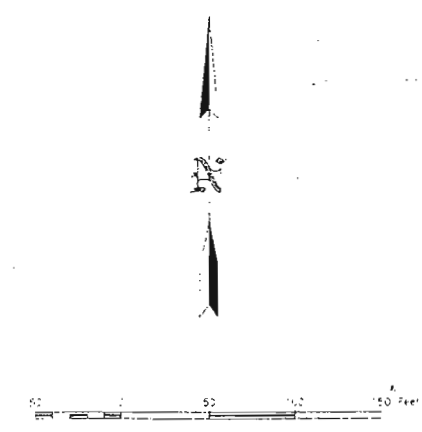
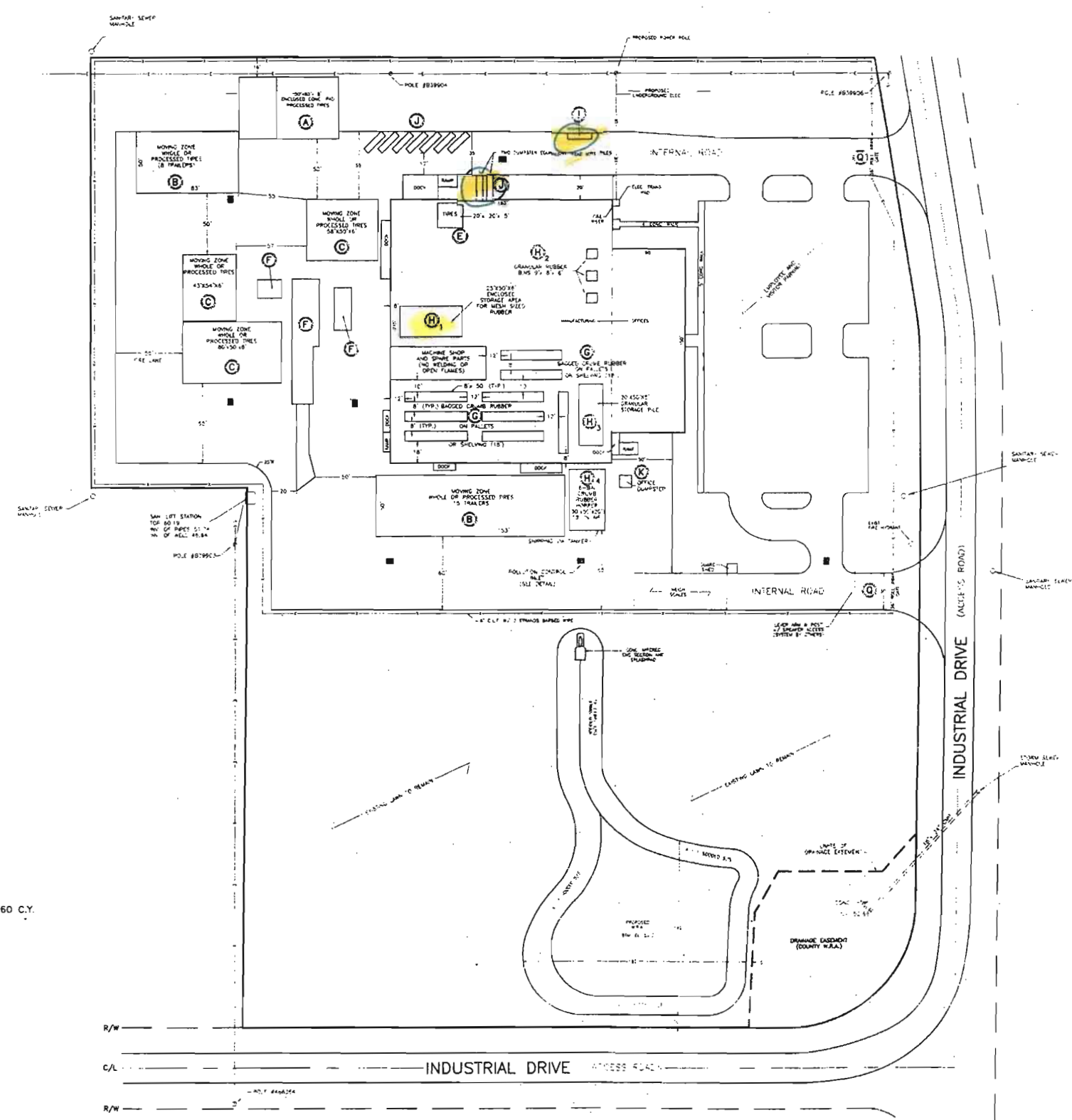


GLOBAL
TIRE
WTPF

- STORAGE VOLUME AND WEIGHT**
- A** PROCESSED TIRES
80X50X8 = 32,000 C.F.
20#/C.F. = 320 TONS
- B** WHOLE OR PROCESSED TIRES (TRAILERS)
TRAILER VOLUME = 8'X50'X8' = 118.5 C.Y.
8 TRAILERS @ 118.5 C.Y. = 948 C.Y.
948 C.Y. @ 540#/C.Y. = 256 TONS
- 15 TRAILERS @ 118.5 C.Y. = 1,778 C.Y.
1,778 C.Y. @ 540#/C.Y. = 480 TONS
(BASED ON PROCESSED TIRES @ 20#/C.F.)
- C** WHOLE OR PROCESSED TIRES (PILES)
58X50X6 = 17,400 C.F.
80X50X6 = 24,000 C.F.
43X54X6 = 13,932 C.F.
55,332 C.F. = 2,050 C.Y.
LESS 17% FOR TRAPEZOID SHAPE = 1,701 C.Y.
1,701 C.Y. @ 10 TIRES/C.Y. = 17,010 TIRES
17,010 TIRES @ 20#/TIRE = 170 TONS
- D** (RESERVED)
- E** INDOOR WHOLE TIRE PILE
20X20X5 = 2,000 C.F. = 74 C.Y.
74 C.Y. @ 10 TIRES/C.Y. = 740 TIRES
740 TIRES @ 20#/TIRE = 7 TONS
- F** TIRE LOADING HOPPERS
2,000 TIRES @ 20#/TIRE = 20 TONS
- G** BAGGED CRUMB RUBBER
50# BAGS OR SUPER SACKS ON 1 TON PALLETS
MAX. OF 273 PALLETS @ 1 TON/EA. = 273 TONS
- PROCESSED RUBBER STORAGE**
- H₁** INSIDE STORAGE BIN 50X25X6 = 7,500 C.F.
H₂ INSIDE STORAGE BINS (3) 9X8X6 = 1,296 C.F.
H₃ INSIDE STORAGE BIN 50X20X5 = 5,000 C.F.
H₄ OUTSIDE BULK SHIPPING BINS 50X30X20 = 11,111 C.F.
24,907 C.F. @ 27#/C.F. = 336 TONS
TOTAL TONS OF WASTE TIRE RUBBER = 1,862 TONS
- WASTE AND SCRAP STORAGE VOLUME AND WEIGHT**
- I** FIBER RESIDUAL DUMPSTER
2 DUMPSTER EQUIVALENT TRAILERS @ 30 C.Y./EA. = 60 C.Y.
60 C.Y. @ 667#/C.Y. = 20 TONS
- J** METAL RESIDUAL DUMPSTERS
7 DUMPSTERS @ 30 C.Y./EA. = 210 C.Y.
2 EQUIVALENT DUMPSTERS @ 30 C.Y./EA. = 60 C.Y.
TOTAL = 270 C.Y.
270 C.Y. @ 1,000#/C.Y. = 135 TONS
- K** OFFICE DUMPSTER
1 DUMPSTER @ 30 C.Y. = 30 C.Y.
30 C.Y. @ 333#/C.Y. = 5 TONS
- TOTAL** 160 TONS
2 - 30 C.Y. DUMPSTERS (FIBER)
9 - 30 C.Y. DUMPSTERS (METAL)
1 - 30 C.Y. DUMPSTER (OFFICE)



- LEGEND**
- STORM WATER GRATE INLETS
 - A STORAGE PILE (SEE TABLE)
 - C.L.F. CHAINLINK FENCE
 - ⊙ SECURITY GATES

ROBERT L. ROGERS ENGINEERING CO., INC.
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A SITE PLAN
FOR
GLOBAL TIRE RECYCLING OF SUMTER COUNTY, INC.
STORAGE AREA LOCATIONS

SCALE 1" = 50'	DATE 12-17-02	SHEET 1 OF 1
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