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DURHAM
1869
CITY OF MEDICINE

CITY OF DURHAM
Department of Solid Waste Management
101 CITY HALL PLAZA 27701
1833 CAMDEN AVENUE | DURHAM, NC 27704
919.560.4186 | F 919.560.4647

www.durhamnc.gov

Received
DEC 2009
Waste Management

December 22, 2009

Edward F. Mussler
Solid Waste Permitting Branch Head
NCDENR - Division of Waste Management
1646 Mail Service Center
Raleigh, NC 27699-1646

Subject: City of Durham Transfer Station
Facility Permit No. 32-12T
Permit renewal request

Dear Mr. Mussler:

The City of Durham is requesting a renewal our existing permit to operate a Solid Waste Transfer Station Facility. An updated operational plan for the facility is attached.

If you need any additional information, please call me at 919-560-4186 ext 32253 or on my cell at 919-452-2804. I can also be reached via email at Josephine.Valencia@DurhamNC.gov.

Sincerely,

Josephine Valencia

Josephine Valencia
Disposal Manager

cc: Robert Williams, Assistant Solid Waste Management Director

DURHAM

1869
CITY OF MEDICINE

Dec 22, 2009

City of Durham
Transfer station Operations Plan
Facility ID 32-12T

Solid Waste Management
SWM

Department of Solid Waste Management
1833 Camden Avenue
Durham, NC 27704
(919) 560-4186

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1.0 INTRODUCTION

1.1 PURPOSE

This Operations Plan for the City of Durham (City) Waste Disposal & Recycling Center (transfer station) presents general guidance for facility operations. This plan has been prepared in accordance with the North Carolina Solid Waste Rules 15A NCAC 13B .0402, Operational Requirements for Transfer Facilities. This plan addresses pertinent operational requirements outlined in Rule .0505, Operational Requirements for Sanitary Landfills. The Operational Plan will address the following issues:

- Waste acceptance criteria
- Destination of Waste
- Facility operations
- Drainage control and water protection
- Disease and vector control
- Sign and safety requirements
- Access and security requirements
- Facility Inspections

All personnel involved with the management or supervision of the operations will be required to review this document and to maintain the facility in accordance with all applicable laws and requirements. A copy of this document shall be kept on file at the transfer station scale house at all times.

1.2 FACILITY LOCATION

The transfer station is located within the Corporate Limits of the City of Durham in Durham County at the intersection of East Club Boulevard and Camden Avenue. The address for the transfer facility is 2115 East Club Boulevard, Durham, North Carolina 27704.

Interstate 85, Exit 179, is located approximately 0.3 mile east on East Club Boulevard from the transfer station entrance. The transfer station property has been zoned by the City of Durham as I-2 (light industrial) which is suitable for the development of public facilities, which include solid waste transfer stations.

1.3 FACILITY DESCRIPTION

The transfer station is a four bay corrugated metal building that provides a covered tipping floor area. Two bays are serviced by a pre-load compactor and two bays are serviced with open top trailers.

There is a separate scale house building with two inbound scales. After weighing, collection vehicles will proceed to the transfer station apron where they will turn and back into the building. The apron and access ramp are a paved concrete surface impervious to

moisture and erosion. The collection vehicles deposit their loads onto the tipping floor and exit the building.

The apron provides access to the southern side of the transfer station, which opens to the approximate 7,200 square foot tipping floor. The four loading bays are located along the northern end of the tipping floor approximately 14 feet below the tipping floor elevation. The compactor unit is installed in the western portion of the loading bays. In order to utilize the compactor unit, a ten (10) foot high push wall and a hopper are installed at the tipping floor elevation. These structures direct waste into the feed opening on the unit as well as help protect the unit from damage.

The compaction chamber of the compactor unit extends outside of the existing building. The closed-top transfer trailer receiving the waste from the compactor unit is also located outside the building. There is proper clearance under the compactor unit to allow maintenance of the trench drain. The compaction chamber of the compactor unit extends outside of the existing building. The closed-top transfer trailer receiving the waste from the compactor unit will also be located outside the building.

Both the tipping floor and loading bay are equipped with trench drains to capture any leachate or wash water generated in the transfer station. These drains are located along the entrances to the tipping floor and in the lower level loading bay floor. Leachate and small solids are trapped by the oil water separator which is periodically pumped empty by a hazardous waste contractor and disposed of appropriately.

Also located on the same property is a drop-off convenience center which accepts recycling, white goods, tires, antifreeze, motor oil, and trash from residents. 40-yard open top containers are used to accept MSW from customers in small vehicles that should not be directed to the tipping floor for safety reasons.

The City is the owner and permit holder of the transfer station. The City currently contracts with Republic Services to operate the facility; they subcontract the daily operation to Mr. Bult's Inc. (MBI). The current contract expires June 30, 2010. The primary contacts for operation of this facility are:

Donald Long, Director
Solid Waste Management Department
City of Durham, 101 City Hall Plaza, Durham, North Carolina 27701
Phone :(919) 560-4186 ext 32222 Fax (919) 560-1132
Email: Donald.Long@durhamnc.gov

Josephine Valencia, Solid Waste Disposal Manager
Solid Waste Management Department
City of Durham, 101 City Hall Plaza, Durham NC 27701
W:(919) 560-4186 ext 32253 M:(919) 730-6820 F:(919)560-1228
Email: Josephine.Valencia@durhamnc.gov

Rick Prather, General Manager
Republic Services, 5111 Chin Page Rd., Durham, NC 27703
W:(919) 433-0901 M:(919) 669-3696
Email: Rick.Prather@awin.com

Dan Jarboe, Durham Terminal Manager
MBI, 107 Mallard Crossing Rd, Lawrenceville, VA 23868
W:(708) 868-0059 M:(708) 243-7270
Email: dan.jarboe@mrbults.com

2.0 WASTE ACCEPTANCE CRITERIA

In accordance with 15A NCAC 13B .0402(1), a transfer facility shall only accept those wastes which it is permitted to receive. The transfer station will accept municipal solid waste (MSW) (i.e., residential, commercial, and industrial waste), construction and demolition (C&D) materials.

2.1 SERVICE AREA

The Waste Disposal Facility will accept waste generated in the following counties:

- Durham
- Chatham
- Granville
- Orange
- Person
- Wake

2.2 NON-COMERCIAL WASTES

Passenger vehicles and pickup trucks lacking an automated dumping capability will be directed by scale house personnel to the appropriate areas at the convenience center for unloading.

Residents bringing recyclable items, motor oil, anti-freeze, cooking oil, white goods, and tires will be directed to the convenience center. Attendants will then direct them to the proper bays or bins.

Residents with reusable items will be directed to the Swap Shop. Examples of reusable items are small appliances, bicycles, cookware, fans, and radios. All items must be clean and in working order.

Customers with non-recyclable/non-reusable items (trash) will be directed to cross the scales. The resident will leave a small deposit and then travel to the unloading area. An attendant will ask what it being delivered. The customer will then be directed to the appropriate disposal location, depending on the type of trash they are disposing. The residents must unload their own trash. Once the waste is unloaded, the customer goes back over the scales to calculate the tare weight. The customer could possibly owe additional fees, depending on how heavy the load was.

2.3 COMMERCIAL WASTE

The transfer station has been designed to handle an average tonnage rate of 650 tons per day and a peak rate of 1,100 tons per day. The daily tonnage rate is subject to change due to fluctuations in the amount of waste delivered to the facility on any given day and seasonal fluctuations. The expected annual tonnage for the facility is about 180,000 tons of MSW and 15,000 tons of yard waste. Yard waste is currently co-mingled with MSW but that is expected to stop once the City's yard waste facility reopens in early 2010.

Incoming waste to the transfer station originates from public and private collection vehicles. The public and private waste collection vehicles consist of rear, front, and side loader truck types, as well as dump body vehicles. Industrial and commercial waste will also be transported to the facility by private waste haulers.

Easily retrievable recyclable items such as white goods or tires may be removed from the tipping floor if they were inadvertently brought in with a load of MSW. However, no small recyclable items will be separated from purtescible garbage on the tipping floor.

2.4 PROHIBITED WASTES

In accordance with Rule .0505(10)(e), the transfer station will not accept barrels and drums unless they are empty and perforated sufficiently to ensure that no liquid or hazardous waste is contained in them. In accordance with Rule .0505(11)(b), no hazardous or liquid waste shall be accepted at the transfer station.

In addition, the transfer station will not accept infectious waste, medical waste, large amounts of animal waste, sludge, radioactive waste, and hazardous waste.
A report shall be prepared by the City for any attempted delivery of waste of which the transfer station is not permitted to receive, including waste from outside the permitted transfer station service area. The report will be forwarded by the City to:

Department of Environmental and Natural Resources
Solid Waste Section
585 Waughtown Street,
Winston-Salem, NC 27107
336-771-5090

Loads containing this prohibited waste will be directed to the appropriate disposal facilities. In the event that prohibited waste is inadvertently discharged at the transfer station, operating personnel will isolate the waste within the transfer station building. Site operators will receive periodic training on the identification and handling of prohibited wastes. A licensed waste disposal contractor will be brought in to remove and properly dispose of the prohibited waste.

3.0 TRANSFER STATION OPERATIONS

3.1 OPERATING HOURS

The transfer station will typically receive waste Monday through Friday from 7:30 am to 4:30 pm and Saturday between 7:30 am and 12:00 pm. The transfer station will typically be closed on Sundays and designated holidays. However, maintenance may be conducted during times that the facility is closed for waste acceptance. A sign will be posted at the entrance to the transfer station identifying the hours of operation.

3.2 EQUIPMENT

Since the transfer station is a tipping floor facility and not a final disposal destination, the only equipment required for the safe and effective operation are rubber tire front-end loaders, transfer trailers, and scales. Currently an SSI model 4500 pre-load compactor unit is also in use. However, as of December 2009, the pre-load compactor is almost ten years old and likely near the end of its useful life. It will likely be removed or replaced in the future.

Additional or different equipment may be used to facilitate loading operations when the primary equipment experiences downtime. A contractor working for the City (Operator) will provide primary equipment, backup equipment, and equipment maintenance. The Operator will also provide transfer vehicles, transport the waste, and provide the maintenance of the transfer vehicles and all operation equipment connected with the transfer station.

3.3 WASTE HANDLING

Waste collection vehicles delivering waste for transfer will enter the facility from East Club Boulevard and proceed along the entrance road to the scale to be inspected and

weighed. Identification information with tare weights recorded on user vehicles will be maintained in the scale house for City vehicles and account customers. Trucks without identification information on file will be re-weighed for tare weight prior to exiting the facility. Authorized vehicles, after being weighed, will proceed along the access road to the transfer station building apron.

The Operator directs vehicles waiting to unload to back into the facility through the southern entrance. The vehicles back onto the tipping floor to an area designated by the Operator. Once the vehicle is in position, the waste load is discharged directly onto the tipping floor and an employee conducts a visual screening of the waste materials. After the collection vehicles exit the transfer station building, a front-end loader is utilized to push the waste into the hopper located above the compactor unit. During peak hours, an additional front-end loader can be utilized to manage the waste and keep all traffic areas clear.

Waste is funneled through the hopper into the infeed opening of the compactor unit which is 10 feet long by 6 feet wide. The waste is then pushed from the infeed opening into the compaction chamber which is 7 feet wide by 7 feet high by 31 feet long. Load cells at the base of the compactor unit measure the weight of the waste that enters it and feeds this information to a display mounted on the interior of the transfer station's northern wall. Upon arriving at the proper weight (approximately 26 tons), the compacted waste is displaced through the chamber into an awaiting closed-top trailer connected to the end of the chamber. Once the trailer has been filled, it disconnects from the chamber, is staged in the gravel area to the northwest of the transfer station building, and then the waste is transported to an off-site permitted disposal facility. The end disposal site is currently the Brunswick Landfill located in Lawrenceville, VA. In addition, other MSW landfills with acceptable service areas may be used. NCDENR will be notified if the final disposal destination changes in the future.

The weight of the trailers will be recorded at the permitted facility. All data from the permitted facility will be provided to the City for its records. The data will then be compiled into an annual written report by the City to be submitted to NCDENR.

It is difficult for the compactor to handle certain types of wastes that may be delivered to the facility. Therefore, an open-top trailer located in the eastern end of the transfer station loading bay will be utilized to handle these types of waste. Several open-top trailers will be staged at the facility for this purpose. The following wastes will typically be loaded into the open-top trailers:

- Items greater than 8 to 10 feet in length;
- Fencing materials on rolls or with concrete
- Rolls of chain link fence;
- Big, bulky loads of demolition debris;
- Large loads of asphalt shingles; and
- Any other items that may hinder the safe operation of the compactor.

The front-end loader operator will attempt to mix the waste loads to distribute the various types of wastes received throughout the loads to achieve better compaction of the material and to prevent jamming of the compactor.

3.4 BACK-UP OPERATIONS

In the event the compactor malfunctions or there is a power failure, a front-end loader will be utilized to move waste from the tipping floor into an open-top trailer located in the eastern end of the transfer station loading bay. Several open top trailers will always be stored at the facility. Additional open top trailers may be brought from Virginia within about 3 hours of being requested. MBI's staff will work overtime as necessary to ensure the facility is clean and that no waste remains on the tipping floor overnight in cases of delayed operations.

3.5 INSPECTION OF WASTES

Access to the transfer station is controlled by the scale operator(s) located along the entranceway to the facility. All waste entering the facility must pass the scale house prior to entering the transfer building. Scale house operators ask customers what type of materials they are bringing. Any unacceptable loads are documented and alternative disposal centers are suggested.

Passenger vehicles and light trucks are directed to the convenience center or yard waste transfer area. Staff will make a visual inspection of waste to ensure that no improper materials are being disposed of.

Vehicles with automated dumping capabilities are directed to the tipping floor. As waste is deposited onto the tipping floor, the operator will conduct a visual screening of the waste materials. Should unacceptable waste be found, the driver of the vehicle will be instructed to terminate dumping and the unacceptable material will be segregated from the acceptable material and managed as necessary.

Should a hauler consistently deliver unacceptable material, they will be denied further access to the transfer station, and the local office of NCDENR will be notified so that appropriate investigations can occur.

Random waste screening will also be practiced by the operator. A minimum of three loads are to be screened each day by the Operator. A copy of the inspection form is located at the end of this document. Records of all waste screening loads are maintained in the Operator's office.

3.6 TRAFFIC CONTROL

Access to the transfer station is controlled by the scale operator. All collection vehicles arriving at the facility are directed to the tipping floor or convenience center by the scale

operator after their weight is recorded. After unloading their waste, those vehicles that do not have tare weights previously recorded are required to re-enter the scales and be re-weighed to establish a tare weight.

3.7 SANITATION PLAN

The transfer station, convenience center, scale house, and grounds, will be kept in a manner that is conducive with providing a safe working environment at all times. Trash cans and roll-off containers will be emptied on a regular basis.

3.7.1 Tipping floor & compactor area

The loader is equipped with a rubber edge to limit wear and tear on the concrete tipping floor during normal operations. This rubber edge will also act as a squeegee to scrape the floor clean at the end of the day. The tipping floor will be cleared of wastes at the end of each working day.

The pit area for the compactor and open-top trailers are cleaned several times throughout the day and as needed. Debris from the trench drains will be removed monthly, or as needed. The fans in the building are cleaned quarterly or as needed.

3.7.2 Litter control

All incoming waste vehicles are required to have their loads covered upon arrival at the facility. Outbound transfer trailers are also required to cover their loads. This practice will help minimize the amount of litter at the facility. Throughout the day, and at the end of each day, facility personnel will police the area for windborne litter. Any litter discovered at the end of the operating day will be stored in an onsite dumpster for disposal the next day.

3.7.3 Convenience center and roll-off area pads

The Convenience center and roll-off area pads are swept by attendants during lulls in customer arrival.

3.7.3 Odor control

Odors are controlled by prompt unloading and transfer of all delivered waste at the transfer station. The open bay design also promotes fresh air exchange. Under normal operating conditions, odors are not expected to pose a problem.

4.0 DRAINAGE CONTROL AND WATER PROTECTION REQUIREMENTS

In accordance with Rule .0505(7)(b)(c), the transfer station will be operated so as to prevent stagnate water from coming in contact with discharged waste and to contain and properly discharge collected leachate.

The transfer station building will be emptied and washed down at the end of each operating day. The upper level and lower level drains of the building shall properly collect any wash water/leachate generated, and minimize areas of stagnate water within the transfer station. The drains connect to a conveyance line and tank that is periodically pumped by a contractor.

5.0 DISEASE AND VECTOR CONTROL

In accordance with Rule .0505(12)(a), the transfer station shall provide effective vector control measures for the protection of human health and the environment. Disease vectors are defined as any rodent, flies, mosquitoes, or other animals, including insects, capable of transmitting disease to humans.

Control of disease vectors will be maintained by implementation of a cleaning program, which involves removal of waste, leachate, and wash water from all operating areas. The removal of waste at the end of each operating day will protect against migration of vectors into and from the transfer station buildings. Stagnant ponded water shall be prevented from occurring to control mosquito breeding. If problems controlling disease vectors occur, a licensed exterminator shall be utilized to control the vectors.

6.0 SIGN AND SAFETY REQUIREMENTS

6.1 SIGN REQUIREMENTS

In accordance with Rule .0505(9)(a)(b)(c), the transfer station shall post signs at the transfer station entrance indicating operational procedures, hours of operation, and the permit number. Signs shall be clearly posted stating that no hazardous or liquid waste can be received. Traffic signs and markers shall be provided as necessary to promote an orderly traffic pattern to and from the discharge areas and to maintain efficient operating conditions.

6.2 OPEN BURNING OF WASTE

In accordance with Rule .0505(10)(a), open burning of waste shall be prohibited at the transfer station.

6.3 FIRE PROTECTION EQUIPMENT

In accordance with Rule .0505(10)(b), fire suppression equipment shall be provided to control accidental fires and arrangements shall be made with the local fire protection agency to immediately provide fire-fighting services when needed. The transfer station building will be equipped with an appropriate number of fire extinguishers to effectively control small, accidental fires as well as on-site fire fighting hose connected to a direct water supply. Local fire departments will be notified when needed.

6.4 NOTIFICATION OF FIRE

In accordance with Rule .0505(10)(c), fires that occur at the transfer station require verbal notice to the Division of Solid Waste within 24 hours and written notification shall be submitted within 15 days. Verbal and written notification shall be submitted to the Raleigh Regional Waste Management Specialist:

Department of Environmental and Natural Resources
Solid Waste Section
585 Waughtown Street,
Winston-Salem, NC 27107
336-771-5090

7.0 ACCESS AND SECURITY REQUIREMENTS

7.1 TRANSFER STATION ACCESS AND SECURITY

In accordance with Rule .0505(8)(a), the transfer station must be secured by means of gates, chains, berms, fences, and other security measures approved by the Division of Solid Waste Management to prevent unauthorized entry. All vehicles delivering waste to the transfer station will enter and exit through the existing access control gate. Unauthorized vehicle access to the facility is prevented by a chain-link fence surrounding the transfer station property.

7.2 ATTENDANT

In accordance with Rule .0505(8)(b), the transfer station will have a full-time scale operator located in the scale house during operating hours. In addition, a transfer station attendant will be at the facility at all times during operating hours. Both the scale operator

and transfer station attendant will be responsible for verifying that all vehicles comply with the permitted operational requirements.

7.3 ACCESS ROAD

In accordance with Rule .0505(8)(c), the access roads for the transfer station will be constructed of an all-weather surface (asphalt, concrete, or graded aggregate) and shall be maintained in good condition. Potholes, ruts, and debris on the roads shall receive immediate attention in order to avoid damage to the vehicles. Access roads will be re-graded as necessary to maintain a positive slope for adequate drainage. Since collections and transfer vehicles travel at low speeds within the facility dust generation is not expected to pose a problem.

8.0 FACILITY INSPECTIONS

There will be regular inspections conducted at the transfer station. Inspections will be conducted by City personnel who are trained and familiar with the operations of the facility. Items that will be inspected monthly will include, but not be limited to the following:

- transfer trailers & roll-off containers
- tipping floor & push wall
- fire extinguisher and fire hose
- electrical controls
- water lines
- trench drains
- oil water separator

9.0 SECOND SHIFT RECYCLING OPERATIONS

9.1 RECYCLING PROCESSING

In May 2009 the City requested a permit modification to allow recycling to be processed at the transfer station after regular MSW processing had ceased for the day. At the time of the request the expected date for this project to start was July 2009. However, the project has been placed on hold. Below is the operating plan for the recycling processing project. It is being provided in anticipation of possible implementation at a later date.

City staff will collect curbside residential recycling on a regular Monday through Thursday schedule from approximately 7:00 am to 5:00 pm. Collection schedule adjustments will

be made as necessary to account for holidays, peak collections, equipment breakdowns, staffing issues, and other unforeseen circumstances.

At the completion of their daily routes, City trucks full of recycling will cross the scales to be weighed. However they will not proceed to the tipping floor. Instead, they will be parked on City property and emptied at a later time.

9.2 UNLOADING RECYCLING

Regular solid waste loading into trailers for transport to a landfill will continue as currently outlined in our operational plan. Only after all MSW has been removed from the tipping floor will the City recycling trucks proceed. They will then drive to the tipping floor, back into the bays, and dump their loads onto the tipping floor. Recycling will not be accepted from private customers or during any other times at the tipping floor.

The front gate will continue to be locked at 4:30 pm to limit access to the transfer station. City recycling trucks will either enter the facility before it closes to the public, or if arriving after 4:30 pm, access the transfer station via the rear gate which is controlled by keypad access.

Recycling will be loaded into trailers in the same manner as MSW is loaded into trailers: either through the use of a compaction unit or by being pushed into an open top trailer. No recycling will remain on the tipping floor overnight.

9.3 TONNAGE

We expect to receive 12,000 – 15,000 tons of recycling each year. Because of the lower compaction rates necessary with recycling and the low weight of many recyclable materials in comparison to their volume, we believe that 3 to 5 trailer loads will be required to transport the recycling.

9.4 CONTAMINATED LOADS

Loads will come from residential recycling routes. Recycling loads may contain small amounts of household garbage mixed with the recycling. After each recycling load is dumped on the floor, the Operator will conduct a visual inspection of the load. If the garbage contamination is less than 20%, all materials will be loaded into trailers for transport to a material reclamation facility (MRF). The MRF will be responsible for sorting the garbage from the recycling as part of their normal processing system. Our agreement with the MRF contractor will have guidelines to ensure proper disposal of any contaminants.

If a load is found to contain garbage contamination in excess of 20%, the loader operator will segregate this load from the other clean recycling materials. The contaminated load will be moved to an open top trailer for storage. The next work day, this open top will be loaded with garbage from the regular solid waste operations and transported to a landfill for disposal.

The loader operator who identified the contaminated load will make written notice of which truck the load originated from. This information will be shared with the City the next work day, so the City knows where to concentrate their educational efforts.

10.0 WASTE SCREENING FORM

A copy of the waste screening form is located on the next page.

City of Durham

Transfer Station

Waste Load Inspection

Date & Time: _____ Mon Tue Wed Thu Fri Sat Sun

Person conducting inspection: _____

Hauler and truck #: _____

Type of Waste: _____

Waste Origin: _____

Vehicle Type

Front loader
Rear loader
Roll off
Trailer

City Vehicle: Yes No

Was the load accepted? Yes No

Any banned recyclables? Yes No

Comments:

_____

_____

_____

_____

_____

_____

_____

_____