

Annual Report for Year 1 (2022-2023) of the Time Limited Water Quality Standard for Chloride

July 7, 2023

Prepared by IDOT District One



The Illinois Department of Transportation is a member of the Chicago Area Waterways Chloride Workgroup/Lower Des Plaines Watershed Group



1.0 Introduction to Chloride Issue in CAWS/LDPR

This Pollutant Minimization Plan (PMP) has been prepared by IDOT District One to reduce the environmental impacts from the organization's chloride related operations. IDOT District One is a discharger covered under the Time Limited Water Quality Standard for Chloride for the Chicago Area Waterways System and Lower Des Plaines River watersheds. This PMP has been prepared to meet the requirements laid out in the Time Limited Water Quality Standard (TLWQS) for Chloride. The term of this PMP covers the first 5-years of the TLWQS period and will be updated following the re-evaluations at Years 4 ½, 9 ½, and 14 ½.

Chloride is a permanent pollutant. It does not degrade over time and continues to accumulate in the environment. Proactive measures to reduce the amount of chloride discharged can help reduce the impacts from chloride on receiving waterways and the environment. Chloride impacts aquatic life, vegetation, and infrastructure. As the chloride concentrations increase and our waters become saltier, aquatic and plant biodiversity decreases and native species are overtaken by salt tolerant invasive species.

Chlorides are commonly found in road salt, fertilizers, water softeners, dust suppressants, and certain industrial processes. Chloride-based deicers, like rock salt, are used on parking lots, sidewalks, and roads to provide safe surfaces to the public during the winter months. These deicers are one of most common sources of chloride in the Chicago region.

The water quality standard for chloride for the Chicago Area Waterway System (CAWS) was updated as part of the rulemaking process related to changing the designated use of the CAWS. The chloride standard was updated from 1,500 mg/L during the winter and 500 mg/L during the summer to 500 mg/L all year round. The change in the chloride water quality standard took effect in 2018. Because portions of the CAWS were not going to meet this new standard due to the need to maintain public safety on roads, highways, sidewalks and parking lots during the winter months, a joint submittal and supporting individual petitions were submitted between 2015 and 2018 to the Illinois Pollution Control Board for a variance from the chloride standard. The joint petition laid out best management practices that can be achieved by the petitioners to reduce their chloride use while maintaining public safety during winter storms. In addition to the CAWS, portions of the Lower Des Plaines River watershed were included as it receives water from the CAWS.

On November 4, 2021, the IPCB issued an Opinion and Order for a Time Limited Water Quality Standard (TLWQS) for Chloride for portions of the CAWS and Lower Des Plaines River watersheds. The TLWQS for Chloride watersheds are defined in the Opinion and Order as the Des Plaines River watershed from the Kankakee River to the Will County Line (except for the DuPage River watershed) and the CAWS watershed (except the North Branch Chicago River watershed upstream of the North Shore Channel and those portions of the watershed located in Indiana). This is a watershed-based approach to reduce the chloride concentrations in the CAWS and Lower Des Plaines River. The TLWQS for Chloride requires all dischargers covered under the TLWQS for Chloride to create PMPs and implement specific best management practices based on their operations to reduce their chloride discharges.

2.0 Organization, Facility Information

Agency Name: IDOT District One in Schaumburg, IL		
Facility Name: District Headquarters		Permit Number: ILG103
Facility Address: 201 W. Center Court		
City: Schaumburg	State: IL	Zip Code: 60196

2.1 Level of Service for Winter Maintenance Activities

3.0 Best Management Practices

Details regarding IDOT District One’s implementation of the best management practices (BMPs) identified as part of the TLWQS for Chloride are included below.

Workgroup BMP

BMP	Agency Description of Current Implementation or Status Update to the Plan to Implement the BMP
The permittee must participate in a Chlorides workgroup for the CAWS or LDPR, depending on the watershed within which the facility’s discharge is located.	IDOT District One has been a member of the lower Des Plaines Watershed Chloride Workgroup/Chicago Area Waterways Group since 2015. IDOT has experienced severe staffing shortages but has recently been filing vacancies. Participation in work groups will increase.

Salt Storage and Handling BMPs

BMP	Agency Description of Current Implementation or Status Update to the Plan to Implement the BMP
Store all salt on an impermeable pad that must be constructed to ensure that minimal stormwater is coming into contact with salt unless the salt is stored in a container that ensures stormwater does not come into contact with the salt.	Two new salt storage structures are expected to be constructed in 2023. A 3,000-ton structure at the Bishop Ford Yard and a 10,000-ton structure at the Stevenson Yard.
Cover salt piles at all times except when in active use, unless stored indoors.	All IDOT District One facilities have indoor salt storage structures ranging from 3,000 to 13,000-ton capacities.
For working areas, provide berms and or sufficient slope to allow snow melt and	N/A

<p>stormwater to drain away from the area. If snow melt and stormwater cannot be drained away from the working area, channeling water to a collection point such as a sump, holding tank or lined basin for collection, discharge at a later time, use for prewetting, and use for make-up water for brine must be considered.</p>	
<p>MS4/CSO Only - Use deicing material storage structures for all communities covered under General Permit ILR40 for MS4 communities.</p>	<p>N/A</p>
<p>Good housekeeping practices must be implemented at the site, including:</p> <ul style="list-style-type: none"> • cleanup of salt at the end of each day or conclusion of a storm event; • tarping of trucks for transportation of bulk chloride; • maintaining the pad and equipment; • good practices during loading and unloading; • cleanup of loading and spreading equipment after each snow/ice event; • a written inspection program for storage facility, structures and work area; • removing surplus materials from the site when winter activity finished where applicable; • annual inspection and repairs completed when practical; • evaluate the opportunity to reduce or reuse the wash water. 	<p>IDOT District One uses good house keeping practices while handling winter road salt. Ordering, receiving, and handling of salt is conducted as quickly as possible to reduce exposure to rain/snow and wind. Larger storage facilities were built to allow deliveries to be dumped inside. The District purchased three new salt conveyors to load salt more efficiently in the small storage buildings.</p>

Winter Maintenance Operations BMPs

BMP	Agency Description of Current Implementation or Status Update to the Plan to Implement the BMP
Calibrate all salt spreading equipment at least annually before November 30th. Records of the calibration results must be maintained for each piece of spreading equipment.	100% of all snow and ice truck spreaders are calibrated. Calibrations are verified and documented at the pre-winter equipment inspections.
Pre-wet road salt before use, either by applying liquids to the salt stockpile, or by applying liquids by way of the spreading equipment as the salt is deposited on the road.	As temperature conditions warranted, all road salt was pre-wet before being applied on the roadways.
Use equipment to measure the pavement temperature unless such equipment has already been installed on road salt spreading vehicles.	Supervisors have been issued portable temperature sensors and trained on their usage.
Develop and implement a protocol to vary the salt application rate based on pavement temperature, existing weather conditions, and forecasted weather conditions.	Application rates are detailed in section 7 of IDOT District One’s Snow & Ice Manual. Rates are reviewed at the fall kick-off meeting.
Track and record salt quantity used and storm conditions from each call-out.	IDOT District One maintained records of each storm and salt consumption for each storm. See Appendix 1.
Develop a written plan for implementation of anti-icing, with milestones. The plan should consider increased use of liquids (e.g., carbohydrate products) beginning with critical locations such as bridges over streams.	IDOT District One uses anti-icing as part of its winter operation. As conditions warranted, the District followed this program.
Provide employees involved in winter maintenance operations with annual training before November 30th on best management practices in the use of road salt in operations, including the practice of plowing first and applying salt only after snow has been cleared.	IDOT District One conducted an annual Snow & Ice training in the fall of 2022. Additional training for supervisors is scheduled for August 2023.
Be responsible for complying with all applicable BMPs even	N/A

<p>when deicing practices are contracted out and ensure that contractors are properly trained and comply with all applicable BMPs.</p>	
<p>Complete an annual report, as required by paragraph 3(B) of this order, which is standardized in an electronic format and submitted to the IEPA's website and to the watershed group.</p>	<p>Please note the attached Appendix.</p>
<p>Obtain and put into place equipment necessary to implement all salt spreading/deicing measure specified in this BMP, such as any new or retrofitted salt spreading equipment necessary to allow for pre-wetting and proper rates of application.</p>	<p>N/A</p>
<p>MS4/CSO/IDOT/TOLLWAY Only - Install equipment to measure the pavement temperature on the winter maintenance fleet for a sufficient number of vehicles to provide sufficient information to adjust application rates for the most efficient levels. Develop and complete a plan to equip the winter maintenance fleet before the first re-evaluation.</p>	<p>No new equipment. N/A</p>
<p>MS4/CSO/IDOT/TOLLWAY Only - Before the first re-evaluation, develop a method for conducting a post-winter review to identify areas of success and areas in need of improvement. Items to be completed as part of the review must include, but are not limited to, an evaluation of each salt spreader's application rate, variations in application rates, and discussion of the variation compared to the recommended rates. Once developed, the review should occur annually in the</p>	<p>IDOT District One supervisors conducted post storm reviews after significant storm events.</p>

spring/early summer following each winter season.	
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Additional BMPs Identified for Agency/Facility

BMP	Agency Description of Current Implementation
	No new BMPs at this time

3.1 Analysis of BMPs Implemented

The anticipated hiring of more than 300 full time permanent employees was delayed until after the Snow & Ice season which required the utilization of temporary employees. Since the end of the Snow & Ice season, 100 employees have been hired with another 200 plus being interviewed and anticipated to be hired.

3.2 Analysis of Alternative Treatments or New Technology

None at this time.

4.0 Deicing/Anti-Icing Agents Used

Materials used by IDOT District One for the 2022-2023 winter season are included as Appendix 1.

4.1 Application Rates

The application rates used by IDOT District One for the 2022-2023 winter season are included as Appendix 2.

4.1.1 Application Rate Analysis

None

4.2 Application Practices

IDOT District One uses the following practices to apply deicing and anti-icing materials:

- As detailed in Appendix 2A/2B

4.3 Call Outs

A total of 15-25 inches of snow was reported in IDOT District One for the 2022-2023 winter. There were 36 snow events for the 2022-2023 winter. IDOT District One had 48 of call outs completed during the 2022-2023 winter.

4.4 Use of Liquids

As detailed in Appendix 2A/2B

5.0 Training

IDOT District One completed annual training for 90 supervisors out of 700 of employees who are part of the winter maintenance operations on October 3 and 4, 2022. A list of annual training topics by type of employee are equipment issues, Snow & Ice Manual review and staffing issues.

6.0 Deicing and Snow Removal Equipment and Maintenance

IDOT District One uses equipment listed in Appendix 5 during winter maintenance activities.

6.1 Description of Equipment Washing and Wash Water Collection

All snow and ice removal trucks are cleaned and washed as quickly as possible after storms. All wash water is treated at municipal sanitary sewer treatment facilities.

7.0 Material Storage

IDOT District One maintains 27 storage areas. Information regarding the storage area(s) is included in Appendix 6.

8.0 Capital Purchases

Identified capital purchases from IDOT District One's PMP to implement the BMPs and reduce chlorides in our operations over the first 5-year term of the Chloride TLWQS are the purchasing of three mobile salt conveyors to load smaller storage buildings.

8.1 Explanation of Capital Purchases Unable to Be Made According to the Reported Plan

None

9.0 Environmental Monitoring Data

Chloride monitoring data is collected for the CAWS and Lower Des Plaines River watersheds per the IPCB order. The data is maintained by the workgroups. Chloride data for the CAWS is collected by MWRD for the CAWS watershed and provided to the workgroups as part of the annual reporting as required by the IPCB order. The Lower Des Plaines Watershed Group also maintains a USGS monitoring station in the Des Plaines River at Channahon, IL that collects continuous conductivity data to estimate chloride concentrations.

Chloride monitoring data reports are posted to <https://www.cawswatershed.org/reports/> and <https://ldpwatersheds.org/about-us/lower-des-plaines-watershed-group/our-work/chloride-tlwqs/>.

9.1 Organization Specific Chloride Monitoring Data

IDOT District One does not collect chloride monitoring data as part of its NPDES effluent data.

9.2 Changes to the Facility's NPDES Treatment Technologies for Chloride

N/A

10.0 Program Evaluation

N/A

10.1 Proposed Steps for the Coming Year

N/A

11.0 Workgroup Participation

As staffing levels increase in IDOT District One Operations, participation in the various workgroups will once again increase.



Snow and Ice Control Report (R054)

Appendix 1

Admin Unit: DISTRICT 1 (All)

SNOW REMOVAL 470 & 472

FOR STORMS:
FROST FREEZE:

SNOWFALL:
STORM START TIME:

Period Covering: 11/01/22 to 04/30/23

Admin Unit	Total Miles	Total Labor Hours	Labor Cost	Equipment Cost	Material Cost	Total Cost	Cost Mile Labor	Cost Mile Equip.	Cost Mile Mail.	Cost Mile Total	Salt Quant	
											Tons	Salt Tons / Mile
DISTRICT 1												
011 Arlington Heights	606.34	11880.18	\$ 486,886	\$ 793,023	\$ 500,970	\$ 1,780,879	\$ 803	\$ 1,308	\$ 826	\$ 2,937	6562.00	10.82
012 Northbrook	702.25	10318.25	\$ 401,162	\$ 1,119,959	\$ 341,946	\$ 1,863,067	\$ 571	\$ 1,595	\$ 487	\$ 2,653	5644.00	8.04
021 Northside	691.76	7111.58	\$ 298,751	\$ 314,927	\$ 212,802	\$ 826,480	\$ 432	\$ 455	\$ 308	\$ 1,195	3501.13	5.06
022 Hillside	1113.31	9090.64	\$ 383,013	\$ 582,581	\$ 400,193	\$ 1,365,787	\$ 344	\$ 523	\$ 359	\$ 1,227	6630.00	5.96
031 Alsip	589.35	10875.75	\$ 425,359	\$ 494,687	\$ 313,479	\$ 1,233,525	\$ 722	\$ 839	\$ 532	\$ 2,093	5543.67	9.41
032 Harvey	766.41	8224.5	\$ 330,629	\$ 396,387	\$ 359,445	\$ 1,086,461	\$ 431	\$ 517	\$ 469	\$ 1,418	6046.00	7.89
115 Grayslake	519.18	11326.76	\$ 507,913	\$ 518,179	\$ 531,731	\$ 1,557,823	\$ 978	\$ 998	\$ 1,024	\$ 3,001	7411.50	14.28
116 Gurnee	517.21	11458.08	\$ 448,614	\$ 466,544	\$ 645,105	\$ 1,560,263	\$ 867	\$ 902	\$ 1,247	\$ 3,017	9393.41	18.16
117 Woodstock	427.74	11090.42	\$ 463,108	\$ 694,526	\$ 603,001	\$ 1,760,634	\$ 1,083	\$ 1,624	\$ 1,410	\$ 4,116	8930.85	20.88
127 Naperville	388.93	6771.24	\$ 288,086	\$ 356,989	\$ 231,371	\$ 876,446	\$ 741	\$ 918	\$ 595	\$ 2,253	3136.52	8.06
128 Oakbrook	427.01	11006.01	\$ 435,887	\$ 596,468	\$ 352,820	\$ 1,385,175	\$ 1,021	\$ 1,397	\$ 826	\$ 3,244	5465.25	12.80
129 St. Charles	607.05	9186.5	\$ 405,231	\$ 638,374	\$ 637,384	\$ 1,680,990	\$ 668	\$ 1,052	\$ 1,050	\$ 2,769	8059.00	13.28
135 Joliet	349.7	7089	\$ 296,523	\$ 451,077	\$ 139,311	\$ 886,912	\$ 848	\$ 1,290	\$ 398	\$ 2,536	2336.85	6.68
136 New Lenox	642.99	9631.09	\$ 424,047	\$ 643,591	\$ 742,442	\$ 1,810,080	\$ 659	\$ 1,001	\$ 1,155	\$ 2,815	11219.79	17.45
137 I-55	373.48	7645.5	\$ 342,532	\$ 494,730	\$ 302,288	\$ 1,139,550	\$ 917	\$ 1,325	\$ 809	\$ 3,051	5082.00	13.61
170 Kennedy Landscape		0	\$ 0	\$ 0	\$ 83,012	\$ 83,012					1228.00	
191 Sweeping		163	\$ 9,112	\$ 0	\$ 0	\$ 9,112					0.00	
E13 Edens	138.06	4551.25	\$ 209,861	\$ 276,191	\$ 188,950	\$ 675,002	\$ 1,520	\$ 2,001	\$ 1,369	\$ 4,889	3003.00	21.75
E14 Rodenburg	268.5	10024.26	\$ 451,129	\$ 664,114	\$ 501,251	\$ 1,616,494	\$ 1,680	\$ 2,473	\$ 1,867	\$ 6,020	7341.50	27.34
E23 Eisenhower	196.03	7809.99	\$ 318,416	\$ 382,598	\$ 281,018	\$ 982,031	\$ 1,624	\$ 1,952	\$ 1,434	\$ 5,010	4480.00	22.85
E24 Kennedy	168.29	7830.76	\$ 309,961	\$ 434,968	\$ 142,415	\$ 887,344	\$ 1,842	\$ 2,585	\$ 846	\$ 5,273	2403.00	14.28
E25 Dan Ryan	141.02	7204.34	\$ 299,573	\$ 335,469	\$ 134,046	\$ 769,089	\$ 2,124	\$ 2,379	\$ 951	\$ 5,454	2360.00	16.74
E26 Stevenson	179.87	5961.5	\$ 260,924	\$ 385,273	\$ 179,767	\$ 825,964	\$ 1,451	\$ 2,142	\$ 999	\$ 4,592	2625.00	14.59
E33 Bishop Ford	231.15	7519.83	\$ 302,664	\$ 365,533	\$ 121,857	\$ 790,053	\$ 1,309	\$ 1,581	\$ 527	\$ 3,418	1735.50	7.51
E34 Interstate 57	202.74	5369.08	\$ 219,025	\$ 218,892	\$ 135,973	\$ 573,889	\$ 1,080	\$ 1,080	\$ 671	\$ 2,831	2376.00	11.72

Appendix 2A

Deicing Chemical Application Guidelines (Traditional Snow and Ice Vehicle)

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This guide is not meant to be a substitute for the use of judgement and the observation of the result of treatments on existing conditions. It is meant to show various variables which usually occur together and the treatment that has proven to be the most successful the majority of the time in those cases. There are several factors not mentioned which will greatly affect the treatment of the pavement: Day or night, sunny or cloudy, after snowfall ends, low or high winds, etc.... This guide should then be used as the start of the analysis being made to decide on the actual best fitting course of action for the existing conditions.

Weather Conditions		Maximum Application Rate (Pounds of Material Per Lane Mile of Pavement)			Remarks
Temperature	Pavement Conditions	Precipitation	Expressway	Primary	
30F and Above	Wet	Snow	250#	150#	Allow chemicals to work at least 1/2 hour before plowing.
		Sleet or Freezing Rain	300#	200#	Reapply as necessary.
25 - 30F	Wet	Snow or Sleet	300#	250#	Allow chemicals to work at least 1/2 hr before plowing, repeat.
		Freezing Rain	400#	300#	Repeat as necessary.
20 -25F *	Wet	Snow or Sleet	350#	300#	Allow chemicals to work at least 3/4 hour before plowing, repeat.
		Freezing Rain	400#	350#	Repeat as necessary.
15 - 20F *	Dry	Dry Snow	Plow	Plow	Treat hazardour locations with chemicals only if snow is already sticking.
		Wet Snow or Sleet	350# w/ 3 gal/ton, CaCl	250# w/ 3 gal/ton, CaCl	Allow chemicals to work for at least 1 hour before plowing: continue plowing until storm ends; repeat application.
5 - 15 F *	Dry	Dry Snow	Plow	Plow	Treat hazardour locations with chemicals only if snow is already sticking.
		Wet Snow or Sleet	450# w/ 6 gal/ton, CaCl	350# w/ 6 gal/ton, CaCl	Allow chemicals to work for at least 1 hour before plowing: continue plowing until storm ends; repeat application.
Below 5 F *	With extremely cold temps the emphasis will be on plowing operations, applying chemicals only at intersections, hills, curves, bridgedecks and other problematic areas and then only apply if snow is already sticking.			At temperatures of 5 F and below, chemical treatment will produce little results.	

Deicing Chemical Application Guidelines

(Slurry Generator and Spray Vehicle)

Appendix 2B

This guide is not meant to be a substitute for the use of judgement and the observation of the result of treatments on existing conditions. It is meant to show various variables which usually occur together and the treatment that has proven to be the most successful the majority of the time in those cases. There are several factors not mentioned which will greatly affect the treatment of the pavement: Day or night, sunny or cloudy, after snowfall ends, low or high winds, etc.... This guide should then be used as the start of the analysis being made to decide on the actual best fitting course of action for the existing conditions.

Weather Conditions		Maximum Application Rate (Gallons of Material Per Minute or Travel)		Remarks	
Temperature	Pavement Conditions	Slurry Generator (Applying Agricultural mixture)	Spray Truck (Applying Agricultural mixture)		
30F and Above	Wet	Sleet or Freezing Rain	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	20 Gallons per minute	Allow chemicals to work at least 1/2 hour before plowing. Reapply as necessary.
		Snow or Sleet	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	20 Gallons per minute	
25 - 30F	Wet	Freezing Rain	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	20 Gallons per minute	Allow chemicals to work at least 1/2 hour before plowing, repeat. Repeat as necessary.
		Snow or Sleet	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	30 Gallons per minute	
20 - 25F *	Wet	Freezing Rain	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	30 Gallons per minute	Allow chemicals to work at least 3/4 hour before plowing, repeat Repeat as necessary
		Snow or Sleet	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	40 Gallons per minute	
15 - 20F *	Wet	Freezing Rain	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	40 Gallons per minute	Allow chemicals to work for at least 1 hour before plowing: continue plowing until storm ends; repeat application.
		Snow or Sleet	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	50 Gallons per minute	
5 - 15 F *	Wet	Freezing Rain	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	50 Gallons per minute	Allow chemicals to work for at least 1 hour before plowing: continue plowing until storm ends; repeat application.
		Snow or Sleet	13 gallons liquid per Lanemile 200 lbs rock salt per Lanemile	50 Gallons per minute	
Below 5 F *	<p style="text-align: center;">With extremely cold temps the emphasis will be on plowing operations, applying chemicals only at intersections, hills, curves, bridgedecks and other problematic areas and then only apply if snow is already sticking.</p>				
<p style="text-align: center;">At temperatures of -10 F and below, chemical treatment will produce little results.</p>					



State of Illinois
JB Pritzker, Governor

Illinois Department of Transportation
Omer Osman, Acting Secretary

**Illinois Department of Transportation
2019-2020 Winter Weather Fact Sheet
District 1**

Lane Miles Plowed	10,846
Counties Served.....	6
Permanent Employees available for snow removal	376
Temporary Employees (estimated)	594
Number of Truck Routes	374

Snow Removal Costs (2018-2019 winter)

Labor	\$11,022,605
Material.....	\$6,897,255
Equipment	<u>\$10,954,013</u>
Total	\$28,873,873

Salt Usage (In Tons)

'14-'15.....	177,904
'15-'16.....	129,080
'16-'17.....	113,855
'17-'18.....	200,062
'18-'19.....	215,272

Type and Amount of Trucks

Total Trucks.....	427
Single Axle Dump.....	75
Tandems	340
6x6's	12
Rotary Snow Plows.....	7

For up to date road conditions, visit www.gettingaroundillinois.com



Illinois Department of Transportation

Appendix 6

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SALT STORAGE SPECIFICATIONS

DOMED STORAGES

Team Section	Diameter	Wall Height	SALT CAPACITY		Liq. Ca. Cl. Cap. (Gal.)	Liq. Salt Cap. (Gal.)	Year Completed
			Loader	Conveyed			
Arlington Heights	82'	8'	3,300	3,500	4,500		1989
Northbrook	82'	8'	3,300	3,500	5,000	5000	1991
Northside	100'	12'	6,000	6,700	5,000		2008
Hillside	82'	6'	3,000	3,300	5,000		1985
Alsip	100'	6'	4,500	5,200	5,000		1990
Harvey	100'	6'	4,500	5,200	4,500		1992
Grayslake	82'	6'	3,000	3,300	5,000		1986
(Lake Zurich)	82'	10'	3,300	3,500	5,000		2001
Gurnee	84'	8'	3,500	3,700	6,000		1988
Woodstock	82'	8'	3,300	3,500	7,000*		1991
Naperville	82'	8'	3,300	3,500	5,000	5000	1990
St. Charles 1	82'	8'	3,300	3,500	10,000*	5000	1987
St. Charles 2	135'	12'	10,000	13,000			2000
(Shales Parkway)	82'	8'	3,300	3,500			1993
Joliet	82'	8'	3,300	3,500	5,000		1991
I-55	82'	8'	3,300	3,500	5,000		1988
(Birds Bridge)	82'	8'	3,300	3,500	5,000		1994
New Lenox	82'	8'	3,300	3,500	5,000		1987
(Monee)	82'	8'	3,300	3,500	5,000		1994
Edens	82'	8'	3,300	3,500	5,000		1992
District Bridge 1	82'	8'	3,300	3,500			1993
District Bridge 2	135'	12'	10,000	13,000			2000
Rodenburg	116'	10'	7,500	9,000	5,000	5000	1996
Eisenhower	82'	8'	3,300	3,500	5,000		1988
Kennedy	61'	6'	1,200	1,400	5,000		1987
Landscape	72'	10'	2,300	2,500	5,000		1992
Dan Ryan	82'	8'	3,300	3,500	5,000		1990
Stevenson	82'	8'	3,300	3,500	5,000		1985
I-57	135'	12'	10,000	13,000	5,000		2005
Oakbrook	82'	8'	3,300	3,500	4,500		2000
Domed Totals:			124,900	142,300			

OTHER INSIDE STORAGES (Non-Domed)

Bishop Ford	2,000	2,000	5000	5000	1991
Non-Domed Totals:		2,000	2,000		
District Totals:		126,900	146,300	124,500	25000

* = Two CaCl tanks.

Revised 9/09