

## 4.0 PROJECTED TRAFFIC

### a. GROWTH RATE

Historical traffic data from MRCOG was reviewed to establish an appropriate annual growth rate for travel in the study area. Reviewed data, indicates application of a 1.00% annual growth rate would be reasonable and appropriate for the Year 2018 Opening Day analysis.

### b. SITE MOTORIZED VEHICLE TRAFFIC

#### *Collection Vehicle Trip Activity*

Currently, the drivers of collection vehicles break from their routes when bins are full and direct haul to the landfill. Subsequent to this proposed reconfiguration and creation of the primary center of operations at the existing SWMD site, drivers will travel directly to the new Transfer Station, where the vehicles will be unloaded. Drivers then will return to their routes. This new process for handling the community's waste represents new trips to/from the study area during the day.

Based on data relating to current SWMD operations, there are currently 248 loads per day directly hauled to the landfill, which would represent approximately 500 daily directional trips. These are existing trips that are part of the existing background traffic, i.e., traffic levels exclusive of any trips associated with this proposed reconfiguration project. Although trips that occur between the collection vehicle routes and the landfill will be removed from the circulation system, these trips occur outside of the project study area and, therefore, have no effect on this analysis.

New trips in the study area will occur as drivers travel to/from the new Transfer Station in association with their respective existing collection routes. However, based on the proposed schedule for the facility and the transfer operation, it is assumed new trips between the Transfer Station and collection routes will occur outside the AM, Mid-Day, or PM peak hours that are being analyzed. Also, because existing collection vehicles currently depart the existing SWMD facility in the AM and arrive back in the PM, those outbound and inbound trips are already accounted for in the existing background traffic. Therefore, the only project-related additional trips anticipated to occur during the peak hours in the study area, as a result of this proposed reconfiguration, are associated with transfer trucks traveling between the new Transfer Station and the landfill.