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May 16, 2023

PaDEP – Northeast Regional Office
Attn: Roger Bellas, Program Manager
2 Public Square
Wilkes-Barre, PA 18701-1915

RE: First Environmental Assessment Review
Deficiency Letter
Major Permit Modification Application – Daily
Tonnage Increase
Blythe Recycling and Demolition Site (BRADS)
Landfill
Application No. 101679-A223
Blythe Township, Schuylkill County
Response to letter from PADEP dated 4/18/2023
Our file: b/1312.2/RL04182023

Dear Mr. Bellas:

Please accept the following responses to your letter dated April 18, 2023 on behalf of BRADS Landfill regarding the above referenced plan. The responses are in **bold** for easier reading.

Form D Environmental Assessment Deficiencies

1. In response to the Section D. Parks, BRADS requested updated feedback from the Schuylkill County Planning Commission, Army Corps of Engineers, and the United States Department of Interior via letters dated November 12, 2020. It also appears the U.S. Department of Interior letter was re-sent on June 30, 2021. If responses to this correspondence were received or any additional more recent letter/contacts were made copies should be provided.

No additional responses were received. However, see attached maps (Attachment 1) showing that no National, State, or Municipal Parks are within one mile of BRADS.

2. In response to Section E. Fish, Game, and Plants, BRADS requested updated feedback from the Pennsylvania Game Commission in a letter dated November 12, 2020. If a response to this correspondence was received or any additional more recent letter/contacts were made copies should be provided.

MUNICIPAL • URBAN • REGIONAL • LAND DEVELOPMENT AND ENVIRONMENTAL PLANNERS

MUNICIPAL • CIVIL • SANITARY • SOLID WASTE AND ENVIRONMENTAL ENGINEERS

The letter was resent to the PGC on 6/30/21 and received by PGC on 7/2/21. No additional responses were received.

3. In response to Section H. Historic/Archaeologic, BRADS requested updated feedback from the Pennsylvania Historical and Museum Commission (PHMC) via letter dated November 12, 2020. If a response to this correspondence was received a copy should be provided or BRADS should complete and submit the results of a PHMC review through the PA-SHARE system (<https://share.phmc.pa.gov/pashare/landing>).

No additional responses were received. Please see attached results (Attachment 2) of a PHMC PA-Share review showing no resources at the BRADS facility.

4. In response to Section K. Zoning and Land Use, Item d., the applicant states "this project is being undertaken by the municipality." The Township is no longer the permittee and therefore this answer is inaccurate and should be revised.

Section K., Item d. has been revised. No zoning approval is required for a tonnage modification. Attachment 3 is the updated page of the Form D.

5. The information provided in the application for the overweight truck surcharge program consists of a Township Resolution and Township Notice of Violation form. Since the township no longer is the owner of the landfill, BRADS should provide a copy of the full Transportation Compliance Plan (TCP) with the language from the resolution incorporated. Also, if there is an updated Notice of Violation form with Blythe Recycling and Demolition Site Holdings, Inc. on it rather than the Township please provide a copy of that as well.

Attached is the updated Transportation Compliance Plan (TCP) (Attachment 4) for BRADS. The NOV form for overweight trucks is included. It should be noted that proceeds for overweight trucks goes to Blythe Township for the benefit of the Blythe Township Community.

6. In the working face nuisances harm section, the application states that the facility has consistently operated devoid of complaint or related violation; however, this is incorrect as DEP has both received complaints and documented violations. Specifically, DEP received 19 complaints in 2020, 90 complaints in 2021, 40 complaints in 2022, and 16 complaints in January and February 2023. Most of the complaints have been odor related. BRADS was issued a Notice of Violation on April 22, 2021 for malodor violations.

The application also states that the frequency, intensity, reach and duration of harms associated with working face odor, dust, litter and noise does not correlate to the amount of waste disposed. Rather, the potential for such nuisance impacts is driven by other conditions (e.g., velocity and direction of wind). While this may be true for working face related odor, the application fails to identify as a harm and explain mitigation for odors from gas generation. Gas generation, and therefore odors, has the potential to increase with a larger volume of waste placed more quickly.

The site has a history of off-site hydrogen sulfide odors and has even installed a hydrogen sulfide treatment system to control odors; however, this is not included in the harms section of the application. BRADS should identify hydrogen sulfide odors as a potential harm and outline the mitigation measures the landfill takes to control hydrogen sulfide odors. Due to recent odor issues (complaints and DEP observations) BRADS should evaluate the efficacy of their mitigation measures and explain what additional measures will be taken to improve the mitigation of hydrogen sulfide odors. Furthermore, given that placing a larger volume of waste more quickly could lead to more gas generation and therefore more odors, BRADS should also identify what measures they will take to monitor and/or improve their mitigation to ensure it remains effective with the tonnage increase.

Attached is an updated Harms-Benefits Analysis(Attachment 5) identifying hydrogen sulfide (H₂S) odors as a potential harm. As the department is aware, these H₂S odors are a result of C&D fines having been placed on the “fluff lift” when BRADs first opened. The H₂S levels have continued to decrease since the fines were first disposed of on the fluff lift. In any event, below is a history of the mitigation measures that BRADS is taking relative to potential odors.

In February 2021 the landfill developed and implemented an Odor Mitigation Plan. This includes an Odor Monitoring Plan involving procedures to document odor complaints and to conduct daily on-site and off-site inspections. Then in April 2021 the landfill submitted a request for determination to the PADEP for immediate approval to install a FerroSorp H₂S treatment system with an active blower; this system became active in May 2021. The landfill submitted a plan approval application to PADEP in May 2021 for permanent operation of the system, and subsequently revised the application in December 2021 to include a second gas blower which was installed in November and which increased the system exhaust capacity from 120 cfm to 240 cfm.

The treatment system has proven to be very effective at reducing H₂S to effectively zero in the exhausted gas. In 2022 the landfill did experience several short term issues with emissions due to contractor availability to complete treatment media changeouts. In response to this, the landfill added a tertiary carbon treatment vessel to the system to provide contingency treatment in the future.

Following site ownership change in early 2022, a new plan approval was submitted to PADEP in July 2022 which included a request to install a utility flare as an additional control device. This application also included the installation of a new 750 cfm blower to replace the existing blowers. PADEP issued the final plan approval in January 2023 and the landfill recently completed engineering design of the blower and flare equipment. This design was sent to manufacturers on May 2 to solicit quotes and delivery schedules. Once installed, this will more than triple the gas flow capacity of the existing system (via the larger blower) and will also provide an additional control option (utility flare).

With the addition of the blower and flare, BRADS will be able to handle possible additional gas generation associated with a tonnage increase.

7. DEP issued a Notice of Violation to BRADS on December 22, 2021 for failure to construct a portion of the landfill in accordance with the approved plans and specifications. This led to further violations involving accumulation of leachate on top of the liner system and under the temporary berm liner. The Notice of Violation also cited BRADS for placing waste within 15 feet of the inside top of the lined perimeter berm. Proper landfill design includes mitigation measures to prevent groundwater impacts associated with leachate generation; however, in order for the mitigation to work, landfill design features must be constructed, operated, and maintained properly. Increasing the daily tonnage will result in the landfill being filled and constructed more quickly. This could potentially increase the chance for errors associated with construction, operation and maintenance, if proper checks and balances are not in place. BRADS should identify leachate generation and the potential for groundwater impacts as a potential harm and explain the facility's mitigation measures. BRADS should also explain any steps that have or will be taken to ensure violations similar to those in the December 22, 2021 Notice of Violation do not occur again in the future.

Since the December 22, 2021 NOV and BRADS January 14, 2022 response to PADEP, BRADS was purchased by Waste Connections. Waste Connections has a proven track record in the Waste Industry both nationally and in Pennsylvania. Waste Connections also has experience with running landfill sites at daily tonnage higher than those being proposed at BRADS, both nationally and in Pennsylvania.

As the department is aware, BRADS has constructed 2 cells since they took over ownership. Both of those cell construction efforts were completed without issue and have performed as designed.

Attached is an updated Harms-Benefit Analysis (Attachment 5) identifying leachate generation and potential for groundwater impacts as a potential harm. However, as noted in the January 14, 2022 response to the December 22, 2021 NOV, the detection system of the landfill as well as the groundwater monitoring system do not show the presence of leachate. The potential harm is very minimal given that the liner system of the landfill is "doing its job" and will continue to do so.

In the event any questions arise concerning this correspondence, please don't hesitate to contact this office at your convenience.

Very truly yours,
MARTIN AND MARTIN, INCORPORATED



Kevin Bodner

Attachments

cc: Blythe Township (via email: blythetwp@verizon.net)
Schuylkill County (via email: bhetherington@co.schuylkill.pa.us)
Schuylkill County Planning Commission: via email: ssmith@co.schuylkill.pa.us)

Attachment 1

SCHUYLKILL COUNTY

Outdoor Recreation Map

Welcome to Schuylkill County!

Scenic ridge tops and rolling valleys, intertwined with brisk-running waters, all help to make the personality of Schuylkill County's outdoors. For sure, we have it all from trout fishing to mountain biking, horseback riding to deer hunting; our county boasts many opportunities to connect with the outdoors.

Schuylkill County has numerous volunteer outdoor recreation organizations and businesses including the Sportsmen's Advisory Board, Sportsmen's Association (sponsor of Youth Field Day, Norm Thornburg Youth Conservation Camp, and Women's Outdoor Day), County Conservancy, Watershed Associations working to clean up impaired waters, Fish and Game Organizations holding weekly clay bird, skeet, and 3-D archery shoots, and many sporting goods businesses.

You'll find our recreational resources to be both plentiful and first rate. Native and stocked trout streams and lakes abound. Visit Sweet Arrow Lake County Park to fish and boat, or relax on our boardwalk overlooking the falls! Locust Lake, Tuscarora, and Swatara state parks offer camping and many other recreational opportunities. Water trails, canoe and kayak launch areas, and fly fishing destinations are plentiful.

Public hunting opportunities are available on thousands of acres of state game and forest lands as well as excellent municipal water authority and county property. Whether you are a resident or a visitor for a short time, Schuylkill County can certainly provide a rewarding, fun, memorable, and enjoyable recreational experience.

Enjoy your outdoors!

CAMPGROUNDS

- (1) Camp-A-White Campground - Located at Exit 122 (Rt. 29) north of Pottsville. Features include: country store and RV parts, weekend activities, full hookups, fishing pond, swimming pool, game room, recreation room, hiking, playground, lounge, laundry, and showers. (570) 682-8696
- (2) Christmas Pines Campground - Located off Interstate 76 Exit 298 (Rt. 61-Pottsville). Travel north on Rt. 61 to Rt. 895 West near Auburn. Features include: fishing pond, showers, pavilion, laundry, and gift shop. (570) 364-8866
- (3) Laurel Lakes Campsites - Located off Rt. 895 near Rt. 309 between New Ringgold and Snyder. Features include: shaded wooded sites, playground, fishing, and more. (570) 386-5303
- (4) Red Ridge Lake Campground - Located off both Rt. 24 (Exit 143) & Rt. 140 (Exit 242) along Rt. 339. Features include: trout fishing (fly), swimming, hiking, ceramics and crafts, planned activities, and handicapped accessible facilities. (570) 384-4760
- (5) Rosemount Camping Resorts - Located in the beautiful Lewisburg Valley off Rts. 209 & 309 between Pottsville and Tamaqua. Features include: swimming pool, hiking, fishing, entertainment, and nearby attractions. (570) 668-3580
- (6) Echo Valley Campground - Located off Exit 264 (Rt. 125) north of Pottsville. Features include: weekend entertainment, playground, swimming, miniature golf, and horseback. Highlights include a new recreational hall and shower facilities. (570) 695-3659 www.chovalleycamp.com

ATTRACTIONS

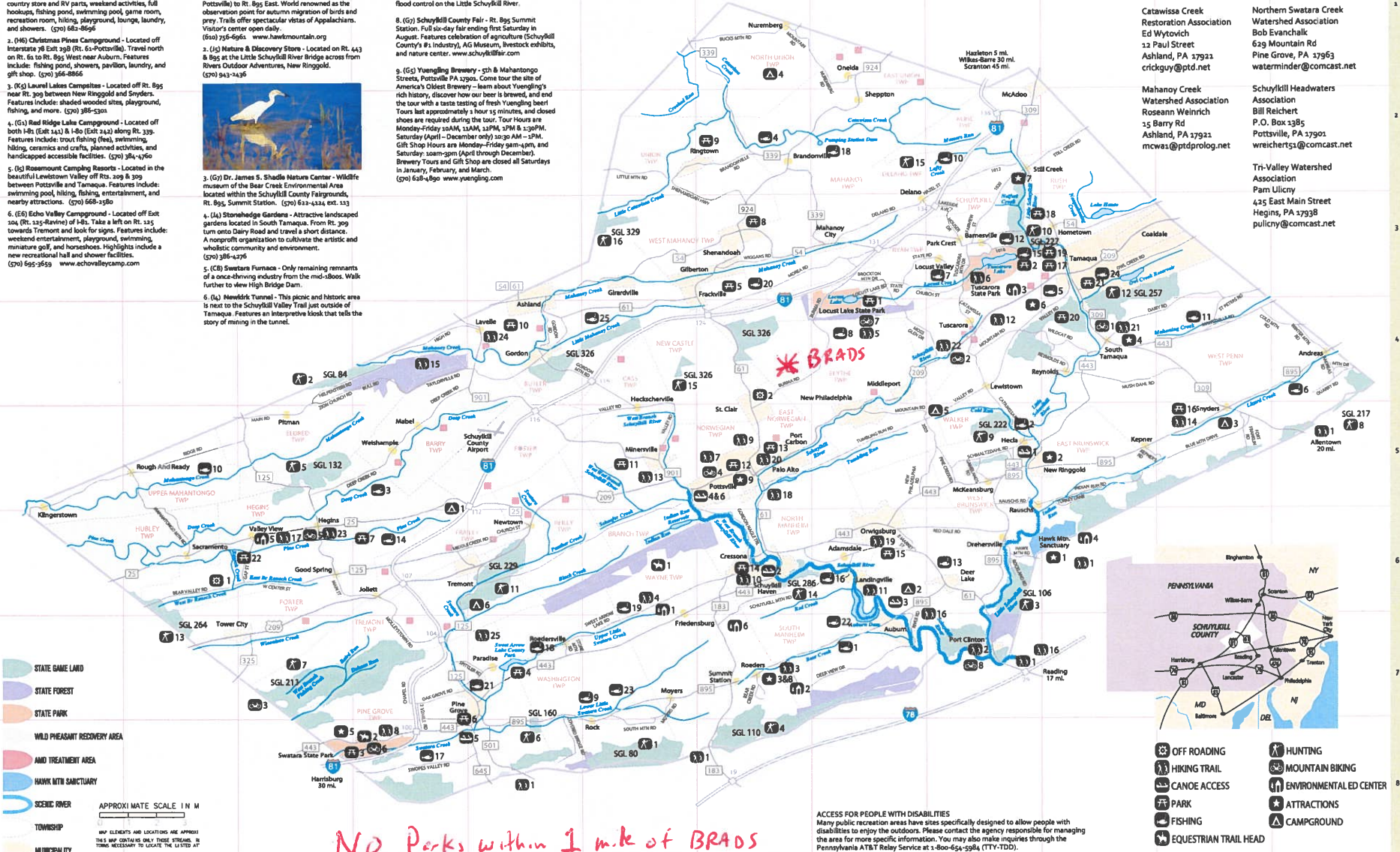
- (1) Hawk Mountain Sanctuary - Located 9 miles north of 5th. Take Rt. 62 North off 5th (Exit 398-Pottsville) to Rt. 895 East. World renowned as the observation point for autumn migration of birds and prey. Trails offer spectacular vistas of Appalachians. Visitor's center open daily. (610) 756-6965 www.hawkmountain.org
- (2) Nature & Discovery Store - Located on Rt. 443 & 895 at the Little Schuylkill River bridge across from Rivers Outdoor Adventures, New Ringgold. (570) 943-1436
- (3) Dr. James S. Shadle Nature Center - Wildlife museum of the Bear Creek Environmental Area located within the Schuylkill County Fairgrounds, Rt. 895, Summit Station. (570) 632-4324 ext. 133
- (4) Stonehedge Gardens - Attractive landscaped gardens located in South Tamaqua. From Rt. 309 turn onto Dairy Road and travel a short distance. A nonprofit organization to cultivate the artistic and holistic community and environment. (570) 386-4256
- (5) Swatara Furnace - Only remaining remnants of a once-thriving industry from the mid-1800s. Walk further to view High Bridge Dam.
- (6) Newville Tunnel - This picnic and historic area is near to the Schuylkill Valley Trail just outside of Tamaqua. Features an interpretive kiosk that tells the story of mining in the tunnel.



- (7) Tamaqua Dry Damp - Located in State Game Lands #27 near Hometown. This basin serves as flood control on the Little Schuylkill River.
- (8) Schuylkill County Fair - Rt. 895 Summit Station. Full six-day fair ending first Saturday in August. Features celebration of agriculture (Schuylkill County's #1 industry), AG Museum, livestock exhibits, and nature center. www.schuylkillfair.com
- (9) Yungling Brewery - 5th & Mahantongo Streets, Pottsville PA 19201. Come tour the site of America's Oldest Brewery - learn about Yungling's rich history, discover how our beer is brewed, and the tour with a taste testing of fresh Yungling beer! Tours last approximately 1 hour 15 minutes, and closed shoes are required during the tour. Tour hours are Monday-Friday 10AM-12PM, 2PM-8:30PM, Saturday (April - December only) 10:30 AM - 1PM. Gift Shop hours are Monday-Friday 9am-4pm, and Saturday 10am-3pm (April through December). Brewery Tours and Gift Shop are closed all Saturdays in January, February, and March. (570) 688-4890 www.yungling.com

SCHUYLKILL COUNTY WATERSHED ASSOCIATIONS

- | | |
|---|--|
| Catawissa Creek Watershed Association
Ed Wyotich
12 Paul Street
Ashland, PA 17921
crickguy@ptd.net | Northern Swatara Creek Watershed Association
Bob Evanchuk
629 Mountain Rd
Pine Grove, PA 17963
waterrminder@comcast.net |
| Mahanoy Creek Watershed Association
Roseann Weinrich
15 Barry Rd
Ashland, PA 17921
mcw1@ptdprolog.net | Schuylkill Headwaters Association
Bill Reichert
P.O. Box 1385
Pottsville, PA 17901
wreichert51@comcast.net |
| Tri-Valley Watershed Association
Pam Ulicny
425 East Main Street
Hegins, PA 17938
pulicny@comcast.net | |



ACCESS FOR PEOPLE WITH DISABILITIES
Many public recreation areas have sites specifically designed to allow people with disabilities to enjoy the outdoors. Please contact the agency responsible for managing the area for more specific information. You may also make inquiries through the Pennsylvania AT&T Relay Service at 1-800-654-5984 (TTY-TDD).

- OFF ROADING
- HIKING TRAIL
- CANOE ACCESS
- PARK
- FISHING
- EQUESTRIAN TRAIL HEAD
- HUNTING
- MOUNTAIN BIKING
- ENVIRONMENTAL EDUCATION CENTER
- ATTRACTIONS
- CAMPGROUND

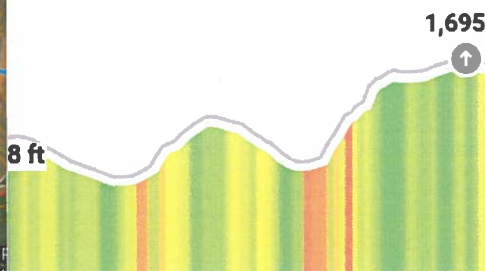
Hunt Map
Layers

Line 04/21/23

8:07

04/21/23, 8:07 AM

Elevation



☐ Hide on map

Distance
↔ 1.9 mi

Elevation Gain
↗ 311 ft

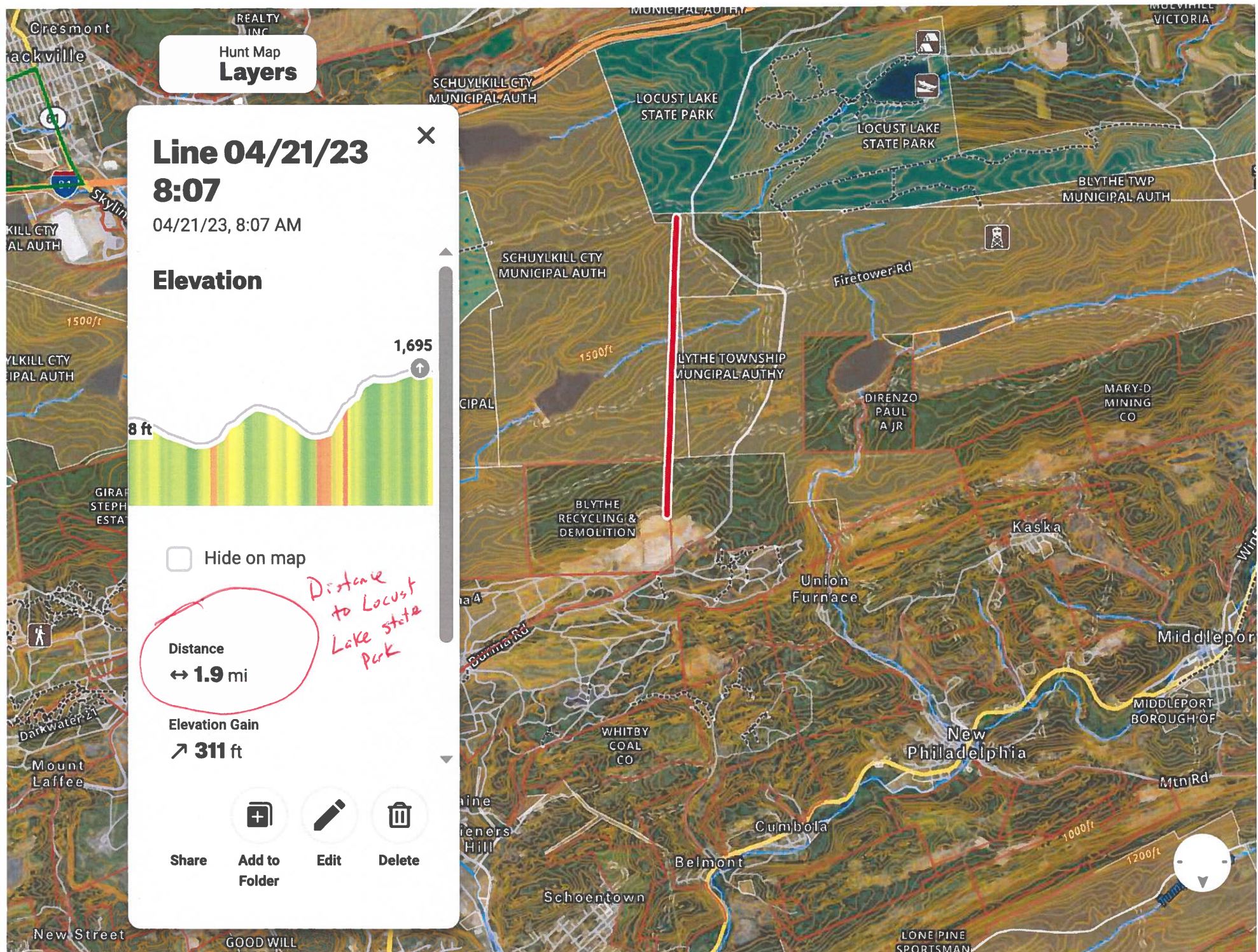
Share

Add to
Folder

Edit

Delete

*Distance
to Locust
Lake state
Park*



Plan Your Visit

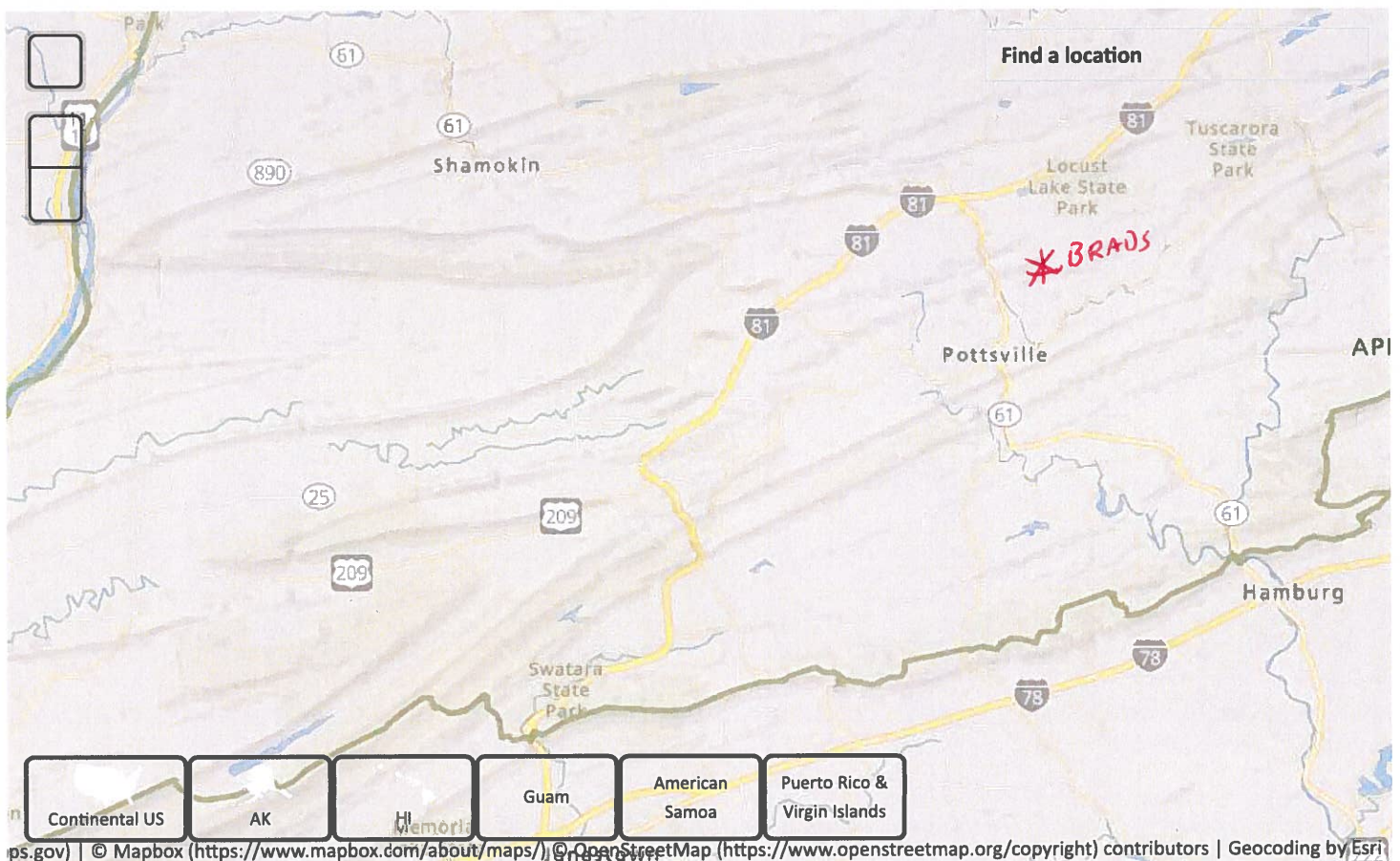
Maps

Looking for a map to help plan your trip to a national park? If you know the park you're interested in, select it on the [map below](https://www.nps.gov/planyourvisit/maps.htm#CP_JUMP_6656506) (https://www.nps.gov/planyourvisit/maps.htm#CP_JUMP_6656506) to find links to the park brochure map and the maps page on the park's website. These pages may include trail, campground, backcountry, and other maps. You can also check out these links for more national park maps:

- [Maps for more than 400 national parks](https://www.nps.gov/carto/app/#!/parks) (<https://www.nps.gov/carto/app/#!/parks>)
- [National Park System maps](https://www.nps.gov/carto/app/#!/maps/alphacode/NPS) (<https://www.nps.gov/carto/app/#!/maps/alphacode/NPS>), including maps of national parks across the United States, the National Trails System, and more

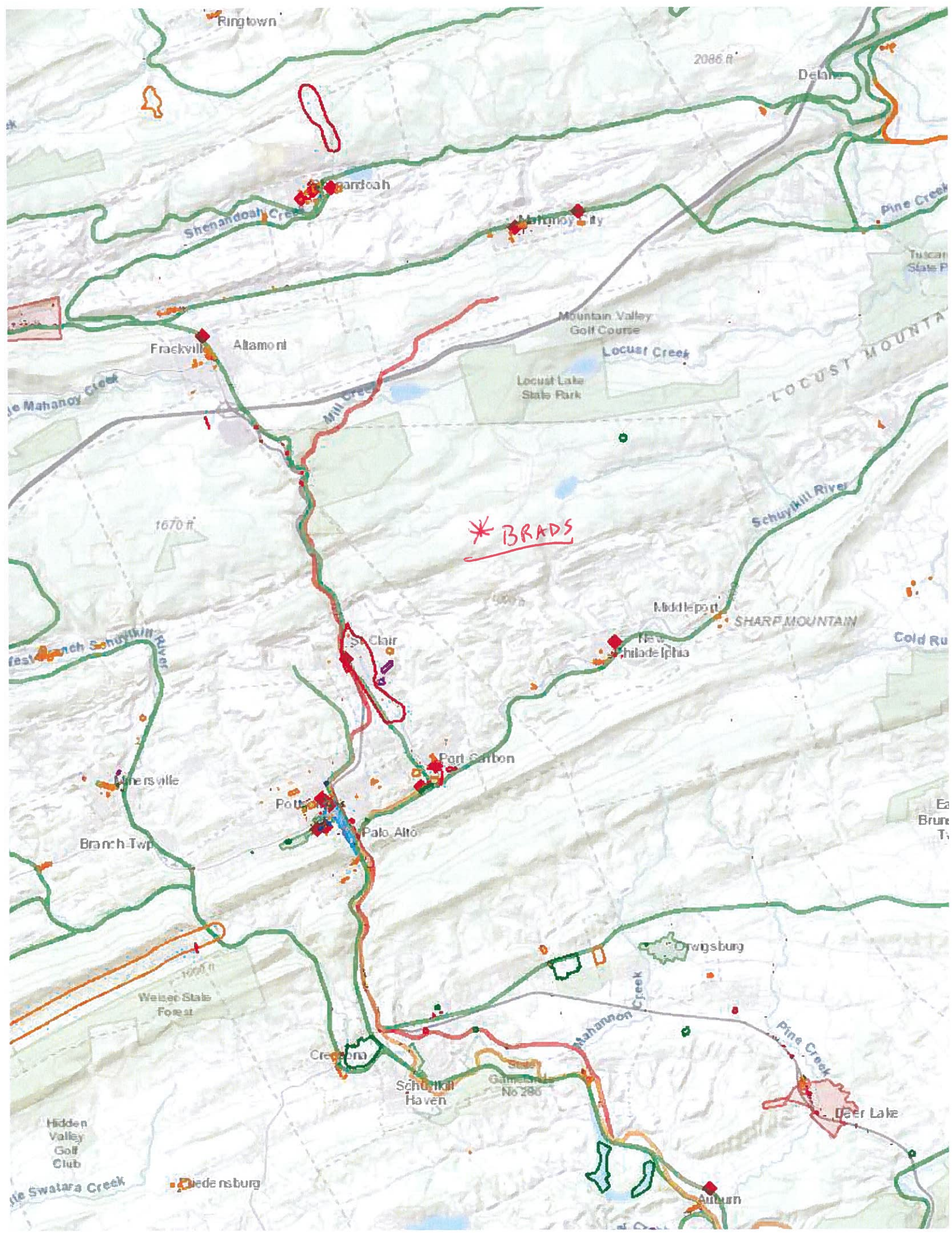
Map Finder

* +/- 14 miles from Appalachian trail



Attachment 2

PHMC – PA-Share Resources

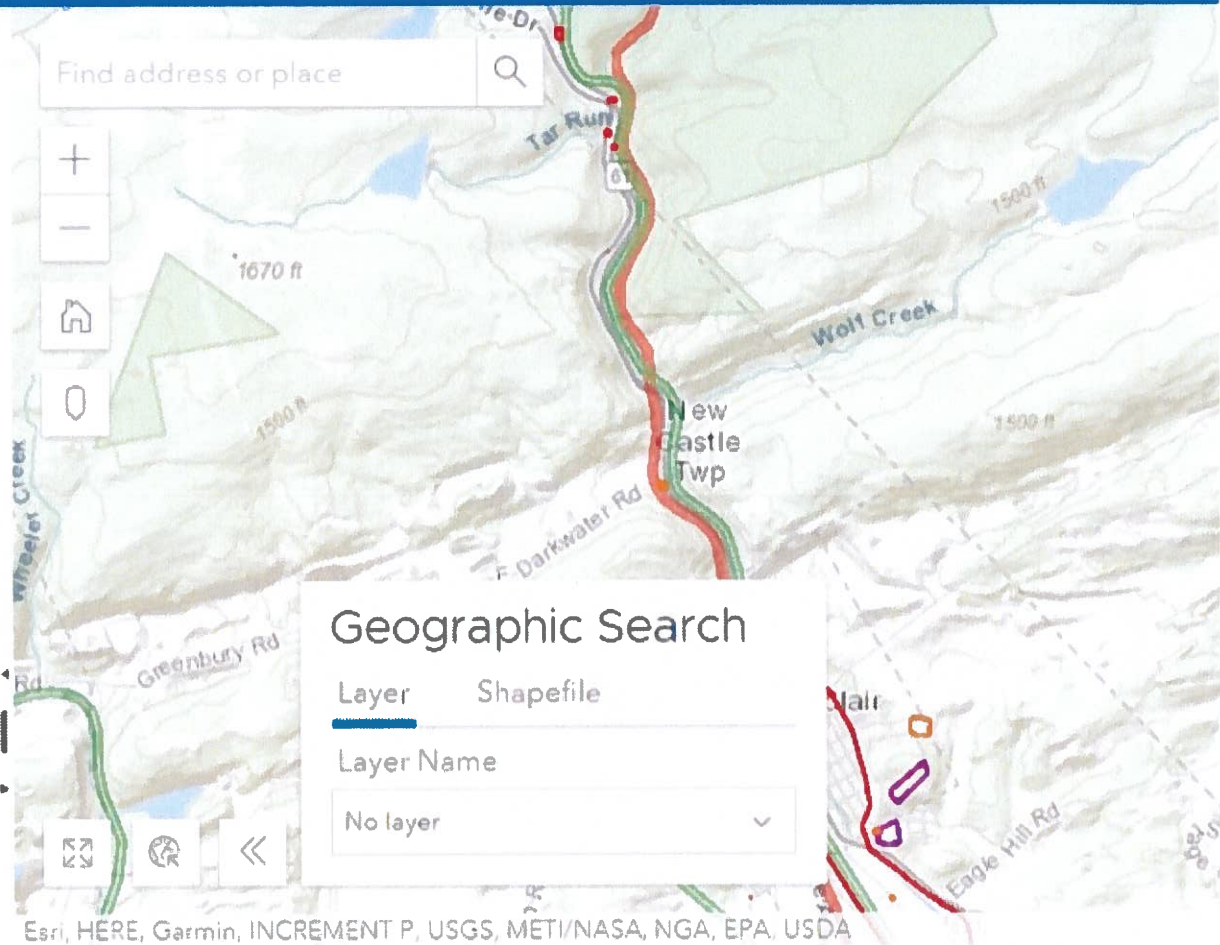


Submit

Search

Reports

Markers



All Results (20)

Projects (0)

Resources (20)

Surveys (0)

Reports (0)

Go To	Zoo...	ID Number	Entity	T...	Name
		2002RE00728	Resource	Abo...	Pa. 61: 161 Par. (Sb) 53
		2002RE01057	Resource	Abo...	Pa. 61 (Nb) over Mud F
		2002RE01363	Resource	Abo...	Pa. 61 over Tar Run 53
		2002RE01364	Resource	Abo...	Pa. 611 (Nb) over Mud
		2002RE02030	Resource	Abo...	Pa. 61 (Nb) over Mud F

✕ Clear Grids

✓ Clear Grid on Search

Definition

Attachment 3

Updated Form D

8. Identify locations on approach routes where shoulders or a roadside clear zone are not present and a combination of factors such as curvature, lane width, etc. would result in off-tracking or run-off-the-road concerns. Describe necessary improvements.
9. Identify locations on approach routes where long steep grades, hazardous grade speed limits, truck pull off areas or truck escape ramps exist.
10. Identify locations on approach routes where substantial lengths of grade, without climbing lanes or passing lanes, would impede truck speed. Describe countermeasures.
11. Identify locations on approach routes which may present under clearance problems. Describe countermeasures.
12. Identify locations on approach routes where sight distance or turning, acceleration or deceleration lane lengths are inadequate for the type, size and weight of vehicles that will be generated by the proposed facility. Describe mitigation measures.
13. Identify other safety-related considerations relative to waste facility traffic on approach routes. Assess impacts on school bus traffic. Describe countermeasures.
14. Does the applicant have a Highway Occupancy Permit for this facility issued by PennDOT or by the local municipality? If yes, please attach the permit and any conditions. If no, please explain.
15. Has a traffic impact study previously been completed for this project? If yes, attach the study.
16. Identify potential adverse environmental impacts to parks, playgrounds, recreation areas, forests, picnic areas, natural landmarks, wild areas, rivers, wetlands, public water supplies, historic sites, or other areas, that may result from traffic to and from the proposed facility. Take into account exhaust fumes, odors, noise, and other environmental factors. Describe measures to be taken to minimize or mitigate potential adverse impacts which you identify.

K. Zoning and Land Use **N/A**

1. Does the county where this project is located or proposed have a comprehensive local land use plan? **YES**
2. Does the municipality where this project is located or proposed have a comprehensive local land use plan? **YES**
3. Does the county or municipality where your project is located have a zoning ordinance? **YES**
 - a. Provide a copy of the local zoning ordinance and land use plans adopted by the county or local government.
The relevant portion of Blythe Township Zoning Ordinance is included.
 - b. Identify possible conflicts the new facility will have with local zoning ordinances and land use plans
No conflicts are anticipated.
 - c. Submit copy of the expanded notice sent to county and local government asking information if the permit application conflicts with their zoning ordinances and land use plans. **N/A**
 - d. Identify measures that have or will be taken to obtain municipal approval.
~~This project is being undertaken by the municipality.~~ **N/A This project is not zoning related, therefore, zoning approval isn't required.**
 - e. If municipal approval is already secured, provide copies of such land-use approvals. **N/A**
4. Is the project located on preserved farmland that is restricted to agricultural use by (a) an agricultural conservation easement under the authority of the Act of June 30, 1981 (P.L. 128, No. 43), as amended, known as the Agricultural Area Security Law, 3 Pa. C.S.A. §901 et seq. or (b) deed restrictions that have been imposed under the authority of the Act of January 19, 1967 (P.L. 992, No. 442) as amended, known as the Open Space Law, 53 P.S. §5001 et seq. and that have been recorded in the appropriate county land records office (c) easements owned by any other "qualified conservation organization," as that term is defined at Section 170(h)(3) of the Internal Revenue Code? If yes, identify the location and acreage of preserved farmland and an explanation on how the facility can be located on this area and still be in compliance with the conservation easement. If the project is located adjacent to preserved farmland: identify the location and acreage of preserved farmland, the location of the project and the potential impact the project may have on the preserved farmland.

NO N/A

Attachment 4

Updated TCP

**BRADS LANDFILL
SCHUYKILL COUNTY, PENNSYLVANIA**



WASTE CONNECTIONS INC.
Connect with the Future®



**TRANSPORTATION
COMPLIANCE
PLAN**

April 2023

BRADS

TRANSPORTATION COMPLIANCE PLAN

I. TRANSPORTATION COMPLIANCE PLAN

BRADS site is committed to working with the owner/operators of construction and demolition waste transportation vehicles in an effort to continually improve waste transportation safety and environmental compliance. In support of this effort, BRADS has developed and will implement a Transportation Compliance Plan, which will be disseminated to the owners/operators of waste transportation vehicles that deliver waste to the facility. This plan will also be maintained on file at the facility. BRADS is a construction and demolition waste site. The facility will accept residual waste and special handling waste only with the DEP's prior approval. Upon arrival at the facility, waste transportation vehicles are required to first proceed to the scale upon entering the facility. At the scale, the Weighmaster records all the pertinent information regarding the waste delivery, customer name, truck number, gross vehicle weight, waste type and origin. The Weighmaster will also inspect all waste transportation vehicles and trailers for compliance with the Act 90 Waste Transporter Authorization Program. All BRADS equipment operators are trained for, among other things, waste acceptance procedures.

II. TRAINING AND EDUCATION

BRADS will participate in transportation and vehicle safety programs offered by DEP and the Pennsylvania Department of Transportation (PennDOT). Literature provided by DEP or PennDOT will be distributed to all customers, and where appropriate, incorporated into BRADS Transportation Compliance Plan. Further, BRADS will provide handouts to customers listing the hauler rules and regulations. BRADS will distribute the Transportation Compliance Plan to all new customers. Through these measures, BRADS will help educate all customers on the transportation regulations listed in PA Code Title 25 Environmental Protection Chapters 271-285.

III. STRATEGIES TO ASSIST IN COMPLIANCE

BRADS will implement operational controls to address Transportation Compliance. First, BRADS will require that all long-haul transfer vehicles use the 1-81, Mahanoy City route to enter and exit the facility. Exclusive use of the Mahanoy City exit eliminates the concern with such trucks traveling through the Borough of St. Clair. This designated Approach Route for long haul transfer vehicles also eliminates other potential nuisances and concerns, as there are no occupied dwellings along this segment of Burma Road and general use of this high-quality state roadway is limited as BRADS has entered into an Excess Maintenance Agreement with PennDOT effective 12/23/2022. The operating procedures requiring use of the Approach Route will be enforced by the facility and, if necessary, by the Blythe Township police department. Under these procedures, if a long-haul transfer vehicle enters from the opposite direction, the driver will be issued a written notice and the vehicle will be placed in a holding area for a minimum of 3 hours prior to dumping. (Written notices and placement in the holding area will also be imposed for vehicles without proper cover over the waste, and violation of on-site operational procedures.) If a driver receives three (3) written notices for rule violations the driver will be prohibited from

using the BRADS landfill for a period of one (1) working day. Each additional infraction thereafter will result in a one (1) day suspension during the month when the violation is accrued. BRADS reserves the right to impose longer periods of suspension, including permanent suspensions for repeated and significant violations. In addition, BRADS will create a queuing/parking area near the scale of the facility for any early arriving vehicles. As a result, such vehicles will stage at an area away from the Burma Road. A file will be maintained on site that includes copies of the inspection forms and any documentation BRADS has accumulated due to this Transportation Compliance Plan. The Transportation Compliance Plan will be re-evaluated on a regular basis in order to determine its effectiveness. If this evaluation reveals that waste transportation vehicles are entering the facility on a routine non-compliant basis, then revisions to the program will be made and enforcement measures will be enhanced.

IV. COMPLIANCE CHECKS

Waste transportation vehicles will be checked at the scale house by the Weighmaster on a routine basis for the following: (1) gross vehicle weight' (2) tarps, (3) leaky loads, (4) load securement, (5) signage, and (6) Act 90 Stickers. Random inspections of waste transportation vehicles will be conducted. Vehicles will be asked to pull off the scale and a thorough inspection will be conducted. In addition to the above items, the vehicle will be checked for the following: (1) fire extinguishers, (2) transporter's daily operational record, and (3) residual waste contingency plan.

V. INSPECTION FORM

BRADS utilizes a three (3) part Truck Inspection Form (Attachment 1) during the compliance checks when a violation is noted. Both the driver of the waste transportation vehicle and the person conducting the inspection will be required to sign the inspection form. A copy will be supplied to the driver and the transportation company, and a copy will be maintained in the scale house.

VI. WARNINGS

Local waste transportation vehicles will be inspected in accordance with the compliance checks listed above. A warning will be issued to the driver of the waste transportation vehicle and the transportation company in the form of the three (3) part inspection form whenever there is a violation found. Overweight vehicles are currently a common occurrence at the landfill facility with some overweight vehicles being minor while others are more significant. BRADS believes that all our customers and their haulers should comply with the legal requirements imposed by government transportation authorities. The purpose of these requirements is the protection of the public from injury and the public roads from damage. To encourage compliance a charge for overweight loads crossing the scales at the BRADS landfill shall be implemented in the manner as set forth in the attached Notice of Violation Surcharge (Attachment 2). Blythe Township will use the proceeds of overweight charges for the benefit of the local community. Charges will be included on the weekly invoice and are payable by the recipient. A copy of the NOV Surcharge form will be provided to the driver, a copy will be supplied to the transportation company and another copy will be maintained in the scale house files. BRADS will ensure that as regulations change and as new information is available that the scale attendant is kept up to date and has this information readily available for all the owner/operators of waste transportation vehicles that

utilize the facility. In addition, all waste transportation vehicles will be inspected to ensure that they are in compliance with the Act 90 Waste Transportation Authorization Program. If a waste transportation vehicle or its trailer meets the Act 90 criteria and is not registered with the DEP they will not be permitted to utilize the facility.

Attachment 1

BRADS TRUCK INSPECTION

Date: _____ Ticket No.: _____ # Violations _____

Customer: _____

Address: _____

Telephone: _____

Driver: _____

VIOLATIONS

- ☐ Gross weight vehicle exceedance - 277.311 (b) (11)
- ☐ Load must be completely covered during transportation - 285.211 (a)
- ☐ There shall be no release or leakage of waste during transportation - 285.213 (c)
- ☐ Loads in vehicles shall be secured to prevent any of the load from escaping - 285.214 (b)
- ☐ Signs on transportation vehicles must include: name, city, state and zip code - 285.218 (1)
- ☐ Signs must include specific type solid waste transported (6" height) – 285.218 (2) and (3)
- ☐ Transportation equipment shall be equipped with fire extinguisher – 285.213 (a)
- ☐ A daily operation record needs to be maintained in the cab of each vehicle – 285.217
- ☐ Residual waste transporters shall have safety equipment available – 299.216 (a)
- ☐ Other - _____

Driver: _____

Weighmaster: _____

Date: _____

Date: _____

Attachment 2

Notice of Violation Surcharge

BRADS

OVERWEIGHT VEHICLES

The Pennsylvania Department of Environmental Protection ("Department") oversees overweight truck records from the Blythe Recycling and Demolition Site (BRADS) located in Blythe Township, Schuylkill County. Waste transportation vehicles exceeding the statutory maximum gross vehicle weights are a hazard to public safety. The BRADS facility is committed to working with owner/operators of Construction and Demolition waste transportation vehicles in an effort to continually improve waste transportation safety and environmental compliance.

To that end, Pennsylvania Code, 75.PA.C.S. § 4941 states "Maximum gross weight of vehicles (a) General rule – Except as provided for in subsection (d), no vehicle shall, when operated upon a highway, have a gross weight exceeding 80,000 pounds, and no combination driven upon a highway shall have a gross weight exceeding 80,000 pounds, or the applicable weight set as forth in subsection (b) or (c), whichever is less."

ADVISE OF LIMITS

When a commercial motor vehicle exceeds the maximum gross weight as identified by a BRADS Weighmaster, the following tier structure will apply:

- Tier 0 ☐ 80,001 – 82,400 lbs. GVW Warning
 - Tier 1 ☐ 82,401 – 84,999 lbs. GVW \$300 Surcharge
 - Tier 2 ☐ 85,000 – 89,999 lbs. GVW \$500 Surcharge
 - Tier 3 ☐ 90,000+ lbs. GVW \$1,000 Surcharge
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TOWNSHIP RESOLUTION

The Board of Supervisors of Blythe Township, Schuylkill Township, Pennsylvania authorizes the Overweight Vehicle Surcharge to be assessed at the Blythe Recycling and Demolition Site (BRADS) by decree of Resolution #2020-02.

STRUCTURED PENALTIES

Payments for surcharges are for the benefit of the local Blythe Township community.

Customer _____ **Driver** _____ **Weighmaster** _____

Date _____

Please make payments to:

**BLYTHE TOWNSHIP SUPERVISORS
P.O. BOX 91
CUMBOLA, PA 17930**

ATTACHMENT 5
HARMS-BENEFITS
ANALYSIS

**BRADS Landfill
Tonnage Increase Permit Modification
Harms and Benefits Analysis**

Blythe Recycling and Demolition Site (“BRADS”) has prepared this Harms and Benefits Analysis pursuant to the Department’s municipal waste regulations at 25 Pa. Code §271.127, and in conformance with the Department’s guidance no. 254-2100-101, Environmental Assessment Process, Phase I Review. This Analysis demonstrates that the actual benefits of the pending request to increase the waste volumes at the BRADS Landfill (“Landfill”) from 1,500 tons per day (“tpd”) to 3,000 tpd clearly outweigh known or potential environmental harms that may remain after minimization and mitigation.

The identification and evaluation of known or potential environmental harms is based on the applicant’s thorough knowledge of the site and the community and of operating experience at this as well as other facilities, and relies on the information contained in both this pending application and the site’s currently approved permit documentation, including specifically that contained in its Form D – Environmental Assessment for Municipal and Residual Waste Management Facilities.

As described therein, the only known or potential harms associated with this request are the potential impact to traffic along the approach route to the site and the potential nuisance impacts such as dust, odor, litter, and noise at the working face. These potential harms are minimized, mitigated and clearly outweighed by the real social and economic benefits proposed herein. These benefits include additional financial benefits to be provided to local municipalities by the site, along with the increased present value of currently provided benefits and other fees. Each benefit and known or potential harm is evaluated below to assess the relative “weight” of the associated impact – i.e., minimal, limited, moderate or significant – taking into account the duration, intensity, frequency and reach of the impact, and the sensitivity of receptors.

In summary, this request is for a 1,500 tons per day increase in daily volume. BRADS has efficiently and effectively handled the currently approved daily waste volume of 1,500 tpd, and is confident that the requested additional daily waste tonnage can similarly be properly managed.

EVALUATION OF KNOWN OR POTENTIAL HARMS

Consistent with the Department’s guidance, BRADS has identified additional traffic along the approach route and the potential for odor, dust, litter, and noise nuisances at the working face as the known or potential harms associated with the proposed daily tonnage increase. As described below, BRADS contends that these potential harms are individually of minimal to no weight, and collectively should be afforded no more than minimal to no weight, in the Department’s balancing of harms and benefits.

Social Harms - Truck Safety Hazards, Traffic, and Public Safety along Approach Route

A social harm to be considered in an increase in daily waste volumes is truck traffic to and from the facility. A potential correlation exists between waste volumes received and truck traffic; in that truck accidents, spills, damage to roadways, etc. increase when waste volume received and related vehicle trips increase, resulting in a potential health and safety harm. In this regard, traffic impacts associated with a proposed 3,000 tpd waste receipt rate were evaluated via a detailed Traffic Impact Study (“TIS”) conducted by Traffic Planning and Design, dated August 6, 2020; which is included as a separate document in this submittal. This TIS was prepared consistent with the Department’s regulations and guidance. Specifically, the TIS indicates that there are negligible adverse traffic impacts associated with the proposed increase in daily waste volumes.

As detailed in the DEP-approved Transportation Compliance Plan (“TCP”) for the Landfill, there are various protocols utilized by site personnel to encourage hauler compliance with local, state, and federal transportation requirements. For instance, the TCP established procedures for directing long-haul truck

traffic to specific routes (i.e. Interstate 81, Mahanoy City route) to enter and exit the facility. Moreover, other TCP procedures - e.g., compliance checks, warnings and various corrective options (i.e. directives, driver delay time, surcharges and even denial of access) exist to encourage haulers properly observe landfill imposed rules and access route requirements.

These mitigation efforts in place at the Landfill serve to reduce the frequency and severity of, and potential for occurrence of, adverse impacts associated with the existing and proposed Landfill-related truck traffic. Furthermore, note that the duration and intensity of adverse impact, if such did occur, would be brief given that the corrective measures set forth in the TCP exist to promptly address a potential situation.

Consistent with the PennDOT TIS policy, the potential for traffic impacts has been minimized and mitigated and BRADS contends that the weight of any potential harm to users of the local roadways associated with the proposed increase in truck traffic is of minimal to no weight.

Environmental Harms - Working Face Nuisances – Odors, Dust, Litter and Noise

The facility has demonstrated the ability to safely and properly manage nuisance related concerns. For example, protocols established at the working face (i.e. reduced working face size, aggressive litter fencing, limitation on activity during high winds, cover soils application as needed, etc.) have proven to minimize and mitigate potential for adverse impact to the rural environment in proximity to the facility.

Nonetheless, to the extent working face odor, dust, litter, and noise is required to be considered a harm, past analysis of harms at this facility reveals that frequency, intensity, reach, and duration of adverse impact does not correlate to the amount of waste disposed. Rather, the potential for such nuisance impacts is found to be driven by a variety of other conditions (e.g., velocity and direction of wind). Thus, the proposed increase in daily tonnage accepted actually produces a decrease in site life and a corresponding reduction in the number of days which might present such conditions. As such, the increased tonnage request corresponds to a reduction in the frequency, intensity, reach, and duration of potential adverse impacts associated with working face odors, dust, litter and noise.

Odor relative hydrogen sulfide (H₂S) is identified as a potential harm. As the department is aware, BRADS disposed of C&D fines on the “fluff lift” when it first opened. This has resulted in some H₂S being generated and odors have been detected. BRADS has implemented an Odor Mitigation Plan which includes documenting odor complaints and conducting daily on-site and off-site inspections. BRADS has also installed an H₂S treatment system. Following ownership by Waste Connections, BRADS requested and received approval to install a utility flare along with a blower that can triple the gas flow capacity of the existing system to capture any future increase in gas generation.

Leachate generation is identified as a potential harm as the site will likely build disposal cells faster which could result in increased leachate generation and the potential for groundwater impacts. It should be noted that the likelihood of any impacts is extremely minimal. The disposal cells are lined and the detection system and groundwater monitoring system are routinely monitored and show no presence of leachate. Additionally, in recent years, PADEP has indicated that there are no “leaking” Post-1988 landfills in Pennsylvania.

Based on the ability of the site to safely and properly implement successful operating procedures to manage substantial volumes of waste on a daily basis, and the minimal to negligible potential for adverse impact from site operations, BRADS contends that the weight of the remaining nuisance harms associated with odors, dust, litter, noise at the working face as well as leachate generation is of minimal to no weight.

EVALUATION OF SOCIAL AND ECONOMIC BENEFITS

The BRADS Landfill currently provides several social and economic benefits identified in its Permit and previously approved Environmental Assessment which were already deemed as sufficient to support that volume of waste:

Current Benefits

- Blythe Township: Benefit = \$1.00/ton of waste received
- East Norwegian Township : Benefit = \$0.10/ton of waste received
- Mahanoy Township: Benefit = \$0.10/ton of waste received
- Middleport Borough: Benefit = \$0.10/ton of waste received
- Ryan Township: Benefit = \$0.10/ton of waste received

The proposed increase in tonnage does not change the total amount of these benefits. Moreover, BRADS is offering additional benefits to the Saint Clair and Blythe Township locales, which would also become a condition of the Permit, as follows:

Proposed Additional Benefits

- \$0.10/ton of waste received – to Saint Clair School District
- \$0.05/ton of waste received – to Saint Clair Fire Department
- \$0.05/ton of waste received – to Saint Clair Police Department
- 150 tons/year free disposal to Blythe Township
- 150 tons/year of free disposal to Saint Clair
- An additional \$0.75/ton of waste received - to Blythe Township
- \$10,000/year to Blythe Township
- \$10,000/year to the Township's Fire Department
- \$10,000/year to the Township's Police Department

Over the life of the site, the value of the above additional benefits to the recipients exceeds \$10,006,445.

Present Value of Current Host and Other Fees:

The increased present value of fees currently and/or proposed to be paid provides known social and economic benefit to each governmental body receiving those fees. For this permit modification, the Landfill will be able to accept waste at a higher rate, resulting in earlier host and other fee payments to the townships, with those payments yielding a greater present value. The increased net present value of these earlier payments amounts to approximately \$9,173,311; \$6,999,236.20 to Blythe Township, and \$2,174,074.70 to Blythe's neighboring municipalities, as presented in the economic analysis included as Attachment 1 . BRADS contends that weight of the earlier payment and increased present value of these fees is moderate for the benefitting municipalities.

Summary of Social and Economic Benefits:

The economic comparison of the net present value of the various fees and other economic benefits identified above is summarized in the table below. As previously discussed, the aggregate total of the financial component of the currently mandated benefits is the same between current conditions and upon approval of the proposed tonnage increase, but the earlier delivery of these funds and services results in increased social and economic benefits. The value of the newly proposed benefits is clearly an economic and social benefit as shown below.

Benefits	New Benefits	Weight of Social and Economic Benefit
Current Host and other fees	Net Present Value Increase	Major
New Per ton Fees to Saint Clair:	School Fire Department Police Department	Moderate
Free Tonnage Disposal	St. Clair Borough and Blythe Township	Slight to Moderate

BALANCING

BRADS Landfill has thoughtfully considered and carefully weighed the known and potential harms and noted benefits individually and collectively for balancing the harms versus the benefits. In doing so, BRADS has evaluated each of the social and economic benefits directly attributable to the proposed project. These benefits include the present value of the various fees, services and financial commitments, resulting in a combined net increase in present value of \$9,863,320 per Attachment 1, Economic Analysis.

Moreover, with the increase in daily tonnage, the overall duration of the known and potential traffic and nuisance impacts are reduced as a result of the proportionately abbreviated site life (by as much as approximately 50%).

These environmental, social and economic benefits were then balanced against the identified potential environmental harms associated with the proposed daily tonnage increase, to the extent remaining after minimization and mitigation. These potential environmental harms include traffic along the approach route and odor, dust, litter, noise at the working face and leachate generation. As discussed, these impacts have been minimized and mitigated, such that the remaining weight of each is non-existent to minimal. Even considered collectively and synergistically, the known and potential environmental harms from the proposed permit modification are not more than minimal. On balance, BRADS contends that the slight to moderate social and economic benefits of the project clearly outweigh the non-existent to minimal environmental harms.

CONCLUSION

BRADS Landfill has demonstrated that individually and collectively, the net social and economic benefits associated with the proposed daily tonnage increase from 1,500 tpd to 3,000 tpd clearly outweigh the known and potential environmental harms of the project.