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May 3, 2021

Mr. Eugene R. Zamojcin, Environmental Analyst II  
New York State Department of Environmental Conservation  
Division of Environmental Permits, Region 1  
SUNY @Stony Brook  
50 Circle Road  
Stony Brook, NY 11790

RECEIVED  
MAY 18 2021  
NYSDEC REGION 1  
ENVIRONMENTAL PERMITS

**Re: Peconic Environmental Services Property**  
**100 Peconic Avenue, Medford, NY**  
**Application #1-4722-07052/00001**  
**SCTM #200-736-2-8.3**  
**H2M Project No. GSRC1901**

Dear Mr. Zamojcin:

In accordance with your Notice of Incomplete Application, dated December 16, 2020 we offer the following response:

General

1. *As required by **Part 360.6(a)**, all engineering related documents such as the Engineering Report, Facility Manual and related site plans must be signed and sealed by a Professional Engineer licensed to practice in New York State.*

Response: Each submitted document has been signed and sealed by a NYS Design Professional.

2. *Under **Part 631-5.1**, Since the facility will be extracting recyclable material from the C&D debris waste stream, Subpart 361-5 for C&D Debris Handling and Recovery is also applicable.*

Response: The extraction of recyclable materials will not be performed at this facility as part of its regular operations. Page 10 of Facility Manual indicates "The proposed Transfer Facility will not be performing Material Recovery as part of its regular operations and will not be subject to the requirements of Part 361"

Engineering Report

3. ***Figure 1 – C&D storage plan:** Under **Part 360.169(c)(3)(i)**, the turning radius of the proposed rail track designed to the west of the building needs to be evaluated as this appears to be rather tight for a rail car to use.*

Response: The tracks as shown are depictions showing that rail cars will be brought into and out of the building for loading and disposal purposes. The engineered plans will reflect required design parameters for rail car movement.

Facility Manual

4. **Section a. Waste Control Plan:** Under Part 360.16(c)(4)(i)(b), it needs to be stated clearly what the throughput will be. It is not clear if the facility will be permitted for 1,550 tons/day or 1,938 tons/day and the time period for the average.

Response: The requested Permit Facility Capacity is 1,938 tons/day and Page 1 of the Engineering Report and the Permit Application indicates 1,938 tons per day. The calculation supporting this value is presented on page 4 of the Facility Manual.

5. **Section a. Waste Control Plan:** Under Part 360.16(c)(4)(i), verification is needed that the receiving entities will accept the proposed waste. Also, it is proposed that the carpet and auto recycling residue are to be received. It should be noted that these are not considered C&D debris. Would these be mixed with C&D debris in the same rail cars? Confirmation from the destination landfills are needed to ensure they can receive these two waste types. If these are mixed with C&D debris, confirmation is also needed that they can receive the mixed waste stream. Also confirm the rail tariff requirements for covering the waste containing carpeting and auto shredder fluff.

Response: As indicated on Page 2 of the Facility Manual, C&D accepted at the site shall be transferred to one of two Subtitle D Landfills located in Ohio:

- a. Tunnel Hill Reclamation in New Lexington, OH
- b. Sunny Farms Landfill in Fostoria, OH

Attached please find a letter, dated April 2, 2020 from Michael T. Kozak, Senior Vice President of Tunnel Hill Partners, L.P. The letter states that the two (2) facilities are both permitted for and accept C&D from rail served transfer stations located outside of Ohio. Additionally, the letter states that Tunnel Hill Partners operates its own NYSDEC facilities on Long Island and is familiar with tracking procedures and requirements found in Part 361-5.6. Also attached is additional correspondence dated December 23, 2020, from Tunnel Hill, indicating that both landfills are permitted to accept as a matter of business, auto fluff and carpeting from rail transfer sites located outside the state of Ohio. In addition to these pieces of correspondence, we have enclosed copies of the Permits for both Ohio Facilities. Upon loading with C&D, carpeting and auto shredder fluff each car will be covered with a Rail Tariff Compliant Tarp.

6. **Section a. Waste Control Plan:** Under Part 360.16(c)(4)(i)(c), the railroad routes and carriers to be used need to be identified in the application.

Response: Tunnel Hill Reclamation Landfill – New Lexington, Ohio  
Routing  
NYA-FPONJ-CSXT-CLMBO-CUOH

Carriers  
New York & Atlantic Railway (NYA)  
CSX Railway (CSXT)  
Columbus and Ohio River Railroad (CUOH)

Sunny Farms Landfill – Fostoria, Ohio  
Routing  
NYA-FPONJ-CSXT

Carriers

New York & Atlantic Railway (NYA)  
CSX Railway (CSXT)

7. **Section b. Operations & Maintenance Plan:** Under Part 360.16(c)(4)(i)(f), if recyclables are managed at the facility, a detailed plan must be included that describes the types of recyclables that will be recovered, the procedures that will be used for recovery and storage of the recyclables and the disposition of recyclables when they leave the facility.

Response: The extraction of recyclable materials will not be performed at this facility as part of its regular operations. Page 10 of Facility Manual indicates "The proposed Transfer Facility will not be performing any Material Recovery as part of its regular operations and will not be subject to the requirements of Part 361"

8. **Section b. Operations & Maintenance Plan:** Under Part 360.16(c)(4)(ii)(g), explain how the facility will send out and or store waste, in the event of disruptions in rail service. You must describe all contingency factors in the event of rail disruption events.

Response: It is not the intention of this application to store C&D in the event of rail disruption. If such a circumstance arises, the operation will switch to loading tractor trailers. This is stated in the Engineering Report, Page 2, Section E. and in the Facility Manual, Page 3, Section b, i, e.

In the unlikely event of a rail service disruption, the facility has been designed to allow for the efficient loading onto tractor trailers. Tractor trailers will enter the transfer station building from the west door and stop along the south side of the tipping floor. They will get loaded with the onsite equipment and exit via the east door.

Although it is not anticipated to occur, the calculations provided on page 4 of the Facility Manual and Figure 1 – C&D Storage Plan demonstrate how the facility can store its maximum intake of materials deliveries (we have recalculated this based upon DEC comment 9a) within the building without requiring the outdoor storage of C&D. Even with maximum pile dimensions storage within the building envelope, ample access to load rail cars and tractor trailers is maintained.

9. **Section b. Operations & Maintenance Plan:** Under Part 360.16(c)(4)(ii)(j), the maximum number of vehicles that can be accommodated on site must be included in the facility manual and more detail provided on traffic flow.

Response: Facility Manual has been updated accordingly.

- a. *It should be noted that on Figure 1- C&D Storage Plan, it appears to show that the waste piles are in the way of the onsite truck route. Clarify the number of trucks that can queue onsite, the number of trucks that can unload simultaneously inside the building without obstructing traffic flow, and the duration of time for truck unloading.*

Response: Figure 1 – C&D Storage Plan is not a daily operations plan and should not be considered as one. It was prepared solely to demonstrate that the maximum permitted C&D throughput can be safely stored within the building.

In order to completely eliminate any C&D from blocking the east and west overhead doors, the building design has been modified. See Figure 1. The C&D pile dimensions were modified, and the east and west overhead doors were moved to the south to permit unobstructed entrance and exiting of the facility by tractor trailers.

- b. *Describe in detail how processing during peak flow hours will be maintained to ensure trucks won't queue on the street. In this description include how much time a delivery needs between entering the site and leaving.*

Response: There is over 300' of pavement between the entrance scale and the Peconic Avenue ROW. Within this area, nine (9) 30' long delivery vehicles can queue which is more than can be reasonably expected to be required at any one time. In addition to the long queuing length which will prevent trucks from backing up onto the ROW, this site has a large area between the building and weight scale to the south. There is an approximately 115 foot by 225 foot area for delivery vehicle staging, turning and queuing, assuring that no vehicles will be staged or parked on Peconic Avenue. Delivery Vehicle cycle time is estimated to be less than 10 minutes.

- c. *It must be demonstrated that there is adequate railcar storage at the facility to service the proposed throughput, the location of railcar storage, the number of railcars that can be loaded at one time, the duration of railcar loading, and where the railroad switch will be located.*

Response: The NYA/LIRR will provide service to Peconic Environmental Services every day with rail cars. The tracks entering the transfer building will have more than 1,000 feet from the transfer building to the main line switch. As depicted on Figure 1, there will be an additional 300' of track within and east of the new building. The 1,300 feet of track can stage 25 rail cars (52 feet per rail car). 235' of track will be inside the building and available to load. Four (4) railcars (52' Gondola) can be loaded at one time.

The loading of railcars will be performed with a payloader that has a 6 CY bucket and each railcar will hold approximately 130 CY of C&D. Therefore, 22 cycles will be needed by the payloader. At thirty (30) second cycle time, it will take approximately 11 minutes to load each railcar assuming only one (1) payloader is performing the loading.

- d. *It needs to be indicated the type(s) of railcars used and how they will be covered. The total number of railcars in the fleet needs to be indicated.*

Response: Railcars and quantities are discussed on Page 6 of Facility Manual. 52' Gondola Railcars are proposed to be used. Upon loading with C&D each car will be covered with a Rail Tariff Compliant Tarp. Typical dimensions are:

Length - 52'  
Width - 8' to 10'  
Height - 5' to 6'  
Load Limit - 176,000 to 214,000 lbs.

- e. *The application does not indicate that 100 CY trailers will be received. This tractor-trailer type should be indicated, including the percentage of such vehicles, if it is the intent of the facility to receive these, in addition to the roll-off trucks*

Response: The facility does not anticipate receiving waste via 100 cy dump trailers. As indicated in Section 1F of the Engineering Report, it is anticipated that two-thirds of the material will arrive using the 40 yard trucks and one-third will arrive using the 20 cubic yard trucks. In the unlikely event a 100 cy delivery truck comes to the site with C&D, it will be physically able to unload within the building. The proposed building

will have 40' eaves, at a minimum, that will permit the raising and dumping of the load. The dump trailer will have to enter the building via the west side overhead door and exit via the east side overhead door. 20cy and 40cy delivery vehicles will be able to utilize these same doors as well as one of the three (3) overhead doors on the south side of the building.

- f. *The flow of trucks seems to be unorthodox for the route of inbounds trucks that will be driving on the left side of the driveway. This will be confusing and has the potential to cause accidents. The traffic flow should be re-evaluated so the trucks drive on the right side of the driveway.*

Response: The site was specifically designed in the manner shown to accommodate queuing on site. There will be directional signage indicating ingress and egress, in addition, curbing will direct vehicles entering the site to the proper entrance driveway. The applicant's traffic engineer is satisfied with the safety of the site for truck flow.

- g. *The overall traffic impacts must be studied due to the large number of trips to the facility will generate.*

Response: A Traffic Assessment was prepared by the applicant's traffic engineer and reviewed by the Town of Brookhaven. The Traffic Assessment has been provided and is attached. While the maximum daily number of truck trips will not exceed 242 trips per day, the average hourly volume is will be an estimated 27 trips per hour which, will not be either a capacity or traffic safety issue. The increase in truck trips over the existing conditions is not materially significant. In addition, we have attached December 2, 2020 correspondence from the Town of Brookhaven Highway Department for your consideration.

- h. *When the traffic peak flow was estimated, it calculated the hourly average of 27 deliveries by using 242 deliveries over 9 hours. In addition, there are another 5 trips for employee arrivals, departures and other deliveries. It comes out to total 32 deliveries per hour. But it is just the hourly average of the number of deliveries in the busiest days? And not the number of deliveries during the peak hours of the busiest days.*

Response: The Traffic Analysis assumed operation at the fully permitted capacity. The traffic analysis was not conducted based on the anticipated average operating capacity. It is anticipated that the site will handle 700 – 800 TPD on average. For brief periods of time following a natural disaster such as Superstorm Sandy or other hurricane-like events and natural disasters, the site may function at full capacity for a brief period of time to accommodate the surge in debris. Further, the site is expected to be open for eleven hours per day, thereby spacing out the delivery schedules to lessen demand at any one time.

The focus of the traffic analysis is on arrivals and departures which occur during the weekday AM and PM peak. Variation of arrivals and departures from hour to hour can occur and there is no indication that higher numbers of arrivals and departures will occur during these peak hours.

Traffic Analyses of trip generation are based on average volumes of trips. The Institute of Transportation Engineers reference [Trip Generation](#) looks at various land uses, and compiles studies of trips generated by those land uses. The individual studies are then **averaged** over all the studies and the average rate is used for the traffic analysis. This methodology is generally accepted for traffic analysis and has been accepted by the Town in this case.

10. **Section b. Operations & Maintenance: Dust Control Under Part 360.16(g)**, please give more detail on how the water hose will be used, where it will be used. Also include where the misting system will be placed.

Response: The facility staff shall ensure that dust is effectively controlled so that it does not constitute a nuisance. This will be accomplished with misting sprinklers, which along with water hoses is standard industry practice, in the event the need for dust control arises. The Hose Station is depicted in Figure 2 – Emergency Equipment. It is located on the southern wall of the transfer station just west of the westernmost overhead door. The hose will be used on an as needed basis only. It will be manually operated by Facility Staff in the event a particularly dusty load is deposited on the tipping floor. It will be turned on manually and the water will be directed above the deposited waste to suppress the dust. A water misting system will be proposed in the rafter area of the building to suppress dust if needed. This system will be manually controlled as well by Facility staff and will not be in operation on a continual basis. Dust control in the manner described will be a focus of the operations at this facility.

11. **Section b. Operations & Maintenance: Odor Control Under Part 360.16(i)**, please provide information on the odor suppressing agent to be used.

Response: C&D operations do not generate offensive odors due to the nature of C&D, and as such, no odor issues will occur. In the unlikely event, odors are encountered at the site, they will be controlled by a high-efficiency state-of-the-art Fogmaster Micro-Jet Drum ULV 7401 Unit dispensing AiReactor OWD Organic Waste and Decomposition Odor Counteractant Concentrate.

12. **Section e. Closure Plan: The Closure Cost estimate must include an amount to dispose of a full building of waste, and a contingency factor as required by Part 360.22(b)(1)(i) and 360.22(b)(2)(v).**

Response: The Closure Plan Cost estimate has been revised to include transporting and disposing of a full building worth of C&D.

Mr. Eugene R. Zamojcin, Environmental Analyst II  
New York State Department of Environmental Conservation  
Division of Environmental Permits, Region 1  
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Should questions arise during your review of the materials outlined above, please do not hesitate to contact this office, either by phone at 631.756.8000, ext. 1447, or by e-mail at [jcline@h2m.com](mailto:jcline@h2m.com). We thank you for your time and assistance in this matter.

Very truly yours,

**H2M architects + engineers**

A handwritten signature in black ink that reads "Joe F. Cline".

Joseph F. Cline, P.E.  
Practice Leader

**Enclosures**

1. Engineering Report, revised April 2021
2. Facility Manual, revised April 2021
3. April 2, 2020 Tunnel Hill Partners letter to Mr. Gershowitz
4. December 23, 2020 Tunnel Hill Partners letter to Mr. Gershowitz
5. Tunnel Hill Reclamation, New Lexington, OH -2021 Permit
6. Sunny Farms Landfill, Fostoria, OH – 2021 Permit
7. Traffic Assessment, dated September 25, 2020
8. December 2, 2020 Brookhaven Highway Department memorandum

CC: Kevin Gershowitz, w/enclosures

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Peconic Environmental Services Corp.  
Medford, New York  
Construction and Demolition Debris Transfer Station

**ENGINEERING REPORT**  
August 31, 2020, Revised April 2021

Project: C&D Transfer Station  
Address: 100 Peconic Avenue, Medford, NY 11763  
Applicant: Peconic Environmental Services Corp  
SCTM No. 200-736-2-8.3

1. SITE LOCATION AND PROJECT DESCRIPTION

The proposed Transfer Facility is located on the north side of Peconic Avenue between Medford Avenue (Route 112) and Horse Block Road (County Road 16) approximately 2430 feet from Buffalo Avenue. The lot consists of 263,787 square feet (6.05 Acres) of property. All access to the subject site is via Peconic Avenue where the site enjoys 400.1 feet of street frontage. The north property line shares its boundary with the LIRR Mainline.

The proposed project contemplates construction of a Construction & Demolition Debris Transfer Facility on a 6.05 Acre parcel located on the north side of Peconic Avenue, 2,430 feet east of Buffalo Avenue. The site is bounded on the north by the Long Island Railroad. The site will have three buildings when complete. One small existing 514 square foot building will be retained and used for security and monitoring the flow of vehicles into and out of the site. A large new building with 38,755 square feet of space will be where the construction debris will be transferred from delivery trucks onto rail cars. The building will be constructed to allow trucks that bring debris to the facility to off load the material within the building. The building will have a rail spur passing through it to allow rail cars to enter the building and be loaded with the material for removal off the property and out of the region. Material transfer will be done entirely within the building. A third building will be constructed immediately adjacent to and be attached to the large transfer building. This building will function as an administration building and Scalehouse.

The site will be provided with 16 parking spaces including one handicapped space. The railroad provides access to the national rail system which can transport large quantities of material great distances at low cost. The property owner has a permitted railroad siding already in operation to serve this site.

A. Description of Waste to be Accepted at the Facility:

- Construction and demolition debris (C&D), auto recycling residue and carpeting

B. Origin of Waste:

- Residential and commercial construction projects in Suffolk County, Nassau County and New York City

C. Composition of Waste shall include, but not be limited to:

- |  |                           |
|--|---------------------------|
| • Asphalt products; roofing, pavements | • Gypsum, wall coverings. |
| • Auto Recycling Residue               | • Insulations             |
| • Brick & masonry materials            | • Metals                  |
| • Carpeting                            | • Plumbing fixtures       |
| • Concrete                             | • Stone                   |
| • Glass                                | • Wood                    |

D. Quantity of Waste:

- design capacity is 1,938 tons per day.



Our analysis assumes 3.75 cubic yards of C&D material equates to one ton. Therefore, the site will be limited to handling 7267.5 cubic yards of material. Trucks bring the material to the site will typically have 20 and 40 cubic yard carrying capacities. It is anticipated that two-thirds of the material will arrive using the 40 yard trucks and one third of the material will arrive using the 20 cubic yard trucks. Based on these assumptions the site will generate 122 forty-cubic yard deliveries and 120 twenty-cubic yard deliveries for a total of 242 trips to the site over an eleven-hour period, assuming the Facility operates at maximum capacity.

E. Description of Overall Operation:

- Roll-off container transportation vehicles will enter facility via the site access gate located on the south side of the site on Peconic Avenue. Transportation vehicles will be weighed in via an in-bound truck scale. Vehicles will then proceed into a tip floor area and dump. The primary method of transporting the waste off site will be by rail. The site abuts the LIRR. The building will have a rail spur passing through it to allow rail cars to enter the building and be loaded with the material for removal off the site and out of the region. Excavators and/or payloaders will transfer the C&D waste material from the tip floor into rail cars. When filled, the rail car can exit the site via the internal rail track at the north side of the site. The concrete tip floor pad will be entirely enclosed with a steel frame building of approximately 38,775 square feet. After the transportation vehicles are emptied, they will be weighed once more at the out-bound truck scale and then proceed to leave the site via the site access gate on the south side of the site. In the event there is a disruption to rail service, the secondary method of transporting waste off site will be by on road transfer trailers. The facility will have the capacity to load transfer trailers within the building limits.

F. Design Criteria:

- The weight of C&D debris accepted will be determined by the weigh scale at the site prior to unloading.
- Unloading, loading, and storage areas will be constructed of concrete material. The site and facility are adequate in size to facilitate efficient unloading from collection vehicles and provide for unobstructed movement of vehicles within the site.
- All traffic areas will be paved with either asphalt concrete or Portland concrete. The configuration of the site allows for a passable area by loaded collection and transfer vehicles.

G. Schedule of Operation:

- Monday to Saturday: 6:00 am to 7:00 pm
- Prior to the opening of the facility the operator will ensure that the concrete pad is sufficiently clear of debris to allow acceptance of the daily volume of debris expected. At the end of the day the operator will ensure that the access gates to the facility are closed and locked.

H. Anticipated Daily Traffic Routes:

- Northwest and West: Long Island Expressway (I-495) eastbound to Exit 65, Horse Block Road (CR 16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- Northeast and East: Long Island Expressway (I-495) westbound to Exit 65, Horse Block Road (CR 16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- North: Medford Avenue (Route 112) to Horse Block Road (CR16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- Southwest: Sunrise Highway (Route 27) eastbound to Sill's Road (CR 101) northeast bound to north bound Station Avenue to Horse Block Road (CR16) northwest bound to Americus Avenue southbound to Peconic Road eastbound.
- Southwest: Sunrise Highway (Route 27) westbound to Horse Block Road (CR16) northwest bound to Americus Avenue southbound to Peconic Road eastbound.



I. Flow to and from Facility:

In order to determine the amount of traffic the completed site will generate the operation of the site was evaluated. There will be a total of 5 full time employees on site continuously through the workday. The site will be limited to transferring 1938 tons (7267.5 cubic yards) of material. As stated in Section D, we estimate 242 trips to the site over an eleven-hour period, assuming the Facility operates at maximum capacity.

It is likely that there will be some lull in deliveries at the beginning and ending of the day and some fluctuations hour to hour. To arrive at a potential peak, it will be assumed that the 242 deliveries occur over a nine-hour period generating 27 entering and exiting trips per hour.

In addition to the trucks there will be employee arrivals and departures and some other deliveries such as mail. For the purposes of this analysis it will be assumed that 5 entering and exiting trips will occur each hour.

Table 1 – Trip Generation, provides the number of vehicular trips the site is anticipated to generate once the project is complete. As can be seen from a review of Table 1, the proposed new project will generate only 32 entering and exiting trips during peak activity at the site.

Land Use	A.M Peak Hours		Midday Peak Hours		P.M Peak Hours	
	Enter	Exit	Enter	Exit	Enter	Exit
Transfer Facility (1938-ton daily max)	32	32	32	32	32	32

**Table 1 – Trip Generation**

J. Procedure for Unloading Vehicles:

- Contents of delivery vehicles will be dumped on the tipping floor within the building. The waste will then be loaded into waiting railcars also located within the building with an excavator or payloader.

K. Description and Sizing of Storage Facilities:

- The steel building where rail cars are loaded with C&D debris is approximately 165' x 235', and approximately 38,775 square feet.

L. Disposal of Construction and Demolition Debris Residue:

- All waste received at this facility will ultimately be transferred to one of two Subtitle D landfills located in Ohio: Sunny Farms Landfill in Fostoria, OH or Tunnel Hill Reclamation in New Lexington, OH.

M. Description of Facility Drainage and Water Supply System:

- A combination of precast concrete drywells and recharge basins will be used to store stormwater. On-site water supply will be provided by a water main connection on Peconic Avenue.

N. Fire Protection and Control:

- Four (4) fire extinguishers will be located inside the transfer station building along with one (1) hose station. There is a fire hydrant located on Peconic Avenue adjacent to the site entrance.

# **FACILITY MANUAL**

## **C&D Transfer Station**

Peconic Environmental Services Corp.  
Medford, New York

H2M Project No.  
GSRC1901

**AUGUST 2020, REVISED APRIL 2021**

### **Prepared for:**

Peconic Environmental Services Corp.  
71 Peconic Avenue  
Medford, New York 11763

Facility Location  
100 Peconic Avenue  
Medford, New York 11763

### **Prepared by:**

H2M architects + engineers  
538 Broad Hollow Road, 4<sup>th</sup> Floor East  
Melville, NY 11747



architects + engineers



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**Peconic Environmental Services Corp.  
Medford, New York  
Construction and Demolition Debris Transfer Station**

**FACILITY MANUAL**

Project: C&D Transfer Station  
Address: 100 Peconic Avenue, Medford, NY 11763  
Applicant: Peconic Environmental Services Corp  
SCTM No. 200-736-2-8.3

**a. WASTE CONTROL PLAN**

**i. FACILITY SERVICE AREA**

Residential and commercial construction projects in Suffolk County, Nassau County and New York City.

**ii. WASTE CHARACTERIZATION**

Accepted waste at the site shall consist of Construction & Demolition Debris consisting mainly of, but not limited to the following elements:

- |   |                      |
|---|----------------------|
| a. Asphalt products; roofing, pavements | h. Insulations       |
| b. Brick & masonry materials            | i. Metals            |
| c. Concrete                             | j. Plumbing fixtures |
| d. Electrical equipment                 | k. Stone             |
| e. Glass                                | l. Wood              |
| f. Gypsum, plaster, wall coverings      |                      |
| g. Heating equipment                    |                      |

in addition to the C&D Debris material noted above, the facility will accept and comingle the following materials with the C&D

- a. Auto Recycling Residue
- b. Carpeting

The basis of the facility design is:

Work days/year	304
C&D density (CY/ton):	3.75

	Permitted Maximum
Tons/day	1,938.00
CY/day	7,268
Tons/year	589,152
CY/year	2,209,320



iii. STANDARDS OF ACCEPTANCE

C&D acceptability shall be determined by visual inspection. In the event that facility staff are unsure if the waste is acceptable for the facility, NYSDEC shall be contacted for guidance. All loads entering the facility shall be visually inspected and monitored to identify unauthorized wastes.

Waste identified in Section ii above shall be accepted. Wastes not accepted at the property include: Regulated Medical Waste (RMW), Hazardous Waste including Hazardous Material Spills and Radioactive Waste.

iv. DISPOSAL LOCATIONS

C&D accepted at the site shall be transferred to one of two (2) Subtitle D Landfills located in Ohio:

- a. Sunny Farms Landfill in Fostoria, OH

Routing

NYA-FPONJ-CSXT-CLMBO-CUOH

Carriers

New York & Atlantic Railway (NYA)  
CSX Railway (CSXT)  
Columbus and Ohio River Railroad (CUOH)

- b. Tunnel Hill Reclamation in New Lexington, OH

Routing

NYA-FPONJ-CSXT

Carriers

New York & Atlantic Railway (NYA)  
CSX Railway (CSXT)

v. AUTHORIZED WASTE PROGRAM

Peconic Environmental Services shall institute, maintain, and enforce a waste acceptance plan. Components of this plan shall include, but not be limited to, the following measures to ensure that only authorized waste is accepted at the facility:

- a. Clear, legible signs shall be posted at all public access points indicating hours of operation and the types of waste accepted and not accepted
- b. Incoming loads of waste shall be inspected
- c. Contracts with waste suppliers shall specify which types of waste are authorized to be accepted at the facility
- d. post a sign, in a conspicuous location, stating that mercury-added thermostats are not accepted at the facility.
- e. Prepare and distribute educate material to customers on the proper methods for the management of electronic waste, including:
  - Providing written information annually to all users of the facility on the proper methods of recycling electronic waste
  - Maintaining written information on-site and upon request, providing the information to users of the facility
  - Posting, in conspicuous locations at the facility, signs stating that electronic waste cannot be disposed of at the facility

vi. UNAUTHORIZED WASTE PROGRAM

In order to detect, discourage and prevent the receipt of hazardous wastes at the site, facility staff shall:

- a. Perform random inspections of incoming loads



- b. Perform inspections of suspicious loads
- c. Keep accurate records of inspections
- d. Notify the proper authorities if a hazardous waste is discovered in a load
- e. Manage the discovered hazardous waste as outlined below:

Any unauthorized waste shall be identified and separated from the construction and demolition debris. If unauthorized waste is delivered to the facility it shall be segregated, secured, and contained in order to prevent leakage or contamination of the environment. It shall be removed within seven (7) days after receipt. Transportation shall be performed by a company authorized to transport the waste, and disposition shall be to a facility authorized to receive the waste.

If the facility accepts unauthorized waste, a record of the incident identifying the type of waste and its final disposition shall be prepared. These incident reports shall be made part of the annual facility report. For each incident, the information shall be recorded:

- The date and time
- A description of the incident
- Contact and vehicle information for the waste transporter that delivered the unauthorized waste
- Contact information for the generator of the unauthorized waste; and
- A description of the response to the incident and the disposition of the waste

vii. ADDITIONAL REQUIREMENTS  
Not applicable to this site

viii. FRIABLE ASBESTOS  
Friable Asbestos shall not be accepted at this facility

**b. OPERATIONS & MAINTENANCE PLAN**

**i. OPERATION OF FACILITY**

The site shall have three (3) buildings when complete including:

- a. One small existing 514 square foot building shall be retained and used for security and monitoring the flow of vehicles into and out of the site.
- b. A large new building with 38,755 square feet of space shall be constructed to house the transfer operations. The building shall be large enough to allow trucks that bring debris to the facility to off load the material completely within the building.
- c. A third building will function as a scalehouse and shall be constructed immediately adjacent to and be attached to the large transfer operations building. From this building, two scales shall weigh the incoming trucks carrying material and weigh them again before they leave the site thereby determining the weight of the material left at the site.
- d. The facility is designed to accept large volumes of C&D delivered via on-road trucks and transfer the C&D onto rail cars for the efficient removal off of Long Island via railroad and ultimate disposal at Subtitle D Landfills.
- e. In the unlikely event railroad access is interrupted; the facility shall have the ability to load C&D onto on-road tractor trailers and remove from the site. It is not the intention of this application to store waste in the event of rail disruption. The operation will switch to loading tractor trailers. Tractor trailers will enter the transfer station building from the west door and stop along the south side of the tipping floor. They will get loaded with the onsite equipment and exit via the east door.
- f. The site shall have dedicated ingress approaches via one existing curb cut on the western property which shall be reused and widened, and egress via a new curb cut to the east of the existing security guard booth. One existing curb cut in the center of the property shall be closed.
- g. Site walkway and driveway construction and paving to facilitate internal site navigation, truck parking /overflow area and employee parking. Sixteen employee parking spaces including one handicapped space shall be provided.
- h. At the north side of the site a rail spur shall be constructed to provide access to the rail system. The spur shall provide the ability to transport large quantities of material great distances in an efficient manner.
- i. The NYA/LIRR will provide service to Peconic Environmental Services every day with rail cars.
- j. The tracks entering the transfer building will have more than 1,000 feet from the transfer building to the main line switch. As depicted on the Figure 1, there will be an additional 300' of track within and east of the new building. The 1,300 feet of track can stage 25 rail cars (52 feet per rail car).

**ii. CAPACITIES**

A steel building and concrete slab are proposed for the transfer station. The purpose of the project is to move C&D in the most efficient manner from waste delivery trucks into railcars. Detention times shall be held to a minimum. In the unlikely event rail service is interrupted, the facility shall switch to tractor trailer loading and remove the waste via roadways.

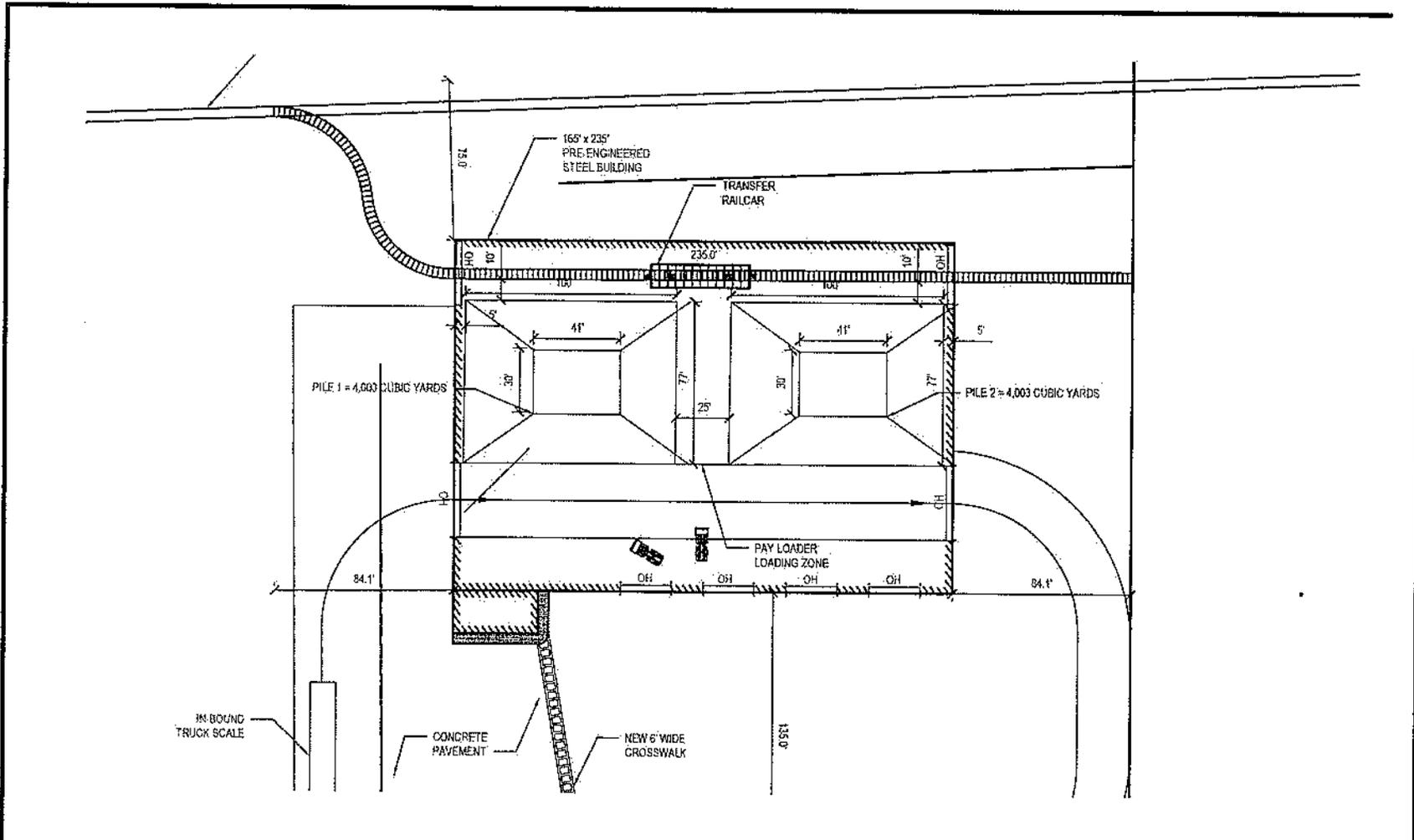


The tipping floor has been designed to store in excess of one day's maximum waste deliveries. The basis of the calculation follows:

Building Area (SF)	38755
Building Design Basis (tons/day/1,000SF)	50
Capacity (tons/day)	1938
C&D Density (CY/ton)	3.75
Volume of waste per day (CY)	7268
Building Storage Capacity (CY)	8,006
Building Storage Capacity (Tons)	2,134
No. of days storage (Days)	1.1

The pile dimensions on the tipping floor used to calculate the storage capacity are:

- (2) 100'x70'x30' high piles with 1 on 1 sides. Each pile volume is 4,003 cy. A 25' wide pathway for loading railcars with a payloader shall remain in the center of the two (2) piles.



**Peconic Environmental  
Services, Corp.**  
**C&D DEBRIS TRANSFER STATION**

**Figure 1- C&D Storage Plan**

H	2	architects + engineers
M	M	
www.h2m.com		



Wastes shall not overflow out of the building. There shall be no queuing of truck traffic on public roadways. There is over 300' of pavement between the entrance scale and the Peconic Avenue ROW. In this space nine (9) 30' long delivery vehicles can queue. In addition to the long queuing length, preventing trucks from backing up onto the ROW, this site has a large area between the building and weight scale to the south. There is an approximately 115 foot by 225 foot area for delivery vehicle staging, turning and queueing, assuring that no vehicles will be staged or parked on Peconic Avenue.

The facility does not anticipate receiving waste via 100 cy dump trailers. As indicated in Section 1D of the Engineering Report, it is anticipated that two-thirds of the material will arrive using the 40 yard trucks and one-third will arrive using the 20 cubic yard trucks. In the event a 100 cy delivery truck comes to the site with C&D waste, it will be physically able to unload within the building. The proposed building will have 40' eaves, at a minimum, that will permit the raising and dumping of the load. The dump trailer will have to enter the building via the west side overhead door and exit via the east side overhead door. 20cy and 40cy delivery vehicles will be able to utilize these same doors as well as one of the three (3) overhead doors on the south side of the building.

52' Gondola Railcars are proposed to be used. Upon loading with C&D each car will be covered with a Rail Tariff Compliant Tarp. Typical dimensions are:

- Length - 52'
- Width - 8' to 10'
- Height - 5' to 6'
- Load Limit - 176,000 to 214,000 lbs.

235' of track will be inside the building and available to load. Four (4) railcars (52' Gondola) can be loaded at one time.

If we assume the loading of railcars will be performed with a payloader that has a 6 CY bucket and each railcar will hold approximately 130 CY of C&D, 22 cycles will be needed by the payloader. If we were to assume a 30 second cycle time, it will take approximately 11 minutes to load each railcar assuming only one (1) payloader is performing the loading.

iii. PROCESS

Waste shall enter the transfer building on the west side. The vehicle shall dump on the tipping floor and proceed to exit the building either to the south or east. A payloader shall transfer the waste to waiting rail cars. The railcars shall be stacked and leave the facility after midnight each evening.

The design waste quantities are as follows:

Work days/year	304
C&D density (CY/ton):	3.75
	Permitted
	Maximum
Tons/day	1,938.00
CY/day	7,268
Tons/year	589,152
CY/year	2,209,320



iv. MACHINERY

The machinery planned for the facility shall be:

- Front End Loader - Caterpillar 966 or equal
- Crawler Excavator – Sennebogen 835R
- Scale – (2) Toledo weigh scales (11' x 70') or equal

v. FLOOR DRAINS

The facility shall not collect leachate and store it in underground tanks. These are prone to clogging and produce foul odors. Instead, the concrete slab shall be pitched towards the center region of the tipping floor. Moisture is typically absorbed within the C&D material. In the event standing water is discovered, absorbent pads or booms shall be utilized and then disposed of with the C&D material.

vi. COMPOSTING

No composting shall occur at the facility

vii. MAINTENANCE

The facility shall be designed to be maintenance free. Other than the overhead doors, there shall be no moving parts. Light sources shall be replaced as needed. The largest anticipated maintenance item is the concrete tipping floor. The cutting edge of the payloaders can abrade and prematurely wear away the top of the concrete slab. To combat this, composite cutting edges can be used on the bucket and surface hardeners can be added to the concrete.

viii. HOURS OF OPERATION

The hours of operation planned are Monday through Saturday, 6:00 am to 7:00 pm

ix. CALIBRATION

The two (2) weigh scales shall be permitted with the Suffolk County Department of Weights and Measures. The calibration schedule of the scale load cells shall be in accordance with the Departments requirements to conduct transactions based on weight.

x. TRAFFIC

The proposed transfer facility shall generate approximately 32 new entering and 32 new exiting traffic trips per hour. The increase is minimal and shall have no noticeable impact. The proposed site plan shall provide 16 parking spaces, less than the 106 required by Town Code. The site shall have only five full time employees on-site and, other than haulers bringing debris to the site, shall have no visitors. The 16 parking spaces provided shall be more than sufficient.

The assessment and traffic engineering analysis of the proposed project indicates the site shall not have a detrimental impact on traffic conditions on the surrounding road network in the vicinity of the site. The traffic engineering analysis also concludes that the 16 parking spaces provided is sufficient.

Trucks bring the material to the site shall typically have 20 and 40-yard carrying capacities. It is anticipated that two-thirds of the material shall arrive using the 40-yard trucks and one third of the material shall arrive using the 20-yard trucks. Based on these assumptions the site shall generate 21 forty-yard deliveries and 11 twenty-yard deliveries per hour, assuming the Facility operates at maximum capacity.

xi. TREATMENT

No treatment shall occur at the facility



xii. COMPLIANCE WITH OPERATING REQUIREMENTS OF 360.19, PART 361 & PART 362

**PART 360.19 OPERATING REQUIREMENTS**

**(a) Applicability.**

This transfer facility requires a permit and is subject to operate under Part 360.19 Operating Requirements.

**(b) Water protection.**

- (1) Waste shall be prevented from being deposited in or entering surface waters or groundwater. All operations shall occur indoors. All concrete tip floors shall be pitched towards the inside of the building.
- (2) The facility shall operate in a manner that minimizes the generation of leachate and that does not allow any leachate to enter surface waters or groundwater.

**(c) Waste acceptance and control.**

- (1) The owner of the facility shall institute, maintain, and enforce a waste control plan. The plan must ensure that only authorized waste is accepted at the facility:
  - (i) The waste acceptance protocol shall be as outlined in Section a. v. Authorized Waste Program above.
- (2) The facility intends on only accepting waste generated within municipalities of NYS that have department-approved comprehensive recycling analysis (CRA) or a department-approved local solid waste management plan (LSWMP).
- (3) The facility owner shall train all staff in accordance with the Section c. Training Plan
- (4) The unauthorized waste acceptance protocol shall be as outlined in Section a.vi. Unauthorized Waste Program above
- (5) The facility shall not accept waste unless the vehicle transporting the waste is adequately covered or the waste is containerized. When leaving the facility, all vehicles containing waste must utilize a cover which prevents waste and leachate from escaping the vehicle, or the waste must be containerized
- (6) Mercury-containing devices or mercury-added consumer products shall be listed as an unauthorized waste, not to be accepted at the site. In the event a mercury-containing device is identified at the site, it shall not be transported to the landfill.
- (7) A residential drop-off area for non-commercial vehicles is not part of the facility design. No recyclable collection is anticipated
- (8) All waste leaving the facility is destined to be managed at a facility authorized by the department if located in New York State, or authorized by the appropriate governmental agency or agencies if located in another state, territory, or nation.
- (9) The facility is designed to ensure that all unloading and loading areas are adequate in size and designed to facilitate efficient movement of waste to and from the collection vehicles and to facilitate the unobstructed movement of vehicles.
- (10) The facility shall ensure that all areas containing waste are strictly and continuously secured to prevent unauthorized access by use of fencing, gates, signs, and natural barriers. Waste shall not be used as a barrier.
- (11) The facility shall ensure that storage volumes and throughput limits established by the Department for the facility are not exceeded.
- (12) An attendant shall be on duty at the facility to operate mechanical equipment whenever the facility is open.

**(d) Operation and maintenance.**

The owner or operator of a facility shall ensure that the following criteria are satisfied:

- (1) All maintenance and operating activities at the facility are performed in accordance with the facility manual

- (2) The facility shall accommodate expected traffic flow in a safe and efficient manner. Facility roadways shall be passable in all weather conditions.
- (3) Tracking of soil, waste, leachate, and other materials from the facility onto off-site roadways shall be prevented.
- (4) All equipment, storage containers, and storage areas shall be sufficient for the quantity and type of waste managed at the facility. Adequate numbers, types, and sizes of properly maintained equipment shall be available during all hours of operation.
- (5) All floors and working areas shall be adequately drained, properly maintained, to have standing water minimized. All drainage and wash waters shall be collected and handled in a manner acceptable to the department.
- (6) The facility shall be properly graded to prevent soil erosion and to minimize ponding.
- (7) Equipment and systems required to manage waste at the facility shall be properly operated, calibrated, and maintained at all times.
- (8) Prior to leaving the facility, any vehicle containing waste shall be covered with, at a minimum, a mesh or fabric cover acceptable to the Department.
- (9) If an unscheduled total facility shutdown exceeds 24 hours, the facility shall immediately notify the Department describing the incident and the proposed waste management activities.

**(e) Routine inspection.**

The on-site staff shall monitor and inspect the facility for malfunctions, deteriorations, operator errors, and incidents no less frequently than on a daily basis when the facility is open. The facility staff shall immediately undertake any and all measures needed to eliminate any violation of an operational, closure, or post-closure care requirement of this Part and of Part 361, 362, 363, and 365 of this Title. Measures taken do not preclude the Department from exercising its enforcement powers.

**(f) Confinement of waste.**

The facility shall ensure that waste at the facility is confined to an area that can be effectively maintained, operated, and controlled; and that blowing litter is confined to waste holding and operating areas by fencing or other suitable means. Any litter found outside the building shall be removed and discarded by staff.

**(g) Dust control.**

The facility staff shall ensure that dust is effectively controlled so that it does not constitute a nuisance. This will be accomplished with misting sprinklers, which along with water hoses is standard industry practice, in the event the need for dust control arises. The Hose Station is depicted in Figure 2 – Emergency Equipment.

It is located on the southern wall of the transfer station just west of the westernmost overhead door. The hose will be used on an as needed basis only. It will be manually operated by Facility Staff in the event a particularly dusty load is deposited on the tipping floor. It will be turned on manually and the water will be directed above the deposited waste to suppress the dust. A water misting system will be proposed in the rafter area of the building to suppress dust if needed. This system will be manually controlled as well by Facility staff and will not be in operation on a continual basis.

**(h) Vector control.**

The facility staff shall effectively control on-site populations of vectors. Traps and or contracting with an extermination company shall be employed when and if needed.

**(i) Odor control.**

C&D operations typically do not generate offensive odors due to the nature of C&D waste, and as such, we do not anticipate any odor issues. In the event, odors are encountered at the site,



they will be controlled by a Fogmaster Micro-Jet Drum ULV 7401 Unit dispensing AiReactor OWD Organic Waste and Decomposition Odor Counteractant Concentrate.

**(j) Noise.**

The fully enclosed facility and its physical distance from receptors shall ensure that noise resulting from equipment or operations at the facility does not exceed the following energy equivalent sound levels beyond the property line:

Suburban Setting	<u>Leq Energy Equivalent Sound Levels</u>	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
	62 decibels (A)	52 decibels (A)

The Leq is the equivalent steady-state sound level which contains the same acoustic energy as the time varying sound level during a one-hour period. It is not necessary that the measurements be taken over a full one-hour time interval, but sufficient measurements must be available to allow a valid extrapolation to a one-hour time interval.

- (1) If the background sound level exceeds the referenced Leq sound level limit, the Leq sound levels from facility sources and background sources when combined must not exceed the Leq sound level of the background sources alone by more than three decibels (A).
- (2) The background sound level, measured as Leq, is the existing ambient sound level during a period of peak acoustical energy measured in the absence of sound produced by equipment or operations at the facility. A background sound level monitoring protocol must be submitted to the department for approval prior to conducting background measurements.
- (3) Sound levels must be measured using the slow time constant and A-weighting. During the measurement period, no precipitation must occur, and wind speeds must not exceed 12 miles per hour.
- (4) Measuring instruments must be type 1 or class 1 precision sound level meters, type 2 or class 2 general purpose sound level meters, or corresponding special sound level meters type S1A or S2A.
- (5) Noise assessments must include details of the attenuation factors and calculations utilized. Noise assessment calculations are allowed to utilize average annual conditions when calculating atmospheric attenuation.
- (6) Mufflers shall be used on all internal combustion-powered equipment used at the facility.

**(k) Recordkeeping and reporting.**

- (1) Application documents. Staff shall maintain and make readily available for inspection throughout the life of the facility including the post-closure care period and the custodial care period, a copy of all information and data required as part of the application for the permit or submittal for registration, as well as construction certification and closure construction certification documents.
- (2) Operating records. The operator of a facility shall maintain at the facility, and make readily available for inspection for a period of no less than seven years from the date a particular record was created, the following operating records:
  - (i) a daily log of wastes received that identifies the waste type, quantity, date received, and planning unit where the waste was generated, and the quantity and destination of any waste, products or recyclables that are removed from the facility.
  - (ii) routine inspection logs that must include, at a minimum, the following information: the date and time of the inspection, the name of the inspector, a description of the inspection including the identity of specific equipment and structures inspected, the observations recorded, and the date and nature of any remedial actions implemented or repairs made as a result of the inspection;

- (iii) all monitoring information necessary for compliance with the requirements of this Part and the requirements applicable to permitted facilities in Parts 361, 362, 363, and 365 of this Title.
  - (iv) records documenting training programs, schedules, and certifications as required.
  - (v) any other information required in a permit or registration under this Part or that the department may require be created and maintained as part of the daily operating records.
- (3) Annual report.
- (i) The operators of the facility shall submit a completed annual report in a format acceptable to the Department no later than March 1st of each year for the previous calendar year, on forms prescribed by the department.
  - (ii) The operators of the facility are required to report to the Department related to the facility's compliance under this Part or Parts 361, 362, 363, or 365 of this Title, or under the terms of any permit issued under this Part, must make, sign, and submit with the report the following certification:

I certify, under penalty of law, that the data and other information identified in this report have been prepared under my direction and supervision in compliance with the system designed to ensure that qualified personnel properly and accurately gather and evaluate this information. I am aware that any false statement I make in such report is punishable pursuant to section 71-2703(2) of the Environmental Conservation Law and section 210.45 of the Penal Law.

**(l) Personnel training.**

The operator of the facility shall ensure sufficient and appropriately trained staff are available to manage the quantity and type of waste that shall be handled at the facility. Personnel training shall be in accordance with Section c. Training Plan.

**(m) Emergency response.**

The operator of the facility shall adequately respond to emergencies such as fires, explosions, natural disasters, and spills that occur at the facility.

**(n) Tank requirements.**

No waste storage tanks are proposed for this facility.

**PART 361 – MATERIAL RECOVERY FACILITIES**

The proposed Transfer Facility will not be performing any Material Recovery and will not be subject to the requirements of Part 361.

**Part 362 - COMBUSTION, THERMAL TREATMENT, TRANSFER, AND COLLECTION FACILITIES**

**Subpart 362-3 TRANSFER FACILITIES**

**s 362-3.1 Applicability** - this Subpart applies to this facility since it will receive solid waste for the purpose of subsequent transfer to another facility for further processing, treatment, transfer, or disposal.

**s 362-3.2 Exempt facilities** – This facility does not meet the exemptions described in this subpart.

**s 362-3.3 Registered facilities** – this facility does not meet the qualifications that require a registration under this subpart



**s 362-3.4 Permit application requirements**

- (a) A radioactive waste detection plan – the proposed project will not be transferring MSW or drilling & production waste out of state and therefore, is not subject to the Radioactive waste detection procedures and requirements outlined in Section 362-3.5 (e)
- (b) The program for detecting and preventing the receipt of hazardous wastes at the facility is outlined in Section a. v. Authorized Waste Program & a.vi. Unauthorized Waste Program above.

**s 362-3.5 Design and operating requirements**

The facility is required to obtain a permit under this Subpart and shall, in addition to the requirements identified in Part 360, design, construct, maintain, and operate the facility in compliance with the following criteria:

- (a) Source-separated recyclables, source-separated household hazardous waste, source-separated electronic wastes, source-separated rechargeable batteries, source-separated mercury-containing products, and other source-separated items that are subject to legislatively enacted product stewardship programs in New York State must not be accepted by the facility. Source-separated recyclables must only be accepted at a facility that is authorized as a recyclables handling and recovery facility under Subpart 361-1 of this Title.
- (b) All tipping, storage, loading, and related activities shall be conducted in the enclosed building with adequate odor controls to effectively control off-site nuisances. Non-putrescible waste may be stored in outdoor areas if it is stored in closed containers or covered trailers.
- (c) The storage, loading, and unloading areas shall be constructed of concrete or asphalt paving material. Excess water shall be managed as depicted in Section b. Operations & Maintenance Plan v. Floor Drains.
- (d) The tipping floor shall be cleaned at the end of each operating day unless otherwise determined by the department.
- (e) Radioactive waste detection procedures and requirements - The proposed project will not be transferring MSW or drilling & production waste out of state and therefore, is not subject to the Radioactive waste detection procedures and requirements outlined in Section 362-3.5 (e)
- (f) Putrescible waste – this waste stream will not be accepted at the facility.
- (g) Friable asbestos-containing waste – will not be accepted at the facility and shall be managed in accordance with the facility's waste control plan.
- (h) All waste delivered to and leaving the facility shall be weighed and recorded in tons.
- (i) The facility shall maintain financial assurance in an amount sufficient to cover the cost of closure of the facility as specified by Part 360.22 and Section e. Closure Plan.

**s 362-3.6 Recordkeeping and reporting requirements**

- (a) In addition to the recordkeeping requirements of section 360.19(k) of this Title, transfer facility records must include records associated with the radioactive waste



detection procedures required by section 362-3.5(e) of this Subpart, if applicable.  
- The proposed project will not be transferring MSW or drilling & production waste out of state and therefore, is not subject to the Radioactive waste detection procedures and requirements outlined in Section 362-3.5 (e)

- (b) This permitted Transfer Facility shall submit an annual report in conformance with Part 360.19(k)(3) to the Department.

xiii. FACILITY RECORDS

Documentation will be prepared in accordance with Section xii (k) Record Keeping & Reporting

- a. Application Documents – copies of the documents utilized to obtain the permit will be maintained in the Administration/scale house building located adjacent to the transfer facility.
- b. Daily logs, routine inspection logs and monitoring information will also be maintained in the administration building.
- c. Annual Reports shall be prepared in accordance with Part 360.19(k)(3) and submitted to the Department no later than March 1st of each year for the previous calendar year.

xiv. RESIDENTIAL DROP OFF

A residential drop off area is not proposed.

xv. TANK COMPLIANCE

In accordance with Section xii (n) Tank requirements, no waste storage tanks are proposed for this facility.

c. **TRAINING PLAN**

i. **OVERVIEW**

The proper and safe operation of the transfer station for C&D debris requires that all employees receive appropriate job and facility-specific training and are provided with or have access to personnel protective equipment (PPE) and safety equipment. C&D debris results from demolition or construction of buildings, roads, and other structures, and, as reported in the Waste Control Plan, typically consists of concrete, brick, wood, masonry, roofing materials, sheetrock, plaster, metals, carpeting and glass.

Training is provided to address chemical, physical and biological hazards from both potential hazards associated with facility operations as well as from the C&D materials brought into the facility.

ii. **STAFFING**

Facility staffing is expected to comprise a total of five (5) full time employees to operate, manage and oversee the facility. Three (3) employees are expected to work in the large transfer facility and two (2) shall conduct administration procedures. The five (5) full time employees shall be identified as:

- a. Site Administrator
- b. Scale operator
- c. Tipping floor inspector
- d. (2) Operating Engineers

iii. **PERSONNEL TRAINING**

- a. All employees of Peconic Environmental Services Corp. are required to be knowledgeable of and comply with the company's Facility Manual.
- b. Formal personnel training for all staff shall be conducted by the company for all new staff prior to the start of work and, at least, annually thereafter, or whenever facility operations change, job descriptions change or job responsibilities change.
- c. Personnel training shall incorporate the following topics:
  1. Facility design and layout
  2. Personal job-duty responsibilities
  3. Emergency Response Plan (incorporated within the Facility Manual)
    - personnel emergencies
    - site emergencies
    - environmental emergencies
  4. Hazard Communications (hazcom)
    - chemicals and hazards in the workplace
    - labelling
    - Safety Data Sheets (SDSs)
  5. Health and safety training and procedures
    - first aid procedures
    - working around heavy equipment
    - proper use of personal protective equipment (PPE) and fit testing
    - hearing conservation
    - biological hazards
    - blood borne pathogens
  6. Communications
    - during normal operations
    - route of command during emergencies
  7. Equipment operation and maintenance
  8. Regulatory and permit compliance



9. Environmental concerns
10. Waste classification and Identification
  - Unacceptable wastes, e.g., hazardous wastes, universal wastes (mercury devices, batteries), asbestos, radioactive wastes
11. Spill response

iv. PERSONAL PROTECTIVE EQUIPMENT (PPE)

- a. At a minimum, the following PPE and equipment is provided:
  - Safety Vests
  - Safety Boots
  - Safety Glasses
  - Heavy Duty Latex Gloves
  - Non-Toxic Dust and Filter Mask, or appropriate respirator
  - ABC Type Fire Extinguisher (DOT approved)



d. **EMERGENCY RESPONSE PLAN**

i. **INTRODUCTION**

This plan is designed to describe proper actions and procedures to be followed by Peconic Environmental Services Transfer Station Facility employees during an emergency or event involving a fire, explosion, natural disaster, spill or release of hazardous chemicals, or in the case of a workplace related injury.

Furthermore, this plan includes information necessary to respond to an emergency situation to prevent or minimize hazards to human health or the environment and contain the incident, if possible, until professional responders such as the Medford Fire Department can take over the response.

Basic components of the plan include:

- a. Pre-emergency planning
- b. Personnel roles, lines of authority, and communication
- c. Emergency recognition and prevention
- d. Personal protective equipment and emergency equipment
- e. Emergency coordination procedures
- f. Emergency protocols
- g. Safe distances and places of refuge
- h. Site security and evacuation procedures
- i. Disaster Response
- j. Emergency medical treatment and first aid
- k. Critique of response and follow-up
- l. Training, plan review and additional information

This plan, its contents, and emergency notification procedures shall be made available to all appropriate transfer station employees.

ii. **PRE-EMERGENCY PLANNING**

The contents of this plan shall constitute the basic pre-emergency plan for the Transfer Station Facility and shall be augmented by other technical resource publications as required.

Pre-emergency planning includes identifying and recognizing the major hazardous substances that could potentially be delivered to the Transfer Station Facility. These primary substances include the following:

- a. Mercury containing devices
- b. Asbestos containing material
- c. Radioactive waste

iii. **PERSONNEL ROLES, LINES OF AUTHORITY AND COMMUNICATIONS**

a. **Management**

The Site Administrator shall function as the emergency coordinator. The emergency coordinator shall assume the primary responsibility for administering and coordinating the emergency spill response plan, which includes training, communicating, planning, and maintaining records and ensuring that all safety equipment is in proper working condition.

➤ Overall Primary Responsibilities:

Overall primary areas of the Emergency Coordinator's responsibility include:

- 1. Maintain a list and accurate headcount of all personnel at each facility.
- 2. Maintain, in a central accessible location, an inventory of all hazardous materials.

3. Periodically review and update emergency spill response plan. Conduct periodic drills and evaluate performance and modify accordingly.
4. Review emergency spill response plan initially and annually with new personnel. Also, review any chemical hazards - storage and safety. Provide personnel with proper training on safety equipment on a regularly scheduled basis.
5. Coordinate all activities relating to press contacts, public statements, and communications to the media and the community.
6. Post any safety or hazardous conditions those employees may encounter.
7. Maintain compliance with all local, state and federal regulations

In the event an emergency situation develops, the emergency coordinator shall be responsible for the tasks listed below. An emergency is defined as any sudden event or situation that is beyond the control of the workforce, or an event that is considered to be hazardous to employees, customers, or the environment (i.e., fire, explosion, gas release, etc.).

**b. Emergency Responsibilities**

- Assess the nature of the emergency and select the course of action to best prevent or minimize impact on human health and the environment.
- Contact and act as a liaison with emergency response personnel.
- Aid in the emergency response efforts within the scope of staff members' training.
- Conduct an initial building search concurrent with emergency evacuation.
- Provide emergency response personnel with information regarding storage of chemicals and chemical hazards. Present MSDS (Material Safety Data Sheet) for all chemicals.
- Ensure that no one enters an area until an "all clear" signal or message is given by emergency response personnel.
- Ensure that employees and visitors are safely and promptly evacuated.

**c. Employees**

It is the primary responsibility of each employee to follow the pre-established guidelines set forth in any emergency plan.

All chemical and fuel spills must be reported to the emergency coordinator. Employees reporting a spill must provide the following information:

- Location of the spill
- What has spilled (type of chemical / fuel).
- How much has spilled.
- The condition of the spilled material –
  1. Is it damp or dry?
  2. Is there evidence a reaction has started (bubbling, fuming, hissing, bulging containers)?
  3. Are there signs a fire may have started?

**If there is a fire, chemical reaction, or if the product is contaminated with another chemical, the area must be evacuated immediately, emergency fire department response must be initiated, and the procedures outline below shall be followed.**

In the event of an emergency:

- The General Manager, Foreman and Equipment Operators all have Radios for internal communication.
- Phones are located in the office and weigh scale. Workers can use these telephones to summon emergency assistance from local police departments, fire departments and state or local emergency response teams, if necessary.



- Lists of emergency numbers are included in Tables 1 and 2 of this manual must be maintained at each telephone.
- Employees should assess the nature of the emergency and immediately contact the emergency coordinator.
- If the emergency coordinator cannot be contacted immediately, dial 911 and report the nature and location of the emergency.
- All employees are responsible for ensuring that all visitors are properly and orderly evacuated via the proper exit(s).
- All employees are responsible for closing all doors and securing the emergency / impacted work area.
- Employees and visitors shall assemble outside the main entrance gate of the impacted facility.
- All employees should report areas "all clear" to the emergency coordinator or safety personnel after evacuation.
- Employees MUST inform the emergency coordinator or emergency personnel of any hazardous situations that may be present.

d. **Emergency Personnel**

The facility is served by the Sixth Police Precinct located in Suffolk County and the Medford Fire Department located at 171 Oregon Avenue, Medford, NY.

The facility is located approximately six miles from Brookhaven Memorial Hospital and Medical Center in Patchogue, and approximately 14 miles from Stony Brook University Medical Center. Table 1 lists Police, Fire, and Hospital information.

The Medford Fire Department and Sixth Precinct Police Department will have primary responsibility when on scene and will provide the necessary trained personnel to address the emergency situation. Designated personnel and the Emergency Coordinator will provide logistical support as required to the responding emergency agencies.

TABLE 1 - POLICE, FIRE AND HOSPITAL FACILITIES	
<b>POLICE</b> Dial 911	Sixth Precinct 400 Middle Country Road, Selden, NY 11704 (631) 854-8689
<b>FIRE</b> Dial 911 or (631) 226-1212	Medford Fire Department Headquarters 171 Oregon Medford, NY 11763 (631) 475-0411
<b>HOSPITALS</b>	Brookhaven Memorial Hospital 101 Hospital Road Patchogue, NY, 11772 (631) 654-7100
	Stony Brook University Medical Center 101 Nicolls Road Stony Brook, NY 11794 (631) 689-8333

In the event of a fire, explosion or spill, the following contacts are to be made in addition to police and fire departments:

<b>NYSDEC</b>	<b>(631) 457-7362</b>
<b>Suffolk County Health Department</b>	<b>(631) 451-4627</b>

Table 2 provides the name and telephone number (office and cellular) of the individual qualified to act as an emergency coordinator. This individual is completely familiar with the layout of the facility, the types of wastes handled, places where facility personnel would be working, entrances to the facility, and all possible evacuation routes. The emergency coordinator has a copy of the emergency response plan which includes the floor plan, emergency response contacts and relevant emergency equipment maintained at the facility.

<b>TABLE 2 - EMERGENCY COORDINATOR</b>	
<u>Name:</u> Ray Colon	Work: 631-289-6188 Cellular:

iv. EMERGENCY RECOGNITION AND PREVENTION

a. **Emergency Recognition**

All fires, explosions, spills and natural disasters have the potential to become an emergency. Accordingly, all must be reported to the Emergency Coordinator in accordance with the procedures provided.

b. **Testing Programs**

Fire extinguishers shall be tested on an annual basis by an approved tester and labeled as to date of test. Spill control equipment and personnel safety equipment are replaced as needed.

The Fire extinguisher service is by:  
Town Fire Equipment  
P.O. Box 5561  
Hauppauge, New York 11788  
(631) 724-9851

c. **Hazard Minimization**

Peconic Environmental Services Corp. shall minimize hazards to human health and the environment resulting from fires, explosions, or releases into the air, onto the soil, or into the groundwater, or surface water. The operating procedures used by this facility include non-acceptable waste signage prominently posted and inspection of each load delivered. Any operational changes must be approved by the NYSDEC.

In addition, stormwater storage at this site provided for a 2" rainfall in drywells and an additional 3" in on-site ponding. The sandy soils on Long Island provide for good drainage. Therefore, only in cases of heavy storm events such as a 100-year storm will more action need to be taken. In the case of heavy winds, this building is able to handle up to 130-mph winds.

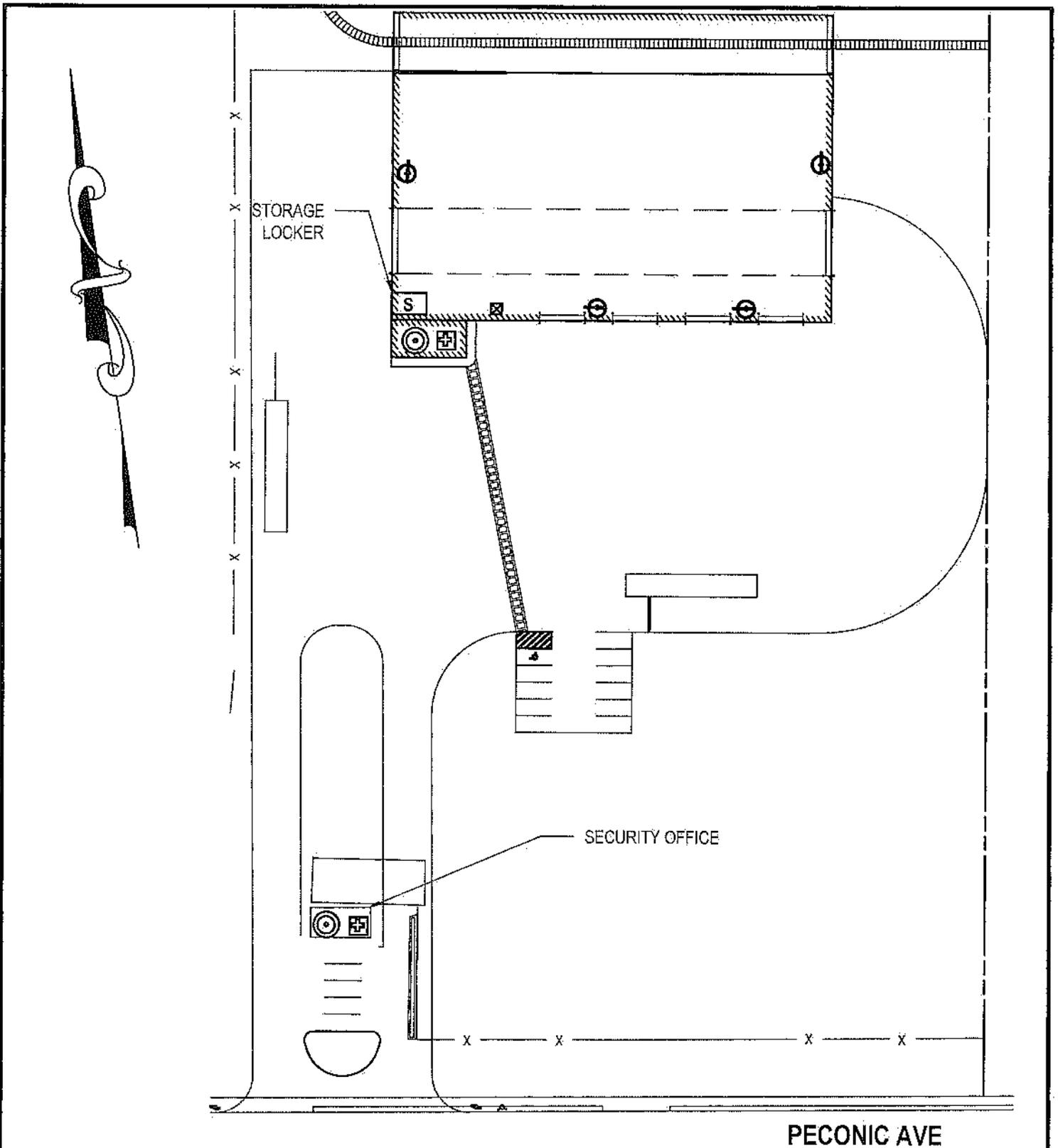
v. PERSONAL PROTECTIVE EQUIPMENT AND EMERGENCY EQUIPMENT

a. **Personal Protective Equipment**

All employees will be provided with the required personal protective equipment and will be trained on how to properly use it.

b. **Fire/ Explosion Equipment**

A list of all emergency equipment stored on site in response to a fire emergency is listed below. The location of the employee work areas, entrances, exits, and emergency equipment are clearly marked in Figure 2 below.

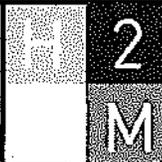


**LEGEND**

 SMOKE DETECTOR	 S SPILL EQUIPMENT	 HOSE STATION	 FIRE EXTINGUISHER	 FIRE HYDRANT	 FIRST AID KIT
--	---	--	---	--	---

**Peconic Environmental Services, Corp.**  
**C&D DEBRIS TRANSFER STATION**

**Figure 2 - Emergency Equipment**



architects  
 +  
 engineers

[www.h2m.com](http://www.h2m.com)



Item	Location
Fire Extinguishers	Wall mounted throughout facility with indicator sign
Fire Hose	South Side of Tipping Floor Area
Smoke Detectors	Scale house and security building
Fire Hydrant	Peconic Avenue

**c. Spills Equipment**

Item	Location
Absorbent Materials Speedy Dry – 24 50lb bags	Storage Lockers
First Aid Materials	Security office and Scale House

**vi. EMERGENCY COORDINATION PROCEDURES**

The emergency coordinator shall comply with and be completely familiar with all items listed under this section, as follows:

- a. At all times during facility operation, there must be at least one employee either on the facility premises or available to respond to an emergency by reaching the facility within a short period of time, with the responsibility for coordinating all emergency response measures. The emergency coordinator must be thoroughly familiar with all aspects of the facility's emergency response plan, all operations and activities at the facility, the location and characteristics of the construction and demolition debris waste managed, the location of all records within the facility, and the facility layout. In addition, the emergency coordinator has the authority to commit the personnel, equipment, and financial resources needed to implement the requirements of the contingency plan.
- b. Whenever there is an emergency situation, the emergency coordinator must immediately ensure that internal facility alarms and communication systems are activated to notify all facility personnel and, if their help is needed, all appropriate State or local agencies with designated response roles. The emergency coordinator must also ensure that all persons have exited and have been directed to a safe exit. All employees are responsible for closing all doors and securing the emergency/impacted work area.
- c. If the emergency coordinator determines that the facility has had a fire or explosion which could threaten human health or the environment beyond the facility, this finding must be reported by the emergency coordinator to the appropriate officials.
- d. During an emergency, the emergency coordinator must take all reasonable measures necessary to ensure that fires and explosions do not occur, recur, or spread into other areas of the facility. These measures shall include, where applicable, stopping equipment and operations, collecting, and containing incoming waste, and removing or isolating containers.
- e. Immediately after an emergency, the emergency coordinator must provide or arrange for treatment, storage, or disposal of waste at the facility, contaminated soil or water, and any other material at the facility.
- f. The emergency coordinator must ensure that cleanup procedures are completed, and emergency equipment listed in the contingency plan is cleaned, prepared, and/or replaced for its intended use. The owner/operator must notify the department and appropriate State

and local officials before the facility is to resume operation in the affected areas of the facility.

- g. The owner/operator must note in the operating record and the annual report, the time, date, and details of any incident that requires implementing the emergency response plan and must submit a written report on the incident if requested by the department. The report shall include:
- the name, address, and telephone number of the operator and the facility;
  - the date, time, and type of incident (i.e., fire, explosion, etc);
  - the type and quantity of materials involved;
  - the extent of injuries, if any;
  - an assessment of actual or potential hazards to human health or the environment, where this is applicable;
  - the estimated quantity and disposition of debris waste, liquids, or material recovered that resulted from the incident; and
  - the procedures or equipment available to prevent a recurrence of the reported event.

vii. EMERGENCY PROTOCOLS

a. **Fire/ Explosion**

The building is fire resistant, as it is constructed of concrete and steel. The building is equipped with numerous fire extinguishers. In the event of a small fire, the employees shall first attempt to quench the fire with the available fire extinguishers. In the event of a large fire or explosion, all employees shall immediately evacuate the building through the numerous bay door and man door openings.

b. **Natural Disaster**

In the case of a 100-year storm or heavy wind events disrupting on-site activities the emergency coordinator ensure that all facility doors are closed to prevent vertical forces on interior space.

c. **Spill**

The following response plan shall be used to respond to the unauthorized delivery of hazardous waste or material.

The tipping floor inspector shall examine all waste loads as they are dumped on the tipping floor. If unacceptable waste is inadvertently dumped on the tipping floor, the waste shall be temporarily moved to the unacceptable waste storage area at the northwest corner of the building. In the event of a small liquid spill, the foreman shall contain the spill with a dike of speedy-dry absorbent. The foremen shall then contact the emergency coordinator for clean-up and disposal of the spilled materials. In the event of a large volume spill, the hazardous waste contractor must be immediately contacted to arrange for clean-up and disposal. Until the arrival of the hazardous waste contractor, a dike of speedy-dry absorbent shall be used to contain the spill. The hazardous waste contractor shall clean up all affected floor areas where spilled chemicals may have accumulated. Under no circumstances shall the facility personnel become involved in the clean-up of hazardous or unknown spills.

The hazardous waste contractor is:

**RGM Liquid Waste Disposal**  
972 Nicolls Road  
Deer Park, NY 11729  
(631) 499-9800



viii. SAFE DISTANCES AND PLACES OF REFUGE

Places of refuge will be designated by the emergency coordinator or responding emergency agency (local fire or police department) depending on the nature of the incident at the time of evacuation. Continuous reassessment of conditions at the scene will be necessary in order to respond to changes.

ix. SITE SECURITY AND EVACUATION PROCEDURES

Initial site security and control responsibility rests with the emergency coordinator until the arrival of trained emergency personnel (i.e. local fire and police departments). Employees will be provided with specific evacuation routes and procedures upon exiting the impacted area. The local fire and police departments will determine if evacuation of any adjacent public or commercial facilities and / or private residences is deemed necessary. Both agencies will be responsible to coordinate the same. Under no circumstances will any employee or visitor be permitted to reenter any area which has been ordered evacuated until clearance to do so is granted by the local fire and / or police departments.

x. DISASTER RESPONSE

a. **Inoperable Facility**

In the event that the facility is shut down for more than 24 hours no material will be accepted at the site.

xi. EMERGENCY MEDICAL TREATMENT AND FIRST AID

The local Fire Department will provide emergency medical treatment and first aid when summoned. In the event that more services are needed, Brookhaven Memorial Hospital and the Stony Brook University Medical Center are nearby to provide assistance.

xii. CRITIQUE OF RESPONSE AND FOLLOW-UP

It is imperative that detailed records and logs be kept throughout any type of incident in order to ensure that all required measures and procedures are put into effect during and after the incident in addition to providing data for any required after incident reports.

After-incident follow up shall be in accordance with the federal, state, and local regulations governing the type of incident, the material or chemical involved, the extent of damage to the environment, and the consequences on the health effects on humans.

The operator must ensure that the provisions of the plan are carried out in the event of an incident covered by it. Amendments to the plan must be submitted to and approved by the NYSDEC.

xiii. TRAINING, PLAN REVIEW AND ADDITIONAL INFORMATION

This plan will be evaluated and updated on a continuous basis. The emergency coordinator will monitor and maintain records of employee training and provide advisement on upcoming training needs.

e. CLOSURE PLAN

i. 360.21 COMPLIANCE

- a. Department Notification - The department shall be notified in writing 30 days prior to the anticipated final receipt of waste and within seven (7) days of completion of all closure activities.
- b. Annual Report – An annual report shall be submitted to the department within 30 days after receiving the final quantity of wastes.

The annual report shall be prepared in accordance with b.(xii)(k) Recordkeeping & Reporting.

- c. Final Waste Deliveries – All waste delivered to the site shall be removed within 60 days after receipt. Disposal of any remaining waste shall be to a facility authorized to accept the waste.

The authorized disposal facilities have been identified in a.(iv) Disposal Locations

- d. Closure Activities – within 90 days after receiving the final quantity of waste, the owner shall complete all closure activities, including removal of all products resulting from the processing of waste and decontamination of all equipment and structures involved in any aspect of waste management, in a manner acceptable to the department.

ii. WASTE REMOVAL & SITE RESTORATION

Appropriate reuse or disposal of all equipment – the equipment at the site, identified in b.(iv) Machinery shall be sold, scrapped, or legally disposed offsite.

Cleaning of the buildings and grounds – the facility cleaning shall include, but not be limited to the following:

- a. Collection and disposal of all debris on site, such as blowing papers and plastics. This would include all building perimeters, landscaping and wooded areas
- b. Mowing grass and clearing weeds
- c. Removal of facility signs
- d. Street sweeping of all pavement areas

Securing the building and grounds unless put to alternative use – the perimeter fence shall be repaired if breaches are present.

The facility owner at the time of closure shall conduct a Phase I Environmental Site Assessment (ESA) for the subject property. The Phase I ESA shall be conducted based upon the protocol of ASTM 1527-13 or the industry standard at the time of closure. The Phase I ESA shall assess any environmental impact observed from the prior activities at the site. The areas to be evaluated are any buildings existing at the time of closure, any drainage pools, catch basins, drywells, and/or sanitary disposal system on the property.

A Phase II ESA Investigation is likely warranted as the property contains stormwater drainage pools, catch basins and dry wells on a commercial property. The property owner shall complete the Phase II ESA work to the satisfaction of the NYSDEC. The Phase II ESA investigation shall include subsurface soil investigations to include test pits or geo-probe work. Phase II ESA investigations shall also include drywell and cesspool sampling, laboratory analysis of soil samples and the preparation of a Closure Work Plan. The Closure Work Plan shall detail the location of test pits and geo-probes on a Site Plan and identify what laboratory analysis shall be required for any soil samples collected. Current NYSDEC standards include soil sample laboratory analysis for metals



(Method SW6010B and SW7471B), semi-volatile organics (Method SW8270), volatile organics (Method SW8260), pesticides (Method SW8081), PCB's (Method SW8082A) and herbicides (Method SW8082A). The Closure Work Plan would be submitted to NYSDEC at the time of the Facility Closure for review and approval.

If the Phase II ESA Investigation results in a subsurface soil contamination occurring then the property owner shall prepare a Soil Remediation Work Plan to recommend to the NYSDEC the means of conducting the soil remediation program to include the testing parameters, number of samples and soil collection procedures required at the time of closure. Once the Work Plan is approved by the NYSDEC, the property owner would contract with a remediation contractor to conduct any remediation required and, once the remediation is completed, submit a Closure Report to certify the remediation work was completed.



iii. CLOSURE COST ESTIMATE



**Peconic Environmental Services Corp.**

Peconic Avenue Transfer Station

4/15/2021

CLOSURE COST ESTIMATE

ITEM NO.	DESCRIPTION	UNIT PRICE	UNIT	Quantity	EXTENDED PRICE
	<b>Closure Construction Costs</b>				
1	Phase I Environmental Site Assessment	\$ 7,500.00	LS	1	\$ 7,500.00
2	Phase II ESA Investigation	\$ 40,000.00	LS	1	\$ 40,000.00
3	Sanitary Septic Tank 10' Dia. - pump out & dispose of waste	\$ 2.50	Gal.	2500	\$ 6,250.00
4	Transportation of full building of waste to 110 Landfill (28 miles)(3437 tons)	\$ 0.50	per/mile ton	96236	\$ 48,118.00
5	Disposal Fee of full building of waste	\$ 62.00	Ton	3437	\$ 213,094.00
4	Landscaping Budget - remove weeds, maintain grass areas	\$ 8,000.00	LS	1	\$ 8,000.00
5	Post Mounted Traffic Signs - Remove	\$ 30.00	SF	125	\$ 3,750.00
6	6' High Vinyl Coated Chain Link Fence Repairs	\$ 36.00	LF	150	\$ 5,400.00
7	Pre Engineered Steel Transfer Station Building with Concrete Foundation - Powerwash waste areas with disinfection solution	\$ 0.50	SF	38,775	\$ 19,387.50
8	Drain and Winterize Plumbing System	\$ 0.25	SF	39,575	\$ 9,893.75
	<b>Closure Construction Subtotal:</b>				<b>\$ 361,393.25</b>
	Mobilization, Bonding & Insurance:			3%	\$ 10,841.80
	LEED Development Fees			0%	\$ -
	Contingency:			15%	\$ 54,208.99
	<b>Closure Construction Total:</b>				<b>\$ 426,444.04</b>
	Professional Services - Geotechnical Report:			0.0%	\$ -
	Professional Services - Survey:			0.0%	\$ -
	Professional Services - Permitting:			3.0%	\$ 12,793.32
	Professional Services - Engineering Design:			5.0%	\$ 21,322.20
	Professional Services - Eng. Construction Administration:			3.0%	\$ 12,793.32
	Professional Services - Eng. Construction Observation:			4.0%	\$ 17,057.76
	Professional Services - Legal:			4.0%	\$ 17,057.76
	Professional Services -Total:				\$ 81,024.37
	<b>Closure Budget:</b>				<b>\$ 507,468.40</b>



**f. STATE & LOCAL SOLID WASTE MANAGEMENT PLAN CONSISTENCY**

Pursuant to 6 CRR-NY 360.16 Permit Application Requirements and Permit Provisions, (c) Contents of a new application for a permit, (5) State and local plan consistency:

The proposed facility shall demonstrate that it is consistent with the goals and objectives of:

- a. The New York State solid waste management policy identified under subdivision (1) of ECL section 27-0106, with an emphasis on diversion from thermal treatment and disposal;
- b. The New York State solid waste management plan; and
- c. the department-approved local solid waste management plan (LSWMP) in effect, if one exists, for the municipalities in the facility's service area;
- d. for those municipalities in the service area that do not have a LSWMP in effect, an identification that the municipalities have a department-approved CRA in effect.

**i. SECTION 27-0106 OF THE ENVIRONMENTAL CONSERVATION LAW (ECL)  
SETS FORTH THE STATE'S STATUTORY SOLID WASTE MANAGEMENT POLICY**

This policy provides an ordered listing of preferred solid waste management methodologies for managing solid waste in a manner that will reduce dependency on land burial of raw wastes. This hierarchy, in descending order of preference, is:

- a. first, to reduce the amount of waste generated;
- b. second, to reuse material for the purpose for which it was originally intended or to recycle material that cannot be reused
- c. third, to recover, in an environmentally acceptable manner, energy from solid waste that cannot be economically and technically reused or recycled; and
- d. fourth, to dispose of solid waste that is not being reused, recycled or from which energy is not being recovered, by land burial or other methods approved by the Department (ECL 27-0106.1). (All solid waste management methodologies not specifically identified in the hierarchy under (a), (b) and (c) (for example, non-energy recovery combustion) have equal preference to disposal in a landfill.

Materials easily identified as recyclable in nature will be separated from the waste stream prior to the waste being loaded into rail cars for transport and disposal out of State. Processing of C & D debris through a WTE facility is not practical or compatible with mass burn technology. Landfilling this material is the most economical and environmentally sound method of handling this component of the waste stream.

**ii. THE NEW YORK STATE SOLID WASTE MANAGEMENT PLAN**

Finding of the Plan – Beyond Waste Plan. Construction and Demolition (C&D) debris recycling has been inhibited by a lack of markets for inherently valuable materials, a lack of information on material composition, origin and destination, and concerns about asbestos contamination.

Landfill design has significantly improved over the last 20 years, representing an important investment in environmental protection; creating capacity that will continue to be necessary for the management of waste that cannot be prevented, reused or recycled.

The Beyond Waste Plan also encourages expansion of market development initiatives to target glass, plastic film, plastics #3-7, compost, tires, and C&D materials as a means to create green jobs and encourage local recycling-based manufacturing.



The Plan encourages the establishment a New York State Center for C&D debris recycling through Empire State Development to: research issues and solutions relative to C&D debris recycling in New York State; act as a central information access point; promote deconstruction and building materials reuse; provide C&D job site training programs; identify potential investments for ESD's Environmental Services Unit; and recommend policy options to support greater C&D debris recycling. Until these programs are fully developed however, landfilling of this material is the most economical and environmentally sound method of handling this component of the waste stream.

iii. LOCAL SOLID WASTE MANAGEMENT PLAN (LSWMP)

The Town of Brookhaven landfill is scheduled to close in 2024. The Town of Brookhaven has a NYSDEC approved LSWMP. There is an urgent need for regional planning on the part of NYSDEC to ensure wastes currently managed at the landfill have proper disposal options available for 2025. The Town's landfill manages a large portion of the downstate region C&D residual waste stream, and nearly all ash generated at Long Island WTE facilities. Again, there is a clear need for a regional solution, and the Town has "respectfully encouraged NYSDEC to assume a leadership role in addressing this concern". The Town of Brookhaven stands ready to assist the NYSDEC in this matter. The Town of Brookhaven's approved LSWMP recognizes that to avoid a regional waste management crisis, NYSDEC and the private and public sectors of Long Island need "to become proactive and enter in economically active planning processes to ensure that these wastes are not illegally disposed of and that viable solutions are put into place post closure of the Brookhaven landfill." The Town has used its landfill to provide a needed regional disposal facility for processed residues from C&D material. Planning for facilities to be up and running to accept C&D debris material at the time Brookhaven closes is critical. There must be a smooth transition to new facilities built to accommodate the quantities accepted by Brookhaven prior to closure. The planning process must begin now, significant amounts of material are involved I this process.

**Multi-Year Brookhaven Landfill Comparison C&D Debris Tonnage (from the Brookhaven LSWMP)**

2007 - 467,150.74	2015 - 546,774.34
2008 - 404,381.26	2016 - 420,790.43
2009 - 294,431.20	
2010 - 330,180.33	
2011 - 431,412.73	
2012 - 506,459.93	
2013 - 422,679.15	
2014 - 541,749.00	



April 2, 2020

**PRIVATE AND CONFIDENTIAL**

Gershow Recycling  
71 Peconic Ave.  
Medford NY 11763  
Attn: Mr. Kevin Gershowitz

Re: Waste by Rail Transportation and Disposal

Dear Mr. Gershowitz:

In response to our discussion yesterday, please allow this letter to serve as confirmation that Tunnel Hill Partners, L.P. (THP) owns and operates two rail served Subtitle D landfills located in OH. Sunny Farms Landfill in Fostoria, OH and Tunnel Hill Reclamation in New Lexington, OH are both permitted for and accept, as a matter of normal business, C & D and MSW wastes from rail served Transfer Stations located outside the state of OH. I have attached the facilities respective permits to this letter.

In addition, please allow this letter to also acknowledge the long standing relationship that THP has had with your company. Our hope would be that this relationship will only grow once your facility in Medford becomes fully operational with regards to the receipt of wastes at that location. As THP operates its own NY DEC regulated waste transfer facilities on Long Island, we are very familiar with the tracking procedures and requirements found in Part 361-5.6. Our intention would be to assist you in fully complying with the requirements of those regulations for any materials shipped via rail from your facility to our landfills.

If you have any questions or issues with this or any other matter please don't hesitate to contact me on my cell at 410-591-4857.

Regards,

A handwritten signature in black ink that reads 'Michael T. Kozak'.

Michael T. Kozak  
Senior Vice President  
Tunnel Hill Partners, L.P.

# Tunnel Hill Partners

December 23, 2020

**PRIVATE AND CONFIDENTIAL**

Gershow Recycling  
71 Peconic Ave. Medford NY 11763  
Attn: Mr. Kevin Gershowitz

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In addition, please allow this letter to also acknowledge the long standing relationship that THP has had with your company. Our hope would be that this relationship will only grow once your facility in Medford becomes fully operational with regards to the receipt of wastes at that location. As THP operates its own NY DEC regulated waste transfer facilities on Long Island, we are very familiar with the tracking procedures and requirements found in Part 361-5.6. Our intention would be to assist you in fully complying with the requirements of those regulations for any materials shipped via rail from your facility to our landfills.

If you have any questions or issues with this or any other matter please don't hesitate to contact me on my cell at 201-957-5657.

*Jeff Kopyta*

NY/NJ MARKETING MANAGER  
WTI/THP

2021



2021

# Solid Waste Facility License Municipal Solid Waste Landfill

License Expires December 31, 2021

<b>Facility:</b> Tunnell Hill Reclamation LLC CID: 272650 8822 Tunnel Hill Rd. New Lexington, OH 43764	<b>Licensee:</b> Tunnel Hill Reclamation LLC P.O. Box 625 New Lexington, OH 43764
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This license has been issued in accordance with the requirements of state law, is subject to revocation or suspension for cause, and is not transferable without the consent of the approved Board of Health and the Director of the Ohio Environmental Protection Agency.

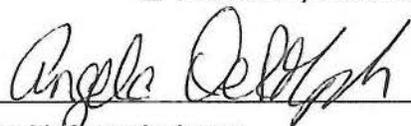
**Licensing Authority: Perry County General Health District**

### Conditions of Licensure:

The Licensee hereunder, its agents, employees, and all others in active concert with said licensee, including the facility owner and operator, shall be subject to and shall comply with the following conditions of this license:

1. All applicable requirements of Ohio Revised Code Chapters 3734, 3767, 6111, and 3704 and rules adopted thereunder.
2. Permits-to-install, plans, operational reports, other authorizing documents, and administrative and judicial orders applicable to this facility and as approved by the Director of the Ohio Environmental Protection Agency.
3. This license is conditional upon payment of the applicable fee to the Board of Health or the Director, as appropriate, within 30 days after issuance.
4. By applying for and accepting this license, the licensee specifically consents in advance and agrees to allow the Director, the Health District, or an authorized representative, to enter upon the licensee's premises at any reasonable time during the construction and/or operation of the facility for the purpose of inspecting, conducting tests, collecting samples, or examining records or reports pertaining to construction, modification, installation, or operation of the facility. The licensee hereby acknowledges and agrees that any and all rights of access granted herein shall not be deemed to be unreasonable or unlawful under Ohio Revised Code Sec. 3734.07. The licensee, its agents, employees, and all others in active concert with said licensee shall maintain and operate the facility to which the license pertains in a sanitary manner so as not to create a nuisance, cause or contribute to water pollution, or create a health hazard. This license shall not be construed to constitute a defense to any civil or criminal action brought by the State of Ohio or any duly authorized representative thereof to enforce the provisions of Chapters 3734, 3767, 6111, or 3704 of the Ohio Revised Code, or regulations issued thereunder. Issuance of this license does not relieve the licensee of the duty to comply with all applicable federal, state, and local laws, regulations and ordinances.

If Checked, Additional Conditions Apply to This License (See Back, or Attachment)



Health Commissioner

12/15/2020

Date Issued

2021



2021

### Solid Waste Facility License Municipal Solid Waste Landfill

License Expires December 31, 2021

<b>Facility:</b> Sunny Farms Landfill LLC CID: 37706 12500 W Co Rd 18 Fostoria, OH 44830	<b>Licensee:</b> Sunny Farms Landfill LLC 12500 West County Road 18 Fostoria, OH 44830
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This license has been issued in accordance with the requirements of state law, is subject to revocation or suspension for cause, and is not transferable without the consent of the approved Board of Health and the Director of the Ohio Environmental Protection Agency.

**Licensing Authority: Seneca County General Health District**

#### Conditions of Licensure:

The Licensee hereunder, its agents, employees, and all others in active concert with said licensee, including the facility owner and operator, shall be subject to and shall comply with the following conditions of this license:

1. All applicable requirements of Ohio Revised Code Chapters 3734, 3767, 6111, and 3704 and rules adopted thereunder.
2. Permits-to-install, plans, operational reports, other authorizing documents, and administrative and judicial orders applicable to this facility and as approved by the Director of the Ohio Environmental Protection Agency.
3. This license is conditional upon payment of the applicable fee to the Board of Health or the Director, as appropriate, within 30 days after issuance.
4. By applying for and accepting this license, the licensee specifically consents in advance and agrees to allow the Director, the Health District, or an authorized representative, to enter upon the licensee's premises at any reasonable time during the construction and/or operation of the facility for the purpose of inspecting, conducting tests, collecting samples, or examining records or reports pertaining to construction, modification, installation, or operation of the facility. The licensee hereby acknowledges and agrees that any and all rights of access granted herein shall not be deemed to be unreasonable or unlawful under Ohio Revised Code Sec. 3734.07. The licensee, its agents, employees, and all others in active concert with said licensee shall maintain and operate the facility to which the license pertains in a sanitary manner so as not to create a nuisance, cause or contribute to water pollution, or create a health hazard. This license shall not be construed to constitute a defense to any civil or criminal action brought by the State of Ohio or any duly authorized representative thereof to enforce the provisions of Chapters 3734, 3767, 6111, or 3704 of the Ohio Revised Code, or regulations issued thereunder. Issuance of this license does not relieve the licensee of the duty to comply with all applicable federal, state, and local laws, regulations and ordinances.

If Checked, Additional Conditions Apply to This License (See Back, or Attachment)

\_\_\_\_\_  
Health Commissioner

\_\_\_\_\_  
Date Issued



architects + engineers

538 Broad Hollow Road | 4<sup>th</sup> Floor East  
Melville, NY 11747

tel 631.756.8000

fax 631.694.4122

September 25, 2020

Mr. Kevin Gershowitz  
Peconic Environmental Services Corporation  
Peconic Avenue  
Medford, New York 11763

**Re: Traffic Assessment  
Special Use Permit Application for a Construction & Debris Transfer Facility  
Peconic Environmental Services Corp.  
Medford, New York  
SCTM: 200-736-2-8.3  
H2M Project No.: GSRC 1901**

Dear Mr. Gershowitz

H2M architects + engineers (H2M) has prepared the following Traffic Assessment in connection with the proposed Facility, subject above. This Facility will be located on the north side of Peconic Avenue between Medford Avenue (Route 112) and Horse Block Road in Medford, in the Town of Brookhaven, New York. In order to clarify and separate the assessment, the report is presented as follows:

- 1) Summary
- 2) Site Location and Description
- 3) Adjacent Roadways
- 4) Rail Access
- 5) Proposed Project
- 6) Routing
- 7) Parking

### **1. Summary**

The proposed transfer facility will generate approximately 32 new entering traffic and 32 exiting traffic trips per hour (including trucks and employees vehicles). The increase is minimal and will have no noticeable impact. The proposed site plan will provide 16 parking spaces, less than the 106 required by Town Code. The site will have only five full time employees on-site and, other than haulers bringing debris to the site, will have no visitors. The 16 parking spaces provided will be more than sufficient.

The assessment and traffic engineering analysis of the proposed project indicates the site will not have a detrimental impact on traffic conditions on the surrounding road network in the vicinity of the site and provides enough parking.

### **2. Site Location and Description**

The proposed Transfer Facility is located on the north side of Peconic Avenue between Medford Avenue (Route 112) and Horse Block Road (County Road 16) approximately 2,430 feet from Buffalo Avenue. The site is currently vacant. The lot consists of 263,787 square feet (6.05 Acres) of property. All access to the subject site is via Peconic Avenue where the site enjoys 400.1 feet of street frontage.

Peconic Avenue, in the immediate vicinity of the site, is Industrial in character as lies between the site and Horse Block Road. Properties to the west of the site, to Buffalo Avenue are also industrial in

nature. West of Buffalo Avenue for approximately a quarter mile, both sides of Peconic Avenue are residential in nature followed, by a mix of uses with residential on the south side of the road and industrial on the north side, through to Medford Avenue. Figure 1 indicates the Town of Brookhaven within Long Island. Figure 2 indicates the site in relation to the surrounding roadway network. Figure 3 presents an aerial photograph of the and indicates its position on Peconic Avenue.

## **2. Adjacent Roadways**

Peconic Avenue is a Town of Brookhaven road consisting of one eastbound and one westbound through lane. Peconic Avenue begins on the west at North Ocean Avenue (County Road 83) and runs east, terminating at Horse Block Road (County Road 16). Peconic Avenue also intersects Medford Avenue (NYS Route 112) to the west of the site. Both Medford Avenue and Horse Block Road intersect and provide direct access to the Long Island Expressway (Interstate I-95) to the north. Both roadways also provide access to Sunrise Highway (NYS Route 27) to the south.

East of the site at the Americus Avenue intersection, Peconic Avenue becomes one-way eastbound and at Horse Block Road, only right turns from Peconic onto southbound Horse Block Road are permitted. Eastbound traffic wishing to go north on Horse Block Road to access the Long Island Expressway must turn north on Americus Avenue, and travel a few hundred feet to the signalized intersection of Horse Block Road with Americus Avenue/Manor Road. Likewise, both north and southbound traffic on Horse Block Road must proceed to the intersection of Horse Block Road at Americus Avenue/Manor Road and turn right to head west bound on Peconic Avenue

Peconic Avenue in the vicinity of the site is forty feet wide with two east/west through traffic lanes that are twelve feet wide and two eight-foot wide shoulders on each side. Peconic Avenue in the vicinity of the site is straight and there are no impediments to sight distance at the proposed access. The vertical profile of Peconic Avenue is rolling, and the vertical profile does not limit sight distance. To the west of the proposed access, sight distance is 550 feet while to the east sight distance is 650 feet. The observed 85<sup>th</sup> percentile speed of 45 miles per hour on Peconic Avenue indicates that recommended intersection stopping sight distance is 500 feet. The available sight distance at the proposed access exceeds the recommended intersection sight distance.

The posted speed limit on Peconic Avenue is 30 miles per hour east of Buffalo Avenue and is controlled by the Town of Brookhaven. Posting of signs for this speed limit is sporadic and uneven, particularly east bound. Between Medford Avenue and Buffalo Avenue the posted speed limit is 25 miles per hour. West bound at Buffalo Avenue there is a radar activated driver feedback sign which notifies drivers of their speed in comparison to the 25 mile per hour speed sign.

On the northeast corner of Medford Avenue at Peconic Avenue there is a truck exclusion sign facing east bound traffic. We are aware that there is a truck exclusion ordinance covering Peconic Avenue however, New York State Vehicle and Traffic Law does not permit restriction of trucks making local deliveries to any business on Peconic Avenue.

It should be noted that the Horse Block Road bridge over the Long Island Rail Road north east of the site is currently under construction and that Horse Block Road is completely closed north of its intersection with Americus Avenue/Manor Road and north of Peconic Avenue. The closure and detour of traffic is anticipated to last until September of 2020.



### Volumes

In 2014, according to the New York State Department of Transportation, Peconic Avenue had an Average Annual Daily Traffic (AADT) of 2,956 vehicles per day. More recent traffic counts were taken for the purpose of supporting this Assessment. The counts were taken from March 9, 2020 to March 16, 2020 and are provided in the Appendix of this report. They were collected on Peconic Avenue just east of Buffalo Avenue, west of the subject site. Additional counts were taken on Peconic Avenue just west of Americus Avenue and east of the site. In 2020 the Average Annual Daily Traffic (AADT) for that period was 4,619 vehicles per day west of the site and 4,453 vehicles per day east of the site. The directional AADT's indicated that on a daily basis there were approximately 375 more vehicles per day west bound than east bound. It is believed this is primarily due to the detour of traffic resulting from the bridge reconstruction on Horse Block Road.

There were only minor differences between the counts taken east of Buffalo Avenue and those taken west of Americus Avenue. The highest volumes at both locations occurred during the noon hour with the highest peak in the morning occurring between 11:00 AM and 12:00 noon and the highest afternoon peak occurred between 12:30 PM and 1:30 PM; the afternoon peak being higher. During the traditional weekday AM hours, the peaks varied at the two count locations but were the same during the PM peak.

The Count data collected just east of Buffalo Avenue was slightly higher than that collected east of that location. It will be used to represent traffic flow on Peconic Avenue in further discussions. The count data was seasonally adjusted to reflect that counts taken in March are typically lower than average monthly count data. The Adjustment Factor was obtained from the New York State Department of Transportation Data Services Bureau. During the traditional weekday AM peak hour, the peak occurred between 6:45 and 7:45 AM with 312 vehicles counted (187 eastbound and 126 westbound). During the traditional weekday PM peak hour, the peak occurred between 4:15 and 5:15 PM, with 406 vehicles counted (131 eastbound and 275 westbound). During the midday peak of 12:30 to 1:30 PM, 414 vehicles were counted (187 eastbound and 227 westbound).

### Classification Counts

In addition to the 2020 traffic volume counts, vehicle classification data was also collected during the same time period. The results of the classification counts are as follows:

<b>Vehicle Type</b>	<b>Buffalo Avenue</b>	<b>Americus Avenue</b>
Passenger Vehicles and Trailers	52%	46.7%
Buses	2%	4.5%
2 Axle Large Vehicles (i.e. pick-ups, vans, etc.	21%	20.6%
6 Tire Vehicles	11.5%	13.5%
3 Axle Vehicles	1.9%	3.5%
4 Axle Vehicles	0.8%	1.7%
5 Axle Vehicles	2.1%	4.1%
All Others	8.7%	5.4%

It should be noted that there is more heavy vehicle activity observed at the eastern location than at the western site, which borders on the residential area of Peconic Avenue. Field observations on Peconic Avenue noted a number of car carrier vehicles which may not readily fit into the FHWA vehicle classification system. This is possibly why there are a higher number of "Others" in the count results.



Speed Studies

Vehicle speeds were also monitored during the 2020 counts. The speed of traffic was measured for each direction of traffic separately. At the easterly count location, the 85<sup>th</sup> percentile speed was 42 miles per hour in each direction. At the westerly count location, just east of Buffalo Avenue, westbound traffic was measured at an 85<sup>th</sup> percentile speed of 42 miles per hour. At the same location eastbound traffic was measured at an 85<sup>th</sup> percentile speed of 46 miles per hour. It is noted that the posted speed limits on Peconic Avenue are 25 miles per hour between Route 112 and Buffalo Avenue and 30 miles per hour between Buffalo Avenue and Horse Block Road.

Accident Experience

In order to determine whether there are any existing accident problems within the area of the proposed project, accident records were obtained from the New York State Department of Transportation, for all accidents that occurred along Peconic Avenue from Medford Avenue (Rt. 112) to Horse Block Road (CR 16), from January 1, 2016 to December 31, 2019, a four year period. The Accident Verbal Descriptions received from the State are included in the Appendix of this report.

**Table 1 – Accident Summary** summarizes the number of accidents that occurred along Peconic Avenue in the vicinity of the site by year.

Location	2016	2017	2018	2019
Medford Avenue at Peconic Avenue	10	9	4	5
Peconic Avenue between Medford Avenue and Buffalo Avenue	0	1	3	1
Peconic Avenue at Buffalo Avenue	0	0	0	0
Peconic Avenue between Buffalo Avenue and Kane Avenue	0	1	0	0
Peconic Avenue at Kane Avenue	0	0	1	0
Peconic Avenue between Kane Avenue and Americus Ave/Manor Road	0	0	1	1
Peconic Avenue at Americus Ave/Manor Rd.	0	1	2	2
Peconic Avenue between Americus Ave/Manor Rd. and Horse Block Road.	0	0	0	0
Peconic Avenue at Horse Block Road	2	2	1	0
Location Not sufficiently Identified	2	1	1	3
<b>TOTAL</b>	<b>14</b>	<b>15</b>	<b>13</b>	<b>12</b>

**Table 1 – Accident Summary**

A total of 54 accidents occurred during the four-year period. Twenty-eight of the accidents involved property damage only and eighteen were classified as non-reportable. Only eight accidents involved personal injury.

Eight of the fifty-four accidents occurred during the nighttime, or in dark conditions, and most occurred while pavement conditions were dry. The most prevalent accident type was the rear-end or overtaking accident. Twenty-eight of the accidents occurred at the intersection of Peconic Avenue at Medford Avenue where, due to the routing restrictions that will be imposed on the site access, no site traffic is anticipated to pass through. The majority of these accidents involved rear end crashes or overtaking north and southbound traffic on Medford Avenue. Only one accident occurred on Peconic Avenue between Buffalo Avenue and Kane Avenue, where the site is to be located. There was no pattern of accidents that was identifiable and/or correctable.

The number of accidents reported does not indicate that Peconic Avenue has any accident problems that would be exacerbated by the proposed project.

### **3. Railroad Access**

The proposed site is located adjacent to the Long Island Rail Road Mainline Branch. The railroad provides access to the national rail system which can transport large quantities of material great distances at low cost. At the north side of the site a rail spur will provide access to the rail system.

### **4. Proposed Project**

The proposed project contemplates construction of a Construction & Demolition Debris Transfer Facility on a 6.08 Acre parcel located on the north side of Peconic Avenue, 2,430 feet east of Buffalo Avenue. The site is bounded on the north by the Long Island Rail Road. The site will have three buildings when complete. One small existing 514 square foot building will be retained and use for security and monitoring the flow of vehicles into and out of the site. A large new building with 38,755 square feet of space will be where the construction debris will be transferred from trucks onto rail cars. The building will be constructed to allow trucks that bring debris to the facility to off load the material within the building. The building will have a rail spur passing through it to allow rail cars to enter the building and be loaded with the material for removal off the site and out of the region. Material transfer will entirely be done within the building. Finally, a third small 800 square foot building will be constructed immediately adjacent to and be attached to the large transfer building. From this building the two scales will weigh the incoming trucks carrying material and weigh them again before they leave the site; determining the weight of the material left at the site.

The site will be provided with 16 parking spaces including one handicapped space.

#### **Trip Generation Methodology**

To determine the potential impact of the proposed project on traffic operations in the vicinity of the site, the amount of new traffic the site will generate was determined. Typically, the Institute of Transportation Engineer's Trip General Handbook, 10<sup>th</sup> Edition would be examined to determine how much traffic the site will generate in the future. The data presented in the Handbook provides the average amount of traffic which can be anticipated to be generated by a project based on observations of similar sites. There, however, is no data within that reference that would reasonably replicate the anticipated trips the complete site would generate.

In order to determine the amount of traffic the completed site will generate the operation of the site was evaluated. The site is expected to operate from 6 AM to 5 PM Monday thru Saturday. There will be a total of 5 full time employees on site continuously through the workday. The site will be limited to processing 1,938 tons of material. However, the site is not anticipated to operate at full capacity daily. Rather it is anticipated that the site will typically handle half of its total capacity on average. For brief periods of time following a damaging natural disaster such as Superstorm Sandy or other emergencies, the site may function a full capacity.

For the purpose of examining a reasonably conservative worst case scenario, the traffic analysis will be conducted based on the full capacity of the site rather than the anticipated average operating capacity consistent with industry standard practices for traffic analysis.

On average 3.75-yards of material equates to one ton. Therefore, the site will be limited to handling 7,267.5 yards of material per day at maximum capacity. Trucks bring the material to the site will typically have 20 and 40-yard carrying capacities. It is anticipated that two-thirds of the material will arrive using the 40-yard trucks and one third of the material will arrive using the 20-yard trucks. Based



on these assumptions the site will generate 122 forty-yard deliveries and 120 twenty-yard deliveries for a total of 242 trips to the site over an eleven-hour period, assuming the Facility operates at maximum capacity.

#### Peak Hour Trip Generation Methodology

It is likely that there will be some lull in deliveries at the beginning and ending of the day and some fluctuations hour to hour. In order to generate a reasonably conservative peak hour volume for analysis purposes, it has been assumed that the 242 deliveries occur over a nine-hour period generating 27 entering and exiting truck trips per hour based on the maximum permitted volume for the facility.

At the end of each day, in accordance with Town Code, the Transfer Facility must be cleaned of any remaining debris that has not been loaded onto railcars and removed from the site for final disposal. In order to do this, one or two transfer trailers capable of carrying 100 tons of material will be used. During the final hour of the day the number trucks bring debris to the site will drop. The two transfer trailers brought in at the end of the day will not add to the anticipated 27 truck trips during the final hour of operation.

In addition to the trucks there will be employee arrivals and departures and some other deliveries such as mail. For the purposes of this reasonably conservative peak hour volume analysis it will be assumed that 5 entering and exiting trips will occur each hour. Combined with the anticipated trucks entering and exiting, the combined traffic entering the site will be 32 vehicles and 32 vehicles are anticipated to exit the site per hour. The 32 vehicles entering and exiting the site will be assumed for all peak hours of traffic.

#### 5. Access and Access Capacity

The proposed transfer facility will have one one-way entrance to the site on the west side of the existing security building and one one-way exit from the site on the east side of the existing security building. The two access points will be signed with the appropriate one-way and DO NOT ENTER signing to assure safe traffic flow at the entrance. The Site Operator intends that the site will operate utilizing Horse Block Road and only the easterly portions of Peconic Avenue to service the site. In order to implement this strategy, it is proposed that NO LEFT TURN signing be utilized at the entrance to the site to prohibit eastbound vehicle from turning into the site. NO RIGHT TURN signs will be used to prohibit trucks exiting the site from turning right onto westbound Peconic Avenue. The exclusion of these turns and the restrictions on the site access will assure that the activities of the site will not have any impact on the residential community on Peconic Avenue to the west.

Traffic flow evidenced in the traffic count data on Peconic Avenue has been discussed above. Figure 3, Traffic Assignment, shows the anticipated traffic turning movements at the site access when the site is complete and open. Figure 4, 2022 Composite Build Traffic Volumes, presents the volumes that are anticipated to exist once the transfer facility is open and operating. In order to take a conservative approach, the peak hour of the generator volumes is compared to peak hour volumes of the highway which are unlikely to coincide. Highway Capacity Analysis were conducted to examine how the proposed driveways will operate once the facility is open and operating at full capacity. The results of the capacity analyses, which are provided in the Appendix of this report, indicate that the site access will operate at Level of Service B during all hours of operation.

#### 6. Routing

As noted previously the community along Peconic Avenue west of Buffalo Avenue does not want trucks from the subject facility passing that residential neighborhood on Peconic Avenue. The site plan for the site will include restrictions and signing to prohibit traffic from the west from turning into the site from



eastbound Peconic Avenue. Likewise, traffic exiting the site will be required to turn east on to east Peconic Avenue to travel from the Facility. Directions to the Facility will include information on roadway restrictions and will include directions that indicate visitors must use Horse Block Road and Peconic Avenue east of the site. Based on this the following routing is expected to be used to access the site:

- Northwest and West: Long Island Expressway (I-495) eastbound to Exit 65, Horse Block Road (CR 16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- Northeast and East: Long Island Expressway (I-495) westbound to Exit 65, Horse Block Road (CR 16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- North: Medford Avenue (Route 112) to Horse Block Road (CR16) southeast bound to Americus Avenue southbound to Peconic Road eastbound.
- Southwest: Sunrise Highway (Route 27) eastbound to Sill's Road (CR 101) northeast bound to north bound Station Avenue to Horse Block Road (CR16) northwest bound to Americus Avenue southbound to Peconic Road eastbound.
- Southwest: Sunrise Highway (Route 27) westbound to Horse Block Road (CR16) northwest bound to Americus Avenue southbound to Peconic Road eastbound.

The routing noted above is similar to the routing currently used to bring construction debris to the Town of Brookhaven Landfill. The Town of Brookhaven will be discontinuing the acceptance of construction debris in 2024, and the proposed Facility will receive a portion of the material that will no longer be accepted by the Town. Access to the Town Landfill is on Horse Block Road between Sunrise Highway and East Woodside Avenue (CR 99). Thus, traffic arriving at the proposed new facility will follow the same general path as would traffic going to the Town facility, except, traffic to the new Facility will turn off of Horse Block Road. Essentially, a portion of existing area traffic will be redistributed to the proposed Facility. The new traffic will be that traffic utilizing Peconic Avenue between the site and Americus Avenue and a short section of Americus Avenue between Horse Block Road and Peconic Avenue.

## 7. Parking

The proposed modified site plan will provide 16 parking spaces, while the Town Parking Code requires a total of 106 spaces, an 85% deficiency. The Town Code requires the following:

Office Space	1,314 SF	9 Spaces
Warehouse Space	11,683 SF	97 Spaces
Total Spaces Required		106 Spaces

Typical warehouse space employs more personnel to operate than the proposed facility. The "warehouse building" will permit trucks bringing material for disposal at the proposed Facility to enter the tipping floor to deposit waste and will also permit railcars and transfer trailers taking material out of the Facility for off Island disposal to stage on the tipping floor area to be loaded. There will be equipment and operators on site to transfer waste from the disposal vehicles to the rail cars and if rail is not available, to transfer trailers for final disposal off-site. The Site Operator only expects 5 full time employees to be on-site to operate the facility. Three employees are expected to work in the large transfer facility itself. All trucks entering the site for delivery will leave after dumping of their load. It is not anticipated that there will be regular storage of trucks on-site overnight. Pursuant to the Town Code, nine spaces are to be provided for the office use. Site employees will utilize these spaces for parking. It is concluded that the 16 spaces provided will be sufficient parking to meet the needs of the proposed site.

Peconic Environmental Services Corporation  
September 28, 2020  
Page 8 of 8



If you have any questions or require any additional information, please contact me at (516) 455-5530.

Very truly yours,

**H2M architects + engineers**

A handwritten signature in black ink, appearing to read 'Ron Hill'.

Ronald N. Hill, P.E.  
Traffic Engineering Practice Leader

Town of  
Highway



Brookhaven  
Department

**Daniel P. Losquadro**  
Superintendent of Highways

**RECEIVED**

By Planning at 9:33 am, Dec 10, 2020

MEMO TO: Joseph Sanzano, Planning Division  
FROM: Jason Reznak, Traffic Engineer I *JR*  
Vincent A. Corrado, PE, L.K. McLean Associates, PC *VC*  
DATE: December 2, 2020  
RE: **Rezoning: Peconic Environmental Services Corp.**  
**Log #: 2020-018 Sp. Permit**  
LOCATION: N/side of Peconic Ave., Approx. 2,500 ft E/of Buffalo Ave., Medford  
SCTM #: 200-736-2-8.3  
Site Usage: Transfer Station

As requested, we have reviewed our file and the latest submission dated October 2, 2020 and received October 7, 2020 requesting traffic review comments with regard to the above-referred petition.

Comments:

1. Based on the traffic assessment submitted by H2M, the proposed transfer facility will be a relatively low traffic generator compared to many permitted uses in the L1 and L2 industrial zones.
2. The requested parking variance is substantial, but based on the proposed use and the anticipated number of employees, the 16 proposed parking spaces should be adequate.
3. The proposed routing to and from the site as described in the H2M report will minimize potential impact on the residential area along Peconic Avenue to the west of the site.
4. The curb radii at the site entrance on Peconic Avenue should be increased to 30 ft. to accommodate the large trucks that are expected to frequent this facility.

If you have any questions, please contact Jason Reznak, Traffic Engineer I at 631-451-6480.

VC:TM:kg

cc: Donna Lent, Town Clerk  
Germaine Ortiz, P.E., Assistant Civil Engineer  
Jon Sullivan, Traffic Engineer III

**Division of Traffic Safety**  
1 Independence Hill, Farmingville, NY 11738  
Phone (631) 451-6480 Fax (631) 451-6256 www.brookhavenny.gov