Michigan Department of Environment, Great Lakes and Energy
Materials Management Division

06/16/2020
9:00 a.m.

Scrap Tire Advisory Committee Meeting
06/16/2020 Minutes

The meeting was held virtually via Microsoft Teams (also call in number).

Attendees: Matt Lamb, Brian Chomas, Bud Dingus, Tom Frazier, Red Clark, Crystal Rogers, Neal Frey, Lance Malburg, Chuck Mills, John Sheeran, Bill Hall, Alex Dawe, Chris Theriot, Pete Capon, Sean Hammond, Chris Phillips, John Sheerin

Phone numbers ending in: 3681, 1677, 9833, 0672

EGLE Staff: Ann Vogen, Kirsten Clemens, Jeff Spencer, Rhonda Oyer, Fred Sellers, Brett Coulter, Jill Coulter, Jenny Bennett, Wendy Lukianoff, Jon Vruggink, Scott Zajac, Katriena Guilmette, Fedora Love, Mary Ann St Antoine, Dan McGeen

Guest Speaker:

- Lance Malburg, Dickinson County Road Commission (DCRC) - lance@dickinsoncrc.com or phone 907-774-1162 if anybody wants to talk further
  - Presentation regarding Dry Process Asphalt paving project done under Market Development Grant
  - Seven years of testing to be done
  - Has been through one winter season, scrap tire section has no cracks
  - What is the timing for the test results from MTU?
  - How do we get more paving companies on board? Training and education.
  - Cost comparison between the three test sections would be beneficial.
- Dickinson would be happy to do another project, even using federal aid. DCRC can likely partner with MTU again to get whatever research is needed to help get MDOT on board.
- MDOT is welcome to come to Dickinson anytime and view our projects and study them.

Topics:

- Part 115 regulations update
  - A series of six tie barred bills have been introduced: HB5812 – 5817
  - Will ultimately effect import/export between counties
  - Major shift away from solid waste management to materials management approach
- Updated inspection forms:
  - Site Inspection Form (EQP5157)
  - Mosquito Chain of Custody Form (EQP5157m)
  - Hauler/Generator Inspection Form (EQP5158)
- 2021 Registration Forms done and in review for release in November
  - Administrative completeness and timeliness (received/postmarked by 01/31) is important.
  - Late registration applications do not get APA rights and sites cannot legally continue to operate until an administratively complete application is received and issued.
- Electronic registrations
  - EGLE is currently working with Emerge (computer programmers) to develop electronic registrations for collection sites and haulers. Hoping to demonstrate at October STAC meeting.
- Electronic transportation records/manifests
  - For context: RCRA Uniform Hazardous Waste Manifest
    - Example electronic scrap tire records: US Tire Recycling Network
- MDOT – Brian Chomas

- Brian Chomas, MDOT, said there is Federal funding available to locals to use scrap tire rubber
- Ingham County is doing projects using rubber
- Brian also suggested that scrap tires may be useful during Midland County flood rebuilding (Update – Kirsten Clemens reached out to Midland County Road Commission following the meeting.)
- Red Clark, Asphalt Plus, volunteered to assist MDOT
- Chris Theriot, RRS, asked what it would take to make MDOT an advocate of RMA

- RRS Market Study
  - The Market Study has been shared with STAC members and additional review/comments would be appreciated. Please send them to Jeff Spencer (SPENCERJ3@michigan.gov).
  - Focus on rubber modified asphalt (RMA) – potential thinner lifts of rubber modified asphalt at equal or better performance.
  - Economic indicators in a COVID19 state.
  - Significant uptick in RMA in the Midwest
  - How to support Federal funds with State funds?
  - Outside the box discussions – how can scrap tires be used during the Midland County flooding rebuilding process?
  - Neal Frey, Entech, asked RRS what practical steps can be used to move the RMA (rubber modified asphalt) market forward
    - Targeted grant money, leverage and emphasize success stories, work with IL Tollway to approve specs in MI, reduce use of funds for clean-up and enforcement (to redirect to market development), don't require local tires to be used for local projects.
  - Suggestion from RRS to move RMA out of the Research and Development category of the Market Development Grants
  - A portion of MDOT Fast Facts 2017 is below showing local and state-owned roads, etc. (MDOT Fast Facts 2019)

MICHIGAN DEPARTMENT OF TRANSPORTATION

Fast Facts 2017

The Michigan Department of Transportation (MDOT) has jurisdiction over:

9,668	4,773	665	4	85	78
route miles (M, US and I routes) 32,045 lane miles (including ramps)	highway, railroad and pedestrian bridges	miles of state-owned railroad (126 miles as bridges)	state-owned airports (Houghton Lake Heights, Linden, Plymouth, Romeo)	roadside parks	rest areas (including 14 Michigan Welcome Centers)

MDOT also provides financial and/or technical assistance for portions of the transportation system owned and operated by others, including local transit systems, airports, intercity bus, trails, etc.

Bridges

	MDOT	Area (SFT)	Local	Area (SFT)
Highway Bridges	4,484	51,050,381	6,588	17,444,272
Railroad Bridges	126	867,125	251	1,137,209
Pedestrian Bridges	148	473,390	57	62,697
Other Bridges	15	410,209	7	491,812
Total Bridges	4,773	52,801,105	6,903	19,135,990

Note: Excludes bridges less than 20 feet long and those currently under construction or not yet let for construction.

Roadways

	Route Miles
Interstate	1,252
Freeway	1,944
Non-Freeway Trunkline	7,723
National Highway System (NHS)	6,470
Non-Trunkline NHS	1,215
Federal Aid Highways	36,558

Source: Highway Performance Management System (HPMS).

Grant Updates:

- 2021 funding for Cleanup, Market Development and Law Enforcement Grants
  - Currently "on hold" due to State of Michigan budget deficit ($6.2 billion deficit for remainder of 2020 and for 2021)
  - Grant application packets are complete, just waiting for funding approval (had intended to make available for all three grants from 06/01 – 08/28)
  - Scrap Tire Program is requesting approval to release the Request for Proposals for fiscal year 2021 grants. Approval is pending.
  - Existing, fully executed, grants are active.
  - EGLE staff are processing payment and grant extension requests as they are received.
- Line Item Veto ($3 million) for Scrap Tire Program in the 2020 budget
  - LaFarge has expressed interest in taking tires, no permit applications or grant applications have been received at this time.
  - The $3 million supplemental budget request was put forward by a local legislator in support of the LaFarge Alpena plant to utilize tires as fuel.
- 2020 Clean-up
  - 77 applications requesting funding of $1,277,351
  - 4 grants extended from 2019 (two private, Superior Watershed Partnership, and Greendale Township)
  - 10 Cleanup Grant extensions (from 12/31/2020 to 08/31/2021) have been requested to date and are being processed (revised agreement prepared, sent to grantee for signature, returned to EGLE for signature)
- 2019 Clean-up (as of 06/19/20):
  - 65 grantees
  - $742,482.67 spent
  - 400,951 PTE (passenger tire equivalents)
  - $110,105.99 returned to the Scrap Tire Fund
  - Final grant payment for Greater Detroit Resource Recovery Authority being processed
- National Road Research Alliance – MSU/MTU have been notified that they will not be receiving a grant from NRRA
- Market Development
  - 2020 – two grantees have requested extensions into 2021

Registration Update:

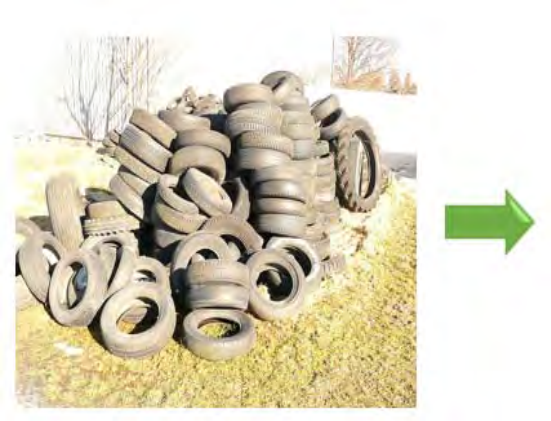
	Registered	Pending	Incomplete
Collection Sites	35	12	2
Hauler	119	14	2

Miscellaneous Topics:

- EGLE Layoff Days
  - All EGLE staff are taking one layoff day weekly through the week of 07/20/2020
  - Staff were assigned at random to have either Monday or Friday as a layoff day
- Conferences:
  - Colorado Scrap Tire conference scheduled for October of 2020 may be delayed or held virtually

Next Meetings:

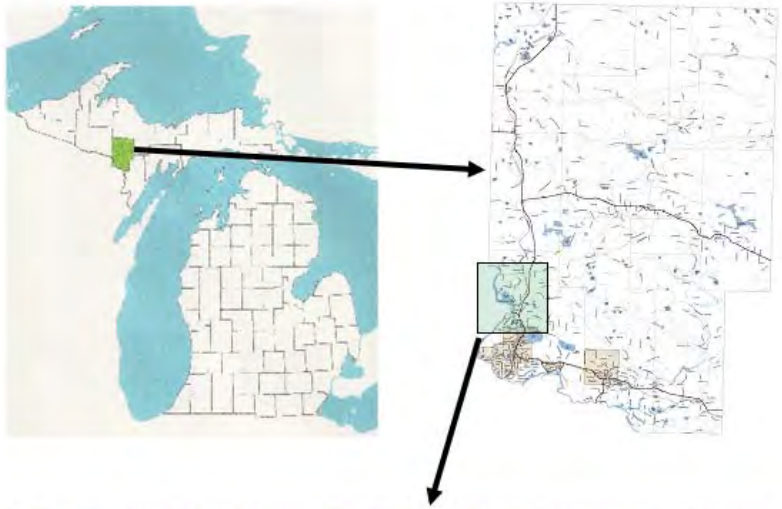
- October 27, 2020
- February 23, 2021
- June 15, 2021
- October 26, 2021



Using Engineered Crumb Rubber from Recycled Tires on CR 607, Dickinson County

Dickinson County Road Commission Engineering Department

CR 607 ECR PROJECT
In Dickinson County, Michigan



THE SITUATION

- County Road 607 (aka- Bass Lake Road) is a Primary and a Major Collector road connecting Iron Mountain to Randville.
- It is about 13 miles long
- It is a beautiful scenic route along the Menominee River. Many locals and tourist alike travel this for the natural beauty.
- The pavement was failed. (PASER in 2011= 2, 2018 = still a 2)
- Often truck drivers use this as a bypass of M-95, failing it more
- Board gave direction to get this road fixed, but not much money to do it

Existing Conditions

Existing Conditions

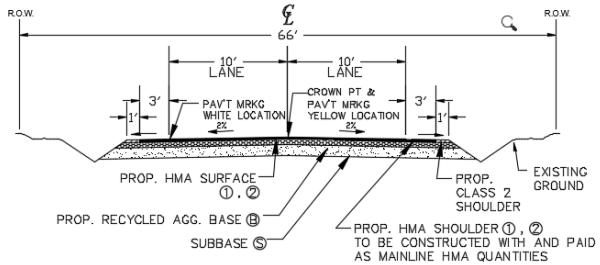
Existing Conditions

Existing Conditions

THE SOLUTION

- A collaborative partnership with many groups, both local and not
  - Dickinson County Road Commission (DCRC)
  - Michigan Technological University (MTU),
  - Michigan Department of Energy Great Lakes and the Environment (EGLE),
  - Dickinson County Bike Path Committee (DCPC)
- MTU was looking for a long term test section for ground tire modified asphalt and provided expertise in asphalt materials mixing and testing.
- EGLE was looking for ways to reduce the scrap tire waste and helped with project funding.
- DCPC path was looking for a good road to Crystal Falls not named M-95 and M-69 and they provided some funds to the project.

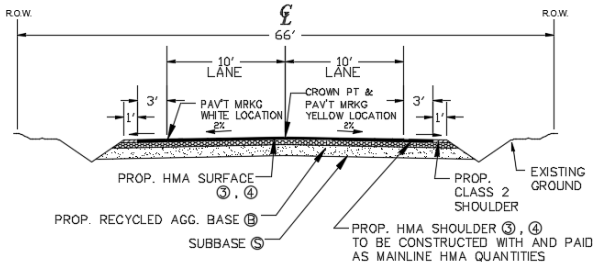
3 Sections, a Control and 2 Test Sections



PROPOSED CONTROL SECTION

NOT TO SCALE

160+00 (P.O.B.) to 193+25

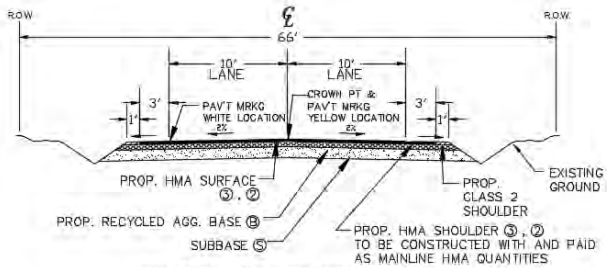


PROPOSED TEST SECTION #2

NOT TO SCALE

226+50 to 260+00 (P.O.E.)

NOTE: ALL CURVES SHALL HAVE A SUPER ELEVATION RATE OF 6%



PROPOSED TEST SECTION #1

NOT TO SCALE

193+25 to 226+50

HMA APPLICATION TABLE

CODE	ITEM	YEILD	BINDER GRADE	A.W.I	REMARKS
①	5E1	165 lb/Syd	PG 58-34	220	SURFACE
②	LVSP	220 lb/Syd	PG 58-34	N.A.	LEVELING
③	ECR Modified 5E1	165 lb/Syd	PG 58-34	220	SURFACE
④	ECR Modified LVSP	220 lb/Syd	PG 58-34	N.A.	LEVELING
	* BOND COAT 0.05-0.15 GAL/Syd		* FOR INFORMATION ONLY. PAYMENT INCLUDED IN SURFACE COURSE HMA.		
Ⓑ	8" RECYCLED HMA & GRAVEL MIX				
Ⓢ	3+ Ft SAND & GRAVEL SUBBASE				

REVISION No:	REVISION REASON:	REVISED BY:	DATES

DICKINSON COUNTY ROAD COMMISSION
1107 S. MILWAUKEE AVE
IRON MOUNTAIN, MI 49801

SCALES PLOTTED: 1/2
DRAWN BY: LBM
DATE: 1-18-2019
PROJECT No.: 456.062

PROJECT: CRB07 (BASS LAKE ROAD) ECR RESEARCH PROJECT
TOWNSHIP: BRETUNG

SHEET TITLE: PROPOSED TYPICAL SECTONS

SHEET 3 OF 8

Gratuitous Natural Beauty Picture

Construction

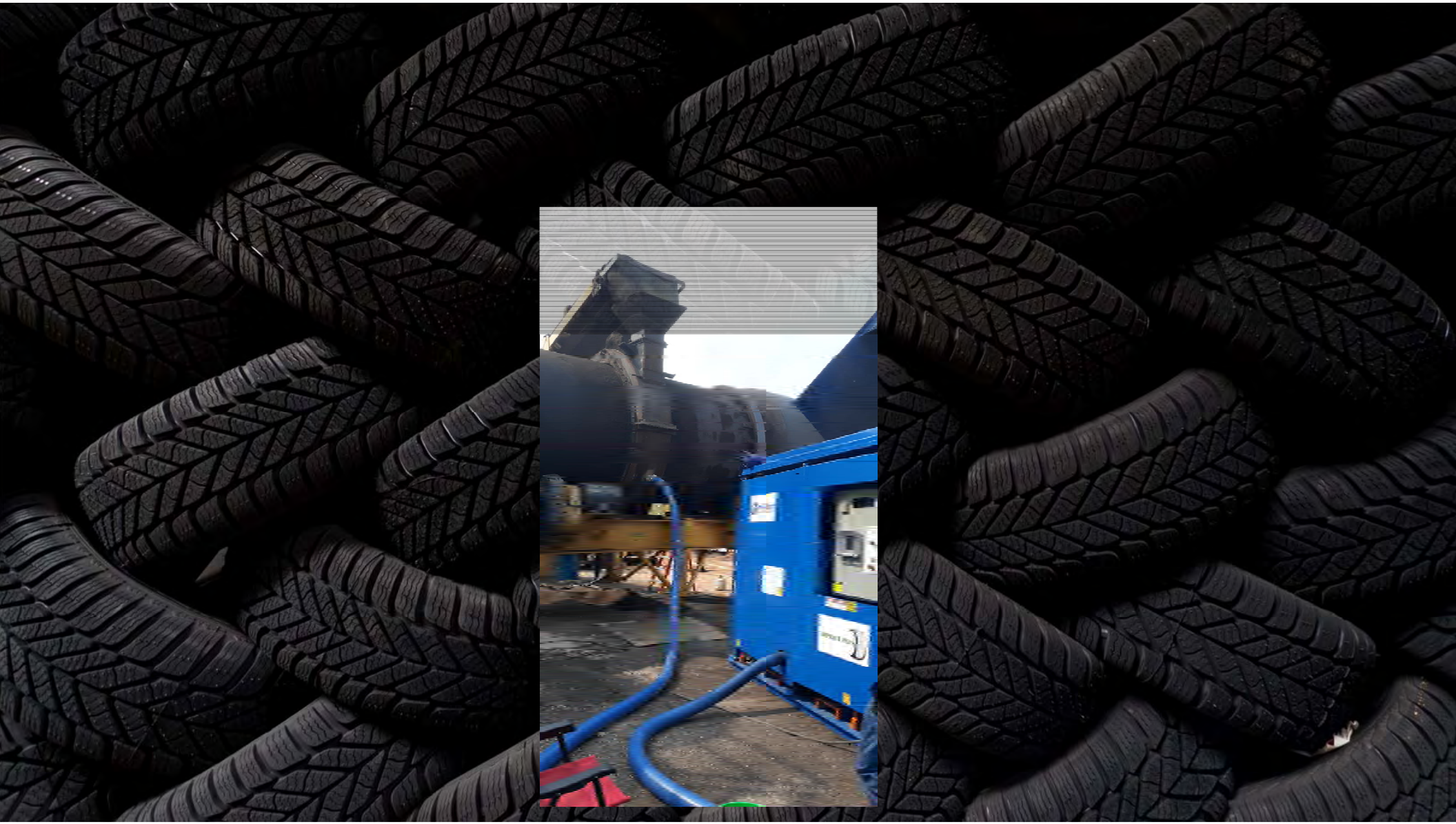
TEREX
RS950B
375014

CARLSON

Testing

TROXLER
%Gmb= 93.9
WD= 148.5
M= 7.5 %M= 5.3
%Voids= 5.2
3440 Plus™
STORE
RECALL
PROJ
STATUS
SETUP
OFFSET
TARGET
MODE
STD
SPACE
LIGHT
YES
NO
ESC
7
8
9
BACK SPACE
4
5
6
1
2
3
0
ALPHA LOCK
ENTER START
www.troxlerlabs.com

Rubber



OVERSIZE LOAD

There was some media interest

Gratuitous Natural Beauty Break

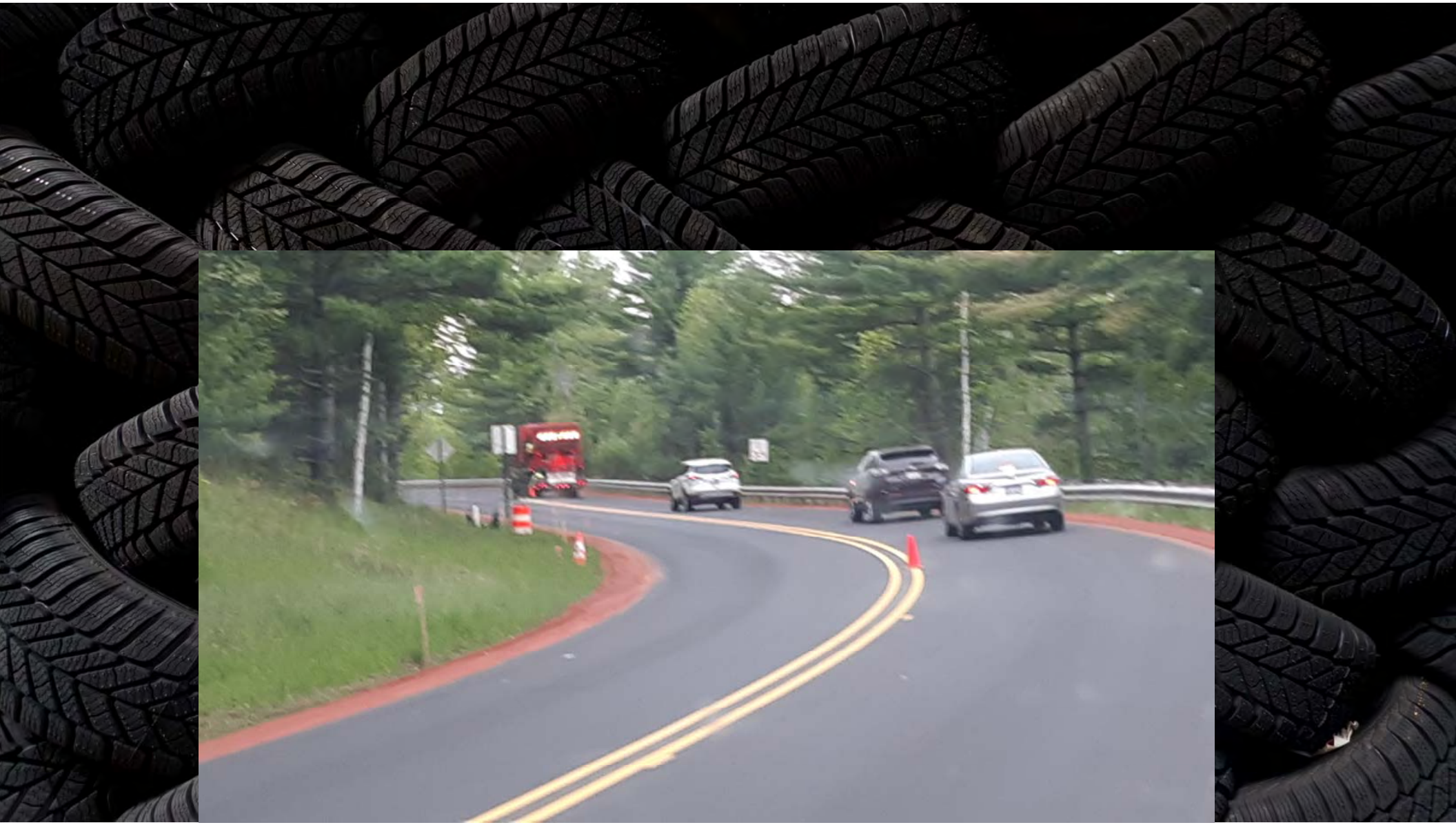
Then Swiss Cheese it

Shouldering

Brace Broom

CR270
SAKAI
R4

Striping



END WORK
CONVOY

END WORK
CONVOY

Finished Product

CONTROL
HMA
HMA

Summary

- 10,000 Feet (1.9 miles)
  - 3,300 Ft traditional HMA leveling & surface control section
  - 3,300 Ft Traditional HMA leveling & ECR modified HMA surface
  - 3,300 Ft ECR modified HMA leveling & ECR modified Surface
- Project construction cost $531,830
- All together 2,661 tons of ECR modified asphalt was used.
  - Used 29,271 lbs rubber, or the equivalent of about 3,659 scrap tires
- Performing well, will know more in the spring.
- Multi year test section for MTU

QUESTIONS?

Dickinson County Road Commission
Main: (906) 774-1588
Engineering: (906) 774-1162

FOR MORE INFORMATION

Lance Malburg, P.E.
Engineer
E-Mail: Lance@Dicknsoncrc.com

Brent Swanson
Engineering Technician
E-Mail: Brent@Dicknsoncrc.com

The Dickinson County Road Commission would like to thank the following partners in making the project possible

- Michigan Department of Energy Great Lakes and the Environment (EGLE),
- Michigan Technological University (MTU),
- Dickinson County Bike Path Committee (DCPC)