

GRANTHAM TRANSFER STATION

1/4/2025 VISIT COMPILATION SUMMARY

OPERATIONS:

What 3 operational needs do you believe allow a transfer station to best fulfill its mission to the community it serves?

- It can use newer equipment, but not necessarily new equipment. A 2nd bailer (for other material) would be helpful, along with a replacement loader.
- Additional building(s) did not seem to be a critical need. Currently, equipment is left outside depending on the season. In the winter it is the new roll off truck. This permits the loader and Bobcat to be stored inside. An extension to the current building or another heated garage could ensure all major equipment is stored inside.

How are garbage, recycling, construction, and demolition containers, etc. removed from the facility, along with where they go, and how often they are taken away?

- C&D and garbage trucked by Grantham to Newport and then Casella transports to disposal site. Casella has just advised that cost is increasing from \$106 to \$121/ton.
- Grantham trucks aluminum, tin and metal containers to Concord, glass containers are transported to New London, and brush is taken to Contoocook.
- Naughton manages the removal of plastic and mixed paper in containers owned by Naughton. Plastic is removed every 2 weeks and paper is monthly. The loader is used to compress the plastic.
- Corrugated cardboard is bailed and stored in lean-to shed until sufficient volume is collected, at which point it is hauled away. Grantham receives income for corrugated.

Notes:

- Cardboard pricing is influenced by Northeast Resource Recovery Association (NRRRA), a broker that organizes all recycling.
- Grantham profits from corrugated cardboard and metal. A nominal income is also made from the sale of aluminum.
- Grantham **could** expect better pricing for recycling if it does its own bailing. To increase the bailing of recyclables, additional clean/dry storage is needed, as well as a separate bailer.
- Currently Casella is charging \$45 for an intact mattress. If a resident breaks down a mattress into its components, the Town will accept the parts without charge.
- Facility wishes to continue accepting mattresses to avoid having this item dumped alongside the road.

RECYCLING:

What items are accepted at the transfer station and what items, if any, are not? Why?

- See published list on website

What is the fee structure for recycled items? How is rate/fee determined?

- See published list on the website

Notes:

- Currently metal and cardboard provide the best monetary return to the Town.
- The transfer station accepts motor oil and tires. No fee is charged to the town's residents, since the cost of removal is covered by the "reclamation fee" included in the annual vehicle registration fee. Town collects 200-300 gallons of oil per year.
- Electronics are permitted for a fee (see website) and are picked up when sufficient volume is reached.
- Town does not accept any hazardous waste, except on designated town hazard waste days (typically held every other year). In addition, they do not accept cooking oil. When asked why, they advised they haven't sought out a disposal location since there have been limited requests for disposal.
- The fee for mattress disposal is being increased to \$50 for all sizes, due to cost increase from Casella. Box springs remain at \$15/each. It is noted that once Casella increased mattress fees, Sunapee elected to no longer accept mattresses, unless they were fully disassembled. Unfortunately, residents started dumping them on the side of the road. Sunapee has changed their position and now charges the same as Grantham.
- Refrigerators/Freezers/Air Conditioners are accepted for a fee and held in an offshoot of the yard behind the glass container. A technician comes to the transfer station a few times a year to remove the refrigerant/freon, at which point the appliances are included in metal recycling.

STAFFING:

What training is provided or required to manage materials and equipment at the Transfer Station. Is any type of licensure required?

- Training is basic and minimal and not considered difficult. One week in length with the need to satisfactorily complete an end of course test. This training is required for both employees and volunteers. The cost of training was not discussed. Neither was the need for refresher or advanced training. Training is provided by DES (NH Department of Emergency Services)
- Transfer Station has 3 FT employees and 2 PT (2nd PT starts 1/9/25). Full timers work a 40-hour week. Dana works Mon-Fri and Chris S and Chris L work Thursday – Monday. Dana

handles all the transportation to the various disposal/recycling on Tuesday and Wednesday when the facility is closed to the public.

- A CDL is required to drive the roll off truck to the various drop-off facilities.

OTHER:

What changes would you like to see in the operation of the Transfer Station?

- The wish list would be a new bailer (runs on 3 phase – like the current one) that could manage glass and plastic; however, that would require that the glass and plastic be dry, which would necessitate an additional structure to handle these items.
- Reconfiguration of the space seems difficult due to likely wetland issues and the current footprint of the Transfer Station lot. There is the potential safety issue related to the current entrance/exit due to traffic on 114. There has not been an accident recorded, but the staff is aware of near misses.
- The Pack House, which houses the computer/ electronics for the compactor, is currently infested with rats and has been condemned. It is scheduled to be replaced with a smaller concrete structure in the next couple of months.

OTHER COMMENTS:

- Grantham no longer offers a “Swap Shop” since people were using it to dispose of items that would normally require a disposal fee. There isn’t sufficient manpower to monitor for abuses, though there is the possibility of allowing volunteers to supervise – if the townspeople make a push to get it back.
- The area designated for cars to drive to the edge of select dumpsters needs repair. A shifting retaining wall limits full use of this area and has become a safety concern that is being addressed by the town’s Capital Improvements Committee
- As for the Town’s price list at the facility – it was referred to as a “judgement call.”
- Matt Gallien is the only private hauler in town (he picks up Rum Brook). No other commercial business in town utilizes the transfer station. They hire commercial haulers.
- Garage was expanded about 11 years ago to accommodate roll-off truck/loader (they would alternate time in garage based on the season). When the garage was expanded, a bathroom, office and workbench were added. There is no venting system in the garage. The loader could be stored in a lean- to structure, provided there is electricity to plug the engine heater into.
- Garage is heated by 2 propane heaters. There is also a Generac generator that provides heat and lights to the garage; however, it does not provide sufficient power to run the bailer and compactor.
- A phase converter is utilized to power the bailer – since 3 phase power is not available on site. The phase converter is finicky and must run constantly. Chris is looking into a replacement that will allow greater flexibility for powering the compactor.

- Sites recommended to visit include Sunapee (top of list), Newbury, New London, and Andover(?).