

Exhibit 1

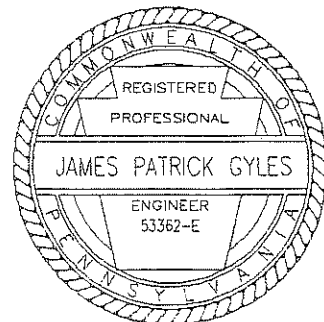
POINT OF ACCESS STUDY
for the
I-80 / GORTON ROAD INTERCHANGE

Rush Township
Centre County, PA

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SECTION I - INTRODUCTION

PROJECT DESCRIPTION

This Point of Access Study has been completed to present the analysis for a new interchange on Interstate 80 (I-80) between existing interchanges at Exit 133 (Kylertown) and Exit 147 (Snow Shoe). The proposed interchange is located on I-80 in Rush Township, Centre County, Pennsylvania, at milepost 140. The interchange will provide access to the remote northern portion of Rush Township proposed for economic development.

The preparation of this study has been made to satisfy Pennsylvania Department of Transportation (PENNDOT) and Federal Highway Administration (FHWA) regulations and guidelines outlining new or revised points of access on the National Highway System or other limited access highways. The goal of the study is to provide justification on the need for an additional access point on the existing interstate system. All analyses associated with the proposed interchange have been documented. Justification is made by evaluating adequacy of the roadway network considering two alternatives for access: 1) access via the existing local roadway system, and 2) access via the local roadway system with a new interchange on I-80. This study examines traffic operations, environmental considerations, safety, and consistency with local and regional transportation planning. The roadways examined in this study include the proposed interchange, I-80 and all associated ramps between Exit 133 and Exit 147, and approximately 19.8 miles of the existing roadway network in Cooper Township, Clearfield County, and Snow Shoe and Rush Townships, Centre County. Exhibit I-1 shows a regional map of the project.

BACKGROUND

The study area along the I-80 Corridor starts at Exit 133 in Cooper Township, Clearfield County, PA, and runs approximately 14 miles east to Exit 147 in Snow Shoe Township, Centre County, PA. The proposed interchange on I-80 is located midway between these two existing interchanges, approximately seven miles from each, in Rush Township, Centre County.

The interchange at Exit 133 connects to State Route (S.R.) 0053 and provides access to Kylertown, ½ mile to the north, with a population of approximately 426; Grassflat, 4¼ miles to the north, with a population of approximately 613; and Philipsburg, 8½ miles to the south, with a population of approximately 3,056. The interchange at Exit 147 connects to S.R. 0144 via S.R. 4005 and provides access to Snow Shoe, which is 1 mile west of the interchange, with a population of approximately 771. The physical nature of the region is rolling terrain.

The proposed interchange connects to Gorton Road and provides access to Moshannon, 5.7 miles to the north, with a population of 538. The interchange would also provide access to a large economic development site proposed in Rush Township 0.4 miles to the north.

The principal traffic generator of the region will be the development of the northern portion of Rush Township, Centre County. The Township, in partnership with Resource Recovery LLC, has proposed the development of a state-of-the-art waste disposal facility and industrial park near the proposed interchange location north of I-80. The development is expected to bring jobs and economic growth to an area of Pennsylvania in need of an economic stimulus. The region had relied on the presence of coal for many years. The mining industry, however, has declined and now jobs are needed. In addition, the manufacturing industries of the area are in decline. The Moshannon Valley Economic Development Partnership supports the construction of a new interchange on I-80 in Rush Township because of the expected impacts on job creation and economic growth. A letter from the Economic Development Partnership to PENNDOT has been included in this report.

The development site is proposed on land that is mostly a “brownfields” site previously mined for coal and in need of remediation or reclamation. The development consists of two components, one will consist of waste disposal and processing facilities, the other will be an industrial park. Waste disposal and processing facilities will initiate the recovery and recycling of resources that are extracted from solid wastes and will enable the production of renewable energy. The industrial park will allow developers of innovative technologies to condense operations and share infrastructure in order to improve the economic and environmental characteristics of their processes. Waste management and industrial activities are proposed exclusively in Rush Township, which is in need of economic development. No development is planned in adjacent Snow Shoe Township.

The development of the site, in conjunction with a new interchange on I-80, is expected to generate economic development in the region and produce a number of jobs. Appendix E provides a discussion of projected job creation and the economic benefits anticipated with the construction of the Rush Township development. Direct access to I-80 is essential to the Township’s economic development objectives. Rush Township is currently divided by I-80, and the portion of the Township north of the interstate is underutilized economically and isolated from other development areas. Without a new interchange, the only access to the development site would be on rural, local roads. A new interchange would provide direct access to this large portion of Rush Township north of I-80, and through its connection with Gorton Road to the local roadway system, improve the overall access to I-80 and encourage the economic development of the region. Additionally, the interchange will provide direct truck access to the development site, thus protecting the local roadway network from this impact.

Resource Recovery LLC will privately fund the construction of the interchange and the improvements to the local roadway system necessary to eliminate the identified deficiencies.

PURPOSE OF INTERCHANGE

The proposed interchange is necessary to provide a safe and adequate regional access point capable of accommodating the anticipated future traffic, the majority of which are trucks into the Rush Township development site, while preserving the local roadway network for its intended local traffic.

Impacts to the local roadway network, including roadway design considerations, community impacts, and safety, geometric, and operational concerns, can be minimized by allowing the new interchange. Structural capabilities of State and local roadways are not adequate for handling the heavy vehicles or the traffic volumes anticipated in the design year. Also, the 20-year traffic projections show that traffic operations at intersections within the local roadway system will fall to unacceptable levels. The improvements that would be needed to make the local roadway system adequate for the development traffic would have environmental and community impacts that can be eliminated by the new interchange access. Also, local and regional transportation plans do not account for the type of improvements that would be necessary to accommodate the truck traffic anticipated in future years.

A new interchange would provide safe and efficient access to the region while allowing all existing transportation facilities to continue to operate in their intended manner. By agreement with Rush Township and in keeping with the current area wide transportation plans, the interchange will keep trucks generated by the development in Rush Township off of rural, local roadways and the local roadway system. This will allow the rural character of the communities along the local roadway system to be maintained. A new interchange would ensure that the economic benefits of Rush Township's proposed development are fully attained by providing the safe and desirable access necessary for economic development. With the new interchange, all existing facilities within the existing roadway network would continue to operate at acceptable levels.

EXECUTIVE SUMMARY

The existing roadway network is limited in its providing access into the proposed development site, consisting of two interchanges 16 miles and 9 miles, respectively, from the economic development area. The existing roadway network does not provide for the direct, convenient access required for the proposed economic development in Rush Township. For the Local System Upgrade Alternative, improvements will be required to bring traffic operations to acceptable levels and to accommodate expected truck traffic. These improvements will possibly necessitate property condemnations and right-of-way acquisitions, and would be inconsistent with the stated goals of local and regional transportation plans. The existing roadway network was not planned, intended, or designed to accommodate the truck traffic to be generated by the Rush Township economic development.

Conversely, a new interchange on I-80 would minimize local traffic impacts and does not require improvements that would impact residential areas. Construction of a new interchange will allow all existing local roadways to continue to operate efficiently and without additional safety issues caused by expected increase in truck volumes. The new interchange will provide for safe and efficient access to the region and will not compromise the safety or operations of the existing interstate system. The new interchange will provide the direct and convenient access that is needed for successful economic development.

EXHIBIT III-14
 PRELIMINARY CONSTRUCTION COST ESTIMATE
 LOCAL SYSTEM UPGRADE ALTERNATIVE

Description	Estimated Cost
Clearing and Grubbing	\$135,000
Demolition	\$45,000
Earthwork	\$6,121,000
Pavement	\$13,525,000
Structure	\$600,000
Drainage Items	\$748,000
Topsoil, Seeding Items	\$686,000
Guide Rail	\$247,000
Signalization & Signal Upgrade	\$200,000
Utility Relocations	\$485,000
Erosion & Sedimentation Control	\$460,000
Maintenance and Protection of Traffic	\$1,410,000
Signing, Pavement Markings	\$201,000
Project Mobilization (6%)	\$1,490,000
Right-of-Way Takes	\$930,000
Contingencies (20%)	\$5,460,000
TOTAL ESTIMATED COST - 2004	\$32,743,000
TOTAL ESTIMATED COST - 2007	\$35,800,000

EXHIBIT III-27
 PRELIMINARY CONSTRUCTION COST ESTIMATE
 INTERCHANGE ALTERNATIVE

Description	Estimated Cost
Clearing and Grubbing	\$190,000
Earthwork	\$8,795,000
Pavement	\$5,112,000
Structures	\$2,680,000
Retaining Wall (Contingent Item)	\$1,000,000
Drainage Items	\$665,000
Topsoil, Seeding, Landscaping Items	\$409,000
Guide Rail	\$90,000
Signalization	\$100,000
Highway Lighting	\$260,000
Erosion & Sedimentation Control	\$200,000
Wetlands Mitigation (Contigent Item)	\$100,000
Maintenance and Protection of Traffic	\$2,400,000
Signing, Pavement Markings	\$253,000
Project Mobilization (8%)	\$1,800,000
Contingencies (20%)	\$4,800,000
TOTAL ESTIMATED COST - 2004	\$28,854,000
TOTAL ESTIMATED COST - 2007	\$31,500,000