

GREENWAY RECYCLING, LLC
OPERATING PLAN
REVISED: December 14, 2015

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APPENDIX

- *DEQ Approval NC026877
- *Greenway Recycling Site Plan
- *Fact Sheet – DEQ – 10-NWR-005



GENERAL INFORMATION

Greenway Recycling, LLC is located at 4135 NW St. Helens Rd. in Portland, Oregon. The site is at the base of the Tualatin Mountains and has two operating levels with a center drive connection. There are two gates onto St. Helens Rd: The South gate which is used for inbound truck entrance and the North gate which is used for outbound truck exit as well as inbound truck entrance and exit for Truck and Trailer loads. There is a 75' scale adjacent to the office for outbound truck scaling and overflow or oversize inbound traffic. A 35' scale is located towards the North end of the property for outbound trucks only. Inbound trucks are expected to utilize the space next to the South entrance for untarping prior to scaling and driving to the appropriate area of the site for tipping. The large building on the upper level is for dry waste receiving with the North end of the lower area and the concrete deck on the North side of the upper deck for source separated wood receiving. Directly adjacent to the wood receiving area is the wood processing line and conveyors which move the ground material to an overhead conveyor for loadout. Within the dry waste receiving building an initial machine sort is performed for large or bulky items for later transport. At this location an excavator loads all remaining materials onto a conveyor for transport into the lower processing and storage building. All loadout of residual waste and recoverables is performed within the lower building. Incidental water flow within the buildings is piped to the City of Portland sanitary sewer. Storm water sheet flows from rain and site watering is directed to the lower area of the site and is collected in various catch basins, then routed through filtration systems prior to entering the City of Portland storm system, as required in the company's 1200Z permit.

The facility is protected by fencing and two gates, which are locked when business is closed. The gate locks are combination and only supervisory personnel have the combinations. Hours of operation are M-F 6:00 am to 5:00 pm and Saturday 8:00 am to 12:00 noon, closed on Sunday. These hours may be extended due to market conditions.

Emergency access numbers are posted at each gate to include the owner's cell number and Metro's number.

Material receipt and disposition records are created through time and date stamped scale tickets which are entered into SoftPak, a waste transfer station accounting system. Output reports of all scale transactions are e-mailed monthly to the City of Portland, Metro, and DEQ.

Waste sorting and recovery is performed through a variety of measures. All loads go through a "quick pick" upon receipt. A small trackhoe separates large items for both recycling and disposal and attempts to remove blocks of loads for a negative ground sort. The remaining material is stockpiled for processing. A wheel loader moves this stockpile into position in front of the small trackhoe, which both feeds the sorting line and performs a more specific sort of larger materials than the quick pick. The sorting line begins with a conveyor which feeds a 1" screen that removes fines for use as ADC. The fines are conveyed to a bunker for loadout when the bunker is full. Overs, exiting the fines screen, are delivered onto a 10 station sorting line with pickers who remove large chunks of concrete, wood, film plastic, cardboard, ferrous and



non-ferrous metal, as well as other materials, based upon changing market conditions. Next is an air knife screen that removes bricks, rocks, asphalt, concrete, porcelain and glass which are moved by conveyor to a loadout pile. Residual waste remaining from this process is conveyed to the center of the processing floor for storage and loadout.

EQUIPMENT

A variety of heavy equipment is utilized on site which may change from time to time dependent upon market and operating conditions. Typically there is at least one wheel loader, two excavators, a stationary wood grinder, stationary shingle grinder, various vibrating screens, and a number of conveyors operating on site. Prior to the incorporation of a new piece of equipment, relevant employees are trained on safety and maintenance with regard to that piece of equipment. New employees and contractors are trained on safety and lockout procedures on all equipment prior to being allowed to work on the site. Maintenance manuals and logs for each piece of equipment are kept for reference in the Yard Manager's office. All equipment is maintained regularly and will be kept in a safe operating condition.

MATERIAL RECOVERY SURVEYS

Frequency of Material Recovery Surveys will be per Metro and DEQ requirements. Material to be sampled is currently done via EDWRP protocol by a loader bucket "grab" from the middle of the residual storage pile and movement of the sample to a clean area of the floor. Minimum sample size is 300 lbs. The material is sorted on the floor by laborers under management supervision.

SAFETY PROGRAM

Greenway provides reflective vests, hard hats, gloves, ear plugs, respirators and safety glasses to all employees. Each of these PPE items is appropriate and required in certain situations. Hard hats and safety vests are required at all times by all employees or visitors on the site. Safety glasses, ear plugs and respirators are required of sorting laborers. Sorting laborers are not required to wear safety vests while working on the line but must wear them at all other times.

Safety meetings are held once monthly per Oregon OSHA requirements and records are kept of same. Management continually reviews safety conditions and procedures.

EMERGENCY PROCEDURES

In the case of any emergency, immediately dial 911. Once authorities have been notified, first render aid to humans, second; protect the equipment. In the event of an accident involving a human where fire is not involved, do not move any equipment except to save a life. Secure the site and do not let any persons leave the site until cleared by the authorities. In case of fire, remove all persons; then if safe to do so remove all equipment from the fire area. Provided this is done and the fire department has not yet arrived; if green, wet yard waste is available and if the fire is small, utilize the large loader to dump wet material on the fire to smother it. Do not



attempt to pull the fire impacted area away from the larger pile as it will allow air in to further fuel the fire. There are currently three separate locations with 500 gallon water tanks and pumps on the site. At all costs protect human life first.

Once the situation is stabilized, contact the Site Manager for further directions.

The Site Manager, after assessing the situation will contact Metro at (503) 234-3000 to verbally notify them of the situation. This will be followed up by letter.

Supplies to be kept on hand at all times for emergency usage are first aid kits in each building and the office plus spill kits at each loading or unloading area within the facility.

Emergency access to the site will be through either a site manager or Terrell Garrett who can be reached at (503) 793-9238.

Spills in excess of 42 total gallons on land or any spill which goes down the storm system will be reported first to the Oregon Emergency Response System (OERS) at 1-800-452-0311 then to DEQ at (800) 452-4011. Next, the Facility Manager will be notified. Dependent upon material, spill kits or hogged fuel will be utilized to stop the flow from entering the storm or sanitary systems. Finally, the Facility Manager will notify the Spill Contractor if necessary for additional action.



Fact Sheet

What to Expect When You've Had a Spill

You are responsible for the *immediate* cleanup of your spill, regardless of the quantity involved. The responsibility lies with the person who spills the product, as well as the person owning or having authority over the oil or hazardous material.

Reportable spills include:

- any amount of oil to waters of the state;
- oil spills on land in excess of 42 gallons;
- hazardous materials that are equal to, or greater than, the quantity listed in the Code of Federal Regulations, 40 CFR Part 302 (List of Hazardous Substances and Reportable Quantities), and amendments adopted before July 1, 2002.

Immediately report the spill or threatened spill to the Oregon Emergency Response System (OERS) phone number is 1-800-452-0311.

When you report the spill to OERS you will need

the Oregon Emergency Response System (OERS) phone number is 1-800-452-0311.

When you report the spill to OERS you will need to provide basic spill information:

- type of oil or hazardous material
- quantity
- location of spill (land or water)
- names and phone numbers

Some oil or hazardous material spills will require a separate notification to the National Response Center at 1-800-424-8802. The Web site at www.epa.gov/oilspill/oilreqs.htm will provide you with information necessary to determine if you need to report to the federal system.

Actions to Take

- Move away or upwind from the spill if you detect an odor and are unsure if it's safe.
- Avoid contact with liquids or fumes.
- Keep non-emergency people out of the area.
- Wear protective clothing.
- Control and contain the spill.
- Clean up what you can immediately.
- Contact DEQ to confirm the appropriate disposal site for contaminated materials.
- Remove the cleanup materials to a facility (such as a solid or hazardous waste landfill or recycling facility.) Save your receipts. You may need them for documentation.
- Continue with long-term cleanup.

- You will then be asked to file a report to the Department of Environmental Quality (DEQ). The form is available at:

<http://www.deq.state.or.us/lq/pubs/forms/cv/SpillReleaseReportform.pdf>



Contractors work to control and contain the spill of diesel after train derailment above Cav Creek.

DEQ's Role

Contractors work to control and contain the spill of diesel after train derailment above Cav Creek.

DEQ's Role

DEQ is responsible for ensuring that the cleanup is done in a way that protects human health and the environment. Oregon law also requires DEQ to recover its costs in carrying out this responsibility.

Depending on the type and quantity of material spilled, and the potential threat to people or the environment, DEQ may choose to oversee the cleanup. This oversight may take the form of DEQ staff at the scene, phone contact, document review or a combination of these. You are responsible for these oversight costs, including staff salaries, supplies, and equipment used. You will normally be billed for DEQ costs within 45 days. However, additional charges, such as lodging and transportation, may arrive later.

If you fail to clean up your spill, DEQ may clean it up for you and is allowed by law to fine you up to three times the cost of the cleanup, in addition to the actual cost of the cleanup.

To Find Out More

The Emergency Response coordinators assigned to each of DEQ's regional offices are listed in the margin. You can also find out more about DEQ's Emergency Response program by visiting our web site at:

www.deq.state.or.us/enr/



State of Oregon
Department of
Environmental
Quality

Emergency Response

Headquarters

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Last Updated: 12-06
By: Wes Gebb
DEQ 04-WR-010a



GENERAL INFORMATION

OERS No. _____

- a. Company/Individual Name: _____
- b. Address: _____

- c. Company Contact Person: _____
- d. Phone Number(s): _____
- e. Specific on-site location of the release (and address if different from above):

Please provide a map of the site showing area(s) where the release occurred, any sample collection locations, location of roads/ditches/surface water bodies, etc.

2 - RELEASE INFORMATION

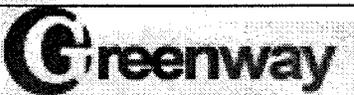
- a. Date/Time Release started: _____ Date/Time stopped: _____
- b. Release was reported to (specify Date/Time/Name of Person contacted where applicable):
 ODEQ _____
 OERS _____
 NRC _____
 Other (describe): _____
- c. Person(s) reporting release: _____
- d. Name, quantity and physical state (gas, liquid, solid or semi-solid) of material(s) released:

Please attach copies of material safety data sheets (MSDS) for released material(s).

- e. The release affected: ___ Air ___ Groundwater ___ Surface Water ___ Soil ___ Sediment
- f. Name and distance to nearest surface water body(s), even if unaffected (include locations of creeks, streams, rivers and ditches that discharge to surface water on maps):

Has the release reached the surface water identified above?: ___ Yes ___ No
 Could the release potentially reach the surface water identified above? ___ Yes ___ No

Explain: _____



g. Depth to nearest aquifer/groundwater: _____

Is nearest aquifer/groundwater potable (drinkable)? Yes No

Has the release reached the nearest aquifer/groundwater? Yes No

Explain: _____

h. Release or potential release to the air occurred? Yes No

Explain: _____

i. Was there a threat to public safety? Yes No

j. Is there potential for future releases? Yes No

Explain: _____

k. Describe other effects/impacts from release (emergency evacuation, fish kills, etc.):

l. Describe how the release occurred. Include details such as the release source, cause, contributing weather factors, activities occurring prior to or during the release, dates and times of various activities, first responders involved in containment activities, etc.:



4 - CLEANUP INFORMATION

a. Was site cleanup performed? Yes No

If No,
explain: _____

b. Who performed the site cleanup?

Company Name: _____

Address: _____

Cleanup Supervisor: _____

Phone Number(s): _____

c. Has all contamination been removed from the site? Yes No

If No, explain: _____

d. Estimated volume of contaminated soil removed: _____

e. Estimated volume of contaminated soil left in place: _____

f. Was a hazardous waste determination made for cleanup materials? Yes No

g. Based on the determination, are the cleanup materials hazardous wastes?
 Yes No If Yes, list all waste codes: _____

h. Was contaminated soil or water disposed of at an off-site location? Yes No

If yes, attach copies of receipts/manifests/etc., and provide the following information:

Facility Name: _____

Address: _____

Facility Contact: _____

Phone Number(s): _____

i. Is contaminated soil or water being stored and/or treated on-site? Yes No

If yes, please describe the material(s), storage and/or treatment area, and methods utilized
(attach additional sheets if necessary):



j. Describe cleanup activities including what actions were taken, dates and times actions were initiated and completed, volumes of contaminated materials that were removed, etc. (attach additional sheets or contractor reports if necessary or more convenient):



6 - SPILL REPORT CHECKLIST

To ensure that you have gathered all the information requested by the Department in this Spill/Release Report, please complete the following checklist:

- _____ Map(s) of the site showing buildings, roads, surface water bodies, ditches, waterways, point of the release, extent of contamination, areas of excavation and sample collection locations attached.
- _____ Material Safety Data Sheet (MSDS) for released material(s) attached. **Note: an MSDS is not required for motor fuels.**
- _____ Sampling data/analytical results attached.
- _____ Receipts/manifests (if any) for disposal of cleanup materials attached.
- _____ Contractor reports (if any) attached.

If you would like to submit your report by e-mail it can be submitted electronically to:
DOSPILLS@deq.state.or.us



QUALIFIED OPERATOR

A qualified operator shall be on-site at all times material is being received.

GENERAL QUALIFIED OPERATOR

A General Qualified Operator shall be trained and competent in use of the scales, yard traffic patterns, locations for discharging appropriate materials, yard safety rules, emergency procedures, and identification and handling of prohibited materials. They may, or may not, operate machinery dependent upon their assigned duties. Decision-making authorities with respect to load type and rejection as well as traffic direction are portions of the position. This person will be an employee of the company, Board member or family member of the owners. He or she will have asbestos recognition training either through class attendance or from company personnel certified in asbestos recognition. All qualified operators will be trained to remove Covered Electronic Devices, store them for transport to an authorized facility, and the safe handling and clean-up of any broken electronic devices. They will not be allowed to represent the position, views, or other aspects of the company to government officials or the public. All other decisions shall be deferred to the Site Manager or Owner.

SITE MANAGER

A Site Manager shall perform all the duties of a General Qualified Operator. Additionally, this person will have complete responsibility for significant operating decisions, governmental relations and interaction, and emergency authority beyond situation stabilization. This person will represent the position, views, and other aspects of the company.

LABORERS

Certain laborers will be present on the site for various duties such as site cleanup or sorting of materials. Most of those persons will not be versed in operations except as they relate to their specific job. These people will not check loads or operate equipment.

CONTRACTORS

Contractors will occasionally be on site for equipment repair and maintenance or other reasons. They will receive verbal safety and site information prior to working on the site.

Various trucking firms will be on site and will receive information on safety and operations as relevant to the firms activities on the site.

OWNER

The Owner has final disposition on all aspects of the facility and is the primary contact for customer and governmental issues.



TRAINING OF STAFF

Staff, upon hiring, receives a tour of the site with training on various aspects of operations and safety as relates to that person's duties. Ongoing training is done by existing employees and management as situations arise both on the part of the employee or marketplace or operational changes. Prior to beginning work, all machine operators and qualified operators who deal with load receipt, etc. are required to read and understand the operating plan.



LOAD INSPECTION PROCEDURES

Upon entry into the tipping area, the Qualified Operator will greet the customer and ask the contents of the load. The employee will then direct the customer to the correct unloading location. A Qualified Operator will observe the contents when the doors are opened. Obviously contaminated loads will be rejected at this point. If the load appears appropriate, it will be tipped. The Qualified Operator will inspect the load after discharge. Special attention will be given to loads which are of a demolition or renovation project in order to determine if suspected ACWM (Asbestos Containing Waste Material) is present in the load. Demolition and renovation loads typically have broken and/or painted drywall, old framing lumber with nails, old carpet and other used items associated with building construction. Based upon training, if there is concern that the load contains ACWM the load will be refused. If a load is tipped and then concerns are brought to light about the load it will be left alone until management can be notified to make a more informed decision about the load and if suspicion remains the load will be cordoned off until the asbestos abatement contractor can arrive to deal with the issue. If other prohibited materials are found, those materials will be immediately rejected and placed back into the delivery vehicle, either by hand or with machinery onsite, depending upon the conditions and appropriateness. An example would be that light ballasts would be loaded by hand to prevent breakage while railroad ties would be machine loaded. Prohibited materials found later in the process due to inadvertent oversight when tipped will be immediately moved to the designated storage area and placed upon the containment pallets within. All prohibited material will be shipped to an appropriate destination within 90 days. Qualified Operators will always suggest to the customer that untarped loads be tarped in the future. All loads will be inspected by the Qualified Operator from the ground at least once prior to the delivery truck leaving the site. All protocol of the ACWM section of the Operating Plan will be adhered to. ***No inbound load will be marked with an inbound code until after all of the above procedures have been followed. This will prevent the hauler from being able to leave the premises until the load has been properly inspected.***

WOOD LOADS

All wood loads will be inspected for painted, treated, and creosote-treated wood. Should there be painted wood; the entire load will be placed in the upper barn for processing by the sort line. Loads containing incidental amounts of treated wood will be accepted and the treated wood will be removed and placed into the dry waste pile for eventual loadout to the landfill. Any loads containing more than incidental amounts of treated wood will be moved to the dry waste pile. Creosote treated wood is a prohibited material and any amount found in loads will be rejected and placed back on to the customer's truck. Incidental amounts of creosote treated wood inadvertently discovered later will be moved to the prohibited materials storage area for timely delivery to Metro Central. More than incidental amounts of creosote treated wood will cause the load to be rejected. Creosote treated wood can be identified by the dark coloration of the surface of the wood versus the lighter interior coloration as well as by the pungent smell when the surface is scraped. Railroad ties are all to be considered as creosote treated. No "built-up" or flat roofing will be accepted in the Wood loads. See "ROOFING LOADS" for further details on flat roofing.



YARD DEBRIS LOADS

Yard debris loads will have the same inspection procedures as wood loads with the following additions: Incidental amounts of produce which are clearly non-commercial-based (example being apples during apple season or pumpkins after Halloween) will be accepted. Should a load be predominately mixed pre- or post-consumer produce, it will be rejected and immediately reloaded. Loads containing painted, treated, or creosote-treated wood will be rejected as Yard Debris and re-labeled as dry waste. Customers shall be allowed, within reason, to remove contaminants and reload them for other disposal.

DRY WASTE LOADS

Incidental amounts of putrescible waste will be allowed in dry waste loads as permitted under Metro policy. The maximum amounts allowed under policy are 5% by weight up to 300 pounds. All putrescible waste will immediately be placed into an appropriate receptacle by the Qualified Operator for disposal at Metro Central.

Any material appearing to contain asbestos (either friable or non-friable) will be rejected and the protocol of the ACWM section of the Operating Plan will be utilized.

All paints and solvents will be refused and re-loaded on the customer's vehicle. Should paints or solvents be discovered later in the process they will be moved to storage for delivery to Metro Central or another approved facility.

To prevent any covered electronic devices from going to the landfill, all eWaste (as defined by DEQ in their documentation on eWaste) will be rejected and put back on the customer's truck. If eWaste is discovered inside any dumped load after the hauler has left, it will be set aside in the designated storage area for delivery to an approved electronics recycling facility. All eWaste will be handled in accordance with DEQ, EPA and METRO requirements.

Mercury thermometers, bio-hazardous waste, light ballasts, fluorescent light tubes, red bagged wastes, medical wastes or sharps, hazardous wastes and related cleanup materials, batteries, free liquids, motor oil, petroleum contaminated soil, toxic wastes, flammable, corrosive, or reactive wastes, pesticides, herbicides or agricultural chemicals, enclosed containers that have not been cleaned, or containerized liquids with detectable concentrations of toxic metals or organics will be refused and re-loaded onto the customer's vehicle. Should any of these materials be found at a later time, they should be separated from the dry waste and the Site Manager will be contacted so that they may be appropriately disposed of.



ROOFING LOADS

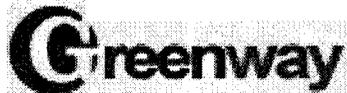
Asphalt Shingle Roofing loads will be subject to asbestos testing prior to grinding or outbound shipping, as per requirements of DEQ. This testing will be arranged by Shingle Salvagers NW, the results will be made available to Greenway Recycling and kept on file for viewing. Shingle grinding for use by HMA (hot mixed asphalt) plants will be handled under the air quality and water quality authority of Oregon DEQ and as per the DEQ approval of Notice to Construct # NC 026877. **NO FLAT ROOF, TORCH-DOWN OR BUILT-UP ROOFING WILL BE ACCEPTED FOR GRINDING OR RECYCLING.** Flat or built-up may be accepted for disposal only, provided it has prior documentation showing zero, or less than one percent, asbestos. At no time will any flat roofing be allowed to be commingled or mixed with the shingles used for grinding and/or recycling.

GENERALLY

Should any employee have a question with regard to any suspicious material, they are to either re-load the material onto the customer's vehicle or immediately contact the Site Manager for a decision regarding the material.

OBJECTIVE CRITERIA FOR ACCEPTING OR REJECTING LOADS

1. Wood Yard – Any load containing creosote wood or significant amounts of treated wood, will be rejected.
2. Source-separated & Commingled Recyclables – Any load containing more than 5% or 300 pounds (whichever is less) of putrescible wastes will be rejected from the facility.
3. Yard Debris – Any load containing any amount of painted or treated wood will be rejected as yard debris. Any load containing more than 5% or 300 pounds (whichever is less) of putrescible wastes or any amount of any other prohibited materials will be rejected from the facility.
4. Dry Waste – Any load containing more than 5% or 300 pounds (whichever is less) of putrescible wastes, any load containing any amount of suspected asbestos, loads containing any amount of bio-waste or contaminated soils, any load containing any other prohibited materials, will be rejected from the facility.
5. Flat Roofing Loads – Any load containing commercial, hot-mop, or torch-down roofing scraps will be rejected unless the generator of such load provides proof that the load contains no asbestos or less than 1% asbestos. Such proof shall be provided prior to tipping of the load. Records of this proof will be retained for five years, as per permit requirements. Said loads will be tipped in the lower barn for re-load direct to the landfill and will not be run through the sorting system.
6. Asphalt Shingle Tear-Off and Manufacturer Scrap -- Normal, acceptable loads will consist of residential composition tear off or pre-consumer manufacturer scraps. Tear Off Loads will be tipped inside the upper building. Manufacturer scrap will be tipped outside, on a concrete or asphalt surface. Clean shingles will be stored in exterior stockpiles on the upper level concrete deck until loaded for outbound transportation or until grinding for delivery to HMA plants. Shingle grinding will be conducted inside an enclosed structure and under the air and water quality authority of OSHA, DEQ and



their requirements. Ground shingles will be held in a sealed silo container until loaded for transport.

7. Drywall loads – Source separated Drywall loads containing unpainted drywall may be tipped outside the building in the designated tipping area, cleaned up when necessary, and moved to dropboxes for storage.
8. Customer Status—Dry waste will primarily be accepted from Commercial Haulers, contractors and large businesses. All Commercial recyclable (source-separated and commingled) and dry waste customers will have a current account with the company with billing and contact information. Faulty credit status, as determined by management, unacceptable driver behavior, unsafe equipment or behavior, and facility utilization of capacity may all be reasons for rejection of loads. Greenway reserves the option to accept loads from the Public at a future date.
9. Composition of Load – Weather and economically dependent parameters, to be determined by management on an ongoing basis, may cause rejection of loads. Reasons include, but are not limited to; Absence of an outbound market for the product, facility equipment breakage, high winds, propensity to create dust or odor, low recyclable content, lack of specialized equipment to properly handle the product. Example: No sawdust load to be accepted on dry, breezy days. Any loads rejected for the above reasons will not be included in the “Rejected Load” list as described below.
10. Source Separated Acceptable Loads – All loads consisting of at least 95% of acceptable materials and not rejected due to the above criteria or any other reason felt to be reasonable by management.
11. Any load containing ACWM will be rejected per the ACWM section of this document. If that load has been tipped prior to discovery of the ACWM, the load will be cordoned off until the Asbestos contractor can be notified and provisions made for correct removal.
12. All loads rejected for ACWM, the presence of putrescible waste or any other reason, will have the word “rejected” put on the ticket which will be scanned and kept in the electronic ticket files.
13. Loads placed back into customer’s vehicles will be done so with wheel loader and/or trackhoe with all efforts being made to re-load the entire load.
14. Prohibited waste which is stored in the appropriate area will be removed and delivered to either Metro Central or Metro Central Hazardous Waste on a monthly basis.

REJECTED LOAD LIST

A record will be kept of rejected loads with the hauler name, truck number, time and reason for rejection. This list will be in clipboard form. One clipboard will be kept in the office for each of the waste receiving and wood receiving areas. Once a sheet is full it will be scanned and kept in a file for five years.

UNAUTHORIZED MATERIAL TRAINING

All personnel will be required to read the operating manual prior to working on the site. Training for recognition of unauthorized materials will be done both verbally and “on the job”



with unauthorized materials encountered shown to all appropriate and available workers on the site.

LOAD PROCESSING PROCEDURES

1. Processing of authorized materials will be done as follows:

A. All approved materials destined for hogged fuel, , will be dumped in front of its storage pile with additional loads pushed to the pile as necessary. Grinding will be performed daily or as permitted under this operating plan. The raw material pile will not exceed 25 feet per Oregon State Fire Code Section 1908.3. Grinding will not be performed during the months of May through September unless an enclosed structure is put into place or another dust-control method that is mutually agreed upon by DEQ, Metro and Greenway. In the event grinding of wood cannot occur, unground material will be delivered to an appropriate facility for processing.

B. Source-separated and Commingled Recyclables will either be re-loaded from their storage bin directly into trailers or will be processed on the sorting line. Those materials for re-load will be shipped as quickly as possible. Materials destined for sorting will be run down the sorting line as soon as practicable from the time of tipping while being kept divided from already separated MSW and recyclables..

C. All dry waste loads will be inspected by a Qualified Operator. Loads which do not have any quantity of recyclables or which have an easily machine-separated quantity of recyclables (example being mixed carpet and pad) will be redirected to the residual storage area for tipping and the loadout operator will be notified of the load and its contents. The loadout operator and ground personnel will immediately process the load with the recyclables being placed in the appropriate storage area. All other loads will be tipped either inside the sorting building, or in the case of oversize trailers, just in front of the building. Any load tipped outside will be moved inside prior to the close of that business day. Loads with layered large quantities of recyclables will be addressed immediately with machinery and personnel to skim off those easily recovered materials. The remaining material will be pushed into a storage pile inside the building. A small excavator will provide a pre-sort function on the material, removing large items such as pallets and carpet and placing the remainder of the material on the feed conveyor. The feed conveyor will serve the shaker screen which will serve the sorting belt. Screenings and shaker fines will be loaded out for final disposition as truckload quantities are achieved. Personnel on the sorting conveyor will have assigned materials to remove from the line. As bays fill they are to be loaded directly into trucks or dropboxes as soon as practicable and in the alternative be moved to storage areas. Residual is to be consistently loaded out to prevent stockpiling.

2. Storage of authorized materials will be done as follows:

A. Woody products destined for hogged-fuel will be stored in the storage pile as indicated above in section 1 A of the Load Processing Procedures. The pile will be ground daily when possible and the resultant product will conveyed with covered conveyor to trucks for load out.



B. Recyclables will be dumped in the designated areas. This area will be a concrete or asphalt paved area, located within or outside of the dry MSW receiving building.

C. Dry waste will be dumped and stored in the receiving building located on the upper deck of the property as shown in the site plan. Whenever possible, it will be processed on a first-in, first-out basis, however when this cannot occur, all attempts will be made to process all material in a maximum of 7 days from time of receipt.

D. Landfill prohibited electronics that have not been reloaded to the hauler will be placed in a storage bin that will be located inside the upper barn. Upon the filling of this bin it will be emptied and taken to an approved electronics recycling facility.

E. Processed tear-off and manufacturer scrap roofing material will be stored in a designated area on the upper deck for each. Ground roofing material will be stored in a silo container onsite until loaded in trucks for transport.

F. Drywall will be stored in a lidded dropbox.

G. In order to minimize storage times for processed materials as much as possible, all efforts will be made to schedule trucking in advance. To assist in the quick movement of materials, various companies are under contract for hauling of different commodities. Transportation is not weather dependent except for ice and snow.

Unauthorized Materials

1. Flammable, corrosive, or reactive wastes.
2. Asbestos of any kind.
3. Toxic wastes.
4. Petroleum contaminated soils.
5. Used motor oil.
6. Fluorescent or HID light tubes.
7. Batteries.
8. Hazardous wastes.
9. PCB's to include fluorescent light ballasts.
10. Medical or red-bagged wastes.
11. Pesticides or herbicides.
12. Liquid (non-inert) paint.
13. Putrescible waste.
14. Creosote-treated wood waste.
15. Liquid waste.
16. Vehicles.
17. Radioactive waste.
18. Special Wastes as defined in Chapter 5.01 of the Metro Code.



When any of the above materials are found in a load, they will be re-loaded onto the delivering truck. Should any of these materials be found later, they will be moved to the "Unauthorized Material Storage Area", where management will address the issue.

Dangerous materials such as hazardous wastes or medical wastes will not be touched except to move it from the path of vehicles. The Site Manager will be immediately contacted so that he/she can make a determination of what to do with the material.

All materials of this type will be disposed of at an approved facility. Paints, ballasts, motor oil, pesticides, and herbicides will be delivered to Metro Central. Batteries will be sold. Hazardous, asbestos, reactive, and medical wastes will be removed by outside contractors.

All personnel will be trained on the identification of these materials and management will be trained in the management of these materials.

STORAGE OF SOLID WASTES

All mixed solid wastes will be stored indoors in a manner which discourages their negative affectation of the surrounding environment. Materials will be handled on a first-in, first-out basis with exceptions of moving malodorous materials to the front of the line for out-bound shipment.

Trucking will be scheduled to minimize the on-site time of any material.



YARD OPERATIONS PROCEDURES AND RULES

Any time people work around heavy equipment there is an increased risk for injury or death in the workplace. The following procedures and rules are not exhaustive but represent a basic set of safety guidelines and rules which must be followed in order to prevent accidents and injuries.

1. Hardhats and reflective vests will be worn by employees at all times while in the yard.
2. All customers will be encouraged to comply and all visitors will be required to wear a hardhat and reflective vest while in the yard. Any visitor refusing to comply will be promptly escorted from the premises.
3. Should any customer or visitor exhibit careless or dangerous behavior; the employee observing that behavior will immediately cause all equipment to stop operations until that person can be escorted from the premises.
4. Visitors are not allowed unless by appointment and prior approval by Office/Admin staff.. Metro representatives and other governmental officials are allowed on the site at any time, however, they must first check in at the office and shall be escorted by the Site Manager or Owner.

WHEEL LOADER OPERATIONS

At no time will anyone be allowed behind wheel loaders. If an employee needs to converse with the operator an attempt will be made first by radio. Secondly, the ground person will approach the loader from a 45 degree angle to the left of the loader, stopping thirty-feet away until motioned into the work area by both eye contact and a hand signal from the operator. The ground person also will wait until the loader is at a complete stop and the operator is watching him or her prior to walking up to the machine. When stopped and idling or prior to shut-off the loader bucket will be placed on the ground.

TRACKED LOADER OPERATIONS

The tracked loader has a thirty-foot swing radius from the center pivot. Additionally, due to the grabbing and crushing of material and the length of material, the effective swing radius is approximately forty-feet. No person or machine will be within the 40 foot swing radius at any time without the express permission of the operator. This permission will be granted by eye contact and a nod for wheel loaders and trucks. For people on foot the permission will be granted only by the operator establishing eye contact and then removing his/her hands from the controls and motioning approval to the ground person. The person on the ground will approach generally from the operator's left-front quarter and will remain outside the swing radius until permission to enter is granted. Under no circumstances whatsoever will the ground person ever be behind or to the right of the machine while within the swing radius. Any employee who fails to abide these rules will be required to immediately leave the premises for the remainder of the day and will not be paid for that portion of the day not worked. Two violations will be basis for termination with cause. Any customer who violates these rules will be immediately taken to the office and given a warning prior to further action. A second violation will result in permanent expulsion from the premises.



When trucks are being loaded by the tracked loader the driver will be required to remain either in their truck cab or at least twenty-feet to the front of the truck. Under no circumstances shall the truck driver be either on the off-side of the truck during loading or on the trailer. Any driver who is found to be in either of these situations will immediately be asked to leave the premises with no further loading whatsoever. That driver will not be allowed back on the premises until after his/her supervisor has been contacted by Senior Management. Two occurrences of this type will result in a permanent ban from the facility.

The tracked loader operator will keep the door closed and will wear the seatbelt at all times. Also, the clamshell is not to be swung over the cab of a vehicle, loader or person. The operator is responsible for maintaining and controlling all operations within the swing area. Signals to be used are one horn blast for truck stopping and starting and two blasts for loading completion. Three blasts are to be used to notify persons or machinery that the machine will be moving its swing zone to encompass an area where someone is working or will be used as a warning for personnel to take notice of the machine operation. Should the operator find someone within the swing zone without prior permission being given, the operator will immediately stop operations and escort that person to the office prior to resumption of operations. When the machine is to be turned off or at rest, the clamshell will be in contact with the ground and not left hanging in the air.

Employees must realize that the blind spots on the tracked loader are in front of the clam, and a 225 degree arc beginning at a 90 degree angle to the left of the operator's head and continuing around the back to a 45 degree angle to the right of the operator's head. This arc is increased to a 0 degree angle in front of the operator's head during certain boom operations. Also, the operator cannot see anything at ground level 15 feet in front of the machine or 10 feet to the left side.

GRINDER OPERATIONS

The grinders may be operated during all times of the work day. The operator is responsible for all grinder operations and a safety zone of 75 feet in all directions from the grinder in addition to the normal 40 foot area around the tracked machine. No person shall enter these zones without permission of the operator and all people within the grinder zone will wear a hardhat, ear protection and eye protection. All efforts will be made by other employees to refrain from contacting the grinder operator by radio except when absolutely necessary. Under no circumstances will the grinder operator use a telephone while grinding. The processing line for wood grinding will be appropriately staffed with sorters to remove any metal that is potentially damaging to the grinder as well as removing incidental amounts of contaminants from the feedstock. See Load Processing Procedures on page 19.

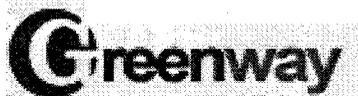
TRAFFIC CONTROL



Traffic in the yard will at all times be controlled by employees. Efforts will be made to keep the trucks in a flow position so that there are no jams and that safety is maintained. Retail customers will be limited to designated areas. Employees will never stand behind or beside drop boxes or other lift dump trucks while they are being dumped. The proper place to stand is on the driver's side quartered off from the rear of the truck or quartered off from the front of the truck. Realize that when these trucks dump there is a tendency for the truck to lurch forward uncontrollably. General vehicle parking will be along the front wall and visitors will be required to park to the Southeast of the office.

GENERAL

Common sense is the best rule. It is pretty basic that no passengers are allowed on machines and that you don't use the bucket of a loader as a ladder or to "get a ride". A recycling yard is a dangerous environment and accidents happen in split seconds. No one can out-run a machine when they have tripped and fallen on the ground. While profitability and efficiency are important, accidents cost many times the costs saved by shortcuts and human lives are not replaceable. The use of consistent, systematic, and safe movements always gets the most work done in the shortest period of time.



COMPLAINT LOG

A log of complaints received shall be kept in the office at all times. The log shall contain, at minimum, the date, time, caller phone number, complaint, response, and actions taken to remedy the complaint. All complaints will be responded to in written form within 7 business days. The log shall be retained for a minimum of five years and will be made available to Metro and DEQ personnel upon request.

ODOR PREVENTION PROCEDURES

The monitoring and management of all odors of any derivation shall be done by Qualified Operators on site. Procedures outlined in the load processing rules shall be followed to minimize odors from inbound product and ensure their speedy load-out. Typically odor problems will be associated with the leafy, grassy, compostable piles. On rare occasion a problem will be encountered from the wood-based pile. In either case, the malodorous material shall be immediately ground and transferred to the storage bins or transported offsite.

Odor complaints can be received by mail, phone, email or in person. Upon notification of a complaint, the appropriate Qualified Operator shall immediately determine the cause of the odor and deal with it according to the operating plan. Additionally, the person receiving the complaint will be courteous and responsive to the complainant to include notifying them of the cause of the odor and the steps being taken to remedy the problem. Finally, the person receiving the complaint will enter it, as well as a description of the action taken, into the complaint log. If staff is unable to quickly resolve the problem to the complainant's satisfaction, they are to immediately contact Metro and DEQ for advice and possible dispute resolution. Finally, staff is to send a copy of the Portland zoning rules for this location and this type of activity to the complainant with a note summarizing action taken and thanking them for their concern. All complaints will be placed into the complaint log with a record of actions taken and resolution. Items in this log will be maintained for a period of not less than five years.



NOISE PREVENTION PROCEDURES

Staff will make efforts to minimize noise emitted from the site. All equipment in use shall be properly muffled and in good working order. Additionally, all contractors on the site are required to have adequate muffling devices on machinery. Except for safety signal use, horns are not to be used. Courtesy toward and consideration of the neighbors is required.

At no time will operations exceed the noise level maximums established by the City of Portland for Heavy Industrial zoning and the time of day. Noise levels shall be measured at the property line in accordance with City of Portland Code. Should a noise complaint be received, the City of Portland Noise Control Office will be contacted and an appointment made whereby the operations that were occurring at the time of complaint can be replicated and measurements made. If those measurements show the facility out of compliance, changes in the operation will be made at the time of measurement to bring the facility into compliance and those changes will be made a part of the operating plan.

All noise complaints will be entered into the complaint log to include the nature of the complaint, date received, name, address, and telephone number of complainant, and subsequent actions taken by licensee in response to the complaint. This record will be made available upon request and retained for a minimum of five years.

VECTOR CONTROL

Bait stations will be placed and maintained inside and around the sorting building as well as next to the dock-high wall. No materials will be allowed to sit for significant periods of time that might allow for reproductive periods to occur. All weeds and grass are to be maintained and kept short or removed. Water will not be allowed to stand and harbor mosquito larvae.

LITTER CONTROL

Litter shall be removed from the street, public right of way, entrance, and exit on an ongoing basis and one employee each day will be assigned primarily to litter control and general site cleanliness. In windy conditions, all care will be taken to prevent blowing materials and additional persons will be assigned to litter control as necessary.



DUST CONTROL PROCEDURES

At no time will dust be allowed to leave the site. When necessary, driveways and materials will be watered to contain dust within the property boundaries.

At all times during grinding of wood or shingles, water spray will be applied to the machine. Prior to starting the grind the operator will look at the stockpile and through experience will be able to determine if it needs additional watering prior to being processed. Watering will be done either by permanently installed nozzles, a small fire-hose nozzle by hand, or by sprinkler. After watering, should the process produce dust then operations will be stopped and additional water will be added to the pile. Efforts will be made to mix any leafy or wet wood with the dry during operations in order to control dust. All truck loading will be done under roof with the exception of the occasional miscellaneous and hog fines clean up. If fugitive dust becomes a problem, activities will be suspended immediately and not resumed until conditions have been altered to correct the problem.

During summer months there will be one person designated to watering and sweeping the facility full time. At all other times of the year these responsibilities will be shared and addressed by all employees. Inner roadways and all points of exit to public roadways will be watered or swept regularly to eliminate dust build up on the property and prevent the tracking of dust and debris onto public roadways. Storage for watering will be accomplished through the installation of two stationary 500 gallon tanks and one 500 gallon mobile tank, located at appropriate areas of the site to allow for consistent watering of roadways, each with their own hose and nozzle.

The ground wood overheads will not be utilized without having the water spray system first in operation.

Loads containing melamine or dry saw dust may be rejected if it appears that 5 % or more of the load contains any combination of these two products.

If an activity creates dust and standard operating procedures do not eliminate the problem immediately, the activity will be ceased until conditions change to where it can be performed without affecting neighboring properties. If the problem cannot be corrected with conditional change, all decisions regarding the issue and its disposition will be made by Senior Management and all activity of that type will stop until they have determined that it is safe to proceed.

All dust complaints will be entered into the complaint log to include the nature of the complaint, date received, name, address, and telephone number of complainant, and subsequent actions taken by licensee in response to the complaint. This record will be made available upon request and retained for a minimum of five years.



PUTRESCIBLE WASTE, SPECIAL WASTE

All incidental Putrescible Waste discovered shall be placed into the 90-gallon rollcarts placed for that purpose. These carts are emptied as necessary by a collection service.

COVERED LOADS

A sign will be posted next to the scales encouraging customers to cover their loads.

CUSTOMER NOTIFICATIONS

All new customers are sent a list of unacceptable materials upon initial setup into the billing system. Should those materials be received at later dates, the dispatcher for that company will be notified by telephone. Repeat occurrences will result in letter communication and finally if necessary banning from the facility.

FIRE PREVENTION, PROTECTION, AND CONTROL MEASURES

The 500 gallon water wagon will be kept on site, full of water and gas at all times accessible. Should a problem or risk develop it will be moved as necessary. All faucets will be kept in operational order with hoses available at all times. Two additional 500 gallon water tanks are positioned on the property for dust control measures and can be used for fire suppression if needed. In the event of fire of any type or size, 911 will be dialed immediately and then efforts to use available heavy equipment, the water wagon and other methods will be employed to isolate and then extinguish the fire. Fire extinguishers will be maintained on all equipment.

The grinder operator will maintain a 30 minute fire watch after cessation of grinding activities. No heavy equipment shall be left unattended while parked upon a pile of material. No machinery will be left idling unattended.



ACWM PLAN

TRAINING

The facility owner, operations manager and shift managers, will be trained in the recognition of ACMW (friable and non-friable). These employees will be responsible for disseminating the information learned, on an ongoing basis, to all employees on the site with respect to recognition of asbestos containing materials. Each employee will receive at least one hour of training upon hire and at least one hour of training each six months. This training will be done either through "hands-on" examples or video and will concentrate on recognition of materials and loads which typically are at risk of asbestos content, as well as procedures for immediate isolation of loads and reporting to management. Additionally, asbestos awareness will periodically be the subject of monthly safety meetings.

ACWM is defined as any material containing more than 1% asbestos and is a prohibited material at Greenway Recycling and will not knowingly be accepted for any purpose. Should ACWM be found in a load prior to tipping, that load will be rejected by the employee who discovered it and the office will be immediately notified of the time, date, truck, and company who attempted the delivery and an entry will be made in the refused load log. The company will be contacted and made aware of company policy. Repeated attempts to deliver such materials will result in the company being denied tipping privileges. If the ACWM is discovered after tipping, the employee shall radio management and not allow any pushing of the load or other activity which would cause dust emissions or increase in the amount of contaminated materials. Management will determine whether or not the material is possibly ACWM. Loads suspected to contain ACWM will be isolated by warning tape saying "danger asbestos". A DEQ state certified asbestos abatement contractor from the approved list at www.deq.state.or.us/aq/asbestos/docs/F-contr.pdf will be contacted immediately and will make final determination of whether or not the load contains ACWM. If it is determined that the load contains ACWM, that state certified contractor will control and perform the removal process according to State requirements. Greenway employees will not participate in this process. All loads received at the facility are inspected upon tipping. Standard procedure is for an equipment operator to visually inspect the load prior to breaking it open with a wheel loader for further visual inspection. Remodel or demolition loads which are easily recognized due to their content will receive more than the usual "once over" look and will be further broken open than normal to allow for a more thorough visual inspection. Based upon previous training, the operator will determine whether or not the load appears to contain ACWM and will act accordingly.

If any load is suspected to contain ACWM the operator will remain nearby the load to make certain that it is not pushed or handled by another operator or otherwise affected so that either the load is disturbed or another load is placed upon it creating a larger problem. The operator will radio a supervisor who will assess the situation and make a final determination of whether or not the material possibly contains ACWM. Based upon the determination, the supervisor will either clear the load for handling and processing or direct that it be cordoned off for remediation by the asbestos contractor.



All built-up or flat roofing loads require a laboratory analysis report showing less than 1% ACWM prior to tipping. Protocol for asbestos testing tear-off roofing loads will be the same protocol used by Shingle Salvagers NW and previously approved by DEQ. Under no circumstances will this material be allowed to be mixed with any material processed for grinding or recycling.

GATE OPERATIONS

A sign will be posted at the scale informing drivers that ACWM is a prohibited material at the facility.

Determination of whether or not a load originated from a renovation or demolition project will be done by the operator in charge of tipping. This will be done by visual observation of the contents of the load. Loads from renovation and demolition jobs are quite different in character from other loads as they have high concentrations of used, painted drywall, wood or steel studs, insulation, old pipes, etc. If there is any concern about ACWM content the load will be rejected. If the driver volunteers a certificate proving the absence of asbestos the load will be accepted provided the operator is convinced that the certificate and load are genuine..

A Qualified Operator will be present during all dry waste tipping operations. That person will be responsible for identifying demolition based loads and will take particular attention to those loads. With all loads the operator will observe the load prior to tipping while it is still in the box. If the load is suspicious, the operator will stop the unloading process and climb on the box for a closer look prior to allowing its tipping. If the load is found to contain ACWM it will be refused and the delivery vehicle will be asked to leave the facility with the load intact. The office will be notified of the time, date, and truck number of the refused load so that a log of such loads can be kept. The delivery company will be notified of the refusal by telephone. Should ACWM be discovered after the load is tipped, the procedures described above will be used to remedy the situation.

No methods for inspecting the adequacy of packaging for friable ACWM are necessary as the facility does not, and will not, accept such materials.

MANAGEMENT PRACTICES FOR BAGGED/CONTAINED FRIABLE ACWM

There are no procedures for the off-loading of ACWM as the facility does not accept such materials.

There are no notification procedures for improperly packaged or uncovered ACWM loads as the facility does not accept such materials.

MANAGEMENT PRACTICES FOR UNBAGGED/UNCONTAINED FRIABLE ACWM



As described above, upon the discovery of ACWM the operator will stay with the material while radioing a supervisor. The operator will not allow machinery to touch the material and will not allow other loads to be tipped in the vicinity of the material. It is the responsibility of the supervisor to contact the abatement contractor for disposition of the load and to cordon off the area.

PROCEDURES FOR HANDLING MATERIALS IN THE EVENT OF AN OPERATIONAL SHUT DOWN OR INTERRUPTION

As the primary screening for ACWM materials is done upon receipt, the likelihood of its presence in a stockpile of material is small. All materials will be received in the upper building and will be inspected prior to placement on the conveyor which goes to the sorting line. Another inspection will be done as the material passes over the sorting conveyor. Because of the double inspection and the extent of the second inspection, the likelihood of ACWM in the residual or recycled material stockpiles is almost nil. With the exception of earthquakes or fire, operational interruptions will probably be limited to a mechanical failure of the sorting line. In such instance, the crew will move to the upper building and perform a floor sort of the recyclables. During this floor sort, the same procedures will be in place as on the sorting line and the double inspection will continue.

An operational shutdown is not anticipated except in the event of disaster. If such occurs, normal inspection and processing will occur as soon as buildings and the site are declared safe for entry. In the event that an operational shutdown occurs as the result of government intervention, it is typically the policy and desire of any government agency to allow the processing of material on site so as to not create an orphan site. As the owners of the company also own the site, it is in their best interest, in the event of a shutdown, to clear the property in order to maintain its value.

The procedures for handling and storing ACWM will remain the same in the event of an operational shut down or interruption.



CLOSURE PROTOCOL

In the event of a short-term cessation of operations (7 days to 30 days), management will contact all customers and advise them of the approximate time the closure will be in effect. The gates will be closed and a sign will be posted on the gates advising of Temporary Closure. All finished outbound material will be transported as soon as is feasible. DEQ and METRO will be advised of the nature of the problem, the proposed resolution and the approximate time of re-opening.

In the event of a long-term or permanent cessation of operations, management will immediately contact and meet with Metro as early as it is known that there is a significant market change which necessitates either a major shift in operations or closure of a product line or lines. As the result of meetings with Metro the best course of action possible will be decided which serves GreenWay Recycling, LLC, Metro, and the customer base. If at all possible, efforts will be made to secure alternative markets for the customers in order to not cause any significant disruption of their business.

Once a decision is made to cease operations, as much as practicable, receipt of materials from non-critical customers will stop immediately. All remaining product will be shipped on an expedited basis. Any non-merchantable product remaining at the end will be shipped to an appropriate facility for disposal. The site will be left clean and all bills will be paid in full. No further restoration other than site cleaning is necessary as the site is hard-surfaced.

FINANCIAL ASSURANCE

An irrevocable letter of credit in favor of Metro with a year-to-year term in the amount of \$25,000 will be kept on file and copied to Metro on an annual basis. The letter of credit will be for cleanup costs only should the facility close and the operator be unable to finalize operations.



Stephanie Rawson

From: Eric Wentland [greenericpdx@gmail.com]
Sent: Wednesday, December 16, 2015 9:25 AM
To: HOUGH Daniel
Cc: Terrell Garrett; Stephanie Rawson
Subject: Re: Greenway Recycling Operating Plan revision
Attachments: GWR mrf operating plan update 121415.pdf

See attached for a clean copy.

Eric Wentland

Greenway Recycling, LLC
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Portland OR 97210

website: www.recyclegreenway.com

mail: PO Box 4483, Portland OR 97208

email: greenericpdx@gmail.com

503.683.2755 office

503.890.4162 cell

"Recycle NOW... or the earth gets it !!!"

On Tue, Dec 15, 2015 at 7:34 PM, HOUGH Daniel <Hough.Daniel@deq.state.or.us> wrote:

Eric,

Thank you for submitting the attached updated facility operations plan for Greenway Recycling. DEQ can approve the proposed changes. For formal approval please submit another electronic copy of the plan sans markup. Thank you.



Daniel Hough
Solid Waste Compliance Assistance Specialist

DEQ
State of Oregon
Department of
Environmental
Quality

Oregon DEQ Northwest Region
700 NE Multnomah St., Suite 600
Portland, OR 97232

Hough.Daniel@deq.state.or.us
(503) 229-5478



Is it necessary to print this e-mail?

From: Eric Wentland [mailto:greenericpdx@gmail.com]
Sent: Monday, December 14, 2015 1:27 PM
To: HOUGH Daniel
Cc: Terrell Garrett; Stephanie Rawson
Subject: Greenway Recycling Operating Plan revision

Daniel,

Attached is a Draft Operating Plan revision that meets the criteria for METRO. I have also removed the sections that pertained to onsite grinding of shingles since we are not going to be doing that here.

Changes are in Green, please let me know as soon as possible if this will be OK with you and I will send you a clean version.

Thanks.

Eric Wentland

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