SUMMARY

Dunbarton Solid Waste Assistance Team – Site Visit
December 6, 2017 8:30 am -11:00 am
Subsequent Visit
February 15, 2018 8:00 am – 10:00 am

Gerry Cornett from New Boston met with Mike Durfor and Woody Bowne at the Dunbarton Transfer Station on 12-06-17 and Bonnie Bethune also met with Woody Bowne for a walk-through on 2-15-18.

First impressions:
• Transfer Station is spotless and well maintained.
• Directional signage for vehicles was professional and well-marked.
• Traffic flow is appropriate for recycling materials to be collected first and MSW (trash) to be collected as close to the last stop before leaving past the “Thank You for Recycling” sign.

The Transfer Station is usually staffed with 2 personnel on the grounds during open hours with 1 required to maintain safety at the MSW hopper and 3 inside the recycling center building handling the incoming material to protect against contamination. Preferred would be 3 outside to assist the public.

Several issues were discussed as warranting consideration:

1) **Roll-off Truck Replacement**: The Town of Dunbarton, NH has been often cited at NRRA as a community “in charge of its own destiny” when it comes to hauling materials to market with its own roll-off truck and roll-off containers. With trucking/hauler shortages and increasing trucking costs and fuel surcharges, the Town makes the call as to how material will be collected, where it will be marketed and when it will get there. The Town has invested heavily in containers and if the Town worked with a waste/recyclable hauling company these containers would have to be 1) roundtripped to market at a higher haul rate or 2) put in the mix with the company’s other containers. Gerry Cornett supplied a detailed report re: replacement of roll-off truck vs. hiring outside haulers.

2) **Plastics Recycling**: There was discussion as to whether the Town should change from collecting #1-7 plastics to collecting combined #1-2 plastics (omitting #3-7). 2017 revenue for #1-7 was $.02/lb. or a total of $1,116 for 55,796 lbs. If the #3 - #7 had been removed, there would have been an approx. reduction of 10% by weight (or 5,580
lbs.) leaving 50,216 lbs. to market. Revenue for #1-2 would have been slightly higher at $.04/lb. so would have been valued at $2,008 LESS the cost to throw away the 5,580 lbs. as MSW at approx. $80/ton or $.04/lb. or $223. Net Revenue for #1-2’s only would have been $2,008 less $223 or $1,785 therefore only $669 add’l revenue. The recommendation would be to continue collecting and baling #1-7 plastics which does require some additional handling by Staff but gives the public an outlet for all plastic containers. Collecting and baling #1 and #2 separately has the highest market value but requires additional pre-baling storage space, additional scrutinizing by Staff and the cessation of collecting #3-7’s which the residents have gotten used to. At this time, there is no market for #3-7 plastic if it were to be collected and baled separately.

Also, Dunbarton is one of the few communities that recycle rigid plastics. Rigid plastics are becoming slightly more marketable and are a way of keeping more material out of the waste stream.
3) **Glass Recycling**: Currently glass is handled by Staff on the tray inside the building along with all the other recyclables. Dunbarton has a couple of fabricated containers (see below) that would work admirably for collecting glass outside and to the right of the collection building. Residents would place the glass directly into these containers which would then be hauled by Staff to the larger glass roll-off container.

4) **Fiber Recycling**: Dunbarton continues to reap the highest value for its well-separated OCC (cardboard) and Mixed Paper. By shipping a combined load of these 2 commodities, instead of waiting for full loads of each, the need for storage space is cut in half.
5) **Steel Can Recycling**: Currently steel cans are co-mingled with Scrap Metal/Light Iron – this makes good economic sense as scrap metal is currently valued at $48/gross ton *more* than steel cans and the market accepts them co-mingled.

6) **Non-Ferrous Separation**: Dunbarton continues to be on the forefront of non-ferrous separation yielding over $9,000 in 2017 alone. Separation takes time but has high financial reward. NRRA can send a box truck to pick up materials if transporting to market becomes too cumbersome.

7) **Electronics Recycling**: The current program was reviewed and probably deserves a separate analysis to compare net pricing, i.e. net cost per pound. On the surface, the program appears to be with a reputable vendor with competitive pricing.

8) **Baler Positioning**: Consideration should be given to rearranging the two fiber balers so they face each other and can be fed by one employee. Adjustments were made to the fiber balers to help maintain a safe bale weight.
9) **Bale Storage**: The current cribbing system for bales appears to be time consuming and could be considered unsafe by Dept. of Labor. Storage space, either in the form of a building expansion or a Quonset hut, would help with the tight quarters for bale storage. An alternative would be to use 4 x 4’s as cribbing with 3 - 4 x 4’s under each bale where forks can pass between bales when moving them from storage to trailer.

10) **Traffic Flow**: Dunbarton is to provide a site map to Gerry Cornett of New Boston for recommendations as to striping and parking which would be similar to the successful traffic pattern utilized at the New Boston Transfer Station.

11) **Backhoe Acquisition**: There appears to be justification for a backhoe purchase to compact materials currently shipped loosely, i.e. C&D and scrap metal, as fewer haul trips would pay for the machine in relatively short order and could serve the Town for other purposes if shared.

12) **School/Town Cooperation**: The Transfer Station provides off-site pick up services to the School and Town Departments and absorbs those costs in the Transfer Station budget. Recommendation is to continue as currently practiced and publicize savings at appropriate times. Participation in the NRRA’s School Recycling “Town and Gown” workshops is encouraged to help students understand the value of recycling.

13) **Signage**: Signage could be better placed to remind facility visitors of revenue impact of recyclables as well as diversion savings from not paying MSW disposal fees and transport costs for the material. Free signs are available annually via NH The Beautiful.

14) **Aluminum Cans**: Aluminum cans handling and C&D collection were reviewed as well and there are no changes recommended at this time.

15) **Swap Area**: The “calling card” of any recycling facility, Dunbarton is to be commended for its swap area which encourages residents to keep reusable items out of the waste stream. Residents who move to municipalities without a swap shop or area often lament its absence.

On balance, the Town of Dunbarton should be pleased with its professional and dedicated Staff and its capable handling of the facility operations and the broad spectrum of recyclable materials shipped to market.
Bonnie M. Bethune
NRRA Member Services Manager