SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

Miami-Dade Transit
Northeast Bus Maintenance Facility

360 NE 185th Street
Unincorporated Miami-Dade County, Florida 33179

MIAMI-DADE COUNTY

Work Order #010-D03/01-CEI

CEI Project No. 70238

May 2010

CHEROKEE ENTERPRISES, INC.

SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN

NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th Street
Unincorporated Miami-Dade County, Florida 33179

Prepared for:

Miami-Dade Transit
701 NW 1st Court, 15th Floor
Miami, Florida 33136

May 2010

Inspected and Reported by:

Adam Wosneski, P.E.
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Signature: Adam D. Wosneski

Date: 5/19/2010

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Christine Franklin, P.E.
President

Signature: CFWIS

Date: 5/19/2010

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Executive Summary

This Spill Prevention, Control and Countermeasures (SPCC) Plan was developed in accordance with the requirements of Code of Federal Regulations (CFR), Title 40, Part 112 (SPCC Rule). Miami-Dade Transit (MDT) retained Cherokee Enterprises, Inc. (CEI) to prepare this SPCC Plan for the Northeast Bus Maintenance Facility (Northeast) located at 360 NE 185th Street, unincorporated Miami-Dade County, Florida, 33179. Methodologies used for the Plan's development included: researching applicable federal, state, and local regulations; conducting a facility inspection to determine oil discharge potential, impact, and possible receptors; and, developing site-specific spill prevention and response actions.

Developing this SPCC Plan does not ensure regulatory compliance, nor does it relieve MDT of responsibilities to implement it. Successful implementation of this Plan is contingent upon specific managerial requirements, including: periodic SPCC Plan review and revision; maintaining adequate spill prevention controls; effective employee training regimens for petroleum handling; and, maintaining a thorough testing and inspection program of all petroleum handling equipment. Actions required to implement this SPCC Plan are summarized in **Table 1**, below.

Table 1 – SPCC Implementation

Frequency	Action	SPCC Reference
Daily	Housekeeping Best Management Practices (BMPs)	Page 3-8
Monthly	Monthly inspection, plus additional items	Page 3-9, Appendix D
Annually	Annual inspection, plus additional items	Page 3-9, Appendix D
Annually / upon employment	Training	Page 3-10, 3-11
During Transfer Operations	Oil Transfer BMPs	Page 3-7
Every 5 years / amendments	Review SPCC Plan	Page 1-8, Appendix A
Emergency Response	Spill Cleanup and Notification	Inside cover, Pages 4-1 – 4-5, Appendix B, Appendix C

Based on the methodologies used and Plan components listed above, this SPCC Plan is adequate for Northeast and satisfies the principal objectives of the SPCC Rule of preventing oil discharges to the environment and responding to oil discharges so navigable waters of the United States are not impacted.

Section 1.0

Plan Administration

1.1 Plan Overview and Purpose

This Spill Prevention, Control, and Countermeasure (SPCC) Plan conforms to the requirements of Code of Federal Regulations (CFR) Title 40, Part 112. Miami-Dade Transit (MDT) has determined that this rule applies to the Northeast Bus Maintenance Facility (Northeast), and has implemented this Plan in advance of the required date for compliance with the provisions of the SPCC Rule, November 10th, 2010. A summary of the Federal rule and administrative compliance measures are included in Section 1 (Plan Administration). A cross-reference for compliance with the entire rule is included on the next page.

The objective of the SPCC Rule is twofold:

1. Prevent discharges of oil to the environment, and
2. Provide response so that oil does not reach navigable waters of the United States (U.S.).

Preparation of this SPCC Plan included an analysis of site conditions, operations, discharge potential, and impact to understand of the engineering controls, administrative procedures, and facility operation procedures necessary to comply with the rule. Thus, this Plan serves as a reference manual and documents the operational activities that should be employed to ensure ongoing compliance. In addition to Plan Administration, this Plan is organized as follows:

- Section 2: Site Evaluation details various key facility operations, the potential for petroleum discharges resulting from key processes, and the prediction of flow and impacts stemming from such discharges.
- Section 3: Spill Prevention describes various engineering and administrative controls to prevent petroleum spills, and specific regulatory requirements for spill prevention.
- Section 4: Spill Response describes specific administrative procedures and response actions to be undertaken in the event of an oil spill.

In addition, MDT has determined that Northeast does not meet the substantial harm criteria[1] of Code of Federal Regulations (CFR), Title 40, Part 112.20(f)(1) and is therefore not required to implement a Facility Response Plan (FRP).

(1) - Facilities required to develop a FRP are non-transportation-related facilities with a total oil storage capacity of greater than or equal to 42,000 gallons where operations include over-water transfers of oil, and facilities with a total oil storage capacity of greater than or equal to 1 million gallons in close proximity to public drinking water intakes.

1.2 SPCC Rule Cross-Reference

Table 2 – SPCC Rule Cross Reference		
Provision	**Description of Provision**	**Page**
§ 112.3 (d)	Professional engineer certification.	1-7
§ 112.3 (e)	Location of SPCC Plan.	1-9
§ 112.5	Plan review.	1-8, Appendix A
§ 112.7 (a)	General requirements; discussion of facility's conformance with rule requirements; deviations from Plan requirements; facility characteristics that must be described in the Plan; spill reporting information in the Plan; emergency procedures.	1-1, 1-4 through 1-5
§ 112.7 (b)	Fault analysis.	2-10 through 2-12
§ 112.7 (c)	Secondary containment and diversionary structures (general).	2-4 through 3-2, 6-2
§ 112.7 (d)	Integrity testing.	3-9, 3-10
§ 112.7 (e)	Inspections, tests, and records.	3-9, Appendix D
§ 112.7 (f)	Employee training and discharge prevention procedures.	1-6, 3-10, 3-11
§ 112.7 (g)	Security (excluding oil production facilities).	3-6
§ 112.7 (h)	Loading/unloading (excluding offshore facilities).	3-7
§ 112.7 (i)	Brittle fracture evaluation requirements.	1-8, 3-8 through 3-10, Appendix D
§ 112.7 (j) § 112.1 (e)	Conformance with state and local requirements.	3-12
§ 112.8 (a) § 112.12 (a)	General and specific requirements.	Sections 1, 2, 3
§ 112.8 (b) § 112.12 (b)	Facility drainage.	2-13
§ 112.8 (c) (2)	Bulk storage containers – secondary containment.	2-4 through 2-6, 3-1 through 3-2, 6-1
§ 112.8 (c) (3)	Drainage of diked areas.	N/A
§ 112.8 (c) (6)	Testing and Inspection of aboveground storage tanks (ASTs)	3-8 through 3-10, Appendix D
§ 112.8 (c) (8)	Overfill prevention system.	3-2 through 3-6
§ 112.8 (c) (10)	Visible discharges.	3-8 through 3-10, Appendix D
§ 112.20 (e)	Substantial harm determination.	1-1
§ 112.8 (d) § 112.12 (d)	Facility transfer operations, pumping, and facility process.	3-8 through 3-10, Appendix D
§ 112.9 § 112.13	Requirements for onshore production facilities.	N/A
§ 112.9 (a) § 112.13 (a)	General and specific requirements.	N/A
§ 112.9 (b) § 112.13 (b)	Oil production facility drainage.	N/A
§ 112.9 (c) § 112.13 (c)	Oil production facility bulk storage containers.	N/A

Table 2 – SPCC Rule Cross Reference (Continued)		
Provision	**Description of Provision**	**Page**
§ 112.9 (d) § 112.13 (d)	Facility transfer operations, oil production facility.	N/A
§ 112.10 § 112.14	Requirements for onshore oil drilling and workover facilities.	N/A
§ 112.10 (a) § 112.14 (a)	General and specific requirements.	N/A
§ 112.10 (b) § 112.14 (b)	Mobile facilities.	N/A
§ 112.10 (c) § 112.14 (c)	Secondary containment – catchment basins or diversion structures.	N/A
§ 112.10 (d) § 112.14 (d)	Blowout prevention (BOP).	N/A
§ 112.11 § 112.15	Requirements for offshore oil drilling, production, or workover facilities.	N/A
§ 112.11 (a) § 112.15 (a)	General and specific requirements.	N/A
§ 112.11 (b) § 112.15 (b)	Facility drainage.	N/A
§ 112.11 (c)§ 112.15 (c)	Sump systems.	N/A
§ 112.11 (d) § 112.15 (d)	Discharge prevention systems for separators and treaters.	N/A
§ 112.11 (e) § 112.15 (e)	Atmospheric storage or surge containers; alarms.	N/A
§ 112.11 (f) § 112.15 (f)	Pressure containers; alarm systems.	N/A
§ 112.11 (g) § 112.15 (g)	Corrosion protection.	N/A
§ 112.11 (h) § 112.15 (h)	Pollution prevention system procedures.	N/A
§ 112.11 (i) § 112.15 (i)	Pollution prevention systems; testing and inspection.	N/A
§ 112.11 (j) § 112.15 (j)	Surface and subsurface well shut-in valves and devices.	N/A
§ 112.11 (k) § 112.15 (k)	Blowout prevention.	N/A
§ 112.11 (l) § 112.15 (l)	Manifolds.	N/A
§ 112.11 (m) § 112.15 (m)	Flowlines, pressure sensing devices.	N/A
§ 112.11 (n) § 112.15 (n)	Piping, corrosion protection.	N/A
§ 112.11 (o) § 112.15 (o)	Sub-marine piping; environmental stresses.	N/A
§ 112.11 (p) § 112.15 (p)	Inspections of sub-marine piping.	N/A

Note to Table: N/A = Not Applicable

1.3 Federal Rule and Applicability

Section 311 of the U.S. Clean Water Act (CWA) authorizes regulations that require procedures, equipment, methods and other provisions to prevent discharges of oil from vessels and facilities, and to contain such discharges. Regulatory authority of Section 311 of the CWA was delegated to the U.S. Environmental Protection Agency (EPA), which established the SPCC Rule to guide the preparation and implementation of SPCC Plans. The SPCC requirements were amended many times since the original promulgation in 1973, and were ultimately finalized on July 17, 2002. This revised rule requires facilities operating on or before August 16th, 2002, such as Northeast, to implement a SPCC Plan no later than November 10th, 2010.

Facilities which are subject to the SPCC Rule distribute, consume oil and oil products; have an aggregate aboveground oil storage capacity greater than 1,320 gallons and/or have an aggregate underground oil storage capacity greater than 42,000 gallons; and, have a reasonable potential to discharge harmful quantities of oil into navigable waters of the U.S. or adjoining shorelines.

MDT determined that the SPCC Rule is applicable to Northeast because of its aboveground oil storage capacity and proximity to navigable waters.

- **Facility Use**

  Northeast, a non-transportation-related facility, is a bus maintenance and fueling facility. The facility stores lubrication oils for motor and axle lubrication, grease for chassis lubrication, waste oils and oil-impacted media from maintenance operations, and unleaded gasoline and diesel for fueling road vehicles.

- **Navigable Water**

  MDT determined that a possibility exists for a discharge of oil to occur in harmful quantities to the navigable waters in the vicinity of Northeast. The geographical and local aspects of the facility (proximity to navigable waters, land contour, drainage, etc.) were considered in making this determination. As shown on **Figures 1** and **2**, there are several open waters in the vicinity of Northeast. The major water body nearby is the Snake Creek Canal East; from the intersection of NE 185th Street and NE 4th Court, the Snake Creek Canal is about 2,100 feet to the northeast. There are various other open

waters to the north and to the east of the facility, most of which are identified in conjunction with the Snake Creek Canal and/or known by informal designations. Other nearby water bodies include an open water owned by Pinnacle Lake Apartments, located about 900 feet north of the intersection of NE 185th Street and NE 4th Court, and a drainage pond associated with the Interstate 95/NE 183rd Street interchange, located about 1,750 feet east of the intersection of NE 183rd Street and NE 4th Court.

- **Oil Storage Capacity**

  The aboveground oil storage capacity of Northeast is 78,300 gallons. Only in-use containers of oil with a capacity of 55 gallons or greater are included in considering the 1,320-gallon minimum threshold.

1.4 Management Approval

MDT is fully committed to the prevention of oil/petroleum discharges into navigable waters and the environment. Consequently, MDT is dedicated to maintaining the highest standards for spill prevention control and countermeasures via the full implementation and periodic updating of this Plan.

Northeast Bus Maintenance Chief, William A. Campbell, is the Designated Person Accountable for Oil Spill Prevention at Northeast, and has the authority to commit the necessary resources for the Plan's implementation.

Authorized Facility Representative:	William A. Campbell
Signature:	_____
Title:	Bus Maintenance Chief
Date:	_____

1.5 Professional Engineer Certification

The Registered Professional Engineer (P.E.) on record below is familiar with the requirements of 40 CFR Part 112, and has supervised assessment of the facility by appropriately qualified Cherokee Enterprises, Inc. (CEI) personnel. In addition, the undersigned Registered P.E. attests that this SPCC Plan has been prepared in accordance with good engineering practices, considering all applicable regulations and industry standards, and that this Plan is adequate for the Miami-Dade Transit Northeast Bus Maintenance Facility.

This P.E. Certification does not absolve the facility's owner and operator of their responsibilities to fully implement this SPCC Plan in accordance with the provisions set forth in 40 CFR Part 112.

Engineer of Record:

Christine Franklin, P.E.
President
License No. 57451

Date: 5/7/2010

1.6 Plan Review and Revision

In accordance with 40 CFR 112.5(b), MDT will review and evaluate this SPCC Plan at least once every five years and after any technical amendments are made to the Plan. The scheduled plan reviews are intended to evaluate the Plan for any changes in the facility design, operation, construction, or maintenance that may affect the facility's potential for petroleum discharges. Such changes include, but are not limited to, the following:

- Replacement, reconstruction, or installation of storage systems;
- Construction or demolition that might alter secondary containment structures; and
- Modifications to standard operation, processes, testing/inspection procedures, and use of new or modified industry standards or maintenance procedures.

The above-referenced changes are examples of revisions that require technical amendments to the Plan. Technical amendments will be certified by a licensed engineer.

Non-technical amendments do not require certification by a licensed engineer. Examples of non-technical amendments include the following:

- Changes in name or contact information for parties responsible for the implementation on this Plan; and
- Changes in name or contact information of cleanup or spill response contractors.

An authorized representative of MDT must sign and date the Plan Review Log provided in **Appendix A**, and include any pertinent comments after each plan review and amendment. This log must be completed even if no amendment is made to the Plan as a result of a scheduled review. Unless an administrative or technical change prompts an earlier review, the next scheduled review of this Plan must be performed no later than five years after the official implementation date of this Plan. MDT is required to maintain a complete copy of this SPCC Plan at Northeast, and it must be made available to the U.S. EPA and other regulatory personnel for inspection during normal working hours.

1.7 Recordkeeping

In accordance with 40 CFR 112.3(e), a complete copy of this SPCC Plan is maintained at the office of the Bus Maintenance Chief at Northeast, located at 360 NE 185th Street, unincorporated Miami-Dade County, Florida. This office is attended during normal facility working hours. All inspection, preventative care, maintenance records, descriptions of incidents such as spills and other accidental discharges are maintained at the Bus Maintenance Chief's office or the MDT Environmental Department office.

Section 2.0

Site Evaluation

2.1 Site Location and Operations

Northeast is situated in an unincorporated portion of central Miami-Dade County, Florida. **Figure 1** indicates the facility location. The terrain is relatively level and the facility encompasses approximately 19 acres. **Figure 2** is an aerial map of the facility with features of interest highlighted. The facility is located at 25°56'41.14" degrees north latitude and 80°11'36.67" degrees west longitude.

The surrounding land use, within a one-mile radius, is a mix of commercial and residential properties. Northeast is situated on the Palmlico Sand formation and the U.S. Fish and Wildlife Service classifies its land use as "uplands", i.e., neither wetlands nor deepwater habitat. According to topographic data, the facility is flat and about 10 feet above sea level, with area drainage assumedly having an overall inward bias. The facility is mostly paved and drained by a series of catch basins, which distribute storm water to the ground (i.e., French drain network). See **Figure 2** for vicinity elevation data, **Figure 3a** for generalized facility drainage patterns, and **Section 2.3** for a more detailed facility drainage discussion.

Northeast serves as one of MDT's bus repair facilities. Different operations and processes occur at the site including:

- Vehicular fueling (diesel and unleaded gasoline storage)
- Maintenance operations (waste oil, oily rag, used filter, and new oil storage)

Northeast has several buildings and structures, including the Bus Wash (**Figure 3b**), Steam Cleaning Building (**Figure 3c**), Fuel and Cleaning Islands (**Figures 4a** through **4e**), Maintenance Building (**Figure 6a** through **6c**), the Transportation Building, and Guard House/Fare Collection.

Petroleum products are stored aboveground at the Steam Cleaning Building, Fuel and Cleaning Islands, and the Maintenance Building in storage containers on concrete surfaces. The remainder of the facility is paved, with small strips of grass, gravel, and low-lying vegetation around the perimeter. The perimeter of the facility is surrounded by chain-linked fencing or guard posts. **Figure 2** illustrates the location of buildings and structures on an aerial image and **Figure 3a** is an overall facility plan.

2.2 Potential for Discharge

Petroleum discharges at Northeast are most likely to occur during fuel transfer activities. Each area where petroleum products are stored is generally flat. Petroleum storage locations include the Steam Cleaning Building (**Figure 3c**), Fuel and Cleaning Islands (**Figures 4a** through **4e**), and the Maintenance Building (**Figure 6a** through **6c**). All locations are within the interior of the facility, and are not near navigable U.S. waters. Therefore, petroleum discharges from these locations are unlikely to directly affect navigable waters via surface flow.

Aboveground oil storage at Northeast consists of the following:

- Five 12,000-gallon diesel aboveground storage tanks (ASTs) and one 4,000-gallon unleaded gasoline AST, which supply MDT buses and cars with fuel (Tanks 1 through 6, Fuel and Cleaning Islands);
- One 2,000-gallon lubrication oil AST for topping off motor oil (Tank 7, Fuel and Cleaning Islands);
- One 500-gallon antifreeze AST for topping off radiators (Tank 8, Fuel & Cleaning Islands; herein described, depicted, and inspected for solely for MDT maintenance purposes)
- One 5,000-gallon three-compartment AST (Tank 13) which supplies automatic transmission fluid (ATF) to hose reels located in both the Fuel and Cleaning Islands and the Maintenance Building, lubrication oil to hose reels inside the Maintenance Building, and diesel fuel for an out-of-service emergency generator system;
- One 1,000-gallon diesel AST (Tank 10) and an associated 50-gallon AST (Tank 9), which, respectively, serve as the supply tank and day tank for an emergency generator;
- Two 550-gallon ASTs (Tanks 11 and 12), serving to store and dispense lubrication oil on the south side of the Maintenance Building;
- One 500-gallon AST which stores waste oil generated in the Maintenance Building (Tank 14);
- Five ASTs of (estimated) capacities ranging from 150 to 250 gallons (Tanks 15 through 19) which store hydraulic oil for in-floor hydraulic lifts (the lifts are currently abandoned); and,
- A number of 55-gallon drums containing lubrication oils, waste oil, used oil filters, oily rags/gloves, diesel fuel, or grease.

Table 3 (next page) lists the tank IDs, storage capacity, contents and descriptions.

Table 3 –Oil Storage Containers			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
1	12,000	Diesel	Fuel & Cleaning Islands – double-walled rectangular AST
2	12,000	Diesel	Fuel & Cleaning Islands – double-walled rectangular AST
3	12,000	Diesel	Fuel & Cleaning Islands – double-walled rectangular AST
4	12,000	Diesel	Fuel & Cleaning Islands – double-walled rectangular AST
5	12,000	Diesel	Fuel & Cleaning Islands – double-walled rectangular AST
6	4,000	Unleaded gasoline	Fuel & Cleaning Islands – double-walled rectangular AST
7	2,000	Lubrication oil	Fuel & Cleaning Islands – double-walled rectangular AST
8	500	Antifreeze	Fuel & Cleaning Islands – double-walled cylindrical AST *(not counted in aggregate facility capacity)*
9	50	Diesel	South side of Maintenance Building – double-walled AST (emergency generator day tank)
10	1,000	Diesel	South side of Maintenance Building – double-walled AST (emergency generator supply tank)
11	550	Lubrication oil	South side of Maintenance Building – single-walled rectangular AST
12	550	Lubrication oil	South side of Maintenance Building – single-walled rectangular AST
13	5,000	Diesel/ ATF/ Lubrication oil	South side of Maintenance Building – double-walled 3-compartment rectangular AST
14	500 (est.)	Waste oil	Maintenance Building, Bay 27/28 – double-walled rectangular AST
15	250 (est.)	Hydraulic oil	Maintenance Building, Bay 11/10 – single-walled rectangular AST
16	225 (est.)	Hydraulic oil	Maintenance Building, Bay 4/3 – single-walled rectangular AST
17	225 (est.)	Hydraulic oil	Maintenance Building, Bay 2/1 – single-walled rectangular AST
18	150 (est.)	Hydraulic oil	Maintenance Building, Bay 23 – single-walled rectangular AST
19	225 (est.)	Hydraulic oil	Maintenance Building, Bay 31/32 – single-walled rectangular AST
Not applicable (N/A)	55	Grease	Steam Cleaning Building – (1) 55-gallon single-walled drum
N/A	55	Lubrication oil	Steam Cleaning Building – (1) 55-gallon single-walled drum
N/A	110	Oily rags and gloves	Steam Cleaning Building – (2) 55-gallon single-walled drums
N/A	110	Oily rags and gloves	Fuel & Cleaning Islands – (2) 55-gallon single-walled drums
N/A	110	Diesel	Maintenance Building, various bays – (2) 55-gallon single-walled drums w/ dispensers on spill pallets
N/A	715	Oily rags and gloves	Maintenance Building, various bays – (13) 55-gallon single-walled drums
N/A	55	Grease	Maintenance Building, 1st-floor Stockroom – (1) 55-gallon single-walled drum w/ air-operated pump, supplies hose reels
N/A	220	Lubrication oil	Maintenance Building, various bays – (4) 55-gallon single-walled drums with pumps

Table 3 –Oil Storage Containers (continued)			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
N/A	165	Grease	Maintenance Building, various bays – (3) 55-gallon single-walled drums
N/A	275	Lubrication oil	Maintenance Building, various bays – (5) 55-gallon single-walled drums
N/A	330	Grease	Maintenance Building, outdoors near Stock Room – (6) 55-gallon single-walled drums
N/A	440	Hydraulic oil	Maintenance Building, outdoors near Stock Room – (8) 55-gallon single-walled drums in storage locker w/ liquid-tight sump
N/A	550	Lubrication oil	Maintenance Building, outdoors near Stock Room – (10) 55-gallon single-walled drums in storage locker w/ liquid-tight sump
N/A	275	Grease	Maintenance Building, outdoors near Stock Room – (5) 55-gallon single-walled drums in storage locker w/ liquid-tight sump

Storage of Oil

Tanks 1 through 8 (**Figures 4a** through **4e**) are ASTs serving the Fuel and Cleaning Islands. Each tank has double-walled construction and is thus secondarily contained. Should a primary tank leak, the stored products would be contained in the tank's interstitial space. Should both a primary and secondary tank catastrophically fail, oil would flow to the surrounding pavement. Several groundwater monitoring wells surrounding the Fuel and Cleaning Islands can be visually and analytically monitored for a release to the shallow groundwater table.

Along the south side of the Maintenance Building (**Figure 5**), there is an emergency generator; Tanks 9 and 10 serve as the generator's day tank and supply tank, respectively. Both tanks are double-walled ASTs and are thus secondarily contained. As with Tanks 1 through 8, should both a primary and secondary tank catastrophically fail, oil would flow to the surrounding pavement.

Tanks 11 and 12, also located along the south side of the Maintenance Building (**Figure 5**) are single-walled 550-gallon ASTs which dispense lubrication oil. Should either tank catastrophically fail, oil would flow to the surrounding pavement.

Tank 13, also located along the south side of the Maintenance Building (**Figure 5**), is a three-compartment AST which supplies the hose reels of the Maintenance Building (and the ATF hose reels of the Fuel and Cleaning Islands). This compartment tank is double-walled, with each of its compartments sharing a common interstitial space; as such, the each compartment is secondarily contained. Should both a compartment and the secondary tank catastrophically fail, fuel, oil, or ATF would flow to the surrounding pavement. See **Section 3.1** for details on level and interstitial monitoring for this tank.

As with all of the tanks located on the south side of the Maintenance Building, several nearby groundwater monitoring wells can be visually and analytically examined for a release to the shallow groundwater table.

Tank 14 is a 500-gallon (estimated) waste oil AST located between Bay 27 and Bay 28 in the Maintenance Building (**Figure 6c**). With its double-walled construction, it is secondarily contained; should both the primary and secondary tank fail, oil would flow to the surrounding concrete floor and pool. Nearby bay door openings have 1-inch berms, which could prevent the flow of oil out of the building.

Tanks 15 through 19 are single-walled hydraulic oil ASTs (**Figure 6a**) with capacities ranging from 150 to 250 (estimated) gallons, which formerly served hydraulic in-floor vehicle lifts. Although the in-floor lifts have been abandoned, the tanks have not been abandoned. Should one of these ASTs catastrophically fail, oil would pool on the surrounding concrete floor. As with Tank 14, nearby bay door openings have berms which can prevent the flow of oil out of the building.

Throughout the facility, 55-gallon steel or polyethylene single-walled drums ("drums") containing new, used, or waste oils and oil-impacted media such as filters, oily rags, and spent absorbent are stored as shown on **Figures 3** through **6**.

At the Steam Cleaning Building, drums pending cleaning and off-site recycling are mostly stored underneath the canopy, behind the rollover berms, on a concrete floor. Should a drum become punctured, tip over, or otherwise fail, and it is positioned behind the berm, oil would flow toward the central drainage trench, which is piped to the 1,500-gallon oil-water separator (OWS) located adjacent-west of the building. Although the OWS dicharges by gravity to the sanitary sewer

system, it is equipped with a high-level water and a two-stage high-level oil alarm, alerting nearby personnel of the status. The second high oil level alarm sends a signal to a solenoid valve in-line with the compressed air line supplying the diaphragm pumps, automatically shutting down airflow and thus ceasing flow to the OWS. This arrangement provides an equivalent means of containment as allowed by 40 CFR 112.7(c) and 112.8(c)(2).

Similarly, at the Fuel and Cleaning Islands, a few drums containing oily rags and gloves are stored underneath the canopy on a concrete curb. The entry and exit of the islands both have a rollover berm, and floor drainage trenches between each island are piped to another OWS to the southwest of the Dust Collection structure; should a drum failure occur, and the resulting flow is directed toward the inside of berm/drainage system, it would be contained in similar fashion as at the Steam Cleaning Building.

Along the east side of the Maintenance Building, just outside the Stock Room, drums containing new oils and other fluids are stored inside two outdoor storage lockers ("A" and "B"). These 32-drum capacity lockers protect the drums from rainfall and have liquid-tight sumps, rated for 323 gallons of secondary containment in the event a drum leaks or spills.

Finally, drums containing new or used oil or fluids are stored throughout the Maintenance Building. Although a few of the drums are stored on 2-drum polyethylene spill pallet units, which are rated for 66 gallons of secondary containment, most drums are stored on the concrete floor. A drum leak or spill here would likely result in oil pooling on the floor. One-inch high berms at most of the bay door openings provides an equivalent means of containment as allowed by 40 CFR 112.7(c) and 112.8(c)(2).

Transfer/Use of Oil

Petroleum transfer and delivery activities represent the highest potential for oil releases of any activity at the facility.

At the Fuel and Cleaning Islands, there are several scenarios in which spills could occur during transfer operations.

During AST filling operations, it is possible a tanker truck or hose could leak, or a tank could be overfilled. Spilled or leaked fuel would adversely impact the tank shell, its raised slab, and the pavement surrounding the tanks and unloading area. A number of engineering controls are in place to prevent spills during unloading; see **Section 3.1** for a further discussion of these devices. A major spill during transfer operations has the potential to migrate primarily to the east and west, toward catch basins CB10 and CB11.

See **Table 5** in **Section 3.2** for Best Management Practices relating to fuel transfer procedures.

Outside the Fuel and Cleaning Islands canopy, the piping from Tanks 1 through 7 is secondarily contained and has a low-point sump; leaks from the primary pipe (in this section) would collect in this sump, which is monitored electronically (see **Section 3.1** for a further discussion of this control.) [Tank 8 has single-walled piping from the tank to the hose reels; a leak of antifreeze outside the canopy would likely drip down to the surrounding concrete pavement.] Under the canopy, single-walled piping to the dispensers and hose reels is hung overhead. If there was a piping or fitting leak or failure here, oil would likely drip downward to one of the drainage trenches between the islands, handled by the OWS system detailed above.

During the filling of vehicles from one of the Fuel and Cleaning Island's six fuel dispensers, there are numerous ways spills could occur. A vehicle's tank could be overfilled, a dispenser could be impacted by a vehicle, or a vehicle could be driven away with the hose attached, severing the hose. In all these instances, it is likely a minor spill would occur, with fuel migrating to the floor drain/OWS system. See **Section 3.1** for further details on engineering controls relating to the dispensers at the Fuel and Cleaning Islands.

While dispensing lubrication oil, antifreeze, or ATF from the overhead hose reels into vehicles, a hose or nozzle could leak or break, or a vehicle's reservoir could be overfilled. Similar to above, a minor drip would collect on the concrete floor, and a larger spill could migrate to the floor drain/OWS system.

Tanks 9 and 10 are the Day Tank and Supply Tank, respectively, for the emergency generator. All the piping from the Supply Tank to the Day Tank and from the Day Tank to the emergency generator is single-walled and located above-ground; if there is a piping/fitting leak or break while the generator is running, fuel would flow downward to the surrounding concrete pavement.

While Tank 10 is being filled (an infrequent occurrence), it is possible the tanker truck hold or hose could leak, or the tank could be overfilled in an uncontrolled manner. In either scenario, fuel would flow to the surrounding pavement. There are number of engineering controls installed in this system to prevent spills; they are discussed in **Section 3.1**. Several monitoring wells in the vicinity can be visually and analytically examined for a release to the groundwater table.

Tanks 11 and 12 are used to dispense lubrication oil outside the Maintenance Building. A drum or vehicle's reservoir could be overfilled, or a hose/nozzle could fail. The tank itself could be overfilled, or a spill could occur while draining the tank. In either of these instances, oil would drip or flow to the surrounding pavement.

Tank 13's lubrication oil compartment supplies 11 overhead hose reels in the Maintenance Building. [The diesel compartment is no longer used; it formerly supplied an out-of-service emergency generator system in the Compressor Room. The ATF compartment supplies 11 hose reels in the Maintenance Building and four hose reels at the Fuel and Cleaning Islands.] Both the pumps for the ATF and lubrication oil compartments are air-operated. Similarly, the 11 grease overhead hose reels located throughout the Maintenance Building are supplied by a drum with an air-operated pump, located in the first floor of the Stock Room. Inside the Maintenance Building, ceiling-hung single-walled pipes supply the lubrication oil, ATF, and grease hose reels (see **Figures 6a**, **6c**), and they are normally pressurized; if there was a failure of a pipe, fitting, hose, or nozzle, or a vehicle's reservoir is over-filled, oil/fluids would drip downward and pool on the concrete floor. As mentioned previously, floor berms seal most of the Maintenance Building's entrances, and a spill would likely remain inside the building.

While one or more of Tank 13's compartments is being filled by a tanker truck, it is possible the tanker truck hold or hose could leak, or the tank could be overfilled in an uncontrolled manner, although there are several engineering controls in place to prevent or mitigate this scenario (see **Section 3.1**). In the worst case scenario, fuel, oil, or fluids could flow to the surrounding pavement and possibly catch basin CB21.

Waste oil generated from draining vehicle's oil sumps and oil filters is ultimately transferred into Tank 14, pending off-site reclamation or disposal. A vehicle's oil sump is typically drained by gravity into a drip pan or drum with funnel. Used oil filters are typically drained into a drum with a grate. Tank 14 has a filter crusher, and which drains the little remaining oil in the filter into the

tank; also, the tank is equipped with a diaphragm pump to vacuum out drums of waste oil. In all of these transfer situations, a leak or spill could occur over the floor, where a spill would likely pool and remain inside the building, due to the berms. If Tank 14 is overfilled, oil would flow out of an open primary access bung (if any) or the pump would stall. Oil could flow downward to the surrounding floor, where it would pool, and the nearby floor berms, provided they are functioning properly, can prevent a spill from escaping the building. Finally, while Tank 14 is pumped out by licensed waste hauler, the tanker truck's hold or hose could leak. In this scenario, oil would drip downward to the pavement outside Bay 27.

Although Tanks 15 through 19 store hydraulic oil, and some of the integral piping is still in place, the corresponding in-floor hydraulic lifts have been abandoned, so there are no likely transfer scenarios that bear consideration.

Throughout the facility, especially the at the Maintenance Building and Steam Cleaning Building, 55-gallon steel single-wall drums containing new, used, or spent oil, or oil-impacted cleanup media (i.e., oily rags) involve transfer operations by hand or portable pump, and there is typically no secondary containment. These transfer operations are typically indoors on flat concrete surfaces, which mostly surrounded by berms. Spills here would pool on the floor and be relatively easy to control. If damage occurred to a drum in transit, i.e., a drum is pierced by a forklift, or falls off a pallet, a spill would adversely affect the pavement or floor at the point of impact and possibly percolate into the ground.

2.3 Prediction of Flow and Impact

Table 4 presents volume, discharge rates, general direction of flow in the event of equipment failure, and means of secondary containment for different parts of the facility where oil is stored, used, or handled. In addition, **Figures 3** thru **6** depict the surroundings of each petroleum storage location and discernible area drainage biases (if any).

Table 4 – Prediction of Flow and Impact

Potential Event	Maximum Volume Released (gallons)	Maximum Discharge Rate	Primary Direction(s) of Flow	Secondary Containment
Fuel & Cleaning Islands (Figures 4a through 4e)				
Failure of Tank 1, 2, 3, 4, or 5	12,000	Instantaneous	All	Tank's outer wall
Failure of Tank 6	4,000	Instantaneous	All	Tank's outer wall
Failure of Tank 7	2,000	Instantaneous	All	Tank's outer wall
Failure of Tank 8	500	Instantaneous	All	Tank's outer wall
Leak of Tank 1,2,3,4,5,6, 7, or 8, primary tank		<1 gallon per minute (gpm)	Downward	Tank's outer wall
Overfill of Tank 1,2,3,4,5,6, 7, or 8	1 to 120 (1)	60 gpm (1)	All	Spill box/bucket
Failure of tanker truck hold while filling Tanks 1 through 6	9,000 (2)	Instantaneous	East or west to catch basins CB10 or CB11	None
Failure of tanker truck hold while filling Tanks 7 or 8	4,000 (3)	Instantaneous	East or west to catch basins CB10 or CB11	None
Failure of piping, outside canopy		26 gpm (4)	All	Piping outer wall (Tank 8: none)
Leak from piping, outside canopy		<1 gpm	All	Piping outer wall (Tank 8: none)
Piping, dispenser or hose reel hose/connections leak		<1 gpm	All/to nearest drain trench	Berm/drainage/OWS system
Catastrophic damage to dispenser	1 to 26 (4)	Instantaneous	All/to nearest drain trench	Berm/drainage/OWS system
Spill while dispensing fuel	1 to 26 (4)	26 gpm (4)	All/to nearest drain trench	Berm/drainage/OWS system
Spill while dispensing fluids (hose reels)	0.1 to 1.3 (5)	1.3 gpm (5)	All/to nearest drain trench	Berm/drainage/OWS system
Failure of drum	55	Instantaneous	All	Berm/drainage/OWS system
Leak of drum		<1 gpm	All	Berm/drainage/OWS system

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment**
Steam Cleaning Building (Figure 3c)				
Failure of drum	55	Instantaneous	All	Berm/drainage/OWS system
Leak of drum		<1 gpm	All	Berm/drainage/OWS system
Maintenance Building (Figure 5, 6a, 6c)				
Failure of Tank 9	50	Instantaneous	All	Tank outer wall
Leak of Tank 9, primary tank		<1 gpm	Downward	Tank outer wall
Overflow of Tank 9		2 gpm [6]	All	Return lines
Failure of Tank 10	1,000	Instantaneous	All	Tank outer wall
Leak of Tank 10, primary tank		<1 gpm	Downward	Tank outer wall
Overfill of Tank 10	1 to 120 [1]	60 gpm [1]	All	Spill bucket (none if outside direct fill port)
Failure of Tank 11 or 12	550	Instantaneous	All	None
Leak of Tank 11 or 12		<1 gpm	All	None
Overfill of Tank 11 or 12	1 to 120 [1]	60 gpm [1]	All	None
Failure of Tank 13, all compartments	5,000	Instantaneous	All	Tank outer wall
Leak of Tank 13, inner compartment		<1 gpm	Downward	All
Overfill of Tank 13, any compartment	1 to 120 [1]	60 gpm [1]	All	Spill box (none if outside direct fill port)
Failure of tanker truck hold while filling Tanks 9, 10, or 13 (diesel compartment)	9,000 [2]	Instantaneous	East toward CB21	None
Failure of tanker truck hold while loading/unloading Tanks 11, 12, or 13 (ATF and lube oil compartments)	4,000 [2]	Instantaneous	East toward CB21	None
Failure of Tank 15, 16, 17, 18, or 19	150 to 250	Instantaneous	All	None
Leak of Tank 15, 16, 17, 18, or 19		<1 gpm	All	None
Spill while removing waste oil from bus engine oil sump	7.7 [7]	Instantaneous	All	None (if misses drip pan or funnel/drum)
Spill while vacuuming up waste oil into Tank 14	0 to 1 [8]	4.5 gpm [8]	All	None
Spill while suctioning waste oil from Tank 14 into vacuum truck	500 [9]	680 gpm [9]	All	None
Failure of tanker truck hold while loading from Tank 14	4,000 [3]	Instantaneous	East toward CB20	None

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment**
Maintenance Building (Figure 5, 6a, 6c) (continued)				
Spill while dispensing oil directly from Tanks 11 or 12, from the overhead hose reels, or a drum pump	0.1 to 1.3 (5)	1.3 gpm (5)	All	None
Hose, pipe, or fitting failure associated with hose reel sets		10 gal.min (5)	All	None
Hose, pipe, or fitting leak, inside building		<1 gpm	All	None
Failure of drum on spill pallet or in outdoor drum locker	55	Instantaneous	All	Spill pallet/drum locker
Leak of drum on spill pallet or in outdoor drum locker		<1 gpm	Downward	Spill pallet/drum locker
Failure of drum on floor	55	Instantaneous	All	None
Leak of drum on floor		<1 gpm	All	None
Spill while transferring to/from drum		Instantaneous	All	None

Notes to Table:

= Unquantifiable volume

(1) = Assumption that it would take a maximum of 2 minutes to shut down or isolate fuel flow, with the pumping rate from a typical tanker truck being 60 gpm.

(2) = Typical large fuel tanker truck hold capacity is 9,000 gallons.

(3) = Typical large oil/auto fluid tanker or vacuum truck truck hold capacity is 4,000 gallons.

(4) = Assumption that piping failure or spill occurs at maximum dispenser flow, which is approximately 26 gpm for small commercial dispensers, and also assume 1 minute to shut down flow.

(5) = Hose reel dispensing nozzles rated for 6.6 gpm at 1500 psi; as hose reels are rated for 300 psi, 6.6 gpm x 300/1500 = 1.3 gpm. Max flow near discharge of Balcrank Tiger 5:1 air-operated pump at 50 psi is about 10 gpm, not accounting for any frictional losses.

(6) = Pryco Standard Day Tank gear pump rated for 2 gpm. Assumption that this would be max flow in generator – day tank – supply tank system.

(7) = Detroit Diesel MBE 900 6-cylinder engine (similar to those in most MDT Metrobuses) has an oil system fill-up capacity of 30.6 quarts (7.7 gallons).

(8) = Assumption that maximum rate of discharge equals maximum pumping rate of commonly available diaphragm transfer pump (4.5 gpm), and overfill would be minimal, as pump would likely stall.

(9) = Assumption that shutting down flow would take 1 minute and vacuum truck is equipped with Jurop R260 Vacuum Pump (a common configuration) operating at 25% of max capacity (363 cfm).

Facility Drainage

Most petroleum storage locations at Northeast are flat and impervious. Discernible area drainage biases are depicted on **Figures 3** through **6**. Each petroleum storage location, however, has a unique form of drainage.

- **Facility (General)**

  As shown on **Figure 3a**, the facility is mostly paved, and drained primarily by a series of large catch basins leading to an underground french drain network (with no known off-site outfalls). The Bus Wash, Steam Cleaning Building, Fuel and Cleaning Islands, and Maintenance Building each have concrete floors and are surrounded by concrete pavement; provided the joint caulk is in good condition and the paving is crack-free, these are impervious surfaces. Each of the facility's interior catch basins is equipped with oil-retaining baffles, which allow rainwater to pass through while absorb small amounts of oil. Considering topographic data, it appears the facility has an overall inward drainage bias.

- **Steam Cleaning Building**

  Drums pending cleaning and off-site recycling are often stored at the Steam Cleaning Building. However, the main purpose of the Steam Cleaning Building is to degrease bus engines. The Building has a canopy, limiting the impact of rainfall. The floor has three-inch concrete rollover berms at entry/exit, and a sloped floor with a central drainage trench. The trench drains to a combination sand trap/settling sump. When the sump liquid level rises to a certain point, a float switch activates a diaphragm pump set, which sends oily water to an 1,500-gallon cylindrical above-ground double-walled OWS adjacent-west of the Building. The OWS separates oil and water and discharges water to the sanitary sewer system. As discussed in **Section 2.2**, The OWS has a two-stage oil compartment high-level alarm; when the second alarm is activated, a signal is sent to a solenoid valve in-line with the compressed air supply to the diaphragm pump set, cutting off further flow to the OWS. The discharge of the OWS is sampled on a quarterly [and sometimes monthly] basis for petroleum indicator compounds (PICs) and metals. On a periodic basis, the sand trap/settling sump and compartments of the OWS are cleaned out, with accumulated materials disposed off-site.

- **Fuel and Cleaning Islands**

  Similar to the Steam Cleaning Building, the Fuel and Cleaning Islands have a canopy, entry and exit concrete rollover berms to the islands (2-inch here), and floor drainage (between the islands) to an OWS system with the same pertinent features as detailed above at the Steam Cleaning Building. However, the discharge of the OWS is sampled on a semi-annual basis for PICs.

- **Maintenance Building**

  The Maintenance Building is roofed and has flat concrete floors with no apparent drainage biases, with the exception of a service pit in Bay 29. Most of the bay door entrances have 1-inch berms, which, provided the berm is functioning properly, will serve to prevent a small nearby spill from escaping the building.

Section 3.0

Spill Prevention

3.1 Engineering Controls

The following engineering controls at Northeast serve to prevent discharges during the storage, handling, or use of petroleum products at the facility.

Structures

- **Drainage controls**

  As detailed in **Section 2.1 and 2.2**, catch basins inside the facility are equipped with oil-retaining baffles; most bay entrances at the Maintenance Building are bermed; and, both the Steam Cleaning Building and the Fuel and Cleaning Islands have integrated drainage systems with OWSs.

- **Double-walled tanks**

  Tanks 1 through 10, 13, and 14 have double-walled construction, so leaks from the primary tank (if any) are contained in the interstitial space.

- **Spill containment devices**

  Tanks 1 through 8, 10, and 13 each have covers over piping and related devices at fill and/or pumping connections. Tanks 1 through 7 and 13 have spill boxes at the remote fill ports, containing small leaks and drips at the point of connection (if any), covers over the input piping from the remote fill port into the tank ("fill boxes"), and covered "pump boxes" (or "siphon boxes", whichever applicable) at the rear of the tank which contain, among other things, pump and level/interstitial probe connections. Tanks 8 and 10 have spill buckets surrounding the direct fill port, again to contain small drips and spills at the point of connection.

Secondary containment piping

Fiberglass secondary containment piping surrounds single-walled steel piping at the following locations, containing or diverting possible primary piping leaks:

- Remote fill port to fill box and pump box to canopy, Tanks 1 through 7
- Remote fill ports to fill boxes and pump boxes to building, Tank 13 (each compartment)

- **Barriers**

  Tanks 1 through 10 and 13 are surrounded by concrete jersey barriers or steel bollards, protecting the tanks from vehicular impact and subsequent rupture.

- **Outdoor drum enclosures**

  Drums containing new oils or other new media stored in two steel bi-level outdoor drum lockers ("A" and "B"), located just outside the Stock Room. Each locker is enclosed and has a 323-gallon (rated) liquid-tight sump, thus providing the drums with secondary containment and protection from rainfall.

- **Polyethylene spill pallets**

  Inside the Maintenance Building, drums sometime stored on polyethylene 2-drum spill pallet units: These structures are moveable by forklifts and are rated for 66 gallons of oil-retaining capacity, thus providing for secondary containment.

Discharge Prevention Equipment

Fuel and oil inventory, transport, and delivery at Northeast are controlled by a number of mechanical, electrical, and digital devices which minimize accidental discharges.

- **High-Level Alarms**

  The remote fill port of Tanks 1 through 7 and each compartment of Tank 13 is accompanied by an audible/visual high-level alarm to alert the fuel or fluids delivery driver to reduce or cease unloading. Tank 10 has a high-level alarm on the Pneumercator LC1001 panel set, which located nearby (along on the wall of the Maintenance Building).

- **Fill Limiters**

  Tanks 1 through 8 and 13 have overfill prevention valves ("fill limiters"), which, in the event liquid level reaches a critical (high) level, significantly impede further flow from the fuel/auto fluids delivery truck.

- **Tight Fill Connections**

  Tanks 1 through 8, 10, and each compartment of Tank 13 has a "tight fill" connection, which involves a cam-lock connection making a liquid-tight seal between the fill port and the fuel delivery hose. Often these connections have a cross-bar to prevent fuel delivery via hose/nozzle. Tanks 1 through 7 and each compartment of Tank 13 has a true dry-break tight fill connection, i.e., a spring-loaded valve which is normally shut, and opens only when the proper pumping pressure is provided.

- **Return Lines**

  The emergency generator – supply tank – day tank system has return lines leading from the generator engine injector bank to the day tank, and from the day tank (Tank 9) to the supply tank (Tank 10), allowing for full fuel recirculation. The injector bank operates on continuous overflow; however, in the event of malfunction of flow-regulating devices in the generator or day tank, fuel is ultimately sent back to the supply tank, helping prevent overflows.

- **Pump Control Panel**

  The submerged turbine pumps (STPs) of Tanks 1, 3, and 5 have sequential operation, which depends on fuel demand at the Fuel and Cleaning Islands. A control panel located inside the Fuel and Cleaning Islands Attendant's Room allows the operator to control the operation of the sequential STPs and also the STP of Tank 6. Correspondingly, the panel allows for manual override of pump operation, in the event of maintenance or emergency.

- **Status/Alarm Panels**

  The Day Tank (Tank 9) and the OWSs of both the Steam Cleaning Building and the Fuel and Cleaning Islands each have status/alarm panels. (Tank 9 – mounted atop the tank; OWSs – nearby on a building wall, see **Figures 3c/4d**). Among other things, these panels alert facility personnel to high-level conditions, interstitial leaks, and pump operation.

- **Remote Level Inventory/Leak Detection**

  Tanks 1 through 8 are remotely monitored for fuel status, level condition, and interstitial leak detection on the Gilbarco TLS-350 panel located inside the Attendant's Room. The piping from the pump box to canopy for Tanks 1 through 7 each have a low-point sump with an electronic leak sensor, also connected to the Gilbarco TLS-350 console in the Attendant's Room.

  Each compartment of Tank 13 has compartment pump box leak detection, compartment level condition, and tank interstitial leak detection monitored by the Gilbarco EM Console located in the Supervisors' Room of the Maintenance Building.

  Finally, Tank 10 has a interstitial leak alarm on the Pneumercator LC1001 panel set, which located nearby (along on the wall of the Maintenance Building).

- **Mechanical Level Gauges**

  Mechanical level gauges can aid in checking the operation of an electronic remote level inventory system or high-level alarm, and/or provide quick-response level sensing for facility personnel and fuel delivery drivers. Tanks 1 through 7 have level gauges in their respective pump boxes. Tank 9 has one adjacent to its status/alarm panel. Tank 10 has a Kruger Sentry-style gauge adjacent to its direct fill port, and Tank 14 has a level gauge at the right rear of the [primary] tank.

- **Mechanical and Manual Leak Detection**

  In addition to its interstitial leak alarm, Tank 10 has a Kruger Sentry-style mechanical leak detection gauge (red) mounted atop the tank, along with an adjacent 1-inch-diameter stick port to also check for interstitial leaks (and the operation of the gauge and electronic sensor). All double-walled tanks at the facility [with the exception of Tanks 8 and 9] have various interstitial access bungs; a quick and simple test of a tank's electronic leak sensor would be to open one an interstitial access and use a dipstick, tank gauge stick, water-finding paste, etc. to check for the presence of liquid.

- **Anti-Siphon Valves**

  Tank 10 has an anti-siphon valve in-line with its supply pipe output near the tank, so in the event of a major loss of suction pressure (i.e., breach of pipe) the valve closes shut, preventing further fuel flow. The West and East gasoline dispensers at the Fuel and Cleaning Islands also have an anti-siphon valve in-line with the piping branch to the dispensers.

- **Dispenser Equipment and Card Readers**

  At the Fuel and Cleaning Islands, the dispensers are equipped with a number of devices to prevent and mitigate spills. The dispenser hoses have dry-break fittings, effectively sealing the hose in the event driver leaves a nozzle connected and drives off. The dispensers have mechanical shear valves, preventing further fuel flow in the event of major damage to the dispenser (e.g., vehicular impact). In addition, the West and East gasoline dispensers on Island 3 have the above-referenced anti-siphon valve.

  Finally EJ Ward electronic card readers positioned on each Island allows dispensing of fuel only to county employees, and the mechanical consumption meters attached to each dispenser can aid the driver in dispensing the correct amount of fuel.

- **E-Stops**

  Electrical quick-disconnect high-visibility pull switches, also commonly known as "E stops", are positioned and strategic locations to cut electricity to, at the very least, electrical-powered fuel pumps. In an emergency, it can help stop a fuel spill from expanding, useful for both environmental and safety concerns.

  The Fuel and Cleaning Islands have two E-stops (Island 1 and Island 5; see **Figure 4a**), both quickly accessible by MDT personnel.

  The Maintenance Building has two E-stops, one along the south-central exterior wall, another along the western-central exterior wall, near Bay 10.

  The emergency generator has a number of ways to shut down the engine and electricity, with an E-stop on the generator housing, an E-stop on the engine controller, and two breaker panels/boxes.

The emergency generator has a number of ways to shut down the engine and electricity, with an E-stop on the generator housing, an E-stop on the engine controller, and two breaker panels/boxes.

- **Manual Valves (General)**

  Oil, fuel, air, and fluid piping throughout the facility often have in-line valves which can be closed (by hand, i.e., "manually") to isolate flow for emergency or maintenance purposes. Where observed during facility inspection, such valves are indicated on **Figures 3** through **6**. In particular, on the second floor of the Stock Room, large valves in-line with the lubrication oil, grease, and ATF supply piping to the hose reels can be used to isolate flow within the various branches of overhead piping in the Maintenance Building.

Security

The perimeter of Northeast is surrounded by chain-link fencing and barriers such as roadway overpass embankments. The primary access point for contractors and buses is at the Guard House/Fare Collection, whose the entrance drive is located along NE 185th Street. Facility employees enter at a separate point along NE 4th Court, which mainly accesses a parking lot. Both entrances have 24-hour guard house. Other access points, i.e., normally unused gates, if any, are secured by a padlock and chain. Persons on-site without MDT identification badges are required to be periodically monitored by authorized MDT personnel.

Pole-, canopy-, and building-mounted lighting fixtures are located throughout and around the facility. As each petroleum storage location has some form of lighting nearby, and the facility is secured, there is adequate illumination for the prevention of vehicular impacts, detection of night-time spills, and deterrence of vandalism throughout the facility.

3.2 Procedures

Northeast has administrative, operating, and personnel training procedures in place which serve to prevent spills and control the storage, transport, and delivery of fuel.

Best Management Practices (BMPs)

- **Oil Transfer BMPs**

  Table 5 presents BMPs for minimizing the potential for accidental releases of petroleum products during fuel transfer activities.

Table 5 – Oil Transfer BMPs	
Stage	**Tasks**
Prior to loading/ unloading	• Visually check all hoses for leaks. • Lock all drainage valves of secondary containment structures. • Ensure fuel delivery vehicle is secure with wheel chocks and interlocks and parking brake is engaged. • Ensure lowermost drain outlet(s) are tightened, adjusted, or replaced to prevent a liquid discharge while in transit. • Check that all valves are properly aligned and the pumping system is functioning properly. • Ensure all cellular phones in the immediate vicinity of the fuel loading/unloading are not in use.
During loading/ unloading	• Ensure that the driver of the fuel delivery vehicle stays with the vehicle at all times during loading/unloading activities, and monitors the process. • Inspect all systems, hoses and connections periodically during the loading/unloading process. • Keep external and internal valves on the receiving tank open along with pressure relief valves. • Monitor the liquid level in the receiving tank to prevent overflow. • Monitor flow meters to determine the rate of flow. • Reduce flow rate to prevent overflow when approaching the fill capacity of the tank.
After loading/ unloading	• Close all tank and loading valves before disconnecting. • Ensure all vehicle internal, external, and dome cover valves are securely closed before disconnecting. • Secure all hatches. • Check that all hoses are completely drained of fuel before moving them away from the connection. Use a drip pan. • Cap the end of the hose and other connecting devices prior to moving them. • Remove any wheel chock and interlocks. • Inspect lowermost drain and all outlets on fuel delivery vehicle prior to departure. If necessary, ensure caps, valves and other equipment are tightened or replaced to prevent fuel leakage while in transit.

- **Housekeeping BMPs**

  Best Management Practices which address housekeeping issues should be followed daily by all Northeast employees. It is essential to maintain clean and orderly oil storage and usage areas to reduce pollutants, especially those areas exposed to precipitation. **Table 6** presents housekeeping checks which help to minimize sudden or unplanned releases of petroleum products.

Table 6 – Housekeeping BMPs

Stage	Tasks
Transfer Activities	• Check dispensers for leaks in valves, pumps and flanges. • Use absorbent materials on small spills and for general cleaning. • Ensure proper storage and disposal of used absorbent materials. • Keep ample supplies of spill cleanup materials in readily accessible locations, and replenish spill kits as necessary.
Materials Storage	• Store harmful materials and chemicals in covered areas, away from rain and accumulated stormwater. • Ensure chemicals and drums are not directly stored on the ground. • Ensure all drums and containers are properly labeled and maintained closed at all times when not in use. • Comply with local fire codes when storing reactive, ignitable, or flammable liquids. • Maintain an accurate and current inventory of all materials delivered and stored onsite. • Train employees and subcontractors in the proper handling of wastes and materials onsite.
Solid Waste Management	• Institute waste minimization procedures and practices. • Ensure all solid waste is properly disposed. • Check that no spent harmful chemicals, hazardous wastes or petroleum products are disposed with regular solid waste. • Institute a recycling program were possible.
General Procedures	• Check the general condition of all tanks, containments, and piping for appearance and cleanliness. Report any condition requiring immediate attention (e.g., plugged drainage and poor housekeeping). • Immediately investigate any evidence of a recent fuel spill. • Ensure all gates and access doors are kept locked when these areas are unattended. All broken fences and gates should be repaired or replaced immediately. • Check that all tank openings, valves, sump drains, fill caps, loading/unloading hoses, master electrical switches, and other accessible fittings are kept locked when not in use. • Verify that fire extinguishers, spill kits, and other response equipment are properly located with unobstructed access for immediate use. • Ensure that access roads are kept free of debris and obstructions to permit free movement of emergency response vehicles.

Inspections and Maintenance

MDT conducts periodic visual inspections of all petroleum handling equipment. The purpose is to visually detect discharges and to repair faulty tank/piping equipment and appurtenances which could lead to a discharge of oil. The following monthly and annual checks of the facility's petroleum storage systems and associated piping are performed:

- **Monthly Checks**
  - Check tanks, piping, valves, hoses, meters, filters, and other fuel handling equipment for leaks and proper operation.
  - Immediately report any visible leaks, and repair/replace defective items as necessary.
  - Electronically or visually monitor the interstitial spaces of double-walled tanks.
  - Visually inspect exterior of each tank, drum, the aboveground integral piping system, secondary containment structures and other storage components.
  - Check spill containment devices, liners, dispensers, and piping sumps for proper operation.
  - Inspect emergency fuel line fittings.

- **Annual Checks**
  - Test the operation of all automated and mechanical liquid/leak level sensing systems and metering devices, alarms, electrical quick-disconnect switches, card readers, gasoline vent pressure valves, and fill limiting devices.

For inspection details specific to each tank, refer to the blank monthly and annual tank inspection checklists included in **Appendix D**.

Testing

Table 7 (next page) summarizes the various types of tests and inspections performed at the facility as required by 40 CFR 112.7(e).

Table 7 – Testing and Inspection Program		
Facility Component	**Action**	**Frequency/Circumstance**
AST supports and foundations	Inspect AST container support and foundations.	Monthly
All aboveground piping, valves, and appurtenances	Assess general condition of items.	Monthly
Electronic liquid level sensing devices and alarms	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Leak detection devices	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Fill limiting systems	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Electronic dispensing control	Test for proper operation in accordance with manufacturer's recommendations	Annually
Vent pressure valves	Test for proper operation in accordance with manufacturer's recommendations	Annually
Mechanical fuel metering devices	Test for proper operation in accordance with manufacturer's recommendations.	Annually
Single-walled piping	Perform integrity and leak testing	At the time of installation, construction, relocation, modification, or replacement

In accordance with 40 CFR 112.7(e), all inspection records will be kept on file for 3 years.

Training

In accordance with the General SPCC Requirements outlined in 40 CFR 112.7(f), MDT trains personnel involved in petroleum-handling and petroleum-handling equipment on the following:

- Operation and maintenance of equipment to prevent discharges;
- Discharge procedures protocols;
- Applicable pollution control laws, rules, and regulations;

- General facility operations; and,
- Contents of the SPCC Plan.

Furthermore, MDT designates person(s) responsible for facility discharge prevention, and discharge prevention training sessions are to be conducted annually for oil-handling personnel. Training records are maintained at the MDT Environmental Department office and/or the Bus Maintenance Chief's office.

3.3 State and Local Requirements

Compliance with the SPCC Rule is contingent upon compliance with the applicable state and local regulations. The applicable state and local rules governing petroleum management are as follows:

- Chapter 62-762, Florida Administrative Code – Petroleum Storage Systems (ASTs).
- Chapter 24, Miami-Dade County Code of Ordinances – Environmental Protection.

All regulated tanks at Northeast are registered as required with the Florida Department of Environmental Protection (FDEP) under the facility identification number 13/8628802.

Section 4.0

Spill Response

4.1 Discovery and Notification

Discovery of discharges of petroleum products require certain notification and reporting procedures to be followed. **Table 8** presents a sample standard discharge report form, to be used internally by MDT personnel upon discovery of an oil discharge. A blank form is included in **Appendix F**.

Table 8 – Sample Internal Discharge Report Form	
General facility information	Miami-Dade Transit Northeast Bus Maintenance Facility Address: 360 NE 185th Street Unincorporated Miami-Dade County, Florida 33179 Main Telephone: (305) 588-6680 (Bus Maintenance Chief William A. Campbell) • Environmental Department (Akbar Sharifi) – office: (786) 469-5269 • Environmental Department (Akbar Sharifi) – cell: (786) 794-4327
Date and time of discharge	
Type of material discharged	*(e.g., gasoline, diesel, waste oil, lubrication oil, ATF, antifreeze)*
Estimated total quantity of discharge	
Source of discharge	
Description of all affected media	*(e.g., soil, asphalt, concrete, grassy areas, etc.)*
Damages or injuries incurred	
Immediate response corrective actions	*(i.e. actions implemented to stop/mitigate discharge effects, e.g., closing valves, temporary berm construction, deployment of absorbent materials, etc.)*
Evacuations	*(indicate whether discharge required evacuation of personnel)*
Agencies, officials, response contractors contacted	

Tables 9 and **10** presents the official internal and external spill notification procedures required at Northeast, based on the type and quantity of oil spill. Officials should be contacted in the order listed below.

Table 9 - Spill Notification Procedures – On-Site Personnel			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
1	Any Spill	MDT Northeast Bus Maintenance Chief (William A. Campbell)	(305) 588-6680
2	Any Spill	MDT Environmental Department Senior Professional Engineer (Akbar Sharifi)	(786) 469-5269 (office) (305) 794-4327 (cell)

Table 10 - Spill Notification Procedures – Environmental Department Personnel Only			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
3	Any Spill[1]	Miami-Dade County Fire Station No. 38 (Golden Glades)	(786) 331-5000 9 – 1 – 1
4	>=25 gallons	DERM Compliance Complaint Desk	(305) 275-1186
5	>100 gallons on impervious surface >500 gallons in secondary containment	FDEP Southeast District Emergency Response Office	(954) 958-5575
		FDEP 24 hour State Warning Point	(800) 320-0519
		Emergency Response Contractors (Currently World Petroleum, Inc.)	(954) 327-0724
6	Spill into waterway[2]	National Response Center	(800) 424-8802
		U.S. Environmental Protection Agency, Region IV	(404) 562-8700

Notes to Tables:

1. Applicable only to spills which present flammable hazards or otherwise pose a danger to health and safety.
2. Applicable to spills greater than 1,000 gallons in a single event, or greater than 42 gallons in each of two events within a 12 month period.

As indicated on the previous page, Environmental Department personnel will coordinate notification requirements at the regulatory level when a spill of 25 gallons or greater occurs. In the instance of a petroleum discharge exceeding 100 gallons on an impervious surface, or greater than 500 gallons within secondary containment, Environmental Department personnel are to complete and submit the FDEP Incident Notification Form 62-761.900(6), a copy of which is in **Appendix B**. If a petroleum discharge equals or exceeds 25 gallons to soil, groundwater, and/or surface water, Environmental Department personnel are to complete and submit the FDEP Discharge Report Form 62-761.900(1), a copy of which is in **Appendix C**.

In addition to the above reporting and notification information, 40 CFR 112.4 stipulates that information be submitted to the U.S. EPA Region IV Administrator whenever petroleum discharges exceeding 1,000 gallons of oil in a single event, or greater than 42 gallons of oil in each of two discharge events within a 12-month period. In such cases, the following information must be submitted to the EPA Region IV Administrator within sixty days of the discharge(s) by Environmental Department personnel:

- Name of the facility.
- Name of the owner/operator.
- Facility location.
- Maximum storage or handling capacity and normal daily throughput.
- Corrective action and countermeasures taken.
- Description of the facility, including maps, flow diagrams, and topographical maps.
- Cause of the discharge(s) to navigable waters and adjoining shorelines (if applicable).
- Additional preventative measures taken or contemplated to minimize the possibility of recurrence.
- Other pertinent information requested by the Region IV Administrator.

4.2 Spill Response, Supplies and Deployment

Spill Response

Minor discharges of oil occurring at the facility are to be quickly addressed by MDT personnel. In general, minor discharges are those that pose no significant threat to human health and safety or to the environment. Minor discharges are generally characterized by the following:

- Discharge quantity is small (i.e. less than 25 gallons).
- The discharge is easily stopped and controlled at the time of discharge.
- The discharge is localized near the source.
- The discharge is unlikely to reach surface or ground water(s).
- Little risk exists for fire or explosion.
- Little risk exists to human health and safety.

Minor discharges fitting the above-referenced criteria, can be cleaned up by trained MDT personnel. The following procedures must be followed:

- Immediately notify the Bus Maintenance Chief and the Environmental Department Senior Engineer.
- Eliminate potential spark sources.
- Identify and shut down the source of the discharge to stop flow, if possible and safe to do so.
- Contain the discharge with sorbents, berms, and other basic response materials.
- Place all affected debris and cleanup materials in properly labeled containers for disposal according to applicable regulations.
- Follow the applicable spill notification procedures listed in **Tables 9** and **10**.

Major discharges are those that cannot be safely controlled or cleaned up by MDT personnel. Major discharges may fit any of the following criteria:

- The discharge is large enough to spread beyond the immediate discharge area.

- The discharged material enters surface or ground water(s).
- The discharged material requires special equipment or training to clean up.
- A danger for fire or explosion exists.
- The discharge material poses a hazard to human health and safety.

MDT facility personnel should not attempt to stop or clean up major discharges, must observe applicable Department emergency and evacuation policies, and follow the directions of local authorities responding to the scene. In the event of major discharges of oil, MDT's Environmental Department will contact a state-certified and licensed cleanup contractor (see **Table 10** for contact information) to mobilize to the site to respond to the spill.

Supplies

At the time of inspection, absorbent granules (dry sweep) were stocked outside the Maintenance Building Stock Room, and a few boxes of absorbent pads were stored inside the Stock Room. Throughout the Maintenance Building, small quantities of absorbent pads were stored at some individual workstations. These materials are to be deployed and used to address minor discharges, or applied to major discharges until additional help arrives.

Section 5.0

References

5.0 References

29 CFR Part 1910, *Occupational Safety and Health Administration.*

40 CFR, Part 112, *Oil Pollution Prevention.*

40 CFR, Part 280, *Technical standards and corrective action requirements for owners and operators of underground storage tanks (UST).*

Code of Miami-Dade County, Florida. Chapter 24, *Environmental Protection.*

Florida Administrative Code (FAC) Chapter 62-761, *Underground Storage Tank Systems*.

Florida Administrative Code (FAC) Chapter 62-762, *Aboveground Storage Tank Systems*.

McPherson, Benjamin F. and Robert Halley. "The South Florida Environment – A Region Under Stress." U. S. Geological Survey Circular 1134. U.S. Government Printing Office: 1996.

National Fire Prevention Association (NFPA) 30, *Flammable and Combustible Liquids Code,* 2003.

U.S. EPA, *SPCC Guidance for Regional Inspectors,* November 28, 2005.

U.S. Soil Conservation Service. Technical Release 55: *Urban Hydrology for Small Watersheds.* U.S. Department of Agriculture: June 1986

Section 6.0

Areas for Continuous Improvement

6.0 Areas for Continuous Improvement

MDT has committed to achieving full compliance with the SPCC Rule. The following items are to be addressed in a program of continuous improvement for Northeast.

A. 1) Retrofit both single-walled Tanks 11 and 12 with Liquitote's Containment Sump accessory to comply with 40 CFR 112.8(c)(2). 2) Secure both tanks and containment sumps with a tie-down/anchor system (or equivalent) and 3) surround the tanks with a barrier sturdy enough to withstand vehicular impact (e.g., concrete jersey barriers, steel concrete-filled bollards), both to prevent a spill as required by 40 CFR 112.1(a)(1) and to comply local, state, and/or industry standards for AST mounting and protection. Execute 1), 2) and 3) by November 10th, 2010.

B. In order to provide true secondary containment for all petroleum storage containers inside the Maintenance Building, install rollover-type berms at every ground-level access, specifically, the north and south pedestrian entrances to the central corridor, at the entry of the Stock Room bays (bay numbers 20, 21, and 22), and all pedestrian doors, as required by 40 CFR 112.8(c)(2), by November 10th, 2010. The alternative would be to secondarily contain all tanks and drums, which may be more expensive and less functional.

C. Remove or permanently close Tanks 15 through 19 (the tanks formerly supplying the now-abandoned in-floor hydraulic lift system) per the requirements of 40 CFR 112.2, definition of "permanently closed" (parts (1) and (2)), by November 10th, 2010. At time of inspection in July 2009, several of these tanks were found full of oil and leaking.

D. During April 2009 inspection, several drums were found outside the Steam Cleaning Building without adequate secondary containment. Place these and all drums at the facility in areas or on devices with proper secondary containment (e.g., under the Steam Cleaning Canopy, or outside in spill-rated drum enclosures) as required by 40 CFR 112.8(c)(2) by November 10th, 2010.

E. Stock impervious drain covers for quick access at the Fuel and Cleaning Islands, the Steam Cleaning Building, and around the Maintenance Building, to prevent spills from

entering all nearby catch basins that could be impacted by a spill, per 40 CFR 112.1(a)(1) and 40 CFR 112.7(c)(1)(vii), by November 10th, 2010.

F. Any area where tanks are filled, i.e. tanker trucks "unload", or tanks are pumped out, i.e., where tanker trucks "load", is required by 40 CFR 112.7(c) to have general secondary containment and countermeasures in place to contain spills during major transfer operations.

At the following locations:

1. Unloading area for Tanks 1 – 8
2. Unloading area for all the Maintenance Building south-side tanks
3. Loading area (i.e., where a vacuum truck would park) for Tank 14

Implement the following recommendations for compliance with 40 CFR 112.7(c) by November 10th, 2010:

a. Construct berm structures to restrain spills from spreading over a wide area and from entering nearby drains and pervious surfaces (i.e., soil, gravel, grass, et cetera); and,
b. Place a spill response kit nearby in a readily accessible location, and regularly check/re-stock its contents.

G. Re-position or hire personnel (e.g., a "mobile cleanup crew") to accomplish the following duties on a full-time basis, facility-wide, to comply with 40 CFR 112.1(a)(1) by November 10th, 2010:

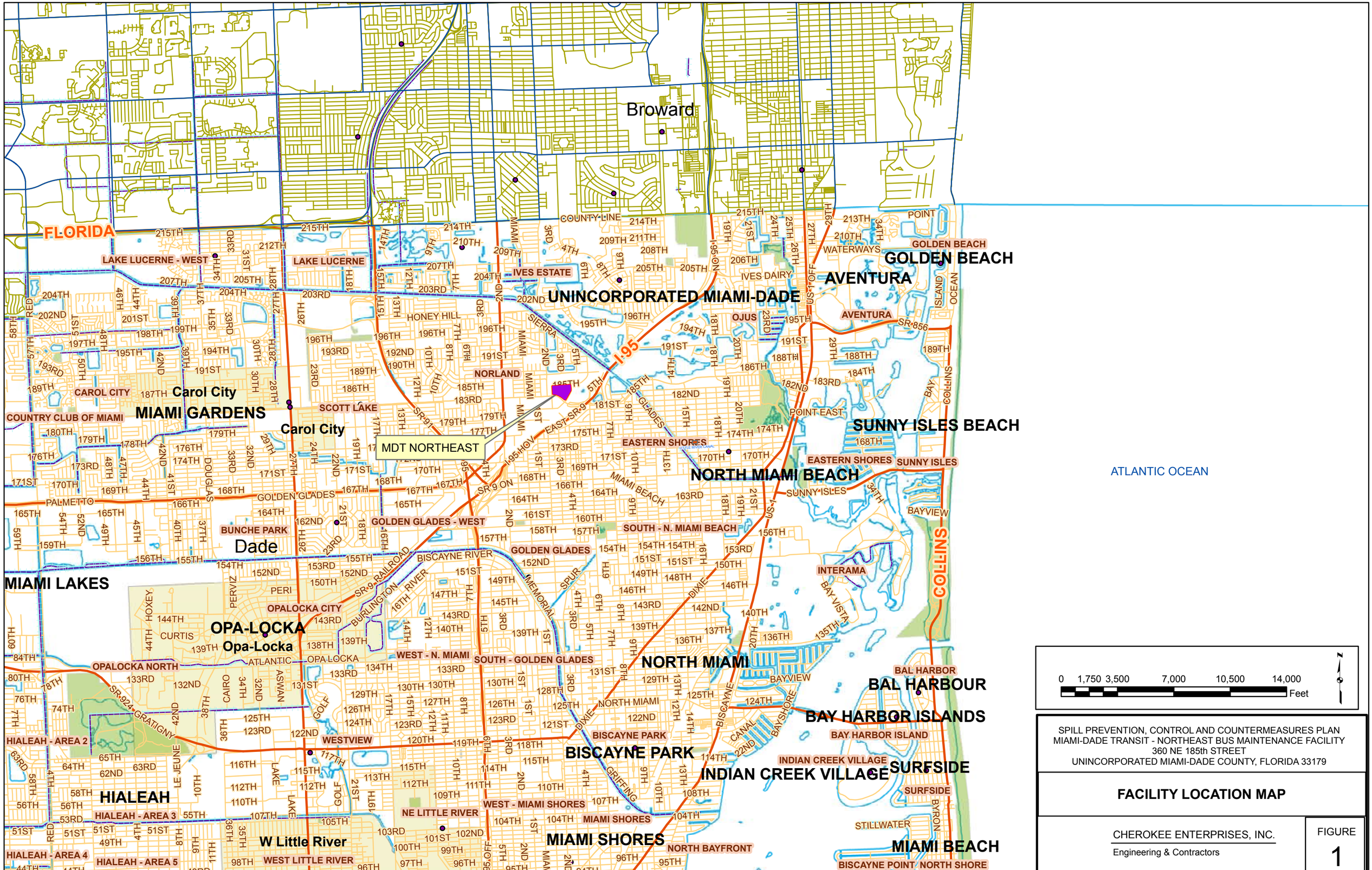
a. Continuous small spill response and cleanup.
    i. This could be achieved by equipping one or two personnel with basic personal protective equipment (i.e., nitrile gloves, oil-resistant overboots, safety glasses, etc.), dry sweep, absorbent pads, a cordless wet/dry vacuum, shovels, brooms, a 55-gallon drum, and a powered utility cart (e.g., John Deere Gator).
b. Continuously check condition and contents of drums, and apply accurate labels.
c. Continuously inspect concrete floors and paving, facility-wide, for cracks, channels, and condition of joint caulk.
    i. Increase maintenance schedule and repair efforts to ensure concrete and joint caulk integrity.

d. Continuously inspect and repair floor and rollover berms and/or their caulk.
e. Regularly pressure-wash the floor of the Steam Cleaning Building. The purpose is to significantly increase the water flow into the OWS, and thus improve its performance. Presently, the performance of the OWS is hampered by its influent composition: one typically high in oil, grease, and solids, but relatively low in water content.
f. Continuously inspect, clean/unclog, and/or repair drainage trench and catch basin oil-retaining baffles.

H. Address the issue of bus wash detergent cutting channels in concrete pavement (and dissolving associated) joint caulk, and corroding steel tanks and piping, to prevent a spill per 40 CFR 112.1(a)(1), by November 10th, 2010.

I. For consistency with the SPCC Plan and simplified recordkeeping, re-program each Veeder-Root/Gilbarco panel (i.e., Maintenance Building, Fuel and Cleaning Islands) to reflect the revised Tank ID numbers in this Plan (**Figures 4** through **6** and **Table 3**, **Section 2.2**.) by November 10th, 2010.

Figures

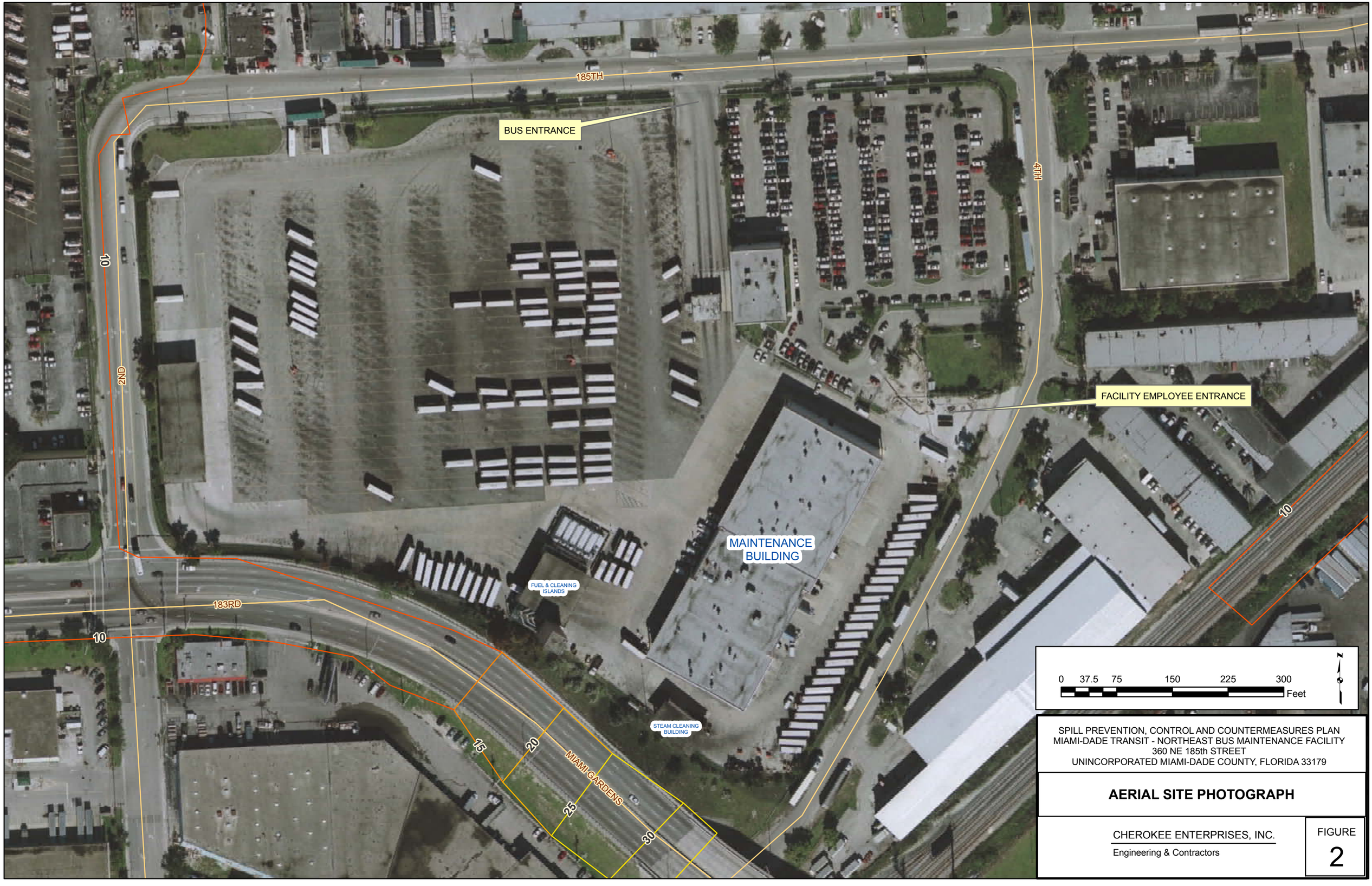


SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

FACILITY LOCATION MAP

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

FIGURE
1



SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

AERIAL SITE PHOTOGRAPH

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

FIGURE
2

~ OFF-SITE ~
(COMMERCIAL/INDUSTRIAL)

~ OFF-SITE ~
(COMMERCIAL/
INDUSTRIAL)

CURB INLET DRAINS

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

NE 185th STREET

DRAINAGE GUTTER (TYP.)

CONCRETE SIDEWALK (TYP.)

CURB INLET DRAIN

NOT-IN-SERVICE GUARD HOUSE

MAIN (BUS) ENTRANCE

STORM DRAIN INLET (CATCH BASIN, CB) (EQUIPPED W/ OIL-RETAINING BAFFLES) (TYP.)

~ EMPLOYEE PARKING ~

TRANSPORTATION BUILDING

GUARD HOUSE/ FARE COLLECTION

SEE DETAIL 3B

NE 2nd COURT

~ BUS PARKING ~

NOT-IN-SERVICE GUARD POST

~ EMPLOYEE PARKING ~

~ OFF-SITE/UNRELATED ~

(CITY OF NORTH MIAMI BEACH PROPERTY, 18400 NE 4 CT.)

(1) 55G DRUM (EMPTY)

FACILITY EMPLOYEE ENTRANCE

BUS WASH

GUARD HOUSE

~ CONCRETE ~

U/G FRENCH DRAIN PIPING (TYP.)

~ OFF-SITE ~
(COMMERCIAL/
INDUSTRIAL)

NE 183rd STREET

FUEL & CLEANING ISLANDS
SEE FIGURES 4A THRU 4E

MAINTENANCE BUILDING
SEE FIGURES 6A THRU 6C

SOUTH-SIDE TANKS
SEE FIGURE 5

STEAM CLEANING
SEE DETAIL 3C

88 EMPTY DRUMS
(AWAITING RECYCLING)

OUT-OF-SERVICE 550-GAL
(EST.) AST

NE 4th COURT

SEABOARD COAST LINE RAILROAD

~ OFF-SITE ~
(COMMERCIAL/INDUSTRIAL)

~ OFF-SITE ~
(COMMERCIAL/
INDUSTRIAL)

~ OFF-SITE ~
(COMMERCIAL/INDUSTRIAL)

NE 2nd COURT

NE 183rd STREET

NE 4th COURT

SR-9 DRIVE/ IPCO ROAD

3A. OVERALL FACILITY PLAN
1/64"=1'
(on 36x24" paper)
0 10' 50' 100'

NOTE: REPRESENTATIONS OF HOLDING TANK AND ASSOCIATED PIPING ARE ESTIMATES BASED ON AVAILABLE INFORMATION AT TIME OF INSPECTION. ACTUAL MAY DIFFER.

~ ASPHALT ~

CB02

WASHWATER HOLDING UST

STORM DRAIN INLET (CATCH BASIN) (EQUIPPED W/ OIL-RETAINING BAFFLES) (TYP.)

FACILITY FENCELINE

BUS WASH

U/G PIPING TO HOLDING TANK

~ BUS PARKING ~ (TYP.)

~ OFF-SITE ~
(COMMERCIAL/
INDUSTRIAL)

NE 2nd COURT

~ CONCRETE SIDEWALK ~

FLOOR DRAIN/ TRENCH (TYP. OF 2)

U/G FRENCH DRAIN PIPING (TYP.)

CB03

DETERGENT OR WATER RECIRCULATION AST (TYP. OF 3)

LIMITS OF CANOPY (DRIVE-THRU STRUCTURE)

~ CONCRETE ~

3B. BUS WASH
1/32"=1'
(on 36x24" paper)
0 10' 20' 40'

~ CONCRETE ~

MW-3-SC

SEE FIGURE 5 FOR DETAILS ON STORAGE TANKS ON SOUTH SIDE OF MAINTENANCE BUILDING

OWS OUTPUT TO SANITARY SEWER

GROUNDWATER MONITORING WELL (TYP.) MW-4-SC

1500G A/G TYPE I (D/W) A/G OIL-WATER SEPARATOR (OWS)
SAMPLED PERIODICALLY FOR PETROLEUM INDICATOR COMPOUNDS AND METALS

MW-2-SC

OWS CONTROL PANEL

SAND TRAP/SETTLING SUMP (W/ FLOAT SWITCH FOR PUMPS)

DETERGENT/ WASHWATER RECIRCULATION ASTs

MW (ID UNK.)

MW-6-SC

BELOW-FLOOR PIPING (EST.)

MW-1-SC

MW-5-SC

STEAM CLEANING (DRIVE-THRU BUILDING)

OWS PUMP BOX (INCL. FILTER, REGULATOR, SEPARATOR)

LIMITS OF CANOPY

OVERHEAD S/W PIPING TO OWS

55G DRUM [GREASE]

(2) 55G DRUMS [OILY RAGS/ GLOVES]

~ CONCRETE ~ FLOOR

PRESSURE WASH/ DEGREASING SETUP

FLOOR DRAINAGE TRENCH

55G DRUM [LUBE OIL]

FACILITY FENCELINE

BUS LIFT RAMPS

(2) 55G DRUMS [EMPTY]

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

3" CONCRETE ROLLOVER BERM (TYP. OF 2)

MW-36D-SC

3C. STEAM CLEANING
3/32"=1'
(on 36x24" paper)
0 1' 5' 10'

No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

N

CEi CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN

MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

OVERALL SITE PLAN WITH BUS WASH AND STEAM CLEANING DETAIL

File Number
70238

Date
MAY 2010

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES
3a,
3b,
3c

~ ASPHALT ~

~ CONCRETE ~

12K D/W DIESEL AST (TYP. OF 5) (SEE DETAIL 4B)

TANK # 8
500G D/W ANTIFREEZE AST
(SEE DETAIL 4B)

GILBARCO TLS-350 PANEL
- LEVEL, STATUS, AND ALARM CONDITIONS FOR TANKS 1 THRU 8

PUMP CONTROL PANEL
- ON/OFF/POWER FOR STP's OF TANKS 1, 3, 5, AND 6

EMERGENCY E-STOP

(2) 55G DRUMS [OILY RAGS/ GLOVES]

STORM DRAIN (CATCH BASIN) (EQUIPPED W/ OIL-RETAINING BAFFLES) (TYP.)

CB10

FUEL & CLEANING ISLANDS

MW-18-FC

UNLEADED GASOLINE DISPENSERS (SEE DETAIL 4D)

OVERHEAD HOSE REELS (TYP. OF 4) (SEE DETAIL 4E)

EMERGENCY E-STOP

DETERGENT AST

(2) 55G DRUMS [CLEANER]

~ MISC. STORAGE ~

DUST CONTROL SYSTEM

TRASH COLLECTION

ATTENDANT'S ROOM

LANE 4 >>

LANE 3 >>

LANE 2 >>

LANE 1 >>

TANK # 1 12K D/W AST (DSL.)

TANK # 2 12K D/W AST (DSL.)

TANK # 3 12K D/W AST (DSL.)

TANK # 4 12K D/W AST (DSL.)

TANK # 5 12K D/W AST (DSL.)

TANK # 6 4K D/W AST (UNL. GAS)

CONCRETE JERSEY BARRIER (TYP.)

TANK # 7
2K D/W AST [LUBE OIL]
(SEE DETAIL 4C)

DISCERNIBLE AREA DRAINAGE DIRECTION (TYP.)

CB11

U/G ATF PIPING FROM TANK 13 ATF COMPARTMENT *(ROUTING INDETERMINATE)*

U/G AC PIPING

UNDERGROUND (U/G)/ABOVEGROUND (A/G) AC PIPE TRANSITION W/ BALL VALVE

LEFT-SIDE LONG HOSE NOZZLE (CONNECTED TO ISLAND # 4 DSL. DISPENSER)

2" CONCRETE ROLLOVER BERM (TYP. OF 2)

MW-X-FC

GROUNDWATER MONITORING WELL (TYP.)

LIMITS OF CANOPY (TYP.)

~ CONCRETE ~

PRE-OWS SAND TRAP AND SUMP (U/G)

C.B. STRUCTURE

COLLECTOR (TYP.)

ISLAND # 5

ISLAND # 4

ISLAND # 3

ISLAND # 2

ISLAND # 1

CARD READER

55G DRUM [TRASH]

DSL. DISPENSER

BUS MAC.

TR. BIN

MW-12-FC

MW-7-FC

MW-6-FC

MW-11-FC

MW-10-FC

HHOH

BUILDING-MOUNTED LIGHT (TYP.)

1500G TYPE I OIL-WATER SEPARATOR (SEE DETAIL 4C)

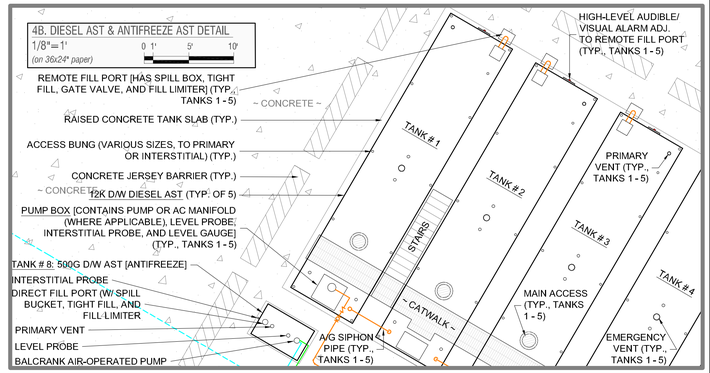
4A. FUEL & CLEANING ISLANDS (OVERALL)
3/32"=1'
(on 36x24" paper)
0 1' 5' 10'

PIPING GUIDE
- COMPRESSED AIR (AC)
- LUBRICATION OIL (LO) (INCL. MOTOR OIL)
- DIESEL (DSL.)
- UNLEADED GASOLINE & VAPOR RECOVERY (UNL. GAS)
- ANTIFREEZE (A/F)
- AUTOMATIC TRANSMISSION FLUID (ATF)
- STORM SEWER (FRENCH DRAIN)
- DRAINAGE TO/FROM OWS
- SANITARY SEWER

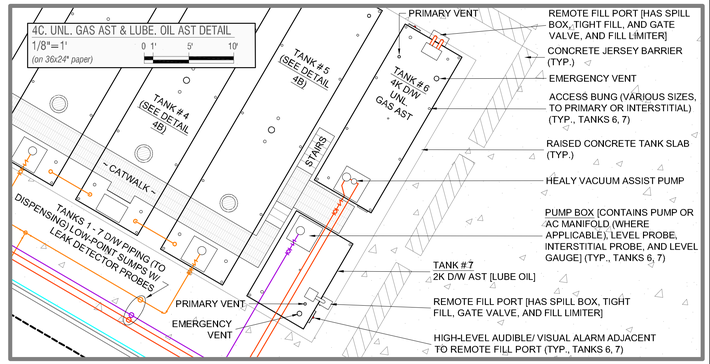
PIPING (GENERAL):
- PIPING TO HOSE REELS UNDER CANOPY IS PRESSURIZED SINGLE-WALLED STEEL, HUNG FROM CEILING; OUTSIDE CANOPY, PIPING FROM TANKS 1 - 7 IN SECONDARY CONTAINMENT
- CONTINUOUS INDICATES ABOVEGROUND (A/G), DASHED INDICATES UNDERGROUND (U/G)

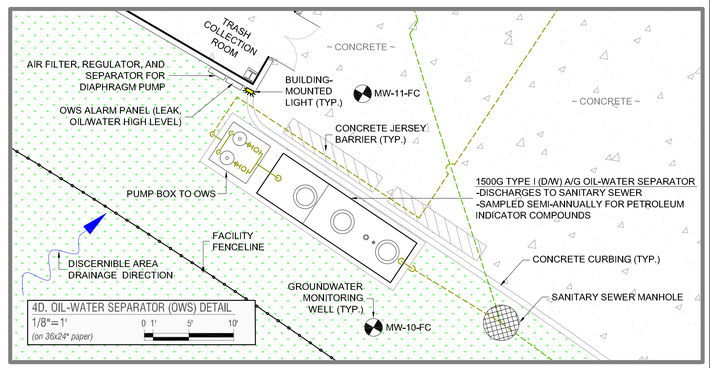
HOSE REEL/NOZZLE GUIDE:
AC: BRASS QUICK-CONNECT/DISCONNECT FITTING
LO: PISTOL-GRIP W/ HARD NOZZLE EXTENSION
A/F: TRIGGER AND FLEX HOSE
W: PISTOL-GRIP W/ FLEX NOZZLE EXTENSION

4B. DIESEL AST & ANTIFREEZE AST DETAIL
1/8"=1'
(on 36x24" paper)
0 1' 5' 10'

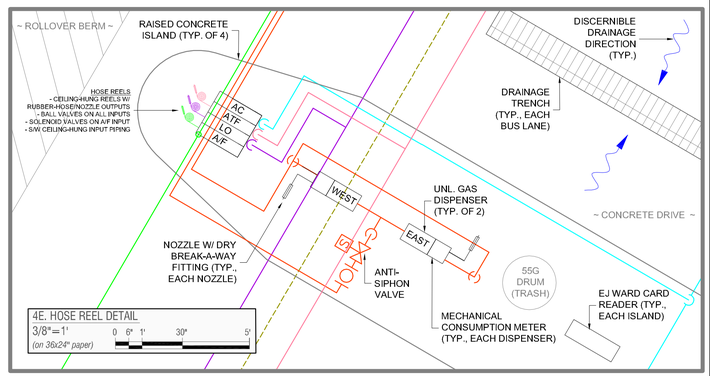


4C. UNL. GAS AST & LUBE. OIL AST DETAIL
1/8"=1'
(on 36x24" paper)
0 1' 5' 10'





4D. OIL-WATER SEPARATOR (OWS) DETAIL
1/8"=1'
(on 36x24" paper)
0 1' 5' 10'



4E. HOSE REEL DETAIL
3/8"=1'
(on 36x24" paper)
0 6" 1' 30" 5'

No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN

MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

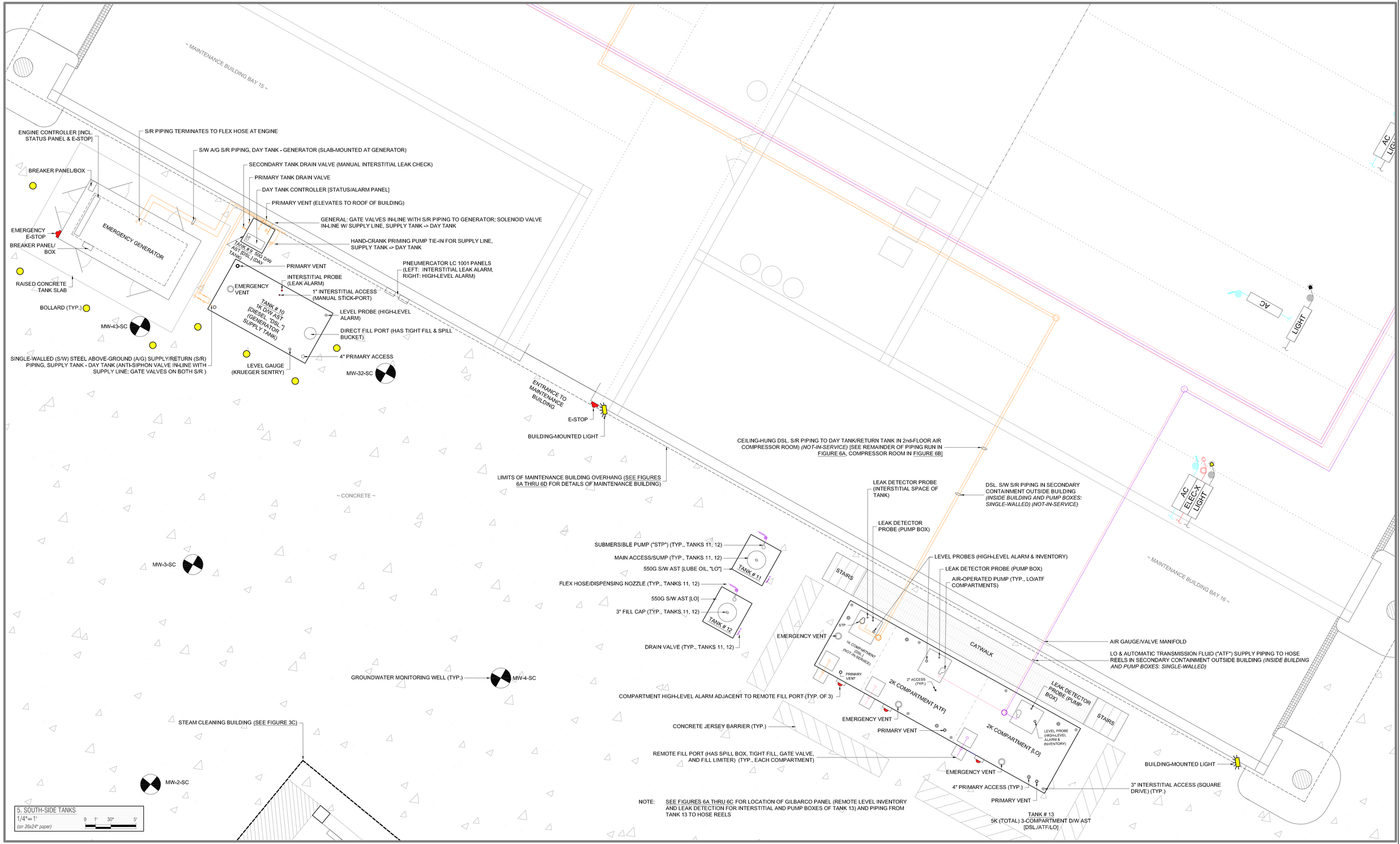
FUEL AND CLEANING ISLANDS WITH TANK/DISPENSING DETAIL

File Number
70238

Date
MAY 2010

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES
4a,
4b,
4c,
4d
4e



NOTE: SEE FIGURES 6A THRU 6C FOR LOCATION OF GILBARCO PANEL (REMOTE LEVEL INVENTORY AND LEAK DETECTION FOR INTERSTITIAL AND PUMP BOXES OF TANK 13) AND PIPING FROM TANK 13 TO HOSE REELS

No.	Date	Revisions	Init

Project Mgr.	AMANUEL WORKU, P.E.
Designed by	
Drawn by	ADAM S. WOSNESKI, P.E.
Checked by	CHRISTINE FRANKLIN, P.E.
Prof. Eng.	
PE License	

N

CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN

MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

MAINTENANCE BUILDING SOUTH-SIDE TANKS

File Number 70238

Date MAY 2010

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURE 5

PIPING GUIDE
- COMPRESSED AIR (AC) (AT HOSE REELS)
- LUBRICATION OIL (LO)
- DIESEL (DSL)
- WATER (W) (AT HOSE REELS)
- AUTOMATIC TRANSMISSION FLUID (ATF)
- GREASE (GR.)
- STORM SEWER (FRENCH DRAIN)
- ELECTRICAL EXTENSION CORD (ELEC-X)(AT HOSE REELS)

PIPING (GENERAL):
-PIPING TO HOSE REELS INSIDE BUILDING IS PRESSURIZED SINGLE-WALLED STEEL, HUNG FROM CEILING

HOSE REEL/NOZZLE GUIDE:
AC: BRASS QUICK-CONNECT/DISCONNECT FITTING
LO: PISTOL-GRIP W/ HARD NOZZLE EXTENSION
W: TRIGGER AND FLEX HOSE
ATF: PISTOL-GRIP W/ FLEX NOZZLE EXTENSION
GR. TRIGGER W/ HARD NOZZLE EXTENSION

DRUM GUIDE:
A/F = ANTIFREEZE
GR. = GREASE
LO = LUBE OIL (INCL. GEAR OIL, MOTOR OIL, ETC.)
ORG = OILY RAGS AND/OR GLOVES
ATF = AUTOMATIC TRANSMISSION FLUID
WO = WASTE OIL
UOF = USED OIL FILTERS
HYO = HYDRAULIC OIL
TR. = TRASH

DRUMS (GENERAL):
- CONSTRUCTED OF SINGLE-WALLED STEEL OR POLYETHYLENE

~ ASPHALT ~
CB11
CB17
~ CONCRETE ~
TANK # 15: 250G (EST.) AST [HYO]
NOT-IN-SERVICE; FORMERLY SUPPLIED IN-FLOOR HYDRAULIC VEHICLE LIFTS. [IN-FLOOR HYD. LIFTS ABANDONED]
COMPRESSOR ROOM (2nd FLOOR) [NOT-IN-SERVICE DAY TANK/RETURN TANK] (SEE DETAIL 6B)
TANK # 17: 225G (EST.) AST [HYO]
NOT-IN-SERVICE; FORMERLY SUPPLIED IN-FLOOR HYDRAULIC VEHICLE LIFTS [IN-FLOOR HYD. LIFTS ABANDONED]
TANK # 16: 225G (EST.) AST [HYO]
NOT-IN-SERVICE; FORMERLY SUPPLIED IN-FLOOR HYDRAULIC VEHICLE LIFTS [IN-FLOOR HYD. LIFTS ABANDONED]
BAY 15 BAY 14 BAY 13 BAY 12 BAY 11 BAY 10 BAY 9 BAY 8 BAY 7 BAY 6 BAY 5 BAY 4 BAY 3 BAY 2 BAY 1
55G DRUM [A/F]
55G DRUM W/ PUMP [BATTERY ACID]
55G DRUM W/ PUMP [DSL.] (ON POLY SPILL PALLET)
(2) 55G DRUMS W/ PUMP [LO]
MW-43-SC
MW-32-SC
MW-4-SC
PAINT ~ BOOTH ~
~ LOCKERS/RESTROOMS ~ (1st FLOOR)
~ OFFICES ~ (1st FLOOR)
~ BREAK ROOM ~ (1st FLOOR)
~ TIRE ~ MOUNTING
55G DRUM [BATTERY ACID]
55G DRUM [A/F]
(3) 55G DRUMS [WASTE PAINT, EMPTY CANS, AND DIRTY RAGS]
S/R LINES FROM TANK 13 DIESEL (DSL.) COMPARTMENT TO COMPRESSOR ROOM (GENERATOR REMOVED, LINES NOT-IN-SERVICE)
(2) 55G DRUMS [ORG]
(2) 55G DRUMS [ORG]
GILBARCO EM CONSOLE (REMOTE LEVEL INVENTORY, STATUS, ALARMS, AND LEAK DETECTION FOR TANK 13)
(2) 55G DRUMS [GR.]
(1) 55G DRUM [GR.]
(1) 55G DRUM [EMPTY]
(1) 55G DRUM [EMPTY]
(2) 55G DRUMS [ORG]
(2) 55G DRUMS [ORG]
PAINT ~ MIXING ~ ROOM (# 109)
~ FABRICATION AREA ~
EXERCISE ~ ROOM ~ (1st FLOOR)
(3) 55G DRUMS [SOLVENT/PAINT]
BOX OF ABSORBENT PADS
SUPERVISOR'S ~ OFFICE ~ (1st FLOOR)
(2) 55G DRUMS [ORG]
BATTERY ~ STORAGE ~
SERVICE PIT
(2) 55G DRUMS [ORG.]
MISC. ~ STORAGE ~
NOT-IN-SERVICE HOSE REEL SET IN PIT
55G DRUM [DSL.] (ON POLY SPILL PALLET)
55G DRUM [A/F]
(5) 55G DRUMS [EMPTY]
~ MISC. ~ STORAGE
TIRE/ ~ ENGINE ~ STORAGE
55G DRUM [GLUE]
~ STOCK ROOM ~ (HAS 2 FLOORS) (LT. GRAY INDICATES WALLS NOT PRESENT ON 2nd FLOOR)
ELEVATOR
(2) 55G DRUMS [TIRE COMPOUND]
TIRE ~ CHANGING ~
TIRE ~ RETREADING ~ (1st FLOOR)
2 BOXES OF ABSORBENT PADS
2nd-FLOOR STOCK ROOM: ENTRY FOR GR. PIPING COINCIDES WITH LO/ATF/GR. HEADERS JUNCTION (TEES/VALVING)
HOSE REEL AND WO TANK DETAIL (SEE DETAIL 6C)
55G DRUM W/ AIR-OPERATED PUMP [GR.] *LOC. ON 1st FLOOR, SUPPLIES GR. HOSE REELS*
55G DRUM [WO]
BAY 16 BAY 17 BAY 18 BAY 19 BAY 20 BAY 21 BAY 22 BAY 23 BAY 24 BAY 25 BAY 26 BAY 27 BAY 28 BAY 29 BAY 30 BAY 31 BAY 32
TANKS # 9 THRU 13: SEE FIGURE 5
(6) 55G DRUMS [GR.]
PALLET OF GRANULAR ABSORBENT (DRY SWEEP)
OUTDOOR STORAGE LOCKER (TYP. OF 2):
- TWO-TIER ENCLOSURE W/ SINGLE-SIDE SLIDING DOOR,
- (32) DRUM CAPACITY
- 323G (RATED) LIQUID-TIGHT SUMP
LOCKER "A"
LOCKER "B"
INSIDE LOCKER "A":
(4) 55G DRUMS [GR.]
(2) 55G DRUMS [A/F]
(8) 55G DRUMS [HYO]
(5) 55G DRUMS [LO]
INSIDE LOCKER "B":
(1) 55G DRUM [GR.]
(5) 55G DRUMS [LO]
(4) 55G DRUMS [A/F]
(2) 55G DRUMS [CLEANER]
(2) 55G DRUMS [SOLVENT]
TANK # 18: 150G (EST.) AST [HYO]
NOT-IN-SERVICE; FORMERLY SUPPLIED IN-FLOOR HYDRAULIC VEHICLE LIFTS [IN-FLOOR HYD. LIFTS ABANDONED]
350G (EST) POLY. AST [WASTE A/F]
TANK # 19: 225G (EST.) AST [HYO]
NOT-IN-SERVICE; FORMERLY SUPPLIED IN-FLOOR HYDRAULIC VEHICLE LIFTS [IN-FLOOR HYD. LIFTS ABANDONED]
MW (UNKNOWN ID)
MW-56-SC
DISCERNIBLE DRAINAGE DIRECTION (TYP.)
STORM DRAIN INLET (CATCH BASIN, "CB") (EQUIPPED W/ OIL-RETAINING BAFFLES) (TYP.)
U/G DRAINAGE PIPING (FRENCH DRAIN) (TYP.)
CB21
CB20
~ BUS PARKING ~
~ BUS PARKING ~

6A. MAINTENANCE BUILDING (OVERALL)
1/16"=1' (on 36x24" paper) 0 5' 10' 20'

E-STOP (OUTSIDE, GROUND LEVEL) *CONNECTION INDETERMINATE*
DOUBLE DOORS (GROUND LEVEL)
WALL/FLOOR-MOUNTED DIESEL S/R PIPING [TYP.]
10G S/W AST [DSL.] (RETURN TANK) *NOT-IN-SERVICE*
25G D/W AST [DSL.] (DAY TANK) *NOT-IN-SERVICE*
NOTE: MOST OF THE OUPUT PIPING FROM DAY TANK AND RETURN TANK CUT/CAPPED; GENERATOR PREVIOUSLY REMOVED.
OVERHEAD (CEILING-HUNG) DSL. S/R PIPING FROM/TO SUPPLY TANK (TANK 13 DSL. COMPARTMENT)
COMPRESSOR
~ COMPRESSOR ROOM (2nd FLOOR) ~
COMPRESSOR
ACCESS DOOR (2nd FLOOR)
~ BAY 10 ~
~ OFFICES (1st FLOOR) ~

6B. COMPRESSOR ROOM (2nd-FLOOR)
1/4"=1' (on 36x24" paper) 0 6" 1' 9'

ELEC-X
GREASE
LO
ATF
AC
W
IN-SERVICE OVERHEAD HOSE REEL SET (TYP. OF 17) *11/17 SETS DISPENSE GR. & LO*
AC
ATF
GREASE
LO
LIGHT
ELEC-X
MISC. ~ STORAGE ~
MISC. ~ STORAGE ~
(10) 55G DRUMS [WASTE A/F]
~ BAY 26 ~
~ BAY 27 ~
~20G DRAIN BASIN [UOF]
55G DRUM [UOF]
DIAPHRAGM VACUUM PUMP W/ EXTENSION HOSE
(5) 55G DRUMS [LO]
~20G DRAIN BASIN [UOF]
USED FILTER CRUSHER
FOOT PEDAL (FOR PNEUMATIC-ACTION FILTER CRUSHER)
SUCTION PORT (CAM-LOCK CONNECTION)
GRAY DASHED LINE INDICATES PRIMARY TANK
INTERSTITIAL ACCESS (TYP. OF 2)
TANK 14 500G (EST.) D/W AST [WO]
LEVEL GAUGE (MECH.)
(2) 55G DRUMS [A/F]
(2) 55G DRUMS [UOF, ORG]
OVERHEAD (S/W A/G) LO/ATF/GR. PIPING HEADER (TYP., SEE FIGURE 6A FOR ALL BRANCHES)
(10) 55G DRUMS [EMPTY]
1" FLOOR BERM (TYP., ALL BAY DOOR OPENINGS EXCEPT #'s 20, 21, 22)

6C. HOSE REEL & WASTE OIL TANK DETAIL
1/4"=1' (on 36x24" paper) 0 6" 1' 9'

No.	Date	Revisions	Init

Project Mgr. AMANUEL WORKU, P.E.
Designed by
Drawn by ADAM S. WOSNESKI, P.E.
Checked by CHRISTINE FRANKLIN, P.E.
Prof. Eng.
PE License

N

CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURES PLAN

MIAMI-DADE TRANSIT - NORTHEAST BUS MAINTENANCE FACILITY
360 NE 185th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33179

MAINTENANCE BUILDING

File Number 70238
Date MAY 2010

Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES 6a, 6b, 6c

Appendix A

SPCC Plan Review Log

SPCC Plan Review Log					
Reviewed By	**Date**	**Activity**	**P.E. Certification Required (Y/N)**	**Comments**	**Signature**

P.E. Certification					
Date	**Scope**	**P.E. Name**	**Licensing State and Registration No.**	**Comments**	**Signature**

Appendix B

FDEP Incident Notification Form 62-761.900(6)

DEP Form # 62-761.900(6)

Form Title Incident Notification Form

Effective Date: July 13, 1998

Incident Notification Form

PLEASE PRINT OR TYPE

Instructions are on the reverse side. Please complete all applicable blanks

1. Facility ID Number (if registered):_____ **2. Date of form completion**:_____

3. General information

Facility name:_____
Facility Owner or Operator: _____
Contact Person:_____Telephone number: ( )_____County: _____
Facility mailing address: _____
Location of incident (facility street address):_____
Latitude and Longitude of incident (If known.)_____

4. Date of Discovery of incident:_____month/day/year

5. Monitoring method that indicates a possible release or an incident: (check all that apply)

[ ] Liquid detector (automatic or manual)
[ ] Vapor detector (automatic or manual)
[ ] Tightness test
[ ] Pressure test
[ ] Breach of integrity test
[ ] Visual observation
[ ] Groundwater samples
[ ] Monitoring wells
[ ] Internal inspection
[ ] Odors in the vicinity
[ ] Automatic tank gauging
[ ] Manual tank gauging
[ ] Closure
[ ] Inventory control
[ ] Statistical Inventory Reconciliation
[ ] Groundwater analytical samples
[ ] Soil analytical tests or samples
[ ] Other_____

6. Type of regulated substance stored in the storage system: (check one)

[ ] Diesel
[ ] Gasoline
[ ] Heating oil
[ ] Used\waste oil
[ ] Aviation gas
[ ] Jet fuel
[ ] New/lube oil
[ ] Kerosene
[ ] Other _____
[ ] Hazardous substance - includes CERCLA substances, pesticides, ammonia, chlorine, and their derivatives, and mineral acids.
(write in name or Chemical Abstract Service (CAS) number)_____

7. Incident involves or originated from a: (check all that apply)

[ ] Tank
[ ] Unusual operating conditions
[ ] Dispensing equipment
[ ] Pipe
[ ] Overfill protection device
[ ] Piping sump
[ ] Release detection equipment
[ ] Secondary containment system
[ ] Other
[ ] Dispenser Liners
[ ] Loss of >100 gallons to an impervious surface other than secondary containment
[ ] Loss of >500 gallons within secondary containment

8. Cause of the incident, if known: (check all that apply)

[ ] Overfill (<25 gallons)
[ ] Faulty Probe or sensor
[ ] Spill (<25 gallons)
[ ] Human error
[ ] Theft
[ ] Installation failure
[ ] Corrosion
[ ] Other_____

9. Actions taken in response to the incident: _____

10. Comments: _____

11. Agencies notified (as applicable):

[ ] Fire Department.
[ ] Local Program
[ ] DEP (district/person)

12. To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

_____ _____

Printed Name of Owner, Operator or Authorized Representative

Signature of Owner, Operator or Authorized Representative.

Instructions for completing the Incident Notification Form

This form must be completed to notify the County of all incidents, or of the following suspected releases:

1. A failed or inconclusive tightness, pressure, or breach of integrity test,
2. Internal inspection results, including perforations, corrosion holes, weld failures, or other similar defects that indicate that a release has occurred.
3. Unusual operating conditions such as the erratic behavior of product dispensing equipment, the sudden loss of product from the storage tank system, or any unexplained presence of water in the tank, unless system equipment is found to be defective but not leaking;
4. Odors of a regulated substance in surface or groundwater, soils, basements, sewers and utility lines at the facility or in the surrounding area;
5. The loss of a regulated substance from a storage tank system exceeding 100 gallons on impervious surfaces other than secondary containment, driveways, airport runways, or other similar asphalt or concrete surfaces;
6. The loss of a regulated substance exceeding 500 gallons inside a dike field area with secondary containment; and
7. A positive response of release detection devices or methods described in Rule 62-761.610, F.A.C., or approved under Rule 62-761.850, F.A.C. A positive response shall be the indication of a release of regulated substances, an exceedance of the Release Detection Response Level or a breach of integrity of a storage tank system.

If the investigation of an incident indicates that a discharge did not occur (for example, the investigation shows that the situation was the result of a theft or a malfunctioning electronic release detection probe), then a letter of retraction should be sent to the County within fourteen days with documentation that verifies that a discharge did not occur. If within 24 hours of an incident, or before the close of the County's next business day, the investigation of the incident does not confirm that a discharge has occurred, an Incident Report Form need not be submitted.

A copy of this form must be delivered or faxed to the County within 24 hours of the discovery of an incident, or before the close of the next business day. It is recommended that the original copy be sent in the mail. If the incident occurs at a county-owned facility, a copy of the form must be faxed or delivered to the local DEP District office.

DEP District Office Addresses:

Northwest District
160 Governmental Center
Pensacola FL. 32501-5794
Phone: 850-595-8360
FAX: 850-595-8417

Northeast District
7825 Baymeadows Way Suite B 200
Jacksonville FL. 32256-7590
Phone: 904-488-4300
FAX: 904-488-4366

Central District
3319 Maguire Blvd. Suite 232
Orlando, FL. 32803-3767
Phone: 407-894-7555
FAX: 407-897-2966

Southwest District
3804 Coconut Palm Dr.
Tampa FL. 33619-8218
Phone: 813-744-6100
FAX: 813-744-6125

South District
2295 Victoria Ave. Suite 364
Ft. Myers FL. 33901-2549
Phone: 813-332-6975
FAX: 813-332-6969

Southeast District
400 N. Congress Ave.
West Palm Beach, FL. 33416-5425
Phone: 561-681-6600
FAX: 561-681-6790

(02/01/98)

Appendix C

FDEP Discharge Report Form 62-761.900(1)

Discharge Report Form

PLEASE PRINT OR TYPE

DEP Form # 62-761.900(1)
Form Title Discharge Report Form
Effective Date: July 13, 1998

Instructions are on the reverse side. Please complete all **applicable** blanks

1. Facility ID Number (if registered):_____ **2. Date of form completion**:_____

3. General information
Facility name or responsible party (if applicable):_____
Facility Owner or Operator, or Discharger: _____
Contact Person:_____Telephone Number: ( )_____County: _____
Facility or Discharger Mailing Address: _____
Location of Discharge (street address):_____
Latitude and Longitude of Discharge (if known)_____

4. Date of receipt of test results or discovery of confirmed discharge: _____month/day/year

5. Estimated number of gallons discharged:_____

6. Discharge affected: [ ] Air [ ] Soil [ ] Groundwater [ ] Drinking water well(s) [ ] Shoreline [ ] Surface water (water body name) _____

7. Method of discovery (check all that apply)

[ ] Liquid detector (automatic or manual)	[ ] Internal inspection	[ ] Closure/Closure Assessment
[ ] Vapor detector (automatic or manual)	[ ] Inventory control	[ ] Groundwater analytical samples
[ ] Tightness test	[ ] Monitoring wells	[ ] Soil analytical tests or samples
[ ] Pressure test	[ ] Automatic tank gauging	[ ] Visual observation
[ ] Statistical Inventory Reconciliation	[ ] Manual tank gauging	[ ] Other _____

8. Type of regulated substance discharged: (check one)

[ ] Unknown	[ ] Used/waste oil	[ ] Jet fuel	[ ] Heating oil	[ ] New/lube oil
[ ] Gasoline	[ ] Aviation gas	[ ] Diesel	[ ] Kerosene	[ ] Mineral acid

[ ] Hazardous substance - includes CERCLA substances from USTs above reportable quantities, pesticides, ammonia, chlorine, and derivatives (write in name or Chemical Abstract Service (CAS) number)_____
[ ] Other_____

9. Source of Discharge: (check all that apply)

[ ] Dispensing system	[ ] Pipe	[ ] Barge	[ ] Pipeline	[ ] Vehicle
[ ] Tank	[ ] Fitting	[ ] Tanker ship	[ ] Railroad tankcar	[ ] Airplane
[ ] Unknown	[ ] Valve failure	[ ] Other Vessel	[ ] Tank truck	[ ] Drum

[ ] Other_____

10. Cause of the discharge: (check all that apply)

[ ] Loose connection	[ ] Puncture	[ ] Spill	[ ] Collision	[ ] Corrosion
[ ] Fire/explosion	[ ] Overfill	[ ] Human error	[ ] Vehicle Accident	[ ] Installation failure

[ ] Other_____

11. Actions taken in response to the discharge: _____

12. Comments: _____

13. Agencies notified (as applicable):

[ ] State Warning Point 1-***800 320-0519***	[ ] National Response Center ***1-800-424-8802***	[ ] Florida Marine Patrol ***(800) 342-5367***	[ ] Fire Department. _____	[ ] DEP (district/person) [ ] County Tanks Program

14. To the best of my knowledge and belief, all information submitted on this form is true, accurate, and complete.

_____ Printed Name of Owner, Operator or Authorized Representative, or Discharger

_____ Signature of Owner, Operator or Authorized Representative, or Discharger

Oil spills to navigable waters of the United States, and releases of reportable quantities of CERCLA hazardous substances must be reported within one hour to the National Response Center or the Florida Marine Patrol. Reports to the National Response Center of oil spills to navigable waters need not be repeated to any other federal, state, or local agency. Conditions at the site that do not involve spills to navigable waters of the United States, or CERCLA hazardous substances, that pose an immediate threat to human health or the environment, must be immediately reported to the State Warning Point or the Local Fire Department. This form must be submitted for all discharges from facilities with storage tank systems, and at other sites, in accordance with Chapters 62-761 and 62-770, F.A.C. Chapter 62-761 and 62-770, F.A.C., should be consulted for specific reporting requirements.

State Warning Point	*National Response Center*	*Local Fire Department*
1-800-320-0519	*1-(800)-424-8802*	*(obtain local number)*

This form must be used to report any confirmed discharge, or any one of the following from a storage tank system subject to Chapter 62-761, F.A.C., unless the discharge is from a previously-known and reported discharge:

1. Results of analytical or field tests of surface water, groundwater, or soils indicating the presence of contamination by:
    a. A hazardous substance from a UST;
    b. A regulated substance, other than petroleum products; or
    c. Petroleum products' chemicals of concern specified in Chapter 62-770, F.A.C.;
2. A spill or overfill event of a regulated substance to soil equal to or exceeding 25 gallons, unless the regulated substance has a more stringent reporting requirement specified in CFR Title 40, Part 302;
3. Free product or sheen of a regulated substance present in surface water, groundwater, soils, basements, sewers, and utility lines at the facility or in the surrounding area; or
4. Soils stained by regulated substances observed during a closure assessment performed in accordance with Rule 62-761.800, F.A.C.

A copy of this form must be delivered or faxed to the County within 24 hours of the discovery of a discharge, or before the close of the next business day. It is recommended that the original copy be sent in the mail. If the discharge occurs at a county-owned facility, a copy of the form must be faxed or delivered to the local FDEP District office. A discharge of petroleum or petroleum products from a source other than a regulated storage tank system must be reported within one week of discovery in accordance with Rule 62-770.250, F.A.C.

FDEP District Office Addresses:

Northwest District
160 Governmental Center
Pensacola FL. 32501-5794
Phone: 850-595-8360
FAX: 850-595-8417

Northeast District
7825 Baymeadows Way Suite B 200
Jacksonville FL. 32256-7590
Phone: 904-448-4300
FAX: 904-448-4362

Central District
3319 Maguire Blvd. Suite 232
Orlando, FL. 32803-3767
Phone: 407-894-7555
FAX: 407-897-2966

Southwest District
3804 Coconut Palm Dr.
Tampa FL. 33619-8218
Phone: 813-744-6100
FAX: 813-744-6125

South District
2295 Victoria Ave. Suite 364
Ft. Myers FL. 33901-2549
Phone: 813-332-6975
FAX: 813-332-6969

Southeast District
400 N. Congress Ave.
West Palm Beach, FL. 33416-5425
Phone: 561-681-6600
FAX: 561-681-6790

[Effective date of the rule]

Appendix D

Storage Tank Inspection Checklists

CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Inspection Checklist - *Monthly*

Miami-Dade Transit
Northeast Bus Maintenance Facility

_____

(month/year)

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e)

I. <u>Aboveground Storage Tank (AST) System</u>:

Tank # 1 – 12,000-gallon double-walled AST [diesel]
Tank # 2 – 12,000-gallon double-walled AST [diesel]
Tank # 3 – 12,000-gallon double-walled AST [diesel]
Tank # 4 – 12,000-gallon double-walled AST [diesel]
Tank # 5 – 12,000-gallon double-walled AST [diesel]
Tank # 6 – 4,000-gallon double-walled AST [unleaded gasoline]
Tank # 7 – 2,000-gallon double-walled AST [lubrication oil]
Tank # 8 – 500-gallon double-walled AST [antifreeze]

1. - Removed product from and cleaned inside/outside of all fill/pump boxes
   - Adjusted piping

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

2. Inspection operation of manual valves in all fill and pump/siphon boxes

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

3. Inspected all product piping for leaks or damage in…
   - Remote/direct fill boxes
   - Pump/siphon boxes
   - Containment piping outside building
   - All overhead product piping inside building
   - All valves/fittings inside the building (connected to dispensers)

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

I. Aboveground Storage Tank (AST) System *(continued)*:

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

5. Checked overfill prevention valve.
   - Note: Annual inspection (testing) in March. See *Annual Inspection Checklist*s and *O&M Detailed Guide to Annual Inspection of Overfill Prevention Valves* for instructions.

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

6. Inspected dry break fill valve (or tight fill, if applicable – check if crossbar present).

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

7. Inspected submerged tank pumps (STPs), vacuum-assist, or air-operated pumps (where applicable).

☐	Tank # 1			
☐	Tank # 3			
☐	Tank # 5			
☐	Tank # 6	☐	Healy vacuum assist pump	
☐	Tank # 7			
☐	Tank # 8			

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

I. Aboveground Storage Tank (AST) System *(continued)*:

8. Visually inspected siphon (balance pipe) system and confirmed tank levels (Tanks 1 – 7: mechanical level gauge inside pump box; Tank 8 – unscrew an access bung & use tank gauge stick).

☐	Tank # 1	Level _____
☐	Tank # 2	Level _____
☐	Tank # 3	Level _____
☐	Tank # 4	Level _____
☐	Tank # 5	Level _____
☐	Tank # 6	Level _____
☐	Tank # 7	Level _____
☐	Tank # 8	Level (in.) Total height, interior of tank (in.)

☐	Tank #s 1/2 siphon	
☐	Tank #s 2/3 siphon	
☐	Tank #s 3/4 siphon	
☐	Tank #s 4/5 siphon	

9. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Tank #s 5/6 stairs	
☐	Tank #s 1/2 stairs	
☐	Tanks # 1 – 7 catwalk	

10. Inspected grounded grid connections at tank and stairs.

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	Tank # 1	
☐	Tank # 2	
☐	Tank # 3	
☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	
☐	Tank # 8	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

I. Aboveground Storage Tank (AST) System *(continued)*:

12. Inspected cap and adapter at tank level probe and tank interstitial probe

	Tank # 1	Level Probe:	Interstitial Probe:
	Tank # 2	Level Probe:	Interstitial Probe:
	Tank # 3	Level Probe:	Interstitial Probe:
	Tank # 4	Level Probe:	Interstitial Probe:
	Tank # 5	Level Probe:	Interstitial Probe:
	Tank # 6	Level Probe:	Interstitial Probe:
	Tank # 7	Level Probe:	Interstitial Probe:
	Tank # 8	Level Probe:	Interstitial Probe:

13. Inspected audible/visual high-level alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

	Tank # 1	
	Tank # 2	
	Tank # 3	
	Tank # 4	
	Tank # 5	
	Tank # 6	
	Tank # 7	

14. Inspected emergency shut-off switches (E-stops)

	Island # 1	
	Island # 5	

15. Inspected Gilbarco TLS-350 and Pump Control panels (Attendent's Room)
    - Gilbarco: ( ) attached print-out ( ) control lamps working ( ) no alarm conditions
    - Pump Control: ( ) keys inserted ( ) lights functional ( ) switches functional

	Gilbarco TLS-350	
	Pump Control	

16. Inspected air-operated pump, piping, valves, and high pressure hose connections for leaks/damage

	Tank # 7	
	Tank # 8	

17. Inspected air filter, regulator, and lubricator
    ( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure set at 40 psi

	Tank # 7	
	Tank # 8	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

II. <u>Dispensing Equipment</u>:

Island # 1:
- **EJ Ward Card Reader**
- **Diesel Single-Hose Dispenser**
- **Hose Reel Set (HRS) w/ reels for Antifreeze (AF), Automatic Transmission Fluid (ATF), and Lubrication Oil (LO)**

Island # 2:
- **EJ Ward Card Reader**
- **Diesel Single-Hose Dispenser**
- **HRS: AF/ATF/LO/Compressed Air (AC)**

Island # 3:
- **EJ Ward Card Reader**
- **Diesel Single-Hose Dispenser**
- **HRS: AF/ATF/LO/AC**
- **"West" Unleaded Gasoline Single-Hose Dispenser**
- **"East" Unleaded Gasoline Single-Hose Dispenser**

Island # 4:
- **EJ Ward Card Reader**
- **Diesel Dual-Hose Dispenser (Left-Hand Side Long Hose Nozzle on Island #5)**
- **HRS: AF/ATF/AC**

Island # 5:
- **Left-Hand Side Long Hose Nozzle (Connected to Diesel Dual-Hose Dispenser on Island #4)**

1. Inspected diesel pump sequential operation (Pump Control Panel, Attendent's Room)

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	
☐	Tank # 1 STP	
☐	Tank # 3 STP	
☐	Tank # 5 STP	

2. Inspected fuel filters and adapters

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	

3. Inspected vapor recovery nozzles

☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

II. Dispensing Equipment *(continued)*

4. Inspected posi-lock nozzles

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Short Hose)	
☐	Island # 5 Diesel LHS Long Hose	

5. Inspected fuel filters and adapters

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	

6. Inspected ( ) hoses ( ) hose fittings ( ) dry break-a-way valves ( ) retractors ( ) support poles

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Short Hose)	
☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	
☐	Island # 5 Diesel LHS Long Hose	

7. Inspected on/off handles: ( ) solenoid switches ( ) relays

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	

8. Inspected shear valves for leaks and damage

☐	Island # 1 Diesel Dispenser	
☐	Island # 2 Diesel Dispenser	
☐	Island # 3 West Unleaded Gasoline Dispenser	
☐	Island # 3 East Unleaded Gasoline Dispenser	
☐	Island # 3 Diesel Dispenser	
☐	Island # 4 Diesel Dispenser (Dual Hose)	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

II. Dispensing Equipment *(continued)*

9. Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles
( ) retractors/clamps/cables adjusted to proper tension

☐	Island # 1	LO Reel	
☐		ATF Reel	
☐		AF Reel	
☐	Island # 2	LO Reel	
☐		ATF Reel	
☐		AF Reel	
☐	Island # 3	LO Reel	
☐		ATF Reel	
☐		AF Reel	
☐	Island # 4	LO Reel	*No reel present 7-2-2009*
☐		ATF Reel	
☐		AF Reel	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

III. Drainage System

1,500-gallon double-walled aboveground oil-water separator ("OWS", south of Dust/Trash Collection Building)
Lane # 1 trench drain
Lane # 2 trench drain
Lane # 3 trench drain
Lane # 4 trench drain
Lane 1 – 4 entry 2" concrete rollover berm
Lane 1 – 4 exit 2" concrete rollover berm
Pre-OWS underground sand trap
Pre-OWS underground settling sump

1. Inspected baffles at trench drains for sludge build-up

☐	Lane # 1 trench drain	
☐	Lane # 2 trench drain	
☐	Lane # 3 trench drain	
☐	Lane # 4 trench drain	

2. Inspected sludge build-up at sand trap and settling sump

☐	Sand trap	
☐	Settling sump	

3. Inspected air-operated diaphragm pumps

☐	OWS – north pump	
☐	OWS – south pump	

4. Inspected pump containment box

☐	OWS	

5. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

6. Inspected float switches inside of settling sump

☐	Settling sump	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

III. Drainage System *(continued)*

7. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

8. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (semi-annual, June/December only)	

9. Inspected OWS pump control/alarm panel buttons

☐	Power On	
☐	OWS High-High Oil Level & test	
☐	OWS Liquid Leak & test	
☐	Sump High Water Level & test	
☐	Pump Chamber Liquid Leak & test	
☐	OWS High Oil Level & test	
☐	Pump alternating switch	
☐	System Reset	
☐	Silence	

10. Inspected ( ) air filter ( ) regulator ( ) lubricator
    - Drained water from separator bowl
    - Filled lubricator to proper level
    - Confirmed air pressure set at 30 psi

☐	OWS air control panel	

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	Fuel & Cleaning OWS	

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

IV. General Housekeeping Items

Drums
Catch Basins
Monitoring Wells
Concrete Integrity

1. Condition of all drums at Fuel & Cleaning: ( ) leak-free
   ( ) under canopy/building
   ( ) behind rollover berm, on spill pallet, or in locker

   If all of above conditions are not met, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	In storage locker with secondary containment sump (y / n)

2. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB10					
CB11					

3. Condition of nearby monitoring wells

Monitoring Well ID	Manway assembly and cover intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Lower new disposable bailer into well and withdraw groundwater		Notes
			Odor (e.g., none, petro.)	Appearance (i.e., clear, sheen, FFP) (if FFP, list inches)	
MW-18-FC					
MW-12-FC					
MW-7-FC					
MW-10-FC					

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

IV. General Housekeeping Items *(continued)*

4. Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around building
   Note if significant petroleum staining present.

	Tank # 1 – 7 slab	
	Tank # 8 slab	
	OWS slab	
	Entry rollover berm	
	Exit rollover berm	
	Island # 1 curb	
	Island # 2 curb	
	Island # 3 curb	
	Island # 4 curb	
	Island # 5 curb	
	Lane # 1 floor	
	Lane # 2 floor	
	Lane # 3 floor	
	Lane # 4 floor	
	Concrete slab pavement immediately surrounding building (see map)	
	Concrete slab joint caulk immediately surrounding building (see map)	

Overall Comments, Fuel and Cleaning Islands:

Overall Recommendations, Fuel and Cleaning Islands:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

1. Fuel & Cleaning Islands (See SPCC Figures 4a – 4e) *(continued)*

Gilbarco TLS 350 Print-Out (staple or tape)

2. Steam Cleaning Building (See SPCC Figure 3c)

I. Drainage System

1,500-gallon double-walled aboveground oil-water separator ("OWS", northwest of Steam Cleaning Building)
Trench drain
Northwest 2" concrete rollover berm
Southeast 2" concrete rollover berm
Pre-OWS underground sand trap/settling sump

1. Inspected baffles at trench drain for sludge build-up

☐	

2. Inspected sludge build-up at sand trap/settling sump

☐	Sand trap/settling sump	

3. Inspected air-operated diaphragm pumps

☐	OWS – north pump	
☐	OWS – south pump	

4. Inspected pump containment box

☐	OWS	

5. Inspected above-ground air and OWS drainage piping, valves, and fittings for operation/leaks/damage

☐	Air	
☐	OWS Drainage	

6. Inspected level float sensor inside of settling sump

☐	Sand trap/settling sump	

7. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

2. Steam Cleaning Building (See SPCC Figure 3c) *(continued)*

I. Drainage System *(continued)*

8. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (quarterly basis, typically)	

9. Inspected OWS pump control/alarm panel buttons

☐	Power On	
☐	OWS High-High Oil Level & test	
☐	OWS Liquid Leak & test	
☐	Sump High Water Level & test	
☐	Pump Chamber Liquid Leak & test	
☐	OWS High Oil Level & test	
☐	Pump alternating switch	
☐	System Reset	
☐	Silence	

10. Inspected ( ) air filter ( ) regulator ( ) lubricator
    - Drained water from separator bowl
    - Filled lubricator to proper level
    - Confirmed air pressure set at 30 psi

☐	Inside OWS pump box	

11. Inspected exterior of tanks for rust/corrosion/leaks/damage to paint

☐	Steam Cleaning OWS	

2. Steam Cleaning Building (See SPCC Figure 3a, 3c) *(continued)*

II. General Housekeeping Items

Drums
Monitoring Wells
Concrete Integrity

1. Condition of all drums at Steam Cleaning: ( ) leak-free
   ( ) under canopy/building
   ( ) behind rollover berm, on spill pallet, or in locker

   If all of above conditions are not met, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	In storage locker with secondary containment sump (y / n)

2. Condition of nearby monitoring wells

Monitoring Well ID	Manway assembly and cover intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Lower new disposable bailer into well and withdraw groundwater		Notes
			Odor (e.g., none, petro.)	Appearance (i.e., clear, sheen, FFP) (if FFP, list inches)	
MW-6-SC					
MW-36D-SC					
MW (unknown ID, N. of bldg. – see figure 3c)					

3. Inspected integrity of concrete slabs, concrete pavement, and joint caulk in and around building
   Note if significant petroleum staining present.

	Floor of building	
	OWS slab	
	Northwest rollover berm	
	Southeast rollover berm	
	Concrete slab pavement immediately surrounding building (see map)	
	Concrete slab joint caulk immediately surrounding building (see fig. 3c)	

2. Steam Cleaning Building (See SPCC Figure 3a, 3c) *(continued)*

Overall Comments, Steam Cleaning Building:

_____
_____
_____
_____
_____
_____
_____

Overall Recommendations, Steam Cleaning Building:

_____
_____
_____
_____
_____
_____
_____

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c)

I. Aboveground Compartment Tank (# 13) System:

Tank # 13 – 5,000-gallon (3 compartment) double-walled AST [1,000-gallon diesel ("DSL"), 2,000-gallon automatic transmission fluid (aka torque oil or "ATF"), 2,000-gallon lubrication oil ("LO")]

1. - Removed product from and cleaned inside/outside of all fill/pump boxes
   - Adjusted piping

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

2. Inspection operation of manual valves in all fill and pump boxes

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

3. Inspected all product piping, fittings, and valves for leaks or damage in…
   - Remote/direct fill boxes
   - Pump boxes
   - Containment piping outside building
   - All overhead product piping inside building (connected to hose reel sets)

   Note: consult Figure 6a for piping headers inside building. If leak/damage, note bay or room where damage occurred.

☐	DSL piping outside bldg. (from Tank 13)	
☐	ATF (A/G) piping outside bldg. (from Tank 13)	
☐	LO piping outside bldg. (from Tank 13)	
☐	DSL supply/return ceiling-hung piping inside building to Compressor Room	
☐	ATF/LO/grease (GR) ceiling-hung piping headers inside building (above bays)	
☐	ATF/LO/GR headers junction (2nd floor, Stockroom)	

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

I. Aboveground Compartment Tank (# 13) System *(continued)*

5. Checked overfill prevention valve.
   - Note: Annual inspection (testing) in March. See *Annual Inspection Checklist*s and *O&M Detailed Guide to Annual Inspection of Overfill Prevention Valves* for instructions.

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

6. Inspected dry break fill valve (or tight fill, if applicable – check if crossbar present).

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

7. Inspected submerged tank pumps (STPs), vacuum-assist, or air-operated pumps (where applicable).

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

8. Confirmed tank levels (with tank gauge stick, any primary tank access bung).

☐	Tank # 13 – DSL compartment	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 13 – ATF compartment	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 13 – LO compartment	Level (in.)	Total height, interior of tank (in.)

9. Inspected stairways and catwalk for loose connections or damaged grating.

☐	Northwest stairs	
☐	Southeast stairs	
☐	Catwalk	

10. Inspected grounded grid connections at tank and stairs.

☐	Northwest stairs	
☐	Southeast stairs	
☐	Tank # 13	

11. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 13	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

I. Aboveground Compartment Tank (# 13) System *(continued)*

12. Inspected cap and adapter at tank level probe and pump box leak detector/tank interstitial probe.

☐	Tank # 13 – DSL compartment	Level	Pump Box	Interstitial
☐	Tank # 13 – ATF compartment	Level		
☐	Tank # 13 – LO compartment	Level		

13. Inspected audible/visual high-level alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 13 – DSL compartment	
☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

14. Inspected emergency shut-off switch (E-stop) near doorway

☐	Doorway E-Stop	

15. Inspected Gilbarco EM Console
    ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Gilbarco EMC	

16. Inspected air-operated pump (including over-run control on discharge), piping, valves (including pressure relief valves), and high pressure hose connections for leaks/damage

☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

17. Inspected air filter, regulator, and lubricator
    ( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure set at 40 psi

☐	Tank # 13 – ATF compartment	
☐	Tank # 13 – LO compartment	

18. Inspected submerged tank pump

☐	Tank # 13 – DSL compartment	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

II.a. Emergency Generator System – Day Tank (# 9)
Tank # 9 – 50-gallon double-walled AST [DSL]

1. Inspected float switch

☐	Tank # 9	

2. Removed control panel cover and cleaned inside

☐	Tank # 9	

3. Tested control panel/alarms for proper operation

☐	Tank # 9	

4. Inspected piping/fittings/valves (from Day Tank to engine connection) for operation/leaks/damage
   a. Checked operation of valves
   b. Checked condition of solenoid valve

☐	Tank # 9	

5. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 9	

6. Inspected Krueger Sentry level gauge.

☐	Tank # 9		Level: _____

II.b. Emergency Generator System – Emergency Generator

1. Inspected engine control panel & associated E-stop

☐	Emergency Generator	

2. Inspected E-stop on outside of generator housing

☐	Emergency Generator	

3. Inspected fuel lines (e.g., flex hose, connections/fittings/injector bank) & oil sump for damage/leaks

☐	Emergency Generator	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

II.c. Emergency Generator System – Supply Tank (# 10)
Tank # 10 – 1,000-gallon double-walled AST [DSL]

1. Removed product from and cleaned inside/outside of direct fill port/spill bucket

☐	Tank # 10	

2. Inspection operation of manual valves at supply/return connection

☐	Tank # 10	

3. Inspected all product piping, fittings, and valves (from Supply Tank to Day Tank) for operation/leaks/ damage [Note: Anti-siphon valve – if Annual Inspection period – also see Annual Inspection checklists]

☐	Tank # 10	

4. Inspected ( ) primary vent piping and cap ( ) Emergency vent

☐	Tank # 10	

5. Inspected tight fill (check if crossbar present).

☐	Tank # 10	

6. Inspected Krueger Sentry level gauge (intact = OK) & confirmed tank levels

☐	Tank # 10	Level (gauge)	Level (stick fill port)	

7. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐	Tank # 10	

8. Inspected cap and adapter at tank level probe and tank interstitial probe.

☐	Tank # 10	Level	Interstitial

9. Inspected interstitial for leaks (1" manual stick port).

☐	Tank # 10	Any liquid? (y / n)	If yes, in. _____	Appearance

10. Inspected Pneumercator LC1001 audible/visual high-level/leak alarms
    - Tested ( ) alarm button ( ) alarm reset button
    - ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 10 – High Level Alarm	
☐	Tank # 10 – Leak Detection	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

III. <u>Aboveground Lube Oil AST/Dispensing System</u>:

Tank # 11 – 550-gallon single-walled AST w/ dispensing nozzle [LO]
Tank # 12 – 550-gallon single-walled AST w/ dispensing nozzle [LO]

1. Inspected exterior of tank for rust/corrosion/leaks/damage to paint.

☐ Tank # 11	
☐ Tank # 12	

2. Inspected fill connection/cover ( ) note if open, corroded

☐ Tank # 11	
☐ Tank # 12	

3. Checked operation of sump drain valve (note if leak/damage)

☐ Tank # 11	
☐ Tank # 12	

4. Inspected air-operated pump (including over-run control on discharge), piping, valves (including pressure relief valves), high pressure hose connections, and dispensing nozzle for leaks/damage

☐ Tank # 11	
☐ Tank # 12	

5. Inspected air filter, regulator, and lubricator
( ) Drained water from separator bowl ( ) Filled lubricator to proper level ( ) Pressure properly set

☐ Tank # 11	
☐ Tank # 12	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

IV. Aboveground Waste Oil AST (# 14) System:

Tank # 14 – 500-gallon double-walled AST [waste oil] w/ filter crusher and diaphragm pump

1. Inspected exterior of tank for rust/corrosion/leaks/damage to paint ( ) wiped down exterior of tank

☐	Tank # 14	

2. Inspected suction port connection ( ) note if open, corroded

☐	Tank # 14	

3. Inspected mechanical level gauge (note if damage)

☐	Tank # 14		Level _____

4. Inspected interstitial for leaks (open one of 4" access ports on south side of tank and stick)

☐	Tank # 14	Any liquid? (y / n)	If yes, in. _____	Appearance

5. Inspected diaphragm pump, hose, and connections for proper operation/leaks/damage

☐	Tank # 14	

6. Inspected filter crusher/foot pedal for proper operation/leaks/damage

☐	Tank # 14	

7. Inspected condition of nearby waste oil and used oil filter drums and filter drain basin for leaks/damage

☐	Tank # 14	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

V. <u>Aboveground Hydraulic Oil AST (# 15 – 19) System</u>:

Tank # 15 – 250-gallon single-walled AST [hydraulic oil, "HYO"]
Tank # 16 – 225-gallon single-walled AST [HYO]
Tank # 17 – 225-gallon single-walled AST [HYO]
Tank # 18 – 150-gallon single-walled AST [HYO]
Tank # 19 – 225-gallon single-walled AST [HYO]

1. Inspected exterior of tank for rust/corrosion/leaks/damage to paint

☐	Tank # 15	
☐	Tank # 16	
☐	Tank # 17	
☐	Tank # 18	
☐	Tank # 19	

2. Checked level of tank (open an access port and stick)

☐	Tank # 15	Level (inches) _____	Height of tank (in.) <u>40</u>
☐	Tank # 16	Level (inches) _____	Height of tank (in.) <u>40</u>
☐	Tank # 17	Level (inches) _____	Height of tank (in.) <u>40</u>
☐	Tank # 18	Level (inches) _____	Height of tank (in.) <u>46.5</u>
☐	Tank # 19	Level (inches) _____	Height of tank (in.) <u>40</u>

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VI. <u>Compartment Tank Dispensing System</u>:
(11) Hose Reel Sets (HRS) w/ LO, ATF, and Grease (Gr.) reels/nozzles

10. Inspected hose reel sets for operation/leaks/damage: ( ) reels ( ) hoses ( ) nozzles
( ) retractors/clamps/cables adjusted to proper tension

☐	Bay 1/ Bay 2	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 2/ Bay 3	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 3/ Bay 4	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 6/ Bay 7	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 8/ Bay 9	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 11/ Bay 12	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 13/ Bay 14	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 24/ Bay 25	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 26/ Bay 27	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 27/ Bay 28	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	
☐	Bay 30/ Bay 31	LO Reel	
☐		ATF Reel	
☐		Gr. Reel	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VII. General Housingkeeping Items:

Drums
Catch Basins
Monitoring Wells
Concrete Integrity
Floor Berms

1. Condition of all drums at Maintenance Building:
   ( ) leak-free
   ( ) under canopy/building
   ( ) behind floor berm, on spill pallet, or in locker

   If all of above conditions are not met, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	In storage locker with secondary containment sump (y / n)

2. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB17					
CB19					
CB20					
CB21					

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VII. General Housekeeping Items *(continued)*

3. Condition of nearby monitoring wells

Monitoring Well ID	Manway assembly and cover intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Lower 1.6" diameter new disposable bailer into well and withdraw groundwater		Notes
			Odor (e.g., none, petro.)	Appearance (i.e., clear, sheen, FFP) (if FFP, list inches)	
MW-43-SC					
MW-32-SC					
MW-4-SC					
MW-56-SC					
MW (Unknown ID, E. of Drum Lockers 1&2					

4. Inspected integrity of concrete slabs pavement and joint caulk immediately surrounding building (Figure 3a/6a) and south-side tanks (Figure 5)
   Note if significant petroleum staining present.

	South side of Maintenance Building	Concrete slab pavement	
		Concrete slab joint caulk	
	East side of Maintenance Building	Concrete slab pavement	
		Concrete slab joint caulk	
	North side of Maintenance Building	Concrete slab pavement	
		Concrete slab joint caulk	
	West side of Maintenance Building	Concrete slab pavement	
		Concrete slab joint caulk	

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VII. General Housekeeping Items *(continued)*

5. Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled liquid present to demonstrate proper function.

☐	Bay # 1	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 2	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 3	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 4	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 5	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 6	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 7	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 8	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 9	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 10	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 11	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 12	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VII. General Housekeeping Items *(continued,)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled liquid present to demonstrate proper function.

Bay # 13	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 14	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 15	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 16	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 17	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 18	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 19	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 20	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 21	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 22	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 23	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)
Bay # 24	Floor		
	Entrance Berm	Present? (y / n)	Functional? (y / n / na)

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

VII. General Housekeeping Items *(continued,)*

5. *(continued)* Inspected integrity of concrete floor and berms at entrances of bays
   Note if major cracks, significant petroleum staining, or pools of oil/sheen present. Choose "na" for floor berm if no pooled liquid present to demonstrate proper function.

☐	Bay # 25	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 26	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 27	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 28	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 29	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 30	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 31	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 32	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

Overall Comments, Maintenance Building:

Overall Recommendations, Maintenance Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

3. Maintenance Building (See SPCC Figures 3a, 5, and 6a – 6c) *(continued)*

Gilbarco EMC Print-Out (staple or tape)

CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Inspection Checklists – *Annual*

Miami-Dade Transit
Northeast Bus Maintenance Facility

_____

(year)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 1** **(12k DSL)**	**Yes**	**No**	**Comments**
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 2 (12k DSL)	Yes	No	Comments
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 3 (12k DSL)	Yes	No	Comments
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 4 (12k DSL)	Yes	No	Comments
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 5 (12k DSL)	Yes	No	Comments
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands **Tank No. 6** **(4k UNL GAS)**	**Yes**	**No**	**Comments**
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 7 (2K LO)	Yes	No	Comments
High-Level Audible/Visual Alarm			
Fill Limiter			
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands Tank No. 8 (500G A/F)	Yes	No	Comments
Fill Limiter			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Fuel & Cleaning Islands & Steam Cleaning Building General	Yes	No	Comments
Gilbarco TLS-350 System – interface & all level, piping sump, and interstitial probes			
Sequential pump control panel (Pumps 1/3/5/6)			
Island # 1 emergency cut-off switch			
Island # 5 emergency cut-off switch			
Island # 1 EJ Ward Card Reader			
Island # 2 EJ Ward Card Reader			
Island # 3 EJ Ward Card Reader			
Island # 4 EJ Ward Card Reader			
Island # 3 Anti-Siphon Valve in-line w/ supply to W/E unl gas dispensers			
Fuel & Cleaning Islands OWS: High- & High-High Oil Compartment Alarms, Float Switch & Solenoid Valve			
Steam Cleaning OWS: High- & High-High Oil Compartment Alarms, Float Switch & Solenoid Valve			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Fuel & Cleaning Islands – General (continued)

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Maintenance Building **Tank No. 9** **(50G DSL, DAY TANK)**	**Yes**	**No**	**Comments**
All automated flow control devices			
Control panel/alarms			
Level Gauge (Krueger Sentry)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Maintenance Building **Tank No. 10** **(1k DSL, SUPPLY TANK)**	**Yes**	**No**	**Comments**
Pneumercator LC1001 System – panels, alarms, and probes.			
Level Gauge (Krueger Sentry)			
Anti-siphon valve (in-line w/ supply to generator))			
Emergency cut-off switch (generator external housing).			
Emergency cut-off switch (doorway entrance to Maintenance Building)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Maintenance Building **Tank No. 13 (COMPARTMENT TANK)**	**Yes**	**No**	**Comments**
Gilbarco EMC System – panel, alarms, and level/pump box/interstitial probes.			
High-Level Audible/Visual Alarm (DSL Compartment)			
Fill Limiter (DSL compartment)			
High-Level Audible/Visual Alarm (ATF Compartment)			
Fill Limiter (ATF compartment)			
High-Level Audible/Visual Alarm (LO Compartment)			
Fill Limiter (LO compartment)			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Compartment Tank – Tank # 13 (continued)

Additional notes (Attach test results/certifications here or to back)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

Devices to pass testing procedure(s) specified by manufacturer:

Maintenance Building Tank No. 14 (500G WO)	Yes	No	Comments
Mechanical Level Gauge			

Note to table: All inspections and tests must be conducted in accordance with Steel Tank Institute Practice SP-001.

Additional notes (Attach test results/certifications here or to back)

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CHEROKEE ENTERPRISES, INC.

Operation and Maintenance (O&M) Detailed Guide to Annual Inspection of Overfill Prevention Valves

Miami-Dade Transit

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

DSL ☐
ATF ☐
LO ☐
GR ☐
UNL GAS ☐
WO ☐
A/F ☐
HYO ☐

Acronym Guide

WLC = MDT William Lehman Center Metrorail Maintenance Facility
MMF = MDT MetroMover Maintenance Facility
NEB = MDT Northeast Bus Maintenance Facility
CEN = MDT Central Bus Maintenance Facility
CRW = MDT Coral Way Bus Maintenance Facility
AST = Aboveground Storage Tank
UST = Underground Storage Tank
D/W = Double-Walled
S/W = Single-Walled

DSL = Diesel
ATF = Automatic Transmission Fluid
LO = Lube Oil
GR = Grease
UNL GAS = Unleaded Gasoline
WO = Waste Oil
A/F = Antifreeze
HYO = Hydraulic Oil

Technician Name: _____
Inspection Date: _____

Task Description (Checkmark when complete)

1. Carefully remove Overfill Prevention Valve from tank, made sure drop tube is intact. ☐
2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
3. Remove Drop Tube from valve and separate valve in two halves. Made sure link and plunger (Piston) move up and down smoothly (do not use sandpaper on piston). ☐
4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

Note: If for any reason the Drop Tube is missing or float damaged, do not reinstall the valve in the tank unless this is corrected. Call your supervisor and isolate this tank until the problem is resolved. Also, the tank fill port should be tagged out.

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

- DSL ☐
- ATF ☐
- LO ☐
- GR ☐
- UNL GAS ☐
- WO ☐
- A/F ☐
- HYO ☐

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UNL GAS = Unleaded Gasoline
WO = Waste Oil
A/F = Antifreeze
HYO = Hydraulic Oil

Technician Name: _____

Inspection Date: _____

Task Description (Checkmark when complete)

1. Carefully remove Overfill Prevention Valve from tank, made sure drop tube is intact. ☐
2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
3. Remove Drop Tube from valve and separate valve in two halves. Made sure link and plunger (Piston) move up and down smoothly (do not use sandpaper on piston). ☐
4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

Note: If for any reason the Drop Tube is missing or float damaged, do not reinstall the valve in the tank unless this is corrected. Call your supervisor and isolate this tank until the problem is resolved. Also, the tank fill port should be tagged out.

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

- DSL ☐
- ATF ☐
- LO ☐
- GR ☐
- UNL GAS ☐
- WO ☐
- A/F ☐
- HYO ☐

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DSL = Diesel
ATF = Automatic Transmission Fluid
LO = Lube Oil
GR = Grease
UNL GAS = Unleaded Gasoline
WO = Waste Oil
A/F = Antifreeze
HYO = Hydraulic Oil

Technician Name: _____

Inspection Date: _____

Task Description (Checkmark when complete)

1. Carefully remove Overfill Prevention Valve from tank, made sure drop tube is intact. ☐
2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
3. Remove Drop Tube from valve and separate valve in two halves. Made sure link and plunger (Piston) move up and down smoothly (do not use sandpaper on piston). ☐
4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

Note: If for any reason the Drop Tube is missing or float damaged, do not reinstall the valve in the tank unless this is corrected. Call your supervisor and isolate this tank until the problem is resolved. Also, the tank fill port should be tagged out.

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

- DSL ☐
- ATF ☐
- LO ☐
- GR ☐
- UNL GAS ☐
- WO ☐
- A/F ☐
- HYO ☐

Acronym Guide

WLC = MDT William Lehman Center Metrorail Maintenance Facility
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NEB = MDT Northeast Bus Maintenance Facility
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AST = Aboveground Storage Tank
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D/W = Double-Walled
S/W = Single-Walled

DSL = Diesel
ATF = Automatic Transmission Fluid
LO = Lube Oil
GR = Grease
UNL GAS = Unleaded Gasoline
WO = Waste Oil
A/F = Antifreeze
HYO = Hydraulic Oil

Technician Name: _____

Inspection Date: _____

Task Description (Checkmark when complete)

1. Carefully remove Overfill Prevention Valve from tank, made sure drop tube is intact. ☐
2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
3. Remove Drop Tube from valve and separate valve in two halves. Made sure link and plunger (Piston) move up and down smoothly (do not use sandpaper on piston). ☐
4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

Note: If for any reason the Drop Tube is missing or float damaged, do not reinstall the valve in the tank unless this is corrected. Call your supervisor and isolate this tank until the problem is resolved. Also, the tank fill port should be tagged out.

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

Tank ID # (from SPCC maps/ checklists) _____ **Size (gal)** _____

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

- DSL ☐
- ATF ☐
- LO ☐
- GR ☐
- UNL GAS ☐
- WO ☐
- A/F ☐
- HYO ☐

Acronym Guide

WLC = MDT William Lehman Center Metrorail Maintenance Facility
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CEN = MDT Central Bus Maintenance Facility
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ATF = Automatic Transmission Fluid
LO = Lube Oil
GR = Grease
UNL GAS = Unleaded Gasoline
WO = Waste Oil
A/F = Antifreeze
HYO = Hydraulic Oil

Technician Name: _____

Inspection Date: _____

Task Description (Checkmark when complete)

1. Carefully remove Overfill Prevention Valve from tank, made sure drop tube is intact. ☐
2. Clamp Drop Tube horizontally on pipe vice and inspected float and linkage. ☐
3. Remove Drop Tube from valve and separate valve in two halves. Made sure link and plunger (Piston) move up and down smoothly (do not use sandpaper on piston). ☐
4. Reassembled all components. ☐
5. Measure height of tank, and also measure the distance from top of nipple to bottom of float when float was in up position. (Referred to Sketch-1, how to measure tank and overfill valve.) ☐
6. Carefully reinstall overfill valve in tank using Soft Teflon Dope. ☐

Note: If for any reason the Drop Tube is missing or float damaged, do not reinstall the valve in the tank unless this is corrected. Call your supervisor and isolate this tank until the problem is resolved. Also, the tank fill port should be tagged out.

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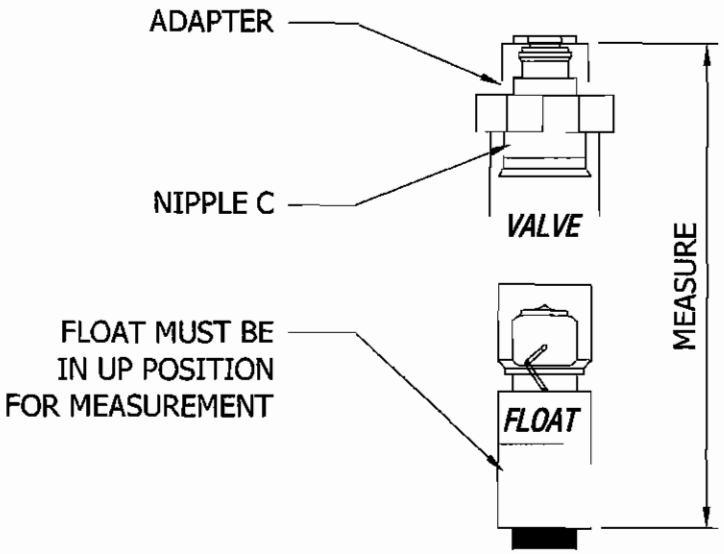
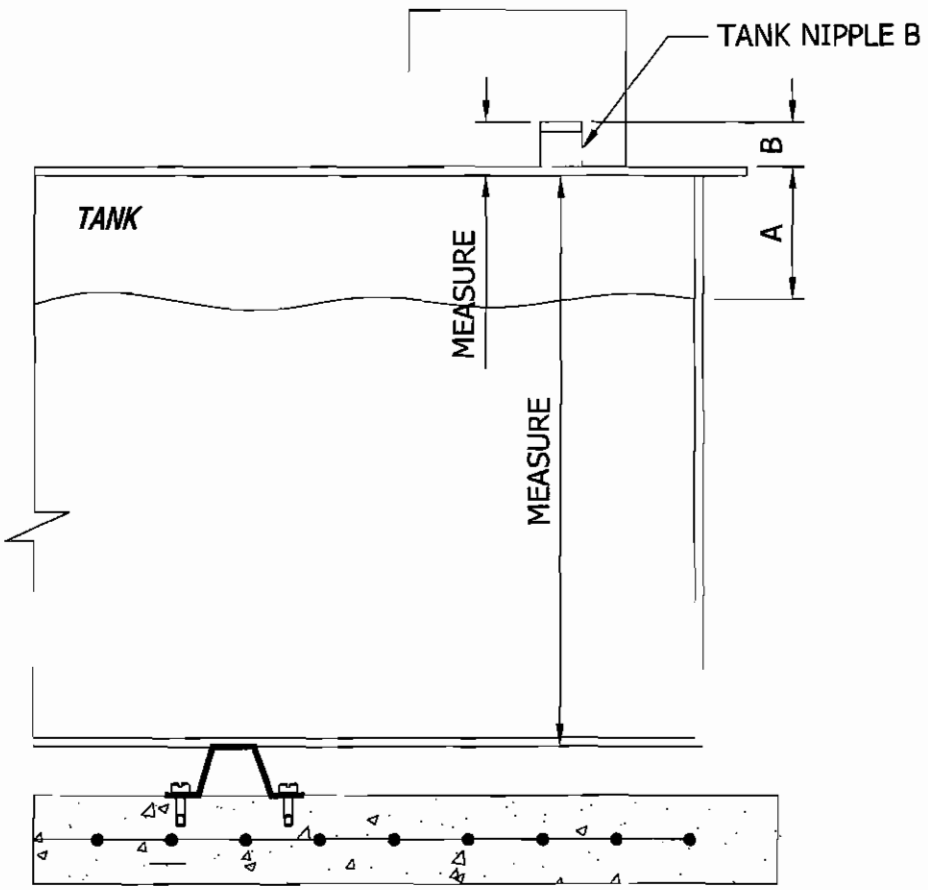
CHEROKEE ENTERPRISES, INC.
Engineers & Contractors
14474 Commerce Way
Miami Lakes, Florida 33016; (305)-828-3358





1. Measure tank nipple as shown _____
2. Measure tank height as shown _____
3. Measure Overfill Valve with
   float in up position as shown _____

Sketch-1

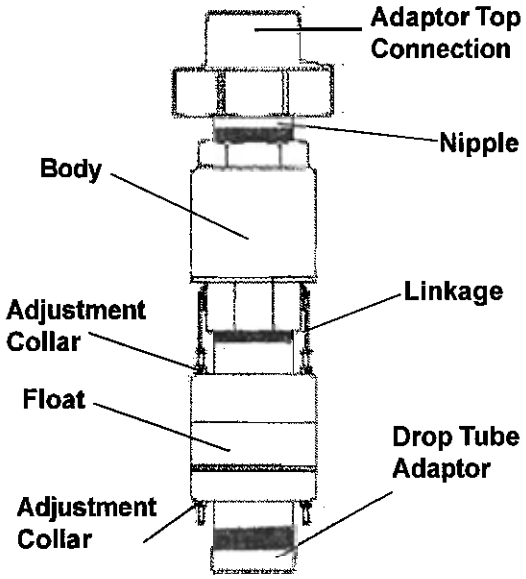
9095A 3" AST Overfill Prevention Valve

Description

The 9095A AST Overfill Prevention Valve is installed at the fill port of a top loading aboveground storage tank. Used in a tight fill application, the valve terminates flow of product when the liquid level reaches a pre-set warning level (90-95% full). The valve is installed through a 6" riser pipe or 6" bunghole when used with the tight fill adaptor. When installed to manufacturers requirements, the Morrison Fig. 9095A Overfill Prevention Valve can eliminate environmentally hazardous spills.

This valve complies with the following codes:

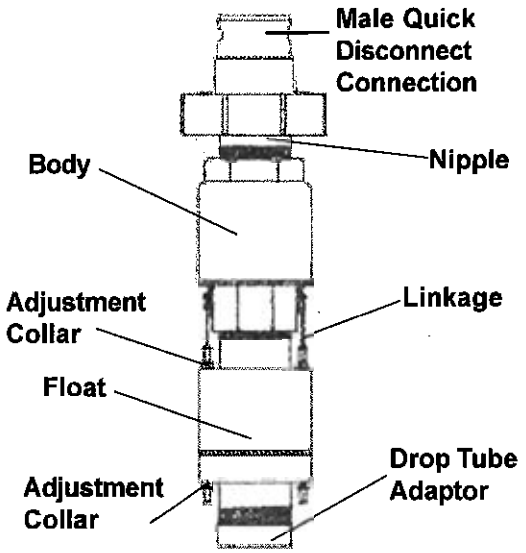
NFPA 30, 30A, UFC, BOCA, SBCCI/SFC, and PEI RP2000



	CONNECTION	
	Adaptor Top-Female	Adaptor Bottom-Female
9095A-3300 AV	3"- 8 NPT	6"- 8 NPT
9095A-AV3300 AV	3"- 8 NPT	6"- 8 NPT

Product Warnings and Cautions

- **Read all warnings, cautions, and instructions completely before installation.**
- Minimum flow requirements for valve operation: 5 GPM inlet flow at 5 PSI inlet pressure.
- Maximum rating of valve is 300 GPM at 100 PSI.
- Maximum allowable viscosity is 60 centistokes.
- A tight fill is required for the valve to operate. Do not substitute any other fill adaptors for the special adaptor supplied.
- The valve should be properly inspected before installation to insure the unit was not damaged during the delivery process.
- Use caution during installation to protect float devices and their linkage. Damage to these parts may cause the valve to function improperly.
- The valve must be used with clean product. Debris from products such as contaminated waste oil may cause the valve to function improperly.
- Consult Morrison Brothers Co. for product compatibility with the valve.
- ***Failure to follow any or all of the above warnings may render the valve nonfunctional and could result in a hazardous product spill, which may result in personal injury, property damage, fire, explosion, or environmental contamination.***



	CONNECTION	
	Male Quick Disconnect	Adaptor Bottom-Female
9095A-0300 AV	3"	6"- 8 NPT
9095A-AV0300 AV	3"	6"- 8 NPT

Filling Procedure

1) Make sure the fill nozzle is equipped with the appropriate coupler to form a secure connection with the tight fill adaptor.
2) Attach the nozzle to the tight fill adaptor making sure the connection is secure.
3) Switch on the pumping system.
4) Open the fill nozzle and begin product transfer.
5) Continually monitor the liquid level measurement device during the fill.
6) Watch for a slight movement of the fill hose or listen for pump bypass activation which indicates overfill shut-off.

Overfill Disconnect Procedure

1) Once shut-off has occurred, close the fill nozzle immediately.
2) Turn off the pumping system.
3) Slowly release one arm of the quick coupler. This will allow product between nozzle and valve to drain, (wait a minimum of (1) minute for product to drain).
4) Completely uncouple and remove the nozzle after the line has drained.

Warning: Attempting to disconnect the coupler from the tight fill adaptor with pressure in the hose will result in a product spill.

Morrison Bros. Co.
325 East 24th Street
Dubuque, IA 52001

MEMBER PEI

Tel:(800)553-4840
Fax:(563)583-5028
www.morbros.com

3" 9095A INSTALLATION INSTRUCTIONS

1. Attach warning tag at fill point, with supplied cable tie, in location visible to operator.

2. Remove the valve from the box and remove all packaging material. Check the valve for any shipping damage. Remove the adaptor and nipple from the valve. Check for freedom of plunger movement by securing float, turning unit upside-down, and looking through the body opening at the plunger. The plunger should slide freely to contact the seal surface of the body and drop back down into the dashpot when turned to the upright position. Set the valve upright and move the floats up and down to insure there is no binding of the parts.

3. Determine the ***SHUTOFF HEIGHT*** Ⓐ at 90 or 95% full. (See Fig. 1 below & Mfg. tank ullage chart).

4. Find the ***SHUTOFF HEIGHT*** Ⓐ in table 1. Use Table 1 to determine ***RISER PIPE HEIGHT FROM TOP OF THE TANK*** Ⓑ and proper ***NIPPLE LENGTH*** Ⓒ (for applicable stored fluid) required to adapt the unit to your application. Note: A 4" long nipple is provided with the valve.

5. If your existing riser pipe height is different from the ***RISER PIPE HEIGHT*** Ⓑ required, see step 6. If the ***RISER PIPE HEIGHT*** Ⓑ is applicable to your tank configuration then go to step 7. **IMPORTANT: THE TANK MUST HAVE A RISER PIPE WITH 6"-8 NPT MALE THREADS TO FIT THE TIGHT FILL ADAPTOR.**

6. Two rules apply when adjusting the riser pipe height; 1) the ***RISER PIPE HEIGHT*** Ⓑ must not be less than 3 inches and, 2) the ***NIPPLE LENGTH*** Ⓒ must not be less than 3 inches. For every 1 inch adjustment to the ***RISER PIPE HEIGHT*** Ⓑ, the ***NIPPLE LENGTH*** Ⓒ must be adjusted 1 inch in the same direction. See example and proceed to step 7.

   EXAMPLE: You are installing this overfill prevention valve (with tight fill adaptor) on a gasoline storage tank and you determine your ***SHUTOFF HEIGHT*** Ⓐ to be 7 inches. According to Table 1, a ***SHUTOFF HEIGHT*** Ⓐ of 7 inches requires a ***RISER PIPE HEIGHT*** Ⓑ of 8 inches and a 4 inch long ***NIPPLE*** Ⓒ, (provided). If your tank has a 10 inch ***RISER PIPE HEIGHT*** Ⓑ, (instead of 8 inches), you need to add 2 more inches to the required ***NIPPLE LENGTH*** Ⓒ in order to maintain the proper shutoff height.

7. *Use care with floats and linkage during installation.* Apply a non-hardening gasoline resistant sealant *sparingly* to all male threads. Attach the drop tube to the bottom of the valve. Assemble piping and install valve in the tank to distance determined in steps above.

Caution: Excessive use of thread sealant may cause the valve to function improperly, application of thread sealant should be to male threaded members of the system only (to reduce the possibility of sealant being forced inside the system).

FIGURE 1

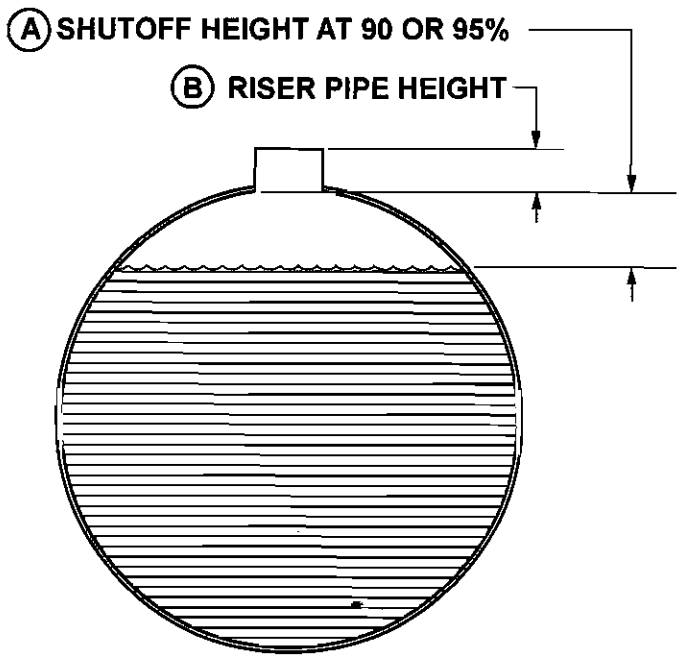


TABLE 1

Ⓐ Shutoff Height	Ⓑ Riser Pipe Height		Ⓒ Nipple Length	
Note: All lengths are inches.	Gasoline	Diesel	Gasoline	Diesel
2"	13"	13.25"	4"	4"
3"	12"	12.25"	4"	4"
4"	11"	11.25"	4"	4"
5"	10"	10.25"	4"	4"
6"	9"	9.25"	4"	4"
7"	8"	8.25"	4"	4"
8"	6"	6.25"	3"	3"
9"	5"	5.25"	3"	3"
10"	5"	5.25"	4"	4"
11"	3"	3.25"	3"	3"
12"	3"	3.25"	4"	4"
13"	3"	3.25"	5"	5"
14"	3"	3.25"	6"	6"
15"	3"	3.25"	7"	7"
16"	3"	3.25"	8"	8"
17"	3"	3.25"	9"	9"
18"	3"	3.25"	10"	10"
19"	3"	3.25"	11"	11"
20"	3"	3.25"	12"	12"
21"	3"	3.25"	13"	13"
22"	3"	3.25"	14"	14"
23"	3"	3.25"	15"	15"
24"	3"	3.25"	16"	16"
25"	3"	3.25"	17"	17"

Appendix E

Photographic Log

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Northeast Bus Maintenance Facility	70238

Photo No. 1	
Location: Fuel & Cleaning Islands	
Description: Left to right: Tanks 7, 6, 5, 4, 3, and 2.	
Photo No. 2	
Location: Fuel & Cleaning Islands	
Description: Area surrounding this 9,000-gallon tanker truck is considered the unloading rack. For SPCC compliance it is recommended this area be retrofitted curbs and/or berms to partially contain spills during critical high-flow transfer operations.	

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Northeast Bus Maintenance Facility	70238

Photo No. 3

Location:

Fuel & Cleaning Islands

Description:

From left to right: Island # 5, # 4, and # 3. Top: canopy, bottom: floor with drainage trenches and rollover berm.

Photo No. 4

Location:

Adjacent-southwest of Fuel and Cleaning Islands

Description:

Near an area where bus wash cleaners and detergents are stored, at time of inspection it was clear pooled washwater had cut channels in the concrete pavement and dissolved the joint caulk, leaving soil exposed. This problem, along with cracked and crumbling concrete, was observed at several places throughout the concrete-paved area, and it removes the ability of the pavement to prevent accidental spills and oil-contacted washwater/rainwater from reaching the subsurface soils.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Northeast Bus Maintenance Facility	70238

Photo No. 5

Location:

South side of Maintenance Building

Description:

Tanks 11 (right) and 12 (left), 550-gallon single-walled ASTs used to dispense lubrication oils. For SPCC compliance, is recommended these ASTs be retrofitting with secondary containment, a secure mounting/tie-down system, and barriers such as bollards for protection against vehicular impact.

Photo No. 6

Location:

South side of Maintenance Building

Description:

Top: emergency generator, left: supply tank (Tank 10), right: day tank (Tank 9). This system replaces an out-of-service setup in the Compressor Room.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Northeast Bus Maintenance Facility	70238

Photo No. 7

Location:

South side Maintenance Building

Description:

Tank 13: three-compartment AST. ATF and lubrication oil compartments supply hose reels; diesel compartment formerly supply generator system described in photo 6.

Photo No. 8

Location:

Maintenance Building, Bay 27

Description:

Tank 14: 500-gallon (estimated) double-walled waste oil AST with vacuum pump and filter crusher.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	Northeast Bus Maintenance Facility	70238

Photo No. 9

Location:

Maintenance Building, Bays 11/10

Description:
Tank 15, 250-gallon (estimated) single-walled hydraulic oil AST. Tanks 15 through 19 formerly supplied a now-abandoned in-floor hydraulic lift system. However, at time of inspection, the tanks were found to still contain oil, have corrosion/ leak issues, and were not secondarily contained. For SPCC compliance, it is recommended Tanks 15 through 19 be permanently closed. Also, note how nearby floor berms do not appear to be functioning properly, as rainwater runoff enters building.

Photo No. 10

Location:

Steam Cleaning Building

Description:

At time of inspection, the floor was usually covered with oily water and sludge, and was unattended. For SPCC compliance, it is recommended issues like this throughout the facility be addressed by a metric of continuous upkeep, handled by dedicated personnel on a full-time basis.

Appendix F

Internal Discharge Report Form

Internal Discharge Report Form	
General facility information	Miami-Dade Transit Northeast Bus Maintenance Facility Address: 360 NE 185th Street Unincorporated Miami-Dade County, Florida 33179 Main Telephone: (305) 588-6680 (Bus Maintenance Chief William A. Campbell) • Environmental Department (Akbar Sharifi)– office: (786) 469-5269 • Environmental Department (Akbar Sharifi) – cell: (786) 794-4327
Date and time of discharge	
Type of material discharged	
Estimated total quantity of discharge	
Source of discharge	
Description of all affected media	
Damages or injuries incurred	
Immediate response corrective actions	
Evacuations	
Agencies, officials, response contractors contacted	

CHEROKEE ENTERPRISES, INC.