



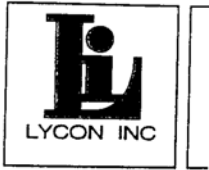
The purpose of this document is to discuss basic facts and address certain concerns about the proposed LYCON ready mixed concrete plant in the Village of Oregon:

**There is a concern that the facility will create a lot of environmental problems when it manufactures cement.** The planned facility is not a "cement plant", but is a ready mix concrete manufacturing plant. Ready mix concrete is a mixture of cement, sand, gravel, water and other additives to produce a product that meets the customers' requirements. A "cement plant" is a facility that produces the raw material used by LYCON in the manufacture of the ready mix concrete. Cement manufacturing requires the mining, crushing and heating of limestone and other products in a kiln to produce the Portland cement we use in our ready mix concrete. LYCON's proposed ready mix concrete facility would receive the cement products in by truck and would store those materials in overhead closed silos equipped with dust collection equipment until they are needed in the manufacturing of ready mix concrete.

**There is a concern that the concrete plant will emit a cloud of dust and soot out of its 90 foot high chimney.** The proposed plant would be enclosed with a maximum height of 95 feet. The height of the plant is due to the design of the facility which includes overhead indoor storage of aggregates and cement in the upper portions of the facility. The only exhaust stacks on the plant would be for building heaters, for aggregate heaters, and for a water heater and boiler used in the winter months. These exhaust stacks would not exceed 30 feet in height from ground level and most likely would vent horizontally out of the building. The facility would have dust control equipment on the cement silos as well at the point of mixing and truck loading. The plant is designed as a central mix or "wet batch" process which means that the concrete is premixed with the water before it is loaded into the truck. This "wet-batch" process produces fewer air emissions than the more prevalent "dry batch" systems used at other facilities. Recent OSHA tests at a LYCON "dry batch" facility concluded that employees were exposed to emission levels well below occupational standards for ready mix facilities. Other emission control practices for the facility include yard paving, yard sweeping, and rail supply of raw materials (which reduces traffic related emissions.)

**There is a concern about large piles of cement, gravel and sand being stored outside where they will be allowed to blow across town or be washed away by stormwater.** The facility will incorporate indoor storage of all cement products, as well as indoor storage of approximately 95% of the raw material aggregate products used. There will be occasions when customer demands require special aggregates or when supply constraints require outdoor material storage. To address this need, the aggregate system includes outdoor storage areas which are bordered on three sides by a concrete wall system. This system will reduce the potential for stormwater runoff and wind erosion of these materials. The cost and difficulty of handling these materials multiple times makes it desirable for the company not to store materials outdoors on a regular basis. Recycling and washout pit cleaning efforts at the facility will also require short-term storage of material outdoors while they are drying. These are ongoing processes which normally result in several days of product being stored on site in a specified area where they can be contained until they are hauled away.

**There is a concern that the concrete plant will use enough water to dry up township wells, and overflow the sewage system.** Management estimates the average daily water usage at this facility (including water to make the concrete, sanitary water use, as well as water to wash up trucks at the end of the day) of 34,000 gallons per day. The facility would be provided water by the Village municipal water system. Per conversations with Village staff, this estimate fits within the water utility's existing capacity. The municipal wells used to provide this water draw from a deeper aquifer than those used to provide water to township wells. A majority of this water is being used to manufacture the concrete, while the smallest portion is the sanitary usage at approximately 300 gallons per day.



There is a concern that the Village streets are not designed for these trucks, and will be destroyed by them. Main Street, as well as Richards Road and other streets in the Village have been engineered and constructed with heavy truck traffic in mind. A traffic study was done on the main routes that the trucks would travel and concluded that the amount of traffic produced by the facility would add approximately 2% to the volume of traffic already there. Many of the streets which would be used are already acceptable truck routes. Traffic from the facility would not be allowed to use Netherwood Rd. to the west, or Main St. to the south, other than for local deliveries. Future plans to improve Netherwood Rd. to the west and extend Alpine Parkway to the north would possibly provide a future route for deliveries on the southwest side of the Village without going down N. Burr Oak Ave. The preferred traffic route would be north on Main St. to Highway 14 or to Hwy MM. Additionally, LYCON has agreed to pay for maintenance on certain Village streets which may show wear attributed to their vehicles.

**There is a concern that the stormwater runoff from the plant will destroy the wetlands in the area.** The Village of Oregon requires that presettlement stormwater runoff rates be maintained for 2, 10, and 100 year storm events. This requirement is more restrictive than most stormwater management regulations, and extremely limits the quantity and quality of stormwater which may be discharged. This facility has been designed to meet or exceed all applicable stormwater regulations, and will retain, to the extent feasible, all stormwater on-site. Berms, plantings, and detention areas, along with a generous amount of greenspace have been included in the landscaping for the purpose of reducing the possibility of sediment runoff, and to enhance the aesthetics of the facility. The location of the facility is over 1,000 feet from the designated wetland to the south, and is separated from the stormwater detention areas to the east by the railroad tracks. Process water washout pits have been designed to keep stormwater out, and are designed to have concrete lined bottoms to reduce the amount of process water infiltration into groundwater.

**There is a concern that 100 diesel trucks will line up to be loaded in the morning to make their deliveries. The** facility has been designed to station no more than 20 trucks. Deliveries made from the facility are generally spread out across the day. In the morning, trucks which are stationed at the site generally start up, load up and are out by 7:00 am and return sporadically throughout the day to make subsequent deliveries. On certain days, the trucks may leave the facility and not return until the end of the day because they were delivering concrete out of other facilities, and on other days, customer demand may require other trucks to help make deliveries in the Oregon area. The number of vehicles necessary to run the facility will be reduced by activating the railroad line to deliver aggregates into the site. The ability to provide sand & gravel by rail will reduce the amount of truck traffic by approximately 33% and will relieve the need to have sand & gravel pits opened in the immediate vicinity of the plant. LYCON has agreed to wait to operate the facility until the rail line has been activated.

**There is a concern that trucks will be idling in the yard all day long waiting to be loaded.** When vehicles are required to wait extended periods of time before they are loaded, the drivers of the vehicles are instructed to shut off their engines. The company does not want to burn fuel unnecessarily given the high price of diesel fuel or to incur the added wear on the engines caused by idling.

**There is a concern that there has been virtually no analysis of how a concrete plant would affect the local environment, business climate or health.** LYCON has been working in conjunction with the Village of Oregon for over two years discussing the possibility of developing a business park that is served by railroad that will bring in new businesses to the village as well as the building of the ready mix plant. Many of these meetings have been on the local cable channel, involved the Plan Commission, and involved Village Staff members. The result has been an ongoing evolution of the Development Impact Study for the proposed ready mix facility prior to any approvals being considered.