

Mariei Platt

From: Mike Baledge
Sent: Friday, July 24, 2009 10:12 AM
To: Mariel Platt
Subject: Remote Fueling At BCSD Bus Facility

Memo:

Date: July 24, 2009
From: Mike Baledge
To: Mariel Platt
RE: Remote Fueling at BCSD Bus Facility

Mariel,

I have been looking over the code requirements for the proposed fueling pump as an accessory to the boi-diesel storage tank. While there are a few requirements I am confident that the site is able to comply with these requirements.

All fueling stations whether commercial or private must obtain an operational permit from the Hailey Fire Department. This process should start as soon as a final installation plan is submitted to the fire department. Rex Squires is aware that with that submittal I will need a detailed, scalable plan and specifications of all equipment used in the operation, as well as vehicle impact protection, fire protection and defined avalanche area.

When this is submitted I will be able to do a complete review of the plan to ensure code compliance. However in working with Rex, so far he and the school district seem to have safety and environmental concerns at the top of their list and I'm sure they will be willing to address any concerns we may have. If you have any questions please let me know.

Capt. Mike Baledge
Fire Marshal
City of Hailey

Mariei Platt

From: Mike Chapman
Sent: Thursday, July 09, 2009 2:45 PM
To: Mariel Platt
Cc: Mike Baledge
Subject: RE: LEED certified buildings
Attachments: WRHS Fuel facility memo.doc

Hi Mariel,

The fire service does not utilize the term "Wet Hose technique " but I am assuming that you are talking about the utilization of a mobile tanker to refuel the busses.

Their current plan of using a fuel "Vault" are undoubtedly the most preferable system in use today, because of its built-in, low maintenance safety features. The conceptual plan of the use of a vault and its location meets all applicable standards, however we still need a complete layout of the system and surrounding system to make sure that the fueling area meets standards, or that vehicular protection of the vault is provided if necessary, distances to any ignition sources, etc.

The previous method of using a mobile fueling vehicle was discontinued for the safety reasons described in the attached letter. The preferential use of the various types of fuel tank is vault's, underground, aboveground and mobile tanks in that order. The vaults are the best constructed and lowest maintenance of all types, the underground are next best but have high maintenance and have a tendency to corrode or have leaks that go undetected for years. And above ground tanks least preferred as they are more susceptible to physical damage but are relatively low maintenance. Mobile refueling are highest maintenance and most susceptible to damage due to the need of direct human interaction of all phases of the system.

Located below are the applicable codes that are referred to in the 2003 attached letter.

I hope this helps

3406.2.8 Dispensing from tank vehicles. Where approved, liquids used as fuels are allowed to be transferred from tank vehicles into the tanks of motor vehicles or special equipment, provided:

1. The tank vehicle's specific function is that of supplying fuel to motor vehicle fuel tanks.
2. The dispensing hose does not exceed 100 feet (30 480 mm) in length.
3. The dispensing nozzle is an approved type.
4. The dispensing hose is properly placed on an approved reel or in a compartment provided before the tank vehicle is moved.
5. Signs prohibiting smoking or open flames within 25 feet (7620 mm) of the vehicle or the point of refueling are prominently posted on the tank vehicle.
6. Electrical devices and wiring in areas where fuel dispensing is conducted are in accordance with the ICC *Electrical Code*.
7. Tank vehicle-dispensing equipment is operated only by designated personnel who are trained to handle and dispense motor fuels.
8. Provisions are made for controlling and mitigating

unauthorized discharges.

3406.2.8.1 Location. Dispensing from tank vehicles shall be conducted at least 50 feet (15 240 mm) from structures or combustible storage.

From: Mariel Platt

Sent: Thursday, July 09, 2009 12:29 PM

To: Mike Chapman

Subject: RE: LEED certified buildings

Mike,

The P&Z Commission would like to know why the wet hose technique was not acceptable at the WRHS's bus maintenance facility and at what point was the school district required to discontinue this fueling operation? They would also like to know if underground or above ground tanks are more preferable and why?

Let me know if you have any questions,

Thanks!

09/09 05:55:00

Memorandum

TO: Kathy Grotto
FROM: Mike Chapman
RE: Fuel Service at School Bus Barn Area
DATE September 3, 2003

Per your request for regarding the past communication that we have had with the Blaine County School District concerning the various methods of refueling the school busses at the proposed "New Bus Barn" area.

Last spring (March or April) I was contacted by a representative of the school regarding the permit requirements for an above ground fuel tank to be located at the new bus facility. I recall stating that locating an above ground fuel tank in an avalanche zone would probably not be considered within the city limits.

Later in May, while I was on vacation, another unidentified representative of the school contacted this office and talked to Mike Baledge (fire inspector) about the possibilities of utilizing mobile refueler vehicles to fuel the fleet on site. Mike conducted a very brief review of the fire code and faxed copies of what he thought was pertinent sections of the applicable code. When I returned from vacation, I reviewed the situation with Mike Baledge and pointed out a more specific section of the code dealing with specific requirements of this type of operation (See Attachment).

Originally, I recall that the school district was to operate their own refueler truck, which would have made it virtually impossible to operate in compliance with the enclosed code due to training and operational proficiencies. That was the last communication that I had with the school district until last month when I heard from you that they were planning to utilize BriCo to provide this service. This plan satisfies most, but not all, of the requirements of this code. Specifically the following codes must be met.

1. The refueling of vehicles must occur at least 50 feet from all structures or combustible storage. *(This included the structure that they have proposed to have the buses parked under, and the adjacent buses) IFC 3406.2.8.1*
2. Provisions must be made for controlling and mitigating unauthorized discharges. *(This generally would require a secondary containment area that the buses are fueled in. Thus if a leak occurs, the spill is diverted away from other hazards, structures vehicles, waterways and sewer systems, to a location in which they can be cleaned up.) IFC 3406.2.8 #8*