

May 29, 2021

MAX-2019012.00

Mr. John Cashell, Town Planner
Attn: Planning Board
Town Hall
1 Library Street
Georgetown, MA 01833

SUBJECT: Response to Planning Board Comments
Proposed Transfer Station
Carleton Drive, Georgetown, MA

Dear Mr. Cashell:

Greenman-Pedersen Inc. (GPI) provided a *Response to Comments*¹ letter to the Town of Georgetown and the Town's peer review consultant, Ron Müller & Associates (RMA), on May 26, 2021, which provided calculations of the potential trips generated by the proposed G. Mello disposal facility using empirical trip generation rates obtained from facilities in Wareham and Auburn, Massachusetts. These trip rates were estimated based on the tonnage of material actually processed at the other locations on the specific dates of the counts and indicated that the assumptions contained in GPI's April 2019 *Updated Traffic Impact Analysis*² (Updated TIA) were conservative (worse than expected). Subsequent to submission of that letter, we learned that Planning Board Member Bruce Fried had some additional questions and concerns regarding the validity of those counts. Per the request of RMA, GPI has examined the counts more closely and adjusted the count data accordingly to provide a better comparison of the trips generated by each facility. This letter is intended to address the concerns raised by Mr. Fried and summarize the additional review completed.

Comparison of Georgetown to Empirical Sites

Mr. Fried raised concerns that the Covanta Semass facility in Wareham, MA may not provide a good representation of the trips to be generated by the proposed Georgetown facility as this facility incinerates some material on-site and has access to the adjacent railroad for transporting materials to and from the site. Although not described by Mr. Fried, it was also noted that the Covanta Semass facility experienced an extremely high volume of traffic utilizing the driveway signed for employee use only, indicating that a much higher number of employees may be required at the Covanta Semass facility for the incineration and rail operations than what is anticipated for the Georgetown facility. Based on this information and discussion with RMA, it was agreed that use of the trip rates obtained from the Covanta Semass facility in Wareham was not appropriate for estimating trips for the proposed Georgetown location.

Mr. Fried also raised concerns that the Casella facility in Auburn, MA may also not provide a good representation of the trips generated by the proposed Georgetown facility because the Auburn location does not accept yard waste or recycling. In addition, Casella only accepts trash from companies with whom they have contracts. It should be noted that no two facilities are exactly alike in the mix of materials that it accepts or how it processes them. However, the Auburn site was selected because it accepts the majority of the same materials that the proposed facility in Georgetown will accept. Casella operates a transfer station and a municipal recycling facility (MSF) immediately adjacent to each other on Hardscrabble Road in Auburn. The cameras utilized to collect the empirical trip generation counts on March 18 – 22, 2021 were positioned to record traffic entering both the transfer station and the recycling facility.

¹ *Response to Peer Review & Planning Board Comments, Proposed Transfer Station, Carleton Drive, Georgetown, MA; Greenman-Pedersen, Inc.; May 26, 2021.*

² *Updated Traffic Impact Analysis, Proposed Transfer Station, Carleton Drive, Georgetown, Massachusetts; Greenman-Pedersen, Inc.; April 26, 2019.*

While Mr. Fried is correct that the Casella facility in Auburn does not accept yard waste, it should be noted that the trip generation estimates used in the April 2019 Updated TIA were based on traffic counts collected at the existing Georgetown transfer station, which does accept yard waste, on a peak spring clean-up day. Therefore, the receipt of yard waste has been accounted for within the original trip generation estimates.

Adjustment of Empirical Data

Based on feedback received from RMA, GPI has applied adjustments to the traffic counts collected in Auburn to account for the additional residential volume that is anticipated to be received at the proposed Georgetown facility. To make these adjustments, GPI reviewed the camera footage from the traffic counts to identify the sizes and types of vehicles arriving at the facility in Auburn. For the purposes of this evaluation, the data collected on March 18, 2021 was utilized as the facility generated the highest volume of trips per tonnage received on this date. This methodology was verified with RMA prior to completing the analysis. On March 18, the Auburn facility experienced the following vehicle trips entering either the transfer station or recycling facility:

- 54 passenger vehicles from residential drop-off and employees
- 2 mail delivery vehicles
- 42 small commercial vehicles containing a mix of van, box trucks, pick-ups with trailers, and small dump trucks
- 6 roll-off container trucks
- 81 garbage trucks containing a mix of residential packers and commercial dumpster trucks
- 36 tractor trailer trucks

Although the volume received by each vehicle is unknown, based on the information above, the Auburn facility experienced approximately 25 percent of its traffic from employees and residential drop-off. By comparison, the proposed Georgetown facility is anticipated to generate 69 percent of its traffic from employees and residential drop-off.

The Applicant has stated in numerous public meetings that G Mello does not plan to expand its residential operation at the proposed facility in comparison to the existing facility. It is expected that the proposed facility will draw a similar volume of residential vehicles as the existing facility based on an established customer base, locating less than 1.5 miles from the existing facility, and offering similar residential services to the existing facility. Therefore, GPI has adjusted the residential and employee trips experienced at the Auburn facility upward to 305 entering vehicles to account for the higher volume of residential drop-off experienced at the Georgetown facility.

On April 8, 2019, the existing G Mello facility received approximately 57 tons of material from the 298 residential vehicles and 38 small commercial vehicles arriving at the site. This equates to approximately 0.17 tons per vehicle. Based on increasing the residential volume at the Auburn facility from 56 vehicles to 305 vehicles to be consistent with the existing Georgetown facility, an additional 42 tons of material could be received by these additional vehicles.

On March 18, 2021, the Auburn facility received 490 tons of materials. Increasing the number of residential vehicles received to account for the volume of residential drop-off anticipated at the Georgetown facility, results in a total of 532 tons of materials received. This volume exceeds the 500-ton capacity of the proposed Georgetown location by 32 tons. Therefore, GPI applied an adjustment downward to the truck volume received to bring the total volume down to 500 tons per day. In order to provide the most conservative (worst case) analysis condition, the additional 32 tons was assumed to be received via packer trucks as these vehicles can carry the greatest tonnage per vehicle. The capacity of a packer truck ranges from 12 to 15 tons per truck; therefore, this 32 tons could be transported by three packer trucks. Therefore, GPI applied a reduction of three packer trucks to account for the 32-ton reduction in material received.

Based on the video footage of the traffic counts collected at the Casella facility in Auburn, the sizes and types of tractor trailer trucks used to remove materials from the site varied widely and many of the vehicles appeared to be smaller than those anticipated to be used to service the proposed facility in Georgetown. This may be the reason why 36 tractor trailers were used to remove material from the Casella site on March 18, 2021. The transfer trailers that G Mello will utilize to service the proposed facility have a capacity of 25 tons per vehicle. Therefore, only 20 transfer trailers would be required to remove material from the proposed Georgetown facility. To account for this variation, GPI adjusted the number of tractor trailer trucks generated by the Auburn facility to 20 trucks to be consistent with the volume anticipated at the proposed Georgetown facility.

The detailed vehicle classification counts and adjustment calculations are provided as an Attachment to this letter and the resulting trips anticipated to be generated by the proposed facility based on application of these adjustments is summarized in Table 1 with a comparison to the trips previously estimated as part of the April 2019 Updated TIA.

TABLE 1
Trip Generation Comparison

| <i>Type of Vehicle</i> | Weekday Daily Vehicles | |
|---|--------------------------------------|--|
| | <i>From Updated TIA ^a</i> | <i>Based on Adjusted Empirical Data from Auburn ^b</i> |
| Residential Drop-Off & Employees | 305 | 305 |
| Small Commercial Vehicles | 50 | 42 |
| Roll-Off Containers (& Dumpster Trucks) | 60 | 6 |
| Packer Trucks (& Dumpster Trucks) | 10 | 78 |
| Transfer Trailers | 20 | 20 |
| TOTAL VEHICLES | 445 | 451 |
| TOTAL VEHICLE TRIPS | 890 | 902 |

^a From April 2019 Updated TIAS.

^b Based on empirical trip generation counts collected at Casella, Auburn, MA on March 18, 2021 and adjusted to more accurately reflect residential volume experienced in Georgetown.

As shown in Table 1 above, the total volume of daily site-generated vehicle trips estimated based on the adjusted empirical data from the Casella facility in Auburn is within less than 1.5 percent of the trip generation estimated contained in GPI's April 2019 Updated TIAS. It should be noted that this estimate was based on the highest operation day experiencing the greatest number of trips per tonnage received out of the three days counted at the Auburn facility. Use of the data from any other day or an average of all days would have resulted in a lower estimate of site-generated trips. In addition, this estimate includes a substantial increase (444%) to the residential drop-off volume experienced in Auburn to account for the volume currently being generated in Georgetown.

It should be noted that the site-generated trip estimates contained in the April 2019 Updated TIA appear to result in a very different mix of roll-off and packer trucks as compared to the counts at the Auburn facility. This is mainly due to how dumpster trucks were counted in each study. As part of the counts collected at Casella Auburn, dumpster trucks and packer truckers were recorded as a single category of "garbage truck", while only roll-off container trucks were broken out separately. However, dumpster trucks have a lower carrying capacity than packer trucks. Packer trucks are able to carry up to 15 tons of material in a single truck. While dumpster

trucks can have a capacity of up to 10 tons, the haul limits typically fall at up to 6 tons to meet local road safety restrictions. Therefore, dumpster trucks were counted within the same category as roll-off containers within the April 2019 Updated TIA as dumpster trucks have a similar capacity to a roll-off container (5 tons per vehicle).

Predictability of Data

It should be noted that several elements of the proposed facility in Georgetown are predictable in the number of vehicles that will be generated, and have been based on extremely conservative assumptions. For example, as stated above, the Applicant does not intend to increase the residential volume being generated by the existing facility as the new facility as the business operation has an established customer-base in the area, the new facility is being located less than 1.5 miles away and is therefore not anticipated to draw from a new customer population, and the proposed facility will provide similar services to the existing facility. Therefore, there is no reason to expect that the volume of vehicle trips generated by the residential drop-off will increase over what is currently being experienced at the existing facility. In addition, the trip generation estimates were based on traffic counts collected at the existing facility on a peak spring clean-up day representative of the maximum volume anticipated to be generated by the facility.

The Applicant is also aware of the number of employees that will be required to operate the proposed facility and the shift times that will be implemented for those employees.

In addition, the transfer trailers that will remove the material from the site have a specific capacity and the Applicant can estimate the maximum number of transfer trailer trucks that would be required to transport material off the site based on this capacity and the capacity of the proposed facility to receive material. Since the proposed facility will have a maximum capacity of 500 tons and the transfer trailers that will haul material off-site will have a capacity of 25 tons per truck, a MAXIMUM of 20 transfer trailers would be required to remove material from the site after a maximum capacity day of 500 tons received. Although the daily volume will fluctuate, GPI has based the trip generation estimate on a maximum capacity day of 500 tons with 20 transfer trailers.

Packer trucks represent garbage trucks used for curbside pick-up of residential waste and recycling or commercial dumpster pick-up at residential developments. These vehicles would be contracted with G Mello to bring materials received to the site, and therefore, the Applicant is able to control the number of packer trucks coming to the site on a daily basis. In addition, the Applicant is able to estimate the number of such vehicles that may utilize the proposed facility based on current contracts and market analysis. The trip generation estimate contained in the April 2019 Updated TIA estimates a modest number of packer trucks coming to the proposed facility of 10 trucks per day. This assumption provides a conservative (worse case) estimate of the total vehicle trips generated by the proposed facility as packer trucks represent the vehicle with the highest load capacity of up to 15 tons per vehicle. If the number of packer trucks coming to the site increased, it would result in a significantly higher reduction in vehicles of a smaller load capacity in order to maintain the same tonnage capacity of the facility. For example, if 5 additional packer trucks were to come to the proposed facility, the total number of vehicles coming to the site would be reduced by up to 75 small commercial vehicles or up to 15 roll-off container trucks.

It should also be noted that the existing facility currently receives materials from small commercial vehicles, including bulk waste and construction debris. On April 8, 2019, the existing facility received 38 small commercial vehicle drop-offs. With the proposed facility being located less than 1.5 miles from the existing facility, the draw area for receipt of these materials is not anticipated to measurably change. However, the proposed facility will provide improved efficiency over the existing facility, which may make it more appealing to potential customers falling within the existing draw area that are currently going to other facilities as a matter of convenience. Therefore, the trip generation estimates contained in the April 2019 Updated TIA assumed a potential 30 percent increase in the number of small commercial vehicles being generated by the proposed facility over the existing facility based on this improved capacity. This resulted in a total of 50 small commercial vehicles being received

at the proposed facility on a peak operation day. By comparison, the Casella facility in Auburn experienced 42 small commercial vehicles arriving on a day that received 490 tons of material. Therefore, 50 vehicles is a reasonable estimate of the potential small commercial vehicles arriving at a 500 ton facility with efficient processing.

Based on the information described above, the only type of vehicle arriving at the proposed facility that is less predictable is the number of roll-off containers. Many of the roll-off containers being received by the proposed facility will be contracted directly with G Mello to transport materials to the facility. Therefore, a certain number of these will be predictable and under the control of G Mello. The trip generation estimates contained in the April 2019 Updated TIA assumed that 60 roll-off containers would be used to transport up to 300 tons of material to the proposed facility. This is a significantly lower volume than the number of roll-off containers received by the Casella facility in Auburn on a 490-ton day. This is because the Casella facility experienced a much higher percentage of material being brought to the site via packer trucks and dumpster trucks that have a higher carrying capacity. For the type of material that would be transported to the site via roll-off containers, if it did not arrive via roll-off, it would most likely arrive in a packer truck or dumpster truck. As packer and dumpster trucks have a higher carrying capacity than roll-off containers, the total number of vehicles required to transport the same volume of material to the site would decrease.

To provide the most conservative (worse case) estimate of the site-generated trips, GPI has estimated the residential volume based on counts collected on a peak spring clean-up day. This maximizes the number of residential trips generated by the proposed facility. As residential vehicles also have the lowest carrying capacity, this methodology also maximizes the total number of vehicle trips generated by the proposed facility. A significantly lower number of commercial vehicles or trucks would be required to transport the same volume of material to the site. GPI has also based the trip generation estimates on a peak day with a maximum capacity of 500 tons, although the proposed facility is expected to operate well below this capacity on a regular basis. This is evidenced by the counts collected at the Auburn and Wareham facilities that experienced average tonnage volumes of 75 to 85 percent of their maximum tonnage capacities. GPI also assumed that approximately 2/3 of the material not arriving by residential or small commercial vehicles would arrive via roll-off container trucks as these represent the smallest type of vehicle that would bring this type of waste to the facility and therefore results in the highest estimate of total trips generated by the proposed facility.

Based on the information described above, it is the opinion of GPI that the trip generation estimates contained in the April 2019 Updated TIA continue to represent a reasonable and conservative estimate of the trips generated by the proposed Georgetown transfer station under a peak operation condition.

Should you have any questions, or require additional information, please contact me directly at (603) 766-5223.

Sincerely,

GREENMAN-PEDERSEN, INC.



Rebecca L. Brown, P.E.
Senior Project Manager

ATTACHMENTS –Empirical Trip Rate Calculations

cc: Ron Müller, Ron Müller & Associates
Jason Mello, G Mello Disposal Corp.
Nancy McCann, McCann & McCann, P.C.
Planning Board Members

| Date | Time | Direction | Class | Volume | Observed Class | Employee / Residential / Passenger Car | C&D | Roll-Off | Packer | Tractor Trailer | CHECK | Notes |
|-----------|-------------|-----------|-------------|--------|------------------------------------|--|-----|----------|--------|-----------------|-------|--|
| 3/18/2021 | 12:22:00 AM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 1:02:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 1:24:00 AM | NB | Lights | 1 | Van | 1 | | | | | TRUE | Due to timing, likely an employee vehicle |
| 3/18/2021 | 1:27:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:32:00 AM | NB | Lights | 1 | Van | 1 | | | | | TRUE | Due to timing, likely an employee vehicle |
| 3/18/2021 | 1:40:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:50:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 1:57:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 2:31:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 2:51:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 3:00:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 3:07:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 3:21:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 4:01:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 4:15:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 4:23:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 4:54:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 4:58:00 AM | NB | Articulatec | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 4:59:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 5:14:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 5:14:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 5:23:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 5:26:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 5:34:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 5:39:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 5:47:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 5:49:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 6:11:00 AM | NB | Buses and | 1 | Garbage Truck (Pratt) | | | | 1 | | TRUE | |
| 3/18/2021 | 6:12:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 6:13:00 AM | NB | Buses and | 1 | 18 Wheeler (Tex) | | | | | 1 | TRUE | |
| 3/18/2021 | 6:14:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 6:16:00 AM | NB | Buses and | 1 | Box Truck (Sclamos Furniture) | | 1 | | | | TRUE | |
| 3/18/2021 | 6:20:00 AM | NB | Buses and | 1 | Small 2 Axl Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 6:23:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 6:24:00 AM | NB | Buses and | 1 | Medium Sized Dump Truck (Dans) | | 1 | | | | TRUE | |
| 3/18/2021 | 6:30:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 6:44:00 AM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 6:49:00 AM | NB | Lights | 1 | SUV w/ Small UHaul Box Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 6:57:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 6:58:00 AM | NB | Lights | 1 | Pickup w/ small trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 7:13:00 AM | NB | Buses and | 1 | Small Garbage Truck | | | 1 | | | TRUE | Due to the size and volume of load, classified as: |
| 3/18/2021 | 7:15:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 7:16:00 AM | NB | Buses and | 1 | Box Truck (Sclamos Furniture) | | 1 | | | 1 | TRUE | |
| 3/18/2021 | 7:22:00 AM | NB | Articulatec | 1 | 18 Wheeler (SFI) | | | | | 1 | TRUE | |
| 3/18/2021 | 7:24:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 7:25:00 AM | NB | Articulatec | 1 | Garbage Truck (BP) | | | | 1 | | TRUE | |
| 3/18/2021 | 7:28:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 7:33:00 AM | NB | Articulatec | 1 | 18 Wheeler (Intelligent Transport) | | | | | 1 | TRUE | |
| 3/18/2021 | 7:38:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 7:45:00 AM | NB | Articulatec | 1 | Recycle Container Bed Truck | | | 1 | | | TRUE | |
| 3/18/2021 | 7:47:00 AM | NB | Lights | 1 | Van | | 1 | | | | TRUE | |
| 3/18/2021 | 7:47:00 AM | NB | Articulatec | 1 | 3 Axl Roll-Off Container | | | 1 | | | TRUE | |
| 3/18/2021 | 7:52:00 AM | NB | Articulatec | 1 | 18 Wheeler (Robert) | | | | | 1 | TRUE | |
| 3/18/2021 | 7:55:00 AM | NB | Buses and | 1 | Small 2 Axl Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 7:56:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 7:57:00 AM | NB | Buses and | 1 | Garbage Truck (Lawrence) | | | | 1 | | TRUE | |
| 3/18/2021 | 7:58:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 7:58:00 AM | NB | Buses and | 1 | Small Box Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 8:00:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 8:00:00 AM | NB | Articulatec | 1 | Garbage Truck (BP) | | | | 1 | | TRUE | |
| 3/18/2021 | 8:00:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 8:02:00 AM | NB | Buses and | 1 | Box Truck (Trash Wizard) | | 1 | | | | TRUE | |
| 3/18/2021 | 8:06:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 8:14:00 AM | NB | Buses and | 1 | 3 Axl Dump Truck (Casella) | | 1 | | | | TRUE | |
| 3/18/2021 | 8:14:00 AM | NB | Buses and | 1 | 2 Axl Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 8:19:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 8:20:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 8:23:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 8:24:00 AM | NB | Articulatec | 1 | 18 Wheeler (Star) | | | | | 1 | TRUE | |
| 3/18/2021 | 8:28:00 AM | NB | Buses and | 1 | Small Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 8:40:00 AM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 8:40:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 8:45:00 AM | NB | Lights | 1 | Van | | 1 | | | | TRUE | |
| 3/18/2021 | 8:48:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 8:52:00 AM | NB | Articulatec | 1 | 18 Wheeler (Tex) | | | | | 1 | TRUE | |
| 3/18/2021 | 8:56:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 9:11:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 9:19:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 9:36:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 9:36:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 9:37:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 8:44:00 AM | NB | Articulatec | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 9:44:00 AM | NB | Articulatec | 1 | 18 Wheeler Dump Truck (CWT) | | | | | 1 | TRUE | |
| 3/18/2021 | 9:45:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 9:45:00 AM | NB | Articulatec | 1 | 18 Wheeler (XPO Logistics) | | | | | 1 | TRUE | |
| 3/18/2021 | 9:47:00 AM | NB | Articulatec | 1 | Garbage Truck (Lawrence) | | | | 1 | | TRUE | |
| 3/18/2021 | 9:57:00 AM | NB | Buses and | 1 | Garbage Truck (Pratt) | | | | 1 | | TRUE | |
| 3/18/2021 | 9:59:00 AM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:06:00 AM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 10:06:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:09:00 AM | NB | Articulatec | 1 | 18 Wheeler (SFI) | | | | | 1 | TRUE | |
| 3/18/2021 | 10:11:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 10:12:00 AM | NB | Buses and | 1 | Small Box Truck (Junk Removal) | | 1 | | | | TRUE | |
| 3/18/2021 | 10:15:00 AM | NB | Buses and | 1 | Smal Dump Turck | | 1 | | | | TRUE | |
| 3/18/2021 | 10:18:00 AM | NB | Buses and | 1 | Garbage Truck (Lawrence) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:18:00 AM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:25:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:29:00 AM | NB | Articulatec | 1 | Roll-Off Dumpster Truck | | | 1 | | | TRUE | |

| Date | Time | Direction | Class | Volume | Observed Class | Employee / Residential / Passenger Car | C&D | Roll-Off | Packer | Tractor Trailer | CHECK | Notes |
|-----------|-------------|-----------|-------------|--------|-------------------------------------|--|-----|----------|--------|-----------------|-------|---|
| 3/18/2021 | 10:31:00 AM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 10:32:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 10:39:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 10:40:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 10:40:00 AM | NB | Buses and | 1 | Small Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 10:40:00 AM | NB | Buses and | 1 | Small Box Truck (Wachusett Vending) | | 1 | | | | TRUE | |
| 3/18/2021 | 10:52:00 AM | NB | Buses and | 1 | Medium Sized Dump Truck (Dans) | | 1 | | | | TRUE | |
| 3/18/2021 | 10:53:00 AM | NB | Lights | 1 | Pick w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 10:58:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 10:58:00 AM | NB | Articulatec | 1 | 18 Wheeler (CRW) | | | | | 1 | TRUE | |
| 3/18/2021 | 11:05:00 AM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 11:05:00 AM | NB | Buses and | 1 | Box Truck (Trash Wizard) | | 1 | | | | TRUE | |
| 3/18/2021 | 11:09:00 AM | NB | Buses and | 1 | Box Truck (UPS) | 1 | | | | | TRUE | Delivering package, counted in employee / resi |
| 3/18/2021 | 11:12:00 AM | NB | Lights | 1 | Van | | 1 | | | | TRUE | |
| 3/18/2021 | 11:12:00 AM | NB | Buses and | 1 | Large Box Truck (MSI) | | 1 | | | | TRUE | |
| 3/18/2021 | 11:12:00 AM | NB | Buses and | 1 | Medium Sized Dump Truck (Dans) | | 1 | | | | TRUE | |
| 3/18/2021 | 11:14:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 11:14:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:16:00 AM | NB | Buses and | 1 | Garbage Truck (Service Plus) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:17:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 11:18:00 AM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 11:18:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 11:20:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 11:24:00 AM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 11:29:00 AM | NB | Buses and | 1 | Garbage Truck | | | | 1 | | TRUE | |
| 3/18/2021 | 11:38:00 AM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:39:00 AM | NB | Lights | 1 | Van | | 1 | | | | TRUE | |
| 3/18/2021 | 11:40:00 AM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:41:00 AM | NB | Articulatec | 1 | Roll-Off Dumpster Truck | | | 1 | | | TRUE | |
| 3/18/2021 | 11:46:00 AM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 11:47:00 AM | NB | Articulatec | 1 | Garbage Truck (BP) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:49:00 AM | NB | Articulatec | 1 | 18 Wheeler (NEWW) | | | | | 1 | TRUE | |
| 3/18/2021 | 11:51:00 AM | NB | Buses and | 1 | Gabage Truck (P. Pellegrino) | | | | 1 | | TRUE | |
| 3/18/2021 | 11:52:00 AM | NB | Buses and | 1 | Small Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 11:53:00 AM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 11:56:00 AM | NB | Buses and | 1 | Large Dump Truck (BP) | | 1 | | | | TRUE | |
| 3/18/2021 | 12:03:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:06:00 PM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 12:08:00 PM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 12:14:00 PM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 12:21:00 PM | NB | Articulatec | 1 | 18 Wheeler (Pratt) | | | | | 1 | TRUE | |
| 3/18/2021 | 12:21:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:22:00 PM | NB | Buses and | 1 | Box Truck (UniFirst) | | 1 | | | | TRUE | |
| 3/18/2021 | 12:24:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:25:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:28:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:31:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:33:00 PM | NB | Articulatec | 1 | 18 Wheeler Dump Truck | | | | | 1 | TRUE | |
| 3/18/2021 | 12:34:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:39:00 PM | NB | Buses and | 1 | Box Truck (Ryder) | | 1 | | | | TRUE | |
| 3/18/2021 | 12:43:00 PM | NB | Articulatec | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 12:43:00 PM | NB | Buses and | 1 | Small Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 12:46:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 12:49:00 PM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 12:57:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 12:59:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:03:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:05:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:06:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:07:00 PM | NB | Articulatec | 1 | 18 Wheeler (MBI) | | | | | 1 | TRUE | |
| 3/18/2021 | 1:07:00 PM | NB | Buses and | 1 | Small Dump Truck | | 1 | | | | TRUE | |
| 3/18/2021 | 1:08:00 PM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 1:09:00 PM | NB | Buses and | 1 | Mini School Bus | | 1 | | | | TRUE | |
| 3/18/2021 | 1:10:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:13:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 1:13:00 PM | NB | Buses and | 1 | Medium Sized Dump Truck (Dans) | | 1 | | | | TRUE | |
| 3/18/2021 | 1:14:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:23:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:25:00 PM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 1:25:00 PM | NB | Lights | 1 | Pickup w/ Trailer | | 1 | | | | TRUE | |
| 3/18/2021 | 1:25:00 PM | NB | Buses and | 1 | Garbage Truck (Pratt) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:26:00 PM | NB | Lights | 1 | Van | 1 | | | | | TRUE | |
| 3/18/2021 | 1:28:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:31:00 PM | NB | Lights | 1 | Van | 1 | | | | | TRUE | |
| 3/18/2021 | 1:32:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:35:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:38:00 PM | NB | Buses and | 1 | Mail Truck | 1 | | | | | TRUE | Mail Truck likely not bringing material so count |
| 3/18/2021 | 1:38:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:39:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 1:41:00 PM | NB | Buses and | 1 | Garbage Truck (Pratt) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:42:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:43:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:43:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:43:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:51:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 1:52:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 1:53:00 PM | NB | Buses and | 1 | Garbage Truck (Premier) | | | | 1 | | TRUE | |
| 3/18/2021 | 1:55:00 PM | NB | Buses and | 1 | Box Truck (Trash Wizard) | | 1 | | | | TRUE | |
| 3/18/2021 | 1:57:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:00:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:02:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:02:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:03:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:05:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:07:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:27:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:28:00 PM | NB | Buses and | 1 | Garbage Truck (BP) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:30:00 PM | NB | Buses and | 1 | Small Garbage Truck | | | 1 | | | TRUE | Due to size and load counted as a roll-off vehicl |

| Date | Time | Direction | Class | Volume | Observed Class | Employee / Residential / Passenger Car | C&D | Roll-Off | Packer | Tractor Trailer | CHECK | Notes |
|--------------|------------|-----------|-------------|--------|--------------------------|--|-----------|----------|-----------|-----------------|----------|------------|
| 3/18/2021 | 2:40:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 2:49:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:02:00 PM | NB | Articulatec | 1 | Garbage Truck (BP) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:04:00 PM | NB | Buses and | 1 | Garbage Truck (Premier) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:08:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:10:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:11:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:19:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:22:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:23:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:24:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:27:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:34:00 PM | NB | Buses and | 1 | Garbage Truck (Republic) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:36:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| 3/18/2021 | 3:48:00 PM | NB | Buses and | 1 | Gabage Truck (WM) | | | | 1 | | TRUE | |
| 3/18/2021 | 3:52:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 4:26:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 4:27:00 PM | NB | Buses and | 1 | Garbage Truck (Casella) | | | | 1 | | TRUE | |
| 3/18/2021 | 4:50:00 PM | NB | Articulatec | 1 | 18 Wheeler | | | | | 1 | TRUE | |
| 3/18/2021 | 5:25:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 6:10:00 PM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 6:18:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 6:19:00 PM | NB | Lights | 1 | Car | 1 | | | | | TRUE | |
| 3/18/2021 | 8:02:00 PM | NB | Lights | 1 | SUV | 1 | | | | | TRUE | |
| 3/18/2021 | 8:12:00 PM | NB | Lights | 1 | Pickup | 1 | | | | | TRUE | |
| TOTAL | | | | | | 56 | 42 | 6 | 81 | 36 | 0 | 221 |

| | |
|-------------------------|------------|
| TONNAGE RECEIVED | 490 |
|-------------------------|------------|

Georgetown Residential / Employee Trips 305 entering vehicles
Georgetown Residential Trips (4/8/19) 298 entering vehicles
Georgetown Small Commercial / C&D Trips (4/8/19) 38 entering vehicles
Georgetown Tonnage Processed 57 tons
Georgetown tons per residential vehicle 0.170 tons/vehicle
Difference in Residential Trips 249 entering vehicles (Georgetown versus Auburn)
Tonnage increase from Residential Trips 42.3 tons

| | |
|----------------------------------|-------------------|
| Adjusted Tonnage Received | 532.3 tons |
|----------------------------------|-------------------|

| | | | | | | |
|---|------------|-----------|----------|-----------|-----------|------------|
| ADJUSTED FOR GEORGETOWN RESIDENTIAL VOLUME | 305 | 42 | 6 | 78 | 20 | 451 |
|---|------------|-----------|----------|-----------|-----------|------------|