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I've been doing some very rough number crunching on traffic volumes in and out of plant, based on Hi Test's own projections.

According to their power point presentation, they would produce 60,000 tons per year of finished product. However, to produce each ton of finished product, they need ♦
2.5 tons of the hard rock silica .8 tons of coal or charcoal 2.0 tons of wood chips = 5.3 tons of raw materials.

First of all, I calculated daily truck traffic needed to send out 60,000 tons per year. ♦
For simplicity, I am using a capacity of 25 tons of product per truck. This is the actual tonnage carried by fracking sand hauling trucks from a mine in Wisconsin that I am familiar with. ♦(The amount Hi Test trucks would carry could be more or less depending on bed and axle configuration and product.)♦

That comes to 2400 loads per year. ♦ Which means 6.6 trucks inbound empty and 6.6 trucks loaded outbound every day, 365 days per year = or approximately 13 trips per day (rounded off)♦

Then I multiplied 60,000 x 5.3 to get the number of tons of raw product needed annually to produce the 60,000 tons of finished product = 318,000 inbound tons.

I divided that by 25 tons per truck to get the number of total truckloads that would be = 12,720 loads, which comes out to 34.8 loaded trucks per day 34.8 empties departing = nearly 70 truck trips a day 365 days per year!

70 ♦raw product trips 13 finished product trips = 83 trucks per day 365 days per year on our roads - that's just Phase 1 of their proposed output.

This does not include an unknown number of trucks making other deliveries, servicing the plant, taking the residual products that they may have to sell, which is not specified in their documents.

This is assuming no rail. A rail hopper car can hold 100 tons, a gondola about 70 tons, but I am using 100 tons as a good ball park estimate. So the numbers would be about 1/4 of the trucks needed. ♦ However, presumably they'd ship the chips by truck. ♦

Just shipping the raw silica inbound by rail (2.5 tons per ton of finished product = 150,000 tons of silica needed) comes out to over 4 loaded rail cars per day needed, 365 days per year. ♦ This requires 3 interchanges, 3 railroads (CP, UP and BNSF/POVA) and the cars would be bunched because it's not cost effective for the railroads to handle small car movements like that. It is about 300 miles from Golden BC to Newport.

What is the benefit to Idaho with all this truck traffic going over the roads from Canada to the plant, with wear and tear on the roads. What about restrictions during spring breakup on 41? Do the economic benefits outweigh the costs? I would think Idaho has a say in this. ♦ At the very least the plant should have to pay for road upgrades and regular maintenance. (Other industries, like mines that send sand for fracking do have this clause, in Wisconsin, for example). ♦

Is the plant going to have restrictions on night truck traffic ie. No deliveries from 7 pm to 7 am, due to all the people that live right along Hwy 41 in Bonner County? ♦ That restriction exists in other heavy haul sand trucking locations in the US. ♦ This same company was required to guarantee nearby residents that they would cover any drop in housing value due to the mine operations

Here is the question: Since PacWest continually changes data on the public and now has indicated

that it will produce 73,000 tons of silicon instead of the original 60,000 tons - what is the actually number of trucks and trains for raw materials and final product, plus waste management will PacWest operate per day, per week, per month and per year. Not averages, but actually figures. Thank you.