



STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

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GOVERNOR

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COMMISSIONER

Northern Maine Paving, Inc.
Aroostook County
Limestone, Maine
A-1053-71-B-A (SM)

Departmental
Findings of Fact and Order
Air Emission License
Amendment #1

After review of the air emission license amendment application, staff investigation reports, and other documents in the applicant's file in the Bureau of Air Quality, pursuant to 38 M.R.S.A., §344 and §590, the Department finds the following facts:

I. REGISTRATION

A. Introduction

Northern Maine Paving, Inc. (Northern Maine Paving) has applied for an air emission license amendment to add a second portable hot mix asphalt plant and associated equipment to their air emission license.

The main office is located at 154 Development Drive in Limestone, Maine.

B. Emission Equipment

The following emissions equipment is addressed in this license:

Asphalt Plant

<u>Equipment</u>	<u>Process Rate (tons/hour)</u>	<u>Design Capacity Firing Rate</u>	<u>Control Devices</u>	<u>Date of Manufacture</u>
Portable drum mix asphalt plant #2	250	85 MMBtu/hr, #2 fuel oil and waste oil	Baghouse	1990

Heating Equipment

<u>Equipment</u>	<u>Maximum Capacity</u>	<u>Fuel Type</u>	<u>Maximum Firing Rate</u>
Boiler #2 (Asphalt tank heater)	1.4 MMBtu/hr	#2 fuel oil	10 gal/hr

AUGUSTA
17 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0017
(207) 287-7688 FAX: (207) 287-7826
RAY BLDG., HOSPITAL ST.

BANGOR
106 HOGAN ROAD, SUITE 6
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PORTLAND
312 CANCO ROAD
PORTLAND, MAINE 04103
(207) 822-6300 FAX: (207) 822-6303

PRESQUE ISLE
1235 CENTRAL DRIVE, SKYWAY PARK
PRESQUE ISLE, MAINE 04679-2094
(207) 764-0477 FAX: (207) 760-3143

Portable Generators

<u>Equipment</u>	<u>Max. Capacity</u>	<u>Max. Firing Rate</u>	<u>Fuel Type</u>
Generator #3 (455 kW)	3.15 MMBtu/hr	23 gal/hr	diesel fuel, 0.0015% sulfur (15 ppm)
Generator #4 * (80 kW)	0.42 MMBtu/hr	3.1 gal/hr	Diesel fuel, 0.0015% sulfur (15 ppm)

* Note: Although this generator is considered an insignificant activity since it is under the 0.5 MMBtu/hr licensing threshold per *Major and Minor Source Air Emission License Regulations*, 06-096 CMR 115, Appendix B (as amended), it is included in this license in order to be subject to New Source Review which then exempts it from *Emissions from Smaller-Scale Electric Generating Resources*, 06-096 CMR 148.

C. Application Classification

The modification of a minor source is considered a major or minor modification based on whether or not expected emission increases exceed the “Significant Emission Levels” as defined in the Department’s regulations. The emission increases are determined by subtracting the current licensed emissions preceding the modification from the maximum future licensed allowed emissions, as follows:

<u>Pollutant</u>	<u>Current License (TPY)</u>	<u>Future License (TPY)</u>	<u>Net Change (TPY)</u>	<u>Significance Level</u>
PM	4.64	7.5	+ 2.86	100
PM ₁₀	4.64	7.5	+ 2.86	100
SO ₂	15.86	22.9	+ 7.04	100
NO _x	17.62	32.0	+14.38	100
CO	15.70	23.7	+ 8.0	100
VOC	4.22	6.5	+ 2.28	50
CO ₂ e	N/A	8300	N/A	100,000

The Department has determined that the amendment is a minor modification and the application has been processed through *Major and Minor Source Air Emission License Regulations*, 06-096 CMR 115 (as amended). With the fuel limit on the asphalt plant, the boiler, and the generators, the facility is licensed below the major source thresholds and is considered a synthetic minor.

II. BEST PRACTICAL TREATMENT

A. Introduction

In order to receive a license the applicant must control emissions from each unit to a level considered by the Department to represent Best Practical Treatment (BPT), as defined in 06-096 CMR 100 (as amended). Separate control requirement categories exist for new and existing equipment as well as for those sources located in designated non-attainment areas.

BPT for new sources and modifications requires a demonstration that emissions are receiving Best Available Control Technology (BACT), as defined in 06-096 CMR 100. BACT is a top-down approach to selecting air emission controls considering economic, environmental and energy impacts.

Before proceeding with the requirements for each unit, a general process description is provided to identify where the equipment fits into the process.

Process Description

Northern Maine Paving is currently licensed to operate a portable asphalt plant with a boiler and two generators. This license amendment includes a second portable asphalt plant with a boiler and two generators. The two asphalt plants will be located in different areas when operating. The ancillary equipment is expected to be on-site with the asphalt plant it was associated with when licensed.

B. Portable Asphalt Plant #2

Northern Maine Paving has proposed to add a second portable asphalt plant to their air emission license. The proposed BMG drum mix asphalt plant is rated at 250 tons/hr and has an 85 MMBtu/hr burner firing ASTM D396 compliant #2 fuel oil (0.5% sulfur) and specification waste oil. Fuel use for Asphalt Plant #2 shall not exceed 200,000 gallons on a 12 month rolling total basis.

The portable drum mix asphalt plant was manufactured in 1990 and is therefore subject to the federal Environmental Protection Agency's (EPA) New Source Performance Standards (NSPS) 40 Code of Federal Regulation (CFR) Part 60, Subpart I *Standards of Performance for Hot Mix Asphalt Facilities* constructed or modified after June 11, 1973.

The BACT emission limits for Asphalt Plant #2 were based on the following:

Particulate Matter (PM) - 0.03 gr/dscf and 48,000 scfm; 12.34 lb/hr and the use of a baghouse. This is more stringent than the 40 CFR Part 60, Subpart I PM limit of 0.04 gr/dscf.

- Sulfur Dioxide (SO₂) – combustion of #2 fuel oil (ASTM D396, 0.5% sulfur max.); 42.81 lb/hr
Nitrogen Oxide (NO_x) – 0.055 lb/ton from AP-42, Table 11.1-7 (dated 3/04) for drum mix; 13.75 lb/hr
Carbon Monoxide (CO) – 0.13 lb/ton from AP-42, Table 11.1-7 (dated 3/04) for drum mix; 32.5 lb/hr
Volatile Organic Compound (VOC) – 0.032 lb/ton from AP-42, Table 11.1-8 (dated 3/04) for drum mix; 8.0 lb/hr
Opacity - 06-096 CMR 101, *Visible Emission Regulation*: visible emissions from the asphalt batch plant baghouse shall not exceed 20% on a six (6) minute block average basis, except for no more than two (2) six (6) minute block averages in a continuous 3-hour period. This is more explicit than the 40 CFR Part 60, Subpart I PM limit of 20% opacity.

General process emissions from the asphalt plant shall be controlled so as to prevent visible emissions in excess of 20% opacity on a six (6) minute block average basis except for no more than one (1) six (6) minute block average in a 1-hour period.

Prior to January 1, 2016, the fuel oil fired in Asphalt Plant #2 shall be ASTM D396 compliant #2 fuel oil (maximum sulfur content of 0.5% by weight). Per 38 MRSA §603-A(2)(A)(3), beginning January 1, 2016, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm), and beginning January 1, 2018, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm).

Control Equipment

The portable asphalt drum plant shall be controlled by a baghouse.

Periodic Monitoring

The performance of the baghouse shall be constantly monitored by either one of the following at all times the drum mix asphalt plant is operating:

1. PM detector – when the detector signals excessive PM concentrations in the exhaust stream, Northern Maine Paving shall take corrective action within 24 hours, or immediately if opacity exceeds 20%.
2. Personnel with a current EPA Method 9 visible emissions certification – when the opacity exceeds 20%, the hot mix asphalt plant is operating with insufficient control and corrective action shall be taken immediately.

Northern Maine Paving shall keep records of baghouse failures and baghouse maintenance.

Northern Maine Paving shall keep records of fuel use and receipts for the drum mix asphalt plant which shall be maintained for at least six years and made

available to the Department upon request. A log shall also be maintained recording the quantity and analyzed test results of all specification waste oil in the dryer.

Per 40 CFR Part 60, Subpart I, Northern Maine Paving shall conduct a performance test for PM within 60 days after achieving the maximum production rate at which the facility will be operated, but not later than 180 days after initial startup of such facility. Per 40 CFR Part 60, Subpart I, §60.93(b)(1), Northern Maine Paving shall use Method 5 to determine the PM concentration. The sampling time and sample volume for each run shall be at least 60 minutes and 0.90 dscm (31.8 dscf).

Northern Maine Paving may process up to 10,000 cubic yards per year of soil contaminated by gasoline or #2 fuel oil without prior approval from the Department. This limit may be exceeded with written authorization from the Department. The plant owner or operator shall notify the Department at least 24 hours prior to processing the contaminated soil and specify the contaminating fuel and quantity, origin of the soil and fuel and the disposition of the contaminated soil.

C. Boiler #2

Boiler #2 has a maximum capacity of 1.4 MMBtu/hr (10 gal/hr), firing #2 fuel oil which meets the criteria in ASTM D396 (maximum sulfur content of 0.5%). The boiler was manufactured in 2005 and is used to heat the asphalt tank. The fuel fired in Boiler #2 shall be included in Asphalt Plant #2 fuel use limit of 200,000 gallons/year.

1. BACT

The BACT emission limits for Boiler #2 were based on the following:

PM/PM₁₀ – 2 lb/1000 gal, AP-42, Table 1.3-1 (dated 9/98); 0.02 lb/hr
SO₂ – combustion of ASTM D396 #2 fuel oil (0.5% sulfur); 0.7 lb/hr
NO_x – 20 lb/1000 gal, AP-42, Table 1.3-1 (dated 9/98); 0.2 lb/hr
CO – 5 lb/1000 gal, AP-42, Table 1.3-1 (dated 9/98); 0.05 lb/hr
VOC – 0.34 lb/1000 gal, AP-42, Table 1.3-3 (dated 9/98); 0.003 lb/hr
Opacity – 06-096 CMR 101: Visible emissions shall not exceed 20% opacity on a 6 minute block average basis, except for no more than one (1) six (6) minute block average in a 3 hour period.

Prior to January 1, 2016, the fuel oil fired in Boiler #2 shall be ASTM D396 compliant #2 fuel oil (maximum sulfur content of 0.5% by weight). Per 38 MRSA §603-A(2)(A)(3), beginning January 1, 2016, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm),

and beginning January 1, 2018, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm).

2. 40 CFR Part 63 Subpart JJJJJ

Boiler #2 may be subject to the *National Emission Standards for Hazardous Air Pollutants for Industrial, Commercial, and Institutional Boilers Area Sources* (40 CFR Part 63 Subpart JJJJJ). The unit is considered an existing oil boiler rated less than 10 MMBtu/hr.

For informational purposes, a summary of the current applicable federal 40 CFR Part 63 Subpart JJJJJ requirements is listed below. At this time, the Maine Department of Environmental Protection has not taken delegation of this area source MACT (Maximum Achievable Control Technology) rule promulgated by EPA, however Northern Maine Paving is still subject to the requirements. Notification forms and additional rule information can be found on the following website: <http://www.epa.gov/ttn/atw/boiler/boilerpg.html>.

a. Compliance Dates, Notifications, and Work Practice Requirements

i. Initial Notification of Compliance

An Initial Notification submittal to EPA was due on September 17, 2011. [40 CFR Part 63.11225(a)(2)]

ii. Boiler Tune-Up Program – Initial and Biennial

(a) A boiler tune-up program shall be implemented to include the tune-up of applicable boilers by March 21, 2012 according to the rule currently in place. [40 CFR Part 63.11196(a)(1)] However, a No Action Assurance letter was issued on March 13, 2012 stating that EPA will exercise its enforcement discretion to not pursue enforcement action for failure to complete the required tune-up by the stated compliance date. The rule is expected to have a future compliance date in either 2013 or 2014 once the final revisions are promulgated.

(b) The boiler tune-up program, conducted to demonstrate continuous compliance, shall be performed as specified below:

1. As applicable, inspect the burner, and clean or replace any component of the burner as necessary. Delay of the burner inspection until the next scheduled shutdown is permitted; however, the burner must be inspected at least once every 36 months. [40 CFR Part 63.11223(b)(1)]

2. Inspect the flame pattern, as applicable, and adjust the burner as necessary to optimize the flame pattern, consistent with the manufacturer's specifications. [40 CFR Part 63.11223(b)(2)]
 3. Inspect the system controlling the air-to-fuel ratio, as applicable, and ensure it is correctly calibrated and functioning properly. [40 CFR Part 63.11223(b)(3)]
 4. Optimize total emissions of CO, consistent with manufacturer's specifications. [40 CFR Part 63.11223(b)(4)]
 5. Measure the concentration in the effluent stream of CO in parts per million (ppm), by volume, and oxygen in volume percent, before and after adjustments are made. [40 CFR Part 63.11223(b)(5)]
 6. If a unit is not operating on the required date for a tune-up, the tune-up must be conducted within one week of start-up. [40 CFR Part 63.11223(b)(7)]
- (c) A Notification of Compliance Status shall be submitted to EPA no later than 120 days after conducting the initial boiler tune-up. [40 CFR Part 63.11225(a)(4) and 40 CFR Part 63.11214(b)]
- (d) The facility shall implement a biennial boiler tune-up program after the initial tune-up and initial compliance report has been submitted.
1. Each biennial tune-up shall be conducted no more than 25 months after the previous tune-up. [40 CFR Part 63.11223(a)]
 2. The biennial report shall be maintained onsite and submitted to EPA, if requested. The report shall contain the concentration of CO in the effluent stream (ppmv) and oxygen in volume percent, measured before and after the boiler tune-up, a description of any corrective actions taken as part of the tune-up of the boiler, and the type and amount of fuel used over the 12 months prior to the biennial tune-up of the boiler. [40 CFR Part 63.11223(b)(6)] The biennial compliance report shall also include the company name and address; a compliance statement signed by a responsible official certifying truth, accuracy, and completeness; and a description of any deviations and corrective actions. [40 CFR Part 63.11225(b)]

b. Recordkeeping

Records shall be maintained consistent with the requirements of 40 CFR Part 63 Subpart JJJJJ including the following [40 CFR Part 63.11225(c)]: copies of notifications and reports with supporting compliance documentation; identification of each boiler, the date of tune-up, procedures followed for tune-up, and the manufacturer's specifications to which the boiler was tuned; documentation of fuel type(s) used monthly by each boiler; the occurrence and duration of each malfunction of the

boiler; and actions taken during periods of malfunction to minimize emissions and actions taken to restore the malfunctioning boiler to its usual manner of operation. Records shall be in a form suitable and readily available for expeditious review.

D. Portable Generator #3

Generator #3 has a maximum capacity of 3.15 MMBtu/hr (23 gal/hr, 455 kw), firing #2/diesel fuel oil. The generator was manufactured in 2005. The fuel fired in generator #3 and generator #4 shall be limited to 40,000 gallons/year on a 12 month rolling total basis with a maximum sulfur content not to exceed 15 ppm (0.0015% sulfur).

Generator #3 was manufactured prior to April 1, 2006. Therefore, Generator #3 is not subject to New Source Performance Standards 40 CFR Part 60, Subpart III, *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines*.

Generator #3 is considered a non-road engine, as opposed to a stationary engine, since Generator #3 is portable and will be moved to various sites with the asphalt plant. Therefore, Generator #3 is not subject to 40 CFR Part 63, Subpart ZZZZ, *National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*. The definition in 40 CFR Part 1068.30 states that a non-road engine is an internal combustion engine that meets certain criteria, including: "Portable or transportable, meaning designed to be and capable of being carried or moved from one location to another. Indicia of transportability include, but are not limited to, wheels, skids, carrying handles, dolly, trailer, or platform." 40 CFR Part 1068.30 further states that an engine is not a non-road engine if it remains or will remain at a location for more than 12 consecutive months or a shorter period of time for an engine located at a seasonal source. An engine located at a seasonal source (a stationary source that remains in a single location on a permanent basis (i.e., at least two years) and that operates at that single location approximately three months (or more) each year) is an engine that remains at a seasonal source during the full annual operating period of the seasonal source.

The BACT emission limits for Generator #3 were based on the following:

PM/PM₁₀ –0.12 lb/MMBtu based on 06-096 CMR 103; 0.37 lb/hr
SO₂ –combustion of #2/diesel fuel oil with a max. sulfur content not to exceed
15 ppm (0.0015% sulfur); 0.005 lb/hr
NO_x –4.41 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 13.90 lb/hr
CO –0.95 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 2.99 lb/hr
VOC –0.36 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 1.13 lb/hr

Opacity –06-096 CMR 101: Visible emissions shall not exceed 20% opacity on a 6 minute block average basis, except for no more than two (2) six (6) minute block averages in a 3 hour period.

E. Portable Generator #4

Generator #4 has a maximum capacity of 0.42 MMBtu/hr (3.1 gal/hr, 80 kw), firing #2/diesel fuel oil with sulfur content not to exceed 15 ppm (0.0015% sulfur). The generator was manufactured in 2005. Although it is considered an insignificant activity under 06-096 CMR 115, Appendix B, the unit is included in the license as an exemption from 06-096 CMR 148. The fuel fired in generator #4 shall be included in the 40,000 gallons/year fuel limit along with generator #3. The fuel limit is on a 12 month rolling total basis.

Generator #4 was manufactured prior to April 1, 2006. Therefore, Generator #2 is not subject to New Source Performance Standards 40 CFR Part 60, Subpart III, *Standards of Performance for Stationary Compression Ignition Internal Combustion Engines*.

Generator #4 is considered a non-road engine, as opposed to a stationary engine, since it meets the portable criteria. Therefore, Generator #4 is not subject to 40 CFR Part 63, Subpart ZZZZ, *National Emissions Standards for Hazardous Air Pollutants for Stationary Reciprocating Internal Combustion Engines*.

The BACT emission limits for Generator #4 were based on the following:

PM/PM₁₀ –0.31 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 0.13 lb/hr
SO₂ –combustion of #2/diesel fuel oil with a max. sulfur content not to exceed 15 ppm (0.0015% sulfur); 0.001 lb/hr
NO_x –4.41 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 1.87 lb/hr
CO –0.95 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 0.40 lb/hr
VOC –0.36 lb/MMBtu from AP-42, Table 3.3-1, dated 10/96; 0.15 lb/hr
Opacity –06-096 CMR 101: Visible emissions shall not exceed 20% opacity on a 6 minute block average basis, except for no more than two (2) six (6) minute block averages in a 3 hour period.

F. Facility Emissions

1. Northern Maine Paving shall be restricted to the following annual emissions, on a 12 month rolling total, based on the fuel limits of 450,000 gal/yr of #2 fuel oil/waste oil for Asphalt Plant #1 and Boiler #1; 40,000 gal/yr total of diesel oil for Generators #1 and #2; 200,000 gal/yr of #2 fuel oil/waste oil for Asphalt Plant #2 and Boiler #2; and 40,000 gal/yr total of diesel oil for Generators #3 and #4.

Total Licensed Annual Emissions for the Facility (tons/year)
(used to calculate the annual license fee)

	PM	PM₁₀	SO₂	NO_x	CO	VOC
Asphalt Plant #1 & Boiler #1	3.79	3.79	15.86	5.54	13.10	3.23
Generators #1 and #2	0.85	0.85	0.004	12.08	2.60	0.99
Asphalt Plant #2 & Boiler #2	2.03	2.03	7.05	2.26	5.35	1.32
Generators #3 and #4	0.85	0.85	0.004	12.08	2.60	0.99
Total TPY	7.5	7.5	22.9	32.0	23.7	6.5

2. Greenhouse Gases

Greenhouse gases are considered regulated pollutants as of January 2, 2011 through 'Tailoring' revisions made to EPA's *Approval and Promulgation of Implementation Plans*, 40 CFR Part 52, Subpart A, §52.21 Prevention of Significant Deterioration of Air Quality rule.

"Greenhouse gases" as defined in 06-096 CMR 100 (as amended) means the aggregate group of the following gases: Carbon dioxide, nitrous oxide, methane, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Greenhouse gases (GHG) for purposes of licensing are calculated and reported as carbon dioxide equivalents (CO₂ e).

Based on the facility's fuel use limits, the worst case emission factors from AP-42, IPCC (Intergovernmental Panel on Climate Change), and *Mandatory Greenhouse Gas Reporting*, 40 CFR Part 98, and the global warming potentials contained in 40 CFR Part 98, Northern Maine Paving is below the major source threshold of 100,000 tons of CO₂ e per year. Therefore, no additional licensing requirements are needed to address GHG emissions at this time.

III. AMBIENT AIR QUALITY ANALYSIS

According to 06-096 CMR 115, the level of air quality analyses required for a minor new source shall be determined on a case-by-case basis. An ambient air quality analysis is not required if the total emissions of any pollutant released do not exceed the following and there are no extenuating circumstances:

Pollutant	Tons/Year
PM	25
PM ₁₀	25
SO ₂	50
NO _x	100
CO	250

Based on the information available in the file, and the similarity to existing sources, National Ambient Air Quality Standards (NAAQS) will not be violated by this source. Northern Maine Paving is below the total facility licensed emissions level threshold for modeling and monitoring.

ORDER

Based on the above Findings and subject to conditions listed below the Department concludes that the emissions from this source:

- will receive Best Practical Treatment,
- will not violate applicable emission standards,
- will not violate applicable ambient air quality standards in conjunction with emissions from other sources.

The Department hereby grants Air Emission License A-1053-71-B-A (SM), subject to the conditions in A-1053-71-A-N and the following conditions.

Severability. The invalidity or unenforceability of any provision, or part thereof, of this License shall not affect the remainder of the provision or any other provisions. This License shall be construed and enforced in all respects as if such invalid or unenforceable provision or part thereof had been omitted.

SPECIFIC CONDITIONS

(23) Portable Drum Mix Asphalt Plant #2 (250 tons/hr)

A. Fuel Use

1. Northern Maine Paving shall be limited to the use of a total of 200,000 gallons on a 12 month rolling total of #2 fuel oil and specification waste oil (not to exceed 0.7% sulfur) in the hot mix Asphalt Plant #2.
2. Prior to January 1, 2016, the fuel oil fired in Asphalt Plant #2 shall be ASTM D396 compliant #2 fuel oil (maximum sulfur content of 0.5% by weight). Per 38 MRSA §603-A(2)(A)(3), beginning January 1, 2016, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm), and beginning January 1, 2018, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm).
3. Fuel use records and receipts for the hot mix asphalt plant shall be maintained for at least six years and made available to the Department

upon request. Fuel use records shall be kept on a monthly and 12 month rolling total basis.

4. A log shall be maintained recording the quantity and analyzed test results of all specification waste oil fired in the asphalt plant.

[06-096 CMR 115, BACT]

- B. Emissions from the hot mix Asphalt Plant #2 shall vent to a baghouse, and all components of the asphalt plant shall be maintained so as to prevent PM leaks. [06-096 CMR 115, BACT]

- C. The performance of the baghouse shall be constantly monitored by either one of the following at all times the hot mix asphalt plant is operating [06-096 CMR 115, BACT]:

1. PM detector – when the detector signals excessive PM concentrations in the exhaust stream, Northern Maine Paving shall take corrective action within 24 hours, or immediately if opacity exceeds 20%.
2. Personnel with a current EPA Method 9 visible emissions certification – when the opacity exceeds 20%, the asphalt plant is operating with insufficient control and corrective action shall be taken immediately.

- D. To document maintenance of the baghouse, the licensee shall keep a maintenance log recording the date and location of all bag failures as well as all routine maintenance. The maintenance log shall be kept on-site at the asphalt plant location. [06-096 CMR 115, BACT]

- E. Emissions from the asphalt plant baghouse shall not exceed the following [06-096 CMR 115, BACT]:

Pollutant	grs/dscf	lb/hr
PM	0.03	12.34
PM ₁₀	-	12.34
SO ₂	-	42.81
NO _x	-	13.75
CO	-	32.5
VOC	-	8.0

- F. Opacity from the baghouse is limited to no greater than 20% on a six (6) minute block average basis, except for no more than two (2) six (6) minute block averages in a continuous 3-hour period. [06-096 CMR 101]

- G. General process emissions from the hot mix Asphalt Plant #2 shall be controlled so as to prevent visible emissions in excess of 20% opacity on a six

(6) minute block average basis except for no more than one (1) six (6) minute block average in a 1-hour period. [06-096 CMR 101]

- H. The hot mix Asphalt Plant #2 is subject to 40 CFR Part 60 Subparts A and I, and Northern Maine Paving shall comply with all applicable requirements, including the notification and recordkeeping requirements of 40 CFR Part 60.7 and the initial performance test requirements of 40 CFR Part 60.8 (testing within 60 days after achieving the maximum operation production rate, but not later than 180 days after initial startup).
- I. Northern Maine Paving may process up to 10,000 cubic yards per year of soil contaminated by gasoline or #2 fuel oil without prior approval from the Department. This limit may be exceeded with written authorization from the Department. The plant owner or operator shall notify the Department at least 24 hours prior to processing the contaminated soil and specify the contaminating fuel and quantity, origin of the soil and fuel and the disposition of the contaminated soil. [38 MSRA §608-A, and 06-096 CMR 115, BPT]

(24) **Boiler #2**

- A. Boiler #2 fuel oil requirements: [06-096 CMR 115, BACT]
 - 1. Prior to January 1, 2016, the fuel oil fired shall be ASTM D396 compliant #2 fuel oil (maximum sulfur content of 0.5% by weight). Per 38 MRSA §603-A(2)(A)(3), beginning January 1, 2016, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.005% by weight (50 ppm), and beginning January 1, 2018, the facility shall fire #2 fuel oil with a maximum sulfur content limit of 0.0015% by weight (15 ppm).
 - 2. Compliance with the fuel oil requirements shall be demonstrated by fuel records from the supplier showing the quantity and type of fuel delivered. Annual fuel use for the boiler shall be included in the 200,000 gallon/year limit for the Asphalt Plant #2.
- B. Emissions from Boiler #2 shall not exceed the following [06-096 CMR 115, BACT]:

	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Boiler #2 (1.4 MMBtu/hr)	0.02	0.02	0.7	0.2	0.05	0.003

- C. Visible emissions from Boiler #2 shall not exceed 20% opacity on a six (6) minute block average, except for no more than one (1) six (6) minute block average in a continuous 3-hour period. [06-096 CMR 101]

(25) **Portable Generators #3 and #4**

A. Fuel Use

1. Generators #3 and #4 shall fire only diesel fuel with a maximum sulfur content not to exceed 15 ppm (0.0015% sulfur). [06-096 CMR 115, BACT]
2. Total fuel use for Generators #3 and #4 shall not exceed 40,000 gal/yr of diesel fuel. Compliance shall be demonstrated by fuel records from the supplier showing the quantity and type of fuel delivered. Records of annual fuel use shall be kept on a monthly and 12 month rolling total basis. [06-096 CMR 115, BACT]

B. Emissions from the generators shall not exceed the following [06-096 CMR 115, BACT]:

	PM (lb/hr)	PM ₁₀ (lb/hr)	SO ₂ (lb/hr)	NO _x (lb/hr)	CO (lb/hr)	VOC (lb/hr)
Generator #3 (3.1 MMBtu/hr)	0.37	0.98	0.005	13.90	2.99	1.13
Generator #4 (0.42 MMBt/hr)	0.13	0.13	0.001	1.87	0.40	0.15

C. Visible emissions from each of the generators (Generator #3 and Generator #4) shall not exceed 20% opacity on a six (6) minute block average, except for no more than two (2) six (6) minute block averages in a continuous 3-hour period. [06-096 CMR 101]

(26) **Annual Emission Statement**

In accordance with *Emission Statements*, 06-096 CMR 137 (as amended), the licensee shall annually report to the Department the information necessary to accurately update the State's emission inventory by means of:

- 1) A computer program and accompanying instructions supplied by the Department; or
- 2) A written emission statement containing the information required in 06-096 CMR 137.

Northern Maine Paving, Inc.
Aroostook County
Limestone, Maine
A-1053-71-B-A (SM)

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Departmental
Findings of Fact and Order
Air Emission License
Amendment #1

The emission statement must be submitted as specified by the date in 06-096
CMR 137.

DONE AND DATED IN AUGUSTA, MAINE THIS 26th DAY OF April, 2012.

DEPARTMENT OF ENVIRONMENTAL PROTECTION

BY: Melanie L. [Signature]
PATRICIA W. AHO, COMMISSIONER

The term of this amendment shall be concurrent with the term of Air Emission License A-1053-71-A-N.

PLEASE NOTE ATTACHED SHEET FOR GUIDANCE ON APPEAL PROCEDURES

Date of initial receipt of application: January 12, 2012

Date of application acceptance: January 17, 2012

Date filed with the Board of Environmental Protection:

This Order prepared by Kathleen E. Tarbuck, Bureau of Air Quality.

