

The Resident's of 50 Tons request the following conditions be imposed on the transfer station.

First and foremost, we request the facility be built on National Way and not on Carleton Drive. National Way is zoned industrial, and the state of Massachusetts provided an access road off of 95 to ease heavy truck traffic on route 133 that impacts the residents of Georgetown.

In the event the applicant will not consider relocating the facility, the following are what we believe are reasonable demands given evidence of those demands being met throughout the state in different situations.

Condition	Reasoning
Create a dedicated access road off of 95 to the proposed facility	<p>In 1998 National Way and the access road were built with support from the state to keep heavy trucks off of 133 and away from residential areas. If the state is going to force a massive transfer station on our small town - the applicant can work with them on creating its very own access road.</p> <p>The Georgetown Master Plan clearly states traffic on 133 is an issue and the goal is to move truck traffic off 133. Covanta in Haverhill has its entrance ramp just off the highway without going through any neighborhoods if Haverhill can do it – why can't Mello Corporation?</p> <p>Carleton Drive has a residential entrance. True Lane is a residential street that borders 133. 133 is lined with residential homes.</p> <p><i>We do not need a repeat story of what recently happened in Andover. Sidney Olson, a 5-year-old girl died after she was struck by a tractor-trailer on a Tuesday afternoon at a busy intersection in Andover. The press has covered this story in detail, and it points to the increased tractor trailer traffic in Andover.</i></p> <p>No additional heavy truck traffic should be coming through or near residential areas or our downtown and its extended stores along Rte. 133.</p>

<p>Soundproof walls – State of art, completely sound proof.</p>	<p>Soundproof barrier walls - along 95 North and South sides from the Byfield exit past 133 to the 97 Georgetown exit and to the front of the facility as its parallels Rte. 133. The barrier wall should run on both 133 on and off ramps.</p> <p>IF it remains on Carleton Dr. No residents should be subjected to the noise of jake braking and engines roaring, back up beeping and trash hitting the tipping floor for one individual's gain.</p> <ul style="list-style-type: none"> • Soundproof barrier walls down 133 boarding True Lane from 95 on and off ramps to the top of True Lane. To protect residents from the jake braking, idling, engine noise, etc. • Soundproof barrier walls around the facility – a minimum of 20 ft high walls and must be state of the art and be completely soundproof. <p>This wall will protect the surrounding businesses and Spaulding Road residents from the unending noise of trash hitting the tipping floor, back up beepers, trucks idling, engine noise, trash processing noise.</p> <p><i>In a 2010 report, the National Academy of Engineering cited back-up beepers are one of the top six noise sources associated with behavioral and emotional consequences. Backup beepers and slamming tailgates top the federal Department of Transportation's list of noise sources.</i></p> <ul style="list-style-type: none"> • Residents of Spaulding Road and Carleton Drive should be provided with soundproof windows and doors by the applicant. This includes purchase and installation with a contractor of choice by the residents/ or business owner.
<p>Holding area for heavy trucks including tractor/trailers, packers,</p>	<p>This is requested to avoid backups on the requested 95 access road. There should be a holding area for trucks to be called. Mello has</p>

<p>and large towed trailers at the rest area on 95</p>	<p>stated multiple times that he controls his trucks. Then he can control the contractor trucks at a holding area at the rest area on 95.</p> <p>No vehicle should be allowed to queue [no idling by trucks]. Carleton Drive or in a nearby neighborhood. We request not only preventative measures but we would like to have penalties for trucks lining up before operation hours - similar to the board of health penalties for uncovered trucks.</p> <p>Current station – trucks loaded with debris turn around on Pillsbury and wait in the residential neighborhood or turn around in the old UFP building parking lot.</p> <p>We again point to the recent death of Sidney Olson, the little 5-year-old girl in Andover – killed by a tractor trailer. Everyone knew the increase in traffic and tractor trailers was a problem in Andover and now a 5-year-old is dead because she was crossing in a cross walk and could not be seen by the large vehicle. This is an accident that should have never happened.</p>
<p>Limited operating hours</p> <ul style="list-style-type: none"> • Mon-Thursday 10am – 3pm for commercial and residents to avoid heavily congested commuter times. • Friday, Saturday, and Sunday – Georgetown Residents ONLY!!!! 8-12 must have a sticker. No exceptions. 	<p>This reduces the traffic and noise for the residents of Georgetown. We are being forced by the state to have a regional transfer station we should have some peace and quiet. This means – absolutely no vehicles enter that transfer station until 10:00 AM and the last vehicle leaves at 3 PM. No work before 10AM or after 3PM.</p> <p>Residents on Spaulding Road, Carleton Drive and the business on Carleton Drive will be substantially impacted by the noise of this transfer station. The hours should be limited to limit the impact on the neighbors.</p> <p>It should be noted on June 7, 2023, at 5:46 am – there were 5 trucks in line to get into the transfer station lined up on 133.</p>
<p>Financial compensation for business owners on Carleton Drive.</p>	<p>If for any reason, there is an impact to other business' related traffic on Carleton Drive, business owners should be paid all documented losses incurred, for every 30 minutes they are</p>

	<p>impacted by the transfer station. This includes, traffic, noise etc. The impact must be written up and include the start and end time. The applicant must pay the business owner within 30 days.</p>
Police details daily	<p>Applicant must pay for a police officer detail every day it operates from 10am to 3pm. Not just the first 60 days of operation.</p> <p>Resident's safety is a priority every day – not just the first 60 days.</p> <p>Georgetown residents should not be burned with the increased cost of safety that comes with a regional transfer station.</p>
Highway Department reimbursement	<p>Applicant must reimburse the Georgetown Highway department for any trash picked up.</p> <p>We as residents have witnessed trash littering the streets. A red umbrella that fell off a truck heading for the transfer station was on the side of the road by Carleton Drive for months. The residents of Georgetown should not have valuable highway department resources cleaning up after a private business that will make enormous profits at the cost of our town.</p>
Technology to scan loads for hazardous materials, both liquid and solid before it's dumped.	<p>This is a preventative measure to prevent the problem before it gets dropped in Georgetown.</p> <p>Currently, Mello has no idea what's in a load – he is basing it on what the driver claims to be in the load.</p> <p>Could be lithium-ion batteries which are sensitive to heat and if they catch fire are nearly impossible to put out.</p> <p>The purpose for the expansion is to collect construction and demolition material. Any home built before 1970 contains lead paint, asbestos, and other hazardous materials.</p> <p>Given the location is nested in a residential and commercial business area, it is imperative to prevent damage before it arrives.</p>
Daily clean-up crew provided by Mello.	<p>Cleanup crew provided by the applicant that monitors and cleans up the streets 2 times a day.</p>

<p>Certified hazmat clean up personnel on staff at all times.</p>	<p>The route of clean-up will be up and down 133 and up and down 97 from town line to town line.</p> <p>Trash blows off of trucks heading to the transfer station. Beautification of Georgetown is not a once-a-year event – it should be every day. We live here and love our community.</p> <p>In the event of a suspected toxic substance, Mello will follow all EPA guidelines for its thorough, safe and immediate clean up. This includes the disposal of food substances medical substances, construction waste, chemical spillage, etc. Mello shall require customers to report such spillage immediately upon entering its facility so clean-up crews can be dispersed immediately before it becomes a greater public hazard.</p> <p>Staff must be certified in hazardous material clean up. Licensed Site Professional (LSP), LSPs are licensed by the state Board of Registration of Hazardous Waste Site Cleanup Professionals</p>
<p>50 Tons maximum capacity. <i>The 50 ton bylaw should be followed – zoning freeze expired.</i></p>	<p>The size of the transfer station does not fit the needs of the town or the space.</p> <p>Today’s transfer station is 50 tons. Scales shut down on Thursday due to maximum capacity and yet Mello Trucks are still entering and dumping.</p>
<p>Driveway to be built proportional to the size. (It should be 10 times the size of the current driveway)</p>	<p>The current driveway at 203 E. Main is 1500 feet and splits into 2 lanes. They have also added an additional 400 feet loop. Given traffic is still backing up onto the public roadway the new facility should include a driveway that can accommodate the increased traffic.</p> <p>The driveway for the proposed station is 400 foot long, single lane only with a cross over where the cars dropping at recycling must cross with the incoming traffic. If traffic to the scales backs up, then traffic from the recycle area can’t exit and the entire driveway backs up onto Carleton Drive. Driveway should be redesigned to eliminate cross over and made longer.</p>
<p>No tractor trailers shall be allowed to turn right out of Carleton Drive.</p>	<p>They should only be allowed access thru rt 95. Mr. Mello said this would be the requirement for his vehicles.</p> <p>1) Tractor-trailers only address a very small</p>

No tractor trailers shall be allowed to turn left into Carleton Drive.	<p>number of the vehicles coming and going to the transfer station.</p> <p>2) The existing businesses have tractor-trailers coming and going and this will impact them as well.</p> <p>3) the major problem at the intersection is large trucks, particularly tractor-trailers, can't make the right from Rte 133 onto Carleton if there is a backup on Carleton. Forcing trucks to take a left off of Carleton will increase the backup on Carleton. This enforces the need for an access road off of 95.</p> <p>In 1998, Georgetown created National way and posted new laws that certain tonnage trucks would not be allowed to turn into Tenney St. as they would be going thru residential areas. This is the same situation.</p> <p>The state supported this action, and they would support this one also. Keep the heavy trucks away from our school zones and residential neighborhoods.</p>
Phone number for violations	Who to call if there is a noticeable issue or violation
3 rd party sound assessment	This assessment should be done at the cost of the applicant and completed every 3 months. The planning board reserves the right to impose additional conditions based on the sound assessment.
Odor prevention and mitigation	Doors to the facility will not remain open at any time.
Sale of property	If Mello Corp decides to sell the facility, town has first refusal.
Town Hall access to Mello Security Cameras	This will allow Town Hall to monitor the transfer station directly.
All material to be removed from the facility within 48 hours	Given the location is in a residential and commercial area – no material should remain on site for more than 48 hours

Back up and informational data:

We would like to point out that the applicant has a history regarding violations and lack of responsibility to the town of Georgetown. The corporation has again and again shown disregard for the residents of Georgetown.

- Mello Corporation stood in front of the Board of Selectman when the request to go out for bid came up in the 1970s and promised the BoS and its chair Mr. Thompson it would only be Georgetown Residents and there was no need to go out for bid. The Mello Corporation then expanded with no evidence of approval from the BoS.
 - Agreement with the town the applicant was to pay taxes – but had not paid the taxes until the Residents of 50 tons exposed the non-payments.
 - BoH never received tonnage logs or violation notices.
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Consider how other towns have responded to traffic concerns and understand what state regulations can be mandated on Route 133.

- Georgetown Resident's' concerns for traffic congestion and safety were echoed in recent resident voices to an Andover MA, Rte. 133 project:

1. "The only commercial businesses are at the ENDS of the corridor! Let the commercial vehicles use I-93 for the businesses near there and use I-495 for the businesses there!" - Kevin Coffey {Consistent with our demand for direct Rte. 95 access road}
2. "Lowell St. should be an Andover resident access/egress route, not a general thoroughfare!" - Kevin Coffey Consistent with our demand for increased traffic safety precautions and minimizing the impact on Georgetown residents.
3. "What about a curfew for commercial traffic?" - Peter Andrews {Consistent with our requestions hour restrictions.}

We add this since the town of Andover considered and realized solutions to their concerns, as in the only three examples of many others noted above. We would expect the Mello corporation to be as cooperative in assuring the Georgetown residents of their safety as was the town of Andover. Andover is offered an example of how it can be done.

Even with the town of Andover's response to 133 traffic they lost a 5-year-old to tractor trailer accident.

- An example of the Andover town's respectful response to public needs follows:

The project is still in the data collection and analysis stage. Part of the data collection involves listening to the neighborhood and daily users of the Lowell Street corridor. Traffic data collected prior to the March 10, 2020, state of emergency declaration will be used to identify the best turn-lane assignments and signal phasing that safely minimizes overall intersection backups.

- We would like the Planning Board to consider the following:

- **According to Massachusetts General Laws Section 9:**
Designation of highways as through ways; traffic control signs and devices
- Section 9. The department of highways may designate any state highway or part thereof as a through way and may designate intersections or other roadway junctions with state highways at which vehicular traffic on one or more roadways should stop or yield and stop before entering the intersection or junction, and the department may, after notice, revoke any such designation. The department of highways on any state highway or part thereof so designated as a through way, or on any way where the department has designated such way as intersecting or joining with a state highway, shall erect and maintain stop signs, yield signs and other traffic control devices.
- **The local authorities of a city or town authorized to enact ordinances or by-laws, or make rules, orders or regulations under the provisions of section twenty-two of chapter forty may in accordance with the provisions of section two of chapter eighty-five of the General Laws, including department approval when required, designate any way or part thereof under the control of such city or town as a through way and may designate intersections or other roadway junctions at which vehicular traffic on one or more roadways shall stop or yield and stop before entering the intersection or junction, and may, after notice and like department approval, when required, revoke any such designation. Such local authorities of a city or town having control of any way or part thereof so designated as a through way shall erect and maintain stop signs, yield signs and other traffic control devices at such designated intersections or junctions.**

Comments and questions:

Given the above stated law:

- Can this language be construed to give the town the authority to prohibit large trucks and trailers from crossing the intersection of Rte. 133 with Rte. 125 as it goes through downtown, and does it permit the town to prohibit truck traffic over a certain weight from driving through downtown? If it does, then the town, through its authority, could prohibit all trucks to Mello's coming from the No Andover from going through the center of town and instead divert to Rte 95 to avoid downtown's prohibition.
- The driver of a motor vehicle shall not cross or enter an intersection, which it is unable to proceed through, without stopping and thereby blocking vehicles from travelling in a free direction. Doesn't this speak to the impossible turn onto Carleton

from Main Street?

- It must be noted that Georgetown Building Supply which has heavy deliveries from large truck and trailers, has of late redefined its entrance and exit to one way traffic in and one way traffic out. Whether this was done voluntarily to better control traffic or by town mandate, the Georgetown Building Supply's former single two-way traffic driveways have been rectified to ease traffic concerns entering from and leaving to Main Street. Mello's single entrance cannot accommodate the even heavier and larger scale trucks and trailers to and from Carleton to Main St. It remains an unacceptable request and argues for their entrance and exit ramp directly onto Rte 95. If another private business can make alterations to better accommodate Georgetown traffic and safety, so too should the Mello corporation, at its own cost.
- Given extensive data available on the failures in creating/relocating wetlands, the facility must be built with zero impact on its surrounding wetlands. Further, Mello agrees to provide yearly funding to not for profit groups which expertly monitor the health of those surrounding wetlands. This includes impact studies on population numbers, the purity of the water, and any potential impact on the vegetation. Mello also agrees that any negative impact, as determined by those yearly studies in contrast to an initial health check and its data, be paid for by Mello. If it is possible to rectify, Mello agrees to pay for the costs of such interventions.
- The daily weights to show compliance with the tonnage limits will be made available for free to any residents requesting. This can be done by creating a daily log on FB, a website or with hard copy to be picked up the morning after each weight summary.