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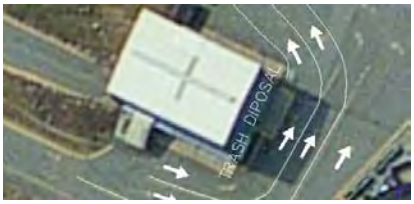
Brewster Transfer Station Traffic Flow Alternatives

September 28, 2012



Brewster Transfer Station Traffic Flow Alternatives

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The Town of Brewster Department of Public Works (DPW) Department contacted Cape Cod Commission (Commission) transportation staff regarding access, congestion, and safety issues at the Brewster Transfer Station. Commission staff met with DPW representatives and the Brewster Recycling Committee on January 26, 2016. Attendees at this meeting walked the site, discussed issues with the existing layout, and possible solutions. Commission staff took the information gathered at this meeting and developed a number of site layout alternatives for Town to consider. This report summarizes the planning effort to identify the issues with the existing site layout and develop feasible site layout alternatives.

ISSUES WITH THE EXISTING LAYOUT:

The mix of individuals at the 1/26/12 meeting provided unique perspectives on the issues with the existing site. The key issues identified where as follows:

- Congestion where users stop to drop off trash and recycling causes frequent queuing
- Safety issue with users walking across travel lanes from trash to recycling
- Safety issue caused by "swap shop" only users crossing exit lane
- Skewed alignment of the main driveway an issue for large vehicles
- Construction and Demolition (C&D) container close to travel lane, potential debris hazard to DPW and the public

PRELIMINARY IMPROVEMENT SUGGESTIONS:

In addition to issues with the existing site layout, participants at the 1/26/12 meeting also provided suggests as to ways to improve the site layout. The key suggests where as follows:

- Relocating recycling containers – may be grant available for new containers

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- Relocate Salt Barn to DPW area of the site – operational and environmental benefits
- Separate "Swap Shop" operations
- Realign main driveway

ALTERNATIVE DEVELOPMENT:

With input from the 1/26/12 meeting, Commission staff developed a number of alternatives to address the access, congestion, and safety issues at the Transfer Station. There are a number of proposed changes to the site layout that are common to all of the alternatives; they include:

- Realignment of the main entrance to allow for improved safety and maneuverability of entering vehicles particularly large DPW vehicles,
- Creation of a second driveway for the "Swap Shop" to separate out "Swap Shop" only trips and thereby avoiding a number of vehicle conflicts, and
- Relocating the C&D container off of the DPW access road.

The main differences between the alternatives are the location of the recycling containers and the traffic flow patterns. The unique features of the different alternatives are described in following sections.

ALTERNATIVE 1

- Recycling area relocated to rear paved area
- Traffic flow reversed around the trash disposal area

ALTERNATIVE 2

- Move Salt Barn to DPW area of site
- Recycling area relocated at current Salt Barn location
- Traffic flow maintained around the trash disposal area

ALTERNATIVE 3

- Move Salt Barn to DPW area of site
- Recycling area relocated at current Salt Barn location
- Traffic flow reversed around trash disposal area

ALTERNATIVE 4

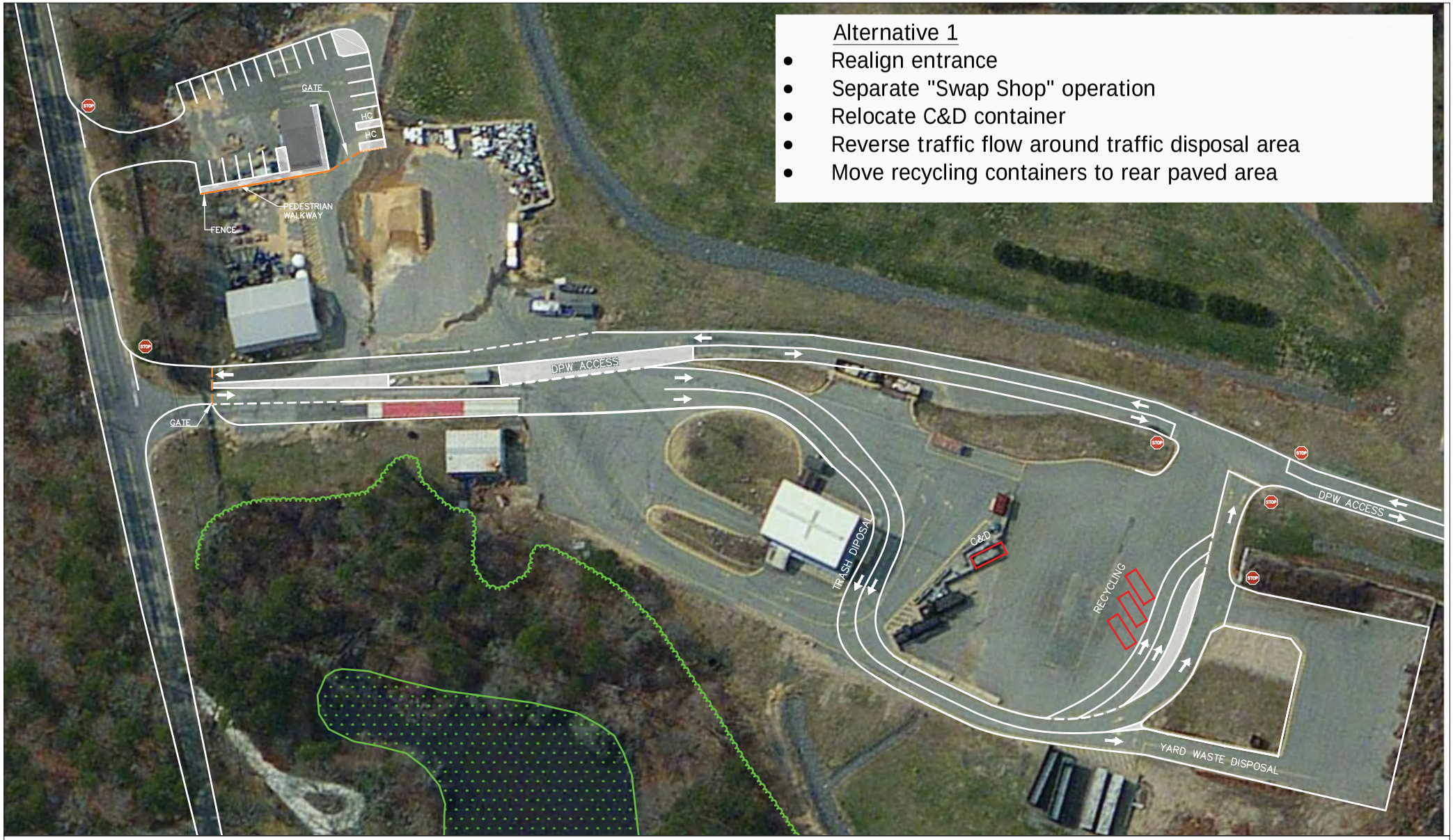
- Move Salt Barn to DPW area of site
- Recycling area relocated at in front paved area
- Traffic flow reversed around trash disposal area with exit option to "Swap Shop" and "No trash bypass" lane

ALTERNATIVE 5

- Move Salt Barn to DPW area of site
- Recycling area relocated at in front paved area
- Traffic flow maintained around the trash disposal area

NEXT STEPS

The Town's Recycling Commission and Roads Committee reviewed the proposed alternatives and came to a consensus to move forward with Alternative 5. The Town has proceeded to work out details of the proposed plan with a consultant. The Town will likely seek funding for the project at the October special town meeting.



Brewster Transfer Station - Alternative 1 (8/7/12 Draft)

0 30 60 90 120
Feet

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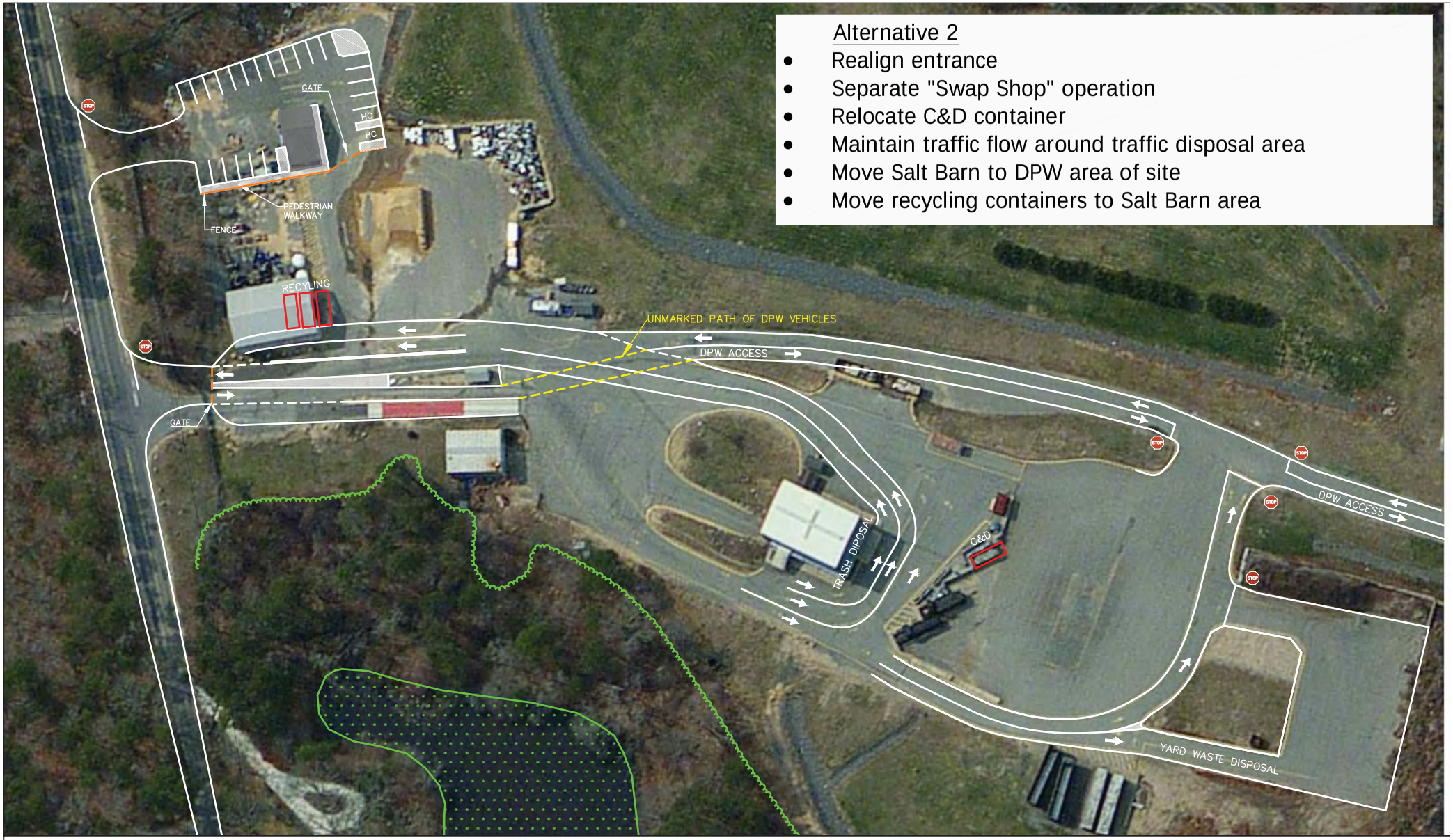
The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.

User: stupper Date: 8/7/12



Brewster Transfer Station - Alternative 2 (8/7/12 Draft)

0 30 60 90 120
Feet

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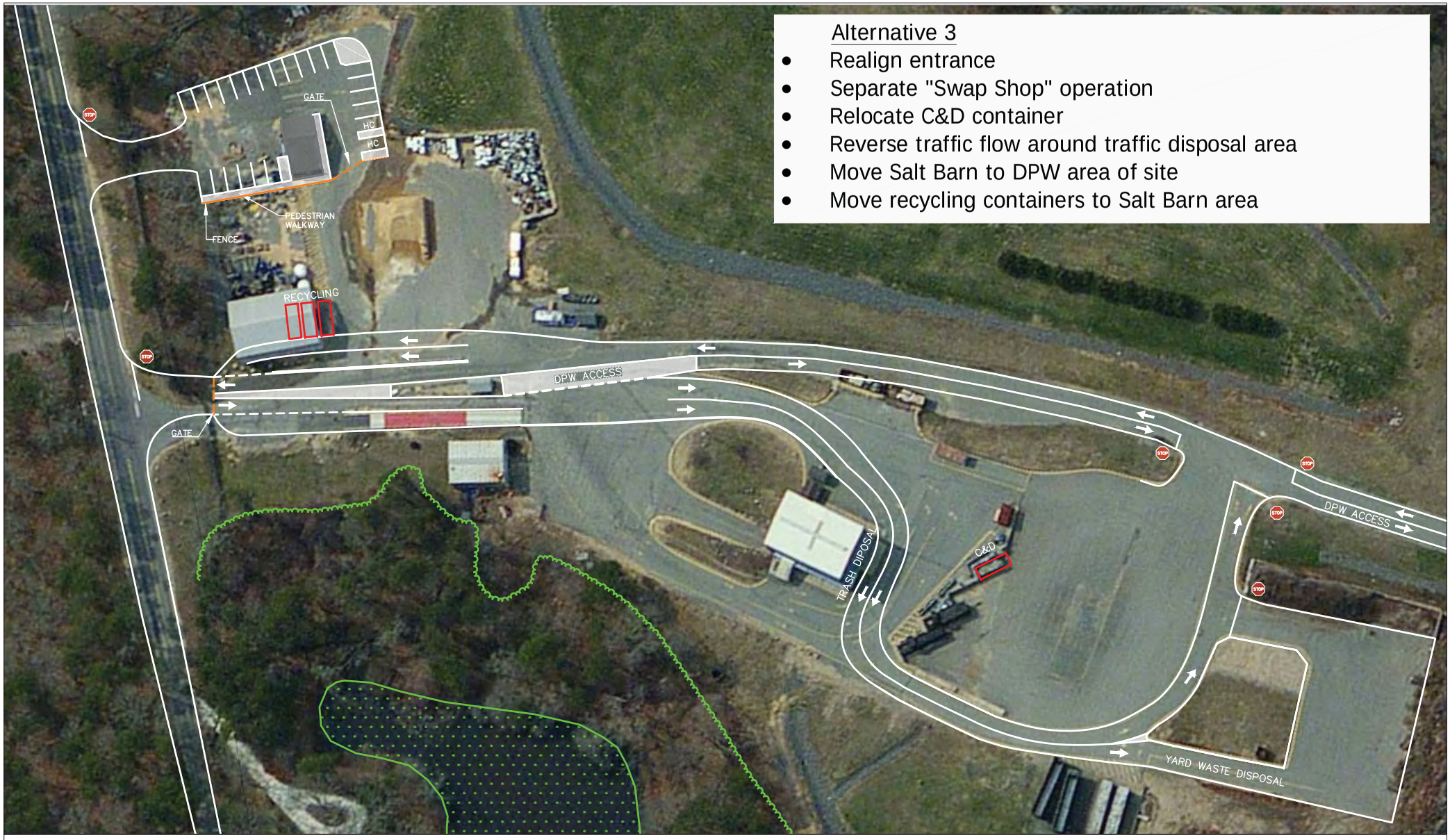

Brewster Transfer Station - Alternative 3 (8/7/12 Draft)

0 30 60 90 120
Feet

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Brewster Transfer Station - Alternative 4 (8/7/12 Draft)

0 30 60 90 120
Feet

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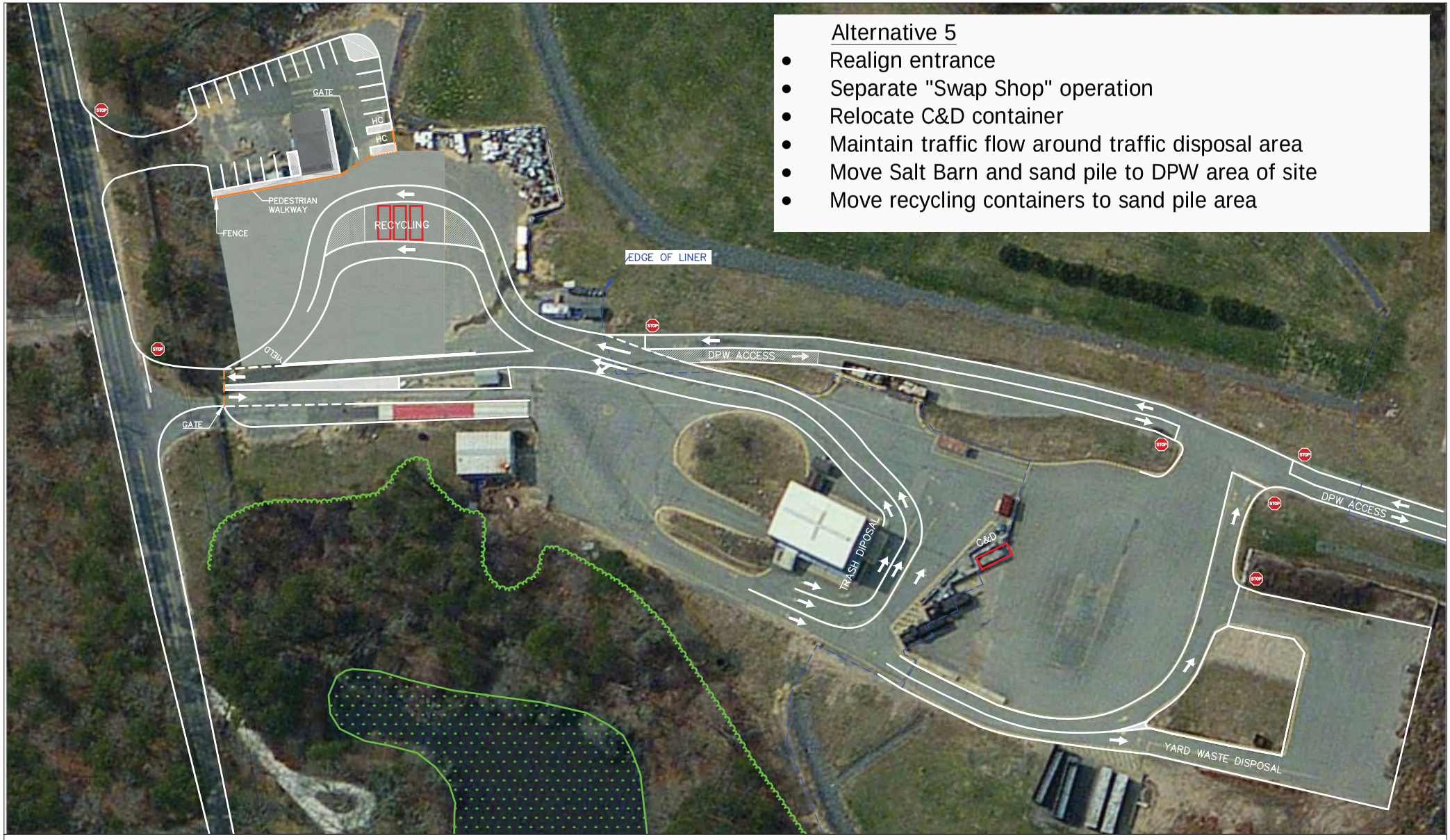

Brewster Transfer Station - Alternative 5 (8/15/12 Draft)

0 30 60 90 120
Feet

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