

94-04



WASHINGTON COUNTY

PLYMOUTH, NORTH CAROLINA

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To: Paul Crissman, Environmental Supervisor
From: Allen Davenport, Landfill Operator
Date: November 20, 2003

Carmen Johnson
Permit/Co ID: 94-04
Date: 10/24/14
Doc ID#
DIN

This memo is in reference to the closing of the old C & D and moving it to the old tire monofill site.

Please call me at (252) 793-5615 once you have received this memo.

Post-it® Fax Note	7671	Date	12/8/03	# of pages	2
To	CHUCK BOYETTE	From	JIM BARBER		
Co./Dept.		Co.			
Phone #		Phone #			
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H. Disposal Program

The County maintains no municipal solid waste disposal capacity because with the advent of Subtitle D regulations it has proven to be more economical to arrange transfer to a lined regional facility. The County does maintain, however, a landfill with a Construction and Demolition Unit (CLF) and a Land Clearing and Inert Debris Unit (LCID). The CDLF commenced operation in March 1996 under NC Solid Waste Permit No. 94-04. The unit was permitted with engineering plans indicating a Phase I capacity of approximately 19,500 cubic yards for the tire monofill and 26,500 cubic yards for the CDLF. With the advent of the scrap tire disposal account underwritten by the State mandated tire disposal fees, the County has entered into a contract with Central Carolina Tire who grinds the tires on site and removes them for recycling or disposal at their facility in Camden, North Carolina. The retirement of the tire monofill has freed up additional air space to receive C&D waste. At present the estimated space expended represents 69% of the aggregate of permitted tire monofill and CDLF combined. Assuming permanent diversion of tires to Carolina Tire, the airspace remaining combined with future phases shown on the 1996 plans yields a predicted life of 19 years. Thus Washington County has sufficient airspace

for the planning period through 2013. The primary concern for C&D disposal is maintaining a sufficient soil borrow stockpile. Shallow water tables limit the depth of cut due to concerns expressed by the Solid Waste Section that the groundwater monitoring system for the MSWLF may be adversely impacted by deep cuts in the adjacent borrow pits. The Solid Waste Advisory Committee will commission a study to manage this contingency. In the near term, sufficient borrow remains and the use of newer technologies such as spray applied temporary covers may reduce the CDLF soil demands. The status of the CDLF is summarized in Table 16 below:

Table 16 – CDLF Status

DESCRIPTION	MEASUREMENT FROM ORIGINAL PLANS			VOLUME IN CY
	WIDTH	LENGTH	HEIGHT	
1996 Proposed Tire Monofill Volume	143.75	243.75	15	19,466
1996 Proposed CDLF Volume Phase I	143.75	331.25	15	26,454
Combined Tire Monofill and CDLF Unit Permitted in 1996	143.75	243.75	15	45,920
Apparent Volume Airspace Expended From Field Estimate	100	575	15	31,944
Percentage of Present Permitted Airspace Expended After 7 Years of Operation	69.6%			
1996 Volume Available For Unit Shown on Plans with Monofill Terminated	368.75	575	15	117,795
Total CDLF Air Space Available After 7 Years Operation				85,851
Estimated Remaining Life Without Rate of Disposal Change (Years)				19

The LCID is located adjacent to the CDLF to the northwest of the existing CDLF unit. The LCID unit consists of an area designated as 400 LF by 400 LF in size with a 400 LF x 200 LF active unit in operation and the remainder of the unit in reserve. The LCID received approximately 745 tons of waste in the previous year which represents a lower than average LCID annual disposal quantity. Based upon average reported tonnage since 1994, the mean annual LCID disposal is 1012 tons. Also, in the previous year, the County obtained a market for chipped wood from Weyerhaeuser as "hog fuel" which Weyhauser uses in its furnaces mixed with coal. Approximately 791 tons of LCID waste were reused in this manner this year. Even without the reuse arrangement, sufficient air space remains for the planning period for any conceivable contingency. The LCID is situated on approximately 5 acres exclusive of the CDLF (all phases) and the Closed Municipal Solid Waste Landfill, therefore, in the event of large quantities of storm debris, overflow LCID areas could easily be designated. The combined site area is well over 65 acres excluding the closed MSWLF.