



April 29, 2022

Mr. Renante Marante
City of Chicago
Department of Public Health
333 South State Street, 2nd Floor
Chicago, Illinois 60604

**Re: Packers Recycling and Transfer Facility
City of Chicago Transfer Station Facility Permit
Transfer Station Permit Modification - Long Form Application
CEC Project 130-134**

Dear Mr. Marante:

On behalf of Lakeshore Recycling Systems, LLC and Oscar (IL), LLC, this letter and attachments are submitted as a request to modify the Transfer Station Facility permit from the City of Chicago Department of Public Health regarding the Packers Recycling and Transfer Facility (formerly Exchange Recycling and Transfer Facility) at 2141 South Packers Avenue (formerly 1300 West Exchange Avenue) in Chicago, Illinois (site).

The site is seeking to modify the facility boundary and design, including demolishing the existing facility and redeveloping the site with a new, state-of-the-art transfer and recycling building. The facility will accept municipal solid waste, construction and demolition waste, and single-stream recyclable material. We believe the site will be a unique facility in the Chicagoland area and will help the City of Chicago meet the State of Illinois performance standards with regard to recycling mandates and the reduction of landfill waste.

This long form application includes the information required by the rules and regulations for landfills, liquid waste handling facilities, and transfer stations operated within the City of Chicago. We understand that the City of Chicago no longer requests hard copies so this application is being submitting electronically via email only.

Mr. Renante Marante - City of Chicago
Transfer Station Long Form Application
CEC Project 130-134
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If you have any questions or comments regarding this submittal, please feel free to contact me at (630) 963-6026.

Very truly yours,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.



Scott A. Dawson, P.G., R.G.
Project Manager



John E. Hock, P.E.
Vice President

Enclosure

cc: Mr. Richard Golf, Lakeshore Recycling Services, LLC (*electronic delivery*)
Mr. Steve Schilling, Lakeshore Recycling Services, LLC (*electronic delivery*)
Mr. John Koty, Sandman, Inc. (*electronic delivery*)

**LONG FORM PERMIT APPLICATION
CITY OF CHICAGO TRANSFER STATION FACILITY PERMIT**

**PACKERS RECYCLING AND TRANSFER
2141 SOUTH PACKERS AVENUE
CHICAGO, ILLINOIS**

**Prepared For:
CITY OF CHICAGO
DEPARTMENT OF PUBLIC HEALTH
333 SOUTH STATE STREET, 2ND FLOOR
CHICAGO, ILLINOIS 60604**

**Prepared By:
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS**

CEC Project 130-134

APRIL 2022



Civil & Environmental Consultants, Inc.

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1.0 INTRODUCTION

The Packers Recycling and Transfer facility (formerly Exchange Recycling and Transfer Facility) at 2141 South Packers Avenue (formerly 1300 W. Exchange Avenue) in Chicago, Illinois (site) most recently received its transfer station facility permit from the City of Chicago Department of Public Health (CDPH) on October 8, 2014. The site is currently permitted to receive up to 500 tons per day of construction and demolition (C&D) debris in an existing C&D tipping block shed. Upon the development of an MSW building within a separate existing site structure, the site may also receive up to 1,200 tons per day of municipal solid waste (MSW). The MSW building has not yet been developed, so the site currently recycles and transfers construction and demolition debris only.

The site is seeking to increase the facility boundary from 8.5 acres to 9.825 acres. The site is also seeking to modify the facility design, including demolishing the existing buildings and redeveloping the site with a new, state-of-the-art transfer and recycling building, scale operations and security building, and all new infrastructure. The facility will accept municipal solid waste, C&D, and single-stream recyclable material. We believe the site will be a unique facility in the Chicagoland area and will help the City of Chicago meet the State of Illinois performance standards with regard to recycling mandates and the reduction of landfill waste.

This long form application includes the information required by the Rules and Regulations for Landfills, Liquid Waste Handling Facilities and Transfer Stations Operated Within the City of Chicago (Rules). Each of the items in Section 3.1 and Section 12.0 of the Rules is provided and is numbered consistent with the Rules.

2.0 APPLICANT AND FACILITY INFORMATION

This section of this long form application contains the information required by Section 3.1 and Section 12.1 through 12.3 of the Rules. Each of the items is numbered consistent with the Rules.

3.1.2.2 Applicant Summary

Applicant/owner: Oscar (IL), LLC
Peter Bates - Managing Director

Company address: Oscar (IL), LLC
50 Rockefeller Plaza
New York, New York 10020
Contact Person: Peter Bates
Phone: 212-492-1129

Site identification: Packers Recycling and Transfer
4121 South Packers Avenue
Chicago, Illinois 60609-2426

3.1.2.3 Facility Summary

Operator: Lakeshore Recycling Systems, LLC
3152 South California Avenue
Chicago, Illinois 60608
Phone: 773-579-1200

Site location: Packers Recycling and Transfer
4121 South Packers Avenue
Chicago, Illinois 60609-2426

Waste Types and Sources

The site will accept non-hazardous MSW, non-hazardous C&D, and single-stream recyclable (SSR) materials.

C&D includes bricks, concrete, and other masonry materials; soil; rock; wood, including painted, treated and coated wood and wood products; wall coverings; plaster; drywall; plumbing fixtures; non-asbestos insulation; roofing shingles and other roof coverings; reclaimed asphalt pavement; glass; plastics; cardboard materials; electrical wiring, and piping or metals incidental to any of

those materials, and other similar non-putrescible materials resulting from the construction, remodeling, repair and demolition of utilities, structures, buildings, and roads.

MSW includes garbage; household waste; commercial/retail waste; institutional waste; industrial lunchroom and office waste; landscape waste from residential, commercial, and industrial customers; dry commercial and industrial wastes; packing materials; and white and brown papers.

SSR includes paper, plastic, glass, and all other related material from residential, commercial or industrial recycling programs.

Daily Quantity

The site may accept:

- No more than a monthly average of 500 tons per day of C&D, not to exceed 182,500 tons per year;
- No more than a monthly average of 1,200 tons per day of MSW, not to exceed 438,000 tons per year; and
- No more than a monthly average of 700 tons per day of SSR, not to exceed 255,500 tons per year.

Estimated Daily Traffic

The estimated daily inbound and outbound traffic, including peak times, is provided in the traffic evaluation in Appendix L.

Number of Employees

The total number of current employees at the facility is approximately seventeen. The number of employees with this expansion will be 140 (seventy employees per shift x two shifts) as shown below.

- SSR recycling - twenty-nine total:
 - Twenty-five people for system operation of presort and quality control;
 - One system operator;
 - One baler operator;
 - One forklift operator; and
 - One excavator operator at the infeed.

- C&D recycling - thirty total:
 - Twenty-eight sorting labor;
 - One system operator; and
 - One excavator operator at the infeed.

- Waste transfer - two total:
 - One loader operator at the transfer pit; and
 - One loader operator at floor transfer and C&D bins purge.

- Warehouse - two total:
 - One operator; and
 - One forklift operator.

- Transfer station general - seven total:
 - Two backup systems operators and equipment operators;
 - Two skid steer operators; and
 - Three utility, cleanup, and miscellaneous material handling.

Zoning district

The current zoning is PMD-8 with special use approval to operate as a solid waste transfer station C&D sorting facility, and recycling facility.

Description of Operations

The site will receive previously described waste materials for either transfer or recycling, depending upon content and market. Transferred materials are taken to landfill sites, and sorted recyclables are taken to alternative destinations. Recyclables will be inventoried on-site until adequate volumes are accumulated to make transportation cost effective.

Operating Hours

The site operating hours will be twenty-four hours per day, seven days per week; however, the site closes for at least one hour per day to perform required daily cleaning activities.

Site Safety Overview

The following is an overview of the safety program at the site.

- Check-in and escort procedures: Signage will be posted in prominent locations to direct all non-employees visiting the facility to check in at the scale operations building, and any visitors on the site will be escorted at all times by facility personnel.
- Personal protective equipment: All visitors to the facility will be provided with safety glasses and a hardhat that will be worn at all times during the facility visit.
- Potential hazards: The greatest single hazard at the facility stems from the volume of truck and heavy equipment traffic. Another potential hazard is that of loose or slippery material on the concrete surfaces or material sliding down the slope of a stockpile.
- Evacuation procedures: In case of an emergency evacuation, visitors will be returned to the scale operations building, escorted to their car, and accompanied until they are safely out of harm's way.
- Other safety procedures: Caution will be exercised when moving in near proximity to fixed equipment used in the sorting and separating processes because the machinery is large with visibility limitations, making it potentially dangerous to a casual observer.

Fees

Appendix A contains the appropriate fee of \$2,500 as required by Section 11-4-1527 of the Municipal Code of Chicago.

Professional Engineer

This application was prepared under the direction of a professional engineer. Appendix B contains the name, address, registration number, and seal and signature of the professional engineer.

Demonstration of Financial Security

A copy of the irrevocable standby letter of credit in favor of the City of Chicago in the amount of \$100,000 is included in Appendix C.

3.0 DESIGN, LOCATION AND OPERATIONS INFORMATION

This section of this long form application contains the information required by Section 12.4 through 12.6 of the Rules. Each of the items is numbered consistent with the Rules.

12.1 Owners Authorization

The current facility boundary is approximately 8.5 acres. The modified facility boundary is approximately 9.825 acres. Please find in Appendix D, copies of the Illinois Environmental Protection Agency (IEPA) general application for permit (Form LPC-PA1) and certification for operating a waste management facility (Form 39(i)) that have been signed by Oscar (IL), LLC as property owner, authorizing the use of the modified property boundary as an MSW transfer station that were submitted to the IEPA in March 2022.

12.2 Property Taxes

Appendix E contains a copy of the most recent tax bills marked paid by the Cook County Treasurer's office for the 9.825 acre modified facility boundary. Parcel identification numbers: 20-05-102-011, 20-05-102-012, 20-05-102-019, 20-05-102-023, 20-05-102-024, 20-05-102-025, 20-05-102-027, 20-05-102-046, 20-05-106-001, 20-05-106-003, 20-05-106-006, 20-05-106-007, 20-05-106-008, and 20-05-500-002. Each of the listed parcel identification numbers corresponds to those listed on the updated plat of survey provided in Drawings.

12.3 Special Use

Appendices F.1 and F.2 contain a copy of the 2008 and 2012 special use zoning approvals, respectively, for use of the property as a transfer station. The meeting minutes from the additional approvals received by the City of Chicago Zoning Board of Appeals (ZBA) on October 15, 2021 are provided in Appendix F.3. We will addend this application with the final ZBA approval once received.

12.4 Design Report

The site is currently permitted to receive up to 500 tons per day of C&D waste and 1,200 tons per day of MSW, and the new facility proposed for the site is designed to efficiently manage a substantially greater volume, including SSR recyclable material.

The site will have multiple transfer and recycling operations occurring simultaneously in an integrated manner, including the following:

- C&D recycling;

- MSW transfer;
- SSR recycling;
- Warehousing of separated/baled recyclable material; and
- Bin storage of separated bulk recyclable C&D derived materials.

Each area is shown on Drawing 1. Existing site structures will be razed and the site will be re-graded as necessary. Facility waste processing and recycling operations will be located inside a proposed new 139,500-square-foot industrial building covering approximately 3.2 acres. The building is segregated into several operational units, including waste transfer, C&D recycling, SSR recycling, commodities warehousing and shipping, and labor support facilities. Waste material for transfer will generally be accumulated in the central portion of the building for transfer via the drive through loading pit. Material loading will also occur as part of the warehouse operations, and at the bin storage of separated bulk C&D derived recyclable material and within the building via floor loading, if necessary.

C&D recycling will occur via floor scalping and manual sorting. C&D material will be loaded into “hopper” with a screen and be transferred on to a conveyor. The conveyor will transport the material up to the sorting line and present the material to the labor force. The labor force will remove designated components including old corrugated cardboard (OCC), wood, brick, metal, and concrete and drop the material through chutes into holding bins. Material will be removed from each bin as necessary and live loaded into dump trailers or transported to the outside concrete-block holding bins.

SSR sorting will occur via manual and automated sorting. SSR material will be loaded into a large volume feeder which will control the rate of material deposited onto a conveyor. The conveyor will transport the material up to the pre-sorting line and present the material to the labor force. The labor force will remove designated components that can cause operational issues with the automated equipment including bag material, plastic film, shredded paper, bulky plastic, and bulky metals. These materials will be dropped through chutes into a bin. Material will be removed from each bin as necessary. Material that passes through the pre-sorting line will be separated using a variety of automated equipment into specific material types such as OCC, mixed paper, various types of containers to include ferrous, non-ferrous, various grades of plastics, and fines/glass.

The site plan also includes a scale house, installation of facility scales, and the installation of a below grade storm water detention structure. The site design is discussed further below.

Proposed Transfer Station Building

The proposed building will consist of an approximately 139,500-square-foot one-level, rectangular, pre-engineered steel frame building. The roof and walls of the building will be metal

clad with long life panels. The waste transfer tipping floor will be situated at approximately ground level with a drive through loading pit approximately 8 feet lower than the tipping floor. Axle scales will be installed in the loading pit to weigh the transfer trailers as they are being loaded.

The tipping floor will be slab-on-grade reinforced concrete. The tipping floor will be gently sloped inward to contain any wastewater (e.g., water from pressure washing the floor). The transfer station floor elevations are designed such that the highest elevation will be at the building line with a downward slope both into and out of the building.

To facilitate the efficient staging of incoming waste, an approximately 12-foot tall steel barrier wall will be constructed in various locations along the perimeter and in the interior of the transfer station building. Multiple framed openings of varying widths will be provided for ingress-egress.

Access Roads and Interior Traffic Circulation

Access to the proposed transfer station property will be provided by a two-way access road located along the west perimeter of the facility extending from Packers Avenue. The access drive will accommodate two lanes of traffic. On-site access has been designed to accommodate various vehicles entering and exiting the site, including employee vehicles, single-unit waste collection vehicles, semi-trailer transfer vehicles, and emergency vehicles.

Collection vehicles will enter the site and proceed north to the inbound truck scale located along the west perimeter of the transfer station facility. At the scale, each incoming disposal vehicle will be weighed and billing information will be obtained from the driver (company, type of waste, origin of waste). Disposal vehicles will then proceed in a clockwise direction to unload in a particular receiving and tipping area of the transfer station building. Once the building access is “clear”, they will proceed forward to the transfer station building and back into the transfer station building to unload. The facility has been designed so that two trucks can unload concurrently in each framed opening (framed openings are 28 feet wide). After unloading, they will proceed in a counterclockwise direction and, if the truck already has measured tare weight, exit the facility. If the truck does not already have a measured tare weight, the vehicle will proceed across the outbound scale to obtain the tare weight, and then exit the facility. The traffic flow pattern for disposal vehicles is shown on Drawing 4.

Transfer trailers will enter the site from the Exchange Avenue (private alley) and proceed to the loading pit. An axle scale will be installed in the loading pit which will have a read out visible to the loader operator. The axle scale and visible read out will allow the transfer trailer to be efficiently filled to capacity without exceeding road weight restrictions. If floor loading is desired (in addition to the loading pit), transfer trailers will be directed to the framed opening along the north perimeter of the building where they will back into the building. After being loaded, the

transfer trailers will exit the loading pit or floor loading area and proceed to the tarping area along the north perimeter to tarp the load, and then exit the facility. The traffic flow pattern for transfer trailers is shown on Drawing 4.

Semi-trailers being loaded with baled commodities will similarly enter the site from the Exchange Avenue and back into the appropriate loading bay. After being loaded, they will proceed east on the Exchange Avenue (private alley) and bypass the loading pit. The semi-trailers will proceed in a counterclockwise direction to the outbound scale to be weighed. After being weighed, they will then exit the facility.

Office and Parking Facilities

The scale house will include a workstation for the scale clerks, an office with records storage, a rest room, and a break room. Paved parking areas will be provided to accommodate the projected number of employees and a select number of visitors at the proposed transfer station.

The design of the facility is provided in various site drawings, which are attached and described further below. The drawings include the following:

Drawing Number	Drawing Name
1	Proposed Site Plan by CEC
2	Proposed Fire Prevention Plan by CEC
3	Proposed Fencing, Gates, Signs and Lighting Plan by CEC
4	Proposed Traffic Flow Plan by CEC
5	Proposed Employee Facilities by CEC
A100	Building Floor Plan by Hutter Architects
A201	Scale House Elevations by Hutter Architects
A200	Building Elevations by Hutter Architects
L100	Landscaping Plan by Hutter Architects
C200	Grading Plan by Landmark Engineering
C300	Utility Plan by Landmark Engineering
Survey No.13-08-012	Plat of Survey and Legal Description by Landmark Engineering
Sheet 1 of 1	Plant Zoning Exhibit by Sandman, Inc.

12.4.1.1 Plot Plan

The site drawings are listed above and demonstrate site boundaries, buildings, access roads, parking areas, and all ancillary structures.

12.4.1.2 Topographic Contours

The topographic contours are provided on the grading plan prepared by Landmark Engineering Corp.

12.4.1.3 Buffer Zone

The site maintains an appropriate “Buffer Zone” consistent with the Chicago zoning ordinance requirements. The site maintains greater than an 800-foot separation between the property boundaries and the nearest residential property, as shown on Figure 3. The property is bordered to the east by an industrial warehouse building; to the south by Exchange Avenue, beyond which is a property occupied by truck parking and a multi-story warehouse building used for rental storage space; to the southwest by a new building housing a chemical manufacturer; to the northwest by property used for truck parking; and to the north by multiple rail tracks belonging to the Norfolk Southern Railroad.

12.4.1.4 Transfer Station Location Standards

The transfer station site location as detailed in this application is consistent with the location standards established in Section 13.0 of the City of Chicago Department of Public Health Waste Handling Facility Regulations. The transfer station will not be located within 800 feet of any school, hospital, nursing home, or convalescent center (see Figure 3). It is not located within the Lake Michigan and Chicago Lakefront Protection District. As shown on Figure 4, the transfer station will not be located with the 100-year flood plain. Based on review of the National Wetlands Inventory database for the area of the transfer station facility, no wetlands exist on the site or within neighboring parcels, and the transfer station cannot have a negative impact on wetlands (see Appendix G).

Based on site inspection and review of the Illinois Department of Natural Resources’ EcoCAT assessment tool, no state-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois nature preserves, or registered land and water reserves were identified in the vicinity of the project location (see Appendix G). The project location and surrounding areas are highly industrialized and developed.

12.4.2 USGS 7.5 Minute Quadrangle Map

Figure 1 indicates the boundaries of the site as well as a one-mile radius around the site.

12.4.3 Aerial Photograph Drawing

The aerial photograph is provided on Figure 2, which is marked to indicate the property boundaries and a one-half-mile radius. Additionally, please find the area-zoning map marked Figure 3, marked to indicate the one half-mile radius. We also provide a flood plain map marked as Figure 4. This map indicates that the site is not near the 100-year floodplain.

12.4.4 General Site Layout

All site facilities to include buildings, fixed equipment, and waste receiving, processing, and staging areas are shown on the drawings, demonstrating storm water and wastewater management systems, and all primary utilities, and water distribution. Drawing 3 demonstrates fences, gates, and signage, and Drawing 4 demonstrates queuing and traffic flow. Drawing 5 demonstrates employee facilities and parking.

12.4.5 & 12.4.6 Survey and Legal Description

The survey and legal description for the expanded facility boundary prepared by Landmark Engineering is provided in Drawings, as Survey No. 13-08-012-V2.

12.4.7 Utilities

12.4.7.1 Utility Plan

Utilities provided to the site include city water and wastewater services, telephone/internet, electricity, and natural gas. These incoming utilities are shown in Drawing C300.

12.4.7.2 Utility Demand

Electricity service is brought to the transfer station as overhead services from the pole system to the south of the site, along Exchange Avenue. The new electric service provided by Commonwealth Edison will consist of a 480V, 3-phase, and 2,500-amp power supply. The site will demonstrate a peak connected running load of approximately 1,700 amps, thus allowing for substantial growth and safety factor.

The natural gas supply is provided by Peoples Energy from an 8-inch medium pressure main located under Exchange Avenue. The transfer station will peak connected gas load requirement at 2,125 million British thermal units, and the service is capable of supporting a delivery pressure of 6-inch water gauge, or a demand of 3,000 million British thermal units.

The water supply service will be installed from the existing 24-inch loop main in Exchange Avenue. The service is installed as an 8-inch service with a delivery capacity of 4,000 gallons per minute. Recent flow tests indicate the main is maintaining a 42-pound-per-square-inch static pressure and a 38-pound-per-square-inch sustained pressure. The maximum demand at the transfer station would be the result of a firefighting effort. The sprinkler system employs a 75 horsepower, 1,000-gallon-per-minute booster pump. The domestic requirement is only approximately 25 gallons per minute.

The sanitary sewer is installed as a 6-inch service and connected to the existing sewer in Packers Avenue. The transfer station has a population equivalent of forty people x 100 gallons per day equals a sanitary loading of 7,000 gallons per day. A 6-inch sewer installed at the design elevations has a continuous flow capacity of 19,800 gallons per hour or 475,200 gallons per day.

The telephone cabling system will be installed to the transfer station and scale operations buildings by AT&T and will be large enough to support all current and future requirements.

12.4.7.3 Utility Capacity

Please find attached “Will-Serve” letters from the utilities marked as Appendix H.

12.4.8 Water Sources

12.4.8.2 Total Amount of Water

The total amount of water available at the transfer station, as defined in 12.4.7.2, is approximately 4,000 gallons per minute, which is more than adequate to support all domestic and firefighting requirements.

12.4.8.3 Delivery Rate

The available delivery rate is approximately 4,000 gallons per minute or 240,000 gallons per hour.

12.4.9 Site Security

12.4.9.1 Access Control

The point of access to the site will be a gated entrance on Packers Avenue at a point just north of 41st Street and through the private alley at Exchange Avenue as discussed in Section 12.4. Egress will be via the same locations onto Packers Avenue. Signage will be placed at the gates to identify the site, operating hours, and a warning to all unauthorized persons. “No Trespassing” signs will be placed along all other overland access points. The site is bordered along the north side by

railroad and a heavy industrial community, to the west by Packers Avenue with truck parking to the northwest and a chemical manufacturer to the southwest, to the south by Exchange Avenue and a rental storage facility, and to the east by an industrial warehouse building.

12.4.9.2 Security Measures

During operating hours all waste collection vehicle traffic entering and leaving the site must pass by the scale operations building, and the building will be positioned and designed to allow full and constant visibility of the driveway. Any unauthorized traffic will be stopped at this point. During non-operating hours the access gate at Packers Avenue will be in a closed and locked position, and a guard will be stationed in the scale operations building. The guard will be required to make walking security rounds in a pre-designated, alternating pattern. Security personnel will be trained in facility firefighting equipment and equipped with portable telephone equipment to allow for emergency communications.

12.4.10 Back-Up-Capacity

12.4.10.1 Capacity Demonstration

The site is designed as a recycling and transfer station; however, the total capacity is dictated by its transfer and transportation capacity. The transfer capacity as discussed in 12.4.12 of this application clearly demonstrates that the transfer station, as equipped, is capable of transferring well in excess of the requested permit volume. The recycling components of the site, while representing a financial benefit to the owner and an environmental benefit to the community, will not affect the transfer station capacity in case of failure.

The heavy equipment staffing of the site, as discussed in 12.4.12.1, is more than adequate to provide for all of the heavy mechanized sorting and transfer requirements of the site. The specific pieces of heavy equipment being specified for use in the site are well supported by the local dealer network, and interchangeable lease or rental equipment is readily available. The outbound transportation of both recycled materials to consumers and end waste materials to landfill sites will be accommodated via contract arrangements with associated companies or brokered transportation services.

12.4.10.2 Waste Removal

One day's waste flow, as requested in this permit application, is 2,400 tons. The waste removal capacity is discussed in the throughput evaluation in Appendix I.

12.4.10.3 Waste Flow Management

The flow of material can easily be maintained in the event of recycling equipment failure by either increasing the amount of unprocessed inventory or simply transferring the inbound material, and the load out transfer capacity can be maintained via rental equipment in the event of heavy equipment failure.

12.4.11 Structures and Fixed Equipment

12.4.11.1 Design

All buildings and structures will be installed in accordance with the design details provided in the permit drawings as well as subsequent drawings developed to illustrate details specific to the buildings' design and construction requirements

All fixed equipment will be manufactured in accordance with a specific request for design and proposal, unless it was a piece of equipment selected for use as manufactured.

12.4.11.2 Capacity Calculations

Waste handling capacity calculations of each transfer station component is provided in Appendix I.

12.4.11.3 Operations and Maintenance

The site will operate on a twenty-four-hour basis, primarily because of the need to service the waste generators on a schedule that compliments their operating hours. The excess process capacity of the transfer facilities will allow for most of the material handling to be accomplished during daylight hours, until business growth dictates the need for additional permit capacity.

The operating schedule will allow ample time to accomplish all necessary maintenance and housekeeping efforts. Periodic maintenance schedules will be developed for all buildings, fixed equipment, and rolling stock in order to ensure that effective inspection and preventative maintenance procedures are implemented to insure continuous availability of all transfer and recycling capacity.

12.4.12 Floor and Storage Capacity

12.4.12.1 Floor Capacity Calculation

A site throughput evaluation discussing tipping floor capacity is provided in Appendix I.

12.4.12.2 Waste Volume Drawings

See Drawing 1 showing the extent of areas designated for wastes or recyclable materials on-site.

12.4.12.3 Peak period inflow

A site throughput evaluation discussing peak period inflow is provided in Appendix I.

12.4.13 Water Drainage

12.4.13.1 Stormwater Design

Please find the attached drawing prepared by Landmark Engineering marked as Drawing C200. The site will be graded to drain to a system of stormwater collection points that will drain to an underground stormwater detention system, designed in accordance with the current City of Chicago stormwater ordinance. Stormwater calculations prepared by Landmark Engineering are attached as Appendix J and indicate that the site requires oversized detention of 145,164 cubic feet of stormwater. The underground detention to be installed will be a Stormtrap System with a design capacity of 145,827 cubic feet. The outflow from the detention system will have a 5.5-inch diameter orifice, controlling the flow rate to the city's sewers.

Best management practices incorporated into this system include catch basins located around the facility that will allow any solids to settle out prior to water reaching the Stormtrap System. The Stormtrap System will allow additional solids to settle out prior to discharge to the city sewers. The entire subsurface stormwater management system is designed to be watertight to prevent infiltration of groundwater.

12.4.13.2 Water Discharge Permits

All storm water will be directed to the City of Chicago combined sanitary and stormwater system.

12.4.13.3 Sewer Authority Approval and Capacity

The receiving sewer system is the City of Chicago combined sanitary and stormwater system. The city will review the sewer service design as a part of the building permit review process and the approval of the building permit will include sewer discharge authority.

12.4.13.4 Wastewater Design

The receiving sewer system is the City of Chicago sanitary and storm water sewer system. The capacity of the 6-inch sanitary service pipe will be 250 gallons per minute.

12.4.14 Traffic

A traffic study for the site is provided in Appendix L.

12.4.14.7 Impact Minimization

Dispatching and traffic scheduling will minimize early morning and late afternoon traffic arriving and departing the transfer station and shift the peak periods to more of a mid-morning and early afternoon timeline. The twenty-four-hour operating permit will also allow for much better distribution of traffic into the night hours.

12.4.15 Parking

12.4.15.1 Employee Parking

The transfer station will employ seventy people during the day and seventy people during the night shift period. These positions provide for the management, operations, production, and maintenance responsibilities. Many of these employees are anticipated to carpool or take public transportation. The parking plan provides for thirty-four employee spaces, which will easily accommodate the full staffing requirement.

12.4.15.2 Trailer Parking Layout

See Drawing 4.

12.4.16 Employee Facilities

The labor support building will house all employee facilities, to include restroom facilities, locker rooms, and break room and vending facilities on the single-floor level. This building is also equipped with an eyewash station and extensive first aid facilities.

12.4.17 Screening

12.4.17.1 Description

The site is bordered along the north side by railroad and a heavy industrial community, to the west by Packers Avenue with truck parking to the northwest and a chemical manufacturer to the southwest, to the south by Exchange Avenue and a rental storage facility, and to the east by an industrial warehouse building.

The property will be fenced, with gates at Exchange Avenue and at the north end of Packers Avenue for ingress/egress. Landscaping, to include native trees, shrubs, and grasses, will be placed

along the fencing on the east side of Packers Avenue between the two gates. It will also be placed on the west side of the Packers Avenue ingress road, from the gate to the employee parking lot, within curbed areas in the parking lot, and in several spots along the eastern property fence, adjacent to the railroad line. The landscaping plan is included in Drawing L100.

12.4.17.2 Design

See Drawings 3 and L100.

12.4.17.3 Effectiveness

The fencing system chosen for this application is the most effective option to provide security as well as a windbreak and litter control device. The transfer station recycling operations take place under roof, which should virtually eliminate any fugitive materials problem. Dry dirt handling or loading operations will be misted with spraying water as required for fugitive dust control.

12.4.18 Buffer Zone

See 12.4.1.3 of this document.

12.4.19 Environmental Assessment

See Appendix G for the environmental assessment prepared for the property dated July 2021 and prepared by Civil & Environmental Consultants, Inc. (CEC). This report concludes that the site currently complies with applicable zoning standards as it pertains to environmental conditions. No recommendations were made by the environmental assessment.

12.5 Operating Plan

12.5.1 Types of Waste

12.5.1.1 Waste Types and Volumes

Wastes by type, volume, and typical composition are as follows (see also Section 3.1.2.3 for additional description of material composition and quantity):

- MSW: 1,200 tons per day;
- C&D waste and recycling: 500 tons per day; and
- SSR recyclables: 700 tons per day.

12.5.1.2 Service Area Description

Waste materials will be sourced from construction, demolition, excavation, and commercial and industrial waste generators. The commercial and industrial generators will be selectively marketed for waste material streams that are suitable to the facility's process capabilities and financial goals.

SSR recyclable materials will be collected and routed to the site for cleaning, separating, and packaging for shipment to consuming mills. It is also assumed that SSR materials will also be delivered by other collection services that do not have the processing capability.

12.5.1.3 Waste Screening Plan

All waste materials entering the site will be monitored for material type and content prior to tipping because of the need to tip in the most appropriate process or handling area. All materials will be identified by waste generator, type of project or business, and visual inspection at the appropriate tipping floor in the transfer station. This practice ensures that the materials are tipped in the most appropriate area and are free of non-permitted materials.

The site will reject materials that are not compatible with the permitting and operations of the proposed transfer station facility. The following wastes, at a minimum, are considered unauthorized and will not be knowingly accepted at the site:

- Hazardous substances (as defined by Section 3.215 of the Environmental Protection Act);
- Hazardous waste (as defined by Section 3.220 of the Environmental Protection Act);
- Special waste (as defined by Section 3.475 of the Environmental Protection Act);
- Potentially infectious medical wastes (as defined by the Environmental Protection Act in Section 3.84);
- Universal waste (as defined by Title 35 of the Illinois Administrative Code Part 733) including batteries, pesticides, mercury-containing equipment and lamps);
- Regulated asbestos containing materials;
- Polychlorinated biphenyls wastes;
- Used motor oil;
- Liquid wastes;
- Source, special, or by-product nuclear materials;
- Radioactive wastes (both high and low level);
- Sludge;
- White goods (incidental white goods received at the proposed transfer station will be segregated and stored for pickup by an off-site recycler);

- Lead-acid automotive batteries (incidental automotive batteries received at the proposed transfer station will be segregated and stored for pickup by an off-site recycler); and
- Used tires (incidental tires received at the proposed transfer station will be segregated and stored for pickup by an off-site recycler).

Rejected materials will be promptly removed and transferred to an appropriate facility for ultimate disposition or, to the extent allowed by law, legally placed back on the vehicle that transported said unauthorized waste to the transfer station facility and sent away from the transfer station facility.

Certain wastes that are not allowed to be transferred to a landfill may be incidental to a load and unable to be attributed to a particular vehicle. These wastes will be managed as follows:

- Batteries will be removed and palletized to be picked up by a secondary processor.
- Yard waste will be separated, staged in the dedicated area along the west perimeter of the building, and taken to a composting facility.
- White goods will be removed and containerized and forwarded to a secondary processor.
- Tires will be removed and accumulated in a container and taken to a secondary processor. No more than fifty tires will be accumulated at any time.

The proposed transfer station facility reserves the right to reject any other materials or loads that are deemed incompatible with site operations. The proposed transfer station facility will deny access to a vehicle for reasons that include, but are not limited to, the following:

- The vehicle is known, or reasonably suspected, to contain unauthorized waste materials.
- The vehicle appears likely to leak or spill material, especially material that is easily windblown or otherwise scattered.
- The vehicle does not appear to be in safe operating condition.
- The vehicle has repeated non-compliance with the site's tarping policy.

12.5.1.4 Unauthorized Wastes Response

An emergency response and reporting plan will be implemented and personnel trained accordingly. A business relationship will be established with an appropriate hazardous materials service organization, and a waste generator notification procedure will be put in place.

12.5.2 Quantity of Waste

12.5.2.1 Average and Peak Quantities

See 12.5.1.1 of this document.

12.5.2.2 Capacity Demonstration

The transfer station will be equipped with inbound and outbound truck weighing scales and computing hardware and software, which provides for all necessary documentation and record keeping.

12.5.3 Devices, Apparatus, Processes

See 12.4.11.1, 12.4.11.2, and 12.4.12.3.

12.5.4 Fire Prevention

12.5.4.1 Safety Measures

All buildings and structures will be primarily noncombustible. Combustible recyclable materials will be stored away from primary buildings, and flammable liquids will be stored in approved systems.

12.5.4.2 Flammable Liquids

A fueling station is installed at the contiguous neighboring property. The fueling station will only be used by the site operator to fuel collection vehicles and on-site equipment. Only employees of the operator will be permitted to operate the fueling station. The vehicle being fueled will be shut off at all times during fueling, and smoking prohibited around the fueling station. Any spills or leaks will be reported to the facility manager immediately so that spill response and cleanup procedures can be initiated, as applicable and as required by federal, state, and local laws.

12.5.4.3 Fire Detection

The transfer and processing buildings will be monitored visually by security personnel after normal operating hours on a station recording system.

12.5.4.4 Fire Suppression Equipment

See Drawing 2, which illustrates the locations of all fire extinguishers, fixed station, and fire hydrants. The transfer building will also be equipped with a sprinkler system.

12.5.4.5 Employee Responsibilities

All employees will be taught basic firefighting techniques and assigned responsibilities accordingly. Emergency telephone numbers will be posted and employees instructed in notification procedures.

12.5.5 Emergency Communications

12.5.5.1 Equipment

The transfer station will be equipped with voice and data communication capability by the local service provider of choice. The site will maintain a radio communications network and constant contact with all drivers for dispatching purposes. The management group maintains communications via a cellular telephone or telephone and radio network.

12.5.5.2 Emergency Authorities

A listing of emergency phone numbers will be posted and maintained to include police, fire, emergency medical, ambulance service, weather reporting, supervision, and general management.

12.5.5.3 Chain of Command

The internal chain of command in the event of an emergency includes:

- General manager;
- Production manager; and
- Dispatcher.

12.5.6 First Aid Equipment

12.5.6.1 Supplies

First aid supplies will include an assortment of bandaging materials, disinfectant, burn treatment eyewash, immobilizing devices, breathing support oxygen, and a transport stretcher or gurney.

12.5.6.2 Equipment Location

First aid stations will be located in the transfer and scale operations buildings.

12.5.6.3 First Aid Trained Employees

First aid training will be provided for the general manager, production manager, maintenance manager, dispatcher, and night shift supervisors.

12.5.7 Rodent/Vector Control

12.5.7.1 Inspection Schedule

A service contract will be in place with a vector control specialist to maintain an effective service program and records are maintained as required.

12.5.7.2 Preventative Measures

The most effective means of rodent control is the elimination or minimization of available food. The MSW portion of the waste stream in this case will be transferred on a daily basis, thus avoiding the presence of a food supply to support a rodent population. All food wastes being developed on site will be properly managed and disposed of in accordance with good housekeeping procedures.

12.5.7.3 Control Measures

See Section 12.5.7.1 of this document.

12.5.8 Odor Control

12.5.8.1 Preventative Measures

Malodors are not expected a problem because of good housekeeping and a constant, rapid turnover of materials, thus minimizing any potential for odor generation. Operations personnel will constantly monitor the site for evidence of odors.

12.5.8.2 Response Measures

If malodors are detected off-site an odor control agent will be employed immediately at the source of odor generation, and the offsite condition will be monitored by transfer station personnel to insure against reoccurrence.

12.5.8.3 Plan for Extremely Noxious Materials

If extremely noxious materials are discovered on-site, they will be identified as quickly as possible and transferred off site to an appropriate treatment facility or disposal site.

12.5.8.4 Prohibiting Malodorous Wastes

If a continuous source of odorous materials is identified, the generator will be contacted and advised that the materials must be effectively treated for odor control or the service will be discontinued and the materials no longer brought to the transfer station.

12.5.9 Vehicles

Vehicle type, quantity, and use:

- Rubber tired articulating loader: three units-processing systems infeed and material transfer.
- Hydraulic excavator equipped with grapples: two units - presorting of waste materials and systems infeed.
- Skid steer loader: two units with grapple buckets floor sorting.
- Spotting tractor: two units -moving and staging trailers on-site.
- Sweeper: one unit constantly servicing the site.
- Water truck: surface watering for dust control.
- Forklift(s) for bale handling, storage, and loading

12.5.9.4 Employee Operators

Each piece of equipment will have one operator assigned. Each loader and excavator used in production will have an operator assigned per shift with two trained backup operators. The heavy equipment operators and supervisors will be trained to operate the spotting tractor.

12.5.9.5 Vehicle Capacity

The loaders are capable of loading 300 cubic yards per hour. The excavators are capable of sorting and or loading 300 cubic yards per hour. The spotting time is an average of seven minutes per vehicle.

12.5.10 Disposal Facilities

Names and locations of waste disposal facilities that are used by the site, routes used to each, with estimated travel distances and times include:

- Lindahl Brothers - 622 East Green Street, Bensenville, Illinois:
Approximately 30.3 miles and 75 minutes.
Monday through Friday 6:00 am to 3:00 pm, and Saturday 6:00 a.m. to 12:00 p.m.
Concrete.

- General Iron - 1909 North Clifton Avenue, Chicago, Illinois:
Approximately 10 miles and 45 minutes.
Monday through Friday 6:00 am to 5:00 pm, and Saturday 6:00 a.m. to 1:00 p.m.
Metals.
- Waste Management - 3301 West 47th Place, Chicago, Illinois:
Approximately 3.4 miles and 15 minutes.
Monday through Friday 6:00 am to 5:00 pm, and Saturday 6:00 a.m. to 1:00 p.m.
Cardboard/paper.
- Land and Lakes - 138th and Cottage Grove, Chicago, Illinois:
Approximately 15 miles and 90 minutes.
Monday through Friday 7:00 am to 4:00 p.m., and Saturday 6:00 a.m. to 1:00 p.m.
Brick.
- Advanced Orchard Hill Landfill - 8290 Highway 251 South, Davis Junction, Illinois:
Approximately 102 miles and 120 minutes.
Monday through Friday 6:00 a.m. to 4:30 p.m., and Saturday 6:00 a.m. to 10:30 p.m.
General waste.
- Antek Madison Plastics USA Ltd - 8822 South Dobson Avenue, Chicago, Illinois:
Approximately 9 miles and 30 minutes.
Monday through Friday 8:00 a.m. to 4:00 p.m.
Plastics
- Reliable Asphalt - 3741 South Pulaski Road, Chicago, Illinois:
Approximately 5.8 miles and 30 minutes.
Monday through Friday 8:00 a.m. to 4:00 p.m.
Concrete.
- Taylor's Wood Shavings - 39717 Kilbourne Road, Wadsworth, Illinois:
Approximately 51 miles and 105 minutes.
Monday through Friday 8:00 a.m. to 4:00 p.m.
Wood.
- Rochelle Landfill - 6513 South Mulford Road, Rochelle, Illinois:
Approximately 88 miles and 120 minutes.
Monday through Friday 6:00 a.m. to 4:30 p.m., and Saturday 6:00 a.m. to 10:30 p.m.
General waste.

- Waste Management/Liberty Landfill - 8635 St Route 16 East, Monticello, Indiana:
Approximately 107 miles and 135 minutes.
Monday through Friday 6:00 a.m. to 5:00 p.m., and Saturday 6:00 a.m. to 1:00 p.m.
General waste.
- Land and Lakes - 123 Northwest Highway, Park Ridge, Illinois:
Approximately 21.3 miles and 75 minutes.
Monday through Friday 6:00 a.m. to 5:00 p.m.
Brick.
- Pure Metal Recycling - 3357 South Justine Street, Chicago, Illinois:
Approximately 1.4 miles and 10 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Steel.
- Southwind RAS-Roofing - 5330 Lawndale Avenue, McCook, Illinois:
Approximately 11 miles and 45 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Roofing.
- Loop Recycling-Outbound - 2401 South Laflin Street, Chicago, Illinois:
Approximately 3.1 miles and 20 minutes.
Monday through Friday 7:00 am to 4:00 pm
Cardboard/paper.
- Winnebago Landfill Company - 8403 Linderwood Road, Rockford, Illinois:
Approximately 94.5 miles and 150 minutes.
Monday through Friday 6:00 am to 4:30 pm
General waste.
- Strategic Material - 10330 South Woodlawn Avenue, Chicago, Illinois:
Approximately 11.8 miles and 45 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Glass.
- Land and Lakes/Willow Ranch - 1371 North Joliet Road, Romeoville, Illinois:
Approximately 25 miles and 60 minutes.
Monday through Friday 6:00 a.m. to 5:00 p.m., and Saturday 6:00 a.m. to 1:00 p.m.
Landscape waste.

- Waste Management/Harbor View - 122nd Street and Stoney Island, Chicago, Illinois:
Approximately 14 miles and 45 minutes.
Monday through Friday 6:00 a.m. to 5:00 p.m., and Saturday 6:00 a.m. to 1:00 p.m.
Landscape waste.
- DTE Stoneman, LLC - 716 Jack Oak Road, Cassville, Wisconsin:
Approximately 226 miles and 360 minutes.
24-hours.
Wood.
- Color Point - 14240 Greenhouse Avenue, Granville, Illinois:
Approximately 104 miles and 150 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Wood.
- Vulcan Material - 39th Street and Racine Avenue, Chicago, Illinois:
Approximately 1 mile and 10 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Concrete.
- Elgin Recycling - 46 East End Drive, Gilberts, Illinois:
Approximately 58.8 miles and 90 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Electronics.
- Marcells Paper - 4221 West Ferdinand Street, Chicago, Illinois:
Approximately 9.3 miles and 50 minutes.
Monday through Saturday 7:00 a.m. to 6:00 p.m.
Cardboard.
- Larckers Recycling - 4400 West 45th Street, Chicago, Illinois:
Approximately 6.2 miles and 20 minutes.
Monday through Friday 7:00 a.m. to 5:00 p.m.
Cardboard.

12.5.11 Volume Reduction

12.5.11.1 Equipment

Equipment used in volume reduction:

- Loaders: used for sorting; and
- Excavators equipped with grapples: used for sorting C&D waste and non-putrescible, dry commercial and industrial waste process line.

12.5.11.2 Capacities

See Sections 12.4.11.1 and 12.4.12.3 for production capacities.

12.5.11.3 Operational Plans

Volume reduction will be accomplished by means of presorting or scalping the waste materials with loaders and excavators equipped with grapples designed for this purpose, and by screening and sorting the waste into clean generic material types (i.e., wood, metals, concrete, brick and block, white and brown paper, and clean fill material). Once separated, these materials will be accumulated in inventory in volumes adequate to warrant shipping to a destination for recycling or alternative use.

Single-stream curbside materials will be processed in a semi-automated cleaning and separating system and packaged by means of a hydraulic baling press for shipment to consumers. Forklifts will move bales from the baler to the trailer or from the baler into the warehouse inventory or directly into awaiting transport trailers. The warehouse operator will be responsible for all shipping documentation and bills of lading for outbound commodities and for inventory control.

12.5.12 Litter

12.5.12.1 Prevention

The buildings, fencing and natural vegetation barriers previously described will be used to prevent fugitive materials from escaping the process or migrating off-site.

12.5.12.2 Operational Plans

All previously described methods should be more than adequate to retain fugitive materials on site, and site labor will be used to clean up as necessary to maintain a neat and orderly appearance.

12.5.13 Dust Control

Production shift supervisors will be responsible for monitoring wind conditions, employing dust control measures as necessary, and if wind conditions exceed dust control capacity, operations will be suspended until dust control can be maintained. A broom assisted vacuum sweeping unit will be maintained on site for cleaning of all paved surfaces, and a mobile water spraying device will

be available for surface dust control. Spraying water systems will be made available in all process and transfer areas to assist in dust control and will be used on an as needed basis.

12.5.14 Daily Cleaning

12.5.14.1 Description

Daily cleaning activities consist of compressed air and manual cleaning of all production related fixed and mobile equipment. Labor, broom, and shovel activities will clean up all fugitive materials around production equipment.

12.5.14.2 Schedule

Daily cleaning activities begin immediately upon completion of production in each production area and will continue until the shift supervisor approves the area condition of cleanliness.

12.5.14.3 Materials and Equipment

The utility rooms in each process area contain enough brooms and shovels to equip labor for the cleaning activity. All production equipment will be cleaned with compressed air.

12.5.14.4 Staffing

Production shift labor will be assigned cleaning activities on a rotating basis under the guidance of the shift supervisor.

12.5.15 Waste Removal

The site will sort all C&D within forty-eight hours of receipt at the site to separate the recyclable C&D from the non-recyclable C&D. Within twenty-four hours of its separation, all non-recyclable C&D will be transported off-site for disposal. All putrescible or combustible recyclable C&D will be transported off-site to a permitted recycling or disposal facility within forty-five days of its receipt at the site. All non-putrescible recyclable C&D will be transported off-site to a permitted recycling or disposal facility within three months of its receipt at the site.

Except for the above regarding C&D management, all MSW and waste materials will be removed from the site within twenty-four hours of receipt at the site. All tipping floor and process areas will be arranged to demonstrate the non-processed or non-transferred residuals of the previous day's receipts as well as current day's receipts.

As discussed in the site throughput evaluation in Appendix I, the permit volumes requested in this application will demand less than of the total production capacity of the site, which will allow for continued expansion and ample room for growth.

12.5.16 Hours of Operation

The hours of operation being requested in this application are from 6:00 a.m. to 6:00 a.m., seven days per week, in accordance with the current permit. The operator is currently conducting special project business with the City of Chicago and other municipalities, which require collection services to be provided during the night hours. Additionally, the applicant continues to service the demolition business community, which prefers to transport wastes during the night hours. The opportunity to conduct these activities after normal business hours provides some badly needed relief to the regional traffic congestion experienced during the daytime hours.

12.6 Closure Plan

12.6.1 Closure Plan Activities

Cease accepting any form of waste. Complete processing and transferring operations to remove all waste material. Remove all inventories of recyclable materials. Decommission and clean all process equipment. Submit certification of closure. All closure activities will be completed within thirty days from the date the transfer station ceases to accept waste.

12.6.2 Waste Removal

All waste materials will be loaded and transferred to landfills, and all recyclable materials will be loaded and transported to the appropriate destinations. All tipping floors and recyclables holding areas will be broom cleaned.

12.6.3 Equipment Decommissioning

All buildings and fixed equipment will be taken out of service and cleaned of any residual waste materials. All process equipment and waste handling areas will be pressure washed and disinfected as necessary.

12.6.4 Cost Estimates

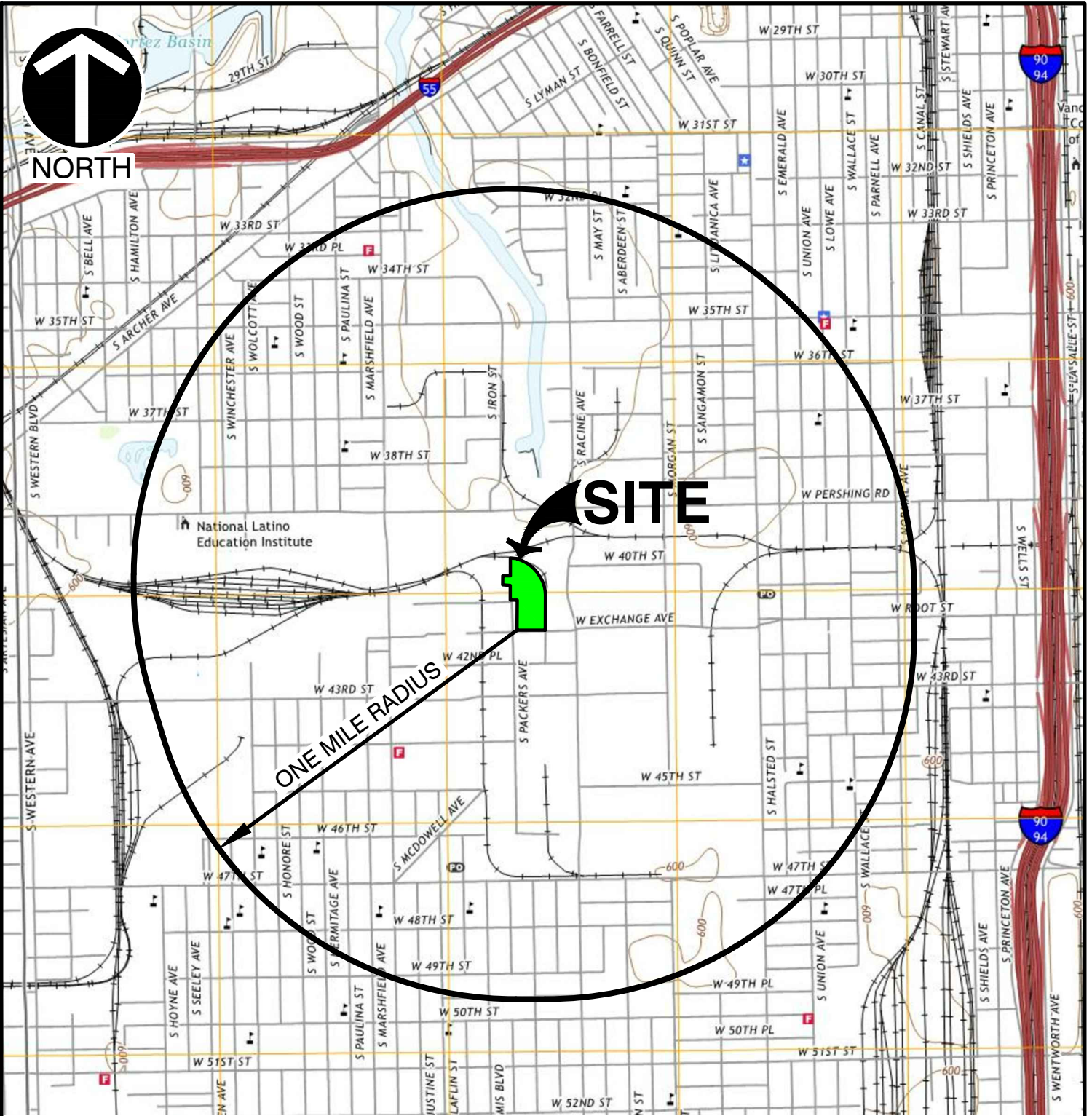
The closure cost estimate is approximately \$86,500 as shown on the table in Appendix K.

12.6.5 Financial Assurance

A copy of the irrevocable standby letter of credit in favor of the City of Chicago in the amount of \$100,000 is included in Appendix C.

FIGURES

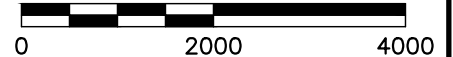
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REFERENCE

1. USGS 7.5 MIN. TOPOGRAPHIC QUADRANGLE ENGLEWOOD QUADRANGLE, ILLINOIS, DATED 2021.

*HAND SIGNATURE ON FILE
SCALE IN FEET



Civil & Environmental Consultants, Inc.

1230 East Diehl Road, Suite 200 - Naperville, IL 60563

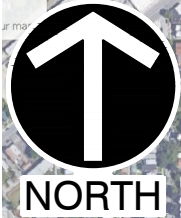
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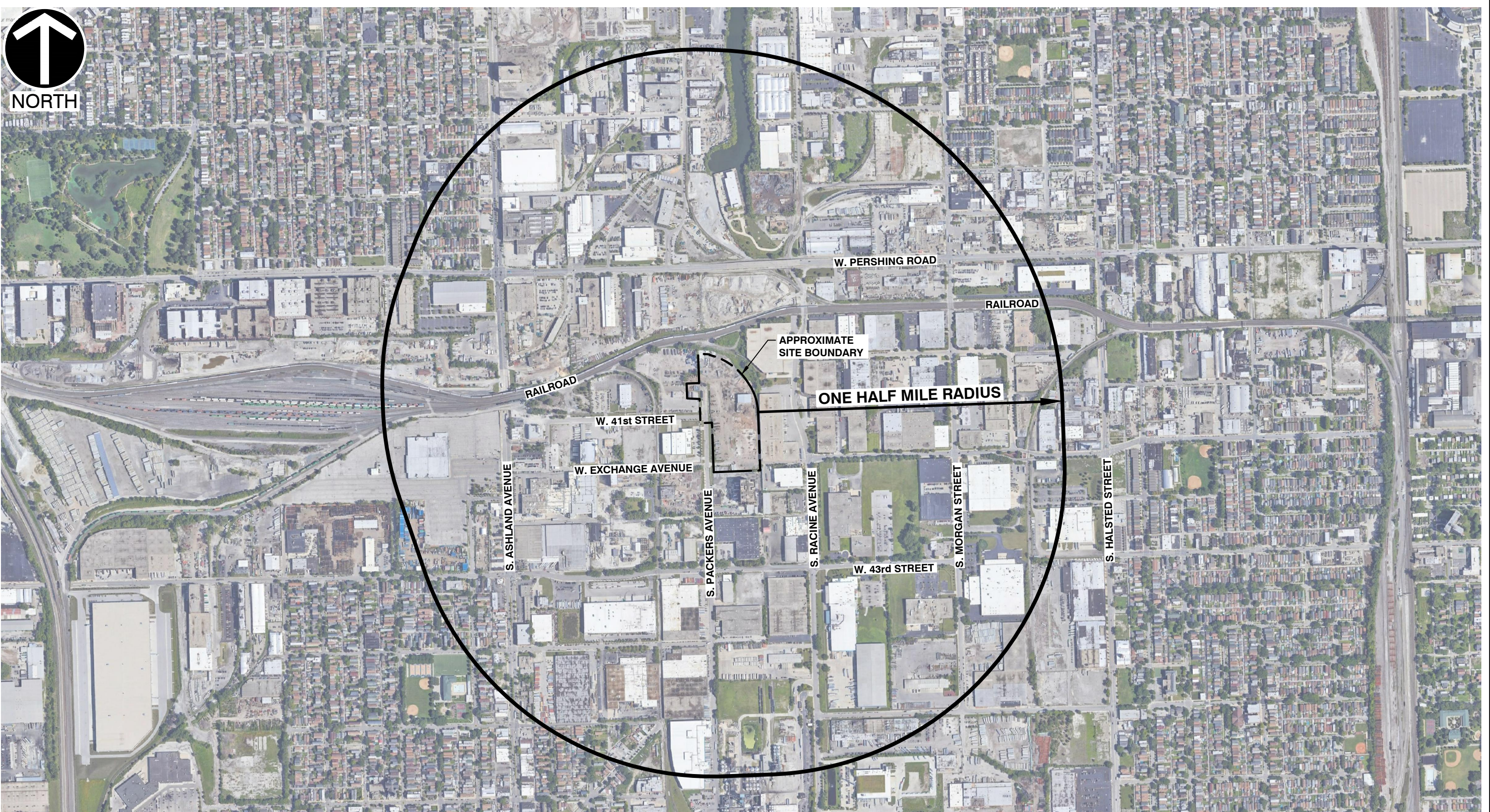
PACKERS RECYCLING & TRANSFER
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

SITE LOCATION MAP

DRAWN BY:	MSK	CHECKED BY:	CML	APPROVED BY:	JEH*	FIGURE NO.:	1
DATE:	12/21/2021	DWG SCALE:	1"=2000'	PROJECT NO:	130-134.0010		

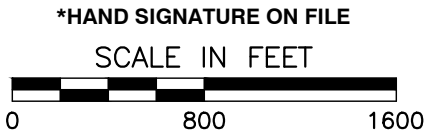


F:\2013\130-134\CADD\Dwg\EN10-Permitting and Compliance\130134-EN10-E102-Aerial Photo.dwg\LA\YOU\T\LS\12/21/2021 - Itorres-aguilera) - LP: 12/21/2021 4:37 PM



REFERENCE

- 1. IMAGE PROVIDED BY GOOGLE EARTH.
DATE OF IMAGE: AUGUST 8, 2020.



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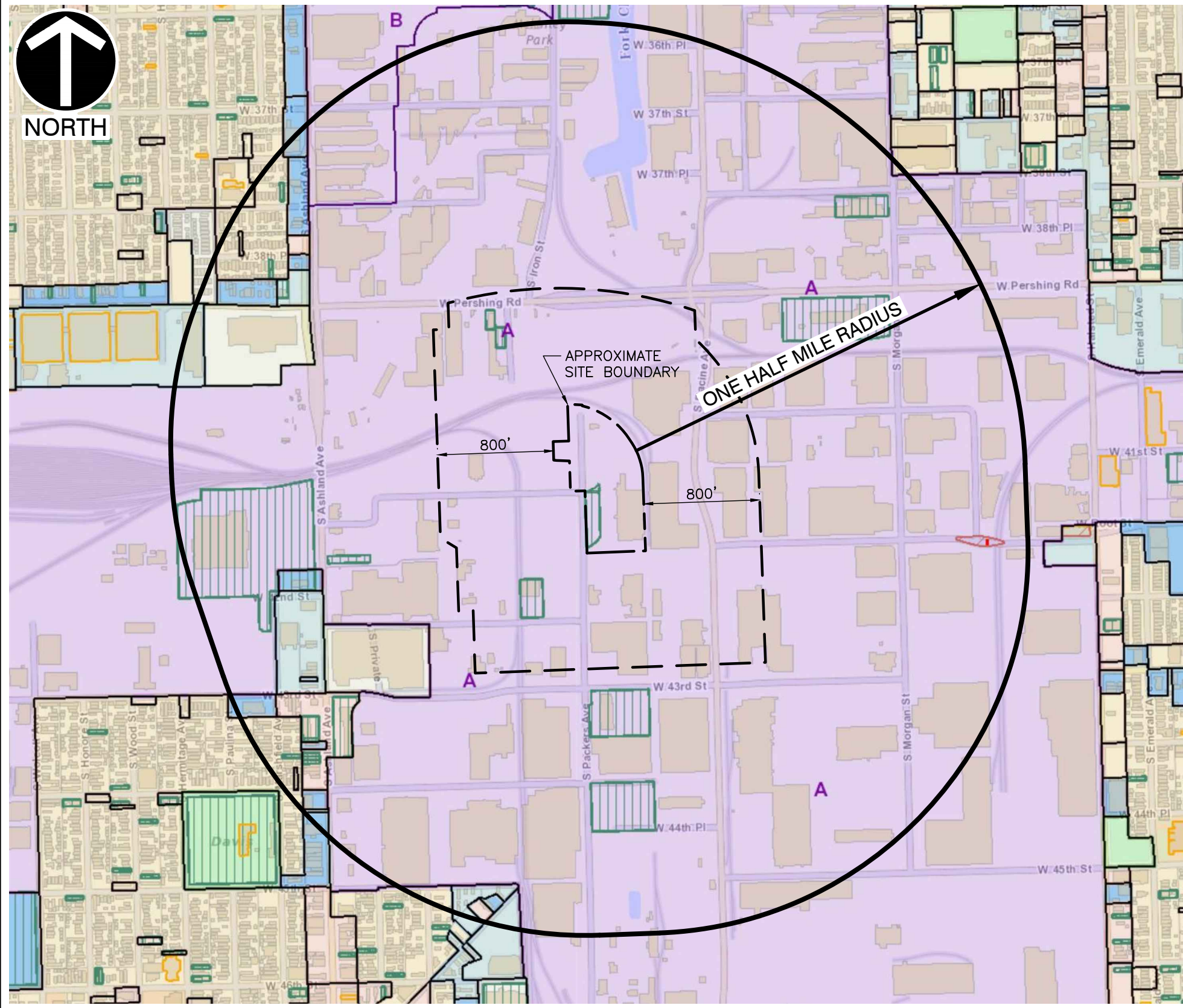
DRAWN BY:	MSK	CHECKED BY:	CML
DATE:	12/21/2021	DWG SCALE:	1"=800'

PACKERS RECYCLING & TRANSFER
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

AERIAL PHOTO

APPROVED BY:	JEH*	FIGURE NO.:	2
PROJECT NO:	130-134.0010		

F:\2013\130-134\CADD\DWG\EN10-Permitting and Compliance\130134-EN10-E103-Zoning Map and Residential Setback.dwg[LAYOUT] LS:(12/21/2021 - mkarp) - LP: 12/21/2021 4:37 PM



ZONING LEGENDS

PEDESTRIAN STREET



CHICAGO LANDMARKS

CHICAGO HISTORIC RESOURCES SURVEY



RED

ZONING



BOARD OF APPEALS

COLOR CODED



BUSINESS



COMMERCIAL



MANUFACTURING



RESIDENTIAL



PLANNED DEVELOPMENT



PLANNED MANUFACTURING



DOWNTOWN MIXED



DOWNTOWN CORE



DOWNTOWN RESIDENTIAL



DOWNTOWN SERVICE



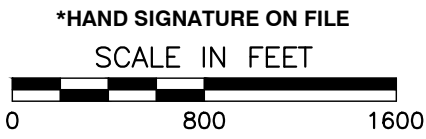
REANSPORTATION



PARK AND OPEN SPACE

REFERENCE

1. IMAGE PROVIDED BY CITY OF CHICAGO ONLINE ZONING MAP, UNDATED.



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CHICAGO, ILLINOIS

ZONING MAP

DRAWN BY:	MSK	CHECKED BY:	CML	APPROVED BY:	JEH*	FIGURE NO.:	3
DATE:	12/21/2021	DWG SCALE:	1"=800'	PROJECT NO:	130-134.0010		

DRAWINGS

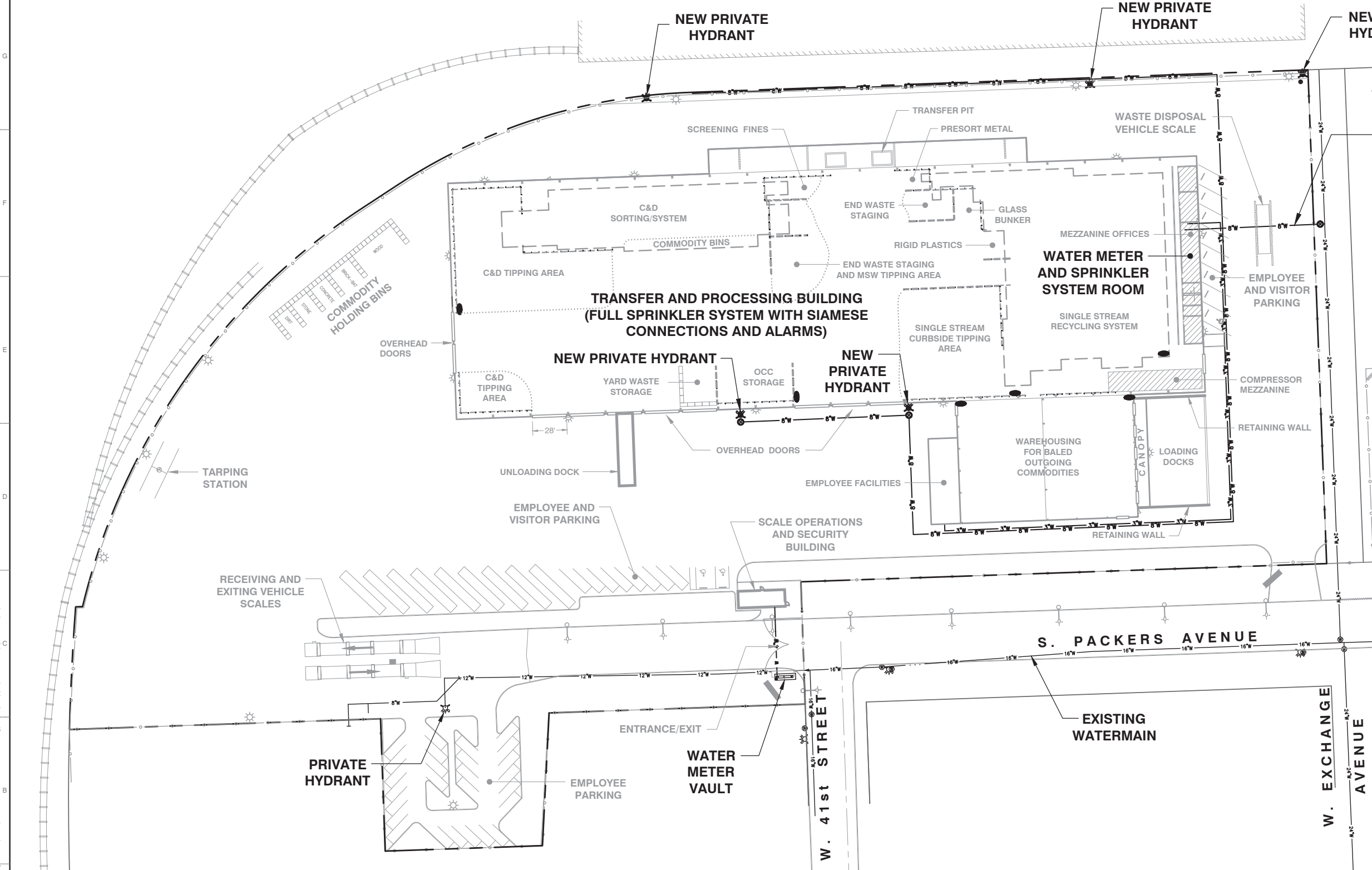
DRAWINGS BY CEC



NORTH

REVISION RECORD		
NO	DATE	DESCRIPTION

SUBMITTAL RECORD		
NO	DATE	DESCRIPTION



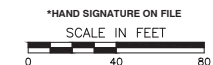
LEGEND

	FACILITY BOUNDARY
	FACILITY STRUCTURE
	EQUIPMENT AREA
	BARRIER WALLS
	FENCE
	FIRE HOSE REEL

A:\2013\130-134-13400\Drawings\2013-134-13400-Permitting and Compliance\130134-134-13400-Permitting and Compliance.dwg (LSP) [4/29/2022 11:57 AM]

REFERENCE

- SITE LAYOUT AND FACILITY DESIGN TAKEN FROM ZONING SITE PLAN R1, SHEET 1 OF 1 PROVIDED BY SANDMAN, INC., DATED JULY 20, 2015. SANDMAN, INC. RESERVES ALL COPYRIGHT AND OTHER PROPERTY RIGHTS REGARDING THE SITE LAYOUT AND FACILITY DESIGN.




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PACKERS RECYCLING & TRANSFER
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

DRAWN BY: MSK | CHECKED BY: SAD | APPROVED BY: JEH*
 DATE: 04/29/2022 | DWG SCALE: 1"=40' | PROJECT NO: 130-134.0010

PROPOSED FIRE PREVENTION PLAN

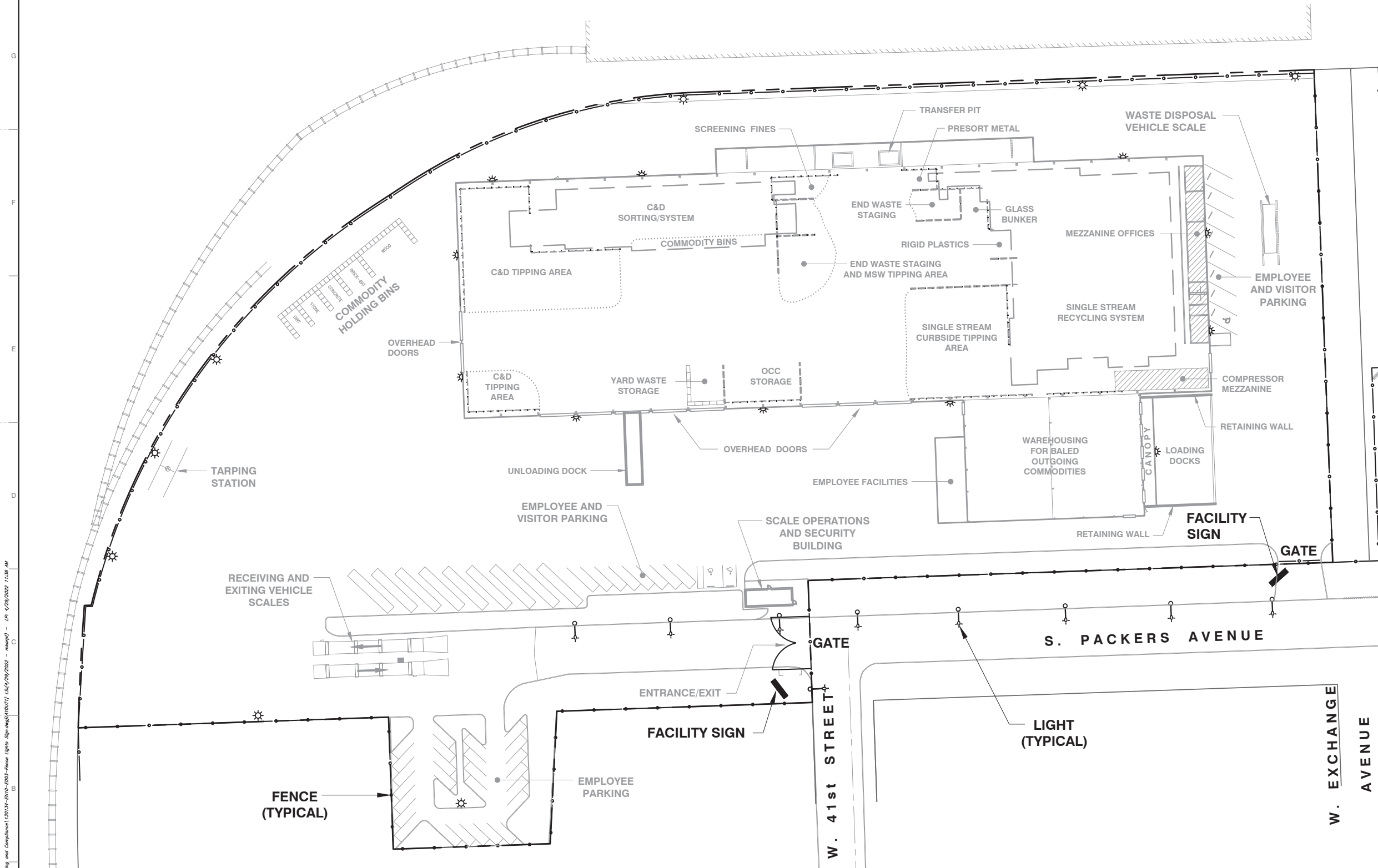
DRAWING NO: **2**
 SHEET 2 OF 5



NORTH

REVISION RECORD		
NO	DATE	DESCRIPTION

SUBMITTAL RECORD		
NO	DATE	DESCRIPTION



LEGEND

	FACILITY BOUNDARY
	FACILITY STRUCTURE
	EQUIPMENT AREA
	BARRIER WALLS
	FENCE
	LIGHT FIXTURE LOCATION
	BUILDING MOUNTED LIGHT FIXTURE

REFERENCE

1. SITE LAYOUT AND FACILITY DESIGN TAKEN FROM ZONING SITE PLAN R1, SHEET 1 OF 1 PROVIDED BY SANDMAN, INC., DATED JULY 20, 2015. SANDMAN, INC. RESERVES ALL COPYRIGHT AND OTHER PROPERTY RIGHTS REGARDING THE SITE LAYOUT AND FACILITY DESIGN.



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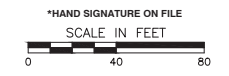
PACKERS RECYCLING & TRANSFER
 4121 S. PACKERS AVENUE
 CHICAGO, ILLINOIS

DRAWN BY: MSK	CHECKED BY: SAD	APPROVED BY: JEH*
DATE: 04/29/2022	DWG SCALE: 1"=40'	PROJECT NO: 130-134.0010

PROPOSED FENCING, GATES
SIGNS AND LIGHTING PLAN

DRAWING NO: **3**

SHEET 3 OF 5

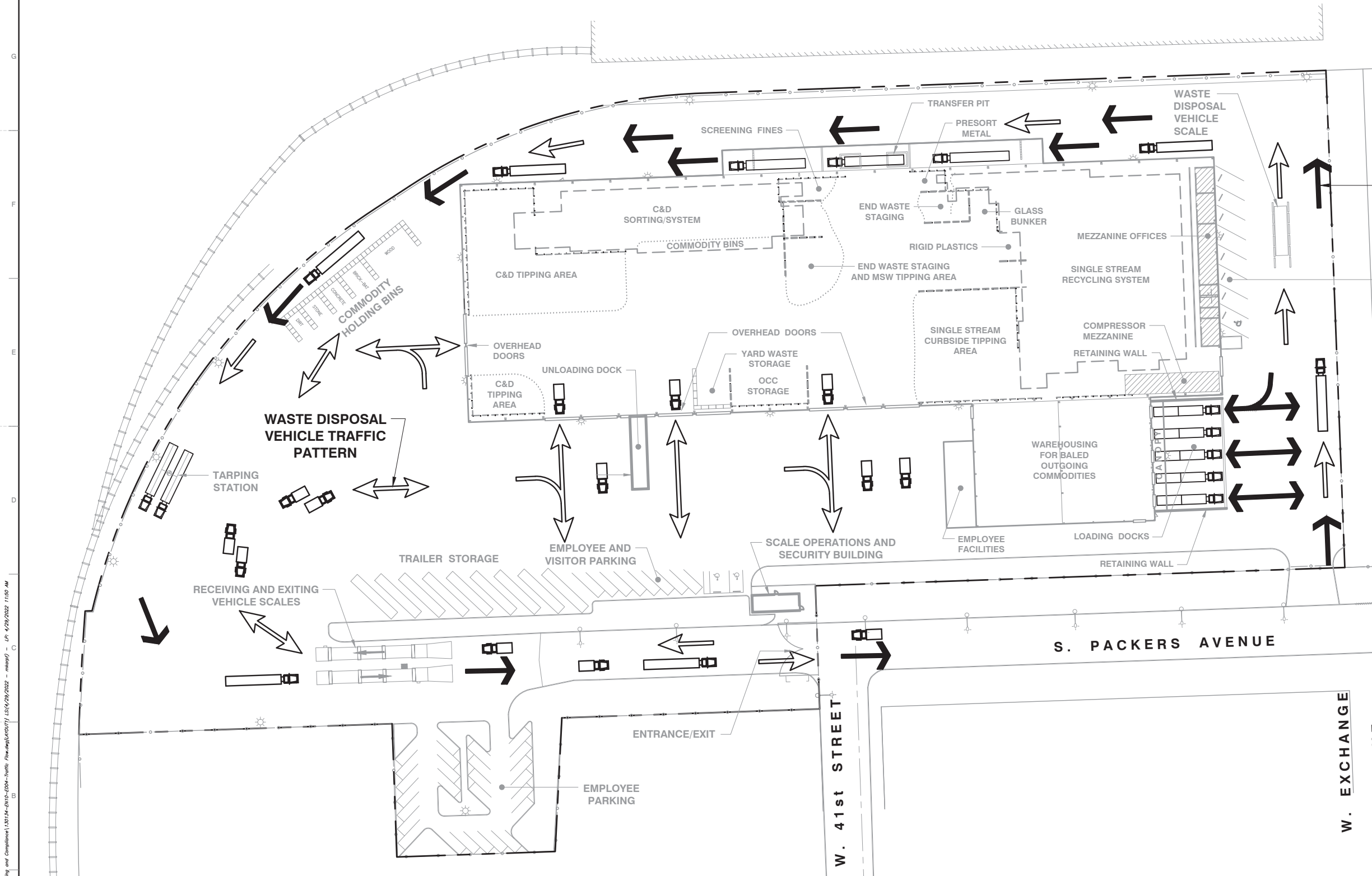




NORTH

REVISION RECORD	
NO	DESCRIPTION

SUBMITTAL RECORD		
NO	DATE	DESCRIPTION



TRANSFER TRAILER TRAFFIC PATTERN

EMPLOYEE AND VISITOR PARKING

WASTE DISPOSAL VEHICLE TRAFFIC PATTERN

LEGEND

---	FACILITY BOUNDARY
---	FACILITY STRUCTURE
---	EQUIPMENT AREA
---	BARRIER WALLS
---	FENCE

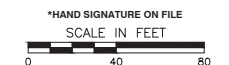
S. PACKERS AVENUE

W. 41st STREET

W. EXCHANGE AVENUE

REFERENCE

- SITE LAYOUT AND FACILITY DESIGN TAKEN FROM ZONING SITE PLAN R1, SHEET 1 OF 1 PROVIDED BY SANDMAN, INC., DATED JULY 20, 2015. SANDMAN, INC. RESERVES ALL COPYRIGHT AND OTHER PROPERTY RIGHTS REGARDING THE SITE LAYOUT AND FACILITY DESIGN.



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DRAWN BY: MSK | CHECKED BY: SAD | APPROVED BY: JEH*
 DATE: 04/29/2022 | DWG SCALE: 1"=40' | PROJECT NO: 130-134.0010

PROPOSED TRAFFIC FLOW PATTERN PLAN

DRAWING NO: **4**
 SHEET 4 OF 5

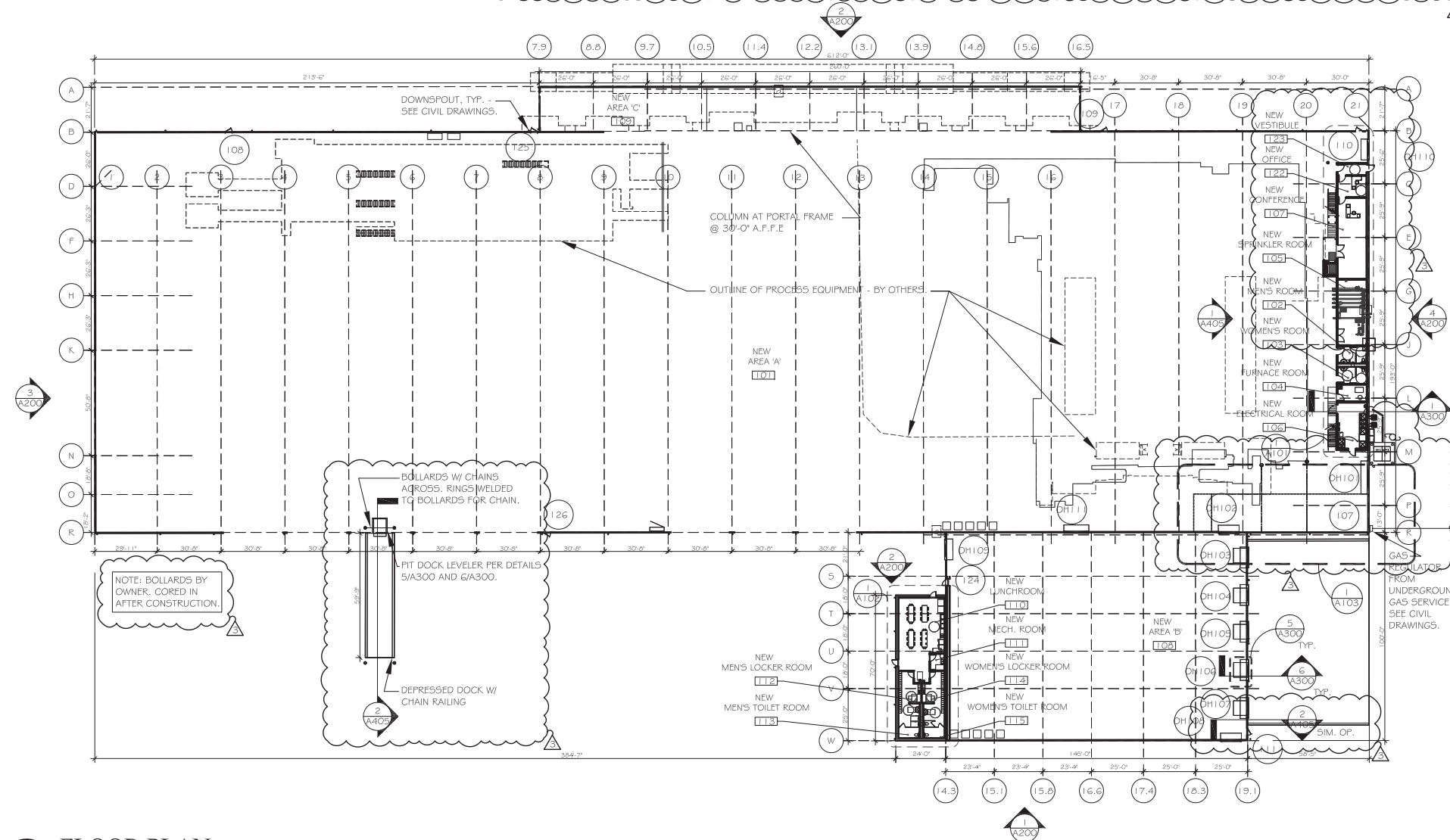
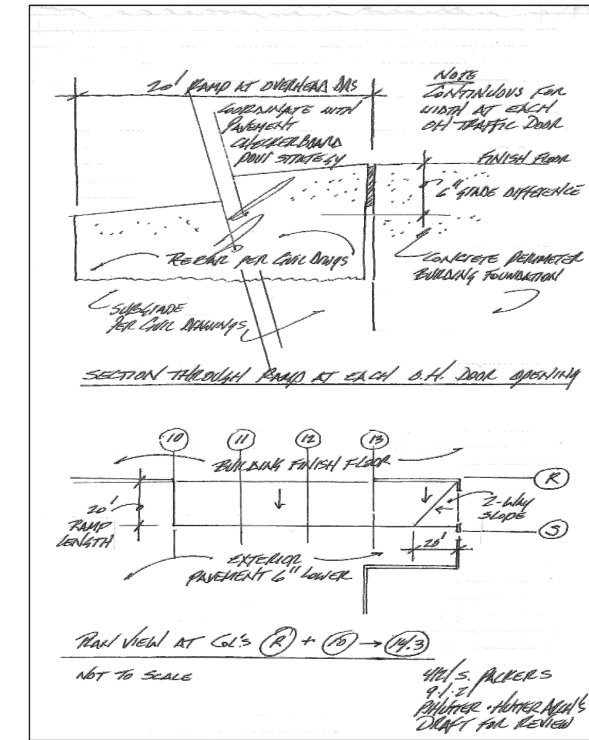
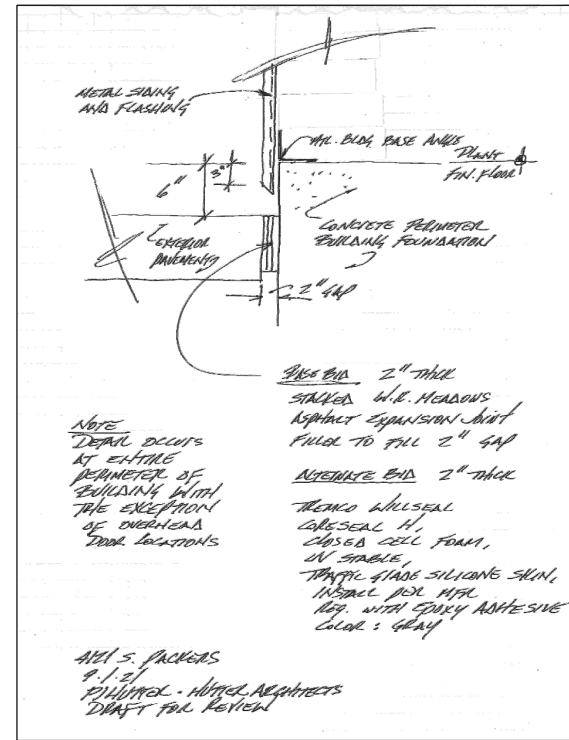
DRAWINGS BY HUTTER ARCHITECTS

BLOCKOUT SCHEDULE THROUGH FOUNDATION WALL:

- a 13 CONDUITS STUB INTO SWITCHGEAR FROM 2 TAP BOXES AT COLUMN LINE M
- b SANITARY LINE THROUGH FOUNDATION WALL EVERYWHERE AS REQUIRED - SEE CIVIL DRAWINGS
- c 8" SUPPLY STUBBED INTO SPRINKLER ROOM
- d 2" DISCHARGE PUMP, TWO SCALE PIT DRAINS, TWO TRENCH DRAINS, ONE PROCESS EQ. DRAIN, AND ONE SUMP PUMP DISCHARGE DRAIN AT COLUMN LINE A-1 1.8 SEDIMENT / EJECTOR PIT AREA
- e UP-AND-OVER CONDUITS FROM WAREHOUSE AT COLUMN LINE 14.3 APPROXIMATE DIMENSIONS 2'-0" WIDE x 6" HIGH. COORDINATE WITH ELECTRICAL CONTRACTOR.
- f CONDUITS FROM WAREHOUSE AREA 'B' TO SCALE OPERATIONS BUILDING THROUGH EAST FOUNDATION WALL. BEND UNDER FLOOR UP TO INTERIOR OF WEST WALL.
- g 4" WATER MAIN THROUGH SCALE OPERATIONS BUILDING EAST FOUNDATION WALL.
- h CONDUITS FROM SCALE OPERATIONS BUILDING THROUGH NORTH FOUNDATION WALL TURN 90 DEGREES AND GO THROUGH EAST FOUNDATION WALL OF SCALE BOOTH
- i CONDUITS FROM SCALE BOOTH THROUGH WEST FOUNDATION WALL TO HOTBOX IN PARKWAY - OFFSET FITTINGS UNDERGROUND AWAY FROM SALT / NOT AT CURB

NOTE: FOR THE FOLLOWING T/PIPE = -6'-0" / 4" BELOW FOOTING ELEVATION:

- SANITARY SEWER OUTLET AT LINE W
- 1" SUPPLY FROM PACKERS STUBBED INTO SPRINKLER ROOM
- 8" STUBBED INTO SPRINKLER ROOM WITH TEE INTO FIRE PUMP
- 4" SUPPLY STUBBED INTO SPRINKLER ROOM
- 4" PIPE TO MANHOLE WEST OF COLUMN LINE B



1 NOT USED
A100 SCALE:

2 FLOOR PLAN
A100 SCALE: 1/32"=1'-0" 0' 1' 2' 4' 8'

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02/28/22	ISSUE PERMIT REVISIONS
02/22/22	ISSUE PERMIT REVISIONS
02/10/22	ISSUE PERMIT REVISIONS
01/31/21	ISSUE PERMIT REVISIONS
01/14/21	ISSUE PERMIT REVISIONS
12/03/21	ISSUE PERMIT REVISIONS
11/04/21	ISSUE FOR CONSTRUCTION Δ
10/15/21	ISSUE FOR ZBA REVIEW - A
10/13/21	ISSUE FOR PERMIT
09/03/21	ISSUE FOR PERMIT
08/20/21	ISSUE FOR PERMIT
08/13/21	ISSUE FOR PERMIT
06/29/21	ISSUE FOR PERMIT
06/24/21	BID SET
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01/29/21	BID SET
02/03/16	ISSUE PERMIT REVISIONS
03/03/15	ISSUE FOR PERMIT

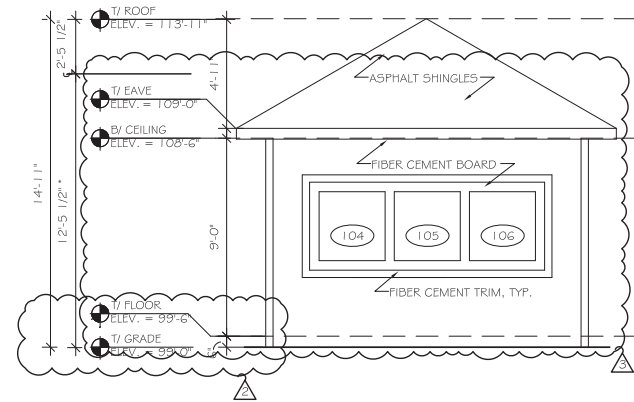
LAKESHORE RECYCLING SYSTEMS, INC.
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

ARCHITECTURAL FLOOR PLANS

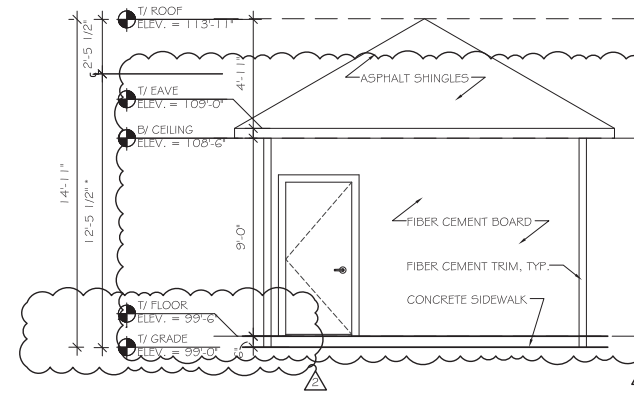
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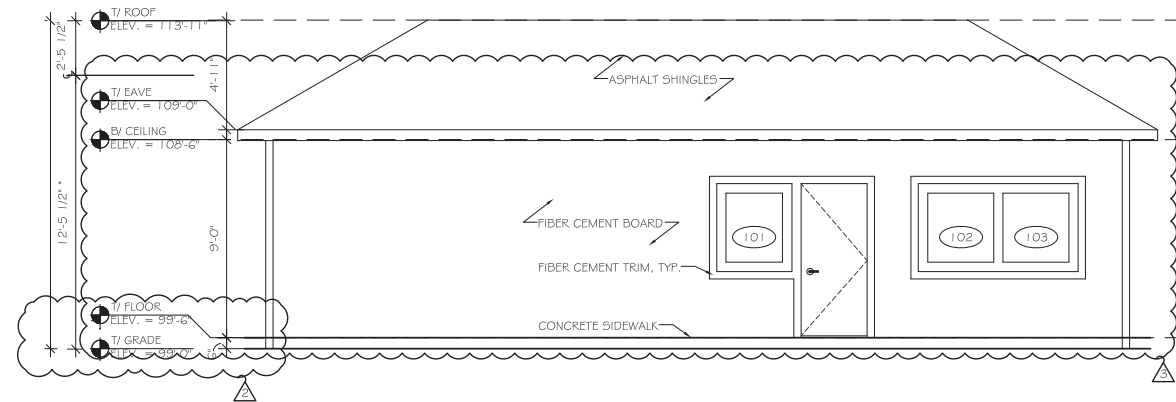
NOTE: ELEV. + 100'-0" = 15.0' C.C.D.



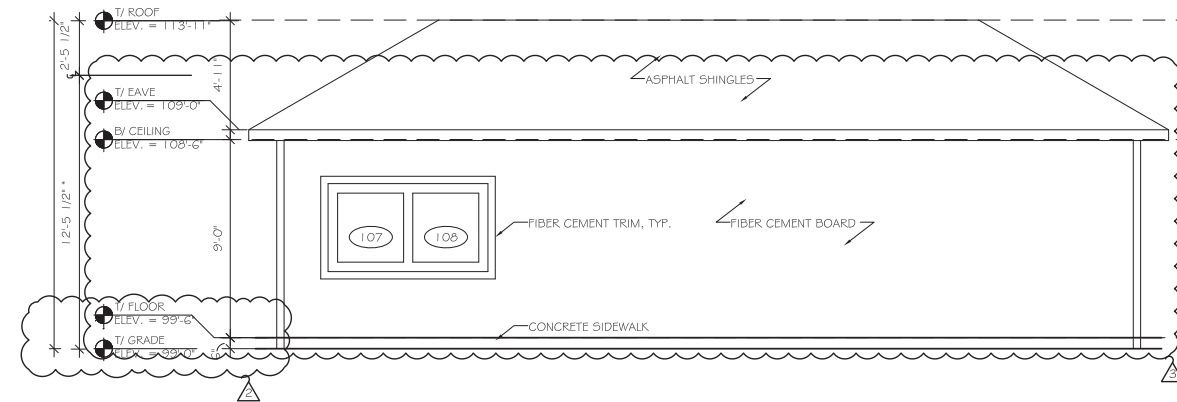
1 NORTH ELEVATION - SCALE OPERATIONS
 A201 SCALE: 1/32"=1'-0" 0' 5' 10' 20' 40' 80'



2 SOUTH ELEVATION - SCALE OPERATIONS
 A201 SCALE: 1/32"=1'-0" 0' 5' 10' 20' 40' 80'



3 EAST ELEVATION - SCALE OPERATIONS
 A201 SCALE: 1/32"=1'-0" 0' 5' 10' 20' 40' 80'



4 WEST ELEVATION -SCALE OPERATIONS
 A201 SCALE: 1/32"=1'-0" 0' 5' 10' 20' 40' 80'

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02/28/22	ISSUE PERMIT REVISIONS
01/14/22	ISSUE PERMIT REVISIONS
01/06/22	ISSUE FOR CONSTRUCTION Δ
11/04/21	ISSUE FOR CONSTRUCTION Δ
10/15/21	ISSUE FOR ZBA REVIEW - A
09/03/21	ISSUE FOR PERMIT
06/29/21	ISSUE FOR PERMIT
06/24/21	BID SET

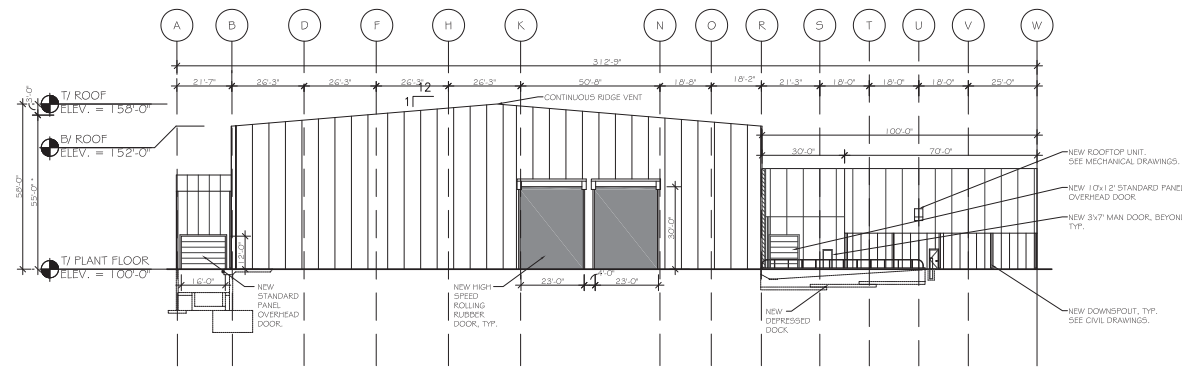
LAKESHORE RECYCLING SYSTEMS, INC.
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 CHICAGO, ILLINOIS

SHEET EXTERIOR ELEVATIONS

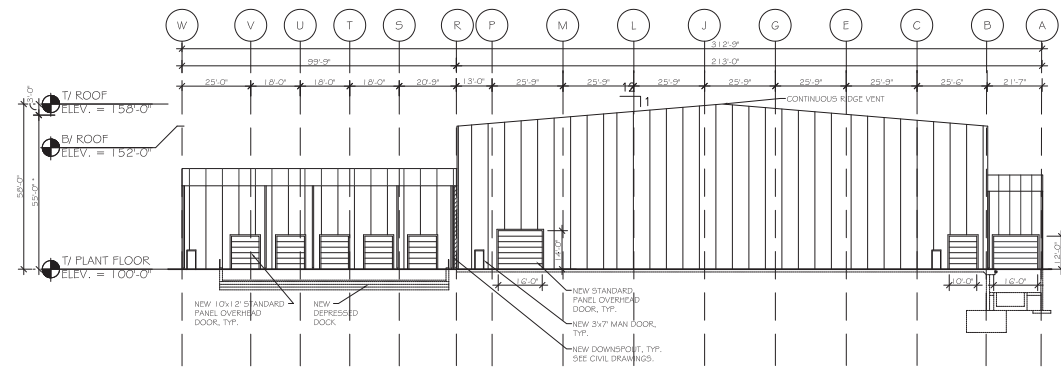
A201

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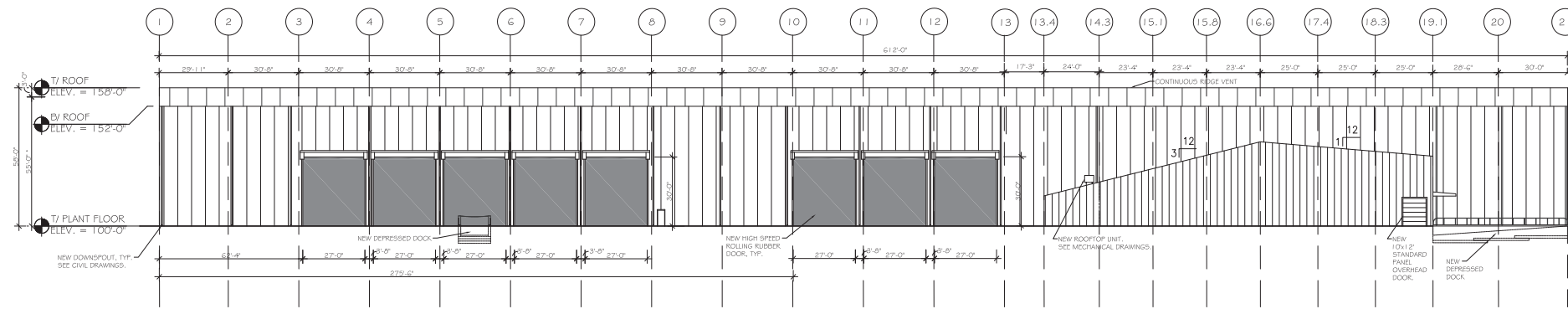
NOTE: ELEV. +100'-0" = 15.0' C.C.D.



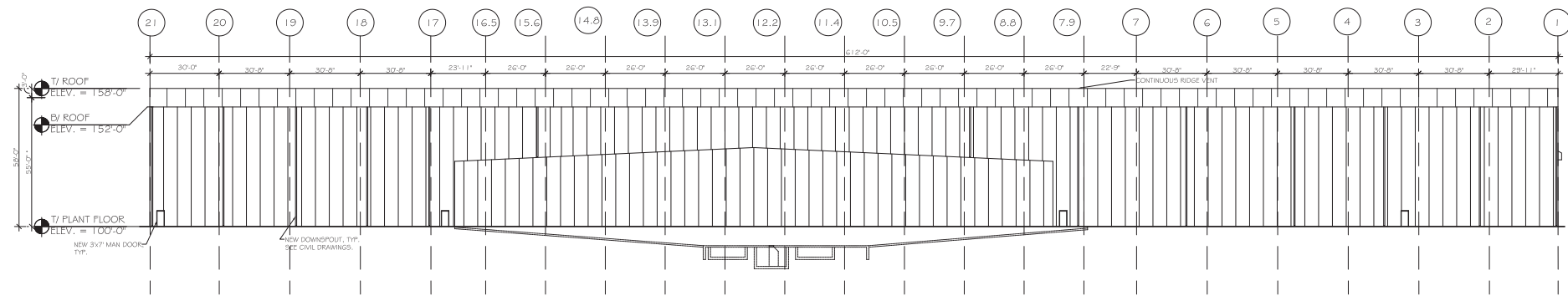
1 NORTH ELEVATION
A200 SCALE: 1/32"=1'-0" 0' 1' 5' 10' 20' 40' 80'



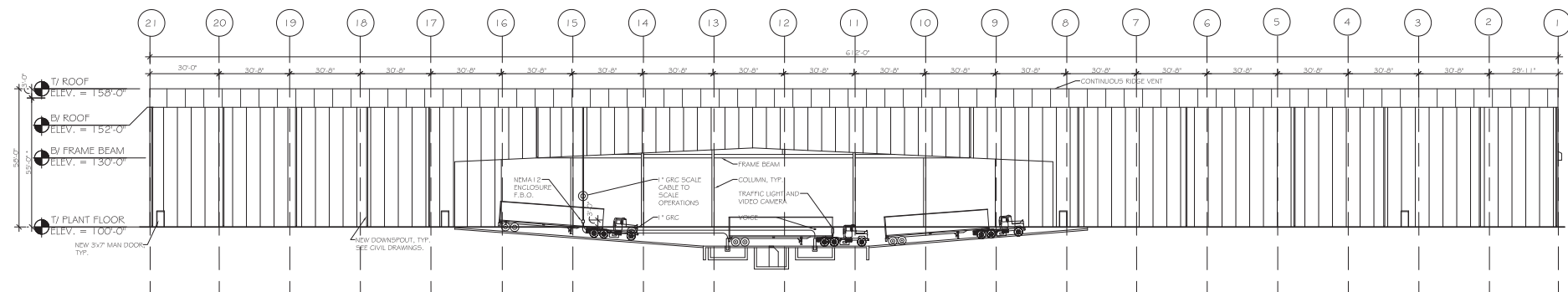
2 SOUTH ELEVATION
A200 SCALE: 1/32"=1'-0" 0' 1' 5' 10' 20' 40' 80'



3 WEST ELEVATION
A200 SCALE: 1/32"=1'-0" 0' 1' 5' 10' 20' 40' 80'



4 EAST ELEVATION AT COLUMN LINE 'A'
A200 SCALE: 1/32"=1'-0" 0' 1' 5' 10' 20' 40' 80'



5 EAST ELEVATION AT COLUMN LINE 'B'
A200 SCALE: 1/32"=1'-0" 0' 1' 5' 10' 20' 40' 80'

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01/14/22	ISSUE PERMIT REVISIONS
11/04/21	ISSUE FOR CONSTRUCTION Δ
08/13/21	ISSUE FOR PERMIT
06/24/21	BID SET
02/26/21	ISSUE FOR PERMIT
01/29/21	BID SET
02/03/16	ISSUE PERMIT REVISIONS
03/03/15	ISSUE FOR PERMIT
DATE	REVISION / ISSUE

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CHICAGO, ILLINOIS

SHEET EXTERIOR ELEVATIONS
A200

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GENERAL LANDSCAPE NOTES :

- SPECIES AND SIZES OF PLANTS LISTED IN THE PLANT LIST ARE SUBJECT TO AVAILABILITY AT TIME OF INSTALLATION. IF SUBSTITUTIONS ARE NECESSARY, THE CONTRACTOR SHALL SUBMIT ALL REQUESTS TO THE ARCHITECT FOR APPROVAL.
- PLANT QUANTITIES SHOWN ON THE DRAWING AND IN THE PLANT LIST ARE REQUIRED PER THE CITY OF CHICAGO LANDSCAPE ORDINANCE.
- ALL UNDERGROUND UTILITIES ARE TO BE LOCATED PRIOR TO DIGGING. IF UTILITIES OR OTHER OBSTRUCTIONS ARE DISCOVERED TO CONFLICT WITH GRADING OR PLANT PLACEMENT, NOTIFY THE ARCHITECT IMMEDIATELY SO ADJUSTMENTS CAN BE MADE.
- TOPSOIL SHALL BE LOAM SOIL, COMPRISED OF 30%-60% SAND, 20%-50% SILT, AND 5%-20% CLAY. TOPSOIL SHALL HAVE A PH OF BETWEEN 6.0 AND 7.0 AND ORGANIC MATTER OF BETWEEN 3% AND 8%. SOIL SHALL BE FREE OF LEAVES, BRANCHES, DEBRIS, CHEMICALS, AND TOXINS. PROVIDE A SOIL ANALYSIS OF TOPSOIL FOR APPROVAL.
- BACKFILL MIX FOR PLANTING SHALL BE AS FOLLOWS:
TREES AND SHRUBS - 70% TOPSOIL
15% COARSE SAND
15% FINE FINES
- PARKING LOT LANDSCAPING IS TO BE EXCAVATED TO A DEPTH OF NO LESS THAN 24", AND BACKFILLED WITH TOPSOIL AND 8" STONE. BERM ALL LANDSCAPING TO A HEIGHT OF 6" ABOVE TOP OF CURB.
- PROVIDE POSITIVE DRAINAGE FLOW. DO NOT OBSTRUCT THE NATURAL OR ENGINEERED DRAINAGE FLOW PATTERNS. NOTIFY THE ARCHITECT OF DRAINAGE CONCERNS.
- CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT EXISTING PLANTS, LAWN, AND PAVED AREAS TO REMAIN. ANY DAMAGE TO THESE AREAS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE. DAMAGED LAWN AREAS ARE TO BE REGRADED AND RESTORED WITH SOD.
- ALL BED EDGES TO BE WELL SHAPED. SPADE-CUT EDGES, 3" DEPTH, FORMED IN LINES OR CURVES AS SHOWN ON THE DRAWINGS.
- APPLY A PRE-EMERGENT FOR GRASSY AND BROADLEAF WEEDS TO ALL SHRUB BEDS AND TREE RINGS.
- BACKFILL AT REMOVED FENCE POSTS TO BE C&G WITH MINIMUM 6" CONCRETE TO ALIGN WITH EXIST. ASPHALT.

ARCHITECT STATEMENT

THE UNDERSIGNED REGISTERED ARCHITECT NO. 12886 IN THE STATE OF ILLINOIS CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER SUPERVISION AND ACKNOWLEDGES THAT THE LANDSCAPE PLANTING SHOWN ON THE SITE PLAN FOR THE PROPERTY LOCATED AT 4121 S. PACKERS AVENUE, CHICAGO, IL HAS BEEN DESIGNED TO THE BEST OF THE UNDERSIGNED APPLICANT'S KNOWLEDGE, AND WILL BE INSTALLED, AND REPLACED, AS REQUIRED BY THE CURRENT AND SUBSEQUENT OWNERS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LANDSCAPE ORDINANCE OF THE CITY OF CHICAGO AND THE "GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE."

ARCHITECT'S SIGNATURE _____ DATE 4/14/21

MAINTENANCE STATEMENT BY OWNER

THE UNDERSIGNED ACKNOWLEDGES THAT THE LANDSCAPING PLANTING PLAN SHOWN ON THE ATTACHED LANDSCAPE PLAN(S) FOR THE PROPERTY AT 4121 S. PACKERS AVENUE, CHICAGO, ILLINOIS HAS, TO THE BEST OF THE UNDERSIGNED APPLICANT'S KNOWLEDGE, BEEN DESIGNED AND WILL BE INSTALLED, MAINTAINED, AND REPLACED AS REQUIRED, BY CURRENT AN SUBSEQUENT OWNERS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 10, CHAPTER 32 OF THE CHICAGO MUNICIPAL CODE, THE LANDSCAPING STANDARDS OF THE CHICAGO ZONING ORDINANCE, AND THE GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE.

MAINTENANCE STATEMENT BY OWNER _____ DATE 4/14/21

PROTECTION STATEMENT BY OWNER

EXISTING PARKWAY AND ON-SITE INTERIOR TREES ARE TO BE PROTECTED WHILE PROJECT IS UNDER CONSTRUCTION AND WILL BE REPLACED BY CURRENT AND SUBSEQUENT OWNER IF DAMAGED.

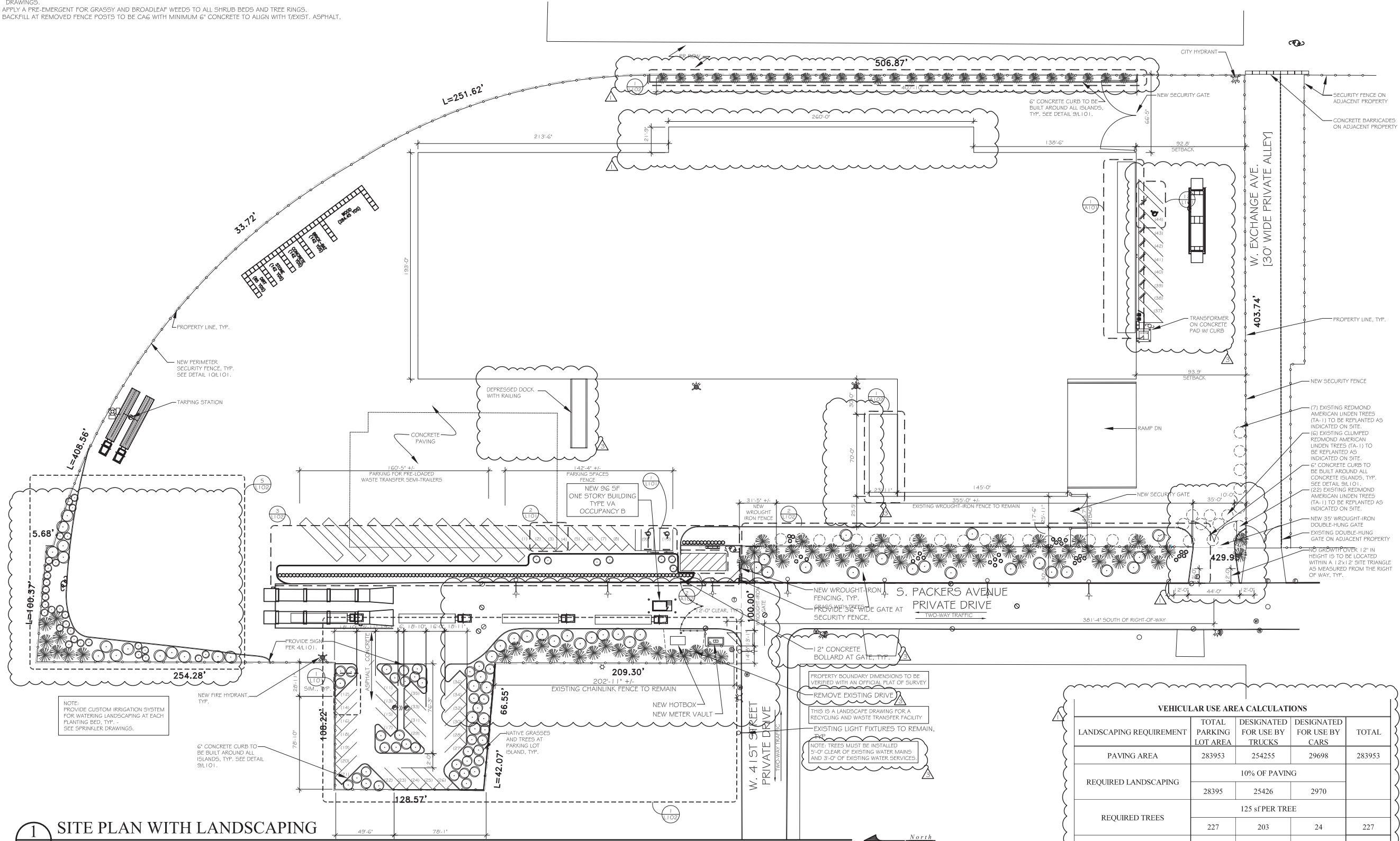
PROTECTION STATEMENT BY OWNER _____ DATE 4/14/21

LANDSCAPE INSTALLATION, PENDING ANY DELAYS IN CONSTRUCTION, SHALL BE COMPLETED BY DECEMBER 15TH OF 2022.

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03/16/22	ISSUED FOR PRICING	A
01/14/22	ISSUE PERMIT REVISIONS	
12/03/21	ISSUE PERMIT REVISIONS	
11/04/21	ISSUE FOR CONSTRUCTION	A
10/15/21	ISSUE FOR ZBA REVIEW - B	
10/15/21	ISSUE FOR ZBA REVIEW - A	
10/13/21	ISSUE FOR PERMIT	
08/13/21	ISSUE FOR PERMIT	
08/04/21	ISSUE FOR PERMIT	
06/29/21	ISSUE FOR PERMIT	
06/24/21	BID SET	
02/26/21	ISSUE FOR PERMIT	
01/29/21	BID SET	
02/03/16	ISSUE PERMIT REVISIONS	
03/03/15	ISSUE FOR PERMIT	
DATE	REVISION / ISSUE	

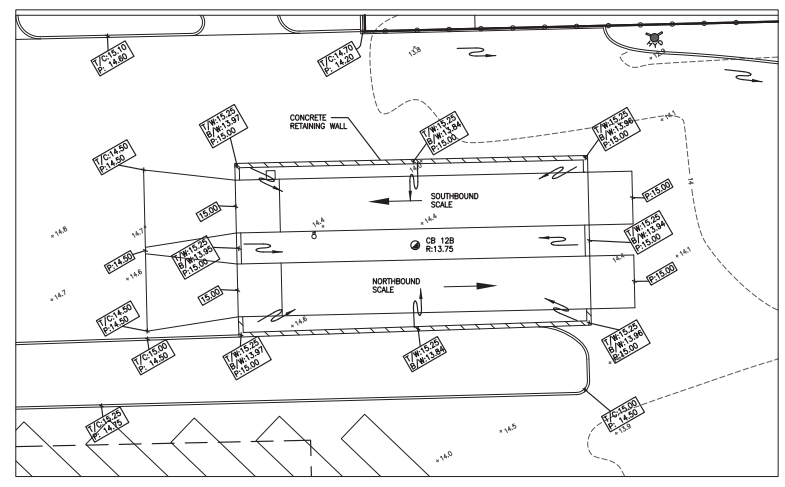
LAKESHORE RECYCLING SYSTEMS, INC.
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

LANDSCAPING REQUIREMENT	TOTAL PARKING LOT AREA	DESIGNATED FOR USE BY TRUCKS	DESIGNATED FOR USE BY CARS	TOTAL
PAVING AREA	283953	254255	29698	283953
REQUIRED LANDSCAPING	10% OF PAVING			
	28395	25426	2970	
REQUIRED TREES	125 sf PER TREE			
	227	203	24	227
PROVIDED TREES	227	170	57	227

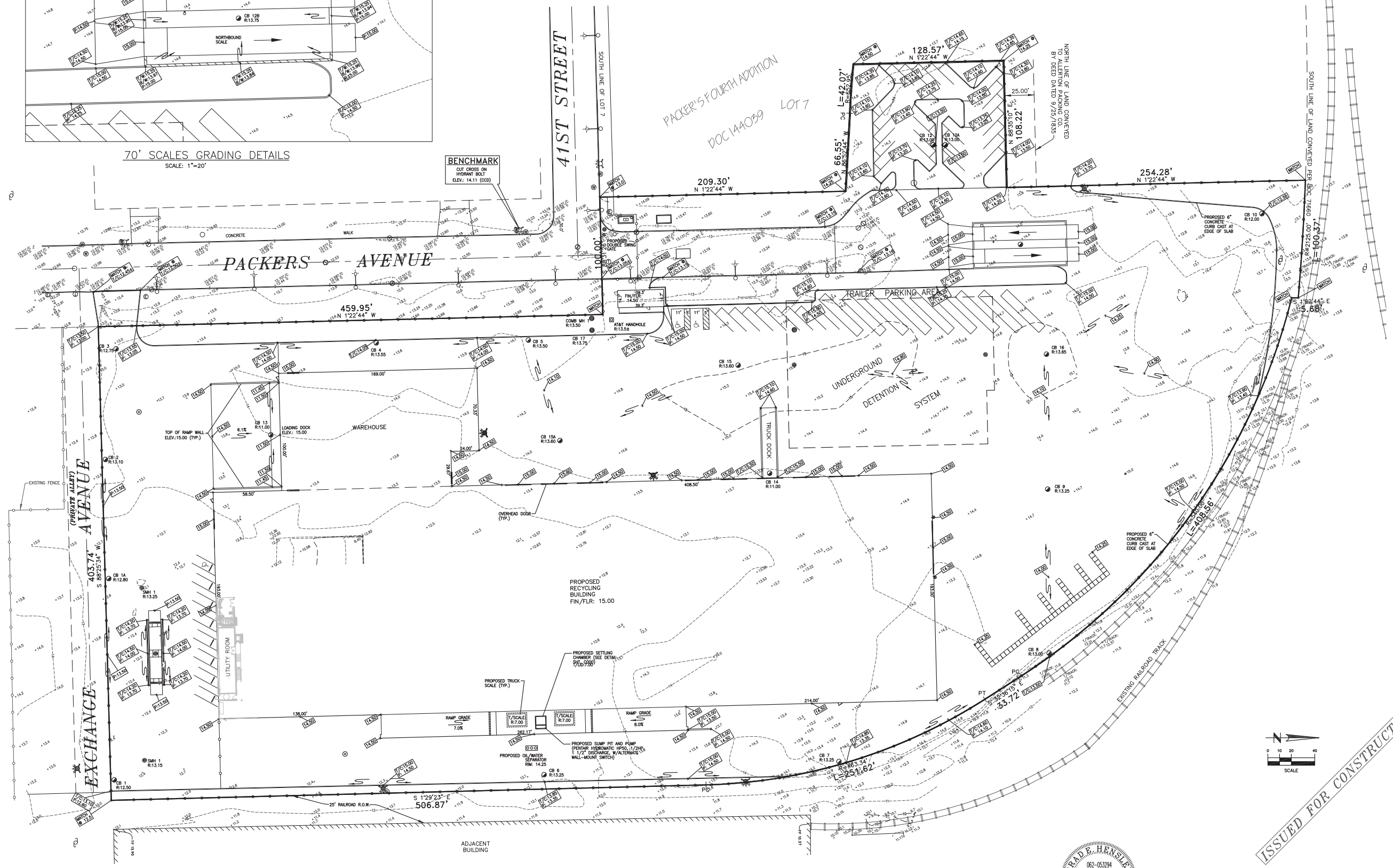
NOTE: ALL TREES ARE ON PRIVATE PROPERTY

1 SITE PLAN WITH LANDSCAPING
SCALE: 1:40

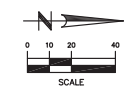
DRAWINGS BY LANDMARK ENGINEERING



70' SCALES GRADING DETAILS
SCALE: 1"=20'



BENCHMARK
CUT CROSS ON HYDRANT BOLT
ELEV: 14.11 (CCO)



ISSUED FOR CONSTRUCTION



BRH

DATE	REVISIONS	REV. BY
5/12/21	LANDSCAPE REVISIONS	T.G.
6/29/21	ADD SETTLING BASIN & DETAIL	B.H.
9/5/21	ADJUST BLDG. & PARKING LOT GRADES	B.H.
9/12/21	ADJUST TRUCK SCALE & DOCK GRADES	B.H.
3/7/22	SCALE GRADE REVISIONS	B.H.

LANDMARK
DESIGN: 7800 WEST 03RD STREET
PALOS HILLS, ILLINOIS 60465-1529
Phone: (708) 599-2737
Fax: (708) 599-2291

ENGINEERING IMPROVEMENT PLAN
4121 S. PACKERS AVENUE, CHICAGO, IL
GRADING PLAN

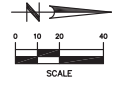
DRAWN BY: T.G.
DESIGNED BY: B.H.
CHECKED BY: M.L.

SHEET
C200
13-08-012

UTILITY CROSSING INFORMATION

UTILITY CROSSING ① BOTTOM OF STORM SEWER: 4.72 TOP OF WATER LINE: 3.22 SEPARATION BETWEEN PIPES: 1.50'	UTILITY CROSSING ② BOTTOM OF WATERMAIN: 7.67 TOP OF STORM SEWER: 6.10 SEPARATION BETWEEN PIPES: 1.57'
UTILITY CROSSING ③ BOTTOM OF GAS SERVICE: 11.00± TOP OF SANITARY SEWER: 7.24 SEPARATION BETWEEN PIPES: 3.76±	UTILITY CROSSING ④ BOTTOM OF SANITARY SEWER: 8.70 TOP OF WATER LINE: 7.20 SEPARATION BETWEEN PIPES: 1.50'
UTILITY CROSSING ⑤ BOTTOM OF STORM SEWER: 6.71 TOP OF SANITARY SEWER: 6.36 SEPARATION BETWEEN PIPES: 0.35'	UTILITY CROSSING ⑥ BOTTOM OF STORM SEWER: 8.39 TOP OF WATER LINE: 6.89 SEPARATION BETWEEN PIPES: 1.50'
UTILITY CROSSING ⑦ BOTTOM OF STORM SEWER: 7.31 TOP OF SANITARY SEWER: 7.05 SEPARATION BETWEEN PIPES: 0.26'	UTILITY CROSSING ⑧ BOTTOM OF SANITARY SEWER: 10.15 TOP OF WATER LINE: 8.65 SEPARATION BETWEEN PIPES: 1.50'
UTILITY CROSSING ⑨ BOTTOM OF STORM SEWER: 7.52 TOP OF WATER LINE: 6.02 SEPARATION BETWEEN PIPES: 1.50'	UTILITY CROSSING ⑩ BOTTOM OF STORM SEWER: 7.73 TOP OF WATER LINE: 6.23 SEPARATION BETWEEN PIPES: 1.50'
UTILITY CROSSING ⑪ BOTTOM OF SANITARY SEWER: 10.37 TOP OF WATER LINE: 8.87 SEPARATION BETWEEN PIPES: 1.50'	UTILITY CROSSING ⑫ BOTTOM OF WATERMAIN: 6.40 TOP OF COMB. SEWER: 5.35 SEPARATION BETWEEN PIPES: 1.05'

* WATER LINES TO BE DIPPED & SEWER PIPE TO BE ENCASED OR BE OF WATERMAIN QUALITY PIPE AND SHALL EXTEND UNTIL THE NORMAL DISTANCE FROM THE OUTSIDE EDGE OF THE WATERMAIN TO THE OUTSIDE EDGE OF THE SEWER IS AT LEAST 10 FEET ON BOTH SIDES. (CONTRACTOR MUST FOLLOW IEPA SEPARATION REQUIREMENTS)

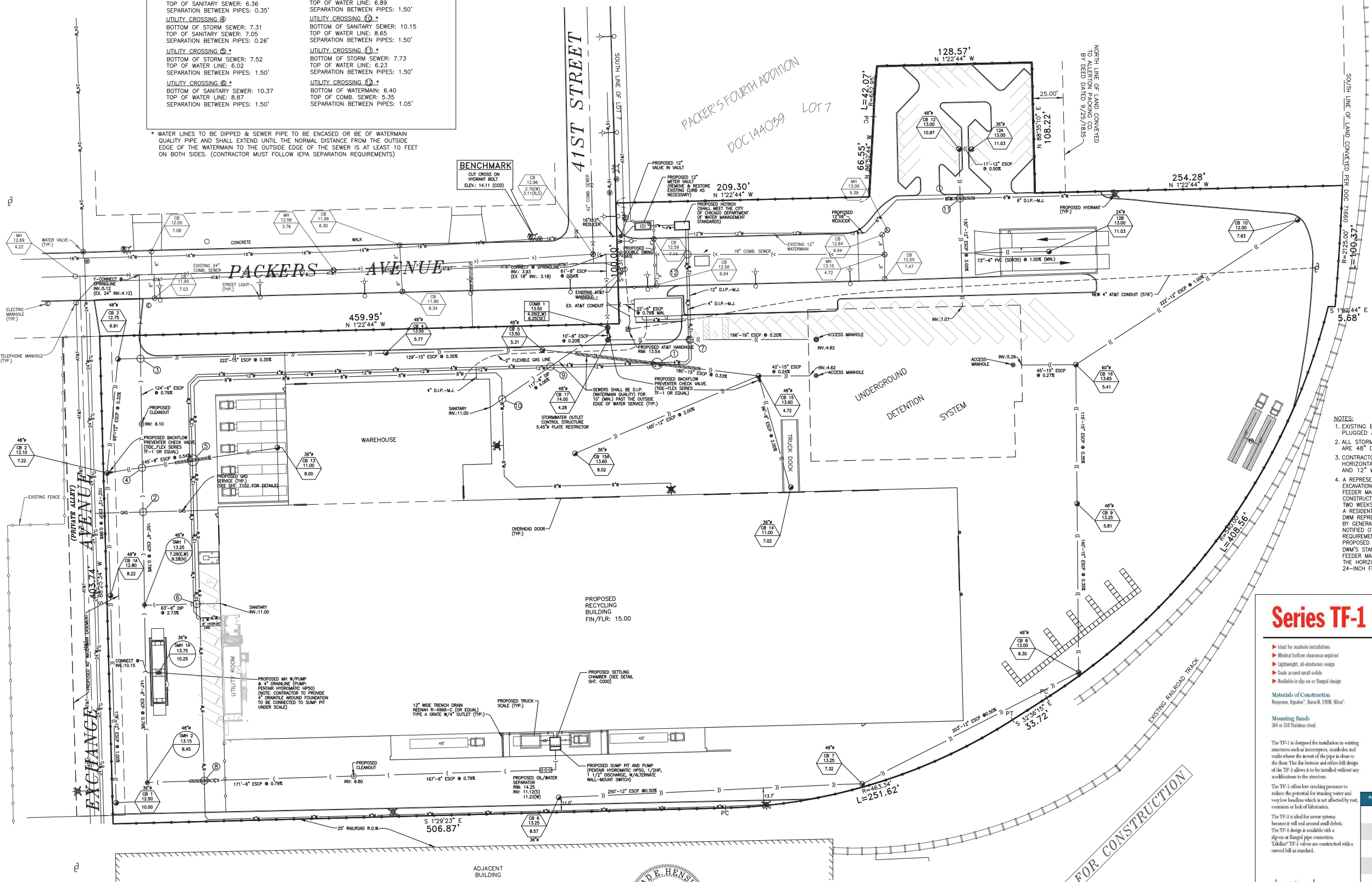


UTILITY CONNECTIONS, UTILITY LINES AND UTILITY STRUCTURES ARE NOT PART OF THIS OUC SUBMITTAL OR THE GEOTECHNICAL REVIEW UNDER THE DOB. A SEPARATE SUBMITTAL OF ALL UTILITY CONNECTIONS AND STRUCTURES AS PER CDOT REQUIREMENTS TO BE CONDUCTED DIRECTLY BETWEEN THE APPLICANT AND OUC CDOT.

REVISIONS

DATE	REVISIONS	BY
3/9/22	CDWM COMMENTS	B.H.
3/10/22	CDWM COMMENTS	B.H.
3/11/22	CDWM COMMENTS	B.H.
3/15/22	ADD PROPOSED WATERMAIN EASEMENT	B.H.
3/25/22	ADD AT&T CONDUIT PER OUC MAPS	B.H.

LANDMARK
 DESIGN PROFESSIONAL NO. 134-00057
 7806 WEST 103RD STREET
 PALOS HILLS, ILLINOIS 60465-1529
 Phone: (708) 599-7337
 Fax: (708) 599-2291



- NOTES:**
- EXISTING BUILDING SERVICES TO BE PLUGGED AND ABANDONED.
 - ALL STORM MANHOLES AND CATCH BASINS ARE 48" DIA. UNLESS NOTED OTHERWISE.
 - CONTRACTOR SHALL MAINTAIN A 3" EDGE-TO-EDGE HORIZONTAL SEPARATION BETWEEN FENCE FOUNDATIONS AND 12" WATERMAIN.
 - A REPRESENTATIVE OF THE DWM MUST BE PRESENT DURING THE EXCAVATION AND INSTALLATION NEAR THE EXISTING 24" FEEDER MAIN. IT IS REQUIRED THAT THE FORCE ACCOUNT CONSTRUCTION MANAGER BE CONTACTED AT FACMCT@WATER.NET TWO WEEKS PRIOR TO THE ANTICIPATED CONSTRUCTION DATE SO A RESIDENT ENGINEER CAN BE ASSIGNED TO THE PROJECT. THE DWM REPRESENTATIVE WILL ADHERE TO THE SCHEDULE PROVIDED BY GENERAL CONTRACTOR, WILLIAM A. RANDOLPH, INC., UNLESS NOTIFIED OTHERWISE. FAILURE TO COMPLY WITH THIS REQUIREMENT MAY RESULT IN ADDITIONAL EXPENSES TO THE PROPOSED PROJECT TO VERIFY THAT ALL WORK CONFORMS TO DWM'S STANDARDS. USE EXTRA CAUTION WHEN WORKING NEAR FEEDER MAINS. HAND EXCAVATION IS REQUIRED TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING 24" FEEDER MAIN PRIOR TO CONSTRUCTION.

Series TF-1

- Ideal for manhole installations
- Minimal bottom clearance required
- Lightweight, all-steel design
- Seals around small solids
- Available in slip-on or flange design

Materials of Construction:
 Rebar, Rebar, Rebar, EDM, EDM, Mon.

Mounting Bands:
 34 or 38 Stainless Steel

The TF-1 is designed for installation in existing structures such as manholes, manholes and vaults where the invert of the pipe is close to the floor. The flat bottom and offset-hill design of the TF-1 allows it to be installed without any modifications to the structure.

The TF-1 offers low cracking pressure to reduce the potential for standing water and very low headloss which is not affected by root intrusion or lack of lubrication.

The TF-1 is ideal for sewer systems because it will seal around small debris. The TF-1 design is available with a slip-on or flange pipe connection. "Eddies" TF-1 valves are constructed with a curved hill as standard.



Pipe O.D.	Length	888 height	Cr Length
6	10	110	110
8	10	110	110
10	10	110	110
12	10	110	110
14	10	110	110
16	10	110	110
18	10	110	110
20	10	110	110
24	10	110	110
30	10	110	110
36	10	110	110
42	10	110	110
48	10	110	110
54	10	110	110
60	10	110	110
66	10	110	110
72	10	110	110

Numbers indicate maximum dimensions in inches.



ENGINEERING IMPROVEMENT PLAN
 4121 S. PACKERS AVENUE, CHICAGO, IL
UTILITY PLAN

DRAWN BY: T.G.
 DESIGNED BY: B.H.
 CHECKED BY: M.L.

SHEET
C300
 13-08-012

ISSUED FOR CONSTRUCTION

PLAT OF SURVEY

THAT PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 2 IN THE SUBDIVISION OF BLOCK 1 IN PACKER'S ADDITION TO CHICAGO, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 30, 1883, AS DOCUMENT NUMBER 511030 THENCE NORTH 1°22'44" WEST, ALONG THE EAST LINE OF PACKERS AVENUE, 429.95 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 7 IN PACKER'S FOURTH ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED JULY 25, 1877, AS DOCUMENT 144039; THENCE SOUTH 88°31'26" WEST, ALONG SAID EXTENSION, 100.00 FEET TO THE WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID WEST LINE, 209.30 FEET; THENCE NORTH 85°52'44" WEST, ALONG A LINE FORMING AN ANGLE FROM NORTH TO NORTHWEST OF 85°30' WITH SAID WEST LINE OF PACKERS AVENUE, 66.55 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY, ALONG A CURVE CONVEX TO THE SOUTHWEST AND HAVING A RADIUS OF 652.95 FEET AND A 42.06 FOOT CHORD BEARING NORTH 85°58'24" WEST, AN ARC DISTANCE OF 42.07 FEET TO A LINE THAT IS 108.22 FEET WEST OF AND PARALLEL WITH SAID WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID PARALLEL LINE, 128.57 FEET TO A LINE THAT IS 25.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF LAND CONVEYED TO THE ALLERTON PACKING COMPANY BY DEED DATED SEPTEMBER 25, 1875; THENCE NORTH 88°35'10" EAST, ALONG SAID PARALLEL LINE, 108.22 FEET TO SAID WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID WEST LINE, 254.28 FEET TO THE SOUTH LINE OF LAND CONVEYED TO THE ALLERTON PACKING COMPANY BY DEED DATED SEPTEMBER 25, 1875, AND RECORDED FEBRUARY 11, 1876, AS DOCUMENT NUMBER 71660; THENCE EASTERLY, ALONG SAID SOUTH LINE, BEING A CURVE CONVEX TO THE NORTH AND HAVING A RADIUS OF 2125.00 FEET AND A 100.36 FOOT CHORD BEARING SOUTH 86°30'54" EAST, AN ARC DISTANCE OF 100.37 FEET TO THE EAST LINE OF PACKERS AVENUE; THENCE SOUTH 1°22'44" EAST, ALONG SAID EAST LINE, 5.68 FEET; THENCE SOUTHEASTERLY, ALONG A CURVE CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 540.00 FEET AND A 398.89 FOOT CHORD BEARING SOUTH 54°16'46" EAST, AN ARC DISTANCE OF 408.56 FEET TO A POINT OF TANGENCY; THENCE SOUTH 32°36'15" EAST 33.72 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY, ALONG A CURVE CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 463.34 FEET AND A 248.54 FOOT CHORD BEARING SOUTH 1°29'23" EAST, AN ARC DISTANCE OF 251.62 FEET TO A POINT OF TANGENCY ON A LINE THAT IS 7.00 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 1 IN AFORESAID SUBDIVISION OF BLOCK 1 IN PACKER'S ADDITION TO CHICAGO; THENCE SOUTH 1°29'23" EAST, ALONG SAID PARALLEL LINE, 506.67 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1; THENCE SOUTH 88°25'34" WEST, ALONG SAID EXTENSION AND THE SOUTH LINE OF SAID LOTS 1 AND 2, 403.74 FEET TO THE POINT OF BEGINNING; IN COOK COUNTY, ILLINOIS.

SOUTH LINE OF LAND CONVEYED
PER DOC. 71660

L=100.37'
R=2125.00'

S 1°22'44" E
5.68'

EXISTING RAILROAD TRACK

L=408.56'
R=540.00'

S 32°36'15" E
33.72'
PT
PC

L=251.62'
R=463.34'

NOTES

1. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND BEARINGS ARE BASED ON TRUE NORTH DETERMINED BY GPS MEASUREMENT.
2. NO TITLE COMMITMENT WAS PROVIDED FOR USE IN THE PREPARATION OF THIS SURVEY. FOR BUILDING LINES, EASEMENTS AND RESTRICTIONS NOT SHOWN HEREON, REFER TO DEEDS, ABSTRACTS, TITLE POLICIES, SEARCHES OR COMMITMENTS, CONTRACTS AND LOCAL BUILDING AND ZONING ORDINANCES.
3. NO IMPROVEMENTS ARE SHOWN HEREON AND NO MONUMENTATION WAS SET AT THE REQUEST OF THE CLIENT. NO DIMENSIONS, LENGTHS OR WIDTHS SHOULD BE ASSUMED FROM SCALING. FIELD MONUMENTATION OF CRITICAL POINTS SHOULD BE ESTABLISHED PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION.

NORTH LINE OF LAND CONVEYED
TO ALLERTON PACKING CO.
BY DEED DATED 9/25/1835

108.22'
N 88°35'10" E

128.57'
N 1°22'44" W

NORTH LINE OF LOT 7
R=652.95'
L=42.07'
PC N 86°52'44" W
66.55'

LOT 7

PACKER'S FOURTH ADDITION
DOC 144039

209.30'
N 1°22'44" W

AVENUE

SOUTH LINE OF LOT 7

S 88°31'26" W
100.00'

AFFECTS COOK COUNTY P.I.N.s	
20-05-102-011	20-05-102-046
20-05-102-012	20-05-106-001
20-05-102-019	20-05-106-003
20-05-102-023	20-05-106-006
20-05-102-024	20-05-106-007
20-05-102-025	20-05-106-008
20-05-102-027	20-05-500-002

SUBJECT PROPERTY AREA
9.825 ACRES
(more or less)

429.95'
N 1°22'44" W

LOT 2

LOT 1

SUBDIVISION OF BLOCK 1

OF PACKER'S ADDITION TO CHICAGO
DOC 511030

7.00'

S 1°29'23" E
506.67'

EAST LINE OF LOT 1

30' PRIVATE ALLEY

S 88°25'34" W
403.74'

PER DOC. 67892

PREPARED FOR:

SANDMAN, INC.
19657 WEST SHARP ROAD
ELWOOD, IL 60421

PREPARED BY:

LANDMARK
ENGINEERING LLC

DESIGN FIRM REGISTRATION NO. 184-005577

7808 WEST 103RD STREET
PALOS HILLS, ILLINOIS 60465-1529
Phone (708) 599-3737

SURVEY No. 13-08-012-POS-V2-R

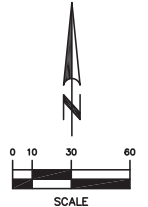
FIELD WORK COMPLETED: 12/20/14

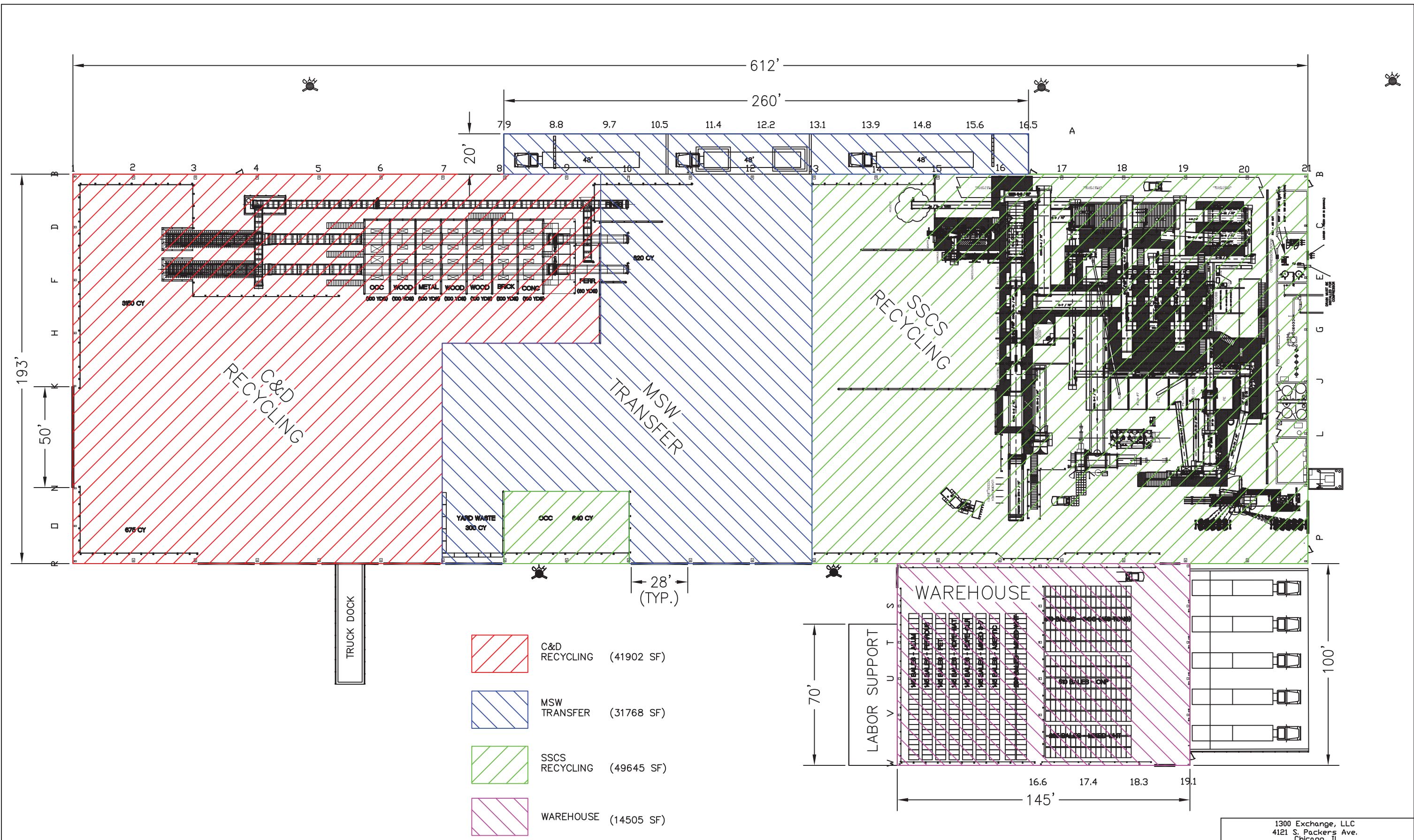
THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS STANDARDS FOR A BOUNDARY SURVEY.

DATED: 1/27/21



MARK H. LANDSTROM I.P.L.S. No. 2625
LICENSE RENEWAL DATE: NOVEMBER 30, 2022





- C&D RECYCLING (41902 SF)
- MSW TRANSFER (31768 SF)
- SSCS RECYCLING (49645 SF)
- WAREHOUSE (14505 SF)

SANDMAN, INC. HEREBY EXPRESSLY RESERVES ALL COPYRIGHT AND OTHER PROPERTY RIGHTS PRESENT WITHIN THESE DOCUMENTS. REPRODUCTION, SALE, OR ALTERATION OF THESE DOCUMENTS IN WHOLE, OR A PORTION THEREOF, SHALL BE PROHIBITED WITHOUT PRIOR WRITTEN CONSENT OF SANDMAN, INC.

1300 Exchange, LLC 4121 S. Packers Ave. Chicago, IL	
Revision Record	Sandman, Inc. 19657 W. Sharp Road Elwood, IL 60421 Ph: 708.460.1725 Fax: 708.460.2157
	Prepared For: John Koty
Date: 3/23/15	PLANT ZONING EXHIBIT
Drawn by:	
Checked by:	
Date: 1"=20'	Sheet 1 of 1

APPENDIX A

APPLICATION FEE

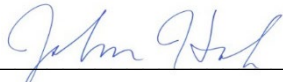
Appendix A intentionally blank

APPENDIX B

PROFESSIONAL ENGINEER CERTIFICATION

PROFESSIONAL ENGINEER CERTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.



John Hock, P.E.

Illinois License Number 062-047623

Expiration Date: 11/30/2023

April 29, 2022

Date

APPENDIX C

FINANCIAL ASSURANCE



COMERICA BANK
411 WEST LAFAYETTE (MC 3341)
DETROIT, MI 48226

FAX NO: (313) 222-9324
SWIFT: MNBDUS33

DATE: OCTOBER 1, 2013

TO: CITY OF CHICAGO

MAILING ADDRESS:
CITY OF CHICAGO
COMMISSIONER OF HEALTH
2ND FLOOR
333 SOUTH STATE STREET
CHICAGO, ILLINOIS 60603

MAILING ADDRESS:
CITY OF CHICAGO
CITY COMPTROLLER
7TH FLOOR
33 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602

RE: LETTER OF CREDIT NO. 663969-04

GENTLEMEN:

COMERICA BANK AT THE REQUEST OF:

1300 EXCHANGE LLC AND/OR LAKESHORE RECYCLING SYSTEMS LLC
6132 W. DAVISON AVE.
MORTON GROOVE IL 60053

HAS PROVIDED ITS IRREVOCABLE STANDBY LETTER OF CREDIT WHICH IS ATTACHED HERETO IN THE AMOUNT OF \$100,000.00
DATED OCTOBER 1, 2013 IN YOUR FAVOR.

THIS WILL CERTIFY THAT M. JANE MOORE IS AUTHORIZED TO PROVIDE AND EXECUTE THE ATTACHED IRREVOCABLE STANDBY
LETTER OF CREDIT, THAT THE SIGNATURE APPEARING ON SAID LETTER OF CREDIT IS AUTHENTIC, AND THAT THE BANK HAS
COMPLIED WITH ALL FDIC REQUIREMENTS AND OTHER APPLICABLE LAWS IN CONNECTION WITH THE ISSUANCE OF SAID LETTER OF
CREDIT.

SINCERELY,


SIGNATURE OF CERTIFYING BANK OFFICER


NAME OF CERTIFYING BANK OFFICER


TITLE OF CERTIFYING BANK OFFICER

FAX NO: (313) 222-9324
SWIFT: MNBDUS33

IRREVOCABLE STANDBY LETTER OF CREDIT

DATE OF ISSUE: OCTOBER 1, 2013

BENEFICIARY:
CITY OF CHICAGO

MAILING ADDRESS:
CITY OF CHICAGO
COMMISSIONER OF HEALTH
2ND FLOOR
333 SOUTH STATE STREET
CHICAGO, ILLINOIS 60603

MAILING ADDRESS:
CITY OF CHICAGO
CITY COMPTROLLER
7TH FLOOR
33 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602

GENTLEMEN:

WE HEREBY ISSUE OUR IRREVOCABLE STANDBY LETTER OF CREDIT NO 663969-04 IN FAVOR OF THE CITY OF CHICAGO FOR THE ACCOUNT OF 1300 EXCHANGE LLC AND / OR LAKESHORE RECYCLING SYSTEMS LLC UP TO THE AGGREGATE AMOUNT OF ONE HUNDRED THOUSAND U.S. DOLLARS (\$100,000.00). THIS LETTER OF CREDIT IS ISSUED, PRESENTABLE AND PAYABLE AT OUR OFFICE AT 411 WEST LAFAYETTE, MC 3341, DETROIT, MI 48226 ATTENTION: INTERNATIONAL TRADE SERVICES DEPARTMENT, AND EXPIRES AT 5:00 P.M. CHICAGO TIME ON SEPTEMBER 16, 2014.

FUNDS UNDER THIS LETTER OF CREDIT ARE AVAILABLE TO YOU UNCONDITIONALLY AGAINST YOUR NOTARIZED SIGHT DRAFTS FOR ANY SUM OR SUMS NOT EXCEEDING A TOTAL OF ONE HUNDRED THOUSAND U.S. DOLLARS (\$100,000.00) DRAWN ON US MENTIONING OUR LETTER OF CREDIT NO. 663969-04 AND SIGNED BY THE COMMISSIONER OF HEALTH OF THE CITY OF CHICAGO OR THE CITY COMPTROLLER OF THE CITY OF CHICAGO (WHETHER ACTING OR ACTUAL). DRAFTS MUST BE ACCOMPANIED BY THE ORIGINAL LETTER OF CREDIT. FUNDS DRAWN UNDER THIS LETTER OF CREDIT SHALL BE PAID IN THE FORM OF A CHECK MADE PAYABLE TO "CITY OF CHICAGO" AND SHALL BE SENT BY OVERNIGHT DELIVERY SERVICE OR COURIER TO THE COMMISSIONER OF HEALTH OF THE CITY OF CHICAGO OR THE CITY COMPTROLLER OF THE CITY OF CHICAGO AT THE APPROPRIATE ADDRESS LISTED ABOVE.

OUR OBLIGATIONS HEREUNDER ARE PRIMARY OBLIGATIONS TO THE CITY OF CHICAGO AND SHALL NOT BE AFFECTED BY THE PERFORMANCE OR NON-PERFORMANCE BY 1300 EXCHANGE LLC AND / OR LAKESHORE RECYCLING SYSTEMS LLC UNDER ANY LICENSE AGREEMENT OR OTHER AGREEMENT OR CONTRACT WITH THE CITY OF CHICAGO OR BY ANY BANKRUPTCY OR OTHER INSOLVENCY PROCEEDING, OR ENFORCEMENT OR OTHER PROCEEDING, INITIATED BY OR AGAINST 1300 EXCHANGE LLC AND / OR LAKESHORE RECYCLING SYSTEMS LLC. 1300 EXCHANGE LLC AND / OR LAKESHORE RECYCLING SYSTEMS LLC IS NOT THE OWNER OF OR BENEFICIARY UNDER THIS LETTER OF CREDIT AND POSSESS NO INTEREST WHATSOEVER IN THIS LETTER OF CREDIT OR PROCEEDS OF SAME. WE ENGAGE WITH YOU THAT ANY DRAWS UNDER THIS LETTER OF CREDIT SHALL BE DULY HONORED BY US ON SIGHT IF PRESENTED TO US ON OR BEFORE THE DATE AND TIME OF EXPIRY.

THIS LETTER OF CREDIT SETS FORTH IN FULL THE TERMS OF OUR UNDERTAKING, AND THIS UNDERTAKING SHALL NOT IN ANY WAY BE MODIFIED, AMENDED, AMPLIFIED OR LIMITED BY ANY DOCUMENT, INSTRUMENT OR AGREEMENT REFERRED TO HEREIN, OR IN WHICH THIS LETTER OF CREDIT IS REFERRED TO, OR TO WHICH THIS LETTER OF CREDIT RELATES; AND NO SUCH REFERENCE SHALL BE DEEMED TO INCORPORATE HEREIN BY REFERENCE ANY SUCH DOCUMENT, INSTRUMENT OR AGREEMENT.

(CONTINUED PAGE 2)



FAX NO: (313) 222-9324
SWIFT: MNBUS33IRREVOCABLE STANDBY LETTER OF CREDIT
PAGE 2

THIS IS A CLEAN LETTER OF CREDIT AND NO DOCUMENTS EXCEPT FOR THE SIGHT DRAFTS AND THIS ORIGINAL LETTER OF CREDIT ARE REQUIRED.

PARTIAL AND MULTIPLE DRAWINGS ARE PERMITTED.

THE EXPIRY OF THIS LETTER OF CREDIT WILL BE DEEMED TO BE AUTOMATICALLY EXTENDED WITHOUT AMENDMENT FOR ONE YEAR FROM THE EXPIRY DATE HEREOF, OR ANY FUTURE EXPIRATION DATE, UNLESS AT LEAST 30 DAYS PRIOR TO ANY EXPIRATION DATE WE NOTIFY THE COMMISSIONER OF HEALTH OF THE CITY OF CHICAGO, AT THE ADDRESS LISTED ABOVE, BY OVERNIGHT DELIVERY SERVICE OR COURIER THAT WE WILL NOT EXTEND THE EXPIRY OF THIS LETTER OF CREDIT FOR ANY SUCH ADDITIONAL PERIOD.

THIS LETTER OF CREDIT IS SUBJECT TO THE UNIFORM CUSTOMS AND PRACTICE FOR DOCUMENTARY CREDITS (1993 REVISION) OF THE INTERNATIONAL CHAMBER OF COMMERCE PUBLICATION NO. 500 (UCP) AND TO THE UNIFORM COMMERCIAL CODE - LETTERS OF CREDIT, 810 ILCS 5/5-101 ET SEQ., AS AMENDED, AS IN EFFECT IN THE STATE OF ILLINOIS (UCC). TO THE EXTENT THE PROVISIONS OF THE UCP AND THE UCC CONFLICT, THE PROVISIONS OF THE UCC SHALL CONTROL.

COMERICA BANK

BY: M. Jane Moore
(SIGNATURE)

NAME: M. Jane Moore

TITLE: Vice President

FOR INFORMATION PURPOSES ONLY: THE ORIGINAL LETTER OF CREDIT AND ALL ORIGINAL DOCUMENTATION ASSOCIATED WITH THIS LETTER OF CREDIT WILL BE MAILED TO THE CITY OF CHICAGO, COMMISSIONER OF HEALTH WITH COPIES TO CITY OF CHICAGO, CITY COMPTROLLER, WITH THE EXCEPTION OF ANY PAYMENTS. ANY PAYMENTS MADE UNDER THIS LETTER OF CREDIT AND DOCUMENTATION WITH RESPECT TO SAID PAYMENT WILL BE MAILED TO THE PRESENTER.

APPENDIX D

OWNER'S AUTHORIZATION



Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

General Application for Permit (LPC - PA1)

This form must be used for any application for permit from the Bureau of Land, except for landscape waste composting or hazardous waste management facilities regulated in accordance with RCRA, Subtitle C. One original, and two copies, or three if applicable, of all permit application forms must be submitted. Attach the original and appropriate number of copies of any necessary plans, specifications, reports, etc. to fully support and describe the activities and modifications being proposed. Attach sufficient information to demonstrate the compliance with all regulatory requirements. Incomplete applications will be rejected. Please refer to the instructions for further guidance. **Note: Applicants must provide a physical address; the post office will not deliver a certified letter (final action letter) to a P.O. Box only. Please provide an extended ZIP+4 code for the site identification and owner/operator information.**

You may complete this form online, save a copy locally, print, sign and submit it to the Bureau of Land at the address below. Note: Hand-delivered permit applications must be delivered between 8:30 am and 5:00 pm, Monday through Friday (excluding State holidays) to:

Bureau of Land, Permit Section, Mail Code #33
1021 North Grand Avenue East, P.O. Box 19276
Springfield, IL 62794-9276

[Instructions](#)

I. Site Identification

Site Name: Packers Recycling & Transfer IEPA BOL No.: 0316616500
Street Address: 4121 S. Packers Avenue P.O. Box: _____
City: Chicago State: IL Zip + 4: *60609-2420 *Notification letters will not be sent without a 9-digit zip code. County: Cook
Existing DE/OP Permit Numbers (if applicable): 2011-511-DE/OP 2013-448-SP 2019-133-SP

II. Applicant Identification

Owner

Name: Oscar (IL) LLC
Street Address: c/o W.P. Carey Inc, 50 Rockefeller Plaza
PO Box: _____
City: New York State: NY
Zip + 4: 10020-1607 Phone: 212-492-1129
Contact: Peter Bates
Email Address: PBates@WPCarey.com
FEIN ID No. _____

Operator (if Different)

Name: Lakeshore Recycling Systems, LLC
Street Address: 3152 S. California Avenue
PO Box: _____
City: Chicago State: IL
Zip + 4: 60608-5112 Phone: 708-774-9301
Contact: Richard Golf
Email Address: rgolf@lrsrecycles.com
FEIN ID No. 39-4245119

Agency correspondence mailed to:

Owner Operator Other - Explain: _____

TYPE OF SUBMISSION/REVIEW PERIOD:

- New Landfill/180 days (35 IAC Part 813)
- Landfill Expansion/180 days (35 IAC Part 813)
- Sig. Mod. to Operate/90 days (35 IAC Part 813)
- Other Sig. Mod./90 days (35 IAC Part 813)
- Renewal of Landfill/90 days (35 IAC Part 813)
- Development/90 days (35 IAC Part 807)
- Operating/45 days (35 IAC Part 807)
- Operating/90 days (35 IAC Part 848)
- Supplemental/90 days (35 IAC Part 807)
- Permit Transfer/90 days (35 IAC Part 807)
- Renewal of Experimental Permit (35 IAC Part 807)

TYPE OF FACILITY:

- Landfill
- Land Treatment
- Transfer Station
- Treatment Facility
- Storage
- Incinerator
- Composting
- Recycling/Reclamation
- Used Tire Storage/Processing Facility
- Other (Specify)

TYPE OF WASTE:

- General Municipal Refuse
- Hazardous
- Special (Non-Hazardous)
- Chemical Only (exec. putrescible)
- Inert Only (exec. chem. & putrescible)
- Used Oil
- Potentially Infectious Medical Waste
- Landscape/Yard Waste
- Used Tires
- Other (Specify)

General Construction or Demolition Debris

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42).

III. Description of this Permit Request: (Note: The box below will expand as needed)

Expand the facility boundary, develop a new building and related infrastructure, and modify the facility operations.

IV. Completeness Requirements

1. Have all required public notice letters been mailed in accordance with the LPC-PA16 instructions? Yes No N/A
 (If so, provide a list of those recipients of the required public notice letters for Illinois EPA retention.
 Such retention shall not imply any Illinois EPA review and/or confirmation of the list.)

Public Notice Recipients

Name: <u>Ms. Kimberly M. Foxx</u>	Title: <u>Cook County State's Attorney</u>
Street Address: <u>69 W. Washington Street</u>	P.O. Box: _____
City: <u>Chicago</u> State: <u>IL</u>	Zip Code: <u>60602</u>
Name: <u>Senator Antonio Munoz</u>	Title: <u>Illinois State Senator District 1</u>
Street Address: <u>1836 West 35th Street</u>	P.O. Box: _____
City: <u>Chicago</u> State: <u>IL</u>	Zip Code: <u>60609</u>
Name: <u>Representative Theresa Mah</u>	Title: <u>Illinois State Representative District 2</u>
Street Address: <u>2108 W. 35th Street</u>	P.O. Box: _____
City: <u>Chicago</u> State: _____	Zip Code: <u>60609</u>
Name: <u>Edward W. Podczerwinski</u>	Title: <u>Director of Monitoring & Research - MWRDGC</u>
Street Address: <u>6001 West Pershing Road</u>	P.O. Box: _____
City: <u>Cicero</u> State: <u>IL</u>	Zip Code: <u>60804-4112</u>
Name: <u>Anna M. Valencia</u>	Title: <u>Chicago City Clerk</u>
Street Address: <u>121 North LaSalle St., Room 107</u>	P.O. Box: _____
City: <u>Chicago</u> State: <u>IL</u>	Zip Code: <u>60602</u>
Name: <u>Ms. Toni Preckwinkle</u>	Title: <u>Cook County Board President</u>
Street Address: <u>118 N. Clark St., Room 537</u>	P.O. Box: _____
City: <u>Chicago</u> State: <u>IL</u>	Zip Code: <u>60602</u>

- | | Yes | No | N/A |
|--|----------------------------------|----------------------------------|----------------------------------|
| 2. a. Is the Siting Certification Form (LPC-PA8) completed and enclosed? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| b. Is siting approval currently under litigation? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| 3. a. Is a closure, and if necessary a post-closure plan covering these activities being submitted, or | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| b. has one already been approved? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| If yes, provide the permit number: _____ | | | |
| 4. a. For operating waste disposal sites, only: Has any employee, owner, operator, officer or director of the owner or operator had a prior conduct certification denied, canceled or revoked? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| b. Have you included a demonstration of how you comply or intend to comply with 35 Ill. Adm. Code 745? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| 5. a. For waste disposal sites, only: Is the property for the facility held in a beneficial trust? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| b. If yes, is a beneficial trust certification form (LPC-PA9) completed and enclosed? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| 6. a. Does the application contain information or proposals regarding the hydrogeology; groundwater monitoring, modeling or classification; a groundwater impact assessment; or vadosezone monitoring for which you are requesting approval? | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| b. If yes, have you submitted a third copy of the application (4 total) and supporting documents? | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

7. Has the required 39(i) certification been attached? A 39(i) certification must be submitted with information concerning the following persons or entities:

a. the owner of the business entity applying for the permit;

b. the operator of the business entity applying for the permit;

c. each employee or officer of the owner or operator who signed the permit application or has managerial authority at the site; and

d. any additional owner, operator, or officer or employee of the owner or operator from whom a certification is requested by the Illinois EPA, including any officer or employee who will be responsible for overseeing or implementing regulated activities governed by the permit.

If no, then complete this certification as indicated.

V. Signatures:

Original signatures are required. Signature stamps or applications transmitted electronically or by FAX are not acceptable.

All applications shall be signed by the person designated below as a duly authorized representative of the owner an/or operator. A printed name for each signature should also be provided.



- Corporation - By a principal executive officer of the level of vice-president or above.
- Partnership or Sole Proprietorship - By a general partner or the proprietor, respectively.
- Government - By either a principal executive officer or a ranking elected official.

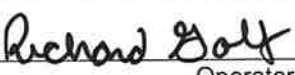

A person is a duly authorized representative of the owner and operator only if:

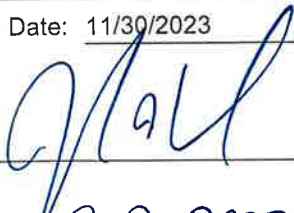
1. They meet the criteria above or the authorization has been granted in writing by a person described above; and
2. Is submitted with this application (a copy of a previously submitted authorization can be used).

I hereby affirm that all information contained in this application is true and accurate to the best of my knowledge and belief. I do herein swear that I am a duly authorized representative of the owner/operator and I am authorized to sign this permit application form.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))

<p><u></u> _____ Owner Signature</p> <p><u>Peter Bates</u> _____ Printed Name</p>	<p><u>2-23-22</u> _____ Date</p> <p><u>Managing Director</u> _____ Title</p>
<p>Notary: Subscribed and Sworn before me this <u>23rd</u> day of <u>February</u> 20<u>22</u>.</p> <p>My commission expires on: <u>2/23/23</u></p>	
<div style="border: 1px solid blue; padding: 5px; width: fit-content; margin: 0 auto;"> <p>GILLIAN RICHARDS-DESHONG Notary Public, State of New York Registration #01R16319653 Qualified In Kings County Commission Expires <u>2/23/23</u></p> </div> <p><u></u> Signature & Stamp/Seal of Notary Public</p>	

<p><u></u> _____ Operator Signature</p> <p><u>Richard Golf</u> _____ Printed Name</p>	<p><u>3.2.22</u> _____ Date</p> <p><u>Operator</u> _____ Title</p>
<p>Notary: Subscribed and Sworn before me this <u>2ND</u> day of <u>MARCH</u> 20<u>22</u>.</p> <p>My commission expires on: <u>10/25/2023</u></p>	
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> <p>OFFICIAL SEAL Deena Pedersen NOTARY PUBLIC, STATE OF ILLINOIS My Commission Expires 10/25/2023</p> </div> <p><u></u> Signature & Stamp/Seal of Notary Public</p>	

<p>Engineer's Name: <u>John Hock</u></p> <p>Company: <u>Civil & Environmental Consultants, Inc.</u></p> <p>Street Address: <u>1230 East Diehl Road, Suite 200</u></p> <p>City: <u>Naperville</u> State: <u>IL</u></p> <p>Email Address: <u>jhock@cecinc.com</u></p> <p>License Expiration Date: <u>11/30/2023</u></p>	<p>Engineer's Title: <u>Vice President</u></p> <p>Registration Number: <u>062-047623</u></p> <p>PO Box: _____</p> <p>Zip Code: <u>60563</u> Phone: <u>630-963-6026</u></p>
<p>Signature: <u></u></p> <p>Date: <u>3.2.2022</u></p>	<div style="border: 1px solid blue; border-radius: 50%; padding: 10px; width: 150px; margin: 0 auto;"> <p style="text-align: center;">STATE OF ILLINOIS</p> <p style="text-align: center;">JOHN E. HOCK</p> <p style="text-align: center;">062-047623</p> <p style="text-align: center;">3.2.2022</p> <p style="text-align: center;">Professional Engineer's Seal</p> </div>



Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

39(i) Certification for Operating a Waste Management Facility

Pursuant to 415 ILCS 5/39(i), prior to issuing any RCRA permit, or any permit for a waste storage site, sanitary landfill, waste disposal site, waste transfer station, waste treatment facility, waste incinerator, clean construction or demolition debris fill operation, or used tire storage site, the Illinois EPA must conduct an evaluation of the prospective owner's or operator's prior experience in waste management operations, clean construction or demolition debris fill operations, and tire storage site management. As part of that evaluation please complete and submit this form with your permit application.

This form may be completed online and saved locally before printing, signing and submitting it to the Illinois EPA at the address below. If the form is completed manually, please type or print clearly.

Illinois Environmental Protection Agency
Division of Land Pollution Control - #33
39(i) Certification
1021 North Grand Avenue East
P.O. Box 19276
Springfield, IL 62794-9276

I. Applicant Information

Site Name Packers Recycling and Transfer Facility IEPA BOL No.: 0316616500
Site Address 4121 S. Packers Avenue
City: Chicago State: IL Zip Code: 60609-2420
Permit Numbers (if applicable): 2011-511-DE/OP 2013-448-SP 2019-133-SP

Owner

Owner Name: Oscar (IL) LLC
Street Address: c/o W.P. Carey Inc, 50 Rockefeller Plaza
City: New York State: NY Zip: 10020

Operator

Operator Name: Lakeshore Recycling System, LLC
Street Address: 3152 S. California Ave.
City: Chicago State: IL Zip: 60608

Is this 39(i) certification for the owner or the operator?

Owner Operator Owner and operator are the same entity

II. Officers and Employees with Site Responsibility

Unless the owner and operator are the same entity, a separate 39(i) form must be submitted for both the owner and operator. Persons operating under the authority of the owner should be listed on the owner's 39(i) form and persons operating under authority of the operator should be listed on the operator's 39(i) form.

A. Officers: List the name and title of all officers of the owner or operator that will have personal involvement or active participation in the operation or management of the site or facility for which the application is submitted.

Name	Title
Peter Bates	Managing Director, Head of North American Asset Management

B. Employees: List the name and title of each employee of the owner or operator that will have personal involvement or active participation in the overall operation or management of the site or facility for which the application is submitted (e.g. site managers, site engineers, and other persons who direct or control the overall day-to-day management of the operation, but not persons whose duties are exclusively limited to equipment operation, labor, or similar non-managerial functions).

Name	Title

III. Owner, Operator, Officer, and Employee Information

A. Prior Conduct Identification

The applicant must answer each of the following questions for every owner or operator, and for any officer or employee identified under Section II. If the answer to any of the following questions is affirmative, the applicant must complete an Attachment A for each person for whom the answer is affirmative and include a copy of each final administrative or judicial determination that required an affirmative response. If the information for each owner, operator, officer, and employee has not changed since the applicant's last submission of a 39(i) certification, the applicant can skip to Section III(C), below.

- 1) Has there been a finding that any person named in Section II violated federal, State, or local laws, regulations, standards, or ordinances in the operation of one or more waste management facilities or sites, clean construction or demolition debris fill operation facilities or sites, or tire storage sites? Yes
 No
- 2) Has any person named in Section II ever been convicted in this or another State of any crime which is a felony under the laws of this State, or convicted of a felony in a federal court; or convicted in this or another state or federal court of any of the following crimes: forgery, official misconduct, bribery, perjury, or knowingly submitting false information under any environmental law, regulation, or permit term or condition? Yes
 No
- 3) Has there been a finding against any person named in Section II of gross carelessness or incompetence in handling, storing, processing, transporting or disposing of waste, clean construction or demolition debris, or used or waste tires, or a finding of gross carelessness or incompetence in using clean construction or demolition debris as fill? Yes
 No

B. Pending Proceedings

The applicant must answer each of the following questions for every owner or operator, and for any officer or employee identified in Section II. If the answer to any of the following questions is affirmative, the applicant must complete an Attachment A for each person for whom the answer is affirmative and provide information identified in Attachment A regarding the pending proceeding.

1. Is there any proceeding currently pending against any person named in Section II that could result in a conviction or finding described in subsection A, above? Yes
 No
2. Is there any proceeding currently pending against any person named in Section II that could result in the reversal of a conviction or finding described in subsection A, above? Yes
 No

C. Prior Application Information

If (i) the applicant has previously submitted the Attachments required pursuant to subsections A and B above and (ii) the Attachments previously submitted are still complete, true, and correct, then the applicant does not need to include Attachments with this submission if the following box is checked:

By checking this box, I affirm that the Attachments previously submitted are still complete, true, and correct and wish to incorporate them into this Certification.

If the above box is checked, identify the application that contains the previously submitted Attachments that are complete, true, and correct.

Authorization for Release of Information

This Certification must be signed by an officer of the applicant.

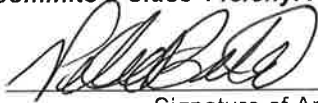
The undersigned authorizes any representative of the Illinois Environmental Protection Agency bearing this release to obtain any information from the Illinois State Police pertaining to the criminal records of the applicant and hereby directs the Illinois State Police to release such information upon request of the bearer. The undersigned authorizes a review of and full disclosure of all records, or any part thereof, concerning the applicant's criminal records by and to a duly authorized agent of the Illinois Environmental Protection Agency, whether the records are of public, private, or confidential nature. The intent of this authorization is to give consent for full and complete disclosure of the applicant's criminal records.

The undersigned fully understands that any information which is developed directly or indirectly, in whole or in part, as a result of this authorization will be considered in determining whether a permit shall be issued by the Illinois Environmental Protection Agency under the Environmental Protection Act [415 ILCS 5]. The undersigned further agrees to release the Illinois State Police and the Illinois Environmental Protection Agency, its agents and designees under this release, from any and all liability which may be incurred as a result of compliance with this authorization for release of information.

Certification Statements

I certify under penalty of law that the information submitted, including information on any Attachments submitted as part of or incorporated into this Certification, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))



Signature of Applicant Officer

Peter Bates

Printed Name

2-16-22

Date

Managing Director

Title

Attachment A (1 of 2)

This Attachment must be completed for each owner or operator, and for each officer or employee identified in Section II, for whom one or more affirmative responses were included in Section III.

Name: Richard Golf

Title: Managing Partner

Status: Owner Operator Officer Employee (check all that apply)

A. Prior Findings or Convictions

1. Has there been a finding that the person named above violated federal, State, or local laws, regulations, standards, or ordinances in the operation of one or more waste management facilities or sites, clean construction or demolition debris fill operation facilities or sites, or tire storage sites? Yes
 No
2. Has the person named above ever been convicted in this or another State of any crime which is a felony under the laws of this State, or convicted of a felony in a federal court; or convicted in this or another state or federal court of any of the following crimes: forgery, official misconduct, bribery, perjury, or knowingly submitting false information under any environmental law, regulation, or permit term or condition? Yes
 No
3. Has there been a finding against the person named above of gross carelessness or incompetence in handling, storing, processing, transporting or disposing of waste, clean construction or demolition debris, or used or waste tires, or a finding of gross carelessness or incompetence in using clean construction or demolition debris as fill? Yes
 No

If the answer to any of the above questions is Yes, attach a copy of each final administrative or judicial determination that required an affirmative response.

B. Pending Proceedings

Is there any proceeding currently pending that could result in one of the following:

1. A conviction or finding described in subsection A, above? Yes
 No
2. The reversal of a conviction or finding described in subsection A, above? Yes
 No

If the answer to any of the above questions is Yes, please provide information about the pending proceeding, including the parties involved, the adjudicating body, the docket number, the nature of the proceeding, and the status. The box below will expand as needed. Attach additional sheets if necessary.

Attachment A (2 of 2)

This Attachment must be completed for each owner or operator, and for each officer or employee identified in Section II, for whom one or more affirmative responses were included in Section III.

Name: Mark Sredin

Title: General Manager

Status: Owner Operator Officer Employee (check all that apply)

A. Prior Findings or Convictions

1. Has there been a finding that the person named above violated federal, State, or local laws, regulations, standards, or ordinances in the operation of one or more waste management facilities or sites, clean construction or demolition debris fill operation facilities or sites, or tire storage sites? Yes
 No
2. Has the person named above ever been convicted in this or another State of any crime which is a felony under the laws of this State, or convicted of a felony in a federal court; or convicted in this or another state or federal court of any of the following crimes: forgery, official misconduct, bribery, perjury, or knowingly submitting false information under any environmental law, regulation, or permit term or condition? Yes
 No
3. Has there been a finding against the person named above of gross carelessness or incompetence in handling, storing, processing, transporting or disposing of waste, clean construction or demolition debris, or used or waste tires, or a finding of gross carelessness or incompetence in using clean construction or demolition debris as fill? Yes
 No

If the answer to any of the above questions is Yes, attach a copy of each final administrative or judicial determination that required an affirmative response.

B. Pending Proceedings

Is there any proceeding currently pending that could result in one of the following:

1. A conviction or finding described in subsection A, above? Yes
 No
2. The reversal of a conviction or finding described in subsection A, above? Yes
 No

If the answer to any of the above questions is Yes, please provide information about the pending proceeding, including the parties involved, the adjudicating body, the docket number, the nature of the proceeding, and the status. The box below will expand as needed. Attach additional sheets if necessary.

APPENDIX E

COOK COUNTY REAL ESTATE TAX STATEMENTS

Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$67,595**

Property Value: **\$148,290**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-011-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020110000 01/29/2008

Property Location:
4011 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$3,224.07

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$1,681.26

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$1,542.81

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$3,285.02

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$1,773.24

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$1,511.78

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$3,583.57

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$1,806.76

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$1,776.81

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 Current Amount Due: \$0.00

Total Amount Due: \$0.00

Expand Payment Details ▼

About payments:

- Payments are recorded the date they are received. They appear on the website about three business days later.
- The current amount due is as of Wednesday, September 29, 2021. Questions about payments? [Contact Us](#).
- To find out if taxes for this PIN are delinquent for Tax Year 2017 and earlier, search the [Cook County Clerk's](#) records.

Download Your Tax Bill

Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

 [Tax Year 2020 Second Installment](#) Due Friday, October 1, 2021

 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$0.00
Tax Year 2020:	\$3,583.57
Difference:	+ \$3,583.57
Percent Change:	N/A

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
-  [Voter Turnout 2011-2020 Chicago and Cook County Suburbs](#)
-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$67,595

Property Value:

\$148,290

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$148,290	0.0000297%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$148,290	0.0000566%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$148,290	0.0000566%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$148,290	0.0000566%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$148,290	0.0000566%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$148,290	0.0000291%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$148,290	0.0000291%	

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

Reports and Data for All Taxing Districts

View the financial reports filed by 547 local Taxing Districts across Cook County pursuant to the Debt Disclosure Ordinance authored by Treasurer Maria Pappas.

- [Read the Executive Summary](#)
- [Read the Debt Report](#)
- [Cook County Debt Map](#)
- [Correlation Chart Between Debt and Higher Taxes](#)
- [Search your property to find out what portion of local government debt is attributed to your property](#)
- [Debt to Property Value by Municipality - Residential and Commercial](#)
- [Debt and Disclosure Data](#)
- [Browse all financial reports filed by a specific local government](#)

BEGIN A NEW SEARCH

DISCLAIMER: The information on this screen comes from many sources, few of which are in the control of the Cook County Treasurer's Office. Taxpayers are advised to take personal responsibility for their PIN, property location, taxpayer address, and payment amounts posted due or paid, to be sure of their accuracy.

Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$100,243**

Property Value: **\$219,912**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-012-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020120000 01/29/2008

Property Location:

4001 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:

GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$11,953.01

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$6,171.46

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$5,781.55

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$12,179.21

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$6,574.16

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$5,605.05

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$13,285.88

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$6,698.57

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$6,587.31

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 Current Amount Due: \$0.00

Total Amount Due: \$0.00

Expand Payment Details ▼

About payments:

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Download Your Tax Bill

Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

 [Tax Year 2020 Second Installment](#) Due Friday, October 1, 2021

 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$5,967.57
Tax Year 2020:	\$13,285.88
Difference:	+ \$7,318.31
Percent Change:	+ 122.63%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
-  [Voter Turnout 2011-2020 Chicago and Cook County Suburbs](#)
-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$100,243

Property Value:

\$219,912

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$219,912	0.0000440%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$219,912	0.0000839%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$219,912	0.0000839%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$219,912	0.0000840%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$219,912	0.0000839%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$219,912	0.0000432%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$219,912	0.0000432%	

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

Reports and Data for All Taxing Districts

View the financial reports filed by 547 local Taxing Districts across Cook County pursuant to the Debt Disclosure Ordinance authored by Treasurer Maria Pappas.

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- [Debt to Property Value by Municipality - Residential and Commercial](#)
- [Debt and Disclosure Data](#)
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BEGIN A NEW SEARCH

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property:	\$41,330
Property Value:	\$90,668
Total Debt % Attributed to Your Property Value:	45.6%

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-019-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020190000 01/29/2008

Property Location:
 4011 S PACKERS AVE
 CHICAGO, IL 60609-2424

Mailing Information:
 GOLF DEVELOPMENT LLC
 6132 OAKTON STREET
 MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$4,928.12

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$1,754.34

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$3,173.78

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$5,021.39

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$2,710.47

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$2,310.92

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$5,477.68

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$2,761.76

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$2,715.92

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: **\$0.00** **Current Amount Due:** **\$0.00**

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

About payments:

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 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$9,213.79
Tax Year 2020:	\$5,477.68
Difference:	- \$3,736.11
Percent Change:	- 40.55%

[See your complete property tax history.](#)

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-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$41,330

Property Value:

\$90,668

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$90,668	0.0000181%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$90,668	0.0000346%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$90,668	0.0000346%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$90,668	0.0000346%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$90,668	0.0000346%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$90,668	0.0000178%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$90,668	0.0000178%	

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$342**

Property Value: **\$750**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-023-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020230000 01/29/2008

Property Location:
4059 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON ST
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$16.28

1st INSTALLMENT - Tax Year 2018

Original Billed Amount: \$8.57
Due Date:
 03/01/2019

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount: \$7.71
Due Date:
 08/01/2019

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$16.64

1st INSTALLMENT - Tax Year 2019

Original Billed Amount: \$8.95
Due Date:
 03/03/2020

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount: \$7.69
Due Date:
 08/03/2020

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$18.14

1st INSTALLMENT - Tax Year 2020

Original Billed Amount: \$9.15
Due Date:
 03/02/2021

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount: \$8.99
Due Date:
 10/01/2021

Tax: \$0.00
Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

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 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

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Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO

Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$14.23
Tax Year 2020:	\$18.14
Difference:	+ \$3.91
Percent Change:	+ 27.48%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
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-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$342

Property Value:

\$750

Total Debt % Attributed to Your Property Value:

45.6%

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Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	Count
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$750	0.0000002%	0
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$750	0.0000003%	0
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$750	0.0000003%	0
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$750	0.0000003%	0
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$750	0.0000003%	0
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$750	0.0000001%	0
County of Cook	\$21,176,754,633	\$508,789,915,240	\$750	0.0000001%	0

Total Taxing District Debt Attributed to Your Property:

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Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rate
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Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property:

Property Value:

Total Debt % Attributed to Your Property Value:

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-024-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



Property Location:
4101 S PACKERS AVE
CHICAGO, IL 60609-2426

Mailing Information:
, 00000-0000

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount: \$0.00
Due Date:

Original Billed Amount: \$0.00
Due Date:

03/01/2019

08/01/2019

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount: \$0.00

Original Billed Amount: \$0.00

Due Date:
03/03/2020

Due Date:
08/03/2020

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount: \$0.00

Original Billed Amount: \$0.00

Due Date:
03/02/2021

Due Date:
10/01/2021

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

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Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$0.00
Tax Year 2020:	\$0.00
Difference:	+ \$0.00
Percent Change:	N/A

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
-  [Voter Turnout 2011-2020 Chicago and Cook County Suburbs](#)
-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

Property Value:

Total Debt % Attributed to Your Property Value:

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt
-----------------------	-----------------------------	-------------------------	----------------	---------------------------

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

No records have been found for the Taxing Districts' Financial Statements and Disclosures reports.

[BEGIN A NEW SEARCH](#)

DISCLAIMER: The information on this screen comes from many sources, few of which are in the control of the Cook County Treasurer's Office. Taxpayers are advised to take personal responsibility for their PIN, property location, taxpayer address, and payment amounts posted due or paid, to be sure of their accuracy.

Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property:

Property Value:

Total Debt % Attributed to Your Property Value:

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-025-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



Property Location:
4059 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:
, 00000-0000

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount: \$0.00
Due Date:

Original Billed Amount: \$0.00
Due Date:

03/01/2019

08/01/2019

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount: \$0.00

Original Billed Amount: \$0.00

Due Date:
03/03/2020

Due Date:
08/03/2020

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$0.00

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount: \$0.00

Original Billed Amount: \$0.00

Due Date:
03/02/2021

Due Date:
10/01/2021

Tax: \$0.00

Tax: \$0.00

Interest: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

About payments:

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- The current amount due is as of Wednesday, September 29, 2021. Questions about payments? [Contact Us](#).
- To find out if taxes for this PIN are delinquent for Tax Year 2017 and earlier, search the [Cook County Clerk's](#) records.

Download Your Tax Bill

There is no electronic tax bill available for this PIN. If this is a new or divided parcel and you are looking for specific information regarding your property taxes, please [contact us](#).

Stop receiving your tax bill by mail.



[Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001: \$105.95
 Tax Year 2020: \$0.00
Difference: - \$105.95
Percent Change: - 100.00%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
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-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

Property Value:

Total Debt % Attributed to Your Property Value:

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt
-----------------------	-----------------------------	-------------------------	----------------	---------------------------

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

No records have been found for the Taxing Districts' Financial Statements and Disclosures reports.

[BEGIN A NEW SEARCH](#)

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$28,225**

Property Value: **\$61,920**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-027-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020270000 01/29/2008

Property Location:

4011 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:

GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$4,859.26

1st INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$2,732.63

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$2,126.63

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$1,234.13

1st INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$1,234.13

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount: \$0.00

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$3,740.85

1st INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$678.77

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$3,062.08

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 Current Amount Due: \$0.00

Total Amount Due: \$0.00

Expand Payment Details ▼

About payments:

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Download Your Tax Bill

Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

 [Tax Year 2020 Second Installment](#) Due Friday, October 1, 2021

 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Please be aware that if you did not own the property or make the payments at the time of the overpayment, you are not entitled to the refund.

Tax Year 2000 (billed in 2001)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$4,950.84	\$4,950.84	\$0.00
2nd	\$3,578.31	\$3,706.25	\$127.94

Refund Available: \$127.94 Application Required: [Apply Now](#)

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$8,810.82
Tax Year 2020:	\$3,740.85
Difference:	- \$5,069.97
Percent Change:	- 57.54%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
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-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$28,225

Property Value:

\$61,920

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$61,920	0.0000124%
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$61,920	0.0000236%
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$61,920	0.0000236%
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$61,920	0.0000236%
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$61,920	0.0000236%
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$61,920	0.0000122%
County of Cook	\$21,176,754,633	\$508,789,915,240	\$61,920	0.0000122%

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here](#).

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	

City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

Reports and Data for All Taxing Districts

View the financial reports filed by 547 local Taxing Districts across Cook County pursuant to the Debt Disclosure Ordinance authored by Treasurer Maria Pappas.

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- [Read the Debt Report](#)
- [Cook County Debt Map](#)
- [Correlation Chart Between Debt and Higher Taxes](#)
- [Search your property to find out what portion of local government debt is attributed to your property](#)
- [Debt to Property Value by Municipality - Residential and Commercial](#)
- [Debt and Disclosure Data](#)
- [Browse all financial reports filed by a specific local government](#)

BEGIN A NEW SEARCH

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$188,614**

Property Value: **\$413,780**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-102-046-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051020460000 01/20/2008

Property Location:

4011 S PACKERS AVE
CHICAGO, IL 60609-2424

Mailing Information:

GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$8,173.53

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$4,286.63

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$3,886.90

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$8,313.34

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$4,495.44

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$3,817.90

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$9,217.75

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$4,572.34

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$4,645.41

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 Current Amount Due: \$0.00

Total Amount Due: \$0.00

Expand Payment Details ▼

About payments:

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Download Your Tax Bill

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 [Tax Year 2020 Second Installment](#) Due Friday, October 1, 2021

 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2009:	\$0.00
Tax Year 2020:	\$9,217.75
Difference:	+ \$9,217.75
Percent Change:	N/A

[See your complete property tax history.](#)

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-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$188,614

Property Value:

\$413,780

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$413,780	0.0000828%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$413,780	0.0001579%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$413,780	0.0001579%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$413,780	0.0001580%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$413,780	0.0001579%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$413,780	0.0000813%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$413,780	0.0000813%	

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

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- [Search your property to find out what portion of local government debt is attributed to your property](#)
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- [Debt and Disclosure Data](#)
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BEGIN A NEW SEARCH

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property:	\$80,559
Property Value:	\$176,728
Total Debt % Attributed to Your Property Value:	45.6%

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-106-001-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



Property Location:
 4121 S PACKERS AVE
 CHICAGO, IL 60609-2426

Mailing Information:
 GOLF DEVELOPMENT LLC
 6132 OAKTON STREET
 MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$9,605.81

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$3,933.44

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$5,672.37

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$9,787.59

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$5,283.20

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$4,504.39

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$10,676.93

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$5,383.17

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$5,293.76

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 Current Amount Due: \$0.00

Total Amount Due: \$0.00

Expand Payment Details ▼

About payments:

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 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

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Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$0.00
Tax Year 2020:	\$10,676.93
Difference:	+ \$10,676.93
Percent Change:	N/A

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
-  [Voter Turnout 2011-2020 Chicago and Cook County Suburbs](#)
-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$80,559

Property Value:

\$176,728

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$176,728	0.0000354%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$176,728	0.0000675%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$176,728	0.0000675%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$176,728	0.0000675%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$176,728	0.0000675%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$176,728	0.0000347%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$176,728	0.0000347%	

Total Taxing District Debt Attributed to Your Property:

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Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

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BEGIN A NEW SEARCH

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$181,337**

Property Value: **\$397,812**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-106-003-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051060030000 01/29/2008

Property Location:
1242 S EXCHANGE AVE
CHICAGO, IL 00000-0000

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$30,369.63

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$14,480.99

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$15,888.64

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$111,158.54

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$16,703.30

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$94,455.24

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$24,033.66

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$24,033.66

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount: \$0.00

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Current Amount Due: **\$0.00**

Total Amount Due: **\$0.00**

Expand Payment Details ▼

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Are There Any Overpayments on Your PIN?

Please be aware that if you did not own the property or make the payments at the time of the overpayment, you are not entitled to the refund.

Tax Year 2020 (billed in 2021)

Installment	Refund Amount	Refund Method
1st	\$37,103.54	Electronic refund to payment account

Refund Available: \$37,103.54 Automatic refund to be issued by 09/30/2021.

The Treasurer's Office issues some refunds without requiring an application.

- Electronic: The refund is deposited directly into the bank account from which the payment was made
- Check: The refund is mailed to the property owner whose mortgage company made the overpayment

Tax Year 2015 (billed in 2016)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$22,740.41	\$24,533.87	\$1,793.46
2nd	\$0.00	\$0.00	\$0.00

Refund Available: \$1,793.46 Application Required: [Apply Now](#)

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO

[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$31,686.66
Tax Year 2020:	\$24,033.66
Difference:	- \$7,653.00
Percent Change:	- 24.15%

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[Cook County Suburbs - Interactive Map](#)



[Chicago by Ward - Interactive Map](#)

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City of Chicago	\$74,933,487,000	\$261,977,927,797	\$397,812	0.0001518%
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$397,812	0.0000782%
County of Cook	\$21,176,754,633	\$508,789,915,240	\$397,812	0.0000782%

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Highlights of Your Taxing Districts' Debt and Pension

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Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
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Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$28,587**

Property Value: **\$62,712**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-106-006-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051060060000 01/29/2008

Property Location:
1401 W 41ST ST
CHICAGO, IL 60609-2414

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$3,408.63

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$1,470.32

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$1,938.31

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$3,473.12

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$1,874.75

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$1,598.37

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$3,788.68

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$1,910.22

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$1,878.46

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00 **Current Amount Due:** \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

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 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$0.00
Tax Year 2020:	\$3,788.68
Difference:	+ \$3,788.68
Percent Change:	N/A

[See your complete property tax history.](#)

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Taxing District Debt Attributed to Your Property

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\$28,587

Property Value:

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Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$62,712	0.0000126%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$62,712	0.0000239%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$62,712	0.0000239%	
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Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$62,712	0.0000123%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$62,712	0.0000123%	

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$10,585**

Property Value: **\$23,220**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-106-007-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051060070000 01/29/2008

Property Location:
4111 S PACKERS AVE
CHICAGO, IL 60609-2426

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$504.83

1st INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$263.16

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$241.67

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$514.39

1st INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$277.66

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$236.73

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$561.15

1st INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$282.91

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$278.24

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: **\$0.00** **Current Amount Due:** **\$0.00**

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

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Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

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20-Year Property Tax Bill History

Tax Year 2001:	\$379.14
Tax Year 2020:	\$561.15
Difference:	+ \$182.01
Percent Change:	+ 48.01%

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- [Correlation Chart Between Debt and Higher Taxes](#)
- [Search your property to find out what portion of local government debt is attributed to your property](#)
- [Debt to Property Value by Municipality - Residential and Commercial](#)
- [Debt and Disclosure Data](#)
- [Browse all financial reports filed by a specific local government](#)

BEGIN A NEW SEARCH

DISCLAIMER: The information on this screen comes from many sources, few of which are in the control of the Cook County Treasurer's Office. Taxpayers are advised to take personal responsibility for their PIN, property location, taxpayer address, and payment amounts posted due or paid, to be sure of their accuracy.

Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$12,252**

Property Value: **\$26,880**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-106-008-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



20051060080000 01/29/2008

Property Location:
4200 S PACKERS AVE
CHICAGO, IL 00000-0000

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$584.37

1st INSTALLMENT - Tax Year 2018

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$304.76

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$279.61

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$595.45

1st INSTALLMENT - Tax Year 2019

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$321.40

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Original Billed Amount:

\$274.05

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$649.54

1st INSTALLMENT - Tax Year 2020

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$327.50

Due Date:

03/02/2021

Tax: \$0.00

Interest: \$0.00

Original Billed Amount:

\$322.04

Due Date:

10/01/2021

Tax: \$0.00

Interest: \$0.00

Current Amount Due: **\$0.00** **Current Amount Due:** **\$0.00**

Total Amount Due: **\$0.00**

[Expand Payment Details](#) ▼

About payments:

- Payments are recorded the date they are received. They appear on the website about three business days later.
- The current amount due is as of Wednesday, September 29, 2021. Questions about payments? [Contact Us](#).
- To find out if taxes for this PIN are delinquent for Tax Year 2017 and earlier, search the [Cook County Clerk's](#) records.

Download Your Tax Bill

Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

 [Tax Year 2020 Second Installment](#) Due Friday, October 1, 2021

 [Tax Year 2019 Second Installment](#) Due Monday, August 3, 2020

 [Tax Year 2018 Second Installment](#) Due Thursday, August 1, 2019

Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO

Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2001:	\$438.97
Tax Year 2020:	\$649.54
Difference:	+ \$210.57
Percent Change:	+ 47.97%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
-  [Voter Turnout 2011-2020 Chicago and Cook County Suburbs](#)
-  [Cook County Suburbs - Interactive Map](#)
-  [Chicago by Ward - Interactive Map](#)

Taxing District Debt Attributed to Your Property

Total Taxing District Debt Attributed to Your Property:

\$12,252

Property Value:

\$26,880

Total Debt % Attributed to Your Property Value:

45.6%

To see the 20-Year History of Your Property Taxes, [click here.](#)

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

Select a taxing district name for detailed financial data.

Your Taxing Districts	Total Debts and Liabilities	District Property Value	Property Value	% of Taxing District Debt	D
Metro Water Reclamation Dist of Chicago	\$4,441,258,000	\$499,550,395,719	\$26,880	0.0000054%	
Chicago Park District	\$2,931,436,000	\$261,977,927,797	\$26,880	0.0000103%	
Board of Education Chicago	\$27,536,280,000	\$261,977,927,797	\$26,880	0.0000103%	
Chicago Community College Dist	\$517,170,969	\$261,912,003,829	\$26,880	0.0000103%	
City of Chicago	\$74,933,487,000	\$261,977,927,797	\$26,880	0.0000103%	
Cook County Forest Preserve District	\$517,794,937	\$508,789,915,240	\$26,880	0.0000053%	
County of Cook	\$21,176,754,633	\$508,789,915,240	\$26,880	0.0000053%	

Total Taxing District Debt Attributed to Your Property:

To read Treasurer Pappas' Debt Study and use the interactive map, [click here.](#)

Highlights of Your Taxing Districts' Debt and Pension

Select a taxing district name for detailed financial data.

Your Taxing Districts	Money Owed by Your Taxing Districts (minus Total Net Pension Liability)	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	Employees	Rc
Metro Water Reclamation Dist of Chicago	\$3,404,722,000	\$2,909,890,000	\$1,377,581,000	1,953	
Chicago Park District	\$1,247,590,000	\$1,665,945,000	\$1,268,296,000	2,904	
Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
City of Chicago	\$42,103,151,000	\$42,196,885,000	\$32,616,444,000	36,578	4
Cook County Forest Preserve District	\$193,646,842	\$457,040,680	\$246,669,734	630	
County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

Reports and Data for All Taxing Districts

View the financial reports filed by 547 local Taxing Districts across Cook County pursuant to the Debt Disclosure Ordinance authored by Treasurer Maria Pappas.

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- [Read the Debt Report](#)
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BEGIN A NEW SEARCH

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property: **\$75,970**

Property Value: **\$166,660**

Total Debt % Attributed to Your Property Value: **45.6%**

To see the 20-Year History of Your Property Taxes, [click here](#).

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2020 value.

[See Details Here](#)

OVERVIEW - PAYMENTS

Property Index Number (PIN): **20-05-500-002-0000**

[BEGIN A NEW SEARCH](#)

Scroll down for more information.



Property Location:
3934 S PACKERS AVE
CHICAGO, IL 00000-0000

Mailing Information:
GOLF DEVELOPMENT LLC
6132 OAKTON STREET
MORTON GROVE, IL 60053-2718

[Update Your Information](#)

Are Your Taxes Paid?

Tax Year 2018 (billed in 2019) Total Amount Billed: \$8,230.26

1st INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$4,383.46

Due Date:

03/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2018

Original Billed Amount:

\$3,846.80

Due Date:

08/01/2019

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

[Detailed Refund Information](#)

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2019 (billed in 2020) Total Amount Billed: \$8,371.01

1st INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$4,526.64

Due Date:

03/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

2nd INSTALLMENT - Tax Year 2019

Original Billed Amount:

\$3,844.37

Due Date:

08/03/2020

Tax: \$0.00

Interest: \$0.00

Current Amount Due: \$0.00

Total Amount Due: \$0.00

[Expand Payment Details](#) ▼

Tax Year 2020 (billed in 2021) Total Amount Billed: \$9,281.68

1st INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$4,604.06

Due Date:

03/02/2021

Tax: \$0.00

2nd INSTALLMENT - Tax Year 2020

Original Billed Amount:

\$4,677.62

Due Date:

10/01/2021

Tax: \$0.00

Interest:	\$0.00	Interest:	\$0.00
Current Amount Due:	\$0.00	Current Amount Due:	\$0.00

Total Amount Due: \$0.00




[Expand Payment Details](#) ▼

About payments:

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- To find out if taxes for this PIN are delinquent for Tax Year 2017 and earlier, search the [Cook County Clerk's](#) records.

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Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

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Stop receiving your tax bill by mail.

 [Sign up for eBilling to receive future tax bills via email.](#)

Are There Any Overpayments on Your PIN?

Please be aware that if you did not own the property or make the payments at the time of the overpayment, you are not entitled to the refund.

Tax Year 2015 (billed in 2016)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$3,881.44	\$5,342.73	\$1,461.29
2nd	\$2,902.88	\$3,867.07	\$964.19

Refund Available: \$2,425.48 Application Required: [Apply Now](#)

Tax Year 2016 (billed in 2017)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$3,731.38	\$4,928.11	\$1,196.73
2nd	\$3,683.92	\$4,865.39	\$1,181.47

Refund Available: \$2,378.20 Application Required: [Apply Now](#)

Tax Year 2017 (billed in 2018)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$4,078.42	\$5,386.44	\$1,308.02
2nd	\$3,891.51	\$5,139.60	\$1,248.09

Refund Available: \$2,556.11 Application Required: [Apply Now](#)

Tax Year 2018 (billed in 2019)

Installment	Tax Amount Billed	Tax Amount Paid	Refund Available
1st	\$4,383.46	\$4,383.46	\$0.00
2nd	\$3,846.80	\$4,786.45	\$939.65

Refund Available: \$939.65 Application Required: [Apply Now](#)

Have You Received Your Exemptions in These Tax Years?

Type	2020	2019	2018	2017
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO






[Apply for a missing exemption](#)

You may also [view lists of properties](#) that may be entitled to missing senior exemptions for Tax Year 2018.

20-Year Property Tax Bill History

Tax Year 2011: \$9,580.34
 Tax Year 2020: \$9,281.68
Difference: - \$298.66
Percent Change: - 3.12%

[See your complete property tax history.](#)

-  [Read "The Pappas Study" 20-Year Property Tax History](#)
-  [See the Top 50 Largest Tax Increases since 2000 by Chicago ward and suburb](#)
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\$166,660

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Board of Education Chicago	\$13,408,938,000	\$27,721,071,511	\$16,682,240,052	37,246	2
Chicago Community College Dist	\$514,035,889	\$98,287,002	\$98,287,002	3,957	
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County of Cook	\$6,898,027,070	\$23,257,290,307	\$13,395,266,525	22,074	1

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[BEGIN A NEW SEARCH](#)

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APPENDIX F

APPENDIX F-1

2008 ZBA APPROVAL

OFFICE OF THE ZONING ADMINISTRATOR
DEPARTMENT OF ZONING
CITY OF CHICAGO
ROOM 905 - CITY HALL

RECEIVED

JUN 03 2008

Richard M. Daley
Mayor

CITY OF CHICAGO
ZONING BOARD OF APPEALS
Zoning Administrator

OFFICIAL DENIAL OF ZONING CERTIFICATION

ADDRESS OF PREMISES 4137 South Packers Ave.

PROPOSED USE Transfer Station Facility MAP NO. 10-G

BUILDING AREA Existing No Change ZONING DISTRICT PMD#8

LOT AREA 396.89' X 908.52' Oversized lot Date: May 30, 2008

DESCRIPTIVE STATEMENT:

The applicant seeks a special use to establish a transfer station for construction and/or demolition site waste recycling as defined in section 11-4-1905 of the Municipal Code of Chicago within the existing 1 and 2 story manufacturing building.

APPLICATION NOT APPROVED

Request certification does not conform with section(s) 17-17-0105-F 8., 7-6-0403-F-JJ., 8 of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago.

ADMINISTRATIVE REMEDY SOUGHT
(As per section(s), specify)

APPLICANT CONTACT INFORMATION

Attorney for the Applicant

Agent/Owner: Chico & Nunes PC

APPEAL _____

NAME O. Kate Tragesser

VARIATION _____

ADDRESS 333 W. Wacker Dr. STE#1800
Chicago, Il 60606

SPECIAL USE 17-13-0900

PHONE 312-463-1000

AUTHORIZED ADMINISTRATIVE ADJUSTMENTS: _____

EXAMINER *[Signature]*

(Revised)

Zoning Administrator
(for appeals only)

[Signature]
Signature of Applicant



ZONING BOARD OF APPEALS
 CITY OF CHICAGO
 CITY HALL- ROOM 905
 (312)744-3888

NOTICE: This Application must be TYPEWRITTEN

To the Zoning Board of Appeals: Pursuant to law this application is hereby made for an

SPECIAL USE
 § 17-13-0900

VARIATION
 § 17-13-1100

APPEAL
 § 17-13-1200

ADDRESS OF PREMISES: 4137 S. Packers Ave., Chicago, IL 60609

NAMES AND ADDRESSES

Applicant: 1300 Exchange LLC

Address: 3465 S. Lituanica Ave.
 City, State, Zip: Chicago, IL 60608
 Telephone Number: 312-674-0400

Owner: 1300 W. Exchange LLC

Address: 954 W. Washington Blvd.
 City, State, Zip: Chicago, IL 60607
 Telephone Number: 312-733-0970

Attorney: Chico & Nunes, P.C.

Address: 333 W. Wacker Drive, Suite 1800
 City, State, Zip: Chicago, IL 60606
 Telephone Number: 312-463-1000

DESCRIPTION OF CASE: (Include all language stated in the denial notice):

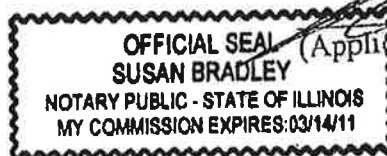
The applicant seeks a special use to establish a transfer station for construction and/or demolition site waste recycling as defined in section 11-4-1905 of the Municipal Code of Chicago within the existing 1 and 2 story manufacturing building.

(ATTACH ADDITIONAL PAGE IF NECESSARY)

I hereby depose that all the above statements and statements contained in the papers submitted herewith are true.

Sworn to before me, this 3rd day of June 2008

Susan Bradley
 Notary Public
 This form may be scanned and filled in



(Applicant or Agent to sign here)
 Jan 2005



ZONING BOARD OF APPEALS
CITY OF CHICAGO
CITY HALL- ROOM 905
(312)744-3888

NOTICE: This Application must be TYPEWRITTEN

To the Zoning Board of Appeals: Pursuant to law this application is hereby made for an

SPECIAL USE
§ 17-13-0900

VARIATION
§ 17-13-1100

APPEAL
§ 17-13-1200

ADDRESS OF PREMISES: 4137 S. Packers Ave., Chicago, IL 60609

NAMES AND ADDRESSES

Applicant: 1300 Exchange LLC

Address: 3465 S. Lituanica Ave.
City, State, Zip: Chicago, IL 60608
Telephone Number: 312-674-0400

Owner: 1300 W. Exchange LLC

Address: 954 W. Washington Blvd.
City, State, Zip: Chicago, IL 60607
Telephone Number: 312-733-0970

Attorney: Chico & Nunes, P.C.

Address: 333 W. Wacker Drive, Suite 1800
City, State, Zip: Chicago, IL 60606
Telephone Number: 312-463-1000

DESCRIPTION OF CASE: (Include all language stated in the denial notice):

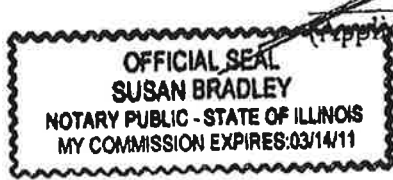
The applicant seeks a special use to establish a transfer station for construction and/or demolition site waste recycling as defined in section 11-4-1905 of the Municipal Code of Chicago within the existing 1 and 2 story manufacturing building.

(ATTACH ADDITIONAL PAGE IF NECESSARY)

I hereby depose that all the above statements and statements contained in the papers submitted herewith are true.

Sworn to before me, this 3rd day of June 2008

Susan Bradley
Notary Public
This form may be scanned and filled in



[Signature]
(Applicant or Agent to sign here)
Jan 2005

June 3, 2008

Zoning Board of Appeals
Room 905 – City Hall
Chicago, IL 60602

Members of the Board:

The undersigned, O. Kate Tragesser, being first duly sworn on oath, deposes and says the following:

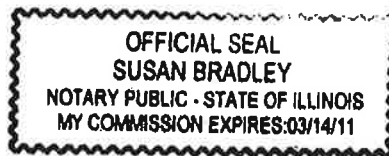
That the undersigned certifies that he or she has complied with the requirements of Section 17-13-0107A of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago, by serving written notice, either in person or by USPS first class mail, on the owners of all property within 250 feet, excluding the number of feet occupied by streets, alleys, other public ways and property owned by applicant, in each direction of the lot lines of the subject property located at 4137 South Packers Avenue, Chicago, IL 60609, that the notice contained the address of the location for which the special use is requested, a brief statement of the nature of the requested special use, the name and address of the legal and beneficial owner of the property for which the special use is requested, a statement that the applicant intends to file an application for a special use on approximately June 3, 2008; that the applicant has made a bona fide effort to determine the address of the parties to be notified under the above ordinance; that the applicant certifies that the accompanying list of names and addresses of surrounding property owners within 250 feet is a complete list containing the names and last known addresses of the owners of the property required to be served and that the applicant has furnished in addition to a list of the last known owners and addresses, a list of the method of service (in person or by first class mail).



CHICO & NUNES, P.C.
O. Kate Tragesser

Subscribed and sworn to before me this
3rd day of June, 2008

Susan Bradley
Notary Public



June 3, 2008

Dear Property Owner:

In accordance with Section 11.10-3 of the Zoning Ordinance, Title 17 of the Municipal Code of Chicago, please be informed that on or about June 3, 2008 I, the undersigned, will file an application with the Zoning Board of Appeals of the City of Chicago for a variation in the nature of a special use under the zoning ordinance for the property located at 1300 West Exchange, Chicago, IL 60609.

The applicant seeks a special use to establish a transfer station for construction and/or demolition site waste recycling as defined in section 11-4-1905 of the Municipal Code of Chicago within the existing 1 and 2 story manufacturing building.

The applicant, 1300 Exchange LLC, is the contract purchaser of the subject property and the current owner of the subject property is 1300 W. Exchange LLC. The contact person for this application is Kate Tragesser, Chico & Nunes, P.C., 333 West Wacker Drive, Suite 1800, Chicago, Illinois 60606. My contact phone number is (312) 884-5654.

Please note that the applicant is not seeking to rezone or purchase your property. The applicant is required by law to send notice because you own property within 250 feet of the subject property.

Very Truly Yours,

CHICO & NUNES, P.C.


O. Kate Tragesser

APPENDIX F-2

2012 ZBA APPROVAL

EXHIBIT A

APPLICANT: 1300 Exchange LLC

ADDRESS OF PROPERTY: 4137 S. Packers Avenue

REQUEST:

The applicant seeks a special use to allow the expansion of an existing transfer station by adding 185,608 square feet of land and an additional waste stream of municipal solid waste as well as composting and wood recycling.

DESCRIPTION OF CASE:

The subject property contains approximately 8.46 acres and is located on the northeast quadrant of the intersection of Packers Avenue and Exchange Avenue, as extended west, within the Chicago Stockyards Industrial Park. The Applicant currently owns an approximately 4.2 acre portion of the property which is improved with a partial one story and partial two story building containing a total of approximately 64,000 sq. ft. On the portion of the property currently owned by the Applicant, it operates a transfer station and recycling facility pursuant to properly issued permits and a Special Use approved by the ZBA on July 18, 2008 in Calendar No. 234-08-S. The applicant proposes to acquire additional land adjacent to the Applicant's existing property and incorporate the newly acquired parcels into its existing operations. The property to be acquired is owned by the City of Chicago and will be acquired by the Applicant under a Redevelopment Agreement with the City. The additional land will be used primarily for vehicular circulation and additional storage of material. In addition, the Applicant wishes to add municipal solid waste ("MSW") as a waste stream and composting and wood recycling to the existing operations at the expanded property.

The subject property is currently zoned PMD-8. Section 17-6-0403-F authorizes the proposed use of the property, subject to the granting of a Special Use exception.

The property is bordered on the south by Exchange Avenue, as extended west, and on the west by South Packers Avenue which terminates adjacent to the site. A railroad right-of-way creates the northern border of the site. A large warehouse/distribution center borders the property on the east effectively shielding it from uses further east. Vacant land and industrial uses, along with the railroad right-of-way border the property to the north, south and west. The nearest residential area is 1,900 feet due northwest of the northwesternmost extreme of the property.

An aerial photograph of the subject site and photographs of the area attached as Exhibit B

A survey is attached as Exhibit C and a Site Plan is attached as Exhibit D.

Attached as Exhibit E is a Land Report prepared in accordance with Section 17-13-0902(B)(2) of the Chicago Zoning Ordinance

SPECIAL USE APPROVAL CRITERIA:

The proposed use meets the criteria for approval of a Special Use as established in Section 17-13-0905-A in that:

1) The proposed Special Use will comply with all applicable standards of the Chicago Zoning Ordinance.

The subject property is zoned PMD-8 and will be developed in accordance with all the applicable standards of the Chicago Zoning Ordinance.

2) The proposed Special Use is in the interest of the public convenience and will not have a significant adverse impact on the general welfare of the neighborhood or community

The applicant intends to expand the existing facility by acquiring adjacent property. The additional land will allow improved vehicular circulation on-site as well as additional areas to hold waste materials. The existing facility is capable of handling additional waste volume and the addition of municipal solid waste will provide an additional location for the processing of such a stream. Composting of food waste and recycling of wood materials will create further options for waste handling in the area and decrease the volume of material that is disposed in landfills. The Special Use will help reduce the costs of transporting waste to distant disposal facilities and reduce fuel consumption and collection vehicle maintenance costs.

The Site is surrounded by industrial land, which to the extent improved is improved with industrial uses consistent with the PMD-8 zoning classification of the area. It is a significant distance (at least 1,900 feet) from the nearest residential use. The existing facility has operated on the site for over a year without any impact on adjacent properties or the area. The addition of land will enhance the operational flow of the existing facility further diminishing any impacts on the adjacent area. The addition of a new waste stream can be accommodated at the facility, as expanded. Consequently, given its location and design, the proposed Special Use will not have a significant adverse impact on the general welfare of the neighborhood.

3) The proposed Special Use is compatible with the character of the surrounding area in terms of site planning and building scale and project design.

The proposed Special Use will be an expansion of the existing recycling and transfer facility within a long established and expansive industrial area. The building on the property occupies a small portion of the land area and is consistent with the industrial nature of other buildings in the area. The site plan and circulation plan are consistent with the industrial area and contain all operational maneuvers within the site.

4) The proposed Special Use is compatible with the character of the surrounding area in terms of operating characteristics, such as hours of operation, outdoor lighting, noise and traffic generation

The site is surrounded by industrial land. Waste handling operations are located within the existing building to contain noise within the facility. No significant lighting, other than that needed for safety, is proposed. The presence of trucks, including semi-trailers, is common place in the industrial district. The traffic generated by the proposed Special Use is consistent with the nature of the area and can be

accommodated by the existing street system. Accordingly, the proposed Special Use is compatible with the character of the area in terms of operational characteristics

5) *The proposed Special Use is designed to promote pedestrian safety and comfort.*

Few pedestrians are present in this industrial area. The proposed Special Use is nevertheless designed to promote pedestrian safety and comfort by maintaining clear travel paths for pedestrians, which paths are separated from vehicular circulation areas

WASTE-RELATED USES SPECIAL USE APPROVAL CRITERIA:

The proposed use meets the criteria for approval of a Special Use for a waste-related use as established in Section 17-13-0905-B in that:

(a) *The proposed Special Use is necessary to accommodate the waste removal needs of the area it is intended to serve.*

The proposed Special Use provides an additional location where both construction/demolition debris as well as municipal solid waste can be recycled or transferred to larger vehicles. The recycling of debris reduces the volume that must be deposited in landfills. The transferring of waste to larger vehicles reduces the travel distance of multiple smaller trucks. The reduction in the number of vehicles that must travel to the landfills conserves natural resources and reduces traffic congestion on area roadways.

(b) *The proposed Special Use is located outside the boundary of the 100-year flood plain as determined by the Illinois Department of Transportation, or the site is flood-proofed to meet the standards and requirements of the Department of Transportation and is approved as flood-proofed by said Department.*

As document in Exhibit E, the subject site is outside the boundaries of the 100-year floodplain as determined by IDOT.

(c) *The proposed Special Use is designed to minimize the danger to the surrounding area from fires, spills or other operational accidents*

The site is well separated from non-industrial land uses. The potential risks due to accidental releases, fires, or explosions at the Property due to the proposed Special Use are minimal. Currently only construction/demolition materials are accepted at the site for transfer, sorting and recycling. These include wood, concrete, asphalt, glass, metal, drywall, and cardboard. The waste stream that is proposed to be added consists of municipal solid waste. The additional activity will include composting and wood recycling. No hazardous waste will be accepted at the facility. The materials accepted at the facility have a very low potential for fire or explosion. In addition, the existing building has a sprinkler system to contain and control any fires that may occur. No fuel tanks are installed at the Site, which further minimizes the potential for accidental release, fire and explosion. The recycling and transfer operations are performed in contained areas, on impervious surfaces so as to minimize any danger of spills. Operational safety plans have been established and are maintained to minimize operational accidents.

The addition of land will provide increased buffer area from uses north and west of the site. As a result, the Special Use is designed to minimize the danger to the surrounding area from fire, spills or other operational accidents.

(d) The proposed Special Use is so designed and located as to minimize the impact on existing traffic flow in the surrounding area.

The site is at the end of Packers Avenue and just west of the end of Exchange Avenue. All vehicular maneuvering related to operations at the facility is contained on site. A clear entry and exit pattern is established. Ample queuing area is provided. Accordingly, the proposed Special Use is designed and located to minimize the impact on existing traffic in the surrounding area.

(e) The proposed Special Use is designed and proposed to be operated so as to minimize adverse impacts on air, land and water quality by using the best commercially available pollution control technology.

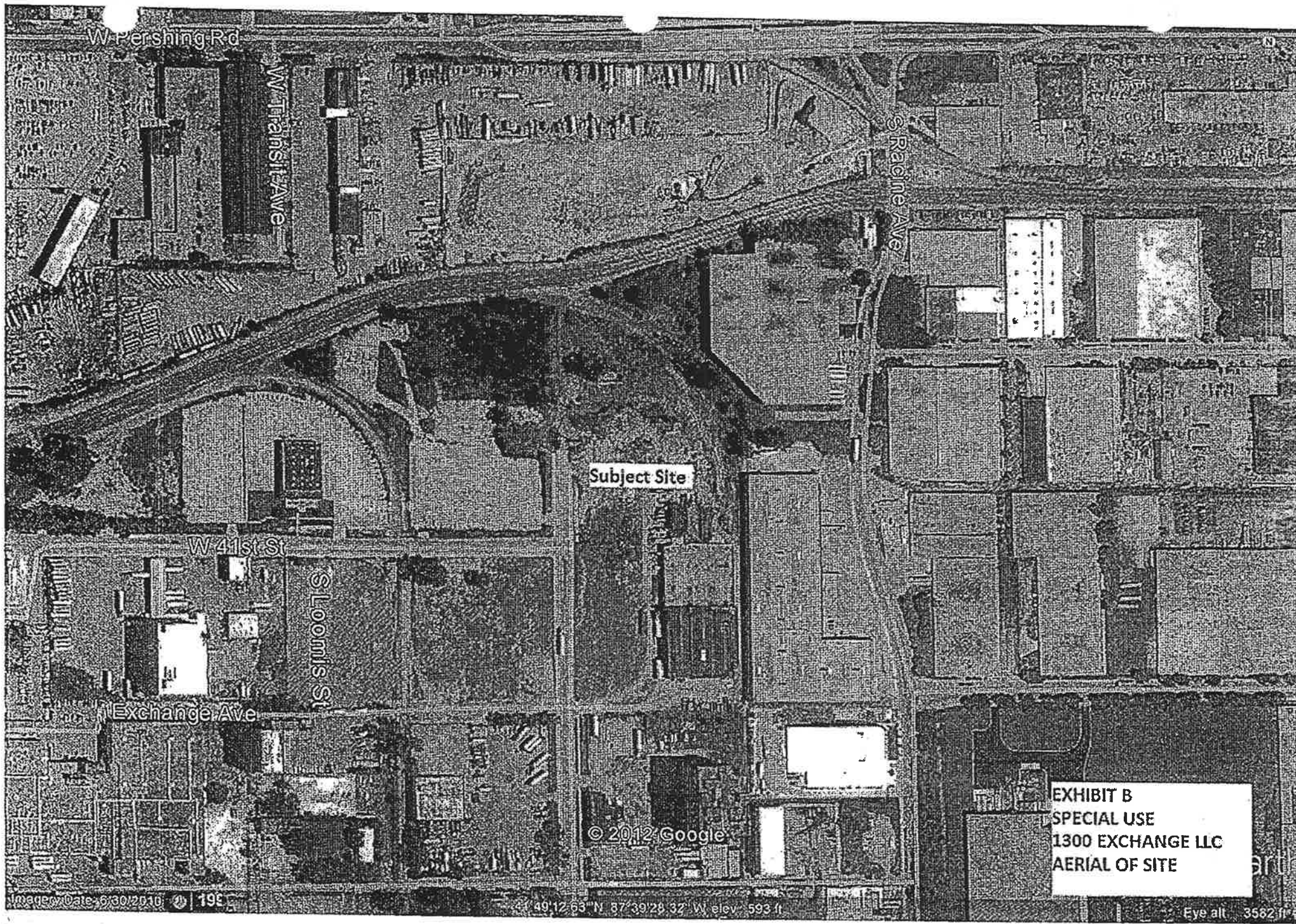
All required operational safe guards are maintained to minimize any impact on air, land and water quality. Recycling and transfer operations are undertaken on impervious areas and, when required, within enclosed buildings. Wetting of debris is performed as needed to reduce air borne material. There are no nearby waterways.

(f) The proposed Special Use is located and operated so as to minimize adverse affects on the economic development potential of the area, and on the value of surrounding property.

The proposed Special Use is located in an industrial area and is surrounded by either vacant land or industrial uses. It is at or near the end of two industrial streets. It is well removed from incompatible uses. All operations are contained on site, and as required, within buildings. The operations of the proposed Special Use are not dissimilar from other industrial uses in the area. All activities will be undertaken in accordance with applicable laws and regulations. Given the location of the site, the nature of the surrounding area and the legally compliant nature of the proposed activities on site, the proposed Special use is so located and proposed to be operated so as to minimize adverse affects on the economic development of the area and surrounding property values.

(g) The proposed Special Use is so designed, located and proposed to be operated that the public health, safety and welfare will be protected.

The proposed Special Use will be designed, located and operated in accordance with all applicable laws and regulations, including under applicable permits issued by the City of Chicago Department of Environment, the Illinois Environmental Protection Agency and the Metropolitan Water Reclamation District of Greater Chicago. These laws and regulations protect the public health, safety and welfare.



Subject Site

EXHIBIT B
SPECIAL USE
1300 EXCHANGE LLC
AERIAL OF SITE

© 2012 Google

Imagery Date: 6/30/2010 195

49°12'63" N 87°39'28" W elev. 593 ft

Eye alt. 3562 ft

EXHIBIT B
SPECIAL USE
1300 EXCHANGE LLC
LOOKING NORTHEAST
AT SITE FROM PACKERS



Exchange Avenue

© 2012 Google
© 2012 Google

Google earth

Report a problem

41°49'07.02" N 87°39'30.33" W elev: 597 ft

Eye alt: 603 ft

South Packers Avenue / West E

EXHIBIT B
SPECIAL USE
1300 EXCHANGE LLC
LOOKING NORTHWEST
ACROSS PACKERS FROM SITE

© 2012 Google
© 2012 Google

Google earth

Report a problem

41°49'06.52" N 87°39'31.60" W elev. 597 ft

eye alt. 603 ft

South Packers Avenue / West Exchange Avenue

EXHIBIT B
 SPECIAL USE
 1300 EXCHANGE LLC
 LOOKING SOUTH ALONG
 PACKERS FROM
 EXCHANGE INTERSECTION

© 2012 Google
 © 2012 Google

Google earth

4161 South Racine

Exit Street

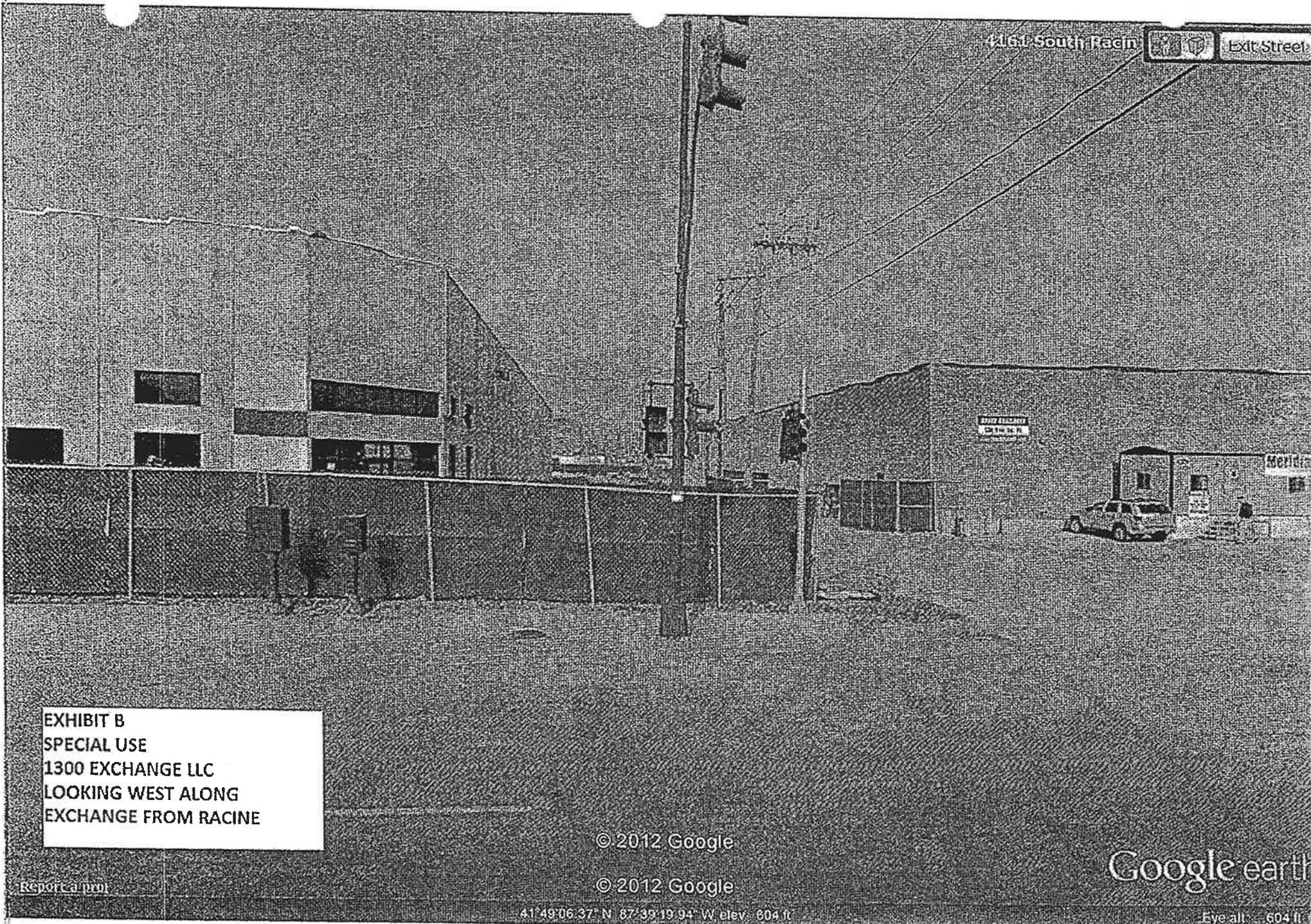


EXHIBIT B
 SPECIAL USE
 1300 EXCHANGE LLC
 LOOKING WEST ALONG
 EXCHANGE FROM RACINE

© 2012 Google

© 2012 Google

Google earth

Report a problem

41°49'06.37" N 87°39'19.94" W elev. 604 ft

Eye alt. 604 ft

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT
BUREAU OF PLANNING AND ZONING
CITY OF CHICAGO
ROOM 905 - CITY HALL

Rahm Emanuel
Mayor

Patricia A. Scudiero
Zoning Administrator

OFFICIAL DENIAL OF ZONING

CERTIFICATION

ADDRESS OF PREMISES 4137 South Packers Avenue

PROPOSED USE Transfer Station MAP NO. 10-G

BUILDING AREA Existing No Change ZONING DISTRICT PMD#8

LOT AREA 185608 + 210,556. = 396,164 sq ft. Date: March 6, 2012

DESCRIPTIVE STATEMENT:

The applicant seeks a special use to allow the expansion of an existing transfer station by adding 185,608 square feet of land and an additional waste stream of municipal solid waste as well as composting and wood recycling.

APPLICATION NOT APPROVED

Request certification does not conform with section(s) 17-6-0403-JJ, 8.
of the Chicago Zoning Ordinance, Title 17 of the Municipal Code of Chicago.

ADMINISTRATIVE REMEDY SOUGHT
(As per section(s), specify)

APPLICANT CONTACT INFORMATION

APPEAL _____

Agent/Owner:

NAME 1300 Exchange LLC

BY ROLANDO R. ACOJMA

VARIATION _____

ADDRESS 300 S. WADSWORTH DR. #2450

CHICAGO IL 60606

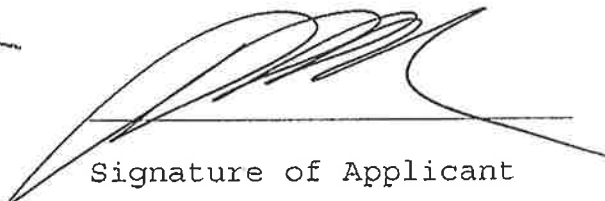
SPECIAL USE 17-13-0900

PHONE 312-636-6937

AUTHORIZED ADMINISTRATIVE ADJUSTMENTS:

EXAMINER 

Zoning Administrator
(for appeals only)


Signature of Applicant

APPENDIX F-3

2021 ZBA APPROVAL

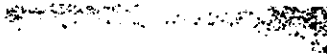
ZONING BOARD OF APPEALS, CITY OF CHICAGO, CITY HALL, ROOM 905

APPLICANT: Lakeshore Recycling Systems, LLC Cal. No.433-21-S
APPEARANCE FOR: Nicholas Ftikas **MINUTES OF MEETING:**
 October 15, 2021
APPEARANCE AGAINST: None
PREMISES AFFECTED: 4121 S. Packers Avenue

NATURE OF REQUEST: Application for a special use to allow Class III recycling activities at an existing recycling facility.

ACTION OF BOARD – APPLICATION APPROVED

THE VOTE


NOV 22 2021
 CITY OF CHICAGO
 ZONING BOARD OF APPEALS

TIMOTHY R. KNUDSEN
 ZURICH ESPOSITO
 BRIAN H. SANCHEZ
 JOLENE SAUL
 SAM TOIA

AFFIRMATIVE	NEGATIVE	ABSENT
X		
X		
X		
X		
X		

THE RESOLUTION:

WHEREAS, a remote public hearing was held, in accordance with Section 7(e) of the Open Meetings Act, 5 ILCS 120/1 et seq., on this application by the Zoning Board of Appeals at its regular meeting held on October 15, 2021 after due notice thereof as provided under Section 17-13-0107B and by publication in the Chicago Tribune on September 30, 2021; and

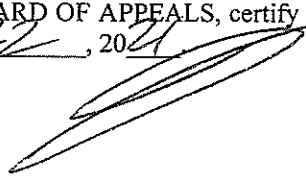
WHEREAS, the Zoning Board of Appeals, having reviewed the proposed finding of fact and having fully heard the testimony and arguments of the parties and being fully advised in the premises, hereby finds the following; the applicant shall be permitted to allow Class III recycling activities at an existing recycling facility; two additional special uses were approved for the subject property in Cal. Nos. 434-21-S and 435-21-S expert testimony was offered that the use would not have a negative impact on the surrounding community and is in character with the neighborhood; further expert testimony was offered that the use complies with all the criteria as set forth by the code for the granting of a special use at the subject site; the Board finds the use complies with all applicable standards of this Zoning Ordinance; is in the interest of the public convenience and will not have a significant adverse impact on the general welfare of neighborhood or community; is compatible with the character of the surrounding area in terms of site planning and building scale and project design; is compatible with the character of the surrounding area in terms of operating characteristics, such as hours of operation, outdoor lighting, noise, and traffic generation; and is designed to promote pedestrian safety and comfort; it is therefore

RESOLVED, that the aforesaid special use request be and it hereby is approved and the Zoning Administrator is authorized to permit said special use subject to the following condition(s): provided (1) the special use is issued solely to the applicant, Lakeshore Recycling Systems, LLC; (2) the development is consistent with the design and layout of the plans and drawings dated October 15, 2021 all prepared by Hutter Architects, LTD; (3) the applicant provides a final landscape plan, which includes a minimum of two hundred twenty-seven (227) trees, with species and adequate spacing for growth by redistributing the planting area(s), acceptable to the Department’s Landscape Architect and in accordance with his review, dated October 15, 2021, and in compliance with Section 17-11 of the Chicago Zoning Ordinance, for final review and approval by DPD prior to issuance of any permits; (4) if the applicant owns any portion of Packers Avenue, 41st Street, and/or 42nd Place right of ways, at the City’s demand, the applicant shall dedicate such property, or any portions thereof, as public ROW to the City; (5) unless the applicant provides sufficient evidence to the City of their exclusive ownership of the 30’-wide east-west alley located approximately 915’ north of the north ROW line of W. 43rd Street right-of-way (“Exchange/alley”), from Packers Avenue to the eastern edge of their property line, then applicant shall dedicate any portions of Exchange/alley they own, at the City’s demand, as public ROW to the City; and (6) at the City’s demand, the applicant shall hire a qualified surveyor and pay for the creation

of an updated Plat of Opening for those private portions of Packers Avenue (41st Street to 42nd Place), 41st Street (Packers Avenue to Justine Street), Justine Street (41st Street to 41st Place), 41 Place (Justine Street to Ashland Avenue), 42nd Place (Packers Avenue to Loomis Avenue), and/or Exchange/alley (Packers to Racine Avenues), should the City determine it would be in the best interest of public convenience and welfare to convert these rights of ways (ROWS), or any portion thereof, from private to public.

That all applicable ordinances of the City of Chicago shall be complied with before a permit is issued.

I, Janine Klich-Jensen, Project Coordinator for the ZONING BOARD OF APPEALS, certify that I caused this to be placed in the USPS mail at 121 North LaSalle Street, Chicago, IL on 11/22, 2024



APPROVED AS TO SUBSTANCE


CHAIRMAN

ZONING BOARD OF APPEALS, CITY OF CHICAGO, CITY HALL, ROOM 905

APPLICANT: Lakeshore Recycling Systems, LLC Cal. No.434-21-S
APPEARANCE FOR: Nicholas Ftikas **MINUTES OF MEETING:**
 October 15, 2021
APPEARANCE AGAINST: None
PREMISES AFFECTED: 4121 S. Packers Avenue

NATURE OF REQUEST: Application for a special use to allow Class V recycling activities at an existing recycling facility.

ACTION OF BOARD – APPLICATION APPROVED

THE VOTE

NOV 22 2021
 CITY OF CHICAGO
 ZONING BOARD OF APPEALS

TIMOTHY R. KNUDSEN
 ZURICH ESPOSITO
 BRIAN H. SANCHEZ
 JOLENE SAUL
 SAM TOIA

AFFIRMATIVE	NEGATIVE	ABSENT
X		
X		
X		
X		
X		

THE RESOLUTION:

WHEREAS, a remote public hearing was held, in accordance with Section 7(e) of the Open Meetings Act, 5 ILCS 120/1 et seq., on this application by the Zoning Board of Appeals at its regular meeting held on October 15, 2021 after due notice thereof as provided under Section 17-13-0107B and by publication in the Chicago Tribune on September 30, 2021; and

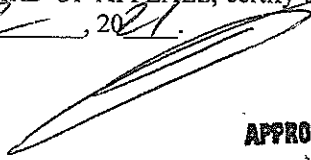
WHEREAS, the Zoning Board of Appeals, having reviewed the proposed finding of fact and having fully heard the testimony and arguments of the parties and being fully advised in the premises, hereby finds the following; the applicant shall be permitted to allow Class V recycling activities at an existing recycling facility; two additional special uses were approved for the subject property in Cal. Nos. 433-21-S and 435-21-S expert testimony was offered that the use would not have a negative impact on the surrounding community and is in character with the neighborhood; further expert testimony was offered that the use complies with all the criteria as set forth by the code for the granting of a special use at the subject site; the Board finds the use complies with all applicable standards of this Zoning Ordinance; is in the interest of the public convenience and will not have a significant adverse impact on the general welfare of neighborhood or community; is compatible with the character of the surrounding area in terms of site planning and building scale and project design; is compatible with the character of the surrounding area in terms of operating characteristics, such as hours of operation, outdoor lighting, noise, and traffic generation; and is designed to promote pedestrian safety and comfort; it is therefore

RESOLVED, that the aforesaid special use request be and it hereby is approved and the Zoning Administrator is authorized to permit said special use subject to the following condition(s): provided: (1) the special use is issued solely to the applicant, Lakeshore Recycling Systems, LLC; (2) the development is consistent with the design and layout of the plans and drawings dated October 15, 2021 all prepared by Hutter Architects, LTD; and (3) the applicant provides a final landscape plan, which includes a minimum of two hundred twenty-seven (227) trees, with species and adequate spacing for growth by redistributing the planting area(s), acceptable to the Department’s Landscape Architect and in accordance with his review, dated October 15, 2021, and in compliance with Section 17-11 of the Chicago Zoning Ordinance, for final review and approval by DPD prior to issuance of any permits; (4) if the applicant owns any portion of Packers Avenue, 41st Street, and/or 42nd Place right of ways, at the City’s demand, the applicant shall dedicate such property, or any portions thereof, as public ROW to the City; (5) unless the applicant provides sufficient evidence to the City of their exclusive ownership of the 30’-wide east-west alley located approximately 915’ north of the north ROW line of W. 43rd Street right-of-way (“Exchange/alley”), from Packers Avenue to the eastern edge of their property line, then applicant shall dedicate any portions of Exchange/alley they own, at the City’s demand, as public ROW to the City; and (6) at the City’s demand, the applicant shall hire a qualified surveyor and pay for the creation

of an updated Plat of Opening for those private portions of Packers Avenue (41st Street to 42nd Place), 41st Street (Packers Avenue to Justine Street), Justine Street (41st Street to 41st Place), 41 Place (Justine Street to Ashland Avenue), 42nd Place (Packers Avenue to Loomis Avenue), and/or Exchange/alley (Packers to Racine Avenues), should the City determine it would be in the best interest of public convenience and welfare to convert these rights of ways (ROWS), or any portion thereof, from private to public.

That all applicable ordinances of the City of Chicago shall be complied with before a permit is issued.

I, Janine Klich-Jensen, Project Coordinator for the ZONING BOARD OF APPEALS, certify that I caused this to be placed in the USPS mail at 121 North LaSalle Street, Chicago, IL on 11/22, 2021.



APPROVED AS TO SUBSTANCE



CHAIRMAN

ZONING BOARD OF APPEALS, CITY OF CHICAGO, CITY HALL, ROOM 905

APPLICANT: Lakeshore Recycling Systems, LLC Cal. No.435-21-S
APPEARANCE FOR: Nicholas Ftikas **MINUTES OF MEETING:**
 October 15, 2021
APPEARANCE AGAINST: None
PREMISES AFFECTED: 4121 S. Packers Avenue

NATURE OF REQUEST: Application for a special use to allow a waste transfer station at an existing recycling facility.

ACTION OF BOARD – APPLICATION APPROVED

THE VOTE

NOV 22 2021
 CITY OF CHICAGO
 ZONING BOARD OF APPEALS

TIMOTHY R. KNUDSEN
 ZURICH ESPOSITO
 BRIAN H. SANCHEZ
 JOLENE SAUL
 SAM TOIA

AFFIRMATIVE	NEGATIVE	ABSENT
X		
X		
X		
X		
X		

THE RESOLUTION:

WHEREAS, a remote public hearing was held, in accordance with Section 7(e) of the Open Meetings Act, 5 ILCS 120/1 et seq., on this application by the Zoning Board of Appeals at its regular meeting held on October 15, 2021 after due notice thereof as provided under Section 17-13-0107B and by publication in the Chicago Tribune on September 30, 2021; and

WHEREAS, the Zoning Board of Appeals, having reviewed the proposed finding of fact and having fully heard the testimony and arguments of the parties and being fully advised in the premises, hereby finds the following; the applicant shall be permitted to allow a waste transfer station at an existing recycling facility; two additional special uses were approved for the subject property in Cal. Nos. 433-21-S and 434-21-S expert testimony was offered that the use would not have a negative impact on the surrounding community and is in character with the neighborhood; further expert testimony was offered that the use complies with all the criteria as set forth by the code for the granting of a special use at the subject site; the Board finds the use complies with all applicable standards of this Zoning Ordinance; is in the interest of the public convenience and will not have a significant adverse impact on the general welfare of neighborhood or community; is compatible with the character of the surrounding area in terms of site planning and building scale and project design; is compatible with the character of the surrounding area in terms of operating characteristics, such as hours of operation, outdoor lighting, noise, and traffic generation; and is designed to promote pedestrian safety and comfort; it is therefore

RESOLVED, that the aforesaid special use request be and it hereby is approved and the Zoning Administrator is authorized to permit said special use subject to the following condition(s): provided: (1) the special use is issued solely to the applicant, Lakeshore Recycling Systems, LLC; (2) the development is consistent with the design and layout of the plans and drawings dated October 15, 2021 all prepared by Hutter Architects, LTD; and (3) the applicant provides a final landscape plan, which includes a minimum of two hundred twenty-seven (227) trees, with species and adequate spacing for growth by redistributing the planting area(s), acceptable to the Department's Landscape Architect and in accordance with his review, dated October 15, 2021, and in compliance with Section 17-11 of the Chicago Zoning Ordinance, for final review and approval by DPD prior to issuance of any permits; (4) if the applicant owns any portion of Packers Avenue, 41st Street, and/or 42nd Place right of ways, at the City's demand, the applicant shall dedicate such property, or any portions thereof, as public ROW to the City; (5) unless the applicant provides sufficient evidence to the City of their exclusive ownership of Exchange/alley right-of-way, from Packers Avenue to the eastern edge of their property line, then applicant shall dedicate any portions of Exchange/alley they own, at the City's demand, as public ROW to the City; and (6) at the City's demand, the applicant shall hire a qualified

surveyor and pay for the creation of an updated Plat of Opening for those private portions of Packers Avenue (41st Street to 42nd Place), 41st Street (Packers Avenue to Justine Street), Justine Street (41st Street to 41st Place), 41 Place (Justine Street to Ashland Avenue), 42nd Place (Packers Avenue to Loomis Avenue), and/or Exchange/alley (Packers to Racine Avenues), should the City determine it would be in the best interest of public convenience and welfare to convert these rights of ways (ROWS), or any portion thereof, from private to public.

That all applicable ordinances of the City of Chicago shall be complied with before a permit is issued.

I, Janine Klich-Jensen, Project Coordinator for the ZONING BOARD OF APPEALS, certify that I caused this to be placed in the USPS mail at 121 North LaSalle Street, Chicago, IL on 11/22, 2021.



APPROVED AS TO SUBSTANCE



CHAIRMAN

APPENDIX G

ENVIRONMENTAL ASSESSMENT BY CEC



July 22, 2021

Mr. Rich Golf
Lakeshore Recycling Systems, LLC
3152 South California Avenue
Chicago, Illinois 60608

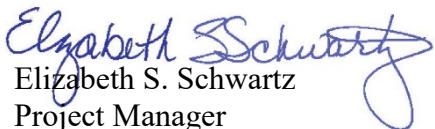
**Subject: Environmental Impact Assessment
Packers Recycling & Transfer
4121 South Packers Avenue, Chicago, Illinois 60606
CEC Project 130-134**

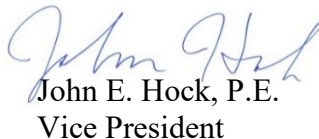
Dear Mr. Golf:

Civil & Environmental Consultants, Inc. (CEC) presents the environmental impact assessment for the aforementioned property. Please contact us if you have any questions or comments. We appreciated the opportunity to assist with this project.

Sincerely,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.


Elizabeth S. Schwartz
Project Manager


John E. Hock, P.E.
Vice President

Enclosure

ENVIRONMENTAL IMPACT ASSESSMENT

**PACKERS RECYCLING & TRANSFER
4121 SOUTH PACKERS AVENUE
CHICAGO, ILLINOIS**

Prepared for:

**LAKESHORE RECYCLING SYSTEMS, LLC
3152 SOUTH CALIFORNIA AVENUE
CHICAGO, ILLINOIS 60608**

Prepared by:

**CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
NAPERVILLE, ILLINOIS**

CEC Project 130-134

JULY 2021



Civil & Environmental Consultants, Inc.

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APPENDICES

Appendix A Plat of Survey
Appendix B Soil Survey Map
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Appendix D IDNR EcoCAT Documentation
Appendix E Contingency Plan

1.0 INTRODUCTION

This environmental impact assessment (EIA) has been prepared by Civil & Environmental Consultants, Inc. (CEC), on behalf of Oscar (IL) LLC as owner and Lakeshore Recycling Systems, LLC as operator, for the Packers Recycling & Transfer property located at 4121 South Packers Avenue in Chicago, Cook County, Illinois (the Property). This EIA has been prepared in accordance with the requirements set-forth in Chicago Zoning Ordinance Section 17-13-0902-B(2)(b) for the purpose of applying for a special use application.

In accordance with these requirements, this EIA describes the physical, geographical, geological, and soil conditions of the site and surrounding area, and demonstrates that the facility will not have adverse impacts on critical wildlife habitats, fluvial systems, natural wetlands, air quality, water quality, flora, and fauna, or public health.

1.1 PROJECT LOCATION

The Property consists of approximately 10 acres of land that has an existing construction and demolition debris recycling and transfer facility, and a permitted municipal solid waste transfer station. It is located within an older industrial area that was originally the site of the historic Chicago stockyards. Adjacent land uses in all directions are industrial. The nearest residences to the Property are located approximately 0.4 miles to the northwest and southwest, beyond Ashland Avenue, and 0.47 miles east, beyond Halsted Street. The nearest school to the site is the Namaste Charter School, located 0.8 miles northwest at 3737 South Paulina Street.

The Property is located at the intersection of South Packers and West Exchange Avenues in Chicago, Illinois. The parcel identification numbers for the Property include all or part of the following:

20-05-102-011	20-05-102-046
20-05-102-012	20-05-106-001
20-05-102-019	20-05-106-003
20-05-102-023	20-05-106-006
20-05-102-024	20-05-106-007
20-05-102-025	20-05-106-008
20-05-102-027	20-05-500-002

The parcel in is the east half of the northwest quarter of Section 5, Township 38 north, Range 14 east of the Third Principal Meridian in Cook County, Illinois. A plat of survey identifying the Property limits and other pertinent property structures is included in Appendix A. A site location map and a site layout map/aerial photograph of the Property are provided as Figures 1 and 2.

1.2 PURPOSE

Currently, the Property is zoned PMD-8, Planned Manufacturing - Stockyards District (see the Zoning Map provided as Figure 3), which is intended to provide locations for industrial and warehousing activities. A special use has been approved for the Property for waste recycling and transfer activities. The recycling and transfer activities at the Property are proposed to be expanded. A new 139,500-square-foot, one-story building will be constructed at the site to house all of the proposed recycling and transfer activities. We understand that the expanded activities will require a special use application, as required from the Chicago Zoning Ordinance Administration. This EIA intends to document environmental concerns and issues related to the special use application for the recycling and transfer activities to be performed at the Property.

2.0 PHYSICAL ENVIRONMENT

2.1 PHYSICAL AND GEOGRAPHICAL CONDITIONS

The Property is located in the city limits of Chicago, Cook County, in northeastern Illinois. A site location map and site layout map are included as Figure 1 and Figure 2, respectively.

2.1.1 Geology and Soils

According to the United States Department of Agriculture (USDA) Custom Soil Resource Report for Cook County, Illinois [2021], the soil in the Subject Property area is classified as urban land [533]. This map unit consists of areas in which 85% or more of the surface is covered by pavement and a building. Because of extensive land smoothing, the areas are generally nearly level or gently sloping. A copy of the soil survey map and report is included as Appendix B.

According to Illinois State Geological Survey (ISGS) Bulletin 95: Handbook of Illinois Stratigraphy [Willman, H.B. et al, 1975], and the ISGS Bulletin 65: Geology of the Chicago Region: Part II, Surficial Geology of the Englewood Quadrangle [Bretz, J. Harlen, 1939], the regional surficial deposits in the area of the site are glacial lake deposits of the Equality Formation. The Equality Formation is laminated silt and clays deposited in glacial and post-glacial lakes. It has a thickness in the region of 50 feet to 200 feet.

Bedrock within the region is associated the Silurian age, dolomitic limestone of northeastern Illinois. Bedrock is anticipated to be at a depth of greater than 50 feet below grade surface, with the surface ranging from 400 feet to 600 feet above mean sea level.

Aquifers within this region can be broken down into four categories, which are listed below [Burch et al, 2002].

- (i) Sand and gravel deposits of the glacial drift;
- (ii) Shallow dolomite formations, mainly of Silurian age;
- (iii) Deep sandstone and dolomite formations of Cambrian-Ordovician age; and
- (iv) Deep sandstone aquifer (Mount Simon).

Based on a review of the report entitled, “Potential for Contamination of Shallow Aquifers in Illinois” [Berg and Kempton, 1984, Illinois State Geological Survey, Circular 532], the site is located in an area of low potential for contamination of shallow aquifers due to relatively impermeable silts and clays extending to depths greater than 25 feet below grade surface. Within the local area, groundwater is generally found in perched lenses within the upper 10 feet of the surficial overburden.

2.2 FLOODPLAINS

For the purposes of this assessment, a floodplain applies to those areas designated within a 100-year floodplain. The Federal Emergency Management Agency (FEMA) flood insurance rate map (FIRM) produced by FEMA [17030C0508J - August 19, 2008] was reviewed to determine if the Property was constructed in a 100-year or 500-year floodplain (see Figure 4.)

Figure 4 demonstrates that the site is not within the 100-year floodplain.

2.3 WETLANDS

The United States Army Corps of Engineers and Metropolitan Water Reclamation District of Greater Chicago (MWRD) have regulatory authority over the discharge of materials into jurisdictional wetlands and waters of the United States (WOTUS).

The United States Fish and Wildlife Service National Wetland Inventory Map for the area of the transfer station indicates that no designated wetlands exist on the site or within neighboring parcels. All areas on the subject site have been paved or previously disturbed and developed. A copy of the Wetlands Inventory for the area surrounding the Property is contained in Appendix C.

2.4 SURFACE WATER AND GROUNDWATER QUALITY

The Clean Water Act, as amended in 1977, established the basic framework for regulating discharges of pollutants into WOTUS. Surface water from the Property currently flows to the existing combined storm and sanitary sewer system on-site and is directed to the MWRD for management. A topographic map illustrating the make-up of the surface of the Property is contained in Figure 1.

The closest aquatic environment is the South Fork of the Chicago River, which terminates approximately .25 miles north of the Property, and flows north to the South Branch of the Chicago River. Potable water is obtained from the city of Chicago, which supplies pre-treated water from Lake Michigan.

Appropriate best management practices, such as silt fence, erosion blanket, and prompt reestablishment of vegetative ground cover would be used to minimize sedimentation and soil erosion during maintenance activities at the Property. No impacts to groundwater resources would result from the proposed activities.

2.5 TERRESTRIAL AND AQUATIC ENVIRONMENT

The Property is currently utilized as a solid waste transfer station. The general area around the Property is fully developed with industrial uses. The Property does not support wildlife or vegetation other than weeds around the perimeter of the Property common to urban development. There is currently no standing water or wet areas on the Property. The closest aquatic environment is the south fork of the Chicago River, which terminates approximately one-quarter mile north of the Property, and flows north to the South Branch of the Chicago River.

Existing ground cover, consisting of pavement and gravel-covered areas, would have to be removed to allow for redevelopment of the existing facility. However, the redevelopment would not have an impact to the existing wildlife population.

2.6 THREATENED AND ENDANGERED SPECIES

The purpose of the Endangered Species Act of 1973 is to not only to protect species, but also to protect “the ecosystems upon which they depend”. The Endangered Species Act encompasses plants and invertebrates as well as vertebrates. In accordance with Section 7 of the Endangered Species Act of 1973, the Property was evaluated for the potential occurrences of federally listed threatened and endangered species.

The Property is located within an area consisting of industrial properties. According to the Illinois Department of Natural Resources Compliance Assessment Tool (EcoCAT), the Illinois Natural Heritage Database shows no protected record of state-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois nature preserves, or registered land and water reserves in the vicinity of the project location. A copy of the EcoCAT documentation is included as Appendix D.

The Property is in an urban environment and does not contain the habitats needed to support the endangered species in the county. The site ground cover consists of buildings, pavement, gravel, and grass. There would not be impacts to any known threatened and endangered species or critical habitats by development or maintenance activities at the Property.

3.0 PUBLIC HEALTH AND SAFETY

3.1 HAZARDOUS WASTE OR MATERIALS

A Phase I environmental site assessment (ESA) for the Property was completed by Schrack Environmental Consulting, Inc. (SECI) on September 30, 2009. The purpose of the Phase I ESA and additional site reconnaissance was to identify on-site and off-site recognized environmental conditions (RECs) at the Property. In addition, CEC has performed site reconnaissance of the Property several times between 2014 and 2021.

A REC is defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the Property.

Based on the Phase I ESA performed by SECI, the following comments were provided:

- A 14,000-gallon gasoline underground storage tank (UST) was located along the northwestern corner of the building on site.
- A 1,000-gallon gasoline UST was associated with a former tire dealership located on the northwestern portion of the site, and was removed in 1982 with no documentation of clean closure.
- Numerous debris piles were present around the Property.

Subsequent investigations have identified subsurface contamination from petroleum hydrocarbons and lead. The contaminated soils are proposed to be removed during redevelopment and properly managed off-site, or will remain in place and be addressed by installation and maintenance of an engineered barrier and institutional controls to preclude human exposure. The USTs and debris piles have been removed, and the unused building south of the transfer station has been demolished and removed from the Property.

Incoming waste will be deposited in the proposed building for separation/recycling and/or transfer. The proposed building will contain all waste transfer and recycling operations indoors, precluding exposure of any waste materials to rainwater and allowing for effective control of vectors. The facility is not planned to handle hazardous materials or wastes. No impacts due to hazardous materials are anticipated.

3.2 VISUAL RESOURCES

The general area of the Property is in an urban environment. The area is primarily developed with industrial manufacturing facilities. The redevelopment will remove current dilapidated structures. There is no planned development of the Property that would impact neighboring properties.

3.3 NOISE

Noise is defined as undesirable sound and federally regulated by the Noise Control Act of 1972. An average measure of sound is known as the day-night average sound level and is used for estimating sound impacts and establishing guidelines for compatible land uses. A United States Environmental Protection Agency (USEPA) document, “Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety” [1974] provides a basis for state and local government to set noise level standards. The document identifies a twenty-four-hour exposure level of 70 decibels as the level of noise that will prevent any measurable hearing loss over a lifetime. Also, levels of 55 decibels outdoors and 45 decibels indoors are identified as preventing activity interference and annoyance. These levels are considered those that will permit spoken conversation and other activities such as sleeping, working, and recreation. The levels are not single event, or “peak” levels, but represent averages over longer periods of time. An occasional higher noise level would be consistent with a twenty-four-hour average of 70 decibels, as long as a sufficient amount of relative quiet is experienced.

Uses of the adjoining properties include South Packers Avenue to the west followed by industrial properties beyond, railroad lines followed by industrial properties to the north, Exchange Avenue, unnamed industrial properties and Centera Transport to the south, and a rail spur to the east, with industrial warehouse buildings beyond.

Since no residences are located adjacent to the Property and nearby buildings/structures and vegetation deflects and muffles on-site vehicles, additional neighborhood noise impact is deemed to be minimal and not a concern.

3.4 DUST

Under the authority of the Clean Air Act, the USEPA established the National Ambient Air Quality Standards (NAAQS) for common air pollutants. These pollutants are referred to as the “criteria” air pollutants. The USEPA established the NAAQS to protect both the health and welfare of the public. Primary air quality standards are the levels established by the USEPA to protect public health. Secondary standards are levels that protect the welfare of the public (buildings, clothing, and vegetation).

On-site motor vehicle activity arises from employee vehicles and buses using roadways and parking lots. Off-site motor vehicle traffic is fundamentally indistinct from on-site motor vehicle traffic, as this traffic enters the regional roadway network.

Typical sources of particulate matter are combustion of fossil fuels, industrial processes involving metals and fibers, fugitive dust from wind, and mechanical erosion of soil and photochemically produced particles (complex chain reactions between sunlight and gaseous pollutants). Particulate matter is made up of small solid particles and liquid droplets.

The Property would be covered by buildings, concrete, impermeable asphalt, gravel, or asphalt grindings that would be controlling particulate matter dispersion to the surrounding properties. All waste transfer and recycling operations will be conducted within the proposed processing building, minimizing the potential for dust or odors. Separated commodity materials (e.g., concrete, brick-bat, rock, wood, dirt) will be stored outside in concrete block bins. Wetting agents (i.e. water) will be applied as necessary to minimize dust to surrounding properties.

3.5 PUBLIC SERVICES AND UTILITIES

The Property has typical urban public services and utilities available. Police, fire, and access to emergency medical services are provided by the city of Chicago. Commonwealth Edison Company provides electricity, Peoples Gas provides natural gas, water is provided by the city of Chicago Department of Water Management, and sanitary sewer is provided by the MWRD.

3.6 SAFETY AND SECURITY

To minimize risks to safety and human health, the Property has a perimeter fence that surrounds the majority of the Property.

3.7 ACCIDENTAL RELEASES, FIRES, OR EXPLOSIONS

A contingency plan has been prepared for the facility (see Appendix E). Under this plan, the site has been designed to prevent fires from occurring and, if any fires should ignite, to minimize the impact on the site and prevent any impacts to the surrounding areas. The transfer station and recycling building will be a fully sprinklered, pre-engineered metal frame, metal clad building. Combustible recyclable materials will be removed from the building frequently or containerized, and flammable liquids will be stored in fire marshal-approved facilities. Specific prevention, response, and training methodologies are further discussed in the plan. The measures outlined will be sufficient to minimize effects of accidental releases, fires, or explosions on surrounding communities.

4.0 CUMULATIVE IMPACTS

Cumulative impacts on the environment result from the incremental impact of the proposed action when added to other past, present and reasonable foreseeable future actions regardless of what person undertakes such other actions. No other reasonable foreseeable developments were identified in the area other than the proposed uses identified in the special use applications.

Cumulative Effects on Geology and Soils

The topography and soils of the area has been affected by filling, excavations, construction, and the burial of utilities. The proposed project would not alter the existing soil chemistry other than to remove contaminated soils under the footprint of the new building and bring in clean fill.

Cumulative Effects on Water Quality and Aquatic Communities

The project would have no adverse effects on water quality or aquatic communities.

Cumulative Effect of Terrestrial Resources

Existing habitats and native species within the project area indicates that the relatively small modifications for this project will have no long-term adverse or cumulative effects to terrestrial resources, plants, or animals.

Cumulative Effects on Land Use

Since land use will not change in the project area, land use will not be adversely affected by this project.

5.0 MITIGATION MEASURES AND PERMITS

Permits will be obtained for the redevelopment from the city of Chicago Building and Zoning Department and from the Chicago Department of Public Health for building improvements and operations, as necessary. A permit will also be obtained from the Illinois Environmental Protection Agency (IEPA) to redevelop and operate the proposed facility.

6.0 END USE PLAN

Article 17-13-0902(b) of the Chicago Zoning Ordinance Section requires preparation of an end use plan describing the proposed utilization of the Property after the Property is no longer a transfer station.

If the transfer station closes in the future, the proposed property modifications and new proposed building could be retrofitted or modified as an industrial-commercial property. Extending the life cycle of the proposed building would conserve resources, reduce waste, and reduce environmental impacts of new buildings as they relate to materials manufacturing and transport.

Because no waste disposal or other activities that would require long-term post-closure monitoring have occurred or are proposed, the closure activities at the transfer station would include the removal of all waste materials from buildings, the thorough disinfection of the buildings and equipment used in the transfer of waste, and the removal of all waste processing equipment. After all closure activities outlined above have been completed, a closure certification will be submitted to the city of Chicago Department of Public Health and the IEPA.

7.0 CITED AND REFERENCED DOCUMENTS AND SOURCES

- United States Fish and Wildlife Service - <http://www.fws.gov>
- National Wild and Scenic Rivers Program - <http://www.rivers.gov/index.html>
- United States Fish and Wildlife National Wetland Inventory - <http://www.fws.gov/wetlands/>
Natural Resources Conservation Service Web Soil Survey website -
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>
- United States Department of Agriculture Soil Survey Cook County, 2021
- Illinois Department of Natural Resources - <http://www.dnrecocat.state.state.il.us/ecopublic/>
- Illinois State Geological Survey - <http://www.isgs.uiuc.edu>
- FEMA Flood Insurance Rate Map, Cook County, Illinois, Panel 508 of 832, Map Number 1703C0508J, August 19, 2008 FEMA
- ISGS Bulletin 95: *Handbook of Illinois Stratigraphy* (Willman, H.B. et al, 1975)
- ISGS Bulletin 65: *Geology of the Chicago Region: Part II, Surficial Geology of the Englewood Quadrangle* (Bretz, J. Harlen, 1939)
- ISGS Circular 532, *Potential for Contamination of Shallow Aquifers in Illinois*, (Berg and Kempton, 1984)

8.0 LIST OF PREPARERS

Preparer:

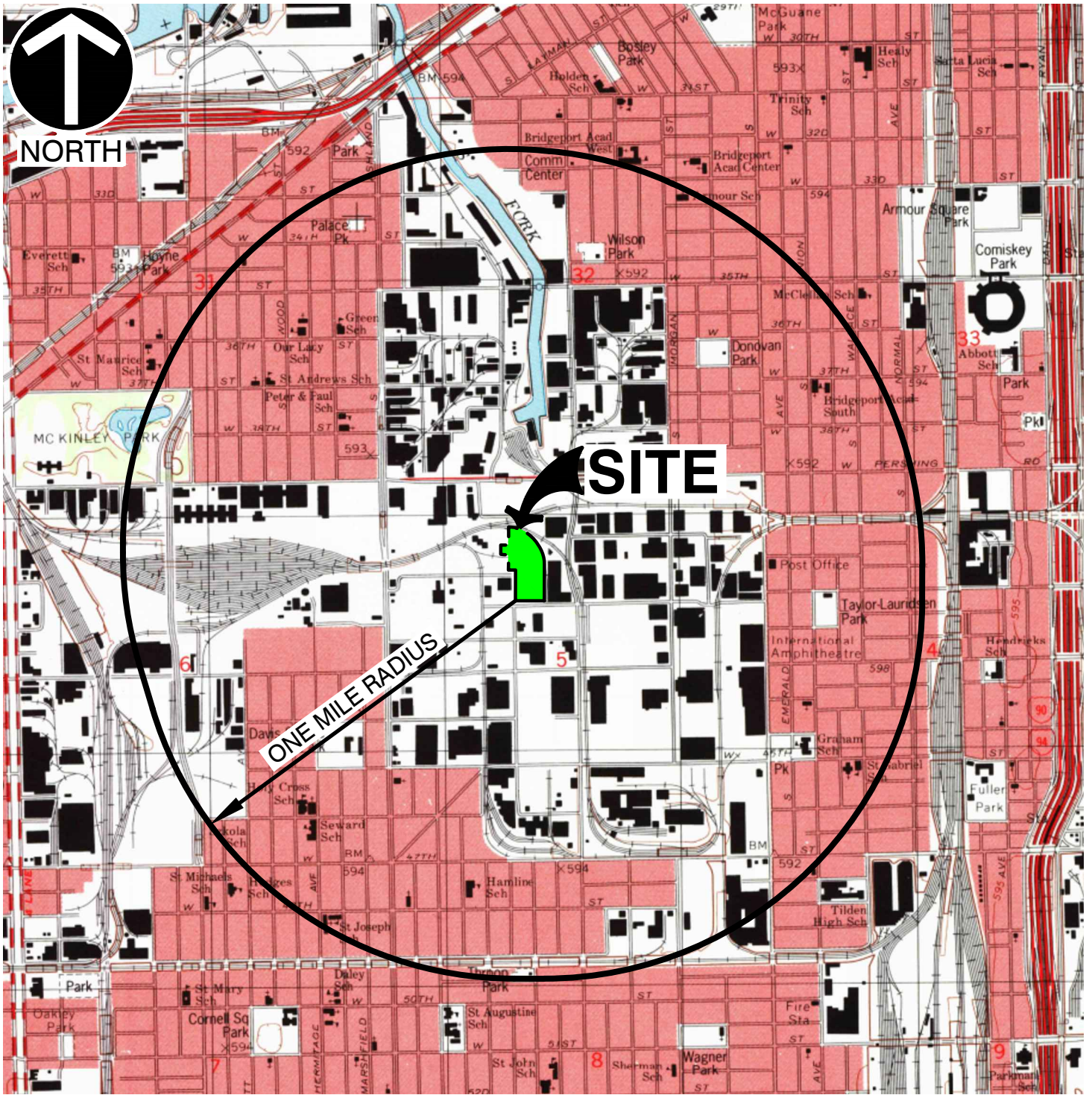
Elizabeth S. Schwartz - project manager - Civil & Environmental Consultants, Inc.

Reviewer:

John E. Hock, P.E. - vice president - Civil & Environmental Consultants, Inc.

FIGURES

P:\2013\130-134\CADD\DWG\EN10-Permitting and Compliance\130.134-EN10-E001-Site Location Map.dwg[LAYOUT1] LS:(7/22/2021 - fb\azis) - LP: 7/22/2021 2:44 PM



REFERENCE

1. U.S.G.S. 7.5' TOPOGRAPHIC MAP, ENGLEWOOD QUADRANGLE, ILLINOIS, DATED: 1997.

*HAND SIGNATURE ON FILE

SCALE IN FEET



Civil & Environmental Consultants, Inc.

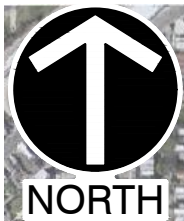
1230 East Diehl Road, Suite 200 - Naperville, IL 60563
630-963-6026 · 877-963-6026

www.cecinc.com

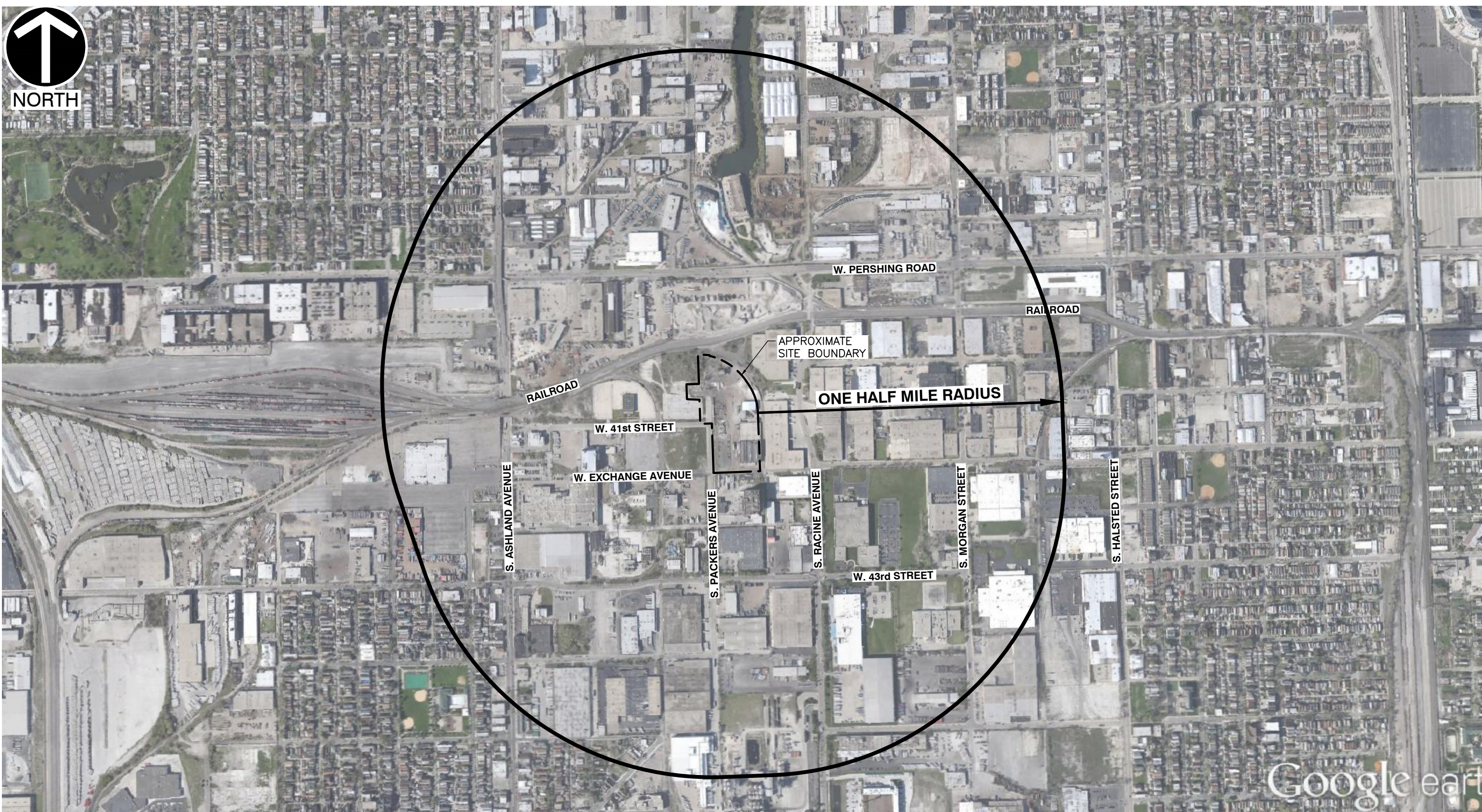
PACKERS RECYCLING & TRANSFER
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

SITE LOCATION MAP

DRAWN BY:	MSK/FWB	CHECKED BY:	ESS	APPROVED BY:	JEH*	FIGURE NO.:	1
DATE:	07/22/2021	DWG SCALE:	1"=2000'	PROJECT NO:	130-134.0010		

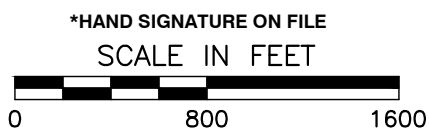


P:\2013\130-134-CAAD\DWG\EN10-Permitting and Compliance\130134-EN10-E002-Aerial Photo.dwg(LAYOUT) LS:(7/21/2021 - mkrp) - LP: 7/22/2021 2:38 PM



REFERENCE

- 1. IMAGE PROVIDED BY GOOGLE ("©2015 GOOGLE")



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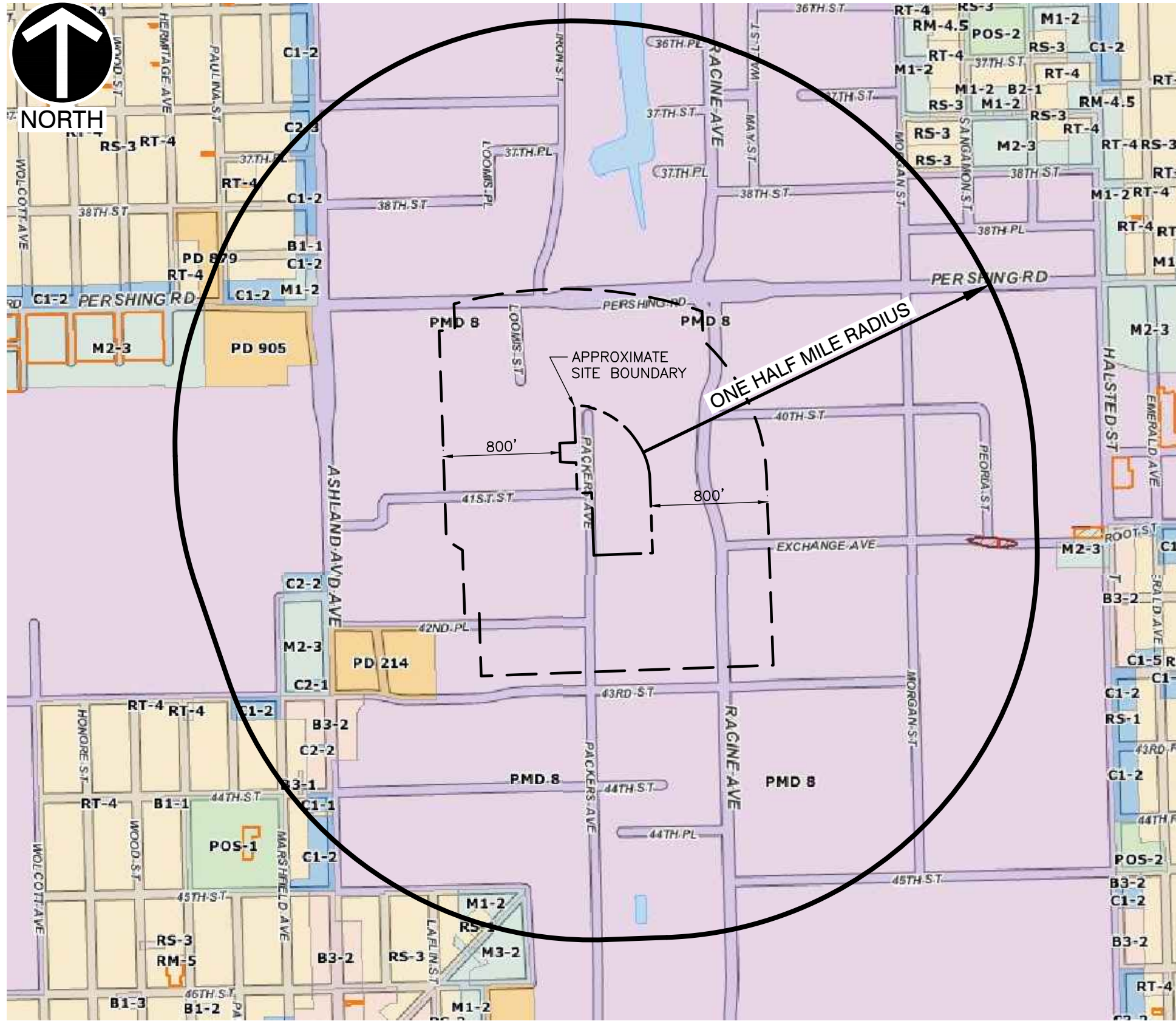
PACKERS RECYCLING & TRANSFER
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS

AERIAL PHOTO

DRAWN BY: MSK	CHECKED BY: ESS	APPROVED BY: JEH*	FIGURE NO.:
DATE: 07/22/2021	DWG SCALE: 1"=800'	PROJECT NO: 130-134.0010	2



NORTH



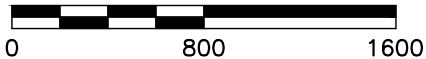
LEGEND

Zoning	
	Business
	Commercial
	Manufacturing
	Residential
	Planned Development
	Planned Manufacturing
	Downtown Core
	Downtown Service
	Downtown Mixed
	Downtown Residential
	Transportation
	Parks & Open Space
	Zoning Boundaries

REFERENCE

1. IMAGE PROVIDED BY CITY OF CHICAGO ONLINE ZONING MAP, UPDATED.

*HAND SIGNATURE ON FILE
SCALE IN FEET



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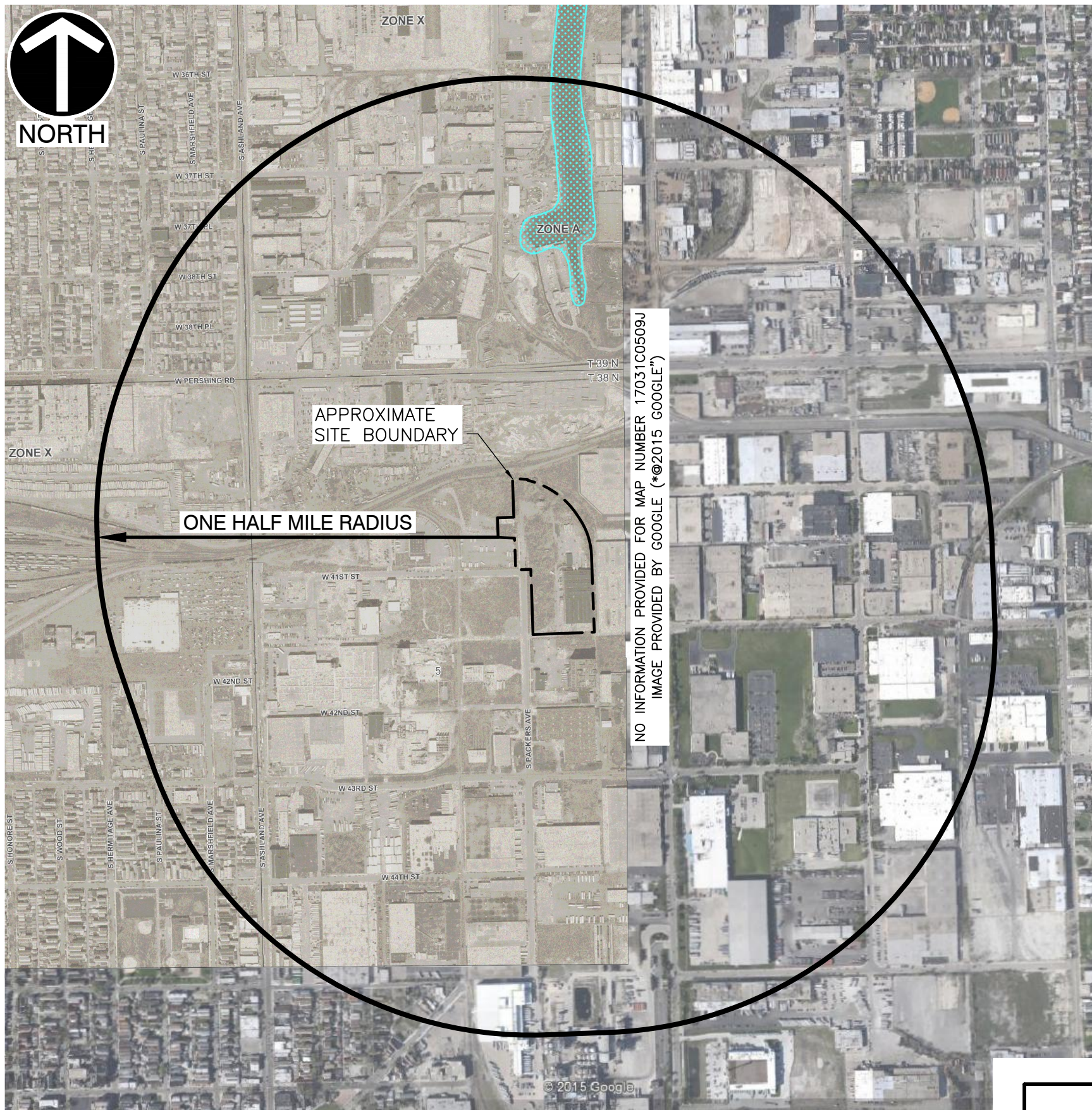
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ZONING MAP

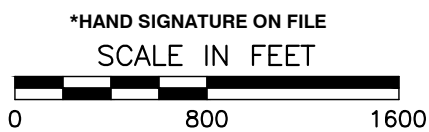
DRAWN BY:	MSK/FWB	CHECKED BY:	ESS	APPROVED BY:	JEH*	FIGURE NO.:
DATE:	07/22/2021	DWG SCALE:	1"=800'	PROJECT NO.:	130-134.0010	

P:\2013\130-134-CADD\DWG\EN10-Permitting and Compliance\130134-EN10-E004-Flood Insurance Rate Map.dwg[LAYOUT1] LS:(7/21/2021 - mkrp) - LP: 7/22/2021 2:41 PM



REFERENCE

1. IMAGE PROVIDED BY FEMA. MAP NUMBER 17031C0588J.



LEGEND

- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE
The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS
ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- OTHER AREAS
ZONE X Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D Areas in which flood hazards are undetermined, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS
- OTHERWISE PROTECTED AREAS (OPAs)
CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet*
- (EL 987) Base Flood Elevation value where uniform within zone; elevation in feet*
- *Referenced to the North American Vertical Datum of 1988
- Cross section line
- Transect line
- 45° 02' 08", 93° 02' 12" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 1000-meter Universal Transverse Mercator grid values, zone 16
- 5000-foot grid tick: Illinois State Plane East Coordinate System, 3776 zone (FIPSZONE 1201) Transverse Mercator
- DX5510 Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 River Mile
- MAP REPOSITORIES**
Refer to Map Repositories list on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP**
NOVEMBER 6, 2000
- EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL**
December 20, 2002; February 4, 2004; June 2, 2005; December 16, 2005; November 16, 2006; and April 16, 2007
- August 19, 2008 - to reflect updated topographic information, to update corporate limits, to add road names, to incorporate previously issued Letters of Map Revision, to change Base Flood Elevations, to add Special Flood Hazard Areas and Base Flood Elevations, and to change zone designations.
- For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

PANEL 0508J

FIRM
FLOOD INSURANCE RATE MAP
COOK COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 508 OF 832
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CHICAGO, CITY OF	170074	0508	J

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
17031C0508J
MAP REVISED
AUGUST 19, 2008

Federal Emergency Management Agency

 Civil & Environmental Consultants, Inc. 1230 East Diehl Road, Suite 200 - Naperville, IL 60563 630-963-6026 · 877-963-6026 www.cecinc.com		PACKERS RECYCLING & TRANSFER 4121 S. PACKERS AVENUE CHICAGO, ILLINOIS	
FLOOD INSURANCE RATE MAP			
DRAWN BY: MSK/FWB	CHECKED BY: ESS	APPROVED BY: JEH*	FIGURE NO.: 4
DATE: 07/22/2021	DWG SCALE: 1"=800'	PROJECT NO: 130-134.0010	

APPENDIX A

PLAT OF SURVEY

PLAT OF SURVEY

THAT PART OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 2 IN THE SUBDIVISION OF BLOCK 1 IN PACKER'S ADDITION TO CHICAGO, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 30, 1883, AS DOCUMENT NUMBER 511030 THENCE NORTH 1°22'44" WEST, ALONG THE EAST LINE OF PACKERS AVENUE, 429.95 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 7 IN PACKER'S FOURTH ADDITION, ACCORDING TO THE PLAT THEREOF RECORDED JULY 25, 1877, AS DOCUMENT 144039; THENCE SOUTH 88°31'26" WEST, ALONG SAID EXTENSION, 100.00 FEET TO THE WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID WEST LINE, 209.30 FEET; THENCE NORTH 86°52'44" WEST, ALONG A LINE FORMING AN ANGLE FROM NORTH TO NORTHWEST OF 85°30' WITH SAID WEST LINE OF PACKERS AVENUE, 66.55 FEET TO A POINT OF CURVATURE; THENCE NORTHWESTERLY, ALONG A CURVE CONVEX TO THE SOUTHWEST AND HAVING A RADIUS OF 652.95 FEET AND A 42.06 FOOT CHORD BEARING NORTH 85°58'24" WEST, AN ARC DISTANCE OF 42.07 FEET TO A LINE THAT IS 108.22 FEET WEST OF AND PARALLEL WITH SAID WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID PARALLEL LINE, 128.57 FEET TO A LINE THAT IS 25.00 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF LAND CONVEYED TO THE ALLERTON PACKING COMPANY BY DEED DATED SEPTEMBER 25, 1875; THENCE NORTH 88°35'10" EAST, ALONG SAID PARALLEL LINE, 108.22 FEET TO SAID WEST LINE OF PACKERS AVENUE; THENCE NORTH 1°22'44" WEST, ALONG SAID WEST LINE, 254.28 FEET TO THE SOUTH LINE OF LAND CONVEYED BY DEED DATED NOVEMBER 26, 1875, AND RECORDED FEBRUARY 11, 1876, AS DOCUMENT NUMBER 71660; THENCE EASTERLY, ALONG SAID SOUTH LINE, BEING A CURVE CONVEX TO THE NORTH AND HAVING A RADIUS OF 2125.00 FEET AND A 100.36 FOOT CHORD BEARING SOUTH 86°30'54" EAST, AN ARC DISTANCE OF 100.37 FEET TO THE EAST LINE OF PACKERS AVENUE; THENCE SOUTH 1°22'44" EAST, ALONG SAID EAST LINE, 5.68 FEET; THENCE SOUTHEASTERLY, ALONG A CURVE CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 540.00 FEET AND A 398.89 FOOT CHORD BEARING SOUTH 54°16'46" EAST, AN ARC DISTANCE OF 408.56 FEET TO A POINT OF TANGENCY; THENCE SOUTH 32°36'15" EAST 33.72 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY, ALONG A CURVE CONVEX TO THE NORTHEAST AND HAVING A RADIUS OF 463.34 FEET AND A 248.54 FOOT CHORD BEARING SOUTH 17°02'49" EAST, AN ARC DISTANCE OF 251.62 FEET TO A POINT OF TANGENCY ON A LINE THAT IS 7.00 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 1 IN AFORESAID SUBDIVISION OF BLOCK 1 IN PACKER'S ADDITION TO CHICAGO; THENCE SOUTH 1°29'23" EAST, ALONG SAID PARALLEL LINE, 506.87 FEET TO A POINT ON THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 1; THENCE SOUTH 88°25'34" WEST, ALONG SAID EXTENSION AND THE SOUTH LINE OF SAID LOTS 1 AND 2, 403.74 FEET TO THE POINT OF BEGINNING; IN COOK COUNTY, ILLINOIS.

SOUTH LINE OF LAND CONVEYED
PER DOC. 71660

L=100.37'
R=2125.00'

S 1°22'44" E
5.68'

EXISTING RAILROAD TRACK

L=408.56'
R=540.00'

NOTES

1. DIMENSIONS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF AND BEARINGS ARE BASED ON TRUE NORTH DETERMINED BY GPS MEASUREMENT.
2. NO TITLE COMMITMENT WAS PROVIDED FOR USE IN THE PREPARATION OF THIS SURVEY. FOR BUILDING LINES, EASEMENTS AND RESTRICTIONS NOT SHOWN HEREON, REFER TO DEEDS, ABSTRACTS, TITLE POLICIES, SEARCHES OR COMMITMENTS, CONTRACTS AND LOCAL BUILDING AND ZONING ORDINANCES.
3. NO IMPROVEMENTS ARE SHOWN HEREON AND NO MONUMENTATION WAS SET AT THE REQUEST OF THE CLIENT. NO DIMENSIONS, LENGTHS OR WIDTHS SHOULD BE ASSUMED FROM SCALING. FIELD MONUMENTATION OF CRITICAL POINTS SHOULD BE ESTABLISHED PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION.

NORTH LINE OF LAND CONVEYED
TO ALLERTON PACKING CO.
BY DEED DATED 9/25/1835

108.22'
N 88°35'10" E

128.57'
N 1°22'44" W

NORTH LINE OF LOT 7

R=652.95'
L=42.07'

PC N 86°52'44" W
66.55' W

LOT 7

PACKER'S FOURTH ADDITION
DOC 144039

209.30'
N 1°22'44" W

AVENUE
(STREET PER DOC 67892)

SOUTH LINE OF LOT 7

S 88°31'26" W
100.00'

429.95'
N 1°22'44" W

PACKERS

LOT 2

LOT 1

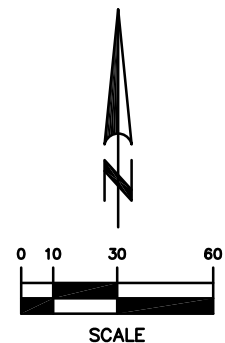
SUBDIVISION OF BLOCK 1

OF PACKER'S ADDITION TO CHICAGO
DOC 511030

7.00'

S 1°29'23" E
506.87'

EAST LINE OF LOT 1



POINT OF BEGINNING:
SOUTHWEST CORNER
OF LOT 2

30' PRIVATE ALLEY S 88°25'34" W 403.74' PER DOC. 67892

PREPARED FOR:

SANDMAN, INC.
19657 WEST SHARP ROAD
ELWOOD, IL 60421

PREPARED BY:



DESIGN FIRM REGISTRATION NO. 184-005577

7808 WEST 103RD STREET
PALOS HILLS, ILLINOIS 60465-1529
Phone (708) 599-3737

SURVEY No. 13-08-012-POS-V2-R

FIELD WORK COMPLETED: 12/20/14

THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS STANDARDS FOR A BOUNDARY SURVEY.

DATED: 1/27/21



MARK H. LANDSROM I.P.L.S. No. 2625
LICENSE RENEWAL DATE: NOVEMBER 30, 2022

APPENDIX B

SOIL SURVEY MAP



United States
Department of
Agriculture

NRCS

Natural
Resources
Conservation
Service

A product of the National
Cooperative Soil Survey,
a joint effort of the United
States Department of
Agriculture and other
Federal agencies, State
agencies including the
Agricultural Experiment
Stations, and local
participants

Custom Soil Resource Report for **Cook County, Illinois**

Packers Recycling & Transfer



July 8, 2021

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (<http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/>) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (<https://offices.sc.egov.usda.gov/locator/app?agency=nrcs>) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

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533—Urban land.....	13
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How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

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scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

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identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report Soil Map




Map Scale: 1:1,790 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

Special Point Features

-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features


Water Features

 Streams and Canals

Transportation

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Cook County, Illinois
 Survey Area Data: Version 14, May 29, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 13, 2020—Jul 6, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
533	Urban land	10.1	100.0%
Totals for Area of Interest		10.1	100.0%

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Custom Soil Resource Report

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Cook County, Illinois

533—Urban land

Map Unit Setting

National map unit symbol: 2qhr4
Elevation: 510 to 980 feet
Mean annual precipitation: 28 to 40 inches
Mean annual air temperature: 45 to 54 degrees F
Frost-free period: 140 to 180 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Down-slope shape: Linear
Across-slope shape: Linear

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Orthents, clayey, nearly level

Percent of map unit: 4 percent
Landform: Ground moraines, lake plains
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Orthents, loamy, nearly level

Percent of map unit: 4 percent
Landform: Lake plains, ground moraines
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

Orthents, loamy-skeletal, nearly level

Percent of map unit: 2 percent
Landform: Lake plains, ground moraines
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Interfluve
Down-slope shape: Linear
Across-slope shape: Linear
Hydric soil rating: No

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References

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- United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. <http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084>

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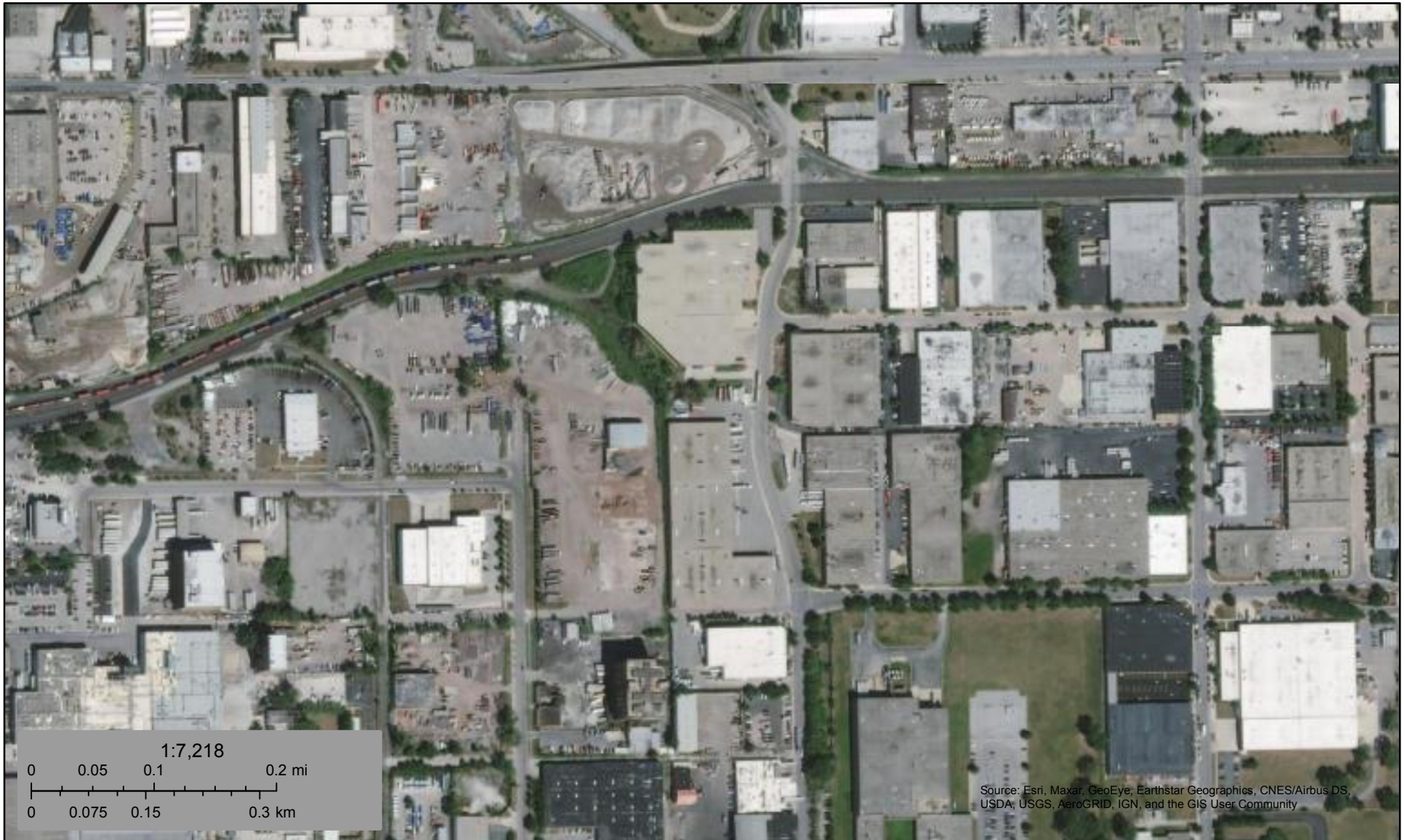
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APPENDIX C

NATIONAL WETLAND INVENTORY DOCUMENTATION



July 8, 2021

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| |  Freshwater Pond |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

APPENDIX D

IDNR ECOCAT DOCUMENTATION

Applicant: Lakeshore Recycling Systems, LLC
Contact: Beth Schwartz
Address: 3152 South California Ave.
Chicago, IL 60606

IDNR Project Number: 2200263
Date: 07/08/2021
Alternate Number: 130-134, 1602362

Project: Packers Recycling & Transfer
Address: 4121 South Packers Avenue, Chicago

Description: LRS plans to use the Property to construct a new 139,500-square foot, one-story building at the Site to house the current facility operations. Currently the Property is zoned PMD-8, Planned Manufacturing - Stockyards District, which is intended to provide locations for industrial and warehousing activities.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Cook

Township, Range, Section:

38N, 14E, 5



IL Department of Natural Resources

Contact

Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

Terms of Use

By using this website, you acknowledge that you have read and agree to these terms. These terms may be revised by IDNR as necessary. If you continue to use the EcoCAT application after we post changes to these terms, it will mean that you accept such changes. If at any time you do not accept the Terms of Use, you may not continue to use the website.

1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

2. Unauthorized attempts to upload, download, or change information on this website are strictly prohibited and may be punishable under the Computer Fraud and Abuse Act of 1986 and/or the National Information Infrastructure Protection Act.

3. IDNR reserves the right to enhance, modify, alter, or suspend the website at any time without notice, or to terminate or restrict access.

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EcoCAT operates on a state of Illinois computer system. We may use software to monitor traffic and to identify unauthorized attempts to upload, download, or change information, to cause harm or otherwise to damage this site. Unauthorized attempts to upload, download, or change information on this server is strictly prohibited by law.

Unauthorized use, tampering with or modification of this system, including supporting hardware or software, may subject the violator to criminal and civil penalties. In the event of unauthorized intrusion, all relevant information regarding possible violation of law may be provided to law enforcement officials.

Privacy

EcoCAT generates a public record subject to disclosure under the Freedom of Information Act. Otherwise, IDNR uses the information submitted to EcoCAT solely for internal tracking purposes.



EcoCAT Receipt	Project Code 2200263
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APPLICANT	DATE
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Lakeshore Recycling Systems, LLC Beth Schwartz 3152 South California Ave. Chicago, IL 60606	7/8/2021
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DESCRIPTION	FEE	CONVENIENCE FEE	TOTAL PAID
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EcoCAT Consultation	\$ 25.00	\$ 1.00	\$ 26.00
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TOTAL PAID	\$ 26.00
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Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702
217-785-5500
dnr.ecocat@illinois.gov

APPENDIX E

CONTINGENCY PLAN

CONTINGENCY PLAN

The Packers Recycling and Transfer Facility (Site) will be operated in strict compliance with applicable federal, state, and local requirements to minimize the danger to the surrounding area from fire, spills, or other operational accidents. This section of the application presents a contingency plan that addresses fire, spill, and accident prevention and contingency plans for the Site. A copy of this plan will be maintained in the Site's operating record and will provide the basis for future plans and protocols developed at the Site.

FIRE AND ACCIDENT PREVENTION PLAN

The purpose of the fire and accident prevention plan is to present an organized and coordinated course of action to be taken in responding to potential fires, spills or other operational accidents at the Site. The plan is designed with two focuses. First, the plan addresses fire, accident prevention, and emergency response. Second, the plan is designed to address other, more general non-emergency operational procedures.

FIRE AND ACCIDENT PREVENTION PLAN OVERVIEW

The Site has a designated emergency coordinator. In the event of any emergency situation, the emergency coordinator coordinates the response to an emergency, if any were to occur consistent with this plan and with any government responder to the incident, such as the police and fire district. The emergency coordinator is a member of operations management and has received special training on health and safety issues.

Additionally, following an emergency situation, the emergency coordinator shall make arrangements for the storage or disposal of any recovered wastes, water, or any contaminated materials resulting from the incident.

Further, following an emergency incident, all emergency response equipment used will be cleaned and made fit for re-use, or replaced as necessary, so that the equipment will be available when Site operations resume. An inspection of all equipment will then take place before operations resume ensuring that each item is in proper working condition. This inspection will include a review of the Site infrastructure to ensure that no potential hazard has been created as a result of responding to the emergency. Procedures may include lock-out/tag-out on processing equipment until inspected, recharging of fire extinguishers, replacement of personal protective gear, restocking of disposable items, and other preparedness measures.

FIRE AND ACCIDENT PREVENTION RESPONSE

In the case of any incident on-site, immediate assessment of the possible hazard(s) to public health, safety or the environment will be made. Whenever the emergency coordinator determines that the Site has had a fire and/or explosion, spill or release, or other incident that presents a possible threat, he/she will then initiate this fire and accident prevention plan. This will include contact with local authorities (police/fire district) in order to inform them of the situation and request assistance if necessary. The incident will be documented. Other government entities requiring notification of certain events will also be notified, as applicable and as soon as practical.

Site personnel will respond as directed by the emergency coordinator. Immediate action by on-site personnel will concentrate on preventing the spread of any fire/explosion/spill/leak situation that occurs. Immediate emergency medical attention will be provided to injured personnel. In the case of a fire or explosion, any possible sources of ignition will be removed from the incident area if this can be done without risk. Vehicular traffic will be suspended /redirected and work ceased until the fire or incident can be safely contained and controlled.

An internal communication system consisting of cellular telephones is available on site for alerting personnel in the event of an emergency. Cell phones are carried by all key management personnel, thereby creating an immediate link between all buildings and departments at the transfer station. This system provides Site personnel with immediate emergency notification capabilities and the opportunity to receive necessary instructions in the event of an incident.

Potential situations that could require the fire and accident prevention plan to be implemented include:

- Fire;
- Spills; and
- Accidents.

Fire Prevention and Control

Fire prevention and control has been addressed in both the design and operation of the Site. The Site has been designed to prevent fires from occurring and, if any fires should ignite, to minimize the impact on the site and prevent any impacts to the surrounding areas. The transfer station and recycling building is a pre-engineered metal frame, metal clad building. Combustible recyclable materials are removed from the building frequently or containerized, and flammable liquids are stored in fire marshal approved facilities.

Fire prevention and control measures for the Site are as follows. All equipment operators and other personnel who are routinely inside the transfer building have been given instruction and training in initial fire response and control procedures. The training includes identifying all potential fire hazards on the site, learning the procedures to prevent fires from occurring, learning the proper methods to put out any fires that might occur, and learning how to use all fire equipment on-site. Equally important emphasis has been given for personnel to immediately contact the emergency coordinator who will assess the need for local outside emergency response services.

Fires in waste transfer stations do not frequently occur. When they do occur, they are usually caused by a smoldering load of waste being unloaded on the tipping floor or combustible papers/cardboard coming into contact with an ignition source.

If a “hot load” enters the Site, it will be directed to a location where the load can be contained and managed. The location will readily accessible to waste hauling and emergency vehicles, yet far enough from the other site buildings that the spread of fire will be minimized. The hot load area at the Site will generally be located west of the transfer building near a fire hydrant.

Incoming collection trucks recognized with hot loads can bypass the scale house and approach the designated area; alternatively, hot loads that have reached the scale can proceed directly to the designated area. Smoldering wastes located in the transfer building can be pushed directly to the designated area. Water will be available to extinguish the fire. In the unlikely event a transfer trailer is identified with a hot load, the trailer can be positioned in the hot load containment area, and the trailer disengaged from the tractor.

The entire facility is protected by a sprinkler system and booster pump and fire extinguishers are located throughout in accordance with the requirements of Chicago Fire Prevention.

Spill Prevention and Control

The Site will not accept liquid waste. The only spills that could possibly occur would be residual liquid from waste or recyclable materials unloaded on the tipping floor, minor fluid leakage from equipment/vehicles, and refueling.

Liquids

Some liquids may be present in the waste or recyclable materials unloaded on the tipping floor. These liquids would generally be small amounts and would normally be absorbed by the solid waste materials as the material is pushed along the tipping floor for loading onto the transfer trucks. No liquid from the tipping floor or the loading pit will be discharged with non-contact stormwater.

There will be no large liquid spills on the tipping floor, since the Site is not accepting liquid waste. Any free liquids appearing on the transfer floors will be absorbed in the dry waste materials. Absorbent materials will be used to manage any liquids remaining on the tipping floor. The used absorbent materials will be handled and disposed of according to the type of liquid material that was spilled. The solid waste materials affected by a significant liquid spill, after they are identified, will be segregated from other waste materials and managed according to the waste type.

Maintenance and Fueling

Refueling of operations vehicles, collection vehicle fleet and heavy equipment will be performed by a contracted, mobile stay-full service. Likewise, routine preventative maintenance and minor repairs will be performed by a contracted mobile repair service. Fueling and repairs will occur only over impermeable surfaces, away from storm sewer inlets, and emergency spill kits will be available on site. Secondary containment measures will preclude the release of accidental spills to the environment.

Hazardous Waste Materials

In the unlikely event that a load of material deposited in the transfer building contains material identified as being potentially hazardous, the material will be isolated from the other materials and removed from operational areas as soon as practical. Depending on the characteristics of the material, special handling and disposal procedures will be followed to remove the material from the Site. If the potentially hazardous materials cannot be adequately identified or the appropriate health and safety measures cannot be determined, the emergency coordinator will contact the outside emergency response contractor for support services.

Incident Documentation

The request for outside assistance will be kept in a permanent file in the Site offices and will document the following:

- Date and time of the accident;
- Type of accident;
- Identification of parties involved;
- Extent of any injuries;
- Identification of any outside assistance responders, and the type of assistance provided
- Type and quantities of materials involved, if known;
- Disposition of the materials; and
- Any follow- up actions, if needed.

ACCIDENT PREVENTION AND CONTROL

Training Requirements

The Site will ensure that the transfer station manager/supervisor at the Site is knowledgeable in the proper operational accident prevention and safety programs of a municipal solid waste facility and the current operational standards required by the Illinois Environmental Protection Agency. The manager/supervisor will ensure that all personnel are properly trained and are operating the transfer station in accordance with this standard operating procedure (SOP) and operational standards required by the permit and the city of Chicago's (City) municipal solid waste regulations.

The personnel training program will be directed by a person trained in waste management procedures, and will include instruction that teaches site personnel waste management procedures and contingency plan implementation relevant to the positions in which they are employed.

New employees will receive a comprehensive overview of all aspects of accident prevention for transfer station operations, focusing on information that is necessary to protect the health and welfare of the new employee and enable them to perform their duties in accordance with this SOP and operational standards required by the permit and the City's municipal solid waste regulations. Initial training subject matter will include applicable requirements found in the attachments to the SOP and other plans such as the spill prevention control and countermeasure plan, and the stormwater pollution prevention plan

Training meetings will be scheduled and conducted for all employees at least once per month. If a regular monthly meeting is cancelled, it will be rescheduled or combined with the scheduled training the next month. Training sessions will be scheduled to allow facility operations to be uninterrupted. Records of personnel attending each training session and the topics covered will be maintained at the Site. Topics for training may vary, but will be conducted annually for the following:

- Safety;
- Fire protection, prevention, and evacuation;
- Fire extinguisher use;
- Emergency response;
- Litter control and windblown waste pick-up;
- Hazardous waste and polychlorinated biphenyls waste detection and control (waste screening), if applicable;
- Prohibited waste management; and
- Random inspection procedures.

Site personnel will take part in an annual review of their initial training. A written description of the type and amount of introductory and continued training provided to each employee will be maintained in the site operating record.

Health and Safety Plan

The Site will have an employee health and safety plan. The emphasis of this plan is accident prevention. The Site is designed to ensure a safe work environment for all employees as well as those people using the site. All employees have been given training in safe operating procedures for all equipment, the use of the appropriate personal protective equipment, identification of potential hazards and methods to avoid those hazards and instruction in handling any potential emergencies that might arise.

Only trained and authorized employees will be allowed to operate any heavy equipment on the site. All employees working in the transfer building have received training on the equipment in the building and will receive periodic refresher classes.

All employees have been provided with the appropriate personal protective equipment based on the work being performed. All employees are required to wear the personal protective equipment assigned to them while they are working on the site. Failure to comply with these requirements does result in disciplinary action.

In the event of a physical injury, the site manager or alternate emergency coordinator will be called to the accident scene. He/she will quickly assess the situation for the need for outside assistance (i.e., ambulance). In the unlikely event that the site manager (or designated alternate) is not available, site personnel will be instructed to call the police or fire protection district as needed. Temporary medical assistance will be administered as necessary for injuries, and outside medical assistance will be contacted if needed. At least one employee at the Site will be qualified to provide first aid and cardiopulmonary resuscitation (CPR). The injured person will be transported to the closest medical care site commensurate with the level of injury.

Lock-down / Tag-out

Equipment malfunctions can occur which could create the need for a response. A typical equipment malfunction that could pose a potential physical hazard would be when moving portions of the equipment become jammed. The equipment would be returned to operational status after proper lock-out/tag-out procedures are used prior to repair the equipment. The lock-out/tag-out procedures will be utilized before maintenance or service of any equipment can begin. The equipment or machines must be turned off, the power must be disconnected, and an energy-isolating device must either be locked or tagged out.

Fire Protection Plan

The following steps will be taken regularly at the Site by designated personnel to prevent fires:

- Operators will be alert for signs of burning waste such as smoke, steam, or heat being released from incoming waste loads.
- Equipment used to move waste will be routinely cleaned through the use of high-pressure water or steam cleaners. The high-pressure water or steam cleaning will remove combustible waste and caked material which can cause equipment overheating and increase fire potential.
- Smoking is not permitted near waste management areas.

Procedures in the Event of a Fire

It is expected that the sprinkler system will extinguish the fire unless it is small and hot producing enough heat to melt the fusible links in the sprinkler heads. Staff will take the following steps if a fire is discovered:

- Contact the local fire department by calling 911.
- Alert other site personnel.
- Assess extent of fire, possibilities for the fire to spread, and alternatives for extinguishing the fire.
- If it appears that the fire can be safely fought with available firefighting devices until arrival of the local fire department, attempt to contain or extinguish the fire.
- Upon arrival of local fire department personnel, direct them to the fire and provide assistance as appropriate.
- No attempt will be made to fight the fire alone. No attempt will be made to fight the fire without adequate personal protective equipment. Staff will be familiar with the use and limitations of firefighting equipment available onsite.

Fire Fighting Methods

Firefighting methods for burning solid waste include smothering the waste, separating burning material from other waste, or spraying with water if available from an on-site water truck or fire suppression system. Small fires might be controlled with hand-held extinguishers.

If a fire occurs on a vehicle or piece of equipment, the equipment operator will bring the vehicle or equipment to a safe stop. If safety of personnel will allow, the vehicle will be parked away from fuel supplies, uncovered solid wastes, and other vehicles. The engine will be shut off and the brake engaged to prevent movement of the vehicle or piece of equipment.

Water Supply

A pressurized water supply capable of delivering 1600 gallons per minute will be available and maintained on-site.

Small fire extinguishing equipment does include portable fire extinguishers and hoses. The fire extinguishers are be type ABC, which are suitable for fighting combustible (A), flammable liquid and gas (B), and electrical (C) fires. The fire extinguishers are located within the buildings and also be mounted on mobile equipment. Each extinguisher will be inspected on an annual basis and recharged as necessary. A qualified service company performs these inspections, and all extinguishers display a current inspection tag. Inspection and recharging will be performed following each use. All waste management equipment and vehicles will be equipped with fully charged fire extinguishers.

Fire Protection Training

Training of on-site personnel in firefighting techniques, fire prevention, response, and the fire protection aspects of the SOP will be provided, by established professionals, on an annual basis. Personnel will be familiar with the use and limitations of firefighting equipment available on-site. Records of this training will be included in the operating record for the Site.

City Notification

After any fire (related to waste management activities that cannot be extinguished within ten minutes of discovery) occurs, the City office will be contacted. The notification to the office will include:

- Contacting by telephone as soon as possible, but no later than fifteen minutes following fire discovery; and
- Providing a written description of the cause and extent of the fire and the resulting fire response within fourteen days of fire detection.

The Site will provide to the appropriate City office as much information as possible regarding the fire and fire-fighting efforts, as soon as possible after the fire occurs.

The fire prevention and fire control procedures for the Site will be revisited following the occurrence of a significant fire to determine if modifications are warranted.

Tours of the Site will be made available to the police department, the fire district, and those agencies/services that would respond to emergency situations at the Site to familiarize personnel with specific operations and layout of the Site and to seek their input on preventive measures.

The emergency coordinator (or designated alternate) will normally determine the need for evacuation of the Site and communicate the need through the radio/telephone system. The evacuation routes will be posted in all site buildings. When evacuation is required, the following procedures will be followed:

- Alert all personnel using the radio/telephone system.
- Shut down all mobile and process equipment.
- Site staff will assist site users or visitors in the evacuation process.
- All personnel will proceed to the designated “regrouping area”. Once assembled, this will permit a determination and identification of any missing persons.
- Once assembled, stand by to offer assistance as needed or evacuate through the main entrance.
- When time does not permit, proceed immediately to the evacuation route as follows: Personnel will exercise judgment and use prescribed evacuation routes to exit the building and assemble at the designated meeting location. For immediate evacuation, the nearest doorway or opening would be the preferred escape route from the building.
- Records will be retained on-site for the duration of the project and information will be filed with the appropriate agencies as required by law.

APPENDIX H

UTILITY LETTERS OF CAPACITY



March 16, 2015

1300 Exchange Recycling and Transfer
1141 E Main St., Suite 100
East Dundee, IL. 60118

RE: 4121 S Packer

Attn: Mr. Dan Shepard.

We welcome your request regarding gas supply for your new project and this letter serves to advise you that ample gas main facilities will be available for the contemplated gas consumption at the above address.

We trust that this supplies the desired information and hope that you will continue your use of natural gas, America's clean, efficient and economical energy for many years.

Sincerely,

Jeffrey M Krupa
Construction Coordinator
New Services



Developer:

1300 Exchange Recycling
1141 E. Main St. Suite 100
East Dundee, IL. 60118

Thank you for choosing AT&T. We value your business.

This letter serves to advise that data, voice, and or video communication service will be available at 4121 S. Packers Ave. in Chicago, Illinois, and that they have adequate capacity for the proposed project. In accordance with the Engineering procedures of AT&T [Illinois] and the General Exchange Tariff's issued by the State of [Illinois]. In addition to the above address, covers the following addresses: 1300 W. Exchange- 4000 S. Packers

The referenced development is located in an area served by AT&T. No preparatory work towards providing service to this location will begin at this time. AT&T has obtained the necessary information regarding proposed land use including, but not limited to, planned density and site plans to begin planning activities.

Please contact me at the phone number included in this letter with any questions, and as soon as additional information become available on this development. We look forward to serving you.

Sincerely,

Fermin Molina
Manager OSP Design Engineer
AT&T Network Services

TEL: 3129777535
FX: 3129777575
EM: fm2385@att.com

Illinois Bell Telephone Company
225 W RANDOLPH ST -- Z1 , Suite FLR 11A
CHICAGO, IL 60606

WILL SERVE LETTER

03/11/2015

1300 EXCHANGE RECYCLING AND TRANSFER
1141 E. MAIN ST.
SUITE 100
EAST DUNDEE, IL. 60118

ATTN: MR. DAN SHEPARD

ComEd is required by the Illinois Commerce Commission to supply electrical service to any customer within our territory. This letter is written confirmation that new service to 4121 S. Packers Ave. (connected load of 1282kW) is within ComEd's territory. In order to provide reliable electrical service, ComEd may have to modify the existing distribution network to accommodate your new service. These modifications may result in charges if non-standard equipment is requested at the above service location. Additional utility easements may be required for the routing of ComEd power lines on your property. Charges may apply for any work, both on and off property, required to provide additional line capacity or new facilities necessary to fulfill your power request.

ComEd will begin engineering your project after all required information has been received.

If you have any questions about this project or require additional information please contact me.

Best Regards,

Sainab Ninalowo

New Business, Chicago South

7601 S. Lawndale Ave., Chicago, IL. 60652-1398

Phone: 773-838-4146

APPENDIX I

THROUGHPUT EVALUATION

PACKERS RECYCLING AND TRANSFER SITE THROUGHPUT CAPACITY EVALUATION

INTRODUCTION

The Packers Recycling and Transfer facility (site) is permitted to receive up to 500 tons per day of construction and demolition debris (C&D) and 1,200 tons per day of municipal solid waste (MSW) and is designed to efficiently manage a substantially greater volume, including single-stream curbside (SSCS) recyclable material.

The site will have multiple transfer and recycling operations occurring simultaneously in an integrated manner including the following:

- C&D recycling;
- MSW transfer;
- SSCS recycling;
- Warehousing of separated/baled recyclable material; and
- Bin storage of separated bulk recyclable material.

Each area is shown on the attached plant zoning exhibit. Waste material for transfer will generally be accumulated in the central portion of the building for transfer via the loading pit. Material loading will also occur as part of the warehouse operations, at the bin storage of separated bulk recyclable material and within the building via floor loading if necessary.

APPROACH

The site and operating features that contribute to the daily throughput capacity of a transfer station are, in part, as follows:

- Incoming waste flow;
- Unloading time, queuing capacity, and access to tipping floor areas;
- Transfer vehicle loading cycle time;
- Tipping floor area and stockpiling capacity; and
- The available facility operating hours.

The site features which provide operational flexibility and facilitate accepting larger waste volumes include:

- Multiple facility access openings which accommodate concurrent vehicle unloading;
- Multiple barrier walls systems which serve to increase the tipping floors storage capacities;
- On-site queuing areas which will accommodate additional collection vehicles to be received at peak hours;
- The addition of supplemental equipment (e.g., floor loading) to decrease the required time to load transfer trailers; and
- Operating hours of twenty-four hours per day, seven days per week.

The following summarizes the above listed site and operating features that contribute to the daily operating capacity and provides an evaluation of the throughput capacity relative to the anticipated acceptance volumes. Each of the operations is evaluated at maximum simultaneous throughput. Contingent operations (e.g., if the C&D or SSCS recycling process equipment is non-operational) are also evaluated. The assumptions discussed below may vary based on weather, the number of on-site personnel, communication systems, and related factors.

INCOMING WASTE/MATERIAL FLOW

Incoming waste/material will consist of C&D, MSW, and/or SSCS material. The distribution of incoming waste vehicles is based on Lakeshore Recycling Systems, LLC's (LRS) current operations at the site and at other LRS waste transfer facilities in the area. The following assumptions were used:

- For C&D, incoming loads will be approximately 80% roll off trucks and 20% open top demolition trailers, and the maximum tonnage will be 500 tons per day;
- For MSW, all incoming loads will be packer trucks and the maximum tonnage will be 1,200 tons per day; and
- For SSCS material, incoming loads will be approximately 70% packer trucks and 30% transfer trailers, and the maximum tonnage will be 700 tons per day.

The daily hourly distribution of incoming waste vehicles is based on conservative assumptions to produce conservative peak hourly volumes. The following assumptions were used:

- C&D loads will be delivered from 8:00 a.m. to 2:00 a.m. with 70% of the total volume received from 8:00 a.m. to 4:00 p.m.;
- MSW loads will only be received from 6:00 a.m. to midnight with 80% of the waste received from 6:00 a.m. to 4:00 p.m. and 73% of the waste received during five peak hours (three hours in the morning and two hours in the afternoon); and
- SSCS loads will only be received from 7:00 a.m. to 5:00 p.m.

The above assumptions are believed to result in very conservative peak hourly truck traffic and waste volumes.

UNLOADING TIME, QUEUING CAPACITY, AND TIPPING FLOOR ACCESS

Trucks may be required to queue (i.e., wait in line) if multiple trucks arrive at the transfer station facility in a short amount of time. The time needed to weigh-in a vehicle ranges from thirty seconds to two minutes. The time for a collection vehicle to pull forward to the transfer station building, back into the building, discharge its load and pull out of the area (such that the area is clear for another disposal vehicle) is estimated to be approximately five minutes. The access openings (28 feet wide) allow two vehicles at any given time. Three bays and one unloading dock are provided for C&D and three separate unloading bays are provided for MSW or SSCS material.

The site's entrance drive has sufficient capacity for seven collection vehicles: one on the scale and six queuing between 41st Street and the scale. Additional queuing space is available for at least fifteen additional collection vehicles between the scale and transfer building. Since twelve

vehicles can be unloading at any one time (two trucks in each of the six bays, not including the unloading dock), the site can accommodate up to thirty-four collection vehicles at a time (without causing any backup onto South Packers Avenue or on-site traffic gridlock).

TRANSFER TRAILER LOADING RATE

Based on loading times at LRS's other facility in the area, the anticipated time to load a transfer trailer will vary from seven to ten minutes using a front-end loader to load and another to "push" waste. The capacity of a transfer trailer is approximately 24 tons. A ten-minute loading time will be used in the evaluation to be conservative. Therefore, if the waste is being unloaded onto the tipping floor at a rate less than 24 tons per ten minutes, waste may not need to be stored on the tipping floor (assuming waste is being loaded during that time). If the waste is being unloaded onto the tipping floor at a rate of greater than 24 tons per ten minutes, waste will need to be stored on the tipping floor. If a longer time is taken to load the transfer trailer, additional waste will need to be stored. It should be noted that the transfer building is sized such that transfer trailer loading can occur simultaneously with unloading. Based on the above, the facility has the capacity to load six transfer trailers per hour using the loading pit only.

The transfer building is sized to accommodate floor loading of transfer trailers if desired, which increases the load out capacity. Based on other LRS operations, the typical time to floor load a transfer trailer is approximately fifteen minutes.

TIPPING FLOOR AREA AND STOCKPILING CAPACITY

C&D Tipping Floor Size and Stockpiling Capacity

The C&D transfer area is approximately 41,900 square feet (see the attached Plant Zoning Exhibit), but waste cannot occupy the entire transfer building as sorting/processing equipment will occupy a portion of the space and adequate maneuvering space is needed for the loader and the disposal vehicles. The waste storage area is over 9,640 square feet (see Drawing 1 - Proposed Site Plan). Assuming a 12-foot average waste height and 0.8 slope loss factor, the storage capacity in this area is approximately 3,425 cubic yards (or approximately 1370 tons assuming a waste density of 800 pounds per cubic yard). This storage amount is almost three times the currently permitted volume of 500 tons per day.

The processing rate of the C&D recycling system is approximately 70 tons per hour (or 1,400 tons per day over two ten-hour shifts). The system may be operated for two ten-hour shifts. Thus, C&D recycling process has excess capacity to meet the anticipated 500 tons per day incoming volume. If the sorting system is non-operational, the C&D waste will be loaded into transfer trailers without processing. To provide conservative storage volume calculations, a C&D processing rate of 25 tons per hour was used.

Approximately 55% of the incoming C&D waste is anticipated to be separated and recycled. Commodity bins are provided adjacent to the C&D sorting system. Material that accumulates in the bins next to the C&D sorting system will be transported to outside concrete-block holding areas or the old corrugated cardboard (OCC) storage area by a loader.

The concrete-block holding areas will be provided outside along the north perimeter of the facility. Over 750 cubic yards of commodity storage will be provided, which equates to approximately 450 tons of storage assuming an aggregate density of 1,200 pounds per cubic yard. Bins are planned to be provided for wood, brick bat, concrete, stone, and soil. The size of the holding bin for each type of material may vary based on the material needs.

At 500 tons per day and a 55% recycling rate, approximately 275 tons of separated material will be produced. The concrete block holding bins will provide over one day of storage. Material will be removed from the holding area as needed to maintain appropriate capacity. Approximately twelve total loads will be removed per day, which is less than one per hour. Floor loading of the material will occur at the concrete-block bin area.

OCC storage is provided along the west perimeter of the building (approximately 640 cubic yards). The OCC will be provided from the C&D sorting system and moved to this area via a loader. As it accumulates, the material will be transported to the baling system via loader. After baling, the material will be stored in the warehouse for off-site transport.

MSW Tipping Floor Size and Stockpiling Capacity

The MSW transfer and SSCS recycling system portion of the building is approximately 31,500 square feet (see the attached plant zoning exhibit), but waste cannot occupy the entire transfer building as sorting/processing equipment will occupy a portion of the space and adequate maneuvering space is needed for the loader and the disposal vehicles. As shown on Drawing 1, the waste storage area is approximately 4,600 square feet (including the end waste areas from the C&D and SSCS recycling systems). Assuming a 12-foot average waste height and 0.8 slope loss factor, the storage capacity in these areas is approximately 1,634 cubic yards (or approximately 408 tons assuming a waste density of 500 pounds/cubic yard). This storage amount is approximately 33% of the currently permitted volume of 1,200 tons per day.

Substantive volumes of landscape waste are not anticipated to be accepted. However, approximately 300 cubic yards of landscape waste storage is provided in the MSW transfer area along the west perimeter of the building for full or partial accepted loads of landscape waste. As it accumulated, landscape waste will be floor loaded into transfer trailers for off-site disposition (e.g., composting).

SSCS Material and Processing

The SSCS recyclable staging area is approximately 6,400 square feet. Assuming a 12-foot average material height and 0.8 slope loss factor, the storage capacity in this area is approximately 2,275 cubic yards (or approximately 450 tons assuming a waste density of 400 pounds/cubic yard). The staging area is shown on Drawing 1 - Proposed Site Plan. This storage amount is approximately 65% of the anticipated acceptance volume of 700 tons per day.

The processing rate of the SSCS sorting system is approximately 35 tons per hour. The system is anticipated to be operated for two ten-hour shifts so the capacity is approximately 700 tons per day. Approximately 5% of the incoming SSCS material is assumed to be non-recyclable and need to be hauled off-site for disposal. If the SSCS sorting system is non-operational and the staging area is full, the SSCS material will be diverted to another facility for processing.

SSCS material will be separated into various components including glass, ferrous metal, aluminum, various types of plastic, and various types of paper. Each material type will be baled after separation and stored in the warehouse prior to off-site transportation. One baler with a capacity ranging from 25 tons per hour to 39 tons per hour will be provided initially. An additional baler may be added if needed. Bales will be transported from the baler to the warehouse by a forklift.

Warehouse Storage Capacity

Material which exits the single-stream recycling system will be baled and stored in the warehouse portion of the building. At 700 tons per day and a 5% non-recyclable amount, approximately 665 tons of baled material will be produced per day. Each bale will be approximately 5 feet by 3 feet by 4 feet in size. Bales may be stacked up to five high. The warehouse capacity is approximately 2,580 bales or 2,200 tons, which is approximately 3.5 days of capacity (assuming full production from the SSCS system).

The warehouse is capable of docking five trucks simultaneously, and the loading time of a single 20-foot container (typical transport method) is approximately twenty minutes. Trucks would be loaded with a forklift and the load capacity of each truck is approximately 20 tons.

When the SSCS system is operating at full capacity, approximately thirty-three loads would need to be transported off-site per day to balance the production. At twenty minutes per truck loading time, loading could occur over eleven hours with only one truck being loaded at a time (three per hour). With five loading bays available and up to twenty hours of operational time (two ten-hour shifts), material can easily be loaded out as needed to meet production volumes and maintain storage capacity.

As indicated above, OCC will also be baled and stored in the warehouse area. The available capacity beyond the needs for the SSCS system will easily allow adequate storage for baled OCC.

OPERATING HOURS

Initially, the site anticipates operating hours of 6:00 a.m. to 2:00 p.m. Monday through Friday (two ten-hour shifts) and 6:00 a.m. to 2:00 p.m. on Saturdays (one ten-hour shift). The transfer station facility will not be open all of these hours if the customer needs and market do not warrant those hours. However, these hours will allow operational flexibility to accommodate specific customer or market needs.

EVALUATION - C&D SORTING OCCURRING

Table 1 provides an evaluation of the needed tipping floor and commodity storage volume for a 500-ton-per-day C&D acceptance rate based on anticipated delivery times and relative amounts and percentage of collection vehicles (roll offs). This scenario assumes 55% C&D is recycled and 45% is transferred (via screening fines or end waste), a processing rate of 25 tons per hour and no more than one transfer trailer is loaded per hour (very conservative). The amount of storage area needed for the tipping floor is up to 153 tons. Even under this scenario, the needed storage is only approximately 11% of the C&D storage capacity. Similarly, the needed storage for commodities is approximately 125 cubic yards, which is approximately 17% of its storage capacity. The excess

storage capacity will allow commodities to be accumulated until full loads of various materials are accumulated.

Table 2 provides an evaluation of the needed commodity storage volume for a 700-ton-per-day of SSCS recyclables acceptance rate based on anticipated delivery times and vehicles. This assumes 95% SSCS recyclable material is recycled and 5% is transferred for disposal as end waste, a processing rate of 35 tons per hour and no more than two commodity trailers are loaded per hour. Under this scenario, the amount of tipping floor storage needed is approximately 357 tons (or approximately 80% of its capacity). As indicated above, if the SSCS sorting system is non-operational and the staging area becomes full, the SSCS material will be diverted to another facility for processing. The amount of storage area needed for commodities is less than 30 tons, which is less than 5% of the warehouse capacity. The excess storage capacity will allow commodities to be accumulated based on market conditions.

Table 3 provides an evaluation of the needed tipping floor storage volume for a 1,200-ton-per-day MSW acceptance rate based on anticipated delivery times and relative amounts and percentage of collection vehicles. This also accounts for load out of screening fines and end waste from the C&D processing and the end waste from the single-stream recycling system. Under this scenario, the amount of storage area needed for MSW is up to approximately 310 tons assuming no more than five transfer trailers are loaded per hour, which is approximately 75% of its storage capacity.

CONCLUSION

The above evaluation indicates that the proposed site can easily manage an acceptance rate of 500 tons per day of C&D, 1,200 tons per day of MSW, and 700 tons per day of SSCS recyclables.

**TABLE 1
PROJECTED C&D PROCESSING AND TRAFFIC VOLUME
500 TONS PER DAY
PACKERS RECYCLING AND TRANSFER**

Time (Hour Beginning)	Exchange Collection Vehicle Distribution		C&D Waste Delivered											Outgoing		Commodities Transferred					Required Tipping Floor Storage		Required Bin Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		Processing Amount		End Waste and Fines tons	Commo dities tons	Hourly Transferred			Cum Out tons	Hourly Truck Volumes (trucks)	Tons	yd ³	Tons	yd ³
	Open trailers (trucks)	Roll-off (trucks)	Trailer (trucks)	Trailer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons	yd ³	Tons	yd ³			Trucks	Tons	yd ³						
12:00 AM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	484	1210	425	1063	218	266	0	0	0	258	2	59	148	8	21
1:00 AM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	502	1254	450	1125	226	276	0.8	19.2	48	277.2	3	52	129	-1	-3
2:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	475	1188	226	276	0	0	0	277.2	0	27	67	-1	-3
3:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
4:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
5:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
START 6:00:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	44	110	25	63	20	24	1	24	60	24	7	19	47	0	0
9:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	88	219	50	125	40	48	1	24	60	48	7	38	94	0	1
10:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	132	329	75	188	59	72	1	24	60	72	7	57	142	0	1
11:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	176	439	100	250	79	97	0	0	0	72	6	76	189	25	61
12:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	219	549	125	313	99	121	0	0	0	72	6	94	236	49	122
1:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	263	658	150	375	119	145	1	24	60	96	7	113	283	49	122
2:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	307	768	175	438	138	169	1	24	60	120	7	132	331	49	122
3:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	351	878	200	500	158	193	1	24	60	144	7	151	378	49	123
4:00 PM	0.2%	0.8%	0.1	2.6	0.5	2.4	1	5	13	356	890	225	563	160	196	1	24	60	168	2	131	328	28	70
5:00 PM	0.2%	0.8%	0.1	2.6	0.5	2.4	1	5	13	361	903	250	625	163	199	0	0	0	168	1	111	278	31	77
6:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	379	947	275	688	170	208	1	24	60	192	3	104	259	16	41
7:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	396	991	300	750	178	218	0	0	0	192	2	96	241	26	65
8:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	414	1035	325	813	186	228	1	24	60	216	3	89	222	12	29
9:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	431	1078	350	875	194	237	0	0	0	216	2	81	203	21	53
10:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	449	1122	375	938	202	247	1	24	60	240	3	74	185	7	17
11:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	466	1166	400	1000	210	257	0.75	18	45	258	3	66	166	-1	-4
DAILY TOTALS	20%	80%	13	264	53	238	66	502	1254	466	1166					11.55	277	693		78				

Assumptions: Total 500 Tons = Approximate daily throughput of C&D
Inbound 66 Total inbound collection vehicles per day
70.0% 20% Open demolition trailers at 20 tons per load
80% Roll off loads at 4.5 tons per load
Outbound 25% End waste hauled out in 24 tons per load transfer trailers
20% Screening fines hauled out in 24 tons per load transfer trailers
55% Commodities hauled out in 20 tons per load tractor trailers
1 ton C&D = 2.5 cubic yards on tipping floor (or 800 pounds/cubic yard)
25 tons per hour processing rate

**TABLE 2
PROJECTED SINGLE STREAM CURBSIDE (SSCS) RECYCLABLES PROCESSING AND TRAFFIC VOLUME
700 TONS PER DAY
PACKERS RECYCLING AND TRANSFER**

Time (Hour Beginning)	Exchange Collection Vehicle		SSCS Recyclables Delivered										Outgoing		Commodities Transferred					Required Tipping Floor Storage		Required Warehouse Storage		
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		Processing Amount		End Waste and Fines tons	Commo dities tons	Hourly Transferred			Cum Out tons	Hourly Truck Volumes (trucks)	Tons	yd ³	Tons	yd ³
	Packer-type (trucks)	Transfer Trailer (trucks)	Packer (trucks)	Packer (tons)	Transfer (trucks)	Transfer (tons)	Trucks	Tons	yd ³	Tons	yd ³	Tons	yd ³			Trucks	Tons	yd ³						
														Tons	yd ³				Tons	yd ³				
12:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	630	3150	32	599	2	44	220	594	2	77	384	5	23
1:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	665	3325	33	632	1	22	110	616	1	42	209	16	79
2:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	2.2	48.4	242	664.4	2	7	34	1	3
3:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
4:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
5:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
START 6:00:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	71	353	35	175	2	33	1	22	110	22	7	36	178	11	56
8:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	141	707	70	350	4	67	1	22	110	44	7	71	357	23	113
9:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	212	1060	105	525	5	100	2	44	220	88	8	107	535	12	59
10:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	283	1414	140	700	7	133	1	22	110	110	7	143	714	23	115
11:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	353	1767	175	875	9	166	2	44	220	154	8	178	892	12	61
12:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	424	2120	210	1050	11	200	1	22	110	176	7	214	1070	24	118
1:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	495	2474	245	1225	12	233	2	44	220	220	8	250	1249	13	64
2:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	565	2827	280	1400	14	266	1	22	110	242	7	285	1427	24	120
3:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	636	3181	315	1575	16	299	2	44	220	286	8	321	1606	13	66
4:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	707	3534	350	1750	18	333	1	22	110	308	7	357	1784	25	123
5:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	385	1925	19	366	2	44	220	352	2	322	1609	14	69
6:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	420	2100	21	399	1	22	110	374	1	287	1434	25	125
7:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	455	2275	23	432	2	44	220	418	2	252	1259	14	71
8:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	490	2450	25	466	1	22	110	440	1	217	1084	26	128
9:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	525	2625	26	499	2	44	220	484	2	182	909	15	74
10:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	560	2800	28	532	1	22	110	506	1	147	734	26	130
11:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	595	2975	30	565	2	44	220	550	2	112	559	15	76
DAILY TOTALS	70%	30%	43	260	19	446	62	707	3534	707	3534					30.2	664	3322		92				

Assumptions:

- Total Inbound: 700 Tons = Approximate daily throughput of SSCS
- 62 Total inbound collection vehicles per day
- 70% Packer type loads at 6 tons per load
- 30% Transfer trailer loads at 24 tons per load
- Outbound: 5% End waste hauled out in 24 tons per load transfer trailers
- 0% Screening fines hauled out in 24 tons per load transfer trailers
- 95% Commodities hauled out in 22 tons per load tractor trailers
- 1 ton C&D = 5 cubic yards on tipping floor (or 400 pounds/cubic yard)
- 35 tons per hour processing rate

**TABLE 3
PROJECTED MSW PROCESSING AND TRAFFIC VOLUME
1,200 TONS PER DAY
PACKERS RECYCLING AND TRANSFER**

Time (Hour Beginning)	Exchange Collection Vehicle		MSW Delivered									Outgoing			End Waste, Fines and MSW Transferred						Required Tipping Floor Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		C&D End Waste/ Fines tons	SSCS End Waste tons	MSW tons	Hourly Transferred			Cum Out tons	Hourly Truck Volumes (trucks)	Tons	yd ³	
	Packer-type (trucks)	Roll-off (trucks)	Trailer (trucks)	Trailer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons	yd ³				Trucks	Tons	yd ³					
												Trucks	Tons	yd ³				Tons	Trucks	Tons	yd ³	Tons
12:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	218	32	1200	1	24	96	1440	1	9	37	
1:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	33	1200	0	0	0	1440	0	19	76	
2:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0.9	22	88	1462.08	1	-1	-5	
3:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
4:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
5:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
START 6:00:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	24	96	0	0	24	1	24	96	24	4	0	0	
7:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	48	192	0	2	48	1	24	96	48	4	2	7	
8:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	72	288	20	4	72	1	24	96	72	4	23	93	
9:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	228	912	40	5	228	5	120	480	192	25	81	323	
10:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	384	1536	59	7	384	5	120	480	312	25	138	553	
11:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	540	2160	79	9	540	5	120	480	432	25	196	783	
12:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	552	2208	99	11	552	5	120	480	552	7	109	437	
1:00 PM	17%	0%	24.8	198.0	0.0	0.0	25	198	792	750	3000	119	12	750	5	120	480	672	30	209	835	
2:00 PM	17%	0%	24.8	198.0	0.0	0.0	25	198	792	948	3792	138	14	948	5	120	480	792	30	308	1233	
3:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	960	3840	158	16	960	5	120	480	912	7	222	887	
4:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	972	3888	160	18	972	5	120	480	1032	7	118	471	
5:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	984	3936	163	19	984	4	96	384	1128	6	38	151	
6:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1020	4080	170	21	1020	3	72	288	1200	8	11	46	
7:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1056	4224	178	23	1056	2	48	192	1248	7	9	36	
8:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1092	4368	186	25	1092	1	24	96	1272	6	31	123	
9:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1128	4512	194	26	1128	2	48	192	1320	7	28	113	
10:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1164	4656	202	28	1164	2	48	192	1368	7	26	104	
11:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1200	4800	210	30	1200	2	48	192	1416	7	24	95	
DAILY TOTALS	100%	0%	150	1200	0	0	150	1200	4800	1200	4800	227	35	1200	60.92	1462	5848		211			

Assumptions: Total Inbound 1,200 Tons = Approximate daily throughput of MSW
80% 150 Total inbound collection vehicles per day
100% Packer type loads at 8 tons per load
0% Roll off loads at 0 tons per load
Outbound 100% MSW hauled out in 24 tons per load tractor trailers
1 ton MSW = 4 cubic yards on tipping floor (or 500 pounds/cubic yard)

APPENDIX J

STORMWATER CALCULATIONS

Date: 2/4/15
Rev. Date: _____

**City of Chicago
Department of Water Management**




Stormwater Spreadsheet Tool

Release 3.1 effective September 1, 2014

1. DOB Tracking/Permit Number:	_____
2. Name of Project:	<u>4121 S. Packers Ave. - Lakeshore Recycling</u>
3. Address of Site:	<u>4121 S. Packers Ave.</u>
Architect / Engineer of Record:	<u>Landmark Engineering LLC</u>
Phone No.:	<u>(708) 599-3737</u>
4. Description of Proposed Work:	<u>Overall site improvements for a new recycling facility.</u>
5. Use of Building (if applicable):	<u>Recycling</u>
6. Sewer Atlas & Drain Atlas Referenced:	<u>38-3-37 & S-04-10</u>
7. Area of Site:	<u>451,856</u> square feet (Square Feet = Acres * 43560)
	<u>10.370</u> acres (Acres = Square Feet / 43560)

This spreadsheet tool has been prepared to assist the applicant in preparing calculations for simple sites. The applicant is responsible for ensuring that submitted calculations are correct. If necessary, supporting hand calculations should be prepared and submitted.

Color Coding

-  - Cell Contents Computed by Spreadsheet
-  - Cell for User Entry
-  - Cell Includes Comment (when cursor is over it)

**City of Chicago
Department of Water Management**

Stormwater Spreadsheet Tool

INDEX OF SPREADSHEETS

Required>>	<input checked="" type="checkbox"/>	COVER
Required>>	<input checked="" type="checkbox"/>	INDEX
	<input checked="" type="checkbox"/>	0.0 RELEASE RATE
Required>>	<input checked="" type="checkbox"/>	1.0 RATE CONTROL
	<input type="checkbox"/>	1.1 Dry Weather Flow
	<input type="checkbox"/>	1.2 BMPs-Rate Control Credit
	<input checked="" type="checkbox"/>	1.3 Orifice Sizing Calculation
Required>>	<input checked="" type="checkbox"/>	2.0 VOLUME CONTROL
	<input checked="" type="checkbox"/>	2.1 BMP Volume Summary
	<input type="checkbox"/>	2.1.1 Bioinfiltration
	<input type="checkbox"/>	2.1.2 Drainage Swales
	<input type="checkbox"/>	2.1.3 Green Roof
	<input type="checkbox"/>	2.1.4 Infiltration Vault
	<input type="checkbox"/>	2.1.5 Trees
	<input type="checkbox"/>	2.1.6 Permeable Pavement
	<input type="checkbox"/>	2.1.7.1 Roof Runoff BMPs - Planter Boxes
	<input type="checkbox"/>	2.1.7.2 Roof Runoff BMPs - Rain Barrels / Cisterns
	<input type="checkbox"/>	2.1.8 Filter Strips
	<input checked="" type="checkbox"/>	2.1.9 Oversized Detention

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore I
Address: 4121 S. Packers Ave.
A/E of Record: Landmark Engineering LLC

0.0 Release Rate

Step 1: Sewer Capacity of Each Sewer Segment						
Sewer Segment:	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6
Street Name:	Packers Ave.	41st St.				
Upstream End (street name):	Packers Ave.	Packers Ave.				
Downstream End (street name):	Packers Ave.	41st St.				
Upstream Invert (ft):	5.69	3.54				
Downstream Invert (ft):	4.03	3.48				
Pipe Segment Length (ft):	241	287				
Pipe Slope (S):	0.6888%	0.0209%				
Pipe Characteristics:						
Pipe Size (in):	18	42				
Pipe Area (sq ft):	1.7671	9.6211	0.0000	0.0000	0.0000	0.0000
Wetted Perimeter (ft):	4.7124	10.9956	0.0000	0.0000	0.0000	0.0000
Hydraulic Radius (ft):	0.3750	0.8750				
Roughness Coefficient (n):	0.011	0.013				
Flow Conveyance (K):	70.2501	104.5717				
Manning's Equation:						
Velocity (fps):	5.83	1.51				
Hydraulic Capacity (cfs):	10.30	14.55				
Roughness Coefficient (n): VCP: use 0.011, typical for pipe <= 21 in RCP: use 0.013, for pipe >=24 in when pipe size shown on atlas in inches brick sewer: use 0.015, for pipe >=24 in when pipe size shown on atlas in feet						

Step 2: Tributary Area to Each Sewer Segment						
	Segment 1			Segment 2		
	Total Tributary Area (ac):	Adj. Factor	Adjusted Area	Total Tributary Area (ac):	Adj. Factor	Adjusted Area
Residential Area (ac):	0.00	1.0	0.00	0.00	1.0	0.00
Commercial Area (ac):	0.00	1.3	0.00	0.00	1.3	0.00
Industrial Area (ac):	7.84	1.5	11.76	25.57	1.5	38.36
Total Adjusted Area: 11.76			Total Adjusted Area: 38.36			
	Segment 3			Segment 4		
	Total Tributary Area (ac):	Adj. Factor	Adjusted Area	Total Tributary Area (ac):	Adj. Factor	Adjusted Area
Residential Area (ac):	0.00	1.0	0.00	0.00	1.0	0.00
Commercial Area (ac):		1.3	0.00		1.3	0.00
Industrial Area (ac):		1.5	0.00		1.5	0.00
Total Adjusted Area: 0.00			Total Adjusted Area: 0.00			
	Segment 5			Segment 6		
	Total Tributary Area (ac):	Adj. Factor	Adjusted Area	Total Tributary Area (ac):	Adj. Factor	Adjusted Area
Residential Area (ac):	0.00	1.0	0.00	0.00	1.0	0.00
Commercial Area (ac):		1.3	0.00		1.3	0.00
Industrial Area (ac):		1.5	0.00		1.5	0.00
Total Adjusted Area: 0.00			Total Adjusted Area: 0.00			

Note: Total tributary areas entered for segments 1 through 6 must include the cumulative tributary area for each segment. All upstream tributary areas must be included.

Step 3: Determine Release Rates of Each Segment						
	Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6
Release Rate (cfs/ac):	0.88	0.38				

Critical Local Sewer Capacity (cfs/ac): **0.38**

Step 4: Compare Outlet Sewer Capacity and Determine Release Rate

Name of Outlet Drainage Basin (as shown on the map): 47th & Damen
Outlet Sewer Capacity (cfs/ac): **0.35**
Maximum Allowable Release Rate (cfs/ac): **0.35**

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
 Address: 4121 S. Packers Ave.
 A/E of Record: Landmark Engineering LLC

1.0 Rate Control (Sheet 1 of 2)

Step 1: Runoff Calculation

		Proposed Area (sq. ft.)	C-Value 100-Year	Storage Volume (cu. ft.)
Pervious Land	Lawns - Sandy soil, flat, 0% to 2%	16,465	0.18	
	Lawns - Sandy soil, avg, 2% to 7%		0.27	
	Lawns - Sandy soil, steep, >7%		0.36	
	Lawns - Heavy soil, flat, 0% to 2%		0.30	
	Lawns - Heavy soil, avg, 2% to 7%		0.42	
	Lawns - Heavy soil, steep, >7%		0.47	
	Woodlands, flat, 2%		0.39	
	Native Vegetation with prepared soils		0.10	
	Dry bottom basins to HWL		0.75	
	Wetland		0.80	
	Green Roof		0.50	
Impervious Land	Gravel	8,079	0.70	
	Pavement	280,985	0.95	
	Roofs (conventional)	146,327	0.95	
	Building sidewalls connected by side gutters (enter 25% of the face of the sidewall)		0.95	
	Wet bottom basins to HWL		1.00	
BMP areas	BMPs providing storage that WILL COUNT toward detention storage (from Worksheet 1.2)	0	1.00	
	BMPs providing volume control storage that WILL NOT BE COUNTED toward detention (from Worksheet 1.2)	0		0

Summary	Total pervious area (sq ft)	16,465
	Total impervious area (sq ft)	435,391
	Total BMP area (sq ft)	0
	Total site area (sq ft)	451,856
	Weighted C- value (non BMP areas)	0.92
	Adjusted C-value (accounts for BMPs)	0.00
Notes:	Make note of any adjustments made for purposes of detention calcs here (such as removal of roof area that will discharge directly to Waters)	

Step 2: Allowable Release Rate Assessment

Question	Type Yes or No for all that apply	Notes
Question 1: Does the site drain directly to Waters?	no	
Question 2: Does the site only include residential land use?	no	
Question 3: Is the Regulated Development a Lot to Lot Building (85% or more of site footprint is occupied by buildings)?	no	
Question 4: Do you plan to use the standard maximum release rate (only available to sites less than 1.75 acres)?	no	Complete Tab 0.0 Release Rate to calculate the allowable release rate for the site unless a 1 cfs/ac release rate to waters will be used.
Question 5: Is the site more than 75 percent of substantially contiguous at-grade open space that is conducive to ponding of surface waters (Answer "No" if site discharges to waterway or is a service station)?	no	
Question 6: Does the development involve flow diversions (existing sewer connection to be relocated to a different main) or multiple sewer connections (only available to sites over 1.75 acres)?	no	
Question 7: Are there widespread contaminated soils on the site, high ground water table, or is this development classified as a lot-to-lot building?	yes	Oversized detention is allowed to meet volume control requirements. After completing this worksheet, fill out Tab 2.1.9 to design oversized detention.

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
 Address: 4121 S. Packers Ave.
 A/E of Record: Landmark Engineering LLC

1.0 Rate Control (Sheet 2 of 2)

Step 3: Achieving Rate Control Measures

Unadjusted Detention Release Rate =	3.631	cfs	Release Rate from Tab 0.0. To override, enter value in the cell to the right ->	3.631
Dry Weather Flow Rate = (From dry weather flow worksheet)	0.000	cfs	Waiting for Dry Weather Flow worksheet to be completed	
Infiltration Facility Release Rate (to be added to eligible release rate when computing required storage)	0.000	cfs	No BMPs with infiltration beds entered on BMP Summary Worksheet or soil's infiltration rate is less than 0.5 in/hr	
Release rate for detention storage computations:	3.631	cfs		
Required Storage Volume =	127,009	cubic feet		

Detention Storage Calculations

(Based on Bulletin 70 Rainfall Data)

		STORM EVENT (5,10,25,50 or 100) =		Allowable release rate 3.631 cfs				
		100						
Storm Duration (minute)	Runoff Coefficient C	Rainfall Intensity (in/hr)	Drainage Area A (acres)	Inflow Rate Q=CIA	Total Storm Vol (cf)	Release Rate Qo (cfs)	Storage Rate (Qi-Qo) (cfs)	Storage Volume Rate (Qi-Qo)*t*60 (cf)
5	0.92	10.920	10.37	103.93	31,178	3.631	100.30	30,089
10	0.92	10.020	10.37	95.36	57,217	3.631	91.73	55,039
15	0.92	8.200	10.37	78.04	70,236	3.631	74.41	66,969
30	0.92	5.600	10.37	53.30	95,932	3.631	49.67	89,397
60	0.92	3.560	10.37	33.88	121,971	3.631	30.25	108,901
120	0.92	2.235	10.37	21.27	153,149	3.631	17.64	127,009
180	0.92	1.617	10.37	15.39	166,169	3.631	11.76	126,958
360	0.92	0.947	10.37	9.01	194,606	3.631	5.38	116,185
720	0.92	0.549	10.37	5.23	225,784	3.631	1.60	68,941
1080	0.92	0.387	10.37	3.69	238,803	3.631	0.05	3,540
1440	0.92	0.316	10.37	3.01	259,703	3.631	-0.62	-53,982
2880	0.92	0.170	10.37	1.62	279,575	3.631	-2.01	-347,796
4320	0.92	0.122	10.37	1.16	300,817	3.631	-2.47	-640,239
7200	0.92	0.083	10.37	0.79	341,246	3.631	-2.84	-1,227,180
14400	0.92	0.046	10.37	0.44	381,674	3.631	-3.19	-2,755,177
							Required Detention Volume (cf)	127,009

Note: 1) the calculation assumes that the rising and recessing limb of inflow and outflow hydrograph are vertical

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
 Address: 4121 S. Packers Ave.
 A/E of Record: Landmark Engineering LLC

1.3 Orifice Sizing

	Type Yes or No	Notes
Question 1: Does the design include Oversized Detention with an associated reduction in the allowable release rate?	yes	Complete Tab 2.1.9 Oversized Detention to reduce the release rate from the detention system. Then, return here to size the orifice for the reduced release rate.

This worksheet is used to size the appropriate diameter orifice in a steel plate. See Sewer Detail A-34. This worksheet takes the allowable release rate from Tab 1.0 (typically) or Tab 2.1.9 (for Oversized Detention), and sizes an orifice to provide this peak discharge rate. Discharge through infiltration is not included when sizing the restrictor.

This worksheet is not applicable when a vortex restrictor is specified.

General Formula: $Q = C_d A (2gh)^{0.5}$

Where: $C_d = 0.61$ for sharp-edged plate bolted to a catch basin
 $C_d = 0.82$ for pipes less than 2 feet long grouted into sewer

1	Orifice Description:		Orifice Plate	
2	Discharge	Q	2.289	cfs
3	Discharge coefficient	C_d	0.61	unitless
4	100 Year HWL	HWL	12.62	feet
5	Upper Invert of Half-Trap:		4.62	feet
6	Calculated Head	h	8.00	feet

7	Diameter:	d	5.51	inches
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**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
 Address: 4121 S. Packers Ave.
 A/E of Record: Landmark Engineering LLC

2.0 Volume Control

Step 1:

<u>Runoff Calculation</u>		Existing Area (sq ft)	Proposed Area (sq ft)
Pervious Surface or Land Cover not Counted as Impervious for Volume Control Calculations	Bare Earth		
	Lawn or Landscaped Areas		16,465
	Woodlands		
	Wetland		
Impervious Land	Gravel		8,079
	Pavement	374,525	280,985
	Roofs (conventional)	77,331	146,327
	Water (including Wet Bottom Basin to HWL)		
BMPs	Green Roof	-	
	Permeable Pavement	-	
	Bioinfiltration	-	
	Swales	-	
	Stormwater Trees	-	
	Roof Runoff Planters	-	
	Filter Strips	-	
	Dry Bottom Basins to HWL	-	
Summary	Total pervious area (sq ft)	0	16,465
	Total impervious area (sq ft)	451,856	435,391
	Total BMP areas treated as impervious area (sq ft)	-	0
	Total BMP areas treated as pervious area (sq ft)	-	0
	Total site area (sq ft)	451,856	451,856
	Imperviousness percentage (%)	100.0	96.4

Step 2:

Volume Control Assessment

		Type Yes or No for all that apply	Note
Question 1:	Does the site drain directly to Waters?	no	
Question 2:	Are infiltration BMPs allowable? (See Chapter III Sections 4.1.2 of the Regulations.)	no	Infiltration BMPs are not allowed. Achieve volume control requirement through 15% impervious area reduction or by Oversized Detention.
Question 3:	Do you wish to use permeable pavement only as a pervious surface to achieve impervious surface reduction goal?	no	Areas of permeable pavement are included as an impervious surface for the computation made in Cell C48. Storage will be counted toward volume control goal.

Step 3:

Achieving Volume Control Measures

Achieve I. or II. below in accordance with the Ordinance.

I.	Capture 0.5" of runoff from impervious surfaces. Storage required =	18,141	cubic feet	Go to spreadsheet 2.1 BMP Volume Summary if electing volume control storage option
or, II.	Reduce proposed imperviousness to:	85.0	percent	Imperviousness reduction not met

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
Address: 4121 S. Packers Ave.
A/E of Record: Landmark Engineering LLC

2.1.9 Oversized Detention Worksheet

You must first complete Tab 1.0 Rate Control and Tab 2.0 Volume Control worksheets to use this Oversized Detention Worksheet.

Step 1: Oversized Detention Computation

		Units	Notes
Maximum Release Rate for Rate Control (automatically entered from cell G73 on Rate Control worksheet)	3.631	cfs	
Rate Control Storage	127,009	cubic feet	
Volume Control Storage	18,141	cubic feet	
Total Storage Required for oversized detention	145,150	cubic feet	
Try reducing release rate here until total required storage in oversized detention facility is achieved.	2.289	cfs	
Total Storage Provided	145,150	cubic feet	Oversized detention achieved

Oversized Detention Calculation

(Based on Bulletin 70 Rainfall Data)

STORM EVENT (5,10,25,50 or 100) =
100

Storm Duration (minute)	Runoff Coefficient C	Rainfall Intensity (in/hr)	Drainage Area A (acres)	2.29 cfs					Storage Volume Rate (Qi-Qo)*t*60 (cf)
				Inflow Rate Q=CIA	Total Storm Vol (cf)	Release Rate Qo (cfs)	Storage Rate (Qi-Qo) (Cfs)	Required Detention Vol (cf)	
5	0.92	10.920	10.37	103.93	31,178	2.29	101.64	30,491	
10	0.92	10.020	10.37	95.36	57,217	2.29	93.07	55,843	
15	0.92	8.200	10.37	78.04	70,236	2.29	75.75	68,176	
30	0.92	5.600	10.37	53.30	95,932	2.29	51.01	91,812	
60	0.92	3.560	10.37	33.88	121,971	2.29	31.59	113,731	
120	0.92	2.235	10.37	21.27	153,149	2.29	18.98	136,669	
180	0.92	1.617	10.37	15.39	166,169	2.29	13.10	141,448	
360	0.92	0.947	10.37	9.01	194,606	2.29	6.72	145,164	
720	0.92	0.549	10.37	5.23	225,784	2.29	2.94	126,899	
1080	0.92	0.387	10.37	3.69	238,803	2.29	1.40	90,476	
1440	0.92	0.316	10.37	3.01	259,703	2.29	0.72	61,933	
2880	0.92	0.170	10.37	1.62	279,575	2.29	-0.67	-115,965	
4320	0.92	0.122	10.37	1.16	300,817	2.29	-1.13	-292,492	
7200	0.92	0.083	10.37	0.79	341,246	2.29	-1.50	-647,602	
14400	0.92	0.046	10.37	0.44	381,674	2.29	-1.85	-1,596,022	
								Required Detention Vol (cf)	145,164

Note: 1) the calculation assumes that the rising and recessing limb of inflow and outflow hydrograph are vertical

**City of Chicago
Department of Water Management**

Name of Project: 4121 S. Packers Ave. - Lakeshore Recycling
 Address: 4121 S. Packers Ave.
 A/E of Record: Landmark Engineering LLC

2.1 BMP Volume Summary

**City of Chicago Stormwater Management
Summary of Volume Control BMP Storage**
 (Adds net allowable volume control storage from all worksheets)

BMPs	Volume Control Storage Provided (cubic feet)
Bioinfiltration Systems	0
Drainage Swales	0
Green Roof	-
Detention (Infiltration Vaults)	0
Natural Landscaping and Stormwater Trees	-
Permeable Paving	0
Roof Runoff BMPs - Planter Boxes	0
Roof Runoff BMPs - Rain Barrels and Cisterns	0
Vegetated Filter Strips	0
Total Provided	0

Still Short

Storage Required if % Impervious Reduction is not met (from 2.0 Volume Control)	18,141
--	---------------

APPENDIX K

CLOSURE COST ESTIMATES

**Appendix K
Packers Recycling and Transfer Facility
Closure Costs for Removal and Disposal**

Waste Category	Location	Facility Capacity (tons)	Truck Capacity (cu. yds.)	Load Amount (tons)	Destination Disposal Facility	Round Trip Travel Time to Disposal Facility (Hrs)	Unit Disposal Costs Per Load					No. Loads at Capacity	Total Removal and Disposal Cost
							Onsite Processing Costs	Equipment Loading Costs (@ \$0.52/ cu. yd)	Transportation Costs (@\$80/hr)	Disposal Tipping Fees (per load)	Total Cost Per Load		
C&D Wastes	Transfer Building	500	100	24	Veolia-Rochelle	5	\$0.00	\$52.00	\$400.00	\$400.00	\$852.00	21	\$17,750.00
MSW	Transfer Building	1,200	100	24	Veolia-Rochelle	5	\$0.00	\$52.00	\$400.00	\$400.00	\$852.00	50	\$42,600.00
Recyclables	Transfer Building	700	100	24	Veolia-Rochelle	2.5	\$0.00	\$52.00	\$200.00	\$40.00	\$292.00	29	\$8,516.67
Landscape Waste	Holding Bay	100	100	22	Land & Lakes - 138th & Cottage Grove	2.25	\$0.00	\$52.00	\$180.00	\$356.00	\$588.00	4.5	\$2,672.73
Bricks	Holding Bay	100	23	18	Reliable Asphalt	0.45	\$0.00	\$11.96	\$36.00	\$116.00	\$163.96	5.6	\$910.89
Roofing Materials	Holding Bay	100	25	20	Reliable Asphalt	0.45	\$0.00	\$13.00	\$36.00	\$150.00	\$199.00	5.0	\$995.00
Concrete	Holding Bay	100	23	18	Lindahl	0.38	\$0.00	\$11.96	\$30.00	\$37.26	\$79.22	5.6	\$440.11

	SubTotal:	\$73,885.39
Washing and Cleaning:		\$5,000.00
Closure Certification:		\$3,500.00
	SubTotal:	\$82,385.39
Contingency (5%)		\$4,119.27
	Total:	\$86,504.66

APPENDIX L

TRAFFIC EVALUATION

Traffic Impact Study

4121 South Packers Avenue Transfer Facility

Chicago, Illinois



Prepared For:

Lakeshore Recycling Systems



October 12, 2021

1. Introduction

This report summarizes the results of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed 4121 South Packers Avenue Transfer Facility to be located in Chicago, Illinois. The site is located on the east side of Packers Avenue at 41st Street within the Stockyards Industrial Park. Currently, the site is permitted to receive up to 500 tons per day of construction and demolition (C&D) debris and, according to the applicant, currently processes approximately 250 tons of C&D debris per day. Access to the existing facility is provided via the extension of Packers Avenue into the subject site. **Figure 1** shows the location of the site in relation to the area street system. **Figure 2** shows an aerial view of the site.

As proposed, the existing facility will be redeveloped to accept up to 2,400 tons of waste, debris, and recyclables (materials) per day as follows:

- The proposed facility is projected to accept and transfer up to 1,200 tons of municipal solid waste per day.
- The proposed facility is projected to accept, recycle, and transfer up to 500 tons of C&D debris per day.
- The proposed facility is projected to accept, recycle, and recover up to 700 tons of single-stream curbside material per day.

The proposed facility is anticipated to operate 24 hours per day, seven days a week. Access to the proposed facility is to be provided via an access drive located along Packers Avenue that will intersect 41st Street and an access drive located on the south side of the site that will intersect Packers Avenue. All of the materials will be transported to the proposed facility via roll-off trucks, packer trucks, demolition trucks, and semi-trailers and transported from the proposed facility to a disposal facility or end user via transfer trailers/semi-trailers.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any street or access improvements are necessary to accommodate traffic generated by the proposed facility. The following sections of this report present the following:

- Existing street conditions, including traffic volumes for the weekday morning and evening peak hours
- A description of the proposed facility
- Vehicle trip generation for the proposed facility
- Directional distribution of facility-generated traffic
- Traffic analyses conducted for the weekday morning and evening peak hours assuming both existing and future conditions
- Future transportation conditions, including access to and from the proposed facility



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area street system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site is located on the east side of Packers Avenue at 41st Street within the Stockyards Industrial Park. Currently, the site is permitted to receive up to 500 tons per day of C&D debris and according to the operator, currently processes approximately 250 tons of C&D debris per day. Land uses within the vicinity of the site generally include industrial, manufacturing, and warehouse facilities. A separately owned and operated truck maintenance and storage yard is located on the north side of 41st Street immediately west of the subject site.

Existing Street System Characteristics

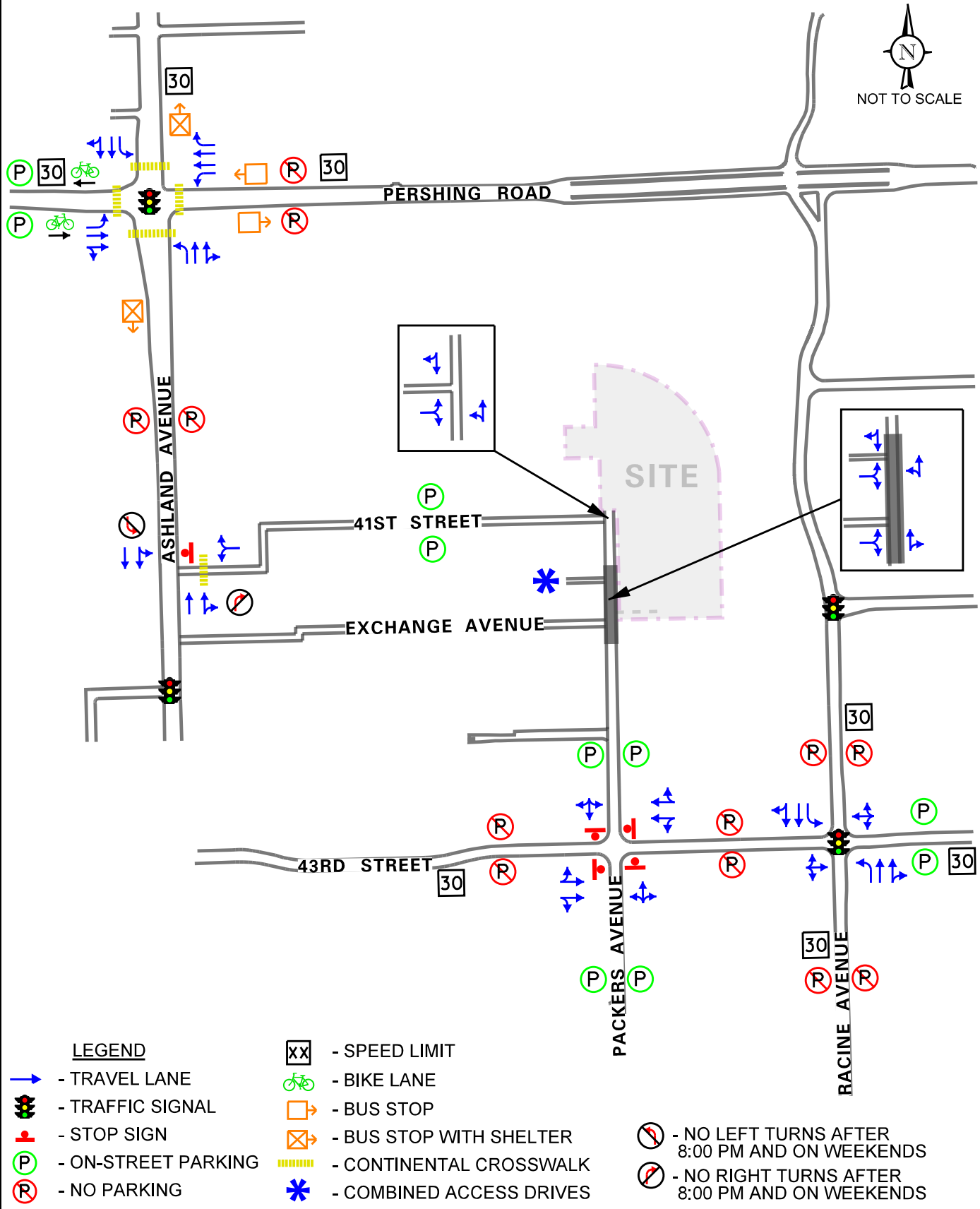
The principal streets in the vicinity of the site are described below and illustrated in **Figure 3**.

Ashland Avenue is a north-south, arterial street that generally has two lanes in each direction divided by a median with parking generally permitted on both sides of the street. Parking is prohibited on both sides of the street between Pershing Road and just south of 42nd Street. Separate left-turn lanes are provided on Ashland Avenue at most intersections including its signalized intersections with Pershing Road, 42nd Street, 42nd Place, and 43rd Street and its unsignalized intersection with 41st Street. Ashland Avenue has a posted speed limit of 30 mph and had a 2018 daily traffic volume of 25,500 vehicles north of Pershing Road and 26,900 vehicles south of Pershing Road.

Pershing Road is an east-west, arterial street. East of Ashland Avenue, Pershing Road generally has a five-lane cross section with parking prohibited on both sides of the street. West of Ashland Avenue, Pershing Road generally has a three-lane cross section with a buffered bike lane and parking generally permitted on both sides of the street. At its signalized intersection with Ashland Avenue, Pershing Road has a separate left-turn lane on both approaches and a separate right-turn lane on the westbound approach. Pershing Road has a posted speed limit of 30 mph and had a 2018 daily traffic volume of 16,500 vehicles east of Ashland Avenue and 13,000 vehicles west of Ashland Avenue.



NOT TO SCALE



- LEGEND**
- - TRAVEL LANE
 - [XX] - SPEED LIMIT
 - 🚦 - TRAFFIC SIGNAL
 - 🚲 - BIKE LANE
 - 🛑 - STOP SIGN
 - 🚏 - BUS STOP
 - 🅐 - ON-STREET PARKING
 - 🚏 - BUS STOP WITH SHELTER
 - 🅓 - NO PARKING
 - 🚧 - CONTINENTAL CROSSWALK
 - * - COMBINED ACCESS DRIVES
 - 🚫 - NO LEFT TURNS AFTER 8:00 PM AND ON WEEKENDS
 - 🚫 - NO RIGHT TURNS AFTER 8:00 PM AND ON WEEKENDS

Packers Avenue
Transfer Facility
Chicago, Illinois

Existing Street Characteristics



Job No: 21-054

Figure: 3

43rd Street is an east-west, local street that serves the Stockyards Industrial Park between Morgan Street and Ashland Avenue and provides two lanes in each direction. Parking is generally prohibited on both sides of the street between Ashland Avenue and Racine Avenue. 43rd Street is under all-way stop sign control at its intersection with Packers Avenue and traffic signal control at its intersections with Ashland Avenue and Racine Avenue. East of Ashland Avenue, 43rd Street has a posted speed limit of 30 mph.

Racine Avenue is a north-south, local street that has two lanes in each direction north of 43rd street and one lane in each direction south of 43rd Street. Parking is generally prohibited on both sides of the street within the vicinity of the site. At its signalized intersection with 43rd Street, Racine Avenue has a separate left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Racine Avenue has a grade separated intersection with Pershing Road with access between the two streets provided via one-way frontage roads along Pershing Road. Racine Avenue has a posted speed limit of 30 mph.

Packers Avenue is a north-south, local street that serves the Stockyards Industrial Park with the north end of the street terminating at the subject site. The street has one lane in each direction with parking generally permitted on both sides of the street. Packers Avenue is under all-way stop sign control at its intersection with 43rd Street.

41st Street is an east-west, local street that serves the Stockyards Industrial Park. It extends between Ashland Avenue and Packers Avenue and has an off-set intersection just east of Ashland Avenue. The street has one lane in each direction with parking generally permitted on both sides of the street. Access between Ashland Avenue and 41st Street is prohibited via gates after 8:00 P.M. and on weekends. During these times, access to 41st Street and Packers Avenue is provided via 43rd Street. 41st Street is under stop sign control at its intersection with Ashland Avenue and both legs of the southern 90-degree turn of the off-set intersection are under all-way stop sign control.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle counts at the following intersections:

- Ashland Avenue with Pershing Road
- Ashland Avenue with 41st Street
- Racine Avenue with 43rd Street
- Packers Avenue with 41st Street
- Packers Avenue with 43rd Street
- Packers Avenue with Exchange Avenue
- Packers Avenue with Cedar Concepts access drives

The traffic counts were conducted on Wednesday, March 18 and Wednesday, March 25, 2015 during the morning (7:00 A.M. to 9:00 A.M.) and evening (3:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts showed that the weekday morning peak hour of traffic occurred from 7:15 A.M. to 8:15 A.M. and the weekday evening peak hour of traffic occurred from 3:30 P.M. to 4:30 P.M. In addition, updated traffic counts were performed at the following intersections on March 2, 2021:

- Ashland Avenue with 41st Street
- Packers Avenue with 41st Street
- Packers Avenue with 43rd Street

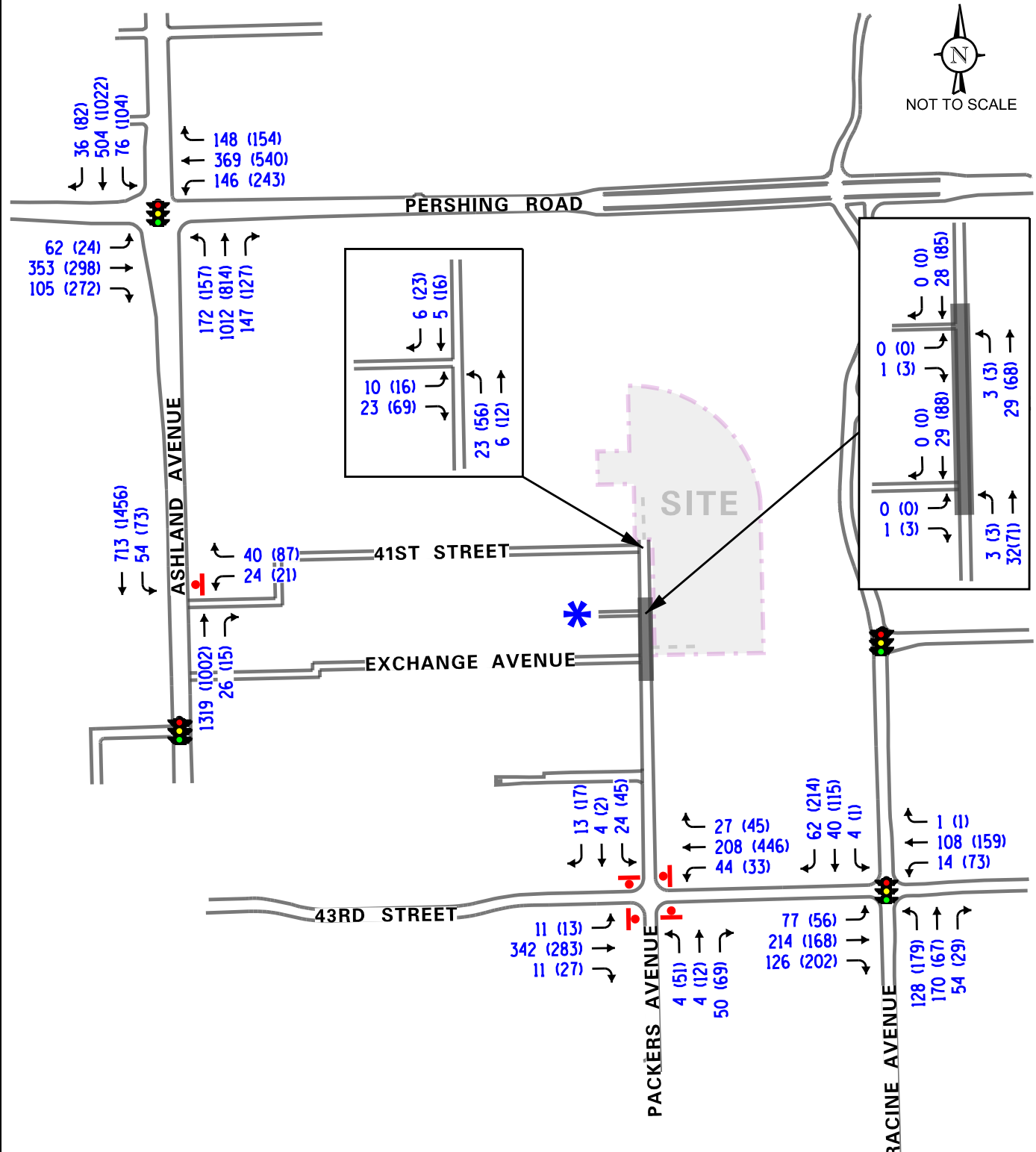
In order to represent current conditions, the 2015 traffic volumes were increased as follows:

- The through traffic volumes on Ashland Avenue at 41st Street and all the traffic volumes at the Ashland Avenue/Pershing Road intersection were increased by approximately eight percent during the morning peak hour and 10 percent during the evening peak hour based on a comparison of the KLOA 2015 traffic counts to 2018 traffic counts performed by IDOT along Ashland Avenue.
- The through traffic volumes on 43rd Street at Packers Avenue and all the traffic volumes at the 43rd Street/Racine Avenue intersection were increased by approximately 25 percent during the morning peak hour and 33 percent during the evening peak hour based on a comparison of the KLOA 2015 traffic counts to 2018 traffic counts performed by IDOT along 43rd Street.
- The KLOA 2015 and KLOA 2021 traffic counts were compared and the highest traffic volumes for each movement for each peak hour were used for the following intersection movements:
 - The turning movements at the Ashland Avenue/41st Street intersection
 - The turning movements and the Packers Avenue through movements at the 43rd Street/Packers Avenue intersection
 - All of the movements at the 41st Street/Packers Avenue intersection

Figure 4 illustrates the existing peak hour vehicle traffic volumes and **Figure 5** illustrates the existing pedestrian and bicycle traffic volumes, showing the direction of travel. Copies of the traffic counts are located in the Appendix.



NOT TO SCALE



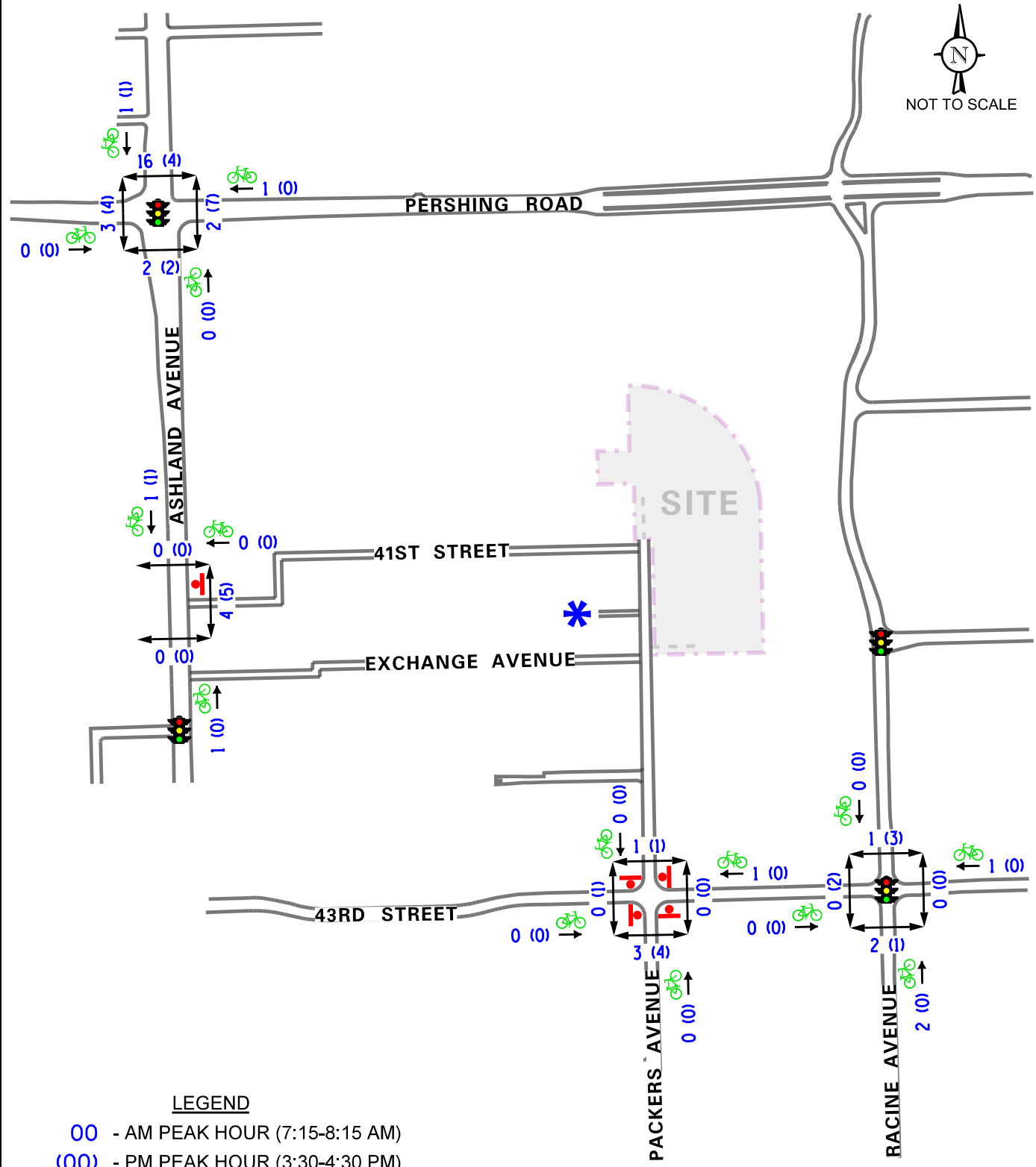
Packers Avenue
Transfer Facility
Chicago, Illinois

Existing Traffic Volumes





NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (3:30-4:30 PM)
- * - COMBINED ACCESS DRIVES
- 00 (00) ↔ - PEDESTRIAN VOLUME
- 00 (00) 🚲 - BICYCLE VOLUME

Packers Avenue
Transfer Facility
Chicago, Illinois

Existing Pedestrian and Bicycle
Traffic Volumes



Job No: 21-054

Figure: 5

3. Traffic Characteristics of the Proposed Facility

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Proposed Operations

The applicant proposes to redevelop its existing transfer facility which is currently permitted to receive up to 500 tons per day of C&D debris. According to the applicant, the facility currently processes approximately 250 tons of C&D debris per day. As proposed, the existing facility will be redeveloped to accept up to 2,400 tons of materials per day as follows:

- The proposed facility is projected to accept and transfer up to 1,200 tons of municipal solid waste per day.
- The proposed facility is projected to accept, recycle and transfer up to 500 tons of C&D debris per day.
- The proposed facility is projected to accept, recycle and recover up to 700 tons of single-stream curbside material per day.

The proposed facility is anticipated to operate 24 hours per day, seven days a week. The facility is projected to have 70 employees per shift with the shifts extending from 6:00 A.M. to 4:00 P.M. and 4:00 P.M. to 2:00 A.M.

Facility Access

Access to the facility is proposed to be provided via two access drives as follows:

- The *south Packers Avenue access drive* will be located on the east side of Packers Avenue at the south end of the site just north of the Exchange Avenue private alley. It is our understanding that the curb cut to the Exchange Avenue private alley east of 41st Street is proposed to be closed/removed by the property owner. The proposed facility access drive will provide inbound-only access for empty transfer trailers and semi-trailers and will provide one inbound lane.

- The *north Packers Avenue access drive* will extend north of 43rd Street aligned opposite Packers Avenue similar to the current access drive serving the existing transfer facility. It should be noted that Packers Avenue has been purchased by the applicant north of 41st Street and will serve as a private access drive serving the proposed facility. This access drive will typically provide inbound and outbound access for the trucks transporting the inbound materials, outbound access for loaded transfer trailers/semi-trailers and inbound and outbound access for employees. As proposed, the access drive will consist of the existing built section of Packers Avenue north of 41st Street and will provide one inbound lane and one outbound lane at its intersection with 41st Street/Packers Avenue.

A copy of the site plan is located in the Appendix.

Directional Distribution of Site Traffic

The directional distribution for the trucks transporting the inbound materials was estimated based on the intended service area and the existing travel patterns, as determined from the traffic counts. The applicant has indicated that the proposed facility will serve a collection area within a 60-mile radius of the subject site and will cover all of the City of Chicago. It is anticipated that the trucks transporting the inbound materials will be distributed along the various streets serving the site.

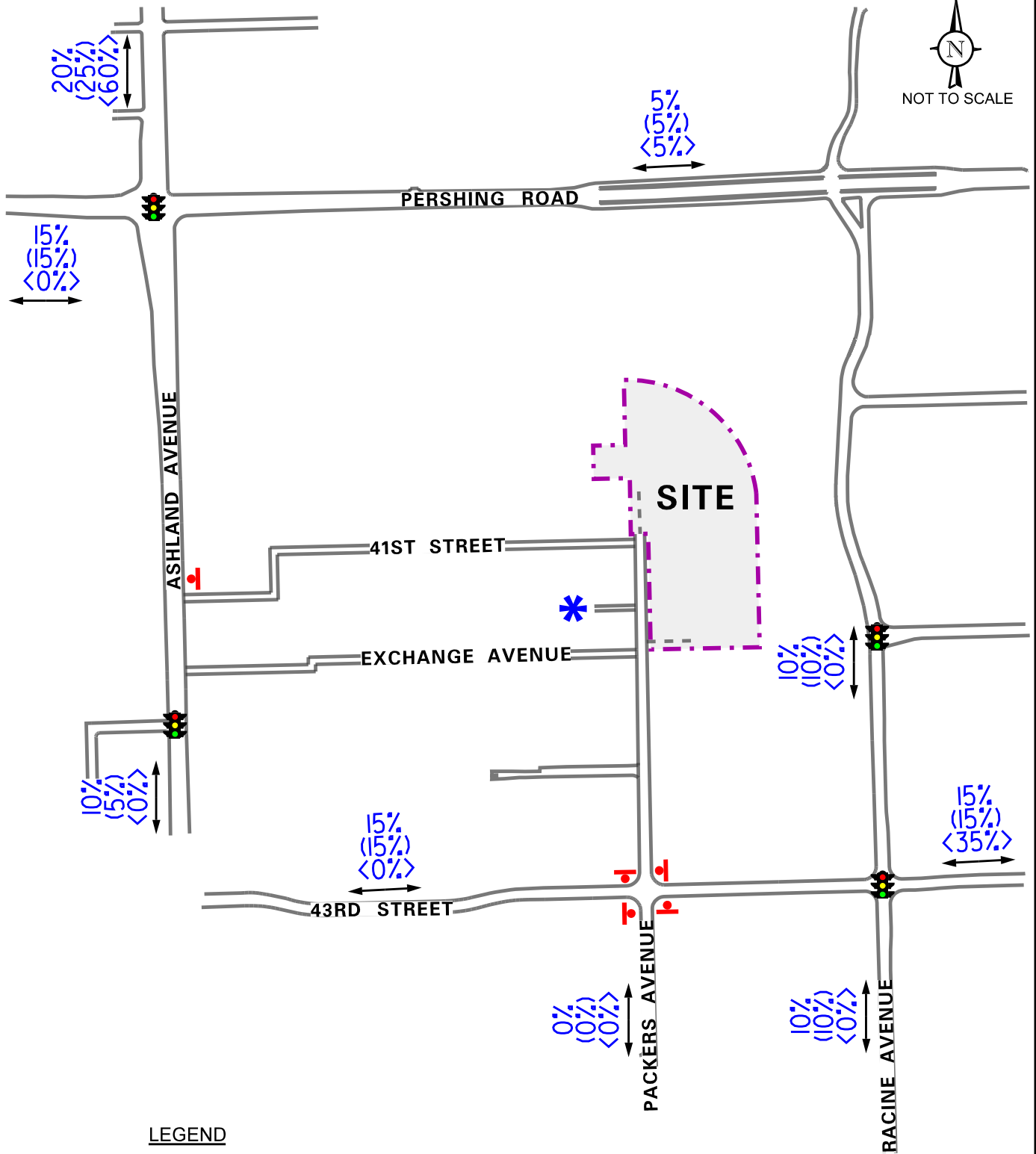
All of the outbound materials will be transported from the proposed facility to distant disposal facilities or end users via transfer trailers or semi-trailers. According to the applicant, it is anticipated that the majority of the transfer trailers/semi-trailers will access the regional roadway system via I-55 or I-90/94. The route that the transfer trailers/semi-trailers will typically use to travel between the proposed facility and disposal facilities/end users are as follows:

- 41st Street to Ashland Avenue to I-55 or Packers Avenue to 43rd Street to Ashland Avenue to I-55.
- Packers Avenue to 43rd Street to Morgan Street to Pershing Road to I-90/I-94 or Packers Avenue to 43rd Street to Morgan Street to Exchange Avenue to Halsted Street to Pershing Road to I-90/I-94.

Figure 6 illustrates the estimated directional distribution for the proposed facility.



NOT TO SCALE



LEGEND

- 00% - EMPLOYEES
- (00%) - COLLECTION TRUCKS
- <00%> - TRANSFER TRAILER
- * - COMBINED ACCESS DRIVES

Packers Avenue
Transfer Facility
Chicago, Illinois

Estimated Directional Distribution



Job No: 21-054

Figure: 6

Estimated Traffic Generation

As proposed, the facility will typically accept, recycle and transfer up to 2,400 tons of materials day. According to the applicant, the majority of the materials will be transported to the proposed facility via four- to five-ton (typical payload) roll off trucks, six- to eight-ton (typical payload) packer trucks and 20- to 24-ton (typical payload) demolition trucks and transfer trailers. The materials will be transported from the proposed facility via 20- to 24-ton (typical payload) transfer trailers and semi-trailers. The estimate of the traffic to be generated by the proposed facility was based on the expected daily materials that will be processed and the make-up of the type of vehicles that will be transporting the materials as provided by the applicant (see Appendix).

In addition, the proposed facility will have a total of 70 employees per shift with the shifts extending from 6:00 A.M. to 4:00 P.M. and 4:00 P.M. to 2:00 A.M. It is expected that a portion of the employees will carpool or use public transportation when traveling to and from the facility. Beyond employee and truck traffic, the proposed facility will generate several trips per day due to the maintenance/service of the facility. It is anticipated that very few, if any, of these vehicles will arrive at or depart from the proposed facility during the weekday morning or evening commuter peak hours.

It should be noted that the current transfer facility is permitted to receive up to 500 tons per day of C&D debris and, according to the applicant, currently processes approximately 250 tons of C&D debris per day. As such, not all of the traffic to be generated by the proposed facility will be new trips to the street system. Further, the proposed facility will be located adjacent to an existing truck maintenance and storage yard that is anticipated to support the proposed facility. For example, many of the collection trucks that will deliver the materials to the proposed facility will be maintained and stored at the existing yard. After delivering the materials to the proposed facility, many collection trucks will only traverse 41st Street as they will be parked at the existing yard. As such, the impact of the proposed facility will be further minimized as a percentage of the traffic that will be generated by the proposed facility is already on the area streets and many trucks will not have to traverse the external arterial street system when leaving the proposed facility. However, to provide a conservative (worst-case) analysis, it was assumed that the traffic to be generated by the facility will be all new traffic to the street system.

The estimates of the peak hour and daily traffic to be generated by the proposed facility are shown in **Table 1**.

Table 1
FACILITY TRIP GENERATION ESTIMATES

	Morning Peak Hour		Evening Peak Hour		Daily	
	In	Out	In	Out	In	Out
Municipal Solid Waste						
Collection/Demolition Trucks	12	12	8	8	150	150
Transfer Trailers/Semi-Trailers	<u>2</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>61</u>	<u>61</u>
Subtotal	14	14	13	13	211	211
Single Stream Curbside Materials						
Collection/Demolition Trucks	6	6	6	6	62	62
Transfer Trailers/Semi-Trailers	<u>1</u>	<u>1</u>	<u>2</u>	<u>2</u>	<u>30</u>	<u>30</u>
Subtotal	7	7	8	8	92	92
C&D Debris						
Collection/Demolition Trucks	6	6	6	6	66	66
Transfer Trailers/Semi-Trailers	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>12</u>	<u>12</u>
Subtotal	7	7	7	7	78	78
Miscellaneous Traffic						
	<u>0</u>	<u>0</u>	<u>50</u>	<u>50</u>	<u>110</u>	<u>110</u>
Total	28	28	78	78	491	491
Miscellaneous traffic includes employee traffic and service and maintenance traffic.						

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject facility.

Facility Traffic Assignment

The peak hour traffic volumes that will be generated by the proposed facility accepting 2,400 tons of materials per day were assigned to the various streets serving the proposed facility in accordance with the previously described directional distribution. **Figure 7** illustrates the traffic estimated to be generated by the proposed facility during the morning and evening peak hours.

Background Traffic Conditions

To account for other growth in the area, the existing traffic volumes were increased by an ambient growth factor of five percent (0.5 percent per year for ten years). In addition, the study also included the traffic to be generated by the industrial development to be located on the north side of 43rd Street east of Racine Avenue. The volume of traffic to be generated by the industrial development was based on the traffic study performed by KLOA, Inc. for the subject development.

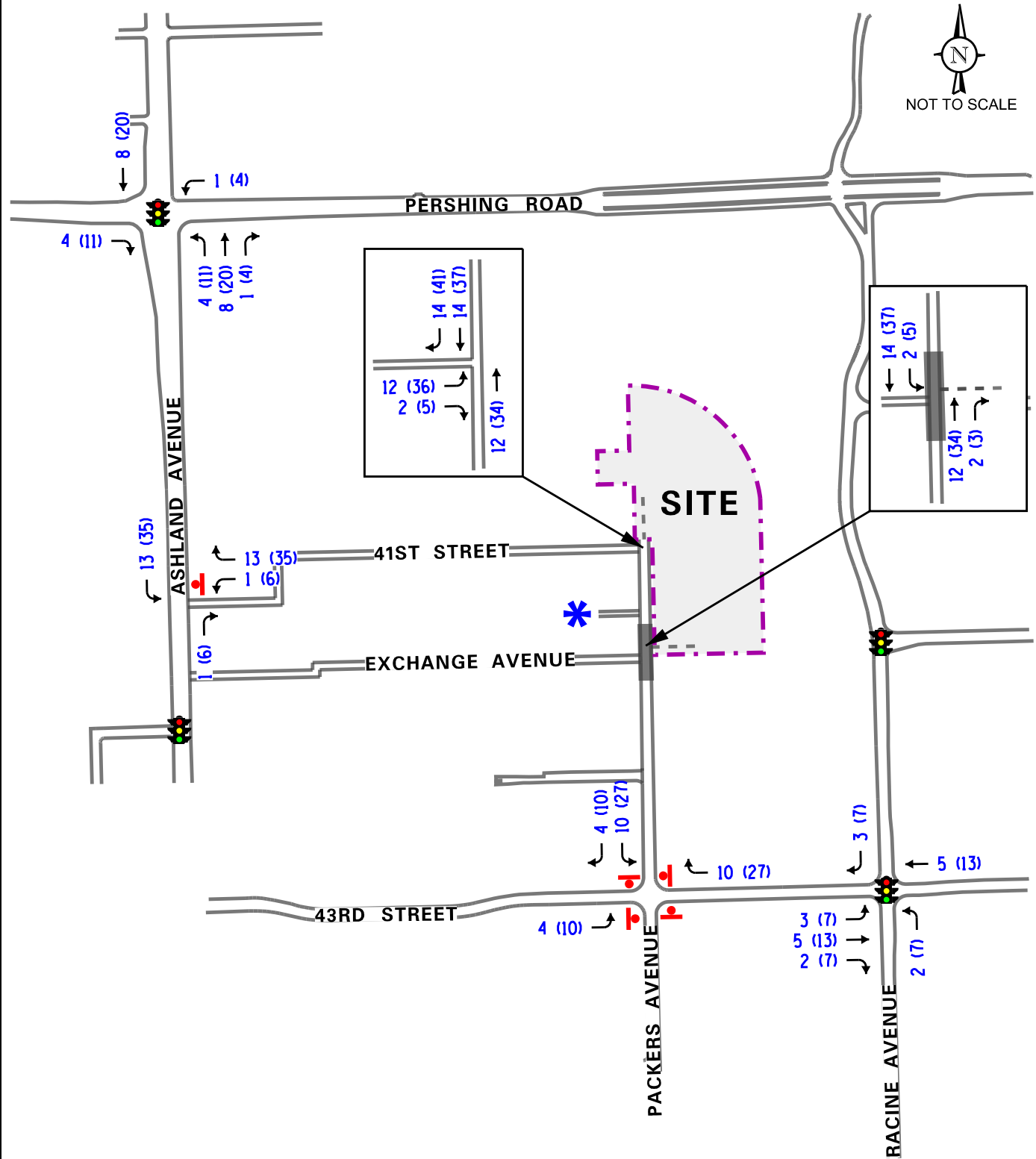
Total Projected Traffic Conditions

The existing traffic volumes were added to the proposed facility-generated traffic volumes and the traffic generated by other growth in the area to obtain total projected traffic volumes, which are illustrated in **Figure 8**.

It is important to note that it was assumed that the proposed facility will generate all new traffic to the street system. No reductions were assumed for the traffic generated by the existing transfer facility located on the site. Furthermore, the study assumed that all of the trucks leaving the proposed facility will be traveling along the external arterial street system. However, many of the collection trucks exiting the proposed facility, particularly during the afternoon and evening, will likely only be traversing 41st Street as they are anticipated to be parked at the existing truck maintenance and storage yard located adjacent to the site.



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (3:30-4:30 PM)
- * - COMBINED ACCESS DRIVES

Packers Avenue
Transfer Facility
Chicago, Illinois

Estimated Site-Generated
Traffic Volumes

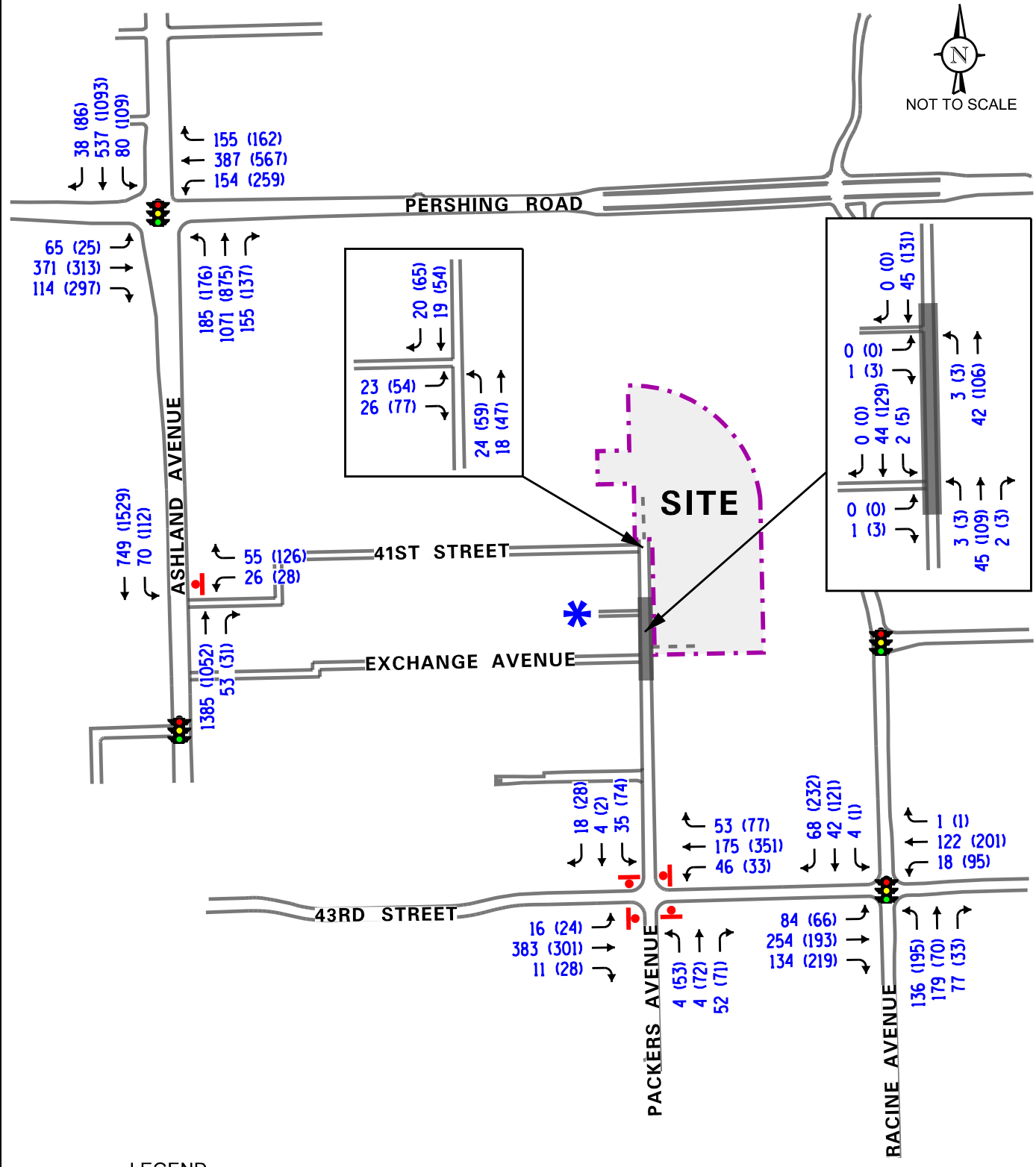


Job No: 21-054

Figure: 7



NOT TO SCALE



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (3:30-4:30 PM)
- * - COMBINED ACCESS DRIVES

Packers Avenue
Transfer Facility
Chicago, Illinois

Total Projected Traffic Volumes



Job No: 21-054

Figure: 8

5. Evaluation and Recommendations

In order to evaluate the impact of the proposed facility, the adjacent intersections were analyzed based on the existing and future traffic on the street system and the access to the proposed facility was reviewed. From this analysis, recommendations were developed regarding the facility access and the area street system.

Traffic Analysis

Traffic analyses were performed for the intersections within the study area to determine the operation of the existing street system, evaluate the impact of the proposed facility, and determine the ability of the existing street system to accommodate projected traffic demands. Analyses were performed for the weekday morning and evening peak hours for the existing traffic volumes and total projected traffic volumes.

The traffic analyses were performed using Synchro 11 software, which is based on the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*. The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation and includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays). For two-way stop controlled (TWSC) intersections, levels of service are only calculated for the approaches controlled by a stop sign (not for the intersection as a whole).

The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for unsignalized and signalized intersections are shown in the Appendix. The results of the capacity analyses for the existing and total projected traffic volumes are summarized in **Tables 2 through 7**.

Table 2

CAPACITY ANALYSIS RESULTS – ASHLAND AVENUE WITH PERSHING ROAD – SIGNALIZED

	Peak Hour	Eastbound		Westbound			Northbound		Southbound		Overall
		L	T/R	L	T	R	L	T/R	L	T/R	
Existing Traffic Volumes	Weekday Morning	C 21.5	D 38.3	C 28.4	C 34.9	C 24.8	B 16.6	D 46.2	C 22.1	C 25.7	D 35.6
		D – 36.3		C – 31.2			D – 42.4		C – 25.2		
	Weekday Evening	C 20.5	D 43.6	F 80.0	D 39.2	C 24.0	D 46.9	C 34.4	C 20.5	D 47.1	D 42.6
		D – 42.7		D – 47.7			D – 36.1		D – 44.8		
Total Projected Traffic Volumes	Weekday Morning	C 21.7	D 39.3	C 30.6	D 35.3	C 25.1	B 17.8	E 56.6	C 23.2	C 26.2	D 40.0
		D – 37.3		C – 32.0			D – 51.5		C – 25.8		
	Weekday Evening	C 20.6	D 46.5	F 99+	D 40.1	C 24.3	E 60.6	D 37.7	C 26.3	E 60.1	D 51.2
		D – 45.5		E – 59.3			D – 41.1		E – 57.2		

L=Left Turn; T=Through; R=Right Turn
 Delay is measured in seconds.

Table 3

CAPACITY ANALYSIS RESULTS – RACINE AVENUE WITH 43RD STREET - SIGNALIZED

	Peak Hour	Eastbound	Westbound	Northbound		Southbound		Overall
		L/T/R	L/T/R	L	T/R	L	T/R	
Existing Traffic Volumes	Weekday Morning	B 10.3	B 11.9	B 13.3	A 8.4	B 10.2	A 5.3	A 10.0
				B – 10.2		A – 5.4		
	Weekday Evening	A 7.7	B 13.2	B 18.5	A 7.8	A 10.0	A 4.5	A 9.4
				B – 14.7		A – 4.5		
Total Projected Traffic Volumes	Weekday Morning	B 11.8	B 12.1	B 13.6	A 7.8	B 10.2	A 5.2	B 10.5
				A – 9.8		A – 5.3		
	Weekday Evening	A 8.3	B 14.1	C 20.7	A 7.6	A 10.0	A 4.5	B 10.2
				B – 16.2		A – 4.5		

L=Left Turn; T=Through; R=Right Turn
Delay is measured in seconds.

Table 4
 CAPACITY ANALYSIS RESULTS
 PACKERS AVENUE WITH 43RD STREET

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Traffic Volumes				
Intersection	A	9.9	B	14.5
Northbound Approach	A	9.9	B	11.9
Eastbound Approach	A	9.9	B	13.9
Westbound Approach	B	10.3	B	16.2
Southbound Approach	A	10.0	B	12.2
Total Projected Traffic Volumes				
Intersection	B	12.5	B	14.5
Northbound Approach	A	11.1	B	11.9
Eastbound Approach	B	12.3	B	13.9
Westbound Approach	B	13.9	B	16.2
Southbound Approach	B	10.7	B	12.2
LOS - Level of Service; Delay is measured in seconds				

Table 5
 CAPACITY ANALYSIS RESULTS
 ASHLAND AVENUE WITH 41ST STREET

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Traffic Volumes				
Westbound Approach	F	85.8	F	89.8
Southbound Left Turn	C	16.5	B	13.1
Total Projected Traffic Volumes				
Westbound Approach	F	99+	F	99+
Southbound Left Turn	C	19.5	C	15.6
LOS - Level of Service; Delay is measured in seconds				

Table 6
 CAPACITY ANALYSIS RESULTS
 PACKERS AVENUE WITH 41ST STREET/ACCESS DRIVE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Traffic Volumes				
Eastbound Approach	A	9.1	A	9.2
Northbound Left Turn	A	7.6	A	7.5
Total Projected Traffic Volumes				
Eastbound Approach	A	9.5	B	10.7
Northbound Left Turn	A	7.6	A	7.7
LOS - Level of Service; Delay is measured in seconds				

Table 7
 CAPACITY ANALYSIS RESULTS
 PACKERS AVENUE WITH EXCHANGE AVENUE AND SITE ACCESS DRIVE

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Traffic Volumes				
Eastbound Approach	A	8.5	A	8.8
Northbound Left Turn	A	7.3	A	7.4
Total Projected Traffic Volumes				
Eastbound Approach	A	8.5	A	9.0
Northbound Left Turn	A	7.3	A	7.5
Southbound Left Turn	A	8.3	A	8.5
LOS - Level of Service; Delay is measured in seconds				

Discussion and Recommendations

The following summarizes how the study area intersections are currently operating and are projected to operate.

Ashland Avenue with Pershing Road

This signalized intersection currently operates at a Level of Service (LOS) D during the weekday morning and evening peak hours. Further, all of the intersection movements operate at LOS D or better during the peak hours except the westbound left-turn movement. During the evening peak hour, the westbound left-turn movement operates at LOS F. Assuming the total projected traffic volumes, this intersection is projected to continue to operate at LOS D during the weekday morning and evening peak hours. All of the intersection movements are projected to operate at LOS D or better except several movements during the weekday evening peak hour. The change in the level of service of those movements is primarily due to the five percent growth in background traffic as opposed to the proposed facility. As such, the intersection has sufficient reserve capacity to accommodate the proposed facility-generated traffic and no street improvements or traffic control modifications are required.

Racine Avenue with 43rd Street

This signalized intersection currently operates at LOS A during the weekday morning and evening peak hours. Further, all of the intersection movements operate at LOS B or better during the peak hours. Assuming the total projected traffic volumes, this intersection is projected to continue to operate at LOS B during the weekday morning and evening peak hours. All of the intersection movements are projected to operate at LOS C or better. As such, the intersection has sufficient reserve capacity to accommodate the proposed facility-generated traffic and no street improvements or traffic control modifications are required.

Packers Avenue with 43rd Street

This all-way stop sign controlled intersection is currently operating at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour. Further, all of the intersection movements operate at LOS B or better during the peak hours. Assuming the total projected traffic volumes, this intersection is projected to operate at LOS B during the weekday morning and evening peak hours. All of the intersection movements are projected to operate at LOS B or better. As such, the intersection has sufficient reserve capacity to accommodate the proposed facility-generated traffic and no street improvements or traffic control modifications are required.

Ashland Avenue with 41st Street

The stop sign approach of 41st Street is currently operating at LOS F during the weekday morning and evening peak hours. Assuming the total projected traffic volumes, this approach is projected to continue to operate at LOS F during both peak hours. This is due to the higher volume of traffic along Ashland Avenue and the reduced number of gaps in the traffic stream. During the peak periods, the 41st Street traffic may experience some additional delay when exiting onto Ashland Avenue. However, this is common for stop sign controlled approaches along arterial streets such as Ashland Avenue. It is important to note that the approach currently operates and will operate better than the capacity analyses indicate due to the following reasons:

- The capacity analyses do not take into consideration the signalized intersections at 42nd Street and Pershing Road and their impact on providing additional gaps in the traffic stream at this intersection.
- 41st Street has an approximate 38-foot cross section which provides for 19-foot westbound and eastbound lanes. While only striped for a single lane, field observations show that the 41st Street westbound approach at times operates with two lanes (a left-turn lane and a right-turn lane).

Further, the majority of the proposed facility-generated traffic will be making a right turn when exiting from 41st Street to Ashland Avenue. Any proposed facility-generated truck traffic that desires to travel south on Ashland Avenue has the option of accessing Ashland Avenue via the signalized intersection with 43rd Street. Finally, the southbound left-turn movement is currently operating at LOS C or better and is projected to operate at LOS C during both peak hours.

Packers Avenue with 41st Street and Access Drive

The critical movements at this unsignalized intersection currently operate at LOS A during the weekday morning and evening peak hours. Assuming the total projected traffic volumes, the critical movements at this intersection are projected to operate at LOS B or better during the weekday morning and evening peak hours. As such, the intersection has sufficient reserve capacity to accommodate the proposed facility-generated traffic and no street improvements or traffic control modifications are required.

Packers Avenue with Exchange Avenue/South Access Drive

The south Packers Avenue access drive will be located on the east side of Packers Avenue at the south end of the site just north of the Exchange Avenue private alley. It is our understanding that the curb cut to the Exchange Avenue private alley east of 41st Street is proposed to be closed/removed by the property owner. The proposed facility access drive will provide inbound-only access for empty transfer trailers and semi-trailers and will provide one inbound lane. The results of the capacity analyses have shown that the critical movements at this intersection are projected to operate at LOS A. Given the low volume of traffic on Packers Avenue and the limited traffic projected to use the access drive, no additional street or traffic control improvements are required.

Conclusion and Recommendations

Based on the preceding analyses, the following conclusions and recommendations are made:

- The site is located on the east side of Packers Avenue at 41st Street within the Stockyards Industrial Park. Currently, the site contains a waste transfer facility that is permitted to receive up to 500 tons per day of C&D debris and, according to the operator, currently processes approximately 250 tons of C&D debris per day.
- The volume of truck traffic generated in any one time period is limited as the traffic generated by the proposed facility will be distributed throughout the entire day.
- As indicated previously, the current transfer facility is permitted to receive up to 500 tons per day of C&D debris and, according to the operator, currently processes approximately 250 tons of C&D debris per day. As such, not all of the traffic to be generated by the proposed facility will be new trips to the street system.
- The proposed facility will be located adjacent to an existing truck maintenance and storage yard that is anticipated to support the trucking component of the proposed facility. As such, the impact of the proposed facility will be further minimized as a percentage of the traffic that will be generated by the proposed facility is already on the area streets and many trucks will not have to traverse the external arterial street system when leaving the proposed facility.
- Access to the proposed facility is proposed to be provided via two access drives located on Packers Avenue. The proposed design and location of the access drives will be adequate to serve the proposed facility with limited impact on Packers Avenue.
- The results of the capacity analyses have shown that all of the area intersections are generally projected to operate at an acceptable level of service. As such, the intersections have sufficient reserve capacity to accommodate the facility-generated traffic.

Appendix

Traffic Count Summary Sheets
Site Plan
Trip Projections
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Packers Avenue
Site Code:
Start Date: 03/18/2015
Page No: 1

Turning Movement Data

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	2	48	4	0	54	0	15	52	2	0	69	0	3	1	17	0	21	0	10	0	2	0	12	156
7:15 AM	0	2	60	0	0	62	0	10	45	2	0	57	0	0	0	15	1	15	0	2	0	3	0	5	139
7:30 AM	0	1	53	2	0	56	0	9	31	8	0	48	0	2	3	18	0	23	0	7	1	4	1	12	139
7:45 AM	0	2	92	3	0	97	0	19	53	6	0	78	0	1	1	10	0	12	0	2	2	1	0	5	192
Hourly Total	0	7	253	9	0	269	0	53	181	18	0	252	0	6	5	60	1	71	0	21	3	10	1	34	626
8:00 AM	0	6	69	4	0	79	0	6	38	5	0	49	0	1	0	7	2	8	0	8	1	2	0	11	147
8:15 AM	0	4	48	4	0	56	0	13	37	3	0	53	0	0	2	7	0	9	0	7	1	5	0	13	131
8:30 AM	0	1	62	8	0	71	0	10	38	9	0	57	0	3	1	11	1	15	0	3	0	3	0	6	149
8:45 AM	0	3	38	1	0	42	0	3	28	4	0	35	0	3	1	6	0	10	0	5	1	3	0	9	96
Hourly Total	0	14	217	17	0	248	0	32	141	21	0	194	0	7	4	31	3	42	0	23	3	13	0	39	523
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	2	43	3	0	48	0	12	98	14	0	124	0	0	2	32	2	34	0	18	1	5	0	24	230
3:15 PM	0	2	59	15	0	76	0	8	83	12	0	103	0	25	3	39	0	67	0	10	3	3	2	16	262
3:30 PM	0	6	47	16	1	69	0	13	114	19	0	146	0	32	6	30	2	68	0	9	6	3	0	18	301
3:45 PM	0	4	36	5	0	45	0	6	67	6	0	79	0	6	2	7	1	15	0	13	7	5	0	25	164
Hourly Total	0	14	185	39	1	238	0	39	362	51	0	452	0	63	13	108	5	184	0	50	17	16	2	83	957
4:00 PM	0	1	57	3	0	61	0	9	85	10	0	104	0	3	2	19	1	24	0	25	2	12	0	39	228
4:15 PM	0	2	47	3	0	52	0	3	68	10	0	81	0	10	2	13	0	25	0	13	2	7	1	22	180
4:30 PM	0	2	64	2	0	68	0	6	97	12	0	115	0	1	2	14	0	17	0	13	0	5	0	18	218
4:45 PM	0	0	40	2	0	42	0	3	79	7	0	89	0	3	3	8	0	14	0	5	2	2	0	9	154
Hourly Total	0	5	208	10	0	223	0	21	329	39	0	389	0	17	9	54	1	80	0	56	6	26	1	88	780
5:00 PM	0	5	42	1	0	48	0	6	106	3	0	115	0	3	0	11	0	14	0	8	0	7	1	15	192
5:15 PM	0	2	42	1	0	45	0	6	69	6	0	81	0	3	3	6	0	12	0	14	3	4	0	21	159
5:30 PM	0	0	28	1	0	29	0	8	78	6	0	92	0	1	0	10	1	11	0	3	2	3	0	8	140
5:45 PM	0	4	40	5	0	49	0	3	54	3	0	60	0	1	1	5	0	7	0	4	0	3	1	7	123
Hourly Total	0	11	152	8	0	171	0	23	307	18	0	348	0	8	4	32	1	44	0	29	5	17	2	51	614
6:00 PM	0	2	29	1	0	32	0	1	52	10	0	63	0	0	2	9	1	11	0	2	2	2	0	6	112
6:15 PM	0	1	28	0	0	29	0	4	35	2	0	41	0	1	0	6	0	7	0	4	0	5	0	9	86
6:30 PM	0	1	30	1	0	32	0	5	47	2	0	54	0	0	1	4	0	5	0	4	0	0	0	4	95
6:45 PM	0	2	30	2	0	34	0	2	34	1	0	37	0	3	0	13	0	16	0	4	1	1	0	6	93
Hourly Total	0	6	117	4	0	127	0	12	168	15	0	195	0	4	3	32	1	39	0	14	3	8	0	25	386
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	57	1132	87	1	1276	0	180	1488	162	0	1830	0	105	38	317	12	460	0	193	37	90	6	320	3886
Approach %	0.0	4.5	88.7	6.8	-	-	0.0	9.8	81.3	8.9	-	-	0.0	22.8	8.3	68.9	-	-	0.0	60.3	11.6	28.1	-	-	-
Total %	0.0	1.5	29.1	2.2	-	32.8	0.0	4.6	38.3	4.2	-	47.1	0.0	2.7	1.0	8.2	-	11.8	0.0	5.0	1.0	2.3	-	8.2	-
Lights	0	40	1020	72	-	1132	0	130	1373	113	-	1616	0	89	35	257	-	381	0	143	27	76	-	246	3375
% Lights	-	70.2	90.1	82.8	-	88.7	-	72.2	92.3	69.8	-	88.3	-	84.8	92.1	81.1	-	82.8	-	74.1	73.0	84.4	-	76.9	86.9

Buses	0	1	5	0	-	6	0	1	7	0	-	8	0	0	0	1	-	1	0	1	0	0	-	1	16
% Buses	-	1.8	0.4	0.0	-	0.5	-	0.6	0.5	0.0	-	0.4	-	0.0	0.0	0.3	-	0.2	-	0.5	0.0	0.0	-	0.3	0.4
Single-Unit Trucks	0	10	46	3	-	59	0	24	54	39	-	117	0	3	2	22	-	27	0	32	3	7	-	42	245
% Single-Unit Trucks	-	17.5	4.1	3.4	-	4.6	-	13.3	3.6	24.1	-	6.4	-	2.9	5.3	6.9	-	5.9	-	16.6	8.1	7.8	-	13.1	6.3
Articulated Trucks	0	6	60	12	-	78	0	25	52	10	-	87	0	13	1	37	-	51	0	17	7	7	-	31	247
% Articulated Trucks	-	10.5	5.3	13.8	-	6.1	-	13.9	3.5	6.2	-	4.8	-	12.4	2.6	11.7	-	11.1	-	8.8	18.9	7.8	-	9.7	6.4
Bicycles on Road	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.1	0.0	-	0.1	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	-	12	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
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Count Name: 43rd Street and Packers Avenue
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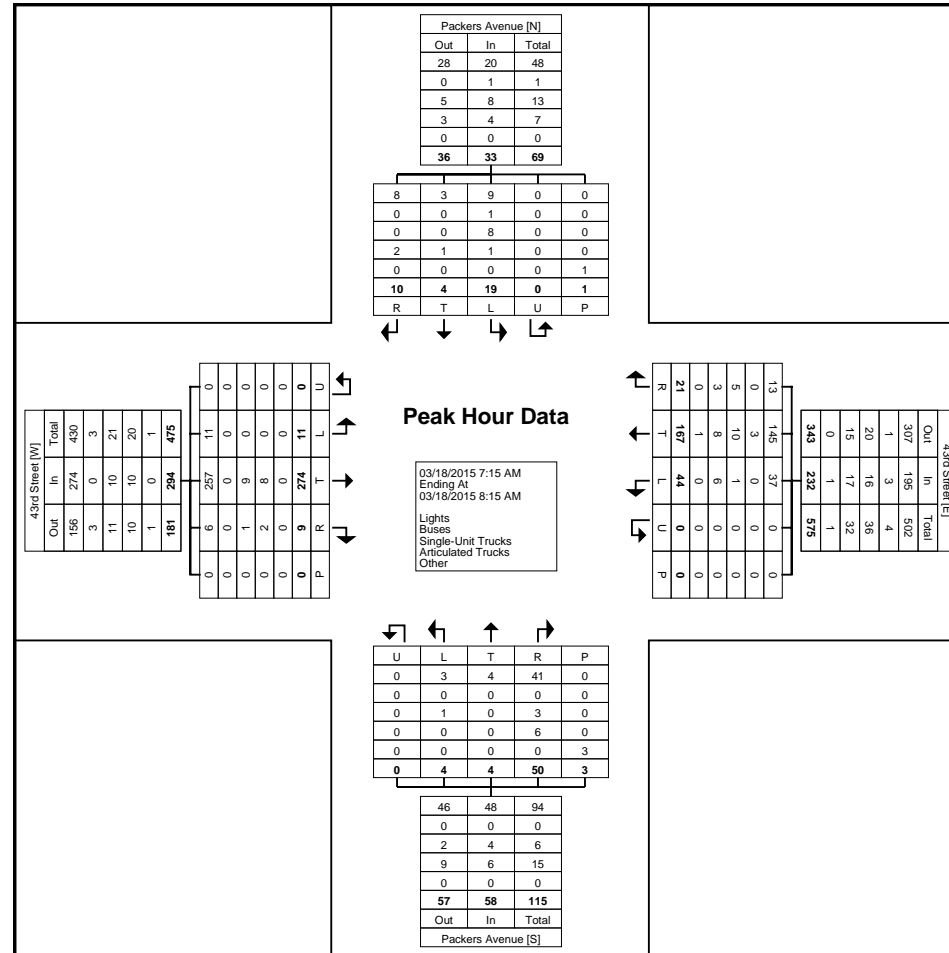
Turning Movement Peak Hour Data (7:15 AM)

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	2	60	0	0	62	0	10	45	2	0	57	0	0	0	15	1	15	0	2	0	3	0	5	139
7:30 AM	0	1	53	2	0	56	0	9	31	8	0	48	0	2	3	18	0	23	0	7	1	4	1	12	139
7:45 AM	0	2	92	3	0	97	0	19	53	6	0	78	0	1	1	10	0	12	0	2	2	1	0	5	192
8:00 AM	0	6	69	4	0	79	0	6	38	5	0	49	0	1	0	7	2	8	0	8	1	2	0	11	147
Total	0	11	274	9	0	294	0	44	167	21	0	232	0	4	4	50	3	58	0	19	4	10	1	33	617
Approach %	0.0	3.7	93.2	3.1	-	-	0.0	19.0	72.0	9.1	-	-	0.0	6.9	6.9	86.2	-	-	0.0	57.6	12.1	30.3	-	-	-
Total %	0.0	1.8	44.4	1.5	-	47.6	0.0	7.1	27.1	3.4	-	37.6	0.0	0.6	0.6	8.1	-	9.4	0.0	3.1	0.6	1.6	-	5.3	-
PHF	0.000	0.458	0.745	0.563	-	0.758	0.000	0.579	0.788	0.656	-	0.744	0.000	0.500	0.333	0.694	-	0.630	0.000	0.594	0.500	0.625	-	0.688	0.803
Lights	0	11	257	6	-	274	0	37	145	13	-	195	0	3	4	41	-	48	0	9	3	8	-	20	537
% Lights	-	100.0	93.8	66.7	-	93.2	-	84.1	86.8	61.9	-	84.1	-	75.0	100.0	82.0	-	82.8	-	47.4	75.0	80.0	-	60.6	87.0
Buses	0	0	0	0	-	0	0	0	3	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	4
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	1.8	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	5.3	0.0	0.0	-	3.0	0.6
Single-Unit Trucks	0	0	9	1	-	10	0	1	10	5	-	16	0	1	0	3	-	4	0	8	0	0	-	8	38
% Single-Unit Trucks	-	0.0	3.3	11.1	-	3.4	-	2.3	6.0	23.8	-	6.9	-	25.0	0.0	6.0	-	6.9	-	42.1	0.0	0.0	-	24.2	6.2
Articulated Trucks	0	0	8	2	-	10	0	6	8	3	-	17	0	0	0	6	-	6	0	1	1	2	-	4	37
% Articulated Trucks	-	0.0	2.9	22.2	-	3.4	-	13.6	4.8	14.3	-	7.3	-	0.0	0.0	12.0	-	10.3	-	5.3	25.0	20.0	-	12.1	6.0
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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 (847)518-9990

Count Name: 43rd Street and Packers Avenue
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 Start Date: 03/18/2015
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Turning Movement Peak Hour Data Plot (7:15 AM)



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Packers Avenue
Site Code:
Start Date: 03/18/2015
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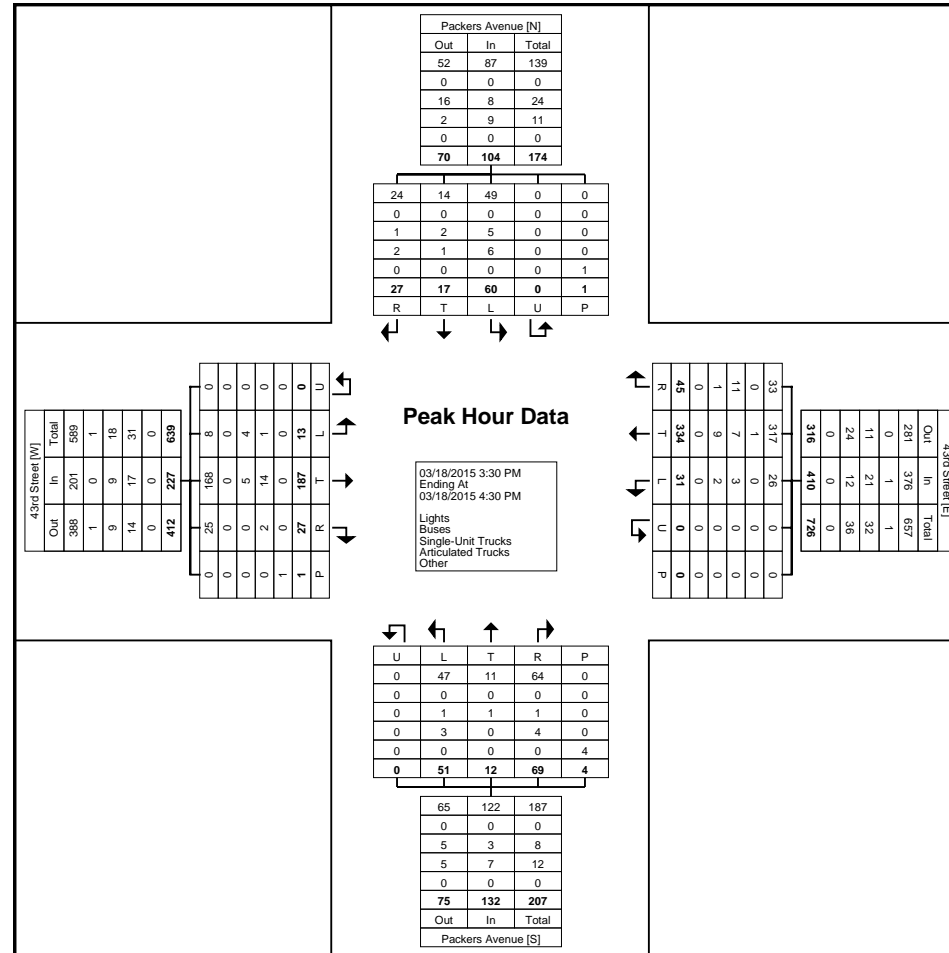
Turning Movement Peak Hour Data (3:30 PM)

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	6	47	16	1	69	0	13	114	19	0	146	0	32	6	30	2	68	0	9	6	3	0	18	301
3:45 PM	0	4	36	5	0	45	0	6	67	6	0	79	0	6	2	7	1	15	0	13	7	5	0	25	164
4:00 PM	0	1	57	3	0	61	0	9	85	10	0	104	0	3	2	19	1	24	0	25	2	12	0	39	228
4:15 PM	0	2	47	3	0	52	0	3	68	10	0	81	0	10	2	13	0	25	0	13	2	7	1	22	180
Total	0	13	187	27	1	227	0	31	334	45	0	410	0	51	12	69	4	132	0	60	17	27	1	104	873
Approach %	0.0	5.7	82.4	11.9	-	-	0.0	7.6	81.5	11.0	-	-	0.0	38.6	9.1	52.3	-	-	0.0	57.7	16.3	26.0	-	-	-
Total %	0.0	1.5	21.4	3.1	-	26.0	0.0	3.6	38.3	5.2	-	47.0	0.0	5.8	1.4	7.9	-	15.1	0.0	6.9	1.9	3.1	-	11.9	-
PHF	0.000	0.542	0.820	0.422	-	0.822	0.000	0.596	0.732	0.592	-	0.702	0.000	0.398	0.500	0.575	-	0.485	0.000	0.600	0.607	0.563	-	0.667	0.725
Lights	0	8	168	25	-	201	0	26	317	33	-	376	0	47	11	64	-	122	0	49	14	24	-	87	786
% Lights	-	61.5	89.8	92.6	-	88.5	-	83.9	94.9	73.3	-	91.7	-	92.2	91.7	92.8	-	92.4	-	81.7	82.4	88.9	-	83.7	90.0
Buses	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	4	5	0	-	9	0	3	7	11	-	21	0	1	1	1	-	3	0	5	2	1	-	8	41
% Single-Unit Trucks	-	30.8	2.7	0.0	-	4.0	-	9.7	2.1	24.4	-	5.1	-	2.0	8.3	1.4	-	2.3	-	8.3	11.8	3.7	-	7.7	4.7
Articulated Trucks	0	1	14	2	-	17	0	2	9	1	-	12	0	3	0	4	-	7	0	6	1	2	-	9	45
% Articulated Trucks	-	7.7	7.5	7.4	-	7.5	-	6.5	2.7	2.2	-	2.9	-	5.9	0.0	5.8	-	5.3	-	10.0	5.9	7.4	-	8.7	5.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: 43rd Street and Packers Avenue
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Turning Movement Peak Hour Data Plot (3:30 PM)



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Racine Avenue
Site Code:
Start Date: 03/18/2015
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Turning Movement Data

Start Time	43rd Street Eastbound						43rd Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	17	34	27	0	78	0	6	19	0	0	25	0	30	28	6	0	64	0	0	3	15	0	18	185
7:15 AM	0	21	33	19	0	73	0	2	28	0	0	30	0	23	37	1	0	61	0	0	4	9	0	13	177
7:30 AM	0	17	40	26	0	83	0	1	16	0	0	17	0	21	31	8	0	60	0	0	10	14	0	24	184
7:45 AM	0	16	58	25	0	99	0	6	25	0	0	31	0	40	36	13	0	89	0	1	12	14	1	27	246
Hourly Total	0	71	165	97	0	333	0	15	88	0	0	103	0	114	132	28	0	274	0	1	29	52	1	82	792
8:00 AM	0	8	41	31	0	80	0	2	18	1	0	21	0	19	32	21	2	72	0	2	6	13	0	21	194
8:15 AM	0	11	37	18	0	66	0	6	23	0	0	29	0	10	28	8	0	46	0	1	12	24	0	37	178
8:30 AM	0	23	31	16	0	70	0	4	10	0	0	14	0	27	12	14	0	53	0	0	7	17	0	24	161
8:45 AM	0	8	23	17	0	48	0	5	10	1	2	16	0	17	12	5	1	34	0	2	2	8	0	12	110
Hourly Total	0	50	132	82	0	264	0	17	61	2	2	80	0	73	84	48	3	205	0	5	27	62	0	94	643
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	16	39	37	0	92	0	10	48	0	1	58	0	29	12	6	1	47	0	0	33	52	0	85	282
3:15 PM	0	20	35	47	1	102	0	11	46	0	0	57	0	24	16	5	1	45	0	0	17	38	0	55	259
3:30 PM	0	12	32	40	0	84	0	24	42	0	0	66	0	42	12	7	1	61	0	1	32	61	1	94	305
3:45 PM	0	6	22	30	2	58	0	11	20	0	0	31	0	28	13	6	0	47	0	0	19	36	1	55	191
Hourly Total	0	54	128	154	3	336	0	56	156	0	1	212	0	123	53	24	3	200	0	1	101	187	2	289	1037
4:00 PM	0	16	46	41	0	103	0	9	32	0	0	41	0	36	12	5	0	53	0	0	14	37	1	51	248
4:15 PM	0	8	26	40	0	74	0	11	25	1	0	37	0	28	13	4	0	45	0	0	21	26	0	47	203
4:30 PM	0	9	43	32	0	84	0	23	47	2	1	72	0	27	7	5	0	39	0	2	34	45	0	81	276
4:45 PM	0	3	30	25	0	58	0	4	26	0	0	30	0	34	18	6	0	58	0	1	31	26	0	58	204
Hourly Total	0	36	145	138	0	319	0	47	130	3	1	180	0	125	50	20	0	195	0	3	100	134	1	237	931
5:00 PM	0	3	26	26	0	55	0	15	58	0	0	73	0	20	14	5	0	39	0	2	49	42	0	93	260
5:15 PM	0	8	23	33	0	64	0	13	26	0	0	39	0	24	15	4	0	43	0	1	25	34	0	60	206
5:30 PM	0	4	22	19	0	45	0	9	37	0	0	46	0	33	12	5	0	50	0	0	13	18	0	31	172
5:45 PM	0	6	20	23	0	49	0	3	20	0	0	23	0	22	8	5	1	35	0	0	6	21	0	27	134
Hourly Total	0	21	91	101	0	213	0	40	141	0	0	181	0	99	49	19	1	167	0	3	93	115	0	211	772
6:00 PM	0	6	16	18	0	40	0	4	27	1	0	32	0	20	7	3	0	30	0	0	15	17	0	32	134
6:15 PM	0	5	14	23	0	42	0	2	13	0	0	15	0	17	12	5	0	34	0	0	17	10	0	27	118
6:30 PM	0	4	21	15	0	40	0	4	13	0	0	17	0	27	11	4	0	42	0	0	9	15	0	24	123
6:45 PM	0	9	16	17	0	42	0	3	15	0	0	18	0	11	5	3	0	19	0	0	11	7	0	18	97
Hourly Total	0	24	67	73	0	164	0	13	68	1	0	82	0	75	35	15	0	125	0	0	52	49	0	101	472
Grand Total	0	256	728	645	3	1629	0	188	644	6	4	838	0	609	403	154	7	1166	0	13	402	599	4	1014	4647
Approach %	0.0	15.7	44.7	39.6	-	-	0.0	22.4	76.8	0.7	-	-	0.0	52.2	34.6	13.2	-	-	0.0	1.3	39.6	59.1	-	-	-
Total %	0.0	5.5	15.7	13.9	-	35.1	0.0	4.0	13.9	0.1	-	18.0	0.0	13.1	8.7	3.3	-	25.1	0.0	0.3	8.7	12.9	-	21.8	-
Lights	0	195	657	556	-	1408	0	175	581	6	-	762	0	523	386	146	-	1055	0	11	379	534	-	924	4149
% Lights	-	76.2	90.2	86.2	-	86.4	-	93.1	90.2	100.0	-	90.9	-	85.9	95.8	94.8	-	90.5	-	84.6	94.3	89.1	-	91.1	89.3
Buses	0	0	4	5	-	9	0	3	0	0	-	3	0	5	2	5	-	12	0	0	2	1	-	3	27

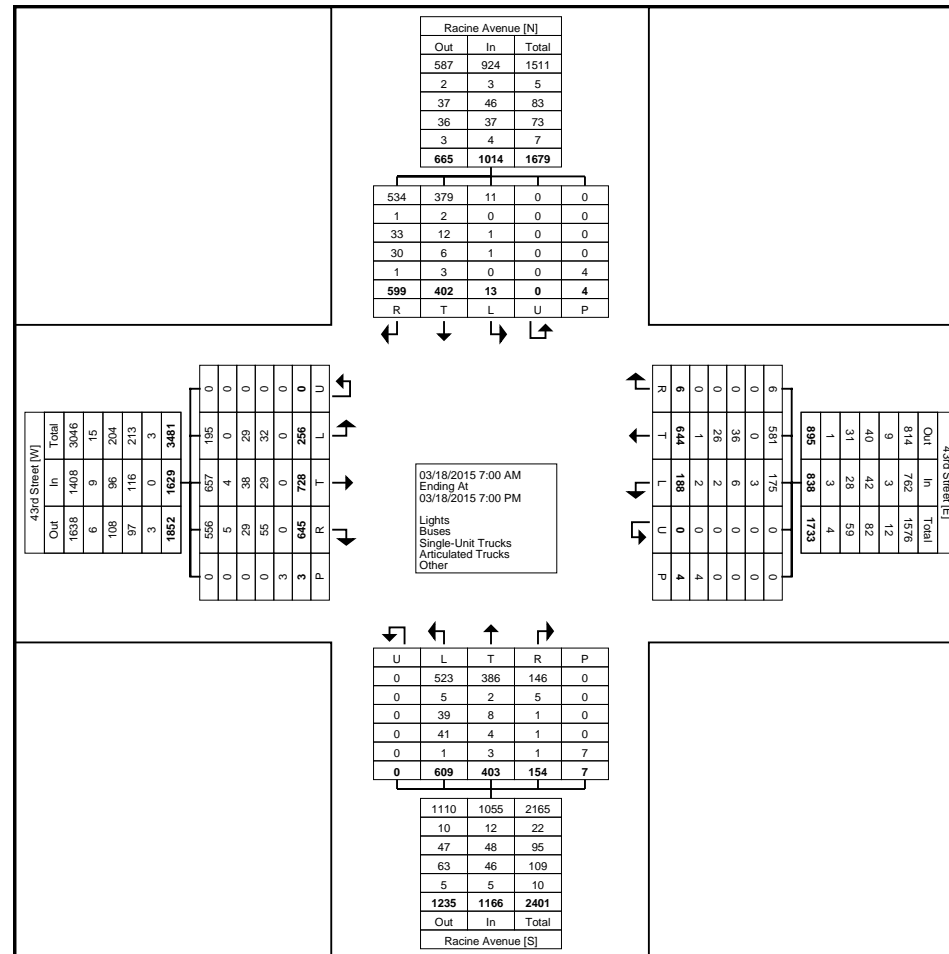
% Buses	-	0.0	0.5	0.8	-	0.6	-	1.6	0.0	0.0	-	0.4	-	0.8	0.5	3.2	-	1.0	-	0.0	0.5	0.2	-	0.3	0.6
Single-Unit Trucks	0	29	38	29	-	96	0	6	36	0	-	42	0	39	8	1	-	48	0	1	12	33	-	46	232
% Single-Unit Trucks	-	11.3	5.2	4.5	-	5.9	-	3.2	5.6	0.0	-	5.0	-	6.4	2.0	0.6	-	4.1	-	7.7	3.0	5.5	-	4.5	5.0
Articulated Trucks	0	32	29	55	-	116	0	2	26	0	-	28	0	41	4	1	-	46	0	1	6	30	-	37	227
% Articulated Trucks	-	12.5	4.0	8.5	-	7.1	-	1.1	4.0	0.0	-	3.3	-	6.7	1.0	0.6	-	3.9	-	7.7	1.5	5.0	-	3.6	4.9
Bicycles on Road	0	0	0	0	-	0	0	2	1	0	-	3	0	1	3	1	-	5	0	0	3	1	-	4	12
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	1.1	0.2	0.0	-	0.4	-	0.2	0.7	0.6	-	0.4	-	0.0	0.7	0.2	-	0.4	0.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Racine Avenue
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Start Date: 03/18/2015
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Turning Movement Data Plot



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Racine Avenue
Site Code:
Start Date: 03/18/2015
Page No: 4

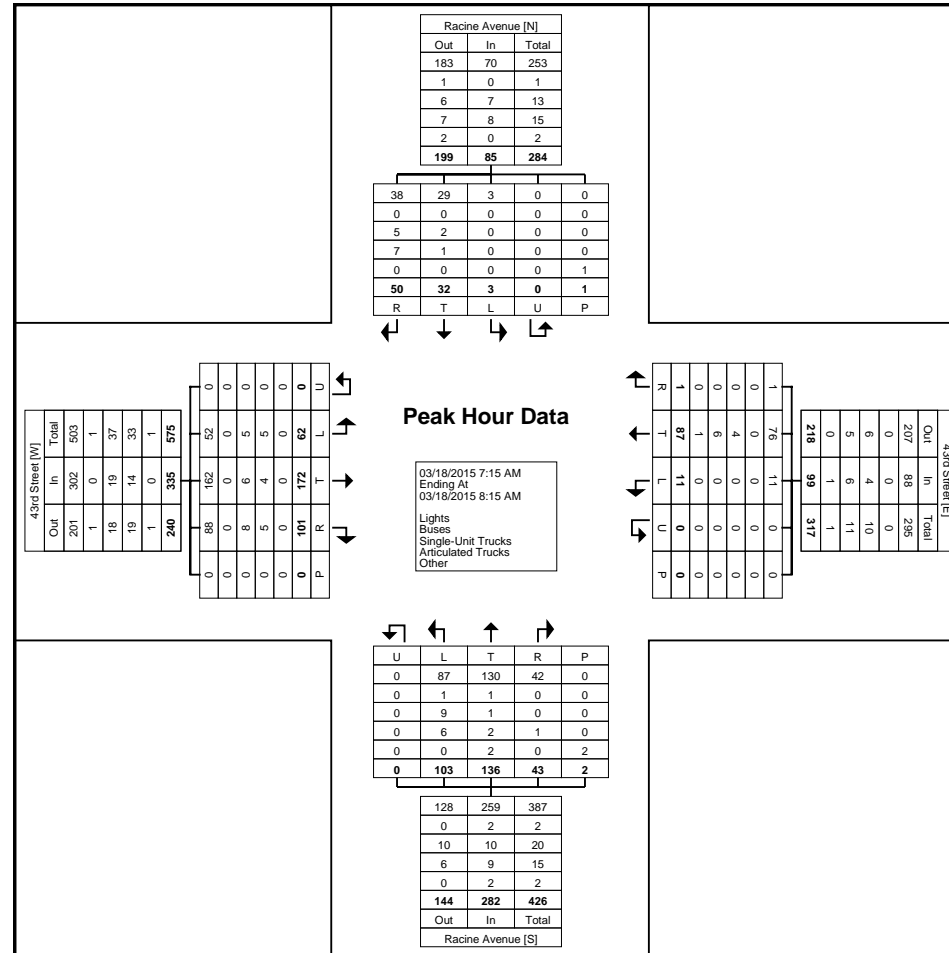
Turning Movement Peak Hour Data (7:15 AM)

Start Time	43rd Street Eastbound						43rd Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	21	33	19	0	73	0	2	28	0	0	30	0	23	37	1	0	61	0	0	4	9	0	13	177
7:30 AM	0	17	40	26	0	83	0	1	16	0	0	17	0	21	31	8	0	60	0	0	10	14	0	24	184
7:45 AM	0	16	58	25	0	99	0	6	25	0	0	31	0	40	36	13	0	89	0	1	12	14	1	27	246
8:00 AM	0	8	41	31	0	80	0	2	18	1	0	21	0	19	32	21	2	72	0	2	6	13	0	21	194
Total	0	62	172	101	0	335	0	11	87	1	0	99	0	103	136	43	2	282	0	3	32	50	1	85	801
Approach %	0.0	18.5	51.3	30.1	-	-	0.0	11.1	87.9	1.0	-	-	0.0	36.5	48.2	15.2	-	-	0.0	3.5	37.6	58.8	-	-	-
Total %	0.0	7.7	21.5	12.6	-	41.8	0.0	1.4	10.9	0.1	-	12.4	0.0	12.9	17.0	5.4	-	35.2	0.0	0.4	4.0	6.2	-	10.6	-
PHF	0.000	0.738	0.741	0.815	-	0.846	0.000	0.458	0.777	0.250	-	0.798	0.000	0.644	0.919	0.512	-	0.792	0.000	0.375	0.667	0.893	-	0.787	0.814
Lights	0	52	162	88	-	302	0	11	76	1	-	88	0	87	130	42	-	259	0	3	29	38	-	70	719
% Lights	-	83.9	94.2	87.1	-	90.1	-	100.0	87.4	100.0	-	88.9	-	84.5	95.6	97.7	-	91.8	-	100.0	90.6	76.0	-	82.4	89.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	1.0	0.7	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	5	6	8	-	19	0	0	4	0	-	4	0	9	1	0	-	10	0	0	2	5	-	7	40
% Single-Unit Trucks	-	8.1	3.5	7.9	-	5.7	-	0.0	4.6	0.0	-	4.0	-	8.7	0.7	0.0	-	3.5	-	0.0	6.3	10.0	-	8.2	5.0
Articulated Trucks	0	5	4	5	-	14	0	0	6	0	-	6	0	6	2	1	-	9	0	0	1	7	-	8	37
% Articulated Trucks	-	8.1	2.3	5.0	-	4.2	-	0.0	6.9	0.0	-	6.1	-	5.8	1.5	2.3	-	3.2	-	0.0	3.1	14.0	-	9.4	4.6
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	0	0	0	0	-	0	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	1.1	0.0	-	1.0	-	0.0	1.5	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
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 (847)518-9990

Count Name: 43rd Street and Racine Avenue
 Site Code:
 Start Date: 03/18/2015
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Turning Movement Peak Hour Data Plot (7:15 AM)



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Racine Avenue
Site Code:
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Turning Movement Peak Hour Data (3:30 PM)

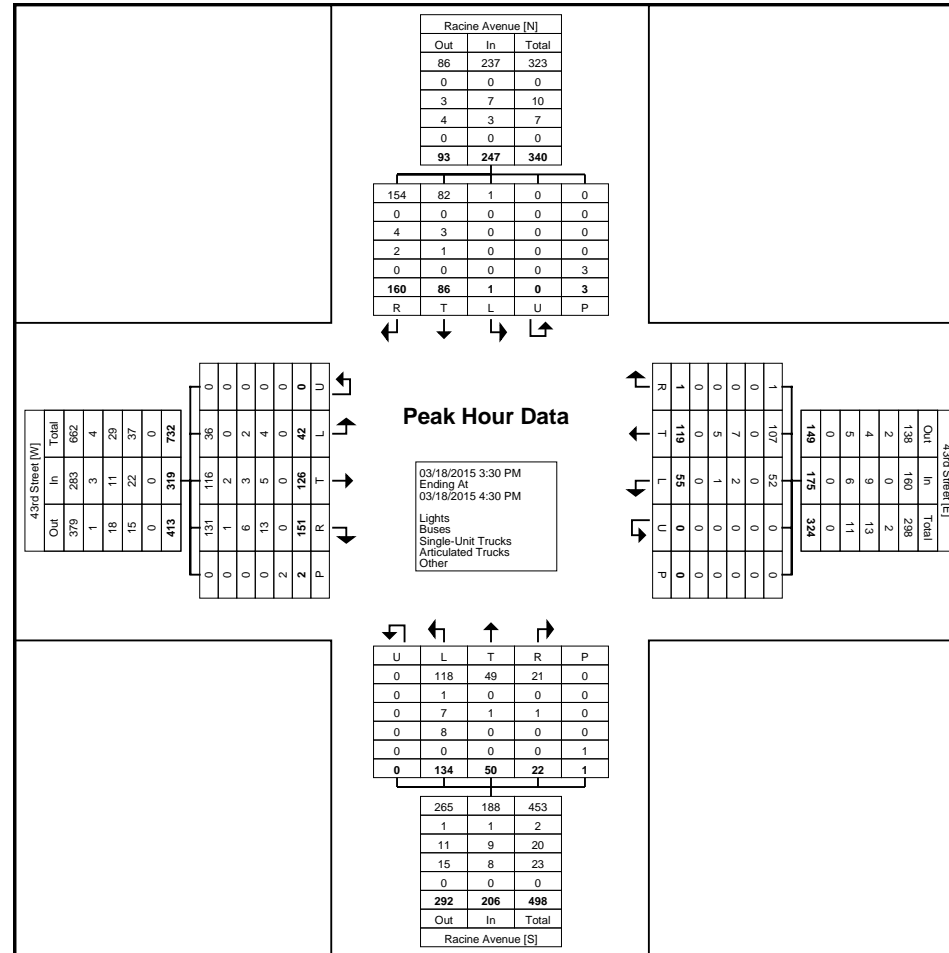
Start Time	43rd Street Eastbound						43rd Street Westbound						Racine Avenue Northbound						Racine Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	12	32	40	0	84	0	24	42	0	0	66	0	42	12	7	1	61	0	1	32	61	1	94	305
3:45 PM	0	6	22	30	2	58	0	11	20	0	0	31	0	28	13	6	0	47	0	0	19	36	1	55	191
4:00 PM	0	16	46	41	0	103	0	9	32	0	0	41	0	36	12	5	0	53	0	0	14	37	1	51	248
4:15 PM	0	8	26	40	0	74	0	11	25	1	0	37	0	28	13	4	0	45	0	0	21	26	0	47	203
Total	0	42	126	151	2	319	0	55	119	1	0	175	0	134	50	22	1	206	0	1	86	160	3	247	947
Approach %	0.0	13.2	39.5	47.3	-	-	0.0	31.4	68.0	0.6	-	-	0.0	65.0	24.3	10.7	-	-	0.0	0.4	34.8	64.8	-	-	-
Total %	0.0	4.4	13.3	15.9	-	33.7	0.0	5.8	12.6	0.1	-	18.5	0.0	14.1	5.3	2.3	-	21.8	0.0	0.1	9.1	16.9	-	26.1	-
PHF	0.000	0.656	0.685	0.921	-	0.774	0.000	0.573	0.708	0.250	-	0.663	0.000	0.798	0.962	0.786	-	0.844	0.000	0.250	0.672	0.656	-	0.657	0.776
Lights	0	36	116	131	-	283	0	52	107	1	-	160	0	118	49	21	-	188	0	1	82	154	-	237	868
% Lights	-	85.7	92.1	86.8	-	88.7	-	94.5	89.9	100.0	-	91.4	-	88.1	98.0	95.5	-	91.3	-	100.0	95.3	96.3	-	96.0	91.7
Buses	0	0	2	1	-	3	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	4
% Buses	-	0.0	1.6	0.7	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.7	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	2	3	6	-	11	0	2	7	0	-	9	0	7	1	1	-	9	0	0	3	4	-	7	36
% Single-Unit Trucks	-	4.8	2.4	4.0	-	3.4	-	3.6	5.9	0.0	-	5.1	-	5.2	2.0	4.5	-	4.4	-	0.0	3.5	2.5	-	2.8	3.8
Articulated Trucks	0	4	5	13	-	22	0	1	5	0	-	6	0	8	0	0	-	8	0	0	1	2	-	3	39
% Articulated Trucks	-	9.5	4.0	8.6	-	6.9	-	1.8	4.2	0.0	-	3.4	-	6.0	0.0	0.0	-	3.9	-	0.0	1.2	1.3	-	1.2	4.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street and Racine Avenue
Site Code:
Start Date: 03/18/2015
Page No: 7



Turning Movement Peak Hour Data Plot (3:30 PM)



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990

Count Name: Ashland Avenue and 41st Street
 Site Code:
 Start Date: 03/18/2015
 Page No: 1

Turning Movement Data

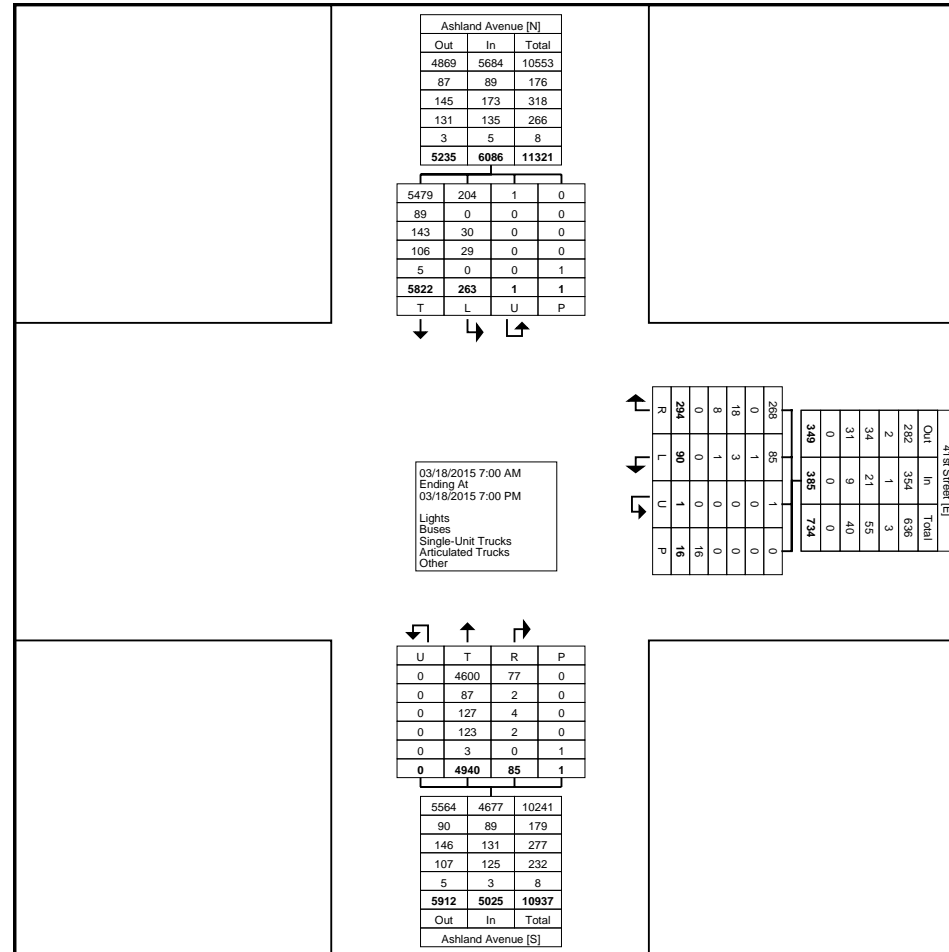
Start Time	41st Street Westbound					Ashland Avenue Northbound					Ashland Avenue Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00 AM	0	2	0	2	2	0	298	2	0	300	0	7	137	1	144	446
7:15 AM	0	3	4	1	7	0	308	4	0	312	0	3	144	0	147	466
7:30 AM	1	3	5	1	9	0	341	3	0	344	0	10	150	0	160	513
7:45 AM	0	1	9	1	10	0	275	2	0	277	0	14	183	0	197	484
Hourly Total	1	9	18	5	28	0	1222	11	0	1233	0	34	614	1	648	1909
8:00 AM	0	4	7	1	11	0	298	10	0	308	0	10	184	0	194	513
8:15 AM	0	5	17	0	22	0	233	6	0	239	0	11	133	0	144	405
8:30 AM	0	7	7	0	14	0	190	7	0	197	0	7	147	0	154	365
8:45 AM	0	3	5	0	8	0	172	6	0	178	0	6	120	0	126	312
Hourly Total	0	19	36	1	55	0	893	29	0	922	0	34	584	0	618	1595
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	8	21	0	29	0	187	3	0	190	0	24	278	0	302	521
3:15 PM	0	9	23	1	32	0	203	8	0	211	0	16	252	0	268	511
3:30 PM	0	5	45	3	50	0	211	4	0	215	0	23	268	0	291	556
3:45 PM	0	6	12	0	18	0	192	1	0	193	0	18	257	0	275	486
Hourly Total	0	28	101	4	129	0	793	16	0	809	0	81	1055	0	1136	2074
4:00 PM	0	2	17	2	19	0	229	5	0	234	0	14	367	0	381	634
4:15 PM	0	2	13	0	15	0	195	5	0	200	1	18	325	0	344	559
4:30 PM	0	2	17	0	19	0	186	5	0	191	0	17	357	0	374	584
4:45 PM	0	7	26	0	33	0	182	2	0	184	0	12	378	0	390	607
Hourly Total	0	13	73	2	86	0	792	17	0	809	1	61	1427	0	1489	2384
5:00 PM	0	4	14	0	18	0	199	3	1	202	0	9	329	0	338	558
5:15 PM	0	6	8	0	14	0	175	1	0	176	0	16	347	0	363	553
5:30 PM	0	3	12	2	15	0	158	3	0	161	0	5	301	0	306	482
5:45 PM	0	6	6	0	12	0	159	2	0	161	0	2	297	0	299	472
Hourly Total	0	19	40	2	59	0	691	9	1	700	0	32	1274	0	1306	2065
6:00 PM	0	2	12	1	14	0	164	1	0	165	0	4	259	0	263	442
6:15 PM	0	0	5	0	5	0	146	2	0	148	0	5	241	0	246	399
6:30 PM	0	0	5	0	5	0	132	0	0	132	0	6	188	0	194	331
6:45 PM	0	0	4	1	4	0	107	0	0	107	0	6	180	0	186	297
Hourly Total	0	2	26	2	28	0	549	3	0	552	0	21	868	0	889	1469
Grand Total	1	90	294	16	385	0	4940	85	1	5025	1	263	5822	1	6086	11496
Approach %	0.3	23.4	76.4	-	-	0.0	98.3	1.7	-	-	0.0	4.3	95.7	-	-	-
Total %	0.0	0.8	2.6	-	3.3	0.0	43.0	0.7	-	43.7	0.0	2.3	50.6	-	52.9	-
Lights	1	85	268	-	354	0	4600	77	-	4677	1	204	5479	-	5684	10715
% Lights	100.0	94.4	91.2	-	91.9	-	93.1	90.6	-	93.1	100.0	77.6	94.1	-	93.4	93.2
Buses	0	1	0	-	1	0	87	2	-	89	0	0	89	-	89	179
% Buses	0.0	1.1	0.0	-	0.3	-	1.8	2.4	-	1.8	0.0	0.0	1.5	-	1.5	1.6

Single-Unit Trucks	0	3	18	-	21	0	127	4	-	131	0	30	143	-	173	325
% Single-Unit Trucks	0.0	3.3	6.1	-	5.5	-	2.6	4.7	-	2.6	0.0	11.4	2.5	-	2.8	2.8
Articulated Trucks	0	1	8	-	9	0	123	2	-	125	0	29	106	-	135	269
% Articulated Trucks	0.0	1.1	2.7	-	2.3	-	2.5	2.4	-	2.5	0.0	11.0	1.8	-	2.2	2.3
Bicycles on Road	0	0	0	-	0	0	3	0	-	3	0	0	5	-	5	8
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	0.1	0.0	-	0.1	0.0	0.0	0.1	-	0.1	0.1
Pedestrians	-	-	-	16	-	-	-	-	1	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
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Count Name: Ashland Avenue and 41st Street
 Site Code:
 Start Date: 03/18/2015
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Turning Movement Data Plot



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
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 (847)518-9990

Count Name: Ashland Avenue and Pershing
 Road
 Site Code:
 Start Date: 03/25/2015
 Page No: 1

Turning Movement Data

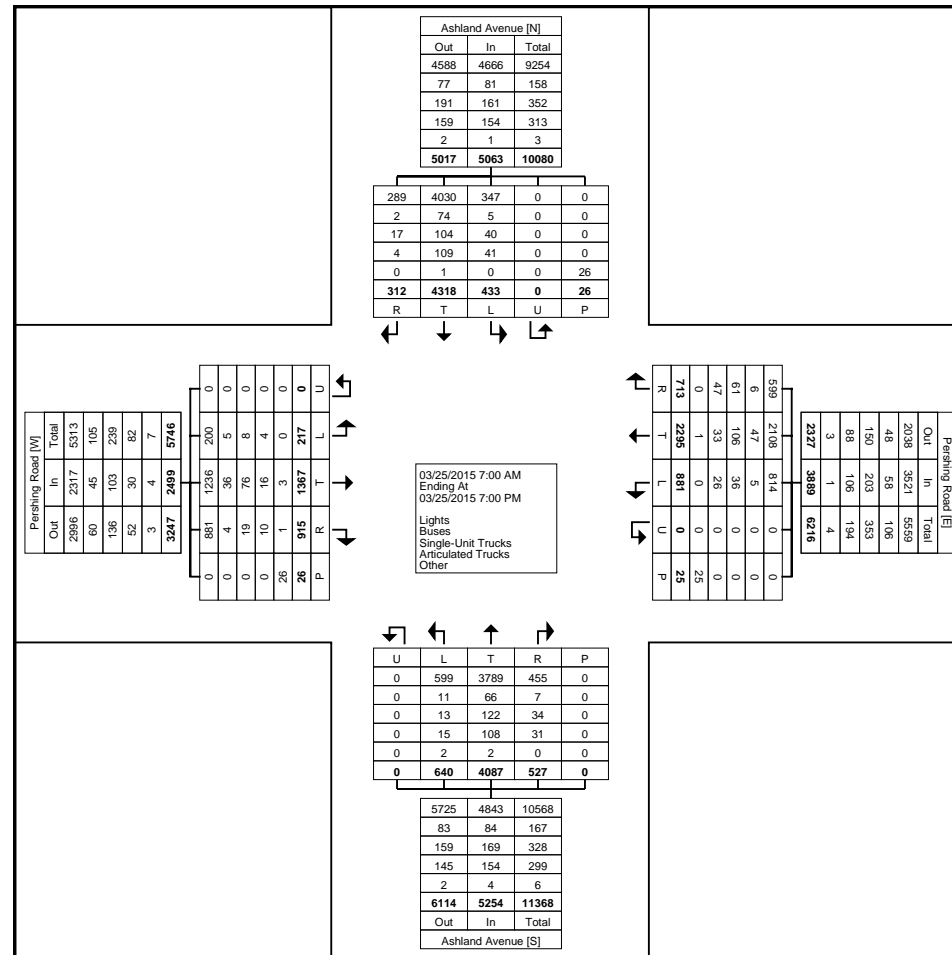
Start Time	Pershing Road Eastbound						Pershing Road Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	8	56	17	3	81	0	33	65	26	0	124	0	22	260	32	0	314	0	18	99	7	3	124	643
7:15 AM	0	13	79	26	1	118	0	40	85	35	0	160	0	28	277	35	0	340	0	10	106	8	7	124	742
7:30 AM	0	16	89	22	1	127	0	41	103	32	0	176	0	48	231	43	0	322	0	11	115	8	7	134	759
7:45 AM	0	15	78	23	1	116	0	31	94	37	2	162	0	44	206	33	0	283	0	26	112	7	2	145	706
Hourly Total	0	52	302	88	6	442	0	145	347	130	2	622	0	142	974	143	0	1259	0	65	432	30	19	527	2850
8:00 AM	0	13	78	26	0	117	0	23	60	33	0	116	0	39	224	25	0	288	0	23	130	10	0	163	684
8:15 AM	0	2	63	30	0	95	0	26	61	23	0	110	0	28	209	25	0	262	0	24	123	13	0	160	627
8:30 AM	0	17	55	21	0	93	0	22	69	25	0	116	0	24	201	34	0	259	0	15	101	6	0	122	590
8:45 AM	0	15	55	16	1	86	0	21	56	21	0	98	0	13	159	14	0	186	0	16	101	7	0	124	494
Hourly Total	0	47	251	93	1	391	0	92	246	102	0	440	0	104	793	98	0	995	0	78	455	36	0	569	2395
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	13	56	49	1	118	0	53	87	33	1	173	0	25	157	20	0	202	0	25	206	15	0	246	739
3:15 PM	0	10	53	45	2	108	0	46	112	47	1	205	0	29	164	23	0	216	0	17	212	11	1	240	769
3:30 PM	0	8	103	86	1	197	0	59	140	58	1	257	0	50	192	30	0	272	0	20	212	18	0	250	976
3:45 PM	0	6	47	50	1	103	0	51	112	31	1	194	0	29	172	33	0	234	0	26	209	19	3	254	785
Hourly Total	0	37	259	230	5	526	0	209	451	169	4	829	0	133	685	106	0	924	0	88	839	63	4	990	3269
4:00 PM	0	4	66	56	1	126	0	60	125	28	4	213	0	31	197	22	0	250	0	32	260	23	1	315	904
4:15 PM	0	4	56	56	1	116	0	52	116	24	1	192	0	33	182	31	0	246	0	17	252	15	0	284	838
4:30 PM	0	11	52	54	1	117	0	51	149	52	0	252	0	18	151	22	0	191	0	15	262	15	0	292	852
4:45 PM	0	5	53	50	1	108	0	35	118	31	3	184	0	17	145	14	0	176	0	18	245	15	0	278	746
Hourly Total	0	24	227	216	4	467	0	198	508	135	8	841	0	99	675	89	0	863	0	82	1019	68	1	1169	3340
5:00 PM	0	11	54	46	2	111	0	36	144	26	0	206	0	29	134	13	0	176	0	20	240	19	0	279	772
5:15 PM	0	8	37	39	1	84	0	60	117	20	1	197	0	22	156	21	0	199	0	18	225	19	0	262	742
5:30 PM	0	6	49	50	0	105	0	40	109	20	4	169	0	20	139	13	0	172	0	11	236	16	0	263	709
5:45 PM	0	12	56	30	1	98	0	32	115	28	3	175	0	28	116	11	0	155	0	15	241	15	1	271	699
Hourly Total	0	37	196	165	4	398	0	168	485	94	8	747	0	99	545	58	0	702	0	64	942	69	1	1075	2922
6:00 PM	0	5	39	48	1	92	0	25	84	29	2	138	0	14	114	9	0	137	0	16	183	15	0	214	581
6:15 PM	0	3	32	39	1	74	0	20	70	27	0	117	0	19	112	7	0	138	0	19	141	8	1	168	497
6:30 PM	0	5	35	20	3	60	0	9	51	12	0	72	0	12	94	11	0	117	0	13	161	14	0	188	437
6:45 PM	0	7	26	16	1	49	0	15	53	15	1	83	0	18	95	6	0	119	0	8	146	9	0	163	414
Hourly Total	0	20	132	123	6	275	0	69	258	83	3	410	0	63	415	33	0	511	0	56	631	46	1	733	1929
Grand Total	0	217	1367	915	26	2499	0	881	2295	713	25	3889	0	640	4087	527	0	5254	0	433	4318	312	26	5063	16705
Approach %	0.0	8.7	54.7	36.6	-	-	0.0	22.7	59.0	18.3	-	-	0.0	12.2	77.8	10.0	-	-	0.0	8.6	85.3	6.2	-	-	-
Total %	0.0	1.3	8.2	5.5	-	15.0	0.0	5.3	13.7	4.3	-	23.3	0.0	3.8	24.5	3.2	-	31.5	0.0	2.6	25.8	1.9	-	30.3	-
Lights	0	200	1236	881	-	2317	0	814	2108	599	-	3521	0	599	3789	455	-	4843	0	347	4030	289	-	4666	15347
% Lights	-	92.2	90.4	96.3	-	92.7	-	92.4	91.9	84.0	-	90.5	-	93.6	92.7	86.3	-	92.2	-	80.1	93.3	92.6	-	92.2	91.9
Buses	0	5	36	4	-	45	0	5	47	6	-	58	0	11	66	7	-	84	0	5	74	2	-	81	268

% Buses	-	2.3	2.6	0.4	-	1.8	-	0.6	2.0	0.8	-	1.5	-	1.7	1.6	1.3	-	1.6	-	1.2	1.7	0.6	-	1.6	1.6
Single-Unit Trucks	0	8	76	19	-	103	0	36	106	61	-	203	0	13	122	34	-	169	0	40	104	17	-	161	636
% Single-Unit Trucks	-	3.7	5.6	2.1	-	4.1	-	4.1	4.6	8.6	-	5.2	-	2.0	3.0	6.5	-	3.2	-	9.2	2.4	5.4	-	3.2	3.8
Articulated Trucks	0	4	16	10	-	30	0	26	33	47	-	106	0	15	108	31	-	154	0	41	109	4	-	154	444
% Articulated Trucks	-	1.8	1.2	1.1	-	1.2	-	3.0	1.4	6.6	-	2.7	-	2.3	2.6	5.9	-	2.9	-	9.5	2.5	1.3	-	3.0	2.7
Bicycles on Road	0	0	3	1	-	4	0	0	1	0	-	1	0	2	2	0	-	4	0	0	1	0	-	1	10
% Bicycles on Road	-	0.0	0.2	0.1	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.3	0.0	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	0.1
Pedestrians	-	-	-	-	26	-	-	-	-	-	25	-	-	-	-	-	0	-	-	-	-	-	26	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Kenig Lindgren O'Hara Aboona, Inc.
 9575 W. Higgins Rd., Suite 400
 Rosemont, Illinois, United States 60018
 (847)518-9990

Count Name: Ashland Avenue and Pershing
 Road
 Site Code:
 Start Date: 03/25/2015
 Page No: 3



Turning Movement Data Plot



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Ashland Avenue and Pershing
Road
Site Code:
Start Date: 03/25/2015
Page No: 4

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Pershing Road Eastbound						Pershing Road Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	13	79	26	1	118	0	40	85	35	0	160	0	28	277	35	0	340	0	10	106	8	7	124	742
7:30 AM	0	16	89	22	1	127	0	41	103	32	0	176	0	48	231	43	0	322	0	11	115	8	7	134	759
7:45 AM	0	15	78	23	1	116	0	31	94	37	2	162	0	44	206	33	0	283	0	26	112	7	2	145	706
8:00 AM	0	13	78	26	0	117	0	23	60	33	0	116	0	39	224	25	0	288	0	23	130	10	0	163	684
Total	0	57	324	97	3	478	0	135	342	137	2	614	0	159	938	136	0	1233	0	70	463	33	16	566	2891
Approach %	0.0	11.9	67.8	20.3	-	-	0.0	22.0	55.7	22.3	-	-	0.0	12.9	76.1	11.0	-	-	0.0	12.4	81.8	5.8	-	-	-
Total %	0.0	2.0	11.2	3.4	-	16.5	0.0	4.7	11.8	4.7	-	21.2	0.0	5.5	32.4	4.7	-	42.6	0.0	2.4	16.0	1.1	-	19.6	-
PHF	0.000	0.891	0.910	0.933	-	0.941	0.000	0.823	0.830	0.926	-	0.872	0.000	0.828	0.847	0.791	-	0.907	0.000	0.673	0.890	0.825	-	0.868	0.952
Lights	0	52	282	92	-	426	0	115	305	100	-	520	0	152	869	118	-	1139	0	50	397	29	-	476	2561
% Lights	-	91.2	87.0	94.8	-	89.1	-	85.2	89.2	73.0	-	84.7	-	95.6	92.6	86.8	-	92.4	-	71.4	85.7	87.9	-	84.1	88.6
Buses	0	0	11	1	-	12	0	0	7	0	-	7	0	4	17	1	-	22	0	1	10	1	-	12	53
% Buses	-	0.0	3.4	1.0	-	2.5	-	0.0	2.0	0.0	-	1.1	-	2.5	1.8	0.7	-	1.8	-	1.4	2.2	3.0	-	2.1	1.8
Single-Unit Trucks	0	4	26	2	-	32	0	15	27	25	-	67	0	2	34	7	-	43	0	10	34	2	-	46	188
% Single-Unit Trucks	-	7.0	8.0	2.1	-	6.7	-	11.1	7.9	18.2	-	10.9	-	1.3	3.6	5.1	-	3.5	-	14.3	7.3	6.1	-	8.1	6.5
Articulated Trucks	0	1	5	2	-	8	0	5	3	12	-	20	0	1	18	10	-	29	0	9	22	1	-	32	89
% Articulated Trucks	-	1.8	1.5	2.1	-	1.7	-	3.7	0.9	8.8	-	3.3	-	0.6	1.9	7.4	-	2.4	-	12.9	4.8	3.0	-	5.7	3.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Ashland Avenue and Pershing
Road
Site Code:
Start Date: 03/25/2015
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Turning Movement Peak Hour Data (3:30 PM)

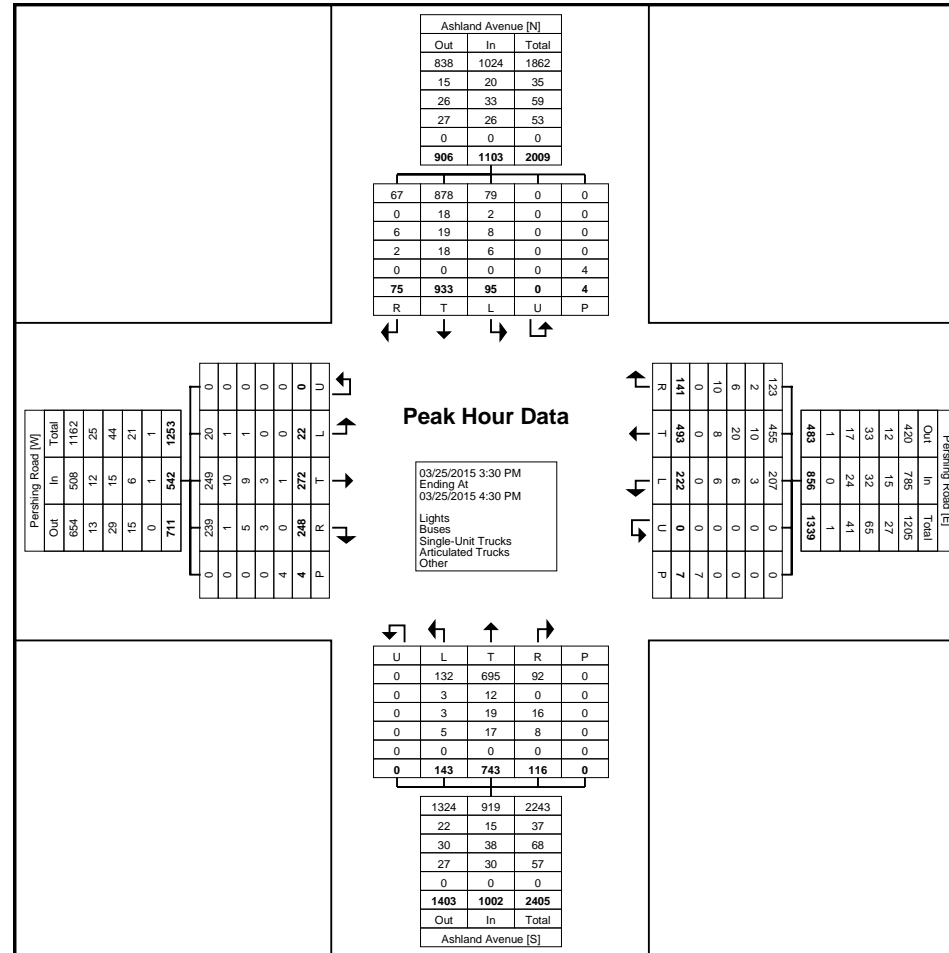
Start Time	Pershing Road Eastbound						Pershing Road Westbound						Ashland Avenue Northbound						Ashland Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
3:30 PM	0	8	103	86	1	197	0	59	140	58	1	257	0	50	192	30	0	272	0	20	212	18	0	250	976
3:45 PM	0	6	47	50	1	103	0	51	112	31	1	194	0	29	172	33	0	234	0	26	209	19	3	254	785
4:00 PM	0	4	66	56	1	126	0	60	125	28	4	213	0	31	197	22	0	250	0	32	260	23	1	315	904
4:15 PM	0	4	56	56	1	116	0	52	116	24	1	192	0	33	182	31	0	246	0	17	252	15	0	284	838
Total	0	22	272	248	4	542	0	222	493	141	7	856	0	143	743	116	0	1002	0	95	933	75	4	1103	3503
Approach %	0.0	4.1	50.2	45.8	-	-	0.0	25.9	57.6	16.5	-	-	0.0	14.3	74.2	11.6	-	-	0.0	8.6	84.6	6.8	-	-	-
Total %	0.0	0.6	7.8	7.1	-	15.5	0.0	6.3	14.1	4.0	-	24.4	0.0	4.1	21.2	3.3	-	28.6	0.0	2.7	26.6	2.1	-	31.5	-
PHF	0.000	0.688	0.660	0.721	-	0.688	0.000	0.925	0.880	0.608	-	0.833	0.000	0.715	0.943	0.879	-	0.921	0.000	0.742	0.897	0.815	-	0.875	0.897
Lights	0	20	249	239	-	508	0	207	455	123	-	785	0	132	695	92	-	919	0	79	878	67	-	1024	3236
% Lights	-	90.9	91.5	96.4	-	93.7	-	93.2	92.3	87.2	-	91.7	-	92.3	93.5	79.3	-	91.7	-	83.2	94.1	89.3	-	92.8	92.4
Buses	0	1	10	1	-	12	0	3	10	2	-	15	0	3	12	0	-	15	0	2	18	0	-	20	62
% Buses	-	4.5	3.7	0.4	-	2.2	-	1.4	2.0	1.4	-	1.8	-	2.1	1.6	0.0	-	1.5	-	2.1	1.9	0.0	-	1.8	1.8
Single-Unit Trucks	0	1	9	5	-	15	0	6	20	6	-	32	0	3	19	16	-	38	0	8	19	6	-	33	118
% Single-Unit Trucks	-	4.5	3.3	2.0	-	2.8	-	2.7	4.1	4.3	-	3.7	-	2.1	2.6	13.8	-	3.8	-	8.4	2.0	8.0	-	3.0	3.4
Articulated Trucks	0	0	3	3	-	6	0	6	8	10	-	24	0	5	17	8	-	30	0	6	18	2	-	26	86
% Articulated Trucks	-	0.0	1.1	1.2	-	1.1	-	2.7	1.6	7.1	-	2.8	-	3.5	2.3	6.9	-	3.0	-	6.3	1.9	2.7	-	2.4	2.5
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.4	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Turning Movement Peak Hour Data Plot (3:30 PM)

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Passenger Vehicles Only
 Wednesday March 18, 2015

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 6 packers/41/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	2	2	0	0	4
615	1	0	0	0	0	0	0	0	4	3	0	0	8
630	1	1	0	0	0	0	0	0	5	3	0	0	10
645	0	0	0	0	0	0	0	0	11	4	0	1	16
700	0	0	0	0	0	0	0	0	0	5	0	0	5
715	2	0	0	0	0	0	0	0	0	0	0	1	3
730	0	0	0	0	0	0	0	0	3	7	0	1	11
745	0	1	0	0	0	0	0	1	5	5	0	0	12
800	0	0	0	0	0	0	0	0	4	3	0	2	9
815	1	0	0	0	0	0	0	0	5	9	0	2	17
830	0	0	0	0	0	0	0	0	5	3	0	1	9
845	0	0	0	0	0	0	0	0	0	5	0	1	6
1500	1	1	0	0	0	0	0	0	6	7	0	1	16
1515	2	1	0	0	0	0	0	0	9	9	0	1	22
1530	0	1	0	0	0	0	0	1	26	11	0	2	41
1545	4	0	0	0	0	0	0	0	9	17	0	4	34
1600	4	5	0	0	0	0	0	1	8	22	0	2	42
1615	3	2	0	0	0	0	0	0	11	14	0	2	32
1630	4	0	0	0	0	0	0	1	10	15	0	0	30
1645	9	1	0	0	0	0	0	0	8	5	0	1	24
1700	3	5	0	0	0	0	0	0	6	5	0	1	20
1715	0	3	0	0	0	0	0	0	5	9	0	1	18
1730	1	0	0	0	0	0	0	0	5	5	0	0	11
1745	3	2	0	0	0	0	0	0	4	3	0	2	14
Total	39	23	0	0	0	0	0	4	151	171	0	26	414

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 6 packers/41/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	2	2	0	0	2	2	4
615	1	0	4	3	0	0	3	5	8
630	2	0	5	3	0	0	4	6	10
645	0	0	11	5	1	0	4	11	16
700	0	0	0	5	0	0	5	0	5
715	2	0	0	1	1	0	0	2	3
730	0	0	3	8	1	0	7	3	11
745	1	0	6	5	1	0	6	5	12
800	0	0	4	5	2	0	3	4	9
815	1	0	5	11	2	0	9	6	17
830	0	0	5	4	1	0	3	5	9
845	0	0	0	6	1	0	5	0	6

1500	2	0	6	8	1	0	8	7	16
1515	3	0	9	10	1	0	10	11	22
1530	1	0	27	13	3	0	12	26	41
1545	4	0	9	21	4	0	17	13	34
1600	9	0	9	24	3	0	27	12	42
1615	5	0	11	16	2	0	16	14	32
1630	4	0	11	15	1	0	15	14	30
1645	10	0	8	6	1	0	6	17	24
1700	8	0	6	6	1	0	10	9	20
1715	3	0	5	10	1	0	12	5	18
1730	1	0	5	5	0	0	5	6	11
1745	5	0	4	5	2	0	5	7	14
=====									
Total	62	0	155	197	30	0	194	190	414

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 6 packers/41/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	8	8	0	0	16
615	4	0	0	0	0	0	0	0	16	12	0	0	32
630	4	4	0	0	0	0	0	0	20	12	0	0	40
645	0	0	0	0	0	0	0	0	44	16	0	4	64
700	0	0	0	0	0	0	0	0	0	20	0	0	20
715	8	0	0	0	0	0	0	0	0	0	0	4	12
730	0	0	0	0	0	0	0	0	12	28	0	4	44
745	0	4	0	0	0	0	0	4	20	20	0	0	48
800	0	0	0	0	0	0	0	0	16	12	0	8	36
815	4	0	0	0	0	0	0	0	20	36	0	8	68
830	0	0	0	0	0	0	0	0	20	12	0	4	36
845	0	0	0	0	0	0	0	0	0	20	0	4	24
1500	4	4	0	0	0	0	0	0	24	28	0	4	64
1515	8	4	0	0	0	0	0	0	36	36	0	4	88
1530	0	4	0	0	0	0	0	4	104	44	0	8	164
1545	16	0	0	0	0	0	0	0	36	68	0	16	136
1600	16	20	0	0	0	0	0	4	32	88	0	8	168
1615	12	8	0	0	0	0	0	0	44	56	0	8	128
1630	16	0	0	0	0	0	0	4	40	60	0	0	120
1645	36	4	0	0	0	0	0	0	32	20	0	4	96
1700	12	20	0	0	0	0	0	0	24	20	0	4	80
1715	0	12	0	0	0	0	0	0	20	36	0	4	72
1730	4	0	0	0	0	0	0	0	20	20	0	0	44
1745	12	8	0	0	0	0	0	0	16	12	0	8	56

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 6 packers/41/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	8	8	0	0	8	8	16
615	4	0	16	12	0	0	12	20	32
630	8	0	20	12	0	0	16	24	40
645	0	0	44	20	4	0	16	44	64
700	0	0	0	20	0	0	20	0	20
715	8	0	0	4	4	0	0	8	12
730	0	0	12	32	4	0	28	12	44
745	4	0	24	20	4	0	24	20	48
800	0	0	16	20	8	0	12	16	36
815	4	0	20	44	8	0	36	24	68
830	0	0	20	16	4	0	12	20	36
845	0	0	0	24	4	0	20	0	24
1500	8	0	24	32	4	0	32	28	64
1515	12	0	36	40	4	0	40	44	88
1530	4	0	108	52	12	0	48	104	164
1545	16	0	36	84	16	0	68	52	136
1600	36	0	36	96	12	0	108	48	168
1615	20	0	44	64	8	0	64	56	128
1630	16	0	44	60	4	0	60	56	120
1645	40	0	32	24	4	0	24	68	96
1700	32	0	24	24	4	0	40	36	80
1715	12	0	20	40	4	0	48	20	72
1730	4	0	20	20	0	0	20	24	44
1745	20	0	16	20	8	0	20	28	56

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 6 packers/41/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	2	1	0	0	0	0	0	0	22	12	0	1	38
615	2	1	0	0	0	0	0	0	20	15	0	1	39
630	3	1	0	0	0	0	0	0	16	12	0	2	34
645	2	0	0	0	0	0	0	0	14	16	0	3	35
700	2	1	0	0	0	0	0	1	8	17	0	2	31
715	2	1	0	0	0	0	0	1	12	15	0	4	35
730	1	1	0	0	0	0	0	1	17	24	0	5	49
745	1	1	0	0	0	0	0	1	19	20	0	5	47
800	1	0	0	0	0	0	0	0	14	20	0	6	41
815	1	0	0	0	0	0	0	0	10	17	0	4	32*
830	0	0	0	0	0	0	0	0	5	8	0	2	15*
845	0	0	0	0	0	0	0	0	0	5	0	1	6*
1500	7	3	0	0	0	0	0	1	50	44	0	8	113
1515	10	7	0	0	0	0	0	2	52	59	0	9	139
1530	11	8	0	0	0	0	0	2	54	64	0	10	149
1545	15	7	0	0	0	0	0	2	38	68	0	8	138
1600	20	8	0	0	0	0	0	2	37	56	0	5	128
1615	19	8	0	0	0	0	0	1	35	39	0	4	106
1630	16	9	0	0	0	0	0	1	29	34	0	3	92
1645	13	9	0	0	0	0	0	0	24	24	0	3	73
1700	7	10	0	0	0	0	0	0	20	22	0	4	63
1715	4	5	0	0	0	0	0	0	14	17	0	3	43*
1730	4	2	0	0	0	0	0	0	9	8	0	2	25*
1745	3	2	0	0	0	0	0	0	4	3	0	2	14*

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 07:56:30

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 6 packers/41/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	3	0	22	13	1	0	13	24	38
615	3	0	20	16	1	0	16	22	39
630	4	0	16	14	2	0	13	19	34
645	2	0	14	19	3	0	16	16	35
700	3	0	9	19	3	0	18	10	31
715	3	0	13	19	5	0	16	14	35
730	2	0	18	29	6	0	25	18	49
745	2	0	20	25	6	0	21	20	47
800	1	0	14	26	6	0	20	15	41
815	1	0	10	21	4	0	17	11	32*
830	0	0	5	10	2	0	8	5	15*
845	0	0	0	6	1	0	5	0	6*

1500	10	0	51	52	9	0	47	57	113
1515	17	0	54	68	11	0	66	62	139
1530	19	0	56	74	12	0	72	65	149
1545	22	0	40	76	10	0	75	53	138
1600	28	0	39	61	7	0	64	57	128
1615	27	0	36	43	5	0	47	54	106
1630	25	0	30	37	4	0	43	45	92
1645	22	0	24	27	3	0	33	37	73
1700	17	0	20	26	4	0	32	27	63
1715	9	0	14	20	3	0	22	18	43*
1730	6	0	9	10	2	0	10	13	25*
1745	5	0	4	5	2	0	5	7	14*

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Semi Trailers Trucks Only
 Wednesday March 18, 2015

03/20/15
 08:02:50

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 8 packers/41/semi

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	1	0	0	0	0	0	0	0	1	1	0	1	4
615	0	0	0	0	0	0	0	0	0	0	0	3	3
630	1	0	0	0	0	0	0	0	1	2	0	0	4
645	1	0	0	0	0	0	0	0	2	1	0	0	4
700	0	0	0	0	0	0	0	0	1	2	0	1	4
715	0	0	0	0	0	0	0	0	1	2	0	0	3
730	0	0	0	0	0	0	0	0	0	0	0	1	1
745	0	0	0	0	0	0	0	0	1	1	0	1	3
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	1	0	0	0	0	0	0	0	1	0	0	1	3
830	1	0	0	0	0	0	0	0	0	1	0	1	3
845	1	0	0	0	0	0	0	0	1	0	0	0	2
1500	1	0	0	0	0	0	0	1	0	2	0	1	5
1515	0	0	0	0	0	0	0	1	0	1	0	1	3
1530	0	0	0	0	0	0	0	1	0	1	0	2	4
1545	0	0	0	0	0	0	0	0	0	1	0	0	1
1600	0	2	0	0	0	0	0	0	0	1	0	1	4
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	1	0	2	0	0	3
1645	0	1	0	0	0	0	0	0	1	0	0	0	2
1700	0	0	0	0	0	0	0	0	0	0	0	1	1
1715	0	0	0	0	0	0	0	0	0	3	0	0	3
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	3	0	0	0	0	0	4	10	21	0	15	60

Chicago, IL
 Packers Ave and 41st St
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Semi Trailers Trucks Only

03/20/15
 08:02:50

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 8 packers/41/semi

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	1	0	1	2	1	0	1	2	4
615	0	0	0	3	3	0	0	0	3
630	1	0	1	2	0	0	2	2	4
645	1	0	2	1	0	0	1	3	4
700	0	0	1	3	1	0	2	1	4
715	0	0	1	2	0	0	2	1	3
730	0	0	0	1	1	0	0	0	1
745	0	0	1	2	1	0	1	1	3
800	0	0	0	0	0	0	0	0	0
815	1	0	1	1	1	0	0	2	3
830	1	0	0	2	1	0	1	1	3
845	1	0	1	0	0	0	0	2	2
1500	1	0	1	3	2	0	2	1	5
1515	0	0	1	2	2	0	1	0	3
1530	0	0	1	3	3	0	1	0	4
1545	0	0	0	1	0	0	1	0	1
1600	2	0	0	2	1	0	3	0	4
1615	0	0	0	0	0	0	0	0	0
1630	0	0	1	2	1	0	2	0	3
1645	1	0	1	0	0	0	1	1	2
1700	0	0	0	1	1	0	0	0	1
1715	0	0	0	3	0	0	3	0	3
1730	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0
Total	10	0	14	36	19	0	24	17	60

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 09:24:32

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 7 packers/41/single

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	3	0	0	3
615	0	1	0	0	0	0	0	0	2	2	0	1	6
630	0	0	0	0	0	0	0	1	1	1	0	1	4
645	1	1	0	0	0	0	0	0	0	1	0	1	4
700	1	0	0	0	0	0	0	0	0	1	0	1	3
715	0	1	0	0	0	0	0	1	2	0	0	1	5
730	2	1	0	0	0	0	0	2	0	1	0	1	7
745	1	1	0	0	0	0	0	1	1	2	0	1	7
800	1	1	0	0	0	0	0	1	1	2	0	1	7
815	0	1	0	0	0	0	0	1	2	1	0	1	6
830	2	0	0	0	0	0	0	2	0	1	0	1	6
845	1	2	0	0	0	0	0	2	0	2	0	1	8
1500	2	1	0	0	0	0	0	2	1	0	0	1	7
1515	3	1	0	0	0	0	0	0	2	1	0	0	7
1530	2	0	0	0	0	0	0	2	1	0	0	1	6
1545	1	2	0	0	0	0	0	3	0	2	0	1	9
1600	2	4	0	0	0	0	0	1	1	0	0	1	9
1615	1	0	0	0	0	0	0	3	0	0	0	0	4
1630	0	2	0	0	0	0	0	2	0	1	0	3	8
1645	3	0	0	0	0	0	0	1	0	1	0	0	5
1700	2	1	0	0	0	0	0	3	1	0	0	2	9
1715	3	1	0	0	0	0	0	2	0	0	0	0	6
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	1	0	0	0	0	0	0	0	0	0	0	1	2
Total	29	21	0	0	0	0	0	30	15	22	0	21	138

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 09:24:32

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 7 packers/41/single

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	3	0	0	3	0	3
615	1	0	2	3	1	0	3	2	6
630	0	0	2	2	2	0	1	1	4
645	2	0	0	2	1	0	2	1	4
700	1	0	0	2	1	0	1	1	3
715	1	0	3	1	2	0	1	2	5
730	3	0	2	2	3	0	2	2	7
745	2	0	2	3	2	0	3	2	7
800	2	0	2	3	2	0	3	2	7
815	1	0	3	2	2	0	2	2	6
830	2	0	2	2	3	0	1	2	6
845	3	0	2	3	3	0	4	1	8

1500	3	0	3	1	3	0	1	3	7
1515	4	0	2	1	0	0	2	5	7
1530	2	0	3	1	3	0	0	3	6
1545	3	0	3	3	4	0	4	1	9
1600	6	0	2	1	2	0	4	3	9
1615	1	0	3	0	3	0	0	1	4
1630	2	0	2	4	5	0	3	0	8
1645	3	0	1	1	1	0	1	3	5
1700	3	0	4	2	5	0	1	3	9
1715	4	0	2	0	2	0	1	3	6
1730	0	0	0	0	0	0	0	0	0
1745	1	0	0	1	1	0	0	1	2
=====									
Total	50	0	45	43	51	0	43	44	138

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 09:24:32

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 7 packers/41/single

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	12	0	0	12	0	12
615	4	0	8	12	4	0	12	8	24
630	0	0	8	8	8	0	4	4	16
645	8	0	0	8	4	0	8	4	16
700	4	0	0	8	4	0	4	4	12
715	4	0	12	4	8	0	4	8	20
730	12	0	8	8	12	0	8	8	28
745	8	0	8	12	8	0	12	8	28
800	8	0	8	12	8	0	12	8	28
815	4	0	12	8	8	0	8	8	24
830	8	0	8	8	12	0	4	8	24
845	12	0	8	12	12	0	16	4	32
1500	12	0	12	4	12	0	4	12	28
1515	16	0	8	4	0	0	8	20	28
1530	8	0	12	4	12	0	0	12	24
1545	12	0	12	12	16	0	16	4	36
1600	24	0	8	4	8	0	16	12	36
1615	4	0	12	0	12	0	0	4	16
1630	8	0	8	16	20	0	12	0	32
1645	12	0	4	4	4	0	4	12	20
1700	12	0	16	8	20	0	4	12	36
1715	16	0	8	0	8	0	4	12	24
1730	0	0	0	0	0	0	0	0	0
1745	4	0	0	4	4	0	0	4	8

Chicago, IL Weather: Cool and Sunny
 Packers Ave and 41st St Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 09:24:32

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 7 packers/41/single

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	3	0	4	10	4	0	9	4	17
615	4	0	4	9	5	0	7	5	17
630	4	0	5	7	6	0	5	5	16
645	7	0	5	7	7	0	6	6	19
700	7	0	7	8	8	0	7	7	22
715	8	0	9	9	9	0	9	8	26
730	8	0	9	10	9	0	10	8	27
745	7	0	9	10	9	0	9	8	26
800	8	0	9	10	10	0	10	7	27
815	6	0	7	7	8	0	7	5	20*
830	5	0	4	5	6	0	5	3	14*
845	3	0	2	3	3	0	4	1	8*
1500	12	0	11	6	10	0	7	12	29
1515	15	0	10	6	9	0	10	12	31
1530	12	0	11	5	12	0	8	8	28
1545	12	0	10	8	14	0	11	5	30
1600	12	0	8	6	11	0	8	7	26
1615	9	0	10	7	14	0	5	7	26
1630	12	0	9	7	13	0	6	9	28
1645	10	0	7	3	8	0	3	9	20
1700	8	0	6	3	8	0	2	7	17
1715	5	0	2	1	3	0	1	4	8*
1730	1	0	0	1	1	0	0	1	2*
1745	1	0	0	1	1	0	0	1	2*

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Passenger Vehicles Only
 Wednesday March 18, 2015

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 9 packers/exchange/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	1	0	0	0	1
630	0	0	0	0	0	0	0	0	1	0	0	0	1
645	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	0	0	0	0	0	0	1	0	0	0	1
715	0	0	0	0	0	0	0	0	1	0	0	0	1
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	1	0	0	0	1
815	0	0	0	0	0	0	0	0	0	1	0	0	1
830	0	0	0	0	0	0	0	0	0	1	0	0	1
845	0	0	0	0	0	0	0	0	3	1	0	0	4
1500	0	0	0	0	0	0	0	0	1	2	0	0	3
1515	0	0	0	0	0	0	0	0	1	1	0	0	2
1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	1	1	0	0	2
1600	0	0	0	0	0	0	0	0	0	2	0	0	2
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	1	0	0	1
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	1	1	0	0	2
1715	0	0	0	0	0	0	0	0	0	2	0	0	2
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	0	13	13	0	0	26

Chicago, IL
 Packers Ave and Exchange Ave
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 9 packers/exchange/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	0	0	0	0	0	0
615	0	0	1	0	0	0	0	1	1
630	0	0	1	0	0	0	0	1	1
645	0	0	0	0	0	0	0	0	0
700	0	0	1	0	0	0	0	1	1
715	0	0	1	0	0	0	0	1	1
730	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0
800	0	0	1	0	0	0	0	1	1
815	0	0	0	1	0	0	1	0	1
830	0	0	0	1	0	0	1	0	1
845	0	0	3	1	0	0	1	3	4

1500	0	0	1	2	0	0	2	1	3
1515	0	0	1	1	0	0	1	1	2
1530	0	0	0	0	0	0	0	0	0
1545	0	0	1	1	0	0	1	1	2
1600	0	0	0	2	0	0	2	0	2
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	1	0	0	1	0	1
1645	0	0	0	0	0	0	0	0	0
1700	0	0	1	1	0	0	1	1	2
1715	0	0	0	2	0	0	2	0	2
1730	0	0	0	0	0	0	0	0	0
1745	0	0	1	0	0	0	0	1	1
=====									
Total	0	0	13	13	0	0	13	13	26

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Passenger Vehicles Only
 Wednesday March 18, 2015

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: by Movement

Intersection # 9 packers/exchange/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	4	0	0	0	4
630	0	0	0	0	0	0	0	0	4	0	0	0	4
645	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	0	0	0	0	0	0	4	0	0	0	4
715	0	0	0	0	0	0	0	0	4	0	0	0	4
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	4	0	0	0	4
815	0	0	0	0	0	0	0	0	0	4	0	0	4
830	0	0	0	0	0	0	0	0	0	4	0	0	4
845	0	0	0	0	0	0	0	0	12	4	0	0	16
1500	0	0	0	0	0	0	0	0	4	8	0	0	12
1515	0	0	0	0	0	0	0	0	4	4	0	0	8
1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	4	4	0	0	8
1600	0	0	0	0	0	0	0	0	0	8	0	0	8
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	4	0	0	4
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	4	4	0	0	8
1715	0	0	0	0	0	0	0	0	0	8	0	0	8
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	4	0	0	0	4

Chicago, IL
 Packers Ave and Exchange Ave
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Flow Rates: Appr/Exit Totals

Intersection # 9 packers/exchange/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	0	0	0	0	0	0
615	0	0	4	0	0	0	0	4	4
630	0	0	4	0	0	0	0	4	4
645	0	0	0	0	0	0	0	0	0
700	0	0	4	0	0	0	0	4	4
715	0	0	4	0	0	0	0	4	4
730	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0
800	0	0	4	0	0	0	0	4	4
815	0	0	0	4	0	0	4	0	4
830	0	0	0	4	0	0	4	0	4
845	0	0	12	4	0	0	4	12	16
1500	0	0	4	8	0	0	8	4	12
1515	0	0	4	4	0	0	4	4	8
1530	0	0	0	0	0	0	0	0	0
1545	0	0	4	4	0	0	4	4	8
1600	0	0	0	8	0	0	8	0	8
1615	0	0	0	0	0	0	0	0	0
1630	0	0	0	4	0	0	4	0	4
1645	0	0	0	0	0	0	0	0	0
1700	0	0	4	4	0	0	4	4	8
1715	0	0	0	8	0	0	8	0	8
1730	0	0	0	0	0	0	0	0	0
1745	0	0	4	0	0	0	0	4	4

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Passenger Vehicles Only
 Wednesday March 18, 2015

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: by Movement

Intersection # 9 packers/exchange/cars

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	2	0	0	0	2
615	0	0	0	0	0	0	0	0	3	0	0	0	3
630	0	0	0	0	0	0	0	0	3	0	0	0	3
645	0	0	0	0	0	0	0	0	2	0	0	0	2
700	0	0	0	0	0	0	0	0	2	0	0	0	2
715	0	0	0	0	0	0	0	0	2	0	0	0	2
730	0	0	0	0	0	0	0	0	1	1	0	0	2
745	0	0	0	0	0	0	0	0	1	2	0	0	3
800	0	0	0	0	0	0	0	0	4	3	0	0	7
815	0	0	0	0	0	0	0	0	3	3	0	0	6*
830	0	0	0	0	0	0	0	0	3	2	0	0	5*
845	0	0	0	0	0	0	0	0	3	1	0	0	4*
1500	0	0	0	0	0	0	0	0	3	4	0	0	7
1515	0	0	0	0	0	0	0	0	2	4	0	0	6
1530	0	0	0	0	0	0	0	0	1	3	0	0	4
1545	0	0	0	0	0	0	0	0	1	4	0	0	5
1600	0	0	0	0	0	0	0	0	0	3	0	0	3
1615	0	0	0	0	0	0	0	0	1	2	0	0	3
1630	0	0	0	0	0	0	0	0	1	4	0	0	5
1645	0	0	0	0	0	0	0	0	1	3	0	0	4
1700	0	0	0	0	0	0	0	0	2	3	0	0	5
1715	0	0	0	0	0	0	0	0	1	2	0	0	3*
1730	0	0	0	0	0	0	0	0	1	0	0	0	1*
1745	0	0	0	0	0	0	0	0	1	0	0	0	1*

Chicago, IL
 Packers Ave and Exchange Ave
 Wednesday March 18, 2015

Weather: Cool and Sunny
 Passenger Vehicles Only

03/20/15
 08:09:31

URNS/TEAPAC[Ver 3.61.12] - 60-Minute Volumes: Appr/Exit Totals

Intersection # 9 packers/exchange/cars

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	2	0	0	0	0	2	2
615	0	0	3	0	0	0	0	3	3
630	0	0	3	0	0	0	0	3	3
645	0	0	2	0	0	0	0	2	2
700	0	0	2	0	0	0	0	2	2
715	0	0	2	0	0	0	0	2	2
730	0	0	1	1	0	0	1	1	2
745	0	0	1	2	0	0	2	1	3
800	0	0	4	3	0	0	3	4	7
815	0	0	3	3	0	0	3	3	6*
830	0	0	3	2	0	0	2	3	5*
845	0	0	3	1	0	0	1	3	4*
1500	0	0	3	4	0	0	4	3	7
1515	0	0	2	4	0	0	4	2	6
1530	0	0	1	3	0	0	3	1	4
1545	0	0	1	4	0	0	4	1	5
1600	0	0	0	3	0	0	3	0	3
1615	0	0	1	2	0	0	2	1	3
1630	0	0	1	4	0	0	4	1	5
1645	0	0	1	3	0	0	3	1	4
1700	0	0	2	3	0	0	3	2	5
1715	0	0	1	2	0	0	2	1	3*
1730	0	0	1	0	0	0	0	1	1*
1745	0	0	1	0	0	0	0	1	1*

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Semi Trailers Only
 Wednesday March 18, 2015

03/20/15
 08:14:20

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 11 packer/exchange/semi

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0	1	0	0	1
630	0	0	0	0	0	0	0	0	0	2	0	0	2
645	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	0	0	0	0	0	0	0	1	0	0	1
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	1	0	0	0	1
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	1	0	0	0	1
1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	1	0	0	0	1
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	1	1
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	4	0	1	8

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Semi Trailers Only
 Wednesday March 18, 2015

03/20/15
 08:14:20

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 11 packer/exchange/semi

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	0	0	0	0	0	0
615	0	0	0	1	0	0	1	0	1
630	0	0	0	2	0	0	2	0	2
645	0	0	0	0	0	0	0	0	0
700	0	0	0	1	0	0	1	0	1
715	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0
745	0	0	1	0	0	0	0	1	1
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0
1515	0	0	1	0	0	0	0	1	1
1530	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0
1615	0	0	1	0	0	0	0	1	1
1630	0	0	0	0	0	0	0	0	0
1645	0	0	0	1	1	0	0	0	1
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0
Total	0	0	3	5	1	0	4	3	8

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 08:12:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 10 packers/exchange/single

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0	0	0	0	0
645	0	0	0	0	0	0	0	0	0	1	0	0	1
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0	1	0	0	1
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	1	0	0	0	1
1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	1	0	0	0	1
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	1	0	0	0	1
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	2	0	0	5

Chicago, IL Weather: Cool and Sunny
 Packers Ave and Exchange Ave Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 08:12:31

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - Totals

Intersection # 10 packers/exchange/single

Begin Time	Approach Totals				Exit Totals				Int Total
	N	E	S	W	N	E	S	W	
600	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0
645	0	0	0	1	0	0	1	0	1
700	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0
730	0	0	0	1	0	0	1	0	1
745	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0
1500	0	0	1	0	0	0	0	1	1
1515	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0
1600	0	0	1	0	0	0	0	1	1
1615	0	0	0	0	0	0	0	0	0
1630	0	0	1	0	0	0	0	1	1
1645	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0
Total	0	0	3	2	0	0	2	3	5

Chicago, IL Weather: Cool and Sunny
 Packers Ave and North Access Single Unit Trucks Only
 Wednesday March 18, 2015

03/20/15
 07:51:55

URNS/TEAPAC[Ver 3.61.12] - 15-Minute Counts: All Vehicles - by Mvmt

Intersection # 4 packers/north/single

Begin Time	N-Approach			E-Approach			S-Approach			W-Approach			Int Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
600	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0	0	0	0	0
645	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	0	0	0	0	0	0	0	0	0	0
730	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	0	0	0	0	0	0	0	0	0	0	0	0
800	0	0	0	0	0	0	0	0	0	0	0	0	0
815	0	0	0	0	0	0	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0	0	0	0	0	0	0
845	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

Full Length (7 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	41st Street Eastbound					Packers Avenue Northbound					Packers Avenue Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2021-03-31 7:00AM	1	7	0	8	0	2	0	0	2	0	0	0	0	0	0	10
7:15AM	1	4	0	5	0	9	1	0	10	0	0	1	0	1	0	16
7:30AM	0	4	0	4	0	4	0	0	4	0	1	1	0	2	0	10
7:45AM	2	2	0	4	0	5	0	0	5	0	0	1	0	1	0	10
Hourly Total	4	17	0	21	0	20	1	0	21	0	1	3	0	4	0	46
8:00AM	0	7	0	7	0	5	0	0	5	0	0	1	0	1	0	13
8:15AM	2	5	0	7	0	3	0	0	3	0	0	1	0	1	0	11
8:30AM	0	3	0	3	0	3	1	1	5	0	0	0	0	0	0	8
8:45AM	3	8	0	11	0	4	1	1	6	0	1	0	0	1	0	18
Hourly Total	5	23	0	28	0	15	2	2	19	0	1	2	0	3	0	50
3:00PM	3	16	0	19	0	12	0	0	12	0	0	4	0	4	0	35
3:15PM	3	15	0	18	0	9	4	0	13	0	1	2	0	3	0	34
3:30PM	4	13	0	17	0	15	2	0	17	0	2	4	0	6	0	40
3:45PM	5	17	0	22	0	8	2	0	10	0	0	5	0	5	0	37
Hourly Total	15	61	0	76	0	44	8	0	52	0	3	15	0	18	0	146
4:00PM	5	15	0	20	0	7	3	0	10	0	1	12	0	13	0	43
4:15PM	5	12	0	17	0	6	1	0	7	0	1	8	0	9	0	33
4:30PM	4	7	0	11	0	8	0	0	8	0	0	2	0	2	0	21
4:45PM	4	11	0	15	0	5	0	0	5	0	1	4	0	5	0	25
Hourly Total	18	45	0	63	0	26	4	0	30	0	3	26	0	29	0	122
5:00PM	2	8	0	10	0	5	2	0	7	0	0	3	0	3	0	20
5:15PM	1	6	0	7	0	2	2	0	4	0	0	3	0	3	0	14
5:30PM	1	8	0	9	0	8	0	0	8	0	1	5	0	6	0	23
5:45PM	2	6	0	8	0	5	0	0	5	0	0	1	0	1	0	14
Hourly Total	6	28	0	34	0	20	4	0	24	0	1	12	0	13	0	71
Total	48	174	0	222	0	125	19	2	146	0	9	58	0	67	0	435
% Approach	21.6%	78.4%	0%	-	-	85.6%	13.0%	1.4%	-	-	13.4%	86.6%	0%	-	-	-
% Total	11.0%	40.0%	0%	51.0%	-	28.7%	4.4%	0.5%	33.6%	-	2.1%	13.3%	0%	15.4%	-	-
Lights	11	142	0	153	-	97	2	1	100	-	6	40	0	46	-	299
% Lights	22.9%	81.6%	0%	68.9%	-	77.6%	10.5%	50.0%	68.5%	-	66.7%	69.0%	0%	68.7%	-	68.7%
Single-Unit Trucks	22	19	0	41	-	24	10	1	35	-	1	18	0	19	-	95
% Single-Unit Trucks	45.8%	10.9%	0%	18.5%	-	19.2%	52.6%	50.0%	24.0%	-	11.1%	31.0%	0%	28.4%	-	21.8%
Articulated Trucks	15	11	0	26	-	3	7	0	10	-	2	0	0	2	-	38
% Articulated Trucks	31.3%	6.3%	0%	11.7%	-	2.4%	36.8%	0%	6.8%	-	22.2%	0%	0%	3.0%	-	8.7%
Buses	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Buses	0%	0.6%	0%	0.5%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	1	0	1	-	1	0	0	1	-	0	0	0	0	-	2
% Bicycles on Road	0%	0.6%	0%	0.5%	-	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

Full Length (7 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Packers Avenue

Total: 134

In: 67 Out: 67

58 9

[W] 41st Street

Total: 405
In: 222 Out: 183

48
174



Out: 185 In: 146
Total: 331

[S] Packers Avenue

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	41st Street Eastbound					Packers Avenue Northbound					Packers Avenue Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2021-03-31 7:15AM	1	4	0	5	0	9	1	0	10	0	0	1	0	1	0	16
7:30AM	0	4	0	4	0	4	0	0	4	0	1	1	0	2	0	10
7:45AM	2	2	0	4	0	5	0	0	5	0	0	1	0	1	0	10
8:00AM	0	7	0	7	0	5	0	0	5	0	0	1	0	1	0	13
Total	3	17	0	20	0	23	1	0	24	0	1	4	0	5	0	49
% Approach	15.0%	85.0%	0%	-	-	95.8%	4.2%	0%	-	-	20.0%	80.0%	0%	-	-	-
% Total	6.1%	34.7%	0%	40.8%	-	46.9%	2.0%	0%	49.0%	-	2.0%	8.2%	0%	10.2%	-	-
PHF	0.375	0.607	-	0.714	-	0.639	0.250	-	0.600	-	0.250	1.000	-	0.625	-	0.766
Lights	2	11	0	13	-	13	0	0	13	-	0	2	0	2	-	28
% Lights	66.7%	64.7%	0%	65.0%	-	56.5%	0%	0%	54.2%	-	0%	50.0%	0%	40.0%	-	57.1%
Single-Unit Trucks	1	4	0	5	-	8	0	0	8	-	0	2	0	2	-	15
% Single-Unit Trucks	33.3%	23.5%	0%	25.0%	-	34.8%	0%	0%	33.3%	-	0%	50.0%	0%	40.0%	-	30.6%
Articulated Trucks	0	1	0	1	-	2	1	0	3	-	1	0	0	1	-	5
% Articulated Trucks	0%	5.9%	0%	5.0%	-	8.7%	100%	0%	12.5%	-	100%	0%	0%	20.0%	-	10.2%
Buses	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Buses	0%	5.9%	0%	5.0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	2.0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

[N] Packers Avenue

Total: 9
In: 5 Out: 4

4 1

[W] 41st Street

Total: 47
In: 20 Out: 27

3
17

23 1

Out: 18 In: 24
Total: 42
[S] Packers Avenue

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg Direction	41st Street Eastbound					Packers Avenue Northbound					Packers Avenue Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2021-03-31 3:15PM	3	15	0	18	0	9	4	0	13	0	1	2	0	3	0	34
3:30PM	4	13	0	17	0	15	2	0	17	0	2	4	0	6	0	40
3:45PM	5	17	0	22	0	8	2	0	10	0	0	5	0	5	0	37
4:00PM	5	15	0	20	0	7	3	0	10	0	1	12	0	13	0	43
Total	17	60	0	77	0	39	11	0	50	0	4	23	0	27	0	154
% Approach	22.1%	77.9%	0%	-	-	78.0%	22.0%	0%	-	-	14.8%	85.2%	0%	-	-	-
% Total	11.0%	39.0%	0%	50.0%	-	25.3%	7.1%	0%	32.5%	-	2.6%	14.9%	0%	17.5%	-	-
PHF	0.850	0.882	-	0.875	-	0.650	0.688	-	0.735	-	0.500	0.479	-	0.519	-	0.895
Lights	5	52	0	57	-	32	2	0	34	-	3	16	0	19	-	110
% Lights	29.4%	86.7%	0%	74.0%	-	82.1%	18.2%	0%	68.0%	-	75.0%	69.6%	0%	70.4%	-	71.4%
Single-Unit Trucks	8	6	0	14	-	7	4	0	11	-	0	7	0	7	-	32
% Single-Unit Trucks	47.1%	10.0%	0%	18.2%	-	17.9%	36.4%	0%	22.0%	-	0%	30.4%	0%	25.9%	-	20.8%
Articulated Trucks	4	2	0	6	-	0	5	0	5	-	1	0	0	1	-	12
% Articulated Trucks	23.5%	3.3%	0%	7.8%	-	0%	45.5%	0%	10.0%	-	25.0%	0%	0%	3.7%	-	7.8%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

41st Street with Packers Avenue - TMC

Wed Mar 31, 2021

PM Peak (3:15 PM - 4:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 825527, Location: 41.819626, -87.658742



Provided by: Kenig Lindgren O'Hara Aboona, Inc.

9575 W. Higgins Rd., Suite 400, Rosemont, IL, 60018, US

[N] Packers Avenue

Total: 55

In: 27 Out: 28

23 4

[W] 41st Street

Total: 139
In: 77 Out: 62

17

60

39

11

Out: 64 In: 50

Total: 114

[S] Packers Avenue



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street with Packers Avenue
Site Code:
Start Date: 03/02/2021
Page No: 1

Turning Movement Data

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	33	2	0	35	0	3	37	3	0	43	0	5	0	8	0	13	0	5	0	2	0	7	98
7:15 AM	0	1	35	1	0	37	0	4	26	7	0	37	0	0	0	3	0	3	0	3	0	1	0	4	81
7:30 AM	0	5	38	2	0	45	0	9	25	1	0	35	0	2	1	5	0	8	0	5	0	1	0	6	94
7:45 AM	0	4	30	2	0	36	0	12	32	1	0	45	0	1	1	7	0	9	0	2	1	3	0	6	96
Hourly Total	0	10	136	7	0	153	0	28	120	12	0	160	0	8	2	23	0	33	0	15	1	7	0	23	369
8:00 AM	0	4	37	4	0	45	0	11	37	5	0	53	0	1	1	6	0	8	0	10	0	3	0	13	119
8:15 AM	0	3	44	0	0	47	0	11	42	4	0	57	0	4	0	6	0	10	0	5	0	5	0	10	124
8:30 AM	0	2	30	3	0	35	0	6	34	5	0	45	0	0	0	7	0	7	0	5	0	1	0	6	93
8:45 AM	0	2	33	4	0	39	0	7	34	13	0	54	0	0	0	6	1	6	0	4	0	4	0	8	107
Hourly Total	0	11	144	11	0	166	0	35	147	27	0	209	0	5	1	25	1	31	0	24	0	13	0	37	443
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	49	0	0	52	0	6	75	9	0	90	0	5	0	11	2	16	0	14	2	9	0	25	183
4:15 PM	0	0	33	5	0	38	0	9	60	6	0	75	0	4	0	7	2	11	0	8	1	3	0	12	136
4:30 PM	0	1	45	2	0	48	0	14	71	8	0	93	1	8	2	14	1	25	0	13	2	8	0	23	189
4:45 PM	0	1	41	3	0	45	0	5	48	2	0	55	0	11	1	11	0	23	0	12	1	1	0	14	137
Hourly Total	0	5	168	10	0	183	0	34	254	25	0	313	1	28	3	43	5	75	0	47	6	21	0	74	645
5:00 PM	0	0	41	2	0	43	0	6	82	6	0	94	0	7	0	13	1	20	0	4	0	2	0	6	163
5:15 PM	0	0	50	1	0	51	0	6	73	7	0	86	0	3	1	8	0	12	0	16	0	2	0	18	167
5:30 PM	0	6	31	5	0	42	0	3	60	1	0	64	0	3	0	3	1	6	0	7	1	2	0	10	122
5:45 PM	0	0	44	9	0	53	0	7	57	8	0	72	0	4	0	4	0	8	0	4	0	3	0	7	140
Hourly Total	0	6	166	17	0	189	0	22	272	22	0	316	0	17	1	28	2	46	0	31	1	9	0	41	592
Grand Total	0	32	614	45	0	691	0	119	793	86	0	998	1	58	7	119	8	185	0	117	8	50	0	175	2049
Approach %	0.0	4.6	88.9	6.5	-	-	0.0	11.9	79.5	8.6	-	-	0.5	31.4	3.8	64.3	-	-	0.0	66.9	4.6	28.6	-	-	-
Total %	0.0	1.6	30.0	2.2	-	33.7	0.0	5.8	38.7	4.2	-	48.7	0.0	2.8	0.3	5.8	-	9.0	0.0	5.7	0.4	2.4	-	8.5	-
Lights	0	24	513	28	-	565	0	94	688	63	-	845	0	43	5	89	-	137	0	87	7	36	-	130	1677
% Lights	-	75.0	83.6	62.2	-	81.8	-	79.0	86.8	73.3	-	84.7	0.0	74.1	71.4	74.8	-	74.1	-	74.4	87.5	72.0	-	74.3	81.8
Buses	0	1	14	0	-	15	0	0	20	0	-	20	0	0	0	0	-	0	0	1	0	1	-	2	37
% Buses	-	3.1	2.3	0.0	-	2.2	-	0.0	2.5	0.0	-	2.0	0.0	0.0	0.0	0.0	-	0.0	-	0.9	0.0	2.0	-	1.1	1.8
Single-Unit Trucks	0	5	34	2	-	41	0	8	34	16	-	58	0	4	1	12	-	17	0	18	0	9	-	27	143
% Single-Unit Trucks	-	15.6	5.5	4.4	-	5.9	-	6.7	4.3	18.6	-	5.8	0.0	6.9	14.3	10.1	-	9.2	-	15.4	0.0	18.0	-	15.4	7.0
Articulated Trucks	0	2	51	15	-	68	0	17	49	6	-	72	1	11	1	18	-	31	0	10	1	3	-	14	185
% Articulated Trucks	-	6.3	8.3	33.3	-	9.8	-	14.3	6.2	7.0	-	7.2	100.0	19.0	14.3	15.1	-	16.8	-	8.5	12.5	6.0	-	8.0	9.0
Bicycles on Road	0	0	2	0	-	2	0	0	2	1	-	3	0	0	0	0	-	0	0	1	0	1	-	2	7



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street with Packers Avenue
Site Code:
Start Date: 03/02/2021
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	5	38	2	0	45	0	9	25	1	0	35	0	2	1	5	0	8	0	5	0	1	0	6	94
7:45 AM	0	4	30	2	0	36	0	12	32	1	0	45	0	1	1	7	0	9	0	2	1	3	0	6	96
8:00 AM	0	4	37	4	0	45	0	11	37	5	0	53	0	1	1	6	0	8	0	10	0	3	0	13	119
8:15 AM	0	3	44	0	0	47	0	11	42	4	0	57	0	4	0	6	0	10	0	5	0	5	0	10	124
Total	0	16	149	8	0	173	0	43	136	11	0	190	0	8	3	24	0	35	0	22	1	12	0	35	433
Approach %	0.0	9.2	86.1	4.6	-	-	0.0	22.6	71.6	5.8	-	-	0.0	22.9	8.6	68.6	-	-	0.0	62.9	2.9	34.3	-	-	-
Total %	0.0	3.7	34.4	1.8	-	40.0	0.0	9.9	31.4	2.5	-	43.9	0.0	1.8	0.7	5.5	-	8.1	0.0	5.1	0.2	2.8	-	8.1	-
PHF	0.000	0.800	0.847	0.500	-	0.920	0.000	0.896	0.810	0.550	-	0.833	0.000	0.500	0.750	0.857	-	0.875	0.000	0.550	0.250	0.600	-	0.673	0.873
Lights	0	11	113	5	-	129	0	35	109	8	-	152	0	5	2	15	-	22	0	13	0	6	-	19	322
% Lights	-	68.8	75.8	62.5	-	74.6	-	81.4	80.1	72.7	-	80.0	-	62.5	66.7	62.5	-	62.9	-	59.1	0.0	50.0	-	54.3	74.4
Buses	0	1	8	0	-	9	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	12
% Buses	-	6.3	5.4	0.0	-	5.2	-	0.0	1.5	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	4.5	0.0	0.0	-	2.9	2.8
Single-Unit Trucks	0	3	11	0	-	14	0	4	10	2	-	16	0	0	1	3	-	4	0	8	0	5	-	13	47
% Single-Unit Trucks	-	18.8	7.4	0.0	-	8.1	-	9.3	7.4	18.2	-	8.4	-	0.0	33.3	12.5	-	11.4	-	36.4	0.0	41.7	-	37.1	10.9
Articulated Trucks	0	1	16	3	-	20	0	4	15	1	-	20	0	3	0	6	-	9	0	0	1	1	-	2	51
% Articulated Trucks	-	6.3	10.7	37.5	-	11.6	-	9.3	11.0	9.1	-	10.5	-	37.5	0.0	25.0	-	25.7	-	0.0	100.0	8.3	-	5.7	11.8
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.7	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: 43rd Street with Packers Avenue
Site Code:
Start Date: 03/02/2021
Page No: 4

Turning Movement Peak Hour Data (4:00 PM)

Start Time	43rd Street Eastbound						43rd Street Westbound						Packers Avenue Northbound						Packers Avenue Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:00 PM	0	3	49	0	0	52	0	6	75	9	0	90	0	5	0	11	2	16	0	14	2	9	0	25	183
4:15 PM	0	0	33	5	0	38	0	9	60	6	0	75	0	4	0	7	2	11	0	8	1	3	0	12	136
4:30 PM	0	1	45	2	0	48	0	14	71	8	0	93	1	8	2	14	1	25	0	13	2	8	0	23	189
4:45 PM	0	1	41	3	0	45	0	5	48	2	0	55	0	11	1	11	0	23	0	12	1	1	0	14	137
Total	0	5	168	10	0	183	0	34	254	25	0	313	1	28	3	43	5	75	0	47	6	21	0	74	645
Approach %	0.0	2.7	91.8	5.5	-	-	0.0	10.9	81.2	8.0	-	-	1.3	37.3	4.0	57.3	-	-	0.0	63.5	8.1	28.4	-	-	-
Total %	0.0	0.8	26.0	1.6	-	28.4	0.0	5.3	39.4	3.9	-	48.5	0.2	4.3	0.5	6.7	-	11.6	0.0	7.3	0.9	3.3	-	11.5	-
PHF	0.000	0.417	0.857	0.500	-	0.880	0.000	0.607	0.847	0.694	-	0.841	0.250	0.636	0.375	0.768	-	0.750	0.000	0.839	0.750	0.583	-	0.740	0.853
Lights	0	4	151	5	-	160	0	31	228	13	-	272	0	21	2	32	-	55	0	37	6	16	-	59	546
% Lights	-	80.0	89.9	50.0	-	87.4	-	91.2	89.8	52.0	-	86.9	0.0	75.0	66.7	74.4	-	73.3	-	78.7	100.0	76.2	-	79.7	84.7
Buses	0	0	0	0	-	0	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	1	-	1	9
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	3.1	0.0	-	2.6	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	4.8	-	1.4	1.4
Single-Unit Trucks	0	1	6	1	-	8	0	1	6	9	-	16	0	3	0	4	-	7	0	4	0	3	-	7	38
% Single-Unit Trucks	-	20.0	3.6	10.0	-	4.4	-	2.9	2.4	36.0	-	5.1	0.0	10.7	0.0	9.3	-	9.3	-	8.5	0.0	14.3	-	9.5	5.9
Articulated Trucks	0	0	11	4	-	15	0	2	11	3	-	16	1	4	1	7	-	13	0	5	0	1	-	6	50
% Articulated Trucks	-	0.0	6.5	40.0	-	8.2	-	5.9	4.3	12.0	-	5.1	100.0	14.3	33.3	16.3	-	17.3	-	10.6	0.0	4.8	-	8.1	7.8
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	0.0	-	0.0	-	2.1	0.0	0.0	-	1.4	0.3
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Site Plan

GENERAL LANDSCAPE NOTES :

- SPECIES AND SIZES OF PLANTS LISTED IN THE PLANT LIST ARE SUBJECT TO AVAILABILITY AT TIME OF INSTALLATION. IF SUBSTITUTIONS ARE NECESSARY, THE CONTRACTOR SHALL SUBMIT ALL REQUESTS TO THE ARCHITECT FOR APPROVAL.
- PLANT QUANTITIES SHOWN ON THE DRAWING AND IN THE PLANT LIST ARE REQUIRED PER THE CITY OF CHICAGO LANDSCAPE ORDINANCE.
- ALL UNDERGROUND UTILITIES ARE TO BE LOCATED PRIOR TO DIGGING. IF UTILITIES OR OTHER OBSTRUCTIONS ARE DISCOVERED TO CONFLICT WITH GRADING OR PLANT PLACEMENT, NOTIFY THE ARCHITECT IMMEDIATELY SO ADJUSTMENTS CAN BE MADE.
- TOPSOIL SHALL BE "LOAM" SOIL, COMPRISED OF 30%-60% SAND, 20%-50% SILT, AND 5%-20% CLAY. TOPSOIL SHALL HAVE A PH OF BETWEEN 6.0 AND 7.0 AND ORGANIC MATTER OF BETWEEN 3% AND 8%. SOIL SHALL BE FREE OF LEAVES, BRANCHES, DEBRIS, CHEMICALS, AND TOXINS. PROVIDE A SOIL ANALYSIS OF TOPSOIL FOR APPROVAL.
- BACKFILL MIX FOR PLANTING SHALL BE AS FOLLOWS:
TREES AND SHRUBS - 70% TOPSOIL
15% COARSE SAND
15% FINE FINES
- PARKING LOT LANDSCAPING IS TO BE EXCAVATED TO A DEPTH OF NO LESS THAN 24", AND BACKFILLED WITH TOPSOIL AND 8" STONE. BERM ALL LANDSCAPING TO A HEIGHT OF 6" ABOVE TOP OF CURB.
- PROVIDE POSITIVE DRAINAGE FLOW. DO NOT OBSTRUCT THE NATURAL OR ENGINEERED DRAINAGE FLOW PATTERNS. NOTIFY THE ARCHITECT OF DRAINAGE CONCERNS.
- CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT EXISTING PLANTS, LAWN, AND PAVED AREAS TO REMAIN. ANY DAMAGE TO THESE AREAS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT THEIR OWN EXPENSE. DAMAGED LAWN AREAS ARE TO BE REGRADED AND RESTORED WITH SOD.
- ALL BED EDGES TO BE WELL SHAPED. "SPADE-CUT" EDGES, 3" DEPTH, FORMED IN LINES OR CURVES AS SHOWN ON THE DRAWINGS.
- APPLY A PRE-EMERGENT FOR GRASSY AND BROADLEAF WEEDS TO ALL SHRUB BEDS AND TREE RINGS.
- BACKFILL AT REMOVED FENCE POSTS TO BE C&G WITH MINIMUM 6" CONCRETE TO ALIGN WITH EXIST. ASPHALT.

ARCHITECT STATEMENT

THE UNDERSIGNED REGISTERED ARCHITECT NO. 12886 IN THE STATE OF ILLINOIS CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER SUPERVISION AND ACKNOWLEDGES THAT THE LANDSCAPE PLANTING SHOWN ON THE SITE PLAN FOR THE PROPERTY LOCATED AT 4121 S. PACKERS AVENUE, CHICAGO, IL HAS BEEN DESIGNED TO THE BEST OF THE UNDERSIGNED APPLICANT'S KNOWLEDGE, AND WILL BE INSTALLED, AND REPLACED, AS REQUIRED BY THE CURRENT AND SUBSEQUENT OWNERS IN ACCORDANCE WITH THE REQUIREMENTS OF THE LANDSCAPE ORDINANCE OF THE CITY OF CHICAGO AND THE "GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE."

ARCHITECT'S SIGNATURE _____ DATE 4/14/21

MAINTENANCE STATEMENT BY OWNER

THE UNDERSIGNED ACKNOWLEDGES THAT THE LANDSCAPING PLANTING PLAN SHOWN ON THE ATTACHED LANDSCAPE PLAN(S) FOR THE PROPERTY AT 4121 S. PACKERS AVENUE, CHICAGO, ILLINOIS HAS, TO THE BEST OF THE UNDERSIGNED APPLICANT'S KNOWLEDGE, BEEN DESIGNED AND WILL BE INSTALLED, MAINTAINED, AND REPLACED AS REQUIRED, BY CURRENT AND SUBSEQUENT OWNERS IN ACCORDANCE WITH THE REQUIREMENTS OF TITLE 10, CHAPTER 32 OF THE CHICAGO MUNICIPAL CODE, THE LANDSCAPING STANDARDS OF THE CHICAGO ZONING ORDINANCE, AND THE GUIDE TO THE CHICAGO LANDSCAPE ORDINANCE.

OWNERS SIGNATURE _____ DATE 4/14/21

PROTECTION STATEMENT BY OWNER

EXISTING PARKWAY AND ON-SITE INTERIOR TREES ARE TO BE PROTECTED WHILE PROJECT IS UNDER CONSTRUCTION AND WILL BE REPLACED BY CURRENT AND SUBSEQUENT OWNER IF DAMAGED.

OWNERS SIGNATURE _____ DATE 4/14/21

LANDSCAPE INSTALLATION, PENDING ANY DELAYS IN CONSTRUCTION, SHALL BE COMPLETED BY DECEMBER 15TH OF 2021.

HUTTER ARCHITECTS, LTD.

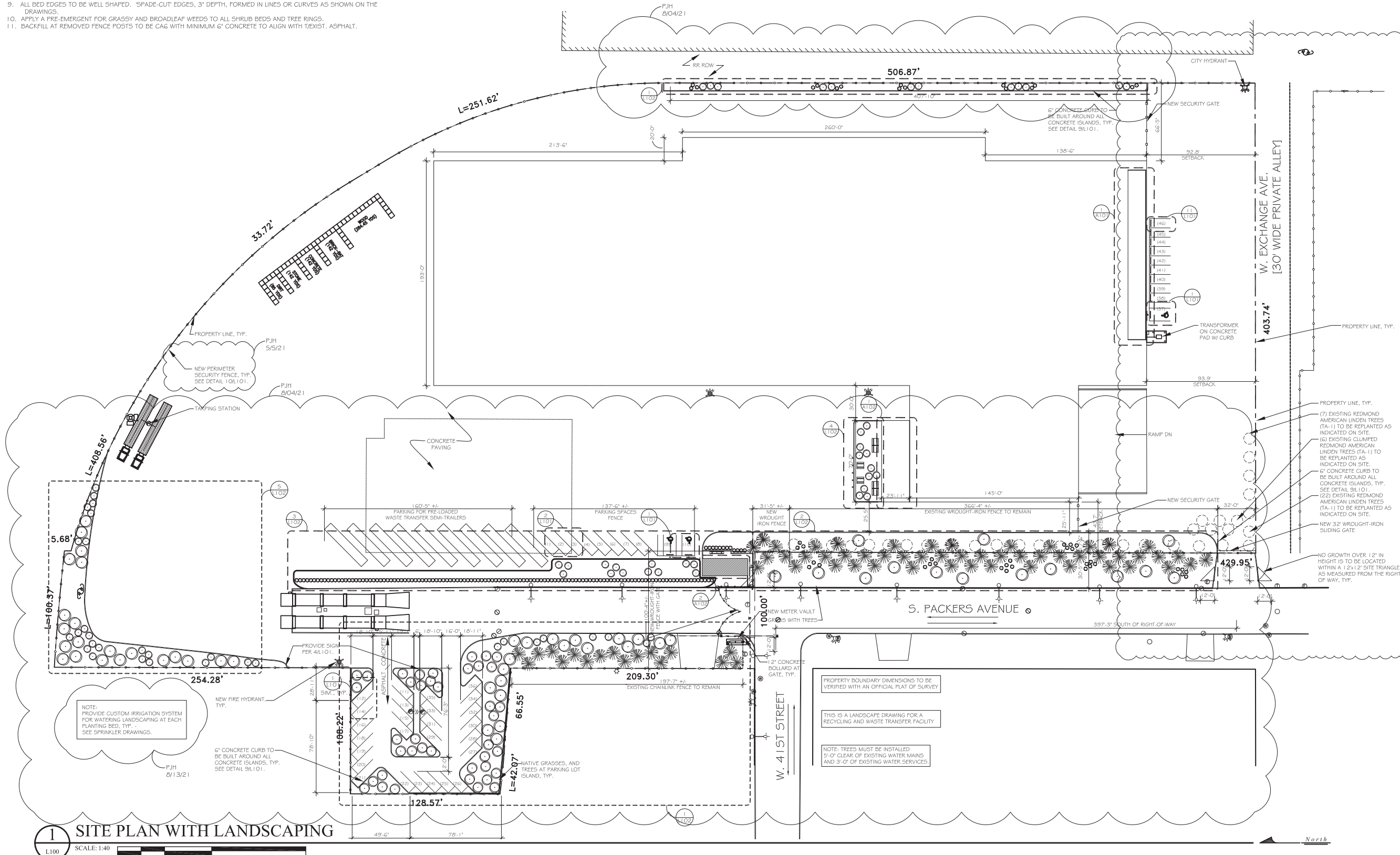


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2019 CHICAGO BUILDING CODE

DATE	REVISION / ISSUE
08/13/21	ISSUE FOR PERMIT
08/04/21	ISSUE FOR PERMIT
06/29/21	ISSUE FOR PERMIT
06/24/21	BID SET
02/26/21	ISSUE FOR PERMIT
01/29/21	BID SET
02/03/16	ISSUE PERMIT REVISIONS
03/03/15	ISSUE FOR PERMIT

LAKESHORE RECYCLING SYSTEMS, INC.
4121 S. PACKERS AVENUE
CHICAGO, ILLINOIS



1 SITE PLAN WITH LANDSCAPING

L100 SCALE: 1:40

SHEET LANDSCAPE PLAN

L100

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Trip Projections

1300 EXCHANGE RECYCLING AND TRANSFER

TABLE 1 PROJECTED C&D PROCESSING AND TRAFFIC VOLUME - 500 TONS PER DAY

Time (Hour Beginning)	Exchange Collection Vehicle Distribution		C&D Waste Delivered											Outgoing		Commodities Transferred					Required Tipping Floor Storage		Required Bin Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		Processing Amount		End Waste and Fines tons	Commodities tons	Hourly Transferred			Cum Out tons	Hourly Truck Volumes (trucks)	Tons	yd ³	Tons	yd ³
	Open trailers (trucks)	Roll-off (trucks)	Trailer (trucks)	Trailer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons	yd ³	Tons	yd ³			Trucks	Tons	yd ³						
														Tons	yd ³				Tons	yd ³				
12:00 AM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	484	1210	425	1063	218	266	0	0	0	258	2	59	148	8	21
1:00 AM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	502	1254	450	1125	226	276	0.8	19.2	48	277.2	3	52	129	-1	-3
2:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	475	1188	226	276	0	0	0	277.2	0	27	67	-1	-3
3:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
4:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
5:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	502	1254	500	1250	226	276	0	0	0	277.2	0	2	4	-1	-3
START 6:00:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0.0%	0.0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	44	110	25	63	20	24	1	24	60	24	7	19	47	0	0
9:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	88	219	50	125	40	48	1	24	60	48	7	38	94	0	1
10:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	132	329	75	188	59	72	1	24	60	72	7	57	142	0	1
11:00 AM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	176	439	100	250	79	97	0	0	0	72	6	76	189	25	61
12:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	219	549	125	313	99	121	0	0	0	72	6	94	236	49	122
1:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	263	658	150	375	119	145	1	24	60	96	7	113	283	49	122
2:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	307	768	175	438	138	169	1	24	60	120	7	132	331	49	122
3:00 PM	1.8%	7.0%	1.2	23.1	4.6	20.8	6	44	110	351	878	200	500	158	193	1	24	60	144	7	151	378	49	123
4:00 PM	0.2%	0.8%	0.1	2.6	0.5	2.4	1	5	13	356	890	225	563	160	196	1	24	60	168	2	131	328	28	70
5:00 PM	0.2%	0.8%	0.1	2.6	0.5	2.4	1	5	13	361	903	250	625	163	199	0	0	0	168	1	111	278	31	77
6:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	379	947	275	688	170	208	1	24	60	192	3	104	259	16	41
7:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	396	991	300	750	178	218	0	0	0	192	2	96	241	26	65
8:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	414	1035	325	813	186	228	1	24	60	216	3	89	222	12	29
9:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	431	1078	350	875	194	237	0	0	0	216	2	81	203	21	53
10:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	449	1122	375	938	202	247	1	24	60	240	3	74	185	7	17
11:00 PM	0.7%	2.8%	0.5	9.2	1.8	8.3	2	18	44	466	1166	400	1000	210	257	0.75	18	45	258	3	66	166	-1	-4
DAILY TOTALS	20%	80%	13	264	53	238	66	502	1254	466	1166					11.55	277	693		78				

Assumptions: Total 500 Tons = Approximate Daily Throughput of C&D
 Inbound 66 Total Inbound Collection Vehicles per Day
 70.0% 20% Open Demolition Trailers at 20 tons per load
 80% Roll Off Loads at 4.5 tons per load
 Outbound 25% End Waste Hauled Out in 24 tons per load Transfer Trailers
 20% Screening fines Hauled Out in 24 tons per load Transfer Trailers
 55% Commodities Hauled Out in 20 tons per load Tractor Trailers
 1 ton C&D = 2.5 Cubic Yards on tipping floor (or 800 pounds/ cubic yard)
 25 tons per hour processing rate

1300 EXCHANGE RECYCLING AND TRANSFER

TABLE 2 PROJECTED SINGLE STREAM CURBSIDE (SSCS) RECYCLABLES PROCESSING AND TRAFFIC VOLUME - 700 TONS PER DAY

Time (Hour Beginning)	Exchange Collection Vehicle		SSCS Recyclables Delivered										Outgoing		Commodities Transferred				Required Tipping Floor Storage		Required Warehouse Storage			
	Hour Incoming		Hour Incoming				Total Hourly Incoming		Cumulative Incoming		Processing Amount		End Waste and Fines	Commo dities	Hourly Transferred			Cum Out	Hourly Truck Volumes	Tons	yd ³	Tons	yd ³	
	Packer-type (trucks)	Transfer Trailer (trucks)	Packer (trucks)	Packer (tons)	Transfer (trucks)	Transfer (tons)	Trucks	Tons	yd ³	Tons	yd ³	Tons	yd ³	tons	tons	Trucks	Tons	yd ³	tons	(trucks)	Tons	yd ³	Tons	yd ³
12:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	630	3150	32	599	2	44	220	594	2	77	384	5	23
1:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	665	3325	33	632	1	22	110	616	1	42	209	16	79
2:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	2.2	48.4	242	664.4	2	7	34	1	3
3:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
4:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
5:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	700	3500	35	665	0	0	0	664.4	0	7	34	1	3
START 6:00:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	71	353	35	175	2	33	1	22	110	22	7	36	178	11	56
8:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	141	707	70	350	4	67	1	22	110	44	7	71	357	23	113
9:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	212	1060	105	525	5	100	2	44	220	88	8	107	535	12	59
10:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	283	1414	140	700	7	133	1	22	110	110	7	143	714	23	115
11:00 AM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	353	1767	175	875	9	166	2	44	220	154	8	178	892	12	61
12:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	424	2120	210	1050	11	200	1	22	110	176	7	214	1070	24	118
1:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	495	2474	245	1225	12	233	2	44	220	220	8	250	1249	13	64
2:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	565	2827	280	1400	14	266	1	22	110	242	7	285	1427	24	120
3:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	636	3181	315	1575	16	299	2	44	220	286	8	321	1606	13	66
4:00 PM	7%	3%	4.3	26.0	1.9	44.6	6	71	353	707	3534	350	1750	18	333	1	22	110	308	7	357	1784	25	123
5:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	385	1925	19	366	2	44	220	352	2	322	1609	14	69
6:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	420	2100	21	399	1	22	110	374	1	287	1434	25	125
7:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	455	2275	23	432	2	44	220	418	2	252	1259	14	71
8:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	490	2450	25	466	1	22	110	440	1	217	1084	26	128
9:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	525	2625	26	499	2	44	220	484	2	182	909	15	74
10:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	560	2800	28	532	1	22	110	506	1	147	734	26	130
11:00 PM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	707	3534	595	2975	30	565	2	44	220	550	2	112	559	15	76
DAILY TOTALS	70%	30%	43	260	19	446	62	707	3534	707	3534					30.2	664	3322		92				

Assumptions:

- Total Inbound
 - 700 Tons = Approximate Daily Throughput of SSCS
 - 62 Total Inbound Collection Vehicles per Day
 - 70% Packer Type Loads at 6 tons per load
 - 30% Transfer Trailer Loads at 24 tons per load
- Outbound
 - 5% End Waste Hauled Out in 24 tons per load Transfer Trailers
 - 0% Screening fines Hauled Out in 24 tons per load Transfer Trailers
 - 95% Commodities Hauled Out in 22 tons per load Tractor Trailers
 - 1 ton C&D = 5 Cubic Yards on tipping floor (or 400 pounds/ cubic yard)
 - 35 tons per hour processing rate

1300 EXCHANGE RECYCLING AND TRANSFER

TABLE 3 PROJECTED MSW PROCESSING AND TRAFFIC VOLUME - 1,200 TONS PER DAY

Time (Hour Beginning)	Exchange Collection Vehicle		MSW Delivered									Outgoing			End Waste, Fines and MSW Transferred						Required Tipping Floor Storage	
	Hour Incoming		Hour Incoming				Total Hourly Incoming			Cumulative Incoming		C&D End Waste/ Fines	SSCS End Waste	MSW	Hourly Transferred			Cum Out	Hourly Truck Volumes	Required Tipping Floor Storage		
	Packer-type (trucks)	Roll-off (trucks)	Trailer (trucks)	Trailer (tons)	Roll-off (trucks)	Roll-off (tons)	Trucks	Tons	yd ³	Tons	yd ³	tons	tons	tons	Trucks	Tons	yd ³	tons	(trucks)	Tons	yd ³	
12:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	218	32	1200	1	24	96	1440	1	9	37	
1:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	33	1200	0	0	0	1440	0	19	76	
2:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0.9	22	88	1462.08	1	-1	-5	
3:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
4:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
5:00 AM	0%	0%	0.0	0.0	0.0	0.0	0	0	0	1200	4800	226	35	1200	0	0	0	1462.08	0	-1	-4	
START 6:00:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	24	96	0	0	24	1	24	96	24	4	0	0	
7:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	48	192	0	2	48	1	24	96	48	4	2	7	
8:00 AM	2%	0%	3.0	24.0	0.0	0.0	3	24	96	72	288	20	4	72	1	24	96	72	4	23	93	
9:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	228	912	40	5	228	5	120	480	192	25	81	323	
10:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	384	1536	59	7	384	5	120	480	312	25	138	553	
11:00 AM	13%	0%	19.5	156.0	0.0	0.0	20	156	624	540	2160	79	9	540	5	120	480	432	25	196	783	
12:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	552	2208	99	11	552	5	120	480	552	7	109	437	
1:00 PM	17%	0%	24.8	198.0	0.0	0.0	25	198	792	750	3000	119	12	750	5	120	480	672	30	209	835	
2:00 PM	17%	0%	24.8	198.0	0.0	0.0	25	198	792	948	3792	138	14	948	5	120	480	792	30	308	1233	
3:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	960	3840	158	16	960	5	120	480	912	7	222	887	
4:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	972	3888	160	18	972	5	120	480	1032	7	118	471	
5:00 PM	1%	0%	1.5	12.0	0.0	0.0	2	12	48	984	3936	163	19	984	4	96	384	1128	6	38	151	
6:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1020	4080	170	21	1020	3	72	288	1200	8	11	46	
7:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1056	4224	178	23	1056	2	48	192	1248	7	9	36	
8:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1092	4368	186	25	1092	1	24	96	1272	6	31	123	
9:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1128	4512	194	26	1128	2	48	192	1320	7	28	113	
10:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1164	4656	202	28	1164	2	48	192	1368	7	26	104	
11:00 PM	3%	0%	4.5	36.0	0.0	0.0	5	36	144	1200	4800	210	30	1200	2	48	192	1416	7	24	95	
DAILY TOTALS	100%	0%	150	1200	0	0	150	1200	4800	1200	4800	227	35	1200	60.92	1462	5848		211			

Assumptions: Total 1,200 Tons = Approximate Daily Throughput of MSW
 Inbound 150 Total Inbound Collection Vehicles per Day
 80% 100% Packer Type Loads at 8 tons per load
 0% Roll Off Loads at 0 tons per load
 Outbound 100% MSW Hauled Out in 24 tons per load Tractor Trailers
 1 ton MSW = 4 Cubic Yards on tipping floor (or 500 pounds/ cubic yard)

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

Capacity Analysis Summary Sheets
Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Ashland Avenue & Pershing Road

10/08/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	353	105	146	369	148	172	1012	147	76	504	36
Future Volume (vph)	62	353	105	146	369	148	172	1012	147	76	504	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	190		165	230		145	175		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			155			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99					0.97	1.00	1.00		1.00	1.00	
Frt		0.966				0.850		0.981			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1601	2980	0	1517	3252	1231	1719	3254	0	1410	3136	0
Flt Permitted	0.431			0.347			0.357			0.091		
Satd. Flow (perm)	719	2980	0	554	3252	1195	645	3254	0	135	3136	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			726			1412			787	
Travel Time (s)		8.3			16.5			32.1			17.9	
Confl. Peds. (#/hr)	16					16	3		2	2		3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	13%	5%	15%	11%	28%	5%	8%	13%	28%	14%	12%
Bus Blockages (#/hr)	0	0	0	0	0	6	0	0	0	0	0	0
Parking (#/hr)		0	0									0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	483	0	154	388	156	181	1220	0	80	569	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (%)	11.8%	31.8%		11.8%	31.8%	11.8%	11.8%	44.5%		11.8%	44.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effect Green (s)	42.0	30.0		42.0	30.0	42.0	56.0	44.0		56.0	44.0	
Actuated g/C Ratio	0.38	0.27		0.38	0.27	0.38	0.51	0.40		0.51	0.40	
v/c Ratio	0.18	0.59		0.52	0.44	0.34	0.42	0.94		0.43	0.45	
Control Delay	21.5	38.3		28.4	34.9	24.8	16.6	46.2		22.1	25.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.5	38.3		28.4	34.9	24.8	16.6	46.2		22.1	25.7	
LOS	C	D		C	C	C	B	D		C	C	
Approach Delay		36.3			31.2			42.4			25.2	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	28	155		70	119	73	63	427		27	152	

Lanes, Volumes, Timings
 1: Ashland Avenue & Pershing Road

10/08/2021

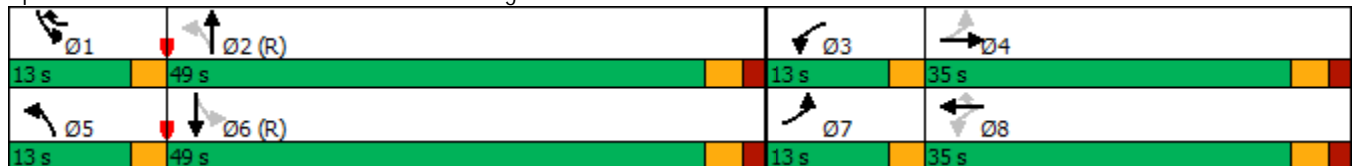


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	57	212		119	165	127	103	#576		60	203	
Internal Link Dist (ft)		283			646			1332			707	
Turn Bay Length (ft)	190			230		145	175			200		
Base Capacity (vph)	354	812		299	886	459	426	1301		184	1254	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.18	0.59		0.52	0.44	0.34	0.42	0.94		0.43	0.45	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 22 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 35.6 Intersection LOS: D
 Intersection Capacity Utilization 94.3% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Ashland Avenue & Pershing Road



Lanes, Volumes, Timings
2: Racine Avenue & 43rd Street

10/08/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	
Traffic Volume (vph)	77	214	126	14	108	1	128	170	54	4	40	62
Future Volume (vph)	77	214	126	14	108	1	128	170	54	4	40	62
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			120			120		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.955			0.999			0.964			0.909	
Flt Protected		0.991			0.994		0.950			0.950		
Satd. Flow (prot)	0	3094	0	0	3242	0	1556	3351	0	1805	2778	0
Flt Permitted		0.865			0.895		0.682			0.600		
Satd. Flow (perm)	0	2701	0	0	2919	0	1117	3351	0	1140	2778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		127			1			59			67	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1185			469			863	
Travel Time (s)		18.7			26.9			10.7			19.6	
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	16%	6%	13%	0%	12%	0%	16%	4%	2%	0%	9%	24%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	454	0	0	133	0	139	244	0	4	110	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.0	3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)		27.0			27.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.42			0.42		0.45	0.45		0.45	0.45	
v/c Ratio		0.38			0.11		0.28	0.16		0.01	0.09	
Control Delay		10.3			11.9		13.3	8.4		10.2	5.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.3			11.9		13.3	8.4		10.2	5.3	
LOS		B			B		B	A		B	A	
Approach Delay		10.3			11.9			10.2			5.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		43			16		33	21		1	4	
Queue Length 95th (ft)		75			31		69	40		5	16	
Internal Link Dist (ft)		744			1105			389			783	

Lanes, Volumes, Timings
 2: Racine Avenue & 43rd Street

10/08/2021

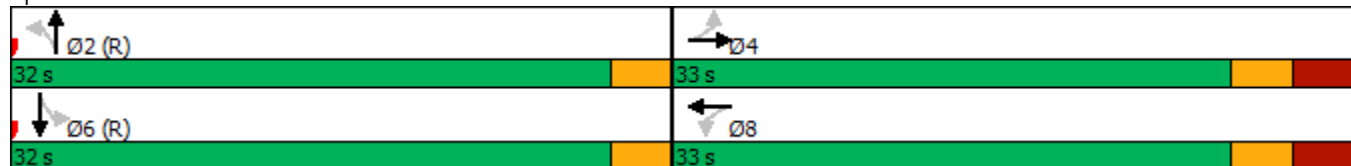


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							85			100		
Base Capacity (vph)		1196			1213		498	1527		508	1276	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.38			0.11		0.28	0.16		0.01	0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	10.0
Intersection LOS:	A
Intersection Capacity Utilization	44.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: Racine Avenue & 43rd Street



HCM 6th TWSC
3: Ashland Avenue & 41st Street

10/08/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↕		↖	↗
Traffic Vol, veh/h	24	40	1319	26	54	713
Future Vol, veh/h	24	40	1319	26	54	713
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	220	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	9	24	7	11	27	11
Mvmt Flow	25	42	1374	27	56	743

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1876	705	0	0	1405
Stage 1	1392	-	-	-	-
Stage 2	484	-	-	-	-
Critical Hdwy	6.98	7.38	-	-	4.64
Critical Hdwy Stg 1	5.98	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-
Follow-up Hdwy	3.59	3.54	-	-	2.47
Pot Cap-1 Maneuver	58	332	-	-	371
Stage 1	184	-	-	-	-
Stage 2	566	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	49	331	-	-	370
Mov Cap-2 Maneuver	138	-	-	-	-
Stage 1	183	-	-	-	-
Stage 2	481	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	2.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	138	331	370	-
HCM Lane V/C Ratio	-	-	0.181	0.126	0.152	-
HCM Control Delay (s)	-	-	36.8	17.4	16.5	1.1
HCM Lane LOS	-	-	E	C	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.4	0.5	-

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	23	23	6	5	6
Future Vol, veh/h	10	23	23	6	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	60	35	33	1	88	66
Mvmt Flow	11	25	25	7	5	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	66	9	12	0	0
Stage 1	9	-	-	-	-
Stage 2	57	-	-	-	-
Critical Hdwy	7	6.55	4.43	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	4.04	3.615	2.497	-	-
Pot Cap-1 Maneuver	813	984	1427	-	-
Stage 1	882	-	-	-	-
Stage 2	837	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	798	984	1427	-	-
Mov Cap-2 Maneuver	798	-	-	-	-
Stage 1	866	-	-	-	-
Stage 2	837	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1427	-	919	-	-
HCM Lane V/C Ratio	0.018	-	0.039	-	-
HCM Control Delay (s)	7.6	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	1	3	29	28	0
Future Vol, veh/h	0	1	3	29	28	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	33	2	2	0
Mvmt Flow	0	1	3	32	30	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	68	30	30	0	0
Stage 1	30	-	-	-	-
Stage 2	38	-	-	-	-
Critical Hdwy	6.4	7.2	4.43	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.497	-	-
Pot Cap-1 Maneuver	942	821	1404	-	-
Stage 1	998	-	-	-	-
Stage 2	990	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	940	821	1404	-	-
Mov Cap-2 Maneuver	940	-	-	-	-
Stage 1	996	-	-	-	-
Stage 2	990	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1404	-	821	-	-
HCM Lane V/C Ratio	0.002	-	0.001	-	-
HCM Control Delay (s)	7.6	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
7: Packers Avenue & Exchange Avenue

10/08/2021

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	1	3	32	29	0
Future Vol, veh/h	0	1	3	32	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	3	35	32	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	73	32	32	0	0
Stage 1	32	-	-	-	-
Stage 2	41	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	931	1042	1580	-	-
Stage 1	991	-	-	-	-
Stage 2	981	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	929	1042	1580	-	-
Mov Cap-2 Maneuver	929	-	-	-	-
Stage 1	989	-	-	-	-
Stage 2	981	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1042	-	-
HCM Lane V/C Ratio	0.002	-	0.001	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th AWSC
4: Packers Avenue & 43rd Street

10/11/2021

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↔			↕			↕↔	
Traffic Vol, veh/h	11	342	11	44	208	27	4	4	50	24	4	13
Future Vol, veh/h	11	342	11	44	208	27	4	4	50	24	4	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	6	33	16	13	38	25	0	18	54	25	20
Mvmt Flow	12	372	12	48	226	29	4	4	54	26	4	14
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	10	9.9	9.1	10
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	6%	0%	30%	0%	59%
Vol Thru, %	7%	94%	94%	70%	79%	10%
Vol Right, %	86%	0%	6%	0%	21%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	182	182	148	131	41
LT Vol	4	11	0	44	0	24
Through Vol	4	171	171	104	104	4
RT Vol	50	0	11	0	27	13
Lane Flow Rate	63	198	198	161	142	45
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.095	0.283	0.284	0.251	0.208	0.079
Departure Headway (Hd)	5.445	5.141	5.17	5.611	5.265	6.397
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	653	696	692	637	679	556
Service Time	3.52	2.891	2.921	3.366	3.019	4.478
HCM Lane V/C Ratio	0.096	0.284	0.286	0.253	0.209	0.081
HCM Control Delay	9.1	9.9	10	10.3	9.4	10
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0.3	1.2	1.2	1	0.8	0.3

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Ashland Avenue & Pershing Road

10/08/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	298	272	243	540	154	157	814	127	104	1022	82
Future Volume (vph)	24	298	272	243	540	154	157	814	127	104	1022	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	190		165	230		145	175		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			155			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00					0.98	1.00	1.00		1.00	1.00	
Frt		0.928				0.850		0.980			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	3000	0	1631	3343	1395	1671	3241	0	1543	3185	0
Flt Permitted	0.264			0.240			0.091			0.133		
Satd. Flow (perm)	452	3000	0	412	3343	1372	160	3241	0	216	3185	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			726			1412			787	
Travel Time (s)		8.3			16.5			32.1			17.9	
Confl. Peds. (#/hr)	4					4	4		7	7		4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	8%	4%	7%	8%	13%	8%	7%	21%	17%	6%	11%
Bus Blockages (#/hr)	0	0	0	0	0	6	0	0	0	0	0	0
Parking (#/hr)		0	0								0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	620	0	264	587	167	171	1023	0	113	1200	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (%)	11.8%	31.8%		11.8%	31.8%	11.8%	11.8%	44.5%		11.8%	44.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effect Green (s)	42.0	30.0		42.0	30.0	42.0	56.0	44.0		56.0	44.0	
Actuated g/C Ratio	0.38	0.27		0.38	0.27	0.38	0.51	0.40		0.51	0.40	
v/c Ratio	0.09	0.76		0.99	0.64	0.32	0.78	0.79		0.49	0.94	
Control Delay	20.5	43.6		80.0	39.2	24.0	46.9	34.4		20.5	47.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.5	43.6		80.0	39.2	24.0	46.9	34.4		20.5	47.1	
LOS	C	D		F	D	C	D	C		C	D	
Approach Delay		42.7			47.3			36.1			44.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	11	211		129	192	78	67	327		38	422	

Lanes, Volumes, Timings
 1: Ashland Avenue & Pershing Road

10/08/2021

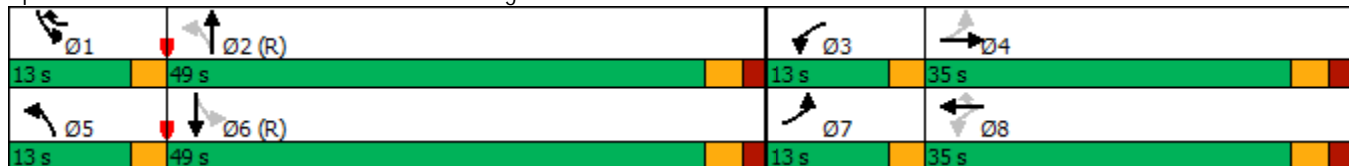


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	29	280		#262	254	131	#179	413		69	#570	
Internal Link Dist (ft)		283			646			1332			707	
Turn Bay Length (ft)	190			230		145	175			200		
Base Capacity (vph)	279	818		268	911	525	218	1296		230	1274	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.76		0.99	0.64	0.32	0.78	0.79		0.49	0.94	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 22 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 42.6 Intersection LOS: D
 Intersection Capacity Utilization 98.8% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Ashland Avenue & Pershing Road



Lanes, Volumes, Timings
2: Racine Avenue & 43rd Street

10/08/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	
Traffic Volume (vph)	56	168	202	73	159	1	179	67	29	1	115	214
Future Volume (vph)	56	168	202	73	159	1	179	67	29	1	115	214
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			120			120		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00		1.00	1.00			0.99	
Frt		0.929			0.999			0.954			0.902	
Flt Protected		0.993			0.985		0.950			0.950		
Satd. Flow (prot)	0	2978	0	0	3319	0	1612	3333	0	1805	3075	0
Flt Permitted		0.873			0.729		0.515			0.686		
Satd. Flow (perm)	0	2617	0	0	2456	0	872	3333	0	1303	3075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		220			1			32			233	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1185			469			863	
Travel Time (s)		18.7			26.9			10.7			19.6	
Confl. Peds. (#/hr)	3		1	1		3	2					2
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	14%	8%	13%	5%	8%	0%	12%	2%	5%	0%	5%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	464	0	0	253	0	195	105	0	1	358	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.0	3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)		27.0			27.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.42			0.42		0.45	0.45		0.45	0.45	
v/c Ratio		0.38			0.25		0.50	0.07		0.00	0.24	
Control Delay		7.7			13.2		18.5	7.8		10.0	4.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.7			13.2		18.5	7.8		10.0	4.5	
LOS		A			B		B	A		A	A	
Approach Delay		7.7			13.2			14.7			4.5	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		31			32		52	8		0	14	
Queue Length 95th (ft)		61			56		110	20		3	36	
Internal Link Dist (ft)		744			1105			389			783	

Lanes, Volumes, Timings
 2: Racine Avenue & 43rd Street

10/08/2021

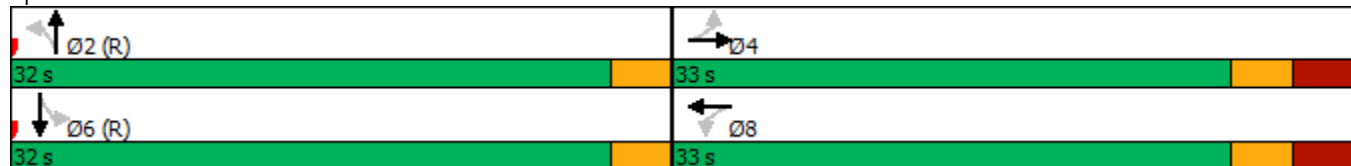


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							85			100		
Base Capacity (vph)		1215			1020		389	1504		581	1500	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.38			0.25		0.50	0.07		0.00	0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization	95.8%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 2: Racine Avenue & 43rd Street



HCM 6th TWSC
3: Ashland Avenue & 41st Street

10/08/2021

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕↔		↙	↗
Traffic Vol, veh/h	21	87	1002	15	73	1459
Future Vol, veh/h	21	87	1002	15	73	1459
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	220	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	5	4	0	21	6
Mvmt Flow	23	95	1089	16	79	1586

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2053	558	0	0	1110
Stage 1	1102	-	-	-	-
Stage 2	951	-	-	-	-
Critical Hdwy	6.94	7	-	-	4.52
Critical Hdwy Stg 1	5.94	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-
Follow-up Hdwy	3.57	3.35	-	-	2.41
Pot Cap-1 Maneuver	45	466	-	-	525
Stage 1	269	-	-	-	-
Stage 2	324	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	38	464	-	-	523
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	268	-	-	-	-
Stage 2	275	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	141	464	523	-
HCM Lane V/C Ratio	-	-	0.162	0.204	0.152	-
HCM Control Delay (s)	-	-	35.4	14.7	13.1	0.9
HCM Lane LOS	-	-	E	B	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.8	0.5	-

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	16	69	56	12	16	23
Future Vol, veh/h	16	69	56	12	16	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	38	7	13	83	50	35
Mvmt Flow	17	75	61	13	17	25

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	165	30	42	0	0
Stage 1	30	-	-	-	-
Stage 2	135	-	-	-	-
Critical Hdwy	6.78	6.27	4.23	-	-
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.363	2.317	-	-
Pot Cap-1 Maneuver	749	1030	1499	-	-
Stage 1	907	-	-	-	-
Stage 2	810	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	718	1030	1499	-	-
Mov Cap-2 Maneuver	718	-	-	-	-
Stage 1	870	-	-	-	-
Stage 2	810	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	6.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	952	-	-
HCM Lane V/C Ratio	0.041	-	0.097	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	3	3	68	85	0
Future Vol, veh/h	0	3	3	68	85	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	66	2	2	0
Mvmt Flow	0	3	3	74	92	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	172	92	92	0	0
Stage 1	92	-	-	-	-
Stage 2	80	-	-	-	-
Critical Hdwy	6.4	7.2	4.76	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.794	-	-
Pot Cap-1 Maneuver	823	752	1182	-	-
Stage 1	937	-	-	-	-
Stage 2	948	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	821	752	1182	-	-
Mov Cap-2 Maneuver	821	-	-	-	-
Stage 1	934	-	-	-	-
Stage 2	948	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1182	-	752	-	-
HCM Lane V/C Ratio	0.003	-	0.004	-	-
HCM Control Delay (s)	8.1	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
7: Packers Avenue & Exchange Avenue

10/08/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	3	3	71	88	0
Future Vol, veh/h	0	3	3	71	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	3	77	96	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	179	96	96	0	-	0
Stage 1	96	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	811	960	1498	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	809	960	1498	-	-	-
Mov Cap-2 Maneuver	809	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1498	-	960	-	-
HCM Lane V/C Ratio	0.002	-	0.003	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th AWSC
4: Packers Avenue & 43rd Street

10/11/2021

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	13	283	27	33	446	45	51	12	69	45	2	17
Future Vol, veh/h	13	283	27	33	446	45	51	12	69	45	2	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92
Heavy Vehicles, %	39	10	7	16	5	27	8	8	7	18	17	11
Mvmt Flow	14	308	29	36	485	49	55	13	75	45	2	18
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0






















Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11.8	13.4	11.1	10.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	39%	8%	0%	13%	0%	70%
Vol Thru, %	9%	92%	84%	87%	83%	3%
Vol Right, %	52%	0%	16%	0%	17%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	155	169	256	268	64
LT Vol	51	13	0	33	0	45
Through Vol	12	142	142	223	223	2
RT Vol	69	0	27	0	45	17
Lane Flow Rate	143	168	183	278	291	66
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.243	0.309	0.304	0.464	0.456	0.122
Departure Headway (Hd)	6.09	6.629	5.973	6.008	5.635	6.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	590	542	601	601	638	535
Service Time	4.132	4.37	3.714	3.743	3.369	4.739
HCM Lane V/C Ratio	0.242	0.31	0.304	0.463	0.456	0.123
HCM Control Delay	11.1	12.3	11.3	13.9	13	10.7
HCM Lane LOS	B	B	B	B	B	B
HCM 95th-tile Q	0.9	1.3	1.3	2.4	2.4	0.4

Capacity Analysis Summary Sheets
Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Ashland Avenue & Pershing Road

10/08/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	371	114	154	387	155	185	1071	155	80	537	38
Future Volume (vph)	65	371	114	154	387	155	185	1071	155	80	537	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	190		165	230		145	175		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			155			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99					0.97	1.00	1.00		1.00	1.00	
Frt		0.965				0.850		0.981			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1601	2959	0	1504	3252	1231	1703	3251	0	1410	3136	0
Flt Permitted	0.414			0.324			0.335			0.091		
Satd. Flow (perm)	691	2959	0	513	3252	1195	600	3251	0	135	3136	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			726			1412			787	
Travel Time (s)		8.3			16.5			32.1			17.9	
Confl. Peds. (#/hr)	16					16	3		2	2		3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	13%	8%	16%	11%	28%	6%	8%	14%	28%	14%	12%
Bus Blockages (#/hr)	0	0	0	0	0	6	0	0	0	0	0	0
Parking (#/hr)		0	0									0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	511	0	162	407	163	195	1290	0	84	605	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (%)	11.8%	31.8%		11.8%	31.8%	11.8%	11.8%	44.5%		11.8%	44.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effect Green (s)	42.0	30.0		42.0	30.0	42.0	56.0	44.0		56.0	44.0	
Actuated g/C Ratio	0.38	0.27		0.38	0.27	0.38	0.51	0.40		0.51	0.40	
v/c Ratio	0.20	0.63		0.57	0.46	0.36	0.48	0.99		0.46	0.48	
Control Delay	21.7	39.3		30.6	35.3	25.1	17.8	56.6		23.2	26.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	21.7	39.3		30.6	35.3	25.1	17.8	56.6		23.2	26.2	
LOS	C	D		C	D	C	B	E		C	C	
Approach Delay		37.3			32.0			51.5			25.8	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	29	166		74	125	77	69	469		28	164	

Lanes, Volumes, Timings
 1: Ashland Avenue & Pershing Road

10/08/2021

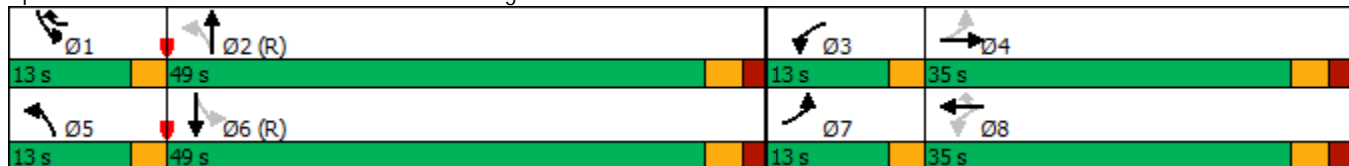


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	58	226		125	174	132	111	#631		64	216	
Internal Link Dist (ft)		283			646			1332			707	
Turn Bay Length (ft)	190			230		145	175			200		
Base Capacity (vph)	346	807		285	886	459	405	1300		184	1254	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.20	0.63		0.57	0.46	0.36	0.48	0.99		0.46	0.48	

Intersection Summary



















Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 22 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 40.0 Intersection LOS: D
 Intersection Capacity Utilization 95.4% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Ashland Avenue & Pershing Road



Lanes, Volumes, Timings
2: Racine Avenue & 43rd Street

10/08/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	254	134	18	122	1	136	179	77	4	42	68
Future Volume (vph)	84	254	134	18	122	1	136	179	77	4	42	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			120			120		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00				
Frt		0.957			0.999			0.955				0.907
Flt Protected		0.991			0.994		0.950			0.950		
Satd. Flow (prot)	0	3074	0	0	3248	0	1556	3321	0	1805	2755	0
Flt Permitted		0.860			0.874		0.676			0.576		
Satd. Flow (perm)	0	2668	0	0	2855	0	1107	3321	0	1094	2755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		112			1			84				74
Link Speed (mph)		30			30			30				30
Link Distance (ft)		824			1185			469				863
Travel Time (s)		18.7			26.9			10.7				19.6
Confl. Peds. (#/hr)	1		2	2		1						
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	21%	6%	14%	0%	12%	0%	16%	4%	2%	0%	9%	25%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	513	0	0	154	0	148	279	0	4	120	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2			6		
Minimum Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.0	3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)		27.0			27.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.42			0.42		0.45	0.45		0.45	0.45	
v/c Ratio		0.44			0.13		0.30	0.18		0.01	0.09	
Control Delay		11.8			12.1		13.6	7.8		10.2	5.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.8			12.1		13.6	7.8		10.2	5.2	
LOS		B			B		B	A		B	A	
Approach Delay		11.8			12.1			9.8			5.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		55			18		36	22		1	5	
Queue Length 95th (ft)		92			35		73	43		5	17	
Internal Link Dist (ft)		744			1105			389			783	

Lanes, Volumes, Timings
 2: Racine Avenue & 43rd Street

10/08/2021

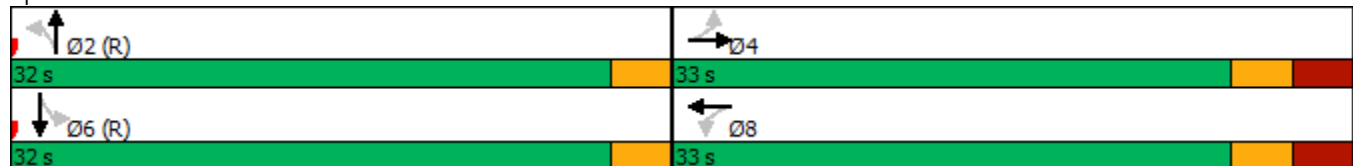


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							85			100		
Base Capacity (vph)		1173			1186		493	1528		488	1270	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.44			0.13		0.30	0.18		0.01	0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	72.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: Racine Avenue & 43rd Street



HCM 6th TWSC
3: Ashland Avenue & 41st Street

10/08/2021

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	55	1385	28	70	749
Future Vol, veh/h	26	55	1385	28	70	749
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	220	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	13	49	7	11	34	11
Mvmt Flow	27	57	1443	29	73	780

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1998	740	0	0	1476
Stage 1	1462	-	-	-	-
Stage 2	536	-	-	-	-
Critical Hdwy	7.06	7.88	-	-	4.78
Critical Hdwy Stg 1	6.06	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-
Follow-up Hdwy	3.63	3.79	-	-	2.54
Pot Cap-1 Maneuver	46	271	-	-	321
Stage 1	162	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	35	270	-	-	320
Mov Cap-2 Maneuver	118	-	-	-	-
Stage 1	162	-	-	-	-
Stage 2	402	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.1	0	3.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	118	270	320	-
HCM Lane V/C Ratio	-	-	0.23	0.212	0.228	-
HCM Control Delay (s)	-	-	44.4	21.9	19.5	1.9
HCM Lane LOS	-	-	E	C	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0.8	0.9	-

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	26	24	18	19	20
Future Vol, veh/h	23	26	24	18	19	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	60	35	33	1	88	66
Mvmt Flow	25	28	26	20	21	22

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	104	32	43	0	0
Stage 1	32	-	-	-	-
Stage 2	72	-	-	-	-
Critical Hdwy	7	6.55	4.43	-	-
Critical Hdwy Stg 1	6	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-
Follow-up Hdwy	4.04	3.615	2.497	-	-
Pot Cap-1 Maneuver	771	955	1388	-	-
Stage 1	860	-	-	-	-
Stage 2	823	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	756	955	1388	-	-
Mov Cap-2 Maneuver	756	-	-	-	-
Stage 1	844	-	-	-	-
Stage 2	823	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1388	-	850	-	-
HCM Lane V/C Ratio	0.019	-	0.063	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	42	45	0
Future Vol, veh/h	0	1	3	42	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	33	2	2	0
Mvmt Flow	0	1	3	46	49	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	101	49	49	0	0
Stage 1	49	-	-	-	-
Stage 2	52	-	-	-	-
Critical Hdwy	6.4	7.2	4.43	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.497	-	-
Pot Cap-1 Maneuver	902	800	1381	-	-
Stage 1	979	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	900	800	1381	-	-
Mov Cap-2 Maneuver	900	-	-	-	-
Stage 1	977	-	-	-	-
Stage 2	976	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1381	-	800	-	-
HCM Lane V/C Ratio	0.002	-	0.001	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↑	
Traffic Vol, veh/h	0	0	1	0	0	0	3	45	3	2	44	0
Future Vol, veh/h	0	0	1	0	0	0	3	45	3	2	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	100	2	0
Mvmt Flow	0	0	1	0	0	0	3	49	3	2	48	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	109	110	48	110	109	51	48	0	0	52	0	0
Stage 1	52	52	-	57	57	-	-	-	-	-	-	-
Stage 2	57	58	-	53	52	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	3.1	-	-
Pot Cap-1 Maneuver	874	784	1021	873	785	1023	1559	-	-	1103	-	0
Stage 1	966	856	-	960	851	-	-	-	-	-	-	0
Stage 2	960	851	-	965	856	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	871	781	1021	870	782	1023	1559	-	-	1103	-	-
Mov Cap-2 Maneuver	871	781	-	870	782	-	-	-	-	-	-	-
Stage 1	964	854	-	958	849	-	-	-	-	-	-	-
Stage 2	958	849	-	962	854	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.5		0		0.4		0.4	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1559	-	-	1021	-	1103	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-	0.002	-
HCM Control Delay (s)	7.3	0	-	8.5	0	8.3	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th AWSC
4: Packers Avenue & 43rd Street

10/11/2021

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Vol, veh/h	16	383	11	46	222	38	4	4	52	35	4	18
Future Vol, veh/h	16	383	11	46	222	38	4	4	52	35	4	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	16	6	33	16	13	38	25	0	18	58	25	38
Mvmt Flow	17	416	12	50	241	41	4	4	57	38	4	20
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
























Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	11	10.3	9.4	10.6
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	7%	8%	0%	29%	0%	61%
Vol Thru, %	7%	92%	95%	71%	74%	7%
Vol Right, %	87%	0%	5%	0%	26%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	208	203	157	149	57
LT Vol	4	16	0	46	0	35
Through Vol	4	192	192	111	111	4
RT Vol	52	0	11	0	38	18
Lane Flow Rate	65	226	220	171	162	62
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.104	0.347	0.323	0.273	0.242	0.116
Departure Headway (Hd)	5.765	5.537	5.288	5.76	5.381	6.761
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	625	645	674	618	661	533
Service Time	3.766	3.317	3.069	3.547	3.168	4.763
HCM Lane V/C Ratio	0.104	0.35	0.326	0.277	0.245	0.116
HCM Control Delay	9.4	11.3	10.6	10.7	9.9	10.6
HCM Lane LOS	A	B	B	B	A	B
HCM 95th-tile Q	0.3	1.5	1.4	1.1	0.9	0.4

Capacity Analysis Summary Sheets
Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Ashland Avenue & Pershing Road

10/08/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	313	297	259	567	162	176	875	137	109	1093	86
Future Volume (vph)	25	313	297	259	567	162	176	875	137	109	1093	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12	12	12	12	12	12	12
Storage Length (ft)	190		165	230		145	175		0	200		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	100			155			155			155		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00					0.98	1.00	1.00		1.00	1.00	
Frt		0.927				0.850		0.980			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1631	2998	0	1616	3343	1395	1671	3237	0	1543	3185	0
Flt Permitted	0.243			0.210			0.091			0.104		
Satd. Flow (perm)	416	2998	0	357	3343	1372	160	3237	0	169	3185	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		363			726			1412			787	
Travel Time (s)		8.3			16.5			32.1			17.9	
Confl. Peds. (#/hr)	4					4	4		7	7		4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	8%	4%	8%	8%	13%	8%	7%	22%	17%	6%	11%
Bus Blockages (#/hr)	0	0	0	0	0	6	0	0	0	0	0	0
Parking (#/hr)		0	0								0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	663	0	282	616	176	191	1100	0	118	1281	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases	4			8		8	2			6		
Minimum Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (s)	13.0	35.0		13.0	35.0	13.0	13.0	49.0		13.0	49.0	
Total Split (%)	11.8%	31.8%		11.8%	31.8%	11.8%	11.8%	44.5%		11.8%	44.5%	
Yellow Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	0.0	0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	3.0	3.0	5.0		3.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Act Effect Green (s)	42.0	30.0		42.0	30.0	42.0	56.0	44.0		56.0	44.0	
Actuated g/C Ratio	0.38	0.27		0.38	0.27	0.38	0.51	0.40		0.51	0.40	
v/c Ratio	0.10	0.81		1.13	0.68	0.34	0.88	0.85		0.56	1.01	
Control Delay	20.6	46.5		123.1	40.1	24.3	60.6	37.7		26.3	60.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	46.5		123.1	40.1	24.3	60.6	37.7		26.3	60.1	
LOS	C	D		F	D	C	E	D		C	E	
Approach Delay		45.5			59.3			41.1			57.2	
Approach LOS		D			E			D			E	
Queue Length 50th (ft)	11	230		~152	204	82	83	365		40	~474	

Lanes, Volumes, Timings
 1: Ashland Avenue & Pershing Road

10/08/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	29	302		#323	268	138	#215	459		86	#634	
Internal Link Dist (ft)		283			646			1332			707	
Turn Bay Length (ft)	190			230		145	175			200		
Base Capacity (vph)	269	817		250	911	525	218	1294		210	1274	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.10	0.81		1.13	0.68	0.34	0.88	0.85		0.56	1.01	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 22 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 110
 Control Type: Pretimed
 Maximum v/c Ratio: 1.13
 Intersection Signal Delay: 51.2 Intersection LOS: D
 Intersection Capacity Utilization 100.8% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Ashland Avenue & Pershing Road



Lanes, Volumes, Timings
2: Racine Avenue & 43rd Street

10/08/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕		↕	↕↕		↕	↕↕	
Traffic Volume (vph)	66	193	219	95	201	1	195	70	33	1	121	232
Future Volume (vph)	66	193	219	95	201	1	195	70	33	1	121	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	85		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			120			120		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		0.99			1.00		1.00	1.00			0.99	
Frt		0.931						0.952			0.902	
Flt Protected		0.993			0.984		0.950			0.950		
Satd. Flow (prot)	0	2986	0	0	3278	0	1612	3324	0	1805	3056	0
Flt Permitted		0.850			0.689		0.496			0.681		
Satd. Flow (perm)	0	2555	0	0	2295	0	840	3324	0	1294	3056	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		238			1			36			252	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1185			469			863	
Travel Time (s)		18.7			26.9			10.7			19.6	
Confl. Peds. (#/hr)	3		1	1		3	2					2
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	14%	8%	13%	5%	10%	0%	12%	2%	5%	0%	5%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	520	0	0	322	0	212	112	0	1	384	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		32.0	32.0		32.0	32.0	
Total Split (%)	50.8%	50.8%		50.8%	50.8%		49.2%	49.2%		49.2%	49.2%	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		3.0	3.0		3.0	3.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)		27.0			27.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio		0.42			0.42		0.45	0.45		0.45	0.45	
v/c Ratio		0.43			0.34		0.57	0.07		0.00	0.26	
Control Delay		8.3			14.1		20.7	7.6		10.0	4.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		8.3			14.1		20.7	7.6		10.0	4.5	
LOS		A			B		C	A		A	A	
Approach Delay		8.3			14.1			16.2			4.5	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		36			43		59	8		0	15	
Queue Length 95th (ft)		71			72		126	21		3	37	
Internal Link Dist (ft)		744			1105			389			783	

Lanes, Volumes, Timings
 2: Racine Avenue & 43rd Street

10/08/2021

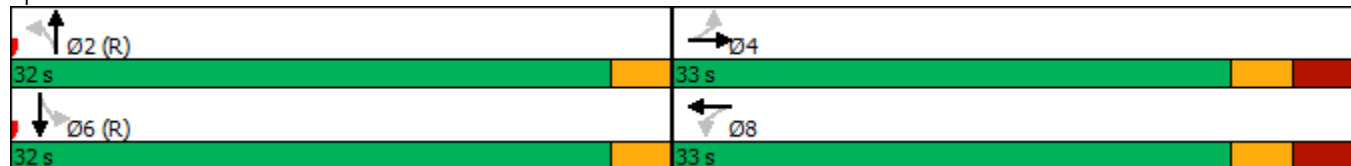


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)							85			100		
Base Capacity (vph)		1200			953		374	1502		577	1503	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.43			0.34		0.57	0.07		0.00	0.26	

Intersection Summary

Area Type:	Other
Cycle Length:	65
Actuated Cycle Length:	65
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization	96.6%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 2: Racine Avenue & 43rd Street



HCM 6th TWSC
3: Ashland Avenue & 41st Street

10/08/2021

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↕		↙	↕
Traffic Vol, veh/h	28	126	1052	22	112	1529
Future Vol, veh/h	28	126	1052	22	112	1529
Conflicting Peds, #/hr	0	0	0	5	5	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	25	0	-	-	220	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	14	4	4	28	6
Mvmt Flow	30	137	1143	24	122	1662

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2235	589	0	0	1172
Stage 1	1160	-	-	-	-
Stage 2	1075	-	-	-	-
Critical Hdwy	6.94	7.18	-	-	4.66
Critical Hdwy Stg 1	5.94	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-
Follow-up Hdwy	3.57	3.44	-	-	2.48
Pot Cap-1 Maneuver	34	423	-	-	464
Stage 1	250	-	-	-	-
Stage 2	278	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	~ 25	421	-	-	462
Mov Cap-2 Maneuver	114	-	-	-	-
Stage 1	249	-	-	-	-
Stage 2	205	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	2.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	114	421	462	-
HCM Lane V/C Ratio	-	-	0.267	0.325	0.264	-
HCM Control Delay (s)	-	-	47.7	17.6	15.6	1.8
HCM Lane LOS	-	-	E	C	C	A
HCM 95th %tile Q(veh)	-	-	1	1.4	1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 5: Packers Avenue/Access Drive & 41st Street

10/08/2021

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	54	77	59	47	54	65
Future Vol, veh/h	54	77	59	47	54	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	38	7	13	83	50	35
Mvmt Flow	59	84	64	51	59	71

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	274	95	130	0	0
Stage 1	95	-	-	-	-
Stage 2	179	-	-	-	-
Critical Hdwy	6.78	6.27	4.23	-	-
Critical Hdwy Stg 1	5.78	-	-	-	-
Critical Hdwy Stg 2	5.78	-	-	-	-
Follow-up Hdwy	3.842	3.363	2.317	-	-
Pot Cap-1 Maneuver	645	948	1390	-	-
Stage 1	846	-	-	-	-
Stage 2	772	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	615	948	1390	-	-
Mov Cap-2 Maneuver	615	-	-	-	-
Stage 1	806	-	-	-	-
Stage 2	772	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1390	-	775	-	-
HCM Lane V/C Ratio	0.046	-	0.184	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	3	106	131	0
Future Vol, veh/h	0	3	3	106	131	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	66	2	2	0
Mvmt Flow	0	3	3	115	142	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	263	142	142	0	0
Stage 1	142	-	-	-	-
Stage 2	121	-	-	-	-
Critical Hdwy	6.4	7.2	4.76	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.794	-	-
Pot Cap-1 Maneuver	730	700	1128	-	-
Stage 1	890	-	-	-	-
Stage 2	909	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	728	700	1128	-	-
Mov Cap-2 Maneuver	728	-	-	-	-
Stage 1	887	-	-	-	-
Stage 2	909	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	700	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	8.2	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↑	
Traffic Vol, veh/h	0	0	3	0	0	0	3	109	3	5	129	0
Future Vol, veh/h	0	0	3	0	0	0	3	109	3	5	129	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	2	2	0	100	2	2
Mvmt Flow	0	0	3	0	0	0	3	118	3	5	140	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	276	277	140	278	276	120	140	0	0	121	0	0
Stage 1	150	150	-	126	126	-	-	-	-	-	-	-
Stage 2	126	127	-	152	150	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.12	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.218	-	-	3.1	-	-
Pot Cap-1 Maneuver	680	634	908	678	635	937	1443	-	-	1030	-	0
Stage 1	857	777	-	883	796	-	-	-	-	-	-	0
Stage 2	883	795	-	855	777	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	677	630	908	672	631	937	1443	-	-	1030	-	-
Mov Cap-2 Maneuver	677	630	-	672	631	-	-	-	-	-	-	-
Stage 1	855	773	-	881	794	-	-	-	-	-	-	-
Stage 2	881	793	-	848	773	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		0		0.2		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	1443	-	-	908	-	1030	-
HCM Lane V/C Ratio	0.002	-	-	0.004	-	0.005	-
HCM Control Delay (s)	7.5	0	-	9	0	8.5	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-

HCM 6th AWSC
4: Packers Avenue & 43rd Street

10/11/2021

Intersection	
Intersection Delay, s/veh	14.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	24	301	28	34	489	74	53	12	71	74	2	28
Future Vol, veh/h	24	301	28	34	489	74	53	12	71	74	2	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92
Heavy Vehicles, %	39	10	7	16	5	27	8	8	7	29	17	23
Mvmt Flow	26	327	30	37	532	80	58	13	77	74	2	30
Number of Lanes	0	2	0	0	2	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	13.1	16.2	11.9	12.2
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	39%	14%	0%	12%	0%	71%
Vol Thru, %	9%	86%	84%	88%	77%	2%
Vol Right, %	52%	0%	16%	0%	23%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	175	179	279	319	104
LT Vol	53	24	0	34	0	74
Through Vol	12	151	151	245	245	2
RT Vol	71	0	28	0	74	28
Lane Flow Rate	148	190	194	303	346	107
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.267	0.37	0.342	0.531	0.567	0.213
Departure Headway (Hd)	6.492	7.032	6.349	6.313	5.896	7.176
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	551	510	565	569	609	498
Service Time	4.563	4.802	4.119	4.073	3.656	5.253
HCM Lane V/C Ratio	0.269	0.373	0.343	0.533	0.568	0.215
HCM Control Delay	11.9	13.9	12.4	16.1	16.2	12.2
HCM Lane LOS	B	B	B	C	C	B
HCM 95th-tile Q	1.1	1.7	1.5	3.1	3.5	0.8