

DEPARTMENT OF ENVIRONMENTAL QUALITY  
AIR QUALITY DIVISION  
ACTIVITY REPORT: On-site Inspection

M352663114

<b>FACILITY:</b> STATE CRUSHING, INC.-EAST		<b>SRN / ID:</b> M3526
<b>LOCATION:</b> 25501 Sherwood, WARREN		<b>DISTRICT:</b> Warren
<b>CITY:</b> WARREN		<b>COUNTY:</b> MACOMB
<b>CONTACT:</b>		<b>ACTIVITY DATE:</b> 05/11/2022
<b>STAFF:</b> Kerry Kelly	<b>COMPLIANCE STATUS:</b> Compliance	<b>SOURCE CLASS:</b> MINOR
<b>SUBJECT:</b> Fugitive dust control evaluation		
<b>RESOLVED COMPLAINTS:</b>		

On May 11, 2022, I (Kerry Kelly) conducted a self-initiated inspection at State Crushing-East, Inc. located at 25501 Sherwood Ave. in Warren, Michigan. Noshin Khan, Environmental Engineer, EGLE, came along on the inspection. The purpose of this inspection was to show Noshin a crushing process and to assess the implementation and effectiveness of fugitive emissions controls at the facility.

Noshin and I arrived at State Crushing at approximately 2:20 PM on May 11, 2022. At the time of the inspection, the sky was partly cloudy, the temperature was approximately 85 degrees Fahrenheit, the wind was from the south-southeast at about 10 MPH according to Weather Underground.

While parked in a lot directly east of State Crushing - East, I saw track-out onto Sherwood Ave as well as trucks generating dust while the drove over the unpaved portion in the northwest corner of the site (Attachment 1). The track-out was muddy in several spots indicating water was being applied to the plant roads. Watering plant roads controls fugitive dust but can create track out problems. When the track out dries, dust is generated by passing vehicles. During previous inspections at the site, I noted the concrete near the exit had rumble strips that are intended to shake dirt off truck wheels before they leave the site. Upon entering the office at State Crushing, I introduced myself, showed my photo credentials, and stated the purpose of my visit to the receptionist. Through the office window, I saw a sprinkler spraying water over the paved portion of the plant road near the scale exit. The receptionist said she was going to move the sprinkler shortly. I mentioned the track out to the receptionist and asked about sweeping records. She showed me the fugitive dust control records for May 11, 2022 (Attachment 2) and stated the sweeper had cleaned in front of the facility the morning of May 11 and would be back in the afternoon to sweep again. The records note the street sweeper was there from 9:45 AM - 11:00 AM and the rumble strips were either inspected or cleaned in the morning. I asked the receptionist to contact an employee to show Noshin and me around the facility. Joaquin, Operator, escorted Noshin and me around the site.

As we entered the back portion of the property, just outside the back door of the building, I noticed the roads were darker, either due to asphalt millings or watering, and were not muddy. The roads in the northwest corner were dry. When a truck drove slowly over the dry portion, I saw dust being generated to about one foot above the surface of the road. I did not see dust being generated in the dry area when it wasn't being driven over. According to 324.5525(j)(ii) of Part 55, opacity observations from roadways shall be made from a position such that the observer's line of vision is approximately perpendicular to the plume direction and approximately 4 feet directly above the surface of the road or parking area from which the emissions are being generated. I told Joaquin that the roads in the northwest corner, and any other dry portions of the unpaved roads, need to be watered. Joaquin said he would have water applied to the roads in the northwest corner.

Joaquin pointed out the sprinkler system on one of the conveyors while we were on site. The conveyor was not being operated at the time.

The crushers and screens were not being operated while we were at the facility. I pointed out the different pieces of crushing equipment to Noshin.

Based on the records and statements gathered during this inspection, State Crushing is sweeping the roads and applying water to the plant roadways regularly. However, based on the track out and dry portions of the plant roadways observed, State Crushing should re-evaluate dust control measures and schedules to prevent track out and ensure dust is adequately controlled on all portions of the unpaved roads.

NAME K. KellyDATE 6/9/22SUPERVISOR Joyce