in Alexandria. The type of tank that was involved in the fire in Loudoun was an emulsion tank. The Virginia Paving facility has similar emulsion tanks, however, they are far removed from any ignition source and are in an area of containment in case of spills. It was Assistant Fire Marshall Furr's opinion that there was no special risk of fire from the emulsion tanks on the Virginia Paving site.

Carlos Martins announced that there will be a joint inspection of the site for compliance with SUP conditions by City departments on May 17.

Annabelle Fisher asked about health and odor impacts to students at Tucker school from the plant and whether school faculty was discouraged from bringing up these issues. The school's principal, Patrick Comeaux indicated that there have been some complaints about construction in the area around the school and sporadic complaints about odors, but no odor complaints since the SUP was approved. John Porter indicated that asthma incidents are less at Tucker than in other schools in the City. John Porter and Patrick Comeaux both stated that the school administration has not discouraged anyone from speaking out if there are problems or concerns with respect to Virginia Paving or any other industrial uses in the area. Carlos Martins indicated that there is an air quality monitor located at the school that can provide data as required by the SUP. In response to a question about how often the school is cleaned, it was stated that the school is cleaned every night.

There were no comments from the public.

John Porter encouraged everyone to tour the Virginia Paving site before the next meeting, which will be July 10 at 7 PM at Tucker School.