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6.4.5 Bioretention Basin

6.4.5 Bioinfiltration/Rain Garden

6.4.8 Vegetated Swales

6.6.4 Water Quality Filters and Hydronomic Devices

6.7.3 Soil Amendment & Restoration

6.8.1 Level Spreader

13. The Commission did take into account the impact of this development for additional truck traffic on the local road network. Since it is assumed that passenger car and truck tires will be delivered to the facility by rail and truck freight with estimates assuming that 80% to 90% of the tires will be received by rail and 10% to 20% by truck. Taking the conservative (or worst case) estimate of 20% of the tires arriving by truck and assuming that the target tons per day (TPD) is realized at 1,000 tons per day, we have:

1,000 tons per day (TPD) of passenger and truck tires delivered.

20% of 1,000 TPD equates to 200 TPD arriving to the facility by truck.

200 TPD (or 2,000 pounds/ton) = 400,000 pounds/day.

Assuming 40,000 pounds (tare) per truck would equate to approximately 10-trucks per day additional deliveries to the site. This in itself will not have a significant impact on the local road network.

As further understood, the proposal carries with it approximately sixty (60)-FTE jobs at the facility that, in round numbers, will necessitate three shifts with approximately 20 FTE-trip generators per shift which would double at shift change (ignoring for the purpose of this example that certain office personnel would likely work the day shift only). This will contribute another 120-trips per day with the additional assumption that on Monday through Friday, there will be additional deliveries including FedEx, UPS, etc. to the site as well as vendors and visitors that could add up to an additional ten percent to the daily total. This would equate to a total daily trip generators in excess of one-hundred and forty trips per day (TPD). (NOTE: The Institute of Transportation Engineers (ITE) can provide trip generation rates for proposals of this type taking into account standards for industrial development, local competition and complements). Given the above, the Commission would note that the AADT will increase in the general area of I-79 and SR 285; SR 19S and Adamsville Road. Correspondingly, the level of service (LOS) of this network will be nominally impacted. If requested, the Commission stands ready to interface with PADOT District 1-0 and the Northwest Commission to give a more detailed review of this impact and what, if any, measures might be considered by the Township to facilitate and/or ameliorate this impact over time and through the available planning processes.

13. The Commission would close this review by noting that it has in its possession and has reviewed all of the permits, checklists and applications as outlined in comment #1, and has, as part of its obligation under this review,