

## Statement to ZBA re: Trucks

On January 23<sup>rd</sup>, Mr. Pratt stated under oath that he intends to lease a truck to haul stone from the proposed quarry to his processing plant in Shelburne Falls. On March 6<sup>th</sup>, Mr. Pratt stated under oath that he intends to buy a truck to haul the stone. He has refused to give any specifics about the vehicle he would "lease" or "buy". Instead, he presents us with a photograph of a Halifax town truck.

We all recognize that the town trucks are heavy and do a certain amount of damage when they go down a road. But we also know that those trucks are there to improve the road, that all of us using the road are going to benefit by the work done by that truck and our dedicated town highway crew. By contrast, every time a quarry truck travels down the road, it will be doing damage and costing us taxpayers money. The traffic counts done last year showed that very few heavy trucks ever travel the roads the quarry trucks would use. At two loads a day, the truck goes by 20 times a week – a very big increase over the present burden on these roads. To dismiss this cost to the taxpayers of Halifax by inferring that "it's OK because the trucks are like the town truck" is a fallacy that Halifax will pay for at least for the next 50 years.

Jerry Pratt has years of experience trucking stone. So, no doubt he knows that the load on a town truck loaded with snowplow and wing plow weighing down the front of the

vehicle has a very different weight distribution than a flatbed truck carrying huge blocks of stone over its rear axles, even though both vehicles are within legal limits. So it is perplexing that he continues to represent them as interchangeable.

Damage to the roads is not just a matter of the total weight of the vehicle. The weight on each axle is what determines the forces applied to the roadway and culverts. Furthermore, when an inflexible vehicle (as opposed to a tractor trailer) is turning, lateral forces are applied to the rear wheels, since they can't turn as the front wheels do. The greater the weight on the rear wheels, the more shearing force they apply to the road. This is why heavy trucks are capable of tearing up an asphalt surface.

Flatbed trucks loaded with stone, even if they have the same total weight as a town truck, will exert different – and more harmful – forces on our roads, because they will have more weight in the rear than in the front. I would like to know why Mr. Pratt is unwilling to commit to a specific model of truck or even to say that it will be one of several specific models that would suit his needs. In applying for a conditional use permit, the burden is on the applicant to demonstrate with precision the nature of what he is asking for, and being vague about the truck fails to meet this simple standard.

Mr. Pratt's evasive answers to the question of what type of vehicle he will employ to transport the heavy schist stone from the proposed quarry to his processing and finishing plant in Shelburne Falls, Massachusetts----are in sharp contrast to statements he made at the last Act 250 hearing. While discussing road safety and possible road damage associated with heavy commercial vehicles traversing the back country dirt roads of Halifax, he unexpectedly informed everyone no matter what type of vehicle he intended to use, so long as the state of Vermont granted him a registration, he had the right to drive the vehicle on any and all Vermont roads.

Thus the question remains: what vehicle does Mr. Pratt intend to use! This Board should demand an unequivocal and truthful answer before considering granting any permit.

Thank you. Arthur Ferland

*Arthur R. Ferland*

July 28, 2015