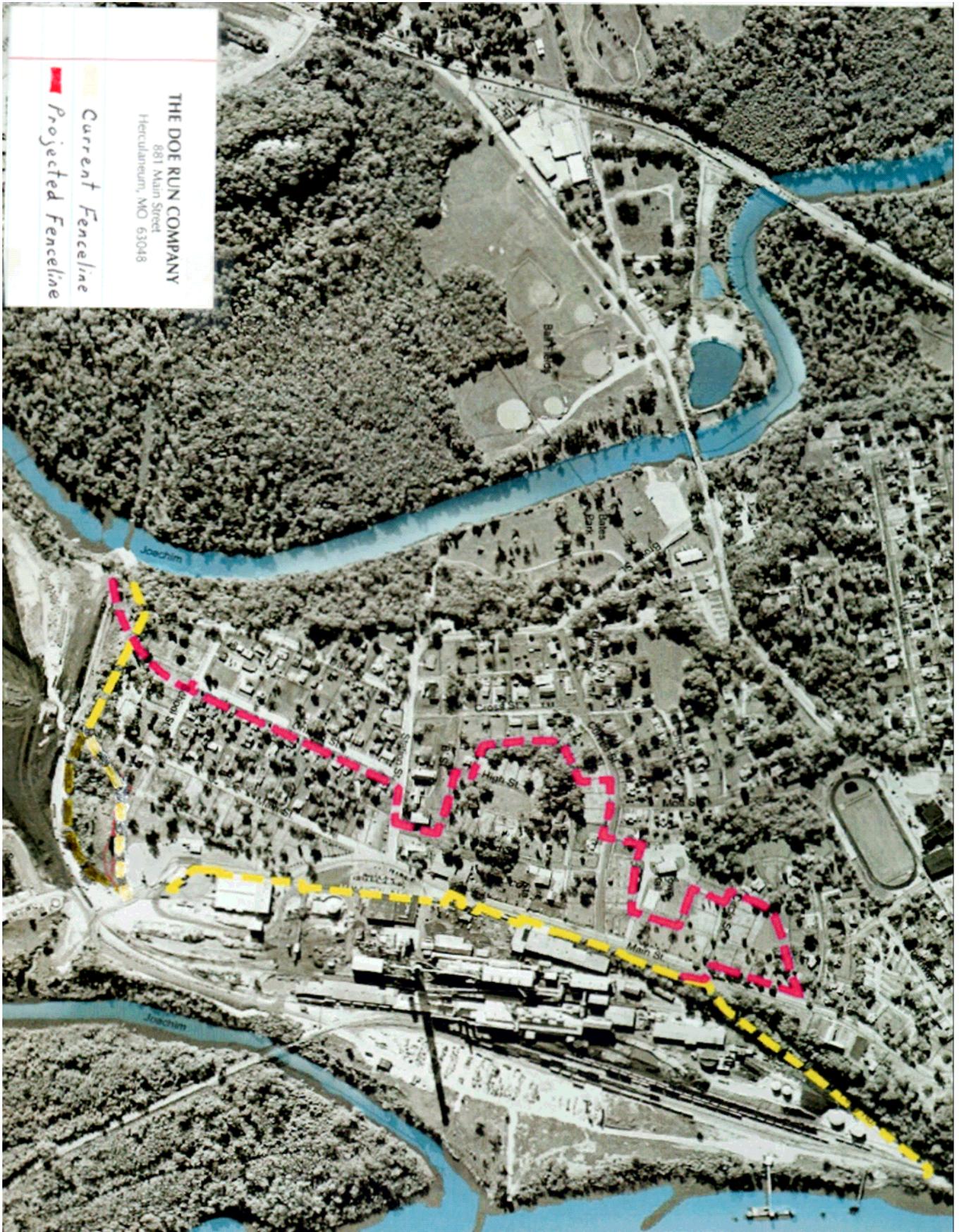


Appendix F (Fenceline)



BUILDING ENCLOSURE INSPECTION

Date		OK	NEED REPAIR	DESCRIPTION OF PROBLEM	CORRECTIVE ACTION	DATE W/O WRITTEN	DATE COMPLETED
DOORS							
DOOR #:							
1							
2							
3							
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5							
6							
7							
8							
9							
10							
INSPECTED BY:							
u:\Acasherry\mydocuments\data\mact\doors							

Appendix H Meteorological Checklist

Station _____

Date					
Technician					
Weekly Inspection - Readings consistent with observations. Wind speed propellers and wind direction vanes turning freely. No debris or obstructions.					
Wind Speed 40m	Y / N	Y / N	Y / N	Y / N	Y / N
Wind Speed 10m	Y / N	Y / N	Y / N	Y / N	Y / N
Wind Speed 2m	Y / N	Y / N	Y / N	Y / N	Y / N
Wind Direction 40m	Y / N	Y / N	Y / N	Y / N	Y / N
Wind Direction 10m	Y / N	Y / N	Y / N	Y / N	Y / N
Wind Direction 2m	Y / N	Y / N	Y / N	Y / N	Y / N
Temperature 40m	Y / N	Y / N	Y / N	Y / N	Y / N
Temperature 10m	Y / N	Y / N	Y / N	Y / N	Y / N
Temperature 2m	Y / N	Y / N	Y / N	Y / N	Y / N
Relative Humidity	Y / N	Y / N	Y / N	Y / N	Y / N
Solar Radiation	Y / N	Y / N	Y / N	Y / N	Y / N
Net Radiation	Y / N	Y / N	Y / N	Y / N	Y / N
Barometric Pressure	Y / N	Y / N	Y / N	Y / N	Y / N
Precipitation gauge clean and level	Y / N	Y / N	Y / N	Y / N	Y / N
Monthly Inspection					
Wind Speed bearings	Pass / Fail				
Wind Direction bearings and potentiometers	Pass / Fail				
Temperature aspirated shields clean and motors operating properly	Y / N	Y / N	Y / N	Y / N	Y / N
Relative Humidity sensor clean and unobstructed	Y / N	Y / N	Y / N	Y / N	Y / N
Solar Radiation sensor clean, level, and no condensation	Y / N	Y / N	Y / N	Y / N	Y / N
Net Radiation sensor clean, level, and no condensation	Y / N	Y / N	Y / N	Y / N	Y / N
Net Radiation domes not discolored, distorted, or damaged	Y / N	Y / N	Y / N	Y / N	Y / N
Net Radiation desiccant blue and white. Replace if pink.	Y / N	Y / N	Y / N	Y / N	Y / N
Barometric Pressure sensor port unobstructed	Y / N	Y / N	Y / N	Y / N	Y / N

Appedix I
Monthly SIP report for washdown

**HERCULANEUM S.I.P.
REPORT**

CREW 1
CREW 2
CREW 3
CREW 4

shift crews Supervisor names

APRIL

2006

DAY	SHIFT	SUPERVISORS	#3 BAGHOUSE FLOOR HOSED	BUILDING DOORS SHUT SINTER PLANT	WINDBOX FLOOR HOSED	SINTER MACHINE FLOOR HOSED	CLAW BREAKER FLOOR HOSED	CRUSHER BAGHOUSE FLOOR HOSED	CV-40 FLOOR HOSED	LIVE ROLL FLOOR HOSED	BOTTOM FLOOR HOSED	#5 BAGHOUSE FLOOR HOSED	HOSE MAIN FLOOR	SHUT BLAST FURNACE	BUILDING DOORS	#1 FURNACE FEED FLOOR HOSED	#2 FURNACE FEED FLOOR HOSED	HOSE CV-43	3 POT ROTATION	REFINERY STRIP MILL	BUILDING DOORS FLOOR HOSED	REFINERY KETTLE FLOOR HOSED	DOCK SWEEP WEEKLY
1	D																						
	N																						
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31	D																						
	N																						

Appendix J
 MACT BF & Ref. Amps & Diff. Pressure readings

HERCULANEUM MACT REPORT B.F./REF.

APRIL

2006

DAY	SHIFT	SUPERVISORS	#6 BAGHOUSE TIME OF READING	#6 BAGHOUSE AMPS	#6 BAGHOUSE DAMPER POSITION	#6 BAGHOUSE DIFFERENTIAL PRESSURE	#7 BAGHOUSE TIME OF READINGS	#7 BAGHOUSE AMPS	#7 BAGHOUSE DAMPER POSITION	#7 BAGHOUSE DIFFERENTIAL PRESSURE	#8 BAGHOUSE TIME OF READING	#8 BAGHOUSE AMPS	#8 BAGHOUSE DAMPER POSITION	#8 BAGHOUSE DIFFERENTIAL PRESSURE	#9 BAGHOUSE TIME OF READING	#9 BAGHOUSE AMPS	#9 BAGHOUSE DAMPER POSITION	#9 BAGHOUSE DIFFERENTIAL PRESSURE
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2	N																	
3	D																	
4	N																	
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6	N																	
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28	N																	
29	D																	
30	N																	
31	D																	
	N																	

Appendix K
Sinter Plant MACT baghouse diff. Pressure and amps readings

HERCULANEUM MACT REPORT SINTER PLANT BAGHOUSES																					
		MONTH		YEAR																	
DAY	SHIFT	#3 BAGHOUSE AMPS	#3 BAGHOUSE DIFFERENTIAL PRESSURE	#5 BAGHOUSE DIFFERENTIAL PRESSURE	COOLER BAGHOUSE DIFFERENTIAL PRESSURE	CRUSHER BAGHOUSE DIFFERENTIAL PRESSURE	CV-22 BAGHOUSE DIFFERENTIAL PRESSURE	SMOOTH ROLL BAGHOUSE DIFFERENTIAL PRESSURE	CAGE PAKTOR BAGHOUSE DIFFERENTIAL PRESSURE	BIN VENT - 1 BAGHOUSE DIFFERENTIAL PRESSURE	MIXING DRUM BAGHOUSE DIFFERENTIAL PRESSURE	PULSE AIR PRESSURE ABOVE 75 PSI ON ALL BAGHOUSES	ALL DUST CONVEYORS RUNNING	ALL BAGHOUSE FANS RUNNING	ESP QUARTERLY INTERVAL INSPECTION DATE						
1	D																				
2	N																				
3	D																				
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31	D																				
	N																				

Appendix L Concentrate Receiving Procedure

The truck-unloading attendant will inspect the screw and ramp area making sure the screw, ramp and unloading area is clean, working and ready to receive trucks. The attendant will then direct the next truck to back onto the grated inspection area for arrival inspection.

The following will be checked:

- 1 **The Tarp fits correctly and has no holes or tears that would allow flapping of tarp or wind to blow through the truck bed.**
- 2 **The Tailgate seal is in good working condition with no visible materials and no visible light when looking down from the top or up thru the bottom.**
- 3 **Tailgate air lock hooks are closed and tight against the tailgate.**
- 4 **Wing nut(s) are work properly, with one on each side or one close to center on the bottom. Note: One off centered wing nut on the bottom of the tailgate will be ok, but any unused or broken bolts and wing nuts must be removed.**

If truck fails inspection, the attendant will instruct the driver to wash out the bed before leaving and to make repairs before picking up another load.

- 5 **The driver will then release the air brakes, air lock tailgate latches and wing nut(s) to prepare the truck to dump.**

The attendant will complete the arrival inspection and sign the inspection ticket. The attendant will then allow the driver to complete backup to the hopper over the screw to the conveyor and dump the load.

- 6 **The driver will inspect his bed to make sure the load has come out after dumping.**
- 7 The attendant will inspect the bed for holes.
- 8 The attendant will then remove excess material from the tailgate, tailgate lip, mud flaps, etc.
- 9 **The driver will then lower the bed and secure the tailgate air locks. After the air locks have been secured, the driver will pull forward, stop on the grates and secure the wing nut(s).**
- 10 The attendant will then hose off the rear of the truck, mud flaps and rear wheels at the unloading area.
- 11 **The bed may need to be washed out. This will be done at the truck bed wash out area. The driver can back up to the truck stops, remove the wing nut(s), roll back the tarp and raise the bed so it may be cleaned properly. The driver will then lower the bed, put the cover back on and attach wing nut(s) before going to the truck wash.**
- 12 The attendant will guide the truck through the truck wash slowly.
- 13 **The truck driver once all the way through the truck wash with the rear wheels clearing the grating for the truck wash will stop so the attendant can perform the final inspection.**
- 14 The attendant will check off and sign driver's inspection form and return a copy to the driver, who then may leave the plant. Note: if inspection resulted in driver notification not to return until repairs are made. The driver must sign that they were notified.

Appendix M
(Back up unloading plan)

BACK UP UNLOADING PLAN

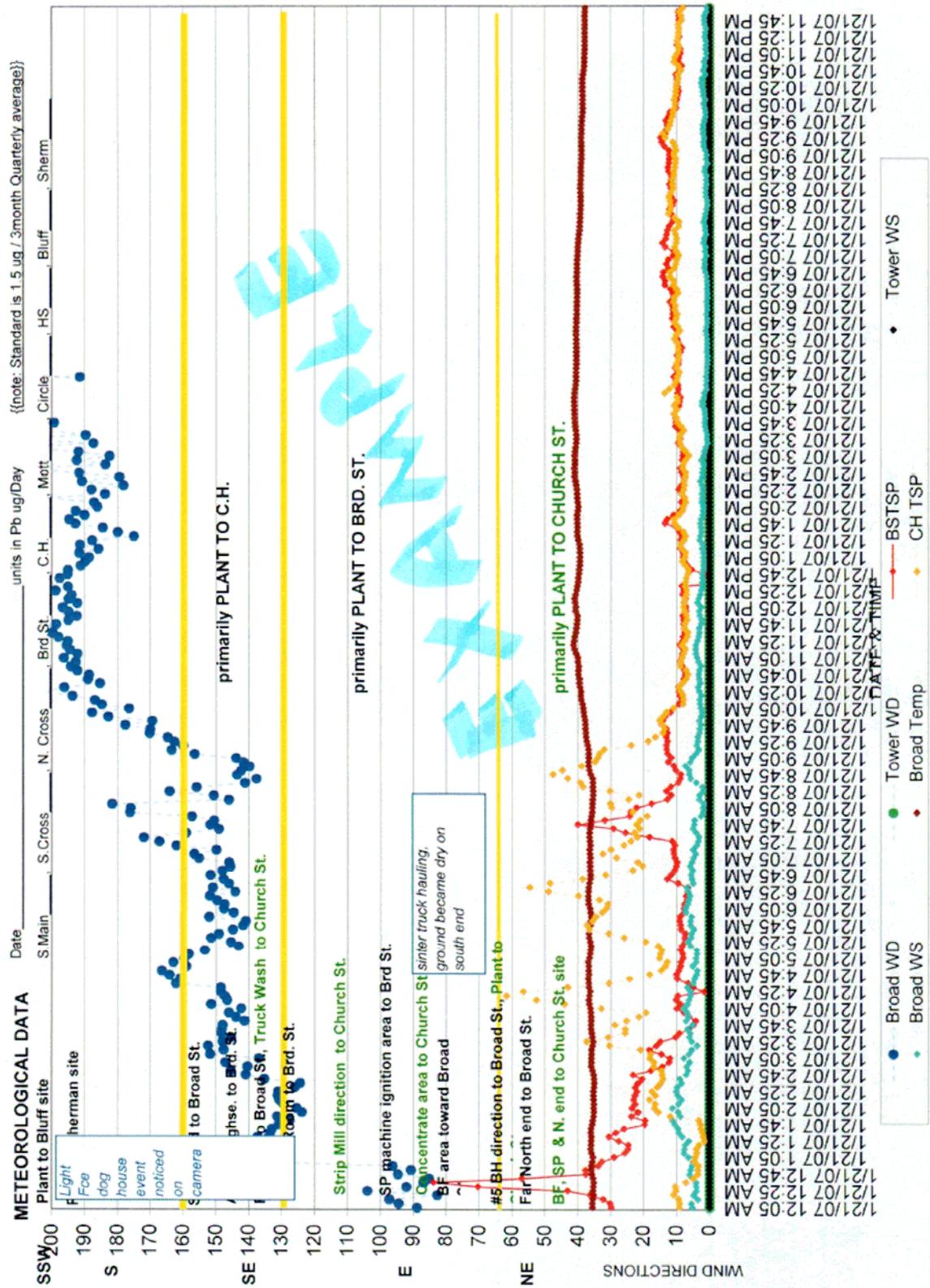
The normal unloading program is attached in the event that program cannot be followed the following steps must be used.

1. Site supervisor will call Maintenance supervisor and together they will access problem. If the Malfunction appears to only require Minor repairs (less than two hours) the dumping contingency plan **WILL NOT BE EXERCISED** and truck drivers will be asked to wait for repairs to be made.
2. If it is determined that the repairs will take (more than two hours) Doe Run may implement it contingency plan as explained below. Doe Run may also call the mines and cut off loading for the day or until repairs are made after consulting with the material management supervisor.
3. The decision to request use of the contingency unloading plan is determined by the site supervisor and the material handling supervisor who will contacting the Division Manager or Acting Division Manager and explaining the situation. The Division Environmental Manager is the alternate if the Division Manager or acting Division Manager is unavailable. The Division Manager or his alternate is the only one who can authorize the contingency plan.

CONTENGENCY PLAN

1. Once permission is given the material management team will begin setting up to unload trucks at the north east corner of the plant exit road just east of the truck wash out area.
2. The blue divider will be removed to provide an opening where trucks will unload.
3. The 300 excavator will be staged north of the opening to move material unloaded.
4. Once the area is ready trucks will be directed to unload. The attendant will back the trucks up to the opening **NEVER** allowing the wheels to enter the plant.
5. After the truck unloads the driver will be directed the driver to pull forward just far enough to allow him to wash off tailgate, tires and mud flaps.
6. Diver will then be instructed to start rolling forward while attendant continues to hose tires, attendant will then instruct driver to proceed to the truck wash.
7. During this process the 300 operator will be moving the material, once he has moved all the material he can the attendant will hose clean the area and repeat the process with the next truck.

Appendix N
 Preliminary example of a Review day chart



Street Sampling Protocol

Sampling protocol will follow, as closely as possible, the procedure used by the EPA contractor. Separate locations will be laid out for sampling. The locations will be marked so retests can be done in the exact same location and each of the locations will be an area of known size so results can be related to the square footage area.

A dust collection sample filter attached to a HEPA vacuum will be used for collecting dust. A new sample filter will be used for each sample. Doe Run will lay out a 3 ft. x 3 ft. area to be vacuumed and sampled. The area will be vacuumed over in one pass. Samples will be identified and stored in a lab bag until analyzed. This method will be used to confirm spill cleanup effectiveness.

Equipment Used

Dust Collection Sample Filter	Part No. FAB-07-03-006PS
1.245" x 4" Inlet Nozzle	Part No. 924-MV-18-004N
HEPA Vacuum VACOMEGA	950-AI-00-120
Portable Generator	

Sample Analysis

ICP: Method ASTM 3050 B for soils and sludge will be used to find the percent Pb.

Final Information

1. Initial Result
 - Percent Pb
 - Mg Pb per square foot
2. Final Result
 - Analysis result in mg Pb/ft² is compared to established standard as confirmation that the road surface is adequately clean.

