

Hanover

Engineering Associates Inc

February 18, 2016

Ms. Leslie Huhn, Manager
Lower Saucon Township
3700 Old Philadelphia Pike
Bethlehem, PA 18015

RE: Inspection Conducted on February 18, 2016
IESI Bethlehem Landfill
Hanover Project LS90-7

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Dear Ms. Huhn:

The purpose of this letter is to report the results of the above-referenced "pre-meeting" inspection, which was conducted by me along with Mr. Allen Schleyer, District Manager for IESI, and Ms. Priscilla deLeon, Township Council liaison. The following items were noted during the inspection:

1. The Bethlehem Renewable Energy (BRE) plant was not running.
2. The landfill flare was running at a flow rate of 3,080 Standard Cubic Feet per Minute (SCFM) and a temperature of 1,669 degrees Fahrenheit. The largest blower was observed to be in operation today.
3. The truck wash was in use, due to muddy conditions.
4. No mud, odor, or blowing litter was observed along Applebutter Road up to Ringhoffer Road, the entrance driveway, or at the landfill office parking lot.
5. A light, intermittent working face (garbage) odor was observed near the LSA water tower, directly above the working face. A slight, intermittent landfill gas odor was observed at the north edge of the temporary cap on the southern face.
6. Neither the northern or southern mister lines were observed to be running during the inspection. These were previously winterized.
7. Wind direction during the inspection was predominantly from the north/northwest (blowing from), with an estimated speed of ten to twenty miles per hour (10-20 mph).
8. Garbage was being disposed of in newly-completed Cell 4E Stage 3. Two (2) trucks were observed dumping, and two (2) were observed waiting. No windscreens were in place, since the working face is in the bottom of a large depression. This portion of cell filling is above the fluff layer throughout the working face, and therefore special precautions were not necessary. Mr. Schleyer stated that they are removing soil from the western face as disposal progresses to maintain garbage-to-garbage contact between waste in the old, adjoining cell and the new cell. Mr. Schleyer stated that the inner-cell berm and rain flap have been removed in the western portion of this cell. The landfill's engineer has submitted the construction certification for this work to the PA DEP, and approval to fill this area with garbage has been received.
9. Cover soil is still being imported. No Alternative Daily Cover material is being used.
10. There were some erosion rills in the western face, but no garbage was exposed.
11. The face of the MSE wall still has some litter stuck in the vegetation. Mr. Schleyer stated that he would schedule pickers to remove it.
12. The northern perimeter silt fence is still breached in one (1) location. Mr. Schleyer stated that he will have this repaired.

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ROUTING

- Orig
- Council Manager
 - Asst. Mgr.
 - Zoning
 - Finance
 - Police
 - P. Works
 - P/C
 - P & R
 - EAC
 - Engineer
 - Solicitor
 - Planner
 - Landfill
 - EMC
 - Other

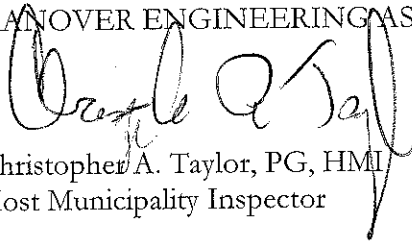
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13. The north slope road was driven and is fully open and accessible by vehicle.
14. The west high wall was observed. No major changes since the last inspection were evident. No slope failure and no major movement of soil or rock along the wall were observed.
15. The final capping project in the area of Cell 4F is awaiting the installation of rip-rap on the bench receiving stormwater flow from the gabion down-channel, and is awaiting seeding and mulching of the soil cover.
16. The work to clean the sediment out of Basin 6 is suspended, pending suitable weather and site conditions.
17. Following the inspection, I conducted a driving patrol along Skyline Drive, beginning at 12:30 PM. No landfill-related odors were observed during this inspection.
18. I conducted a driving patrol through Steel City starting at 12:40 PM. No landfill-related odors or sounds were observed. This patrol did not extend through the Narrows, where Riverside Drive is still closed for road repairs.
19. The condition of the temporary cap system was inspected as a follow-up to the emergency inspection conducted on February 16, 2016, as documented in the Hanover report letter dated February 17, 2016. The wind that most affected the temporary cap system was blowing from the east. As a result, the eastern edge of the cap layer had been "peeled back" along the northern two-thirds of the capped area. Below this, the temporary cap material had been sealed to the adjoining permanent cap, and it therefore held in place. The underlying fabric material held in place for the most part. It was observed that both the fabric material and cap material had sandbags placed on them along the eastern edge to weigh them down. Observations indicated that the temporary cap system was not displaced by the wind along its northern or western boundaries, where it is held in place by an anchor trench. It was also not displaced along its southern boundary, where it is welded to the bottom liner system. Sand bags and piles of stone were observed along the perimeter of the cap, and around the gas wells, to weigh it down. Piles of extra sand bags were observed staged along the eastern edge of the cap. Mr. Schleyer stated that these would be placed on the cap (which must be done by hand), and that more sandbags are being filled for this purpose. Mr. Schleyer stated that all of the gas wells within the cap area, approximately fourteen (14), had been checked and the well heads are securely in place at all of them. A worker was observed installing patch welds to areas of the cap that were damaged.

If you have any comments or questions regarding any of the above, or find that you need additional information, please do not hesitate to call me immediately.

Respectfully,

HANOVER ENGINEERING ASSOCIATES, INC.



Christopher A. Taylor, PG, HMI
Host Municipality Inspector