



October 31, 2008

Mr. Carl Chavez  
Oil Conservation Division  
Environmental Bureau  
1220 S. St. Francis Dr.  
Santa Fe, NM 87505

Ms. Hope Monzeglio  
Environmental Specialist  
New Mexico Environment Department  
Hazardous Waste Bureau  
2905 Rodeo Park Drive East, BLDG 1  
Santa Fe NM 87505

Re: Engineering and Design of the Sanitary Wastewater Lift Station GW-032

Dear Mr. Chavez and Ms. Monzeglio:

Enclosed are various documents for your consideration that describe our proposed alternative to our previous plan for the Western Refining, Gallup Refinery, Sanitary Wastewater Lift Station. This submission is based on our preliminary telephone discussions with you, Carl, on Thursday, October 24, 2008. Our alternative plan we believe will be more effective, with lower operational requirements, and less system complexity, and meet the requirements in the OCD letter dated March 12, 2008.

Earlier, we had submitted various drawings to meet the requirement of sending engineering and design details to the agencies by June 2008, and these drawings and our plan had been approved by the OCD/NMEMNRD. Through this submittal we are sending you detailed drawings of important features of our proposed alternative and various other documents (maps, satellite photographs, drawings, block-flow diagrams, etc.) that will help you understand our reasoning and enable you to provide us with an evaluation of the alternative approach. At this time, the detailed drawings for our entire alternative plan are under preparation, and will be completed based on your approval of our proposed alternative.

The plan submitted earlier involved the construction of tanks with a capacity of 48-hours flow holding capacity, to account for the circumstance of a rupture or leak in the pipeline between the Pilot Travel Center and our wastewater treatment system. We are now proposing the construction of a second back-up pipeline, along with the new pipeline and new lift station to serve as an alternative to holding tanks in case the primary pipeline

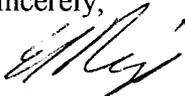
suffers a break. A second back-up line has the advantage that a rupture that lasts longer than 48 hours to repair could be dealt with more easily by using the secondary back-up line. Also, we will connect the two pipelines at various junctions (along with several clean-out locations) to account for any eventuality that both pipelines suffer a break (or leak for whatever reason) at the same time. We will thus be able to use sections of each pipeline in the extreme unlikely eventuality that both lines ever need repair simultaneously. We will also hydro-test the lines prior to commissioning, have a regular inspection and maintenance schedule to avoid any such possibility, and test the lines on a five year schedule.

We do understand the OCD and the NMED are concerned about the possibility that the Pilot Travel Center might send oil along with its sanitary wastewaters to the Western Refining new Wastewater Treatment System. The Pilot Travel Center does operate its own oil-water separator for all water generated from its truck and automobile service areas (this stream is kept separate from sanitary wastewater), and the water from the oil-water separator goes to the Pilot Travel Center's on-site evaporation lagoon (see satellite photograph and maps). Sludge from this oil-water separator is pumped out on a regular basis and is shipped off-site. The kitchen wastewater is also segregated and goes through grease traps before entering the sanitary wastewater stream. The Pilot Travel Center, therefore, will only send sanitary wastewater (and kitchen wastewater without oil and grease) to our wastewater treatment system, as the various streams within the Travel Center are physically segregated and treated differently.

The new alternative we are proposing has an additional great benefit - we are now proposing screens that will screen out < 2 mm solids, a scale smaller than our original plan. This finer scale is needed for the effective operation of our proposed new wastewater treatment system that deals with process wastewater along with the sanitary wastewater from the Pilot Travel Center.

Please contact me at (505) 722-0217 if you have any comments or questions regarding this submission.

Sincerely,

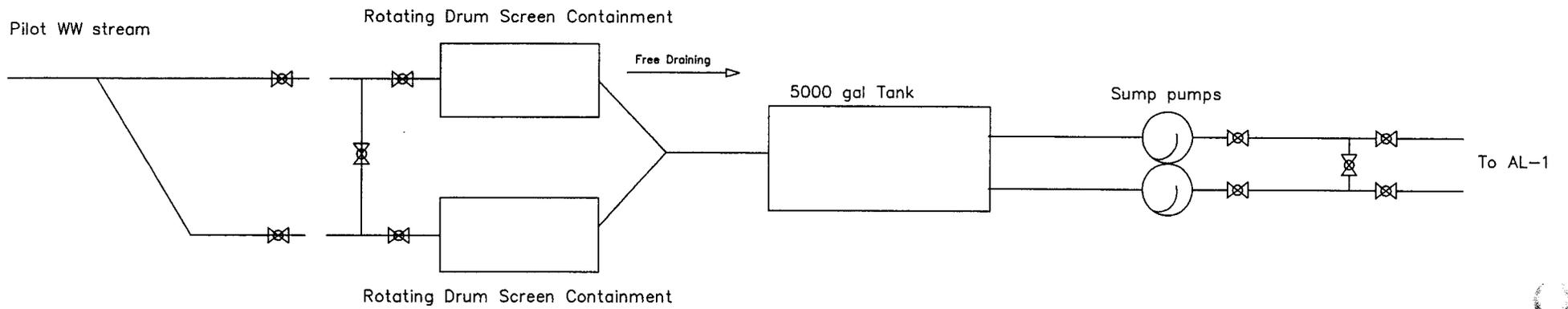


Ed Riege  
Environmental Superintendent

/Attachments

cc: Mark Turri  
Don Riley  
Jim Hallock  
Gaurav Rajen  
Western Refining

# Pilot Lift Station Basic Drawing



## ATTACHMENTS

- Pilot Lift Station Basic Drawing rev 1
- Pilot Travel Center Site Plan rev 1
- Pilot Travel Center Land Title Survey
- Figure 1 – Pilot Travel Center Satellite photograph
- Figure 2 – Pilot Travel Center Satellite photograph
- Z-02-158 Refinery elevation & Contours rev 1 (indicates new waste water pipe routing)
- D78534 Lakeside RAPTOR Rotating Drum Screen Model 24RDS-0.08-102
- D-68979 Lakeside RAPTOR Wedge Section Installation Model 24WS-0.04-89
- Lakeside Raptor Rotating Drum Screen bulletin #2316
- Lakeside Raptor Rotating Drum Screen Plant Performance Report #169

**TO VIEW THE MAP AND/OR  
MAPS WITH THIS DOCUMENT,  
PLEASE CALL THE  
HAZARDOUS WASTE BUREAU  
AT 505-476-6000 TO MAKE AN  
APPOINTMENT**



**Area of detail (Figure 2)  
Pilot Travel Center**

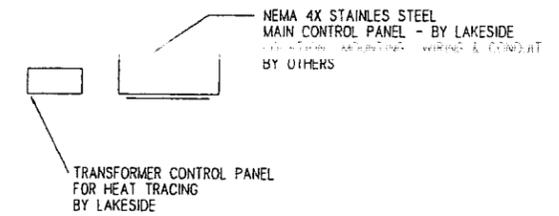
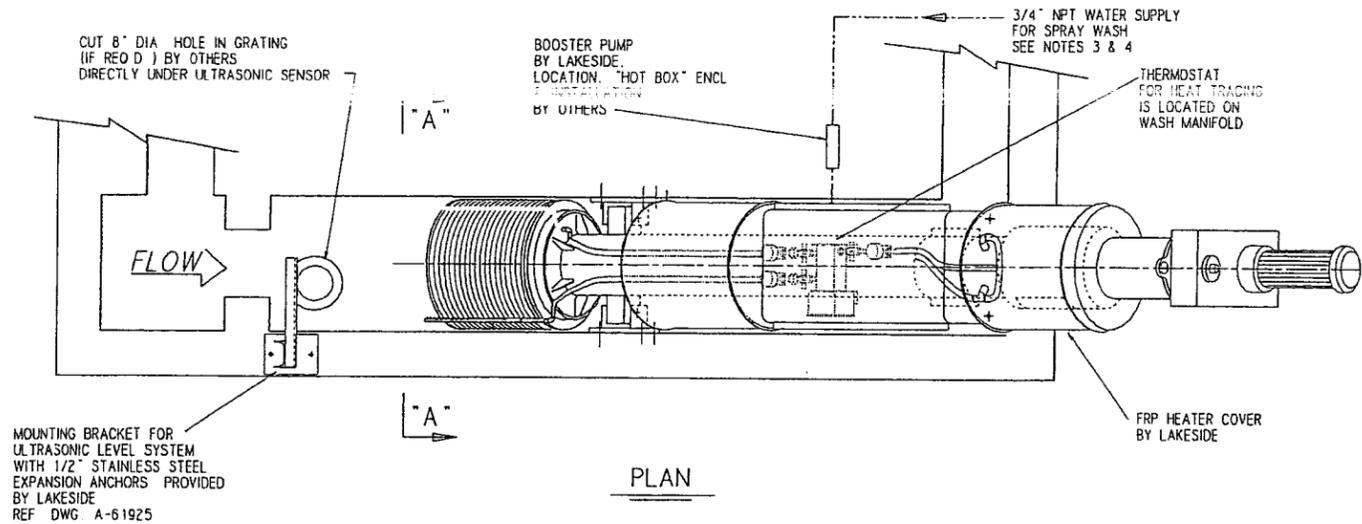
**Western Refining  
Gallup Refinery**

**Figure 1: Satellite photograph of general project area**

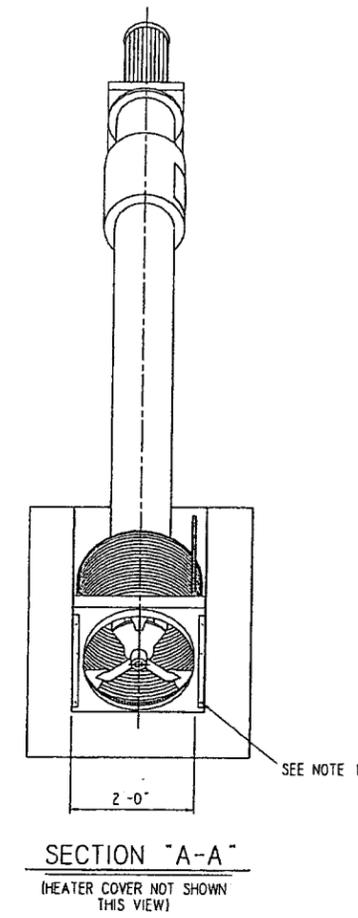
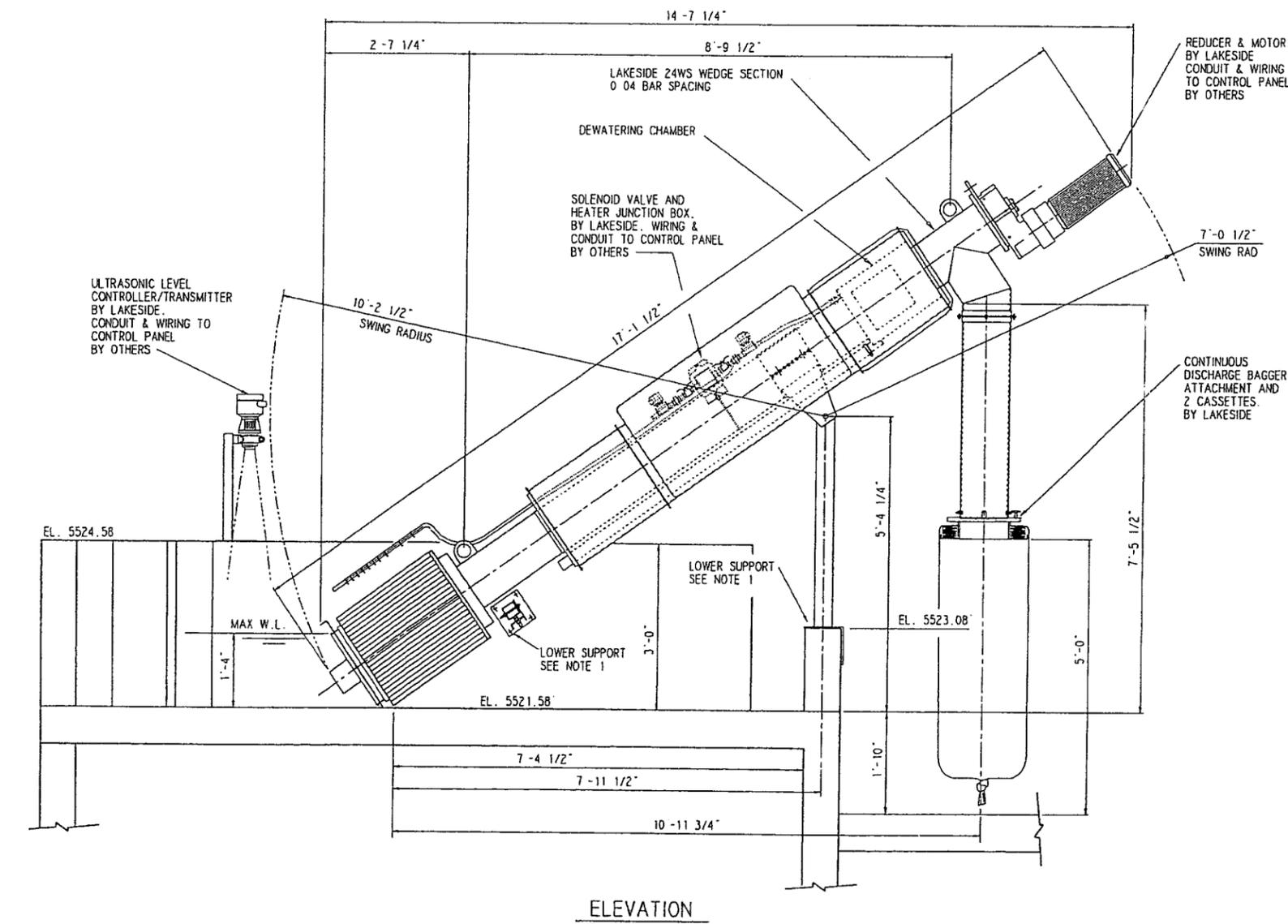


**On-site evaporation pond for Pilot  
Travel Center's water from  
underground Oil-Water Separator**

**Figure 2: Satellite photograph of Pilot Travel Center**



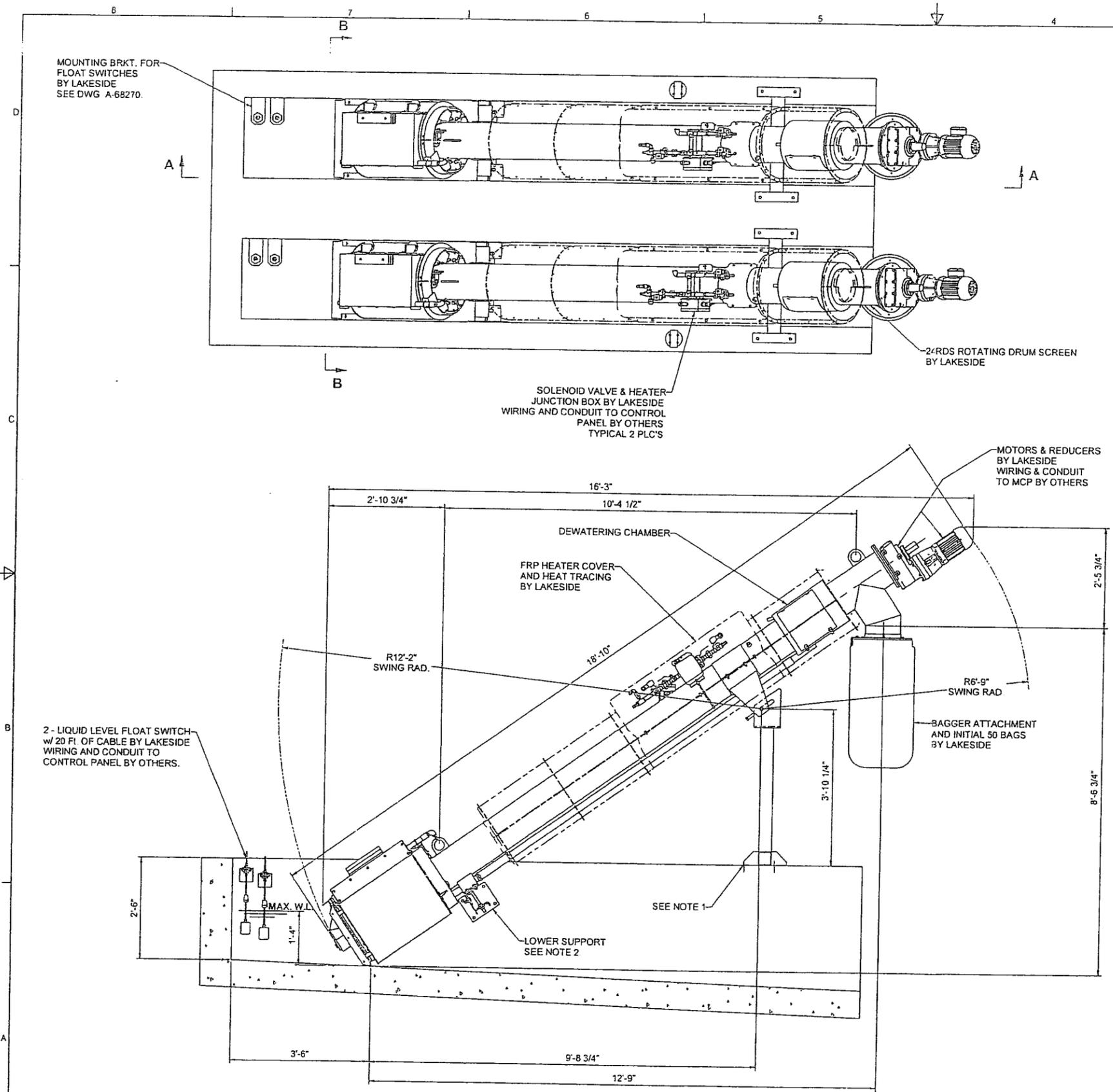
**NOTE:**  
 THESE CONTROL PANELS HAVE BEEN DESIGNED TO POWER ONLY THOSE ELECTRICAL LOADS SPECIFICALLY SHOWN OR NOTED ON LAKESIDE ELECTRICAL DRAWINGS. CONNECTIONS TO OTHER POWER CONSUMING DEVICES WILL VOID THE WARRANTY.



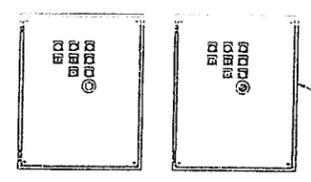
- INSTALLATION NOTES:**
- 1) SEE DRAWING B-57360
  - 2) AFTER LOWERING SCREEN INTO CHANNEL, ANCHOR UPPER SUPPORT ASSEMBLY WITH 5/8" STAINLESS STEEL ADHESIVE ANCHORS SUPPLIED BY LAKESIDE SEE DWG. A-63524
  - 3) WATER SUPPLY LINES AND ELECTRICAL CONNECTIONS TO BE FLEXIBLE OR QUICK DISCONNECT TYPE TO ALLOW UNIT TO PIVOT OUT OF CHANNEL.
  - 4) KEEP AREA UNDER SCREENINGS TRANSPORT SCREW FROM FIXED OBSTRUCTIONS SUCH AS ELECTRICAL CONDUIT, PIPING, ETC. TO PERMIT ROTATION OF THE ROTAMAT OUT OF THE CHANNEL FOR SERVICE

**SAFETY WARNING:**  
 THERE ARE INHERENT DANGERS WHILE INSTALLING OR OPERATING ELECTRICALLY POWERED MECHANICAL EQUIPMENT. CONSULT AND WORK WITH YOUR PROJECT SAFETY COORDINATOR TO DETERMINE ALL NECESSARY CAUTION IS EXERCISED AND GUARDING IS BEING PROVIDED TO PREVENT ACCIDENTS

REVISIONS				REVISIONS				REVISIONS				REVISIONS			
DATE	DR.	CHKD.		DATE	DR.	CHKD.		DATE	DR.	CHKD.		DATE	DR.	CHKD.	
<b>LAKESIDE</b> DR. R.D. DATE 2-5-04 <b>WEDGE SECTION INSTALLATION</b> COCHITI LAKE, N.M. DRW. NO. REV. EQUIPMENT CORPORATION CKH FILE NO. 172 MODEL 24WS-0.04-89 COCHITI LAKE WWTF S.O. #03-236 <b>D-68979</b>															



ELEVATION

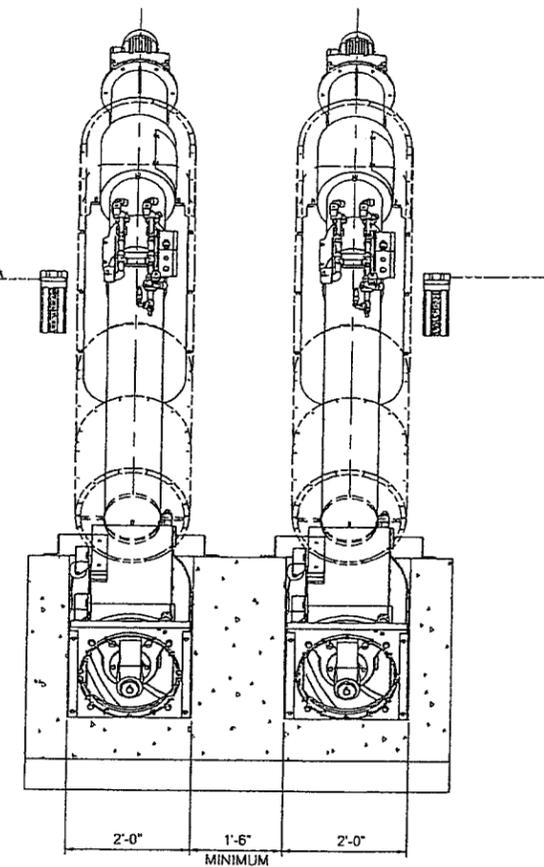


TWO (2) NEMA 4X STAINLESS STEEL MAIN CONTROL PANELS (MCP) BY LAKESIDE. LOCATION, MOUNTING, WIRING & CONDUIT BY OTHERS

NOTE: THESE CONTROL PANELS HAVE BEEN DESIGNED TO POWER ONLY THOSE ELECTRICAL LOADS SPECIFICALLY SHOWN OR NOTED ON LAKESIDE ELECTRICAL DRAWINGS. CONNECTIONS TO OTHER POWER CONSUMING DEVICES WILL VOID THE WARRANTY.

3/4" NPT WATER SUPPLY FOR SPRAY WASH SEE NOTES 3 & 4 BY OTHERS

NOTE: LAKESIDE WILL PROVIDE 20 FT. OF HEAT TAPE AND 18 FT. OF INSULATION FOR THE WATER SUPPLY LINE. INSTALLATION IS BY OTHERS.



SECTION B-B

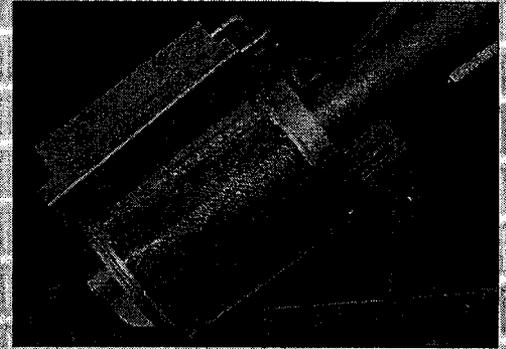
**SAFETY WARNING:**  
THERE ARE INHERENT DANGERS WHILE INSTALLING OR OPERATING ELECTRICALLY POWERED MECHANICAL EQUIPMENT. CONSULT AND WORK WITH YOUR PROJECT SAFETY COORDINATOR TO DETERMINE ALL NECESSARY CAUTION IS EXERCISED AND GUARDING IS BEING PROVIDED TO PREVENT ACCIDENTS.

- INSTALLATION NOTES:**
- 1) AFTER LOWERING SCREEN IN TO CHANNEL. ANCHOR SUPPORT ASSEMBLY WITH 5/8" STN STL. ADHESIVE ANCHOR PROVIDED BY LAKESIDE. SEE DWG A-54117
  - 2) AFTER LOWERING SCREEN IN TO CHANNEL. ANCHOR LOWER SUPPORT ASSEMBLY WITH 5/8" STN STL. ADHESIVE ANCHOR PROVIDED BY LAKESIDE. SEE DWG B-57360
  - 3) WATER SUPPLY LINES AND ELECTRICAL CONNECTIONS TO BE FLEXIBLE OR QUICK DISCONNECT TYPE TO ALLOW UNIT TO PIVOT OUT OF CHANNEL.
  - 4) KEEP AREA UNDER SCREENINGS TRANSPORT SCREW FREE FROM FIXED OBSTRUCTIONS SUCH AS ELECTRICAL CONDUIT, PIPING, ETC. TO PERMIT ROTATION OF THE SCREEN OF THE CHANNEL FOR SERVICE.

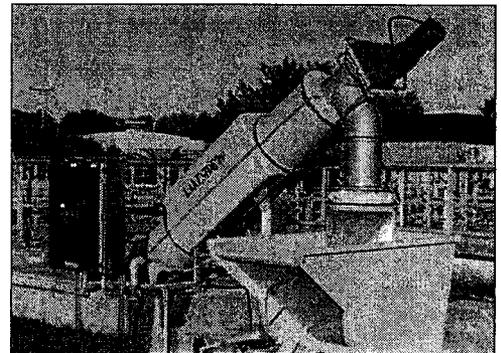
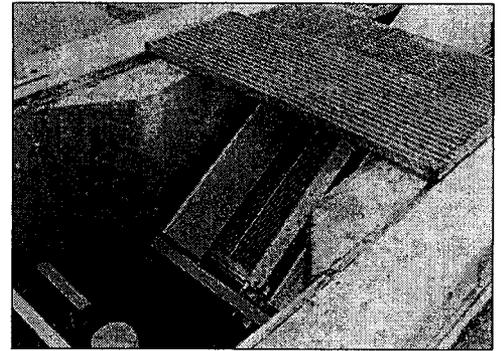
REVISED TO SHOW NEW UPPER SUPPORT	3-5-08	RD	JS
REVISION	DATE	DR	CHKD

	PROJECT	Dalton, GA. Mill Creek WWTP - Dalton Utilities	
	TITLE	RAPTOR® ROTATING DRUM SCREEN MODEL 24RDS-0.08-102	
DRAWN	DATE	SIZE	S O #
RD	11/12/2007	D	07-191
CHECKED	DATE	DWG NO	REV
CKH	11/14/2007	D78534	B
COPYRIGHT © 2007 LAKESIDE EQUIPMENT CORPORATION		SCALE	FILE NO
		SHEET	1 OF 1
			172

# Raptor<sup>®</sup> Rotating Drum Screen

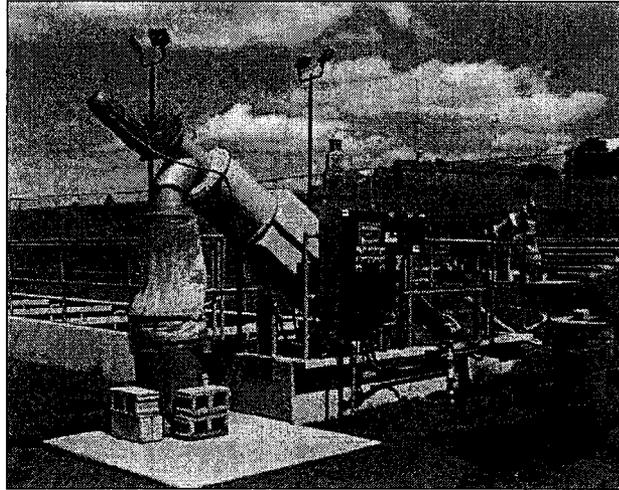


Innovative Screening Solutions



# The Lakeside *RAPTOR*® Rotating Drum Screen

The Lakeside *Raptor*® Rotating Drum Screen meets and exceeds the expectations of operators worldwide with its innovative screening solutions. Not only does the Rotating Drum Screen remove solids, but it also washes and dewateres captured screenings. Along with a simple design and operation process, this screen has a high removal efficiency and low disposal costs.



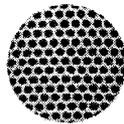
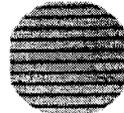
## Screen, Compact and Dewater in a Single Unit

Wastewater from the influent channel flows directly into the screening basket. Fabricated with either wedge-shaped screen bars or perforated plate, the screening basket retains fine solids without clogging. Installed at the front of the screening basket, a seal assembly plate prevents unscreened wastewater from bypassing the screen.

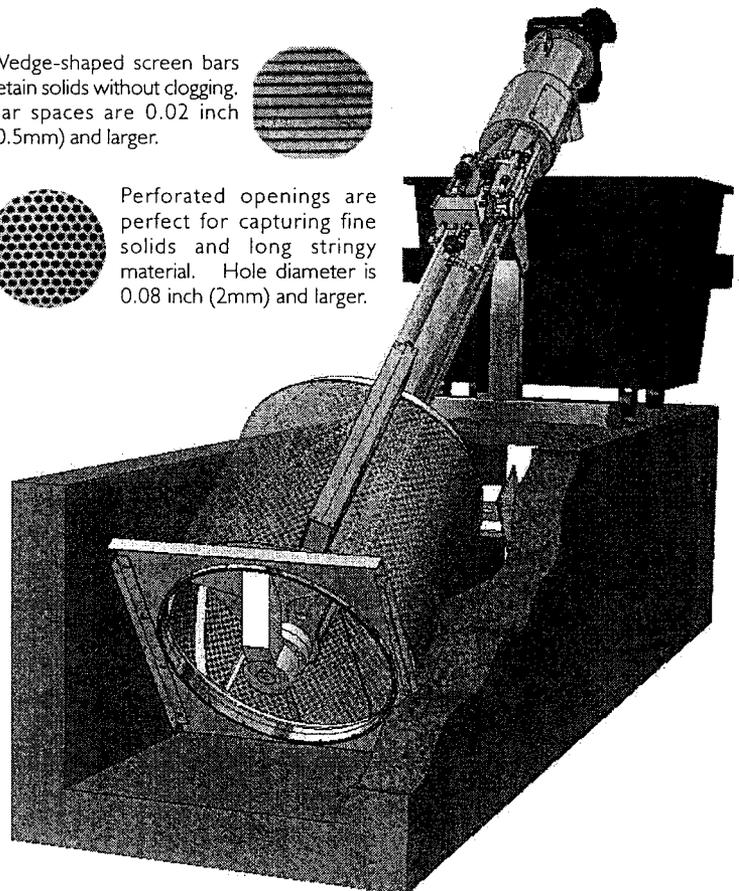
When the wastewater rises to a predetermined level, the screening basket rotates and lifts the screened material out of the influent flow stream. As the material reaches the top of the screening basket, with the help of gravity, it drops into the central screw conveyor/compactor. Any material still in the screening basket is removed by a spray wash system. This system also flushes organic materials back into the influent channel.

The central screw conveyor/compactor transports screened material to the discharge chute and storage container. During transport, the solids are compacted and dewatered up to a 40 percent dry solids content.

Wedge-shaped screen bars retain solids without clogging. Bar spaces are 0.02 inch (0.5mm) and larger.

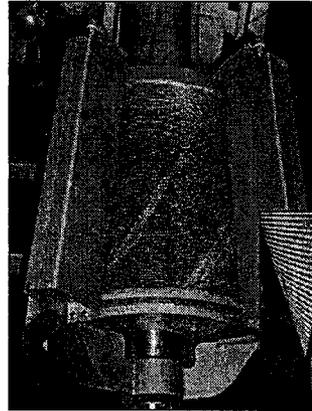


Perforated openings are perfect for capturing fine solids and long stringy material. Hole diameter is 0.08 inch (2mm) and larger.

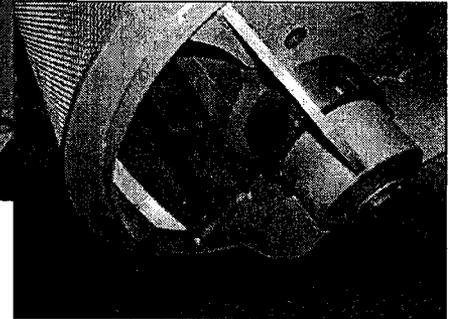


## Equipment Features and Benefits

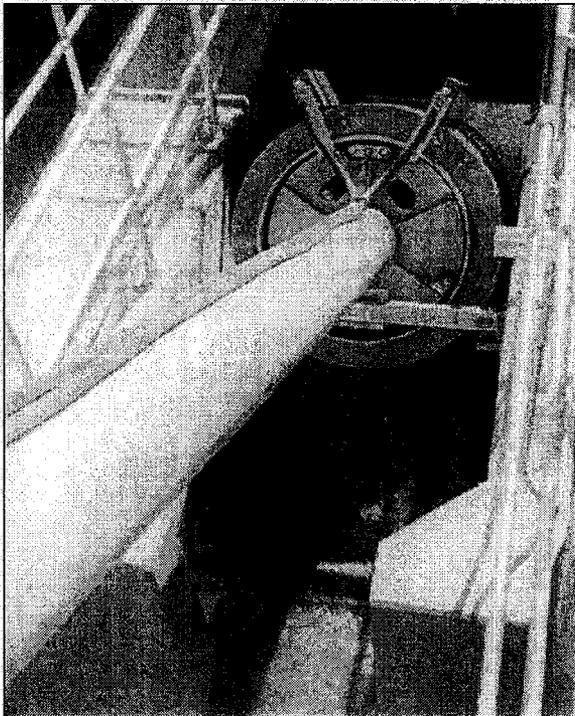
- All stainless steel construction for superior corrosion resistance
- Simple mechanical design requires little maintenance
- Hinged structural support allows unit to pivot out of channel for maintenance at floor level
- Simple drive assembly makes service easy and reduces maintenance costs
- Unit is shipped fully assembled to minimize installation expenses
- All mating parts are machined to ensure proper fit and operation



The Rotating Drum Screen's mechanical design and stainless steel construction lengthen its service life.



## Exceptional Efficiency and Handling

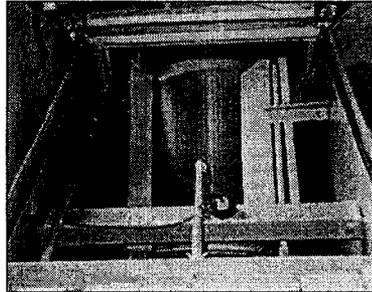


- Unique screening basket provides high screening removal efficiency
- Ideal for scum removal applications
- Two-stage screenings wash water system helps return organic material to wastewater stream
- Integrated screening press reduces volume and weight of screenings for lower disposal costs and cleaner operation
- Enclosed transport tube and optional bagging attachment reduce odors and offer a clean working environment for operators
- Optional insulation and heating systems permit cold climate operation

# Product Options

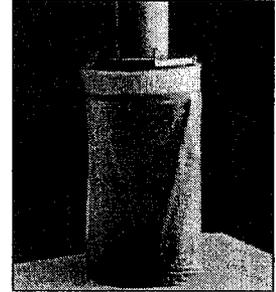
## Tank Mounting

Available for all size screens, the entire unit can be enclosed in a pre-engineered tank.



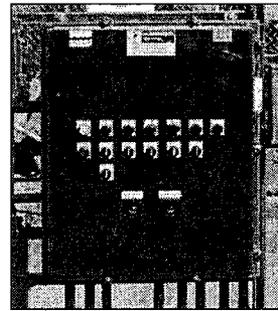
## Bagging Attachment

Available for all size screens, the enclosed transport and optional continuous bagging attachment reduce odors and provide a clean work area.



## Weather Protection

Available for all size screens and transport tubes, the Lakeside weather protection system protects to 13° below zero (minus 25° C).



## Control Panel

Lakeside control panels are PLC-equipped for versatile and efficient operation. Explosion-proof designs are also available.

## Treatment equipment and systems solutions from Lakeside

Lakeside offers a wide range of equipment and systems for virtually all stages of wastewater treatment from influent through final discharge. Each process and equipment item that we supply is manufactured with one goal in mind . . . to reliably improve the quality of our water resources in the most cost-effective way possible.

We've been doing just that since 1928.

### Aeration

newair® Diffuser  
CLR Process  
E.A. Aerotor  
Magna Rotors  
Rotor Covers  
Level Control Weirs

### Clarification

Spiraflo Clarifier  
Spiravac Clarifier  
Tertiary Treatment using Series Clarification  
Full-Surface Skimming

### RAPTOR® Screening Products

Fine Screen  
Micro Strainer  
Rotating Drum Screen  
Wash Press  
Septage Acceptance Plant

### Grit Collection

SpiraGrit  
Aeroductor  
RAPTOR® Grit Washer  
Inline Grit Collector  
Model L Grit Classifier

### Trickling Filters

### Other Screening Products

Water Intake Screens  
CSO Screens

### Screw Pumps

Open Screw Pumps  
Enclosed Screw Pumps

### Submersible Products

Mixers  
Propeller Pumps  
Grinder Pumps

### Trash & Screen Rakes

### Packaged Headworks Systems

RAPTOR® Complete Plant  
H-PAC



**LAKESIDE**

*Water Purification Since 1928*

1022 E. Devon, P.O. Box 8448

Bartlett, IL 60103

630/837-5640, FAX: 630/837-5647

E-mail: [sales@lakeside-equipment.com](mailto:sales@lakeside-equipment.com)

<http://www.lakeside-equipment.com>

## Rotating Drum Screen is Maintenance-free Wheaton, IL

### **Lakeside Equipment Installed**

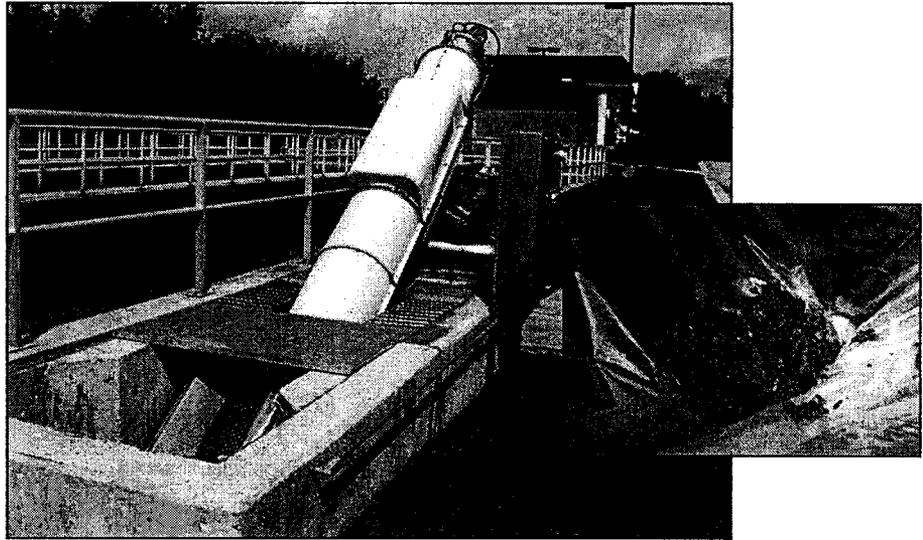
31RDS-0.02-105 *Raptor*® Rotating  
Drum Screen

### **Equipment Operation**

Fully automated with one hour of  
general up-keep per week

### **Contact**

Steve Bollweg  
Plant Superintendent  
630/668-1515



*At the Wheaton Sanitary District, Wheaton, Ill., the Raptor® Rotating Drum Screen (above) has been in operation for five years. The screen is highly efficient in processing scum, grease and floatables from the adjacent clarifiers, producing discharge (inset) that regularly passes paint filter tests.*

Primary settling tank grease and skimmings are difficult materials to process at wastewater treatment facilities. While many facilities tend to pump this scum into their digesters, it is difficult to mix and more difficult to biologically stabilize, forcing plants to look for other methods of treatment.

The Wheaton Sanitary District, Wheaton, Illinois, operates with three rectangular chain and flight primary clarifiers. Surface scum and other floatables were skimmed into a pit to be decanted then pumped to an externally fed drum screen. The screen was located in one building and the pump in another with the process running five steps: skimming/decanting, pumping, filtering, and conveyance to a dumpster.

While testing septage screening equipment for a new receiving station, the staff at Wheaton

noted the capability of a different type of rotating drum screen, which handles grease and solid material by removing, dewatering and compacting in one machine. The unit, Lakeside Equipment Corporation's *Raptor*® Rotating Drum Screen (RDS), was brought in to test its handling of grease and floating material removed by the skimming troughs.

The RDS, with 0.5mm-spaced wedge wire, receives skimmings from the scum pit next to the screen, effectively removing grease and solid material. The material enters the rotating drum where it is screened and deposited in the screw conveyor to be dewatered and compacted. Discharged screenings were a solid material of grease and debris. It became apparent during testing the RDS could perform the five-step process of scum handling with one piece of equipment. After

## Rotating Drum Screen is Maintenance-free

Wheaton, IL

*... continued*

further testing, the plant concluded the RDS could be installed directly into the scum pit, eliminating the need for pumping. The District contacted Lakeside and purchased a 31-inch Rotating Drum Screen for installation directly into the existing scum pit.

Skimmings from three sedimentation tank troughs enter the chamber through a common pipe. Operator attention is minimal as the unit operates automatically based on preset water levels. The first processed material was visibly free of liquids and accepted by the landfill and wastehauler. The staff inspected the filtrate that had passed through the drum screen as it left the scum pit and flowed down the lowered decant tube. The filtrate was clear and contained little solids.

Plant operators adjust the common pipeline to allow skimmings from adjacent clarifiers to enter the screen's channel. The screen starts to process the scum, grease and floatables without any attention required.

Aside from weekly high-pressure spray wash cleanings, the RDS has been maintenance free. The Rotating Drum Screen has now provided 5 years of reliable scum processing in one unit. The discharged material passes paint filter testing for free liquids and provides a quick, economical and clean way to process primary tank skimmings.

**Monzeglio, Hope, NMENV**

**From:** Riege, Ed [Ed.Riege@wnr.com]  
**Sent:** Tuesday, November 18, 2008 12:38 PM  
**To:** Chavez, Carl J, EMNRD; Monzeglio, Hope, NMENV  
**Cc:** Hallock, Jim; Rajen, Gaurav  
**Subject:** RE: Engineering and Design of the Pilot Travel Center's Sanitary Wastewater Lift Station GW-032  
**Attachments:** Pilot color scan 1.jpg; Pilot color scan 2.jpg; \_1118112725\_001.pdf

Carl,

On drawing C3.0 I highlighted in yellow the 6,000 gal oil water separator where oil is separated and pumped out and water overflows to the environmental control basin evaporation pond located on Pilot property. Any spills emanating from the truck filling station and surrounding area is directed to this separator. On drawing #2 I highlighted the following:

Blue: the four 2,000 gal septic tanks. One is located at the service building which also serves as the truck wash which is currently not in service, one is located at the truck tire and service facility, one or possibly two are located behind the main building which houses the restaurants, and one for the RV dump station.

Blue with yellow trim: this is a sand trap for the truck wash facility.

Pink: location of sanitary sewer line.

Drawing P-10 of the service building shows the waste oil collection area leading to a waste oil storage tank.

Also included is sheet 15 of 15 detailing the RV dump and septic tank detail.

The environmental project manager for Pilot is Chip Hughes and he can be reached at 865-206-5269 or [chip.hughes@pilottravelcenters.com](mailto:chip.hughes@pilottravelcenters.com).

Thanks  
Ed

Ed Riege  
Environmental Manager

Western Refining  
Gallup Refinery  
Route 3 Box 7  
Gallup, NM 87301  
(505) 722-0217  
[ed.riege@wnr.com](mailto:ed.riege@wnr.com)

---

**From:** Rajen, Gaurav  
**Sent:** Tuesday, November 04, 2008 1:48 PM  
**To:** 'Chavez, Carl J, EMNRD'; 'Monzeglio, Hope, NMENV'  
**Cc:** Riege, Ed; Hallock, Jim; Turri, Mark; Riley, Don  
**Subject:** Engineering and Design of the Pilot Travel Center's Sanitary Wastewater Lift Station GW-032

Dear Carl and Hope:

It is a pleasure to send you a letter from Ed Riege and supporting documents related to our proposed sanitary wastewater lift station connecting sanitary wastewater from the Pilot Travel Center to our wastewater treatment system. Ed is out of town, so I am sending on the letter he signed including related documents – we have mailed copies of these to you all today.

We look forward to your review.

With my best regards,

Raj

Gaurav Rajen  
Environmental Engineer  
Western Refining Gallup Refinery  
505-722-0227

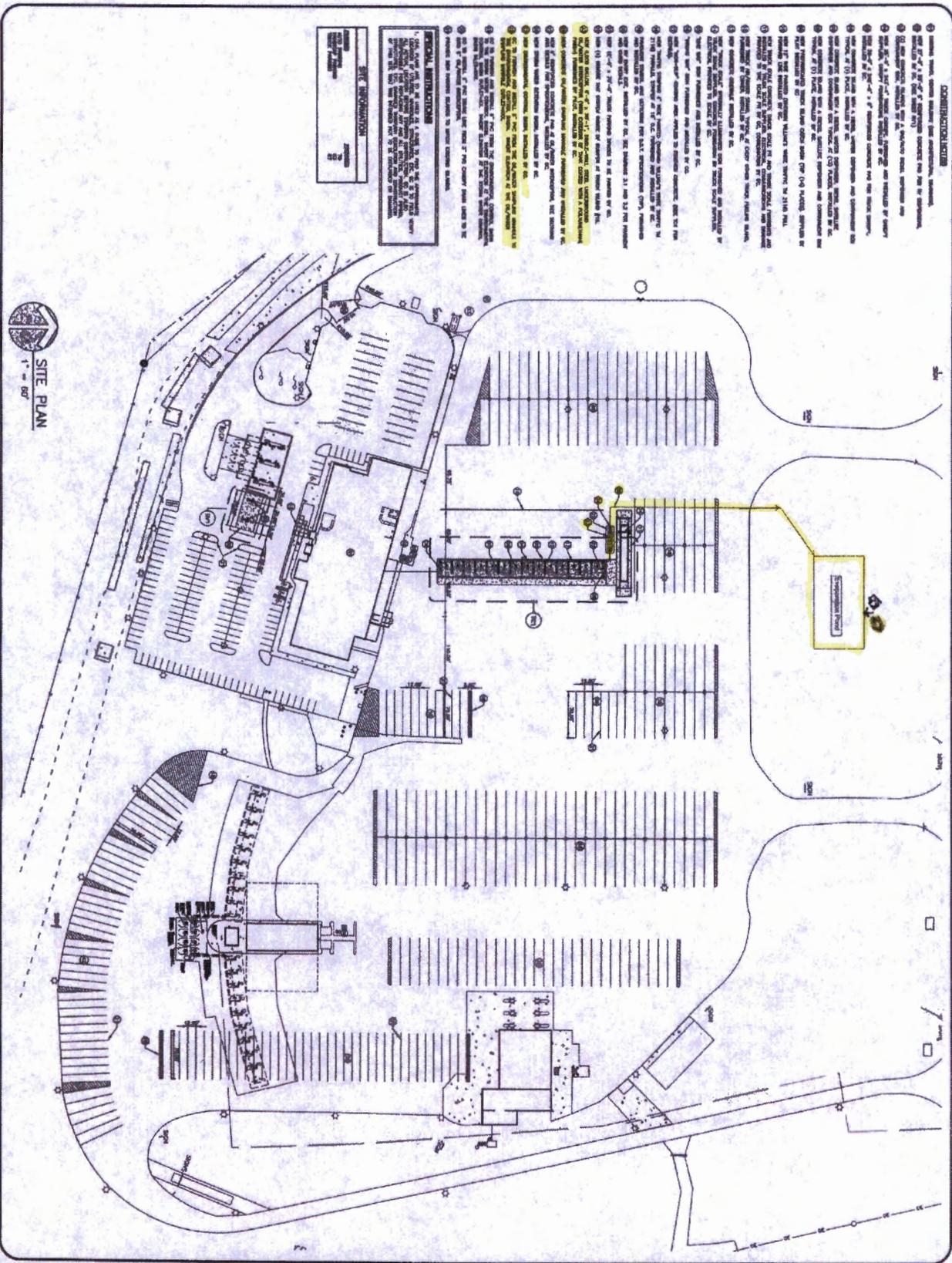
11/19/2008

PS: I am also sending a separate e-mail with one more of the attachments as we have a 5 Megabyte limit on attachments.

---

This inbound email has been scanned by the MessageLabs Email Security System.

---



**SITE PLAN**  
1" = 60'

- CONSTRUCTION NOTES**
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND THE INTERNATIONAL RESIDENTIAL CODE (IRC).
  2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND PLUMBING CODE (IMC) AND THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (IPMC).
  3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ELECTRICAL CODE (IEC) AND THE INTERNATIONAL WIRE AND CABLE CODE (IWCC).
  4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND SAFETY CODE (IFSC) AND THE INTERNATIONAL FIRE AND SAFETY CODE (IFSC).
  5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ENERGY EFFICIENCY CODE (IEEC) AND THE INTERNATIONAL ENERGY EFFICIENCY CODE (IEEC).
  6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL SUSTAINABLE DESIGN AND CONSTRUCTION CODE (ISDCC) AND THE INTERNATIONAL SUSTAINABLE DESIGN AND CONSTRUCTION CODE (ISDCC).
  7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL GREEN BUILDING CODE (IGBC) AND THE INTERNATIONAL GREEN BUILDING CODE (IGBC).
  8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL LEED CODE (ILEED) AND THE INTERNATIONAL LEED CODE (ILEED).
  9. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  11. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  12. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  13. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  14. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  15. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  16. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  17. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  18. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  19. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).
  20. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL WELL-BEING CODE (IWC) AND THE INTERNATIONAL WELL-BEING CODE (IWC).

	DATE: 07-15-23 DRAWN BY: [Name] CHECKED BY: [Name]	<b>SITE PLAN</b> <b>PILOT TRAVEL CENTER</b> INTERSTATE 40, EXIT 39 JAMESTOWN, NEW MEXICO 87347		ROY B. PARSONS & ASSOCIATES REGISTERED ARCHITECT 3008 LOWMEYER ROAD KINCHELLA, TEXAS 75140 817-420-1200	
	PROJECT NO.: [Number] SHEET NO.: [Number]				







**Monzeglio, Hope, NMENV**

---

**From:** Riege, Ed [Ed.Riege@wnr.com]  
**Sent:** Thursday, November 20, 2008 1:31 PM  
**To:** Chavez, Carl J, EMNRD  
**Cc:** Monzeglio, Hope, NMENV; Hallock, Jim; Rajen, Gaurav; Larsen, Thurman  
**Subject:** FW: 305 - Jamestown, NM: OWS information  
**Attachments:** PTC #305 -- Oil-Water Separator Drawings.pdf; DSL Island overview(TEMP015).pdf; Site Plan(TEMP003).pdf; DSL Island detail(TEMP016).pdf; OWS detail(TEMP014).pdf

Carl,  
Good news, I got more detail on Pilot's oil water separator for you from Joey Cupp. His email to me is below along with 5 attachments.

Thanks  
Ed

Ed Riege  
Environmental Manager

Western Refining  
Gallup Refinery  
Route 3 Box 7  
Gallup, NM 87301  
(505) 722-0217  
ed.riege@wnr.com

---

**From:** Chip Hughes [mailto:Chip.Hughes@pilottravelcenters.com]  
**Sent:** Thursday, November 20, 2008 1:06 PM  
**To:** Riege, Ed  
**Cc:** Joey Cupp  
**Subject:** 305 - Jamestown, NM: OWS information

Ed,

Per our discussion, please find attached the schematic of the oil water separator (one from the supplier & one from our plans) that is installed at our site. I included some of the details of the diesel islands as well, showing the center drains and how they are piped to the OWS.

As I mentioned in our meeting, the OWS is monitored on a weekly to monthly basis so if anything comes up out of the ordinary we address it ASAP. The last oil pick up was conducted on 9-20-08 and before that it was done during the 2-7-08 cleaning. Based on past monitoring data, it has been emptied on a semi annual basis, but as previously stated, we monitor the OWS levels and if the oil gets to 20 or more inches the product is picked up for recycling. The 20-inch number is when the pickup becomes profitable for the carrier; therefore, there is no cost to Pilot for this service.

I have also looked into the last time the system was completely cleaned (emptied of all fluids, entered and inspected) and its next scheduled service. The OWS was last serviced on 2-7-08 and the next scheduled maintenance is February 2010. The water that is discharged from the OWS goes directly to our environmental pond located in the grassy area north of the OWS past the truck scales.

Let me know if you need anything else from me.

11/21/2008

<<PTC #305 -- Oil-Water Separator Drawings.pdf>> <<DSL Island overview(TEMP015).pdf>> <<Site Plan(TEMP003).pdf>>  
<<DSL Island detail(TEMP016).pdf>> <<OWS detail(TEMP014).pdf>>

---

**Chip Hughes**

Environmental Project Manager

**Pilot Travel Centers, LLC**

Main: 865-588-7488 x2438

Direct: 865-474-2438

Fax: 865-297-1383

Cell: 865-206-5269

[chip.hughes@pilottravelcenters.com](mailto:chip.hughes@pilottravelcenters.com)

---

This inbound email has been scanned by the MessageLabs Email Security System.

---

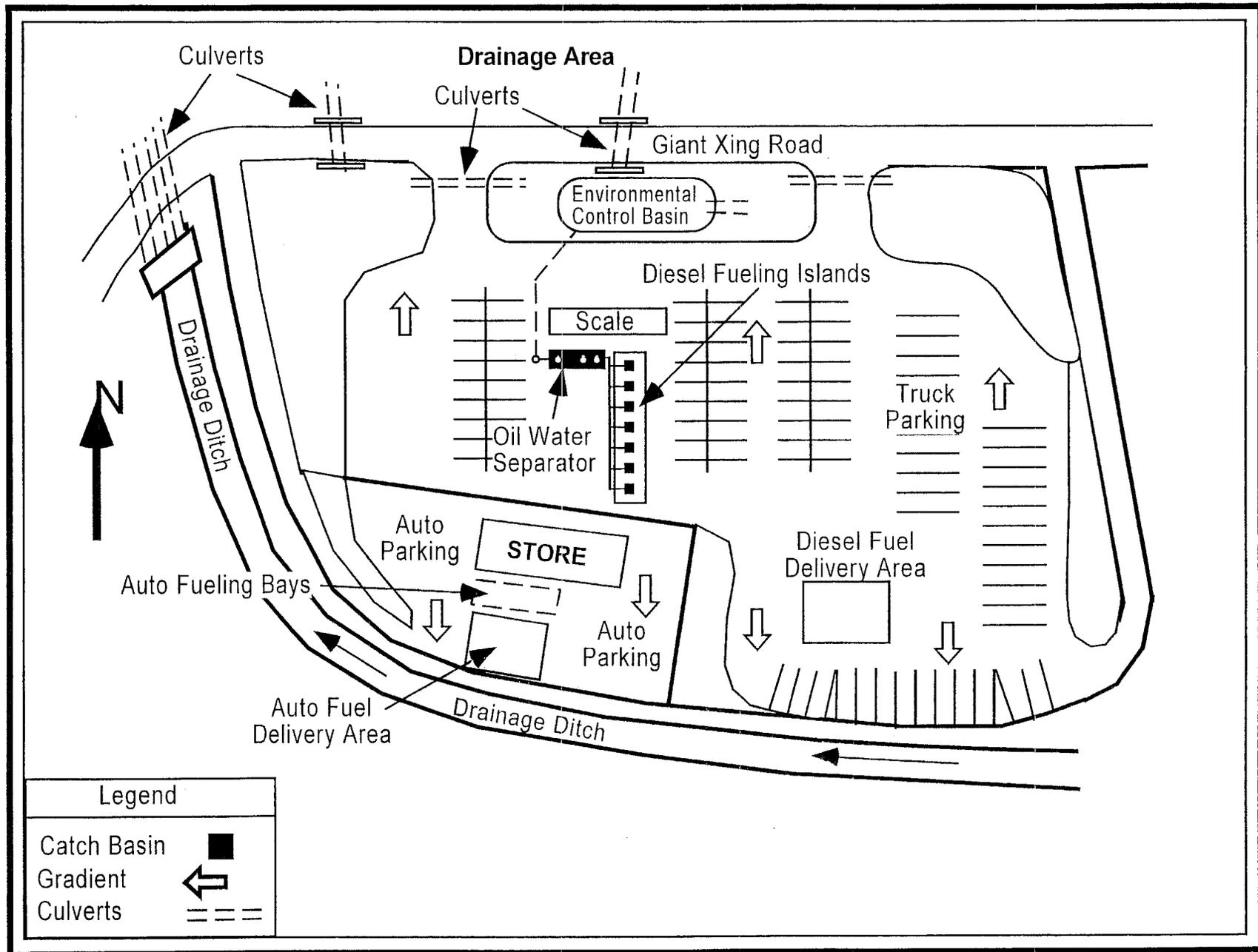


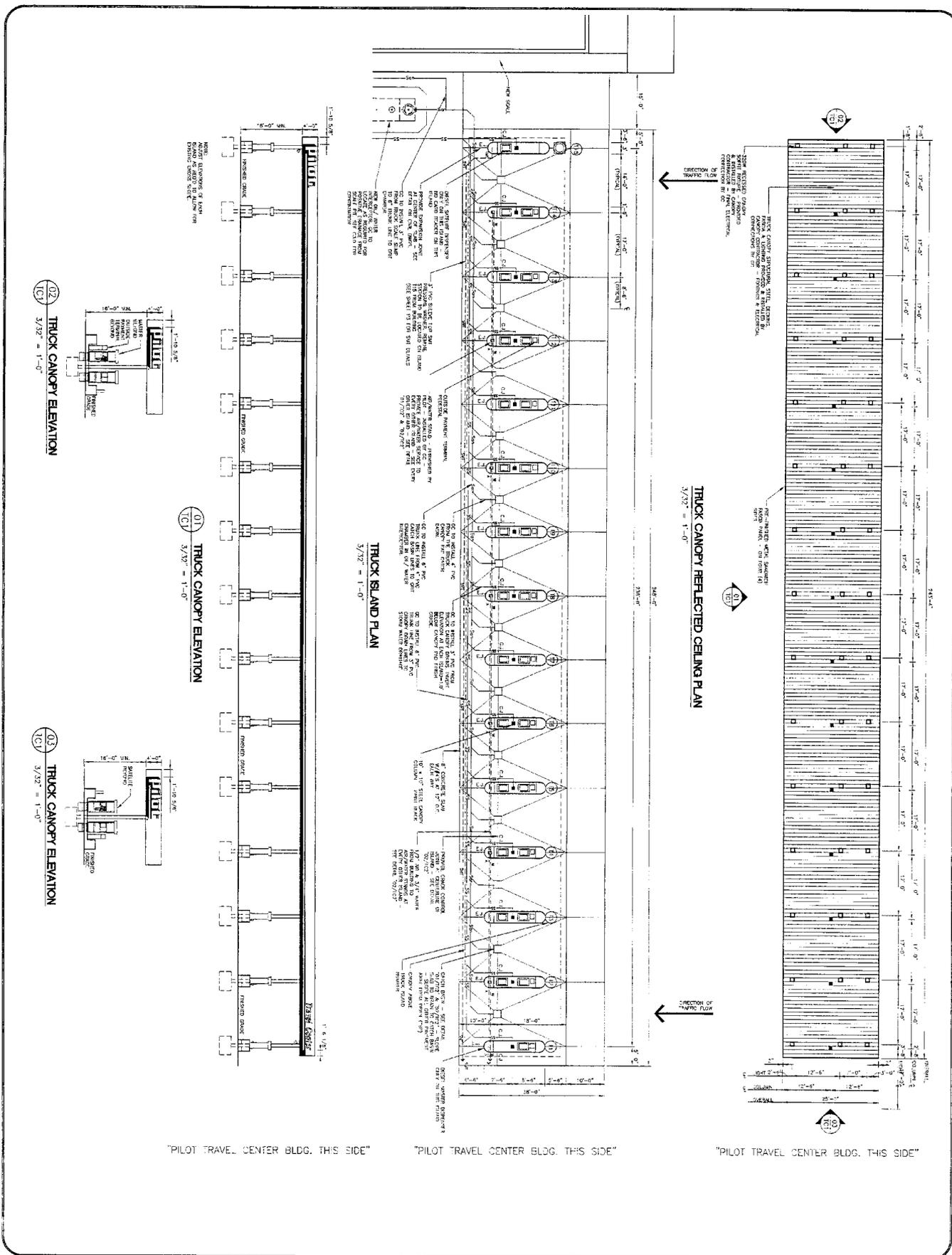
Figure 1. Site Plot for Pilot Travel Center No. 305, Jamestown, NM 87347





FIGURE 1: SITE PLAN  
FIGURE 2: SITE VICINITY MAP

APPENDIX E



"PILOT TRAVEL CENTER BLDG. THIS SIDE"

"PILOT TRAVEL CENTER BLDG. THIS SIDE"

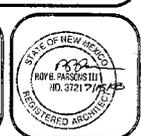
"PILOT TRAVEL CENTER BLDG. THIS SIDE"

	DATE: 07-15-03	DRAWN BY: CML	PROJECT: 105
	DATE: REV: _____	REVISION DESCRIPTION: _____	NTJ: _____

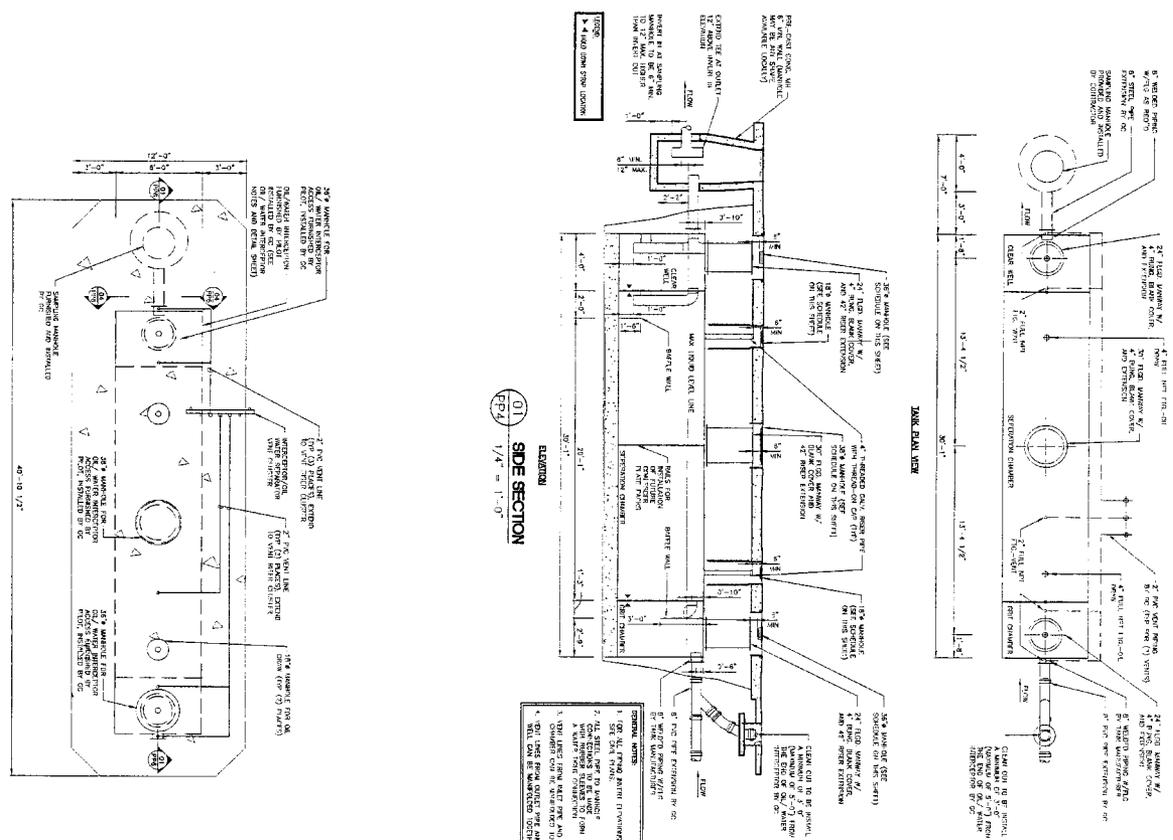
**TRUCK CANOPY PLAN AND ELEVATIONS**  
**PILOT TRAVEL CENTER**  
 INTERSTATE 40, EXIT 39  
 JAMESTOWN, NEW MEXICO 87347



**ROY B. PARSONS II, AIA**  
 REGISTERED ARCHITECT  
 5008 LOMAS ROAD  
 KNOXVILLE, TENNESSEE 37906  
 (606) 568-7488







**OWS MANHOLE/BSM SCHEDULE**

LOCATION	SIZE	MADE	MODEL NO.	EXTENSION	DEPTH
01. STATIONING POINT	36"	TYPE	1000003	1'-0"	3'-0"
02. STATIONING POINT	36"	TYPE	1000003	1'-0"	3'-0"
03. STATIONING POINT	36"	TYPE	1000003	1'-0"	3'-0"
04. STATIONING POINT	36"	TYPE	1000003	1'-0"	3'-0"

**01 WATER INTERCEPTION INSTALLATION NOTES**

1. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
2. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
3. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
4. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
5. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
6. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
7. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
8. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
9. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
10. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
11. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
12. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
13. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
14. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
15. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
16. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
17. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
18. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
19. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
20. THE WATER MAIN IS INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.

**CATHODIC PROTECTION NOTES**

1. ALL OF CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
2. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
3. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
4. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
5. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
6. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
7. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
8. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
9. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
10. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
11. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
12. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
13. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
14. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
15. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
16. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
17. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
18. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
19. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.
20. THE CATHODIC PROTECTION SHALL BE INSTALLED IN ACCORDANCE WITH THE MANHOLE/BSM SCHEDULE.

DATE: 07-15-13 DRAWN BY: JML PROJECT: 205

DATE	REV	REVISION DESCRIPTION	INT.

OIL/WATER INTERCEPTOR  
DETAILS AND NOTES

**PILOT TRAVEL CENTER**

INTERSTATE 40, EXIT 39  
JAMESTOWN, NEW MEXICO 87347

**PROO**  
TRAVEL CENTERS

ROY B. PARSONS II, IA  
REGISTERED ARCHITECT  
5008 LOCAS ROAD  
KNOXVILLE, TENNESSEE 37909  
865-596-2882

STATE OF NEW MEXICO  
ROY B. PARSONS II, IA  
NOV 13 2012  
REGISTERED ARCHITECT

SHEET  
**PP4**  
5