

Council Communication

November 4, 2014, Business Meeting

Approval of a Special Contractor List for Sludge Hauling to the City of Medford Water Reclamation Facility

FROM:

David Gies, Wastewater & Water Reuse Supervisor, Public Works, giesd@ashland.or.us

SUMMARY

One of two centrifuge systems at the wastewater treatment plant will soon be offline for maintenance. If the remaining, single operating centrifuge in the dewatering system fails while the other is offline, a means of transporting the liquid sludge away from the plant will be necessary. Staff is requesting authorization to establish a list of trucking contractors equipped to haul liquid sludge in the event of an emergency.

BACKGROUND AND POLICY IMPLICATIONS:

The wastewater treatment plant is conducting maintenance on the dewatering system. While maintenance occurs, one of the two centrifuge systems will be offline for several weeks. If in the unlikely event the second centrifuge fails while first one is down for maintenance, a backup plan has been developed to deal with the liquid sludge. This backup plan includes using contract haulers to truck the liquid sludge to the Medford facility.

These contractors would only be used if a sludge dewatering equipment failure causes shut down of a treatment process that turns liquid sludge into twenty percent solids. Dewatered solids are currently hauled to the Dry Creek Landfill in City dump trucks. The City does not own the equipment required to haul liquid sludge, so hiring a contractor is the most viable option.

An Intergovernmental Agreement with the City of Medford was previously approved by Council on June 17, 2014 (<http://ashland.or.us/Agendas.asp?Display=Minutes&AMID=5711>). The City of Medford agreed to accept sludge from the WWTP and the list of sludge haulers in table 1, would be utilized to haul sludge to the Medford reclamation facility in the case of equipment failure. The treatment plant currently has the ability to store up to 100,000 gallons of liquids during an emergency; however, exceeding that amount without disposing of approximately 30,000 gallons of sludge daily would severely impact the City's ability to operate within the limits of its WWTP National Pollutant Discharge Elimination System (NPDES) permit.

WWTP plant staffs are currently working on installing the equipment necessary to facilitate pumping sludge into the receiving liquid sludge hauling vehicles.

FISCAL IMPLICATIONS:

The City of Ashland's WWTP does not currently have appropriated money in the budget should this emergency occur. Wastewater contingency fund monies might be required if an emergency occurs.



There is currently \$440,000 in contingency in the wastewater fund. It is estimated that all four companies would need to be utilized in order to haul sludge in the case of emergency equipment failure. No individual company has the ability or resources to haul all the sludge required per day. The estimated cost to haul sludge per day is listed in Table 1.

Table 1.

Company	Price per Gallon	Vehicle #1 Capacity (Gallon)	Vehicle #2 Capacity (Gallons)	Vehicle #3 Capacity (Gallons)	Total Capacity (Gallons)	Loads per day per carrier	Cost per carrier per day
Drain Pros	\$0.12	2,500			2,500	2	\$600.00
Sweet Water Sanitation	\$0.15	3,000	2,000	1,500	6,500	6	\$1,950.00
AAA Advanced Septic Tank	\$0.19	2,050			2,050	2	\$779.00
A-Affordable Royal Flush	\$0.20	3,300	3,300		6,600	4	\$2,640.00
TOTALS					15,150	14	\$5,969.00

STAFF RECOMMENDATION AND REQUESTED ACTION:

Staff recommends that Council approve the special sludge hauler list with an estimated cost of \$5,969.00 per day to haul liquid sludge to Medford’s water reclamation facility. This price may vary depending on the availability of various trucks from each company. Table 1 lists the estimated cost if all four companies were utilized and all trucks hauled two loads of sludge per day to the Medford Reclamation Facility.

SUGGESTED MOTION:

I move to approve the special sludge hauler list in the estimated amount of \$5,969.00 per day as required to operate within permit guidelines during an unexpected emergency equipment failure.

ATTACHMENTS:

None

