



Hanover Engineering

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September 6, 2018

SEP 10 2018

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

RE: Inspection Conducted on September 6, 2018
IESI Bethlehem Landfill
Hanover Project LS90-7

Dear Ms. Huhn:

The purpose of this letter is to report the results of the above-referenced "Mid-meeting" inspection. The inspection was conducted by me along with Donald Hallock, the General Manager. The following items were noted during the inspection:

1. The BRE plant was running. Mr. Hallock stated that they were running on one (1) compressor at about 1,240 to 1,300 scfm. He stated that the second compressor was off line and was scheduled to be replaced during a planned outage starting next Monday, September 10, 2018.
2. The landfill flare was running at a flow rate of 2,580 scfm and a temperature of 1,661 degrees Fahrenheit and appeared to be operating normally. There were no visible emissions from the flare. The bar graph on the instrument panel indicated that the flare was running at sixty percent (60%) of the Variable Frequency Drive (VFD) capacity. The largest blower was in operation. The paper chart went back to August 29, 2018 and indicated increases in gas flow several hours in duration on August 30 and September 2. Mr. Hallock stated that these corresponded with outages of the BRE plant.
3. The truck wash was not in use due to dry conditions.
4. No blowing litter or odors were observed along Applebutter Road up to Ringhoffer Road, the entrance driveway, or the office parking lot.
5. No wind-blown litter was observed on the site.
6. Wind during the inspection was calm to 5 mph from the west. Weather conditions were sunny, no rain, and hot.
7. We visited the scale house and I was shown trucking slips for the loads that had come in so far that day from the two (2) transfer stations owned by Waste Connections. These are identified as the station at 110 50th Street and the station at 577 Court Street, both in Brooklyn, New York. A total of fifteen (15) slips were provided. All of them indicated that all trucks had departed the transfer stations under 80,000 pounds, and all had weighed into the landfill under 80,000 pounds. However, I noted that the weight into the landfill was less than the weight out of the transfer station for several trucks, by amounts that varied from several hundred pounds up to 1,000 pounds for one (1) truck. In response Mr. Hallock stated that he would ask the transfer stations to have their scales calibrated.

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ROUTING

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- Landfill
- EMC
- Other

8. Garbage was being disposed of at the eastern end of the landfill. Tractor trailers were being unloaded at the top access to the working face using the truck tipper. Garbage unloaded here was then pushed down the slope. One (1) truck was unloading and two (2) were waiting to unload. Local collection trucks were taking a separate road to the bottom access to the working face to unload. Cover soil was observed staged at the top access to the working face. All trucks are using the south face haul road to approach and leave the working face. The portable mister was in operation in the area of the new cell construction, southeast of the working face. The approach road to the upper access to the working face is smooth and stable.
9. Neither the north or south fixed mister lines were in use.
10. Areas of daily and intermediate cover are adequate to cover garbage, with no flagging garbage or seeps observed.
11. The temporary cap on the south face was observed. No ballooning of the cap was occurring.
12. The west high wall was observed. No slope failures or major movement of soil or rock since the last inspection was evident.
13. The recycling and customer drop-off area (for small, non-commercial vehicles with garbage) is still relocated to the southern access road. The new area for these services has been constructed as part of the Southeast Realignment but cannot be utilized until other construction in the area has been completed.
14. The north slope road was driven. It was observed that the entire length of the road running downhill from the maintenance shop to the western end had been compacted and appeared stable. It was also observed that the swale along the south side of the road had been cleaned out and relined with large stones. Also, large stones had been piled in front of the two (2) locations where stormwater runs off the road northward before leaving the site. This includes the area of the concrete spillway. Mr. Hallock stated that this work was intended to have stormwater flow in the swale rather than down the roadway, and to be detained before leaving the site so that any sediment carried by the water will drop out.
15. It was observed that internal roads were wet, having just been sprayed for dust suppression.
16. The subject of final capping was discussed. A review of the approved plans for the Southeastern Realignment indicates that no permanent capping is currently due to be constructed. Under those plans, the first area due to receive permanent capping is 4.3 acres in the Phase III-IV overtop filling location toward the western end of the landfill. Mr. Hallock stated that this area is currently approximately at Elevation 716, is temporarily capped, but is not yet ready to receive final capping. He stated that he would review the site plans and would discuss the issue with PA DEP, and then address the issue with me at a future committee meeting.
17. I advised Mr. Hallock that long range weather forecasts showed potential affects from both the remnants of Tropical System Gordon and from Hurricane Florence. I advised him to make ready for this possibility in terms of both stormwater management and auxiliary power supply.
18. I conducted a driving patrol along the intersection of Applebutter Road and Ringhoffer Road before the inspection, starting at 9:45 a.m. No landfill-related odors were observed. Portions of the landfill are now visible through the trees. The sounds of machinery working and truck engines were observed coming from the landfill. I observed a dump truck with the name "Landry" driving east on Applebutter Road past Ringhoffer Road. I conducted a driving patrol along Skyline Drive after the inspection, starting at 11:20 a.m. No landfill-related odors were observed. The sight and sound of garbage trucks and dump trucks on the

landfill (south face haul road) were observed from the end of Skyline Drive. I conducted a driving patrol through Steel City after the inspection, starting at 11:34 a.m. No landfill-related odors or sounds were observed from the entrance to the Hill Climb. On the driving patrol through the Narrows it was observed that the road downslope of the runoff point from the landfill was clean. No water was running at the time of the inspection.

Activity Related to the Southeast Realignment Expansion

19. Construction activity related to the expansion is continuing in new Cell SE-1A. Rob Tyler of Martin and Martin was onsite overseeing the construction work. The primary liner has been finalized in all areas. Protective stone cover is now being placed on the liner. The sump which collects leachate has been formed and completed. The foundation of the leachate pump house has been constructed. Sediment Basin 2 has been cleaned out and regraded. Mr. Hallock stated that it will be hydroseeded next.

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

Handwritten signature of Christopher A. Taylor in black ink, with a stylized 'llb' at the end.

Christopher A. Taylor, PG, HMI
Host Municipality Inspector

cat:llb

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