SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

Miami-Dade Transit
William Lehman Center

6601 NW 72nd Avenue/6970 NW 70th Street
Unincorporated Miami-Dade County, Florida 33166

MIAMI-DADE COUNTY

Work Order #010-D03/01-CEI

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CHEROKEE ENTERPRISES, INC.

SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN

WILLIAM LEHMAN CENTER
6601 NW 72nd Avenue/6970 NW 70th Street
Unincorporated Miami-Dade County, Florida 33166

Prepared for:

Miami-Dade Transit
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December 2009

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Date: 12/16/2009

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President

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Date: 12/16/2009

Table of Contents

APPENDIX A – SPCC PLAN REVIEW LOG

APPENDIX B – FDEP INCIDENT NOTIFICATION FORM 62-761.900(6)

APPENDIX C – FDEP DISCHARGE REPORT FORM 62-761.900(1)

APPENDIX D – STORAGE TANK INSPECTION CHECKLISTS

APPENDIX E – PHOTOGRAPHIC LOG

APPENDIX F – INTERNAL DISCHARGE REPORT FORM

TABLES

FIGURES

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 William Lehman Center, located at 6601 NW 72nd Avenue, unincorporated Miami-Dade County, Florida, 33166. 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 regiments 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 3-5
Monthly	Monthly inspection, plus additional items	Page 3-6, Appendix D
Annually	Annual inspection, plus additional items	Page 3-6, Appendix D
Annually / upon employment	Training	Page 3-7, 3-8
During Transfer Operations	Oil Transfer BMPs	Page 3-4
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 the William Lehman Center 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 William Lehman Center, 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 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 the William Lehman Center 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, 1-5
§ 112.7 (b)	Fault analysis.	2-9, 2-10
§ 112.7 (c)	Secondary containment and diversionary structures (general).	2-4 through 3-2, 6-1
§ 112.7 (d)	Integrity testing.	3-6, 3-7
§ 112.7 (e)	Inspections, tests, and records.	3-6, Appendix D
§ 112.7 (f)	Employee training and discharge prevention procedures.	1-6, 3-7, 3-8
§ 112.7 (g)	Security (excluding oil production facilities).	3-3
§ 112.7 (h)	Loading/unloading (excluding offshore facilities).	3-4
§ 112.7 (i)	Brittle fracture evaluation requirements.	1-8, 3-5 through 3-7, Appendix D
§ 112.7 (j) § 112.1 (e)	Conformance with state and local requirements.	3-9
§ 112.8 (a) § 112.12 (a)	General and specific requirements.	Sections 1, 2, 3
§ 112.8 (b) § 112.12 (b)	Facility drainage.	2-11
§ 112.8 (c) (2)	Bulk storage containers – secondary containment.	2-4 through 2-6, 3-1, 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)	3-5 through 3-7, Appendix D
§ 112.8 (c) (8)	Overfill prevention system.	2-7, 3-2, 3-1, 6-1, 6-2
§ 112.8 (c) (10)	Visible discharges.	3-5 through 3-7, Appendix D
§ 112.20 (e)	Substantial harm determination.	1-1
§ 112.8 (d) § 112.12 (d)	Facility transfer operations, pumping, and facility process.	3-5 through 3-7, 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 the William Lehman Center, 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 the William Lehman Center because of its above-ground oil storage capacity and proximity to navigable waters.

- **Facility Use**

  The William Lehman Center, a non-transportation-related facility, is a Metrorail vehicle (train) maintenance facility. The facility stores new oils for train 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 the William Lehman Center. 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**, **2,** and **4** waters in the vicinity of the William Lehman Center include an extension or feeder canal to the South Florida Water Management (SFWMD) Canal C-6, also known as the Miami Canal or Miami River. From the northeast corner of the

Maintenance Building, the SFMWD C-6 extension/feeder is approximately 300 feet to the east.

- **Oil Storage Capacity**

  The aboveground oil storage capacity of the William Lehman Center is 25,925 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.

The William Lehman Center Chief Supervisor of the Rail Maintenance Shop, James White, is the Designated Person Accountable for Oil Spill Prevention at the William Lehman Center, and has the authority to commit the necessary resources for the Plan's implementation.

Authorized Facility Representative:	James White
Signature:	_____
Title:	Chief Supervisor, Rail Maintenance Shop
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 William Lehman Center.

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: 12/16/09

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 the William Lehman Center, 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 Chief Supervisor of the Rail Maintenance Shop at the William Lehman Center, located at 6601 NW 72nd Avenue, 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 Rail Maintenance Shop Chief Supervisor's office or the MDT Environmental Department office.

Section 2.0

Site Evaluation

2.1 Site Location and Operations

The William Lehman Center is situated in an unincorporated portion of central Miami-Dade County, Florida. **Figure 1** indicates the facility location. Facility terrain is relatively level and the facility encompasses approximately 90 acres (this does not include a non-contiguous portion of the main parcel of the facility to the northeast). **Figure 2** is an aerial map of the facility with features of interest highlighted. The facility is located at 25°50'0.41" degrees north latitude and 80°18'49.51" degrees west longitude.

The surrounding land use, within a one-mile radius, is a mix of commercial and residential properties. The William Lehman Center is situated on the Miami Oolite formation and the U.S. Fish and Wildlife Service classify its land use as "uplands", i.e., neither wetlands nor deepwater habitat. According to topographic data, the facility is flat and 5 feet above sea level, with area drainage assumedly having an overall bias to the east, to the SFWMD C-6 extension/feeder (which also forms the eastern perimeter of the facility). However, drainage swales are parallel to each of the facility's numerous rail tracks, which crisscross the site.

The William Lehman Center serves as MDT's Metrorail repair yard. For the facility to function efficiently, 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)

The William Lehman Center has several buildings and structures, including the Vehicular Fueling Island (**Figure 3**), Maintenance Building (**Figure 4**), Warehouse Building (**Figure 5**), a warehouse and light railcar maintenance building (neither are in-service buildings), a train wash booth, a fire pump station, and an electrical substation.

Petroleum products are stored aboveground at the Vehicular Fueling Island, Maintenance Building, and Warehouse Building. There are numerous asphalt paved roads throughout the facility. The remainder of the facility grounds consists of compacted gravels, grass, and low-lying vegetation. The perimeter of the facility is surrounded by chain-linked fencing. **Figure 2** illustrates the location of buildings and structures on an aerial image.

2.2 Potential for Discharge

Petroleum discharges at the William Lehman Center are most likely to occur during fuel transfer activities. Each area where petroleum products are stored is generally flat. Petroleum storage tank locations include the Vehicular Fueling Island (**Figure 3**), Maintenance Building (**Figure 4**), and Warehouse Building (**Figure 5**). 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 the William Lehman Center consists of two 10,000-gallon ASTs (Tanks 1 and 2) supplying the Vehicular Fueling Island, one 740-gallon (estimated) waste oil AST in a northwest portion of the Maintenance Building (Tank 3), one 220-gallon belly tank for an emergency generator serving the Maintenance Building (Tank 4), and one 1,500-gallon dual-compartment new oil/waste oil AST along the east exterior of the Maintenance Building (Tank 5). In addition, there is a number of 55-gallon drums of new oils, waste oils, and oil-impacted media stored at the Vehicular Fueling Island, Maintenance Building, and Warehouse Building. **Table 3** lists the tank IDs, storage capacity, contents and descriptions.

Table 3 –Oil Storage Containers

Tank ID	Storage Capacity (gallons)	Contents	Tank Description
1	10,000	Unleaded gasoline	Vehicular Fueling Island – steel/steel double-walled AST
2	10,000	Diesel	Vehicular Fueling Island – steel/steel double-walled AST
3	740	Waste oil	Maintenance Building – steel single-walled AST
4	220	Diesel	Maintenance Building – steel single-walled AST (emergency generator belly tank)
5	1,500	New oil/waste oil	Maintenance Building – steel/steel double-walled dual-compartment AST
Not applicable (N/A)	275	Waste oil, used oil filters, and oily rags	Vehicular Fueling Island – (5) single-walled 55-gallon drums in steel liquid-tight 32-drum enclosure

Table 3 –Oil Storage Containers (continued)			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
N/A	275	Waste oil, used oil filters, and oily rags	Vehicular Fueling Island – (5) single-walled 55-gallon drums stored outdoors
N/A	220	Transformer oil	Maintenance Building – (4) single-walled 55-gallon drums inside 2-drum polyethylene enclosures
N/A	110	Hydraulic oil	Maintenance Building – (2) single-walled 55-gallon drums on 4-drum polyethylene spill pallet
N/A	110	Hydraulic oil	Maintenance Building – (2) single-walled 55-gallon drums with dispensers on 4-drum polyethylene spill pallet
N/A	110	Motor oil	Maintenance Building – (2) single-walled 55-gallon drums with dispensers on 4-drum polyethylene spill pallet
N/A	110	Motor oil	Maintenance Building – (2) single-walled 55-gallon drums with dispensers on 1-drum polyethylene spill caddies
N/A	110	New lubrication oil	Maintenance Building – (2) single-walled 55-gallon drums stored on floor
N/A	165	Oily rags	Maintenance Building – (3) single-walled 55-gallon drums stored on floor
N/A	55	Waste oil	Maintenance Building – (1) single-walled 55-gallon drum on 2-drum polyethylene spill pallet
N/A	55	Waste oil	Maintenance Building – (1) single-walled 55-gallon drum on 4-drum polyethylene spill pallet
N/A	110	Grease	Maintenance Building – (2) single-walled 55-gallon drums stored on floor

Table 3 –Oil Storage Containers (continued)			
Tank ID	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
N/A	55	Compressor oil	Maintenance Building – (1) single-walled 55-gallon drum stored on floor
N/A	55	Motor oil	Maintenance Building – (1) single-walled 55-gallon drum stored on 4-drum polyethylene spill pallet
N/A	110	Oily rags	Maintenance Building – (2) single-walled 55-gallon drums stored on floor
N/A	440	New motor oil	Warehouse Building – (8) single-walled 55-gallon drums stored on floor or shelving
N/A	440	New hydraulic oil	Warehouse Building – (8) single-walled 55-gallon drums stored on floor or shelving
N/A	165	New transformer oil	Warehouse Building – (3) single-walled 55-gallon drums stored on floor or shelving
N/A	110	New switch machine oil	Warehouse Building – (2) single-walled 55-gallon drums stored on floor or shelving
N/A	110	New multitrac oil	Warehouse Building – (2) single-walled 55-gallon drums stored on floor or shelving
N/A	220	New lubrication oil	Warehouse Building – (4) single-walled 55-gallon drums stored on floor or shelving

Storage of Oil

Tanks 1 and 2 (**Figure 3**) are 10,000-gallon ASTs serving the Vehicular Fueling Island. Each tank is constructed of double-walled steel/steel and is thus secondarily contained. Should a primary tank leak, fuel would be contained in the interstitial space, which is monitored electronically on the nearby Veeder-Root interface. Should both the primary and secondary tank

catastrophically fail, fuel would flow to the surrounding grass and pavement. Several groundwater monitoring wells surrounding the ASTs can be visually and analytically monitored for a petroleum release to the shallow groundwater table.

Tank 3 (**Figure 4**) is a 740-gallon (estimated) steel-single-walled AST used for waste oil storage in the northwest-most service bay of the Maintenance Building. If there was a leak of the tank, oil would most likely drip downward to the concrete floor and possibly into the service pit adjacent-east of the tank.

Tank 4 (**Figure 4**) is a 220-gallon belly tank for a small emergency generator. Constructed of single-walled steel, a fuel leak from the tank would likely drip downward onto and off the raised concrete slab to the surrounding grass, asphalt, and/or concrete walkway.

Tank 5 (**Figure 4**) is a 1,500-gallon AST with a 500 gallon waste oil compartment and a 1,000-gallon new oil compartment, serving the light service bay on the easternmost side of the Maintenance Building. Constructed of double-walled steel/steel, it is thus secondarily contained. Should a primary tank (compartment) leak, oil would be contained in the interstitial space which is monitored electronically on the Pneumercator panel attached to the front of the tank. Should both the primary and secondary compartments catastrophically fail, fuel would flow to the surrounding grass, pavement, and gravel. Vicinity drainage is biased to the east.

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 **5**.

South of the Vehicular Fueling Island, drums pending disposal are stored in a steel, 32-drum-capacity enclosure with a liquid-tight sump rated for 323 gallons of secondary containtainment (**Figure 3**). A spill or leak from a drum in this enclosure would likely flow downward to the enclosure's sump.

Inside the Maintenance Building, drums were placed on the floor or stored atop polyethylene spill containment structures of several varieties (**Figure 4**). Single-drum wheeled trays, 2-drum enclosures, and 2- and 4-drum spill pallet units, are rated for 10, 136, and 66 gallons of secondary containment, respectively. Although drums on the floor are not secondarily contained, they are

temporarily placed close to mechanics for operational purposes, and are situated on impervious surfaces and are protected from wind and rainfall. A spill from a drum would likely spread radially on the surrounding floor or toward the nearest drain or service pit.

New oil drums for the facility are primarily stored at the Warehouse Building (**Figure 5**). The drums are placed under or on steel shelving. The building has concrete floors and few openings. As such, the drums stored on/above impervious surfaces, are protected from wind and rainfall, and a small spill from a drum would likely spread radially on the floor within the building.

Transfer/Use of Oil

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

At the Vehicular Fueling Island (see **Figure 3**), there are several ways for spills to occur during fuel transfer operations to and from Tanks 1 and 2.

The piping from Tanks 1 and 2 to the dispensers is double-walled and located above-grade (overhead), so a leak of the primary pipe would likely collect in the piping sumps, which are electronically monitored by the nearby Veeder-Root interface. The dispensers are located entirely above-grade on a raised concrete slab, so small leaks at the dispenser connection would likely remain on the slab. Major leaks (i.e., piping or dispenser damage) could result in fuel migrating to the surrounding grass, pavement, and/or catch basin. It should be noted that the catch basin has oil-retaining baffles, which would mitigate the amount of oil leaving the catch basin.

During the filling of vehicles, there are numerous ways spills could occur. A vehicle's tank could be overfilled, resulting in a minor spill at the point of connection, with fuel remaining on the surrounding concrete and possibly migrating to the nearby catch basin. An inattentive driver could drive away with the hose connected, but as the dispenser hoses are equipped with dry-break fittings, the amount of fuel spilled would be minimal, likely all remaining on the surrounding concrete. Finally, the dispensers are equipped with mechanical shear valves, so if catastrophic

damage occurs to a dispenser, e.g. from vehicular impact, fuel flow would be prevented from the submersible pump, minimizing the amount of fuel released.

During AST filling operations, it is possible a tanker truck could leak, or a tank could be overfilled. In the case of the former, a leaking truck or hose would likely remain on the surrounding concrete. An overfill situation resulting in an uncontrolled spill is unlikely, as remote fill ports have tight fill connections and spill liners. Further, there is an audible/visual high-level alarm for the tanks. If the high level alarm fails to alert the driver, and tank filling continues, an overfill prevention valve would significantly impede further fuel flow.

A major spill during transfer operations has the potential to migrate primarily to the east and secondarily to the north, as there are discernible area drainage biases in these directions.

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

Waste oil generated in the northwestern-most service bay is stored in Tank 3 **(Figure 4**), pending off-site disposal. The tank's direct fill port has a spill bucket surrounding the connection, and there is level gauge behind the fill port, but there is no access ladder to the fill port, the level gauge is hard to read, and the spill bucket is small, so a spill during filling is a moderate possibility.

Tank 4 is the belly tank for the small emergency generator serving the Maintenance Building (**Figure 4**). If the generator was activated for an extended period of time, a fuel truck would need to be staged nearby on a regular basis, connecting directly to the tank's saddle direct fill ports. If a hose or the truck itself leaks, drips would adversely affect the surrounding grass and pavement. If the spill was more major, it could possibly migrate to the catch basins to the west and east.

New oil is delivered to and waste oil is removed from Tank 5, located along the eastern exterior of the Maintenance Building (**Figure 4**). It is possible a spill could occur at the point of connection, a compartment could be overfilled, a spill could occur during maintenance operations, or delivery or disposal truck could leak or be overfilled. In the case of the former, an uncontrolled spill is unlikely, as both the remote fill port (new oil) and direct fill port (waste oil) have tight fill (camlock) connections, and spill boxes to contain drips. Since both the new oil and waste oil compartment have functional high-level audible/visual alarms, it is unlikely the new oil

compartment would be overfilled. However, the waste oil compartment is filled remotely, from inside the Maintenance Building, where the alarm might be inaudible.

During maintenance operations in the light service pit adjacent-west of Tank 4, new oil is dispensed via three hose reel/nozzles and waste oil is removed via two diaphragm pumps inside the service pit. During these transfer operations, it is possible a spill could occur inside the pit and flow to the pit's central drainage trench. If a piping/fitting leak or failure occurs on the exterior of the building, oil would likely be contained inside the polyvinyl chloride/rubber pipe jacket. Inside, a pipe/fitting failure or leak would likely result in oil migrating to the service pit.

Finally, if there is a leak, failure, or overfill of the delivery or disposal truck, oil would likely flow downward to the surrounding pavement and to the east, where there is a discernible drainage bias.

Throughout the facility, 55-gallon steel single-wall drums containing new, used, or spent lubrication, motor, or hydraulic 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. Except during transit via forklift, these transfer operations are indoors on flat, impervious surfaces, where spills would spread radially and pool on the floor, and be relatively easy to control. If damage occurred to a drum in transit, a spill would adversely affect the pavement 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 **5** 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
Vehicular Fueling Island (Figure 3)				
Failure of Tank 1 or 2	10,000	Instantaneous	All	Tank's outer wall
Leak of Tank 1 or 2, primary tank		<1 gallon per minute (gal/min)	Downward	Tank's outer wall
Overfill of Tank 1 or 2	1 to 120 (1)	60 gal/min (1)	East or west to catch basins	None
Failure of piping		26 gal/min (2)	All	Piping outer wall
Leak from piping		<1 gal/min	All	Piping outer wall
Dispenser hose/connections leak		<1 gal/min	All	None
Leaking dispenser		<1 gal/min	All	None
Catastrophic damage to dispenser	1 to 26 (2)	Instantaneous	All	None
Spill while dispensing	1 to 26 (2)	26 gal/min (2)	East to catch basin	None
Failure of 32 drums inside enclosure and failure of enclosure	1,760	Instantaneous	All	Enclosure sump
Leak of drum inside enclosure		<1 gal/min	Downward	Enclosure sump
Failure of drum on pavement	55	Instantaneous	All	None
Leak of drum outside enclosure, on pavement		<1 gal/min	Northeast to catch basin	None
Maintenance Building (Figure 4)				
Failure of Tank 3	740	Instantaneous	All	None
Leak of Tank 3		<1 gal/min	East to service pit	None
Spill while filling Tank 3		Instantaneous	All	None
Failure of Tank 4	220	Instantaneous	All	None
Leak of Tank 4		<1 gal/min	All	None
Spill while filling Tank 4		Instantaneous	All	None
Failure of medium-size tanker while delivering fuel to Tank 4	4,500	Instantaneous	All	None
Leak of medium-size tanker truck while delivering fuel to Tank 4		<1 gal/min	West to catch basin	None

Table 4 – Prediction of Flow and Impact				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment**
Maintenance Building (Figure 4) (continued)				
Failure of Tank 5	1,500	Instantaneous	East	Tank outer wall
Leak of Tank 5		<1 gal/min	Downward	Tank outer wall
Overfill of Tank 5		Instantaneous	All	None
Spill while removing waste oil from train		Instantaneous	Toward central drainage trench	None
Spill while dispensing new oil		4.5 gal/min (3)	Toward central drainage trench	None
Hose or pipe fitting failure while dispensing new oil or removing waste oil		4.5 gal/min (3)	Toward central drainage trench	None
Hose or pipe fitting leak		<1 gal/min	Toward central drainage trench	None
Failure of drum on spill pallet	55	Instantaneous	All	Spill pallet
Leak of drum on spill pallet		<1 gal/min	Downward	Spill pallet
Failure of drum on floor	55	Instantaneous	All or to nearest invert drain	None
Leak of drum on floor		<1 gal/min	All or to nearest invert drain	None
Spill while transferring to/from drum		Instantaneous	All or to nearest invert drain	None
Warehouse Building (Figure 5)				
Failure of drum on floor or shelf	55	Instantaneous	All or possibly to loading dock	None
Leak of drum on floor or shelf		<1 gal/min	All or possibly to loading dock	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 gal/min.

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

(3) = Assumption that maximum rate of discharge equals maximum pumping rate of commonly available transfer pump (4.5 gal/min).

Facility Drainage

Most petroleum storage locations at the William Lehman Center are flat and impervious. Discernible area drainage biases are depicted on **Figures 3** through **5**. Each petroleum storage location, however, has a unique form of drainage.

- **Vehicular Fueling Island (Figure 3)**

  Drainage at the Vehicular Fueling Island mostly flows away from Tanks 1 and 2, limiting accumulated water. There are catch basins equipped with oil-retaining baffles to the south of the tanks and the outdoor drum enclosure toward which drainage is biased. Further, there is a catch basin adjacent to the dispensers, also equipped with oil-retaining baffles.

- **Maintenance Building (Figure 4)**

  Inside the Maintenance Building, there are several large service pits which provide a preferential pathway for spilled oil to flow. Further, there is a multitude of invert floor and trench drains throughout the facility, many of which connect to the sanitary sewer system. Finally, the outside of the building is surrounded by catch basins, some with oil-retaining baffles (these likely drain to the surrounding soils). Thus, the many floor drains and catch basins also provide preferential pathways for spill oil.

  Tank 5 is located at the Maintenance Building's eastern exterior; here, drainage primarily flows to the east, toward the swale parallel to the nearby Metrorail tracks.

- **Warehouse Building (Figure 5)**

  New oils and other fluids and materials are stored inside the Warehouse, protected from rainfall. However, if a drum was punctured near the loading dock, oil could potentially spill off the dock and into the drainage grate located at the base of the ramp.

Section 3.0

Spill Prevention

3.1 Engineering Controls

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

Structures

- **Tanks 1 and 2 (Vehicular Fueling Island, Figure 3)**
  Tanks 1 and 2 have double-walled construction, so leaks from the primary tank (if any) are contained in the interstitial space, which is monitored electronically by a Veeder-Root system. Each of the tanks' remote fill port is surrounded by a steel box to contain small drips and leaks at the point of connection, and the piping to the dispensers is double-walled to piping sumps, which are also monitored by the Veeder-Root interface. A canopy covers the dispensers and part of the remote fill ports, so that rainfall runoff is not contaminated by spills from fueling and dispensing. Finally, both Tanks 1 and 2 are mounted atop a concrete grade slab surrounded by concrete jersey barriers, which offer protection from vehicular impact.

- **Outdoor drum enclosure (Vehicular Fueling Island, Figure 3)**
  Drums or other regulated media awaiting off-site disposal are stored in a steel bi-level enclosure with a 323-gallon (rated) liquid-tight sump. Thus the drums have secondary containment and are protected from the corrosion hazard of rainfall.

- **Polyethylene spill pallets (Maintenance Building, Figure 4)**
  At the Maintenance Building, drums are often stored on polyethylene drum storage units of various capacities:
    - Single-drum wheeled trays are rated for 10 gallons of oil-retaining capacity;
    - 2-drum enclosures are rated for 136 gallons of oil-retaining capacity; and,
    - 2- and 4-drum spill pallet units are rated for 66 gallons of oil-retaining capacity.

- **Tank 5 (Maintenance Building, Figure 4)**

  Tank 5 has double-walled construction, so leaks from the primary tank (if any) are contained in the interstitial space, which is monitored electronically by the Pneumercator panel mounted on the front of the tank. The dispensing and waste lines entering/exiting the tank at the exterior of the building are jacketed by polyvinyl chloride and rubber boots, and each compartments' fill port is surrounded by a steel box to collect small leaks and drips at the point of connection.

Discharge Prevention Equipment

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

- **Vehicular Fueling Island (Figure 3)**

  The Vehicular Fueling Island has a number of engineering controls to prevent or mitigate discharges. Two control panel enclosures are adjacent-south of the tanks; a red cut-off switch on the exterior of the north enclosure can be pulled to isolate electrical power at the island in the event of an emergency. Inside the enclosures includes breaker panels, pump control switches, a vapor recovery electronic monitor, and the Veeder-Root interface, which remotely displays fuel level in Tanks 1 and 2 and leaks or alarm conditions (if any). Each remote fill port has a tight fill (camlock) connection and a fuel flow shut-off valve, which limits leaks at the point of connection. A panel situated near each remote fill port has an audible/visual alarm to alert the fuel delivery driver to an overfill situation. Fill-limiting valves installed on each tank serve to prevent overfills.

  At the island, an EJ Ward electronic card reader allows dispensing of gasoline only to county employees. If the EJ Ward malfunctions, mechanical consumption meters attached to each dispenser can aid the driver in dispensing the correct amount of fuel. Finally, in the event of severe impact damage, e.g. contact with a vehicle, the dispensers are equipped with mechanical shear valves which close off fuel flow, minimizing the amount of fuel released. The dispenser hoses are equipped with dry break-a-way fittings, so a minimal amount of fuel is released if an inattentive driver leaves a nozzle inserted and drives away.

- **Tank 5 (Figure 4)**

  Tank 5 is equipped with a number of discharge-preventing engineering controls. Each compartment has a fill port with a tight fill connection and a level gauge, alerting the delivery or disposal driver to level condition. Further, a Pneumercator panel mounted on the front of the tank provides audible/visual alarms to high- and low-level conditions, and interstitial leaks.

Security

The William Lehman Center perimeter is surrounded by chain-link fencing and barriers such as canals, expressway embankments, and other rail lines. The primary access point for employees, contractors, and other non-Metrorail traffic is at NW 66th Street (**Figures 2** and **3**) , where there is a 24-hour guard house. Persons on-site without MDT identification badges are required to be periodically monitored by authorized MDT personnel. Constant MDT supervision is required in the high-voltage rail line areas for all non-MDT personnel.

Pole-, canopy-, and building-mounted lighting fixtures are located throughout 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

The William Lehman Center 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 William Lehman Center 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 Tanks 1, 2, and 5.
  - 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 Rail Maintenance Shop Chief Supervisor'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 the William Lehman Center are registered as required with the Florida Department of Environmental Protection (FDEP) under the facility identification number 13/8628926.

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 William Lehman Center Address: 6601 NW 72nd Avenue/6970 NW 70th Street Unincorporated Miami-Dade County, Florida 33166 Main Telephone: (786) 704-4857 (Chief Supervisor James White) • 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)*
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 the William Lehman Center, 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 Chief Supervisor, Rail Maintenance Shop (James White)	(786) 704-4857
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. 17 (Virginia Gardens)	(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 Rail Maintenance Shop Chief Supervisor 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 inside the Maintenance Building stock room. 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*.

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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 the William Lehman Center.

A. Replace Tank 3 with a double-walled AST with appropriate level sensing and access features to comply with both 40 CFR 112.8(c)(2) and 40 CFR 112.8(c)(8) by November 10th, 2010.

B. Retrofit the Tank 4 (emergency generator belly tank) with an appropriate secondary containment structure as required by 40 CFR 112.8(c)(2) or place this rarely-used generator out of permanent service by November 10th, 2010. *The generator has not been used in the past, and it is extremely unlikely the generator would be used in the future.*

C. During April 2009 inspection, five drums were found near the Vehicular Fueling Island without adequate secondary containment. Place these and all drums at the facility proper secondary containment (e.g., the outdoor drum enclosure, the Maintenance Building) as required by 40 CFR 112.8(c)(2) by November 10th, 2010.

D. Per 40 CFR 112.7(c)(1)(vii) and 40 CFR 112.8(c)(2), place all drums at the Maintenance Building
    a. on polyethylene spill pallets, or
    b. surround all areas where drums are stored with 2" semi-permanent containment spill berms, or
    c. strategically place spill response kits throughout the Maintenance Building

    by November 10th, 2010.

E. At the Warehouse Building, installing a 2" semi-permanent containment spill berm at the base of both loading dock bay door openings for secondary containment as required by 40 CFR 112.8(c)(2) by November 10th, 2010.

F. At the Vehicular Fueling Island, stock impervious drain covers for at the canopy for quick access 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.

G. Strategically place spill response kits at the Vehicular Fueling Island and Tank # 5 to quickly respond to a minor spill per 40 CFR 112.1(a)(1) by November 10th, 2010.

H. Pave (and regularly inspect thereafter) the surfaces surrounding Tank #s 1 and 2 at the Vehicular Fueling Island, including where a fuel truck would park and stretch its hose during off-loading, by November 10th, 2010. In conjunction with Item "G" (above), this recommendation is for compliance with the general secondary containment requirements of 40 CFR 112.7(c).

I. Pave (and regularly inspect thereafter) the surfaces surrounding Tank # 5, including where an oil vendor and vacuum truck would park and stretch its hose during loading/unloading, by November 10th, 2010. In conjunction with Item "G" (above), this recommendation is for compliance with the general secondary containment requirements of 40 CFR 112.7(c).

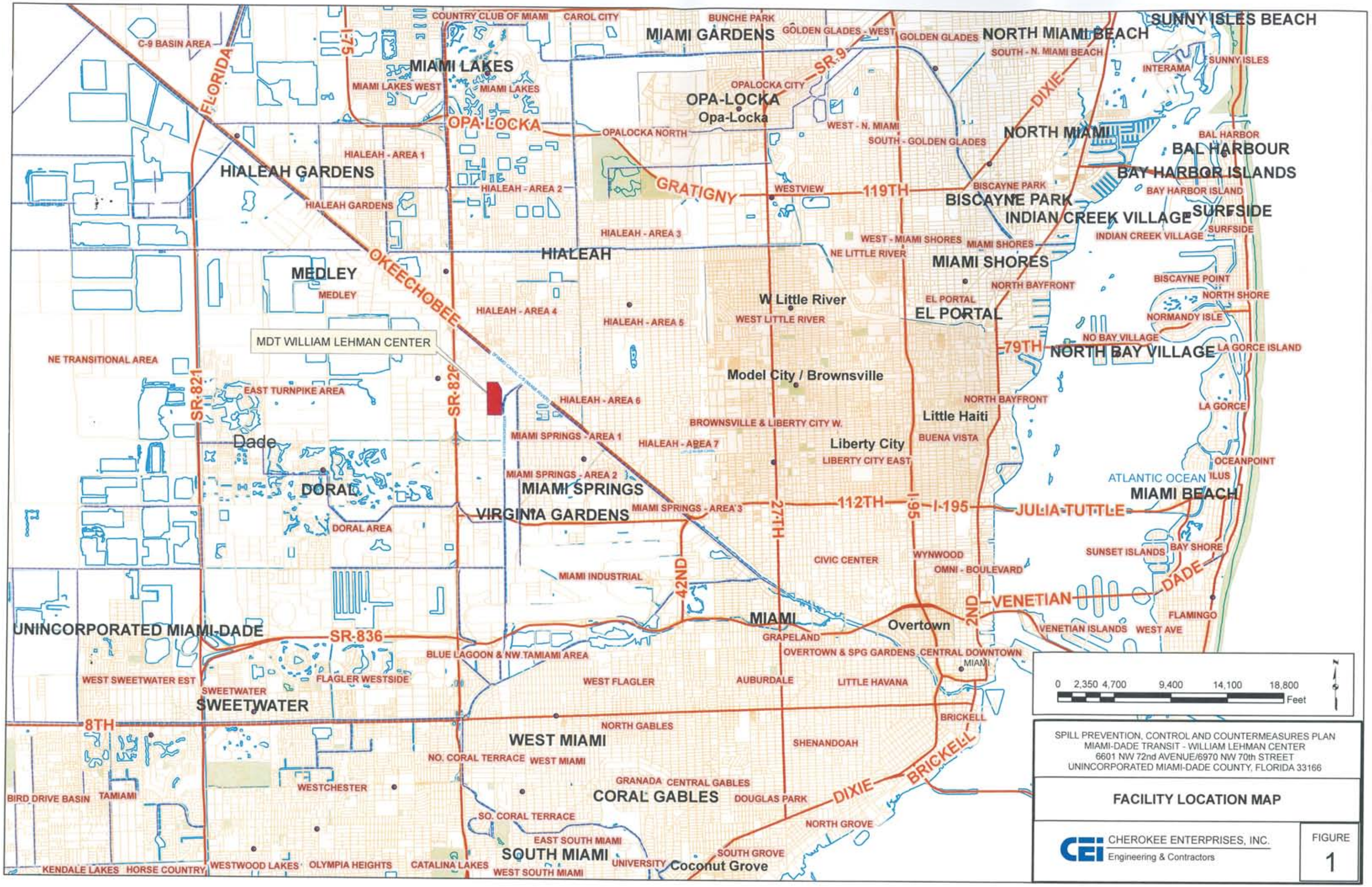
J. Installing remote level gauges for the waste oil compartment of Tank 5 inside the eastern light service bay pit to comply with 40 CFR 112.8(c)(8) by November 10th, 2010.

K. Inside the Maintenance Building, plugging the outlet of all floor drains, or, near all indoor drains, providing quick access to drain seal mats and spill response materials by placing spill response kits and seal mats throughout the facility, per 40 CFR 112.1(a)(1) and 40 CFR 112.7(c)(1)(vii), by November 10th, 2010.

L. Considerable sheen was observed during April 2009 site inspection in a catch basin located approximately 80 feet south of the emergency generator; in addition to pumping out the accumulated oils in this catch basin, provide quick access to drain seal mats throughout the outer perimeter of the Maintenance Building to mitigate the rapid migration of spills, per 40 CFR 112.1(a)(1), by November 10th, 2010.

M. Installing bollards to protect the Vehicular Fueling Island dispensers to prevent a discharge per 40 CFR 112.1(a)(1), by November 10th, 2010.

Figures

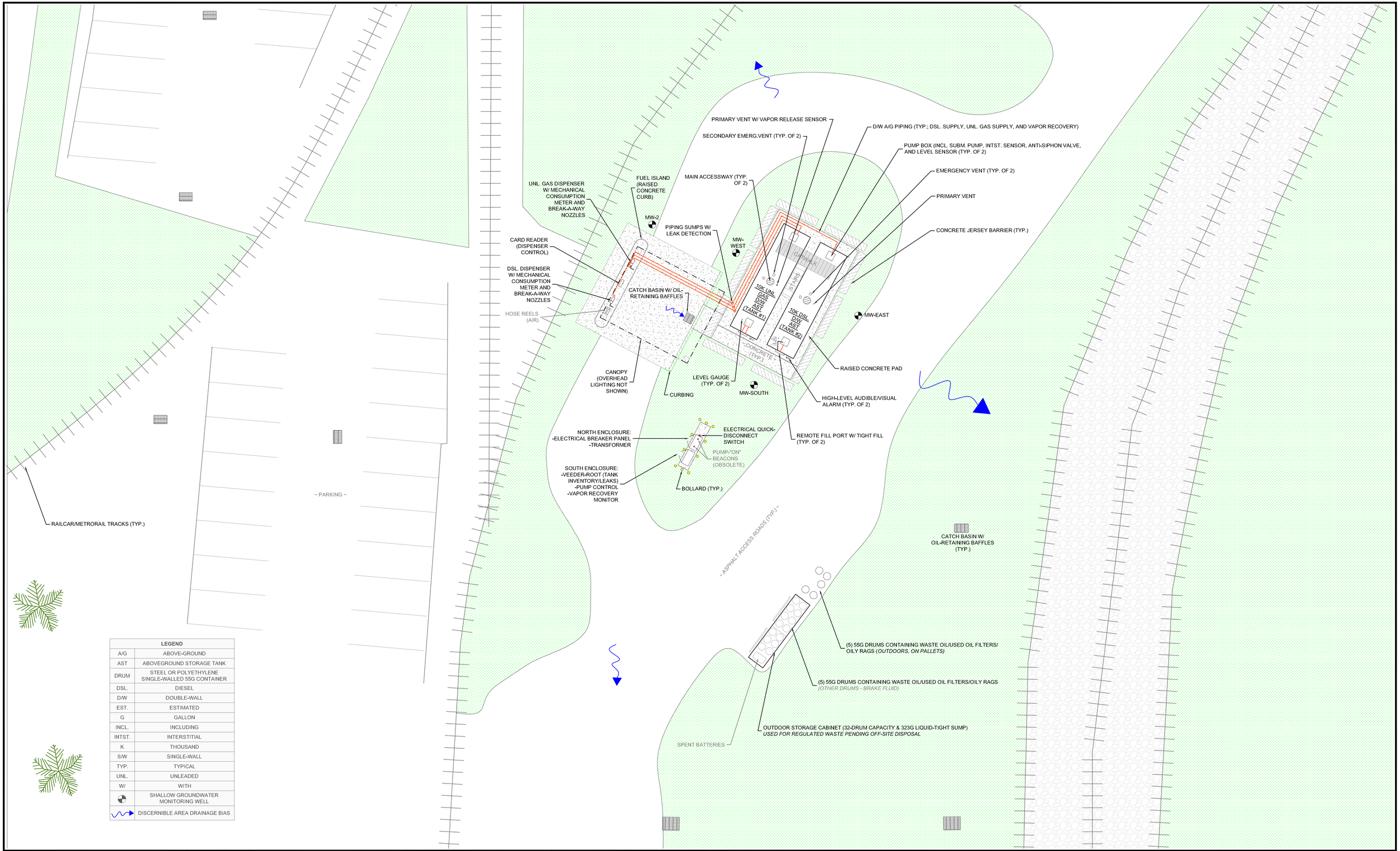

COUNTRY CLUB OF MIAMI
CAROL CITY
BUNCHE PARK
MIAMI GARDENS
GOLDEN GLADES - WEST
GOLDEN GLADES
NORTH MIAMI BEACH
SUNNY ISLES BEACH
SOUTH - N. MIAMI BEACH
INTERAMA
SUNNY ISLES
C-9 BASIN AREA
FLORIDA
I-75
MIAMI LAKES
MIAMI LAKES WEST
MIAMI LAKES
OPALOCKA CITY
SR-9
OPA-LOCKA
Opa-Locka
OPA-LOCKA
OPALOCKA NORTH
WEST - N. MIAMI
SOUTH - GOLDEN GLADES
DIXIE
NORTH MIAMI
BAL HARBOR
BAL HARBOUR
BAY HARBOR ISLANDS
HIALEAH - AREA 1
HIALEAH GARDENS
HIALEAH - AREA 2
GRATIGNY
WESTVIEW
119TH
BISCAYNE PARK
BISCAYNE PARK
BAY HARBOR ISLAND
INDIAN CREEK VILLAGE
SURFSIDE
HIALEAH GARDENS
HIALEAH - AREA 3
WEST - MIAMI SHORES
MIAMI SHORES
INDIAN CREEK VILLAGE
SURFSIDE
NE LITTLE RIVER
HIALEAH
MIAMI SHORES
OKEECHOBEE
MEDLEY
MEDLEY
NORTH BAYFRONT
BISCAYNE POINT
NORTH SHORE
W Little River
EL PORTAL
EL PORTAL
HIALEAH - AREA 4
HIALEAH - AREA 5
WEST LITTLE RIVER
NORMANDY ISLE
NO BAY VILLAGE
MDT WILLIAM LEHMAN CENTER
79TH
NORTH BAY VILLAGE
LA GORCE ISLAND
NE TRANSITIONAL AREA
SR-821
SR-826
EAST TURNPIKE AREA
Model City / Brownsville
HIALEAH - AREA 6
NORTH BAYFRONT
LA GORCE
Little Haiti
BROWNSVILLE & LIBERTY CITY W.
MIAMI SPRINGS - AREA 1
HIALEAH - AREA 7
BUENA VISTA
Liberty City
LIBERTY CITY EAST
OCEANPOINT
ATLANTIC OCEAN
ILUS
MIAMI BEACH
Dade
DORAL
MIAMI SPRINGS - AREA 2
MIAMI SPRINGS
VIRGINIA GARDENS
MIAMI SPRINGS - AREA 3
27TH
112TH
I-95
I-195
JULIA TUTTLE
DORAL AREA
SUNSET ISLANDS
BAY SHORE
CIVIC CENTER
WYNWOOD
OMNI - BOULEVARD
MIAMI INDUSTRIAL
42ND
2ND
VENETIAN
DADE
FLAMINGO
UNINCORPORATED MIAMI-DADE
SR-836
MIAMI
Overtown
VENETIAN ISLANDS
WEST AVE
GRAPELAND
BLUE LAGOON & NW TAMIAMI AREA
OVERTOWN & SPG GARDENS
CENTRAL DOWNTOWN
MIAMI
WEST SWEETWATER EST
FLAGLER WESTSIDE
WEST FLAGLER
AUBURDALE
LITTLE HAVANA
SWEETWATER
SWEETWATER
BRICKELL
8TH
NORTH GABLES
WEST MIAMI
SHENANDOAH
NO. CORAL TERRACE
WEST MIAMI
BRICKELL
DIXIE
WESTCHESTER
GRANADA
CENTRAL GABLES
BIRD DRIVE BASIN
TAMIAMI
CORAL GABLES
DOUGLAS PARK
SO. CORAL TERRACE
NORTH GROVE
EAST SOUTH MIAMI
SOUTH GROVE
SOUTH MIAMI
UNIVERSITY
Coconut Grove
KENDALE LAKES
HORSE COUNTRY
WESTWOOD LAKES
OLYMPIA HEIGHTS
CATALINA LAKES
WEST SOUTH MIAMI
0 2,350 4,700 9,400 14,100 18,800
Feet
SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - WILLIAM LEHMAN CENTER
6601 NW 72nd AVENUE/6970 NW 70th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33166
FACILITY LOCATION MAP
CHEROKEE ENTERPRISES, INC.
Engineering & Contractors
FIGURE
1

SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - WILLIAM LEHMAN CENTER
6601 NW 72nd AVENUE/6970 NW 70th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33166

AERIAL SITE PHOTOGRAPH

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

FIGURE
2



LEGEND	
A/G	ABOVE-GROUND
AST	ABOVEGROUND STORAGE TANK
DRUM	STEEL OR POLYETHYLENE SINGLE-WALLED 55G CONTAINER
DSL.	DIESEL
D/W	DOUBLE-WALL
EST.	ESTIMATED
G	GALLON
INCL.	INCLUDING
INTST.	INTERSTITIAL
K	THOUSAND
S/W	SINGLE-WALL
TYP.	TYPICAL
UNL.	UNLEADED
W/	WITH
	SHALLOW GROUNDWATER MONITORING WELL
	DISCERNIBLE AREA DRAINAGE BIAS

3/32"=1' 0 10' 20' 30'
(on 24x36" paper)

THIS DRAWING IS THE PROPERTY OF CHEROKEE ENTERPRISES, INC. AND MAY NOT BE REPRODUCED OR ALTERED IN WHOLE OR IN PART WITHOUT THE EXPRESS WRITTEN PERMISSION OF CHEROKEE ENTERPRISES, INC.

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 COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - WILLIAM LEHMAN CENTER
6601 NW 72nd AVENUE / 6970 NW 70th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33166

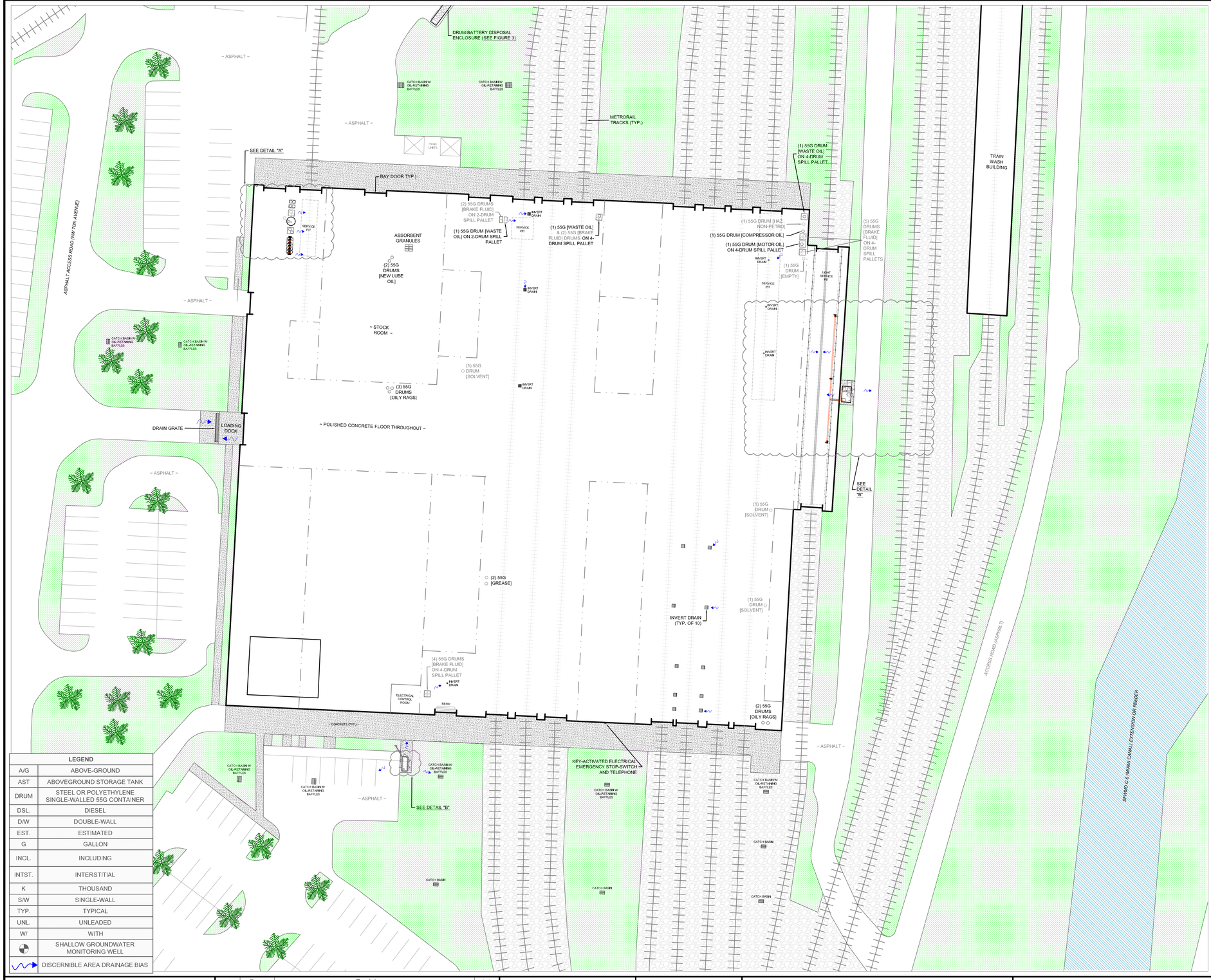
WILLIAM LEHMAN CENTER - VEHICULAR FUELING ISLAND

File Number
70238

Date
DECEMBER 2009

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

FIGURE
3



LEGEND	
A/G	ABOVE-GROUND
AST	ABOVEGROUND STORAGE TANK
DRUM	STEEL OR POLYETHYLENE SINGLE-WALLED 55G CONTAINER
DSL.	DIESEL
D/W	DOUBLE-WALL
EST.	ESTIMATED
G	GALLON
INCL.	INCLUDING
INTST.	INTERSTITIAL
K	THOUSAND
S/W	SINGLE-WALL
TYP.	TYPICAL
UNL.	UNLEADED
W/	WITH
	SHALLOW GROUNDWATER MONITORING WELL
	DISCERNIBLE AREA DRAINAGE BIAS

Main View:
1/32"=1'
(on 24x36" paper)
0 10' 30' 60' 90'

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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 COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - WILLIAM LEHMAN CENTER
6601 NW 72nd AVENUE / 6970 NW 70th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33166

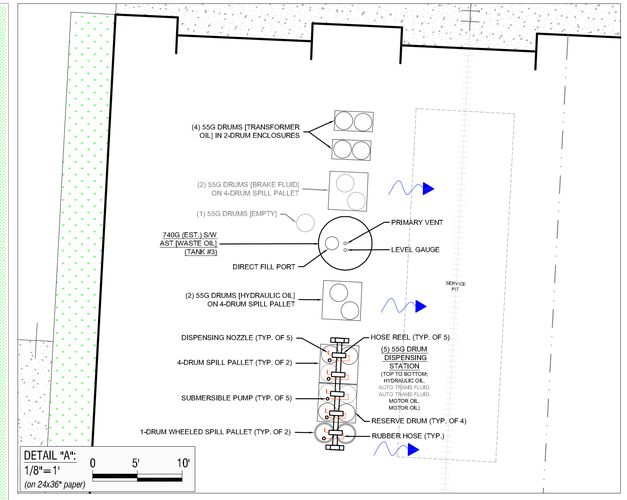
WILLIAM LEHMAN CENTER - MAINTENANCE BUILDING

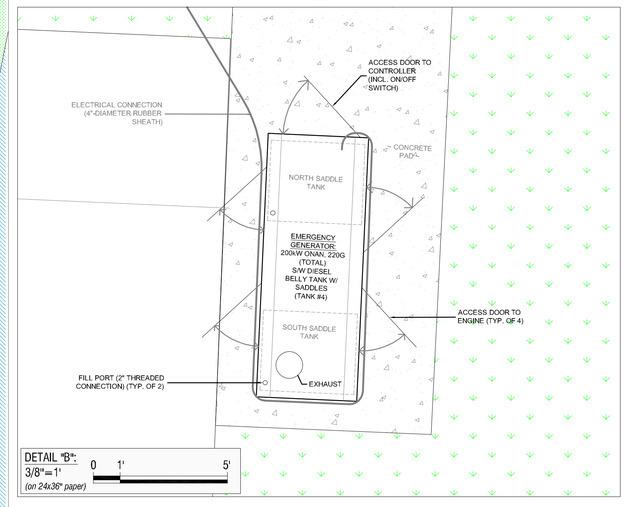
File Number
70238

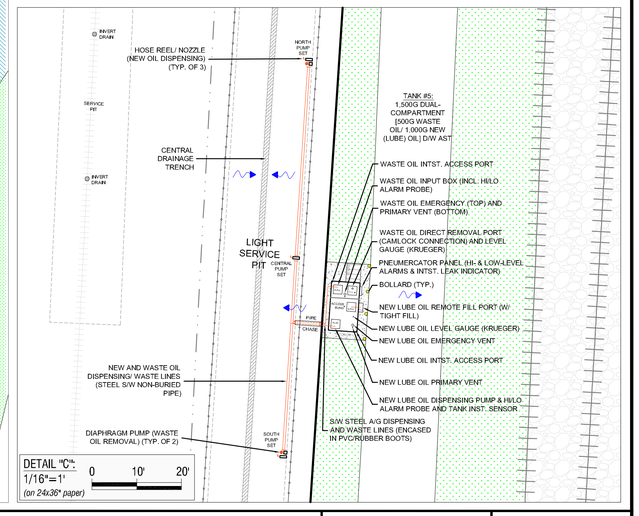
Date
DECEMBER 2009

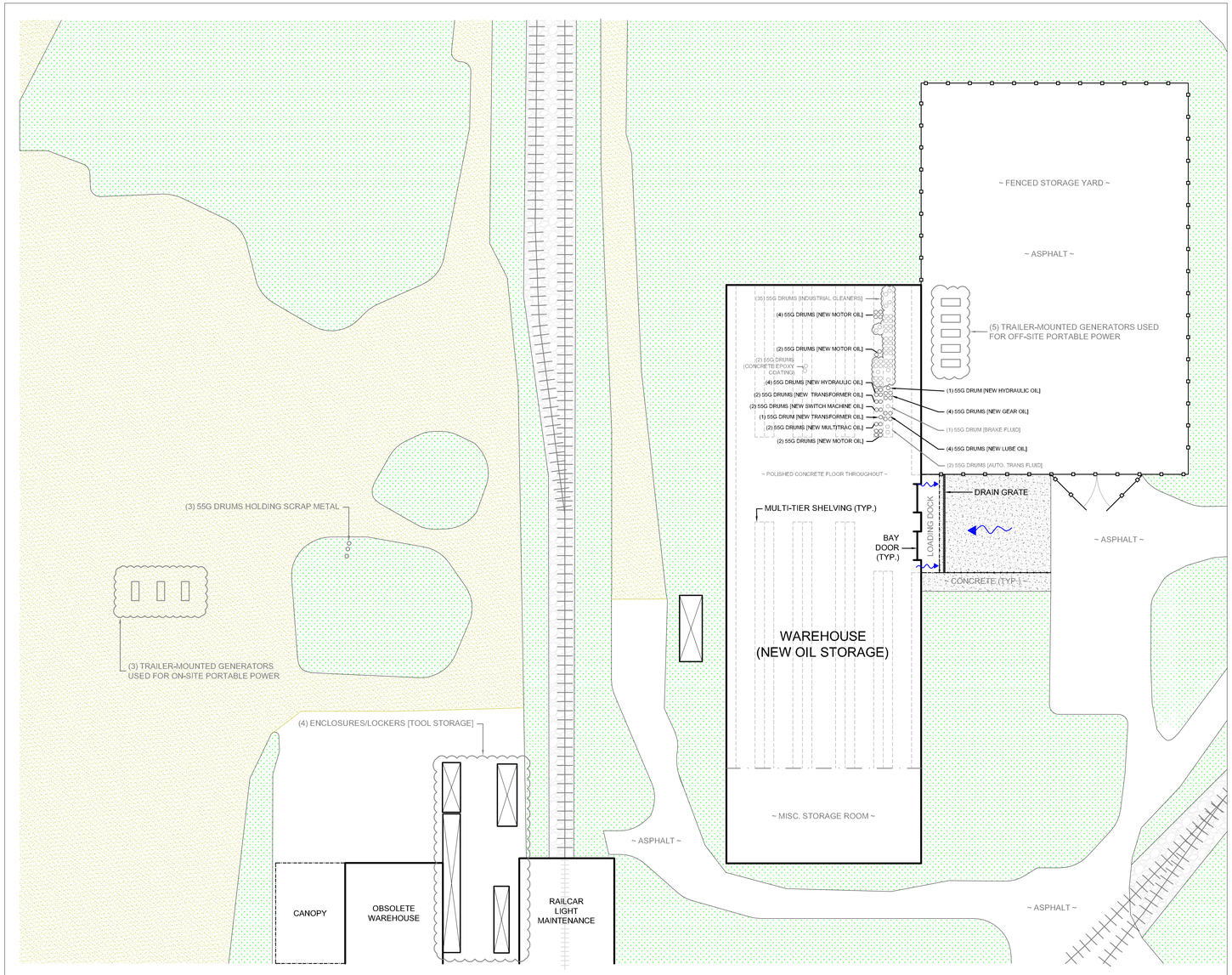
Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURE
4

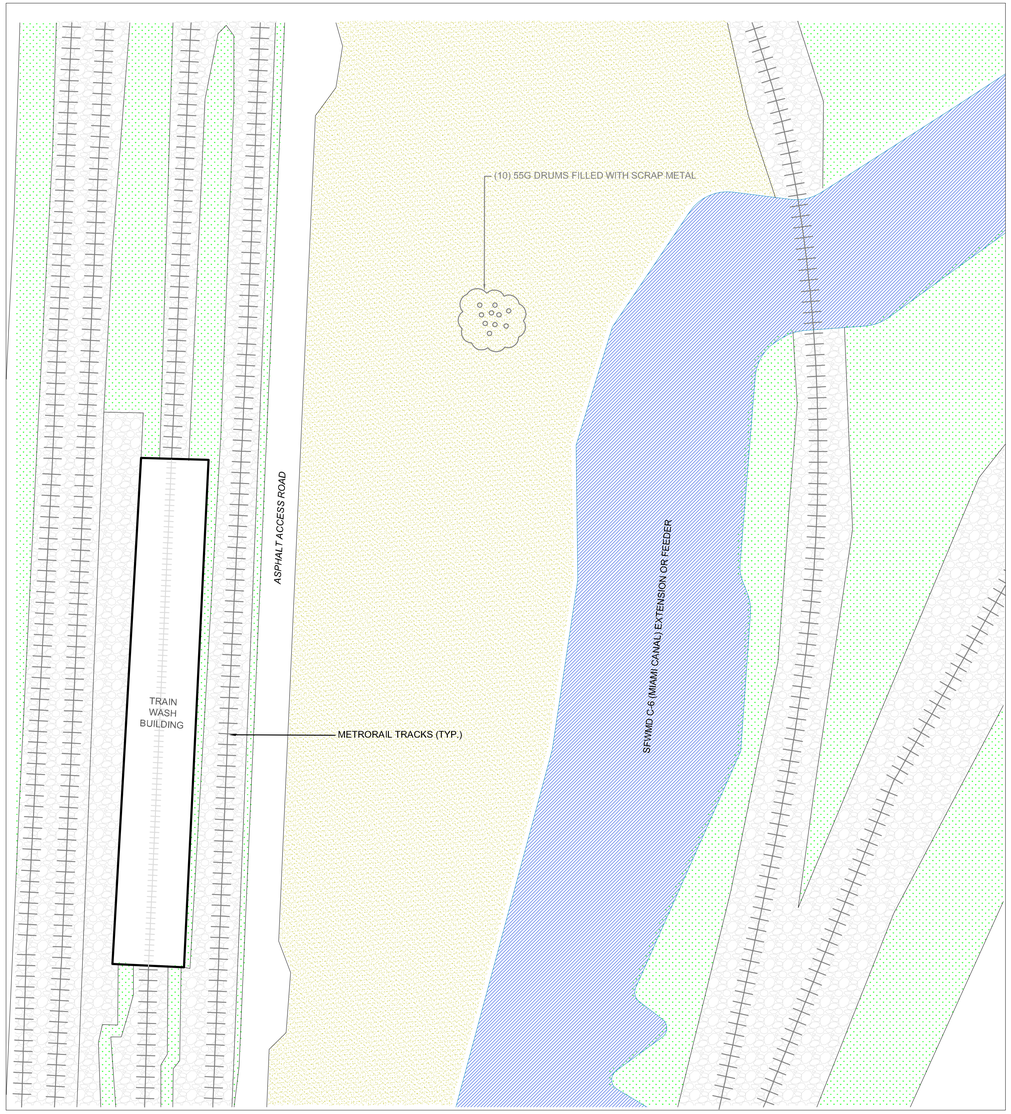








LEGEND	
A/G	ABOVE-GROUND
AST	ABOVEGROUND STORAGE TANK
DRUM	STEEL OR POLYETHYLENE SINGLE-WALLED 55G CONTAINER
DSL.	DIESEL
D/W	DOUBLE-WALL
EST.	ESTIMATED
G	GALLON
INCL.	INCLUDING
INTST.	INTERSTITIAL
K	THOUSAND
S/W	SINGLE-WALL
TYP.	TYPICAL
UNL.	UNLEADED
W/	WITH
	SHALLOW GROUNDWATER MONITORING WELL
	DISCERNIBLE AREA DRAINAGE BIAS



SCALE: 1/32"=1' (on 24x36" paper) 0 10' 30' 60' 90'

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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 COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - WILLIAM LEHMAN CENTER
6601 NW 72nd AVENUE / 6970 NW 70th STREET
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33166

WILLIAM LEHMAN CENTER - WAREHOUSE BUILDING AND VICINITY

File Number 70238
Date DECEMBER 2009

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

FIGURE 5

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)

Adobe Acrobat

You can fill out this form in Acrobat Reader and then print the form with the data from the Reader. Note that you can NOT use the Save or Save As function with Acrobat Reader. If you want a copy for your records, please print an extra copy of the form.

To fill out a form:

(1) Select the hand tool . 

(2) Position the pointer inside a form field, and click. The I-beam pointer allows you to type text. The arrow pointer allows you to select a button, a check box, a radio button, or an item from a list.

(3) After entering text or selecting an item, check box, or radio button, do one of the following:

-- Press **Tab** to go to the next form field.

-- Press **Shift+Tab** to go to the previous form field.

-- In a multi-line text form field, **Enter** or **Return** goes to the next line in the same form field. You can use **Enter** on the keypad to accept a change and deselect the current form field.

-- Press **Escape** to reject the form field change and deselect the current form field.

-- If you are in Full Screen mode, pressing **Escape** a second time causes you to exit Full Screen mode.

(4) Once you have filled in the appropriate form fields, do the following:

-- Select the print tool  for a copy of the form for mailing or to keep for your records.

To clear a form in a browser window:

Exit the Acrobat viewer and start again.
Important: There is no undo for this action.

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)

Adobe Acrobat

You can fill out this form in Acrobat Reader and then print the form with the data from the Reader. Note that you can NOT use the Save or Save As function with Acrobat Reader. If you want a copy for your records, please print an extra copy of the form.

To fill out a form:

(1) Select the hand tool . 

(2) Position the pointer inside a form field, and click. The I-beam pointer allows you to type text. The arrow pointer allows you to select a button, a check box, a radio button, or an item from a list.

(3) After entering text or selecting an item, check box, or radio button, do one of the following:

-- Press **Tab** to go to the next form field.

-- Press **Shift+Tab** to go to the previous form field.

-- In a multi-line text form field, **Enter** or **Return** goes to the next line in the same form field. You can use **Enter** on the keypad to accept a change and deselect the current form field.

-- Press **Escape** to reject the form field change and deselect the current form field.

-- If you are in Full Screen mode, pressing **Escape** a second time causes you to exit Full Screen mode.

(4) Once you have filled in the appropriate form fields, do the following:

-- Select the print tool  for a copy of the form for mailing or to keep for your records.

To clear a form in a browser window:

Exit the Acrobat viewer and start again.
Important: There is no undo for this action.

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 Checklists – *Monthly*

Miami-Dade Transit
William Lehman Center

_____

(month/year)

I. Vehicular Fuel Island (Figure 3)

A. Tank 1: 10,000-gallon double-walled unleaded gasoline AST
Tank 2: 10,000-gallon double-walled diesel AST

1. Removed product from pump box and fill boxes (grade and tank-mount)
   ( ) cleaned inside and outside of equipment boxes
   ( ) adjusted piping
   Remote fill port (grade box)
      ( ) locked?
      ( ) tight fill intact

❑ TANK 1 _____

❑ TANK 2 _____

2. Inspected operation of manual valves in pump box and fill boxes (grade and tank-mount)

❑ TANK 1 _____

❑ TANK 2 _____

3. Inspected all product piping and fittings (gas supply, diesel supply, and vapor recovery) for leaks or damage
   ( ) piping inside pump box and fill boxes (grade and tank-mount)
   ( ) containment piping outside canopy
   ( ) all overhead product piping
   ( ) valves and fittings inside the canopy connected to the dispensers

❑ TANK 1 _____

❑ TANK 2 _____

4. Inspected
   ( ) Primary vent piping and cap (and vapor release sensor –Tank 1 only)
   ( ) Secondary vent cap
   ( ) Emergency vent cap
   ( ) Main accessway manway cover

❑ TANK 1 _____

❑ TANK 2 _____

5. Inspected OPW overfill prevention valve

❑ TANK 1 _____

❑ TANK 2 _____

A. Tank 1: 10,000-gallon double-walled unleaded gasoline AST
Tank 2: 10,000-gallon double-walled diesel AST (continued)

6. Visually inspected OPW dry break fill valve

- ❑ TANK 1 _____
- ❑ TANK 2 _____

7. Inspected 1.5hp Red Jacket submersible pumps

- ❑ TANK 1 _____
- ❑ TANK 2 _____

❑ 8. Inspected stairway and catwalk for loose connections or damaged grating

_____

_____

9. Inspected grounding grid connections at tanks and stairs

- ❑ TANK 1 _____
- ❑ TANK 2 _____

10. Inspected exterior of tanks for damage to glassflake paint system, leaks, corrosion, etc.

- ❑ TANK 1 _____
- ❑ TANK 2 _____

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

- ❑ TANK 1 _____
- ❑ TANK 2 _____

12. Inspected high-level/overfill audible/visual alarm
( ) tested alarm button
( ) flashing strobe light
( ) alarm reset button
Replace bulbs? ( ) yes ( ) no (If yes, how many?_____)

- ❑ TANK 1 _____
- ❑ TANK 2 _____

A. Tank 1: 10,000-gallon double-walled unleaded gasoline AST
Tank 2: 10,000-gallon double-walled diesel AST (continued)

❑ 13. Inspected emergency shut off switch

_____

_____

❑ 14. Inspected Veeder Root TLS350 master controller
( ) control lamps
( ) obtained print-out to confirm proper operation *(Attach print-out to report, page 8)*
( ) *Write out level and alarm conditions, if any*

_____

_____

❑ 15. Inspected air piping valves and fittings for leaks and damage

_____

_____

❑ 16. Inspected Healy vacuum assist system (vapor recovery monitor)

_____

_____

❑ 17. Inspected breaker panel and pump control switches

_____

_____

❑ 19. Inspected monitoring wells for free-floating product and petroleum odor.
( ) MW-South
( ) MW-East
( ) MW-West
( ) MW-2

_____

_____

20. Inspected mechanical level gauge. *(Indicate level reading)*

❑ TANK 1 _____

❑ TANK 2 _____

B. <u>Dispensing Equipment for Tanks 1 and 2</u>: (1) unleaded single hose gasoline dispenser and (1) diesel single hose dispenser

❑ 1. Inspected vapor recovery hose on unleaded gasoline dispenser

❑ 2. Inspected unleaded gasoline vapor recovery breakaway valves

❑ 3. Inspected unleaded gasoline vapor recovery nozzle

❑ 4. Inspected hose retractors, clamps, and cables (adjusted to proper tension)

❑ 5. Inspected unleaded gasoline fuel filter and adapter

❑ 6. Inspected on/off handles ( ) switches ( ) relays

❑ 7. Inspected diesel dispenser ( ) hoses ( ) fittings

❑ 8. Inspected break away valves on diesel dispenser hoses

❑ 9. Inspected diesel dispenser dual fuel filters and adapters

B. Dispensing Equipment for Tanks 1 and 2: (1) unleaded single hose gasoline dispenser and (1) diesel single hose dispenser (continued)

- ❑ 10. Inspected on/off handles ( ) solenoid switches ( ) relays

- ❑ 11. Inspected shear valves for leaks and damage

- ❑ 12. Inspected shear valves for leaks and damage

- ❑ 13. Inspected EJ Ward card reader for proper operation

- ❑ 14. Inspected canopy lighting for proper operation

- ❑ 15. Inspected unleaded gasoline dispenser mechanical consumption meter for proper operation

- ❑ 16. Inspected diesel dispenser mechanical consumption meter for proper operation

- ❑ 17. Inspected catch basin – e.g. note if clean, clogged, rainwater with sheen, etc.

C. <u>Outdoor Drum Storage Cabinet</u>: Capacity of (32) 55-gallon drums.

❑ 1. Inspected base of cabinet for leaks.

_____

_____

❑ 2. Note number and contents of any drums stored outdoors.
( ) Outdoor drums stored on polyethylene spill pallets (yes / no)

_____

_____

Overall Vehicular Fueling Island Comments:

_____

_____

_____

_____

_____

_____

_____

Overall Vehicular Fueling Island Recommendations:

_____

_____

_____

_____

_____

_____

_____

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

Veeder Root TLS 350 print-out *(attach below)*

II. Maintenance Building (Figure 4)

A. Tank 3: 740-gallon single-walled waste oil AST

❑ 1. Inspected tank exterior – paint intact, no stains/corrosion/leaks

_____

_____

❑ 2. Inspected direct fill port (open / closed / locked), fill connection tight/no leaks

_____

_____

❑ 3. Inspected vent pipe

_____

_____

❑ 4. Inspected level gauge *(indicate reading below)*

_____

_____

B. <u>Drum dispensing station:</u> Hose reel-equipped rack with (5) 55-gallon hydraulic oil/ATF/motor oil drums on secondary containment

❑ 1. Inspected dispensing system
( ) Hose reels
( ) Submersible pumps
( ) Nozzles

_____

_____

❑ 2. All drums on secondary containment

_____

_____

C. <u>Tank 4:</u> Onan 200kW emergency generator with 220-gallon single-walled belly tank with saddles

1. Inspected fill port (threaded connection; in place/closed – OK)

❑ <u>North saddle</u> _____

❑ <u>South saddle</u> _____

❑ 2. Inspected exterior of belly tank (OK – no stains/leaks/corrosion)

_____

_____

❑ 3. Inspected controller (OK – engine in "OFF" position)

_____

_____

D. Tank 5: Dual-compartment double-walled AST (500-gallon waste oil, 1,000-gallon new oil)

1. Removed product from pump, input, and fill boxes (1- grade and 4- tank-mount)
   ( ) cleaned inside and outside of pump boxes and fill boxes
   ( ) adjusted piping
   ( ) inspected operation of manual valves and for leaks or damage
   Remote fill port (grade box- new oil only)
   ( ) locked?
   ( ) tight fill intact
   ( ) inspected operation of manual valves and for leaks or damage
   Direct fill port (tank-mount box – waste oil only)
   ( ) locked?
   ( ) tight fill intact
   ( ) inspected operation of manual valves and for leaks or damage

❑ Waste oil compartment (input box and direct fill box) _____

❑ New oil compartment (pump box, input box, and remote fill box _____

2. Inspected all product piping (from tank to nozzles/diaphragm pumps) and fittings for leaks or damage

❑ Waste oil compartment _____

❑ New oil compartment _____

3. Inspected
   ( ) Primary vent piping and cap
   ( ) Secondary vent cap
   ( ) Emergency vent
   ( ) Krueger gauge *(also indicate level condition)*

❑ Waste oil compartment _____

❑ New oil compartment _____

❑ 4. Inspected stairway for loose connections or damaged grating

_____

_____

❑ 5. Inspected grounding connections at tanks and stairs

_____

_____

D. Tank 5: Dual-compartment double-walled AST (500-gallon waste oil, 1,000-gallon new oil) (continued)

❑ 6. Inspected exterior of tank for damage to glassflake paint system, corrosion, leaks, etc.

_____

_____

7. Inspected cap and adapter at
   ( ) high/low level alarm probe (waste oil- input box, new oil – pump box)
   ( ) interstitial probe (new oil pump box only)

❑ Waste oil compartment _____

❑ New oil compartment _____

❑ 8. Inspected/tested Pneumercator LC1000 leak detection console (visual/audible alarms)

_____

_____

❑ 9. Waste oil diaphragm pump air compressor- Inspected air filter regulator and lubricator
   ( ) drained water from separator bowl _____
   ( ) filled lubricator to proper level _____
   ( ) confirmed that air pressure was set at 40 psi _____

11. Inspected waste oil suction air diaphragm pumps/hoses/connections

❑ North pump set _____

❑ South pump set _____

12. Inspected new oil dispensing nozzle/hose reel/connections

❑ North pump set _____

❑ Central pump set _____

❑ South pump set _____

❑ 13. Inspected light service pit central drainage trench – e.g. note if clean, clogged, rainwater with sheen, etc.

_____

_____

Overall Maintenance Building Comments:

Overall Maintenance Building Recommendations:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

CHEROKEE ENTERPRISES, INC.

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

Miami-Dade Transit
William Lehman Center

_____

(year)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Vehicular Fueling Island Tanks No. ___1, 2___	Yes	No	Comments
High level audible/visual alarm (Tank 1).			
High level audible/visual alarm (Tank 2).			
Level gauge (Tank 1).			
Level gauge (Tank 2).			
OPW overfill prevention valve (Tank 1).			
OPW overfill prevention valve (Tank 1).			
EJ Ward card reader.			
Mechanical consumption meter (unleaded dispenser).			
Mechanical consumption meter (diesel dispenser).			
Emergency cut-off switch.			
Vapor release sensor (Tank 1).			
Pump control switches.			
Veeder Root system – interface & all level, sump, and interstitial probes.			

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

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. ___3___	Yes	No	Comments
Level gauge.			

Maintenance Building Tank No. ___5___	Yes	No	Comments
Krueger gauge (waste oil compartment).			
Krueger gauge (new oil compartment).			
Pneumercator system – interface panel alarms & all level and interstitial probes.			

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

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

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ATF = Automatic Transmission Fluid
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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.

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Contents (check one)

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Generic Overfill Prevention Valve Inspection Guide

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AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

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Generic Overfill Prevention Valve Inspection Guide

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D/W / S/W (circle one)

Contents (check one)

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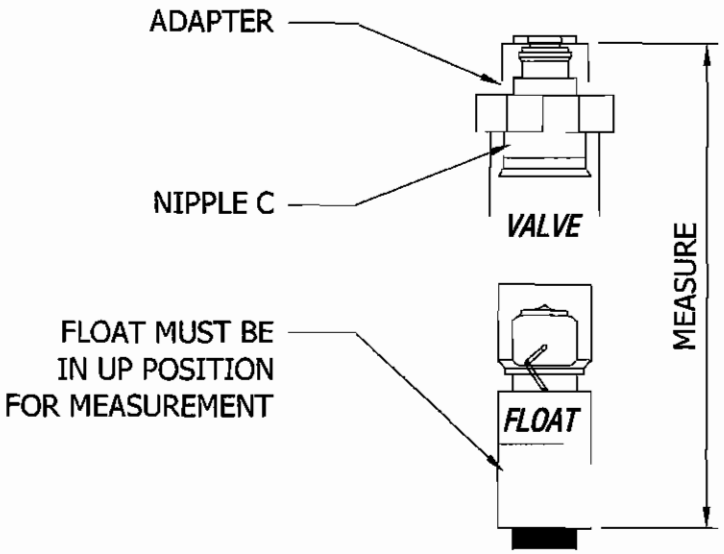
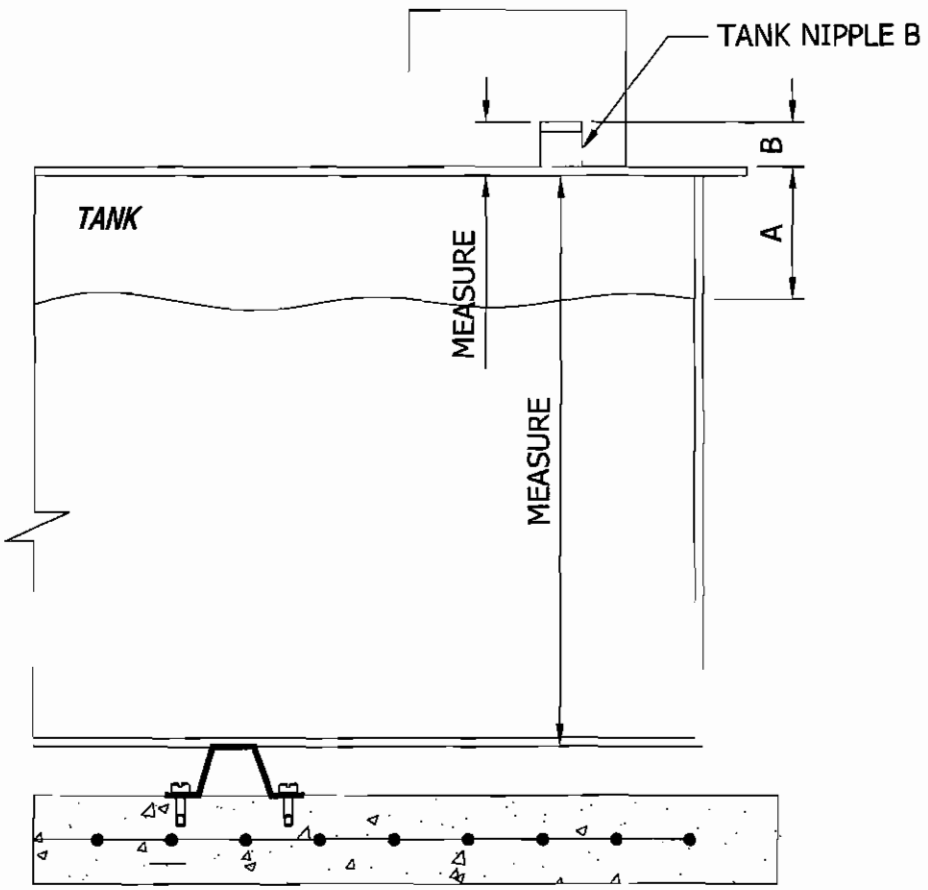
CHEROKEE ENTERPRISES, INC.
Engineers & Contractors
14474 Commerce Way
Miami Lakes, Florida 33016; (305)-828-3358





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

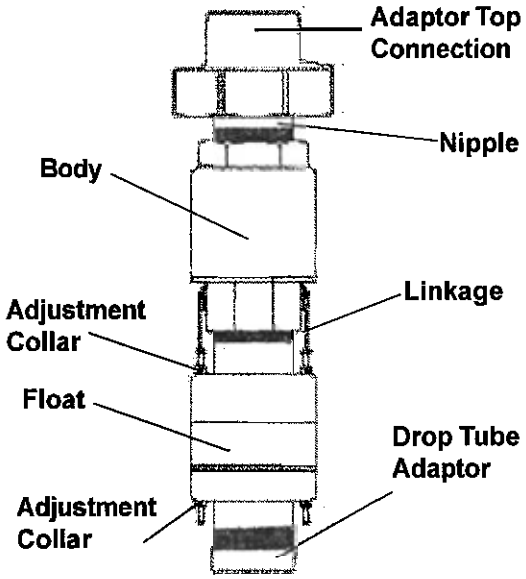
9095A 3" AST Overfill Prevention Valve

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:

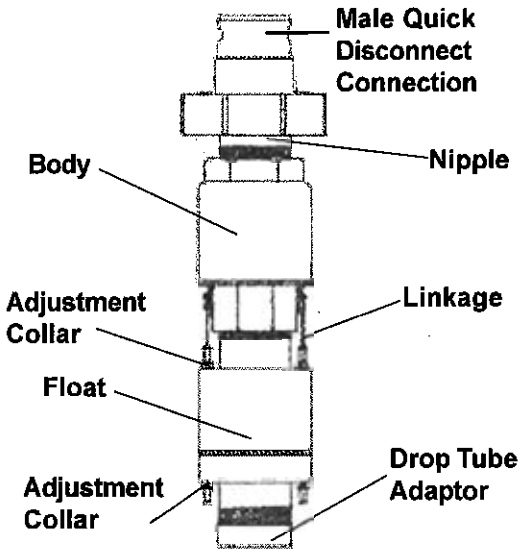
NFPA 30, 30A, UFC, BOCA, SBCCI/SFC, and PEI RP2000



	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

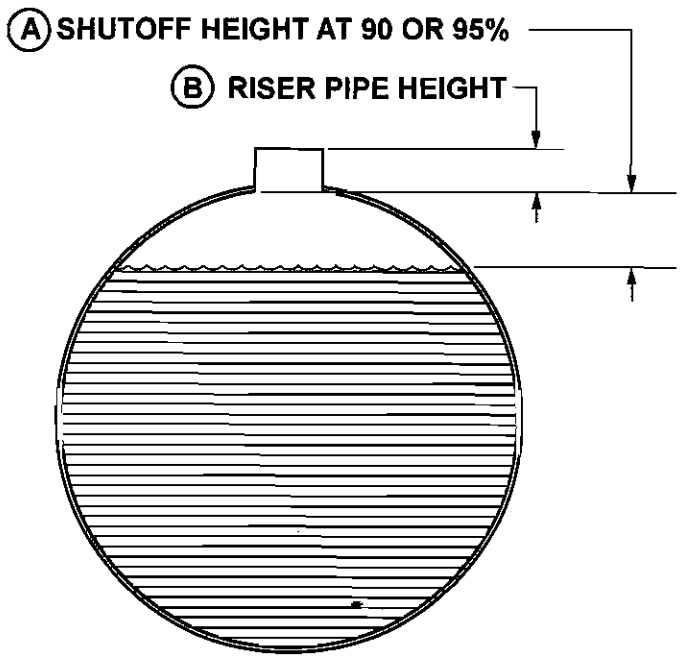


TABLE 1

Ⓐ 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	William Lehman Center	70238

Photo No. 1	
Location: Vehicular Fueling Island	
Description: Tanks 1 and 2: 10,000-gallon double-walled ASTs.	

Photo No. 2	
Location: Vehicular Fueling Island	
Description: Enclosures with control panels. Left: emergency electrical stop: lower right: vapor recovery monitor; upper right: Veeder Root fuel/leak inventory.	

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	William Lehman Center	70238

Photo No. 3

Location:

Maintenance Building

Description:

Tank 3 – 740-gallon (estimated) single-walled AST.

Photo No. 4

Location:

Maintenance Building

Description:

Tank 4 (indicated by arrow) – 220-gallon dual-saddle single-walled belly tank for emergency generator.

APPENDIX E

PHOTOGRAPHIC LOG

Client Name:	**Site Location:**	**Project No.**
Miami-Dade Transit	William Lehman Center	70238

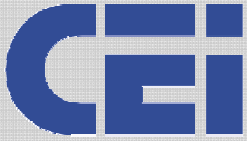
Photo No. 5	
Location: Maintenance Building	
Description: Tank 5 – dual-compartment double-walled 1,500-gallon new oil/waste oil AST.	

Photo No. 6	
Location: Warehouse Building	
Description: Primary storage area of new oils/lubricants at facility.	

Appendix F

Internal Discharge Report Form

Internal Discharge Report Form	
General facility information	Miami-Dade Transit William Lehman Center Address: 6601 NW 72nd Avenue/6970 NW 70th Street Unincorporated Miami-Dade County, Florida 33166 Main Telephone: (786) 704-4857 (Chief Supervisor James White) • 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	



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