

BEFORE THE ILLINOIS POLLUTION CONTROL BOARD

IN THE MATTER OF:)	
)	
WATER QUALITY STANDARDS AND)	
EFFLUENT LIMITATIONS FOR THE)	R08-9
CHICAGO AREA WATERWAY SYSTEM)	(Rulemaking-Water)
AND THE LOWER DES PLAINES RIVER:)	
Adm. Code Parts 301, 302, 303 and 304)	(Subdocket C)

NOTICE OF FILING

To: John Therriault, Clerk	Marie Tipsord, Hearing Officer
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James R. Thompson Center	James R. Thompson Center
100 West Randolph Street - Suite 11-500	100 W. Randolph, Suite 11-500
Chicago, IL 60601	Chicago, IL 60601-3218

Deborah J. Williams, Assistant Counsel	Persons included on the attached
Stefanie N. Diers, Assistant Counsel	SERVICE LIST
Illinois Environmental Protection Agency	
1021 N. Grand Ave. East	
P.O. Box 19276	
Springfield, IL 62794	

Please take notice that on February 2, 2011, we filed electronically with the Office of the Clerk of the Illinois Pollution Control Board the attached Pre-Filed Testimony of James E. Huff, P.E. and accompanying Attachments, a copy of which is served upon you.

CITGO PETROLEUM CORPORATION, and
PDV MIDWEST, LLC, Petitioners

By: 
One of Its Attorneys

Jeffrey C. Fort
Ariel J. Teshner
SNR Denton US LLP
233 S. Wacker Drive
Suite 7800
Chicago, IL 60606-6404

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PRE-FILED TESTIMONY OF JAMES E. HUFF, P.E.

Introduction

My name is James E. Huff, and I am Vice President and part owner of Huff & Huff, Inc., an environmental consulting firm founded in 1979. I have previously testified in this rulemaking on May 6, 2009, prior to its subdivision into subdockets, and a copy of my background is summarized in the pre-filed testimony that accompanied that appearance. This current testimony is a revision of testimony I intended to give at the series hearings which began on November 8, 2010. In response to a motion by the Illinois Environmental Protection Agency (the "Agency"), stakeholders to this proceeding agreed on October 28, 2010 to move my testimony to a later date. *See* Hearing Officer Order, October 28, 2010, R08-9(C) (Rulemaking - Water).

I have been retained by the Lemont Refinery to review the Aquatic Life Use designation proposed by the Agency for their reach of the Chicago Sanitary & Ship Canal (the "Ship Canal") downstream of the Calumet-Sag Channel confluence (the "Lower Ship Canal") and the technical justification provided by the Agency in support of its proposed Aquatic Life Use designation. I have actively followed the UAA proceedings before the Board. I have also evaluated the impact that the proposed use designation will have on the Lemont Refinery. My prior testimony also focused on the uses of the Ship Canal; my testimony here focuses on the Lower Ship Canal and

to highlight the use of that segment for snow melt runoff and the protection from invasive species.

The collection of waterways currently under consideration represents a range of dissimilar waterways, from natural streams to manmade canals. To some extent, the Agency's proposed changes recognize these differences in two different use categories, as Use A and Use B. My review was focused on the appropriateness of Use B designation for the Lower Ship Canal.

The Lemont Refinery discharges into the Lower Ship Canal. At the point of its discharge, the Lower Ship Canal can be described - as the Agency has stated - as an "effluent dominated" waterway. The uses of the Lower Ship Canal are demonstrably different than the use of the other bodies of water in the Chicago Area Water System ("CAWS") and in this Use Attainability Analysis proceeding.

The Agency is proposing to group the Lower Ship Canal as an Aquatic Life Use B Water, a group that also includes the North Branch Chicago River, the Chicago River, South Branch Chicago River, the Calumet River to Torrence Avenue, the Lake Calumet Connecting Channel, and the Lower Des Plaines River from the Lower Ship Canal to the Brandon Road Lock and Dam. With the exception of the Lake Calumet Connecting Channel and the Lower Ship Canal, all of the waterways in this group are natural waterways. A proper consideration of the uniqueness of the artificially created and physically constrained Lower Ship Canal is lost by including it in this grouping. Aquatic Life Use B Waters are, "capable of maintaining aquatic life populations predominated by individuals of tolerant types that are adaptive to the unique physical conditions, flow patterns, and operational controls designed to maintain navigational

use, flood control, and drainage functions in deep-draft, steep-walled shipping channels.” (Agency’s Statement of Reasons, p 49). The Agency has proposed statutory language which sets out the “Purpose” of these Aquatic Life Use B restrictions as protecting “the highest quality aquatic life ... that is attainable...” (Agency proposal for 35 Ill. Adm. Code 302.402.)

The focus of my testimony here is on the chloride and sulfate water quality limits proposed for the Lower Ship Canal. The Lemont Refinery discharge contains sodium sulfate from the recently installed Wet Gas Scrubber used to reduce sulfur dioxide air emissions as well as chlorides removed from the crude oil in the desalting process. Under the Agency’s proposal, the chloride water quality standard would be set at 500 mg/L, and at least during periods when the Ship Canal exceeds 500 mg/L, the Lemont Refinery would be restricted to a discharge of 500 mg/L chlorides, which it can not achieve. The sulfate limit is more complicated in that the sulfate water quality standard is based on the chloride concentration; however, sulfate water quality standards are limited to waterways having less than 500 mg/L chlorides, from which one could conclude that no net increase in sulfates is allowed when the receiving stream exceeds 500 mg/L chlorides.

Others have already addressed the unique uses of the Lower Ship Canal for stopping the spread of invasive species such as the Asian Carp from the Illinois River system toward Lake Michigan. As stated later, I would recommend that the Board *not* accept the Agency’s proposed upgraded use of this water and not group this waterway with other unrelated waterways in the Use B group. Rather, I suggest the addition of a Use C category which would be comprised of the Regulated Navigation Area surrounding the United States Coast Guard’s electric barrier system,

which stretches from River Mile 295.5 to 297.2 (*see* the map at Exhibit A), which recognizes the truly unique use of this waterway. (*See* Exhibit B for proposed regulatory language establishing a Use C.) A Use C designation would properly take into account the exceptional characteristics of these waters. This language is based on the existing regulatory language drafted by the Agency in defining Use B waters with minor alterations to reflect the use of the waters to prevent the migration of invasive species and to take up snowmelt runoff.

Uniqueness of the Lower Ship Canal

As the Agency noted in its Statement of Reasons, “the environmental potential for the river was historically deemed to be limited to the point of hopelessness.” (Agency’s Statement of Reasons, p 17). The Illinois Pollution Control Board (“Board”) has consistently recognized the challenges, variability, and uniqueness of the CAWS and Lower Des Plaines River and many of the same challenges and limitations that the Board recognized in the early 1970s remain valid today. This is particularly true for the Lower Ship Canal.

The Lower Ship Canal is typically 200 to 300 feet wide with depths greater than 27 feet. (CDM, 2007). The construction of the Lower Ship Canal includes vertical walls and steep embankments. The Lower Ship Canal was completed as part of the greater Ship Canal in 1907 to divert pollutants away from Lake Michigan, the City of Chicago’s primary water supply, and it was expanded in 1919 to its present form to increase navigation capabilities and provide additional waste dilution. With the potential exception of the Calumet-Sag Channel, as described later in my testimony, there is no other water body in the CAWS which has the unique physical features, commercial shipping, discharge loadings, and lack of appropriate habitat for

aquatic life. as the Lower Ship Canal. And none are so specifically associated with efforts to control the spread of invasive species.

The aquatic habitat of the Lower Ship Canal is rated as “poor to very poor” (IEPA, 2006). Overall stream use is designated as *non-support* for fish consumption and aquatic life, which does not factor in the electric barrier or the periodic use of rotenone to kill all the fish. The identified causes of impairment were polychlorinated biphenyls (PCBs), iron, oil and grease, dissolved oxygen (“D.O.”), total nitrogen, and total phosphorus. Identified sources of the impairment include combined sewer overflows, urban runoff/storm sewers, and impacts from hydrostructure flow regulation/ modification, municipal point source discharges, and other unknown sources.

Stormwater runoff flows into the Lower Ship Canal, carrying with it pollutants from roads, parking lots and other surfaces. In the winter months, this stormwater carries road salt and other chemicals used by the state and municipalities to keep streets, highways and parking lots safe. While there are potential activities to reduce the amount of sodium chloride applied within the basin, there has been no demonstration that these reductions will be sufficient to achieve the proposed chloride water quality standard of 500 mg/L. When de-icing salts cause a spike in the chloride level, the Lemont Refinery loses its mixing zone for chlorides (and sulfates), as the Lower Ship Canal’s upstream water quality exceeds the water quality standard for chlorides.

In addition to the stormwater runoff impact, the electric barrier system and rotenone applications on the Lower Ship Canal are particularly unique hazards to aquatic life. Both these hazards, lying within the same reaches of the Lower Ship Canal as the Lemont Refinery, are designed to

create *non-support* conditions for aquatic life so as to prevent invasive species from entering and leaving the Great Lakes. The Agency's proposal to upgrade the aquatic life use designation of the Lower Ship Canal directly conflicts with the local, state, and federal existing use of these waters as a barrier to halt the spread of invasive species. These barriers were authorized by Congress, with the full recognition on the part of federal and state biologists that any positive fish migration in the Lower Ship Canal was being sacrificed to protect the Great Lakes as well as the Mississippi River Basin from aquatic invasive species.

These electric barriers will not only prevent the aquatic invasive species from migrating, but they will also prevent all other fish from migrating up or down the Lower Ship Canal at Lockport, effectively terminating the water body at this point from a biological perspective. Normally, preventing migration is not a desirable outcome, but it is certainly necessary in light of the greater goal of protecting the biological integrity of the Great Lakes and the Mississippi River Basin.

Mixing Zone Implications

Because of the uniqueness of the Lower Ship Canal, a separate use category is appropriate. However, the Agency has proposed strict limits for chlorides and sulfates, essentially proposing standards adopted for General Use waters. While I recognize that Subdocket D will directly address water quality standards and limits, it is important in this Subdocket C to recognize the impact a use designation and the water quality standards which are appropriate for that use designation, will have on the Lower Ship Canal.

Under 35 Ill Adm Code 302.102, mixing zones and Zones of Initial Dilution ("ZIDs") are

allowed, subject to certain restrictions. Section 302.102(b)(9) prohibits mixing zones for constituents where the water quality standard is already violated in the receiving stream. Assuming for the moment that this prohibition only applies during the period of time the receiving water body exceeds a water quality standard, then there will be times during each year when all dischargers adding any chlorides or sulfates will have to meet the water quality standards at the end of pipe. The Agency noted in its Statement of Reasons (p 76) that it expects that there will be violations of the chloride standard during the winter months, yet it offers no solution in its proposal and it does not address at all the loss of mixing zones. It is likely that every discharger on the Lower Ship Canal will be negatively impacted by this loss of mixing zone, with significant economic implications.

Exhibit C presents four years of chloride data from the Lemont Refinery's water intake (which is upstream of its discharge). During the summer and fall months, the chloride levels are typically below 500 mg/L. However during snow melt periods, chloride levels as high as 998 mg/L have been recorded in the Lower Ship Canal. There have been chloride violations every winter/spring recorded in these data. These cold-weather exceedances are attributed to highway and parking lot de-icing runoff. The intense population center (i.e. the City of Chicago and suburban Cook County which are upstream of the Lemont Refinery) on an effluent dominated stream makes achieving a 500 mg/L chloride standard not practicable without drastically changing de-icing practices. Moreover, while ignoring the current uses being made of the Lower Ship Canal, the proposal penalizes the point source dischargers on the Lower Ship Canal.

During periods of elevated chlorides in the waterway, no discharger can contribute any chlorides

or sulfates under the proposed water quality regulations. The Board has already granted variances relating to Total Dissolved Solids to the Lemont Refinery (and changed the water quality standard for TDS for the Exxon-Mobil Refinery) due to the snow-melt phenomenon. Facilities that use once through cooling water would not be allowed to add chlorine (increase in chlorides) to control microbial growth, nor can they add sulfite type compounds to consume any chlorine residual (de-chlorinate) in the discharge. On an effluent dominated stream, chlorinating the incoming water is important to prevent biological growth on the heat exchangers. To discontinue discharging would entail ceasing operations for most industries, which has its own economic ramifications. In addition, new dischargers to the Lower Ship Canal would essentially be limited to operations that did not chlorinate, de-chlorinate, use de-icing salt in the winter, or any process that contributes chlorides or sulfates. I would expect that many existing dischargers would also not be allowed to discharge during periods when the Lower Ship Canal is over 500 mg/L chlorides, as their effluent will also exceed 500 mg/L chlorides during these same periods.

Chloride Reduction Efforts

Excess chlorides in the winter/spring season is not unique to the Lower Ship Canal in Illinois. A considerable effort has gone into education programs to minimize the application of excess de-icing salt. Last year there was a significant spike in salt prices, which provided a larger incentive on users to reduce wastage. What is unique about the Lower Ship Canal is the huge population center upstream. An estimated 270,000 tons of highway salt are applied annually in the Chicago Area. The peak chloride level of 998 mg/L recorded in 2007 would require more than a 50 percent reduction of salt use during the heaviest storm events to achieve a 500 mg/L chloride water quality standard. There are certainly opportunities to reduce highway de-icing salt, but I

am unaware of any study that indicates a 50 percent reduction in salt in the Chicagoland area is technically feasible. The Village of Winnetka has a green vision that has a goal of reducing salt consumption by 30 percent. For major highways, opportunities to reduce salt consumption by this much is unlikely, because salt application is not optional from a safety perspective. In summary, while efforts to reduce salt usage are underway, achievement of a 500 mg/L chloride water quality standard on the Lower Ship Canal is not technically feasible and does not reflect the uses of the Lower Ship Canal.

The Board Should Reject any Upgrade in Water Quality UsCs for the Lower Ship Canal

An upgrade of designated water quality uses and associated criteria in the Lower Ship Canal, particularly as it regards TDS, chlorides, or sulfates, is not appropriate. The Lower Ship Canal is used to prevent the spread of invasive species, to carry runoff from de-icing, and for commercial activity vital to the local economy. Even the existing standard of 1,500 mg/L for TDS set out in 35 Ill. Adm. Code 302.407 cannot be met during periods of road salt runoff. As a result, the Board has had to repeatedly grant variances to account for such runoff (*see, e.g.*, PCB 08-33, Opinion and Order, May 15, 2008).

Nonetheless, the Agency seeks to copy most of its General Use water quality standards from 35 Ill. Adm. Code 302.208(e-g) and insert them into a revised 35 Ill. Adm. Code 302.407(e-g).¹

¹ In at least two instances, , the Agency even seeks to impose *more restrictive* water quality standards on these formerly designated “Secondary Contact” waters than it imposes on the “General Use” waters. The first, temperature, has been discussed at length in these proceedings. The second is the arsenic water quality standard in 302.407(e), which is 340 µg/L for acute standards and 150 µg/L for chronic standards. By comparison, the existing “General Use” arsenic water quality standard in 302.208(e) is 360 µg/L for acute standards and 190 µg/L for chronic standards.

The proposed chloride standard in 35 Ill. Adm. Code 302.407(g) of 500 mg/L paradoxically upgrades the existing water quality standards despite the fact that the current standard cannot be met and that there are external biological, political, and economic reasons that will prevent any increase in aquatic life quality for the Lower Ship Canal.

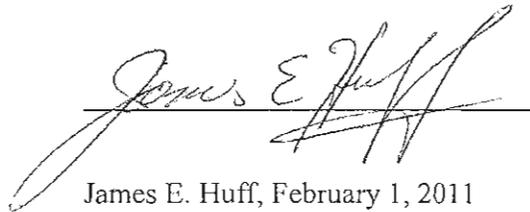
There is no indication in the record I reviewed that the Agency has considered the loss of mixing zones that will occur on the Lower Ship Canal if the Use B designation and the associated proposed water quality standards are adopted to this waterway. The unintended consequences of the Agency's proposed UAA rules for chlorides and sulfates could be addressed by other means, such as the development of Best Management Practices (BMP) for chlorides in place of winter chloride water quality standards and the elimination of the 500 mg/L chloride maximum in the sulfate water quality formula. The Lemont Refinery expects to bring forward further testimony on this issue in Subdocket D.

Conclusion

The uniqueness of the Lower Ship Canal, as outlined in my testimony, is so apparent that a separate use category is needed. The Agency recognized that the Lower Ship Canal met three of the criteria which justified not upgrading the use of this segment. (*See* Exhibit 29.) That recognition occurred before the Board considered the effect of the invasive species such as the Asian carp, and without regard to the snow melt runoff conditions that I have addressed above. The use of the Lower Ship Canal as a control point for prevention of invasive species migration, and the technical infeasibility of attainment of the proposed chloride standard due to its use in receiving snow-melt runoff from the most heavily urbanized area in the state (and hence with the

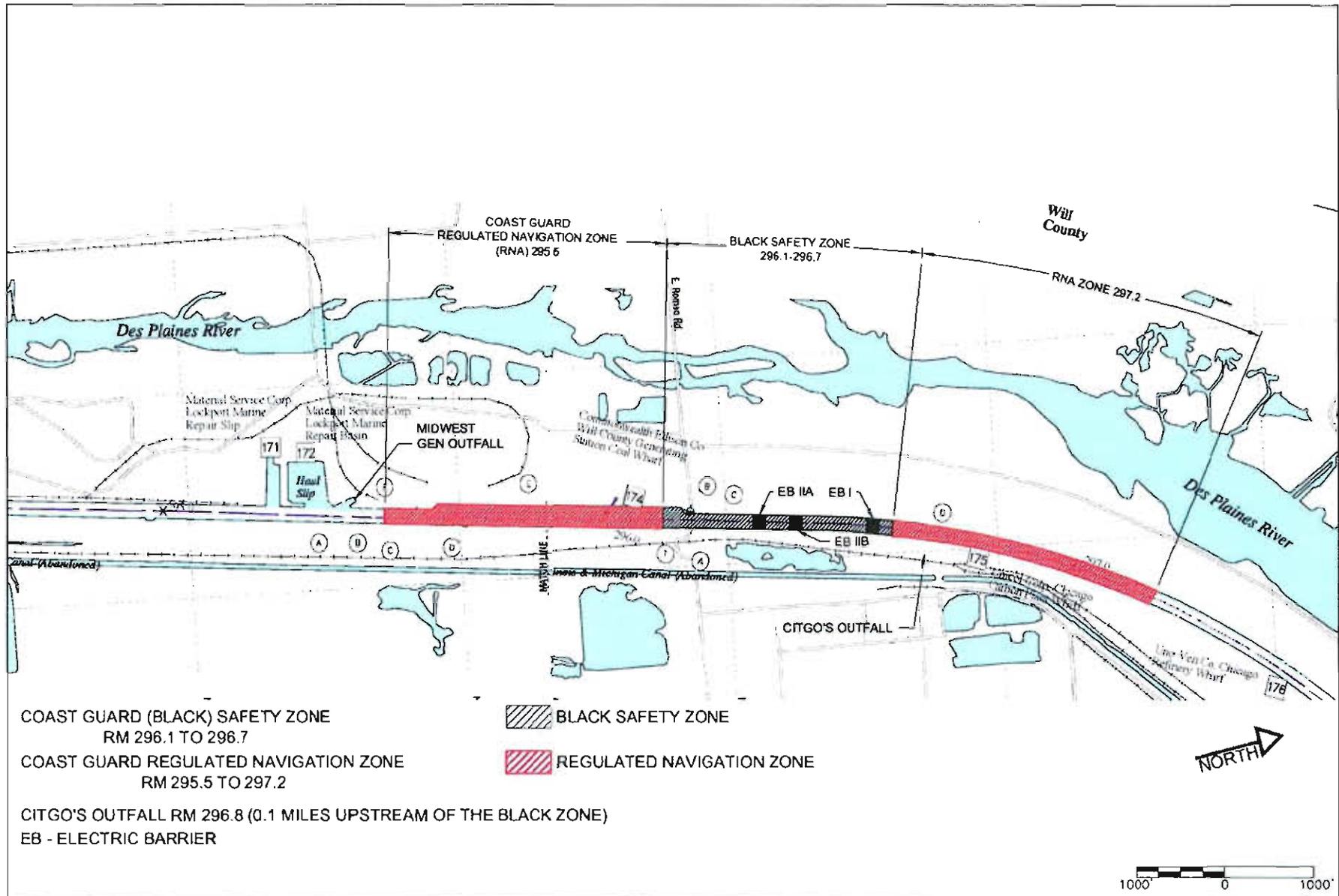
greatest need for de-icing practices) justifies special attention to this segment of the CAWS. Such a use category should recognize the existing uses and limitations of the Canal. Since this set of hearings is focused on the proposed uses of the CAWS, I will not go further into the appropriate water quality standards for the Lower Ship Canal. But I would urge the Board to establish a separate use designation for the Lower Ship Canal and examine in another docket the appropriate water quality standards based on the unique conditions of the Lower Ship Canal.

Thank you, this concludes my pre-filed testimony.

A handwritten signature in black ink, reading "James E. Huff", is written over a horizontal line. The signature is cursive and stylized, with a long, sweeping underline that extends to the left and then loops back under the name.

James E. Huff, February 1, 2011

Exhibit A



Testimony of Jim Huff, February 2, 2011, Illinois Pollution Control Board R08-09 (SubdoCKET C).

Exhibit B

Proposed Use C

STANDARD:

303.238 Chicago Area Waterway System Aquatic Life Use C Waters

Waters designated as Chicago Area Waterway System Aquatic Life Use C Waters are not capable of maintaining aquatic-life populations. They have unique physical conditions, flow patterns, and operational controls designed to maintain navigational use, flood control, and drainage functions in deep-draft, steep-walled shipping channels. These waters are also used for controls, such as electric fish barriers and other methods, with respect to preventing invasive species from migrating from the Illinois River system towards Lake Michigan. Finally, these waters are used to take up waters with high chloride levels as a result of de-icing actions. The following waters are designated as Chicago Area Waterway System Aquatic Life Use C waters and must meet the water quality standards of 35 Ill. Adm. Code 302, Subpart D:

- a) The Chicago Sanitary and Ship Canal from River Mile 295.5 to river mile 297.2.

EXPLANATION:

CAWS Aquatic Life Use C waters are utilized in maintaining controls to prevent invasive species, such as Asian carp species, from entering the Great Lakes. In addition, they are artificially constructed or channelized, straight, deep-draft, steep-walled shipping channels with little or no fixed aquatic or overhanging riparian vegetation or other refugia for aquatic life from shipping traffic and predation. They are generally 15 feet or more deep and square or rectangular in cross section. The channel walls are kept in place by sheet piling, concrete, timbers or various combinations of each. Use C waterways are subject to recurring, moderate to severe anthropogenic impacts such as the application of fish poison, the use of electric fish barriers, sediment scouring, wake disturbances of shoreline areas, and rapid changes in water levels and flow velocities; the impacts are attributable primarily to control of invasive species, navigational uses, de-icing and stormwater run-off, and flood control functions.

Exhibit CCHICAGO SANITARY & SHIP CANAL CHLORIDE LEVELS
AT LEMONT (CITGO's WATER INTAKE)

2010		2009		2008		2007	
Date	Chloride (mg/L)	Date	Chloride (mg/L)	Date	Chloride (mg/L)	Date	Chloride (mg/L)
1/1/10	344	1/2/09	342	1/7/08	562	1/1/07	174
1/4/10	350	1/5/09	297	1/11/08	272	1/5/07	156
1/6/10	301	1/9/09	270	1/18/08	270	1/8/07	113
1/8/10	276	1/12/09	300	1/21/08	256	1/12/07	133
1/11/10	223	1/16/09	436	1/25/08	252	1/15/07	250
1/15/10	311	1/19/09	470	1/28/08	514	1/19/07	239
1/18/10	267	1/23/09	331	2/1/08	556	1/22/07	203
1/22/10	297	1/26/09	282	2/4/08	625	1/26/07	384
1/25/10	342	1/30/09	224	2/8/08	896	1/29/07	286
1/29/10	281	2/2/09	298	2/11/08	848	2/2/07	225
2/1/10	310	2/6/09	214	2/15/08	666	2/5/07	227
2/5/10	259	2/9/09	270	2/18/08	489	2/9/07	181
2/8/10	305	2/13/09	402	2/22/08	351	2/12/07	224
2/12/10	283	2/16/09	355	2/25/08	376	2/16/07	181
2/15/10	833	2/20/09	310	2/29/08	299	2/19/07	695
2/19/10	446	2/23/09	344	3/3/08	460	2/23/07	549
2/26/10	648	2/27/09	376	3/7/08	398	2/26/07	600
3/1/10	559	3/2/09	255	3/10/08	304	3/2/07	734
3/3/10	580	3/6/09	881	3/14/08	333	3/5/07	616
3/5/10	528	3/9/09	167	3/17/08	316	3/9/07	395
3/8/10	422	3/13/09	198	3/21/08	301	3/12/07	250
3/12/10	343	3/16/09	237	3/24/08	294	3/16/07	350
3/19/10	536	3/20/09	252	3/28/08	388	3/19/07	340
3/22/10	261	3/23/09	249	3/31/08	413	3/23/07	281
3/22/10	261	3/27/09	245	4/4/08	333	3/23/07	281
3/26/10	259	3/30/09	237	4/7/08	328	3/26/07	415
3/29/10	285	4/3/09	225	4/11/08	275	3/30/07	258
4/2/10	266	4/6/09	228	4/14/08	247	4/2/07	252
4/5/10	246	4/10/09	210	4/18/08	158	4/6/07	236
4/9/10	187	4/13/09	231	4/21/08	266	4/9/07	232
4/12/10	192	4/17/09	214	4/25/08	251	4/13/07	214
4/16/10	210	4/20/09	240	4/28/08	242	4/16/07	242
4/19/10	215	4/24/09	218	5/2/08	224	4/20/07	259
4/23/10	218	4/27/09	220	5/5/08	90	4/23/07	241
4/26/10	191	5/1/09	155	5/9/08	220	4/27/07	136
4/30/10	197	5/4/09	174	5/12/08	172	4/27/07	136
5/3/10	196	5/8/09	204	5/16/08	172	4/30/07	169
5/7/10	177	5/11/09	187	5/19/08	174	5/4/07	176
5/10/10	165	5/15/09	205	5/23/08	213	5/7/07	215
5/14/10	143	5/18/09	119	5/26/08	204	5/11/07	202
5/17/10	129	5/22/09	155	5/30/08	170	5/14/07	200
5/21/10	234	5/25/09	189	6/2/08	183	5/18/07	191
5/24/10	252	5/27/09	191	6/6/08	163	5/21/07	180
5/28/10	131	5/29/09	349	6/9/08	133	5/23/07	188
5/31/10	336	6/1/09	142	6/13/08	130	5/25/07	170
6/4/10	100	6/5/09	156	6/16/08	157	5/28/07	187
6/7/10	132	6/8/09	159	6/20/08	165	6/1/07	150
6/11/10	127	6/12/09	168	6/23/08	175	6/4/07	138
6/14/10	143	6/15/09	120	6/27/08	171	6/8/07	145
6/18/10	104	6/19/09	115	6/30/08	110	6/11/07	148
6/21/10	457	6/22/09	108	7/4/08	144	6/15/07	144
6/25/10	197	6/24/09	132	7/7/08	154	6/18/07	141
6/28/10	100	6/26/09	197	7/11/08	156	6/22/07	110
7/2/10	580	6/26/09	120	7/14/08	124	6/25/07	119
7/5/10	143	6/29/09	130	7/18/08	135	6/29/07	108
7/12/10	123	7/3/09	84	7/21/08	105	7/2/07	108
7/16/10	122	7/6/09	111	7/25/08	110	7/6/07	115
7/19/10	435	7/10/09	108	7/28/08	111	7/9/07	100
7/23/10	158	7/13/09	116	8/1/08	111	7/13/07	104
7/26/10	100	7/17/09	118	8/4/08	99	7/16/07	103
7/30/10	146	7/20/09	110	8/8/08	109	7/20/07	108
8/2/10	109	7/24/09	104	8/11/08	101	7/23/07	114

Exhibit C

**CHICAGO SANITARY & SHIP CANAL CHLORIDE LEVELS
AT LEMONT (CITGO's WATER INTAKE)**

2010		2009		2008		2007	
Date	Chloride (mg/L)	Date	Chloride (mg/L)	Date	Chloride (mg/L)	Date	Chloride (mg/L)
8/6/10	554	7/27/09	106	8/15/08	100	7/27/07	99
8/9/10	116	7/31/09	99	8/18/08	99	7/30/07	105
8/13/10	110	8/3/09	100	8/22/08	90	8/3/07	102
8/16/10	503	8/7/09	88	8/25/08	140	8/6/07	102
8/20/10	116	8/10/09	103	8/29/08	126	8/10/07	90
8/23/10	122	8/14/09	90	9/1/08	90	8/13/07	101
8/27/10	102	8/17/09	89	9/5/08	77	8/17/07	99
8/30/10	105	8/21/09	91	9/8/08	88	8/20/07	111
9/3/10	620	8/24/09	85	9/12/08	112	8/24/07	92
9/6/10	80	8/28/09	73	9/15/08	140	8/27/07	88
9/10/10	83	8/31/09	77	9/19/08	110	8/31/07	115
9/13/10	293	9/4/09	100	9/22/08	138	9/3/07	105
9/17/10	89	9/7/09	96	9/26/08	116	9/7/07	101
9/20/10	105	9/11/09	86	9/29/08	89	9/10/07	91
9/24/10	83	9/14/09	88	10/3/08	96	9/14/07	89
9/27/10	445	9/16/09	88	10/6/08	106	9/17/07	94
10/1/10	596	9/18/09	83	10/10/08	86	9/21/07	87
10/4/10	95	9/21/09	86	10/20/08	115	9/24/07	100
10/8/10	89	9/25/09	85	10/24/08	124	9/28/07	105
10/11/10	691	9/28/09	80	10/27/08	119	10/1/07	101
10/15/10	96	10/2/09	79	10/31/08	127	10/5/07	99
10/18/10	894	10/5/09	82	11/3/08	145	10/8/07	110
10/22/10	105	10/9/09	94	11/7/08	146	10/12/07	107
10/25/10	106	10/12/09	92	11/10/08	152	10/15/07	107
10/29/10	646	10/16/09	100	11/14/08	115	10/19/07	104
11/1/10	104	10/19/09	100	11/17/08	147	10/22/07	91
11/5/10	107	10/23/09	118	11/21/08	149	10/26/07	103
11/8/10	684	10/26/09	81	11/24/08	154	10/29/07	114
11/12/10	121	10/30/09	121	11/28/08	149	11/2/07	111
11/15/10	870	11/2/09	72	12/1/08	155	11/5/07	122
11/19/10	123	11/6/09	111	12/5/08	133	11/9/07	120
11/22/10	142	11/9/09	158	12/8/08	244	11/12/07	127
11/26/10	111	11/11/09	134	12/12/08	272	11/16/07	130
11/29/10	87	11/13/09	137	12/15/08	277	11/19/07	128
12/3/10	91	11/16/09	151	12/19/08	313	11/23/07	122
12/6/10	111	11/20/09	137	12/22/08	337	11/26/07	100
12/10/10	295	11/23/09	133	12/26/08	448	11/30/07	103
12/13/10	177	11/27/09	145	12/29/08	385	12/7/07	261
12/17/10	316	11/30/09	119			12/10/07	717
12/20/10	316	12/4/09	119			12/14/07	654
12/24/10	259	12/7/09	143			12/17/07	404
12/27/10	326	12/9/09	144			12/21/07	998
12/31/10	525	12/11/09	286			12/24/07	614
		12/14/09	275			12/28/07	488
		12/18/09	301			12/31/07	412
		12/21/09	259				
		12/25/09	412				
		12/28/09	424				
Average	273	187	231	214			
Maximum	894	881	896	998			

CERTIFICATE OF SERVICE

I, the undersigned, certify that on this 2nd day of February, 2011, I have served electronically the attached Pre-Filed Testimony of James E. Huff, P.E., accompanying Attachments, and Notice of Filing upon the following person:

John Therriault, Clerk
Pollution Control Board
James R. Thompson Center
100 West Randolph Street - Suite 11-500
Chicago, IL 60601

and by U.S. Mail, first class postage prepaid, to the following persons:

Marie Tipsord, Hearing Officer
Illinois Pollution Control Board
James R. Thompson Center
100 W. Randolph St., Suite 11-500
Chicago, IL 60601

Deborah J. Williams, Assistant Counsel
Stefanie N. Diers, Assistant Counsel
Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

The participants listed on the attached
SERVICE LIST



Ariel J. Teshar

SERVICE LIST

Frederick M. Feldman, Esq.
Louis Kollias
Margaret T. Conway
Ronald M. Hill
Metropolitan Water Reclamation District
100 East Erie Street
Chicago, IL 60611

Roy M. Harsch
Drinker Biddle & Reath
191 N. Wacker Drive, Suite 3700
Chicago, IL 60606-1698

Claire Manning
Brown Hay & Stephens LLP
700 First Mercantile Bank Blvd.
205 S. Fifth St., P.O. Box 2459
Springfield, IL 62705-2459

Fredric Andes
Erika Powers
Barnes & Thornburg
1 N. Wacker Dr., Suite 4400
Chicago, IL 60606

James L. Daugherty-District Manager
Thorn Creek Basin Sanitary District
700 West End Avenue
Chicago Heights, IL 60411

Andrew Armstrong
Matthew J. Dunn-Chief
Susan Hedman
Office of the Attorney General
Environmental Bureau North
69 West Washington Street, Suite 1800
Chicago, IL 60602

Bernard Sawyer
Thomas Grant
Metropolitan Water Reclamation District
6001 W. Pershing Road
Cicero, IL 60650-4112

Lisa Frede
Chemical Industry Council of Illinois
1400 E. Touhy Ave.
Suite 110
Des Plaines, IL 60018

Alec M. Davis
Katherine D. Hodge
Matthew C. Read
Monica T. Rios
N. LaDonna Driver
Hodge Dwyer & Driver
3150 Roland Avenue
P.O. Box 5776
Springfield, IL 62705-5776

Tracy Elzemeyer
American Water Company
727 Craig Road
St. Louis, MO 63141

Electronic Filing - Received, Clerk's Office, February 2, 2011

Jessica Dexter
Albert Ettinger
Environmental Law & Policy Center
35 E. Wacker Dr.
Suite 1600
Chicago, IL 60601

Keith Harley
Elizabeth Schenkier
Chicago Legal Clinic, Inc.
205 W. Monroe St., 4th Floor
Chicago, IL 60606

Robert VanGyseghem
City of Geneva
1800 South St.
Geneva, IL 60134-2203

Frederick D. Keady, P.E.-President
Vermillion Coal Company
1979 Johns Drive
Glenview, IL 60025

Cindy Skrukrud
Jerry Paulsen
McHenry County Defenders
132 Cass Street
Woodstock, IL 60098

Mark Schultz
Navy Facilities and Engineering Command
201 Decatur Avenue Building 1A
Great Lakes, IL 60088-2801

W.C. Blanton
Husch Blackwell Sanders LLP
4801 Main St., Suite 1000
Kansas City, MO 64112

Irwin Polls
Ecological Monitoring and Assessment
3206 Maple Leaf Drive
Glenview, IL 60025

Dr. Thomas J. Murphy
2325 N. Clifton St.
Chicago, IL 60614

James E. Eggen
City of Joliet,
Director of Public Works & Utilities
921 E. Washington St.
Joliet, IL 60431

Cathy Hudzik
City of Chicago
Mayor's Office of Intergovernmental Affairs
121 N. LaSalle St., Room 406
Chicago, IL 60602

Kay Anderson
American Bottoms
One American Bottoms Road
Sauget, IL 62201

Stacy Meyers-Glen
Openlands
25 E. Washington, Suite 1650
Chicago, IL 60602

Jack Darin
Sierra Club, Illinois Chapter
70 E. Lake St., Suite 1500
Chicago, IL 60601-7447

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Beth Steinhorn
2021 Timberbrook
Springfield, IL 62702

Bob Carter
Bloomington Normal Water Reclamation
P.O. Box 3307
Bloomington, IL 61711

Lyman Welch
Alliance for the Great Lakes
17 N. State Street, Suite 390
Chicago, IL 60602

Tom Muth
Fox Metro Water Reclamation District
682 State Route 31
Oswego, IL 60543

James Huff-President
Huff & Huff, Inc.
915 Harger Road, Suite 330
Oak Brook, IL 60523

Susan Charles
Thomas W. Dimond
Ice Miller LLP
200 West Madison Street, Suite 3500
Chicago, IL 60606

Kenneth W. Liss
Andrews Environmental Engineering
3300 Ginger Creek Drive
Springfield, IL 62711

Vicky McKinley
Evanston Environment Board
223 Grey Avenue
Evanston, IL 60202

Traci Barkley
Prairie Rivers Network
1902 Fox Drive Suite 6
Champaign, IL 61820

Jamie S. Caston
Marc Miller
Office of Lt. Governor
Room 414 State House
Springfield, IL 62706

Kristy A.N. Bulleit
Brent Fewell
Hunton & Williams LLC
1900 K Street, NW
Washington, DC 20006

Ann Alexander
Senior Attorney
Natural Resources Defense Council
2 N. Riverside Plaza, Suite 2250
Chicago, IL 60606

Susan M. Franzetti
Nijman Franzetti LLP
10 South LaSalle St.
Suite 3600
Chicago, IL 60603

Mitchell Cohen
Illinois DNR, Legal
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62705-5776

Elizabeth Wallace
Andrew Armstrong
Office of the Attorney General
Environmental Bureau North
69 West Washington Street, Suite 1800
Chicago, IL 60602