DEPARTMENT OF ENVIRONMENTAL QUALITY
AIR QUALITY DIVISION
ACTIVITY REPORT: Self Initiated Inspection

N739224123

FACILITY: MACK TRUCK & WIEGAND'S CRUSHED CONCRETE		**SRN / ID:** N7392
LOCATION: 37580 MOUND RD (NORTH OF 16 MILE RD), STERLING HTS		**DISTRICT:** Southeast Michigan
CITY: STERLING HTS		**COUNTY:** MACOMB
CONTACT: Kevin Deahart , Supervisor		**ACTIVITY DATE:** 10/30/2013
STAFF: Robert Elmouchi	**COMPLIANCE STATUS:** Pending	**SOURCE CLASS:** MINOR
SUBJECT: Self-initiated inspection.		
RESOLVED COMPLAINTS:		

On October 30, 2013, I conducted a self-initiated inspection of Roseville Crushed Concrete (Wiegand's), located at 37580 Mound, Sterling Heights, Michigan. Also present from the Air Quality Division was Sebastian Kallumkal, Senior Environmental Engineer. This facility is uniquely identified by the Air Quality Division with the State Registration Number (SRN) of N7392. The purpose of this inspection was to determine the facility's compliance with the requirements of the Federal Clean Air Act; Article II, Part 55, Air Pollution Control, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Act 451); the administrative rules; (PTI) No. 213-05 and Consent Order 5-2006.

We arrived on site and met with Mr. Kevin Deahart, Supervisor. Mr. Deahart introduced us to Mr. Craig Melesky, Foreman, who is a direct subordinate to Mr. Deahart. We walked to the crusher, which was operating during this inspection. I observed the visible emissions from the crushing process, which was being emitted from the area directly below the crusher where the crushed concrete dropped onto the transfer conveyer. The crusher appeared to be the largest contributor of visible emissions during this inspection.

The person operating the crusher is called the Lever Operator. I observed the Lever Operator while he was using a handheld water spray nozzle to wet the raw (unprocessed) concrete that was in the hopper. The hopper feeds the crusher that outputs to the plate/vibratory feeder, which then feeds the underjaw belt conveyer. I observed that the spray pattern appeared to concentrate the water on the far side of the hopper from the Lever Operator's position. This spray pattern appeared to result in non-uniform wetting of the crushed concrete as it exited the crusher and was transported by the conveyer (see photo). I discussed the uneven wetting of the material and suggested that the Lever Operator change the spray pattern to more thoroughly wet the raw concrete closer to the operator. The Lever Operator tried my suggestion, which more evenly wet the crushed concrete output.

I also discussed with Mr. Deahart, the need to control the particulates exiting directly below the crusher. Mr. Deahart and I discussed the possibility of adding a fine spray or misting nozzles to control the particulate emissions directly below the crusher. Mr. Deahart verbally committed to installing a control spray in a timely manner during the start of the 2014 crushing season. I will follow up on the control of particulates from the crusher and other emissions points at this facility. The compliance status of this facility is pending follow up inspections.

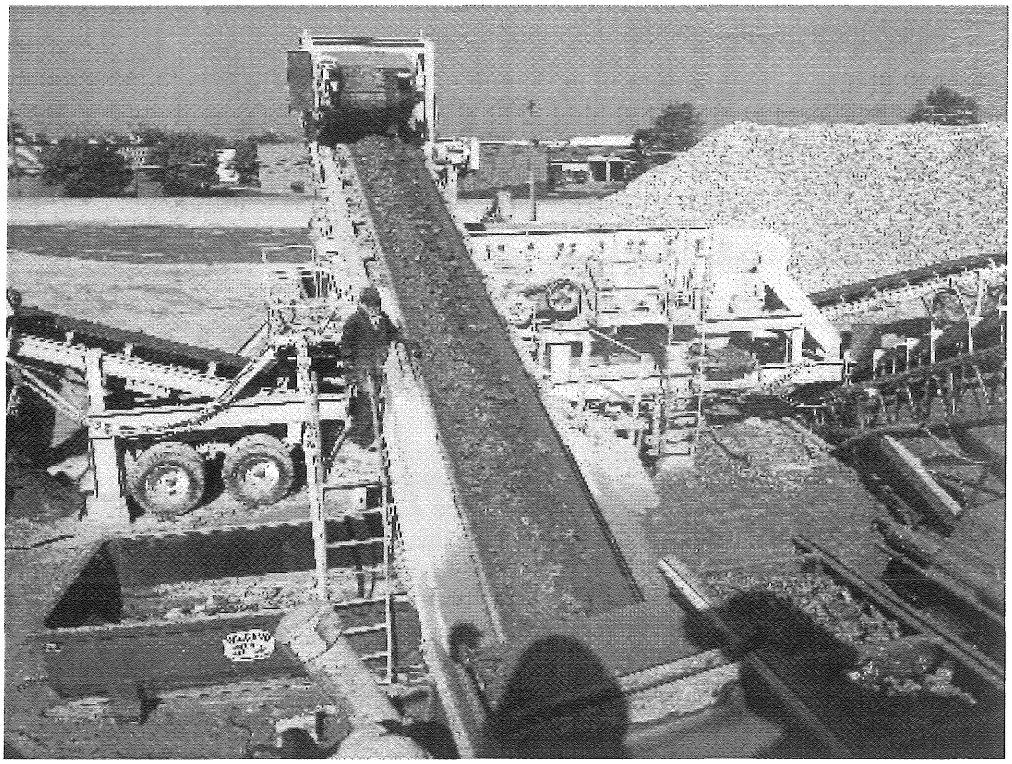

Image 1(20131030_121853_Wall) : Conveyer downstream of the crusher. Note that the material on right side of the conveyer appears darker than the left side, which appears to result from incomplete wetting of the uncrushed material while it is in the crusher's feed hopper.

NAME M. A. Elmowafi DATE 1/29/14 SUPERVISOR CTE