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September 15, 2015

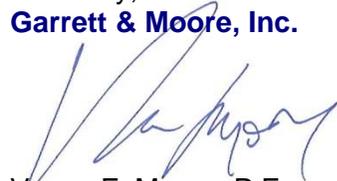
Mr. Geof Little
North Carolina Department of Environment and Natural Resources
Division of Waste Management
Solid Waste Section
1646 Mail Service Center
Raleigh, North Carolina 27699-1646

Reference: Permit Application
Central Carolina Holdings, LLC
Processing Permit
1616 McKoy Town Road
Cameron, North Carolina 28326

Dear Mr. Little:

Please find enclosed three (3) copies of the Permit Application for the Central Carolina Tire Processing Permit. We appreciate your assistance on this project. Please do not hesitate to call if you have any questions.

Sincerely,
Garrett & Moore, Inc.



Vance F. Moore, P.E.
North Carolina Professional Engineer
License No. 19796

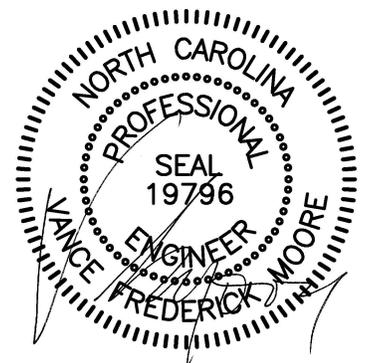
Attachment

cc: Tim McNeill, Central Carolina Holdings, LLC

APPLICATION FOR PERMIT

CENTRAL CAROLINA TIRE PROCESSING FACILITY

September 2015



September 15, 2015

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FIGURES

FIGURE 1	¼ Mile Radius Map
FIGURE 2	Schematic of the Rasper Process

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SECTION 1
COMPLIANCE WITH 15A NCAC 13B .1106

1.0 Compliance with 15A NCAC 13B .1106

15A NCAC 13B .1110 - SCRAP TIRE PROCESSING FACILITIES indicates scrap tire processing facilities must be permitted and operated in accordance with 15A NCAC 13B .1106 - SCRAP TIRE COLLECTION SITE PERMIT REQUIREMENTS and 15A NCAC 13B .1107 - SCRAP TIRE COLLECTION SITE OPERATIONAL REQUIREMENTS.

The purpose of this Section is to demonstrate compliance with 15A NCAC 13B .1106 - SCRAP TIRE COLLECTION SITE PERMIT REQUIREMENTS.

Central Carolina Holdings, LLC. currently operates a scrap tire collection and processing facility under a solid waste permit (i.e., Permit No. 43-08) issued by the North Carolina Department of Environment and Natural Resources (NCDENR).

1.1 Proximity to 100-year Flood Plain - .1106(c)(1)

The scrap tire collection and processing operation area is located in the central, northern portion of the Central Carolina Tire Facility as shown on Figure 1. No 100-year floodplains are located within the ¼ mile radius shown on Figure 1.

1.2 Buffer from Property Lines - .1106(c)(2)

A minimum 50-foot buffer will be maintained between scrap tire storage areas and all property lines.

1.3 Compliance with Local Zoning Ordinance - .1106(c)(3)

The site is zoned Industrial and utilization of the site as a tire processing facility is in compliance with all requirements of the Harnett County Zoning Ordinance. A copy of the Harnett County Zoning approval is included in Appendix A.

1.4 Access Road - .1106(c)(4)

The facility is accessed via McKoy Town Road (SR 1105). Access roads within the site are maintained as a normal course of operation for tractor-trailer trucks carrying whole and processed tires. Turning radii exercised by these tractor trailers are greater than those required for single or tandem-axle fire department pump, rescue, and HAZMAT trucks.

1.5 Drainage - .1106(c)(5)

The surface topography in the vicinity of the scrap tire collection and processing operation area slope to the southwest and is effective in preventing standing water.

Runoff from the scrap tire collection and processing operation is directed to and collected at a Sediment Runoff Pond located south of the Process Stockpile Pad. The Sediment Runoff Pond is sized to capture sediment and reduce the peak runoff from the scrap tire collection and processing operation.

SECTION 1
COMPLIANCE WITH 15A NCAC 13B .1106

1.6 Sediment and Pollution Control Law - .1106(c)(6)

A sediment and erosion control permit will be obtained from NCDENR prior to construction of the Rasper Building No. 2.

1.7 Visual Screening - .1106(c)(7)

The Central Carolina Tire facility is excluded from the visual screening requirements of North Carolina General Statute 136-144 because the site is zoned Industrial and is in compliance with the buffer requirements of the Harnett County Zoning Ordinance.

1.8 Control of Access - .1106(c)(8)

Access to the site is controlled by natural barriers and is fenced entirely with locking gates. The gate is not opened unless an attendant or tire authorized processing operations personnel is present. Normal hours of operation for receiving tires are 8:00 am to 5:00 pm Monday through Friday. The gate is locked after operating hours and the site is attended by a night watchman who regularly surveys the property and the operations' facilities a minimum of once per hour.

1.9 Liquid Runoff from Tire Fire - .1106(c)(9)

All liquid runoff from the scrap tire collection and processing operation is directed to flow into the Sediment Runoff Pond located south of the Process Stockpile Pad. A floating Skimmer is the only outlet device for the Sediment Runoff Pond. In the event of a fire at the scrap tire collection and processing operation area, the floating Skimmer will be pulled out of the water in order to store the liquid runoff within the Sediment Runoff Pond and to prevent liquid runoff from entering a surface water body.

1.10 Provider of Fire Protection Services -.1106(c)(10)

The Spout Springs Fire Department (Station 2) provides fire protection services for the Facility. The Spout Springs Fire Department (Station 2) located at 20054 NC Highway 24/27 is located less than three (3) miles from the Central Carolina Tire Facility. A letter from the Chief of the Spout Springs Fire Department accepting responsibility for fire protection services is included in Appendix B.

1.11 Name and Location of Facility - .1106(d)(1)

Central Carolina Tire Processing Facility
1616 McKoy Town Road (SR 1105)
Cameron, North Carolina 28326
(919) 499-2301

1.12 Owner/Operator Information – .1106(d)(2) and (3)

Central Carolina Holdings, LLC
1616 McKoy Town Road (SR 1105)
Cameron, North Carolina 28326
(919) 499-2301

1.13 Aerial Mapping - .1106 (d)(4)

An aerial photograph accurately showing the area within one-fourth mile of the scrap tire collection and processing operation is presented in Figure 1. The scrap tire collection and processing operation will be located within the 382-acre property owned by Central Carolina Holdings, LLC.

1.14 General Operations -.1106(d)(5)

Whole scrap tires (passenger car, truck, and off-road) arrive at the site in trailers and other commercial transport vehicles. Upon entering the site, all trucks cross the scales where they are weighed. After being weighed and upon release by the scale attendant, vehicles are directed to the unloading area, as appropriate. Trailers are directed to the hydraulic trailer tipper, while all other commercial vehicles are directed to the unloading area.

Tires are segregated into four primary types including 1) tires suitable for resale 2) scrap passenger vehicle tires, 3) scrap tires from large trucks, and 4) scrap tires from off-road/heavy equipment. The process for each type of tire is discussed below.

- **Tires suitable for re-sale**

As tires are unloaded, tires suitable for re-sale, re-capping, or other recycled use are culled and stored outside near the unloading area. Used tires are typically sold from the facility every other week or otherwise may be transported to a distribution center for bulk resale and distribution

- **Passenger Tires**

Passenger vehicle tires that are not culled for resale are placed in a pile for processing. Processing of passenger vehicle tires begins by manually loading onto a conveyor belt system and routed to one of two primary shredding machines (4.9" Primary Tire Shredder by Barclay Roto-Shred, Inc.). Shredded rubber from the primary shredding machine is routed via a conveyor to the 2" Chipper (2" Secondary Tire Shredder by Barclay Roto-Shred, Inc.) where the shredded rubber is reduced to rubber chips. After passing through the Chippers, the rubber chips are conveyed to a vibratory screen (Taper-Slot[®] Screen by Action Equipment Company, Inc.) where they are sifted. Chips too large to pass through the taper slot screen and re-routed through the 2" chipper for further size reduction. The smaller rubber chips that pass through the screen are conveyed

SECTION 1
COMPLIANCE WITH 15A NCAC 13B .1106

to the magnetic separator. The magnetic separator separates chips with exposed wire from chips without exposed wire.

Chips can either 1) be further processed via the Rasper Process to liberate the wire from the rubber resulting in rubber sold as tire derived fuel and steel to be sold as recycled product, 2) used directly for tire derived fuel, or 3) use directly for drainfield applications. A schematic of the Rasper Process is provided in Figure 2.

Periodically, market conditions limit demand for drainfield and tire derived fuel applications. Therefore, as a last resort, shredded rubber from the primary shredding machine is routed via a conveyor belt system to a dump truck for disposal in the on-site tire monofill.

- **Large Truck Tires**

Processing of Large truck tires begins by the tires being shredded into 4" chips that are then fed into the rasper at a rate of 5 tons per hour. The Rasper Process grinds the chips down to crumbs ranging from 3/8" and smaller liberating the wire from the rubber. The material leaving the Rasper Process goes through a unit called a clean wire system that further removes any rubber from the wire. Dual drum magnets separate the wire from the rubber sending the rubber to one location and the clean wire to another location. Both the rubber and wire are sold as recycled products. The Rasper Process A schematic of the Rasper Process is provided in Figure 2.

- **Off Road/Heavy Earth Moving Equipment Tires**

Tires too large for processing (i.e., off-road vehicle tires, and heavy or earth moving equipment) are split with tire splitters for disposal in the on-site tire monofill.

1.15 Source and Quantity of Tire Received, Stored, and Shipped Off-site - 15A NCAC 13B - .1106(d)(6)

Scrap tires received by Central Carolina Tire are collected from county governments and regional solid waste authorities located in North Carolina, South Carolina, Virginia, West Virginia, Georgia, and Tennessee. Central Carolina Tire anticipates receiving up to 150,000 tons of scrap tires annually. The amount of tires stored on-site is discussed in paragraph 2.13 of this report. It is estimated Central Carolina Tire will ship off-site. The annual tonnage of tires shipped off-site from the Central Carolina Tire facility is summarized below:

SECTION 1
COMPLIANCE WITH 15A NCAC 13B .1106

Treatment	Annual Tonnage Shipped
Culled tires for resale	2,000 – 5,000
Manufacture of crumb rubber	10,000 – 15,000
Civil engineering applications	5,000- 10,000
Tire derived fuel	20,000- 40,000
TOTAL	37,000 -70,000

1.16 Plans for Disposition of All Tires Collected - .1106(d)(7)

From time to time, market conditions limit demand for drainfield and tire derived fuel applications. Therefore, as a last resort, shredded rubber from the primary shredding machine is routed via a conveyor belt system to a dump truck for disposal in the on-site tire monofill.

Tires too large for the processing (i.e., tires off-road vehicles, and heavy earth moving equipment) are split with tire splitters for disposal in the on-site tire monofill.

1.17 Projected Date of Commencing Operations - .1106(d)(8)

The scrap tire collection and processing operation started February 18, 1993. The Rasper Building No 1 process initiated operations in September 2007. The Process Stockpile Pad and Sediment Runoff Pond were completed in the first quarter of 2012. The Rasper Building No 2 process is anticipated to initiate operations in the first quarter of 2014.

1.18 Disposal of Waste Resulting from Operations - .1106(d)(9)

From time to time, market conditions limit demand for drainfield and tire derived fuel applications. Therefore, as a last resort, shredded rubber from the primary shredding machine is routed via a conveyor belt system to a dump truck for disposal in the on-site tire monofill.

Tires too large for the processing (i.e., tires off-road vehicles, and heavy earth moving equipment) are split with tire splitters for disposal in the on-site tire monofill.

Residual waste incidental to the scrap tire collection and processing operation (e.g., trash, office and shop waste, etc.) are disposed of in the local municipal solid waste landfill. Waste oil is disposed of off-site by a private, licensed contractor.

1.19 Description of Compliance with Rule .1106(c) - .1106(d)(10)

Compliance with Rule .1106(c) is included in this Section.

SECTION 1
COMPLIANCE WITH 15A NCAC 13B .1106

1.20 Letter from Local Zoning Authority - .1106(d)(11)

The site is zoned Industrial and utilization of the site as a tire processing facility is in compliance with all requirements of the Harnett County Zoning Ordinance. A copy of the Harnett County Zoning approval is included in Appendix A.

1.21 Fire Protection - .1106(d)(12)

The Spout Springs Fire Department (Station 2) provides fire protection services for the Facility. The Spout Springs Fire Department (Station 2) located at 20054 NC Highway 24/27 is located less than three (3) miles from the Central Carolina Tire Facility. A letter from the Chief of the Spout Springs Fire Department accepting responsibility for fire protection services is included in Appendix B.

1.22 Operational Requirements - .1106(d)(13)

Refer to Section 2.0.

1.23 Financial Assurance - .1106(d)(14)

Central Carolina Tire has prepared an estimate for closure of the site in the amount of \$352,500.00 which is included on Appendix C.

Central Carolina Tire maintains financial responsibility in the form of a letter of credit to ensure closure of the site in accordance with NCDENR Solid Waste Management regulations and to cover property damage or bodily injury to third parties that may result from fire or other public health hazard occurring at the site.

A Financial Assurance Mechanism in accordance with 15A NCAC 13B .1111 will be submitted to the State upon approval of this Application.

SECTION 2
COMPLIANCE WITH 15A NCAC 13B .1107

2.0 COMPLIANCE WITH 15A NCAC 13B - .1107

15A NCAC 13B .1110 - SCRAP TIRE PROCESSING FACILITIES indicates scrap tire processing facilities must be permitted and operated in accordance with 15A NCAC 13B .1106 - SCRAP TIRE COLLECTION SITE PERMIT REQUIREMENTS and 15A NCAC 13B .1107 - SCRAP TIRE COLLECTION SITE OPERATIONAL REQUIREMENTS.

The purpose of this section is to demonstrate compliance with 15A NCAC 13B .1107 OPERATIONAL REQUIREMENTS FOR PROCESSING.

2.1 Indoor Storage of Scrap Tire - .1107(1)

Central Carolina Tire does not store scrap tires indoors; tires may be stored temporarily in enclosed trailers.

2.2 Outdoor Storage of Scrap Tire - .1107(2)(a)

Whole scrap tires shall be placed in an outdoor scrap tire pile(s) having dimensions no greater than 200 feet in length, 50 feet in width and 15 feet in height. The Process Stockpile Pad includes six (6) pads for storage of scrap tires.

2.3 Fire Lane - .1107(2)(b)

A 50-foot wide fire lane will be maintained around the perimeter of each processed scrap tire pile and processed tire stockpile.

2.4 Vector Control - .1107(2)(c)

Whole scrap tires received at the site are stored in enclosed trailers. Whole scrap tires at the processing area are typically processed the day unloaded from the trailer. Whole and scrap tires capable of holding water shall be covered with a water shedding material or disposed of, processed, or removed from the site within ten (10) days of receipt.

2.5 Signs - .1107(2)(d)

A sign is posted at the entrance of the site stating the hours of operation (8:00 am to 5:00 pm Monday through Friday). A gate at the entrance is not open unless an attendant or authorized tire processing operations personnel is present.

2.6 Fire Safety - .1107(2)(e),

Open flame, blow torches, or highly flammable substances materials are prohibited within 50 feet of all whole and processed scrap tire piles.

2.7 Fire Safety Survey - .1107(2)(f)

A fire safety survey shall be conducted annually by local fire protection authorities or other persons as approved by the Division. A record of the Survey shall be placed in the Operating Record.

2.8 Communication Equipment - .1107(2)(g)

Telephone communication equipment for contacting the local fire protection authority is available in the Truck Maintenance Shop, which is approximately 250 feet west of the scrap tire collection and processing operation. In addition, telephones are located in the Office and the production supervisors carry cellular phones.

2.9 Grass, Underbrush, and Vegetation - .1107(2)(h)

The scrap tire collection and processing operation area is kept free of grass, underbrush, and other potentially flammable vegetation.

2.10 Emergency Preparedness Manual - .1107(2)(i)

The operator of the scrap tire collection site shall prepare and keep an emergency preparedness manual at the site. The manual shall be updated at least once a year, upon changes in operations at the site, or as required by the Department. The manual shall contain the following elements:

- A list of names and numbers of persons to be contacted in the event of a fire, flood or other emergency;
- A list of the emergency response equipment at the scrap tire collection site, its location, and how it should be used in the event of a fire or other emergency;
- A description of the procedures that should be followed in the event of a fire, including procedures to contain and dispose of the oily material generated by the combustion of large numbers of tires; and
- A listing of all hazardous materials stored on-site, their locations and information regarding precautions which should be taken with these materials.

A copy of the Central Carolina Tire's Emergency Preparedness Manual is included in Appendix D.

2.11 Notify Division in the Event of Fire or Other Emergency - .1107(2)(j)

The operator of the scrap tire collection site shall immediately notify the Division in the event of a fire or other emergency if that emergency has potential off-site effects. Within two weeks of any emergency involving potential off-site impact, the operator of the site shall submit to the Division a written report describing the cause(s) of the emergency, actions taken to deal with the emergency, results of the actions taken, and an analysis of the success or failure of these actions.

SECTION 2
COMPLIANCE WITH 15A NCAC 13B .1107

2.12 Copy of Permits - .1107(2)(k)

In accordance with 15A NCAC 13B .1107(2)(k), Central Carolina Tire maintains a copy of the scrap tire collection and processing facility permits, records of the quantity of scrap tires received, processed, and shipped from the site, and records of the quantity of scrap tires disposed of in the on-site disposal facility in the Office.

2.13 Scrap Tire Storage Limits - .1107(2)(l)

In accordance with Rule .1110(a), the storage limits for a tire processing site shall be determined by multiplying the daily through-put of the processing equipment used by 30. The Central Carolina Tire Facility can process scrap tires at a rate of 24 tons per hour and normally operates 18 hours per day, for a total of 432 tons of scrap tires processed per day. Utilizing this rule, the maximum storage limit for Central Carolina Tire is 12,960 tons of scrap tires, or about 1,296,000 tires (using 100 tires per ton). However, Central Carolina Tire is requesting an allowable storage limit of 300,000 tires.

2.14 Processed Tire Storage Limits - .1107(3)

Processed tires shall be stored in accordance with the requirements of indoor or outdoor storage in this Rule, and in accordance with the following:

- The temperature of any above-ground piles of compacted processed tires over 1,000 cubic yards in size shall be monitored and may not exceed 300 degrees Fahrenheit. Temperature control measures shall be instituted so that pile temperatures do not exceed 300 degrees Fahrenheit. Temperature monitoring and controls are not required for processed tires disposed of in permitted landfills.
- Any residuals from a scrap tire collection site shall be managed so as to be contained on-site, and shall be controlled and disposed of in a permitted solid waste management facility or properly recycled.

SECTION 3
Compliance with 15A NCAC 13B .1110
SCRAP TIRE PROCESSING FACILITIES

3.0 Compliance with 15A NCAC 13B .1110 - SCRAP TIRE PROCESSING FACILITIES

The purpose of this section is to demonstrate compliance with 15A NCAC 13B .1110 SCRAP TIRE PROCESSING FACILITIES.

3.1 Records - .1110(c)

The owner or operator of a scrap tire processing facility shall record and maintain for three years the following information, and these records shall be available for inspection by Division personnel during normal business hours. Central Carolina Tire maintains the following records in the Office for a minimum of three years:

- For all scrap tires and processed tires shipped from the facility: the name of the hauler, the hauler or merchant identification number of the tire hauler who accepted the scrap or processed tires for transport, the quantity of scrap or processed tires shipped with that hauler, designation of scrap or processed tires (name and address of facility), and documentation of receipt of tires by the receiving facility.
- For all scrap tires and processed tires received at the facility: the name of the hauler, the hauler or merchant identification number of the scrap tire hauler who delivered the scrap or processed tires to the facility, the quantity of scrap or processed tires received from that hauler and where the tires originated (name and address of facility).
- For tires received, stored, shipped or processed, completed certification forms as required by G.S. 130A-309.58(f) except for quantities of five tires or less brought for processing by someone other than a tire collector, tire processor or tire hauler.

3.2 Annual Report - .1110(d)

Owners and operators of scrap tire processing facilities shall submit to the Division an annual report, by August 1 of each year, that summarizes the information collected under Rule 15A NCAC 13B .1110(c) for the previous calendar year. The report shall be submitted on a form prescribed and provided by the Division. The following information shall be included, at a minimum:

- The facility name, address, and permit number, if any;

SECTION 3
Compliance with 15A NCAC 13B .1110
SCRAP TIRE PROCESSING FACILITIES

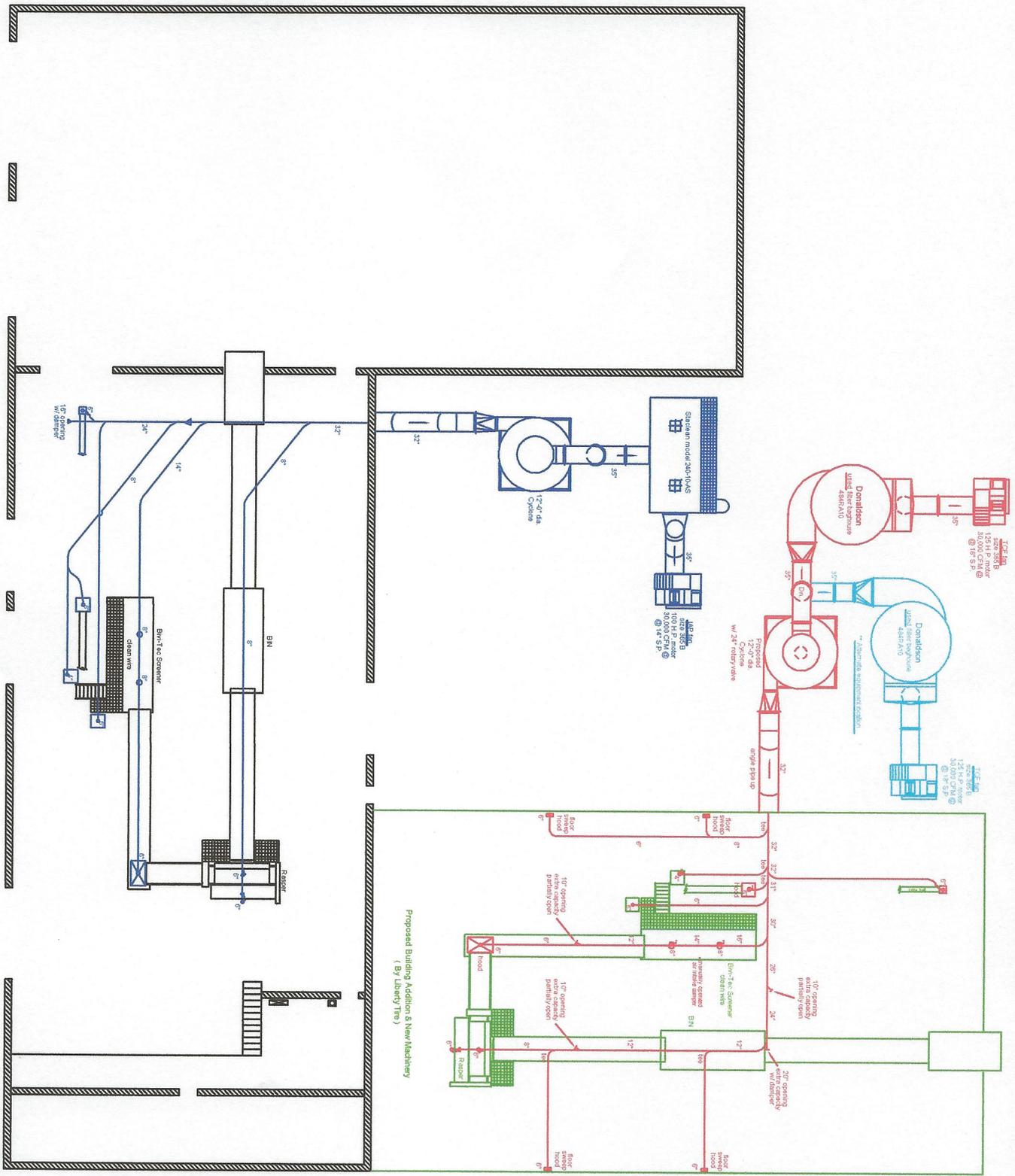
- The year covered by the report;
- The total quantity and type of scrap tires or processed tires received at the facility during the year covered by the report;
- The total quantity and type of scrap tires or processed tires shipped from the facility during the year covered by the report;
- The quantity of scrap tires or processed tires shipped to each receiving facility identified by name and address;
- The total quantity and type of scrap tires or processed tires located at the facility on the first day of the calendar year.

FIGURE 1

Site Layout and ¼ Mile Radius Map

FIGURE 2

Schematic of the Rasper Process



Proposed Building Addition & New Machinery
(By Liberty Ties)

Virginia Power Company	DATE: 05-25-67
LIBERTY TIES	DESIGN: J. J. HARRIS
1000 NORTH BRIDGES AVENUE	SCALE: AS SHOWN
MEMPHIS, TENNESSEE 38103	PROJECT: 67-100
LIBERTY TIES	NO.:

APPENDIX A

Harnett County Zoning Approvals



Planning Department

www.harnett.org

PO Box 65
102 East Front Street
Lillington, NC 27546

ph: 910-893-7525
fax: 910-893-2793

February 5, 2004

Thomas Womble
Central Carolina Tire
1616 McKoy Town Road
Cameron, NC 28326

Re: Site Plan Approval on 02/04/04
Central Carolina Tire collection & processing facility, Phase III
HTE 04-5-8693

Dear Sir or Madam:

This is to inform you that the Harnett County Planning Department has approved the site plan for the expansion of the above referenced plan on February 4, 2004, with the following conditions:

- Receive approval from NCDENR (Erosion Control Plan and Solid Waste)
- Maintain buffers as required by DENR around perimeter of parcel

If you have any questions, please contact me at (910) 893-7525. Thank you in advance for your cooperation in this matter.

Sincerely,

Joseph D. Jeffries
Manager of Planning Services

APPENDIX B

Letter from Local Fire Protection Authority



Spout Springs Emergency Services, Inc.

4400 Buffalo Lake Rd. • Cameron, North Carolina 28326 • Phone (919) 499-9786 • Fax (919) 498-1206

September 25, 2006

From: Chief Alan Jarvis

To: Matt Einsmann

Subject: Central Carolina Tire Disposal Fire Protection

Dear Mr. Einsmann

This letter is to confirm that Central Carolina Tire Disposal at 1616 Mckoy Town Rd in Cameron is in the Spout Springs Emergency Services Fire District in Harnett County North Carolina.

In Service to our Community
Spout Springs Emergency Services
Alan Jarvis

APPENDIX C

Site Closure Estimate

**Financial Assurance Estimate
For Removal, Hauling, and Disposal of Stockpiled Tires**

300,000 Total Tires	
100 Tires/Ton	
3,000 Tons of tires	
10 Tons Tires per Truck	
300 Truck Loads	
8 Truckloads/Day	
38 Days Hauling	

Tire Loading (Backhoe and Operator)	\$ 75.00 /HR	8.00 Hr/Day	\$ 600.00 /Day	38 Days	\$ 22,500
Hauling (Truck and Driver)	\$ 75.00 /HR	8.00 Hr/Trip	\$ 600.00 /Trip	300 Trips	\$ 180,000
Tip Fees			\$ 50.00 /Ton	3,000 /Ton	\$ 150,000
Total					\$ 352,500

APPENDIX D

Central Carolina Holdings, LLC Emergency Preparedness Manual

Central Carolina Holdings, LLC Emergency Preparedness Manual

List of names and numbers of persons to be contacted in the event of a fire, flood or other emergency

Position	Responsible Party	Mobile Number	Home Number
On-Scene Coordinator	Robert Sikes	(919) 353-4375	(919) 498-1215
Operations Manager	Johnny Holder	(910) 890-0096	(910) 893-2047
Spill Prevention Coordinator	Tim McNeil	(919) 770-6841	(919) 498-1650

A list of the emergency response equipment at the scrap tire collection site, its location, and how it should be used in the event of a fire or other emergency;

Emergency Response Equipment	Location	Uses
Material Safety Data Sheet (MSDS)	Shop	generally outline the physical and chemical properties of the product, describe potential hazards associated with the substance (health, storage cautions, flammability, radioactivity, reactivity, etc.), prescribe emergency actions, and often include manufacturer identification, address, MSDS date, and emergency phone numbers
Absorbent Floor Dry	Shop	soaks up oils, coolants, solvents, water, fuels, and antifreeze
Fire Extinguisher	Shop, Break Trailer, Rasper Building, Fuel Tank Pad, Scalehouse	extinguish or control small fires,
Earth Moving Equipment	Monofill	Create diversions and barriers to direct and contain oily material and fire water

Central Carolina Holdings, LLC Emergency Preparedness Manual

A description of the procedures that should be followed in the event of a fire, including procedures to contain and dispose of the oily material generated by the combustion of large numbers of tires.

In the event of a fire:

- 1) the Skimmer outlet device located at the Sediment Runoff Pond should be disengaged by pulling the rope tied to the Skimmer to prevent oily material and fire-water from flowing into the environment. The Sediment Runoff Pond is located directly south of the Process Stockpile Pad. The Sediment Runoff Pond is strategically located to route all runoff from tire storage and tire processing areas. The Sediment Runoff Pond is sized to store the anticipated volume of oily material and fire water associated with a fire at the facility.
- 2) Earthmoving equipment can be used to create diversions and barriers to contain oily material and fire water to the smallest area practical. Booms and/or absorbent pads can be used within the barriers to better contain oily material and fire water within the diversions and barriers.

After a Fire Event:

- 1) Oily material and fire water contained in the diversions, barriers, and Sediment Runoff Pond will be cleaned in accordance with Spill Prevention, Containment, and Cleanup Plan (SPCCP).

A listing of all hazardous materials stored on-site, their locations and information regarding precautions which should be taken with these materials

Hazardous Materials Stored on-site	Hazard	Location	Precautions
Gasoline Tanks	explosives, flammable, and combustible substances	Behind Scalehouse	Prevent exposure to ignition source
Diesel Tank	explosives, flammable, and combustible substances	Adjacent to Shop	Prevent exposure to ignition source
Hydraulic Fluid Tanks	explosives, flammable, and combustible substances	Inside Shop	Prevent exposure to ignition source

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