

DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Scheduled Inspection

N753153327

FACILITY: RIVERSIDE - LIFE OF BRILEY CPF		SRN / ID: N7531
LOCATION: T31N R2E SEC 22, BRILEY TWP		DISTRICT: Gaylord
CITY: BRILEY TWP		COUNTY: MONTMORENCY
CONTACT:		ACTIVITY DATE: 04/10/2020
STAFF: Bill Rogers	COMPLIANCE STATUS: Compliance	SOURCE CLASS: SM OPT OUT
SUBJECT: Field inspection for FCE		
RESOLVED COMPLAINTS:		

On April 10, 2020, I inspected the Riverside Energy Michigan LLC Life of Briley CPF. This CPF is covered by Permit to Install 237-05A issued August 27, 2015. I did not find any violations during my inspection.

Permit 237-05A, Table EUENGINE1, Condition III.3 requires that an add on control device must be installed and operating properly, if the facility was equipped with one. This facility doesn't have an add on control device, so this condition is not applicable.

Condition VIII.1 sets engine stack dimensions as a maximum exhaust diameter of 16 inches at a minimum height of 36 feet above ground level. During my inspection I estimated the stack as 16 inches diameter and about 40 feet above ground level. This complies with the permit condition.

Table FGFACILITY, Condition II.1, prohibits burning sour gas at the facility. During my inspection I didn't see or smell anything that would make me believe there was any sour gas being burned or produced at the facility.

COMMENTS

The facility is located west of M-33, north of Atlanta, and south of Rouse Road. It is in the woods, not visible from M-33. There is no special difficulty in reaching the facility.

The facility sign identifies it as both the Life of Briley CPF and Uncle Ray's Corner CPF. Both given as Riverside Energy Michigan LLC, SE 1/4 SE 1/4 SE 1/4 Section 22, T31N R02E, Briley Township, Montmorency County. Emergency number 989-705-7665.

The facility includes one Caterpillar natural gas fired compressor engine with no catalytic oxidizer. The engine is identified as Unit 1050 on an adhesive label on the instrument box door and also by metal characters welded to the engine skid.

The engine was operating at the time of my inspection. It had the usual Caterpillar brand digital display, but this one was set to display the engine coolant temperature, which was 195 degrees f. It was not cycling through the other engine readings such as RPM, hours of operation, and so on. Therefore I didn't see those to record them.

The engine stack appeared to comply with the dimensions specified in the permit. The engine exhaust leaves the shed horizontally to a horizontal muffler, then through a pipe elbow to a tall stack from which exhaust discharges unobstructed vertically upward. There was no opacity in the engine exhaust.

The facility includes a glycol dehydrator. The dehydrator has a burner with a plate identifying it as a Wenco flame arrested burner of 200,000 btu per hour heat capacity. The dehydrator shell had a builder's plate which, if I read it correctly, says the dehydrator reboiler was made in 1996.

The dehydrator burner stack was about 6 inches diameter and exhausted unobstructed vertically upward about 24 feet above ground level. There was no opacity in this exhaust. The still vent was about 2 inches diameter and exhausted to a T fitting about 20 feet above ground level. There was visible "steam" from the still vent. There were mild glycol odors near the dehydrator.

There is apparently no brine tank on site. There was a salt water disposal well on site, labeled as the State Briley D4-22 SWD, Permit 50587.

Tanks on site included:

One oval metal tank under the roof overhang near the radiator end of the engine, probably for engine coolant.

One 300 gallon drum on stilts tank under a tarp and over a wooden berm structure, near the glycol dehydrator. Because of the tarp I could not read any label on the tank, but typically a tank in this location would be triethylene glycol.

Two 300 gallon drum on stilts tanks and one smaller drum on stilts tank inside the shed near the engine. The 300 gallon tanks were Chevron HDAX NG Screw Compressor Oil ISO 150 and Chevron HDAX low ash gas engine oil. The smaller tank was labeled as Delo 400 LE SAE 15W-40 oil. All tanks were over wooden berm structures.

I did not see any leaks or spills. I didn't see any stained soils which would make me believe there had been any leaks or spills in the recent past. Other than mild glycol odors near the dehydrator I did not notice any odors. I didn't see any opacity except "steam" from the dehydrator still vent. Maintenance appeared adequate.

NAME _____

DATE _____

SUPERVISOR _____

William Rogers Digitally signed by William Rogers
Date: 2020.04.22 11:52:02 -0400

Shane Nixon Digitally signed by Shane Nixon
Date: 2020.04.22 11:53:11 -0400