



October 22, 2020

Tim Cusson
Vice President
Parallel Products, Inc.
100 Duchaine Boulevard
New Bedford, MA 02746

RE: Parallel Products Expansion – 100 Duchaine Boulevard
Phase 1 Traffic Impacts

Dear Mr. Cusson,

As requested, McMahon has completed an updated assessment of the traffic impacts that would be associated with Phase 1 of the Parallel Products facility located at 100 Duchaine Boulevard in New Bedford, MA. Under Phase 1, the existing glass recycling and processing operation will be expanded to include beneficiation. Phase 1 is also anticipated to increase the annual glass processing capacity of the facility from 50,000 tons per year to 70,000 tons per year. The construction of a railroad sidetrack from the existing railroad line to the proposed expanded glass facility is also included under Phase 1 of construction. The construction of the railroad will allow incoming glass, which will be collected in compliance with the Massachusetts bottle deposit law, to be processed and loaded onto rail cars for removal, rather than be hauled out via 28-ton tractor trailers.

The trip generation presented in the July 2018 Traffic Impact Study (TIS) prepared for the proposed full expansion of the site, which also includes a proposed solid waste transfer station, was prepared prior to Parallel Products relocating its operations from their former location on 969 Shawmut Avenue in February 2020, and included an estimate of approximately 108 vehicle trips (54 entering and 54 exiting) generated by the Phase 1 glass processing portion of the facility on an average weekday. The glass recycling operation currently operating at the 100 Duchaine Boulevard facility generates approximately 90 of these trips (45 entering and 45 exiting), typically consisting of route trucks transporting small loads (approximately 3.5 to 5 tons per truck) from smaller retail customers. Under the expanded beneficiation operations, the additional 20,000 tons of glass processed annually is projected to be sourced from larger customers and would typically be transported to the site in dump trailers holding 13 to 15 tons per truck. Based on an annual operating schedule of 250 operating days, the facility would process approximately 80 additional tons of glass per day, or approximately 6 additional daily inbound truckloads. As indicated previously, material would typically depart the site via rail. However, as a conservative measure, it can be assumed that material may depart the site via 28-ton dump trailers, resulting in an additional 3 daily outbound truckloads.

Based on traffic counts collected at the existing site in June 2018, the NDW Trucking facility operating on site at the time (now eliminated) generated approximately 76 vehicle trips on an average weekday (38 entering and 38 exiting). The elimination of the NDW trucking facility use also removes those vehicle trips from the surrounding roadway network. Based on the information provided in the June 2018 TIS, this results in a conservative net daily trip generation of 32 vehicle trips (16 entering and 16 exiting) above June 2018 traffic volumes for Phase 1 conditions, including existing facility operations. With the use of the proposed railroad to send processed glass

out via rail, the vehicular trip generation of the glass facility will likely be lower than that presented in the July 2018 TIS.

Based on the above information, Phase 1 of the proposed project is not expected to significantly impact traffic operations of the surrounding roadway network. Future development of the project under Phase 2 is currently under review through the Massachusetts Environmental Policy Act (MEPA) process, and will be subject to further review by the MEPA Office, Massachusetts Department of Environmental Protection (MassDEP), and the City of New Bedford Board of Health and Planning Board. Based on the MassDEP Site Assignment for the expanded facility, the number of truck trips generated by the facility will be capped to a daily maximum volume that will need approval from these review agencies and boards, and is subject to enforcement by MassDEP.

If you have any questions or require additional information please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Philip Viveiros". The signature is fluid and cursive, with the first name "Philip" and last name "Viveiros" clearly distinguishable.

Philip Viveiros, P.E., PTOE, RSP1
Senior Project Manager