

MEMORANDUM

DATE: September 12, 2013

TO: Richard D. Garrity, Ph.D.

FROM: Stephen R. Hathaway, P.E. **THRU:** Diana M. Lee, P.E.
Sterlin K. Woodard, P.E.

**SUBJECT: DRAFT Air Construction Permit No. 0570018-021-AC
Vulcan Materials Company / Florida Rock Industries, Inc.
Rail Line Project and Miscellaneous Modifications**

Attached is DRAFT Air Construction Permit No. 0570018-021-AC which is being issued to Vulcan Materials Company / Florida Rock Industries, Inc. ("Florida Rock") located at 2001 Maritime Blvd., Tampa, FL. Florida Rock is proposing to construct an extension of an existing railroad spur located on the southeast side of the facility, in order to load and unload railcars with bulk fine and bulk coarse/granular materials. According to Florida Rock, the facility could receive up to about 10 railcars per week. Also, Florida Rock is proposing numerous project-related and miscellaneous modifications to the facility, as detailed below:

1) **Rail Line Project:**

Railcar Unloading

- a) Florida Rock is proposing for the railcars to hook into the existing 4 truck unloading lines into Silo 27 or Silo 28 to offload at a max throughput rate of 240 TPH (60 TPH per railcar). Emissions would be controlled by BH 42 (EU 042) and BH 43 (EU 043).
- b) Florida Rock is proposing to add a "T" junction from the existing four (4) truck unloading lines to Silo 27 or Silo 28 that will feed directly to the transfer air slide to unload material into the finish mill feed silos. Emissions will be controlled by BH 12 (EU 012).
- c) Florida Rock is proposing to add a 10" pipe with a manifold so up to 10 railcars can pump off at once into Silos 27 & 28. Each railcar can transfer material at ~60 TPH and the permitted max throughput rate is requested at 600 TPH. Emissions will be controlled by BH 42 (EU 042) and BH 43 (EU 043). Air flow rates estimated by Florida Rock are 400-500 cfm per railcar.

d) Florida Rock is proposing to unload bulk fine railcars directly into trucks with a maximum process rate of 60 TPH per truck. Propose loading up to four (4) trucks at once. Emissions from truck loading will be controlled by portable filter canisters, or a mobile dust collector.

e) Florida Rock is proposing to unload bulk coarse/granular material from railcars into trucks via portable conveyors. The conveyor will hook up to the discharge spout underneath the railcar and will convey material to drop into a truck. This activity will be associated with EU 083.

f) Florida Rock is proposing to unload bulk fine material from railcars into trucks via a portable conveyor. The conveyor will hook up to the discharge spout underneath the railcar and will convey material into a truck. This process will be totally enclosed and controlled by the portable filter canisters or a mobile dust collector.

Railcar Loading

g) Florida Rock is proposing to add a 250 ton Railcar Silo with a 6,000 acfm dust collector that will sit above the rail spur.

h) Florida Rock is proposing to transfer bulk fine material from either Silo 27 or 28 through the existing transfer elevator, to a chute, and extend a new air slide to the railcar silo. The bulk fine material will fill the railcar silo and be loaded through a scale and spout into a railcar at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

i) Florida Rock is proposing to transfer bulk fine material from either Silo 27 or 28 via a portable pump and pipe to the railcar silo and scale that can load railcars through a spout at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

j) Florida Rock is proposing to transfer bulk fine material from the mills or finish mill feed silos utilizing the existing mill pumps. An existing 8" re-circulating line will be extended to the railcar silo and scale that can load railcars through a loading spout at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

k) Florida Rock is proposing to load bulk fine material from trucks into railcars. One truck can unload into a railcar at a time at ~60 TPH and up to four (4) railcars could be loaded at one time, for a total of 240 TPH. The emissions would be vented through the portable filter canisters, or a mobile dust collector. Up to four (4) filter canisters can be utilized for railcar loading or truck loading.

l) Bulk Coarse/Granular material will be loaded into railcars via Emission Unit 083; Either front-end loader directly to railcar, or front-end loader that feeds a portable conveyor loading into a railcar. EU 083 is rated at a maximum of 400 tph, however, the maximum process rate for the railcar loading operation will be determined by the initial visible emissions test on the railcar loading operation.

2) **Finish Mills** - Florida Rock is proposing to install "T" junctions in the existing three mill lines and extend air slides to Silos 27 & 28. This modification will allow the mills to load bulk fine material directly into Silos 27 & 28. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043).

3) **Add Hopper/Conveyor to Mill Drag Conveyors:** Florida Rock is proposing to add a hopper and/or conveyor to Drag Conveyor 9 to load limestone into the Mills at a rate of 15 TPH. A single portable hopper and conveyor will be added to Drag Conveyor 9 or Drag Conveyor 10 to feed Bulk Coarse/Granular material directly to the mills. A variable speed drive will be used to control the material feed rate at approximately 15 TPH. This operation will be limited to approximately 10,000 TPY material throughput. This activity will also be associated with EU 083.

4) **Bulk Fine Ship Loading/Unloading:** Air Permit 0570018-018-AV allows a modification to the elevated piping junction ("Crow's Nest") located on the south side of the Packhouse and Old Bulk Silos to extend the pipelines to the dock area to load a ship with bulk fine material. Florida Rock is proposing to modify these pipelines to allow material to flow in either direction so a bulk fine ship can pneumatically unload into Silos 27 & 28.

Modifications: Self unloading ships will be able to hook directly into the extended pipelines from the "Crow's Nest" and pneumatically convey bulk fine material into the existing Mill pipelines, which will be diverted through the "T" junction (Proposed in Item 2) into Silos 27 & 28. The system will be completely enclosed and pneumatically conveyed. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043).

Ships without self unloading equipment will hook up to the two existing vacuum unloading arms (EU 044 & 045). The Bulk Fine Material will be pneumatically unloaded through the self unloading arms and diverted instead of entering Belt 7. The material will be diverted into dockside hopper(s) and surge bin(s), which will then feed up to two pumps that will pneumatically convey material through the "Crow's Nest" and into the existing Mill pipelines. The material will be diverted through the "T" junctions (Proposed in item 2) into Silos 27 & 28. The system will be completely enclosed and pneumatically conveyed. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043), BH 44 (EU 044), and BH 45 (EU 045). Each pump will be able to convey material at approximately 150 TPH, and Florida Rock is requesting a maximum 300 TPH unloading rate for bulk fine material unloading.

5) **Bulk Fine Ship Loading - Old Bulk Silos:** Florida Rock is proposing to utilize a portable pump that can hook up to either one of the two truck loading spouts underneath the Old Bulk Silos (EU 006 & 008) and pneumatically convey bulk fine material through the "Crow's Nest" to be loaded into a ship via EU 079. Emissions will be controlled by EU 079 (Baghouse 44, 45, 27, and/or portable baghouse). The existing maximum 39,000 acfm portable dust collector will be replaced by a 15,000 acfm unit and the mobile dust collector hours of operation will be increased from 600 to 1,500. This will result in a reduction in PM PTE from 2.0 to 1.9 tpy from EU 079.

6) **Ship Loading (EU 079)** - Florida Rock is proposing to allow a ship with its own pollution

control device to be loaded with Bulk Fine Material. The shipboard baghouse will have an air flow of up to 15,000 acfm. This operation will be included as part of the 1,500 hours per year for EU 079.

7) **Silo Loading from Trucks:** Florida Rock is proposing to allow for any silo to be loaded by truck. There is currently limited access for the silos to be loaded by truck, which limits certain jobs the Tampa plant can bid due to product contamination issues. Allowing any truck to load any silo would allow for maximum flexibility to handle different types of bulk fine material without contaminating the product. This will also provide additional work for the plant with the new flexibility.

Old Bulk Silos:

8) Florida Rock is proposing to add a vent line from Silo 23 to Baghouse 7 (EU 007) to alternatively control Silo 23 by Baghouse 7 to avoid product contamination.

9) Florida Rock is proposing to add a new air slide from Old Bulk Silos 21 & 23 to the Packhouse to feed the rotary packer. Emissions will be controlled by BH 71 (EU 071).

10) Florida Rock is proposing to have any of the Old Bulk Silos (EU's 006 – 008) to be controlled by BH 006, BH 007, or BH 008. Due to the airflow required during ship unloading to reach 500 tph, and the size of the existing baghouses, this alternative mode of operation will only be permitted for transfer from the Finish Mills (maximum of 150 tph) and for truck unloading to the silos (maximum of 35 tph).

11) **Packhouse Silos & Old Bulk Silos:** EU's 005, 006, and 008 are permitted to load by ship at a rate of 500 tph. Florida Rock is proposing to increase throughput limit of EU's 001, 002, 003, 007, and 031 to 500 tph for ship unloading.

During the site inspection conducted on August 29, 2013, this request was discussed in more detail, and it was explained by Florida Rock that the Packhouse Silos are internally inter-vented to one another. Therefore, in order to increase the process rate for all of the Packhouse Silos to 500 tph, BH's 001, 002, and 003 (and BH 031 as necessary) shall be running during ship unloading into EU's 001, 002, or 003 at 500 tph, as BH 005 is the only baghouse sized to individually handle the air flow rate generated from the ship unloading operation.

Due to the relatively small size of the interstitial Bulk Silos 25 and 26 (800 ton capacity each) compared to the rest of the Bulk Silos (3,000 ton capacity each), BH 007 is only sized to handle the airflow from Finish Mill transfer (150 tph) and truck unloading operations (35 tph). EU's 006 and 008 combined are sized to handle the airflow from the ship unloading operation at 500 tph, without adversely affecting the operation and maintenance of the baghouses.

12) **Baghouse 42:** Florida Rock is proposing to alternatively control Silo 28 with Baghouse 42 (EU 042) to prevent product contamination. This will be necessary for receiving one material by ship into Silo 27 or 28, and also loading Silo 27 or 28 with material for railcar loading.

13) **Feed Mill Silos:** Florida Rock is proposing to enclose the conveyor drop into Silo 9C for pollution control efficiency and add a vent line to BH 019. Emissions would be controlled by BH 019.

14) **Finish Mills:** Florida Rock is proposing to add a small angular chute with a grate and lid for reclaimed material (bags) to be manually added to mill drag lines 7, 8, and 9. Around 1,000 tpy of the currently permitted material processing rate, will be introduced onto the drag lines in this manner. This amount of material will pass through one less drop point resulting in less fugitive emissions than the current material flow. Furthermore, the silo openings will be fitted with clear vinyl strips to minimize any fugitive dust emissions from this operation.

15) **Super & Sand Packing:** Propose installing a new jumbo bag packer under the Skako blender that will feed bags onto the existing conveyors leading to the Bag Warehouse. The new packer would be capable of packing at 60 tph. Florida Rock is currently permitted for two jumbo packing spouts, and is requesting a third.

16) **Bulk Coarse/Granular Reclaim:** Florida Rock is proposing to reclaim bulk coarse material using a front end loader to a portable stacker/conveyor to a new hopper located on top of #6 Belt Conveyor. The material would then follow the normal path to the Slag field (#6 BC to #7 BC to #8 BC to stick conveyors to radial stacker. Material will be loaded by front end loader to a conveyor under EU 083. Material loaded back onto Belt #6 will operate under EU 059.

17) Florida Rock is proposing to remove BH 32, which controls the emissions from the bag handling/material reclaim, and tie this operation to BH 72 (EU 072 - Blending Plant).

18) **Increase EU 019 process rate** to 225 tph to accommodate the No. 10 Mill process rate, 75 tph, and dryer to silos 10A-B, 150 tph.

19) **Bulk Coarse/Granular Unloading:** Florida Rock is proposing to add two stick conveyors to ship unloading. Currently permitted for maximum 8 drop points, would like to capability for 10 drop points. This will reduce front-end loader use (VMT) to move materials.

20) **Feed Mill Silos:** Florida Rock is proposing to add a jumbo bagging station with two unloading spouts under the Kitty Litter (KL) silo, which will be vented to BH 012 (EU 012).

21) **Dryer Feed Hopper:** (EUs 083 and 074): Florida Rock is proposing to add capability to use two stick conveyors to feed the dryer feed hopper. This will reduce fuel consumption and VMT from front-end loaders running back and forth from the pile to the hopper. The loading of the stick conveyors and transfer to second stick conveyor will be accomplished by EU 083, currently allowed to handle the same material. The drop from the second stick conveyor to the dryer feed hopper will be accomplished by EU 074, currently allowed to conduct that activity.

22) **Transfer Elevator:** Florida Rock is proposing to activate the two existing truck unloading lines at the bottom of the transfer elevator between Silos 27 & 28 to the elevated air slide which conveys material to the finish mill feed silos. The emissions will be controlled by BH 12 (EU 012).

The facility (formerly known as LaFarge) is a bulk cement and aggregate material handling, processing, and packaging facility currently comprised of 44 different emission units. The plant receives various cementitious and aggregate products from ships, trucks, or railcars for processing and shipment off-site by truck, ship, or railcar. The raw products are dried in a dryer, ground, and blended in finish mills, as needed. The materials are then further blended to the desired cementitious mixture in the blending plant, if needed. The final product can be bulk loaded into trucks, ships, or railcars for shipment off-site, or packaged into various sized bags for shipment off-site.

PM emissions from the new railcar loading and unloading operations will be controlled by baghouses or portable filter canisters capable of meeting an exhaust grain loading of 0.02 gr/dscf and 5% opacity. Emissions from modifications to the existing emission units will be controlled by existing baghouses; however, Florida Rock is also authorized in this air construction permit to replace Baghouses 042 and 043 with new baghouses of identical air flow rates.

Based on the changes proposed in this AC project, the facility-wide PTE for particulate matter will increase from 244 to 246 tons/yr. The facility is subject to PM RACT (Rule 62-296.700, F.A.C.)

Based upon our review, we recommend the issuance of the DRAFT AC permit.

SRH: 0570018-021-AC

TECHNICAL EVALUATION

AND

PRELIMINARY DETERMINATION

FOR

Vulcan Materials Company / Florida Rock Industries, Inc.

Hillsborough County

DRAFT Air Construction Permit

Application Number

0570018-021-AC

Environmental Protection Commission of

Hillsborough County

Tampa, FL

September 12, 2013

I. Project Description

A. Applicant: Harrinarine Mootoor
Vulcan Materials Company /
Florida Rock Industries, Inc.
2001 Maritime Blvd.
Tampa, FL 33605

B. Engineer: John B. Koogler, Ph.D., P.E.
Koogler and Associates, Inc.
4014 NW 13th Street
Gainesville, FL 32609

P.E. No.: 12925

C. Project and Location:

Attached is DRAFT Air Construction Permit No. 0570018-021-AC which is being issued to Vulcan Materials Company / Florida Rock Industries, Inc. ("Florida Rock") located at 2001 Maritime Blvd., Tampa, FL. Florida Rock is proposing to construct an extension of an existing railroad spur located on the southeast side of the facility, in order to load and unload railcars with bulk fine and bulk coarse/granular materials. According to Florida Rock, the facility could receive up to about 10 railcars per week. Also, Florida Rock is proposing numerous project-related and miscellaneous modifications to the facility, as detailed below:

1) **Rail Line Project:**

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a) Propose for the railcars to hook into the existing 4 truck unloading lines into Silo 27 or Silo 28 to offload at a max throughput rate of 240 TPH (60 TPH per railcar). Emissions would be controlled by BH 42 (EU 042) and BH 43 (EU 043).

b) Florida Rock is proposing to add a "T" junction from the existing four (4) truck unloading lines to Silo 27 or Silo 28 that will feed directly to the transfer air slide to unload material into the finish mill feed silos. Emissions will be controlled by BH 12 (EU 012).

c) Florida Rock is proposing to add a 10" pipe with a manifold so up to 10 railcars can pump off at once into Silos 27 & 28. Each railcar can transfer material at ~60 TPH and the permitted max throughput rate is requested at 600 TPH. Emissions will be controlled by BH 42 (EU 042) and BH 43 (EU 043). Air flow rates estimated by Florida Rock are 400-500 cfm per railcar.

d) Florida Rock is proposing to unload bulk fine railcars directly into trucks with a maximum process rate of 60 TPH per truck. Propose loading up to four (4) trucks at once.

Emissions from truck loading will be controlled by portable filter canisters, or a mobile dust collector.

e) Florida Rock is proposing to unload bulk coarse/granular material from railcars into trucks via portable conveyors. The conveyor will hook up to the discharge spout underneath the railcar and will convey material to drop into a truck. This activity will be associated with EU 083.

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5) **Bulk Fine Ship Loading - Old Bulk Silos:** Florida Rock is proposing to utilize a portable pump that can hook up to either one of the two truck loading spouts underneath the Old Bulk Silos (EU 006 & 008) and pneumatically convey bulk fine material through the "Crow's Nest" to be loaded into a ship via EU 079. Emissions will be controlled by EU 079 (Baghouse 44, 45, 27, and/or portable baghouse). The existing maximum 39,000 acfm portable dust collector will be replaced by a 15,000 acfm unit and the mobile dust collector hours of operation will be increased from 600 to 1,500. This will result in a reduction in PM PTE from 2.0 to 1.9 tpy from EU 079.

6) **Ship Loading (EU 079)** - Florida Rock is proposing to allow a ship with its own pollution control device to be loaded with Bulk Fine Material. The shipboard baghouse will have an air flow of up to 15,000 acfm. This operation will be included as part of the 1,500 hours per year for EU 079.

7) **Silo Loading from Trucks:** Florida Rock is proposing to allow for any silo to be loaded by truck. There is currently limited access for the silos to be loaded by truck, which limits certain jobs the Tampa plant can bid due to product contamination issues. Allowing any truck to load any silo would allow for maximum flexibility to handle different types of bulk fine material without contaminating the product. This will also provide additional work for the plant with the new flexibility.

Old Bulk Silos:

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PM emissions from the new railcar loading and unloading operations will be controlled by baghouses or portable filter canisters capable of meeting an exhaust grain loading of 0.02 gr/dscf and 5% opacity. Emissions from modifications to the existing emission units will be controlled by existing baghouses; however, Florida Rock is also authorized in this air construction permit to replace Baghouses 042 and 043 with new baghouses of identical air flow rates.

Based on the changes proposed in this AC project, the facility-wide PTE for particulate matter will increase from at 244 to 246 tons/yr. The facility is subject to PM RACT (Rule 62-296.700, F.A.C.)

The project has been assigned Source Classification Code Nos. 3-05-006-07 (Raw Material Unloading), 3-05-006-12 (Raw Material Transfer), 3-05-006-18 (Cement Silos), 3-05-006-19 (Cement Load Out), 3-05-006-27 (Finish Grinding Mill Feed Belt), 3-05-006-28 (Finish Grinding Mill Weigh Hopper), all of which fall under Industrial Processes, Mineral Products, Cement Manufacturing (Dry Process). The Standard Industrial Code for the project is No. 5032 (Brick, Stone, and Related Construction Materials). The project is located at 2001 Maritime Blvd., Tampa, FL, 33605. UTM Coordinates of the location are 17-357.9 E and 3090.7 N.

D. Process and Controls:

The facility (formerly known as LaFarge) is a bulk cement and aggregate material handling, processing, and packaging facility currently comprised of 44 different emission units. The plant receives various cementitious and aggregate products from ships, trucks, or railcars for processing and shipment off-site by truck, ship, or railcar. The raw products are dried in a dryer, ground, and blended in finish mills, as needed. The materials are then further blended to the desired cementitious mixture in the blending plant, if needed. The final product can be bulk loaded into trucks, ships, or railcars for shipment off-site, or packaged into various sized bags for shipment off-site.

Modified Process Description

This facility is a cement and aggregate handling, processing, and packaging operation that receives various cementitious products from ships, trucks, or railcars for processing and shipment off-site. The facility handles two distinct types of products: 1) Bulk Fine Materials; and 2) Bulk Coarse/Granular Materials. Fine materials (e.g. cement, flyash, milled limestone, etc.) are handled pneumatically, stored in enclosed silos, and controlled by baghouses, with the exception of transfer of material on enclosed Belt Conveyor #7 during the ship unloading transfer to Silos 27 and 28. However, Bulk Fine Materials may be pneumatically unloaded into Silos 27 and 28 using the existing mill pipelines. Bulk Coarse/Granular materials (e.g. gypsum (natural and synthetic), slag (blast furnace, white, black, other), limestone, sand, pumice, emathlite, kitty litter, bauxite, etc.) are typically handled with front-end loaders,

conveyors, and elevators, stored in open stockpiles, and controlled through moisture content, enclosures on conveyor belts, tarp enclosures, and water sprays or dust suppressants, as necessary. The operations at the facility have been grouped into sections based on the physical location of the various distinct operations around the site. Where possible, the units are described based on the process flow of the materials as follows: 1) Receiving; 2) Transfer; 3) Processing; 4) Storage; and 5) Shipping. Some emission units are mentioned in multiple groups because their operations carryover to several processes.

Bulk Coarse/Granular Material Handling/Processing – (Emission Unit (EU) 053, 054, 058, 059, 074, 075, 076, 077, 078, 083, 085)

Bulk coarse/granular materials are received from ships, trucks, or railcars. Coarse/Granular materials are unloaded from ships (EU 053) using self unloading equipment or clamshells. The material is currently loaded into two hoppers (EU 054) that empty onto dedicated covered conveyor belts that direct the product onto a single covered conveyor (Conveyor #6) or directly to a loadout chute. A third hopper is also scheduled to be constructed, which will operate similar to the existing two. A loadout chute is also located on the southern end of Conveyor #6. Material can be delivered through the loadout chutes directly to trucks or to a series of up to five movable stick conveyors and a radial stacker if necessary, so a stockpile can be formed near the ship unloading area. The trucks can deliver the products to the desired stockpile on-site or take the material off-site. Alternatively, the material on Conveyor #6 is transferred to an enclosed conveyor (Conveyor #7), which ascends to an enclosed tower where the material is transferred to a covered conveyor (Conveyor #8) through a diverter. A baghouse controls emissions at this transfer point; however, it is typically only utilized during bulk fine unloading via Conveyor #7. Conveyor #8 empties onto a series of up to five moveable stick conveyors, which empty onto an automatic radial stacker for formation of the storage piles on the north side of the site. The fixed portion of the radial stacker is covered. The five movable stick conveyors and radial stacker conveyor may be used either near the dockside (near Conveyor #6) or north of the Finish Mill Building by the material storage piles (near Conveyor #8), or may be split between the two areas in any combination. As an alternative mode of operation, a new hopper will be constructed on top of Conveyor #6 so that a front-end loader at the dockside area may load bulk coarse/granular material into a movable conveyor or stacker which will direct the material through the hopper and Conveyor Belts 6, 7, and 8, to the storage piles on the north side of the Finish Mill building. All of the transfer of bulk coarse/granular material from the dockside hoppers, conveyors, or truck/front-end loader to the movable conveyors is identified as EU 059 and estimated potential emissions were based on a total of 10 transfer points.

Trucks arriving with coarse/granular materials from off-site can drop the products directly to storage piles located around the yard or into hoppers or grates feeding the various processes. The drop of material to a pile from conveyor or truck is identified as EU 077. The material received from the ships, trucks, and railcars is typically moist and water sprays are required as needed to reduce PM emissions. Bulk coarse/granular materials can also be loaded out to trucks for movement around the yard or for off-site delivery. Furthermore, bulk coarse/granular materials can be loaded out to ship, barge, or railcar for off-site delivery. Front-end loaders retrieving material from the storage piles can load directly to trucks/railcars or to a hopper feeding a movable conveyor which drops the material into trucks, railcars, or ships. In

addition, railcars can unload coarse/granular material directly onto a portable conveyor which drops the material into a truck. Emissions from this loadout are identified as EU 083. Particulate matter emissions are controlled using reasonable precautions such as partial enclosures and water or dust suppressant as needed.

The bulk coarse/granular materials can be processed through a natural gas-fired parallel-flow rotary drum dryer at a maximum rate of 150 ton/hr to reduce the moisture content prior to further processing and/or blending. Material to be sent to the dryer is retrieved from the storage piles and dropped into the dryer feed hopper via front-end loader, and then transferred via open conveyors into the dryer. The handling of material prior to the dryer is identified as EU 074. Material exiting the dryer is passed through an enclosed drag conveyor and then up an elevator where it feeds either the bulk coarse/granular silo (EU 075) or Finish Mill Feed Silos 9C, 10A, and 10B (EU 019). Emissions from the dryer and drag conveyor are controlled by Baghouse 58 (EU 058). Collected dust from this baghouse is returned to the enclosed drag conveyor. Material from the bulk coarse/granular silo is bulk loaded into trucks (EU 076). The bulk coarse/granular silo is primarily used to store dried sand and its emissions are controlled through partial enclosures.

Bulk coarse/granular materials can also be processed through a crusher/screener to recover the desired sizes for further processing. Bulk coarse/granular materials can be reclaimed from the storage piles via front-end loader and placed into a hopper. From the hopper, the material is fed via conveyor into a crusher. From the crusher, the material is transferred via conveyor and dropped into a triple-deck screen to separate the product by size at an estimated maximum process rate of 50 ton/hr. Three conveyors will radiate out from the various levels of the screen to convey the product to form three distinct piles based on the screen size. Water sprays are required throughout this operation to ensure that that product retains sufficient moisture to minimize particulate matter emissions. This operation is identified as EU 078.

Bulk Fine Material Shipping/Receiving and Silos 27 & 28 – (EU 027, 042, 043, 044, 045, 053, 060, 061, 066, 084, 085)

Bulk fine materials are received from ships, trucks, or railcars. This facility receives bulk fine materials from two types of ships; self-unloading vessels with onboard pumps and closed holds, and bulk carrier vessels with open holds (EU 053). The bulk fine materials can be self-unloaded into the Packhouse Silos, Bulk Silos, Silos 27 and 28, or can be removed from ships by vacuum via two cyclone separators with dedicated unloading arms. From the cyclone separators, the bulk fine material can be fed via the air slide/conveyor belt system to Conveyor Belt 7, or diverted to surge bin(s) followed by up to two pumps that will pneumatically convey the material to Silos 27 and 28 through the existing mill pipelines. The mill pipelines will be extended to the dock area, as well as to Silos 27 and 28, in order to perform the pneumatic ship unloading operation. Emissions from each unloading arm/separator are controlled with dedicated baghouses, designated as Baghouse 44 and Baghouse 45 (EU 044 and EU 045). Emissions from the pneumatic loading of Silos 27 and 28 from ships will be controlled by Baghouse 42 (EU 042) and/or Baghouse 43 (EU 043).

In the first bulk fine open-hold ship unloading scenario, the material travels down independent air slides from each separator and is delivered onto Conveyor Belt #7 in an enclosed area controlled by Baghouse 27 (EU 027). The material ascends to an enclosed tower where the bulk fine material is transferred via diverter to an air slide. Baghouse 66 (EU 066) controls this transfer and is located on top of the transfer house. The air slide discharges into a screen that feeds a bucket elevator that empties onto another air slide leading to Silos 27 and 28. There are also four truck unloading lines located at the ground level of Silos 27 and 28 that allow trucks to pump material directly into the base of the bucket elevator that leads to the silos. Emissions generated during the transfer of the product from Conveyor Belt #7 to air slide to the screen, the truck unloading lines to the base of the elevator, the bucket elevator, and the transfer of material from the elevator to the next air slide are controlled by Baghouse 42 (EU 042). The elevator has a maximum process rate of 1,000 ton/hr.

The air slide from the bucket elevator delivers the product to a diverter leading to two air slides. One air slide empties the material into Silo 27. The other air slide leads to a diverter that routes the material to either Silo 28 or to an air slide leading directly to the Finish Mill Feed Silos. Material in Silo 27 and Silo 28 can be loaded directly into trucks, transferred to the finish mills via air slide to transfer bucket elevator to air slide, or transferred into the new railcar loading silo via the transfer bucket elevator to a diverter to a chute that leads to a new air slide that delivers the material to the Railcar Silo. In addition, there are four lines that run from the ground level directly into the top of the two silos that allow up to four trucks/railcars to pneumatically unload simultaneously to either Silos 27 or 28, or to the silo transfer air slide. Also, there are two truck unloading lines located at the base of the transfer bucket elevator that may be used to transfer the material to the Finish Mill Feed Silos or the new railcar loading silo. Furthermore, one of the mill lines will be extended to feed the Railcar Silo as well. Emissions from the transfers through the various air slides, the loading of material into Silos 27 and 28, the Silo Transfer Elevator, and the loading of the Railcar Silo will be controlled by Baghouse 42 (EU 042), Baghouse 43 (EU 043), Baghouse 084 (EU 084). Loading of bulk fine materials into railcars from the Railcar Silo will be controlled by a portable baghouse (Baghouse 085) or up to four (4) portable filter canisters (EU 085). Bulk fine materials may also be pneumatically loaded directly into trucks from railcars, or vice versa. Emissions from this operation will also be controlled by the portable baghouse (Baghouse 085) or up to four (4) portable filter canisters (EU 085).

Also as part of this project, Florida Rock is going to install a 10'' pipe with a manifold for up to 10 railcars to simultaneously unload directly into Silos 27 or 28. This operation will be controlled by Baghouse 042 and/or 043. Furthermore, Florida Rock will be able to pneumatically unload from railcars directly into the Finish Mill Feed Silos. This operation will be controlled by Baghouse 012 (EU 012).

Beneath Silos 27 and 28 are individual truck loadout stations which allow for bulk loadout of fine material to trucks from the silos through a telescopic chute. Also located beneath Silo 28 (north silo) is a jumbo bag filling station consisting of 4 jumbo bag filling spouts. Up to 4 jumbo bags can be filled simultaneously. Emissions from Silo 27 truck loading is controlled by Baghouse 60 (EU 060). Emissions from Silo 28 truck loading and the jumbo bag filling station is controlled by Baghouse 61 (EU 061). Both baghouses are located within the base of the corresponding silo.

Finish Mills – (EU 012, 013, 016, 017, 018, 019, 020, 021, 080, 081)

In the finish mill building, bulk coarse/granular and fine materials are initially stored, processed through the grinding mills and/or separators to be sized as needed, and then pumped to storage silos for eventual blending and/or loadout. The Finish Mill Feed Silos are comprised of 12 silos that can be loaded from the air slide connected to Silos 27 and 28, directly from trucks or railcars, from a bucket elevator (feeding Silos 9C, 10A, and 10B), or from the exit of the finish mills (reclaimed). All of the Finish Mill Feed Silos may receive fine materials directly from trucks or railcars via pneumatic unloading. Emissions from Silos 7A, 7B, 7C, 8A, 8B, 8C, 9A, 9B, and KL are all controlled by Baghouse 012 (EU 012). A bucket elevator is located on the east side of the silos that is fed directly from the dryer or from a short conveyor beneath a truck unloading grate. The elevator can feed finish mill Silos 9C, 10A and 10B. Emissions from Silos 9C, 10A, 10B are controlled by Baghouse 019 (EU 019). Silo 9C was not previously controlled by a baghouse, and its emissions were controlled through partial enclosures and material moisture content. The bucket elevator to conveyor to Silo 9C is identified as EU 081, but will now be enclosed and vented to Baghouse 019 for pollution control efficiency.

Products from the Finish Mill Feed Silos are transferred via drag conveyors to the No. 9 finish mill, the No. 10 finish mill, the No. 8 mixing separator, or directly to an outgoing surge pump via the No. 7 transfer line. Also, a portable hopper and conveyor (EU 083) or a manual loading chute may be used to feed bulk coarse/granular materials or bulk fine materials, respectively, directly into the drag conveyors that transfer the material to the direct feed bucket elevators. For Finish Mill 9, the #9 drag conveyor transfers materials from the feed silos to the Finish Mill #9 direct feed elevator. The elevator feeds a drag conveyor which unloads the material into Finish Mill 9. Material exiting the mill is transferred through the #9 main floor screw conveyor, then up the #9 main elevator, and then into the two #9 separators. Rejects from the separators are fed back into the finish mill. The desired products from the separators are fed into the #4 surge bin. From the #4 surge bin, material is fed to either Pump A or Pump C for pneumatic transport to the Packhouse Silos, the Bulk Silos, Silos 27 and 28, the Railcar Silo, or back to the Finish Mill Feed Silos. Emissions from the drag conveyors, the direct feed elevator, the base of the main elevator, the surge bin, and the Pumps A and C are controlled by Baghouse 017 (EU 017). Emissions from Finish Mill #9 and the Finish Mill #9 to screw conveyor transfer are controlled with a cyclone in series with Baghouse 018 (EU 018). Collected material from the cyclone and Baghouse 018, along with reclaimed product from the vacuum truck cleaning system, is dropped into the floor screw conveyor. Emissions from the #9 main elevator and the two #9 separators are controlled by Baghouse 16 (EU 016). Collected material from Baghouse 16 is transferred via screw conveyor to the #4 surge bin.

For Finish Mill 10, the handling of material is very similar to Finish Mill 9. Material is received and processed through Finish Mill 10 and then directed to two separators using similar transfer equipment to Finish Mill 9. Desired products from the separators are fed into the #3 surge bin. From the #3 surge bin, material is fed to either Pump A, Pump B, or Pump C for transport. Emissions from the #10 drag conveyors, the #10 direct feed elevator, and the base of the #10 main elevator are controlled by Baghouse 20 (EU 020). Emissions from the finish mill and

finish mill to screw conveyor transfer are controlled by Baghouse 21 (EU 021). Collected material from Baghouse 21 is dropped into the floor screw conveyor. Emissions from the #10 main elevator, the two #10 separators, and the #3 surge bin are controlled by Baghouse 19 (EU 019). Collected material from Baghouse 19 is transferred via air slide to the #3 surge bin. Pump B is controlled by a small standalone baghouse identified as Baghouse 80 (EU 080).

For Line #8, the #8 drag conveyor transfers materials from the feed silos to the #8 main feed elevator. The elevator delivers material to the #8 separator which serves as a mixer (no materials are separated or removed). The desired products from the separator are fed into the #2 surge bin via screw conveyor. Line #7 is similar to Line #8, but there is no separator. Line #7 is only used to transfer material from the feed silos to the #2 surge bin. However, the facility has the flexibility to divert product flow from Line #7 to Line #8 through use of an air slide from the #7 drag conveyor to the #8 main elevator. From the #2 surge bin, material is fed to either Pump B or Pump C for pneumatic transport. Emissions from the #7 and #8 drag conveyors, the main elevators, the #7 transfer air slide, and the screw conveyors from both lines, along with the #2 surge bin and #8 separator, are all controlled by Baghouse 013 (EU 013).

Bulk Silos – (EU 006, 007, 008)

The Bulk Silos are comprised of 8 silos (6 exterior silos and 2 interstitial silos). Material is loaded into the silos by transfer from the finish mills, or directly from ships or trucks. Material from ships and trucks can be transferred directly to any of the Bulk Silos. Beneath the three silos on the east side (Silos 19-21) is the east bulk truck loading spout. Trucks can be loaded by a telescopic spout that extends down to the truck opening. The emissions from this operation are vented to Silo 21. Beneath the three silos on the west side (Silos 22-24) is the west bulk truck loading station with a telescopic loading spout, similar to the east side. Beneath Silo 24 are four jumbo bag filling stations. These stations can fill up to 3-ton jumbo bags from Silo 24 for shipment off-site. An additional two jumbo bag filling stations are located beneath Silo 22. Emissions from the 4 jumbo bag filling stations (beneath Silo 24), the east truck loading spout, and Silos 19, 20, 21, and 24 are controlled by Baghouse 6 (EU 006). Emissions from the 2 jumbo bag filling stations (beneath Silo 22), the west truck loading spout, and Silos 22 and 23 are controlled by Baghouse 8 (EU 008). Emissions from the 2 interstitial silos, Silos 25 and 26, are controlled by Baghouse 7 (EU 007). As an alternative method of operation, emissions from any individual silo may be controlled by Baghouse 6, 7, or 8, for truck unloading, jumbo bagging, or transfer from the finish mills, to prevent product contamination.

Packhouse Silos/Packing Operations – (EU 001, 002, 003, 005, 031, 032, 071)

Bulk fine materials are stored in the Packhouse Silos and transferred to either the blending plant or a series of packers for bagging of material for shipment off-site. The Packhouse Silos are comprised of 18 silos. Material is loaded into the silos from the finish mills, or directly from trucks or ships. Material from ships and trucks may be transferred directly to any of the Packhouse Silos. Packhouse Silos 1, 2, and 3 are controlled by Baghouse 2 (EU 002). Packhouse Silos 4, 5, and 6 are controlled by Baghouse 1 (EU 001). Packhouse Silos 7-10 and 13-16 are controlled by Baghouse 3 (EU 003). Silo 17 may also be controlled by Baghouse 3 as an alternative operation if necessary in order to prevent product contamination. Packhouse Silos

11, 12, 17 and 18 are controlled by Baghouse 5 (EU 005). Silos 7, 13, and 14 may also be controlled by Baghouse 31 as an alternative mode of operation, if necessary, to prevent product contamination. During the ship unloading of bulk fine materials into either EU 001, 002, and 003, all three baghouses shall be in operation to accommodate the air flow from the ship unloading operation. Due to the size of Baghouse 5, EU 005 may operate independently during the ship unloading operations.

Packhouse Silos 2-6, 11, 12, and 14-18 can feed the rotary packing system on the north end of the building. A new air slide may be extended from Bulk Silos 21 and 23 to feed the rotary packing system as well. Material from these silos are either fed directly to the primary bucket elevator or through a secondary elevator followed by a screen that feeds the primary elevator. From the primary elevator, the material drops through a screen and into the holding bin above the packer. The rotary packer was manufactured by Haver Filling Systems, Inc. and can load different sizes of bags up to approximately 100 pounds at various rates, with a maximum estimated loading rate of 141 ton/hr and 4,000 bags/hr. Packaged materials are discharged onto belt conveyors that transport the bags to the storage warehouse. A quality control system on the finished bag conveyor examines each bag and shreds off-spec bags. There is also a reclaim hopper beneath the packer to collect spilled material. Reclaimed material from packing and damaged bags is collected through a series of screw conveyors and sent to the secondary elevator. The secondary elevator can discharge back to the primary elevator or to a series of isolation bins that temporarily store material to prevent product contamination. Emissions from all of the handling operations associated with the rotary packer are controlled by Baghouse 71 (EU 071).

Packhouse Silos 7-10 and 13-16 can feed the automated packers, the manual packer, and the Haver inline packer. Packhouse Silos 1-6 can feed the manual packer and the Haver inline packer, but not the automated packers in order to prevent product contamination. For the automated packers, material is transferred by air slides or screw conveyors to an elevator, and then through a rotary screen which discharges into one of three chutes. One chute leads directly to an automated packer bin, the second chute is into a screw conveyor to the second packer bin, and the third chute leads to the #6 screw conveyor which can feed any of the packer bins (manual, automated and Haver inline). The material from each bin is fed through a rotary air lock to the packers. Emissions from the air slides, elevator, screw conveyors, screen, storage bins, and packers are controlled by Baghouse 31 (EU 031). For the manual and Haver inline packers, material is fed directly to the packers from the Packhouse Silos via air slide to an elevator, screen, and then storage bin above the packers. The packers can also receive material processed through the blending plant.

Packaged materials from all 4 packers are discharged onto belt conveyors that transport the bags to the storage warehouse. Beneath the 4 packers is an open reclaim screw conveyor to collect loose material from the bagging operation. Emissions from the bag handling system and the material reclaim system were previously controlled by Baghouse 32 (EU 032), but will now be controlled by the blending plant baghouse (Baghouse 072). Baghouse 32 will be completely removed from service and removed from the facility, although this portion of the facility operations will retain the designation of EU 032.

Blending Plant – (EU 072, 073, 082)

The blending plant is located directly east of the Packhouse. All materials enter the blending plant from the Packhouse Silos via air slides, screw conveyors, and an elevator that direct the material to the blending plant bucket elevator or directly to the bulk jumbo bag holding bin. Material can also be pneumatically unloaded from trucks through 3 unloading lines directly to the 4 elevated storage bins or the jumbo bag filling holding bin. Bulk Coarse/Granular materials can also be bulk loaded into the blending plant elevator by truck through a small hopper connected with a short screw conveyor. The loadout from truck to the blending plant hopper is identified as EU 082. The material exiting the blending plant elevator goes through a diverter gate and can be directed to any of the 4 storage bins, to the manual and Haver inline packer hopper for bagging, or to the bulk jumbo bag holding bin. Trucks may also pneumatically unload directly to the jumbo bag holding bin. From the jumbo bag holding bin, the blended product is sent to a jumbo bag filling station consisting of one jumbo bag filling spout. A second jumbo bag filling spout is located at the end of the blending plant product (take away) screw conveyor. A third jumbo bag loading spout may be constructed underneath the blending plant as well. Each jumbo bag filling spout can load one 3-ton jumbo bag at a time at an approximate loadout rate of 60 ton/hr. Materials stored in the 4 storage bins flow downwards (by gravity) to the weighing bins (for proportioning), to the mixer, and last to the take away screw conveyor. The mixer is a Model 2250 SKAKO blender where dry product is mixed at a maximum rate of approximately 80 tons/hr. The take away screw conveyor returns the blended materials back to the blending plant elevator or diverts the material to the pneumatic pump for transfer to bulk or packhouse storage silos. Emissions from the air slides, screw conveyors, elevators, 4 storage bins, and blender are controlled by Baghouse 72 (EU 072). Emissions from the manual packer, Haver inline packer, jumbo bag filling stations, and associated holding bins are controlled by Baghouse 73 (EU 073).

Bulk Fine Ship Loading – (EU 079)

Bulk fine materials can also be loaded out to ships through the following three distinct scenarios, or any combination of these scenarios simultaneously not to exceed 420 ton/hr. In the first scenario, material being transferred to the finish mill feed silos from Silos 27 and 28 will be diverted from the existing transfer air slide to a new air slide that will discharge into a chute leading directly to the existing surge bins and adjoining pumps in the finish mill building. The new construction will provide for a more direct path to the surge bins and bypass unnecessary handling through the finish mill feed silos. The transfer of material from the new air slide leading to the surge bins/pumps will be controlled by the following 3 existing baghouses in the finish mill: Baghouse 13 (EU 013), Baghouse 17 (EU 017), and Baghouse 20 (EU 020). The combined capacity of the 3 pumps is approximately 210 ton/hr (70 ton/hr each). From the pumps, the material will then be pneumatically transferred through the three respective lines that currently lead towards the Packhouse Silos near the dock. However, new connections to each of the three pneumatic lines will be installed on the “Crow’s Nest” prior to the material arriving at the Packhouse building. The new lines will allow for the products to be diverted directly to the shiphold for loadout. Particulate matter emissions from the ship loading will be controlled by up to two of the existing dockside baghouses: Baghouse 45 and/or Baghouse 27. A flexible pipe

can be added from the South cyclone separator (EU 045) during ship loading of bulk fine materials in order to allow collected dust from the separator/baghouse to be routed back to the ship rather than the air slides to help prevent product contamination.

In the second scenario, a new 12-line truck loadout bay will be constructed near the dock. Each line is expected to be 5” in diameter. Trucks will arrive to the loadout bay from off-site, from the two truck loadout stations beneath Silos 27 and 28, or from other existing cement truck loadout stations located at the facility. All trucks will contain their own power sources for the pump (i.e. self unloading), and have a typical individual unloading rate of 35 ton/hr. The 12 lines will each lead to the ship for loadout, so up to 12 trucks could unload to the shiphold at one time (i.e. maximum ship loading capacity is 420 ton/hr). Particulate matter emissions from the ship loading will be controlled by up to three of the existing dockside baghouses: Baghouse 44 and/or Baghouse 45 and/or Baghouse 27. In order to help assure that an individual baghouse is not overloaded during ship loading, Baghouses 44 or 45 cannot solely control emissions from the ship. As an alternative option for the second scenario, particulate matter emissions from ship loading may be controlled by a single portable dust collector with an airflow of 15,000 acfm. The make and model number of the dust collector may change as long as the minimum specifications and testing requirements in the permit are met. Flexible pipes can be added from the North and South cyclone separators (EU 044-45) during ship loading of bulk fine materials in order to allow collected dust from the separator/baghouse to be routed back to the ship rather than the air slides to help prevent product contamination.

The third scenario involves utilizing a portable pump to connect to either one of the east or west bulk silo truck loadout stations to pump bulk fine material directly to the shiphold. The pump will be capable of pumping material to a ship at a maximum of 150 tph. Emissions will be controlled by EU 079.

Also present at the facility are several insignificant sources/activities. Included as part of the insignificant sources is a collection of 4 steel storage tanks approximately 15,000 gallons each located south of the finish mills. The tanks contain a variety of additives and grinding aids utilized as needed in the finish mills.

The facility is subject to PM RACT (Rule 62-296.700, F.A.C.) and Chapter 1-3.52, Rules of the EPC.

E. Application Information:

Received on: July 31, 2013

Information Requested: August 21 and 22, 2013 (via e-mail)

Application Complete: September 4, 2013

II. Rule Applicability

This project is subject to the preconstruction review requirements of Chapter 403, Florida Statutes, Chapters, 62-204, 62-4, 62-210, 62-212, 62-296, and 62-297, Florida Administrative Code (F.A.C.) and Chapter 1-3 of the Rules of the Environmental Protection Commission of Hillsborough County.

This project is subject to the requirements of Rule 62-212.300, General Preconstruction Review Requirements, F.A.C., since the project is a source of air pollution.

This project is not subject to the requirements of Rule 62-212.400, Prevention of Significant Deterioration, F.A.C. or Rule 62-212.500, New Source Review for Nonattainment Areas, F.A.C., since the facility is a minor source for PSD.

This project is subject to the requirements of Rule 62-213, Operation Permits for Major Sources of Air Pollution, F.A.C., since the facility is a Title V source by state definition.

This project is subject to the requirements of Rule 62-296.320, F.A.C., General Pollutant Emission Limiting Standards, since the operation is a source of Particulate Matter.

This project is not subject to the requirements of Rule 62-296.401 through 62-296.417, Specific Emission Limiting and Performance Standards, F.A.C., since there is not a defined category for this project.

This project is not subject to the requirements of Rule 62-296.500, Reasonably Available Control Technology (RACT) - Volatile Organic Compounds (VOC) and Nitrogen Oxide (NOx) Emitting Facilities, F.A.C., since there is not a defined category for this project.

This project is not subject to the requirements of Rule 62-296.600, Reasonably Available Control Technology (RACT) - Lead, F.A.C., since there is not a defined category for this project.

This project is subject to the requirements of Rule 62-296.700, Reasonably Available Control Technology (RACT) Particulate Matter, F.A.C., since it is located within the Hillsborough County Maintenance Area for the pollutant particulate matter and the potential to emit for PM emissions for the facility are greater than 15 TPY.

This project is not subject to the requirements of Rule 62-204.800(8), F.A.C., Title 40, Code of Federal Regulations, Part 60, Standards of Performance for New Stationary Sources, or Rule 62-204.800, F.A.C., Title 40, Code of Federal Regulations, Part 63, National Emission Standards for Hazardous Air Pollutants for Source Categories.

This project is subject to the requirements of Chapter 84-446, Laws of Florida and Chapter 1-3, Rules of the Environmental Protection Commission of Hillsborough County.

III. Summary of Emissions

EU ID	Emission Unit Description	Schedule hours/year	Process Rate ton/hr	Requested Throughput ton/yr	Baghouse Air Flow Rate dscfm	Allowable Emissions gr/dscf (3)	PM PTE ton/yr (2)	Actual Emissions TPY (1)	Emissions Increase TPY
001	Packhouse Silos 4,5,6	8760	500	1314000	4800	0.02	3.6	0.003	3.6
002	Packhouse Silos 1,2,3	8760	500	1314000	4800	0.02	3.6	0.003	3.6
003	Packhouse Silos 7-10, 13-16	8760	500	1314000	9260	0.02	7.0	0.03	6.9
005	Packhouse Silos 11,12,17,18	8760	500	1314000	12000	0.02	9.0	0.04	9.0
006	Bulk Fine Storage Silos 19,20,21,24	8760	500	1314000	6250	0.02	4.7	0.08	4.6
007	Bulk Fine Storage Silos 25,26	8760	150	1314000	6000	0.02	4.5	0.01	4.5
008	Bulk Fine Storage Silos 22, 23	8760	500	1314000	6250	0.02	4.7	0.04	4.7
012	Finish Mill Feed Silos (7,8,9, KL), Railcar Unloading to Silo Transfer Air Slide, and (2) Bulk Jumbo Baggers underneath Silo KL	7800 (5)	1100	900000	20000	0.02	13.4	0.08	13.3
016	Finish Mills - No. 9 Separators	7800 (5)	75	900000	29400	0.02	19.7	0.12	19.5
017	Finish Mills - No. 9 Feed Conveyor, Elevators, Surge Pumps	7800 (5)	75	900000	13000	0.02	8.7	0.12	8.6
018	Finish Mills - No. 9 Mill	7800 (5)	75	900000	12600	0.02	8.4	0.09	8.3
019	Finish Mills - No. 10 Separators and Silos 9C, 10A, 10B	7800 (5)	225	900000	29400	0.02	19.7	0.10	19.6
020	Finish Mills - No. 10 Feed Conveyor, Elevators	7800 (5)	75	900000	13000	0.02	8.7	0.10	8.6
021	Finish Mills - No. 10 Mill	7800 (5)	75	900000	12600	0.02	8.4	0.10	8.3
027	Bulk Fine Transfer - Ship Unloading Air Slides to Belt 7	8760	680	1577000	18000	0.02	13.5	0.02	13.5
031	Packhouse - Automated Packers	8760	150	1561000	12000	0.02	9.0	0	9.0
032	Packhouse/Blending Plant - Bag Handling and Reclaim (4)	8760	150	1561000	13000	0.02	0.0	0.01	0.0
042	Bulk Fine Transfer: Screen to Elevator to Air Slide	8760	680	1577000	8000	0.02	6.0	0.03	6.0
043	Bulk Fine Transfer: Air Slides and Reclaim Elevator	8760	680	1577000	10000	0.02	7.5	0.09	7.4
044	Bulk Fine Ship Unloading - North Dockside Unloader	8760	340	1577000	5280	0.02	4.0	0.01	4.0
045	Bulk Fine Ship Unloading - South Dockside Unloader	8760	340	1577000	5280	0.02	4.0	0.01	4.0
059	Bulk Coarse/Granular Ship Unloading	8760	800	550000	n/a	n/a	3.7	0.20	3.5
071	Packhouse - Rotary Packer	8760	141	1561000	20000	0.01	7.5	0.07	7.4
072	Blending Plant - Material Handling, Storage, Blending	8760	80	175000	8000	0.015	4.5	0.02	4.5
073	Blending Plant/Packhouse - Manual/Haver/Jumbo	8760	270	1561000	8000	0.015	4.5	0.01	4.5
074	Dryer Feed - Hopper/Conveyor Transfer	8760	150	775000	n/a	n/a	6.2	1.09	5.1
075	Bulk Coarse/Granular Silo	8760	150	175000	n/a	n/a	0.18	0.01	0.2
079	Bulk Fine Shipping - Ship Loading	1500 (6)	420	630000	15000	0.02	1.9	0.001	1.9
081	Bulk Coarse/Granular Storage - Finish Mill Silo 9C	7800 (5)	150	1170000	n/a	n/a	0.0	0.001	0.0
083	BULK COARSE/GRANULAR SHIPPING - Loadout to Truck/Ship/Railcar/Mills	8760	400	820000	n/a	n/a	8.2	0.44	7.8
084*	Railcar Silo for Railcar Loading	8760	350	1577000	6000	0.02	4.5	0	4.5
085*	Railcar/Truck Loading controlled by Portable Dust Collectors	8760	400	1577000	2000	0.02	1.5	0	1.5

*denotes new EU's

PROJECT TOTALS 211 2.95 207.7
Facility-wide PTE 246 TPY

- (1) Past actual emissions were based off of the average of emissions from the 2011-2012 AOR's.
- (2) Potential emissions were estimated using a calculated emission factor of 0.0014 lb/ton for material transfers based on a moisture content of 4.8%, and a calculated emission factor of 0.02 lb/ton for any transfer of material after the storage piles based on a moisture content of 0.7%. Emissions for EU 083 were calculated based on the "worst case" emission factor (0.02 lb/ton), however, when loading bulk coarse/granular material to a ship, a minimum moisture content of 4.8% will be required. Additional emissions reductions from 50-90% were credited for wind screens, required water sprays, and partial enclosures. Finally, the estimated emissions per material transfer point was multiplied by the number of material drops associated with emission unit.
- (3) Since the facility is subject to PM-RACT, the allowable emissions for units controlled by baghouses are limited to 0.03 gr/dscf from Rule 62-296.711(2), F.A.C.; however, the facility requested a lower limit of 0.02 gr/dscf for most emission units in Permit No. 0570018-017-AC/018-AV. EU 071, 072, and 073 have lower allowable emission limits (gr/dscf) as established in Construction Permit No. 0570018-014-AC, and will be required to conduct PM testing within 60 days of completion of the modifications in this permit.
- (4) As part of this project, as requested by the permittee, EU 032 will be tied into Baghouse 072 – Blending Plant Baghouse (EU 072). Baghouse 032 will be decommissioned and removed from the facility.
- (5) As part of this project, as requested by the permittee, in order to limit potential emissions from the Finish Mills, EU's 012, 016-021, and 081 are being limited to 7,800 hours per year.
- (6) As part of this project, as requested by the permittee, in order to limit potential emissions from the Ship Loading Operation, EU 079 is being limited to 1,500 hours per year for the portable baghouse.

Inventory of Title III pollutants is estimated to be less than 10 TPY individually and less than 25 TPY collectively.

IV. Conclusions:

The emission limits proposed by the applicant will meet all of the requirements of Chapters 62-204, 62-210, 62-212, 62-296, and 62-297, F.A.C., and Chapter 1-3, Rules of the Commission.

The General and Specific Conditions listed in the proposed permit (attached) will assure compliance with all the applicable requirements of Chapters 62-204, 62-210, 62-212, 62-296, and 62-297, F.A.C.

V. Proposed Agency Action:

Pursuant to Section 403.087, Florida Statutes and Rule 62-4.070, Florida Administrative Code the Environmental Protection Commission of Hillsborough County hereby gives notice of its intent to issue a permit to operate the aforementioned air pollution source in accordance with the DRAFT permit and its conditions as stipulated (see attached).

In the Matter of an
Application for Permit by:

File No.: 0570018-021-AC
County: Hillsborough

Mr. Harrinarine Mootoor
Vulcan Materials Company /
Florida Rock Industries, Inc.
2001 Maritime Blvd.
Tampa, FL 33605

INTENT TO ISSUE

The Environmental Protection Commission of Hillsborough County (EPC), as delegated by the Florida Department of Environmental Protection (DEP) gives notice of its intent to issue an Air Construction Permit for the Title V source detailed in the application specified above, for the reasons stated below.

The applicant, Vulcan Materials Company / Florida Rock Industries, Inc., applied on July 31, 2013 to the permitting authority for an air construction permit for their cementitious product processing, handling, and packaging facility located at 2001 Maritime Blvd., Tampa, Hillsborough County. Vulcan Materials/Florida Rock Industries is proposing to construct a new railcar loading and unloading operation at their Port of Tampa facility, in order to ship and receive bulk fine and bulk coarse/granular materials via rail. Also included in this project are multiple miscellaneous modifications to existing emissions units.

The permitting authority has permitting jurisdiction under the provisions of Chapter 403, Florida Statutes (F.S.), and Florida Administrative Code (F.A.C.) Chapters 62-4, 62-210 and 62-213. This source is not exempt from Title V permitting procedures. The permitting authority has determined that an Air Construction Permit is required to commence or continue operations at the described facility.

The permitting authority intends to issue the Air Construction Permit based on the belief that reasonable assurances have been provided to indicate that operation of the source will not adversely impact air quality, and the source will comply with all appropriate provisions of Chapters 62-4, 62-204, 62-210, 62-212, 62-213, 62-256, 62-257, 62-281, 62-296, and 62-297, F.A.C.

Pursuant to Sections 403.815 and 403.087, F.S., and Rules 62-110.106 and 62-210.350(3), F.A.C., you (the applicant) are required to publish at your own expense the enclosed "PUBLIC NOTICE OF INTENT TO ISSUE." The notice shall be published one time only as soon as possible in the legal advertisement section of a newspaper of general circulation in the area affected. For the purpose of these rules, "publication in a newspaper of general circulation in the area affected" means publication in a newspaper meeting the requirements of Sections

50.011 and 50.031, F.S., in the county where the activity is to take place. If you are uncertain that a newspaper meets these requirements, please contact the permitting authority at the address or telephone number listed below. **The applicant shall provide proof of publication to the Environmental Protection Commission of Hillsborough County, 3629 Queen Palm Drive, Tampa, FL 33619 (Telephone: (813)627-2600; Fax: (813)627-2660), within 7 (seven) days of publication pursuant to Rule 62-110.106(5), F.A.C.** Failure to publish the notice and provide proof of publication may result in the denial of the permit pursuant to Rule 62-110.106(11), F.A.C.

The permitting authority will issue the Air Construction permit, in accordance with the conditions of the attached REVISED DRAFT permit unless a response received in accordance with the following procedures results in a different decision or significant change of terms or conditions.

The permitting authority will accept written comments concerning the proposed Air Construction permit issuance action for a period of 14 (fourteen) days from the date of publication of the “PUBLIC NOTICE OF INTENT TO ISSUE.” Written comments should be provided to the permitting authority office. Any written comments filed shall be made available for public inspection. If written comments received result in significant changes to this REVISED DRAFT Air Construction Permit, the permitting authority shall issue another REVISED DRAFT Construction Permit and require, if applicable, another Public Notice.

A person whose substantial interests are affected by the proposed permitting decision may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) in the Legal Department of the EPC at 3629 Queen Palm Dr., Tampa, Florida 33619, Phone 813-627-2600, Fax 813-627-2660. Petitions filed by the permit applicant or any of the parties listed below must be filed within 14 (fourteen) days of receipt of this notice of intent. Petitions filed by any persons other than those entitled to written notice under Section 120.60(3), F.S. must be filed within 14 (fourteen) days of publication of the public notice or within 14 (fourteen) days of receipt of this notice of intent, whichever occurs first. Under Section 120.60(3), however, any person who asked the EPC for notice of agency action may file a petition within 14 (fourteen) days of receipt of that notice, regardless of the date of publication. A petitioner shall mail a copy of the petition to the applicant at the address indicated above, at the time of filing. The failure of any person to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S.; or to intervene in this proceeding and participate as a party to it. Any subsequent intervention will be only at the approval of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205, F.A.C.

A petition that disputes the material facts on which the EPC's action is based must contain the following information:

- (a) The name and address of each agency affected and each agency's file or identification number if known;
- (b) The name, address, and telephone number of the petitioner and the name, address, and telephone number of each petitioner's representative, if any, which shall be the address for service purposes during the course of the proceedings; and an explanation of how the petitioner's substantial interests will be affected by the EPC's determination;
- (c) A statement of how and when the petitioner received notice of the EPC action;

- (d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;
- (e) A concise statement of the ultimate facts alleged, including the specific facts the petitioner contends warrant reversal or modification of the EPC's proposed action;
- (f) A statement of specific rules or statutes the petitioner contends requires reversal or modification of the EPC's proposed action, including an explanation of how the alleged facts relate to the specific rules and statutes; and
- (g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the EPC to take with respect to the EPC's proposed action.

A petition that does not dispute the material facts upon which the EPC's action is based shall state that no such facts are in dispute and otherwise shall contain the same information as set forth above as required by Rule 28-106.301, F.A.C.

Because the administrative hearing process is designed to formulate final agency action, the filing of a petition means that the EPC's final action may be different from the position taken by it in this notice of intent. Persons whose substantial interests will be affected by any such final decision of the EPC on the application have the right to petition to become a party to the proceeding, in accordance with the requirements set forth above.

Mediation under section 120.573, F.S. is not available in this proceeding.

This action is final and effective on the date filed with the Clerk of the EPC unless a petition is filed in accordance with above. Upon the timely filing of a petition, this order will not be effective until further order of the EPC.

In addition to the above, a person subject to regulation has a right to apply to the Department of Environmental Protection for a variance from or waiver of the requirements of particular rules, on certain conditions, under Section 120.542, F.S. The relief provided by this state statute applies only to state rules, not statutes, and not to any federal regulatory requirements. Applying for a variance or waiver does not substitute or extend the time for filing a petition for an administrative hearing or exercising any other right that a person may have in relation to the action proposed in this notice of intent.

The application for a variance or waiver is made by filing a petition with the Office of General Counsel of the Department of Environmental Protection, 3900 Commonwealth Boulevard, Mail Station #35, Tallahassee, FL 32399-3000. The petition must specify the following information:

- (a) The name, address, and telephone number of the petitioner,
- (b) The name, address, and telephone number of the attorney or qualified representative of the petitioner, if any,
- (c) Each rule or portion of a rule from which a variance or waiver is requested,
- (d) The citation to the statute underlying (implemented by) the rule identified in (c) above,
- (e) The type of action requested,
- (f) The specific facts that would justify a variance or waiver for the petitioner,
- (g) The reason why the variance or waiver would serve the purposes of the underlying statute (implemented by the rule), and
- (h) A statement whether the variance or waiver is permanent or temporary and, if temporary, a statement of the dates showing the duration of the variance or waiver requested.

The Department will grant a variance or waiver when the petition demonstrates both that the application of the rule would create a substantial hardship or violate principles of fairness, as each of the those terms is defined in Section 120.542(2), F.S., and that the purpose of the underlying statute will be or has been achieved by other means by the petitioner.

Persons subject to regulation pursuant to any federally delegated or approved air program should be aware that Florida is specifically not authorized to issue variances or waivers from any requirements of any such federally delegated or approved program. The requirements of the program remain fully enforceable by the Administrator of United States Environmental Protection Agency and by any person under the Clean Air Act unless and until the Administrator separately approves any variance or waiver in accordance with the procedures of the federal program.

Any person listed below may request to obtain additional information, a copy of the application (except for information entitled to confidential treatment pursuant to Section 403.111, F.S.), all relevant supporting materials, and all other materials available to the EPC that are relevant to the permit decision. Interested persons may contact Diana M. Lee, P.E., at the above address or call (813) 627-2600, for additional information.

Any party to this order has the right to seek judicial review of it under Section 120.68 of the Florida Statutes, by filing a notice of appeal under rule 9.110 of the Florida rules of Appellate Procedure with the EPC's Legal Office at 3629 Queen Palm Dr., Tampa, Florida 33619 and with the clerk of the Department of Environmental Protection in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice must be filed within thirty days after this order is filed with the clerk of the Department.

Executed in Tampa, Florida

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY

Richard D. Garrity, Ph.D.
Executive Director

CERTIFICATE OF SERVICE

The undersigned duly designated deputy agency clerk hereby certifies that this INTENT TO ISSUE AN AIR CONSTRUCTION PERMIT (including the PUBLIC NOTICE and the DRAFT permit package) and all copies were sent by certified mail or electronically (with Read Receipt) before the close of business on _____ to the person(s) listed:

Harrinarine Mootoor / Florida Rock Industries, Inc.

In addition, the undersigned duly designated deputy agency clerk hereby certifies that copies of this INTENT TO ISSUE AN AIR CONSTRUCTION PERMIT (including the PUBLIC NOTICE and the DRAFT permit package) were sent by U.S. mail or electronically (with Read Receipt) on the same date to the person(s) listed or as otherwise noted:

James Burkholder / Florida Rock Industries, Inc.

Clerk Stamp

FILING AND ACKNOWLEDGEMENT

FILED, on this date, pursuant to Section 120.52(7), Florida Statutes, with the designated clerk, receipt of which is hereby acknowledged.

Clerk

Date

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY
PUBLIC NOTICE OF INTENT TO ISSUE PERMIT

DRAFT Air Construction Permit No.: 0570018-021-AC
Vulcan Materials Company / Florida Rock Industries, Inc.
Hillsborough County

The Environmental Protection Commission of Hillsborough County (EPC), as delegated by the Florida Department of Environmental Protection (DEP) gives notice of its intent to issue an Air Construction Permit to Vulcan Materials Company / Florida Rock Industries, Inc. to construct a railcar loading and unloading operation at their Tampa Plant. The applicant operates a cementitious product processing, handling, and packaging facility located in the Port of Tampa. Also included in this project are multiple modifications to existing emissions units. Emissions from the railcar loading and unloading will be controlled by baghouses and portable filter canisters. Florida Rock is a major source of particulate matter emissions, located at 2001 Maritime Blvd., Tampa, Hillsborough County, 33605

A Best Available Control Technology (BACT) determination was not required.

The EPC will issue the FINAL permit with the conditions of the DRAFT permit unless a timely petition for an administrative hearing is filed pursuant to Sections 120.569 and 120.57, F.S. before the deadline for filing a petition. The procedures for petitioning for hearing are set forth below.

A person whose substantial interests are affected by the proposed permitting decision may petition for an administrative proceeding (hearing) under Sections 120.569 and 120.57, F.S. The petition must contain the information set forth below and must be filed (received) in the Legal Department of the EPC at 3629 Queen Palm Dr., Tampa, Florida 33619, Phone 813-627-2600, Fax 813-627-2602. Petitions filed by the permit applicant or any of the parties listed below must be filed within 14 (fourteen) days of receipt of this notice of intent. Petitions filed by any persons other than those entitled to written notice under Section 120.60(3), F.S. must be filed within 14 (fourteen) days of publication of the public notice or within 14 (fourteen) days of receipt of this notice of intent, whichever occurs first. Under Section 120.60(3), however, any person who asked the EPC for notice of agency action may file a petition within 14 (fourteen) days of receipt of that notice, regardless of the date of publication. A petitioner shall mail a copy of the petition to the applicant at the address indicated above, at the time of filing. The failure of any person to file a petition within the appropriate time period shall constitute a waiver of that person's right to request an administrative determination (hearing) under Sections 120.569 and 120.57, F.S., or to intervene in this proceeding and participate as a party to it. Any subsequent intervention will be only at the approval of the presiding officer upon the filing of a motion in compliance with Rule 28-106.205 of the F.A.C.

A petition that disputes the material facts on which the EPC's action is based is required to contain the following information:

(a) The name and address of each agency affected and each agency's file or identification number if known;

(b) The name, address, and telephone number of the petitioner, and the name, address, and telephone number of each petitioner's representative, if any, which shall be the address for service purposes during the course of the proceedings; and an explanation of how the petitioner's substantial interests will be affected by the agency determination;

(c) A statement of how and when petitioner received notice of the EPC action;

(d) A statement of all disputed issues of material fact. If there are none, the petition must so indicate;

(e) A concise statement of the ultimate facts alleged, including the specific facts the petitioner contends warrant reversal or modification of the EPC proposed action;

(f) A statement of specific rules or statutes the petitioner contends requires reversal or modification of the EPC's proposed action; and

(g) A statement of the relief sought by the petitioner, stating precisely the action petitioner wishes the EPC to take with respect to the EPC's proposed action.

A petition that does not dispute the material facts upon which the EPC's action is based shall state that no such facts are in dispute and otherwise shall contain the same information as set forth above as required by Rule 28-106.301.

Because the administrative hearing process is designed to formulate final agency action, the filing of a petition means that the EPC's final action may be different from the position taken by it in this notice of intent. Persons whose substantial interests will be affected by any such final decision of the EPC on the application have the right to petition to become a party to the proceeding, in accordance with the requirements set forth above. Mediation under section 120.573, F.S. is not available in this proceeding.

This action is final and effective on the date filed with the Clerk of the EPC unless a petition is filed in accordance with above. Upon the timely filing of a petition this order will not be effective until further order of the EPC.

Any party to this order has the right to seek judicial review of it under Section 120.68 of the Florida Statutes, by filing a notice of appeal under rule 9.110 of the Florida rules of Appellate Procedure with the EPC's Legal Office at 3629 Queen Palm Dr., Tampa, Florida 33619 and with the clerk of the Department of Environmental Protection in the Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000, and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice must be filed within thirty days after this order is filed with the clerk of the Department.

The complete project file is available for public inspection during normal business hours, 8:00 a.m. to 5:00 p.m., Monday through Friday, except legal holidays, at the Environmental Protection Commission of Hillsborough County, 3629 Queen Palm Dr., Tampa, FL 33619. The complete project file includes the proposed Permit, the application, and the information submitted by the responsible official, exclusive of confidential records under Section 403.111, F.S. Interested persons may contact Diana M. Lee, P.E., at the above address, or call 813-627-2600, for additional

information. Any written comments filed shall be available for public inspection. If written comments received result in a significant change in the proposed agency action, the EPC shall revise the proposed permit and require, if applicable, another Public Notice.

ENVIRONMENTAL PROTECTION COMMISSION OF
HILLSBOROUGH COUNTY, as Delegated by

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

NOTICE OF PERMIT

Mr. Harrinarine Mootoor
Vulcan Materials Company /
Florida Rock Industries, Inc.
2001 Maritime Blvd.
Tampa, FL 33605

Dear Mr. Mootoor:

Re: Hillsborough County - AP

Enclosed is Air Construction Permit Number No. 0570018-021-AC to construct the bulk fine and bulk coarse/granular railcar loading and unloading operation at your facility. Also included in this permit are multiple modifications to existing emissions units. This permit is being issued pursuant to Section 403.087, Florida Statutes. Additional details are documented in the Technical Evaluation attached to the DRAFT permit.

Any party to this order (permit) has the right to seek judicial review of the permit pursuant to Section 120.68, Florida Statutes, by the filing of a Notice of Appeal pursuant to Rule 9.110, Florida Rules of Appellate Procedure, with the Clerk of the EPC in the Legal Department at 3629 Queen Palm Drive, Tampa, FL 33619; and by filing a copy of the Notice of Appeal accompanied by the applicable filing fees with the appropriate District Court of Appeal. The Notice of Appeal must be filed within 30 days from the date this Notice is filed with the clerk of the EPC.

Executed in Tampa, Florida.

Sincerely,

Richard D. Garrity, Ph.D.
Executive Director

cc: FDEP Southwest District (via e-mail)
John Koogler, Ph.D., P.E. - Koogler and Associates, Inc.

CERTIFICATE OF SERVICE

This is to certify that this NOTICE OF PERMIT and all copies were mailed before the close of business on _____ to the listed persons.

Clerk Stamp

FILED, on this date, pursuant to Section 120.52(7), Florida Statutes, with the designated clerk, receipt of which is hereby acknowledged.

Clerk

Date

PERMITTEE:
Vulcan Materials Company /
Florida Rock Industries, Inc.
2001 Maritime Blvd.
Tampa, FL 33605

PERMIT/CERTIFICATION
Permit No.: 0570018-021-AC
County: Hillsborough
Expiration Date: September 12, 2015
Project: Railcar Loading and Unloading Operation
and Miscellaneous Modifications

This permit is issued under the provisions of Chapter 403, Florida Statutes, and Florida Administrative Code Rules 62-204, 62-210, 62-212, 62-296, 62-297, and 62-4. The above named permittee is hereby authorized to perform the work or operate the facility shown on the application and approved drawing(s), plans, and other documents, attached hereto or on file with the EPC and made a part hereof and specifically described as follows:

The facility (Florida Rock, formerly known as LaFarge) is a bulk cement and aggregate material handling and packaging facility currently comprised of 44 different emission units. The plant receives various cementitious and aggregate products from ships or trucks for processing and shipment off-site by truck or ship. The raw products are dried in a dryer, ground, and blended in finish mills, as needed. The materials are then further blended to the desired cementitious mixture in the blending plant, if needed. The final product can be bulk loaded into trucks or ships for shipment off-site, or packaged into various sized bags for shipment via truck or ship. This Air Construction Permit authorizes the construction of a railcar loading and unloading operation and multiple modifications to existing emissions units as follows:

1) Rail Line Project:

Railcar Unloading

- a) Florida Rock is proposing for the railcars to hook into the existing 4 truck unloading lines into Silo 27 or Silo 28 to offload at a max throughput rate of 240 TPH (60 TPH per railcar). Emissions would be controlled by BH 42 (EU 042) and BH 43 (EU 043).
- b) Florida Rock is proposing to add a "T" junction from the existing four (4) truck unloading lines to Silo 27 or Silo 28 that will feed directly to the transfer air slide to unload material into the finish mill feed silos. Emissions will be controlled by BH 12 (EU 012).
- c) Florida Rock is proposing to add a 10" pipe with a manifold so up to 10 railcars can pump off at once into Silos 27 & 28. Each railcar can transfer material at ~60 TPH and the

permitted max throughput rate is requested at 600 TPH. Emissions will be controlled by BH 42 (EU 042) and BH 43 (EU 043). Air flow rates estimated by Florida Rock are 400-500 cfm per railcar.

d) Florida Rock is proposing to unload bulk fine railcars directly into trucks with a maximum process rate of 60 TPH per truck. Propose loading up to four (4) trucks at once. Emissions from truck loading will be controlled by portable filter canisters, or a mobile dust collector.

e) Florida Rock is proposing to unload bulk coarse/granular material from railcars into trucks via portable conveyors. The conveyor will hook up to the discharge spout underneath the railcar and will convey material to drop into a truck. This activity will be associated with EU 083.

f) Florida Rock is proposing to unload bulk fine material from railcars into trucks via a portable conveyor. The conveyor will hook up to the discharge spout underneath the railcar and will convey material into a truck. This process will be totally enclosed and controlled by the portable filter canisters or a mobile dust collector.

Railcar Loading

g) Florida Rock is proposing to add a 250 ton Railcar Silo with a 6,000 acfm dust collector that will sit above the rail spur.

h) Florida Rock is proposing to transfer bulk fine material from either Silo 27 or 28 through the existing transfer elevator, to a chute, and extend a new air slide to the railcar silo. The bulk fine material will fill the railcar silo and be loaded through a scale and spout into a railcar at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

i) Florida Rock is proposing to transfer bulk fine material from either Silo 27 or 28 via a portable pump and pipe to the railcar silo and scale that can load railcars through a spout at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

j) Florida Rock is proposing to transfer bulk fine material from the mills or finish mill feed silos utilizing the existing mill pumps. An existing 8" re-circulating line will be extended to the railcar silo and scale that can load railcars through a loading spout at a rate of 300 TPH. Emissions will be vented to the new railcar silo dust collector.

k) Florida Rock is proposing to load bulk fine material from trucks into railcars. One truck can unload into a railcar at a time at ~60 TPH and up to four (4) railcars could be loaded at one time, for a total of 240 TPH. The emissions would be vented through the portable filter canisters, or a mobile dust collector. Up to four (4) filter canisters can be utilized for railcar loading or truck loading.

l) Bulk Coarse/Granular material will be loaded into railcars via Emission Unit 083; Either front-end loader directly to railcar, or front-end loader that feeds a portable conveyor loading into a railcar. EU 083 is rated at a maximum of 400 tph, however, the maximum process rate for the railcar loading operation will be determined by the initial visible emissions test on the railcar loading operation.

2) **Finish Mills** - Florida Rock is proposing to install "T" junctions in the existing three mill lines and extend air slides to Silos 27 & 28. This modification will allow the mills to load bulk fine material directly into Silos 27 & 28. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043).

3) **Add Hopper/Conveyor to Mill Drag Conveyors:** Florida Rock is proposing to add a hopper and/or conveyor to Drag 9 to load limestone into the Mills at a rate of 15 TPH. A single portable hopper and conveyor will be added to Drag 9 or Drag 10 to feed Bulk Coarse/Granular material directly to the mills. A variable speed drive will be used to control the material feed rate at approximately 15 TPH. This operation will be limited to approximately 10,000 TPY material throughput. This activity will also be associated with EU 083.

4) **Bulk Fine Ship Loading/Unloading:** Air Permit 0570018-018-AV allows a modification to the elevated piping junction ("Crow's Nest") located on the south side of the Packhouse and Old Bulk Silos to extend the pipelines to the dock area to load a ship with bulk fine material. Florida Rock is proposing to modify these pipelines to allow material to flow in either direction so a bulk fine ship can pneumatically unload into Silos 27 & 28.

Modifications: Self unloading ships will be able to hook directly into the extended pipelines from the "Crow's Nest" and pneumatically convey bulk fine material into the existing Mill pipelines, which will be diverted through the "T" junction (Proposed in Item 2) into Silos 27 & 28. The system will be completely enclosed and pneumatically conveyed. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043).

Ships without self unloading equipment will hook up to the two existing vacuum unloading arms (EU 044 & 045). The Bulk Fine Material will be pneumatically unloaded through the self unloading arms and diverted instead of entering Belt 7. The material will be diverted into dockside hopper(s) and surge bin(s), which will then feed up to two pumps that will pneumatically convey material through the "Crow's Nest" and into the existing Mill pipelines. The material will be diverted through the "T" junctions (Proposed in item 2) into Silos 27 & 28. The system will be completely enclosed and pneumatically conveyed. Emissions will be controlled by BH 42 (EU 042) and/or BH 43 (EU 043), BH 44 (EU 044), and BH 45 (EU 045). Each pump will be able to convey material at approximately 150 TPH, and Florida Rock is requesting a maximum 300 TPH unloading rate for bulk fine material unloading.

5) **Bulk Fine Ship Loading - Old Bulk Silos:** Florida Rock is proposing to utilize a portable pump that can hook up to either one of the two truck loading spouts underneath the Old Bulk Silos (EU 006 & 008) and pneumatically convey bulk fine material through the "Crow's Nest" to

be loaded into a ship via EU 079. Emissions will be controlled by EU 079 (Baghouse 44, 45, 27, and/or portable baghouse). The existing maximum 39,000 acfm portable dust collector will be replaced by a 15,000 acfm unit and the mobile dust collector hours of operation will be increased from 600 to 1,500. This will result in a reduction in PM PTE from 2.0 to 1.9 tpy from EU 079.

6) **Ship Loading (EU 079)** - Florida Rock is proposing to allow a ship with its own pollution control device to be loaded with Bulk Fine Material. The shipboard baghouse will have an air flow of up to 15,000 acfm. This operation will be included as part of the 1,500 hours per year for EU 079.

7) **Silo Loading from Trucks:** Florida Rock is proposing to allow for any silo to be loaded by truck. There is currently limited access for the silos to be loaded by truck, which limits certain jobs the Tampa plant can bid due to product contamination issues. Allowing any truck to load any silo would allow for maximum flexibility to handle different types of bulk fine material without contaminating the product. This will also provide additional work for the plant with the new flexibility.

Old Bulk Silos:

8) Florida Rock is proposing to add a vent line from Silo 23 to Baghouse 7 (EU 007) to alternatively control Silo 23 by Baghouse 7 to avoid product contamination.

9) Florida Rock is proposing to add a new air slide from Old Bulk Silos 21 & 23 to the Packhouse to feed the rotary packer. Emissions will be controlled by BH 71 (EU 071).

10) Florida Rock is proposing to have any of the Old Bulk Silos (EU's 006 – 008) to be controlled by BH 006, BH 007, or BH 008. Due to the airflow required during ship unloading to reach 500 tph, and the size of the existing baghouses, this alternative mode of operation will only be permitted for transfer from the Finish Mills (maximum of 150 tph) and for truck unloading to the silos (maximum of 35 tph).

11) **Packhouse Silos & Old Bulk Silos:** EU's 005, 006, and 008 are permitted to load by ship at a rate of 500 tph. Florida Rock is proposing to increase throughput limit of EU's 001, 002, 003, 007, and 031 to 500 tph for ship unloading.

During the site inspection conducted on August 29, 2013, this request was discussed in more detail, and it was explained by Florida Rock that the Packhouse Silos are internally inter-vented to one another. Therefore, in order to increase the process rate for all of the Packhouse Silos to 500 tph, BH's 001, 002, and 003 (and BH 031 as necessary) shall be running during ship unloading into EU's 001, 002, or 003 at 500 tph, as BH 005 is the only baghouse sized to individually handle the air flow rate generated from the ship unloading operation.

Due to the relatively small size of the interstitial Bulk Silos 25 and 26 (800 ton capacity each) compared to the rest of the Bulk Silos (3,000 ton capacity each), BH 007 is only sized to handle the airflow from Finish Mill transfer (150 tph) and truck unloading operations (35 tph). EU's

006 and 008 combined are sized to handle the airflow from the ship unloading operation at 500 tph, without adversely affecting the operation and maintenance of the baghouses.

12) **Baghouse 042:** Florida Rock is proposing to alternatively control Silo 28 with Baghouse 42 (EU 042) to prevent product contamination. This will be necessary for receiving one material by ship into Silo 27 or 28, and also loading Silo 27 or 28 with material for railcar loading.

13) **Feed Mill Silos:** Florida Rock is proposing to enclose the conveyor drop into Silo 9C for pollution control efficiency and add a vent line to BH 019. Emissions would be controlled by BH 019.

14) **Finish Mills:** Florida Rock is proposing to add a small angular chute with a grate and lid for reclaimed material (bags) to be manually added to mill drag lines 7, 8, and 9. Around 1,000 tpy of the currently permitted material processing rate, will be introduced onto the drag lines in this manner. This amount of material will pass through one less drop point resulting in less fugitive emissions than the current material flow. Furthermore, the silo openings will be fitted with clear vinyl strips to minimize any fugitive dust emissions from this operation.

15) **Super & Sand Packing:** Propose installing a new jumbo bag packer under the Skako blender that will feed bags onto the existing conveyors leading to the Bag Warehouse. The new packer would be capable of packing at 60 tph. Florida Rock is currently permitted for two jumbo packing spouts, and is requesting a third.

16) **Bulk Coarse/Granular Reclaim:** Florida Rock is proposing to reclaim bulk coarse material using a front end loader to a portable conveyor/stacker to a new hopper located on top of #6 Belt Conveyor. The material would then follow the normal path to the Slag field (#6 BC to #7 BC to #8 BC to stick conveyors to radial stacker. Material will be loaded by front end loader to a conveyor under EU 083. Material loaded back onto Belt #6 will operate under EU 059.

17) Florida Rock is proposing to remove BH 32 (bag handling/material reclaim) and tie this operation to BH 72 (EU 072 - Blending Plant).

18) **Increase EU 019 tonnage** to 225 tph to accommodate the No. 10 Mill process rate, 75 tph, and dryer to silos 10A-B, 150 tph.

19) **Bulk Coarse/Granular Unloading:** Florida Rock is proposing to add two stick conveyors to ship unloading. Currently permitted for maximum 8 drop points, would like to capability for 10 drop points. This will reduce front-end loader use (VMT) to move materials.

20) **Feed Mill Silos:** Florida Rock is proposing to add a jumbo bagging station with two unloading spouts under the Kitty Litter (KL) silo, which will be vented to BH 012 (EU 012).

21) **Dryer Feed Hopper:** (EUs 083 and 074): Florida Rock is proposing to add capability to use two stick conveyors to feed the dryer feed hopper. This will reduce fuel consumption and VMT from front-end loaders running back and forth from the pile to the hopper. The loading of the

stick conveyors and transfer to second stick conveyor will be accomplished by EU 083, currently allowed to handle the same material. The drop from the second stick conveyor to the dryer feed hopper will be accomplished by EU 074, currently allowed to conduct that activity.

22) **Transfer Elevator:** Florida Rock is proposing to activate the two existing truck unloading lines at the bottom of the transfer elevator between Silos 27 & 28 to the elevated air slide which conveys material to the finish mill feed silos. The emissions will be controlled by BH 12 (EU 012).

Updated Process Description

This facility is a cement and aggregate handling, processing, and packaging operation that receives various cementitious products from ships, trucks, or railcars for processing and shipment off-site. The facility handles two distinct types of products: 1) Bulk Fine Materials; and 2) Bulk Coarse/Granular Materials. Fine materials (e.g. cement, flyash, milled limestone, etc.) are handled pneumatically, stored in enclosed silos, and controlled by baghouses, with the exception of transfer of material on enclosed Belt Conveyor #7 during the ship unloading transfer to Silos 27 and 28. However, Bulk Fine Materials may be pneumatically unloaded into Silos 27 and 28 using the existing mill pipelines. Bulk Coarse/Granular materials (e.g. gypsum (natural and synthetic), slag (blast furnace, white, black, other), limestone, sand, pumice, emathlite, kitty litter, bauxite, etc.) are typically handled with front-end loaders, conveyors, and elevators, stored in open stockpiles, and controlled through moisture content, enclosures on conveyor belts, tarp enclosures, and water sprays or dust suppressants, as necessary. The operations at the facility have been grouped into sections based on the physical location of the various distinct operations around the site. Where possible, the units are described based on the process flow of the materials as follows: 1) Receiving; 2) Transfer; 3) Processing; 4) Storage; and 5) Shipping. Some emission units are mentioned in multiple groups because their operations carryover to several processes.

Bulk Coarse/Granular Material Handling/Processing – (Emission Unit (EU) 053, 054, 058, 059, 074, 075, 076, 077, 078, 083, 085)

Bulk coarse/granular materials are received from ships, trucks, or railcars. Coarse/Granular materials are unloaded from ships (EU 053) using self unloading equipment or clamshells. The material is currently loaded into two hoppers (EU 054) that empty onto dedicated covered conveyor belts that direct the product onto a single covered conveyor (Conveyor #6) or directly to a loadout chute. A third hopper is also scheduled to be constructed, which will operate similar to the existing two. A loadout chute is also located on the southern end of Conveyor #6. Material can be delivered through the loadout chutes directly to trucks or to a series of up to five movable stick conveyors and a radial stacker if necessary, so a stockpile can be formed near the ship unloading area. The trucks can deliver the products to the desired stockpile on-site or take the material off-site. Alternatively, the material on Conveyor #6 is transferred to an enclosed conveyor (Conveyor #7), which ascends to an enclosed tower where the material is transferred to a covered conveyor (Conveyor #8) through a diverter. A baghouse controls emissions at this transfer point; however, it is typically only utilized during bulk fine unloading via Conveyor #7. Conveyor #8 empties onto a series of up to five

moveable stick conveyors, which empty onto an automatic radial stacker for formation of the storage piles on the north side of the site. The fixed portion of the radial stacker is covered. The five movable stick conveyors and radial stacker conveyor may be used either near the dockside (near Conveyor #6) or north of the Finish Mill Building by the material storage piles (near Conveyor #8), or may be split between the two areas in any combination. As an alternative mode of operation, a new hopper will be constructed on top of Conveyor #6 so that a front-end loader at the dockside area may load bulk coarse/granular material into a movable conveyor or stacker which will direct the material through the hopper and Conveyor Belts 6, 7, and 8, to the storage piles on the north side of the Finish Mill building. All of the transfer of bulk coarse/granular material from the dockside hoppers, conveyors, or truck/front-end loader to the movable conveyors is identified as EU 059 and estimated potential emissions were based on a total of 10 transfer points.

Trucks arriving with coarse/granular materials from off-site can drop the products directly to storage piles located around the yard or into hoppers or grates feeding the various processes. The drop of material to a pile from conveyor or truck is identified as EU 077. The material received from the ships, trucks, and railcars is typically moist and water sprays are required as needed to reduce PM emissions. Bulk coarse/granular materials can also be loaded out to trucks for movement around the yard or for off-site delivery. Furthermore, bulk coarse/granular materials can be loaded out to ship, barge, or railcar for off-site delivery. Front-end loaders retrieving material from the storage piles can load directly to trucks/railcars or to a hopper feeding a movable conveyor which drops the material into trucks, railcars, or ships. In addition, railcars can unload coarse/granular material directly onto a portable conveyor which drops the material into a truck. Emissions from this loadout are identified as EU 083. Particulate matter emissions are controlled using reasonable precautions such as partial enclosures and water or dust suppressant as needed.

The bulk coarse/granular materials can be processed through a natural gas-fired parallel-flow rotary drum dryer at a maximum rate of 150 ton/hr to reduce the moisture content prior to further processing and/or blending. Material to be sent to the dryer is retrieved from the storage piles and dropped into the dryer feed hopper via front-end loader, and then transferred via open conveyors into the dryer. The handling of material prior to the dryer is identified as EU 074. Material exiting the dryer is passed through an enclosed drag conveyor and then up an elevator where it feeds either the bulk coarse/granular silo (EU 075) or Finish Mill Feed Silos 9C, 10A, and 10B (EU 019). Emissions from the dryer and drag conveyor are controlled by Baghouse 58 (EU 058). Collected dust from this baghouse is returned to the enclosed drag conveyor. Material from the bulk coarse/granular silo is bulk loaded into trucks (EU 076). The bulk coarse/granular silo is primarily used to store dried sand and its emissions are controlled through partial enclosures.

Bulk coarse/granular materials can also be processed through a crusher/screener to recover the desired sizes for further processing. Bulk coarse/granular materials can be reclaimed from the storage piles via front-end loader and placed into a hopper. From the hopper, the material is fed via conveyor into a crusher. From the crusher, the material is transferred via conveyor and dropped into a triple-deck screen to separate the product by size at an estimated maximum process rate of 50 ton/hr. Three conveyors will radiate out from the various levels of the screen to convey the product to form three distinct piles based on the screen size. Water sprays are required throughout this

operation to ensure that that product retains sufficient moisture to minimize particulate matter emissions. This operation is identified as EU 078.

Bulk Fine Material Shipping/Receiving and Silos 27 & 28 – (EU 027, 042, 043, 044, 045, 053, 060, 061, 066, 084, 085)

Bulk fine materials are received from ships, trucks, or railcars. This facility receives bulk fine materials from two types of ships; self-unloading vessels with onboard pumps and closed holds, and bulk carrier vessels with open holds (EU 053). The bulk fine materials can be self-unloaded into the Packhouse Silos, Bulk Silos, Silos 27 and 28, or can be removed from ships by vacuum via two cyclone separators with dedicated unloading arms. From the cyclone separators, the bulk fine material can be fed via the air slide/conveyor belt system to Conveyor Belt 7, or diverted to surge bin(s) followed by up to two pumps that will pneumatically convey the material to Silos 27 and 28 through the existing mill pipelines. The mill pipelines will be extended to the dock area, as well as to Silos 27 and 28, in order to perform the pneumatic ship unloading operation. Emissions from each unloading arm/separator are controlled with dedicated baghouses, designated as Baghouse 44 and Baghouse 45 (EU 044 and EU 045). Emissions from the pneumatic loading of Silos 27 and 28 from ships will be controlled by Baghouse 42 (EU 042) and/or Baghouse 43 (EU 043).

In the first bulk fine open-hold ship unloading scenario, the material travels down independent air slides from each separator and is delivered onto Conveyor Belt #7 in an enclosed area controlled by Baghouse 27 (EU 027). The material ascends to an enclosed tower where the bulk fine material is transferred via diverter to an air slide. Baghouse 66 (EU 066) controls this transfer and is located on top of the transfer house. The air slide discharges into a screen that feeds a bucket elevator that empties onto another air slide leading to Silos 27 and 28. There are also four truck unloading lines located at the ground level of Silos 27 and 28 that allow trucks to pump material directly into the base of the bucket elevator that leads to the silos. Emissions generated during the transfer of the product from Conveyor Belt #7 to air slide to the screen, the truck unloading lines to the base of the elevator, the bucket elevator, and the transfer of material from the elevator to the next air slide are controlled by Baghouse 42 (EU 042). The elevator has a maximum process rate of 1,000 ton/hr.

The air slide from the bucket elevator delivers the product to a diverter leading to two air slides. One air slide empties the material into Silo 27. The other air slide leads to a diverter that routes the material to either Silo 28 or to an air slide leading directly to the Finish Mill Feed Silos. Material in Silo 27 and Silo 28 can be loaded directly into trucks, transferred to the finish mills via air slide to transfer bucket elevator to air slide, or transferred into the new railcar loading silo via the transfer bucket elevator to a diverter to a chute that leads to a new air slide that delivers the material to the Railcar Silo. In addition, there are four lines that run from the ground level directly into the top of the two silos that allow up to four trucks/railcars to pneumatically unload simultaneously to either Silos 27 or 28, or to the silo transfer air slide. Also, there are two truck unloading lines located at the base of the transfer bucket elevator that may be used to transfer the material to the Finish Mill Feed Silos or the new railcar loading silo. Furthermore, one of the mill lines will be extended to feed the Railcar Silo as well. Emissions from the transfers through the various air slides, the loading of material into Silos 27 and 28, the Silo Transfer Elevator, and the loading of the Railcar Silo will be controlled by Baghouse 42 (EU 042), Baghouse 43 (EU 043), Baghouse 084 (EU 084). Loading

of bulk fine materials into railcars from the Railcar Silo will be controlled by a portable baghouse (Baghouse 085) or up to four (4) portable filter canisters (EU 085). Bulk fine materials may also be pneumatically loaded directly into trucks from railcars, or vice versa. Emissions from this operation will also be controlled by the portable baghouse (Baghouse 085) or up to four (4) portable filter canisters (EU 085).

Also as part of this project, Florida Rock is going to install a 10'' pipe with a manifold for up to 10 railcars to simultaneously unload directly into Silos 27 or 28. This operation will be controlled by Baghouse 042 and/or 043. Furthermore, Florida Rock will be able to pneumatically unload from railcars directly into the Finish Mill Feed Silos. This operation will be controlled by Baghouse 012 (EU 012).

Beneath Silos 27 and 28 are individual truck loadout stations which allow for bulk loadout of fine material to trucks from the silos through a telescopic chute. Also located beneath Silo 28 (north silo) is a jumbo bag filling station consisting of 4 jumbo bag filling spouts. Up to 4 jumbo bags can be filled simultaneously. Emissions from Silo 27 truck loading is controlled by Baghouse 60 (EU 060). Emissions from Silo 28 truck loading and the jumbo bag filling station is controlled by Baghouse 61 (EU 061). Both baghouses are located within the base of the corresponding silo.

Finish Mills – (EU 012, 013, 016, 017, 018, 019, 020, 021, 080, 081)

In the finish mill building, bulk coarse/granular and fine materials are initially stored, processed through the grinding mills and/or separators to be sized as needed, and then pumped to storage silos for eventual blending and/or loadout. The Finish Mill Feed Silos are comprised of 12 silos that can be loaded from the air slide connected to Silos 27 and 28, directly from trucks or railcars, from a bucket elevator (feeding Silos 9C, 10A, and 10B), or from the exit of the finish mills (reclaimed). All of the Finish Mill Feed Silos may receive fine materials directly from trucks or railcars via pneumatic unloading. Emissions from Silos 7A, 7B, 7C, 8A, 8B, 8C, 9A, 9B, and KL are all controlled by Baghouse 012 (EU 012). A bucket elevator is located on the east side of the silos that is fed directly from the dryer or from a short conveyor beneath a truck unloading grate. The elevator can feed finish mill Silos 9C, 10A and 10B. Emissions from Silos 9C, 10A, 10B are controlled by Baghouse 019 (EU 019). Silo 9C was not previously controlled by a baghouse, and its emissions were controlled through partial enclosures and material moisture content. The bucket elevator to conveyor to Silo 9C is identified as EU 081, but will now be enclosed and vented to Baghouse 019 for pollution control efficiency.

Products from the Finish Mill Feed Silos are transferred via drag conveyors to the No. 9 finish mill, the No. 10 finish mill, the No. 8 mixing separator, or directly to an outgoing surge pump via the No. 7 transfer line. Also, a portable hopper and conveyor (EU 083) or a manual loading chute may be used to feed bulk coarse/granular materials or bulk fine materials, respectively, directly into the drag conveyors that transfer the material to the direct feed bucket elevators. For Finish Mill 9, the #9 drag conveyor transfers materials from the feed silos to the Finish Mill #9 direct feed elevator. The elevator feeds a drag conveyor which unloads the material into Finish Mill 9. Material exiting the mill is transferred through the #9 main floor screw conveyor, then up the #9 main elevator, and then

into the two #9 separators. Rejects from the separators are fed back into the finish mill. The desired products from the separators are fed into the #4 surge bin. From the #4 surge bin, material is fed to either Pump A or Pump C for pneumatic transport to the Packhouse Silos, the Bulk Silos, Silos 27 and 28, the Railcar Silo, or back to the Finish Mill Feed Silos. Emissions from the drag conveyors, the direct feed elevator, the base of the main elevator, the surge bin, and the Pumps A and C are controlled by Baghouse 017 (EU 017). Emissions from Finish Mill #9 and the Finish Mill #9 to screw conveyor transfer are controlled with a cyclone in series with Baghouse 018 (EU 018). Collected material from the cyclone and Baghouse 018, along with reclaimed product from the vacuum truck cleaning system, is dropped into the floor screw conveyor. Emissions from the #9 main elevator and the two #9 separators are controlled by Baghouse 16 (EU 016). Collected material from Baghouse 16 is transferred via screw conveyor to the #4 surge bin.

For Finish Mill 10, the handling of material is very similar to Finish Mill 9. Material is received and processed through Finish Mill 10 and then directed to two separators using similar transfer equipment to Finish Mill 9. Desired products from the separators are fed into the #3 surge bin. From the #3 surge bin, material is fed to either Pump A, Pump B, or Pump C for transport. Emissions from the #10 drag conveyors, the #10 direct feed elevator, and the base of the #10 main elevator are controlled by Baghouse 20 (EU 020). Emissions from the finish mill and finish mill to screw conveyor transfer are controlled by Baghouse 21 (EU 021). Collected material from Baghouse 21 is dropped into the floor screw conveyor. Emissions from the #10 main elevator, the two #10 separators, and the #3 surge bin are controlled by Baghouse 19 (EU 019). Collected material from Baghouse 19 is transferred via air slide to the #3 surge bin. Pump B is controlled by a small standalone baghouse identified as Baghouse 80 (EU 080).

For Line #8, the #8 drag conveyor transfers materials from the feed silos to the #8 main feed elevator. The elevator delivers material to the #8 separator which serves as a mixer (no materials are separated or removed). The desired products from the separator are fed into the #2 surge bin via screw conveyor. Line #7 is similar to Line #8, but there is no separator. Line #7 is only used to transfer material from the feed silos to the #2 surge bin. However, the facility has the flexibility to divert product flow from Line #7 to Line #8 through use of an air slide from the #7 drag conveyor to the #8 main elevator. From the #2 surge bin, material is fed to either Pump B or Pump C for pneumatic transport. Emissions from the #7 and #8 drag conveyors, the main elevators, the #7 transfer air slide, and the screw conveyors from both lines, along with the #2 surge bin and #8 separator, are all controlled by Baghouse 013 (EU 013).

Bulk Silos – (EU 006, 007, 008)

The Bulk Silos are comprised of 8 silos (6 exterior silos and 2 interstitial silos). Material is loaded into the silos by transfer from the finish mills, or directly from ships or trucks. Material from ships and trucks can be transferred directly to any of the Bulk Silos. Beneath the three silos on the east side (Silos 19-21) is the east bulk truck loading spout. Trucks can be loaded by a telescopic spout that extends down to the truck opening. The emissions from this operation are vented to Silo 21. Beneath the three silos on the west side (Silos 22-24) is the west bulk truck loading station with a telescopic loading spout, similar to the east side. Beneath Silo 24 are four jumbo bag filling stations. These stations can fill up to 3-ton jumbo bags from Silo 24 for shipment off-site. An

additional two jumbo bag filling stations are located beneath Silo 22. Emissions from the 4 jumbo bag filling stations (beneath Silo 24), the east truck loading spout, and Silos 19, 20, 21, and 24 are controlled by Baghouse 6 (EU 006). Emissions from the 2 jumbo bag filling stations (beneath Silo 22), the west truck loading spout, and Silos 22 and 23 are controlled by Baghouse 8 (EU 008). Emissions from the 2 interstitial silos, Silos 25 and 26, are controlled by Baghouse 7 (EU 007). As an alternative method of operation, emissions from any individual silo may be controlled by Baghouse 6, 7, or 8, for truck unloading, jumbo bagging, or transfer from the finish mills, to prevent product contamination.

Packhouse Silos/Packing Operations – (EU 001, 002, 003, 005, 031, 032, 071)

Bulk fine materials are stored in the Packhouse Silos and transferred to either the blending plant or a series of packers for bagging of material for shipment off-site. The Packhouse Silos are comprised of 18 silos. Material is loaded into the silos from the finish mills, or directly from trucks or ships. Material from ships and trucks may be transferred directly to any of the Packhouse Silos. Packhouse Silos 1, 2, and 3 are controlled by Baghouse 2 (EU 002). Packhouse Silos 4, 5, and 6 are controlled by Baghouse 1 (EU 001). Packhouse Silos 7-10 and 13-16 are controlled by Baghouse 3 (EU 003). Silo 17 may also be controlled by Baghouse 3 as an alternative operation if necessary in order to prevent product contamination. Packhouse Silos 11, 12, 17 and 18 are controlled by Baghouse 5 (EU 005). Silos 7, 13, and 14 may also be controlled by Baghouse 31 as an alternative mode of operation, if necessary, to prevent product contamination. During the ship unloading of bulk fine materials into either EU 001, 002, and 003, all three baghouses shall be in operation to accommodate the air flow from the ship unloading operation. Due to the size of Baghouse 5, EU 005 may operate independently during the ship unloading operations.

Packhouse Silos 2-6, 11, 12, and 14-18 can feed the rotary packing system on the north end of the building. A new air slide may be extended from Bulk Silos 21 and 23 to feed the rotary packing system as well. Material from these silos are either fed directly to the primary bucket elevator or through a secondary elevator followed by a screen that feeds the primary elevator. From the primary elevator, the material drops through a screen and into the holding bin above the packer. The rotary packer was manufactured by Haver Filling Systems, Inc. and can load different sizes of bags up to approximately 100 pounds at various rates, with a maximum estimated loading rate of 141 ton/hr and 4,000 bags/hr. Packaged materials are discharged onto belt conveyors that transport the bags to the storage warehouse. A quality control system on the finished bag conveyor examines each bag and shreds off-spec bags. There is also a reclaim hopper beneath the packer to collect spilled material. Reclaimed material from packing and damaged bags is collected through a series of screw conveyors and sent to the secondary elevator. The secondary elevator can discharge back to the primary elevator or to a series of isolation bins that temporarily store material to prevent product contamination. Emissions from all of the handling operations associated with the rotary packer are controlled by Baghouse 71 (EU 071).

Packhouse Silos 7-10 and 13-16 can feed the automated packers, the manual packer, and the Haver inline packer. Packhouse Silos 1-6 can feed the manual packer and the Haver inline packer, but not the automated packers in order to prevent product contamination. For the automated packers, material is transferred by air slides or screw conveyors to an elevator, and then through a rotary

screen which discharges into one of three chutes. One chute leads directly to an automated packer bin, the second chute is into a screw conveyor to the second packer bin, and the third chute leads to the #6 screw conveyor which can feed any of the packer bins (manual, automated and Haver inline). The material from each bin is fed through a rotary air lock to the packers. Emissions from the air slides, elevator, screw conveyors, screen, storage bins, and packers are controlled by Baghouse 31 (EU 031). For the manual and Haver inline packers, material is fed directly to the packers from the Packhouse Silos via air slide to an elevator, screen, and then storage bin above the packers. The packers can also receive material processed through the blending plant.

Packaged materials from all 4 packers are discharged onto belt conveyors that transport the bags to the storage warehouse. Beneath the 4 packers is an open reclaim screw conveyor to collect loose material from the bagging operation. Emissions from the bag handling system and the material reclaim system were previously controlled by Baghouse 32 (EU 032), but will now be controlled by the blending plant baghouse (Baghouse 072). Baghouse 32 will be completely removed from service and removed from the facility, although this portion of the facility operations will retain the designation of EU 032.

Blending Plant – (EU 072, 073, 082)

The blending plant is located directly east of the Packhouse. All materials enter the blending plant from the Packhouse Silos via air slides, screw conveyors, and an elevator that direct the material to the blending plant bucket elevator or directly to the bulk jumbo bag holding bin. Material can also be pneumatically unloaded from trucks through 3 unloading lines directly to the 4 elevated storage bins or the jumbo bag filling holding bin. Bulk Coarse/Granular materials can also be bulk loaded into the blending plant elevator by truck through a small hopper connected with a short screw conveyor. The loadout from truck to the blending plant hopper is identified as EU 082. The material exiting the blending plant elevator goes through a diverter gate and can be directed to any of the 4 storage bins, to the manual and Haver inline packer hopper for bagging, or to the bulk jumbo bag holding bin. Trucks may also pneumatically unload directly to the jumbo bag holding bin. From the jumbo bag holding bin, the blended product is sent to a jumbo bag filling station consisting of one jumbo bag filling spout. A second jumbo bag filling spout is located at the end of the blending plant product (take away) screw conveyor. A third jumbo bag loading spout may be constructed underneath the blending plant as well. Each jumbo bag filling spout can load one 3-ton jumbo bag at a time at an approximate loadout rate of 60 ton/hr. Materials stored in the 4 storage bins flow downwards (by gravity) to the weighing bins (for proportioning), to the mixer, and last to the take away screw conveyor. The mixer is a Model 2250 SKAKO blender where dry product is mixed at a maximum rate of approximately 80 tons/hr. The take away screw conveyor returns the blended materials back to the blending plant elevator or diverts the material to the pneumatic pump for transfer to bulk or packhouse storage silos. Emissions from the air slides, screw conveyors, elevators, 4 storage bins, and blender are controlled by Baghouse 72 (EU 072). Emissions from the manual packer, Haver inline packer, jumbo bag filling stations, and associated holding bins are controlled by Baghouse 73 (EU 073).

Bulk Fine Ship Loading – (EU 079)

Bulk fine materials can also be loaded out to ships through the following three distinct scenarios, or any combination of these scenarios simultaneously not to exceed 420 ton/hr. In the first scenario, material being transferred to the finish mill feed silos from Silos 27 and 28 will be diverted from the existing transfer air slide to a new air slide that will discharge into a chute leading directly to the existing surge bins and adjoining pumps in the finish mill building. The new construction will provide for a more direct path to the surge bins and bypass unnecessary handling through the finish mill feed silos. The transfer of material from the new air slide leading to the surge bins/pumps will be controlled by the following 3 existing baghouses in the finish mill: Baghouse 13 (EU 013), Baghouse 17 (EU 017), and Baghouse 20 (EU 020). The combined capacity of the 3 pumps is approximately 210 ton/hr (70 ton/hr each). From the pumps, the material will then be pneumatically transferred through the three respective lines that currently lead towards the Packhouse Silos near the dock. However, new connections to each of the three pneumatic lines will be installed on the “Crow’s Nest” prior to the material arriving at the Packhouse building. The new lines will allow for the products to be diverted directly to the shiphold for loadout. Particulate matter emissions from the ship loading will be controlled by up to two of the existing dockside baghouses: Baghouse 45 and/or Baghouse 27. A flexible pipe can be added from the South cyclone separator (EU 045) during ship loading of bulk fine materials in order to allow collected dust from the separator/baghouse to be routed back to the ship rather than the air slides to help prevent product contamination.

In the second scenario, a new 12-line truck loadout bay will be constructed near the dock. Each line is expected to be 5” in diameter. Trucks will arrive to the loadout bay from off-site, from the two truck loadout stations beneath Silos 27 and 28, or from other existing cement truck loadout stations located at the facility. All trucks will contain their own power sources for the pump (i.e. self unloading), and have a typical individual unloading rate of 35 ton/hr. The 12 lines will each lead to the ship for loadout, so up to 12 trucks could unload to the shiphold at one time (i.e. maximum ship loading capacity is 420 ton/hr). Particulate matter emissions from the ship loading will be controlled by up to three of the existing dockside baghouses: Baghouse 44 and/or Baghouse 45 and/or Baghouse 27. In order to help assure that an individual baghouse is not overloaded during ship loading, Baghouses 44 or 45 cannot solely control emissions from the ship. As an alternative option for the second scenario, particulate matter emissions from ship loading may be controlled by a single portable dust collector with an airflow of 15,000 acfm. The make and model number of the dust collector may change as long as the minimum specifications and testing requirements in the permit are met. Flexible pipes can be added from the North and South cyclone separators (EU 044-45) during ship loading of bulk fine materials in order to allow collected dust from the separator/baghouse to be routed back to the ship rather than the air slides to help prevent product contamination.

The third scenario involves utilizing a portable pump to connect to either one of the east or west bulk silo truck loadout stations to pump bulk fine material directly to the shiphold. The pump will be capable of pumping material to a ship at a maximum of 150 tph. Emissions will be controlled by EU 079.

Also present at the facility are several insignificant sources/activities. Included as part of the insignificant sources is a collection of 4 steel storage tanks approximately 15,000 gallons each located south of the finish mills. The tanks contain a variety of additives and grinding aids utilized as needed in the finish mills.

The facility is subject to PM RACT (Rule 62-296.700, F.A.C.) and Chapter 1-3.52, Rules of the EPC.

Location: 2001 Maritime Blvd., Tampa

UTM: 17-357.9E 3090.7N FACILITY ID NO: 0570018

The following emissions unit(s) are being constructed and/or modified as part of this project:

EU ID No.	Emission Unit Description
001	Bulk Fine Storage – Packhouse Silos 4, 5, 6
002	Bulk Fine Storage – Packhouse Silos 1, 2, 3
003	Bulk Fine Storage – Packhouse Silos 7, 8, 9, 10, 13, 14, 15, 16
005	Bulk Fine Storage – Packhouse Silos 11, 12, 17, 18
006	Bulk Fine Storage – Bulk Silos 19, 20, 21, 24, East Truck Loading Spout, and (4) Bulk Jumbo Baggers
007	Bulk Fine Storage – Bulk Silos 25, 26
008	Bulk Fine Storage – Bulk Silos 22 and 23, West Truck Loading Spout, and (2) Bulk Jumbo Baggers
012	Finish Mills – Feed Silos 7A-C, 8A-C, 9A-B, KL, (2) Jumbo Baggers, Truck Unloading to Silo Transfer Elevator, and Truck/Railcar Unloading to Silo Transfer Air Slide
016	Finish Mills - No. 9 Separators
017	Finish Mills - No. 9 Feed Conveyor, Elevators, Surge Pumps
018	Finish Mills - No. 9 Mill
019	Finish Mills - No. 10 Separators and Feed Silos 10A-B
020	Finish Mills - No. 10 Feed Conveyor, Elevators
021	Finish Mills - No. 10 Mill
027	Bulk Fine Transfer - Ship Unloading Air Slides to Belt 7
031	Packhouse - Automated Packers
032	Packhouse/Blending Plant - Packer Bag Handling and Reclaim
042	Bulk Fine Transfer - Screen to Elevator to Air Slide and Pneumatic Ship/Railcar/Truck Unloading
043	Bulk Fine Transfer - Silos 27- 28, Air Slides, & Reclaim Elevator, and Pneumatic Ship/Railcar/Truck Unloading
044	Bulk Fine Ship Unloading - North Dockside Vacuum Unloader

045	Bulk Fine Ship Unloading - South Dockside Vacuum Unloader
059	Bulk Coarse/Granular Ship Unloading - Hoppers to Conveyors to Stacker
071	Packhouse - Rotary Packer
072	Blending Plant/Packhouse - Material Handling, Storage, and Blending
073	Blending Plant/Packhouse - Manual Packer, Haver Inline Packer, (3) Bulk Jumbo Baggers
074	Dryer Feed – Stick Conveyor/Hopper/Conveyor Transfer
075	Bulk Coarse/Granular Silo
079	Bulk Fine Shipping - Ship Loading
081	Bulk Coarse/Granular Material Storage - Finish Mill Feed Silo 9C
083	Bulk Coarse/Granular Material Shipping - Loadout to Truck/Ship/Railcar/Mills
084*	Railcar Silo Loading
085*	Railcar/Truck Loading controlled by Portable Dust Collectors

*denotes new EU's

Replaces Permit Nos.: N/A

References Permit Nos.: 0570018-005-AC
0570018-012-AC
0570018-013-AC
0570018-014-AC
0570018-017-AC/018-AV
0570018-019-AC

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Florida Rock Industries, Inc.

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PROJECT: Railcar Loading and Unloading Operation

Facility-wide Conditions:

The following conditions apply facility-wide:

1. A part of this permit is the attached General Conditions. [Rule 62-4.160, F.A.C.]
 2. All applicable rules of the Environmental Protection Commission of Hillsborough County including design discharge limitations specified in the application shall be adhered to. The permit holder may also need to comply with county, municipal, federal, or other state regulations prior to construction. [Rule 62-4.070(7), F.A.C.]
 3. Issuance of this permit does not relieve the permittee from complying with applicable emission limiting standards or other requirements of Chapters 62-204, 62-210, 62-212, 62-296 and 62-297, F.A.C., or any other requirements under federal, state, or local law. [Rule 62-210.300, F.A.C.]
 4. The permittee shall not cause, suffer, allow, or permit the discharge of air pollutants which cause or contribute to an objectionable odor. [Rule 62-296.320, F.A.C.]
 5. General Particulate Emission Limiting Standards. General Visible Emissions Standard. Except for emissions units that are subject to a particulate matter or opacity limit set forth or established by rule and reflected by conditions in this permit, no person shall cause, let, permit, suffer or allow to be discharged into the atmosphere the emissions of air pollutants from any activity, the density of which is equal to or greater than that designated as Number 1 on the Ringelmann Chart (20 percent opacity). EPA Method 9 is the method of compliance pursuant to Chapter 62-297, F.A.C. [Rules 62-296.320(4)(b)1. & 4., F.A.C.]
 6. Prevention of Accidental Releases (Section 112(r) of CAA).
 - A) The permittee shall submit its Risk Management Plan (RMP) to the Chemical Emergency Preparedness and Prevention Office (CEPPO) RMP Reporting Center when, and if, such requirement becomes applicable. Any Risk Management Plans, original submittals, revisions or updates to submittals, should be sent to:

RMP Reporting Center
Post Office Box 10162
Fairfax, VA 22038
Telephone: (703) 227-7650
 - and,
 - B) The permittee shall submit to the permitting authority Title V certification forms or a compliance schedule in accordance with Rule 62-213.440(2), F.A.C.
- [40 CFR 68]
7. [Reserved.]

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8. Emissions of Unconfined Particulate Matter. Pursuant to Rules 62-296.320(4)(c)1., 3. & 4., F.A.C., reasonable precautions to prevent emissions of unconfined particulate matter at this facility include the following requirements:

- a. Limiting vehicle movement in the area of unpaved roads and storage piles;
- b. Providing adequate moisture to the storage piles while loading and unloading;
- c. Providing adequate moisture to storage piles to control windblown particulate matter during storage;
- d. Providing a dust suppressant, as necessary, to the unpaved road;
- e. Posting of speed limit sign to control the speed of vehicles on the roads to 10 mph or less;
- f. Exercising good housekeeping practices at all times, including the removal of material spillage promptly;
- g. Making facility personnel aware of the environmental requirements in this permit.

[Rules 62-4.070(3) and 62-296.320(4)(c)2., F.A.C.]

9. When appropriate, any recording, monitoring, or reporting requirements that are time-specific shall be in accordance with the effective date of the permit, which defines day one. The annual testing requirement is defined as calendar year (January – December).

[Rule 62-213.440, F.A.C.]

10. Statement of Compliance. The annual statement of compliance pursuant to Rule 62-213.440(3)(a)2., F.A.C., shall be submitted to the Department and EPA within 60 (sixty) days after the end of the calendar year using DEP Form No. 62-213.900(7), F.A.C.

[Rules 62-213.440(3) and 62-213.900, F.A.C.]

11. The permittee shall provide timely notification to the Environmental Protection Commission of Hillsborough County prior to implementing any changes that may result in a modification to this permit pursuant to Rule 62-210.200, F.A.C., Modification. The changes may include, and are not limited to the following, and may also require prior authorization before implementation: [Rules 62-210.300, 62-4.060, and 62-4.070(3), F.A.C.]

- A) Alteration or replacement of any equipment or major component of such equipment listed in the process description of this permit.
- B) Installation or addition of any equipment which is a source of air pollution.
- C) The storage or handling of any products other than those authorized by this permit.

12. If the permittee wishes to transfer this permit to another owner, an "Application for Transfer of Permit" (DEP Form 62-210.900(7)) shall be submitted, in duplicate, to the Environmental Protection Commission of Hillsborough County within 30 days after the sale or legal transfer of the permitted facility. [Rule 62-4.120, F.A.C.]

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13. The permittee shall operate and maintain the baghouse cleaning systems (including maintaining the air cleaning pressure where applicable) and a device to measure, within ten percent accuracy, the gas pressure differential across each baghouse. Particulate matter emissions generated during material handling and processing operations must be vented to and controlled by the corresponding baghouse, where applicable. [Rules 62-213.440(1)(b) and 62-210.650, F.A.C.; Permit No. 0570018-018-AV]

14. [Reserved.]

15. When the Environmental Protection Commission of Hillsborough County, after investigation, has good reason (such as complaints, increased visible emissions or questionable maintenance of control equipment) to believe that any applicable emission standard contained in a Department rule or in a permit issued pursuant to those rules is being violated, it may require the permittee to conduct compliance tests which identify the nature and quantity of pollutant emissions from the emissions unit and to provide a report on the results of said tests to the Environmental Protection Commission of Hillsborough County. Stack sampling facilities must meet the requirements of Appendix SS-1, Stack Sampling Facilities. [Rules 62-297.310(6) and (7)(b), F.A.C.]

16. The permittee must submit to the Environmental Protection Commission of Hillsborough County each calendar year, a completed DEP Form 62-210.900(5), "Annual Operating Report (AOR) for Air Pollutant Emitting Facility", for the preceding calendar year. The AOR shall be submitted by April 1 of the following year. [Rule 62-210.370(3), F.A.C.]

17. The permittee shall notify the Air Compliance Section of the Environmental Protection Commission of Hillsborough County at least 15 days prior to the date on which each formal compliance test is to begin of the date, time, and place of each such test, and the contact person who will be responsible for coordinating and having such test conducted. [Rule 62-297.310(7)(a)9., F.A.C.]

18. The permittee shall file a report with the Environmental Protection Commission of Hillsborough County on the results of each compliance test as soon as practical but no later than 45 days after the last sampling run of each test is completed. The test report shall provide sufficient detail on the emissions unit tested and the test procedures used to allow the Environmental Protection Commission of Hillsborough County to determine if the test was properly conducted. [Rule 62-297.310(8), F.A.C.]

19. The permittee shall retain records of all monitoring data and support information for a period of at least 5 years from the date of the monitoring sample, measurement, report, or application. Support information includes all calibration and maintenance records and all original strip-chart recordings for continuous monitoring instrumentation, and copies of all reports required by the permit. [Rule 62-213.440(1)(b)2.b., F.A.C.]

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20. Unless otherwise specified in this permit, the unit “ton” shall be defined as a short ton, equivalent to 2,000 pounds (avdp).

[Rule 62-4.070, F.A.C.]

21. In order to limit the potential to emit for the facility and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the maximum allowable particulate matter (PM) emissions for the facility described in this permit shall not exceed 246 tons per twelve consecutive month period.

[Rules 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C., and Construction Permit Application received July 31, 2013]

22. Annual Emissions Fee Form and Fee. The annual Title V emissions fees are due (postmarked) by March 1st of each year. The completed form and calculated fee shall be submitted to: Major Air Pollution Source Annual Emissions Fee, P.O. Box 3070, Tallahassee, Florida 32315-3070. The forms are available for download by accessing the Title V Annual Emissions Fee On-line Information Center at the following Internet web site: <http://www.dep.state.fl.us/air/emission/tvfee.htm>. [Rule 62-213.205, F.A.C.]

23. Relaxations of Restrictions on Pollutant Emitting Capacity. At such time that a particular source or modification becomes a major stationary source or major modification (as these terms were defined at the time the source obtained the enforceable limitation) solely by virtue of a relaxation in any enforceable limitation which was established after August 7, 1980, on the capacity of the source or modification otherwise to emit a pollutant, such as a restriction on hours of operation, then the requirements of subsections 62-212.400(4) through (12), F.A.C., shall apply to the source or modification as though construction had not yet commenced on the source or modification.

[Rule 62-212.400(12)(b), F.A.C.]

24. The use of property, facilities, equipment, processes, products, or compounds, or the commission of paint overspraying or any other act, that causes or materially contributes to a public nuisance is prohibited.

[Hillsborough County Environmental Protection Act, Section 16, Chapter 84-446, Laws of Florida, as Amended.]

25. The permittee shall submit all compliance related notifications and reports, data, certifications and requests required of this permit to the Environmental Protection Commission of Hillsborough County at:

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Environmental Protection Commission of Hillsborough County
Air Management Division
3629 Queen Palm Drive
Tampa, FL 33619
Phone: (813) 627-2600
Fax: (813) 627-2660

26. Any reports, data, notifications, certifications and requests required to be sent to the United States Environmental Protection Agency Region 4 should be sent to:

United States Environmental Protection Agency
Region 4
Air, Pesticides and Toxics Management Division
Air and EPCRA Enforcement Branch
Air Enforcement Section
61 Forsyth Street
Atlanta, Georgia 30303-8960
Telephone: 404/562-9155; Fax: 404/562-9163

27. Certification by Responsible Official (RO). In addition to the professional engineering certification required for applications by Rule 62-4.050(3), F.A.C., any application form, report, compliance statement, compliance plan and compliance schedule submitted pursuant to Chapter 62-213, F.A.C., shall contain a certification signed by a responsible official that, based on information and belief formed after reasonable inquiry, the statements and information in the document are true, accurate, and complete. Any responsible official who fails to submit any required information or who has submitted incorrect information shall, upon becoming aware of such failure or incorrect submittal, promptly submit such supplementary information or correct information. [Rule 62-213.420(4), F.A.C.]

28. [RESERVED]

29. The permittee shall submit a report of all monitoring required at least every six months. All instances of deviations from permit requirements, including those attributable to upset conditions, must be clearly identified in such reports. The reports shall be in accordance with the requirements of Rule 62-210.700(6), F.A.C. for excess emissions resulting from malfunctions and Rule 62-4.130, F.A.C. for plant operations – problems. The reports shall include the probable cause of such deviations, any corrective actions or preventive measures taken, and shall be accompanied by a certification by a responsible official. [Rule 62-213.440(1)(b)3, F.A.C.]

30. The permittee shall provide at least the minimum requirements for stack sampling facilities as specified in Rule 62-297, F.A.C. Sources sampling platforms, platform access, and other associated work areas, whether permanent or temporary, shall be in accordance with Occupational Safety and Health Administration standards per 29 CFR 1910, Subparts D and E.

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31. A minimum of two copies of an operating permit application for a Title V Operating Permit Revision shall be submitted to the Environmental Protection Commission of Hillsborough County within 90 days of completion of the initial compliance testing of all of the emission units being modified by this permit but no later than 90 days prior to the expiration date of this permit. A copy of the emissions compliance tests shall be submitted with the permit application. [Rules 62-213.420(1)(a)4. and 62-210.300(2), F.A.C.]

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Subsection A - Bulk Coarse/Granular Material Handling/Processing

This section addresses the following emissions unit(s), which are being modified as part of this project:

<u>EU ID No.</u>	<u>Brief Description</u>
059	Bulk Coarse/Granular Ship Unloading - Hoppers to Conveyors to Stacker
074	Dryer Feed – Stick Conveyor/Hopper/Conveyor Transfer
075	Bulk Coarse/Granular Silo
083	Bulk Coarse/Granular Material Shipping - Loadout to Truck/Ship/Railcar/Mills

{Permitting note(s): These emissions units are regulated under: PM-RACT (Rule 62-296.711, F.A.C.) and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County.}

The following specific conditions apply to the emissions unit(s) listed above:

A.1. Any bulk coarse/granular material may be handled, as long as the material is handled in accordance with the conditions of this permit and in compliance with the visible emission standards specified in Specific Condition No. A.6. [Rule 62-4.070(3), F.A.C.]

Enforceable Potential to Emit (PTE) Parameters

A.2. [RESERVED]

A.3. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits shall not be exceeded for the receiving of bulk coarse/granular material from ships:

EU	Bulk Coarse/Granular Material Throughput (tons/year) ¹	Maximum Handling Rate (ton/hr)	Minimum Moisture Content (% by wt.)
059	820,000	800	4.8%

¹tons per consecutive twelve month period

[Rule 62-210.200 – “Potential to Emit”, F.A.C.; Construction Permit No. 0570018-014-AC; and Construction Permit Application received July 31, 2013]

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A.4. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits shall not be exceeded for the bulk coarse/granular material handling and loadout operations:

EU	Bulk Coarse/Granular Material Throughput (tons/year) ¹	Maximum Handling Rate (ton/hr)
074	775,000	150
075	175,000	150
083	820,000	400 (Truck, Ship, or Railcar)

¹ - tons per consecutive twelve month period

[Rule 62-210.200 – “Potential to Emit”, F.A.C.; Construction Permit No. 0570018-014-AC and 019-AC; and Construction Permit Application received July 31, 2013]

Emission Limitations and Standards

A.5. [RESERVED]

A.6. The permittee shall not cause, permit, or allow any visible emissions (five percent opacity) except when loading a ship with material from a conveyor system. An opacity standard of ten percent shall apply when the conveyor and/or shiphold hatch covering has been moved. [Rule 62-296.711(2), F.A.C., Chapter 1-3.52, Rules of the EPC, Construction Permit No. 0570018-014-AC, 017-AC, and 019-AC; and Construction Permit Application received July 31, 2013]

A.7. [RESERVED]

A.8. In order to ensure compliance with Specific Condition Nos. A.3. and A.4. and Facility-wide Condition 21, the following reasonable precautions to prevent emissions of unconfined particulate matter at this facility shall apply:

- (a) Apply water via water sprays to the bulk coarse/granular materials as needed whenever it is handled prior to the dryer to ensure compliance with the opacity limit.
- (b) Water sprays shall be permanently attached to the screener/crusher (EU 078) and all associated transfer points, and shall be in operation during any active screening/crushing operations.
- (c) Enclose all conveyor belts on the top and sides, with the exception of the conveyor belts associated with EU 078, which are not required to be enclosed since water spray operation is mandatory.
- (d) When material is discharged into a receiving hopper from a clamshell, the free fall distance shall not exceed 4 ft. and the clamshell shall not be opened until it is below the sides of the hopper.
- (e) Water sprays, or similar chemical coating applicators, shall be used as necessary on the bulk coarse/granular materials at the receiving hoppers, transfer points, storage piles and plant grounds to ensure sufficient dust suppression to meet opacity standards while material is transferred or stored.

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- (f) Material spillage or leakage from the clamshell shall be kept at a minimum. The clamshell shall be maintained so that it has a tight lip.
- (g) The clamshell shall be kept clean at all times, and accumulation of material in the clamshell is prohibited.
- (h) Use of front-end loaders and bulldozers in the marine vessel hold shall be minimized to the greatest extent possible.
- (i) No blowers shall be used in the marine vessel holds to gather material for the final clean out of the cargo hold.
- (j) Tarps or similar coverings shall be used as needed to minimize particulate emissions from the shiphold and other uncontrolled emission points.
- (k) Vacuum or wet areas used by vehicles and machines as needed to minimize emissions.
- (l) Curtailing or ceasing operations when necessary, especially in situations with high winds, in order to comply with the opacity standard.
- (m) Minimize the drop height for all conveyor drops to piles.
- (n) Maintain the bulk coarse/granular silo (EU 075) in good working order to assure compliance with the opacity limit during loading.
- (o) Maintain the drop sleeve from the bulk coarse/granular silo (EU 075) in good working order and ensure that displaced emissions from the trucks during truck loading are not in excess of the opacity standard.
- (p) The maximum number of moveable stick conveyors in operation during ship unloading operations is five (5).

[Rules 62-296.320(4)(c) and 62-4.070(3), F.A.C.; Construction Permit No. 0570018-014-AC and 019-AC; and Construction Permit Application received July 31, 2013]

Test Methods and Procedures

A.9. Prior to the beginning of each ship unloading operation of any bulk coarse/granular material, test each shipload of bulk coarse/granular material for moisture content, in order to ensure compliance with the minimum moisture content required in Specific Condition No. A.3.

[Rule 62-4.070(3), F.A.C.; Permit Nos. 0570018-014-AC and 017-AC; and Construction Permit Application received July 31, 2013]

A.10. Test the following emission points for each unit for visible emissions the first time that material is handled, and annually thereafter, following the modifications for these emission units, as follows:

EU 059 – Bulk Coarse/Granular Ship Unloading - Hoppers to Conveyors to Stacker

1. Test the mobile stacker conveyor transfer points leading to Belt #6 near the dock, the transfer points on Belt #6, and the stick conveyor transfer points following Belt #8, while material is being reclaimed from the dockside area and loaded onto the modified conveyor belt system leading to the storage piles.

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EU 074 - Dryer Feed – Stick Conveyor/Hopper/Conveyor Transfer

1. Test the front-end loader drop of bulk coarse/granular materials into the stick conveyors and into the dryer hopper.

EU 075 - Bulk Coarse/Granular Silo

1. Silo - Test the truck unloading of material into the bulk coarse/granular silo at the point of highest opacity. The emission points to be tested are the truck unloading into the grate and the material transfer point into the silo from the screw conveyor.

EU 083 – Bulk Coarse/Granular Material Shipping - Loadout to Truck/Ship/Railcar/Mills

1. Truck Loadout - Test the loadout of bulk coarse/granular materials to trucks from railcars using portable conveyors at the point of highest opacity. The Method 9 test shall include separate observations of each material transfer point (railcar drop to conveyor, conveyor transfer points, conveyor to truck).
2. Railcar Loadout - Test the loadout of bulk coarse/granular materials to railcars from portable conveyors at the point of highest opacity. The Method 9 test shall include separate observations of each material transfer point (front-end loader to conveyor hopper, conveyor transfer points, and conveyor belt to railcar).
3. Loadout to Mill Drag Conveyors – Test the transfer of bulk coarse/granular materials to the hopper, and the conveyor transfer point into either the No. 9 Finish Mill drag conveyor or the No. 10 Finish Mill drag conveyor, at the point of highest opacity. The Method 9 test shall include separate observations of each material transfer point.

Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The visible emissions should be observed from the highest point of opacity during the period in which the highest opacity emissions can reasonably be expected. [Rules 62-297.310 and 62-4.070(3), F.A.C.]

A.11. The test method for moisture content shall be ASTM Method D-2216 or an equivalent method. The test method for visible emissions shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across the baghouse during each compliance test. [Rules 62-4.070(3), 62-296.711 and 62-213.440(1)(b), F.A.C.; Section 1-3.52 Rules of the EPC; and Permit No. 0570018-006-AC]

A.12. Testing of emissions shall be conducted with the sources operating at capacity. Capacity is defined as 90-100% of the material handling rates in Specific Condition Nos. A.3. and A.4. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once

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the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including pressure differential across the baghouse, may invalidate the test. [0570018-006-AC and Rule 62-297.310(2), F.A.C.]

A.13. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes. [Rule 62-297.310(4)(a), F.A.C.]

A.14. Test emission units EU 059, 074, 075, and 083 for visible emissions upon the first instance of handling a coarse/granular material, already identified in the permit, that has not previously been tested for visible emissions at the facility. Each VE observation shall be made at the point of highest opacity from each handling operation and should be in accordance with Specific Condition Nos. A.11, A.12 and A.13. Submit two copies of the test data to the Air Management Division of the Environmental Protection Commission of Hillsborough County within 45 days of such testing. Testing procedures shall be consistent with the requirements of Rule 62-297.310, F.A.C. [Rules 62-297.310(7)(a)4., 62-297.310(8)(b), and 62-4.070(3), F.A.C.]

Continuous Monitoring Requirements

A.15. [RESERVED]

Monitoring, Recordkeeping and Reporting Requirements

A.16. [RESERVED]

A.17. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. A.2 - A.6. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Amount and type of bulk coarse/granular materials unloaded from ships (tons/day)
 - (3) The number of moveable stick conveyors in operation during ship unloading
- (b) Monthly
 - (1) Month, Year
 - (2) Summary of bulk coarse/granular material moisture content for each material unloaded from ships, as required by Specific Condition No. A.9. [% weight]
 - (3) Amount and type of bulk coarse/granular material unloaded from ships during each month [tons] and the most recent consecutive twelve month period [tons/12 months]

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- (4) Amount and type of bulk coarse/granular material unloaded from railcars and trucks during each month [tons] and the most recent consecutive twelve month period [tons/12 months]
- (5) Amount and type of bulk coarse/granular material bulk loaded out to trucks and railcars during each month [tons] and the most recent consecutive twelve month period [tons/12 months]
- (6) Amount and type of bulk coarse/granular material loaded into the bulk coarse/granular silo (EU 075) during each month [tons] and the most recent consecutive twelve month period [tons/12 months]

[Rules 62-213.440(1)(b), 62-4.070(3) and 62-4.160(14), F.A.C.; Permit Nos. 0570018-014-AC and 019-AC; and Construction Permit Application received July 31, 2013]

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Subsection B - Bulk Fine Material Receiving and Silos 27 & 28

This section addresses the following emissions unit(s), which are being modified as part of this project:

EU ID No.	Brief Description
027	Bulk Fine Transfer - Ship Unloading Air Slides to Belt 7
042	Bulk Fine Transfer - Screen to Elevator to Air Slide and Pneumatic Ship/Railcar/Truck Unloading
043	Bulk Fine Transfer - Silos 27- 28, Air Slides, & Reclaim Elevator, and and Pneumatic Ship/Railcar/Truck Unloading
044	Bulk Fine Ship Unloading - North Dockside Vacuum Unloader
045	Bulk Fine Ship Unloading - South Dockside Vacuum Unloader

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C. (except EU 044-045); PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County. }

The following specific conditions apply to the emissions unit(s) listed above:

Enforceable Potential to Emit (PTE) Parameters

B.1. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits and equipment ratings shall not be exceeded:

EU	Hours of Operation (hours/12 months) ¹	Material Handling Rate (tons/hour) ²	Baghouse ID No.	Baghouse Design Flowrate (acfm)
027	8,760	680	27	18,000
042	8,760	680	42	8,000
043	8,760	680 (340 each silo)	43	10,000
044	8,760	340	44	5,280
045	8,760	340	45	5,280

¹hours per consecutive twelve month period.

²daily average based on ship loading operation

³hours recorded for these units in this section is for ship unloading activities

[Rule 62-210.200 – “Potential to Emit”, F.A.C., Permit Nos. 0570018-005-AC and 013-AC; and Construction Permit Application received July 31, 2013]

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B.2. As requested by the permittee, and in order to avoid PSD, the maximum throughput of bulk fine materials unloaded from ships is limited to 1,577,000 tons during any consecutive twelve month period. The maximum throughput of bulk fine materials (ship and truck unloading) loaded through the silos (Silos 27 and 28) is also limited to 1,577,000 tons during any consecutive twelve month period. [Rule 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C., Permit Nos. 0570018-017-AC/018-AV; and Construction Permit Application received July 31, 2013]

Emission Limitations and Standards

B.3. In order to limit the potential to emit for these emission units and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

EU	Baghouse ID No.	Emissions Standard		
		(grains/dscf)	ton/yr ¹	Opacity
027	27	0.02	13.5	5%
042	42	0.02	6.0	5%
043	43	0.02	7.5	5%
044	44	0.02	4.0	5%
045	45	0.02	4.0	5%

¹tons per consecutive twelve month period

²When operating under appropriate work practice standards and reasonable precautions, the emissions from ship holds that are not captured by the vacuum unloading arms are expected to be minimal.

[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; Permit Nos. 0570018-005-AC and 013-AC; and Construction Permit Application received July 31, 2013]

B.4. The following work practice standards apply:

- (a) Only one vessel (ship) may be unloaded at a time.
- (b) Particulate emissions generated during bulk fine material handling must be vented through the corresponding baghouse, with the exception of the shiphold.
- (c) Due care shall be used in vacuuming out open holds to prevent tunneling and collapsing product from causing excessive dust in the bulk carrier vessel. Product is not to be pumped from one open hold to another open hold.
- (d) Use covers, wind shields and/or tarps at the shiphold as necessary during bulk fine material ship unloading in order to assure compliance with the opacity standard.
- (e) Any bulk fine material may be handled, as long as the material is handled in accordance with the permit and in compliance with the visible emission standards listed in Specific Condition No. B.3.

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- (f) No more than 8 trucks and/or railcars can unload to Silos 27 and 28 at one time.
- (g) The jumbo bag filling stations shall be maintained in proper order to function as designed. Ensure proper operation of dust control system prior to filling any jumbo bags.
- (h) Silo 28 may be alternatively controlled by Baghouse 042 to prevent product contamination.

[Rules 62-4.070(3) and 62-296.320(4)(c), F.A.C.; Permit No. 0570018-005-AC and 013-AC, and Construction Permit Application received July 31, 2013]

B.5. All reasonable precautions shall be taken to prevent the emissions of unconfined particulate matter from any activity, including, but not limited to, vehicular movement; transportation of materials; construction, alteration, demolition or wrecking; and industrial related activities such as loading, unloading, storing, and handling. Reasonable precautions at these emissions units include, but are not limited to, the following:

- (a) Maintaining process and transport system in good operating condition.
- (b) Limiting truck traffic to paved roads, where possible.
- (c) Removing dust from roadways as necessary, preferably by vacuuming.
- (d) Attending to spills and malfunctions promptly. Cease operations if necessary.
- (e) Taking added precautions during windy conditions.

[Rules 62-4.070(3) and 62-296.320(4)(c), F.A.C.; Permit No. 0570018-005-AC and 013-AC, and Construction Permit Application received July 31, 2013]

Test Methods and Procedures

B.6. (A) Test each the following scenarios for visible emissions the first time material is unloaded into Silos 27 and 28, and annually thereafter.

- (1) Test the pneumatic unloading of ships into Silos 27 and 28.
- (2) Test the pneumatic unloading of railcars and trucks into Silos 27 and 28 using eight unloading lines (four unloading directly to the silos, and four to the base of the bucket elevator following the screen).
- (3) Test the pneumatic unloading of trucks to the base of the silo transfer elevator.
- (4) Test the loading of Silo 28 by ship while being alternatively controlled by Baghouse 042.

(B) Initial particulate matter testing is also required on EU 042 and 043 during the pneumatic ship unloading activity, on the first ship that is unloaded following baghouse replacement. Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing.

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The test observations shall be made from the highest point of opacity during the period in which the highest opacity emissions can reasonably be expected.
[Rules 62-297.310 and Rule 62-4.070(3), F.A.C.]

B.7. The test method for visible emissions shall be shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required compliance test. [Rules 62-4.070(3), 62-296.711 and 62-213.440(1)(b), F.A.C.; Section 1-3.52 Rules of the EPC; and Permit No. 0570018-005-AC]

B.8. Testing of emissions shall be conducted with the sources operating at capacity. Capacity for the ship unloading operation is defined as 90-100% of the material handling rates in Specific Condition No. B.1. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the type of vessel and the pressure differential across the baghouse, may invalidate the test.
[Rule 62-297.310(2), F.A.C.; and Permit No. 0570018-005-AC]

B.9. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes. [Rule 62-297.310(4)(a), F.A.C.]

B.10 Except for the PM tests required by Specific Condition No. B.6., a visible emissions test indicating no visible emissions (5 percent opacity) may be submitted in lieu of a particulate stack test for the pneumatic unloading operations since they are equipped with baghouses. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed an opacity of 5%. If the EPC has reason to believe that the particulate weight emission standard is not being met, it shall require that compliance be demonstrated by Method 5 testing. [Rules 62-296.711, 62-297.620, and 62-297.310(7)(b), F.A.C.]

Continuous Monitoring Requirements

B.11. Except for EU EU 044 and 045, these emissions units are subject to the CAM requirements contained in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. Failure to adhere to the monitoring requirements specified in

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the CAM portion of the appendix does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7)(b), F.A.C. [40 CFR 64; and Rules 62-204.800 and 62-213.440(1)(b)1.a., F.A.C.]

Monitoring, Recordkeeping and Reporting Requirements

B.12. The permittee is subject to the Operation and Maintenance Plan requirements for particulate matter for all the emission units in this section (except EU 053) controlled by a baghouse as specified in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. [Rules 62-296.700 and 62-213.440(1)(b), F.A.C.; 0570018-006-AC]

B.13. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. B.1., B.2., and B.3. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Pressure drop [inches H₂O] across each baghouse as required by the current Operation and Maintenance Plan
 - (3) Result of each instantaneous visual emissions determination on each emissions unit with a baghouse as required by the current Operation and Maintenance Plan
- (b) Monthly
 - (1) Month, Year
 - (2) Hours of operation for each emissions unit during ship, truck, or railcar unloading operations during the month [hours] and the most recent consecutive twelve month period [hours/12 months]
 - (3) Amount and type of bulk fine material unloaded from ships, trucks, and railcars (to Silos 27 and 28) during each month [tons] and the most recent consecutive twelve month period [tons/12 months]

[Rule 62-4.070(3), 62-4.160(14), and 62-213.440(1)(b), F.A.C.; Permit No. 0570018-005-AC and 013-AC; and Construction Permit Application received July 31, 2013]

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Subsection C - Finish Mills

This section addresses the following emissions unit(s), which are being modified as part of this project:

EU ID No.	Brief Description
012	Finish Mills – Feed Silos 7A-C, 8A-C, 9A-B, KL, (2) Jumbo Baggers, Truck Unloading to Silo Transfer Elevator, and Truck/Railcar Unloading to Silo Transfer Air Slide
016	Finish Mills - No. 9 Separators
017	Finish Mills - No. 9 Feed Conveyor, Elevators, Surge Pumps
018	Finish Mills - No. 9 Mill
019	Finish Mills - No. 10 Separators and Feed Silos 10A-B
020	Finish Mills - No. 10 Feed Conveyor, Elevators
021	Finish Mills - No. 10 Mill
081	Bulk Coarse/Granular Material Storage - Finish Mill Feed Silo 9C

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C. (except EU 081); PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County. }

The following specific conditions apply to the emissions unit(s) listed above:

Enforceable Potential to Emit (PTE) Parameters

C.1. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits and equipment ratings shall not be exceeded:

EU	Hours of Operation (hours/12 months) ¹	Material Handling/Loading Rate (tons/hour) ²	Baghouse ID No.	Baghouse Design Flowrate (acfm)
012	7,800	1,100 (by transfer) 35 (by truck) 240 (by railcar)	12	20,000
013	7,800	75	13	13,000
016	7,800	75	16	35,000
017	7,800	75	17	13,000
018	7,800	75	18	15,000
019	7,800	225	19	35,000
020	7,800	75	20	13,000

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021	7,800	75	21	15,000
081	7,800	150	19	35,000

¹hours per consecutive twelve month period

²daily average

[Rule 62-210.200 – “Potential to Emit”, F.A.C.; Construction Permit No. 0570018-013-AC; and Construction Permit Application received July 31, 2013]

C.2. The combined amount of bulk fine materials processed through the finish mills (EU 013, EU 016-021, EU 081) is limited to 900,000 tons during any consecutive twelve month period.
 [Rule 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C.]

C.3. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the maximum throughput of bulk coarse material through Silo 9C (EU 081) shall not exceed 150 tons/hr (daily average).
 [Rule 62-210.200 – “Potential to Emit”, F.A.C.; and Construction Permit Application received July 31, 2013]

Emission Limitations and Standards

C.4. In order to limit the potential to emit for these emission units and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

EU	Emissions Standard		
	(grains/dscf)	ton/year ¹	Opacity
012	0.02	13.4	5%
013	0.02	8.7	5%
016	0.02	19.7	5%
017	0.02	8.7	5%
018	0.02	8.4	5%
019	0.02	19.7	5%
020	0.02	8.7	5%
021	0.02	8.4	5%
081	0.02	See EU 019	5%

¹tons per consecutive twelve month period

[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; Construction Permit No. 0570018-013-AC; and Construction Permit Application received July 31, 2013]

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C.5. The following work practice standards apply:

- (a) Particulate emissions generated during bulk fine material handling must be vented through the corresponding baghouse.
- (b) Water sprays, or similar chemical coating applicators, shall be used as necessary on the bulk coarse/granular materials loaded into Silo 9C to ensure sufficient dust suppression to meet opacity standards while material is transferred or stored.
- (c) The permittee shall maintain the integrity of the enclosures around the bucket elevator and conveyors handling bulk coarse/granular materials delivered to Silos 9C, 10A, and 10B, and the baghouse controlling to Silos 10A and 10B shall be in operation during any material loading.
- (d) Any bulk fine material may be handled, as long as the material is handled in accordance with the permit and in compliance with the visible emission standards listed in Specific Condition No. C.4.

[Rules 62-4.070(3) and 62-296.320(4)(c), F.A.C.; Construction Permit No. 0570018-013-AC; and Construction Permit Application received July 31, 2013]

Test Methods and Procedures

C.6. (A) Test Emission Unit 081 concurrently with Emission Unit 019 for particulate matter and visible emissions within 60 days of being enclosed and vented to Baghouse 019.

(B) Test Emission Unit 012 (Baghouse 012) for visible emissions within 60 days of initial operation of the pneumatic railcar unloading directly to the silo transfer air slide.

(C) If constructed, the jumbo bagging station underneath Silo KL shall be tested concurrently with the railcar unloading operation and the truck unloading to the base of the silo transfer elevator operation during the initial test of EU 012.

(D) Test all the emission units in this subsection (EU 012, 013, 016-021, 081) for visible emissions annually during each calendar year (January 1 – December 31). Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The test observations shall be made from the highest point of opacity during the period in which the highest opacity emissions can reasonably be expected.

[Rules 62-297.310 F.A.C., and Rule 62-4.070(3), F.A.C.]

C.7. The test method for visible emissions shall be shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required

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compliance test. [Rules 62-4.070(3), 62-296.711 and 62-213.440(1)(b), F.A.C.; Section 1-3.52 Rules of the EPC; and Permit No. 0570018-005-AC]

C.8. Testing of emissions shall be conducted with the source operating at capacity. Capacity is defined as 90-100% of rated capacity of the loading rates in Specific Condition Nos. C.1 and C.3. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the pressure differential across the baghouse, may invalidate the test.

[Rule 62-297.310(2), F.A.C.]

C.9. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes.

[Rule 62-297.310(4)(a), F.A.C.]

C.10. Except for the PM tests required prior to renewal, a visible emissions test indicating no visible emissions (5 percent opacity) may be submitted in lieu of a particulate stack test for the finish mills since the emission units are equipped with baghouses. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed an opacity of 5%. If the EPC has reason to believe that the particulate weight emission standard is not being met, it shall require that compliance be demonstrated by Method 5 testing.

[Rules 62-296.711 and 62-297.310(7)(b), F.A.C.]

Continuous Monitoring Requirements

C.11. These emissions units are subject to the CAM requirements contained in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. Failure to adhere to the monitoring requirements specified in the CAM portion of the appendix does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7)(b), F.A.C.

[40 CFR 64; and Rules 62-204.800 and 62-213.440(1)(b)1.a., F.A.C.]

Monitoring, Recordkeeping and Reporting Requirements

C.12. The permittee is subject to the Operation and Maintenance Plan requirements for particulate

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matter for all the emission units in this section (except EU 081) controlled by a baghouse as specified in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. [Rules 62-296.700 and 62-213.440(1)(b), F.A.C]

C.13. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. C.1., C.2., C.3, and C.4. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Pressure drop [inches H₂O] across each baghouse as required by the current Operation and Maintenance Plan
 - (3) Result of each instantaneous visual emissions determination on each emission unit with a baghouse as required by the current Operation and Maintenance Plan
- (b) Monthly
 - (1) Month, Year
 - (2) Total combined amount of bulk fine material processed through the finish mills during each month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (3) Amount and type of bulk coarse/granular material loaded into Silo 9C (EU 081) during each month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (4) Hours of operation for each emission unit during each month [tons] and the most recent consecutive twelve month period [tons/12 months]

[Rule 62-4.070(3), 62-4.160(14), and 62-213.440(1)(b), F.A.C.]

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Subsection D - Bulk Silos

This section addresses the following emissions unit(s), which are being modified as part of this project:

EU ID No.	Brief Description
006	Bulk Fine Storage – Bulk Silos 19, 20, 21, 24, East Truck Loading Spout, and (4) Bulk Jumbo Baggers
007	Bulk Fine Storage – Bulk Silos 25, 26
008	Bulk Fine Storage – Bulk Silos 22 and 23, West Truck Loading Spout, and (2) Bulk Jumbo Baggers

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C.; PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County.}

The following specific conditions apply to the emissions unit(s) listed above:

Enforceable Potential to Emit (PTE) Parameters

D.1. In order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits and equipment ratings shall not be exceeded:

EU	Hours of Operation (hours/12 months) ¹	Material Handling/Loading Rate (tons/hour) ²	Baghouse ID No.	Baghouse Design Flowrate (acfm)
006	8,760	150 (by transfer) 35 (by truck) 500 (by ship)	6	6,250
007	8,760	150 (by transfer) 35 (by truck)	7	6,000
008	8,760	150 (by transfer) 35 (by truck) 500 (by ship)	8	6,250

¹hours per consecutive twelve month period

²daily average

[Rule 62-210.200 – “Potential to Emit”, F.A.C.; Construction Permit No. AC29-249252; and Construction Permit Application received July 31, 2013]

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Emission Limitations and Standards

D.2. In order to limit the potential to emit for these emission units and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

EU	Emissions Standard		
	(grains/dscf)	ton/year ¹	Opacity
006	0.02	4.7	5%
007	0.02	4.5	5%
008	0.02	4.7	5%

¹tons per consecutive twelve month period
[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; and Construction Permit Application received July 31, 2013]

D.3. As requested by the permittee, in order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the maximum annual throughput for the Packhouse and Bulk Silos shall not exceed 1,314,000 tons per 12-consecutive month period.

D.4. The following work practice standards apply:

- (a) Particulate emissions generated during bulk fine material handling must be vented through the corresponding baghouse. Silos may be vented to alternative baghouses to prevent product contamination, however, the material handling rates in Specific Condition D.1. shall not be exceeded. In order to ensure that any one baghouse is not overloaded, no more than two (2) operations may take place simultaneously (ship unloading to silos, truck unloading to silos, truck loading, jumbo bagging, and transfer from the mills). However, at any point in time, ship unloading and transfer from the finish mills shall not take place simultaneously.
- (b) Any bulk fine material may be handled, as long as the material is handled in accordance with the permit and in compliance with the visible emission standards listed in Specific Condition No. D.2.
- (c) Any silo may be loaded by truck.
- (d) The jumbo bag filling stations shall be maintained in proper order to function as designed. Ensure proper operation of dust control system prior to filling any jumbo bags.

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Test Methods and Procedures

D.5. Test each of the following scenarios for visible emissions, the first time that material is handled, and annually thereafter:

- (A) Test the exhaust of Baghouse 006 and 008 for visible emissions the first time that ships are unloaded into the silos.
- (B) Test the exhaust of Baghouse 006 and 008 for visible emissions the first time that trucks are unloaded into the silos.
- (C) Test the exhaust of each baghouse (006, 007, and 008) during the simultaneous operation of the truck unloading, truck loading, and jumbo bagging operations.
- (D) Test the exhaust of each baghouse (006, 007, and 008) during the simultaneous operation of the truck unloading and the transfer from the finish mills and to the silos.

Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The test observations shall be made from the highest point of opacity during the period in which the highest opacity emissions can reasonably be expected.

[Rules 62-297.310 and Rule 62-4.070(3), F.A.C.]

D.6. The test method for visible emissions shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required compliance test.

[Rules 62-4.070(3), 62-296.711 and 62-213.440(1)(b), F.A.C.; Section 1-3.52 Rules of the EPC; and Permit No. 0570018-005-AC]

D.7. Testing of emissions shall be conducted with the source operating at capacity. Capacity is defined as 90-100% of the material handling rates in Specific Condition No. D.1. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the pressure differential across the baghouse, may invalidate the test.

[Rule 62-297.310(2), F.A.C.]

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D.8. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes.

[Rule 62-297.310(4)(a), F.A.C.]

D.9. A visible emissions test indicating no visible emissions (5 percent opacity) may be submitted in lieu of a particulate stack test for the bulk silo operations since they are equipped with baghouses. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed an opacity of 5%. If the EPC has reason to believe that the particulate weight emission standard is not being met, it shall require that compliance be demonstrated by Method 5 testing.

[Rules 62-296.711, 62-297.620, and 62-297.310(7)(b), F.A.C.]

Continuous Monitoring Requirements

D.10. These emissions units are subject to the CAM requirements contained in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. Failure to adhere to the monitoring requirements specified in the CAM portion of the appendix does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7)(b), F.A.C. [40 CFR 64; and Rules 62-204.800 and 62-213.440(1)(b)1.a., F.A.C.]

Monitoring, Recordkeeping and Reporting Requirements

D.11. The permittee is subject to the Operation and Maintenance Plan requirements for particulate matter for all the emission units in this section controlled by a baghouse as specified in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*.

[Rules 62-296.700 and 62-213.440(1)(b), F.A.C.]

D.12. The permittee shall maintain records to demonstrate compliance with the requirements of specific conditions D.1., D.2., and D.11. The records shall include, at a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

(a) Daily

(1) Day, Month, Year

(2) Pressure drop [inches H₂O] across each baghouse as required by the Operation and Maintenance Plan

(3) Result of each instantaneous visual emissions determination on each emissions unit with a baghouse as required by the Operation and Maintenance Plan

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(b) Monthly

(1) Month, Year

(2) The amount of bulk fine materials handled by the Bulk Silos during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
[Rule 62-4.070(3), 62-4.160(14), and 62-213.440(1)(b), F.A.C.; and Construction Permit Application received July 31, 2013]

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Subsection E - Packhouse Silos/Blending Plant/Packing Operations

This section addresses the following emissions unit(s), which are being modified as part of this project:

EU ID No.	Brief Description
001	Bulk Fine Storage – Packhouse Silos 4, 5, 6
002	Bulk Fine Storage – Packhouse Silos 1, 2, 3
003	Bulk Fine Storage – Packhouse Silos 7, 8, 9, 10, 13, 14, 15, 16
005	Bulk Fine Storage – Packhouse Silos 11, 12, 17, 18
031	Packhouse - Automated Packers
032	Packhouse/Blending Plant - Packer Bag Handling and Reclaim
071	Packhouse - Rotary Packer
072	Blending Plant/Packhouse - Material Handling, Storage, and Blending
073	Blending Plant/Packhouse - Manual Packer, Haver Inline Packer, (3) Bulk Jumbo Baggers

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C. (except EU 082); PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County. }

The following specific conditions apply to the emissions unit(s) listed above:

Enforceable Potential to Emit (PTE) Parameters

E.1. (A) As requested by the permittee, in order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following operating limits and equipment ratings shall not be exceeded:

EU	Hours of Operation (hours/12 months) ¹	Material Handling/Loading Rate (tons/hour) ²	Baghouse ID No.	Baghouse Design Flowrate (acfm)
001	8,760	150 (by transfer) 35 (by truck) 500 (by ship) ³	1	4,800
002	8,760		2	4,800
003	8,760		3	9,260
005	8,760		5	12,000
031	8,760	150 (by transfer) 500 (ship unloading to Silo 7)	31	12,000
032	8,760	150	72	13,000
071	8,760	141	71	20,000

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072	8,760	80	72	8,000
073	8,760	270	73	8,000

¹hours per consecutive twelve month period

²daily average

(B) During ship unloading³ into either EU 001, 002, or 003, Baghouse Nos. 1, 2, and 3 shall be in operation simultaneously to ensure that any one baghouse is not overloaded. EU 005 may be independently controlled by Baghouse 5 during ship unloading operations.

[Rule 62-210.200 – “Potential to Emit”, F.A.C.; Construction Permit No. 0570018-014-AC; and Construction Permit Application received July 31, 2013]

E.2. As requested by the permittee, in order to limit the potential to emit and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the maximum annual throughput for the Packhouse and Bulk Silos shall not exceed 1,314,000 tons per 12-consecutive month period. Also, the maximum annual throughput for the packers shall not exceed 1,561,000 tons per 12-consecutive month period. Furthermore, the throughput for the blending plant (EU 072) shall not exceed 175,000 tons per 12-consecutive month period. [Rule 62-210.200 – “Potential to Emit”, F.A.C.; and Construction Permit Application received July 31, 2013]

Emission Limitations and Standards

E.3. In order to limit the potential to emit for these emission units and remain below the applicability threshold for Rule 62-212.400, F.A.C. – Prevention of Significant Deterioration (PSD), the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

EU	Emissions Standard		
	(grains/dscf)	ton/year ¹	Opacity
001	0.02	3.6	5%
002	0.02	3.6	5%
003	0.02	7.0	5%
005	0.02	9.0	5%
031	0.02	9.0	5%
032	0.02	See EU 072	5%
071	0.01	7.5	5%
072	0.015	4.5	5%
073	0.015	4.5	5%

¹tons per consecutive twelve month period

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[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; Construction Permit No. 0570018-014-AC; and Construction Permit Application received July 31, 2013]

E.4. In order to ensure compliance with Specific Condition Nos. E.2, E.3 and E.5, the following reasonable precautions to prevent emissions of unconfined particulate matter at this facility shall apply:

- (a) All bulk fine material handling and packaging operations shall be vented to the designated control device (baghouse) as designed.
- (b) The control devices shall be in operation at all times when any material is being processed through the related handling/packaging systems.
- (c) The manual and Haver inline packing operations may operate simultaneously with the jumbo bagging system on the blending plant, as long as the combined process rate does not exceed 270 ton/hr.
- (d) Any bulk fine material may be handled, as long as the material is handled in accordance with the permit and in compliance with the visible emission standards listed in Specific Condition No. E.3.
- (e) Water sprays, or similar chemical coating applicators, shall be used as necessary on the bulk coarse/granular materials loaded into the blending plant hopper to ensure sufficient dust suppression to meet opacity standards while material is transferred or stored.
- (f) The permittee shall maintain the integrity of the enclosures around the hopper, conveyors and bucket elevator handling bulk materials delivered to the blending plant.
- (g) The jumbo bag filling station shall be maintained in proper order to function as designed. Ensure proper operation of dust control system prior to filling any jumbo bags.
- (h) No more than 3 trucks can unload simultaneously to the elevated storage bins on the blending plant at one time.

[Rules 62-296.320(4)(c) and 62-4.070(3), F.A.C.; and Construction Permit Application received February 24, 2010]

Test Methods and Procedures

E.5. Test for visible emissions during the following scenarios, the first time that material is handled, and annually thereafter:

- (A) Test the exhaust of Baghouse 001, 002, and 003, the first time ships are unloaded into either EU 001, 002, or 003 at a rate greater than 150 tons per hour, but not to exceed 500 tons per hour.
- (B) Test EU's 001-005 during truck unloading to the silos.

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Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The visible emissions should be observed from the highest point of opacity during the period in which the highest opacity emissions can reasonably be expected. [Rules 62-297.310 F.A.C., and Rule 62-4.070(3), F.A.C.]

E.6. The permittee shall also test the exhaust from the baghouses controlling EU's 071, 072, and 073 for particulate matter and visible emissions within 60 days of completion of the modifications authorized by this permit, in order to demonstrate compliance with the gr/dscf emission limit specified in Specific Condition No. E.3. During the test on EU 073, all three (3) jumbo baggers shall be in operation, and the filling points to the bags shall be tested for visible emissions as well. Based on the results of the particulate matter stack test, EPC may require future particulate matter stack tests at an increased frequency deemed necessary to provide reasonable assurance of continued compliance. The permittee shall submit two copies of the test data to the EPC within 45 days of such testing. Testing procedures shall be consistent with the requirements of Rule 62-297.310, F.A.C. [Rules 62-297.310 and 62-4.070(3), F.A.C.]

E.7. The test method for visible emissions shall be shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required compliance test. [Rules 62-4.070(3), 62-296.711 and 62-213.440(1)(b), F.A.C.; and Section 1-3.52 Rules of the EPC]

E.8. Testing of emissions shall be conducted with the sources operating at capacity. Capacity is defined as 90-100% of the material handling rates in Specific Condition No. E.1. For the blending plant handling (EU 072), the blender should be in operation, including normal material transfer through the elevator, during the test. For the blending plant bagging/packing (EU 073) operation, the manual packer, Haver inline packer and jumbo bag filling stations should be in operation simultaneously, including normal material transfer to the holding bins, during the test. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the pressure differential across the baghouse, may invalidate the test. [Rule 62-297.310(2), F.A.C.]

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E.9. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes. [Rule 62-297.310(4)(a), F.A.C.]

E.10. Except for the PM tests required by Specific Condition No. E.6., a visible emissions test indicating no visible emissions (5 percent opacity) may be submitted in lieu of a particulate stack test for the remaining emission units, since they are equipped with a baghouse. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed an opacity of 5%. If the EPC has reason to believe that the particulate weight emission standard is not being met, it shall require that compliance be demonstrated by Method 5 testing. [Rules 62-296.711 and 62-297.310(7)(b), F.A.C.]

Continuous Monitoring Requirements

E.11. These emissions units are subject to the CAM requirements contained in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. Failure to adhere to the monitoring requirements specified in the CAM portion of the appendix does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7)(b), F.A.C. [40 CFR 64; and Rules 62-204.800 and 62-213.440(1)(b)1.a., F.A.C.]

Monitoring, Recordkeeping and Reporting Requirements

E.12. The permittee is subject to the Operation and Maintenance Plan requirements for particulate matter for all the emission units in this section (except EU 082) controlled by a baghouse as specified in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*.
[Rules 62-296.700 and 62-213.440(1)(b), F.A.C.; Construction Permit No. 0570018-006-AC]

E.13. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. E.1., E.2., E.3. and E.12. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Pressure drop [inches H₂O] across each baghouse as required by the current Operation and Maintenance Plan
 - (3) Result of each instantaneous visual emissions determination on each emissions unit as required by the current Operation and Maintenance Plan

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(b) Monthly

- (1) Month, Year
 - (2) The combined amount of bulk fine materials packaged by the rotary packer (EU 071) during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (3) The amount of blended bulk fine materials packaged through the blending plant (EU 072 and EU 073) during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (4) The amount of bulk fine materials packaged through the automatic packers (EU 031 and EU 032) during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (5) The amount of bulk fine materials handled by the Packhouse Silos during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
- [Rules 62-213.440(1)(b), 62-4.070(3) and 62-4.160(14), F.A.C.]

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Subsection F - Ship Loadout

This section addresses the following emissions unit(s), which are being modified as part of this project:

<u>EU ID No.</u>	<u>Brief Description</u>
079	Bulk Fine Shipping - Ship Loading

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C. (except EU 044-045); PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County. This operation utilizes baghouses already described in Subsection B for use during ship unloading. Their use in this section is specifically directed at ship loading activities.}

The following specific conditions apply to the emissions unit(s) listed above:

F.1. In order to limit the potential to emit for these emission units and avoid PSD, the facility shall construct and operate the ship loading activities consistent with Scenario 1, 2, and/or Scenario 3 from the process description, but not more than one scenario may operate at any given time, at a ship loading rate not to exceed 420 ton/hr. The total combined hours of operations for the portable/shipboard baghouses shall not exceed 1,500 hours per 12-consecutive month period. The use of the remaining permanent baghouses is not limited (8,760 hours per year).
 [Rules 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C., Construction Permit No. 0570018-012-AC; and Construction Permit Application received July 31, 2013]

Enforceable Potential to Emit (PTE) Parameters

F.2. The following operating limits and equipment ratings shall not be exceeded:
 [Rule 62-210.200 – “Potential to Emit”, F.A.C., Construction Permit No. 0570018-012-AC; and Construction Permit Application received July 31, 2013]

Scenario 1

E.U.	Hours of Operation [hours/12 months] ¹	Material Handling Rate [tons/hour] ²	Baghouse I.D. No.	Baghouse Design Flowrate [acfm]
079	8,760	210	45	5,280
	8,760	210	27	18,000

¹hours per consecutive twelve month period while processing bulk fine materials for ship loading

²daily average

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Scenario 2

EU	Hours of Operation [hours/12 months] ¹	Material Handling Rate [tons/hour] ²	Baghouse ID No.	Baghouse Flowrate [acfm]
079	8,760	420	44	5,280
	8,760	420	45	5,280
	8,760	420	27	18,000
	1,500	420	Portable	15,000 ³

¹hours per consecutive twelve month period while processing bulk fine materials for ship loading
²daily average
³maximum air flowrate allowed

Scenario 3

E.U.	Hours of Operation [hours/12 months] ¹	Material Handling Rate [tons/hour] ²	Baghouse I.D. No.	Baghouse Design Flowrate [acfm]
079	8,760	150	45	5,280
	8,760	150	27	18,000

¹hours per consecutive twelve month period while processing bulk fine materials for ship loading
²daily average

F.3. The hours of operation for the ship loading operation are limited as stated in Specific Condition No. F.2. The stated hour limits must be tracked for each individual operation during ship loading activities. [Rules 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C.]

Emission Limitations and Standards

F.4. In order to limit the potential to emit for these emission units, the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; Construction Permit No. 0570018-012-AC; and Construction Permit Application received July 31, 2013]

Scenario 1

E.U.	Baghouse I.D. No.	Emissions Standard		
		[grains/dscf]	TPY ¹	Opacity
079	045	0.02	4.0	5%

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	027	0.02	13.5	5%
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¹tons per consecutive twelve month period

[Permit Note: The PM and hour limits for the ship loading baghouses are in addition to the limits for ship unloading stated in Subsection B.]

Scenario 2

E.U.	Baghouse I.D. No.	Emissions Standard		
		[grains/dscf]	TPY ¹	Opacity
079	044	0.02	4.0	5%
	045	0.02	4.0	5%
	027	0.02	13.5	5%
	Portable	0.02	1.9 ²	5%

¹tons per consecutive twelve month period

² Annual emission limit is based on 1,500 hrs/yr for the portable baghouse.

Scenario 3

E.U.	Baghouse I.D. No.	Emissions Standard		
		[grains/dscf]	TPY ¹	Opacity
079	045	0.02	4.0	5%
	027	0.02	13.5	5%

¹tons per consecutive twelve month period

F.5. In order to ensure compliance with Specific Condition Nos. F.2, and F.4, the following reasonable precautions to prevent emissions of unconfined particulate matter at this facility shall apply:

- (a) All bulk fine material handling operations related to the ship loading project shall be vented to the designated control device (baghouse) as designed.
- (b) The control devices shall be in operation at all times when any material is being processed through the related handling systems.

[Rules 62-296.320(4)(c) and 62-4.070(3), F.A.C.]

F.6. The following work practice standards shall apply:

- (a) Only one ship may be loaded at a time.
- (b) All material shall be transferred pneumatically through enclosed pipes to minimize uncaptured emissions.
- (c) Each shiphold receiving material must be vented to the corresponding baghouse to control particulate matter emissions.

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- (d) Use covers, wind shields and/or tarps at the shiphold as necessary during bulk fine material loading to meet the opacity standard.
- (e) Any bulk fine material may be handled, as long as the material is handled in accordance with the permit and in compliance with the visible emission standards listed in Specific Condition No. F.4.
- (f) If Scenario 2 is implemented, no more than 12 trucks can unload to a ship at one time.
- (g) If flexible pipes are used to transfer collected material from the North and South cyclone separators (EU 044-45) to the ship, the pipes must be maintained in proper condition and free of holes, and the connections must be inspected to ensure no unconfined emissions are released to the atmosphere.

[Rules 62-4.070(3) and 62-296.320(4)(c), F.A.C.; Construction Permit No. 0570018-012-AC; and Construction Permit Application received July 31, 2013]

F.7. In order to provide reasonable assurance of compliance with the standards from Specific Condition No. F.4 and to avoid overloading of an individual baghouse during ship loading, emissions from the ship during product loading under Scenario 2 shall not be vented to only a single dockside baghouse (Baghouse 44 or Baghouse 45). If one of those dockside baghouses are used, then it must be used in combination with the other dockside baghouse or Baghouse 27. If a portable dust collector is used under Scenario 2 rather than the permanent dockside baghouses, then the following requirements shall apply:

- (a) The portable dust collector shall have a maximum airflow rate of 15,000 acfm.
- (b) The portable dust collector shall employ a pulse jet bag cleaning system and operate with a pressure drop across the system of 0-6" of water.
- (c) Consistent with the Operation and Maintenance Plan for the permanent baghouses at the site, the permittee shall check and record the pressure drop and perform an instantaneous visual emissions determination on the portable baghouse each day that the baghouse is in operation.
- (d) The permittee shall notify the EPC Compliance Section at least 15 days prior to use of a portable dust collector and provide specifications of the unit.
- (e) If a generator is used to power the portable dust collector, the generator shall be fired on Ultra Low Sulfur Diesel (15 ppm). The permittee shall also insure that the generator complies with all federal requirements (NSPS, NESHAP) related to operation of internal combustion engines.

[Rule 62-4.070(3), F.A.C.; and Construction Permit Nos. 0570018-012-AC, 017-AC, and Construction Permit Application received July 31, 2013]

Test Methods and Procedures

F.8. Test the ship loading operation (EU 079) for visible emissions the first time that bulk fine materials are loaded into ships under each scenario specified under Specific Condition No. F.2., and annually thereafter. A visible emission test on each portable/shipboard dust collector

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brought on-site for the ship loading operation shall also be performed during their initial use. Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The testing of EU 079 shall include observation of all baghouses connected to the ship to control emissions during ship loading. The test observations shall be made from the highest point of opacity. If any emissions are evident from the shiphold during the testing period, then separate visible emission tests shall be conducted on the shiphold to ensure compliance with the standard.

[Rules 62-297.310 F.A.C., and Rule 62-4.070(3), F.A.C.]

F.9. The test method for visible emissions shall be shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required compliance test.

[Rules 62-296.711 and 62-213.440(1)(b), F.A.C.]

F.10. Testing of emissions shall be conducted with the sources operating at capacity. Capacity for ship loading operations is defined as 90-100% of the material handling rates in Specific Condition No. F.2. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the pressure differential across the baghouse, may invalidate the test. Ship loading shall be conducted as follows:

Scenario 1 – For ship loading, capacity shall be represented by all three delivery lines in operation simultaneously at their maximum process rate.

Scenario 2 – For ship loading, capacity shall be represented by 12 trucks loading into the ship simultaneously. If less than 12 trucks are loading during the test, then the source will be limited to 110% of that number of trucks at one time. Another test would be required to increase the number closer to capacity in the future if necessary.

Scenario 3 – For ship loading, capacity shall be represented by loading of a vessel from the Bulk Silos via portable pump at a maximum rate of 150 tons per hour.

[Rule 62-297.310(2), F.A.C.]

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F.11. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes. [Rules 62-297.310(4)(a) and 62-4.070(3), F.A.C.]

F.12. A visible emissions test indicating no visible emissions (5 percent opacity) may be submitted in lieu of a particulate stack test for the ship loading operations, since they are equipped with baghouses. Because of the expense and complexity of conducting a stack test on minor sources of particulate matter, the Environmental Protection Commission of Hillsborough County pursuant to the authority granted under Rule 62-297.620(4), F.A.C. hereby allows the particulate testing to be waived in lieu of a visible emission standard not to exceed an opacity of 5%. If the EPC has reason to believe that the particulate weight emission standard is not being met, it shall require that compliance be demonstrated by Method 5 testing.
[Rules 62-296.711 and 62-297.310(7)(b), F.A.C.]

Continuous Monitoring Requirements

F.13. This emissions unit is subject to the CAM requirements contained in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*. Failure to adhere to the monitoring requirements specified in the CAM portion of the appendix does not necessarily indicate an exceedance of a specific emissions limitation; however, it may constitute good reason to require compliance testing pursuant to Rule 62-297.310(7)(b), F.A.C.
[40 CFR 64; and Rules 62-204.800 and 62-213.440(1)(b)1.a., F.A.C.]

Monitoring, Recordkeeping and Reporting Requirements

F.14. The permittee is subject to the Operation and Maintenance Plan requirements for particulate matter for all the emission units in this section controlled by a baghouse as specified in the attached combined *Operation and Maintenance (O&M) Plan/Compliance Assurance Monitoring (CAM) Plan*.
[Rules 62-296.700 and 62-213.440(1)(b), F.A.C.]

F.15. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. F.2 and F.4. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Pressure drop [inches H₂O] across each baghouse as required by the current Operation and Maintenance Plan
 - (3) Result of each instantaneous visual emissions determination on each emissions unit with a baghouse as required by the current Operation and Maintenance Plan
- (b) Monthly

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- (1) Month, Year
 - (2) The combined amount of bulk fine materials loaded into ships (EU 079) during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
 - (3) Hours of operation for each emission unit during ship loading operations (EU 079) during each month [hours/month] and the most recent consecutive twelve month period [tons/12 months]
- [Rules 62-213.440(1)(b), 62-4.070(3) and 62-4.160(14), F.A.C.]

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Subsection G – Railcar Loading and Unloading

This section addresses the following emissions unit(s), which are being modified as part of this project:

EU ID No.	Brief Description
084	Railcar Silo Loading
085	Railcar/Truck Loading controlled by Portable Dust Collectors

{Permitting note(s): These emissions units are regulated under: CAM – 40 CFR 64, Compliance Assurance Monitoring, adopted and incorporated by reference in Rule 62-204.800, F.A.C.; PM-RACT (Rule 62-296.711, F.A.C.); and Chapter 1-3.52 - Rules of the Environmental Protection Commission of Hillsborough County.

The following specific conditions apply to the emissions unit(s) listed above:

G.1. In order to limit the potential to emit for these emission units and avoid PSD, the facility shall construct and operate the railcar loading and unloading activities consistent with the process description, utilizing a railcar silo dust collector at a design flow rate of 6,000 acfm and up to four portable dust collectors not to exceed 2,000 acfm in capacity. The hours of operation for this activity are not limited (8,760 hours/year).

[Rules 62-4.070(3) and 62-210.200 – “Potential to Emit”, F.A.C., Air Construction Permit No. 0570018-019-AC; and Construction Permit Application received July 31, 2013]

Enforceable Potential to Emit (PTE) Parameters

G.2. As requested by the permittee, in order to limit the potential-to-emit from the railcar loading and unloading operations, the following operating limits and equipment ratings shall not be exceeded: [Rule 62-210.200 – “Potential to Emit”, F.A.C., Construction Permit Application received July 31, 2013]

E.U.	Hours of Operation [hours/12 months] ¹	Material Handling Rate [tons/hour]	Baghouse I.D. No.	Baghouse Design Flowrate [acfm]
084	8,760	350 (silo loading)	084	6,000
085	8,760	240 (bulk fine) ⁽¹⁾ 400 (bulk coarse/granular) ⁽²⁾ 300 (silo to railcar transfer) ⁽³⁾	085	2,000

(1) The maximum process rate for bulk fine material is based on loading four (4) railcars or trucks simultaneously at 60 tons per hour.

(2) EU 083 is rated at a maximum capacity of 400 tons per hour, however, the maximum

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process rate for transfer of bulk coarse/granular material to and from railcars shall be limited by the initial visible emissions compliance test rate.

- (3) The maximum railcar loading rate from the silo loading spout shall not exceed 300 tons per hour. Emissions from this operation shall be vented to Baghouse 084.

Emission Limitations and Standards

G.3. In order to limit the potential to emit for these emission units, the following maximum allowable particulate matter (PM) emissions and opacity emissions standards shall not be exceeded:

[Rules 62-210.200 – “Potential to Emit” and 62-296.711(2), F.A.C.; Section 1-3.52 Rules of the Environmental Protection Commission of Hillsborough County; Construction Permit No. 0570018-012-AC; and Construction Permit Application received July 31, 2013]

E.U.	Baghouse I.D. No.	Emissions Standard		
		[grains/dscf]	TPY ¹	Opacity
084	084	0.02	4.5	5%
085	085	0.02	1.5	5%

¹tons per consecutive twelve month period

G.4. In order to ensure compliance with Specific Condition Nos. G.2, and G.3., the following reasonable precautions to prevent emissions of unconfined particulate matter at this facility shall apply:

- (a) All bulk fine material handling operations related to the railcar loading and unloading operations shall be enclosed and vented to the designated control devices (baghouses or cartridge filters) as designed. Every effort shall be made to minimize leaks of dust laden air by ensuring tight connections between equipment throughout the operation.
- (b) The control devices shall be in operation at all times when any material is being processed through the related handling systems.
- (c) The handling of bulk coarse/granular materials shall comply with the Specific Conditions applicable to EU 083 in Subsection A. of this permit.

[Rules 62-296.320(4)(c) and 62-4.070(3), F.A.C.]

G.5. The following work practice standards shall apply:

- (a) A maximum of four railcars or trucks may be loaded at any given time.
- (b) All bulk fine material shall be transferred pneumatically through enclosed pipes to minimize uncaptured emissions.
- (c) Use covers, wind shields and/or tarps at as necessary during material handling to meet the opacity standard.

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(d) Water sprays shall be used as necessary during the handling of bulk coarse/granular materials in order to demonstrate compliance with the 5% opacity standard.

[Rules 62-4.070(3) and 62-296.320(4)(c), F.A.C.; Permit No. 0570018-019-AC and Construction Permit Application received July 31, 2013]

G.6. In order to provide reasonable assurance of compliance with the standards from Specific Condition No. G.3., if a single portable dust collector is used during railcar or truck loading operations, then the following requirements shall apply:

- (a) The portable dust collector shall have a maximum airflow rate of 2,000 acfm.
- (b) The portable dust collector shall employ a pulse jet bag cleaning system and operate with a pressure drop across the system of 0-6" of water.
- (c) Consistent with the Operation and Maintenance Plan for the permanent baghouses at the site, the permittee shall check and record the pressure drop and perform an instantaneous visual emissions determination on the portable baghouse each day that the baghouse is in operation.
- (d) The permittee shall notify the EPC Compliance Section at least 15 days prior to use of a portable dust collector and provide specifications of the unit.
- (e) If an engine and/or generator is used to power the portable dust collector, the engine/generator shall be fired on ultra-low sulfur diesel (15 ppm). The permittee shall also ensure that the generator complies with all federal requirements (NSPS, NESHAP) related to operation of internal combustion engines.

[Rule 62-4.070(3), F.A.C.; and Construction Permit Application received July 31, 2013]

Test Methods and Procedures

G.7. Test EU 084 and 085 for visible emissions during each of the following scenarios, within 60 days of initial operation, and annually thereafter:

- (a) Railcar silo loading from Silos 27 and 28 via transfer elevator to air slide to railcar silo
- (b) Railcar silo loading from Silos 27 and 28 via portable pump
- (c) Railcar silo loading via transfer from the Finish Mills
- (d) Bulk fine railcar loading from the railcar silo
- (e) Bulk fine railcar loading from trucks
- (f) Bulk fine truck loading from railcars, and;
- (g) Bulk coarse/granular railcar loading via portable conveyor.

In addition, a visible emission test on each portable dust collector brought on-site for the operations covered by this Subsection shall also be performed during their initial use, and annually thereafter. Submit two copies of the test data to the Air Compliance Section of the Air Management Division of the Environmental Protection Commission of Hillsborough County (EPCHC) within 45 days of testing. The test observations shall be made from the highest point

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of opacity. [Rules 62-297.310 F.A.C., and Rule 62-4.070(3), F.A.C.]

G.8. The test method for visible emissions shall be EPA Method 9, incorporated and adopted by reference in Rule 62-297, F.A.C. The test method for particulate matter shall be EPA Methods 1, 2, 4, and 5, incorporated and adopted by reference in Rule 62-297, F.A.C. The minimum EPA Method 5 sample volume shall be 30 dry standard cubic feet. The permittee shall record and report the gas pressure differential across each baghouse during each required emissions compliance test. [Rules 62-296.711 and 62-213.440(1)(b), F.A.C.]

G.9. Testing of emissions shall be conducted with the sources operating at capacity. Capacity is defined as 90-100% of the maximum process rates in Specific Condition No. G.2. If it is impracticable to test at capacity, then the source may be tested at less than capacity; in this case subsequent source operation is limited to 110% of the test load until a new test is conducted. Once the unit is so limited, then operation at higher capacities is allowed for no more than fifteen days for purposes of additional compliance testing to regain the rated capacity in the permit, with prior notification to the Environmental Protection Commission of Hillsborough County. Failure to submit the input rates and actual operating conditions, including the pressure differential across the baghouse, may invalidate the test. [Rule 62-297.310(2), F.A.C.]

G.10. The required minimum period of observation for an EPA Method 9 compliance test shall be thirty (30) minutes. [Rules 62-297.310(4)(a) and 62-4.070(3), F.A.C.]

G.11. [RESERVED]

Continuous Monitoring Requirements

G.12. [RESERVED]

Monitoring, Recordkeeping and Reporting Requirements

G.13. [RESERVED]

G.14. The permittee shall maintain records to demonstrate compliance with the requirements of Specific Condition Nos. G.2 and G.6. The records shall include, as a minimum, the following information and shall be made available for inspection by the Environmental Protection Commission of Hillsborough County for at least five years:

- (a) Daily (if operating)
 - (1) Day, Month, Year
 - (2) Pressure drop [inches H₂O] across each baghouse as required by the current Operation and Maintenance Plan
 - (3) Result of each instantaneous visual emissions determination on each emissions unit with a baghouse as required by the current Operation and Maintenance Plan

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(b) Monthly

- (1) Month, Year
- (2) Amount of bulk fine and bulk coarse/granular materials received by railcar during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
- (3) The amount of bulk fine and bulk coarse/granular materials loaded into railcars/trucks during the month [tons] and the most recent consecutive twelve month period [tons/12 months]
- (4) Hours of operation for each type of operation under this Subsection (railcar loading, truck loading, transfer, etc.) during each month [hours/month] and the most recent consecutive twelve month period [tons/12 months]

[Rules 62-213.440(1)(b), 62-4.070(3) and 62-4.160(14), F.A.C.]

ENVIRONMENTAL PROTECTION COMMISSION
OF HILLSBOROUGH COUNTY

Richard D. Garrity, Ph.D.
Executive Director

