

Community Meeting
Masons Cove Elementary School
Thursday, October 17, 2019-6:00pm

Questions and Comments raised by those in attendance:

D) Mason's creek sits on a fault line. Concern with endangered clam species and potential hazardous waste. How was this landfill site chosen in the first place? This is a watershed. Concern with crawdads. Concern with creeks drying out. Trailers are travelling the roads and leaking liquids onto the road. Has complained to DEQ and VDGIF.

Response: The Smith Gap Landfill site was recommended by the "Landfill Citizens' Advisory Committee" and a Special Exception Permit (a.k.a. Special Use Permit) was issued by Roanoke County to the Roanoke County Resource Authority on June 27, 1989. The SEP/SUP included "Landfill Operating Permit Conditions & Policies" as recommended by the LCAC and was contingent on the Authority's being able to permit the site. The Roanoke County Resource Authority developed into the Roanoke Valley Resource Authority on September 23, 1991.

As stated in the Preface of the original "Landfill Operating Permit Conditions & Policies:"

"In 1988, the local governments of Roanoke County, Roanoke City and the Town of Vinton began preparing a comprehensive solid waste disposal plan for the long term future of the Roanoke Valley. The initial study phase of the plan identified numerous methods for the disposal of solid wastes including incineration, landfilling, recycling and composting. After months of review, landfilling was identified as the primary method of disposal.

With the assistance of dedicated Citizens' Advisory Committees and the commitment from the elected officials, the Smith Gap Landfill and the Roanoke Transfer Station were selected. With each selection was a commitment to protect the environment and the neighborhoods.

The Roanoke Valley Resource Authority and the City of Roanoke, County of Roanoke and the Town of Vinton have adopted permit conditions and operating policies for each facility of the solid waste disposal system. These commitments are expressed in the following pages and represent the concerns and compassion

for the residents of the area, the impact the facilities will have on their lives, and the importance of a sound waste disposal system.”

The Smith Gap Landfill, upon being selected and recommended by the Landfill Citizens’ Advisory Committee, Roanoke County, and the Roanoke County Resource Authority, subsequently becoming the Roanoke Valley Resource Authority, was thoroughly vetted for site-suitability via the Virginia Department of Environmental Quality (VDEQ) permitting process in order to obtain its operating permit as a sanitary landfill. Permitting for site-suitability included extensive geological exploration, any endangered species impacts, and protection of the environment, including surface and ground waters.

2) *What body will approve or deny this request?*

Response: The Roanoke County Board of Supervisors must ultimately approve or deny RVRA’s Special Use Permit application request.

3) *I witnessed liquids coming out of a back corner of a trailer near Orange Market. There is no way this trailer had the required bladder. It was pouring out of the back like a hose.*

Response: The Authority has purchased fifty (50) MSW trailers. The first 15 trailers did not have bladders installed. The last 35 do have bladders designed to hold excess liquids. It is possible the leaking trailer could have been one of the initial trailers purchased without the bladder, but if it liquid was “pouring out of the back like a hose” as stated, it was likely the door was not shut properly preventing the door sealing from working as designed.

4) *Why do you need trailers if you have a train? Which is cheaper to operate? How much money has been spent on trailers? If there is a train, trailers should not be allowed.*

Response: Despite its best efforts, to date, to negotiate an equitable contract with NS to provide rail transport directly from the Authority’s Salem Transfer Station (STS), the Authority has been unable to do so. Therefore, RVRA has to transport solid waste from its STS to its Tinker Creek Transfer Station (TCTS) in Roanoke by tractor trailer in order to load its STS solid waste into the rail cars for shipment to the landfill. This is currently the only way to transport the Authority’s STS solid waste to the Smith Gap Landfill (SGLF) without putting trucks on Bradshaw Rd.

At a minimum, unless RVRA's contract with NS is amended to provide direct rail haul from the STS to the SGLF, trailers will be needed to support this operation.

Current economic analyses show trucking to be the most cost effective way to transport solid waste system-wide.

To date, RVRA has purchased 50 trailers at a total cost of approximately \$5.5M.

5) *Bradshaw Road was not designed to be used by trailers. The road is being destroyed.*

Response: The Authority is responsible for providing the proper disposal of the regions' MSW under contract with its Member Communities. There are specific operating guidelines the Authority must abide by per its original Special Use Permit (SUP) which includes the emergency use of Bradshaw Rd.

In his June 27, 1989 report to the Roanoke County Board of Supervisors immediately preceding the Board's vote on the original Special Exception Permit for the Smith Gap Landfill site, Elmer Hodge, Roanoke County Administrator, wrote and reported: "if the Smith Gap site passes the Part A application review and is chosen as the landfill site, a new road or access mechanism should be constructed if at all possible, but the Board should not proffer this as a condition of the Special Exception Permit (SEP a.k.a. Special Use Permit SUP). We should continue to study the options of an alternate access (i.e. dedicated road or rail) to the Smith Gap site, but it may be necessary to use Bradshaw Road." The Authority did obtain its permits and developed an alternate access to the Smith Gap site via the construction of a dedicated rail spur which it has diligently used for more than twenty six years.

In the event the Authority is unable to deliver its MSW to the Smith Gap Landfill via its alternate access, currently rail haul, there are several options for the Authority to consider: 1) Shut down its transfer stations and refuse to accept the deliveries of MSW at its facilities (note: while this is an option, it really is not due to the severe environmental issues this would cause); 2) Shut down its transfer stations and direct all collection vehicles to transport their MSW directly to the Smith Gap Landfill individually (note: The Authority receives approximately 300 to 400 vehicles per day at its transfer stations which would equate to placing approximately 600 to 800 additional vehicles on Bradshaw Road, not counting residential customers); or 3) Continue to operate one or more transfer stations and load the MSW received into trailers and truck the MSW to either the Smith Gap Landfill via Bradshaw Rd. or to one or more third-party, fully permitted sanitary landfills.

When such an incident arose in November, 2018 through early January, 2019, due to the failure of the rotary tipper, the Authority elected to use Option #3 using a combination of the Smith Gap Landfill and a third-party landfill. With the sudden failure of the tipper, sufficient drivers and tractors were not readily

available to transport all the Authority's MSW to a third-party landfill and avoid the complete diversion of tractor trailer traffic off of Bradshaw Rd.

The Authority believes it exercised the best option available at the time to meet its contractual obligations to its Member Communities while fully acknowledging the issues it created by making this decision and placing tractor trailer traffic on Bradshaw Rd.

- 6) *The trailer drivers speed down the road and it is dangerous. They do not drive carefully.*

Response: All drivers contracted by the Authority during the emergency transport of MSW are instructed and reminded daily to obey the speed limits and to travel at safe speed. Additionally, the Authority placed its Safety Manager on Bradshaw Rd. during transport hours to monitor its contract drivers' speed and conduct. Several drivers who failed to follow instructions were removed from the contractor's services by RVRA and not allowed to return based on information obtained from residents and the Authority's internal monitoring. The Authority does not condone or tolerate unsafe operations by its employees or contractors at any time.

- 7) *If the Authority continues business as they are now, is this permit even needed? Why can't they keep doing what they are doing?*

Response: If the Authority were to continue doing business as they are now, yes, Roanoke County has determined a Special Use Permit (SUP) is required. Approximately 8.05 acres of land, formerly exempt from permitting when it was owned by NS, was conveyed to the Authority in February, 2019 in accordance with the original contract terms. Now that this land is owned by the Authority, it is subject to permitting requirements. Therefore, the Authority has submitted a SUP Application to include this property in order to maintain compliance.

Technically, the Authority could continue with the status quo which utilizes rail transportation with gondolas and the rotary tipper at the landfill. However, due to the aging equipment, inability to replace gondolas, difficulty and cost associated with replacing/refurbishing the tipper, outdated technology that requires additional handling with higher operating and capital costs, and anticipated ongoing operational difficulties, the Authority has been looking at its long-term options for the future. The transportation options being considered include the status quo, continuing with rail haul by converting to flat cars and shipping containers, and trucking.

8) *How many localities do you bring in trash for? Wasn't this meant to be only for Roanoke County and Roanoke City?*

Response: The Authority is comprised of four member communities: Roanoke County, the Cities of Roanoke & Salem, and the Town of Vinton. These four communities, along with Montgomery County were the original localities included in the Authority's permitted service area. Upon the City of Salem's joinder to the Authority in July, 2016, the Authority was assigned a contract between the City of Salem and Botetourt and Craig Counties. Craig County continues to utilize the Authority's disposal system.

9) *I know you all have been using the railroad since 2005. Why does it have to be changed? Concerns mentioned with asbestos storage. Mentions they have a very powerful telescope and have seen asbestos warning signs up the road to the landfill. The smell is very strong at his property. Some of the methane taps have helped but not enough.*

Response: The Authority has been using rail transport under contract with NS since its inception in 1993. The original contract expired June 30, 2018. Subsequently, the Authority and NS entered into a new 5-yr. contract that will expire on June 30, 2023. Either a new or amended contract with NS will need to be negotiated on or prior to that deadline. If a new contract with NS is not negotiated or is canceled, the Authority will need to have plans in place to transition to a new transportation methodology on or prior to that deadline.

The Smith Gap Landfill, since its inception, has been fully permitted to accept asbestos for disposal. Asbestos, while not a hazardous material, does require special disposal and monitoring as a condition of the landfill's operating permit. The VDEQ solid waste regulations have specific handling and disposal requirements for asbestos. Specifically, signs are required to be placed on the landfill noting that asbestos containing material is buried in the landfill. The Authority provides for asbestos disposal to ensure the need for the proper disposal of this material is provided to the region. The amount of asbestos disposed of at the landfill is minimum compared to the overall tonnage of solid waste disposed of on an annual basis. The Authority receives less than 70 tons per year of asbestos with an overall solid waste tonnage of over 200,000 tons per year. That is less than 1% of our overall solid waste received.

RVRA installed a landfill gas collection system prior to having any regulatory requirement to do so. A gas collection system is one of the primary means for controlling odors generated by the operation of a sanitary landfill. In January, 2020, RVRA's Board authorized the expansion of its landfill gas collection system. Construction is anticipated to start this spring, weather permitting. Approximately twenty (20) new wells (methane taps) will be installed and the Authority anticipates it will help control the landfill's odors. Additionally, the Authority conducts quarterly surface sweeps of the landfill to determine if landfill gas is escaping the cap. If the sweeps indicate ≥ 500 ppm (which is barely above the human smell), then additional soil cover is added to the area until the levels fall below that threshold. Once the landfill is at final grade and a permanent cap is installed, the amount of odor will greatly diminish.

10) Have there been any air quality studies done for where we live? Requesting they be done.

Response: The Authority's Smith Gap Landfill is subject to the requirements of Federal Clean Air Act (CAA) standards. The CAA requires the landfill meet specific air quality parameters and perform quarterly surface emissions tests with results submitted to the VDEQ and EPA Region III. These reports are available for the public to review.

11) How many wells were drilled for testing? I drilled all of them.

Response: To date, 250+ borings have been made at the Smith Gap Landfill site to determine geological conditions, including soil stability and potentiometric (groundwater) mapping. These borings were a requirement for regulatory siting purposes.

12) How much does it cost per ton to transport? You said it was more economical to take the train, how?

Response: The current total (i.e. operating & capital) cost/ton transportation projections for the first year after the completion of RVRA's current contract with NS expires in FY 2024 are:

Rail (Hybrid) = \$23.25/ton & Trucking = \$13.49/ton

Trucking is currently the most economical transportation option. This is primarily due to the additional handling of the waste during the transportation process associated with the rail option (i.e. trucking and handling solid waste received at RVRA's Salem Transfer Station (STS) to Roanoke at RVRA's Tinker Creek Transfer Station (TCTS); reloading solid waste into shipping containers, loading containers onto flat cars, transporting by rail to the landfill, unloading shipping containers from flat cars and transporting into landfill). Trucking requires less personnel, lower operating costs, and less equipment/capital by loading solid waste directly into trailers and transporting directly from each transfer station into the landfill. Additionally, the remaining capital costs necessary to convert the rail system from gondolas/rotary tipper to flat cars/shipping containers is higher than the remaining trucking/road capital required.

The Authority is continuing to negotiate with NS for a lower transportation system cost.

13) *Will you put in writing that if the rail is put in, trailers will be off the road? Understands there may be clauses for use during emergency situations, but then concerned they will makeup emergencies.*

Response: The SUP Application stipulates that if rail is selected as the mode of transportation, the use of Bradshaw Rd. would continue as-is in emergency (i.e. MSW tractor trailers) and normal usage situations (i.e. equipment and stone deliveries, equipment maintenance vendors, special waste deliveries such as asbestos and dead animals, etc...).

If trucking is selected and the rail spur is converted to a road, then all tractor trailers, equipment and stone deliveries, equipment maintenance vendors, special waste deliveries such as asbestos and dead animals, etc... would access the landfill via the new road through the alternate Transportation Corridor and would be off of Bradshaw Rd. The only exception would be in an emergency condition as outlined in the Application which stipulates:

1. be designated as such by the Roanoke County Administrator, or his/her designee, and;
2. Bradshaw Rd. could not be used for any emergency situation that would last less than two days, and;

3. RVRA would have to make every reasonable effort to transport its solid waste to another third-party sanitary landfill:

a. **Access:** Primary access to the Smith Gap landfill will be via the Transportation Corridor. In the event the Primary Access is unavailable for two or more business days, the Authority will make reasonable efforts to transport all municipal solid waste to one or more fully permitted third-party sanitary landfills until such time as the Primary Access can be resumed. In the event the Authority cannot through reasonable efforts contract for sufficient immediate transportation services to transport waste to third party landfills, and until sufficient services can be obtained, Bradshaw Rd. will serve as Secondary Access to the landfill. However, Bradshaw Rd. shall not be used for the delivery of municipal solid waste before 9 a.m. and between 2 p.m. and 3 p.m. on days in which local public schools are in session.

Emergency Operations have been defined in the SUP Application as follows:

e. **Emergency Operations:** Emergency operations shall allow for extended hours on all days and Sundays whenever an emergency has been duly declared by the County Administrator of Roanoke County or his/her designee. Circumstances for Emergency Operations include, but are not limited to, natural disasters or short-term (less than 2 days), temporary operating interruptions resulting from equipment failure or contract service interruptions. Emergency operations may require use of third-party landfills or use of secondary access to the Smith Gap Landfill (Bradshaw Road). However, as noted above in paragraph (a), Bradshaw Road shall not be used for the delivery of municipal solid waste before 9 a.m. and between 2 p.m. and 3 p.m. on days in which local public schools are in session.

14) Map question- is this red area the area of interest? Are trucks going to be on the road by the railroad track? Where will the road go?

Response: No, the green area (8.05 acres) in the SUP Application is the area of interest RVRA is requesting to be added. The red and dark blue areas are already included in the SUP. In the event the Authority elects to convert its transportation methodology to trucking, the existing 4.5 mile rail spur accessing the landfill would be converted to a road. The road would be on the same footprint as the existing rail spur is now. There would not be an additional road constructed alongside the track. The road would traverse from North Fork Rd. (off the I-81 Ironto Exit) to Reese Mountain Rd. (in front of the Dixie Truckstop), cross the river and onto the new Connector Road (already constructed) paralleling NS' main rail line and the river to the point where RVRA's rail spur diverges from NS' main line (roughly – across from the rail trestle located on North Fork Rd.). The road would provide direct access from I-81 into the landfill without having to utilize Bradshaw Rd.

15) *Can we put "stop using Bradshaw Road" on the SUP?*

Response: When the Smith Gap Landfill was originally sited and permitted, Bradshaw Rd. was designated as an emergency access.

16) *In '91 we were told they could go through the railroad property in case of emergency and would not need to use Bradshaw Road at all.*

Response: The original SUP list Bradshaw Road as an emergency access.

17) *In SUP- there is mention of a 3hr delay with a wreck on the interstate. Will the trucks come on Bradshaw then?*

Response: No. As stipulated in the SUP Application, the Transportation Corridor would have to be unavailable for use for two or more business days, minimum:

a. **Access:** Primary access to the Smith Gap landfill will be via the Transportation Corridor. In the event the Primary Access is unavailable for two or more business days, the Authority will make reasonable efforts to transport all municipal solid waste to one or more fully permitted third-party sanitary landfills until such time as the Primary Access can be resumed. In the event the Authority cannot through reasonable efforts contract for sufficient immediate transportation services to transport waste to third party landfills, and until sufficient services can be obtained, Bradshaw Rd. will serve as Secondary Access to the landfill. However, Bradshaw Rd. shall not be used for the delivery of municipal solid waste before 9 a.m. and between 2 p.m. and 3 p.m. on days in which local public schools are in session.

18) *Bradshaw Road is not good for tractor trailers. It is not wide enough and dangerous if one breaks down or has to stop. In 6 months this road has been destroyed. The railroad will save money and time.*

Response: See #5 above regarding the use of Bradshaw Rd. and #25 below regarding the cost analyses.

19) *How long will road construction take? How will that be done?*

Response: There are two phases for the full road construction constituting the Transportation Corridor: The Connector Rd. & the Spur Rd.

The first and most timely construction phase, the approximately 0.5 mile Connector Road, has been completed. It is paved and ready for service.

The second phase, the conversion of the approximately 4.5 mile rail spur to a road, has not been constructed. The Authority owns the property where the 4.5 mile rail spur is located. The rail spur is essentially a developed road with a rail ties and track on top

of it. The rail spur has been graded and compacted with surface water controls already in-place. Along with land costs, these are typically the most costly and timeliest components associated with any road construction project and they have been completed. In order to convert the rail spur to a road, the rail would need to be removed and set aside; the ballast stone spread; stone fines would need to be incorporated and compacted with the ballast; and the road would be usable. Construction could begin from both ends of the rail spur or even at various points in-between to expedite the construction timeline. The Authority's engineer projects this process will take approximately 3 months to complete to convert the rail to usable form. During this part of the construction, the Authority's solid waste will be transported by tractor trailers to one or more third-party landfills. No solid waste would be delivered to the Smith Gap Landfill during this part of the construction.

The Authority, upon achieving a compacted, usable roadbed, could then begin using the new road for accessing the landfill with paving being done simultaneously, using flagmen until the paving has been completed. Paving is projected to take up to another two months to complete.

20) (Speaker 8 again) How much did the tipper cost? Why don't you put in a new tipper if that will solve the problems? Did you say you estimate 50 trucks a day?

Response: The rotary tipper, the dedicated 4.5 mile rail spur, and 30 gondolas cost \$9M in 1993 when RVRA began its operations under contract with NS. This technology was considered "cutting edge" technology when implemented more than a quarter century ago. That technology has since been surpassed in the rail-waste transportation industry. The rotary tipper requires additional handling of the waste, requires additional equipment, and creates an operational impasse in the event of tipper malfunction. Putting in a new tipper or refurbishing the existing tipper will not resolve those issues.

The current average daily tonnage is approximately 1,000 tons per day. That would equate to approximately 50 tractor trailer loads per day. Tonnages are typically higher in the warmer months and lower in the colder months which would translate into more or less tractor trailers as the daily tonnages fluctuate seasonally.

21) (Speaker 14 again) Is there construction already going on at the railroad near Williby Rd? Will there be more trucks than we see now in the future?

Response: Yes, but not for any road conversion work. When the rail spur conveyed to RVRA from NS in February, 2019, the rail needed immediate, major maintenance

in order to continue to safely operate the train on it. RVRA hired a rail maintenance contractor to perform work on the rail. All the work that is currently being performed by RVRA on the Rail Spur is maintenance for the rail line only.

If RVRA elects to transition to trucking, the maximum annual tonnage RVRA can accept at the landfill is 320,000 tons. That has been the maximum tonnage since the landfill's inception. As stated in the SUP Application in the "Project Justification" section:

"If the Authority elects to convert the rail access to trucking access, those residents on Williby Road would see an average of fifty (50) trucks entering and exiting the landfill via this access point for an average total of one hundred (100) trips per day. Such usage would occur typically between 7:30 a.m. – 5 p.m. Monday – Friday equating to approximately 5-6 vehicles per hour in each direction (i.e. entering & exiting) or one about every five (5) minutes in both directions. The maximum vehicle count could see up to seventy five (75) trucks per day if the landfill ever receives the maximum volume of waste it is allowed to accept per its Member Use Agreement."

22) You don't want to fix the tipper because it's expensive, but you've bought...(speaker goes on to summarize different properties/projects the Authority has done recently.) How much money has been spent in anticipation of going into a trucking enterprise? Why not just use that money to fix the tipper? We have to be careful and ask these questions because the language in this SUP is what we are going to have to live with.

Response: Aside from the cost of replacing/fixing the tipper and most importantly, as previously outlined in #20, the rotary tipper technology requires additional handling of the waste (equipment and personnel) and retains an operational impasse in the event of equipment malfunction – solid waste cannot be unloaded by rail if the tipper is not functioning and has to be transported by tractor trailer. The rotary tipper technology has been surpassed in the solid waste transport industry. Rail haul, typically long-haul, is currently being utilized in the solid waste industry. But, the current methodology utilizes flat cars & shipping containers which reduces, but does not completely eliminate, the additional handling component of the rotary tipper.

Due to its unique scale and size, which is considerably larger than its coal-tipper counterparts, replacing and/or fixing the tipper remains a costly challenge. In the last two years, the Authority has spent approximately \$2M in repairs to the tipper

and has spent approximately another \$1M transporting and disposing its MSW in third party landfills. Because it is mechanical with multiple moving parts, the rotary tipper is and always will remain subject to breakdowns. During these breakdowns, the Authority's only recourse to transport waste it receives via tractor trailers.

Approximately \$19M has been spent to date towards converting the Authority's transportation system from rail to trucking.

The Authority is contractually responsible for managing the disposal of solid waste collected in the region and delivered to the Authority's two transfer stations "as economically as possible" (Sec. 4.1.(a) Member Use Agreement). A long-term, reliable, and cost-effective transportation system is required in order for the Authority to meet its contractual obligations to its Member Communities, the regions' residents and businesses. The rotary tipper methodology no longer provides either of these assurances.

23) Has a decision been made on trucks vs railroad? County has used our money to buy trailers and trucks, so this doesn't add up. The decision has already been made and we are being lied to.

Response: At one point, in May, 2017, after requesting, receiving, and evaluating NS' "best and final offer," the RVRA Board did unanimously elect to transition to trucking. At this time, unanimous authorization was given by RVRA's Board to begin construction at the Salem Transfer Station (STS) to set it up for trucking. From that point until January, 2018, RVRA's Board also unanimously authorized the procurement of additional trailers and the construction of the Connector Road.

In January, 2018, NS submitted a revised transportation contract proposal to RVRA for consideration after RVRA's account was moved to a different division in NS. Additionally, in February, 2018, Roanoke County notified RVRA of the land use issue that needed to be resolved wherein 8.05 acres in Roanoke County that had previously been exempt under from zoning under NS' ownership was going to be subject to zoning requirements under RVRA's ownership and needed to be included in the SUP.

Starting with NS' revised proposal and the need to resolve the land use issue, the transition to trucking was stopped, other than projects already contractually underway. Subsequently, at the request of Roanoke County Board of Supervisors, an independent Working Group was assembled in May, 2018 to review RVRA's

transportation options, including NS' revised proposal, and work was initiated to resolve the land use issue with the submittal of RVRA's SUP Application.

The Working Group concluded its review with a formal report in October, 2018 recommending trucking as the Authority's best, long-term transportation option for the future. Negotiations continue with NS to obtain the best terms possible.

Pending resolution to the land use issue, RVRA will need to make a determination as to its transportation methodology on or before June 30, 2023 when its current contract with NS expires.

24) What is the longevity of the landfill? How much longer will it be able to function?

Response: The Smith Gap Landfill has more than 100 years of remaining capacity operating at the maximum annual tonnage (320,000 tpy) it is contractually able to accept.

25) \$18.5 million has been spent preparing to switch to trucks, but that decision hasn't been made, while you said the tipper cost \$9 million. You've been using our money and it doesn't make sense. - what would it have cost to use the train instead? How long would that money have lasted on train transit?

Response: Cost projections were performed for three different transportation options, two of which utilize rail haul. The first option, the current transportation methodology, uses the rotary tipper and gondolas. It is termed the "Status Quo" option. The second rail option also utilizes rail haul, but converts the system to flat cars and shipping containers which eliminate the need for the rotary tipper and its associated costs. However, it still requires trucking solid waste from the STS to the TCTS in Roanoke and also requires the unloading and double-handling of the waste at the transfer stations and landfill. It is termed the "Hybrid" option. The third option is the "Trucking" option wherein solid waste at the transfer stations is loaded directly into the trailers and transported directly the landfill and unloaded without additional handling. The long term (20-yrs starting in FY'24 after the completion of the current 5-yr. contract with NS) cost projections for each of these three options, as determined by the independent Working Group, consisted of a low and high projection. Their cost projections are:

Status Quo	Low	\$420,267,307
	High	\$428,345,307
Hybrid	Low	\$418,354,192
	High	\$450,445,714
Trucking	Low	\$375,425,882
	High	\$388,760,145

26) (Speaker 22 again) Do you have proposals for fixing Bradshaw? Due to all of the damage your trucks have caused?

Response: No. Since Bradshaw Rd. is a public road maintained by VDOT, all repairs to Bradshaw Rd. must go through that agency. RVRA did reach out to VDOT requesting if the Authority could contribute funding to VDOT for Bradshaw Rd. repairs. VDOT informed RVRA its accounting system was not set up to receive funds wherein VDOT could ensure any financial contribution from RVRA would be used specifically for Bradshaw Rd. repairs. Subsequently, shortly after RVRA met with VDOT, VDOT did make significant repairs to Bradshaw Rd. repairing shoulders and filling in pot holes. VDOT did not perform a complete resurfacing of Bradshaw Rd.

27) (Speaker 14 again) Is there a timeframe on finishing the road and converting to that from the railroad?

Response: See #19

28) Timeline? Will Bradshaw be used during the switchover? Is the track even wide enough to hold roads for tractor trailers?

Response: No. If the road is built, the Authority's solid waste would be transported by tractor trailers to third party landfills until the new road becomes usable. RVRA's engineer has determined there is sufficient width to convert the rail spur to a minimum of 24' wide which is sufficient width for two-way tractor-trailer traffic.

29) So is this meeting really about the SUP for the property indicated? Isn't this property currently being used now? So this SUP is just to continue the use?

Response: Yes. The SUP Application's primary purpose is to include the 8.05 acres located in Roanoke County currently being used for rail transportation. However, it also clarifies some outdated provisions in the current SUP. Approval of the Authority's application will allow the Authority to continue to use rail to access the landfill via the Transportation Corridor. It will also give the Authority the option to consider its other transportation alternatives utilizing this alternate access to the landfill, other than Bradshaw Rd.

30) When the road is built, will you still be using the tipper?

Response: No. If the road is built, access to the landfill via rail would become obsolete. The Authority's solid waste would be transported by tractor trailers to third party landfills during construction of the road until the new road becomes usable. The tipper would also become obsolete with the construction of road access through the Transportation Corridor. It would be surplus.

31) (Speaker 1 again) One lane bridges are very dangerous. Describes being trapped on one recently. The road is not in good condition.

Response: There are no one lane bridges going into the landfill from the Mason Cove area. However, there are two, narrow one-way bridges and culverts on Bradshaw coming in from the Montgomery County/Ironto side.

32) If this SUP is not approved, what happens next?

Response: If the SUP application is not approved without additional modifications, RVRA will have to stop utilizing rail deliveries as its current alternate access to the landfill would be out of compliance. RVRA would also be unable to continue considering the conversion of the rail spur to a road to access the landfill. The Transportation Corridor portion located in Roanoke County would be out of compliance. The only recourse for accessing the landfill without having the alternate Transportation Corridor would be to transport the Authority's solid waste to the landfill via trucks on Bradshaw Rd. in order to continue using this facility for the region's solid waste disposal needs.