

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

B438331496

FACILITY: Kasson Sand and Gravel		SRN / ID: B4383
LOCATION: 10282 South Pierce Rd., MAPLE CITY		DISTRICT: Cadillac
CITY: MAPLE CITY		COUNTY: LEE LANAU
CONTACT:		ACTIVITY DATE: 09/24/2015
STAFF: Kurt Childs	COMPLIANCE STATUS: Non Compliance	SOURCE CLASS:
SUBJECT: PTI 346-99 Compliance Inspection.		
RESOLVED COMPLAINTS:		

I conducted an inspection to determine compliance with Kasson Sand and Gravel's Permit to Install # 346-99, the Air Pollution Control Rules and NSPS Subpart OOO. I met with Mr. Robert Noonan and Kasson staff Denise who accompanied me on the inspection of the gravel pits and equipment. At the time of the inspection the weather was about 75 degrees, and mostly sunny with light winds. I explained the purpose of my inspection to Denise and she provided an update on the current plant operations.

The main pit is no longer actively mined it is only used for storage of gravel product. The main plant and wash plant are still located in this area but the gravel comes from the lower pit on the East side of Pierce Rd. where primary crushing is conducted. During the inspection I observed operation of the main plant, the Telesmith plant is located in the lower pit and was not operating, maintenance was being performed. A self contained J44 McCloskey crusher/screen/conveyor unit was operating briefly. The El Jay plant which had not previously been operation appeared to not be in operation though components may have been combined into the main plant. During the inspection I noted an El Jay conveyor and an El Jay roll Cone crusher in the main plant. These appear to have been part of the main plant since at least the last inspection.

The main plant has three crushers and associated screens. The first primary jaw crusher is located in the pit where material is fed onto the conveyor the other two cone crushers are part of the main plant near the office. All crushers and screens are equipped with water sprays which were operating at the time of the inspection. The main plant was equipped with a water tank. I did not observe any VE's from crushers, conveyors or transfer points.

In the past, all of the equipment at this source has been tested in accordance with Subpart OOO. The equipment I observed on the main plant had ID numbers that were badly faded or absent. I could make out the ID numbers on a couple of the screens and crushers. I pointed this out to Denise and to Mr. Noonan.


The Telesmith plant had legible ID numbers. The J44 McCloskey plant is unit that Kasson Sand and Gravel has on loan from EIS Equipment as a demo. According to Mr. Noonan they will have it for one more week, it should have been added to the General Permit to Install.

Roads and yard areas were in fairly good shape with only minor dust being raised by equipment operations. Kasson Sand and Gravel has a water truck on site used to treat the roads as necessary. Additionally the roads have been treated with salt brine three times this year. I did not observe any visible emissions from the storage piles.

Mr. Noonan keeps track of daily material throughput based on the weight and number of truckloads of aggregate each day. The daily records are summarized each month including the amount of each product in-stock, produced, shipped, and remaining. Mr. Noonan calculated current plan production for the year as 377,200 tons and estimates the final annual total will be 470,000 tons. The 2014 MAERS submittal indicates the throughput of the main plant was 296,024 tons and 143446 tons for the Telesmith plant. The MAERS submittal indicates the El Jay plant did not operate in 2014. PTI 346-99 limits total plant production to 2,000,000 tons per year. Mr. Noonan was also maintaining copies of NSPS testing and the PTI as required.

MACES- Activity Report

At the time of the inspection the facility appeared to Be in compliance with the Permit to Install, the APC Rules, and Subpart 000 with the exception that some of the equipment, primarily conveyors, were not marked with ID numbers and the McCloskey crusher had been installed without updating the permit.

NAME  DATE 9-29-15 SUPERVISOR 