



Crawford Generating Plant (CGP)



Crawford Generating Plant (CGP) Fugitive Dust Control Plan



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1.0 Site Description and Project Overview

The +/-69.89 acre site is located at 3501 S. Pulaski Road approximately $\frac{1}{4}$ mile north of the I-55 interchange. The site was formerly a coal fired power plant constructed in 1924 and decommissioned in 2012. The site is located in the Little Village Industrial Corridor and is adjacent to the Chicago Sanitary and Shipping Canal. The facility will be constructed due to market demand for warehouse distribution, e-commerce, light manufacturing, and other logistics tenants.

Initial activities at the Site will include the installation of temporary fencing and the remediation and abatement of external structures, followed by the remediation and abatement of the main structures. Ultimately, the main structure demolition will include provisions for backfill and run time coincident with construction activities, including extensive earthwork.

The site redevelopment will consist of a 1-story, 40' clear height, slab-on-grade distribution center. The preliminary plans show the footprint of the building is approximately 992, 904 SF while it is understood that top of finished floor (FF) is set at elevation +17.50 CCD. This will require fills of between 1 (one) to 11 (eleven) feet, with cuts anticipated in bermed areas. Load bearing reinforced pre-cast concrete wall panels will be provided to all exterior walls. The clear height at perimeter docks will be approximately 37'-0" and the interior bays at 40'-0". The building shell will be constructed of precast concrete walls on structural footings, interior structural steel system, metal deck with 60 mil EPDM roof system, and cast-in-place reinforced concrete slab-on-grade. The preliminary plan shows 15,000 SF of proposed office space area.

Two (2) entrance drives are planned at Pulaski Road at 36th St and 35th Pl and a third entrance is proposed at O'Connor Street to the north. The main truck entrance is proposed at 36th Street to promote facility vehicles to travel towards the Interstate 55 and Pulaski Road interchange. There are two proposed guard houses at the proposed entrances on Pulaski Road and potentially a third if needed at the O'Connor Street entrance. The site and building are designed for one hundred (100) loading berths, seventy-three (74) future loading berths, three hundred and fifteen (315) trailer parking positions, three hundred and twenty-four (324) initial employee parking spaces, and two hundred and ten (210) future employee parking spaces.

Loading berths and trailer parking are planned along the east and west sides of the building with employee parking areas generally at the north and south sides near the office entrances. The truck courts, aprons, drive aisles, employee parking, and multi-use path will be constructed with asphalt or concrete. Enhanced infrastructure improvements will include the restoration and improvement of the public way adjacent to the property which includes pavement markings, parkway landscaping, signal upgrades, etc. A new 8-foot wide multi-use/ bike path will be constructed in the Pulaski corridor east of the current planters. Ground improvements will be implemented at the northwest corner of the proposed building.

1.0 Site Description and Project Overview (cont.)

Several sustainability initiatives will be incorporated into the design of the project such as a complete interior and exterior LED lighting system, high-efficiency plumbing fixtures, 30% of the roof constructed to support solar panels, and infrastructure will be constructed to support future electric vehicles. An extensive native landscaping plan will include 669 trees and 430 shrubs as well as bioswales along the west side of the site.

2.0 Dust Control Approach

JEI/MTS will act as site safety officer (SSO) and have been contracted through Exchange 55 demolition contractor (MCM). JEI/MTS have prepared this Fugitive Dust Control Plan (Plan) to identify the measures that will be taken to reduce the potential for dust originating from demolition of existing structures and concrete crushing. This Plan will be implemented in conjunction with the standardized requirements for demolition activities. A Site Layout Map is provided and included as Figure 2.

Control of dust will be a top priority during the project. The primary equipment for dust control will be the use of water trucks with a spray bar and hose(s) along with misting blowers (only potable water will be used for dust control purposes). The Plan will be implemented to ensure strict compliance with customary and commercially-reasonable standards for demolition activities of this nature and extent.

3.0 Potential Dust Generation Activities and Proposed Controls

Dust control methods will vary based on the activities occurring at the Site. On site activities which have the potential to generate dust, and the respective dust control measures, are described in the summary list below contained in Figure 1.

Figure 1: Specific Fugitive Dust Control Plan Matrix

| Potential Source | Applicable Dust Control Method | Schedule/Rate of Application | Contingency Plan |
|------------------|---|---|--|
| Demolition | <ul style="list-style-type: none"> Avoid Activity During High Winds¹ Direct Wetting² | <ul style="list-style-type: none"> Daily | <ul style="list-style-type: none"> Utilize Additional Misters as Necessary |
| Tracking | <ul style="list-style-type: none"> Water Roads Control Haul Routes Control Truck Speeds | <ul style="list-style-type: none"> Daily | <ul style="list-style-type: none"> Utilize Tire Washing Station Utilize Street Sweeper |
| Stockpiles | <ul style="list-style-type: none"> Cover Piles Water Piles | <ul style="list-style-type: none"> As needed | <ul style="list-style-type: none"> Place Mister Over Pile |
| Crushing | <ul style="list-style-type: none"> Pre-wet Concrete Pile. Avoid Activity During High Winds¹ Use Mister Near Work | <ul style="list-style-type: none"> As needed | <ul style="list-style-type: none"> Cover Crushed Material |
| Excavation | <ul style="list-style-type: none"> Pre-Wet Soil Avoid Activity During High Winds¹ Maximize Time Between Cuts Reduce Size of Cuts | <ul style="list-style-type: none"> As needed | <ul style="list-style-type: none"> Post Wetting Scheduling with Weather |

Notes:

1. High Wind is defined as winds in excess of 30MPH
2. Direct Wetting is defined as application of water directly on dust source point.

Figure 2: Site Layout and Structure Identification





4.0 Record of the Material

Daily record keeping of the amount of material, in tons or cubic yards that has been removed or delivered will be maintained onsite by SSO. These records will include the number of trucks leaving the facility, including empty trucks, and all manifests or shipping documents of regulated materials.

5.0 Emergency Contact List

In the case of a fugitive dust event and where operational activities have been suspended, utilize the following emergency contact lists to inform the necessary personnel of the incident.

| Emergency Contact List | | |
|-------------------------------|----------------------|----------------|
| Individual | Position | Phone |
| Clarence LaMora | President – MTS | (301) 748-5887 |
| Dr. Ralph Blessing | Vice President – MTS | (570) 600-8848 |