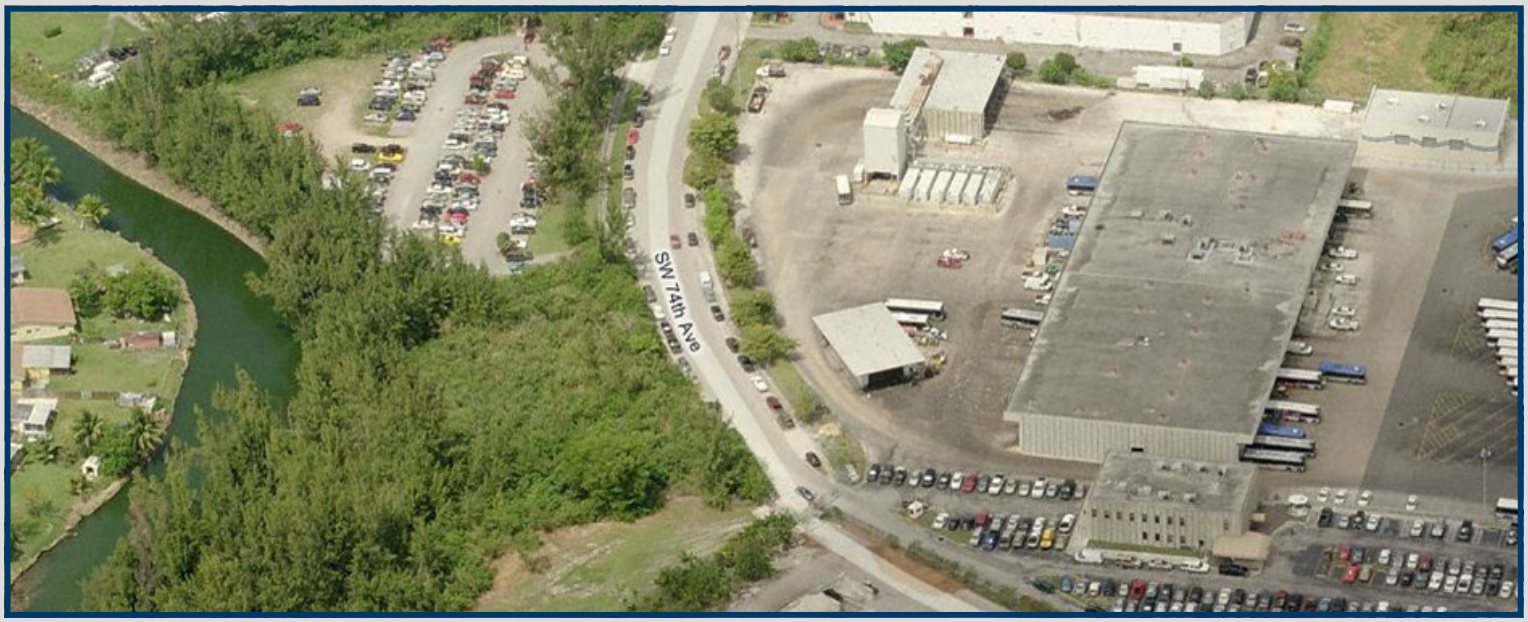
SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

Miami-Dade Transit
Coral Way Bus Maintenance Facility

2775 SW 74th Avenue
Unincorporated Miami-Dade County, Florida 33155



MIAMI-DADE COUNTY

Work Order #010-D03/01-CEI

CEI Project No. 70238

April 2010

CHEROKEE ENTERPRISES, INC.

IN CASE OF EMERGENCY:

Officials are to be contacted in the order shown below.

Spill Notification Procedures – On-Site Personnel			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
1	Any Spill	MDT Coral Way Bus Maintenance Chief (William Attias)	(305) 302-7927
2	Any Spill	MDT Environmental Department Senior Professional Engineer (Akbar Sharifi)	(786) 469-5269 (office) (305) 794-4327 (cell)

Spill Notification Procedures – Environmental Department Personnel Only			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
3	Any Spill[1]	Miami-Dade County Fire Station No. 40 (West Miami)	(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.

SPILL PREVENTION, CONTROL AND COUNTERMEASURE PLAN

CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th Avenue
Unincorporated Miami-Dade County, Florida 33155

Prepared for:

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

April 2010

Inspected and Reported by:

Adam Wosneski, P.E.
Project Manager

Signature: Adam A. Wosneski

Date: 04/15/2010

Reviewed by:

Christine Franklin, P.E.
President

Signature:

Date: 4/29/2010

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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 Coral Way Bus Maintenance Facility ("Coral Way") located at 2775 SW 74th Avenue, unincorporated Miami-Dade County, Florida, 33155. 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 3-7
Monthly	Monthly inspection, plus additional items	Page 3-9, Appendix D
Annually	Annual inspection, plus additional items	Page 3-9, Appendix D
Annually / upon employment	Training	Page 3-10, 3-11
During Transfer Operations	Oil Transfer BMPs	Page 3-7
Every 5 years / amendments	Review SPCC Plan	Page 1-8, Appendix A
Emergency Response	Spill Cleanup and Notification	Inside cover, Pages 4-1 – 4-5, Appendix B, Appendix C

Based on the methodologies used and Plan components listed above, this SPCC Plan is adequate for Coral Way 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 Coral Way Bus Maintenance Facility ("Coral Way"), and has implemented this Plan in advance of the required date for compliance with the provisions of the SPCC Rule, November 10th, 2010. A summary of the Federal rule and administrative compliance measures are included in Section 1 (Plan Administration). A cross-reference for compliance with the entire rule is included on the next page.

The objective of the SPCC Rule is twofold:

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

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

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

In addition, MDT has determined that Coral Way 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.	2-11 through 2-14
§ 112.7 (c)	Secondary containment and diversionary structures (general).	2-6 through 3-2, 6-4
§ 112.7 (d)	Integrity testing.	3-10, 6-3, Appendix D
§ 112.7 (e)	Inspections, tests, and records.	3-9, Appendix D
§ 112.7 (f)	Employee training and discharge prevention procedures.	1-6, 3-10, 3-11
§ 112.7 (g)	Security (excluding oil production facilities).	3-6
§ 112.7 (h)	Loading/unloading (excluding offshore facilities).	3-7
§ 112.7 (i)	Brittle fracture evaluation requirements.	1-8, 3-7 through 3-10, Appendix D
§ 112.7 (j) § 112.1 (e)	Conformance with state and local requirements.	3-12
§ 112.8 (a) § 112.12 (a)	General and specific requirements.	Sections 1, 2, 3
§ 112.8 (b) § 112.12 (b)	Facility drainage.	2-15, 2-16
§ 112.8 (c) (2)	Bulk storage containers – secondary containment.	2-6, 2-7, 3-1, 3-2, 6-2, 6-3, 6-4, 6-5
§ 112.8 (c) (3)	Drainage of diked areas.	N/A
§ 112.8 (c) (6)	Testing and Inspection of aboveground storage tanks (ASTs)	3-7 through 3-10, Appendix D
§ 112.8 (c) (8)	Overfill prevention system.	3-3 through 3-5, 6-2, 6-3
§ 112.8 (c) (10)	Visible discharges.	3-7 through 3-10, Appendix D
§ 112.20 (e)	Substantial harm determination.	1-1
§ 112.8 (d) § 112.12 (d)	Facility transfer operations, pumping, and facility process.	3-7 through 3-10, Appendix D
§ 112.9 § 112.13	Requirements for onshore production facilities.	N/A
§ 112.9 (a) § 112.13 (a)	General and specific requirements.	N/A
§ 112.9 (b) § 112.13 (b)	Oil production facility drainage.	N/A
§ 112.9 (c) § 112.13 (c)	Oil production facility bulk storage containers.	N/A

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

Note to Table: N/A = Not Applicable

1.3 Federal Rule and Applicability

Section 311 of the U.S. Clean Water Act (CWA) authorizes regulations that require procedures, equipment, methods and other provisions to prevent discharges of oil from vessels and facilities, and to contain such discharges. Regulatory authority of Section 311 of the CWA was delegated to the U.S. Environmental Protection Agency (EPA), which established the SPCC Rule to guide the preparation and implementation of SPCC Plans. The SPCC requirements were amended many times since the original promulgation in 1973, and were ultimately finalized on July 17, 2002. This revised rule requires facilities operating on or before August 16th, 2002, such as Coral Way, 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 Coral Way because of its aboveground oil storage capacity and proximity to navigable waters.

- **Facility Use**

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

- **Navigable Water**

  MDT determined that a possibility exists for a discharge of oil to occur in harmful quantities to the navigable waters in the vicinity of Coral Way. 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 **3**, the major water body nearest the facility is the South Florida Water Management District (SFWMD) C-3 Canal, also known as the Coral Gables Canal. From the

Interceptor/Overflow Structure, the northeast bank of the Coral Gables Canal is about 500 feet to the southwest.

- **Oil Storage Capacity**

  The aboveground oil storage capacity of Coral Way is 76,080 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.

MDT Coral Way Bus Maintenance Chief, William Attias, is the Designated Person Accountable for Oil Spill Prevention at Coral Way, and has the authority to commit the necessary resources for the Plan's implementation.

Authorized Facility Representative: William Attias

Signature: _____

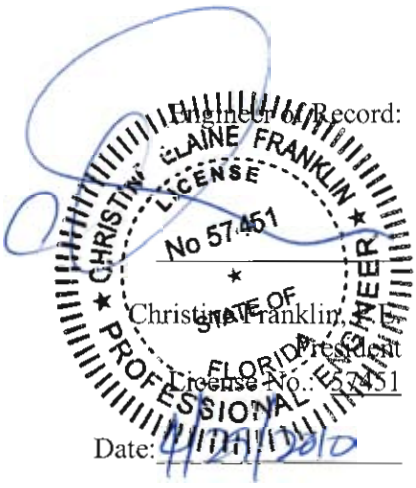
Title: Bus Maintenance Chief

Date: _____

1.5 Professional Engineer Certification

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

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



Engineer of Record:

Christine Franklin, P.E.
President
License No.: 57451
Date: 4/29/2010

1.6 Plan Review and Revision

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

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

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

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

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

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

1.7 Recordkeeping

In accordance with 40 CFR 112.3(e), a complete copy of this SPCC Plan is maintained at the office of the Bus Maintenance Chief at Coral Way, located at 2775 SW 74th 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 Bus Maintenance Chief's office or the MDT Environmental Department office.

Section 2.0

Site Evaluation

2.1 Site Location and Operations

Coral Way is situated in an unincorporated portion of central Miami-Dade County, Florida. **Figure 1** indicates the facility location. The terrain is relatively level and the bus maintenance facility encompasses approximately 15 acres. It should be noted that a series of baseball fields (Coral Way Park) are part of the same parcel as the bus maintenance facility; the Park is located adjacent-northeast and encompasses approximately 6 acres. **Figure 2** is an aerial photograph of the facility with the parcel outline and elevation contours. The main entrance for buses and contractors is along SW 72nd Avenue, approximately 25°44'46.32" north latitude and 80°18'41.60" west longitude.

The surrounding land use, within a one-mile radius, is a mix of industrial, commercial and residential properties. Coral Way is situated on the Pamlico Sand formation and the U.S. Fish and Wildlife Service classifies its land use as "uplands", i.e., neither wetlands nor deepwater habitat. According to topographic data, most of the facility is between 5 and 10 feet above sea level; a limited elevation survey by others indicated the storage tank system of the Fuel and Cleaning Islands is between 9 and 10 feet above sea level. The entire Coral Way facility is assumed to have an overall drainage bias to the west-southwest, to the Coral Gables canal. The facility is mostly paved and drained by a series of catch basins connected by a French drain network. See **Figure 2** for vicinity elevation data, **Figures 3** through **7** for specific drainage patterns throughout the facility, and **Section 2.3** for a detailed facility drainage discussion.

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

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

Coral Way has several buildings and structures, including the Guard House/Fare Collection (**Figure 3**), Transportation Building (**Figure 3**), Maintenance Building (**Figure 4a**), Fuel and Cleaning Islands (**Figure 5a**), Steam Cleaning Building (**Figure 6b**), and the Bus Wash Building (**Figure 7**).

Petroleum products are stored aboveground throughout the facility in storage containers on concrete surfaces. The remainder of the facility is paved, with small strips of grass, gravel, and low-lying vegetation around the perimeter. The perimeter of the facility is surrounded by fencing, locked gates, and/or guarded entrance points. **Figure 2** illustrates the location of buildings and structures on an aerial image and **Figure 3** is an overall facility plan.

2.2 Potential for Discharge

Petroleum discharges at Coral Way are most likely to occur during fuel transfer activities. Each area where petroleum products are stored is generally flat. Petroleum storage locations include the Maintenance Building (**Figures 4a** through **4i**), Fuel and Cleaning Islands (**Figures 5a** through **5d**), Steam Cleaning Building (**Figures 6a** and **6b**), and the Bus Wash Building (**Figure 7**). 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.

Table 3 (below) lists storage containers observed at the facility. The list also includes containers with capacities and/or contents that are not specifically SPCC-regulated. Some of these non-SPCC regulated tanks fall under existing (or proposed) MDT operation and maintenance (O & M) procedures; these only have their shell capacity indicated in magenta, so as to indicate that they are not counted in the overall aggregate facility storage capacity. Other listed containers either have contents or capacities which are completely exempted from SPCC regulation, and do not fall under MDT's existing (or proposed) O & M procedures; the entire listing for these containers is indicated in green and are not discussed further herein.

Table 3 – Storage Containers

Tank Identification (ID)	Storage Capacity (gallons)	Contents	Tank Description
Maintenance Building (Figures 4a – 4i)			
1	500 [estimated (est.)]	Waste oil	Double-walled aboveground storage tank (AST) with vacuum pump and drain trough
2	110 (est.)	Diesel	Single-walled mobile AST with pump/nozzle; fuel cart
3	400 (est.)	Hydraulic oil	Single-walled AST; reservoir for in-ground post lifts
4	1,000	Diesel	Double-walled AST; primary generator supply tank
5	50	Diesel	Double-walled AST; primary generator day tank
6	500	Diesel	Double-walled AST; secondary generator supply tank
7	15 (est.)	Diesel	Double-walled AST; secondary generator day/return tank
Not applicable (N/A)	55	Fuel treatment	Stock Room receiving: one 55-gallon single-walled drum in outdoor storage locker with 323-gallon liquid-tight sump
N/A	165 (total)	Chassis grease ("grease")	Stock Room receiving: three 55-gallon single-walled drums in outdoor storage locker with 323-gallon liquid-tight sump

Table 3 – Storage Containers (continued)			
Tank Identification (ID)	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
Maintenance Building (Figures 4a – 4i) (continued)			
N/A	275 (total)	Grease	Various locations: five 55-gallon single-walled drums
N/A	165 (total)	Hydraulic oil	Stock Room receiving: three 55-gallon single-walled drums in outdoor storage locker with 323-gallon liquid-tight sump
N/A	1,100 (total)	Lubrication oil	Stock Room receiving: twenty 55-gallon single-walled drums in outdoor storage locker with 323-gallon liquid-tight sump
N/A	55	Lubrication oil	Bay 4/6: one 55-gallon single-walled drum with pump
N/A	220 (total)	Oily rags or gloves	Various locations: four 55-gallon single-walled drums
N/A	55	Spent dry sweep	Bay 13/15: one 55-gallon single-walled drum
N/A	440 (total)	Used oil filters	Various locations: eight 55-gallon single-walled drums
N/A	330 (total)	Waste oil	Bay 10: six 55-gallon single-walled drums
N/A	55	Old brake shoes	Brake Lathe Shop: one 55-gallon single-walled drum
N/A	220 (total)	Paint	Paint Mixing Room and Machine Shop area corridor: four 55-gallon single-walled drums
N/A	110 (total)	Tire mounting lube	Goodyear Tire Shop: two 55-gallon single-walled drums
N/A	165 (total)	New dry sweep	Various locations: three 55-gallon single-walled drums with clean unused oil-absorbent granules (“new dry sweep”)
N/A	220 (total)	Automatic transmission fluid (ATF)	Stock Room receiving: four 55-gallon single-wall drums in outdoor storage locker with 323-gallon liquid-tight sump
N/A	55	Blade coolant/lube	Machine Shop: one 55-gallon single-walled drum
N/A	55	Electronics waste	Brake Lathe Shop: one 55-gallon single-walled drum
N/A	825 (total)	Empty	Various locations: fifteen 55-gallon single-walled drums awaiting cleaning and/or recycling
N/A	440 (total)	Antifreeze	Various locations: eight (total) 55-gallon single-walled drums
N/A)	800 (est.) total	Empty	Bays 32/34 and 19/21: two not-in-service hydraulic oil reservoirs (est. 400 gallons each) for former in-ground post lifts; currently abandoned/pumped out
N/A	47.5 (est.)	Solvents/ oily rinsate	Brake Lathe Shop: parts washer: a typical medium size unit has a 20-gallon solvent tank, a 45-gallon wash area, and a 2.5-gallon oily residue holding tank; total oil-related volume, each unit ~ 47.5 gallons total

Table 3 – Storage Containers (continued)			
Tank Identification (ID)	**Storage Capacity (gallons)**	**Contents**	**Tank Description**
Fuel and Cleaning Islands (Figures 5a through 5d)			
8	500	Antifreeze	Double-walled AST; antifreeze hose reel supply tank
9	12,000	Diesel	Double-walled AST; diesel dispenser supply tank
10	12,000	Diesel	Double-walled AST; diesel dispenser supply tank
11	12,000	Diesel	Double-walled AST; diesel dispenser supply tank
12	12,000	Diesel	Double-walled AST; diesel dispenser supply tank
13	12,000	Diesel	Double-walled AST; diesel dispenser supply tank
14 Compartment A	7,000	Unleaded gasoline	Double-walled three-compartment AST; unleaded gasoline dispenser and hose reel supply tank
14 Compartment B	2,500	Lubrication oil	
14 Compartment C	2,500	ATF	
N/A	3,000	Oily rinsate	Double-walled aboveground oil-water separator (OWS)
N/A	55	Cleaner	Near storage sheds: one 55-gallon single-walled drum
N/A	55	Oily rags or gloves	Island # 5: one 55-gallon single-walled drum
Steam Cleaning Building (Figures 6a and 6b)			
N/A	1,000	Oily rinsate	Double-walled aboveground OWS
N/A	55	Hydraulic oil	One 55-gallon single-walled drum
N/A	55	Lubrication oil	One 55-gallon single-walled drum w/ pump
N/A	385 (total)	Lubrication oil	Seven 55-gallon single-walled drums on polyethylene spill pallet unit with 90 gallons of oil-retaining capacity
N/A	660 (total)	Used oil-retaining baffles	Twelve 55-gallon single-walled drums
Bus Wash (Figure 7)			
N/A	3,000	Oily rinsate	Double-walled aboveground OWS
N/A	1,750 (est.)	Detergent	Large cylindrical vertical polyethylene AST
N/A	2,775 (est., total)	Washwater	Three 925-gallon (est.) aboveground cyclonic filtration vessels
N/A	1,100 (est., total)	Washwater	Two 550-gallon (est.) aboveground cyclonic filtration vessels
Various locations throughout facility (Figures 3 through 7)			
N/A	5,250 (est., total)	Detergent	Fifteen 350-gallon (est.) cylindrical or radiused-square polyethylene ASTs
N/A	385 (total)	Solvents	Seven 55-gallon single-walled drums
N/A	385 (total)	Trash	Seven 55-gallon single-walled drums

Storage of Oil

Tank # 1 is a 500-gallon (est.) double-walled AST serving as the central repository for waste oil generated in the Maintenance Building. Should the primary tank fail, oil would be contained in the tank's interstitial space, which can be monitored inserting a dipstick or similar in the stick-hatch and checking for leaks.

Tank # 2 is a 110-gallon (est.) single-walled mobile AST serving as diesel-dispensing fuel cart. Tank # 3 is a 400-gallon (est.) single-walled AST serving as a hydraulic oil reservoir for an in-ground post lift system. A failure of either tank would result in oil pooling on the surrounding concrete floor. Both ASTs are located inside the Maintenance Building, which, given certain criteria are met, can provide 66,328 gallons of secondary containment (see sample secondary containment calculations, **Section 3.1**).

Tank #s 4 through 14 are double-walled ASTs with electronic interstitial monitoring. Should a primary tank leak, an alarm condition would be activated on the tank's remote monitor (i.e., Veeder Root) or control panel, whichever applicable. Should both the primary and secondary tank catastrophically fail, oil would flow to the surrounding pavement or flooring (whichever applicable) and possibly percolate into the ground.

Throughout the facility, 55-gallon steel single-walled aboveground cylindrical containers ("drums") containing a variety of oils or oil-impacted media are typically stored as shown on **Figures 3** through **7**. At the Maintenance Building, Stock Room Receiving, a number of drums are stored outdoors in steel drum enclosures ("lockers" or "cabinets") which have 323-gallon (manufacturer-rated) liquid-tight containment sumps. At a few locations, drums are stored outdoors on pavement, without containment or diversionary structures. Finally, most drums are stored under roofed structures with diversionary structures, like floor berms or drainage to an OWS. In a few instances, these indoor drums were stored on polyethylene spill pallet units (rated by the manufacturer for 90 gallons of oil-retaining capacity) for secondary containment.

Unless secondarily contained, a failure of a drum would result in oil pooling on the surrounding floor or pavement, and possibly percolating into the ground. If the spill is directed toward one of the several OWS systems at Coral Way, it could be confined to the OWS and associated drainage

system, as they are designed to terminate pumping when oil reaches a critical level (see further discussion of this engineering control in **Section 3.1**).

Transfer/Use of Oil

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

At the Maintenance Building, waste oil generated from draining vehicle's oil sumps and oil filters is ultimately transferred into a waste oil recovery tank in Bay # 10 (Tank # 1), pending off-site reclamation or disposal. Bus engine or axle oil sumps are typically drained by gravity into a drip pan or drum with funnel. Used oil filters are typically drained into a drum with a grate. It is possible to equip Tank # 1 with a filter crusher that drains the remaining oil in the filter into the tank; at time of inspection, this common attachment was not in place. Also, Tank # 1 is equipped with a diaphragm pump to remove waste oil from drums. If the tank is overfilled, it is likely that a small amount of oil would flow out of an open primary access bung (if any) or the pump would stall. Any leak or spill into a drip or from a transfer to Tank # 1 would likely result in oil flowing downward to the surrounding floor. The nearby floor berms would likely prevent a spill from flowing out of the building to the surrounding pavement.

While Tank # 1 is pumped out by licensed waste hauler, the tanker truck's hold or hose could leak. In this scenario, oil would drip downward to the pavement where the vacuum truck is parked.

It is possible to overfill Tank # 2 (diesel fuel cart) or overfill a bus's tank with the fuel cart's dispensing nozzle. In either event, a fuel spill would likely pool on the floor. The floor berms at most bay entrances would likely prevent a spill from flowing out of the building to surrounding pavement.

Bay #s 1, 3, and 5 at the Maintenance Building use hydraulic, in-ground post lifts with Tank # 3 as the associated hydraulic oil reservoir. If one of the in-ground hydraulic lines or fittings leaks or fails, oil would probably spread to the soils below the floor of the building.

The primary emergency generator system (Tank #s 4 and 5) is located entirely outdoors, near Bay # 15. While the generator is in operation, a breach of a pipe fitting or overflow situation could result in fuel spilling to the surrounding concrete pavement or raised concrete slab (whichever applicable) near the point of failure. Similarly, the supply tank (# 4) could be overfilled by tanker truck, and a spill could spread to the surrounding pavement.

The secondary emergency generator system (Tank #s 6 and 7) is located partially indoors and outdoors. The supply tank (# 6) could be overfilled by tanker truck, and the resulting spill could flow to the surrounding pavement. When the generator is in operation, if the piping (i.e., flex hose) from the supply tank to the building outer wall leaks or fails, fuel could collect in the secondary containment piping's low-point sump. Inside the Compressor Room, upstairs, where the day/return tank (#7) and the generator engine are located, a fitting breach or overflow situation during generator operation could result in fuel spilling on the concrete floor of the room. If the floors are crack-free and wall/floor joints are tight, it is not likely fuel would flow out of the room, as the room's entrance has a 2-inch floor berm.

For both emergency generator systems, see **Section 3.1** for a discussion of the controls in place to prevent or minimize a discharge.

Inside the Maintenance Building, most of the hose reel piping is single-walled and hung from the ceiling; a leak or pipe failure here would result in fuel dripping downward to the concrete floor and pooling. Similarly, a spill from one of the overhead hose reel sets (i.e., leaking header connection, faulty dispensing nozzle, or overfill of a vehicle's reservoir) would result in oil pooling on the floor. Two-inch berms at most of the Maintenance Building's ground-level openings provide diversionary structures, likely not allowing a spill to flow out of the building.

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

Outside the Fuel and Cleaning Islands canopy, the piping from Tank #s 9 through 14 is inside secondary containment overpipe, which can contain or divert leaks of the primary pipe. The diesel containment pipe header has a low-point sump; leaks from the primary pipe (in this segment outside of the canopy) would collect in this sump, which is monitored electronically (see **Section 3.1** for a further discussion of this control.) [Tank # 8 has single-walled piping from the

tank all the way to the hose reels; a leak of antifreeze outside the canopy would likely drip down to the surrounding concrete pavement.] Under the canopy, single-walled piping to the dispensers and hose reels is hung overhead. If there was a piping or fitting leak or failure here, oil would likely drip downward to one of the drainage trenches between the islands and flow to the OWS system, which has the same high oil level pumping cutoff mechanism of the other OWS systems of Coral Way (further discussed in **Section 3.1**).

Both the ATF and lubrication oil lines to the Fuel and Cleaning Islands' hose reels have a branch leading toward the Maintenance Building. Outside the Fuel and Cleaning Islands, this branch (both the above-ground segment and the below-grade segment) is in secondary containment overpipe; a leak of the primary pipe in this branch would likely be contained or diverted to the lowest point.

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

While dispensing lubrication oil, antifreeze, or ATF from the overhead hose reels into vehicles at the Fuel and Cleaning Islands, a hose or nozzle could leak or be broken, or a vehicle's reservoir could be overfilled. Similar to with fuel dispensing, spills would likely pool on the concrete floor and eventually flow to the floor drain/OWS system of the Fuel and Cleaning Islands.

Tanker trucks ranging from 2,700 to 9,000 gallons in bulk hold capacity regularly pump fuel or automotive fluids into Tank #s 8 through 14. During AST filling ("unloading") operations at the Fuel and Cleaning Islands, it is possible a tanker truck or hose could leak, or a tank could be overfilled. Spilled or leaked fuel would adversely impact the fill port spill containment, the tank shell, its raised slab, and the pavement or grass in the vicinity of the tanks and unloading space. The spill could percolate into the ground and/or reach nearby catch basins. A number of engineering controls are in place to prevent spills during unloading; see **Section 3.1** for a further discussion of these devices. See **Table 5** in **Section 3.2** for Best Management Practices relating

to oil transfer procedures. **Section 6** offers recommendations for containing spills in unloading areas.

The Steam Cleaning Building is an engine/undercarriage degreasing area with an integrated drainage system. The drainage system flows to an OWS system, which, after separation of oil and water, discharges water to sanitary sewer. A while transferring oil out of the drums stored at this building would likely flow to the OWS drainage system.

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

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 **7** depict the surroundings of each petroleum storage location and discernible 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/ Diversionary Structure**
Maintenance Building (Figures 3 and 4a through 4i)				
Catastrophic failure of Tank # 1	500	Instantaneous	All	Tank's outer wall/ bermed concrete building
Leak of Tank # 1		<1 gallon per minute (gpm)	All	Tank's outer wall
Catastrophic failure of Tank # 2	110	Instantaneous	All	None / bermed concrete building
Leak of Tank # 2		<1 gpm	All	None / bermed concrete building
Catastrophic failure of Tank # 3	400	Instantaneous	All	None / bermed concrete building
Leak of Tank # 3		<1 gpm	All	None / bermed concrete building
Catastrophic failure of Tank # 4	1,000	Instantaneous	East to CB11	Tank's outer wall
Leak of Tank # 4		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank # 5	50	Instantaneous	East to CB11	Tank's outer wall
Leak of Tank # 5		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank # 6	500	Instantaneous	East to CB11	Tank's outer wall
Leak of Tank # 6		<1 gpm	All	Tank's outer wall
Catastrophic failure of Tank # 7	15	Instantaneous	All	Tank's outer wall
Leak of Tank # 7		<1 gpm	All	Tank's outer wall
Spill while removing waste oil from bus engine oil sump	8 (1)	Instantaneous	All	None (if misses drip pan/funnel/drum) / bermed concrete building
Spill while vacuuming up waste oil into Tank # 1	0 to 1 (2)	4.5 gpm (2)	All	None / bermed concrete building
Spill while suctioning waste oil from Tank # 1 into vacuum truck	500 (3)	680 gpm (3)	All	None
Failure of tanker truck hold while loading from Tank # 1	4,200 (4)	Instantaneous	All	None

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Maintenance Building (Figure 3 and 4a through 4i) (continued)				
Small spill while filling Tank # 2	1 to 5 (5)	4.5 gpm (2)	All	Spill bucket/bermed concrete building
Small spill while dispensing with Tank # 2	1 to 5 (5)	4.5 gpm (2)	All	None/bermed concrete building
Fitting/hydraulic hose failure while in-ground lift in operation		2.3 gpm (6)	All	None
Fitting/hydraulic hose/post lift leak, in-ground lifts		<1 gpm	All	None
Overfill of Tank # 4 or 6	1 to 120 (7)	60 gpm (7)	East toward CB11	Spill bucket or box/none
Failure of tanker truck hold while filling Tank # 4 or 6	9,000 (4)	Instantaneous	East toward CB11	None
Overflow of day tank (# 5), primary generator system		0.7 gpm (8))		None
Overflow of day/return tank (# 7), secondary generator system		0.5 gpm (8,9)		None/bermed concrete room
Fuel line failure on engine, primary or secondary generator		0.5 gpm (9)	All	None
Spill while dispensing fluids (hose reels)	1.3 (10)	1.3 gpm (10)	All	None/ bermed concrete building
Failure of piping or hose reel		10 gpm (11)	All	None/ bermed concrete building
Piping or hose reel leak		<1 gpm	All	None/ bermed concrete building
Failure of drum	55	Instantaneous	All	None (unless on spill pallet or in outdoor storage locker) / bermed concrete building
Leak of drum		<1 gpm	All	None (unless on spill pallet or in outdoor storage locker) / bermed concrete building
Fuel and Cleaning Islands (Figures 3 and 5a through 5d)				
Catastrophic failure of Tank # 8	500	Instantaneous	South/southwest to CB15	Tank's outer wall
Catastrophic failure of Tank # 9, 10, 11, 12, 13, or 14	12,000	Instantaneous	South/southwest to CB15	Tank's outer wall
Leak of Tank # 8, 9, 10, 11, 12, 13, or 14		<1 gpm	All	Tank's outer wall
Small spill at connection point while filling Tank # 8, 9, 10, 11, 12, 13, or 14	5 (5)	60 gpm (7)	All	Fill port spill box/bucket

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Fuel and Cleaning Islands (Figures 3 and 5a through 5d) (continued)				
Overfill of Tank # 8, 9, 10, 11, 12, 13, or 14	1 to 120 (7)	60 gpm (7)	All	None
Failure of tanker truck hold while filling Tank # 8 or Tank # 14, Compartments B or C	4,200 (4)	Instantaneous	South/southwest to CB15	None
Failure of tanker truck hold while filling Tank # 9, 10, 11, 12, 13, or 14 (Compartment-A)	9,000 (4)	Instantaneous	South/southwest to CB15	None
Failure of piping, outside canopy		26 gpm(12)	All	Piping outer wall (Tank # 8 antifreeze piping: none)
Leak from piping, outside canopy		<1 gpm	All	Piping outer wall (Tank # 8 antifreeze piping: none)
Failure of piping, inside canopy		26 gpm(12)	All/to nearest floor drain	None / OWS system
Piping, dispenser or hose reel hose/connections leak, inside canopy		<1 gpm	All/to nearest floor drain	None / OWS system
Catastrophic damage to dispenser	1 to 26 (12)	Instantaneous	All/to nearest floor drain	None / OWS system
Spill while dispensing fuel	1 to 26 (12)	26 gpm (12)	All/to nearest floor drain	None / OWS system
Spill while dispensing fluids (hose reels)	1.3 (10)	1.3 gpm (10)	All/to nearest floor drain	None / OWS system
Failure of drum	55	Instantaneous	All/to nearest floor drain	None / OWS system
Leak of drum		<1 gpm	All/to nearest floor drain	None / OWS system
Catastrophic failure of OWS, full oil chamber	2,400 (13)	Instantaneous	West/southwest to CB14	OWS outer wall
OWS, leak of primary		<1 gpm	All	OWS outer wall
Steam Cleaning Building (Figures 6a and 6b)				
Failure of drum (Steam Cleaning Area only)	55	Instantaneous	To nearest floor drain	None (unless on spill pallet) / OWS drainage system / bermed concrete building
Leak of drum (Steam Cleaning Area only)		<1 gpm	To nearest floor drain	None (unless on spill pallet) / OWS drainage system / bermed concrete building
Catastrophic failure of OWS, full oil chamber	800 (13)	Instantaneous	South to CB16	OWS outer wall
OWS, leak of primary		<1 gpm	All	OWS outer wall

Table 4 – Prediction of Flow and Impact (continued)				
Potential Event	**Maximum Volume Released (gallons)**	**Maximum Discharge Rate**	**Primary Direction(s) of Flow**	**Secondary Containment/ Diversionary Structure**
Bus Wash Building (Figure 7)				
Catastrophic failure of OWS, full oil chamber	2,400 (13)	Instantaneous	West to CB13	OWS outer wall
OWS, leak of primary		<1 gpm	All	OWS outer wall

Notes to Table:

= Unquantifiable volume

(1)= Detroit Diesel MBE 900 6-cylinder engine (similar to those in most MDT Metrobuses) has an oil system fill-up capacity of 30.6 quarts (8 gallons).

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

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

(4)= Typical large fuel tanker truck hold capacity is 9,000 gallons, typical waste oil recovery or auto fluids vendor truck hold capacity is 4,200 gallons or less, and the mobile small equipment/generator refueling trucks Miami Dade County General Services Administration (GSA) use are typically 2,700 gallons or less.

(5)= "Small spill" herein defined as the capacity of the fill port's spill bucket, which is typically 5 gallons.

(6)= Hydraulic pump flow specifications are not typically given for large commercial in-ground hydraulic lift systems, so flow rate is from a smaller hydraulic in-ground automotive lift (AC Lift PHS4) whose pump was rated for 2.25 gpm. It was assumed the systems in use by MDT would likely have a similar flow rate.

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

(8)= Day tank pumping rate estimated with commonly-used rule of thumb: 40 % of the day tank volume should be filled in 30 minutes.

a. Tank # 5: 50 gal x 40 % / 30min = 0.7 gpm;

b. Tank # 7: 15 gal x 40 % / 30 min = 0.2 gpm.

When generator demand exceeds this flow rate, use generator demand rate as worst-case scenario.

(9)= Generator similar in size or larger (e.g., Caterpillar XQ400) has a maximum fuel demand of about 0.5 gpm.

(10) = Hose reel dispensing nozzles rated for 6.6 gpm at 1500 psi; as hose reels are rated for 300 psi, 6.6 gpm x 300/1500 = 1.3 gpm. Assumed spill duration would not exceed 1 minute.

(11) = An air-operated pump similar to the kind used in these applications is the Balcrank Tiger 5:1. For worst-case scenario pipe failures, max flow near discharge of Balcrank Tiger 5:1 air-operated pump at 50 psi is about 10 gpm, not accounting for any frictional losses.

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

(13) = Manufacturer rates the emergency oil hold capacity of the OWS as 80 % of total vessel volume.

a. Fuel and Cleaning OWS: 3,000 gallons x 80 % = 2,400 gallons

b. Steam Cleaning OWS: 1,000 gallons x 80 % = 800 gallons

c. Bus Wash OWS: 3,000 gallons x 80 % = 2,400 gallons

Facility Drainage

Most petroleum storage locations at Coral Way are flat and impervious. Discernible area drainage biases are depicted on **Figures 3** through 7. Each petroleum storage location, however, has a unique form of drainage.

- **Facility (General)**

  The facility is mostly flat, with topographic data indicating the facility has an overall west-southwest drainage bias, if any. The facility is mostly paved, and most petroleum storage locations are flat and surrounded by impervious pavement. Grass and/or curbside drainage gutters are present in a few perimeter locations. A network of catch basins provides drainage for the facility; most of these drains are not directly adjacent to petroleum storage or use locations. In some locations where oil transfer operations are frequent (i.e., Fuel and Cleaning Islands, Steam Cleaning Building), floor drains connect to oil-water separator systems which discharge to the sanitary sewer.

  The large, named catch basins in the interior of the facility are equipped with oil-retaining baffles and connected via French drain (i.e., perforated) piping. Where known, pipe routing and connections (estimated from scaled plans others) are depicted on **Figures 3** through **7**. A few outlying storm drains in and around the facility were not listed in the facility's Storm Water Pollution Prevention Plan or quarterly Storm Water Audits; associated pipe routing and method of discharge for these drains is unknown.

  Ultimately, this French drain network is designed to flow downstream to an "Interceptor/Overflow Structure" or IOS, which is basically a simple two-chamber underground concrete vault that detains floating oil and solids prior to discharge at an outfall on the Coral Gables Canal. However, the discharge to the Coral Gables Canal outfall is only to occur during severe rain events. The convergence of storm water on the IOS and the Coral Gables Canal outfall agrees with topographic data for the site, which points to the facility having an overall drainage bias to the west and southwest.

- **Oil-Water Separator Systems**

  Oil-water separator systems are present in areas with a high amount of oil transfers and wash water containing oily-grime, i.e., the Fuel and Cleaning Islands, Steam Cleaning Building, and the Bus Wash. The Bus Wash also has wash water recirculation. In each system, the surroundings are partially or totally bermed, roofs prevent infiltration of normal rainfall, and the floors are sloped toward invert drains and/or drainage trenches. The drains lead to sand trap/settling sump mechanism. When the sump liquid level rises to a certain point, a float switch activates a diaphragm pump set, which sends oily water to the OWS. The OWS separates oil and water and discharges water to the sanitary sewer system. The discharge chamber of the OWS is sampled on a quarterly [and sometimes monthly] basis for petroleum indicator compounds (PICs) and metals, in certain situations. On a periodic basis, the sand trap/settling sump and compartments of the OWS are cleaned out, and accumulated materials are disposed off-site.

- **Floor Berms**

  The Maintenance Building has floor berms at most of the ground-level entries to prevent storm water run-off from entering the building and oily residues and spills from flowing out of the building. The Fuel and Cleaning Islands and the Steam Cleaning Building have large concrete rollover berms at both their entries and exits, which serve to keep oils and auto fluids under their respective canopies and ultimately to the OWS systems.

Section 3.0

Spill Prevention

3.1 Engineering Controls

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

Structures

- **Drainage controls**

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

- **Double-walled tanks**

  Tank # 1 and #s 4 through 14 have double-walled construction, so leaks from the primary tank (if any) are contained in the interstitial space.

- **Spill containment devices**

  Tank # 6 and #s 9 through 14 each have boxes around piping and related devices at fill and/or pumping connections. Each of the above-referenced tanks have spill containment devices (i.e., spill buckets, spill boxes) at the remote (or direct, if applicable) fill ports, containing small leaks and drips at the point of connection (if any), covers over the input piping from the remote fill port into the tank ("fill boxes"), and covered "pump boxes" (or "siphon boxes", whichever applicable) at the rear of the tank which contain, among other things, pump and level/interstitial probe connections. Tank #s 4 and 8 have a spill bucket surrounding the direct fill port, also to contain small drips and spills at the point of connection. These containment devices also serve as protection from the corrosive effects of rain.

- **Secondary containment overpiping**

  Secondary containment overpiping surrounds single-walled piping at the following locations, containing or diverting possible primary piping leaks:

  - Pump box to building outer wall, Tank # 6 to Compressor Room
  - Remote fill port to fill box and pump box to building/canopy, Tank #s 9 through 14

- **Barriers**

Tank #s 1 through 14 and each of the three OWSs are either inside buildings or surrounded by concrete jersey barriers, steel bollards, or concrete block walls; these barriers protect the tanks from possible vehicular impact and subsequent rupture.

- **Outdoor drum enclosures**

  Drums containing new oils or other new media are stored typically in two steel bi-level outdoor drum lockers ("north" and "south"), both located at the receiving area for the Maintenance Building Stock Room. Each locker is enclosed and has a 323-gallon (rated) liquid-tight sump, thus providing the drums with secondary containment and protection from corrosive rainfall.

- **Polyethylene spill pallets**

  Inside the Steam Cleaning Building, some drums were observed stored on polyethylene 4-drum spill pallet units: these structures are moveable by forklifts and are rated for 90 gallons of oil-retaining capacity, thus providing for secondary containment.

- **Secondarily-contained buildings**

  The Maintenance Building has 2-inch berms at most of its ground-level openings. Provided *all* ground-level openings are bermed, and the concrete floors, wall/floor joints, and berms/sealant caulk are subjected to a continuous and rigorous metric of testing, inspection and maintenance, these buildings can be treated as secondary containment dikes for all the single-walled tanks and drums inside. Sample calculations (following page) which assume the above recommendations are implemented demonstrate the considerable secondary containment potential of the Maintenance Building. If the above recommendations implemented, it would relinquish the SPCC requirement for containers of oil 55-gallons and above inside the building to otherwise be secondarily contained.

Sample Secondary Containment Calculations: Maintenance Building

Building Total Capacity (nominal) = Inner Length x Inner Width x Height of Berms x Conversion Factor
= 328 ft x 139 ft x 0.167 ft x 7.48 gal/ft^3
= **66,328 gallons**

Height of Berm = 2 in = 2 in/ 12 in/ft = 0.167 ft

Building Minimum Required Capacity = Single Largest Container + Sufficient Freeboard
= 400 gallons + 0 gallons
= 400 gallons

Single Largest (Single-Walled) Active Container = 400 gallons (Tank # 3)

Sufficient Freeboard = Rainfall from a 25 year, 24 hour storm Event x Total Area Affected By Rainfall
= 10.5 in x 0
= 0 gallons

Rainfall From A 25 Year, 24 Hour Storm Event = 10.5 in. (average, Miami-Dade County)

Total (Outdoor) Dike Area Affected By Rainfall = Total Non-Roofed Building Area
= 0

Dike Total Capacity > Dike Minimum Required Capacity = Yes

Discharge Prevention Equipment

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

- **High-Level Alarms**

  The remote (or direct fill port, if applicable) of Tank #s 4, 6, and 9 through 14 (each compartment) is accompanied by a nearby audible/visual high-level alarm to alert the fuel or fluids delivery driver to reduce or cease unloading.

- **Fill Limiters**

  Tank #s 4, 6, and 8 through 14 (each compartment) have overfill prevention valves ("fill limiters"), which, in the event liquid level reaches a critical (high) level, significantly impede further flow from the fuel/auto fluids delivery truck.

- **Tight Fill Connections/Dry Breaks**

  Tank #s 4, 6, and 8 through 14 (each compartment) have "tight fills", which involve a cam-lock connection making a liquid-tight seal between the fill port and the fuel delivery hose. The remote fill ports of Tank #s 9 through 14 have a vertical fill tube have a gate valve to isolate backflow, and a spring-loaded "dry-break" valve to further prevent backflow (it stays open only when pumping pressure is applied). Direct fill ports (i.e., Tank #s 4, 6, and 8) typically have a cross-bar in the fill tube to prevent fuel delivery via hose/nozzle.

- **Return Lines**

  Both of the emergency generator systems at the facility allow for full fuel recirculation with return lines from the generator to the day tank and from the day tank to the supply tank. The injector bank of both generators operate on continuous overflow; however, in the event of malfunction of flow-regulating devices in the generator or day tank, fuel is ultimately sent back to the supply tank, helping prevent overflows.

- **Pump Control Panel**

  On/off operation of the submerged turbine pumps (STPs) of Tanks 9, 11, 13, and 14-Compartment A is controlled by panel located inside the Fuel and Cleaning Islands Attendant's Room. This panel allows the operator to increase the number of STPs in operation, depending on demand at the Islands, and also for manual override of pump operation, in the event of maintenance or emergency.

- **Status/Alarm Panels**

  Status/alarm panels are present at each OWS system at the facility, both emergency generator engines, and the day/return tanks primary and secondary generator systems. These panels typically alert facility personnel to alarm conditions (e.g., high oil level, interstitial leak, overflow), status (i.e., pump operation), and may have emergency on/off overrides.

- **Remote Level Inventory/Leak Detection**

  Tank #s 4, 6, and 8 through 14 (each compartment) are remotely monitored for status, level condition, and tank interstitial leak detection on Veeder-Root panels. [See **Figures 4** and **5** for the location of these panels.] Also, both the secondarily-contained piping from the pump box to building for Tank # 6, and the header from # 9 through 13 to the Fuel and Cleaning

Islands' canopy, have a low-point sump with an electronic leak sensor, also connected to the associated Veeder-Root panel. Finally, each compartment of Tank # 14 also has a liquid level sensor in the pump box, activating an alarm condition on the Veeder Root in the Attendant's Room.

- **Mechanical Level Gauges**

  Mechanical level gauges can aid in checking the operation of an electronic remote level inventory system or high-level alarm, and/or provide quick-response level sensing for facility personnel and fuel delivery drivers. Tank #s 4, 5, 6, 9 through 13, and 14 (Compartment B only) either have a level gauge visible on the top surface of the shell, inside the fill port's spill box, or inside the pump box.

- **Mechanical and Manual Leak Detection**

  Each of the double-walled tanks at the facility have at least one interstitial access port; a quick and simple test of a tank's electronic leak sensor (if applicable) would be to open one an interstitial access and use a dipstick, tank gauge stick, water-finding paste, etc. to check for the presence of liquid.

- **Dispenser Equipment and Card Readers**

  At the Fuel and Cleaning Islands, the dispensers are equipped with a number of devices to prevent and mitigate spills. The dispenser hoses have dry-break fittings, effectively sealing the hose in the event driver leaves a nozzle connected and drives off. The dispensers also have mechanical shear valves, preventing further fuel flow in the event of major damage to the dispenser (e.g., vehicular impact).

  Finally, EJ Ward electronic card readers positioned Islands #s 2 through 5 allow dispensing of fuel only to county employees, and the mechanical consumption meters attached to each dispenser can aid the driver in dispensing the correct amount of fuel.

- **E-Stops**

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

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

- **Manual Valves (General)**

  Oil, fuel, air, and fluid piping throughout the facility often have in-line valves which can be closed (by hand, i.e., "manually") to isolate flow for emergency or maintenance purposes. Where observed during facility inspection, such valves are indicated on **Figures 4** through **9**.

- **OWS System Automatic Pump Shut-Off**

  Although each of the OWSs at the facility dicharges by gravity to the sanitary sewer system, it is equipped with a high-level water and a two-stage high-level oil alarm, alerting nearby personnel of the status. The second high oil level alarm sends a signal to a solenoid valve in-line with the compressed air line supplying the diaphragm pumps, automatically shutting down airflow and thus ceasing flow to the OWS. In certain situations, this arrangement can be determined to provide an equivalent means of containment as allowed by 40 CFR 112.7(c) and 112.8(c)(2).

Security

The perimeter of Coral Way is secured by a combination of fencing, locked gates, and/or guarded entrance points. The primary access point for contractors and buses is at the Guard House/Fare Collection, whose the entrance drive is located along SW 72nd Avenue. Facility employees typically enter at the guarded entrance located along SW 74th Avenue (also known as Dade Boulevard or North Waterway Drive). There are a number of unguarded, normally-closed gates around the facility, these are secured by a padlock and chain. Persons on-site without MDT identification badges are required to be periodically monitored by authorized MDT personnel. See **Figure 3** for features of the facility's perimeter.

Pole-, canopy-, and building-mounted lighting fixtures are located throughout and around the facility. As each petroleum storage location has some form of lighting nearby, and the facility is secured, there is adequate illumination for the prevention of vehicular impacts, detection of night-time spills, and deterrence of vandalism throughout the facility. Where observed, lighting adjacent to petroleum storage locations is depicted on **Figures 4** through **7.**

3.2 Procedures

Coral Way 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 Coral Way employees. It is essential to maintain clean and orderly oil storage and usage areas to reduce pollutants, especially those areas exposed to precipitation. **Table 6** presents housekeeping checks which help to minimize sudden or unplanned releases of petroleum products.

Table 6 – Housekeeping BMPs

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

Inspections and Maintenance

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

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

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

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

Testing

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

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

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

Training

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

- Operation and maintenance of equipment to prevent discharges;

- Discharge procedures protocols;
- Applicable pollution control laws, rules, and regulations;
- General facility operations; and,
- Contents of the SPCC Plan.

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

3.3 State and Local Requirements

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

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

All regulated tanks at Coral Way are registered as required with the Florida Department of Environmental Protection (FDEP) under the facility identification number 13/ 8731649.

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 Coral Way Bus Maintenance Facility Address: 2775 SW 74th Avenue Unincorporated Miami-Dade County, Florida 33155 Main Telephone: (305) 302-7927 [Bus Maintenance Chief William Attias] • Environmental Department (Akbar Sharifi) – office: (786) 469-5269 • Environmental Department (Akbar Sharifi) – cell: (786) 794-4327
Date and time of discharge	
Type of material discharged	*(e.g., gasoline, diesel, waste oil, lubrication oil, ATF, antifreeze)*
Estimated total quantity of discharge	
Source of discharge	
Description of all affected media	*(e.g., soil, asphalt, concrete, grassy areas, etc.)*
Damages or injuries incurred	
Immediate response corrective actions	*(i.e. actions implemented to stop/mitigate discharge effects, e.g., closing valves, temporary berm construction, deployment of absorbent materials, etc.)*
Evacuations	*(indicate whether discharge required evacuation of personnel)*
Agencies, officials, response contractors contacted	

Tables 9 and **10** presents the official internal and external spill notification procedures required at Coral Way, 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 Coral Way Bus Maintenance Chief William Attias	(305) 302-7927
3	Any Spill	MDT Environmental Department Senior Professional Engineer (Akbar Sharifi)	(786) 469-5269 (office) (305) 794-4327 (cell)

Spill Notification Procedures – Environmental Department Personnel Only			
Spill Criteria/Quantity		**Contact Agency/Officials**	**Telephone**
4	Any Spill[1]	Miami-Dade County Fire Station No. 40 (West Miami)	(786) 331-5000 9 – 1 – 1
5	>=25 gallons	DERM Compliance Complaint Desk	(305) 275-1186
6	>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
7	Spill into waterway[2]	National Response Center	(800) 424-8802
		U.S. Environmental Protection Agency, Region IV	(404) 562-8700

Notes to Tables:

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

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

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

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

4.2 Spill Response, Supplies and Deployment

Spill Response

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

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

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

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

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

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

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

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

Supplies

At the time of inspection, the following response materials were observed at the following locations:

- Maintenance Building: Stock Room, receiving: pallet of absorbent granules (new dry sweep);
- Maintenance Building: Stock Room, first floor: box of absorbent pads;
- Maintenance Building: Stock Room, second floor: pallet of absorbent pads; and,
- Maintenance Building: Bay # 14: two 55-gallon drums of new dry sweep.

These materials are to be deployed and used to address minor discharges, or applied to major discharges until additional help arrives.

Section 5.0

References

5.0 References

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

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

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

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

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

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

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

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

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

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

Section 6.0

Areas for Continuous Improvement

6.0 Areas for Continuous Improvement

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

Specific Recommendations – Maintenance Building

1. During inspection in September 2009, it appeared both Tank #s 1 and 3 might be leaking. [See Photo Log, **Appendix E.**] To prevent a spill per 40 CFR 112.1(a)(1), investigate the integrity of these tanks and make necessary repairs or upgrades by November 10th, 2010.
2. All out-of-service containers must be conspicuously marked as such, with integral piping clearly cut and capped, per 40 CFR 112.2, definition of "permanently closed", part (2). Two former hydraulic oil reservoirs for since-removed in-ground lift systems (one in the Machine Shop Area, one between Bays 19 and 21) were reportedly out of service, but appeared essentially the same as Tank # 3, which was in-service. This could be a point of contention for a regulatory inspector during an audit. More clearly demonstrate the not-in-service status of these and any other storage containers at the facility that are abandoned in place or temporarily stored on-site awaiting off-site disposal by November 10th, 2010.
3. At time of inspection in September 2009, the ATF hose reel nozzle of Bay # 1 was found to be leaking into a drum and unattended for hours. To prevent a spill per 40 CFR 112.1(a)(1), repair this nozzle and promptly correct any other similar deficiencies (i.e., broken and leaking oil-handing equipment) by November 10th, 2010.

Specific Recommendations – Fuel and Cleaning Islands

1. Above the Men's Locker Room and the Attendent's Room, a significant portion of the overhead piping supplying the dispensers and hose reels (with quite a few elbows and tees) is inaccessible for routine inspection purposes. To satisfy the aboveground pipe inspection requirements of 40 CFR 112.8(d)(4), it is recommended a ladder be placed nearby and the permanently-fastened mesh covering here be modified (e.g., with quick-release clips) to facilitate access for monthly inspections, by November 10th, 2010.

2. The laying (and often dropping) of fuel nozzles on the curb, or sometimes in drive lanes appears to be a widespread and recurring problem at Coral Way and other MDT facilities (e.g., Northeast, Central) and could directly lead to equipment failure and possibly fuel spills. To prevent a spill per 40 CFR 112.1(a)(1), improve employee training on proper nozzle placement and repair/upgrade the nozzle hooks, rungs, or posts that are in disrepair by November 10th, 2010.

Specific Recommendations – Steam Cleaning Building

1. At time of inspections in both September and December 2009, there were oil-retaining baffles out of place on the southernmost floor drain, and there was an uncovered hole in the eastern floor. [See Photo Log, **Appendix E.**] Either could lead to oil bypassing the OWS system. To prevent a spill per 40 CFR 112.1(a)(1), rectify both issues and any other similar issues observed by November 10th, 2010. A metric of continuous inspection and upkeep, which would promptly correct deficiencies as those noted above, is discussed on the following pages.
2. At time of inspection in September 2009, a drum with visual vapor emissions was observed in a dumpster north of the Steam Cleaning Building. Although this particular item was noted by Environmental Department personnel and later resolved, it represents an area for improvement in employee waste disposal and overall spill prevention procedures, specifically issues with disposing of the contents of drums. [Alternatives for the washing out of drums at the Steam Cleaning Building and the issues it creates are discussed further on the following pages.] To prevent a spill per 40 CFR 112.1(a)(1), improve employee education on proper waste disposal procedures (i.e., disallow drums with product to be placed in dumpsters) by November 10th, 2010.

In-Ground Lifts

1. Tank # 3 is a single-walled AST serving as a hydraulic oil reservoir for the in-ground post lifts of Maintenance Building Bay #s 1, 3, and 5. In its current state, it requires upgrading to secondary containment and quick-response level monitoring device per 40 CFR 112.8(c)(2) and 40 CFR 112.8(c)(8), respectively. Also, the requisite monthly inspection of the piping and lift mechanisms (40 CFR 112.8(d)(4)) may be only partially accomplished because the pipe trenches are in/under work areas and most of hydraulic mechanisms are under the building floor. To satisfy the these requirements, implement one of the following options by November 10th, 2010 *(following page)*:

a. Retrofit the tank with quick-response level sensing and adequate secondary containment (i.e., either individual containment dikes, or, upgrading the entire garage; the latter is discussed below), and closely coordinate piping trench/lift inspections with staff.
    i. The Annual Inspection Checklists (**Appendix D**) offer annual integrity testing as an alternative to secondary containment under an impracticability determination allowed for by 40 CFR 112.7(d)(1) and (2). However, this determination could be contested and ultimately may not be the least expensive alternative.
b. Properly abandon and/or remove each in-floor hydraulic lift system and replace with electric/pneumatic lifts. Long term, this may be the best alternative; as discussed above, Tank # 3 appeared to be leaking, and much of the piping and appurtenances involved with these lifts is likely in contact with subsurface soils, without access for inspection.

Diesel Fuel Cart

1. This single-wall fuel cart (Tank # 2) currently lacks secondary containment as required by 40 CFR 112.8(c)(2) and an overfill prevention mechanism as required by 40 CFR 112.8(c)(8); both items are to be addressed by November 10th, 2010 to ensure compliance. Recommendations:
    a. Secondary containment can be achieved by fully berming/sealing the garage (as further discussed on the following pages) or by parking the cart overnight in a sized berm area. For example, Geotechnical Supply Incorporated sells a portable, 4x6x1 ft pop-up (collapsible) berm which provides 179 gallons of secondary containment.
        i. The Annual Inspection Checklists (**Appendix D**) offer annual integrity testing as an alternative to secondary containment under an impracticability determination allowed for by 40 CFR 112.7(d)(1) and (2). However, this determination could be contested and ultimately may not be the least expensive alternative.
    b. For overfill prevention, retrofit each cart with a simple mechanical level indicator gauge, e.g. Kruger Sentry.

Unloading Areas/Rollover Berms

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

At the following locations:

1. Fuel and Cleaning Islands, the unloading area south of Tank #s 8 through 14, and
2. Maintenance Building, where waste oil disposal vendors "load" from Tank # 1

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

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

Drums and Spill Pallets/Cabinets (General)

3. 40 CFR 112.8(c)(2) mandates secondary containment with a capacity for 100% of the largest single container and sufficient freeboard for precipitation. Drums (55-gallons and up) fall under this requirement. As drums were often not stored with true secondary containment, practical options for compliance involve implementing one or a combination of the following three options, by November 10th, 2010:
    a. Place drums inside secondarily-contained buildings (which removes the precipitation freeboard requirement -- see further discussion, next page);
    b. Outdoors, store drums in drum cabinets with liquid-tight containment sumps; or,
    c. Store drums indoors on spill pallets with containment sumps of 55 gallons or greater. These pallets are typically polyethylene (i.e., lightweight and do not corrode), come in a variety of sizes and configurations, and have slots for forklift access.

Bermed-Floor Buildings

1. At the Maintenance Building, there were several containers which lacked true secondary containment, i.e., the diesel fuel cart (Tank # 2), 55-gallon drums, and hydraulic lift system reservoirs. Unless a series of impracticability determinations defending the absence of secondary containment are made for each situation – determinations of which invite regulatory scrutiny and possible challenges – MDT has two reasonable options for satisfying the relatively ironclad secondary containment requirements of 40 CFR 112.8(c)(2) by November 10th, 2010:
    a. Retrofit with individual secondary containment devices (e.g., mini containment dikes, collapsible berms, spill pallets), complete periodic integrity testing, replace the single-walled tanks with double-wall tanks, or place single-wall tanks out of permanent service.
    b. As may have been previously conceived, treat the building these containers are in as secondary containment dikes.
        i. The Maintenance Building already has floor berms at most bay entries, but not at at every single ground-level opening.
        ii. Beyond the obvious necessity to place sealed berms at every ground-floor entry, there has been no inspection, testing, and maintenance program documenting and verifying the liquid-tight integrity of the floors, walls, wall/floor joints, and floor berms of the building.
        iii. Before waiving the secondary containment requirements of individual containers inside the Maintenance Building, sealed floor berms need to be added or repaired, and the above-referenced rigorous metric of inspection, testing, and maintenance must be implemented. [Some of these steps are outlined in Housekeeping Items of the Monthly Inspection Checklists in **Appendix D**].
        iv. As demonstrated by the secondary containment sample calculations in **Section 3.1**, the Maintenance Building – provided the recommendations in item v. (above) are implemented – can have considerable secondary containment capacity. However, the rigorous inspection and maintenance requirements may not be the least expensive alternative to (a) over a period of time.

Impervious Drain Covers

1. The facility grounds of Coral Way have a multitude of storm drains, and while most of the drain to the ground, in severe storm events the drainage system is designed to discharge to the Coral Gables Canal. Preventing the rapid migration of oil spills to nearby navigable waters is an imperative of 40 CFR 112.1(a)(1) and 40 CFR 112.7(c)(1)(vii). To satisfy these requirements by November 10th, 2010, strategically place impervious drain covers for quick access at positions around the
    a. Maintenance Building,
    b. Steam Cleaning Building, and
    c. Fuel and Cleaning Islands.

Continuous, Independent Housekeeping

1. Re-position or hire personnel (e.g., a "mobile cleanup crew") to accomplish the following duties on a full-time basis, facility-wide, to comply with 40 CFR 112.1(a)(1) by November 10th, 2010:
    a. Continuous small spill response and cleanup. This could be achieved by equipping one or two personnel with basic personal protective equipment (i.e., nitrile gloves, oil-resistant overboots, safety glasses, etc.), dry sweep, absorbent pads, a cordless wet/dry vacuum, shovels, brooms, a 55-gallon drum, and a powered utility cart (e.g., John Deere Gator). Also, consider adding a generator, hot pressure washer, and water tank.
    b. Continuously check the condition and contents of drums, and apply accurate labels. Move to appropriate areas if necessary.
    c. Continuously inspect concrete floors and paving, facility-wide, for cracks, channels, and condition of joint caulk.
        v. Increase maintenance schedule and repair efforts to ensure concrete and joint caulk integrity.
    d. Continuously inspect and repair floor and rollover berms and/or their caulk.
    e. Regularly pressure-wash the floors of the Steam Cleaning Building and the Fuel and Cleaning Islands. The purpose is to significantly increase the water flow into the OWS, and thus improve its performance. Presently, the performance of the OWS is hampered by its influent composition: one typically high in oil, grease, and solids, but relatively low in water content.

f. Continuously inspect, clean/unclog, and/or repair all drainage trenches and catch basin oil-retaining baffles.

Engine/Undercarriage Degreasing, Drum Washing, and Existing OWS Systems

1. The OWS system at the Steam Cleaning Building often has its oil-water separation efficiency at a minimum due to an influent mostly composed of raw oil and sludge, which is incongruent with any OWS's basic designed purpose: the separation of an oily sheen or a small amount of free-floating product from a fluid water influent. Further, OWS systems do not treat several of the contaminants often in their influent stream, i.e., metals and any other miscible contaminants.
    a. To prevent a discharge of contaminants to the sanitary sewer or elsewhere, per 40 CFR 112.1(a)(1), research alternative waste treatment systems, restrict or revamp cleaning practices in OWS-drained areas, and/or make cleaning, upkeep, and repair of OWS systems a central focus.

Harsh Bus Wash Detergent

1. Address the issue of bus wash detergent cutting channels in concrete pavement (and dissolving associated) joint caulk, and corroding steel tanks and piping, to prevent a spill per 40 CFR 112.1(a)(1), by November 10th, 2010. This problem appears to be enhanced by the practice of washing vehicles outside of the Bus Wash, out in the open, which also creates a secondary problem: wash water (possibly containing oily grime and petroleum-based solvents) flowing to the French drain network and ultimately percolating into the ground.

Veeder-Root Panel Reprogramming

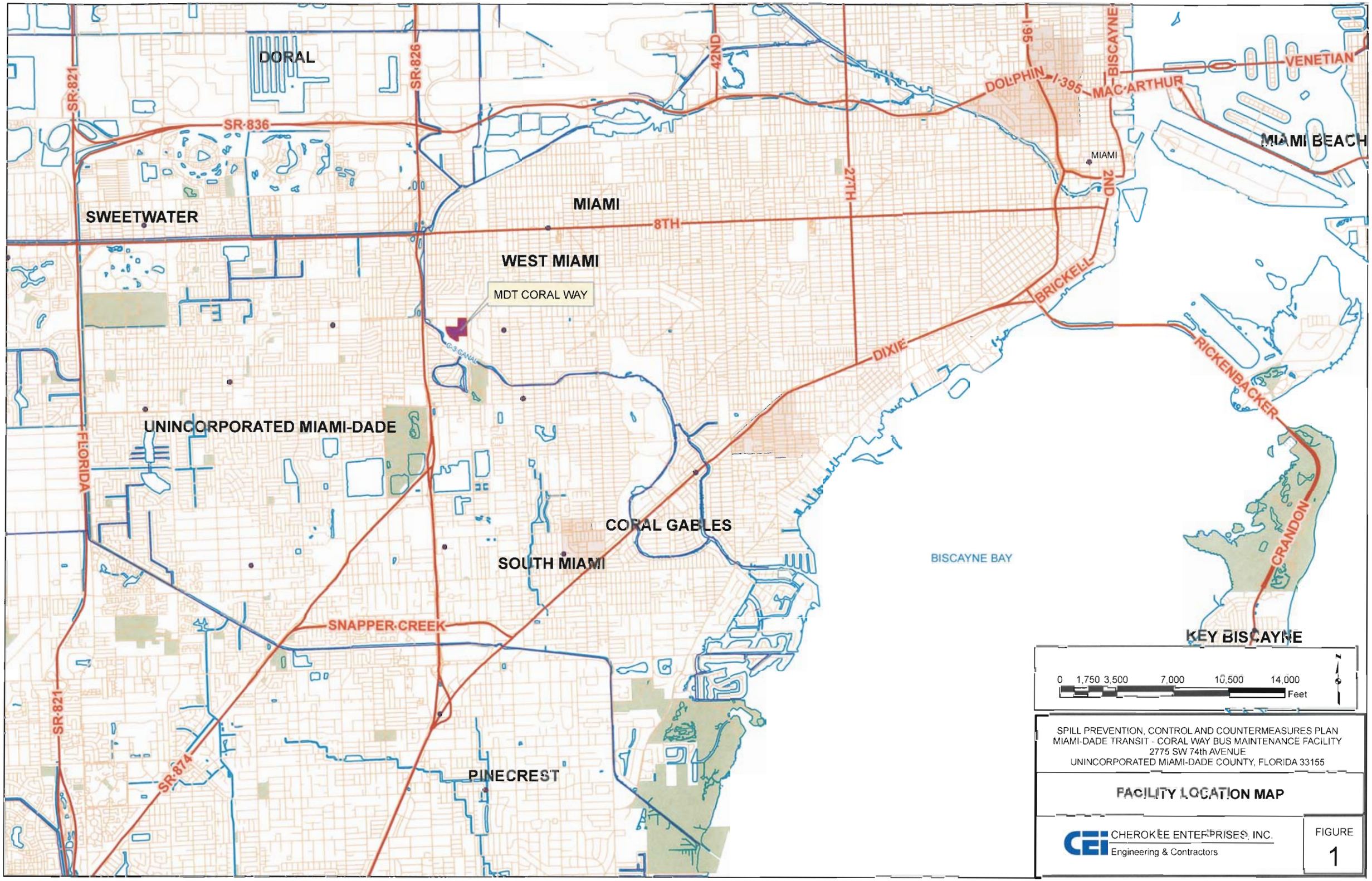
1. For consistency with the SPCC Plan and simplified recordkeeping, re-program each Veeder-Root panel (i.e., Maintenance Building and Fuel and Cleaning Islands) to reflect the revised Tank ID numbers in this Plan (**Figures 4** and **5** and **Table 3**, **Section 2.2**.) by November 10th, 2010.

Employee Awareness and Responsiveness

1. At time of inspection in September, an OWS status panel was found to be in visual and audible alarm condition, a leaking hose reel nozzle was placed in a garbage can or drum, and a fuel dispenser nozzle was found laying on the curb, not properly hung. Each of

these examples was left unattended for hours or more. During the course of inspecting all major MDT facilities in 2009 (especially Northeast, Central, and Coral Way), employee attention to, and correction of, similar problems appeared to be an area for improvement. By November 10th, 2010, educate and train employees in a higher level of awareness and responsiveness to prevent a spill per 40 CFR 112.1(a)(1).

Figures



SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

FACILITY LOCATION MAP

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

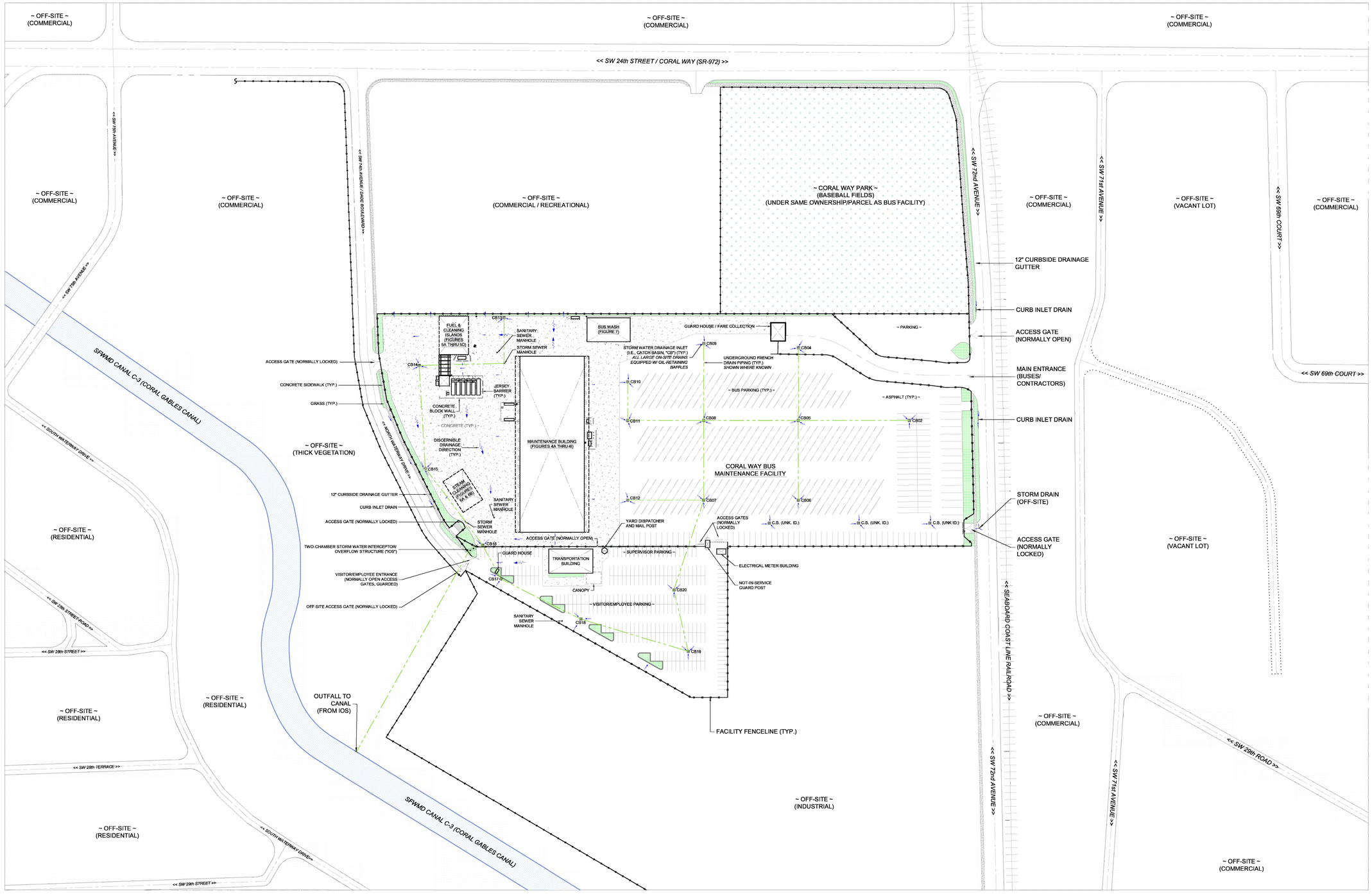
FIGURE
1

SPILL PREVENTION, CONTROL AND COUNTERMEASURES PLAN
MIAMI-DADE TRANSIT - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

AERIAL SITE PHOTOGRAPH (2007)

CHEROKEE ENTERPRISES, INC.
Engineering & Contractors

FIGURE
2



3. SITE PLAN AND VICINITY
1"=100' (on 24x36" paper)
0 25' 50' 75' 100' 200'

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 - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

CORAL WAY BUS FACILITY - SITE PLAN AND VICINITY

File Number 70238

Date APRIL 2010

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

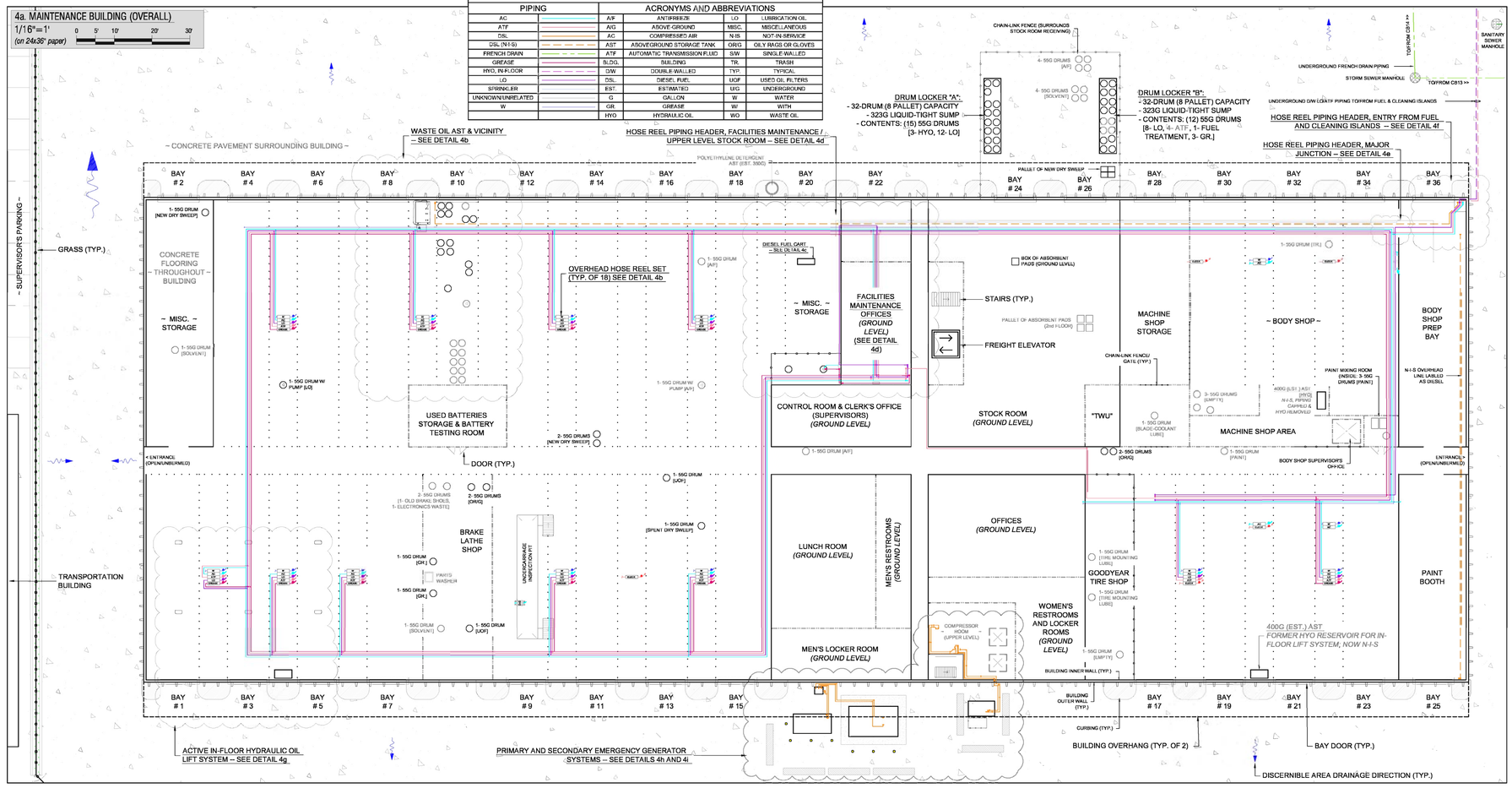
FIGURE 3

LEGEND

PIPING		ACRONYMS AND ABBREVIATIONS			
AC		A/F	ANTIFREEZE	LO	LUBRICATION OIL
ATF		AST	ABOVE GROUND	MISC.	MISCELLANEOUS
DSL		AC	COMPRESSED AIR	N-IS	NOT-IN-SERVICE
DSL (N-I-S)		AST	ASOVEGROUND STORAGE TANK	ORG	OILY RAGS OR GLOVES
FRENCH DRAIN		ATF	AUTOMATIC TRANSMISSION FLUID	SW	SINGLE-WALLED
GREASE		BLDG.	BUILDING	TR.	TRASH
HYD. IN FLOOR		D/W	DOUBLE-WALLED	TYP.	TYPICAL
LO		DSL.	DIESEL FUEL	UOF	USED OIL FILTERS
SPRINKLER		EST.	ESTIMATED	U/G	UNDERGROUND
UNKNOWN/UNRELATED		G	GALLON	W	WATER
W		GR.	GREASE	W/	WITH
		HYD	HYDRAULIC OIL	WO.	WASTE OIL

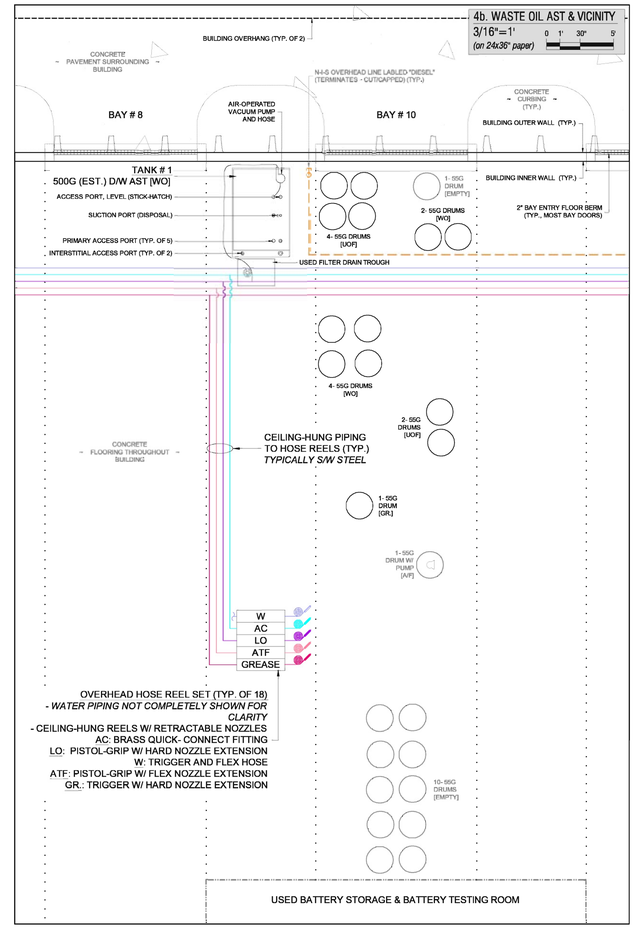
4a. MAINTENANCE BUILDING (OVERALL)

1/16"=1' (on 24x36" paper) — 0 5' 10' 20' 30'



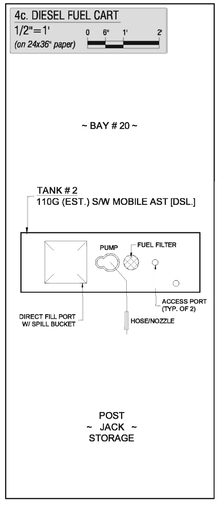
4b. WASTE OIL AST & VICINITY

3/16"=1' (on 24x36" paper) — 0 1' 30" 5'



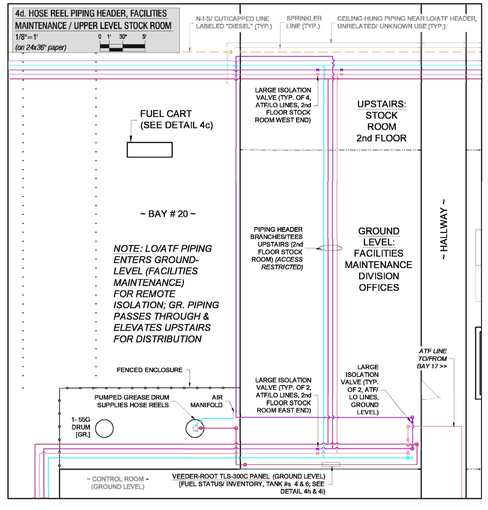
4c. DIESEL FUEL CART

1/2"=1' (on 24x36" paper) — 0 1' 1' 2



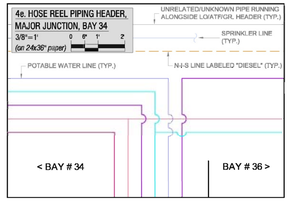
4d. HOSE REEL PIPING HEADER, FACILITIES MAINTENANCE / UPPER LEVEL STOCK ROOM

1/8"=1' (on 24x36" paper) — 0 1' 30" 5'



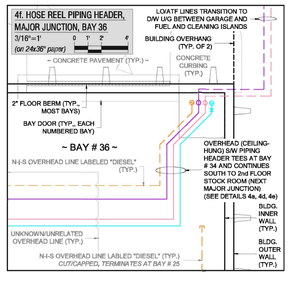
4e. HOSE REEL PIPING HEADER, MAJOR JUNCTION, BAY 34

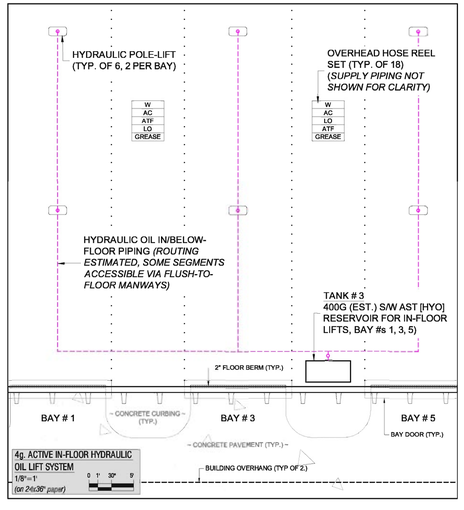
3/8"=1' (on 24x36" paper) — 0 1' 1' 2



4f. HOSE REEL PIPING HEADER, MAJOR JUNCTION, BAY 36

3/16"=1' (on 24x36" paper) — 0 1' 2' 4'



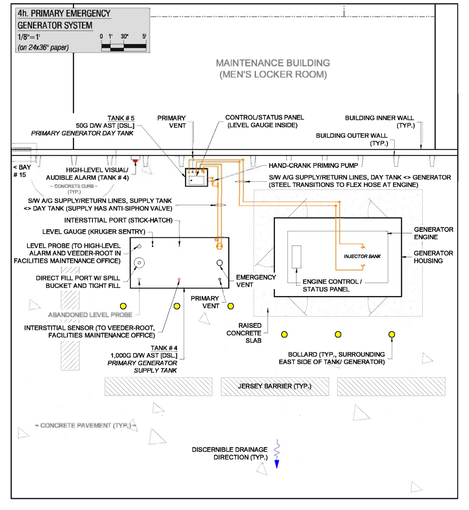


4g. ACTIVE IN-FLOOR HYDRAULIC OIL LIFT SYSTEM

1/8"=1' (on 24x36" paper) — 0 1' 30" 5'

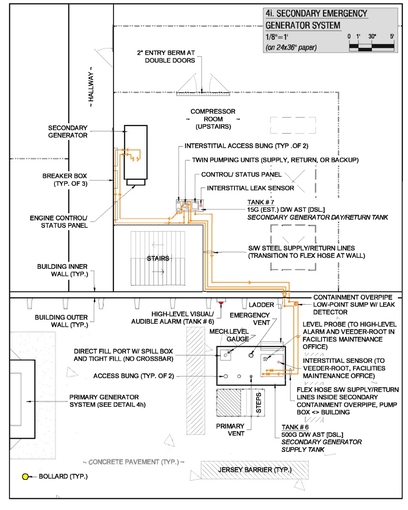
4h. PRIMARY EMERGENCY GENERATOR SYSTEM

1/8"=1' (on 24x36" paper) — 0 1' 30" 5'



4i. SECONDARY EMERGENCY GENERATOR SYSTEM

1/8"=1' (on 24x36" paper) — 0 1' 30" 5'



No.	Date	Revisions	Init

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

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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

CORAL WAY BUS FACILITY - MAINTENANCE BUILDING

File Number 70238
Date APRIL 2010

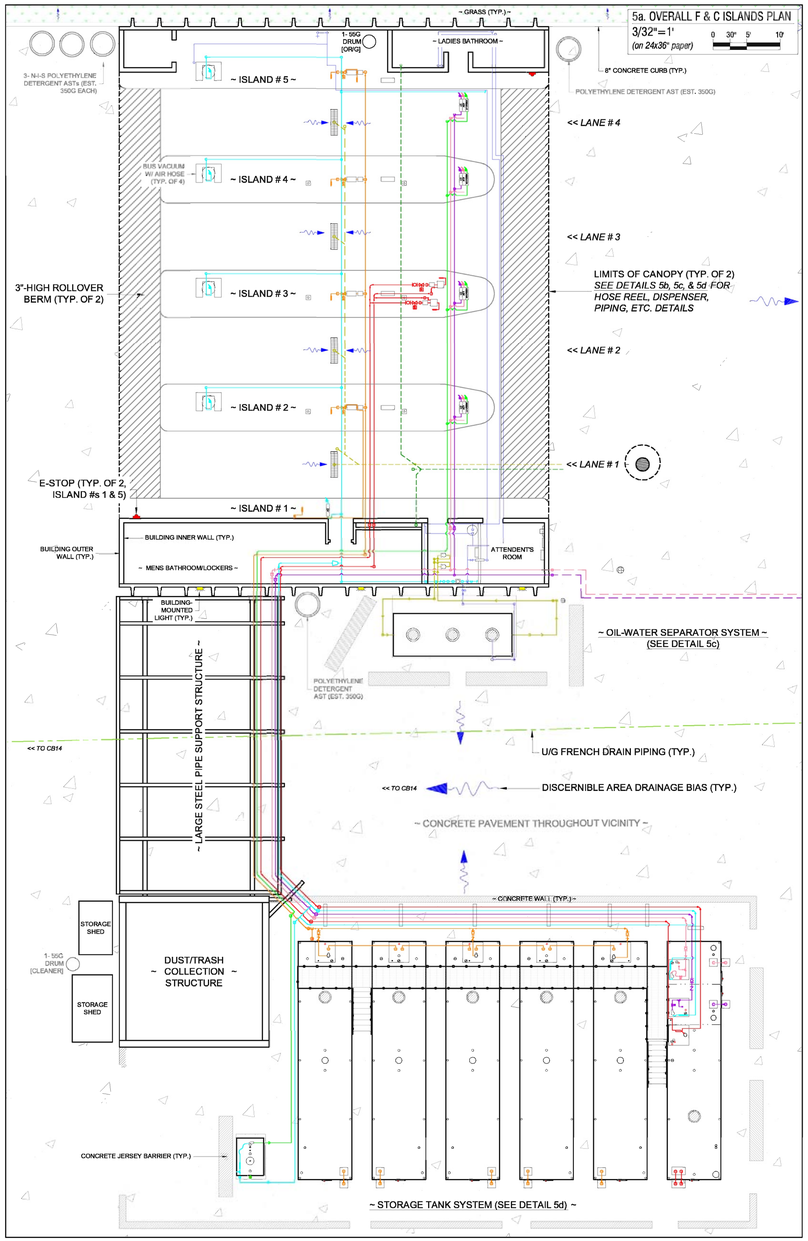
Cherokee Enterprises, Inc.
14474 Commerce Way
Miami Lakes, FL 33016
305-828-3353

FIGURES

4a, 4b, 4c, 4d, 4e, 4f, 4g, 4h, 4i

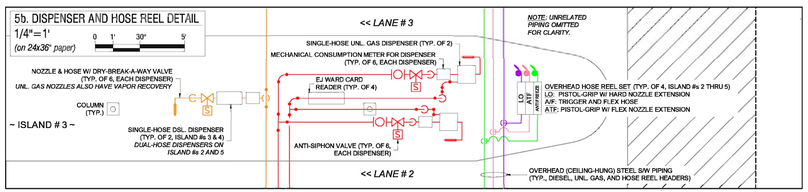
5a. OVERALL F & C ISLANDS PLAN

3/32"=1' (on 24x36" paper) — 0 30" 5' 10'



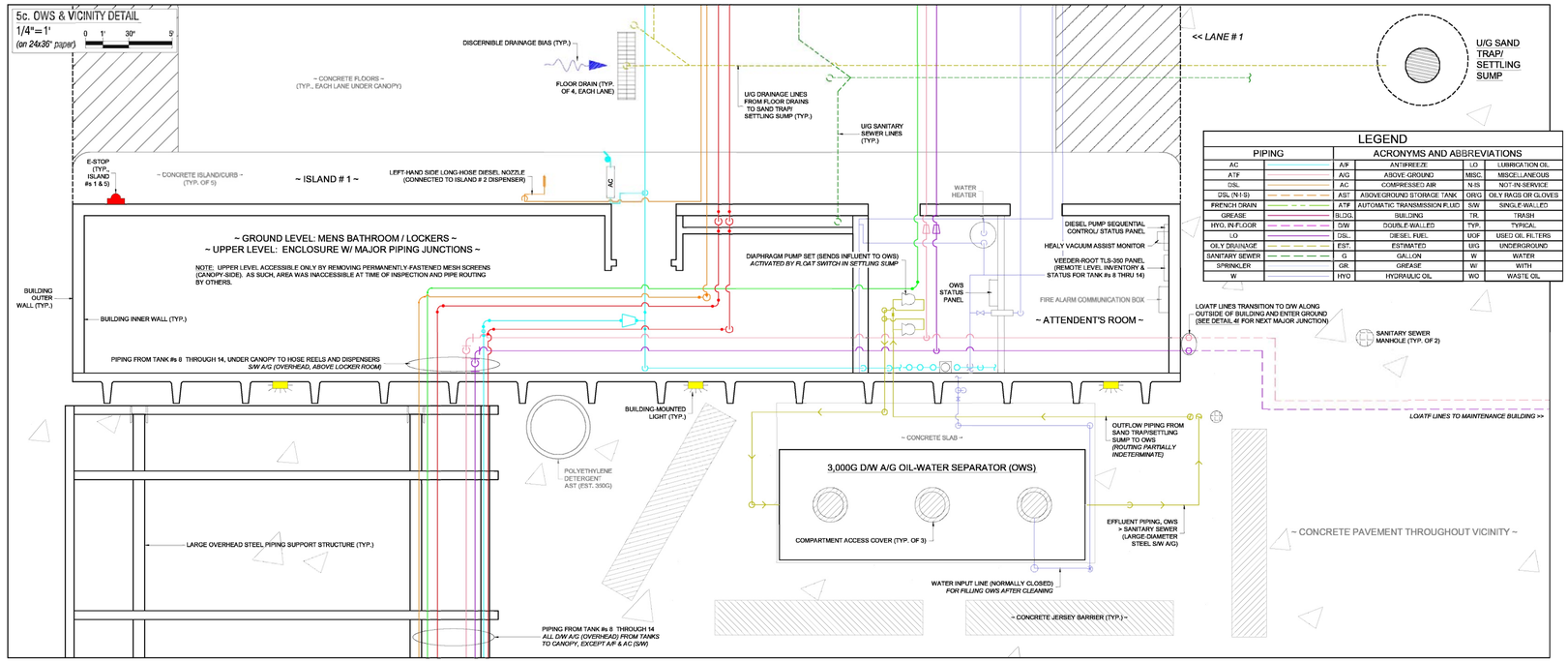
5b. DISPENSER AND HOSE REEL DETAIL

1/4"=1' (on 24x36" paper) — 0 1' 30" 5'



5c. OWS & VICINITY DETAIL

1/4"=1' (on 24x36" paper) — 0 1' 30" 5'



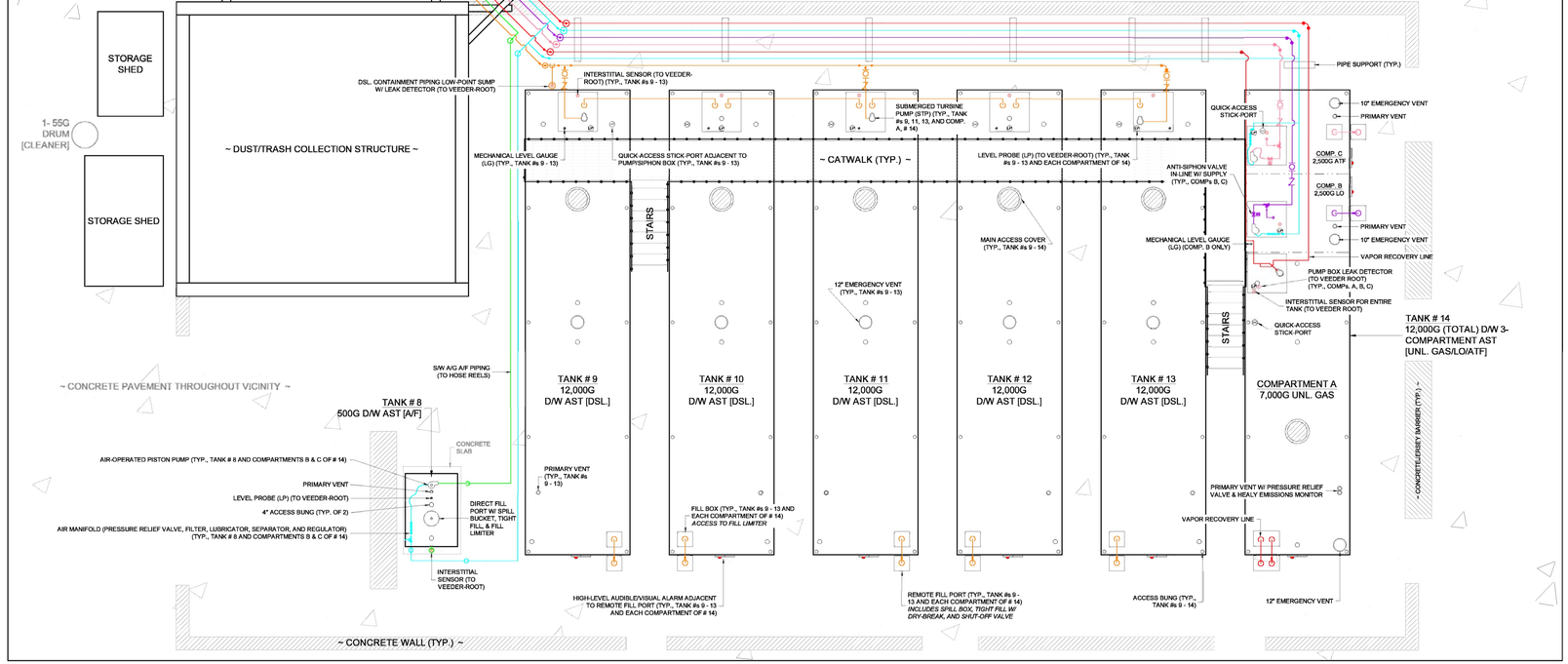
LEGEND

PIPING		ACRONYMS AND ABBREVIATIONS			
AC		A/F	ANTIFREEZE	LO	LUBRICATION OIL
ATF		A/G	ABOVE-GROUND	MISC.	MISCELLANEOUS
DSL		AC	COMPRESSED AIR	N-IS	NOT-IN-SERVICE
DSL (N-I-S)		AST	ASOVEGROUND STORAGE TANK	O/RG	OILY RAGS OR GLOVES
FRENCH DRAIN		ATF	AUTOMATIC TRANSMISSION FLUID	S/W	SINGLE WALLED
GREASE		BLDG.	BUILDING	TR.	TRASH
HYD. IN-FLOOR		D/W	DOUBLE-WALLED	TYP.	TYPICAL
LO		DSL	DIESEL FUEL	UDF	USED OIL FILTERS
OILY DRAINAGE		EST.	ESTIMATED	U/G	UNDERGROUND
SANITARY SEWER		G	GALLON	W	WATER
SPRINKLER		GR	GREASE	W/	WITH
W		HYD	HYDRAULIC OIL	WO	WASTE OIL

5d. STORAGE TANKS DETAIL

3/16"=1' (on 24x36" paper) — 0 1' 30" 5'

NOTE: PIPING IN CONTAINMENT OVERPIPE BETWEEN BOXES, TRANSITIONS TO S/W INSIDE BOXES (TYP., TANK #s 9 - 14)



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

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CHEROKEE ENTERPRISES, INC.
Engineers & Contractors

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

CORAL WAY BUS FACILITY - FUEL AND CLEANING ISLANDS

File Number 70238

Date APRIL 2010

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

FIGURES
5a, 5b, 5c, 5d

6a. SW CORNER OF FACILITY

1/16"=1' (on 24x36" paper) 0 5' 10' 20'

LARGE STORM WATER DRAINAGE INLET (CATCH BASIN, "CB" EQUIPPED WITH OIL-RETAINING BAFFLES (TYP., ALL NUMBERED DRAINS AT FACILITY)

CB15

U/G FRENCH DRAIN PIPING (TYP.)

STEAM CLEANING BUILDING (SEE DETAIL 6b)

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

12" DRAINAGE GUTTER (TYP.)

~ CONCRETE SIDEWALK (TYP.) ~

CURB INLET DRAIN (TYP.)

~ GRASS ~ (TYP.)

8" CONCRETE CURB (TYP.)

<< NORTH WATERWAY DRIVE >>

ACCESS GATE (NORMALLY LOCKED)

STORM SEWER MANHOLE

SANITARY SEWER MANHOLE

~ MDWASD ~ LIFT STATION ~

~ ASPHALT ~ (TYP.)

CONCRETE ~ PAVEMENT ~ (TYP.)

LIGHT POLE

CB16

FACILITY FENCELINE (TYP.)

2-CHAMBER U/G INTERCEPTOR/ OVERFLOW STRUCTURE ("IOS")

~ EMPLOYEE/VISITOR PARKING ~ (TYP.)

~ OFF-SITE ~ (THICK VEGETATION)

ACCESS GATES TO EMPLOYEE/VISITOR PARKING LOT (NORMALLY OPEN, MONITORED BY GUARD)

GUARD HOUSE (UNDER CONSTRUCTION AT TIME OF INSPECTION)

ACCESS GATE (NORMALLY LOCKED)

CB17

<< TO CORAL GABLES CANAL OUTFALL

~ CLEARED PATH (DIRT) ~

~ OFF-SITE ~ (INDUSTRIAL)

LEGEND

PIPING		ACRONYMS AND ABBREVIATIONS			
AC		A/F	ANTIFREEZE	LO	LUBRICATION OIL
ATF		A/G	ABOVE-GROUND	MISC.	MISCELLANEOUS
DSL		AC	COMPRESSED AIR	N-IS	NOT-IN-SERVICE
DSL (N-I-S)		AST	ABOVEGROUND STORAGE TANK	ORG	OILY RAGS OR GLOVES
FRENCH DRAIN		ATF	AUTOMATIC TRANSMISSION FLUID	S/W	SINGLE-WALLED
GREASE		BLDG.	BUILDING	TR.	TRASH
HYD. IN-FLOOR		D/W	DOUBLE-WALLED	TYP.	TYPICAL
LO		DSL	DIESEL FUEL	UOF	USED OIL FILTERS
OILY DRAINAGE		EST.	ESTIMATED	U/G	UNDERGROUND
SANITARY SEWER		G	GALLON	W	WATER
SPRINKLER		GR.	GREASE	W/	WITH
W		HYD	HYDRAULIC OIL	WO	WASTE OIL

6b. STEAM CLEANING BUILDING

3/16"=1' (on 24x36" paper) 0 1' 30" 5'

2" ROLLOVER BERM (TYP. OF 2)

CANOPY LIMITS (TYP.)

CONCRETE PAVEMENT ~ SURROUNDING BUILDING ~

PRESSURE WASHER RIG

1- 55G DRUM W/ PUMP [SOLVENT]

350G (EST.) POLYETHYLENE AST [DETERGENT OR WASHWATER]

3- 55G DRUMS [TR.]

OWS STATUS PANEL

~ CONCRETE FLOORS UNDER CANOPY ~

DIAPHRAGM PUMP SET

1 PUMP MISSING AT TIME OF INSPECTION

INFLUENT PIPING FROM DIA. PUMP TO OWS (STEEL S/W, A/G AS SHOWN)

1- 55G DRUM [HYD]

1- 55G DRUM W/ PUMP [LO]

OWS COMPARTMENT ACCESS COVER (TYP. OF 3)

WATER LINE (NORMALLY CAPPED) *USED TO FILL OWS AFTER CLEANING*

1,000G D/W A/G OIL-WATER SEPARATOR (OWS)

~ CONCRETE SLAB ~

350G (EST.) POLYETHYLENE AST [DETERGENT OR WASHWATER]

12- 55G DRUMS [USED OIL-RETAINING BAFFLES]

EFFLUENT PIPING FROM OWS TO SANITARY SEWER (STEEL S/W A/G)

CONCRETE-BLOCK WALL (TYP. OF 2)

DISCERNIBLE DRAINAGE DIRECTION (TYP.)

BUS RAMPS

7- 55G DRUMS [LO] ON SPILL PALLET UNIT

FLOOR DRAIN W/ OIL-RETAINING BAFFLES (TYP. OF 4)

SANITARY SEWER MANHOLE

U/G SAND TRAP/ SETTLING SUMP

NOTE: IN/UNDER-FLOOR PIPE ROUTING FROM FLOOR DRAINS TO SUMP AND SUMP TO OWS INDETERMINATE.

U/G FRENCH DRAIN PIPING (TYP.)

~ GRASS (TYP.) ~

FACILITY FENCELINE (TYP.)

TO CB15 >>

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 - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

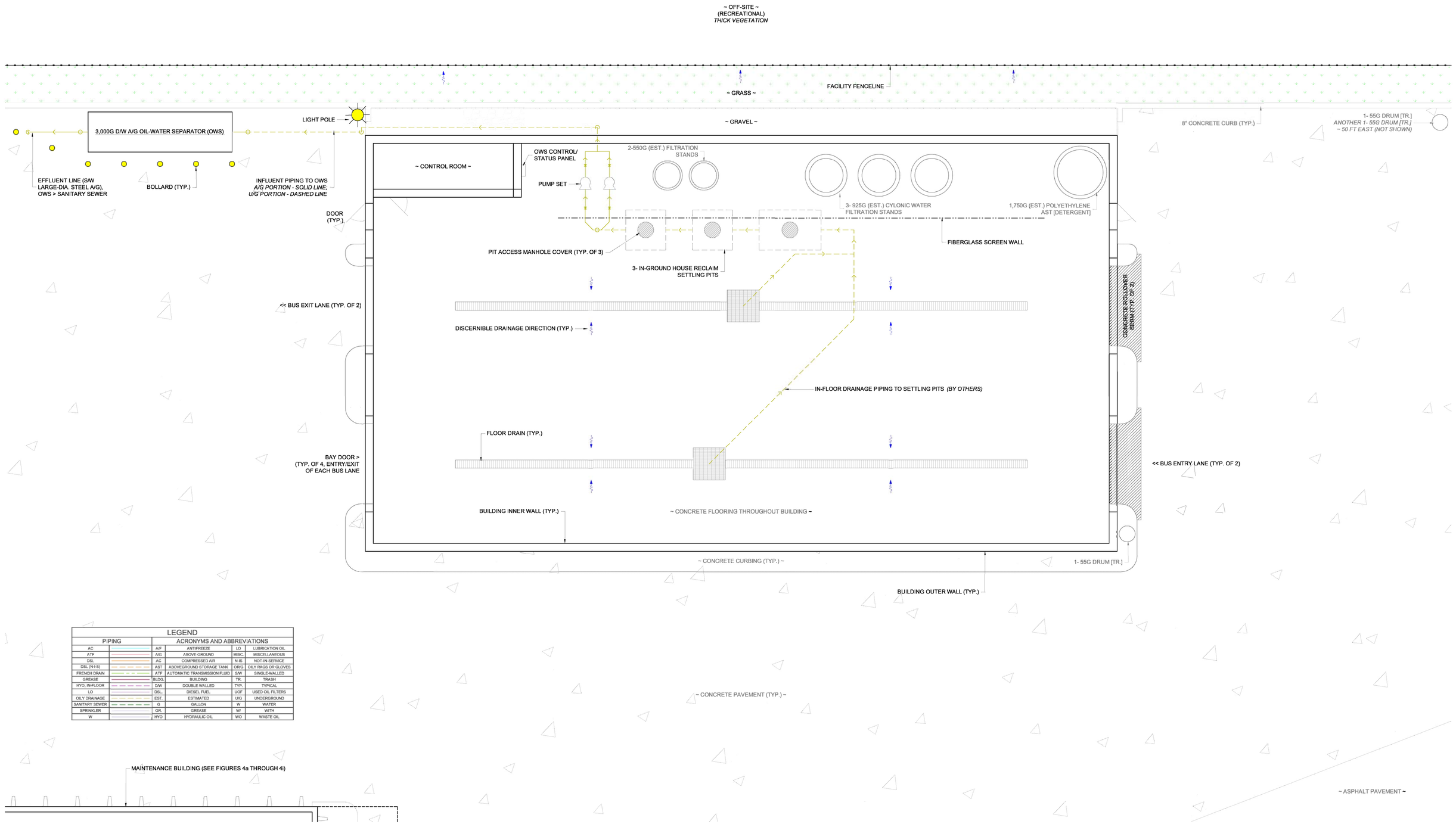
CORAL WAY BUS FACILITY - SW CORNER OF FACILITY/STEAM CLEANING

File Number 70238

Date APRIL 2010

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

FIGURES
6a, 6b



LEGEND					
PIPING		ACRONYMS AND ABBREVIATIONS			
AC		A/F	ANTIFREEZE	LO	LUBRICATION OIL
ATF		A/G	ABOVE GROUND	MISC.	MISCELLANEOUS
DSL		A/C	COMPRESSED AIR	N-IS	NOT-IN-SERVICE
DSL (N-I-S)		AST	ABOVEGROUND STORAGE TANK	ORG	OILY RAGS OR GLOVES
FRENCH DRAIN		ATF	AUTOMATIC TRANSMISSION FLUID	S/W	SINGLE-WALLED
GREASE		BLDG.	BUILDING	TR.	TRASH
HYD. IN-FLOOR		D/W	DOUBLE-WALLED	TYP.	TYPICAL
LO		DSL.	DIESEL FUEL	UOF	USED OIL FILTERS
OILY DRAINAGE		EST.	ESTIMATED	U/G	UNDERGROUND
SANITARY SEWER		G	GALLON	W	WATER
SPRINKLER		GR.	GREASE	W/	WITH
W		HYD	HYDRAULIC OIL	W/O	WASTE OIL

7. BUS WASH BUILDING
3/16"=1' (on 24x36" paper)
0 1' 30" 5'

No.	Date	Revisions	Init

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

SPILL PREVENTION, CONTROL, AND COUNTERMEASURE PLAN

MIAMI-DADE TRANSIT - CORAL WAY BUS MAINTENANCE FACILITY
2775 SW 74th AVENUE
UNINCORPORATED MIAMI-DADE COUNTY, FLORIDA 33155

CORAL WAY BUS FACILITY - BUS WASH BUILDING

File Number 70238
Date APRIL 2010

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

FIGURE 7

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 Checklist - *Monthly*

Miami-Dade Transit
Coral Way Bus Maintenance Facility

_____

(month/year)

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i)

I.a. Aboveground Storage Tanks ("ASTs") – General:

Tank # 1 – 500-gallon double-walled AST [waste oil]
Tank # 2 – 110-gallon single-walled AST [diesel, "DSL"] (fuel cart)
Tank # 3 – 400-gallon single-walled AST [hydraulic oil, "HYO"]
Tank # 4 – 1,000-gallon double-walled AST [DSL] (primary generator supply tank)
Tank # 5 – 50-gallon double-walled AST [DSL] (primary generator day tank)
Tank # 6 – 500-gallon double-walled AST [DSL] (secondary generator supply tank)
Tank # 7 – 15-gallon double-walled AST [DSL] (secondary generator supply/ return tank)

1. - Removed product from and cleaned inside/outside of direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)
   - Adjusted piping

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

2. Inspection operation of manual valves in direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)

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

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

3. Inspected all product piping, fittings, and valves (including manual and anti-siphon valves, where applicable) for leaks or damage in…
   - Direct fill ports and fill/pump boxes (as applicable)
   - Above-ground containment piping outside building (Tank # 6)
   - In-floor piping to from Tank # 3 to hydraulic lift poles (Figure 4g)
   - All overhead product piping inside building (connected to hose reel sets)

   Note: consult Figures 4a,b,d,e, & f for piping headers inside building. If leak/damage, note bay or room where damage occurred.

☐	Direct fill port, Tank # 4	
☐	Supply/return piping, Tank # 4 <-> Tank # 5	
☐	Small-diameter piping/fittings, Tank # 5 <–> generator engine	

☐	Direct fill port and pump boxes, Tank # 6	
☐	DSL containment piping outside bldg. Tank # 6 <> bldg	
☐	Supply/return piping, from Compressor Room wall to Tank # 7	
☐	Small-diameter piping/fittings, Tank # 7 <–> generator engine	

☐	In-floor piping to hydraulic lift poles (where accessible via manway cover; also inspect poles for significant leaks)	Bay # 1	
		Bay # 3	
		Bay # 5	

☐	ATF/LO/Gr. ceiling-hung piping headers inside building (above bays)	

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent (as applicable)

☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	

5. Inspected tight fill (also check if crossbar present) ( ) and overfill prevention valve* ( ).
   **Annual inspection (testing) in March. See Annual Inspection Checklists and O & M Detailed guide to Annual Inspection of Overfill Prevention Valves for instructions.*

☐	Tank # 4	
☐	Tank # 6	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

6. Inspected day tank pumping units and engine injector pumps.

☐	Tank # 5 pumping unit & control panel switchgear	
☐	Primary generator injector pump & control panel switchgear	

☐	Tank # 7 pumping units & control panel switchgear	
☐	Secondary generator injector pump & control panel switchgear	

7. Confirmed tank levels (no gauge/Veeder Root: use tank gauge stick & a primary access bung)

☐	Tank # 1	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 2	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 3	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 4	Level (Veeder Root)	Level (Kruger gauge)
☐	Tank # 5	Level (gauge)	
☐	Tank # 6	Level (Veeder Root)	Level (gauge)
☐	Tank # 7	Level (control/status panel)	

8. Inspected interstitial for leaks (no gauge/Veeder Root: use tank gauge stick & a secondary access bung)

☐	Tank # 1	Access bung:	Any liquid? (y / n)	If yes, in. _____	Appearance
☐	Tank # 4	Veeder Root: alarm condition? (y/n)			
☐		Stick port:	Any liquid? (y / n)	If yes, in. _____	Appearance
☐	Tank # 5	Control/status panel: alarm condition? (y/n)			
☐	Tank # 6	Veeder Root: alarm condition? (y/n)			
☐	Tank # 7	Control/status panel: alarm condition? (y/n)			
☐		Access bung:	Any liquid? (y / n)	If yes, in. _____	Appearance

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

☐	Stairs/catwalk & ladder, Tank # 6	

10. Inspected grounded grid connections at tank and stairs (where applicable).

☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

I.a. Aboveground Storage Tanks ("ASTs") – General *(continued)*

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

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

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

☐	Tank # 4	Level	Interstitial
☐	Tank # 5	Level	Interstitial
☐	Tank # 6	Level	Interstitial
☐	Tank # 7	Level	Interstitial

13. Inspected audible/visual high-level alarms (external Veeder Root panels & integral control panels)
    - Tested ( ) alarm button ( ) alarm reset button
    - Veeder Root high-level alarms only: ( ) Flashing strobe light. Replaced bulbs? ( ) yes ( ) no (If yes, how many? _____)

☐	Tank # 4	
☐	Tank # 5	
☐	Tank # 6	
☐	Tank # 7	

14. Inspected Veeder Root Console
    ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Veeder-Root	

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

☐	Tank # 1	
☐	Pumped grease drum (near Bay # 20)	

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

☐	Tank # 1	
☐	Pumped grease drum (near Bay # 20)	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

I.b. Aboveground Storage Tanks ("ASTs") – Specific

1. Inspected engine control panel & associated E-stop

☐	Primary emergency generator	
☐	Secondary emergency generator	

2. Inspected hose, nozzle, support/retractor, and fuel filter

☐	Tank # 2	

3. Inspected filter crusher/foot pedal for proper operation/leaks/damage. *Note: at time of inspection in September 2009, filter crusher attachment was not in service.*

☐	Tank # 1	

4. Inspected condition of nearby filter drain trough for leaks/damage

☐	Tank # 1	

II. Hose Reel Sets ("HRSs") [10/18 dispense lubrication oil ("LO"), automatic transmission fluid ("ATF"), and/or grease ("Gr.")]

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

☐	Bay 4/ Bay 6 HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Grease	

☐	Bay 8/ Bay 10 HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Grease	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

II. Hose Reel Sets ("HRSs") *(continued)*

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

Bay 12/ Bay 14 HRS	Water	
	Compressed air	
	Lubrication oil	
	ATF	
	Grease	

Bay 16/ Bay 18 HRS	Water	
	Compressed air	
	Lubrication oil	
	ATF	
	Grease	

Bay 1/ Bay 3 HRS	Water	
	Compressed air	
	ATF	*
	Lubrication oil	
	Grease	

**At time of inspection in September 2009, nozzle was leaking.*

Bay 3/ Bay 5 HRS	Water	
	Compressed air	
	Lubrication oil	
	ATF	
	Grease	

Bay 5/ Bay 7 HRS	Water	
	Compressed air	
	Lubrication oil	
	ATF	
	Grease	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

II. Hose Reel Sets ("HRSs") *(continued)*

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

☐	Bay 9/ Bay 11 HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Grease	

☐	Bay 13/ Bay 15 HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Grease	

☐	Bay 17/ Bay 19 HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Electrical extension	

☐	Bay 21/ Bay 23 *East* HRS	Water	
☐		Compressed air	
☐		Lubrication oil	
☐		ATF	
☐		Grease	

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

III. General Housekeeping Items:

Drums
Catch Basins
Concrete Integrity
Floor Berms

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)
General						
North Drum Locker						
South Drum Locker						

1. Condition of nearby catch basins (see **Figure 3**)

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB10					
CB11					
CB12					

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

III. General Housekeeping Items *(continued)*

2. Inspected integrity of concrete slabs, pavement, and joint caulk immediately surrounding building
   Note if significant petroleum staining present.

☐	Raised concrete slab	Primary generator	
		Tank # 6	
☐	South side of garage	Concrete slab pavement	
		Concrete slab joint caulk	
☐	East side of garage	Concrete slab pavement	
		Concrete slab joint caulk	
☐	North side of garage	Concrete slab pavement	
		Concrete slab joint caulk	
☐	West side of garage	Concrete slab pavement	
		Concrete slab joint caulk	

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

☐	Compressor Room	Floor		
		Door Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 2	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 4	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 6	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 8	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 10	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 12	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 14	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

III. General Housekeeping Items *(continued)*

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

☐	Bay # 18	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 20	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 24	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 26	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 28	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 30	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 32	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 34	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 36	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 1	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 3	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 5	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

III. General Housekeeping Items *(continued)*

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

☐	Bay # 7	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 9	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 11	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 13	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 15	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 17	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 19	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 21	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 23	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)
☐	Bay # 25	Floor		
		Entrance Berm	Present? (y / n)	Functional? (y / n / na)

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

Overall Comments, Maintenance Building:

Overall Recommendations, Maintenance Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

1. Maintenance Building (See SPCC Plan, Figures 4a through 4i) *(continued)*

Attach Veeder-Root print-out (tape or staple)

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d)

I. Aboveground Storage Tank (AST) System:

Tank # 8 – 500-gallon double-walled AST [antifreeze]
Tank # 9 – 12,000-gallon double-walled AST [DSL]
Tank # 10 – 12,000-gallon double-walled AST [DSL]
Tank # 11 – 12,000-gallon double-walled AST [DSL]
Tank # 12 – 12,000-gallon double-walled AST [DSL]
Tank # 13 – 12,000-gallon double-walled AST [DSL]
Tank # 14 – 12,000-gallon double-walled triple-compartment AST [Compartment A: unleaded gasoline, "UNL GAS", Compartment B: LO, Compartment C: ATF]

1. Removed product from and cleaned inside/outside of direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable), adjusted piping

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

2. Inspection operation of manual valves in direct fill ports, remote fill ports, fill boxes, and pump boxes/pumping units (as applicable)

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

3. Inspected all product piping for leaks or damage in…
   - Remote/direct fill boxes ( ) Pump/siphon boxes ( ) Containment piping outside canopy* ( ) All overhead product piping inside building ( ) All valves/fittings under the canopy (connected to dispensers) ( )
   ** Not applicable to antifreeze piping (single-wall).*

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

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

4. Inspected…
   - Primary vent piping and cap
   - Emergency vent (not applicable on # 8)

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

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

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

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

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14, Comp. A	
☐	Tank # 14, Comp. B	
☐	Tank # 14, Comp. C	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

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

7. Inspected submerged turbine pumps (STPs) and vacuum assist

☐	Tank # 9			
☐	Tank # 11			
☐	Tank # 13			
☐	Tank # 14 – Comp. A		☐ vacuum assist	

8. Visually inspected siphon (balance pipe) system and confirmed tank levels (Tanks #s 9 – 14: mechanical level gauge or quick-access stick-port adjacent to pump box; Tank # 8 – unscrew an access bung & use tank gauge stick).

☐	Tank # 8	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 9	Level (gauge):	
☐	Tank # 10	Level (gauge):	
☐	Tank # 11	Level (gauge):	
☐	Tank # 12	Level (gauge):	
☐	Tank # 13	Level (gauge):	
☐	Tank # 14, Comp. A	Level (in.)	Total height, interior of tank (in.)
☐	Tank # 14, Comp. B	Level (gauge):	
☐	Tank # 14, Comp. C	Level (in.)	Total height, interior of tank (in.)

☐	Tank #s 9/10 siphon	
☐	Tank #s 10/11 siphon	
☐	Tank #s 11/12 siphon	
☐	Tank #s 12/13 siphon	

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

☐	Tank #s 9/10 stairs	
☐	Tank #s 13/14 stairs	
☐	Tanks # 9 – 14 catwalk	

10. Inspected grounded grid connections at tank and stairs.

☐	Tank # 8	
☐	Tank # 9	
☐	Tank # 10	
☐	Tank # 11	
☐	Tank # 12	
☐	Tank # 13	
☐	Tank # 14	

☐	Tank #s 9/10 stairs	
☐	Tank #s 13/14 stairs	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

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

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

Tank # 8	
Tank # 9	
Tank # 10	
Tank # 11	
Tank # 12	
Tank # 13	
Tank # 14	

12. Inspected cap and adapter at tank level probe and tank interstitial/pump box sensor (as applicable)

Tank # 8	Level Probe:			Interstitial Sensor:
Tank # 9	Level Probe:			Interstitial Sensor:
Tank # 10	Level Probe:			Interstitial Sensor:
Tank # 11	Level Probe:			Interstitial Sensor:
Tank # 12	Level Probe:			Interstitial Sensor:
Tank # 13	Level Probe:			Interstitial Sensor:
Tank # 14, Comp. A	Level Probe:	Tank Interstitial Sensor		Pump Box Sensor:
Tank # 14, Comp. B	Level Probe:		Pump Box Sensor	
Tank # 14, Comp. C	Level Probe:		Pump Box Sensor	

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

Tank # 9	
Tank # 10	
Tank # 11	
Tank # 12	
Tank # 13	
Tank # 14, Comp. A	
Tank # 14, Comp. B	
Tank # 14, Comp. C	

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

Island # 1	
Island # 5	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

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

15. Inspected Veeder-Root, Pump Control, and Healy Vacuum Assist panels (Attendant's Room)
    - Veeder-Root: ( ) attached print-out ( ) control lamps working ( ) no alarm conditions
    - Pump Control: ( ) keys inserted ( ) lights functional ( ) switches functional
    - Healy: ( ) attached print-out ( ) control lamps working ( ) no alarm conditions

☐	Veeder-Root	
☐	Pump Control	
☐	Healy Monitor	

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

☐	Tank # 8	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	

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

☐	Tank # 8	
☐	Tank # 24, Comp. A	
☐	Tank # 24, Comp. B	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

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

Island # 1: **- Left-Hand Side Long Hose Nozzle (Connected to Diesel Dual-Hose Dispenser on Island #2)**
- E-stop

Island # 2: **- EJ Ward Card Reader**
- Diesel Dual-Hose Dispenser (Left-Hand Side Long Hose Nozzle on Island #1)
- Overhead Hose Reel Set (HRS): LO, ATF, Antifreeze (A/F)

Island # 3: **- EJ Ward Card Reader**
- Diesel Single-Hose Dispenser
- "North" Unleaded Gasoline Single-Hose Dispenser
- "South" Unleaded Gasoline Single-Hose Dispenser
- Overhead HRS: LO/ATF/A/F

Island # 4: **- EJ Ward Card Reader**
- Diesel Single-Hose Dispenser
- Overhead HRS: LO/ATF/A/F

Island # 5: **- EJ Ward Card Reader**
- Diesel Dual-Hose Dispenser
- Overhead HRS: LO/ATF/A/F
- E-stop

1. Inspected STP pump operation in conjunction w/ dispenser operation (Pump Control Panel, Attendant's Room)

☐	Island # 2 Diesel Dispenser (Dual Hose)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 3 North Unl. Gas. Dispenser (Single-Hose)	
☐	Island # 3 South Unl. Gas. Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	
☐	Tank # 9 STP	
☐	Tank # 11 STP	
☐	Tank # 13 STP	
☐	Tank # 14-Comp. A STP	

2. Inspected fuel filters and adapters

☐	Island # 2 Diesel Dispenser (Dual Hose)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 3 North Unl. Gas. Dispenser (Single-Hose)	
☐	Island # 3 South Unl. Gas. Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

II. Dispensing Equipment *(continued)*

3. Inspected vapor recovery nozzles

☐	Island # 3 North Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 3 South Unleaded Gasoline Dispenser (Single-Hose)	

4. Inspected posi-lock nozzles

☐	Island # 1 Diesel LHS Long Hose	
☐	Island # 2 Diesel Dispenser (Regular Length)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	

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

☐	Island # 1 Diesel LHS Long Hose	
☐	Island # 2 Diesel Dispenser (Regular Length)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 3 North Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 3 South Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	

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

☐	Island # 2 Diesel Dispenser (Dual Hose)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 3 North Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 3 South Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	

7. Inspected shear valves for leaks and damage

☐	Island # 2 Diesel Dispenser (Dual Hose)	
☐	Island # 3 Diesel Dispenser (Single-Hose)	
☐	Island # 3 North Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 3 South Unleaded Gasoline Dispenser (Single-Hose)	
☐	Island # 4 Diesel Dispenser (Single-Hose)	
☐	Island # 5 Diesel Dispenser (Dual Hose)	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

II. Dispensing Equipment *(continued)*

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

	Island # 2	LO Reel	
		ATF Reel	
		A/F Reel	

	Island # 3	LO Reel	
		ATF Reel	
		A/F Reel	

	Island # 4	LO Reel	
		ATF Reel	
		A/F Reel	

	Island # 5	LO Reel	
		ATF Reel	
		A/F Reel	

9. Card Readers – all functional ( ) and no issues reported by Attendant ( )

	Island # 2 Card Reader	
	Island # 3 Card Reader	
	Island # 4 Card Reader	
	Island # 5 Card Reader	

III. Drainage System

3,000-gallon double-walled aboveground oil-water separator
Lane # 1 trench drain
Lane # 2 trench drain
Lane # 3 trench drain
Lane # 4 trench drain
Lane 1 – 4 entry 3" concrete rollover berm
Lane 1 – 4 exit 3" concrete rollover berm
Pre-OWS underground sand trap/settling sump

1. Inspected trench drains for sludge build-up

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

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

III. Drainage System *(continued)*

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

☐	Sand trap	
☐	Settling sump	

3. Inspected air-operated diaphragm pumps

☐	OWS – north pump	
☐	OWS – south pump	

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

☐	Air	
☐	OWS Drainage	

5. Inspected float switches inside of settling sump

☐	Settling sump	

6. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

7. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (semi-annual basis)	

8. Inspected OWS status panel buttons

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

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

III. Drainage System *(continued)*

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

☐ OWS air control panel	

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

☐ Fuel & Cleaning OWS	

IV. General Housekeeping Items
Drums
Catch Basins
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

2. Condition of nearby catch basins (see **Figure 3)**

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB13					
CB14					

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

IV. General Housekeeping Items *(continued)*

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

☐	Tank # 8 slab	
☐	Tank # 9 – 14 grade slab	
☐	OWS slab	
☐	Entry rollover berm	
☐	Exit rollover berm	
☐	Island # 1 curb	
☐	Island # 2 curb	
☐	Island # 3 curb	
☐	Island # 4 curb	
☐	Island # 5 curb	
☐	Lane # 1 floor	
☐	Lane # 2 floor	
☐	Lane # 3 floor	
☐	Lane # 4 floor	

☐	South side of storage tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	East side of canopy & tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	West side of canopy & tanks	Concrete slab pavement	
☐		Concrete slab joint caulk	

☐	Area between tanks and canopy	Concrete slab pavement	
☐		Concrete slab joint caulk	

2. Fuel and Cleaning Islands (See SPCC Plan, Figures 5a through 5d) *(continued)*

Overall Comments, Fuel and Cleaning Islands:

Overall Recommendations, Fuel and Cleaning Islands:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

Veeder Root and Healy print-out *(staple or tape below)*

3. Steam Cleaning Building (See SPCC Plan, Figures 6a & 6b) *(continued)*

I. Steam Cleaning/Oil-Water Separator ("OWS")

1,000-gallon double-walled aboveground OWS
(4) floor drains w/ oil-retaining baffles

1. Inspected floor drains for sludge build-up, condition of grates & oil-retaining baffles

☐	North drain	
☐	South drain	
☐	Central drain	
☐	Small drain between central and south drains	

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

☐	Sand trap/settling sump	

3. Inspected air-operated diaphragm pump sets

☐	OWS/Holding Tank	

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

☐	Air	
☐	OWS Drainage	

5. Inspected level float sensor inside of settling sump

☐	Sand trap/settling sump	

6. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

7. Inspected OWS discharge water

☐	Visual/Odor	

☐	Laboratory Sample Collected (quarterly basis, typically)	

3. Steam Cleaning Building (See SPCC Plan, Figures 6a & 6b) *(continued)*

I. Steam Cleaning/Oil-Water Separator ("OWS") *(continued)*

8. Inspected OWS status panel buttons

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

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

☐	OWS	

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

☐	OWS	

3. Steam Cleaning Building (See SPCC Plan, Figures 6a & 6b) *(continued)*

II. General Housekeeping Items:

Drums
Catch Basins
Concrete Integrity
Floor Berms

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

1. Condition of nearby catch basins

Catch basin ID	Accumulated storm water with sheen or FFP (y / n)	Grates or oil-retaining baffles clogged with trash or sediment (y / n)	Grate and baffles intact (y / n)	Concrete pad and surrounding pavement intact, no cracks/ channels (y / n)	Notes
CB15					
CB16					

3. Steam Cleaning Building (See SPCC Plan, Figures 6a & 6b) *(continued)*

II. General Housekeeping Items *(continued)*

2. Inspected integrity of concrete slabs pavement and joint caulk immediately surrounding building and west-side tanks
   Note if significant petroleum staining present.

☐	OWS slab		
☐	South side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	East side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	North side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	West side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	

Overall Comments, Steam Cleaning Building:

_____

_____

_____

_____

_____

Overall Recommendations, Steam Cleaning Building:

_____

_____

_____

_____

_____

_____

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

4. Bus Wash Building (See SPCC Plan, Figure 7)

I. Drainage System

3,000-gallon double-walled aboveground oil-water separator
Trench drain system
Entry concrete rollover berms
3- in-ground house reclaim settling pits (west, central, and east)

1. Inspected trench drain system for sludge build-up

☐	North lateral trench drain	
☐	South lateral trench drain	

2. Inspected sludge build-up in in-ground house reclaim settling pits

☐	West pit	
☐	Central pit	
☐	East pit	

3. Inspected pump set

☐	OWS – west pump	
☐	OWS – east pump	

4. Inspected float switches inside of settling pits (as applicable)

☐	West pit	
☐	Central pit	
☐	East pit	

5. Inspected oil and sludge level in OWS

☐	Oil	
☐	Sludge	

6. Inspected OWS discharge water

☐	Visual/Odor	

4. Bus Wash Building (See SPCC Plan, Figure 7) *(continued)*

I. Drainage System *(continued)*

7. Inspected OWS status panel buttons

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

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

☐	Bus Wash OWS	

II. General Housekeeping Items

Drums
Concrete Integrity

1. Condition of all drums at/around building:
   a. ( ) puncture and leak-free
   b. One of the following:
      i. ( ) under a roof with floor berms at every door, bay, lane, etc. or
      ii. ( ) under a roof on a spill pallet
      iii. ( ) outdoors, inside a fully enclosed drum locker or poly drum containment

   If (a) and (b) are not met for all drums at building, list information below.

# Drums	Contents	Integrity (e.g.,OK, rusted, leaking, punctured)	Under roof (y / n)	Behind rollover berm (y / n)	On spill pallet (y / n)	Outdoors in enclosure w/ containment sump (y / n)

4. Bus Wash Building (See SPCC Plan, Figure 7) *(continued)*

II. General Housekeeping Items *(continued)*

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

☐	Building floors		
☐	Entry rollover berms		
☐	South side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	East side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	West side of building	Concrete slab pavement	
☐		Concrete slab joint caulk	
☐	North side of building	Facility fence	

Overall Comments, Bus Wash Building:

Overall Recommendations, Bus Wash Building:

CEI REPRESENTATIVE:

Signature:_____

Date:_____

MDT REPRESENTATIVE:

Signature:_____

Date:_____

CHEROKEE ENTERPRISES, INC.

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

Miami-Dade Transit
Coral Way Bus Maintenance Facility

_____

(year)

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Fuel Cart Tank No. 2 (110G DSL)	Yes	No	Comments
Integrity Test*			

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

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside proper secondary containment, then the requirement for integrity testing can be withdrawn.*

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

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Hydraulic Lift System Tank No. 3 (400G HYO)	Yes	No	Comments
Integrity test*			

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

**As the tank is single-walled and not secondarily contained, regular inspection combined with annual integrity testing may satisfy the environmental equivalence and impracticability determinations as allowed for by 40 CFR 112.7(d). If the tank is placed out-of-service, replaced with a double-walled tank, or placed inside proper secondary containment, then the requirement for integrity testing can be withdrawn.*

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

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Primary Generator Supply Tank **Tank No. 4 (1,000G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Kruger Sentry level gauge			

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

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

_____
_____
_____
_____
_____
_____
_____
_____

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Primary Emergency Generator Day Tank **Tank No. 5 (50G DSL)**	**Yes**	**No**	**Comments**
Control panel switchgear (e.g., pumping unit on/off)			
Automatic flow regulating devices (e.g., float switch, solenoid valves)			
Mechanical level gauge			
Control panel alarms (e.g., interstitial leak detection)			

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

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

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Secondary Generator Supply Tank **Tank No. 6 (500G DSL)**	**Yes**	**No**	**Comments**
High-level audible/visual alarm			
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Tank interstitial sensor			
Containment piping low-point sump liquid level sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building Secondary Emergency Generator Day/Return Tank **Tank No. 7 (15G DSL)**	**Yes**	**No**	**Comments**
Control panel switchgear (e.g., pumping unit on/off)			
Automatic flow regulating devices (e.g., float switch, solenoid valves)			
Mechanical level gauge			
Control panel alarms (e.g., interstitial leak detection)			

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Maintenance Building General **Tank No. n/a**	**Yes**	**No**	**Comments**
Veeder-Root panel (Facilities Maintenance office)			
Primary emergency generator engine control panel switchgear (e.g., injector pump on/off)			
Secondary emergency generator engine control panel switchgear (e.g., injector pump on/off)			

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Antifreeze Hose Reel Supply Tank **Tank No. 8 (500G A/F)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			

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

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

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Diesel Dispenser Supply Tank **Tank No. 9 (12,000G DSL)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Diesel Dispenser Supply Tank **Tank No. 10 (12,000G DSL)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Diesel Dispenser Supply Tank **Tank No. 11 (12,000G DSL)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Diesel Dispenser Supply Tank **Tank No. 12 (12,000G DSL)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Diesel Dispenser Supply Tank **Tank No. 13 (12,000G DSL)**	**Yes**	**No**	**Comments**
Overfill prevention valve (see attached guide for general instructions)			
Level probe			
Interstitial sensor			
Mechanical level gauge			

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

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands Compartment Tank **Tank No. 14** **Comp. A: 7,000G UNL GAS** **Comp. B: 2,500G LO** **Comp. C: 2,500G ATF**		**Yes**	**No**	**Comments**
Comp. A	Level probe			
	Tank interstitial sensor			
	Pump box liquid level sensor			
	High-level audible/visual alarm			
	Primary vent pressure relief valve			
	Primary vent Healy emissions sensor			
	Overfill prevention valve (see attached guide for general instructions)			
Comp. B	Level probe			
	Pump box liquid level sensor			
	High-level audible/visual alarm			
	Mechanical level gauge			
	Overfill prevention valve (see attached guide for general instructions)			
Comp. C	Level probe			
	Pump box liquid level sensor			
	High-level audible/visual alarm			
	Overfill prevention valve (see attached guide for general instructions)			

For additional notes see next page.

Fuel & Cleaning Islands – Compartment Tank (# 14) *(continued)*

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

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

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Fuel & Cleaning Islands General **Tank No. n/a**	**Yes**	**No**	**Comments**
Veeder-Root panel (Attendant's office)			
Diesel piping manifold, low-point sump liquid level sensor			
STP Control Panel lights/switchgear			
Island # 1 E-stop			
Island # 5 E-stop			
Island # 2 EJ Ward Card Reader & associated control of dispenser and hose reel operation (including all solenoid valves)			
Island # 3 EJ Ward Card Reader & associated control of dispenser and hose reel operation (including all solenoid valves)			
Island # 4 EJ Ward Card Reader & associated control of dispenser and hose reel operation (including all solenoid valves)			
Island # 5 EJ Ward Card Reader & associated control of dispenser and hose reel operation (including all solenoid valves)			
OWS Status Panel: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

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

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STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Steam Cleaning Building **1,000G OWS**	**Yes**	**No**	**Comments**
OWS Status Panel: high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

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

STORAGE TANK SYSTEM
ANNUAL INSPECTION CHECKLIST

Inspection performed by: _____
(Print Name & Sign)

Date: _____

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

Bus Wash Building **3,000G OWS**	**Yes**	**No**	**Comments**
OWS Status Panel: : high- & high-high oil compartment alarms, sump float switch & solenoid valve in-line w/ air line to diaphragm pump set			

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

CHEROKEE ENTERPRISES, INC.

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

Miami-Dade Transit

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

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

Acronym Guide

WLC = MDT William Lehman Center Metrorail Maintenance Facility
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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 ☐
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- WO ☐
- A/F ☐
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Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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AST / UST (circle one)

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Contents (check one)

- DSL ☐
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Site (Circle one) WLC MMF NEB CEN CRW

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AST / UST (circle one)

D/W / S/W (circle one)

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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 ☐
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Technician Name: _____

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Task Description (Checkmark when complete)

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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 ☐
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- GR ☐
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Technician Name: _____

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Task Description (Checkmark when complete)

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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 ☐
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Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

DSL ☐
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Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

- DSL ☐
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Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

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

Acronym Guide

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

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

Technician Name: _____

Inspection Date: _____

Task Description (Checkmark when complete)

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

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

Generic Overfill Prevention Valve Inspection Guide

Site (Circle one) WLC MMF NEB CEN CRW

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

AST / UST (circle one)

D/W / S/W (circle one)

Contents (check one)

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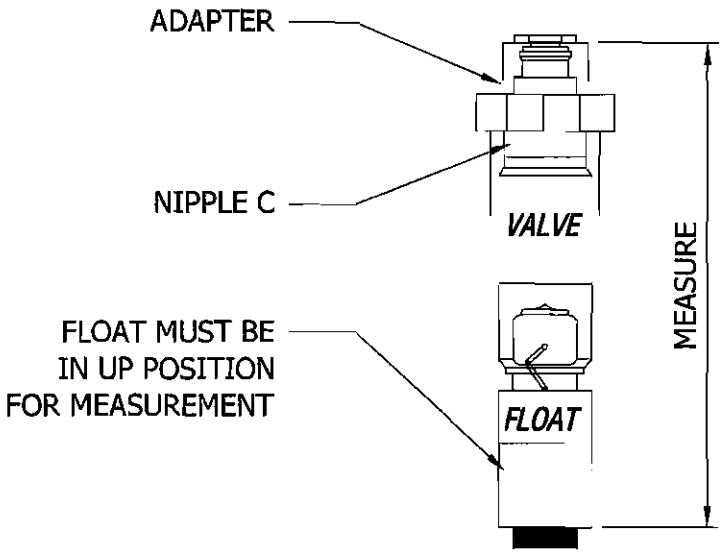
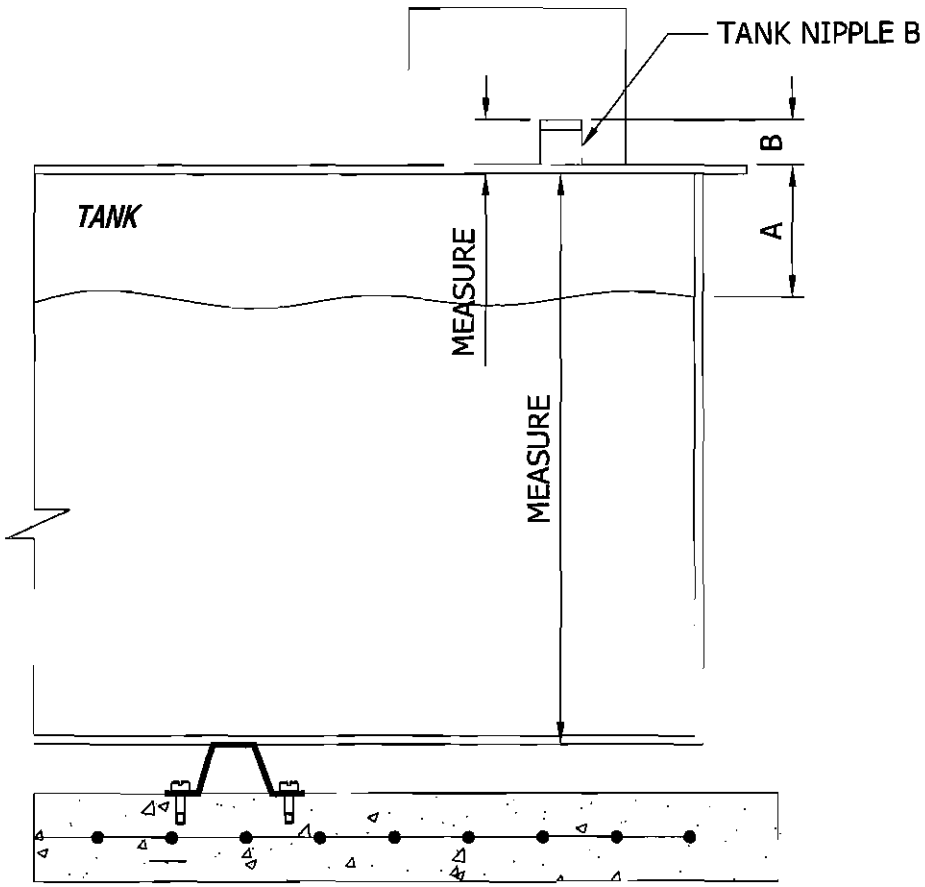
CHEROKEE ENTERPRISES, INC.
Engineers & Contractors
14474 Commerce Way
Miami Lakes, Florida 33016; (305)-828-3358

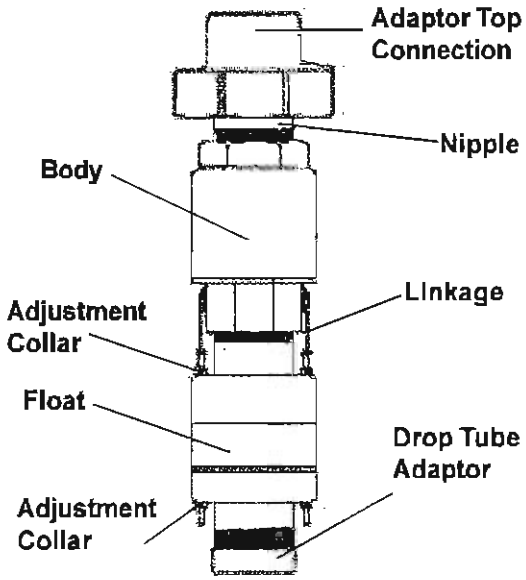




1. Measure tank nipple as shown _____
2. Measure tank height as shown _____
3. Measure Overfill Valve with
   float in up position as shown _____

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.

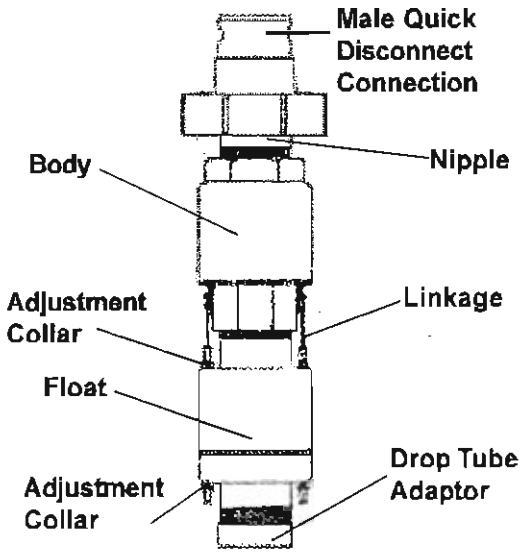
This valve complies with the following codes:

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

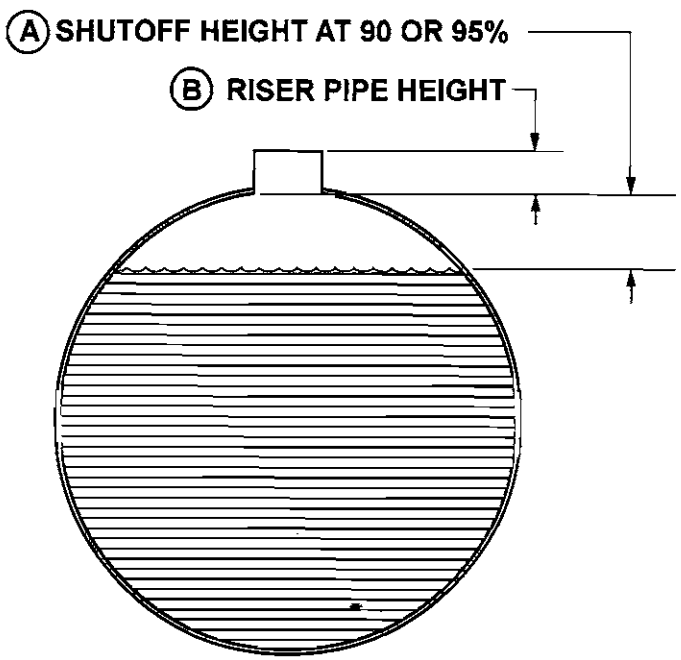


TABLE 1

Ⓐ 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	Coral Way Bus Maintenance Facility	70238

Photo No. 1

Location:
Fuel & Cleaning Islands

Description:

For compliance with the general secondary containment and countermeasure requirements of 40 CFR 112.7(c), it is recommended this area where fuel and auto fluid vendor trucks unload to be surrounded by berms and have a spill response kit nearby to more easily respond to and control a major spill during transfer operations.

Photo No. 2

Location:
Maintenance Building, Bay 8/10

Arrow and inset (lower right) shows oil-soaked dry sweep and indicates a possible leak of Tank # 1.

APPENDIX E

PHOTOGRAPHIC LOG

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

Photo No. 3

Location:

Maintenance Building, Bay 3/5

Description:

Arrow and inset (lower right) shows oil-soaked dry sweep (or dust) and indicates a possible leak of Tank # 3.

Photo No. 4

Location:
Maintenance Building, Bay 19/21 (left) and Machine Shop Area (right)

Description:
Both photos show not-in-service former hydraulic oil lift reservoirs. To satisfy the definition of "permanently closed", part (2) (40 CFR 112.2), these containers must be more conspicuously marked as out of service. Although the hydraulic oil was purportedly removed and the piping capped or cut in some places, these unlabeled and otherwise in-service appearing tanks would be a "red flag" for a typical regulatory auditor.

APPENDIX E

PHOTOGRAPHIC LOG

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

Photo No. 5

Location:
North of Steam Cleaning Building

Description:

During an inspection in September 2009 a drum with visual vapor emissions was observed in a dumpster. Although this particular item was later resolved, it represents an area for improvement in employee waste disposal and overall spill prevention procedures.

Photo No. 6

Location:
Steam Cleaning Building (top), Maintenance Building Bay # 1 (left), Fuel and Cleaning Islands (right)

Description:

At time of inspection, an OWS status panel was found to be in visual and audible alarm condition, a leaking hose reel nozzle was placed in a garbage can or drum, and a fuel dispenser nozzle was found laying on the curb, not properly hung. Each example was unattended for hours or more. During the course of inspecting MDT facilities in 2009 (especially Northeast, Central, and Coral Way), employee attention to, and correction of, similar problems appeared to be an area for improvement. The dropping of fuel nozzles and sometimes leaving them in drive lanes was an especially widespread problem.

APPENDIX E

PHOTOGRAPHIC LOG

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

Photo No. 7

Location:
Steam Cleaning Building

Description:
During inspection visits in September and December 2009, an opening in the floor not part of the OWS system was found uncovered, and oil-retaining baffles were found to be out of place. Either could lead to oil bypassing the OWS system. For SPCC compliance, it is recommended issues like this throughout the facility be addressed by a metric of continuous upkeep, handled by dedicated personnel on a full-time basis.

Photo No. 8

Location:
Fuel and Cleaning Islands, above Men's Locker Room

Description:

To comply with the aboveground piping inspection requirements of 40 CFR 112.8(d)(4), it is recommended a ladder be placed nearby and the permanently-fastened mesh covering here be modified to facilitate access for monthly inspections.

APPENDIX E

PHOTOGRAPHIC LOG

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

Photo No. 9

Location:
Fuel and Cleaning Islands

Description:

The washing of vehicles in open areas presents several issues of concern to spill prevention. One concern is that the detergent used is possibly deteriorating the concrete pavement (arrows point to severe cracks) and dissolving the joint caulk around petroleum storage and transfer locations.

Photo No. 10

Location:
Fuel and Cleaning Islands

Description:
Some of the other issues of concern involve wash water flowing into catch basins and thus the French drain network (where rainwater percolates to the ground), and the general poor condition of concrete and joints, likely due in part to the harsh detergent. Shown in the lower right is liquid with an oily sheen percolating through a crack and concrete joint with dissolved caulk.

See **Section 6** for recommendations.

Appendix F

Internal Discharge Report Form

Internal Discharge Report Form	
General facility information	Miami-Dade Transit Coral Way Bus Maintenance Facility Address: 2775 SW 74th Avenue Unincorporated Miami-Dade County, Florida 33155 Main Telephone: (305) 302-7927 [Bus Maintenance Chief William Attias] • 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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