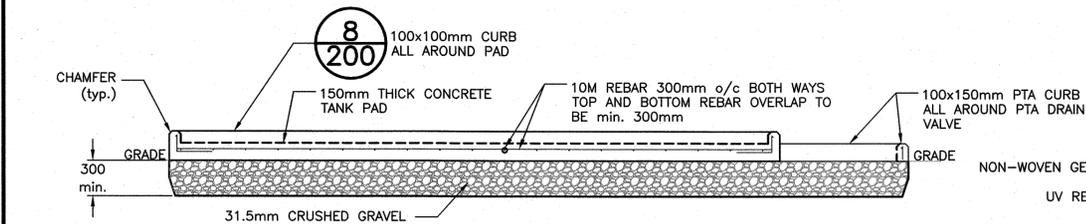
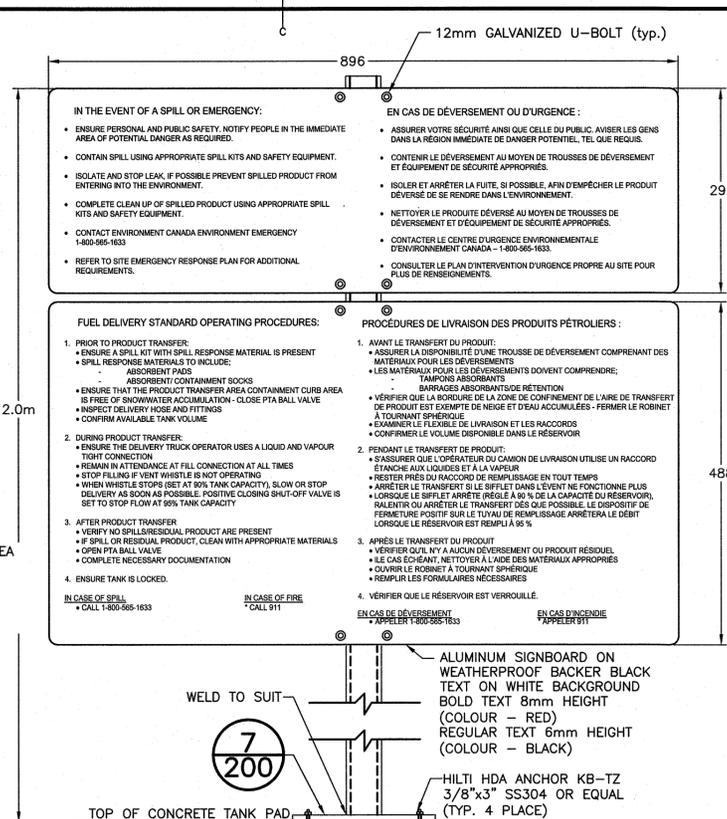


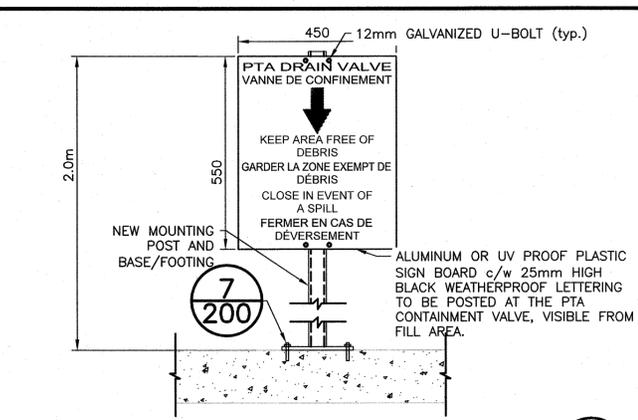
NEW PTA CURB AND TANK PAD PLAN (1) 200
SCALE: 1:30



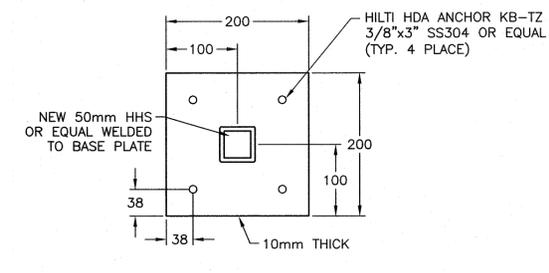
NEW PTA CURB AND TANK PAD ELEVATION (2) 200
SCALE: 1:30



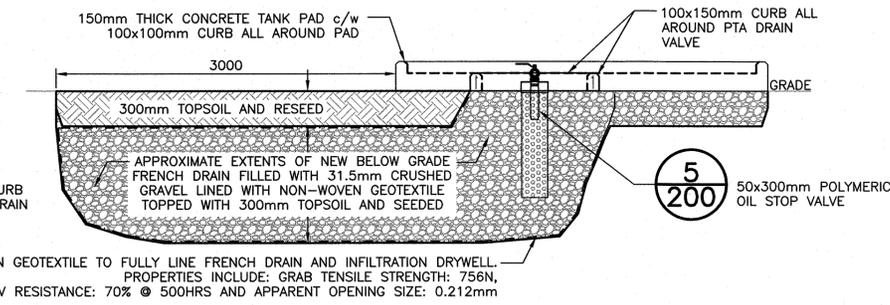
NEW PTA SIGNAGE (3) 200
SCALE: 1:5



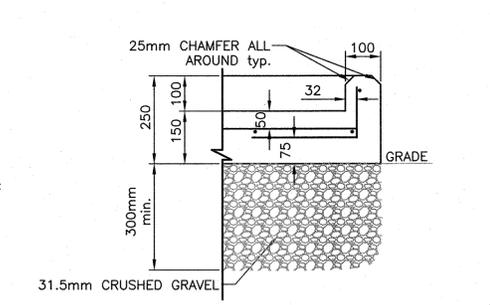
NEW PTA DRAIN VALVE SIGNAGE DETAIL (6) 200
SCALE: 1:10



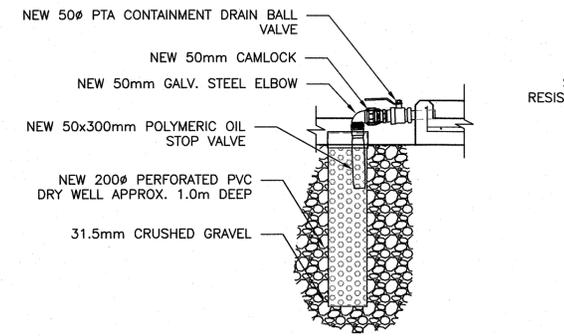
NEW PTA SIGN POST PLATE BASE DETAIL (7) 200
SCALE: 1:5



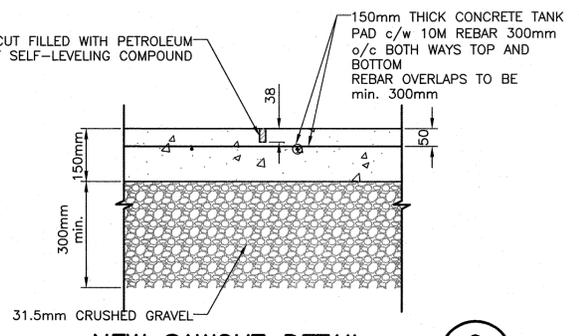
SECTION THROUGH NEW PTA CURB AND DRAINAGE PIT (4) 200
SCALE: 1:30



TYPICAL PTA CURB DETAIL (8) 200
SCALE: 1:10



NEW PTA DRAIN VALVE DETAIL (5) 200
SCALE: 1:20



NEW SAWCUT DETAIL (9) 200
SCALE: 1:10

PRODUCT TRANSFER AREA:

THIS DESIGN HAS BEEN DEVELOPED TO MEET THE INTENT OF THE REQUIREMENTS FOR A PRODUCT TRANSFER AREA THROUGH A 'PTA METHOD' APPROACH IN ACCORDANCE WITH THE ENVIRONMENT CANADA COMPLIANCE PROMOTION 'PRODUCT TRANSFER AREA WORKSHOP - INFO SHEET AND SAMPLE WRITE-UPS FOR PRODUCT TRANSFER AREAS', DATED FEBRUARY 3, 2012. A PTA METHOD IDENTIFIES POTENTIAL ENVIRONMENTAL RISK AND SPILL SCENARIOS AS WELL AS RISK MITIGATION ACTIONS AND SYSTEM SAFETY COMPONENTS ASSOCIATED WITH SPILLS RESULTING FROM PRODUCT TRANSFER INTO A STORAGE TANK SYSTEM. A PTA METHOD MUST ALSO INCLUDE PHYSICAL CONTAINMENT BEYOND CONTAINMENT PROVIDED BY A FILL PIPE SPILL CONTAINMENT BOX.

THE SIGNIFICANT ENVIRONMENTAL RISK ASSOCIATED WITH THIS STORAGE SYSTEM IS THE PROXIMITY TO SOIL AND GROUNDWATER. THE MOST LIKELY SPILL SCENARIO WOULD BE AN OVERFILL OCCURRENCE DURING A FUEL DELIVERY. BASED ON A TYPICAL TRUCK FILLING RATE OF 280 L/MIN AND A CONSERVATIVE REACTION TIME TO STOP THE FLOW OF 3 MINUTES, THE ANTICIPATED SPILL SCENARIO (CALCULATED SPILL VOLUME) FOR THIS DESIGN IS 840L.

THE SYSTEM IS DESIGNED WITH THE FOLLOWING MITIGATION COMPONENTS:

- VENT WHISTLE SET AT 90% CAPACITY TANK
- POSITIVE CLOSING OVERFILL PREVENTION DEVICE SET AT 95% TANK CAPACITY
- ENVIRONMENTAL CONCRETE TANK PAD WITH PERIMETER CURB (SIZED TO CONTAIN 1,480L) W/ HYDROCARBON FLOW FILTER ON DRAIN
- TANK MANUFACTURER SUPPLIED SPILL CONTAINMENT BOX AT FILL PIPE CONNECTION
- PRODUCT TRANSFER AREA INSTRUCTIONAL SIGNAGE WILL BE POSTED AT FILL PIPE AREA
- EMERGENCY CONTACT SIGNAGE WILL BE POSTED
- A FULLY STOCKED SPILL KIT WILL BE LOCATED AT THE TANK AREA
- AN EMERGENCY RESPONSE PLAN, SPECIFIC TO THE STORAGE SYSTEM, WILL BE POSTED AND STAFF TRAINING PROVIDED

PERMEABILITY TEST:

ONCE NEW CONTAINMENT CURB IS INSTALLED AND CURED, COMPLETE A PERMEABILITY TEST TO ENSURE THE CONTAINMENT DOES NOT LEAK. THE PERMEABILITY TEST SHALL BE CONDUCTED BY COMPLETING THE FOLLOWING:

- CLOSE BALL VALVE
- FILL THE CONTAINMENT AREA WITH WATER
- VISUALLY MONITOR THE PERIMETER OF THE CONTAINMENT AREA AND THE WATER LEVEL FOR 30 MINUTES FOR INDICATION OF LEAKS
- DRAIN CONTAINMENT
- IF NO WATER LOSS DURING TEST, PERMEABILITY TEST IS PASS
- DOCUMENT TEST

31.5MM CRUSHED GRAVEL: SHALL MEET THE REQUIREMENTS OF NBDTI 31.5MM CRUSHED GRAVEL AGGREGATE BASE.

REGISTERED PROFESSIONAL ENGINEER
Province of New Brunswick
M7585
James B. Sligo
1998-01-17
INGENIEUR INMATRIQUE

B	ISSUED FOR TENDER	01/24/2017
A	ISSUED FOR 99% REVIEW	01/12/2017
revisions		date
project		project

FUEL OIL SYSTEM REPLACEMENT WORKS COMPOUND MAINTENANCE BUILDING KOUCHIBOUGUAC NATIONAL PARK, NB

PRODUCT TRANSFER AREA CURB AND TANK PAD PLANS, SECTION AND DETAILS

designed J. BERRY concu
date 2017-01-03
drawn M. CLARK dessiné
date 2017-01-03
approved E. FINNAMORE approuvé
date 2017-01-03

Tender Room
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200