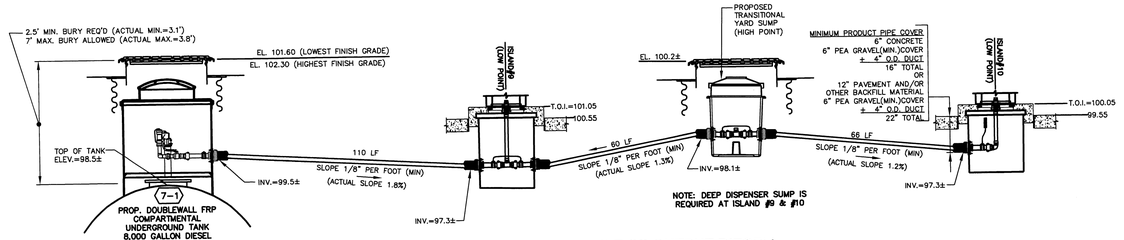
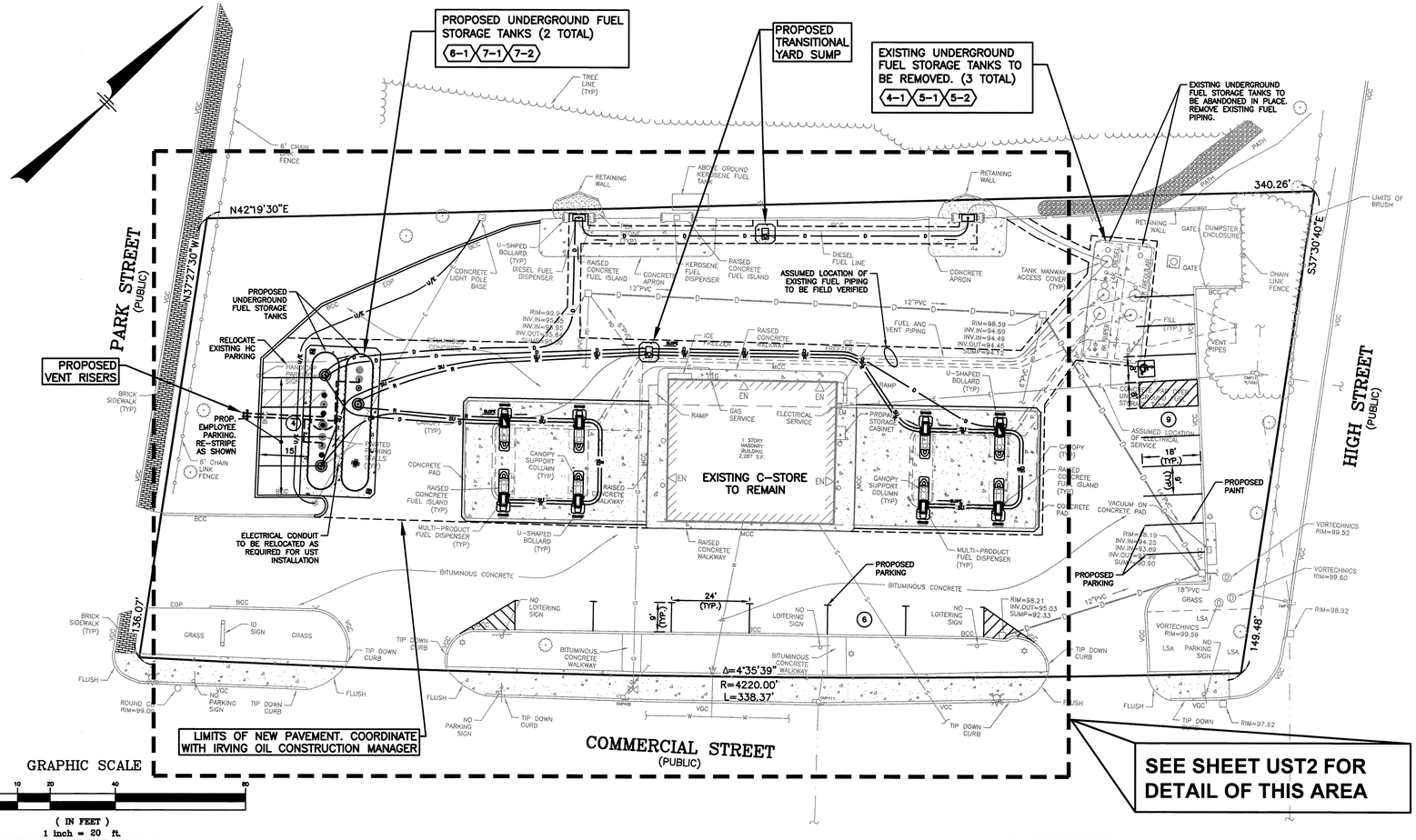
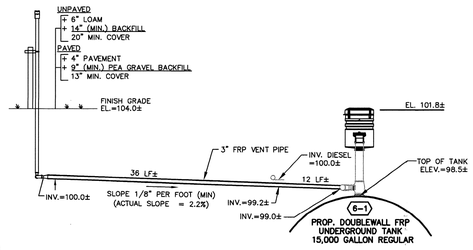
SHEET INDEX	DWG NO.	SHT NO.
UST OVERVIEW PLAN	UST 1	1 OF 7
TANK AND PIPING PLAN	UST 2	2 OF 7
PARTS LIST	00	3 OF 7
DISPENSER APRON, PIPING PLAN AND DETAILS	GCM5	4 OF 7
TANK, PIPING AND TANK APRON PLAN	GCM8	5 OF 7
CONCRETE & PIPING DETAILS	GCM10	6 OF 7
PIPING, TANK, & DISPENSER DETAILS	GM 8	7 OF 7
DISPENSER AND LIGHTING CONDUIT PLAN	GE 3	1 OF 3
TANK ELECTRICAL LAYOUT AND DETAIL	GE 6	2 OF 3
LEAK DETECTION DETAILS	GE 8	3 OF 3

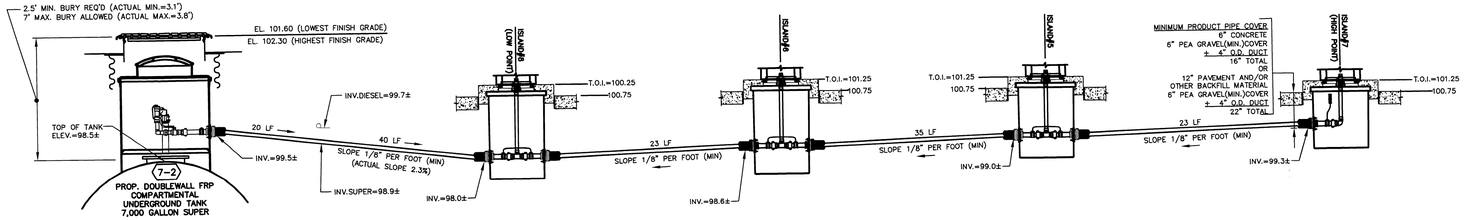


PRODUCT PIPING PROFILE (HI-OUTPUT DIESEL)
NO SCALE





VENT PIPING PROFILE (REGULAR)
NO SCALE



NOTE: DEEP DISPENSER SUMPS ARE REQUIRED AT ISLAND #6 AND #8

SOUTH CANOPY PRODUCT PIPING PROFILE (SUPER)
NO SCALE

NOTES:

1. EXISTING MDEP UST REGISTRATION #5320.
2. THE INTENT OF THIS PLAN IS TO SHOW THE INSTALLATION OF NEW UNDERGROUND FUEL STORAGE TANKS, DISPENSERS AND PRODUCT PIPING. THE EXISTING UNDERGROUND FUEL STORAGE TANKS SHALL BE ABANDONED IN PLACE. EXISTING DISPENSERS AND PIPING WILL BE REMOVED. EXISTING RETAIL FUEL CANOPY TO REMAIN. EXISTING RETAIL FUEL DISPENSERS AND ISLANDS TO BE REPLACED. EXISTING COMMERCIAL DIESEL DISPENSERS TO BE REPLACED AND ISLANDS TO REMAIN.
3. EXISTING TOPOGRAPHIC INFORMATION AS SHOWN WAS BASED ON A FIELD SURVEY BY MHF DESIGN CONSULTANTS, INC.
4. EXISTING UNDERGROUND PRODUCT PIPING, EQUIPMENT DESCRIPTIONS AND LOCATIONS ARE ASSUMED. FIELD VERIFICATION IS REQUIRED BY THE CONTRACTOR PRIOR TO CONSTRUCTION.
5. THE UNDERGROUND STORAGE SYSTEM WILL BE TESTED BY THE CONTRACTOR PRIOR TO BACKFILLING AS FOLLOWS:

   A. PRODUCT PIPING
      PRIMARY LINE:
      APPLY AN AIR SOURCE TO THE YP PIPING. PRESSURIZE THE LINE TO BETWEEN 50 AND 100 PSI (3.5 AND 6.89 BAR) AND ALLOW THE PRESSURE TO SETTLE. AFTER PIPING IS PRESSURIZED, SOAP ALL JOINTS AND FITTINGS. IF A LEAK IN THE TERMINATION FITTING IS DISCOVERED RELIEVE THE AIR PRESSURE, RETIGHTEN AND REPRESSURIZE. THE DURATION OF THE TEST MAY VARY, CHECK WITH THE LOCAL AUTHORITY OR INSPECTOR TO VERIFY REQUIREMENTS. IF NO LOCAL REQUIREMENTS ARE SPECIFIED, APT RECOMMENDS A MINIMUM OF A 1-HOUR PRESSURE TEST SHOULD BE OBSERVED WITH NO PRESSURE LOSS. UPON COMPLETION OF A PASSING PRESSURE TEST, PRESSURE CAN BE RELIEVED OR PRESSURE MAY BE HELD UNTIL BACKFILL AND CONCRETE IS POURED.
      NOTE: IF PRESSURE IS LEFT ON THE PIPING SYSTEM FOR AN EXTENDED PERIOD OF TIME, THERMAL EXPANSION OR CONTRACTION MAY CAUSE THE PIPING PRESSURE TO FLUCTUATE.

      INTERSTITIAL SPACE:
      IT IS CRITICAL TO VERIFY THAT THE SCUFF GUARD HAS BEEN PROPERLY CUT BACK OUTSIDE OF THE CONTAINMENT SUMP SO THAT THE TEST BOOT SEALS TO THE OUTSIDE OF THE RIBBED SECONDARY LAYER FOR THIS PRESSURE TEST. IF THE TEST BOOT IS NOT SEALED DIRECTLY ONTO THE RIBBED SECONDARY LAYER, YOU COULD GET FALSE READINGS. ONCE THE TEST BOOTS ARE IN PLACE, PRESSURIZE THE PIPING TO BETWEEN 5 AND 8 PSI (0.34 AND 0.55 BAR). AFTER THE PRESSURE HAS STABILIZED, DISCONNECT THE AIR SUPPLY AND MONITOR THE SYSTEM FOR LEAKAGE. THE LINE NEEDS TO REMAIN PRESSURIZED FOR A MINIMUM OF ONE HOUR WITH NO PRESSURE LOSS DETECTED IN ORDER FOR THE PIPING TO PASS.

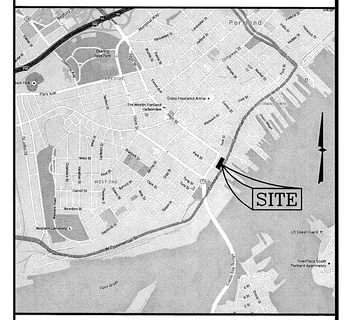
   B. TANKS
      THE TANKS SHALL BE PRECISION TIGHTNESS TESTED BY A QUALIFIED TECHNICIAN.
6. THE CONTRACTOR SHALL CALL DIGSAFE 811 AT LEAST 72 WORKING HOURS PRIOR TO ANY EXCAVATION.
7. ALL CONSTRUCTION AND EQUIPMENT MUST CONFORM TO THE APPLICABLE REGULATIONS AND CODES OF THE TOWN, THE STATE OF MAINE (MDEP CHAPTER 691), AND THE NFPA.
8. CONTRACTOR SHALL PROVIDE AT LEAST 5 DAYS ADVANCE NOTICE TO THE FIRE DEPARTMENT AND THE ENGINEER TO INSPECT THE INSTALLATION PRIOR TO FINAL BACKFILL.
9. UNDERGROUND TANKS TO BE FILLED BY GRAVITY.
10. CONTRACTOR TO HAVE "IFCI" CERTIFICATION.
11. CONTRACTOR TO VERIFY WITH OWNER THE PRODUCT PIPING LAYOUT AS SHOWN ON THIS PLAN PRIOR TO CONSTRUCTION.
12. CONTRACTOR TO PROVIDE FLEXIBILITY ON ALL VENT LINES VIA FLEX CONNECTORS, OR BY PROVIDING AT LEAST FOUR FEET OF STRAIGHT RUN FOR 2" DIA. PIPE AND FIVE FEET OF STRAIGHT RUN PIPE FOR 3" DIA. PIPE, BETWEEN CHANGES IN DIRECTION GREATER THAN 30 DEGREES.
13. NO CHANGES ARE PROPOSED TO THE EXISTING FIRE SUPPRESSION SYSTEM.
14. THE EXISTING CANOPY ROOF DRAIN SYSTEM FOR THE RETAIL CANOPY WILL REMAIN, NO CHANGES ARE PROPOSED.

TANK LEGEND:

4-1 12K REGULAR	EXISTING 12,000 GAL DOUBLE WALL JACKETED STEEL UNDERGROUND STORAGE TANK TO BE ABANDONED IN PLACE. INSTALLED 11/1/1997.
5-1 8K SUPER	EXISTING 8,000 GAL DOUBLE WALL JACKETED STEEL UNDERGROUND STORAGE TANK TO BE ABANDONED IN PLACE. INSTALLED 11/1/1997.
5-2 4K DIESEL	EXISTING 4,000 GAL DOUBLE WALL JACKETED STEEL UNDERGROUND STORAGE TANK TO BE ABANDONED IN PLACE. INSTALLED 11/1/1997.
6-1 15K REGULAR	PROPOSED 15,000 GAL ZCL DOUBLE WALL FRP UNDERGROUND STORAGE TANK
7-1 / 7-2 8K DIESEL 7K SUPER	PROPOSED 15,000 GAL COMPARTMENTALIZED ZCL DOUBLE WALL FIBERGLASS UNDERGROUND STORAGE TANK BASE=8K DIESEL 7-1 AND END=7K SUPER 7-2

- ☐ SUPERSEDES ALL PREVIOUS ISSUES
- ☐ APPROVED FOR CONSTRUCTION
- ☐ PRELIMINARY–NOT FOR CONSTRUCTION
- ☐ ISSUED TO: _____

_____ DATE _____



LOCATION MAP
NOT TO SCALE

REV	DATE	BY	REVISION

REVISIONS

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(603) 893-0720
ENGINEERS • PLANNERS • SURVEYORS
www.mhfdesign.com

STATE OF MAINE
FRANK C. MONTEIRO
7201
LICENSED PROFESSIONAL ENGINEER
1/26/16

IRVING

DRAWN BY: CCC	DESIGNED BY: FCM
SCALE: 1"=20'	APPROVED BY:
DATE: 1/26/16	PROPERTY NO.:
CAD FILE: 388OTP.DWG PLOTTED:	REF-BLK: REF-BLK: REF-BLK:

IRVING OIL
190 COMMERCE WAY
PORTSMOUTH, NH 03801

PROJECT:
393 COMMERCIAL STREET
PORTLAND, MAINE

SHEET TITLE:
UST OVERVIEW PLAN

PROJECT:	DRAWING NO:	REVISION:
	UST1	-

COMPANY SUPERVISOR AND CONTRACTOR TO VERIFY ALL MEASUREMENTS ON WORK OR AT SITE. THIS DRAWING IS THE PROPERTY OF IRVING OIL LTD. AND SHALL BE RETURNED ON COMPLETION OF WORK.

811 DigSafe MA-ME-NH-RI-VT

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