pennsylvania
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Southwest Regional Office
CLEAN WATER PROGRAM

Application Type	**Renewal**	Application No.	**PA0204889**
Facility Type	**Industrial**	APS ID	**595773**
Major / Minor	**Minor**	Authorization ID	**1493561**

NPDES PERMIT FACT SHEET INDIVIDUAL INDUSTRIAL WASTE (IW) AND IW STORMWATER

Applicant and Facility Information

Applicant Name	**Allegheny County Port Authority**	Facility Name	**Harmar Garage Port Authority Allegheny County**
Applicant Address	345 6th Avenue Flr. 3	Facility Address	2851 Freeport Road
	Pittsburgh, PA 15222-2541		Pittsburgh, PA 15238-1415
Applicant Contact	Douglas Dusbiber	Facility Contact	Douglas Dusbiber
Applicant Phone	(412) 566-5170	Facility Phone	(412) 566-5170
Client ID	69898	Site ID	244593
SIC Code	4111	Municipality	Harmar Township
SIC Description	Trans. & Utilities - Local And Suburban Transit	County	Allegheny
Date Application Received	July 26, 2024	EPA Waived?	Yes
Date Application Accepted	August 21, 2024	If No, Reason	

Purpose of Application: Renewal of NPDES Industrial Waste Permit without an ELG.

Summary of Review

On July 26, 2024, Port Authority of Allegheny County (PAAC) submitted an NPDES permit renewal application to discharge storm water runoff from its Harmar Garage via Outfalls 001 & 002 into an UNT to Deer Creek (WWF). The facility operates under SIC Code 4111 – Transportation & Public Utilities. Each outfall is equipped with oil/water separation and solids separation treatment units.

The facility consists of a one-story garage building with parking lots on the north, west and east side of the building. Alpha Drive bounds the facility on the north and east along with commercial properties to the south and west.

PAAC Harmar Garage is a bus parking and maintenance facility. Historically the facility primarily engaged in the repair, cleaning, and staging of PAAC buses. The garage has a maintenance shop with eight (8) service bays, an indoor bus staging area, one indoor wash bay, an engine/chassis wash bay, two (2) diesel fuel dispensers, and several isolated storage rooms. In addition, the garage has administrative offices, a lunchroom, and driver waiting rooms. Only the administrative offices and lunchrooms are being used for their former purposes as part of current operations. The only current activities at the facility are storage of decommissioned buses and conducting site inspections. Historic activities undertaken at this facility have been service oriented and conducted under roof. Under normal condition, storm water should not come into contact with pollutants that may exist within the maintenance building. Frequent traffic flow however results in pollution discharges from the facility.

Exterior portions of the facility are maintained and kept clear of debris and used only for the storage of decommissioned buses. No routine PAAC activities are undertaken, performed or otherwise done at this facility other than site inspections. All

Approve	Deny	Signatures	Date
X		 Curtis Holes, P.E. / Environmental Engineer	August 21, 2024
X		 Michael E. Fifth, P.E. / Environmental Engineer Manager	August 30, 2024

Summary of Review

necessary environmental controls and appurtenances (i.e. oil/water separators and solids separators) are in-service, functioning and being maintained. The entire Harmar Garage property is fenced, and all gates are locked.

The facility's Water Quality Management Permit # 0290207, issued on September 14, 1995, authorizes the use of a 3,000-gallon OWS for treatment of interior floor drains. Subsequently on December 8, 2015, the Water Quality Management Permit was amended authorizing the installation of two (2) grit removal systems, a 15,000-gallon OWS and 25,000-gallon OWS.

Outfall 001 is equipped with a 25,000-gallon oil/water separator (OWS) and solids separator. In the drainage area of Outfall 001, current activities are storage of decommissioned buses awaiting disposition. The location of Outfall 001 is 42° 32' 26", -79° 49' 54" and has a drainage area of 123,830 sf that is 95% impervious.

Outfall 002 is equipped with a 15,000-gallon OWS and solids separator. In the drainage area of Outfall 002, current activities are storage of decommissioned buses awaiting disposition. The location of Outfall 002 is 42° 32' 25", -79° 50' 01" and has a drainage area of 72,549 sf that is 95% impervious.

Wastewater originating within the maintenance building is pretreated by a separate 2,000-gallon OWS and discharged to the Allegheny Valley Joint Sanitary Authority.

Residual waste disposal must meet solid waste regulations.

Part C language in the draft permit provides controls on stormwater outfalls and best management practices.

The Harmar Garage Facility has no open violations.

It is recommended that a draft permit be published for public comment in response to this application.

Public Participation

DEP will publish notice of the receipt of the NPDES permit application and a tentative decision to issue the individual NPDES permit in the *Pennsylvania Bulletin* in accordance with 25 Pa. Code § 92a.82. Upon publication in the *Pennsylvania Bulletin*, DEP will accept written comments from interested persons for a 30-day period (which may be extended for one additional 15-day period at DEP's discretion), which will be considered in making a final decision on the application. Any person may request or petition for a public hearing with respect to the application. A public hearing may be held if DEP determines that there is significant public interest in holding a hearing. If a hearing is held, notice of the hearing will be published in the *Pennsylvania Bulletin* at least 30 days prior to the hearing and in at least one newspaper of general circulation within the geographical area of the discharge.

Discharge, Receiving Waters and Water Supply Information

Outfall No.	001	Design Flow (MGD)	0.0 (Stormwater)
Latitude	40° 32’ 26”	Longitude	-79° 49’ 54”
Quad Name	New Kensington West	Quad Code	1407

Wastewater Description: Stormwater runoff from a bus maintenance and storage area. Pollutants of concern include oil and grease, BOD, COD, TSS and Iron.

Treatment System : Oil / Water Separator and Grit Removal Chamber.

Outfall No.	002	Design Flow (MGD)	0.0 (Stormwater)
Latitude	40° 32’ 25”	Longitude	-79° 50’ 01”
Quad Name	New Kensington West	Quad Code	1407

Wastewater Description: Stormwater runoff from a bus maintenance and storage area. Pollutants of concern include oil and grease, BOD, COD and Iron.

Treatment System: Oil / Water Separator and Grit Removal Chamber.

Receiving Waters	UNT to Deer Creek	Stream Code	42285
NHD Com ID	123972835	RMI	0.61
Drainage Area	0.5	Yield (cfs/mi^2)	0
Q_{7-10} Flow (cfs)	2,070	Q_{7-10} Basis	US Army Corp.
Elevation (ft)	710	Slope (ft/ft)	0.001
Watershed No.	18-A	Chapter 93 Class.	WWF
Assessment Status	Impaired		
Cause(s) of Impairment	Flow Alterations, TDS, Turbidity, Nutrients, Metals, Siltation		
Source(s) of Impairment	Construction, Subsurface Mining, Source Unknown, Abandoned Mine Drainage		
TMDL Status	None	Name	None

Nearest Downstream Public Water Supply Intake	Fox Chapel Water Authority		
PWS Waters	Allegheny River	Flow at Intake (cfs)	-
PWS RMI	10.8	Distance from Outfall (mi)	2.2

Compliance History	
Summary of DMRs:	No exceedances with permit effluent limits.
Summary of Inspections:	The last inspection conducted by the Department was on May 6, 2021 by Shawn Bell with no violations noted.

Other Comments: **None**

Compliance History

DMR Data for Outfall 001 (from August 1, 2023 to June 30, 2024)

Parameter	Limit	JUN-24	MAY-24	APR-24	MAR-24	FEB-24	JAN-24	DEC-23	NOV-23	OCT-23	SEP-23	AUG-23
Flow (MGD) Average Monthly	**Report**	0.01545	0.1044	0.0344	0.1044	0.1243	0.1044	0.23425	0.39685	0.2131	0.2343	0.5221
Flow (MGD) Daily Maximum	**Report**	0.0219	0.1243	0.0344	0.1243	0.1243	0.1243	0.2964	0.6215	0.2541	0.2964	0.6215
pH (S.U.) Daily Minimum	**Report**	7.97	7.92	7.93	7.94	7.90	7.92	7.99	7.90	7.23	7.96	7.97
pH (S.U.) Instantaneous Maximum	**Report**	8.01	7.96	7.99	7.99	7.99	8.29	8.01	7.94	7.98	7.99	7.98
COD (mg/L) Average Monthly	**Report**	< 32.3	17.65	< 15.0	< 15.0	23.65	< 15.0	< 19.9	< 15.0	< 28.9	34.9	22.5
COD (mg/L) Daily Maximum	**Report**	49.6	20.3	< 15.0	< 15.0	29.3	< 15.0	24.8	< 15.0	42.80	36.0	27.0
TSS (mg/L) Average Monthly	**Report**	7.5	9.0	< 4.00	< 4.00	< 6.50	< 10.0	< 21.5	< 4.00	< 4.00	6.5	< 4.00
TSS (mg/L) Daily Maximum	**100.0**	12.0	13.0	< 4.00	4.00	9.00	16.0	39.0	< 4.00	< 4.00	9.0	< 4.00
Oil and Grease (mg/L) Average Monthly	**15.0**	< 4.925	< 4.95	< 4.80	< 4.80	< 4.875	< 4.825	< 4.95	< 4.85	< 4.80	< 4.85	< 4.725
Oil and Grease (mg/L) Daily Maximum	**30.0**	< 4.95	< 5.00	< 4.85	< 4.85	< 4.95	< 4.85	< 5.0	< 4.85	< 4.80	< 4.85	< 4.75
Dissolved Iron (mg/L) Average Monthly	**3.5**	< 0.200	< 0.200	< 0.200	< 0.200	< 0.201	< 0.200	< 0.200	< 0.200	< 0.286	< 0.228	< 0.200
Dissolved Iron (mg/L) Daily Maximum	**7.0**	< 0.200	< 0.200	< 0.200	< 0.200	0.202	< 0.200	< 0.200	< 0.200	0.372	0.256	< 0.200

DMR Data for Outfall 002 (from August 1, 2023 to June 30, 2024)

Parameter	Limit	JUN-24	MAY-24	APR-24	MAR-24	FEB-24	JAN-24	DEC-23	NOV-23	OCT-23	SEP-23	AUG-23
Flow (MGD) Average Monthly	**Report**	0.0145	0.0261	0.0261	0.02835	0.0265	0.0413	0.0183	0.0487	0.08375	0.0434	0.02195
Flow (MGD) Daily Maximum	**Report**	0.0219	0.0302	0.0274	0.0311	0.0274	0.0652	0.0238	0.0846	0.1410	0.0602	0.0274
pH (S.U.) Daily Minimum	**Report**	7.95	7.89	8.10	8.01	7.90	8.07	8.06	8.03	7.36	8.01	8.07
pH (S.U.) Instantaneous Maximum	**Report**	8.16	8.09	8.10	8.02	8.08	8.33	8.27	8.13	8.12	8.14	8.08
COD (mg/L) Average Monthly	**Report**	< 16.5	< 21.0	< 15.0	< 15.4	< 16.5	< 15.0	< 15.0	< 15.0	< 18.75	25.9	25.9
COD (mg/L) Daily Maximum	**Report**	18.0	27.0	< 15.0	15.8	18.0	< 15.0	< 15.0	< 15.0	22.5	29.3	29.3
TSS (mg/L) Average Monthly	**Report**	12.25	29.0	< 6.00	< 4.00	25.0	< 3.0	< 6.00	< 4.00	< 6.00	< 4.00	< 7.5
TSS (mg/L) Daily Maximum	**100.0**	20.0	38.0	8.00	4.00	36.0	< 4.0	8.00	< 4.00	8.00	< 4.00	11.0
Oil and Grease (mg/L) Average Monthly	**15.0**	< 4.83	< 4.90	< 4.975	< 4.825	< 4.80	< 4.80	< 4.875	< 4.775	< 4.825	< 4.85	< 4.70
Oil and Grease (mg/L) Daily Maximum	**30.0**	< 4.90	< 4.95	< 5.00	< 4.85	< 4.80	< 4.85	< 4.95	< 4.80	< 4.85	< 4.90	< 4.70
Dissolved Iron (mg/L) Average Monthly	**3.5**	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	0.3015	0.469	< 0.200
Dissolved Iron (mg/L) Daily Maximum	**7.0**	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	< 0.200	0.338	0.528	< 0.200

Development of Effluent Limitations

Outfall No.	001	**Design Flow (MGD)**	0.0 (Stormwater)
Latitude	42º 32' 26"	**Longitude**	-79º 49' 54"

Wastewater Description: Stormwater runoff associated with areas of bus maintenance and storage.

Technology-Based Limitations

Outfall 001 discharges stormwater runoff from the decommissioned bus storage and maintenance building. Discharges from Outfall 001 are treated by a Vortechs solids separator and 25,000-gallon, American Petroleum Institute certified, OWS prior to being discharged to UNT to Deer Creek. Sample analysis results that were submitted with the NPDES permit application contained concentrations of oil and grease (<4.0 $^{mg}/_{L}$), biological oxygen demand (<2.0 $^{mg}/_{L}$), chemical oxygen demand (63.0$^{mg}/_{L}$), total suspended solids (<5.0 $^{mg}/_{L}$), total nitrogen (1.7 $^{mg}/_{L}$), total phosphorus (0.108 $^{mg}/_{L}$), pH (7.6 S.U.), and dissolved iron (48.1 ug/L).

Effluent Limitation Rationale

There are no Federal Effluent Limitation Guidelines ("ELG's") for facilities with SIC code 4111. However, parking and maintenance facilities may generate and discharge runoff containing significant amounts of oil and grease, TSS and heavy metals. Oil & grease, TSS and heavy metal concentrations are known to have an adverse impact on receiving waters. The existing NPDES permit contains effluent limitations for COD, TSS, Dissolved Iron, and Oil & Grease.

In the absence of any ELG's regarding this type of wastewater, technology limitations are developed based on Best Professional Judgment ("BPJ"). Authority to establish BPJ limits on a case-by-case basis is derived from Section 402(a)(1) of the Clean Water Act and 40 CFR § 125.3(a)(2)(B). The maximum daily effluent limit of 100 $^{mg}/_{L}$ TSS is proposed under BPJ. Maximum Daily limits are readily achievable through the application of BMPs and solids removal technologies.

In establishing effluent limitations on a case-by-case basis, the appropriate technology for the applicant is considered. When evaluating appropriate BPJ limits for a permittee, the Department considers six factors as required by 40 CFR § 125.3. The six factors are: (1) the age of the equipment and facility, (2) the process employed, (3) the engineering aspects of the application of various types of control technique, (4) process changes, (5) the cost of achieving such effluent reduction and, (6) non-water quality environmental impact (including energy requirements). Factors specific to each level of control technology include costs, pollutant reduction benefits and economic achievability. Each of these factors are discussed below as they relate to the PAT Harmar Garage Facility.

1. Equipment and Facility Age – Discharges from Port Authority's Harmar Garage Facility are currently treated by an oil/water separator and solids separator. The equipment is properly installed and up to date. As such, equipment age is not an applicable consideration and costs have already been incurred to meet the existing effluent limitations. The facility is not currently active, but the facility might become active during the 5-year term of the NPDES Permit. Comparing activities at other Port Authority active garages, the facilities historically had issues with TSS until BMPs were updated and installed. Once BMPs were updated, the facilities typically are below 100 mg/L with only an anomalous outlier result, as reflected in Attachment B of the attached Port Authority's Comment Letter. With the exception of this one outlier, the Department believes that the existing pollution control equipment in conjunction with increased housekeeping, street sweeping, and regular system maintenance is adequate to control the suspended solids concentrations at the Harmar Garage Facility during either the inactive or active operations. If Port Authority is unable however to achieve compliance with the proposed TSS effluent limitations, it may be necessary to install additional supplementary treatment or evaluate the frequency of BMP maintenance. The cost of this supplementary treatment has not been evaluated in this report since the most efficient solutions do not require additional treatment solutions. In any case, treatment systems designed to control the effluent quality for similar discharges are widely available, proven effective and commonly used.

2. The Process Employed – The Port Authority may utilize a combination of best management practices and treatment technologies for sediment removal. BPJ effluent limitations are not based upon the installation of nor limited by the availability of specific treatment systems. As mentioned in the previous paragraph, the Department anticipates compliance with the proposed effluent limitations through implementation of BMPs including housekeeping and regular system maintenance. As such, any expenses associated with BMP implementation are minimal or previously incurred.

3. Engineering Aspects of Control Techniques – Stormwater pollutants are currently controlled through BMPs and unit treatment processes. Additional engineering solutions may be necessary if the facility is unable to meet its proposed effluent limitations. This action may require consultation with a design engineer, additional permitting and the procurement of additional equipment. The technologies currently in use at the facility and other technologies that may be needed to meet the proposed effluent limitations are commonly available.

4. Process Changes – The Port Authority may need to modify its processes to include more frequent street sweeping and expand its employee training efforts to identify and control its solids discharges. These process changes have already been proposed at the facility therefore additional measures may not be necessary.

5. The Cost of Achieving Such Effluent Reduction – PAT has already procured and installed the grit removal and oil/water separators. The Department recommends that PAT adopt additional BMPs; the cost of which would be negligible compared to the installation of supplementary treatment. The cost of implementing these BMPs is not expected to be burdensome.

6. Non-water quality environmental impact – There are no non-water quality impacts known for the discharges from this facility.

The TSS effluent limit of 100 $^{mg}/_{L}$ daily maximum and reporting only for the average monthly discharge concentrations at Outfall 001.

The effluent limits for oil and grease are imposed in accordance with PA Code § 95.2. (15 $^{mg}/_{L}$ average, 30 $^{mg}/_{L}$ maximum for oil-bearing wastewaters)

The effluent limitations for dissolved iron have been re-imposed in accordance with PA Code § 95.2(4).

In accordance with Chapter 6 of the Department's *Technical Guidance for the Development and Specification of Effluent Limitations and Other Permit Conditions in NPDES Permits*, pH effluent limitations should not be imposed for discharges of stormwater runoff. The guidance recommends the use of "monitor only" and no numerical limits since it has been documented across the state that rainfall pH is below 6 standard units.

Effluent limitations from the previous permit are proposed for TSS, COD, oil & grease, pH, and dissolved iron. The proposed technology based effluent limitations and monitoring requirements for Outfall 001 are shown in Table 1.

Water Quality-Based Effluent Limitations – Outfall 001

Outfalls 001 discharge storm water runoff from the Harmar Facility following treatment by an OWS and grit chamber. The treated wastewater discharges into an UNT to Deer Creek. Water quality analyses are typically performed under low-flow (Q_{7-10}) conditions. Since the discharges from this site consist entirely of stormwater, a formal water quality analysis cannot be accurately conducted. Water quality based effluent limitations are not imposed.

Development of Effluent Limitations

Outfall No.	002	**Design Flow (MGD)**	0.0 (Stormwater)
Latitude	42º 32' 25"	**Longitude**	-79º 50' 01"

Wastewater Description: Stormwater runoff associated with areas of bus maintenance and storage.

Technology-Based Limitations

Outfall 002 discharges stormwater runoff from the decommissioned bus storage and maintenance building. Discharges from Outfall 001 are treated by a Vortechs solids separator and 15,000-gallon, American Petroleum Institute certified, OWS prior to being discharged to UNT to Deer Creek. Sample analysis results that were submitted with the NPDES permit application contained concentrations of oil and grease (<4.0 $^{mg}/_{L}$), biological oxygen demand (<2.0 $^{mg}/_{L}$), chemical oxygen demand (11.0 $^{mg}/_{L}$), total suspended solids (<5.0 $^{mg}/_{L}$), total nitrogen (2.4 $^{mg}/_{L}$), total phosphorus (0.181 $^{mg}/_{L}$), pH (7.6 S.U.), and dissolved iron (22.6 ug/L).

Effluent Limitation Rationale

There are no Federal Effluent Limitation Guidelines ("ELG's") for facilities with SIC code 4111. However, parking and maintenance facilities may generate and discharge runoff containing significant amounts of oil and grease, TSS and heavy metals. Oil & grease, TSS and heavy metal concentrations are known to have an adverse impact on receiving waters. The existing NPDES permit contains effluent limitations for COD, TSS, Dissolved Iron, and Oil & Grease.

In the absence of any ELG's regarding this type of wastewater, technology limitations are developed based on Best Professional Judgment ("BPJ"). Authority to establish BPJ limits on a case-by-case basis is derived from Section 402(a)(1) of the Clean Water Act and 40 CFR § 125.3(a)(2)(B). The maximum daily effluent limit of 100 $^{mg}/_{L}$ TSS is proposed under BPJ. Maximum Daily limits are readily achievable through the application of BMPs and solids removal technologies.

In establishing effluent limitations on a case-by-case basis, the appropriate technology for the applicant is considered. When evaluating appropriate BPJ limits for a permittee, the Department considers six factors as required by 40 CFR § 125.3. The six factors are: (1) the age of the equipment and facility, (2) the process employed, (3) the engineering aspects of the application of various types of control technique, (4) process changes, (5) the cost of achieving such effluent reduction and, (6) non-water quality environmental impact (including energy requirements). Factors specific to each level of control technology include costs, pollutant reduction benefits and economic achievability. Each of these factors are discussed below as they relate to the PAT Harmar Garage Facility.

7. Equipment and Facility Age – Discharges from Port Authority's Harmar Garage Facility are currently treated by an oil/water separator and solids separator. The equipment is properly installed and up to date. As such, equipment age is not an applicable consideration and costs have already been incurred to meet the existing effluent limitations. The facility is not currently active, but the facility might become active during the 5-year term of the NPDES Permit. Comparing activities at other Port Authority active garages, the facilities historically had issues with TSS until BMPs were updated and installed. Once BMPs were updated, the facilities typically are below 100 mg/L with only an anomalous outlier result, as reflected in Attachment B of the attached Port Authority's Comment Letter. With the exception of this one outlier, the Department believes that the existing pollution control equipment in conjunction with increased housekeeping, street sweeping, and regular system maintenance is adequate to control the suspended solids concentrations at the Harmar Garage Facility during either the inactive or active operations. If Port Authority is unable however to achieve compliance with the proposed TSS effluent limitations, it may be necessary to install additional supplementary treatment or evaluate the frequency of BMP maintenance. The cost of this supplementary treatment has not been evaluated in this report since the most efficient solutions do not require additional treatment solutions. In any case, treatment systems designed to control the effluent quality for similar discharges are widely available, proven effective and commonly used.

8. The Process Employed – The Port Authority may utilize a combination of best management practices and treatment technologies for sediment removal. BPJ effluent limitations are not based upon the installation of nor limited by the availability of specific treatment systems. As mentioned in the previous paragraph, the Department anticipates compliance with the proposed effluent limitations through implementation of BMPs including housekeeping and regular system maintenance. As such, any expenses associated with BMP implementation are minimal or previously incurred.

9. Engineering Aspects of Control Techniques – Stormwater pollutants are currently controlled through BMPs and unit treatment processes. Additional engineering solutions may be necessary if the facility is unable to meet its proposed

effluent limitations. This action may require consultation with a design engineer, additional permitting and the procurement of additional equipment. The technologies currently in use at the facility and other technologies that may be needed to meet the proposed effluent limitations are commonly available.

10. Process Changes – The Port Authority may need to modify its processes to include more frequent street sweeping and expand its employee training efforts to identify and control its solids discharges. These process changes have already been proposed at the facility therefore additional measures may not be necessary.

11. The Cost of Achieving Such Effluent Reduction – PAT has already procured and installed the grit removal and oil/water separators. The Department recommends that PAT adopt additional BMPs; the cost of which would be negligible compared to the installation of supplementary treatment. The cost of implementing these BMPs is not expected to be burdensome.

12. Non-water quality environmental impact – There are no non-water quality impacts known for the discharges from this facility.

The TSS limit of 100 $^{mg}/_{L}$ daily maximum and reporting only for the average monthly discharge concentrations at Outfall 002.

The effluent limits for oil and grease are imposed in accordance with PA Code § 95.2. (15 $^{mg}/_{L}$ average, 30 $^{mg}/_{L}$ maximum for oil-bearing wastewaters)

The effluent limitations for dissolved iron have been re-imposed in accordance with PA Code § 95.2(4).

In accordance with Chapter 6 of the Department's *Technical Guidance for the Development and Specification of Effluent Limitations and Other Permit Conditions in NPDES Permits*, pH effluent limitations should not be imposed for discharges of stormwater runoff. The guidance recommends the use of "monitor only" and no numerical limits since it has been documented across the state that rainfall pH is below 6 standard units.

Effluent limitations from the previous permit are proposed for TSS, COD, oil & grease, pH, and dissolved iron. The proposed technology based effluent limitations and monitoring requirements for Outfall 002 are shown in Table 2.

Water Quality-Based Effluent Limitations – Outfall 002

Outfalls 002 discharge storm water runoff from the Harmar Facility following treatment by an OWS and grit chamber. The treated wastewater discharges into an UNT to Deer Creek. Water quality analyses are typically performed under low-flow (Q_{7-10}) conditions. Since the discharges from this site consist entirely of stormwater, a formal water quality analysis cannot be accurately conducted. Water quality based effluent limitations are not imposed.

Discharges of Stormwater Associated with Industrial Activity

The following BMPs may be helpful for reducing the discharge of pollutants into Waters of the Commonwealth. In light of the high effluent concentrations for a range of pollutants at this site, these BMPs have been included in Part C of the NPDES permit.

1. Enclose, cover or contain washing areas; use pressure washing without detergents or additives; perform washing in designated areas where wash water can be separately collected and treated, as appropriate.

2. Provide secondary containment for cracked batteries; store intact batteries on impervious surfaces.

3. Practice good housekeeping, periodically inspecting for leaks and spills; promptly clean up any leak/spill residue.

4. Store all hazardous and petroleum liquids in secure areas away from storm drains; minimize use of hazardous products.

5. Use oil-water separators to treat storm water drainage prior to discharge.

6. Do not conduct surface preparation and painting in windy conditions; use measures to collect any residue or spills.

7. Perform engine maintenance in areas where drainage can be contained and collected; minimize use of solvents and other hazardous materials.

8. Perform all vehicle and parts maintenance activities, wherever feasible, in enclosed areas.

9. Ensure adequate secondary containment and leak detection for fuel and other hazardous liquid storage areas.

10. For salt storage piles, follow the applicable recommendations and BMPs from the “Salt Storage Handbook” published by the Salt Institute.

Table 1 – Outfall 001 Effluent Limitations and Monitoring Requirements

Parameter	Mass ($^{lb}/_{day}$)		Concentration ($^{mg}/_{L}$)			Units
	Monthly Average	Daily Maximum	Minimum	Monthly Average	Daily Maximum	
Flow	Monitor & Report		---	---	---	MGD
Total Suspended Solids	---	---	---	Report	100.0	$^{mg}/_{L}$
Oil and Grease	---	---	---	15.0	30.0	$^{mg}/_{L}$
BOD_5	---	---	---	Report	Report	$^{mg}/_{L}$
COD	---	---	---	Report	Report	$^{mg}/_{L}$
Iron, dissolved	---	---	---	3.5	7.0	$^{mg}/_{L}$
pH	---	---	Report	---	Report (IMAX)	S.U.

Table 2 – Outfall 002 Monitoring Requirements

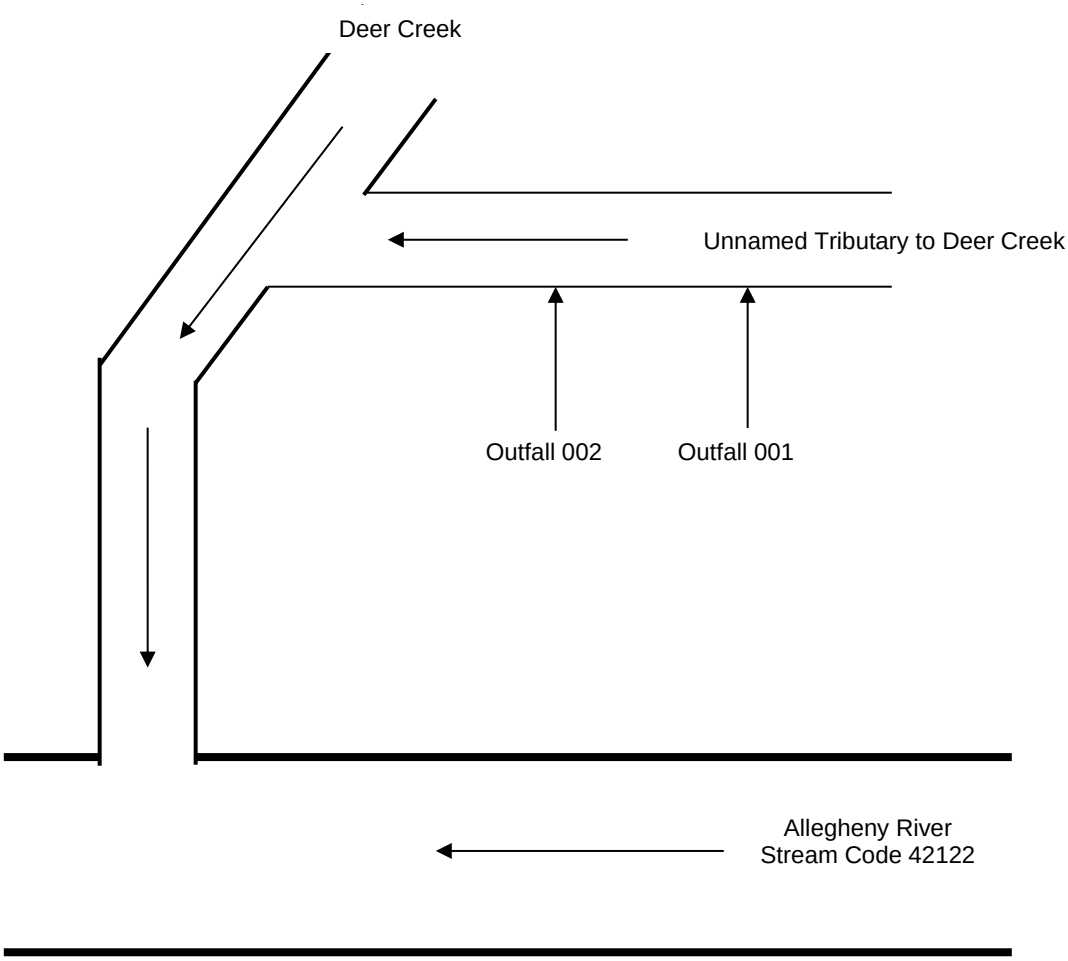
Parameter	Mass (lb/day)		Concentration (mg/L)			Units
	Monthly Average	Daily Maximum	Minimum	Monthly Average	Daily Maximum	
Flow	Monitor & Report		---	---	---	MGD
Total Suspended Solids	---	---	---	Report	100.0	$^{mg}/_{L}$
Oil and Grease	---	---	---	15.0	30.0	$^{mg}/_{L}$
BOD5	---	---	---	Report	Report	$^{mg}/_{L}$
COD	---	---	---	Report	Report	$^{mg}/_{L}$
Iron, dissolved	---	---	---	3.5	7.0	$^{mg}/_{L}$
pH	---	---	Report	---	Report (IMAX)	S.U.

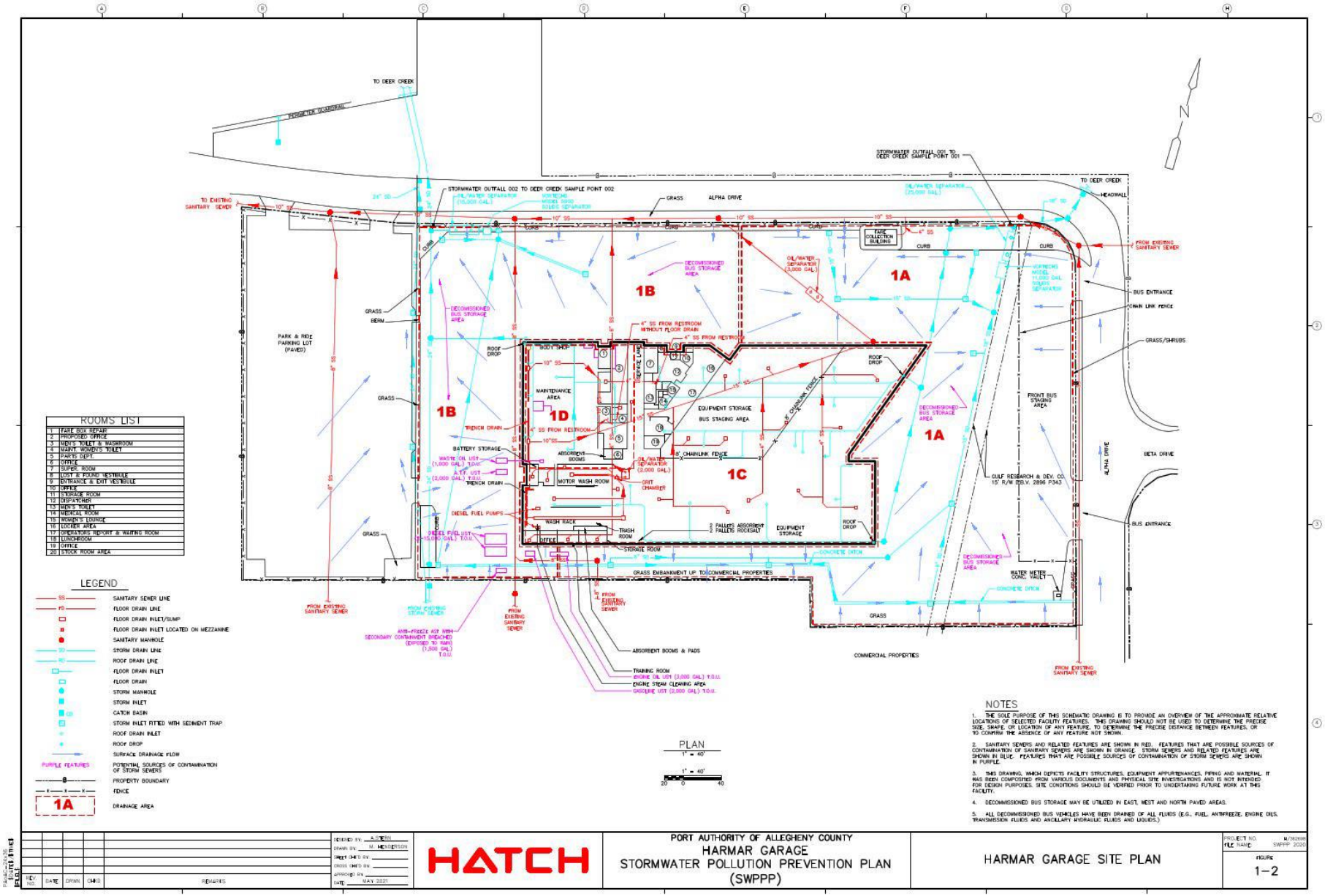
1. Guidelines: PA Bulletin 6 & 12; EPA Multi-Sector General Permit; EPA Permit Writers' Manual;

2. Regulations: Chapters 92, 93, 95, Code of Federal Regulations and the Clean Water Act

Stick Diagram

Port Authority of Allegheny County
Harmar Garage
Harmar Township
Allegheny County
PA0204889




ROOMS LIST
1 FARE BOX REPAIR
2 PROPOSED OFFICE
3 MEN'S TOILET & WASHROOM
4 MAINT. WOMEN'S TOILET
5 PARTS DEPT.
6 OFFICE
7 SUPER. ROOM
8 LOST & FOUND VESTIBULE
9 ENTRANCE & EXIT VESTIBULE
10 OFFICE
11 STORAGE ROOM
12 DISPATCHER
13 MEN'S TOILET
14 MEDICAL ROOM
15 WOMEN'S LOUNGE
16 LOCKER AREA
17 OPERATORS REPORT & WAITING ROOM
18 LUNCHROOM
19 OFFICE
20 STOCK ROOM AREA
LEGEND
SANITARY SEWER LINE
FLOOR DRAIN LINE
FLOOR DRAIN INLET/SUMP
FLOOR DRAIN INLET LOCATED ON MEZZANINE
SANITARY MANHOLE
STORM DRAIN LINE
ROOF DRAIN LINE
FLOOR DRAIN INLET
FLOOR DRAIN
STORM MANHOLE
STORM INLET
CATCH BASIN
STORM INLET FITTED WITH SEDIMENT TRAP
ROOF DRAIN INLET
ROOF DROP
SURFACE DRAINAGE FLOW
POTENTIAL SOURCES OF CONTAMINATION OF STORM SEWERS
PROPERTY BOUNDARY
FENCE
DRAINAGE AREA
PLAN
NOTES
1. THE SOLE PURPOSE OF THIS SCHEMATIC DRAWING IS TO PROVIDE AN OVERVIEW OF THE APPROXIMATE RELATIVE LOCATIONS OF SELECTED FACILITY FEATURES. THIS DRAWING SHOULD NOT BE USED TO DETERMINE THE PRECISE SIZE, SHAPE, OR LOCATION OF ANY FEATURE, TO DETERMINE THE PRECISE DISTANCE BETWEEN FEATURES, OR TO CONFIRM THE ABSENCE OF ANY FEATURE NOT SHOWN.
2. SANITARY SEWERS AND RELATED FEATURES ARE SHOWN IN RED. FEATURES THAT ARE POSSIBLE SOURCES OF CONTAMINATION OF SANITARY SEWERS ARE SHOWN IN ORANGE. STORM SEWERS AND RELATED FEATURES ARE SHOWN IN BLUE. FEATURES THAT ARE POSSIBLE SOURCES OF CONTAMINATION OF STORM SEWERS ARE SHOWN IN PURPLE.
3. THIS DRAWING, WHICH DEPICTS FACILITY STRUCTURES, EQUIPMENT APPURTENANCES, PIPING AND MATERIAL, IT HAS BEEN COMPOSITED FROM VARIOUS DOCUMENTS AND PHYSICAL SITE INVESTIGATIONS AND IS NOT INTENDED FOR DESIGN PURPOSES. SITE CONDITIONS SHOULD BE VERIFIED PRIOR TO UNDERTAKING FUTURE WORK AT THIS FACILITY.
4. DECOMMISSIONED BUS STORAGE MAY BE UTILIZED IN EAST, WEST AND NORTH PAVED AREAS.
5. ALL DECOMMISSIONED BUS VEHICLES HAVE BEEN DRAINED OF ALL FLUIDS (E.G., FUEL, ANTIFREEZE, ENGINE OIL, TRANSMISSION FLUIDS AND ANCILLARY HYDRAULIC FLUIDS AND LIQUIDS.)
HATCH
PORT AUTHORITY OF ALLEGHENY COUNTY
HARMAR GARAGE
STORMWATER POLLUTION PREVENTION PLAN (SWPPP)
HARMAR GARAGE SITE PLAN
FIGURE 1-2