

# Talking... **TRASH**

The Newsletter of the SWANA Florida Sunshine Chapter

Summer 2013

Inside:  
Technical Articles  
Committee Updates  
Member News





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# Letter from the President

August 2013

## A Battle of the Ages

Our 2013 Summer Conference was a great success with over 150 attendees. Our thanks go to our sponsors and everyone who helped to make the conference such an enjoyable and productive event, particularly our Conference Committee Chair, Tammy Hayes, and our Chapter Administrator, Crystal Bruce. One of the responsibilities of the Chapter President is mediating. Surprisingly my skills were tested at our annual meeting when security had to be summoned for the battle over solid waste seniority. The winner was Karen Deeter, yes ID was double checked. Tim Hunt is still saying "It's me, it's me." However, Karen made it clear to all in attendance that she is seniority supreme.

I would like to congratulate Tammy Hayes, Deb Bush, Sam Levin, Keith Howard, Rick Stevens, and Bob Hyres for reelection to the board and welcome Michael Gordon to the board as a new Director. We look forward to everyone's contributions to the

Chapter and our industry. I want to thank Warren Smith for serving on the board for many years and for all his support and major contributions. Warren is retiring from the board and his contributions will be greatly missed.



Thank you to the membership for supporting the slate of officers and my reelection as your President. My goals will again be to continue to expand the membership services we offer and to put a major focus on engaging the newer, and younger members in the organization. The 21<sup>st</sup> century youth movement is on!

I hope you enjoy reading this issue of Talking Trash and as always your input is most welcome.

A handwritten signature in black ink, appearing to read "Mitch Kessler".

Mitch Kessler  
President, SWANA FL

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# Beach Recycling Program Acceptance and Growth

Written by Bill Embree, Pinellas County

In January 2005 Pinellas County Division of Solid Waste (DSW) received an Innovative Grant from the Florida Department of Environmental Protection to study the feasibility and acceptance for the implementation of a Gulf Beach recycling program. The pilot study team consisted of DSW, County Parks, and the cities of Redington Shores, St. Petersburg Beach and Treasure Island in addition to Kessler Consulting, Inc. The pilot study program was conducted for four months- March 1 through June 30, 2006. The objective of the pilot study was to determine which materials to target, the type of recycling container, where to place the container, method of material collection, signage, obtain user feedback, and assess the results.

The following results were determined at the conclusion of the pilot study:

**Target Materials:** The following materials were determined to be the primary target for recovery: aluminum cans, PET and HDPE plastic containers, glass containers. Newspapers and magazines were also targeted but limited recovery was observed.

**Recycling Containers:** Galvanized steel containers such as Canables and EcoPops were recommended compared to the containers that were tested.

**Container Placement:** User surveys determined that they would prefer the opportunity to recycling on the beach as opposed to the parking lot.

**Material Collection:** The study determined that a collaborative effort between parks staff and a private



collector would provide the most cost effective means of material collection.

**Signage:** The visibility of the signs and the bins was limited during the pilot study and a more visible system is needed to attract beach users.

**User Feedback:** A survey of beach users determined that 99% would utilize a recycling system if it were provided.

**Pilot Results:** Approximately 33% of the waste generated in the parking lots was diverted or recycled and 47% of the waste generated on the beach was diverted. The recovery rate of the targeted recyclable materials was 66% in the parking lots and 75% on the

beach.

The conclusion of the pilot study indicated that the program would be successful due to the significant diversion of the waste stream and high public acceptance.

The initial implementation of the program consisted of two phases with a total of 427 bins distributed. The initial program participants include: Gulfport, Indian Shores, Madeira Beach, St. Petersburg Beach, Sunset Beach, Tarpon Springs, Dunedin, North Redington Beach, Redington Beach, Redington Shores and Treasure Island. County parks and beach access sites include Sand Key and Fred Howard Parks, and beach accesses at Indian Rocks Beach, Madeira Beach, St. Pete Beach, Tiki Gardens and Treasure Island Beach. In addition, a large boat ramp park was also included.

The program continues to expand to parks in the County that may not include the beach areas. These parks include Honeymoon Island State Park, Heritage Village (outdoor museum), Weedon Isle Preserve and Sawgrass Lake Park. The ongoing expansion of the program will focus on all county parks and then transition to municipal parks. The program concept has application to other public areas such as boat ramps and golf courses.

The program has been received well by the public and enhances Pinellas County's image as an environmentally sustainable community.

# Innovative Leachate Conveyance System Underneath Landfill Cell Liner

Written by Rutuparna Joshi,  
Geosyntec Consultants

The Indian River County Landfill (IRCL) in Vero Beach, Florida, underwent a lateral and vertical expansion from June 2012 to February 2013. In order to maximize the available airspace at the landfill the expansion required an innovative approach to connect older lined areas to newer lined areas. The design included connection of the existing Segment 2 single liner system, constructed in 1987, to the double liner system of Cell 1 of the newly permitted Segment 3 expansion and thereby providing a continuous liner system between the two areas. In order to make this connection and replace the older leachate conveyance system (LCS), an innovative LCS was designed and constructed underneath the double liner system of Cell 1 to collect and convey leachate from the older Segment 2 single liner system. The LCS consisted of a lined leachate conveyance trench (LCT) with a 10-in. diameter leachate collection pipe in bedding gravel.

A 1000-ft long and 15-ft deep LCT was incrementally excavated in four phases. The excavation was challenging since the LCT was required to be situated at the toe of the slope of Segment 2 which consisted of approximately 100-ft high waste at an average slope of 4 horizontal to 1 vertical (4H:1V). Due to space constraints at the toe of Segment 2, the design of the LCT consisted of steep 1H:1V side slopes. Based on slope

stability analyses performed as part of the design, a segmental construction technique was adopted for the LCT, wherein 200-ft segments of the trench were excavated, lined, and backfilled at a time. Further, at several locations



*Geomembrane Liner Installation in LCT*

the bottom of the LCT was within the groundwater table elevation thus requiring extensive dewatering. In addition, due to the timeline of the contract, the LCT was excavated during peak rainy season making the construction even more challenging. Various techniques including construction of diversion berms, dewatering utilizing sock drains, and tarping the excavation were implemented during construction.

The LCT was lined with a composite liner consisting of a geosynthetic clay liner (GCL) overlain by a textured HDPE geomembrane. The LCT geomembrane was welded to the Segment 2 geomembrane along the length of the trench to provide continuous containment. A 10-in. diameter HDPE leachate collection pipe was installed within the LCT after removal of existing manholes and connections were made to the existing

12, 6-in. diameter PVC leachate collection pipes from Segment 2. Piping modifications were designed such that each of the three 6-in. diameter PVC pipes converging at one location in the old manholes were connected by using HDPE tees, elbows, reducers and pipe boots to the 10-in. leachate collection pipe. Pneumatic plugs were effectively utilized during piping modifications for the active leachate collection pipes of Segment 2. Careful monitoring was exercised during use of plugs to avoid build-up of leachate head within the Segment 2 landfill. The pipe within the LCT was connected to an existing manhole using prefabricated liner penetration box and electro-fusion welding techniques. Leachate from the manhole was then transferred via a gravity line to an existing pump/lift station.

Segment 3 - Cell 1 double liner system was constructed on top of the backfilled LCT and Cell 1 has started accepting waste since April 2013. Design and construction of the LCT underneath cell liner system for lateral expansion was innovative and allowed piggybacking of waste on the slopes of Segment 2. Without this innovative LCS, Segment 3 lateral expansion would have been separated from Segment 2 and thereby lost some much needed airspace. Since construction, the LCS has been working effectively.

# Hillsborough County Rolls Out Automated Carts

Written by Don Ross, Kessler Consulting Inc.

KCI is currently assisting with the largest rollout of automated garbage and recycling carts in the nation this year in Hillsborough County, Florida. The County is shifting a quarter-million households from manual collection to a 500,000-cart, fully-automated, RFID-enabled, garbage and single-stream recycling collection program. Countywide collection is scheduled to begin Sept. 30, 2013.

Hillsborough County was challenged with how to improve its program without burdening stakeholders. They needed to meet a demand to reduce costs and increase revenues, while at the same time, limit the impact on its franchisees that would be required to convert to alternative fueled vehicles.

The County's old agreement had residential haulers retaining the value of curbside recyclables and collecting in one of three service zones. The County decided to have two separate procurements, one for recycling processing and the other for garbage and recycling collection.

The collection bid revised the existing three service zones to five service districts in an effort to increase competition among haulers. The changes allow the County to receive a more accurate value for recyclables and to know the true cost of garbage and recycling collection, and as a result of these new competitive



opportunities collection rates significantly decreased.

The collection bid also included a provision aimed at achieving the County's desire to be energy conscious, while protecting its air quality. That provision holds that a hauler's front-line vehicles must be hybrids or powered with alternative fuels in order for the hauler to be eligible for a three-year extension

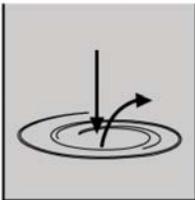
after year seven of the contract. The requirement was not imposed on day one in order to give haulers the opportunity to use existing equipment and to avoid a financial burden that might have pushed up costs for the County.

The County plans to utilize the RFID data to not only track and manage 500,000 roll carts, representing approximately \$25 million in non-mobile assets, but to also assist with customer service delivery. Every residential or commercial pickup that occurs will be visible to the County through the franchise haulers' system, allowing County staff to visualize collection routes, verify that pickups are occurring as scheduled, and to track the movement of waste from collection to disposal or processing.

The County accomplished its goals with a creative approach to procuring both collection and single-stream processing services. The effort reduced contracted collection costs by \$12 million per year compared to the previous year, while increasing processing revenues to the County by an estimated \$1 million, annually.

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# Modernizing Waste Management Systems in Canada

*Written by Ken Kelly, CMA, Eastern Waste Management*

Eastern Waste Management (EWM) is the regional service board responsible for modernizing the waste management system for the 163 communities in the Eastern Region, and closure of 42 landfills in the Province of Newfoundland and Labrador, Canada.

The region is a large geographic area with 60% of the population concentrated within 100 kms (62 miles) of the single regional landfill. Service to rural communities outside of that area with one way travel distances over 195km

or 120 miles made transportation of light, bulky materials an issue - traditional transfer stations were not a feasible option. In order to cost effectively provide rural residents with disposal options for bulk items EWM has taken a “minimalist” approach, successfully implementing a system of low capital cost Waste Recovery Facilities (WRF) staffed by one part time resource. The WRF is constructed of earth berms with an aggregate driving surface, and minimal infrastructure for waste separation/delineation.

While capital construction costs

have been contained, the operational costs were heavily impacted by the cost of loading and transport of this low density bulk material. Initially EWM contracted resources and equipment for loading and removal to test different approaches – industry responded with excavators, backhoes, dump trucks and compactor trucks. This was not a long term solution.

Nexgen Municipal Inc. of



Burlington, Ontario responded by developing a completely self contained system that combined a highway tractor equipped with high speed Epsilon grapple crane for loading of the bulk items, and integrating it with its specialized compaction trailer. This unique combination provided the capacity to load over 20 tons in less than 3.5 hours using a self contained, single unit, single operator, highway legal package. The unit is capable of payloads of 36 tons but is limited by provincial regulations. This system has achieved 40% to 60% savings compared to the contracted operations.

This equipment can also work for higher volume sites utilizing proposed Haul-All Transtor modular transfer units and eliminate the grapple for loading.

Set up at each site is typically done in less than 5 minutes by dropping two stabilizer legs and turning on the auxiliary engine in the packing trailer. Loading efficiency is achieved by using a high speed

Epsilon crane with large orange peel grapple. The full ejection ram trailer is radio controlled from the operator cab and features a fully adjustable autopacking feature to maximize payloads and minimize loading time. Ejection of a

full load takes about 4 minutes.

Operator safety is assured by the all weather cab with heating and air conditioning, allowing the system to work in any weather condition including the heavy rain and snow conditions found in Newfoundland. The Epsilon rising cab system provides the operators with excellent visibility to their surroundings, as well as into the loading hopper to manage the entire process in a simple, seamless operation.

# Solar Energy Harvesting at Closed Landfills

Written by Berrin Tansel, Ph.D., P.E. and Sharon Surita, Civil and Environmental Engineering Department, Florida International University

Increase in demand for renewable energy has created a challenge for finding suitable sites for solar energy harvesting. Closed landfills can be potential sites for solar energy harvesting



as these sites are often developed for passive uses such as open parks due to routine maintenance needs after closure for managing site settlement, as well as gas and leachate management. Placement of panels on side slopes (especially south facing slopes at higher altitudes in the northern hemisphere), can achieve higher solar radiation but requires stronger foundation support as well as need for erosion and storm water control provisions.

Site preparation for installation of solar panels at closed landfill sites may include site clearing (i.e., trees, brush, and overgrowth removal) for placement of photovoltaic (PV) system; grading and filling with the top soil to provide a uniform cap depth;

compaction of top soil to provide a solid base to support solar array foundations. In general, flat surfaces are preferred for installing heavy panels (i.e., crystalline cells) to maximize the energy production because of their ability to support heavy structures and reasonable foundation requirements in comparison to sloped surfaces. Wind loads increase the stress on the supporting structures by adding weight onto the solar panels and its components.

Research sponsored by Hinkley Center showed that the preferred directions on side slopes would be south and west directions in Florida. The flat surfaces (i.e., top of landfill)

would yield approximately the same amount of energy as the side slopes facing west. Depending on the available area, energy savings can be significant. Although the initial costs can be high, the project can become feasible with the increasing energy costs over time. The southern United States has excellent potential for installation of solar energy harvesting systems. Development or reuse of closed landfills for installing renewable energy resources (e.g., wind or solar) for electricity production is a sustainable practice which allows reutilization of closed landfill sites for renewable energy generation.

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Offices Throughout Florida  
Pictured: Resource Recovery Facility, Lee County, FL

# City of Tallahassee - Collection Transition

*Written by Paul Hurst, Recycle Coordinator, City of Tallahassee*

The City of Tallahassee Solid Waste Services recently completed a service transition with very favorable results. The previous system had City personnel and equipment providing weekly residential garbage collection



and twice monthly yard debris and bulky trash collection on the south side of the city, and a contractor providing the same services on the north half of the city.

City yard debris and bulky trash collection crews are fully mechanized, with each crew consisting of a rear steer grapple and 3 dump body trucks. The City's system uses three collection trucks so that clean yard debris can be segregated from mixed yard debris and bulky trash. The City's system worked very well, but was only being used on the southern half of the city.

Both the City and the contractor deliver clean yard debris to a County facility for grinding into mulch which gets beneficially reused. Bulky trash collected by the City is taken to a class III recycling facility where approximately 70% of the material is recovered for recycling. In contrast, the contractor used traditional rear

load garbage trucks to collect yard debris and bulky trash. This method was time and labor intensive and yielded much less material recovered for recycling. Bulky trash was collected and delivered to a transfer station for landfill disposal as waste. Mixed yard debris (bagged) frequently ended up being delivered to the same transfer station for landfill disposal. Clean yard debris was delivered for processing for beneficial reuse as mentioned above.

Using multiple collection trucks on routes to sort yard debris

from bulky trash minimizes waste disposal tipping fees and maximizes the volume of material diverted away from landfill disposal to a recycle recovery facility. This diversion of waste helps extend the life of existing landfills and supports green jobs in the community.

The current tipping fee price list below illustrates the savings potential created by sorting material during collection and delivering it to the least costly option available:

- \$41.80/ton for delivery to the transfer station for disposal in a class I landfill. \$39.00/ton for delivery to a class III recycling facility for processing for recovery
- \$37.00/ton for delivery of mixed yard debris (with bagged materials for debagging)
- \$27.00/ton for delivery of clean yard debris ready for grinding

From October 2011 through March 2012 a total of 9,406 tons of yard debris and residential bulky trash was delivered for recycle processing. From October 2012 through March 2013, after the collection transition was fully implemented, 14,879 tons of yard debris and bulky trash was delivered for recycle processing. This represents an increase of approximate 58% in the amount of yard debris and bulky trash material that was diverted from a landfill and instead sent for recycle recovery.

# Food Scraps Recycling - An Emerging Trend

*Written by Marc J. Rogoff, Ph.D. and Bruce J. Clark, P.E., SCS Engineers*

The organic fraction of the municipal waste stream, which includes food scraps, yard waste, wood waste, and mixed paper, is about 30 to 40 percent by weight. As such, many communities in Florida have been evaluating options to handle organics beyond the traditional approach of just supplying information about the benefits of backyard composting.

According to a 2013 BioCycle survey in the United States, there are more than 214 source-separated organics collection programs in operation, up from only 20 programs in 2005. Recently, two northeastern states, Connecticut and Vermont, enacted legislation requiring large generators of food waste to transport their materials to a processing facility if one is located within 20 miles. We expect this regulatory trend to become the norm, in time, rather than the exception.

Investigations, demonstrations, and pilot organics processing programs for organics have literally exploded across North America in just a few short years as communities or agencies attempt to respond to ever-increasing higher recycling goals imposed by state or provincial agencies. The solid waste trade press appear to contain news reports literally everyday announcing the development of a new composting project. Yet, the facts of the matter are that a coordinated organics infrastructure is almost nonexistent in the United States at the current time. There is also a deficit of cost information to enable communities to evaluate whether or not certain organics processing technologies make economic sense. Development of successful operating facilities will take a lot of hard work, a tremendous amount of due

diligence on part of local solid waste professionals, and, of course, public and private investment capital and partnerships.

## **Can Organics Recycling Make Sense for a Small Community?**

While much has been written about organics initiatives being implemented for large municipalities like San Francisco or Toronto, small communities are oftentimes left out of this discussion. A recent organics feasibility study undertaken for the community of less than 1,000 illustrates the types of problems most small communities face when evaluating the issue of what to do with organics in their waste stream.

Over the past year, a Citizens Recycling Committee appointed by one of our clients conducted a solid waste and recycling study to evaluate both short and long-term options to expand recycling and composting options and help reduce the operations of its municipal incinerator. In April, they adopted a "zero waste" plan, mandating the development of recycling facilities and waste reduction goals, including the development of enhanced municipal ordinances to require the use of compostable materials for its vibrant restaurants, entertainment, and hotel trade.

While further feasibility work needs to be conducted before they move forward, it is anticipated in its Plan that it will establish a pilot program to include restaurants and possibly some residences. For example, plastic covered bins, specifically made for holding food wastes, will be provided to the pilot program customers. Customers will be expected to sort out any non-food waste items before putting the food waste in the bin. The bin would be typically left inside the store near the rear delivery door. Food bins will be picked up at restaurants by a collection truck on a daily basis. Residential pilot customers will be collected from the curb once per week. The food

containers will be put on pallets in the collection truck and delivered to the wastewater treatment plant building.

The expectation is that the community will implement an in-vessel composting unit that can process food waste, dewatered biosolids and green waste. The unit would consist of a horizontal, frame mounted cylinder, which slowly rotates. Ground up wastes would be fed automatically into the front-end of the unit along with continuous air from a small blower fan. The mixture is turned in the drum for several hours each day, decomposing rapidly into rough texture compost in about 4 days. Inside the drum the wastes reach a temperature of at least 131 degrees Fahrenheit over the 4 days, adequate for sterilizing the compost and meeting U.S. EPA rules for public distribution and contact. The mixture would be discharged from the drum and onto a small stacking conveyor where it is piled up for final curing.

## **Can Anaerobic Digestion Make Economic Sense?**

While there is a great deal of interest in considering the use of anaerobic digester technology, the basic question is whether or not these European technologies will prove economically feasible for many U.S. conditions. Further, there is limited operating and financial information to enable most communities to make a final decision to implement such a project.

With those thoughts in mind, one community has engaged SCS Engineers to develop comprehensive pro forma cost analysis to model capital and ongoing operating costs associated with implementing an anaerobic digester plant to process and treat a source-separated organics waste stream at its landfill. The desired use of the model is as a preliminary strategic planning tool for purposes of evaluating the financial efficacy of this project.

Costing and revenue variables to be evaluated as part of the pro forma model include:

(Food Scaps Continued)

- Initial project planning, design, and permitting;
- Site engineering and construction, including digester plant components, site development work, license, and installation;
- Operations, including training, maintenance, equipment, staffing, waste stream tonnage, waste stream composition, production rates, and design life; and
- Financial considerations, including production values, tipping fees, cost of living and inflationary adjustments, and debt structuring.

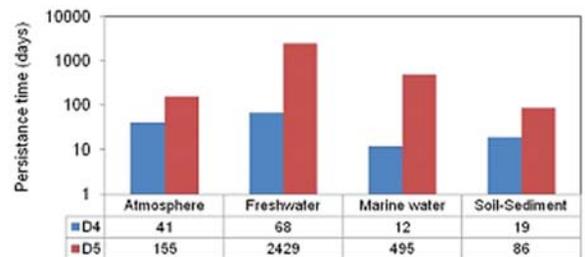
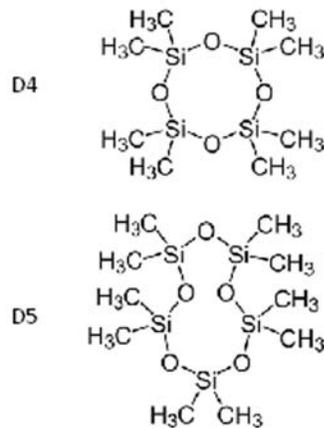
SCS Engineers' analysis will also evaluate marketability of various end-use products (including electricity from biogas combustion, combined heat and power, clean-up of biogas to compressed natural gas quality, and high quality compost). Model outputs will include cash flow, revenue, and profit/loss projections, as well as requisite tipping fees to achieve desired financial outcomes. Further, an evaluation will be made of anticipated market opportunities, and operational/functional challenges associated with implementing this technology.

## Siloxanes in MSW: Quantities in Waste Components, Release Mechanisms during Waste Decomposition and Fate in the Environment

Written by Berrin Tansel, Ph.D., P.E. and Sharon Surita, Civil and Environmental Engineering Department, Florida International University

Use of siloxanes in consumer products (i.e., fabrics, paper, concrete, wood, adhesive surfaces) have significantly increased in recent years due to their excellent water repelling and antimicrobial characteristics. Siloxanes can be in linear configuration, cyclic form, or tetrahedral formation with organic groups. Some widely used cyclosiloxanes are hexamethylcyclotrisiloxane (D3), octamethylcyclotetrasiloxane (D4), decamethylcyclopentasiloxane (D5), and dodecamethylcyclohexasiloxane (D6). Cyclosiloxanes are typically formed during depolymerization or reversion reactions.

Air samples collected near land-



fills and wastewater facilities show that siloxanes are released to the environment and transported with wind currents. Siloxanes contain silicon atoms attached to an organic backbone; hence, they are converted to silicates (SiO<sub>2</sub> or SiO<sub>3</sub>) during combustion. Some waste to energy (WTE) facilities have installed gas treatment processes (e.g., carbon adsorption, silica gel adsorption) for removing siloxanes to reduce deposit formation in engine parts during combustion. However, the addition of gas treatment systems increases the energy recovery costs from LFG. Research sponsored by Hinkley Center showed that in multimedia environments, cyclic volatile methyl-siloxanes readily partition to the atmosphere due to low water solubility and high vapor pressures.

# Container Asset Recovery Tracking System

*Written by Jody Kirkendall, City of Kissimmee*

The City of Kissimmee now uses C.A.R.T.S., Container Asset Recovery Tracking System, made by Rehrig Pacific. This customizable web based software is used to keep track of inventory, place work orders in the office, complete paperless work orders in the field and maintain a log of all container information. This system has proved to be very efficient, accurate and cost competitive. Basically, C.A.R.T.S. is a web based program that utilizes handheld scanners to keep track of all the containers we have, regardless of container type or manufacturer. As new customers request new containers or repairs for existing containers, a simple scan will keep track of all the information you will need. The days of typing in long serial numbers and manually performing, closing or losing work orders are long gone.

The City of Kissimmee started using the C.A.R.T.S. software after our initial rollout of single stream containers to all of our residents. We have since adapted the technology to use for all existing containers (trash and yard waste) in the field and for all work orders and inventory control. The process initially starts when a new customer needs containers or a repair is needed for an existing container. Each work order is entered directly into the system from the city's

web portal and all easily managed and entered by a code system using drop down menus. Everything is customizable in the program based on the city's specific needs from delivering new containers to broken lids or wheels to full replacement. The



information from the web portal is downloaded to the handheld scanner. The operator carries the handheld scanner with him to the address and a list of all the work orders is displayed on the handheld scanner. The operator drops the corresponding container type and size or makes the necessary repair. The containers are then scanned and safeguards ensure the right type and size of container is delivered according to the request entered by the city. The operator follows the easy to use on screen instructions

and the work order is closed and the inventory is updated automatically in the system. The barcode on each container ensures that only the specific asset that is meant to be scanned is associated to the household address. The information is now entered into C.A.R.T.S. There is no room for things to get lost or misplaced because all of the data is in the scanner and transmitted back to secure servers in the C.A.R.T.S. portal.

C.A.R.T.S. has very much improved how we handle our container system and it has allowed us to create a more efficient operation. The ability to simply scan in all of the containers and complete work orders on a portable scanning device helps us to keep track of our inventory and leads to fewer mistakes. Another advantage to the system is the ability to make full reports on all of the activities for not only work orders but also inventory by item type and status. At any time, a current report can be made from the web portal and exported in a variety of formats. For example, by the end of the day a report can be brought up in the C.A.R.T.S. program that will show a full list of every repair, container placement and completed or uncompleted work order. It has definitely become an asset to the City of Kissimmee.

## Committee Updates

### Congratulations to the 2013 Chapter Road-E-O Winners

#### **HEAVY EQUIPMENT OPERATORS**

##### FRONT END LOADER

- 1st - Mark Grove, Brevard County
- 2nd - Bobby Jones,  
Advanced Disposal Services
- 3rd - Bill Short, Putnam County

##### DOZER

- 1st – Jamie Hoffman,  
City of Lakeland (Top Gun)
- 2nd – Bill Cummings, Brevard County
- 3rd – Steve Dutton, Escambia County

##### COMPACTOR

- 1st – Joseph Hoffman, Brevard County
- 2nd – Ivan Santiago,  
Advanced Disposal Services
- 3rd – Gary Gunn, Escambia County

#### **TRUCK DRIVERS**

##### REAR LOADER

- 1st – James Deluca, City of Clearwater
- 2nd – Eric Pasco, City of Tampa
- 3rd – Wes Carter, City of Largo

##### SIDE LOADER

- 1st – Tim Jones,  
City of Clearwater (Top Gun)
- 2nd – Justin Woods,  
City of Kissimmee
- 3rd – Mike Kowalke, City of Largo

##### FRONT LOADER

- 1st – Steve Berenguer,  
City of Clearwater
- 2nd – Doug Hunt, City of Largo
- 3rd – Charles King, City of Clearwater

##### ROLL OFF

- 1st – Bill Krimmel,  
Advanced Disposal Services
- 2nd – Shauwn Clark, City of Largo
- 3rd – James Herberson,  
City of Clearwater

##### TRACTOR TRAILER

- 1st – Jason Slaughter,  
City of Clearwater
- 2nd – Arnie Retzer,  
City of Clearwater
- 3rd – John Salvaggio,  
Hillsborough

##### GRAPPLE

- 1st – John Garakop,  
City of Clearwater
- 2nd – Randy Higgins,  
City of Clearwater
- 3rd – Jamie Hayes, City of Largo

##### MECHANICS

- 1st – Dennis Rigby,  
Escambia County (Top Gun)
- 2nd – Charles Shuman,  
City of Clearwater
- 3rd – Robert Orner,  
City of Clearwater

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# Wasn't the Food Good?

*Written by Tammy Hayes,  
Conference Chair*

If you joined us at the Hyatt Regency in Sarasota at the end of July for our annual Summer Conference, you probably asked or answered that question. One of the reasons for this is that their chefs select ingredients from local, sustainable, and organic producers, partnering with farmers and farms who share their view of quality as well as their responsibility to the environment, community, and customers. In case you're wondering, here are some of their producers:

- 3 Boys Farm - Ruskin
- Cahaba Club Farm - Odessa
- King Family Farm - Bradenton
- Niman Ranch
- Clean Fish

Once again, this year's conference began with a Board Meeting on Sunday afternoon during which the election results were approved: Keith Howard, Rick Stevens, Bob Hyres, Michael Gordon, and the current slate of officers all begin new 2013-15 terms. The Board also awarded scholarships to Mariah Cardona,

Daniel Banks, and Nicholas Arena – congratulations! During the annual business meeting on Monday, a Professional Achievement Award was given to Lindsey Sampson, and the City of Kissimmee was awarded for hosting a successful state Road-E-O. Warren Smith was recognized at both the Board and annual meetings for his long-standing service to the Florida Chapter and the solid waste industry, and wished a very happy retirement. Speaking of winners, the Hinkley Center held a drawing at the close of the trade show for everyone who submitted research ideas – Emory Smith (Lee County) and Matt Poore (Progressive Environmental Services) won a \$50 Lowe's gift card and an iPad mini, respectively, so it definitely pays to participate.

Chapter President Mitch Kessler opened the floor to comments and suggestions during the business meeting. In light of the fact that the chapter is in such good fiscal shape, input was requested from the members about how to best spend the money we have raised. This was a great discussion that will be continued. If you could not attend this meeting and have some ideas, please send them to [info@swana.org](mailto:info@swana.org).

Attendance at this conference was great, easily exceeding last year's numbers. An opening reception, breakfasts, lunch, and breaks were all held in the exhibit hall, and some good technical sessions on a variety of topics were presented throughout the day on Monday and again on Tuesday morning. We had a delicious dinner at the hotel's Boat House Monday evening with some steel drum music and a number of door prizes. A technical tour of Sarasota County's solid waste facilities and a golf tournament, both on Tuesday afternoon, concluded the festivities. Once again, thanks to all of our exhibitors and sponsors!

Based on some feedback we received during this conference, we will be sending a survey to find out when and where you would like future conferences to be held. Be sure to look for this and respond to the survey. This organization is YOURS and we want to serve you, our members, in the best way possible. Our next event will be our joint conference in January in the Orlando area. Check our website [www.swanafl.org](http://www.swanafl.org) for additional information in the near future.



*Chapter President Mitch Kessler recognizes Warren Smith for his contributions to the chapter and industry.*



*Chapter President Mitch Kessler presents Lindsey Sampson with a Professional Achievement Award.*

## Member News

### Deans receives Lifetime Achievement Award during Central Florida Engineers' Week

David Deans, Atkins vice president, received the Lifetime Achievement in Engineering Award during the 2013 Central Florida Engineers' Week. Nominated by the American Society of Civil Engineers (ASCE) East Central Florida Branch, Dave was honored for more than 40 years of service and contributions to the engineering profession. He accepted the award at the Central Florida Engineers' Week annual banquet, which was held at the Orlando Wyndham Resort on Saturday, February 23, 2013.

"I was truly honored to be chosen," says Dave. "Receiving this award was especially meaningful because it was presented to me by a 'young' man I hired over 20 years ago while he was still in school pursuing his Ph.D."

Currently Atkins' waste management practice leader in the company's Orlando office, Dave has lived and worked in central Florida since 1980. His long career has focused on advancing the technology and engineering practice of solid waste management. He has been a significant leader in helping central Florida communities comply with new solid waste regulations and assisting them with their solid waste management needs.

"Since designing one of the state's very first top liner and landfill gas venting systems in the early 1980s, Dave has conducted hundreds of projects related to landfill siting, permitting, design, closure, and end use in Florida," says Ernesto Aguilar, PE, Atkins national business sector manager. "He has also contributed countless hours over many years to serving as a technical advisor, expert witness,

volunteer, and even instructor."

Dave is a licensed engineer in Florida, board certified environmental engineer, and certified landfill technical associate. He has been a member of ASCE since his college days, when he served as division president of the Northeastern University Student Chapter while earning a bachelor's degree in civil engineering. He joined the ASCE East Central Florida Branch in 1980; in 2012, he achieved ASCE Life Member status.

He is also an active member of the Florida Engineering Society (FES) and Solid Waste Association of North America (SWANA).

### Hinkley Center Research

Kicking off another research year is so exciting!!! The Hinkley Cen-

ter for Solid and Hazardous Waste Management has just completed the annual research selection process and grant awards are underway. From leachate clogging issues to occupational and environmental safety risks, the Hinkley Center-funded researchers will be taking a closer look at issues that are important to our industry, and looking for solutions that are practical and affordable. A list of current and past research can always be found on the Hinkley Center's web page (<http://www.hinkleycenter.org>).

Many of the suggestions for research projects come from the Florida SWANA membership. It's time to do it again! The Hinkley Center is asking for your input for research ideas. You can submit your ideas online at <http://www.hinkleycenter.com> and click on research suggestions.


<b>August – December 2013</b>
<b>Solid Waste Operator &amp; Spotter Training</b>
<b>Initial Training</b>
<b>Landfill Operator</b> Nov. 20-22, 2013   Gainesville
<b>Transfer Station/MRF Operator</b> (Sat.-Sun.) Aug. 24-25, 2013   Tampa Sep. 18-19, 2013   Jacksonville Oct. 29-30, 2013   Gainesville Dec. 4-5, 2013   Tampa
<b>Spotter</b> On Day 1 of any of the dates above
<b>Refresher Training</b>
Oct. 8-9, 2013   St. Petersburg/Clearwater Oct. 29-30, 2013   Gainesville Nov. 20-21, 2013   Gainesville
Onsite Training Available
<i>Check your training expiration/anniversary date for hours needed - <a href="http://landfill.treeo.ufl.edu">http://landfill.treeo.ufl.edu</a></i>
<a href="http://www.treeo.ufl.edu">www.treeo.ufl.edu</a> • <a href="mailto:train@treeo.ufl.edu">train@treeo.ufl.edu</a> 352/392-9570x227

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