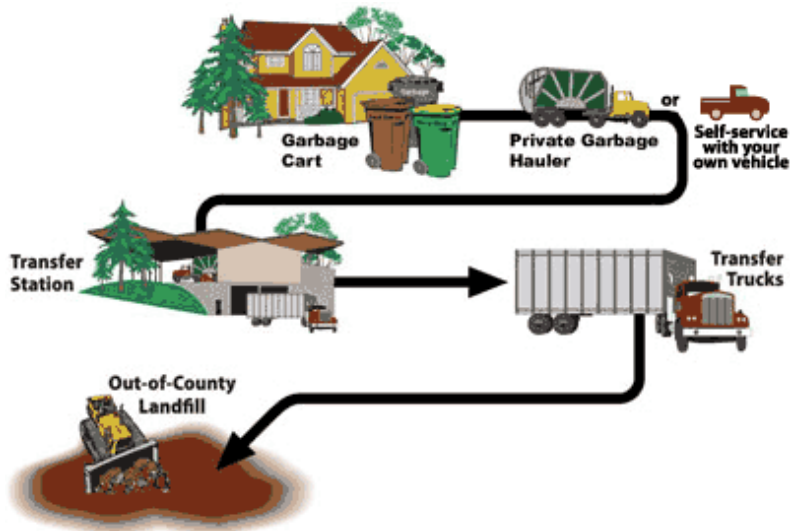


## County/City Transfer Station: Frequently Asked Questions

**Question:** *What is a transfer station?*

**Answer:** A transfer station is a facility designed to accept, process, and transfer wastes, typically municipal solid waste (MSW).

Transfer stations are an essential component of all modern integrated waste management systems when landfills or other processing facilities are located at a distance from the community served. A transfer station provides a safe, efficient, and cost-effective means to process and transfer solid waste from the waste generators to a disposal site.



**Waste Disposal Utilizing a Transfer Station**

Wastes are brought to the facility by collection vehicles (garbage trucks) as well as self-haul vehicles ranging from passenger cars to dump trucks. The waste is dumped onto a concrete floor (the “tipping” floor) inside of a large building. Any wastes which cannot be landfilled are sorted out and processed separately and/or removed from the facility. The waste is then loaded into large-capacity transfer trucks and shipped to a permitted landfill (or other permitted waste processing facility) and is typically off the site within 24 hours. No waste is left on the tipping floor at the end of the day. Any waste remaining waste on site is placed in a covered trailer or container.



**Transfer Station w/ Open Front**



**Transfer Station - Transport Vehicle**

**Question: *Why do we need a transfer station?***

Answer: Currently, both Halifax County and the City of Roanoke Rapids are under contract with Waste Industries for the use of the Waste Industries transfer station in Weldon. Over the past several years the cost to use this facility has risen steadily. Additionally, the cost to the County for the curbside collection of rural residential waste (also under contract with Waste Industries) has also risen. These costs are now at the point where the County and the City have each decided that it may be in their best interest to have their own transfer station in order to control future costs. Also, as a benefit to the County, there will be more potential vendors (thus, more competition) for the curbside collection of rural residential waste.

A joint operation makes the most sense for both the County and the City as the larger combined waste stream will be more cost effective.

**Question: *What types of waste will be accepted at the transfer station?***

Answer: The proposed facility will accept municipal solid waste (MSW). Depending on the selected location of the facility, other wastes and/or recyclables may be accepted also (for example, the County's landfill facility already accepts and processes yard waste, white goods, used tires, etc. The County also operates a landfill for the disposal of construction and demolition debris (C&D) waste).

**Question: *What about health and safety issues associated with transfer stations?***

Answer: The proposed transfer station will be a modern, engineered facility designed with very specific control features that mitigate and eliminate health-related impacts. These facilities are regulated by Federal, State, and local regulations. See questions below regarding vectors, litter, odor, and storm water.

**Question: *Do transfer stations attract birds, rats, and flies (Vectors)?***

Answer: Rodents (mice and rats), seagulls, flies, cockroaches, and other insects are all considered vectors. The materials brought to a transfer station can serve as food sources for vectors. The most effective way to keep vectors from populating a transfer station is to avoid creating the conditions that attract them and that allow them to reproduce. A number of strategies are employed to accomplish this goal. Wastes are never stored for any extended periods of time and are typically loaded and shipped off-site by the end of each day. Access to the waste is limited by keeping it within the confines of the building and out of sight from birds. Habitat and hiding places such as bushes are kept back from the building so that rodents would have to run across open areas to get to the building. All transfer stations in North Carolina are required to have a vector control program that is reviewed and approved by the NC Department of Environment and Natural Resources Division of Waste Management (NC DENR DWM) as part of the permitting process.

**Question: *What about litter and wind-blown trash?***

Answer: All waste transfer operations will be performed inside of a building. The doors and openings will be situated such that wind will not blow through the building and carry trash outside. All vehicles accessing the transfer station are required by law to tarp their loads so that litter does not blow off their vehicles on the way to the facility. Additionally, a litter patrol will sweep the site and the immediate vicinity of the facility daily.

**Question: *What about odor?***

Answer: Odor can be generated at a transfer station by decomposing and foul-smelling wastes. However, removal of the waste from the tipping floor daily and routine cleaning of the tipping floor and other areas of the transfer station are typically sufficient to minimize odors in the immediate vicinity of a transfer station.

**Question: *How will storm water be managed?***

Answer: Rainwater draining off building roofs and paved areas is referred to as storm water runoff. It can carry with it oils and grease from vehicles, litter, soil, dust, and other pollutants. Storm water runoff is a highly-regulated component of all industrial development. State and Federal laws require dischargers to implement treatment and testing programs. The proposed transfer station will comply with these regulations.

Waste at the proposed transfer station will not be exposed to rainfall (as operations will be conducted under roof). Liquids that enter the transfer station with the waste and wash water will be collected and either discharged to a sewer line or transported off-site to a wastewater treatment plant.

**Question: *Will the transfer station be very noisy?***

Answer: Transfer stations do generate noise. Noise can be generated by a number of operations at a transfer station including dumping the waste out of vehicles onto the concrete tipping floor, sorting or processing it, and loading it onto the large capacity, long-haul transfer trucks. Additionally, noise can be generated by the machinery, equipment, and vehicles operating at the facility. However, several design features are incorporated into modern transfer stations to greatly reduce noise traveling beyond the site boundaries. Noise can be mitigated by establishing adequate distance and/or sound barriers (such as soil berms and vegetation) between the noise source and nearby residents. Vehicular noise such as idling engines and back up beepers can also be controlled by operating procedures.

**Question: *What about the increase in traffic?***

Answer: The proposed transfer station will be designed to handle a maximum of 200 tons/day. This is about equal to the waste generated in the entire County (56,000 tons/year) and assuming 280 days/year of operation. However, the transfer station is initially expected to process approximately 75 tons per day, which is the amount of waste collected by both the County (rural residences and

convenience centers) and the City (City residences). The following example illustrates the relatively small amount of traffic that would be anticipated at the proposed facility even considering the maximum proposed tonnage:

Example: Transfer Station with Capacity of 200 tons/day

Vehicle Type & Capacity	Percent of Total Tonnage	Daily Tonnage	Vehicles/Day*
Collection Truck (Front or End Load) (10 tons)	80	160	16
Roll-Off Container Transport (6 tons)	10	20	4
Small Loads (1 ton avg.)	10	20	20
Outgoing Transfer Trucks (20 tons)	100	200	10
<b>Vehicles/Day =</b>			<b>50</b>

\* Daily Tonnage/Vehicle Capacity

Additionally, the facility will be designed to receive incoming traffic without causing congestion beyond the site boundaries. If deemed necessary by the NC DOT, a traffic study will be performed as part of the permitting process.

**Question:** *How will a site be selected?*

Answer: A feasibility and siting study for the proposed transfer station has been on-going for the City of Roanoke Rapids since early 2010. The study, performed by MS Consultants, has identified three potential sites for further consideration at this point in time (Sites S-2, S-8, and S-11). Additionally, a transfer station could be located at the County's landfill facility (Site S-14). This site has the advantage of having existing infrastructure (scale, scale house, office, & maintenance facilities). Each site has been ranked according to various criteria. If the County and/or City elect to proceed, the final site selection will be made by the County Board of Commissioners and the City Council based on staff recommendations.

**Question:** *Once a site is selected what happens next?*

Answer: The proposed transfer station will require a permit issued by the NC DENR DWM. Permitting requirements for transfer facilities are addressed in Rules .0401 - .0402 of Title 15A Subchapter 13B of the North Carolina Administrative Code (T15A.13B .0401 - .0402). Other permits and approvals will also be required depending on the selected site.