



July 5, 2018

Mr. Dave Graham
Assistant Commissioner
Chicago Department of Public Health
333 South State Street, Room 200
Chicago, Illinois 60604

**Subject: Calumet River Terminal
10740 South Burley Avenue, Chicago, Illinois 60617
Response to Fugitive Dust Plan
CEC Project 180-367**

Dear Mr. Graham:

Thank you for the opportunity to provide the additional information you requested in your letter of May 24, 2018 regarding the referenced Fugitive Dust Plan for Calumet River Terminal (CRT). We are providing this information within the thirty days allowed in your letter. The additional information is organized to align with your inquiry, with attachments provided, as appropriate. A Revised Variance Request is enclosed, which includes the Revised Fugitive Dust Plan, and these are provided to document our responses to your letter.

Handling of Manganese

CDPH requests that CRT move its stockpiles of manganese-bearing materials indoors and reflect his change in its Modified Dust Plan and updated variance request.

Response:

The manganese-bearing materials, as well as all bulk solid materials (BSMs) handled by CRT have been completely moved indoors, as of June 11, 2018. There will no longer be exterior storage of materials at the CRT facility.

1. Introduction (page 3)

“....the facility’s capacity calculation (is) to be certified by signature of an authorized representative....”

Response:

The certification statement on page 3 of the Revised Fugitive Dust Plan includes the statement “We certify the storage capacity calculations contained in this plan are accurate, to the best of our abilities.” In front of the terminal manager’s signature.

2. Source Descriptions (page 5) and Site Layout Plan (Figure 1)

In the Modified Dust Plan, please provide and confirm a complete list of all materials

handled at the facility...Please include information about the storage, handling, and dust control of pig iron, HBI, and DRI in the Modified Dust Plan...Please ensure the site map is large enough so that all words and figure on the map are legible.

Response:

The list of material handled by CRT is included in the Revised Fugitive Dust Plan and as Attachment B to the Revised Variance Request. Note that some of the listed material is occasionally handled in containers (bulk sacks, drums and metal pails), and would not be considered to be BSMs, so the volumes listed are a conservative number. Pig iron, HBI, and DRI are no longer handled at the CRT facility. All reference to these materials has been removed from the Revised Dust Plan and the Revised Variance Request. An additional Figure 2. Site configuration has been added to the revised dust control plan that shows the area of the building expanded such that the areas of the storage bins and all wording are discernible.

3. BSM Stockpiles (pages 5 – 6 and 8)

In the Modified Dust Plan, please provide additional information about the two outdoor “long-term storage” stockpiles. Please include “information about what is in the piles, how large they are, how often they are disturbed, and how dust is controlled at the piles.” ...Please include mention of tarping stockpiles...dust controls, such as watering or tarping...”Please provide a plan, together with a reasonable timeline, for the removal of all outdoor piles of manganese-containing material.”

Response:

The two outdoor BSM stockpiles are no longer present at the facility, and all material storage piles are located inside the building. One of the stockpiles contained ferro scrap alloys and the other contained ferromanganese. Both have been re-located to storage bins within the building as of June 11, 2018. In addition, the storage piles within the bins containing manganese ore and ferro scrap alloys are covered by a tarp when loading/unloading operations are not being conducted. Storage of material stockpiles will no longer occur outside of the building.

4. Loading and Unloading (pages 5 – 6 and 8 – 9)

“In the Modified Dust Plan, please describe the indoor loading process in greater detail, with particular attention to dust control methods and means of ventilation...please further explain how dust is controlled during loading and unloading of all materials and in all conditions...The Modified Dust Plan must include more robust and detailed dust control measures to ensure compliance with the Bulk Material Regulations...if the company can commit to continuing its operations without the use of barge or rail, especially with regard to manganese-bearing materials, this detail should be added to both the Modified Dust Plan and the revised variance request.”

Response:

Appropriate additional detail regarding loading operations has been added to Sections 3.2 and 4.1 of the Revised FDP. Loading and unloading will be conducted under ‘enclosed conditions’, with the activity occurring inside the building and the building doors closed. We understand this will make Part D of the regulations no longer applicable to the facility. The company has discontinued the use of barge shipping, but will maintain its capability to ship material via rail. Loading of rail cars will always be done indoors with the overhead doors closed at each end of the building, as further described in the plan.

5. Crushing, Bagging, and Screening (pages 6 – 7 and 9)

In the Modified Dust Plan, please explain how emissions are controlled to ensure compliance with Section 11-4-720 of the Municipal Code and relevant State regulations. ...In the Modified Dust Plan, please explain how the building where material is stored and handled is sealed to prevent the escape of dust during storage, handling, and processing activities.

Response (now pgs. 6-8):

The crushing process has been discontinued at this facility. The Revised Fugitive Dust Plan contains additional language in Sections 3.4, 3.5, 4.2, and 4.3 describing dust controls in place during bagging and screening. The storage building is an approximately 700-foot-long structure, with overhead doors at each end sufficient in size for a truck to move through. An additional overhead door is located at the northeast end of the building where the rail line enters the building. All doors are closed when loading/unloading is occurring in the building, and remains closed for at least one minute following these activities to allow dust to settle. Building ceilings are 65 feet in height, with vents present at the roof peak. There is no direct ventilation present over the storage bins.

6. Roadway Drag-out (pages 7 and 9 – 10)

“In the Modified Dust Plan, please confirm compliance with the “paving of, not a majority, but ‘all Internal Roads within the Facility that are used for transporting or moving material.’...Please provide documentation regarding who owns the unpaved access road and why it cannot be paved.”... Please include details to show CRT’s compliance with cleaning of paved roadways within one quarter mile of the perimeter of the facility... “CDPH requests that rumble strips be installed at the facility and that the Modified Dust Plan include a section regarding the cleaning of outgoing trucks.”

Response (now pgs. 8, 9 and 12):

All areas on which trucks travel on site are asphalt paved. The facility property extends only ten feet from the end of the building where trucks exit the property, making it impractical to install a wheel wash system. As stated in the Revised Fugitive Dust Plan, trucks travel on only paved areas when they are on site. The paved areas are routinely monitored and swept, with water spray applied as needed. Trucks are inspected as they leave the facility by the scale personnel. Any accumulation of material observed on the trucks’ wheels is cleaned with a hose located adjacent to the exit door of the building. The

access road from the property line and extending ¼ mile from the property is owned by others. Documentation of this ownership is included in, and discussed in the Revised Variance Request. This road has not been paved recently, and is considered unpaved. Therefore, its surface cannot be effectively cleaned.

7. Recordkeeping (page 12)

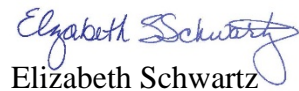
“The Modified Dust Plan must include a protocol for the required opacity readings, which must be conducted by a trained and certified professional opacity reader, and should identify multiple locations for opacity observations that include field-determined process-specific activities where dust is potentially generated...The Modified Dust Plan must also set forth in detail the protocol for conducting the required quarterly test of visual emissions.”

Response (now pgs. 15-16):

Quarterly visual and opacity readings of emissions from the building will be conducted, in accordance with the procedures described in Section 4.8 of the Revised Fugitive Dust Plan.

Sincerely,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.



Elizabeth Schwartz
Project Manager



Bruce Dumdei, Ph.D.
Vice President

Enclosure: Revised Variance Request

cc: C. Sikorski, Calumet River Terminal

Certified Mail - Return Receipt Requested

June 28, 2018

Dave Graham, Commissioner
Chicago Department of Public Health
333 South State Street, Room 200
Chicago, Illinois 60604

**Re: Revised Variance Request
Fugitive Dust Plan
Bulk Material Storage Rules and Regulations
Calumet River Terminal
10740 South Burley Avenue, Chicago, Illinois 60617**

Dear Commissioner Graham,

This Revised Variance Request for Calumet River Terminal's (CRT) terminal located at 10740 South Burley Avenue in Chicago, Illinois, is submitted in accordance with your request dated May 24, 2018 and received by CRT on June 6, 2018. In accordance with the provisions set forth in Part E(8.0)(2) of the City of Chicago Department of Public Health Article II – Air Pollution Control Rules and Regulations for Control of Emissions from the Handling and Storage of Bulk Material Piles dated March 13, 2014 (CDPH regulations), this is an application for variances from certain portions of the CDPH regulations. The original Variance Request was submitted June 12, 2014, with a response to comments submitted on February 24, 2015.

CRT receives and stores until shipped, bulk commercial metals, with a complete list of products currently handled listed in Attachment A. Operations have declined since the submission of the original Variance Request. In 2017, CRT received approximately 922,000 pounds of non-affected material, and 3.9 million pounds of affected material. This has decreased significantly from 2016, when the facility received 2.8 million pounds of non-affected material and 49 million pounds of affected material. CRT handles mostly manganese ore, silicon manganese, various grades of ferromanganese, ferrosilicon, and scrap ferro alloys. Smaller quantities of ferromolybdenum, ferrotitanium, silicon zirconium, fluorspar, electrolytic manganese are typically on hand. Minor amounts of other affected (manganese containing) and non-affected materials may also be handled as required by customers. The affected materials that are handled include ferromanganese alloys, silicomanganese alloys, electrolytic manganese, and manganese ore. Note that blast furnace iron, hot briquetted iron and direct reduced iron are no longer handled by CRT. CRT handles and stores the bulk solid material (BSM) for its customers, but does not take ownership of the material. The description of the processes employed are provided in the Fugitive Dust Plan (FDP), enclosed as Attachment B.

The FDP describes the location and area potentially affected by the BSM at the CRT facility. The FDP has been updated since our initial Variance Request, most recently to reflect current operations and comments received from the Chicago Department of Public Health (CDPH) to a March 2018 Revised Fugitive Dust Plan (Revised FDP) submittal. The pertinent data regarding the area potentially affected is shown by a demographic profile of the surrounding area based on the 2010 Census, and is from the United States Environmental Protection Agency (USEPA) ECHO Data Base (Attachment C). Demographic data presented is for a radius of three miles from the coordinates of the address location.

CRT is requesting variances be permanently granted from several of the CDPH regulations set forth in Part B of the CDPH regulations, in accordance with the provisions set forth in Part E(8.0)(2) of the CDPH regulations. The regulations, from which CRT requests variances, are discussed below. Descriptions are provided of the activities for which variances are requested.

(1) Part B (3.0)(4)-Fugitive Dust Monitoring

The applicant requests a variance to be exempt from the requirement for installation and maintenance of permanent fugitive dust monitors.

Materials handled at the CRT facility that meet the BSM definition include alloys of various types of metals. These materials are all very dense, with particles that settle quickly and within the immediate vicinity of a transfer operation, and do not readily become airborne or scattered by the wind. The densities of these materials range from 114 pounds per cubic foot to as much as 220 pounds per cubic foot. For comparison, the density of bulk petroleum coke is about 48 pounds per cubic foot. Petcoke is friable, and generates fugitive dust, which easily becomes airborne or scattered by the wind. Furthermore, all BSM stockpiles, loading and unloading activities are now conducted indoors, significantly reducing the potential for generation of fugitive dust.

The facility is within an industrial region. The nearest residential properties are located approximately 600 feet east of the facility. There have never been any community complaints regarding visible emissions from this facility's operations, even when the facility stored material outdoors. Facility operations do not result in off-site fugitive dust emissions. Based on historic quantities handled, and on published emission factors, particulate emissions (PM₁₀) from CRT's BSM handling operations were negligible when storage was outdoors, and remain insufficient to generate opacity greater than 10-percent or fugitive dust visible beyond the property line of the facility [3.0(2)] now that storage and loading are conducted indoors.

Fugitive dust monitoring is intended to detect pollutant concentrations elevated over background levels that can be credited to source emissions. At this location, establishing a reliable background level will be impractical, because of a neighboring major source of fugitive dust. Immediately to the south and east of the facility is an active storage operation for petroleum coke, which operates a large storage facility for material that is ¼ to ½ the density of the materials handled by CRT.

Area background levels have in the past been demonstrated by Illinois Environmental Protection Agency (IEPA) testing to be elevated by this neighboring source to levels well above normal background. While the operations at the neighboring facility have been revised to reduce fugitive

dust, it will still be difficult for fugitive dust monitors at CRT to detect small incremental fugitive dust emissions with a larger background source of fugitive dust immediately next door.

The neighbor has operated five fence-line air monitoring stations, with daily results published by USEPA at the link below. The Northwest (NW) and North (N) monitors are located immediately at the property line with CRT, and are close to the building in which BSM activities are undertaken by CRT. The Northeast (NE) monitor is located near the access road to CRT.

<http://www2.epa.gov/petroleum-coke-chicago/kcbx-fenceline-air-monitoring-data>

For the past twelve months of available data (1/31/2016 through 1/31/2017), daily PM10 values remained near background levels and did not evidence any detectable contribution from CRT operations. Weekday values were not materially different from weekend values. CRT BSM handling, limited to weekdays, had no detectable effect on dust emissions. Analyses of air monitoring filters were also done for metals, and these results are consistently below levels of concern and do not evidence any detectable contribution from CRT operations. This ambient air monitoring demonstrates that CRT activities, operations, and storage of bulk materials emit no particulates that could create a public nuisance or adverse impacts to the surrounding area, environment, or property uses, even before BSM storage was relocated indoors.

An engineer's estimate for installation of the dust monitoring network is attached (Attachment D). This network would include one met station and four dust stations with bluetooth telemetry. Costs for installation are \$111,750 and annual operating, maintenance and reporting costs are \$19,680 per year. Assuming a five-year equipment life, the annualized costs are about \$42,030 per year.

CRT is a small business with two full time employees. Recovering these costs will require CRT to increase prices and will cause customers to seek other outlets. CRT considers this loss of business and revenue an unreasonable hardship.

As described in the Revised FDP, facility operations will achieve ordinance goals by implementing best management practices to ensure that under no condition does opacity exceed 10%, nor will fugitive dust be visible beyond the property line of the facility [3.0(2)]. Application of best management practices is a more reasonable approach where no BSMs are stored outside, and there are no adjacent receptors.

The Revised FDP is effective in mitigating dust from BSM activities. Significant changes have been made to the facility's operations to minimize the potential for generation of fugitive dust, including discontinuing of barge loading/unloading activities, discontinuing of the ore crushing process, and movement of all BSM storage piles to the interior of the storage building. Enclosed are the first quarter 2018 daily logs (Attachment E), which demonstrate the plan is being implemented and that activities do not create a public nuisance or adversely impact the surrounding area, environment, or property uses.

(2) Part B (3.0)(5)-Wind Monitoring

The applicant requests a variance to be exempt from the requirement for the facility to operate a permanent device to monitor wind speed and direction.

Information from such a device is useful in event the facility maintained large outdoor piles of BSM and had installed PM10 monitors. However, the facility unloads and loads BSM indoors, and stages them in piles inside of concrete block lined bins, indoors. The regulation indicates the monitor should be centrally positioned in relation to the storage piles, which would be inappropriate for indoor storage piles. Building doors are closed during loading or unloading activities. The facility has on-line access to real-time wind speed and direction information from Midway Airport and the Water Intake Crib, which are considered representative of the area of the CRT facility. Lastly, per the FDP, during episodes of wind conditions in excess of 25 miles per hour, the building doors will be closed except during ingress and egress of trucks.

(3) Part B (3.0)(7) - Transfer Points

The applicant requests a variance to be exempt from the transfer point requirement [3.0(7)(d)] to transfer only moist material [2.0(15)] with moisture content of at least 3% by weight. CRT handles “dry materials,” bulk materials that are not permitted to get wet per customer specifications. The dry materials consist of metal alloys that are used by the steel industry. These alloys cannot get wet because of the high potential for risk of explosion and other catastrophic safety concerns when added to molten metal at a steel plant furnace. Therefore, this material must be stored inside the building, protected from the rain, and transferred in/out of covered conveyances in a dry state.

The FDP also describes best management practices to maintain compliance with the opacity limit of 10% and no fugitive dust visible beyond the property line of the facility [3.0(2)]. CRT employs the other measures as noted in the FDP, which describes measures to control dust during material transfer. All material transfers are managed using one or more of the dust control measures cited by ordinance as noted in the plan:

- Doing all loading/unloading of trucks or railcars and storage indoors;
- Ensuring the overhead doors at each end of the building are closed during loading/unloading;
- A minimum one-minute wait time after loading or unloading before the doors are opened to allow fugitive dust to settle;
- Limiting the stockpile disturbed area;
- Reducing tumbling of materials being moved;
- Removing material from the stockpile bottom;
- Limiting the vertical drop height of materials;
- Cleaning the floor surface after a stockpile is removed;
- Covering indoor stockpiles of manganese ore and ferro scrap alloys with tarps;
- Watering is utilized as needed on floor and roadway surfaces; and
- Truck trailers are covered with tarps or enclosed hopper trailers are used, and rail shipments utilize enclosed boxcars.

Conveyors are not used for loading of trucks or railcars.

(4) Part B (3.0(8)(d) - Transport

The applicant previously requested a variance to be exempt from transport requirement [3.0(8)(d)] for wheel wash and rumble strips; however, based on clarification in the CDPH response to the original request, this variance request was withdrawn because the criteria were met.

All truck traffic on-site travels on paved surfaces that are regularly maintained to prevent dust accumulations. Trucks are also inspected prior to leaving the site for accumulations of dust on their tires. If accumulation is found on tires, they are then cleaned with a hose that is accessible at the building egress point. Any dust carried onto the public roadways, located ¼ mile from the site, would be picked up from off-site roadways. The ownership of the off-site roadway is documented in the Cook County Tax Portal for the legal parcel of the owned roadway, included in Attachment F. CRT is not responsible for the pavement and improvement of a third party's property, but does utilize a water truck as needed (discussed in the Revised FDP) on that portion of the roadway traveled only by its trucks.

Part B (8.0)(2) Additional Requirements of the Variance Application

This section addresses additional requirements of the variance application under Section 8, Item 2, c) through i).

b) This section requests: i) “a description of the process or activity for which the variance is requested,” and ii) “pertinent data on location, size, and the population and geographic area affected by, or potentially affected by, the process or activity”. The description of the process is provided in the FDP as Attachment B and is supplemented with additional information provided herein and attached. The FDP has been updated since our initial request, in response to comments by IEPA.

The pertinent demographic data is shown by a demographic profile of the surrounding area based on the 2010 Census, and is from the USEPA ECHO Data Base (Attachment C). Demographic data presented is for a radius of three miles from the coordinates of the address location.

c) The quantity and types of materials subject to variance are described in the FDP and in Attachment B.

d) This variance request demonstrates that Calumet River Terminal's BSM activities create negligible fugitive dust emissions that are insufficient to generate opacity greater than 10% or fugitive dust visible beyond the property line of the facility [3.0(2)]. Facility operations have been revised since the original request to move all BSM handling and storage indoors. The facility is also remote from receptors in residential areas (approximately 600 feet from building doorway to nearest residence). Issuing the variances cannot create a public nuisance or adversely impact the surrounding area, environment, or property uses.

e)(i) The regulation requiring monitoring imposes an unreasonable hardship in excessive cost and resource commitment for a small company with a workforce of only two employees. Monitoring is inappropriate where all BSM is maintained indoors and cannot generate emissions visible at the property line or fugitive dust above background levels. Application of best management practices is a prudent approach where no bulk solid materials are stored outside, and there are no nearby receptors. At this location, the presence of a neighboring source of fugitive petcoke dust also makes a requirement for particulate monitoring unreasonable.

e)(ii) This variance application does not claim timeframe constraints such as permitting delays or force majeure.

e)(iii) Proposed alternative measures are preferable because they accomplish the objectives of the ordinance, including assurance that there are no impacts to human health or the environment. They eliminate unreasonable measures causing a competitive disadvantage to a vital contributor of jobs and investment to the south side of Chicago, an area targeted by the city for economic renewal and reinvestment.

f) The Fugitive Dust Plan describes compliance and best management practices. The facility is conforming to this plan and is in compliance with the Ordinance, with the exception of those variances requested.

g) Alternate methods of compliance and factors influencing the choice of applying for a variance are described herein, and in the Fugitive Dust Plan.

h) The applicant is Calumet River Terminal, and their authorized representative since 2016 has been Ms. Cheryl Sikorski, Manager.

i) Not applicable.

Compliance Program

The FDP sets forth the compliance program, best management practices and demonstration that facility management of BSM will not adversely impact the surrounding area, environment or property uses. CRT's variance application is limited to regulations under Part B. The facility has never managed coal or coke materials regulated under Part C. All loading and storage operations are contained within an enclosed building, making the facility not subject to regulation under Part D. CRT proposes reasonable conditions as set forth in the FDP. CRT understands a variance issued by the Commissioner may be revoked if "operation of the Facility is creating a public nuisance or otherwise adversely impacting the surrounding area, surrounding environment, or surrounding property uses."

Change in Operations

CRT commits to providing a thirty-day advance notification for any expansion or change in operations subject to a variance issued by the Commissioner.

Calumet River Terminal Ltd., 10740 S Burley Avenue Chicago, IL 60617

We are now operating under the procedures described in the FDP. We manage only heavy, metallic, BSM at the facility. Materials are managed within an enclosure and under procedures to minimize fugitive dust, as set forth in the FDP.

Thank you for your attention to this matter. Please contact me if you have any questions or wish to have a CDPH representative visit the facility.

Sincerely,



Cheryl Sikorski, Manager
Calumet River Terminal

Attachments: Attachment A - Product Inventory
Attachment B - Fugitive Dust Plan
Attachment C - Demographic Data
Attachment D - Dust Monitoring Budgetary Costs
Attachment E - 2018 Inspection Logs
Attachment F - Access Road Ownership Documentation

ATTACHMENT A

PRODUCT INVENTORY

**TABLE 1
CRT ANNUAL MATERIAL ON HAND
AS OF JUNE 2018**

Bulk Solid Material(s)	
75% Ferro Silicon	103,648
Calcium Silicon Hazardous	27
Cerium Misch Metal	100
Fe Columbium	0
Ferro Molybdenum	0
Ferro Titanium	65,452
Ferro Vanadium	0
Nitrided Vanadium	0
Ferro Silicon Zirconium	40,400
Fluorspar	31,500
High Carbon Ferro Chrome	4,177,779
Low Carbon Ferro Chrome 10% grade	887
Scrap Ferro Alloys	395,882
subtotals:	4,815,675
Bulk Solid Material(s)	
Electrolytic Managanese	39,025
High Carbon Ferro Manganese	405,072
- Low Phosphorous	0
High Carbon Ferro Manganese	682,320
Low Carbon Ferro Manganese	0
Low Carbon Ferro Manganese-0.5C	29,369
Medium Carbon Ferro Manganese	237,719
Ultra-Low Carbon Ferro Manganese	83,397
Manganese Ore	5,013,724
Nitride Medium Carbon Ferro Manganese	27
Low Carbon Silicon Manganese	0
Silicon Manganese	588,855
subtotals:	7,079,508
TOTALS:	11,895,183

ATTACHMENT B

FUGITIVE DUST PLAN

FUGITIVE DUST PLAN

**CALUMET RIVER TERMINAL
10740 SOUTH BURLEY AVENUE
CHICAGO, COOK, ILLINOIS**

Prepared For:

CALUMET RIVER TERMINAL, LTD

Prepared By:

**CIVIL & ENVIRONMENTAL CONSULTANTS, INC.
LOMBARD, ILLINOIS**

CEC Project 180-367

JUNE 2018

FACT SHEET

The Calumet River Terminal (CRT) is a warehouse operation located at 10740 South Burley Avenue in Chicago, Illinois, in an industrial area along the Calumet River. The property is surrounded to the south and east by the KCBX petroleum coke storage facility and on the west and north, respectively, by the Calumet River and a Bayou Steel Corporation steel warehouse/depot. The CRT employs best management practices to prevent fugitive dust from being generated by its operations.

Bulk solid materials (BSM) handled at this facility arrive by and are loaded out to trucks or occasionally railcars. CRT handles and stores the BSM for its customers, but does not take ownership of the material. CRT makes every effort to control the release of dust from the BSM, as this constitutes a loss of product to its customers. Fugitive dust management practices include loading/unloading within the building, routine inspections, roadway sweeping, spill cleanup, minimized drop distances, and stockpile and vehicle tarping. Practices are intended to conform to the State of Illinois and City of Chicago Air Pollution Control Rules and Regulations. The terminal has never had a complaint from its neighbors regarding fugitive dust or particulate matter emanating from its operations.

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	FACILITY SETTING	4
3.0	SOURCE DESCRIPTIONS.....	5
3.1	Bulk Solid Materials - Part B (3)(B).....	5
3.2	BSM Stockpiles, Loading, and Unloading - Part B (3)(B).....	6
3.3	Calculation of Maximum Storage Capacity - Part B (3)(D).....	8
3.4	Bagging - Part B (3)(B).....	8
3.5	Screening - Part B (3)(B).....	8
3.6	Roadway Drag-Out - Part B (3)(C).....	8
4.0	DUST CONTROL PLAN - PART B (3)(E).....	10
4.1	BSM Stockpiles/Loading and Unloading.....	10
4.2	Bagging.....	11
4.3	Screening.....	11
4.4	Roadway Drag-Out.....	11
4.5	Spilled Material.....	12
4.6	Facility Wide (General Housekeeping and Training).....	12
4.7	Stormwater Management.....	13
4.8	Visible Dust Observations and Quarterly Opacity Testing.....	13
5.0	IMPLEMENTATION	15
5.1	Responsibilities.....	15
5.2	Timing.....	15
5.3	Recordkeeping.....	15

FIGURES

- Figure 1: Site Layout Plan
Figure 2: Building Layout

TABLES

- Table 1: Fugitive Dust Control Plan Implementation Activities
Table 2: Record of Sweeping and Watering
Table 3: Daily Fugitive Dust Inspection Log
Table 4: Visible Emissions and Opacity Log

1.0 INTRODUCTION

This Fugitive Dust Plan (FDP) has been prepared for the Calumet River Terminal (CRT) to mitigate potential impacts to air quality resulting from fugitive dust associated with the facility's operations. The FDP will be operated in compliance with the City of Chicago Department of Public Health Article II – Air Pollution Control Rules and Regulations for Control of Emissions from the Handling and Storage of Bulk Material Piles (Parts A through E), dated March 31, 2014, as well as with Title 35 of the Illinois Administrative Code (35 IAC) Subpart K. The FDP will be reviewed and updated if needed on an annual basis and submitted to the Chicago Department of Public Health for review and approval on or before January 31 every year. Additionally, the facility will submit an amended FDP with any changes, modifications, or additions to the facility's operations.

This amended plan addresses changes in the operation of the facility, including moving all outdoor storage of bulk solid materials (BSM) indoors as of June 11, 2018, the discontinuance of storing several types of BSM, the discontinuance of the crushing process, and a general reduction in overall throughput at the facility. We have also revised the Sweeping/Watering Log form to separately record incidences of suspension of our activities due to high winds, and added a log of visual inspections of opacity and visual emissions from the facility, as requested by City of Chicago representatives.

This FDP characterizes the sources of fugitive dust/particulate matter emissions. For each source, control measures are identified that are currently implemented. We certify the storage capacity calculations contained in this plan are accurate, to the best of our abilities. **CRT is committed to preventing visible emissions through the implementation and regular review and amendment to this plan. This FDP has the full approval of CRT ownership. CRT has committed the necessary resources to implement the measures described in this plan.**

We acknowledge additional requirements include:

- Maintaining a complete copy of the FDP at the facility.
- Making the FDP available for inspection during normal business hours.
- Notifying the Chicago Department of Public Health (CDPH) and amending the plan as needed to reflect changes in the facility or its operation.
- Reviewing the plan annually and submitting it to the CDPH.

The terminal manager has the authority to commit the necessary resources to implement this plan.

	<i>CHERYL SIKORSKI</i>	<i>07/05/18</i>
Manager's Signature	Name	Date

2.0 FACILITY SETTING

The CRT is located in an industrial area on the Calumet River, approximately 15 miles south of downtown Chicago. The property is approximately 5 acres in size, and contains an approximately 80,000-square-foot warehouse. The property is surrounded to the south and east by the KCBX petroleum coke storage facility, and on the west and north by the Calumet River and a Bayou Steel Group steel warehouse/depot.

The river elevation at the site is 575 feet above mean sea level. Site elevations are approximately 590 feet above mean sea level. Elevations are consistent throughout the surrounding areas.

According to meteorological data compiled from several online sources (including www.myforecast.com, www.intellicast.com, www.idcide.com, usclimatedata.com, and www.city-data.com), Chicago, Illinois receives on average 38.01 inches of precipitation annually. Winds are predominantly southwesterly throughout the year, with an average wind speed of 9.25 knots. Air temperatures are temperate with average highs in the summer around 80 degrees Fahrenheit and average lows in the winter ranging from 18 to 30 degrees.

3.0 SOURCE DESCRIPTIONS

The following sections describe the specific sources of fugitive emissions. Dust control methods are discussed only in Sections 4.0 and 5.0.

3.1 BULK SOLID MATERIALS - PART B (3)(B)

CRT receives and stores until shipped, bulk commercial metals, with a complete list of products currently on-hand included in the table below. CRT handles mostly manganese ore, silicon manganese, various grades of ferromanganese, ferrosilicon, and scrap ferro alloys. Smaller quantities of ferromolybdenum, ferrotitanium, silicon zirconium, fluorspar, electrolytic manganese and typically on hand. Minor amounts of other affected (or manganese-containing) and non-affected materials may also be handled as required by customers. Manganese-containing materials that are handled include ferromanganese alloys, silicomanganese alloys, electrolytic manganese, and manganese ore. Blast furnace iron, hot briquetted iron and direct reduced iron are no longer handled by CRT. CRT handles and stores the BSM for its customers, but does not take ownership of the material.

CRT ANNUAL MATERIAL ON HAND AS OF JUNE 2018			
Non-Affected Bulk Solid Material(s) (tons)		Affected Bulk Solid Material(s) (tons)	
75% Ferro Silicon	103,648	Electrolytic Manganese	39,025
Calcium Silicon Hazardous	27	High Carbon Ferro Manganese	405,072
Cerium Misch Metal	100	- Low Phosphorous	0
Fe Columbium	0	High Carbon Ferro Manganese	682,320
Ferro Molybdenum	0	Low Carbon Ferro Manganese	0
Ferro Titanium	65,452	Low Carbon Ferro Manganese-0.5C	29,369
Ferro Vanadium	0	Medium Carbon Ferro Manganese	237,719
Nitrided Vanadium	0	Ultra-Low Carbon Ferro Manganese	83,397
Ferro Silicon Zirconium	40,400	Manganese Ore	5,013,724
Fluorspar	31,500	Nitride Medium Carbon Ferro Manganese	27
High Carbon Ferro Chrome	4,177,779	Low Carbon Silicon Manganese	0
Low Carbon Ferro Chrome 10% grade	887	Silicon Manganese	588,855
Scrap Ferro Alloys	395,882	subtotals:	7,079,508
subtotals:	4,815,675	TOTALS:	11,895,183

“BSM” refers to any solid substance or material that can be used as a fuel or an ingredient in a manufacturing process and that can become airborne or scattered by the wind. The materials handled at the facility meet the BSM definition. However, all bulk materials handled have a high density due to their metallic composition. Therefore, particulate matter released during handling will quickly settle back to grade, is not likely to become airborne or cross property lines, and will not reach the nearest residential property, approximately 600 feet away. All material handling is performed indoors with the building doors closed. The only building ventilation is from roof vents located 65 feet above the working surface.

The cargos typically arrive and depart via trucks. The facility no longer receives material by barge but does have a track siding to receive/ship materials by rail on a rare occasion. While on-site, bulk materials are staged in bins inside the warehouse, as shown in Figure 1. In 2017, CRT received approximately 922,000 pounds of non-affected material, and 3.9 million pounds of affected material. This has decreased significantly from 2016, when the facility received 2.8 million pounds of non-affected material and 49 million pounds of affected material, and future throughput is anticipated to be at or below the 2017 levels.

3.2 BSM STOCKPILES, LOADING, AND UNLOADING - PART B (3)(B)

Section 3.07 of the CDPH Regulations (Transfer Points) requires that: All material transfer points need to be maintained such that fugitive dust does not exceed a 10% opacity limit by using one of four options: a) total enclosure, b) water spray system sufficient to control fugitive dust emissions during operations, c) vented to air pollution control equipment, or d) transfer only moist material in a manner that minimizes the exposed drop.

Transfers are performed inside of the building while access doors are closed providing a total enclosure for the operation, meeting the above requirement using option “a)” of total enclosure. This succeeds in preventing the generation of a 10% opacity in the ambient air at the site. Current dust control measures employed on indoor and outdoor roadways, as described below, including sweeping, truck tarping, and a maximum vehicle speed of 8 mph act to prevent the amount of loose material carried out of the facility by trucks. Also, because all operations and storage are done indoors, Part D of the CDPH Rules and Regulations for Bulk Storage Materials does not apply to the facility.

CRT handles “Dry Materials”, which are bulk materials that are not permitted to get wet per customer specifications. The Dry Materials consist of metal alloys that are used by the steel industry. These alloys cannot get wet because of the high potential for risk of explosion and other catastrophic safety concerns when added to molten metal at a steel plant furnace.

CRT uses indoor stockpile storage of non-ferroalloy and ferroalloy materials. Loading/unloading operations of Dry Materials involving trucks are completed within an enclosure, within a bulk material storage building. Loading will not commence until both doors are closed. The layout of the storage locations in the building are identified on Figure 2.

The incoming materials are received by truck, unloaded inside of the building, and stored in piles inside of the building. No conveyors are utilized and no unloading or loading is done outdoors. Full size trucks from off-site are unloaded to the building floor, in/near the bin to be used for storage in a manner that minimizes drop heights. Based on the nature of the truck unloading process, the material is choke fed to the ground, and the driver usually has to pull forward to ensure that all material is discharged from the truck. A minimum one-minute wait time for trucks after unloading will be used before the doors are opened to allow fugitive dust to settle.

The storage piles are created by CRT's front-end loader pushing the material further into the bin, and therefore, piles are limited to a possible height at the peak of up to 12 feet, and typically are lower. Each pile is in a designated "bin" area to identify its location in the facility's records. Concrete block walls are used to segregate the bins and retain the piles. Storage piles within the bins containing manganese ore and ferro scrap alloys are covered by a tarp when loading/unloading operations are not being conducted. Material is stored until shipped out, resulting in very few on-site transfers of material. The bin locations are shown on Figure 2.

The materials ship out in trucks, and on rare occasion, by rail. Loading of trucks is done indoors with the building doors shut. A front-end loader moves material from where it is stored to a truck, dropping it over the side into the truck bed. One truck carries up to 23 tons of material. Loading a truck takes about ten minutes, resulting in a drop rate of approximately 135 tons per hour, and emissions per single loading event of approximately 0.1 pound. The loading is performed indoors, and due to the high density of the material, fine particulates do not mobilize and dusts settle quickly in the vicinity of the drop area. Truck beds of the ferro alloys are covered with a tarp prior to leaving the facility. A minimum one-minute wait time will be used for trucks after loading before the doors are opened to allow fugitive dust to settle.

Shipment by rail is done in boxcars. The boxcar is pulled into the building, the building doors closed, and the front loader places material onto the floor of the boxcar via its 10-foot wide side door. The loader's bucket is placed approximately four feet into the car, and material is dropped from an approximately 3-foot height with the bottom of the bucket three inches from the floor, minimizing dust plumes outside of the boxcar. A bobcat inside of the boxcar will move the dropped material to the ends of the car. One boxcar has a capacity of 70 to 100 tons. The loading/unloading activities cannot, under any conditions generate opacity greater than 10%, or visible fugitive dust outdoors, beyond the property line of the facility.

3.3 CALCULATION OF MAXIMUM STORAGE CAPACITY - PART B (3)(D)

Bins 0 through 7 and 11 are located along the north side of the building, and have a maximum total capacity of approximately 8,700 tons, based on the weight of the densest material handled. Bins 12-20, 26, 27, 29, 30, and 31 are located along the south side of the building, and have a maximum total capacity of approximately 5,800 tons, for a maximum building capacity of up to 14,500 tons. The typical capacity by weight is lower, due to lower density material being stored. Additionally, some materials are stored packaged (and therefore not considered to be BSMs), utilizing more square feet of space per ton of material. Material densities range from 114 to 220 pounds per cubic foot.

3.4 BAGGING - PART B (3)(B)

Within the building, some of the ferroalloy materials are occasionally bagged into packaging upon customer request. Bagging equipment is operated to contain particles within the product for transfer. The equipment used has no exterior exhaust. The only exhausts from the building are the doors at each end (open for truck entry and exit, but closed during bagging operations) and vent fans at the peak of the roof, which is 65 feet above the working floor of the building. The bagging equipment is located approximately 150 feet from the nearest door.

The bagger unit is a simple funnel, allowing material loaded by the front-end loader at the top to fall into the bag or container attached to the bottom. The bagger unit allows ferroalloys to be bagged into 2,000- to 4,000-pound supersacks; 25- to 50-pound bags or cans; or 551-pound steel drums. Once placed into containers, the material is no longer considered to be BSM, as it cannot become airborne or be scattered by the wind.

3.5 SCREENING - PART B (3)(B)

If a customer requests that material be screened to separate nugget sizes, the front-end loader will be utilized to place a load of material onto a slanted metal box screen. The smaller sized pieces of material are collected beneath the screen and the larger pieces roll off the top, forming two separate piles. With this process, there is the potential for fugitive dust to be released when material is deposited onto the screens. Again, the screening is performed indoors; this particulate is very dense material and settles out quickly. The screening will only be done with the building doors shut, and the movable screen will be located at least 100 feet from the nearest door when in use.

3.6 ROADWAY DRAG-OUT - PART B (3)(C)

The roadways within the facility are under roof or paved. Incoming trucks enter the facility via the ¼-mile long, gravel right of way entrance road, an off-site ingress owned by the adjacent property owner. Trucks enter the building at the northeast end, crossing the scale, and after

loading/unloading, they subsequently exit the south end of the building. They then turn around on the paved dock area, re-enter the building via the south door, are weighed on the scale and exit at the northeast end again. During rare occasions of high traffic volumes inside the building, trucks may exit the south end of the building, turning to the east and north on the exterior paved areas, crossing onto a gravel right of way on the adjacent KCBX property to the south of the building, to reach the gravel entrance road.

The off-site unpaved right-of-way access road extends for approximately one-quarter mile before truck traffic reaches a paved public road. There are no paved roads within ¼ mile of the facility. Cronimet Corp is the owner of the roadway, and runs a scrap yard to the northeast of the CRT facility. The repetitive use of the gravel road by truck traffic, some from CRT and mostly from the Cronimet facilities, results in a rough road surface and mechanical breakdown of the roadway materials into fine particles. Cronimet has been requested by CRT and by the City of Chicago to pave the roadway, but they have not responded to the requests. Rainfall or excessive dust control watering creates a paste of mud on the roadway surface that adheres to equipment tires within the facility. Under this condition, trucks leaving the area and traveling onto paved city streets have the potential to track out or drag out dirt and particulate material from the right-of-way on their tires and deposit it on public roadways. Due to the on-site paved conditions and the bumpy, unpaved distance to the public road, any material remaining on trucks when they reach a paved surface is unlikely to include the stored product material from inside the CRT building.

4.0 DUST CONTROL PLAN - PART B (3)(E)

The fugitive dust control plan provides a description of the current controls and long-term activities to evaluate and improve fugitive emissions controls for each of the identified sources. Responsibilities for implementation of this plan are outlined in Table 1.

4.1 BSM STOCKPILES/LOADING AND UNLOADING

Currently, control of fugitive emissions during storage, loading, and unloading of BSM stockpiles is achieved through operational and source control methods. Unloading transfers from trucks to storage are conducted indoors only, by dumping the load, and pushing the material into a pile. The height of the stockpile is restricted to 12 feet by the physical limits of the loader. Control methods other than wetting the material are currently used throughout the facility to control fugitive dust emissions. Operationally, dust emission potential is controlled by:

- Doing all loading/unloading of trucks or railcars and storage indoors;
- Ensuring the overhead doors at each end of the building are closed during loading/unloading, and when winds are in excess of 25 miles per hour (note that the discontinuance of activity during High Wind Events of 15 miles per hour or greater does not apply to the CRT facility because all activity and storage is located indoors);
- A minimum one-minute wait time after loading or unloading before the doors are opened to allow fugitive dust to settle;
- Limiting the stockpile disturbed area;
- Reducing tumbling of materials being moved;
- Removing material from the stockpile bottom;
- Limiting the vertical drop height of materials;
- Cleaning the floor surface after a stockpile is removed;
- Covering indoor stockpiles of manganese ore and ferro scrap alloys with tarps;
- Watering floor and roadway surfaces as needed; and
- Covering truck trailers with tarps or using enclosed hopper trailers, and utilizing enclosed boxcars for rail shipments.

The leadman and/or operators continuously assess the material condition, moisture content, and type (non-ferroalloy versus ferroalloy) and remove fine materials from the floor surfaces to control the potential for fugitive dust generation. The materials handled by CRT are alloys used in the steel industry. These alloys cannot get wet because of the high potential for risk of explosion and other catastrophic safety concerns when added to molten metal at a steel plant furnace. Therefore, it is impractical to wet the material during loading/unloading as it would render the material unusable for its intended purpose.

The manager performs a daily assessment of prior rainfall, wind speed, temperature, and weather forecast and monitors wind conditions throughout the day to evaluate whether the current operating protocols are appropriate and will be sufficient to control fugitive emissions.

4.2 BAGGING

As part of the daily inspections of the bagging area recorded on Table 3: Daily Fugitive Dust Inspection Log, the operation and condition of the bagging process will be reported on the inspection forms. Equipment or operational conditions potentially affecting fugitive dust release will be reported for correction. Additionally, the process is operated indoors with the building doors closed, which in effect, prevents fugitive dust from being carried outside the building due to wind.

4.3 SCREENING

Screening is performed inside the building and at least 100 feet from the overhead doors in order to minimize fugitive emissions. Additionally, the drop height is low to further prevent fugitive emissions from occurring. These conditions prevent potential emissions from being carried outside the building. Operation of screening equipment is recorded on Table 3: Daily Fugitive Dust Inspection Log.

4.4 ROADWAY DRAG-OUT

Roadway drag-out results from the interactions of unpaved road surfaces, wet-weather, and the inability to prevent material from accumulating on truck wheels or remove it when exiting the facility. While the facility is completely paved throughout, the right of way that provides access to the site is an unpaved gravel road. This could lead to potential dust emissions on-site if it is tracked onto the facility.

Therefore, street sweeping is conducted on all pavement within the property. The current protocol uses a street sweeper to remove accumulated particulates from the plant's paved areas. If sweeping effectiveness is observed to not be sufficient to clean the pavement due to dry conditions, excess traffic, etc., then the water spray system on the sweeper will be employed. The water spray will be used as needed in paved areas during non-freezing weather, when sweeping alone is deemed inadequate. The street sweeping frequency will be two times daily, or once per thirty-five trucks when CRT is open for business, unless the roads are free and clear of BSM that could become airborne. However, sweeping and watering are suspended or augmented as appropriate, based on weather conditions (e.g., raining, freezing, sunny and windy days), truck activity, and roadway conditions. Pavement is also cleaned of residuals when each storage pile is removed for quality control, preventing contamination of material subsequently stored in that bin space.

Each day, on Table 2: Record of Sweeping and Watering, CRT documents the weather conditions, the location of the sweeping and/or applied water, and the sweeping and/or water application frequency on a daily basis. CRT also will document on this log when the sustained wind speeds exceed 25 miles per hour, during which the overhead doors at each end of the building are to remain closed (except when trucks are entering or exiting.) CRT documents on Table 3: Daily Fugitive Dust Inspection Log whether the paved, on-site roads are free and clear of bulk solid material that could become airborne. The record shows the date and time when the street sweeping was performed. CRT believes that the sweeping program has, and will continue to be, an important tool in controlling fugitive dust emissions from the indoor stockpile areas and from the building.

Truck routes within ¼ mile of the perimeter of CRT used to transport materials are shown on Figure 1. This ¼-mile stretch of roadway is owned by Cronimet Corporation. To minimize dust during transport, trucks handling or transporting BSM will adhere to the following measures prior to leaving the facility. These instructions are posted for all drivers at the check-in window:

- Truck drivers will adhere to the posted speed limit within the facility, which is no more than 8 miles per hour.
- Truck drivers will verify that any part of any tractor, trailer, or tire exterior surface is free of loose materials.
- Trucks will be visually observed by CRT employees at the weigh scale station for loose material prior to exiting the facility.

CRT has no control over drag-out from the access road. Although the access road is not part of the facility, if excess dust is observed from facility-related traffic, the facility will use a watering truck to water the portion of the roadway traveled only by its traffic.

4.5 SPILLED MATERIAL

Areas within the facility not regularly used for storage of material are kept free of any spilled or misplaced material by removing such material by the end of each work shift and using the street sweeper in affected areas.

4.6 FACILITY WIDE (GENERAL HOUSEKEEPING AND TRAINING)

CRT has two full-time employees on-site. All employees have inspection, monitoring, and/or response roles in the FDP and all receive annual training in their roles and responsibilities in the plan. Each employee is made aware of the general importance of identifying and controlling fugitive dust emissions throughout the facility, the means to minimize fugitive dust emissions as described in this plan, and is instructed to report observations to his/her immediate supervisor for appropriate corrective action.

4.7 STORMWATER MANAGEMENT

The operational areas of the site are asphalt paved. The pavement is sloped to direct stormwater to the center (away from property lines), then to run off to the southwest end, into a grassy retention area. Stormwater is also retained on site by berms for the adjacent KCBX facility that surround CRT's southeast, south, and southwest property lines. Stormwater is otherwise allowed to evaporate from the site. If sedimentation is observed on the pavement that could cause dust, it is cleaned up with the sweeper. No material is stored on the dock edge, on the southern paved area, or within 50 feet of the waterway.

4.8 VISIBLE DUST OBSERVATIONS AND QUARTERLY OPACITY TESTING

Visual observation of blowing fugitive dust from the facility will be observed through the use of Environmental Protection Agency Method 22. Logs for this purpose are included in Table 4: Visible Emissions and Opacity Log to be used by trained CRT personnel. Visual observations will be purposely made once per shift and will note their observations at the downwind property boundary. If blowing fugitive dust is noticed by personnel, a Method 22 observation will be performed at that area of the facility and recorded.

The Regulation requires quarterly opacity emission evaluations pursuant to 35 IAC 212.109 (Method 9). An individual trained and certified to evaluate visible emissions will perform quarterly opacity evaluations in accordance with the measurement method specified in Method 9. Opacity reads will be performed at each of the two source types at the facility:

- Roadway; and
- Storage building egress points.

The roadway segment with only trucks travelling to/from CRT will be observed. These opacity read locations are designed to detect the greatest amount of dust emissions. In general, the opacity reads will be performed on clear days or partly cloudy days to provide the appropriate background contrast for Method 9 reads. The regulation requires testing during a range of weather conditions, noted by the CDPH to include variations in temperature and wind conditions.

Quarterly opacity reads will be completed during the second or third week of the last month of each quarter (i.e., March, June, September, and December). The specific day(s) will be selected by the certified reader, whose decision will be in part based on weather conditions, including temperature and wind, and on previous days that opacity reads were taken, in order to choose reading days on which opacity readings will be conducted to occur during a range of weather conditions. For example, during at least one of the quarterly opacity reads, the certified reader will endeavor to select specific day(s) with hourly average wind speeds over 10 mile per hour.

Opacity reads will be conducted if the weather conditions are suitable for compliance with Method 9 requirements. If it is raining, snowing, and/or foggy on the test date such that it would affect the ability to follow the Method 9 procedure, the testing will either be conducted later in the day, or rescheduled to the next available date.

Also in accordance with 35 IAC 212.109, opacity reads of roadways will be performed for a duration of four trucks passing, when possible. Scheduling of the opacity readings will take into account anticipated truck traffic for the day. However, due to the infrequency of multiple truck events, the opacity will be done for available truck traffic on the day of the opacity readings. Three readings for each truck pass will be taken at five-second intervals. The first reading will be at the point of maximum opacity, and the second and third readings shall be made at the same point, with the observer standing at right angles to the plume at least 15 feet away from the plume and observing 4 feet above the surface of the roadway. After four (or number based on the available traffic) trucks have passed, the readings will be averaged and recorded.

5.0 IMPLEMENTATION

The CRT is committed to the continued operation of the facility in accordance with applicable requirements. The plan identifies actions, responsibilities, and schedules aimed at maintaining the commitment relative to fugitive dust emissions. Table 1: Fugitive Dust Control Plan Implementation Activities identifies activities and responsibilities for the performance of this FDP.

5.1 RESPONSIBILITIES

The successful implementation of this plan is the responsibility of personnel ranging from equipment operators brought in as needed, to facility management. As shown in Table 1: Fugitive Dust Control Plan Implementation Activities, activities have been assigned to any as-needed-operators, the leadman, and management personnel. Through the distribution of this plan, incorporation of applicable portions into personnel training programs, and ongoing internal dialogue, roles and responsibilities will be defined and reinforced.

5.2 TIMING

Facility personnel have been actively engaged in the management of fugitive particulate matter in accordance with applicable regulatory requirements. Table 1: Fugitive Dust Control Plan Implementation Activities itemizes specific schedule commitments that will be achieved and documented through corresponding records.

5.3 RECORDKEEPING

Table 1: Fugitive Dust Control Plan Implementation Activities identifies records that are maintained in accordance with this plan. On a daily basis, the facility will record on Table 2: Record of Sweeping and Watering all street sweeping and watering activities, the number of trucks through the facility, and the weather conditions, including wind speed and direction as documented by the local weather service. This record notes instances when such application is not done for reasons of weather, equipment malfunction, inactivity, etc., and when activities are suspended due to high winds. Observations made during daily inspections are also recorded on the Daily Fugitive Dust Inspection Log, contained in Table 3. All logs are maintained on-site for a minimum of three years.

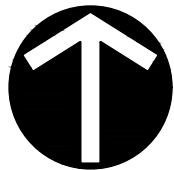
Table 1: Fugitive Dust Control Plan Implementation Activities also shows that, on a quarterly basis, facility environmental personnel prepare a written summary of incidents of visible dusts and actions taken during the prior quarter. The facility maintains its schedule of inspections and maintenance of all dust control equipment. The quarterly report will be submitted to the Illinois Environmental Protection Agency within thirty days of the end of a quarter (for quarters ending March 31, June 30, September 30 and December 31).

Table 4: Visible Emissions and Opacity Log will be used to record observations of visible emissions in accordance with Method 22 (35 IAC 212.107). Also on a quarterly basis, the facility will perform a visual reading of opacity in accordance with Method 9 (35 IAC 212.109). Records of opacity readings will be maintained on site for a minimum of three years.

On an annual basis, this plan is reviewed and updated as necessary, and is submitted to the Chicago Department of Public Health on or before January 31 of each year. An annual summary of the application of control measures, as may be needed for compliance with the opacity limitations, will be prepared and submitted to the Illinois Environmental Agency.

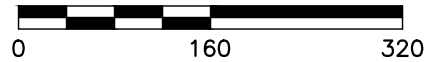
FIGURES

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NORTH

SCALE IN FEET

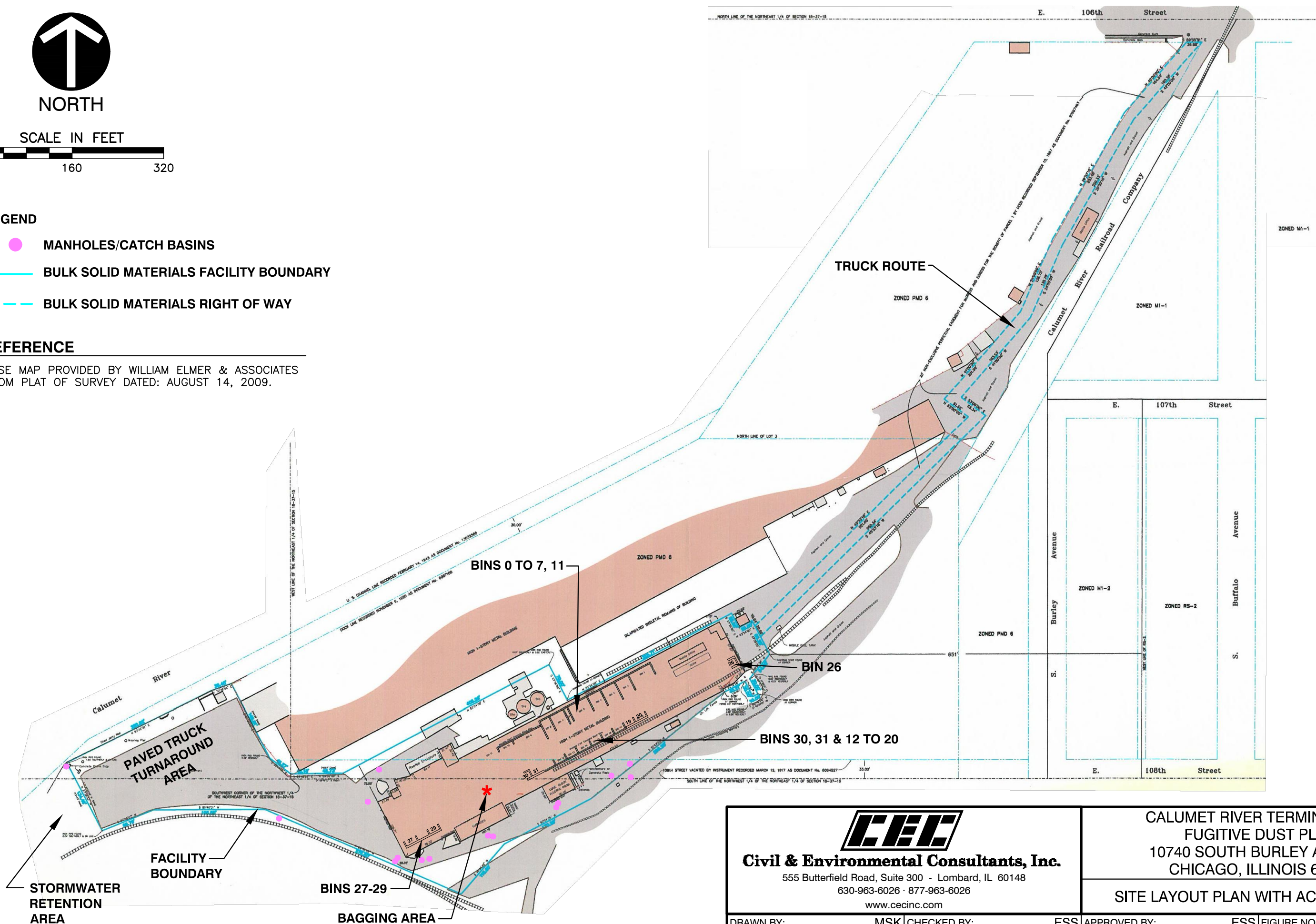


LEGEND

-  MANHOLES/CATCH BASINS
-  BULK SOLID MATERIALS FACILITY BOUNDARY
-  BULK SOLID MATERIALS RIGHT OF WAY

REFERENCE

BASE MAP PROVIDED BY WILLIAM ELMER & ASSOCIATES FROM PLAT OF SURVEY DATED: AUGUST 14, 2009.

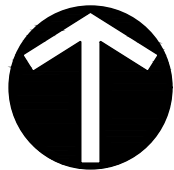


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CALUMET RIVER TERMINAL, LTD
 FUGITIVE DUST PLAN
 10740 SOUTH BURLEY AVENUE
 CHICAGO, ILLINOIS 60617

SITE LAYOUT PLAN WITH ACCESS ROAD

DRAWN BY:	MSK	CHECKED BY:	ESS	APPROVED BY:	ESS	FIGURE NO.:	1
DATE:	07/02/2018	DWG SCALE:	1"=160'	PROJECT NO:	180-367.0001		

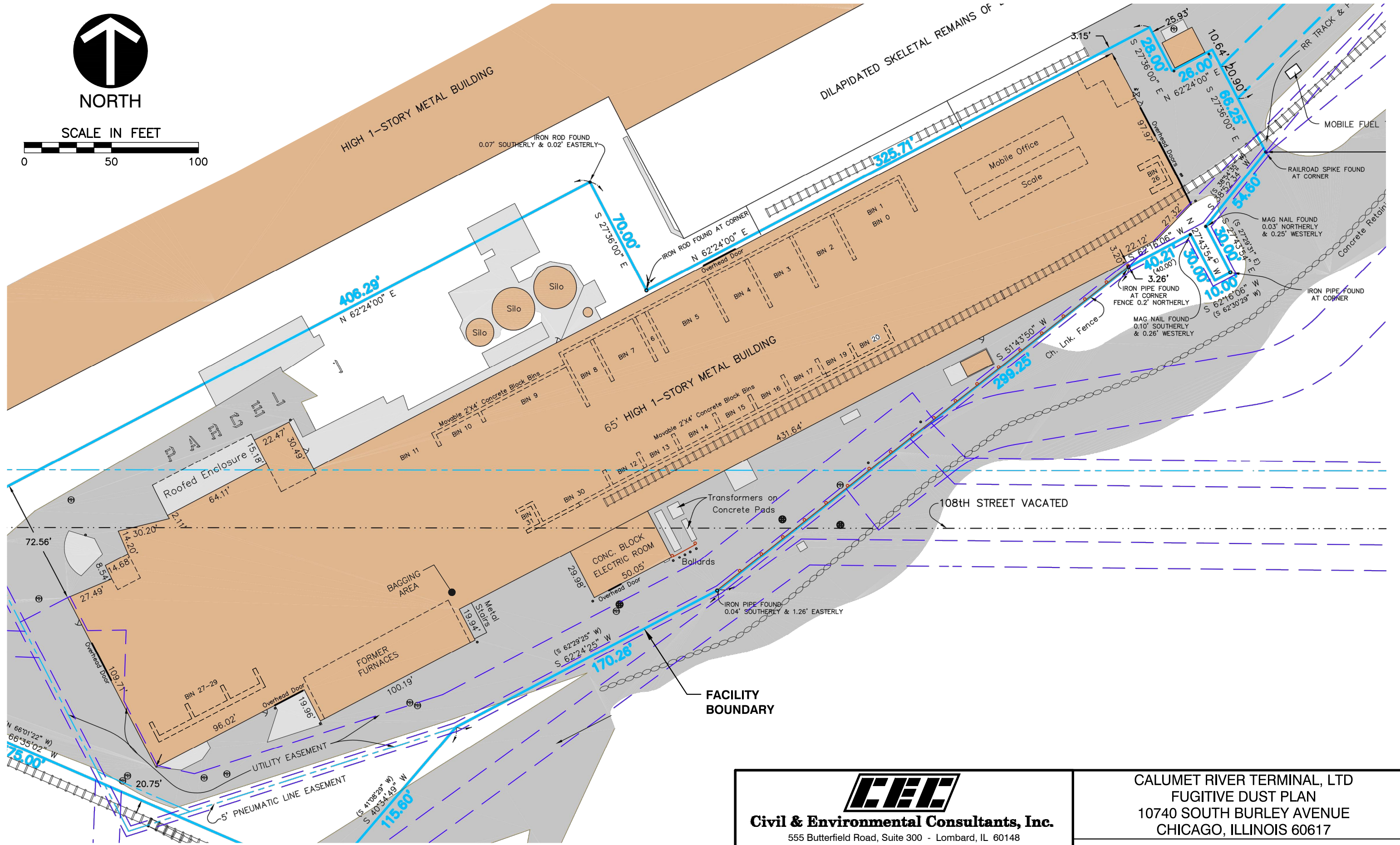


NORTH

SCALE IN FEET



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REFERENCE

BASE MAP PROVIDED BY WILLIAM ELMER & ASSOCIATES FROM PLAT OF SURVEY DATED: AUGUST 14, 2009.

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BUILDING LAYOUT

DRAWN BY:	MSK	CHECKED BY:	ESS	APPROVED BY:	ESS	FIGURE NO.:	2
DATE:	07/02/2018	DWG SCALE:	1"=50'	PROJECT NO.:	180-367.0001		

TABLES

**TABLE 1
FUGITIVE DUST CONTROL PLAN
IMPLEMENTATION ACTIVITIES**

Source Area	Personnel	Activity	Schedule	Records
BSM Stockpiles	Operators (temporary, as needed)	Assess condition of facility, transfer accumulated fines to piles, notify Leadman if additional sweeping is needed beyond the routine.	Ongoing daily	Daily Inspection Log
	Leadman	Daily inspection, activate additional sweeping if needed. Ensure daily log is completed.	Ongoing daily	Daily Inspection Log
		Ensures the daily recording of sweeping in stockpile area on Table 2 log is completed.	Ongoing daily	Record of Sweeping and Watering
	Manager	Conduct visual inspections of piles, record on Table 3 and advise Leadman of additional corrective actions as needed. Ensure daily log is completed.	Ongoing daily	Daily Inspection Log
		Monitor wind speed and precipitation, record on Table 3 and prescribe additional area sweeping or watering, as needed. Ensure daily log is completed.	Ongoing daily	Daily Inspection Log
Roadway Drag-Out/In	Manager	Assess condition of the facility, record on Table 3 and notify Leadman if additional sweeping (in plant) or watering (off site) is needed. Ensure daily log is completed.	Quarterly	Quarterly reports
Bagging	Leadman	Monitor area and implement general housekeeping procedures, as needed. Ensure daily log is completed.	Ongoing daily	Daily Inspection Log
		Daily recording of sweeping and/or watering in crushing and bagging areas on Table 2.	Ongoing daily	Daily Inspection Log
	Manager	Monitor area and coordinate with Leadman for corrective action, as needed. Ensure daily log is completed.	Ongoing daily	Record of Sweeping and Watering
Screening	Leadman	Monitor area and implement general housekeeping procedures, as needed	Ongoing weekly	Daily Inspection Log
		Daily recording of sweeping and/or watering in screening area on Table 2.	Ongoing daily	Daily Inspection Log
Facility-Wide (General Housekeeping)	Manager	Maintain facility dust control campaign.	Ongoing daily	Record of Sweeping and Watering
		Perform Method 22 visual observation of facility emissions. If visible emissions cross property line, schedule a Method 9 certified opacity inspection.	Quarterly	Daily Inspection Log
		Conduct quarterly (seasonal) evaluation of control plan effectiveness. Submit quarterly reports to IEPA of incidents when dust control measures were not implemented.	Quarterly	Quarterly reports
		Update this Fugitive Dust Plan annually, including storage capacities, personnel changes, operational changes, etc. Submit new plan to CDPH, and if significant changes, submit to IEPA.	Annual	Updated Fugitive Dust Plan
		Enable the performance of a Method 9 opacity test of facility emissions by a certified technician	Annual	Method 9 Report
		Submit annual report to IEPA summarizing the application of control measures.	Annual	Annual report
		Conduct routine training with personnel affected by this plan.	Annual	Updated Fugitive Dust Plan
	Leadman	Monitor vehicle speeds for conformance with facility speed limit (8 mph). Ensure daily log is completed.	Annual	Training records.
	Monitor daily truck count, record on Table 3.	Ongoing daily	Daily Inspection Log	

TABLE 2
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS			SWEEPING FREQUENCY METHOD				Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Average Wind Speed (mph)	Doors to Remain Closed Due to High Winds*** (Y/N)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)			# of Trucks

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Screening area, e = Paved areas outdoors, g = Dock, h = other

**If roads are free and clear of material, no further records required.

***Except when trucks are entering or exiting the building

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS			Activity Suspended Due to High Winds (Y/N)	Visible Emissions over 5 Mins? (Y/N)	Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Average Wind Speed (mph)							

*Locations: a = access roads, b = south side access road, c = other

TABLE 3
DAILY FUGITIVE DUST INSPECTION LOG
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

INSPECTION ITEM/□	Monday _____			Tuesday _____			Wednesday _____			Thursday _____			Friday _____		
	OK	NOT OK	INITIALS	OK	NOT OK	INITIALS	OK	NOT OK	INITIALS	OK	NOT OK	INITIALS	OK	NOT OK	INITIALS
BSM STOCKPILE AREAS															
Inspect for BSM accumulation.															
<i>BSM fines collected and recycled by Operator.</i>															
Sufficient moisture is present to suppress dust.															
<i>Operator notified to water equipment runs.</i>															
<i>Visible emissions from building over 5 minute period, recorded on Table 4</i>															
BAGGING MACHINE	ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____		
Inspect container for proper placement in bagging process															
<i>Reset alignment of container.</i>															
Inspect for dust escaping from either machine or container.															
<i>Control flow into container or report to Leadman for correction.</i>															
Inspect ground surface area around bagger for dust accumulation.															
<i>Operator to remove dust or report to supervisor for correction.</i>															
<i>Visible emissions from building during bagging operations recorded on Table 4.</i>															
ROADWAYS	TRUCK COUNT _____			TRUCK COUNT _____			TRUCK COUNT _____			TRUCK COUNT _____			TRUCK COUNT _____		
Visually inspect paved areas for accumulation of BSM.															
<i>Use street sweeper to clean the facility. Record use on Table 2.</i>															
<i>If sweeping is deemed insufficient and forecast temperature is above 32°F, use street sweeper with water spray to clean the facility.</i>															
<i>Notify Manager if street sweeper is not effective.</i>															
Visually inspect the unpaved roadway entering the facility for dryness/dust.															
<i>If forecast temperature is above 32°F, use water truck to spray for dust control. Record use on Table 2.</i>															
<i>Notify Manager if water truck is not effective.</i>															
SCREENING	ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____			ACTIVITY? (Y/N) _____		
Visible dust generated during screening observed to potentially be carried by wind off site?															
<i>Operator to adjust flow of material to minimize dust generated.</i>															
Visually inspect around and under the screen for the presence of accumulated BSM fines.															
<i>Report to Leadman and Operator to remove fines.</i>															

**TABLE 4
VISIBLE EMISSIONS AND OPACITY LOG
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS**

Year: _____

Month:	Visible Emission Surveys					*** If Method 9 applicable % Opacity
	Initials of Observer	Date	Time	Visible Emissions? Yes/No	** Corrective Action within 8 hours?	
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						
31						

* Please indicate "N/A" for dates when the facility is not in use.

** If visible emissions are observed, perform corrective action within eight hours. If emissions persist, perform a Method 9 within 24 hours of the initial observation.

*** An individual must be certified to perform a Method 9.

ATTACHMENT C

DEMOGRAPHIC DATA

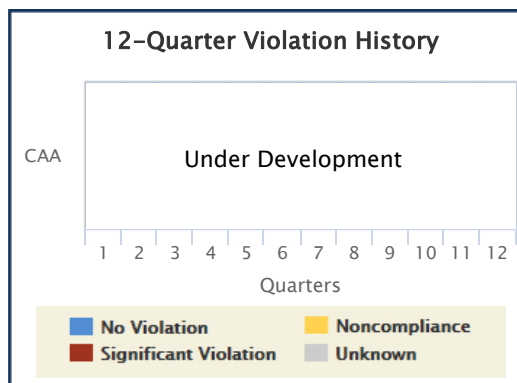


Detailed Facility Report

Facility Summary

CALUMET RIVER TERMINAL
10740 S BURLEY AVE, CHICAGO, IL 60617 ⓘ

FRS (Facility Registry Service) ID: 110056367701
 EPA Region: 05
 Latitude: 41.70025
 Longitude: -87.54498
 Locational Data Source: FRS
 Industry: Miscellaneous Manufacturing
 Indian Country: N



Enforcement and Compliance Summary ⓘ

Statute	Insp (5 Years)	Date of Last Inspection	Compliance Status	Qtrs in NC (Noncompliance) (of 12)	Qtrs in Significant Violation	Informal Enforcement Actions (5 years)	Formal Enforcement Actions (5 years)	Penalties from Formal Enforcement Actions (5 years)	EPA Cases (5 years)	Penalties from EPA Cases (5 years)
CAA	2	04/27/2016		0	0	1	--	--	--	--

Regulatory Information

Clean Air Act (CAA): Operating Minor (IL000031600GZM)
 Clean Water Act (CWA): No Information
 Resource Conservation and Recovery Act (RCRA): No Information
 Safe Drinking Water Act (SDWA): No Information

Other Regulatory Reports

Air Emissions Inventory (EIS): 16798111
 Greenhouse Gas Emissions (eGGRT): No Information
 Toxic Releases (TRI): No Information
 Compliance and Emissions Data Reporting Interface (CEDRI): No Information

Facility/System Characteristics

Facility/System Characteristics

System	Statute	Identifier	Universe	Status	Areas	Permit Expiration Date	Indian Country	Latitude	Longitude
FRS		110056367701					N	41.70025	-87.54498
EIS	CAA	16798111		OPERATING			N		
AIR	CAA	IL000031600GZM	Minor Emissions	Operating	CAASIP		N		

Facility Address

System	Statute	Identifier	Facility Name	Facility Address
FRS		110056367701	CALUMET RIVER TERMINAL	10740 S BURLEY AVE, CHICAGO, IL 60617
EIS	CAA	16798111	CALUMET RIVER TERMINAL	10740 S BURLEY AVE, CHICAGO, IL 60617
AIR	CAA	IL000031600GZM	CALUMET RIVER TERMINAL	10740 S BURLEY AVE, CHICAGO, IL 60617

Facility SIC (Standard Industrial Classification) Codes

System	Identifier	SIC Code	SIC Desc
AIR	IL000031600GZM	9999	Nonclassifiable Establishments

Facility NAICS (North American Industry Classification System) Codes

System	Identifier	NAICS Code	NAICS Description
EIS	16798111	339999	All Other Miscellaneous Manufacturing
AIR	IL000031600GZM	339999	All Other Miscellaneous Manufacturing

Facility Tribe Information

Reservation Name	Tribe Name	EPA Tribal ID	Distance to Tribe (miles)
No data records returned			

Enforcement and Compliance**Compliance Monitoring History (5 years)**

Statute	Source ID	System	Inspection Type	Lead Agency	Date	Finding
CAA	IL000031600GZM	AIR	FCE On-Site	State	04/27/2016	
CAA	IL000031600GZM	AIR	FCE On-Site	State	11/19/2013	

Entries in italics are not considered inspections in official counts.

Compliance Summary Data

Statute	Source ID	Current SNC (Significant Noncompliance)/HPV (High Priority Violation)	Description	Current As Of	Qtrs in NC (Noncompliance) (of 12)
CAA	IL000031600GZM	No		06/16/2018	0

Three Year Compliance Status by Quarter

Statute	Program/Pollutant/Violation Type	QTR 1	QTR 2	QTR 3	QTR 4	QTR 5	QTR 6	QTR 7	QTR 8	QTR 9	QTR 10	QTR 11	QTR 12+
CAA	(Source ID: IL000031600GZM)	07/01-09/30/15	10/01-12/31/15	01/01-03/31/16	04/01-06/30/16	07/01-09/30/16	10/01-12/31/16	01/01-03/31/17	04/01-06/30/17	07/01-09/30/17	10/01-12/31/17	01/01-03/31/18	04/01-06/30/18
	Facility-Level Status	No Violation											
	HPV History												
	Violation Type	Agency	Programs	Pollutants									

Informal Enforcement Actions (5 Years)

Statute	System	Source ID	Type of Action	Lead Agency	Date
CAA	AIR	IL000031600GZM	Notice of Violation	State	04/22/2014

Formal Enforcement Actions (5 Years)

Statute	System	Law/Section	Source ID	Action Type	Case No.	Lead Agency	Case Name	Issued/Filed Date	Settlements/Actions	Settlement/Action Date	Federal Penalty	State/Local Penalty	SEP Cost	Comp Action Cost
No data records returned														

Environmental Conditions**Water Quality**

Permit ID	Combined Sewer System?	Number of CSO (Combined Sewer Overflow) Outfalls	12-Digit WBD (Watershed Boundary Dataset) HUC (RAD (Reach Address Database))	WBD (Watershed Boundary Dataset) Subwatershed Name (RAD (Reach Address Database))	State Waterbody Name (ICIS (Integrated Compliance Information System))	Impaired Waters	Impaired Class	Causes of Impairment (s) by Group(s)	Watershed with ESA (Endangered Species Act)-listed Aquatic Species?
No data records returned									

Waterbody Designated Uses

Reach Code	Waterbody Name	Exceptional Use	Recreational Use	Aquatic Life Use	Shellfish Use	Beach Closure Within Last Year	Beach Closure Within Last Two Years
No data records returned							

Air Quality

Nonattainment Area?	Pollutant(s)	Applicable Nonattainment Standard(s)
Yes	Ozone	8-Hour Ozone (2008)
No	Lead	
Yes	Particulate Matter	PM-2.5 (1997)
No	Sulfur Dioxide	

Pollutants

Toxics Release Inventory History of Reported Chemicals Released in Pounds per Year at Site i

TRI Facility ID	Year	Total Air Emissions	Surface Water Discharges	Off-Site Transfers to POTWs (Publicly Owned Treatment Works)	Underground Injections	Releases to Land	Total On-site Releases	Total Off-site Releases
No data records returned								

Toxics Release Inventory Total Releases and Transfers in Pounds by Chemical and Year i

Chemical Name
No data records returned

Demographic Profile

Demographic Profile of Surrounding Area (3 Miles)

This section provides demographic information regarding the community surrounding the facility. ECHO compliance data alone are not sufficient to determine whether violations at a particular facility had negative impacts on public health or the environment. Statistics are based upon the 2010 US Census and American Community Survey data, and are accurate to the extent that the facility latitude and longitude listed below are correct. The latitude and longitude are obtained from the EPA Locational Reference Table (LRT) when available.

Radius of Area:	3	Land Area:	83%	Households in Area:	27,670
Center Latitude:	41.70025	Water Area:	17%	Housing Units in Area:	31,331
Center Longitude:	-87.54614	Population Density:	3,806/sq.mi.	Households on Public Assistance:	864
Total Persons:	80,248	Percent Minority:	85%	Persons Below Poverty Level:	41,131

Race Breakdown	Persons (%)	Age Breakdown	Persons (%)
White:	27,793 (35%)	Child 5 years and younger:	5,726 (7%)
African-American:	34,102 (43%)	Minors 17 years and younger:	22,143 (28%)
Hispanic-Origin:	33,879 (42%)	Adults 18 years and older:	58,106 (72%)
Asian/Pacific Islander:	267 (0%)	Seniors 65 years and older:	11,222 (14%)
American Indian:	564 (1%)		
Other/Multiracial:	17,522 (22%)		

Education Level (Persons 25 & older)	Persons (%)	Income Breakdown	Households (%)
Less than 9th Grade:	7,203 (13.5%)	Less than \$15,000:	4,976 (17.38%)
9th through 12th Grade:	5,989 (11.23%)	\$15,000 - \$25,000:	3,845 (13.43%)
High School Diploma:	17,082 (32.02%)	\$25,000 - \$50,000:	7,969 (27.83%)
Some College/2-yr:	15,215 (28.52%)	\$50,000 - \$75,000:	5,748 (20.08%)

Education Level (Persons 25 & older)	Persons (%)	Income Breakdown	Households (%)
B.S./B.A. or More:	7,853 (14.72%)	Greater than \$75,000:	6,094 (21.28%)

ATTACHMENT D

DUST MONITORING BUDGETARY COST



**DUST MONITORNG BUDGETARY COST
ANNUAL OPERATION**

Task	Unit Rate	Estimated Days and Units	Estimated Cost
TASK 1 Quality Assurance Project Plan	\$ 6,750.00	Lump Sum	\$ 6,750.00
TASK 2 Project Mobilization			
Labor	\$ 6,000.00	Lump Sum	\$ 6,000.00
10-meter Met Station w/solar	\$ 8,000.00	1	\$ 8,000.00
Met Station Installation	\$ 3,000.00	1	\$ 3,000.00
Battery powered dust monitoring station ^[1]	\$ 22,000.00	4	\$ 88,000.00
Bluetooth Telemetry to Local PC		Included	
	Total Capitol Cost =		\$ 111,750.00
TASK 3 Perimeter Monitoring Station Operation			
Expenses (Monitor parts/supplies)	\$ 50.00	12	\$ 600.00
TASK 4 Data Management			
Labor (Assumes 8 hrs/month at \$105/hr)	\$ 840.00	12	\$ 10,080.00
TASK 5 Annual Summary Report			
Labor ^[2]	\$ 8,500.00	Lump Sum	\$ 8,500.00
Expenses	\$ 500.00	Lump Sum	\$ 500.00
	Total Annual Operating Cost =		\$ 19,680.00

Notes:

[1] Option to lease for \$1,400/month/unit; 4 units for \$5,600/month

[2] Reporting costs based on one year of operation and data collection

ATTACHMENT E

2018 INSPECTION LOGS

RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD				Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)	Activity Suspended Due to High Winds (Y/N)			
3-26-18	7:30 A	-	CS	-	33	DRY SUNNY	Y	Y	N	N	0	0	NO ACTIVITY
3-26-18	2:00 P	-	CS	-	45	CLOUDY	Y	Y	N	N	0	0	NO ACTIVITY
3-27-18	7:15 A	-	CS	-	50	RAIN SHOWER	Y	Y	N	N	0	0	NO ACTIVITY
3-27-18	12:55 P	-	CS	-	51	PART SUN	Y	Y	N	N	1	0	1 TRUCK
3-28-18	7:20 A	-	CS	-	39	CLOUDY	Y	Y	N	N	0	0	NO ACTIVITY
3-28-18	1:30 P	2:15	MF	AB	51	PART SUNNY	Y	Y	N	N	0	45	
3-29-18	7:20 A	-	CS	-	40	SHOWER	Y	Y	N	N	0	0	NO ACTIVITY
3-29-18	11:35 A	-	CS	-	44	OVERCAST	Y	Y	N	N	0	0	NO ACTIVITY
3-30-18	7:30 AM	-	CS	-	34	CLOUDS SUN	Y	Y	N	N	0	0	NO ACTIVITY
3-30-18	2:15 PM	3:00	MF	BE	45	PART SUNNY	N	Y	N	N	0	45	C

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other

**If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
3-26-18	7:20	-	CS	-	33	SUNNY DRY	DRY	0	0	0	NO ACTIVITY
3-26-18	2 PM	-	CS	B	45	CLOUDY	DRY/B OVER	0	0	0	NO ACTIVITY (B-KCBX 12:30)
3-27-18	7:15 A	-	CS	-	50	RAIN SHOWER	WET	0	0	0	NO ACTIVITY
3-27-18	12:55	-	CS	-	51	PART SUN	WET	0	0	0	1 TRUCK
3-28-18	7:20	-	CS	-	39	CLOUDY	WET	0	0	0	NO ACTIVITY
3-28-18	1:30	-	CS	-	51	PART SUNNY	WET	0	0	0	NO ACTIVITY
3-29-18	7:20	-	CS	-	40	SHOWER	WET	0	0	0	NO ACTIVITY
3-29-18	11:35	-	CS	-	44	OVERCAST	WET	0	0	0	NO ACTIVITY
3-30-18	7:30	-	CS	-	34	CLOUDS SUN	WET	0	0	0	NO ACTIVITY
3-30-18	2:15	-	CS	-	45	PART SUNNY	WET	0	0	0	NO ACTIVITY

*Locations: a = access roads, b = south side access road, c = other

ILE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD				Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?**(Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)	Activity Suspended Due to High Winds (Y/N)			
3-19-18	7:30 AM	-	CS	-	38	clouds sun dry	N	Y	N	N	NE 8	0	NO ACTIVITY - NO EMPLOYEE
3-19-18	2:20 PM	-	CS	-	44	clouds/sun	N	N	N	N	NE 10	0	NO ACTIVITY - NO EMPLOYEE
3-20-18	7:35 AM	-	CS	-	30	clouds/sun	N	Y	N	N	NE 15	0	NO ACTIVITY - NO EMPLOYEE
3-20-18	1:45 PM	-	CS	-	35	clouds/sun	N	Y	N	N	NE 10	0	NO ACTIVITY - NO EMPLOYEE
3-21-18	7:30 AM	-	CS	-	31	clouds/sun	N	Y	N	N	NW 10	0	NO ACTIVITY
3-21-18	12:30	1:00	MF	B C	37	clouds/sun	Y	Y	N	N	NW 14	30	
3-22-18	7:30 AM	8:00	MF	B F	30	SUNNY	Y	Y	N	N	NW 4	30	
3-22-18	2:00 PM	2:45	MF	A B	43	SUNNY	Y	N	N	N	NW 6	45	
3-23-18	7:15 AM	-	CS	-	32	SUNNY DRY	Y	Y	N	N	NE 3	0	
3-23-18	3:00 PM	-	CS	-	43	SUN CLOUDS	Y	Y	N	N	NE 10	0	GUST 17

> WINDS

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
 **If roads are free and clear of material, no further records required

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (F)	Conditions (wet, rainy, snow, dry, etc)					
3-19-18	7:30 AM	-	CS	-	38	clouds sun DRY	OK	0	0	0	NO ACTIVITY - NO EMPLOYEE
3-19-18	2:20 PM	-	CS	-	44	clouds/sun DRY	DRY	0	0	0	NO ACTIVITY - NO EMPLOYEE
3-20-18	7:35 AM	-	CS	-	30	clouds/sun DRY	DRY	0	0	0	NO ACTIVITY - NO EMPLOYEE
3-20-18	1:45 PM	-	CS	-	35	clouds/sun	OK	0	0	0	NO ACTIVITY - NO EMPLOYEE
3-21-18	7:30 AM	-	CS	-	31	clouds/sun	OK	0	0	0	NO ACTIVITY - BELOW FREEZING
3-21-18	NO ON	-	CS	-	37	clouds sun DRY	-	0	0	0	NO ACTIVITY
3-22-18	7:15 AM	-	CS	-	30	SUNNY DRY	DRY	0	0	0	BELOW FREEZING - NO ACTIVITY
3-22-18	2:30 PM	-	CS	-	43	SUNNY DRY	DRY	0	0	0	NO ACTIVITY
3-23-18	7:15 AM	-	CS	-	32	SUNNY DRY	DRY	0	0	0	NO ACTIVITY
3-23-18	3:00 PM	-	CS	-	43	SUN CLOUDS DRY	DRY	0	0	0	NO ACTIVITY GUST 17 NE

*Locations: a = access roads, b = south side access road, c = other

RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD				Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)	Activity Suspended Due to High Winds (Y/N)				
3-12-18	7:20 AM	8:00 AM	MF	B	32	DRIZZLING CLOUDY	N	Y	N	0	N	WIND 7	40	
3-12-18	11:30 AM	—	CS	—	41	CLOUDY	Y	Y	N	0	N	WIND 16	0	HIGH WINDS - NO ACTIVITY
3-13-18	7:20 AM	—	CS	—	28	SOME CLOUDS	Y	Y	N	0	N	WIND 7	0	
3-13-18	11:30	12:00	MF	A B	35	FLURRIES MIX	Y	Y	N	1	N	WIND 12	30	
3-14-18	7:15 A	—	CS	—	24	SOME CLOUDS	Y	Y	N	0	N	WIND 6	0	
3-14-18	12:30 PM	—	CS	—	34	PARTLY SUNNY	Y	Y	N	0	N	WIND 10	0	
3-15-18	7:15	—	CS	—	31	SUNNY	N	Y	N	0	N	WIND 6	0	HD MOVE OUT TO 1/2
3-15-18	2:45	3:05	MF	B	43	CLOUDS SUN	N	Y	N	0	N	WIND 12	20	
3-16-18	7:30	—	CS	—	28	CLOUDY	N	Y	N	0	N	WIND 10	0	
3-16-18	2:30	3:00	MF	A B	36	CLOUDS SUN	N	Y	N	1	N	WIND 9	30	

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
**If roads are free and clear of material, no further records required.

COE
INSPECTION

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
3-12-18	7:20 AM	—	CS	—	32	DRIZZLING CLOUDY	WET	0	0	0	
3-12-18	11:30	—	CS	—	41	CLOUDY	WET	0	0	0	AM RAIN LIGHT WIND 16
3-13-18	7:20 AM	—	CS	—	28	SOME CLOUDS	WET	0	0	0	BELOW FREEZING
3-13-18	11:30 AM	—	CS	—	35	FLURRIES MIX	MOIST	0	0	0	
3-14-18	7:15 AM	—	CS	—	24	SOME CLOUDS	DAMP	0	0	0	BELOW FREEZING
3-14-18	12:30 PM	—	CS	—	34	PARTLY SUNNY		0	0	0	NO TRUCKS/ACTIVITY
3-15-18	7:15 AM	—	CS	—	31	SUNNY		0	0	0	BELOW FREEZING - NO TRUCKS
3-15-18	12:30	—	CS	—	42	CLOUDS SUN	DRY	0	0	0	NO TRUCK ACTIVITY
3-16-18	7:30 AM	—	CS	—	28	CLOUDY	DRY	0	0	0	BELOW FREEZING
3-16-18	2:30 PM	—	CS	—	36	CLOUDS SUN	DRY	0	0	0	NO ACTIVITY

*Locations: a = access roads, b = south side access road, c = other

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RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)				
3-5-18	7:15 AM	8:00	MF	B	31	Mostly Cloudy	N	Y	N	0	N	ESE 13 60	
3-5-18	2:00 PM	3:00 PM	MF	B	43	Cloudy	N	Y	N	0	1	E 8 60	
3-6-18	7:20 AM	8:20	MF	B	33	Cloudy	N	Y	N	0	N	SSE 5 60	
3-6-18	12:50 PM	1:50	MF	ABCDE	41	Cloudy SWEET/FURRIES	Y	Y	N	1	N	NE 8 60	
3-7-18	7:20 AM	-	CS	-	27	Clouds/Sun	Y	Y	N	0	N	NW 13 0	
3-7-18	2:00 PM	2:30	MF	B	32	Mostly Cloudy/Sun	Y	Y	N	1	N	NW 13 30	
3-8-18	7:30 AM	8:00	MF	B	24	Clouds/Sun	Y	Y	N	0	N	NW 10 30	
3-8-18	NOON	-	CS	-	33	Clouds/Sun	Y	Y	N	0	N	NW 13 0	NO ACTIVITY
3-9-18	7:10 AM	7:40	MF	B	26	Clouds/Sun	Y	Y	N	0	N	WNW 5 30	
3-9-18	11:15 AM	-	CS	-	32	Clouds/Sun	Y	Y	N	0	N	NW 5 0	

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
 **If roads are free and clear of material, no further records required

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
3-5-18	7:15 AM	-	CS	-	31	Mostly Cloudy	WET-RAIN	0	0	0	
3-5-18	2:00 PM	-	CS	-	43	Cloudy	WET	0	0	0	
3-6-18	7:20 AM	-	CS	-	33	Cloudy	WET-RAIN	0	0	0	
3-6-18	12:50 PM	-	CS	-	41	Cloudy SWEET/SNOW FURRIES		0	0	0	
3-7-18	7:20 AM	-	CS	-	27	PART CLOUDY PART SUNNY	FROZEN PUDDLES/SNOW	0	0	0	BELOW FREEZING
3-7-18	2:00 PM	-	CS	-	32	Mostly Cloudy	WET PUDDLES	0	0	0	
3-8-18	7:30 AM	-	CS	-	24	Clouds/Sun	WET/Puddles	0	0	0	BELOW FREEZING
3-8-18	NOON	-	CS	-	33	Clouds/Sun	WET	0	0	0	WET - NO ACTIVITY
3-9-18	7:10 AM	-	CS	-	26	Clouds/Sun	WET	0	0	0	" " " BELOW FREEZING
3-9-18	11:15 AM	-	CS	-	32	Clouds/Sun	WET	0	0	0	" " "

*Locations: a = access roads, b = south side access road, c = other

RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*(Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)				
2-26-18	7:30 AM	8:30	CS	BCE	34	SUNNY	N	Y	N	0	5	60	
2-26-18	12:30 NOON	1:00	MF	BCE	48	SUNNY	N	Y	N	2		30	
2-27-18	7:15 AM	8:00	CS	BCE	41	SUNNY	N	Y	N	0	5	45	
2-27-18	11:45 AM	12:30-1:30	MF	BCE	60	SUNNY	N	Y	N	1	5	60	WINDS
2-28-18	7:15 AM	7:45	CS	BC	51	MOSTLY CLOUDY	N	Y	N	0	5	30	
2-28-18	2:00 PM	2:30	MF	BE	46	CLOUDY	N	Y	N	0	8	30	
03-01-18	7:10 AM	8:10	MF	B	39	RAIN	N	Y	N	0	13	60	
3-1-18	2:00 PM	2:45	MF	B	37	CLOUDY	N	Y	N	2	2	45	
3-2-18	7:15 AM	—	CS	—	33	SUNNY	Y	Y	N	0	6	0	
3-2-18	1:15 PM	2:00	MF	—	42	MOSTLY SUNNY	N	Y	N	0	6	45	

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
**If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
2-26-18	7:30 AM	—	CS	—	34	SUNNY	WET/Puddles	0	0	0	WET FROM RAIN/MELTED SNOW
2-26-18	NOON	—	CS	—	48	SUNNY	WET/Puddles	0	0	0	" " "
2-27-18	7:15 AM	—	CS	—	41	SUNNY	WET/Muddy	0	0	0	" " "
2-27-18	11:45 AM	—	CS	—	60	SUNNY	WET/Muddy	0	0	0	" " "
2-28-18	7:15 AM	—	CS	—	51	MOSTLY CLOUDY	WET	0	0	0	"
2-28-18	2:00 PM	—	CS	—	46	CLOUDY	WET	0	0	0	
3-1-18	7:10 AM	—	CS	—	39	RAIN	WET	0	0	0	RAIN
3-1-18	2:00 PM	—	CS	—	37	CLOUDY	WET	0	0	0	
3-2-18	7:15 AM	—	CS	—	33	SUNNY	WET	0	0	0	
3-2-18	1:15 PM	—	CS	—	42	MOSTLY SUNNY	WET	0	0	0	

*Locations: a = access roads, b = south side access road, c = other

LE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)			
2-19-18	7:10 AM	—	CS	—	41	RAIN ^{LITE} CLOUDY	Y	Y	N 0	N 5	0	FOG IN WAREHOUSE
2-19-18	11:15 AM	11:50 AM	MF	B C E	46	RAIN ^{LITE} / FOG	N	Y	N 2	N 53	35	FOG IN WAREHOUSE
2-20-18	7:05 AM	7:35	MF	C E	58	RAIN / FOG	N	Y	N 0	N 50	30	FOG IN WAREHOUSE WET
2-20-18	11:30 AM	—	CS	—	60	RAIN ^{LITE} / FOG	Y	Y	N 3	N 50	0	
2-21-18	8:00 AM	—	CS	—	23	CLOUDY	Y	Y	N 0	N 12	0	
2-21-18	2:05 PM	—	CS	—	35	CLOUDY	Y	Y	N 1	N 10	0	
2-22-18	7:15 AM	7:35	MF	BC	32	CLOUDY	Y	Y	N 0	N 11	20	
2-22-18	1:00 PM	1:30 PM	CS	BC	39	CLOUDY	Y	Y	N 1	N 17	30	
2-23-18	7:20 AM	—	CS	—	42	CLOUDY ^{RAIN} / DRI ^{ZZLE}	Y	Y	N 0	N 8	0	
2-23-18	1:30 PM	2:00	MF CS	BC	41	CLOUDY	Y	Y	N 3	N 15	30	

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other

**If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
2-19-18	7:10 AM	—	CS	—	41	RAIN FOG	WET-RAIN	0	0	0	RAIN / FOG
2-19-18	11:15 AM	—	CS	—	46	LIGHT RAIN FOG	WET-RAIN	0	0	0	RAIN / FOG
2-20-18	7:05 AM	—	CS	—	58	RAIN FOG	STANDING WATER	0	0	0	RAIN / FOG
2-20-18	11:30 AM	—	CS	—	60	RAIN ^{LITE} FOG	WET-RAIN	0	0	0	RAIN
2-21-18	8:00 AM	—	CS	—	23	CLOUDY	WET STANDING WATER	0	0	0	FLOODED EASEMENT
2-21-18	2:05 PM	—	CS	—	35	CLOUDY	WET WATER	0	0	0	FLOODED EASEMENT
2-22-18	7:15 AM	—	CS	—	32	CLOUDY	WET STANDING WATER	0	0	0	
2-22-18	1:00 PM	—	CS	—	39	MAINLY CLOUDY	WET	0	0	0	
2-23-18	7:20 AM	—	CS	—	42	CLOUDY ^{RAIN} / DRI ^{ZZLE}	WET	0	0	0	
2-23-18	1:30	—	CS	—	41	CLOUDY	WET	0	0	0	

*Locations: a = access roads, b = south side access road, c = other

LE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)			
2-12-18	7:00AM	—	CS	—	11	SUNNY	Y	Y	N	SE 6	0	CLEAN, NO ACTIVITY
2-12-18	11:00AM	—	CS	—	23	SUNNY ^{PASS} CLOUDS	Y	Y	N	N 7	0	" "
2-13-18	7:20AM	—	CS	—	17	MOSTLY CLOUDY	Y	Y	N	ENE 4	0	" "
2-13-18	11:25AM	—	CS	—	27	CLOUDY	Y	Y	N	SSE 7	0	" " (1 TRUCK)
2-14-18	7:30AM	—	CS	—	30	MOSTLY SUNNY	Y	Y	N	SSW 6	0	"
2-14-18	11:45AM	—	CS	—	42	PARTLY SUNNY	Y	Y	N	SW 12	0	" (1 TRUCK)
2-15-18	7:10AM	—	CS	—	39	FOG/CLOUDY DRIZZLY	Y	Y	N	SSW 8	0	CLEAN
2-15-18	11:00AM	11:45	MF	A B C D E	43	FOG	N	Y	N	WSW 3	45	
2-16-18	7:10AM	—	CS	—	29	CLOUDY	Y	Y	N	N 12		
2-16-18	11:30AM	—	CS	—	34	OVERCAST	N	Y	1	12		1 MAN - INBOUNDS, MECHANICAL

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WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
2-12-18	7:00AM	—	CS	—	11	SUNNY	SNOW COVERED 8"	0	0	0	SNOW (WEEKEND), BELOW FREEZING
2-12-18	11:00AM	—	CS	—	23	SUNNY ^{PASSING} CLOUDS	SNOW COVERED	0	0	0	BELOW FREEZING, SNOW COVERED
2-13-18	7:20AM	—	CS	—	17	MOSTLY CLOUDY	FROZEN SNOW COVERED	0	0	0	BELOW FREEZING, "
2-13-18	11:25AM	—	CS	—	27	CLOUDY	SNOW COVERED	0	0	0	BELOW FREEZING, "
2-14-18	7:30AM	—	CS	—	30	MOSTLY SUNNY	WET SNOW COVERED	0	0	0	BELOW FREEZING, "
2-14-18	11:45AM	—	CS	—	42	PARTLY SUNNY	WET MELTED SNOW	0	0	0	WET-MELTING SNOW
2-15-18	7:10AM	—	CS	—	39	FOG/CLOUDY DRIZZLY	WET ^{STANDING WATER}	0	0	0	WET
2-15-18	11:00AM	—	CS	—	43	FOG	WET	0	0	0	WET-HEAVY FOG
2-16-18	7:10AM	—	CS	—	29	CLOUDY	WET	0	0	0	WET-Puddles
2-16-18	11:30	—	CS	—	34	OVERCAST	WET	0	0	0	" "

*Locations: a = access roads, b = south side access road, c = other

PAGE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.		
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)					
2-5-18	7:15 A	-	CS	-	-1	MOSTLY SUNNY	Y	Y	N	1	N	W 7	0	
2-5-18	11:35 AM	12:05	MF	A B C	5	CLOUDS SUN	N	Y	N	0	N	SW 5	30	
2-6-18	7:15 AM	-	CS	-	8	CLOUD/SUN	N	Y	N	0	N	W 4	0	(AM-SNOW CLEAN UP)
2-6-18	2:00 PM	2:30	MF	A B C	21	SUN + CLOUDS	N	Y	N	1	N	N 2	30	
2-7-18	7:30 AM	-	CS	-	16	CLOUDY LIGHT SNOW	Y	Y	N	0	N	WNW 6	-	(AM-SNOW CLEANUP)
2-7-18	11:30 AM	-	CS	-	19	LIGHT SNOW	Y	Y	N	1	N	W 12	0	
2-8-18	7:15 AM	-	CS	-	10	CLOUDY	N	Y	N	0	N	WSW 4	0	
2-8-18	12:30 PM	2:00 PM	MF	A B C D E	19	MOSTLY CLOUDY	Y	Y	N	0	N	WSW 10	90	(+ HAND SWEEP, BINS, T)
2-9-18	7:30 AM	-	CS	-	25	LIGHT SNOW	Y	Y	N	0	N	N 3	0	CLEAN, NO ACTIVITY
2-9-18	NOON	-	CS	-	26	SNOW	Y	Y	N	N	N 9	0	0	CLEAN, NO ACTIVITY

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
 **If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
2-5-18	7:15 AM	-	CS	-	-1	MOSTLY SUNNY	SNOW COVERED	0	-	0	BELOW FREEZING
2-5-18	11:35 AM	-	CS	-	5	CLOUDS SUN	SNOW WET	0	-	0	BELOW FREEZING
2-6-18	7:15 AM	-	CS	-	8	CLOUDS SUN	SNOW	0	-	0	BELOW FREEZING / SNOW OVERNIGHT
2-6-18	2:00 PM	-	CS	-	21	SUN + CLOUDS	SNOW COVERED	0	-	0	BELOW FREEZING
2-7-18	7:30 AM	-	CS	-	16	CLOUDY LIGHT SNOW	SNOW	0	-	0	BELOW FREEZING / SNOW OVERNIGHT
2-7-18	11:30 AM	-	CS	-	19	LIGHT SNOW	SNOW COVERED	0	-	0	BELOW FREEZING /
2-8-18	7:15 AM	-	CS	-	10	CLOUDY	SNOW PACKS COVERED	0	-	0	BELOW FREEZING
2-8-18	12:30 PM	-	CS	-	19	MOSTLY CLOUDY	PACKED SNOW COVERED	0	-	0	BELOW FREEZING
2-9-18	7:30 AM	-	CS	-	25	LIGHT SNOW	SNOW	0	0	0	BELOW FREEZING / SNOW!
2-9-18	NOON	-	CS	-	26	SNOW	SNOW	0	0	0	BELOW FREEZING / SNOW!

*Locations: a = access roads, b = south side access road, c = other

JLE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.		
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? ** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)					
1-29-18	8:00AM	-	MF	-	26	OVERCAST LIGHT SNOW	Y	Y	N	0	N	NE 18	0	NO ACTIVITY (WIND GUSTY)
1-29-18	12:30PM	-	MF	-	25	LIGHT SNOW OVERCAST	Y	Y	N	0	N	NW 17	0	NO ACTIVITY (WINDY)
1-30-18	8:30A	-	CS	-	18	PARTLY SUN	Y	Y	N	0	N	W 4	0	
1-30-18	NOON	-	CS	-	26	MOSTLY SUNNY	Y	Y	N	3	N	WSW 6	0	
1-31-18	7:20AM	-	CS	-	34	CLOUDS SUN WINDY	Y	Y	N	0	N	SSW 17	0	* WINDS
1-31-18	11:30AM	NOON	MF	BEC	42	MOSTLY CLOUDS WINDY	N	Y	N	0	Y	E 18	30	
2-1-18	7:20AM	-	CS	-	24	CLOUDS SUN	N	Y	N	0	N	W 12	0	
2-1-18	11:30AM	12:00	MF	B C	22	CLOUDS SUN	N	Y	N	0	N	NW 17	30	INSIDE
2-2-18	8:00AM	9:00	MF	A B C	7	CLOUDS SUN	N	Y	N	0	N	WSW 8	60	
2-2-18	NOON	-	CS	-	15	PARTLY SUNNY	Y	Y	Y	2	N	W 10	0	CLEAN

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 **If roads are free and clear of material, no further records required

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
1-29-18	8:00AM	-	MF	-	26	OVERCAST LIGHT SNOW	WET	0	0	0	LIGHT SNOW, WINDY
1-29-18	12:30PM	-	MF	-	25	LIGHT SNOW OVERCAST	WET	0	0	0	LIGHT SNOW WINDY
1-30-18	8:30	-	CS	-	18	PARTLY SUNNY	WET	0	0	0	BELOW FREEZING
1-30-18	NOON	-	CS	-	26	MOSTLY SUNNY	WET	0	0	0	BELOW FREEZING
1-31-18	7:20AM	-	CS	-	34	CLOUDS SUN/WINDS	PARTLY WET	0	0	0	HIGH WINDS (SSW 17) GUSTY
1-31-18	11:30A	-	CS	-	42	MOSTLY CLOUDY	PARTIALLY WET	0	0	0	HIGH WINDS (E 18) NO ACTIVITY
2-1-18	7:20	-	CS	-	24	CLOUDS SUN	PARTIALLY FROZEN WET	0	0	0	BELOW FREEZING - NO TRUCKS
2-1-18	11:30	-	CS	-	22	CLOUDS SUN	MOISTURE DRY	0	0	0	BELOW FREEZING - NO TRUCKS
2-2-18	8:00AM	-	CS	-	7	CLOUDS SUN	LIGHT WET	0	0	0	BELOW FREEZING - NO ACTIVITY
2-2-18	NOON	-	CS	-	15	PARTLY SUNNY	DRY	0	0	0	BELOW FREEZING

*Locations: a = access roads, b = south side access road, c = other

LE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.		
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? ** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)					
01-22-18	7:30 AM	—	CS	—	48	RAIN	Y	Y	N	N	ESC 7	0	CLEAN - No ACTIVITY	
1-22-18	1:30 PM	—	CS	—	52	Cloudy/wet	Y	Y	N	(0)	N	5 15	0	CLEAN - No ACTIVITY
1-23-18	7:30 AM	—	CS	—	36	SNOW	Y	Y	N	0	N	NW 10	0	No ACTIVITY
1-23-18	12:30 PM	1:30	MF	ABC D E	29	Cloudy	Y	Y	N	0	N	NW 13	60	
1-24-18	7:30 AM	—	CS	—	27	Cloudy	Y	Y	N	2	N	NW 6	0	CLEAN
1-24-18	1:00 PM	—	CS	—	33	Cloudy	Y	Y	N	0	N	NW 6	0	CLEAN
1-25-18	7:10 AM	7:40	MF	B C E	29	SOME CLOUDS	N	Y	N	0	N	SS 7	30	
1-25-18	12:00 PM	—	CS	—	37	PART SUNNY	Y	Y	N	0	N	SS 11	0	CLEAN - No ACTIVITY
1-26-18	7:30 AM	—	CS	—	37	MOSTLY CLEAR	Y	Y	N	0	N	SS 11	0	
1-26-18	12:15 PM	—	CS	—	50	MOSTLY SUNNY	Y	Y	N	0	N	SS 14	0	

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other

**If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
01-22-18	7:30 AM	—	CS	—	48	RAIN	Very WET	0	0	0	RAIN
01-22-18	1:30 PM	—	CS	—	52	Cloudy	WET	0	0	0	RAIN/STORMS AM
1-23-18	7:30 AM	—	CS	—	36	SNOW	WET	0	0	0	SNOW
1-23-18	12:30 PM	—	CS	—	29	Cloudy	WET	0	0	0	WET SNOW
1-24-18	7:30 AM	—	CS	—	27	Cloudy	ICY	0	0	0	BELOW FREEZING
1-24-18	1:00 PM	—	CS	—	33	Cloudy	WET	0	0	0	
1-25-18	7:10 AM	—	CS	—	29	SOME CLOUDS	WET FROZEN PAVEMENTS	0	0	0	BELOW FREEZING
1-25-18	12:00 PM	—	CS	—	37	PART SUNNY	WET	0	0	0	WET - No ACTIVITY
1-26-18	7:30 AM	—	CS	—	37	MOSTLY CLEAR	WET FROZEN	0	0	0	WET - FROZEN
1-26-18	12:15 PM	—	CS	—	50	MOSTLY SUNNY	WET	0	0	0	WET

*Locations: a = access roads, b = south side access road, c = other

7. E3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.	
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)				
1-15-18	7:30 AM	—	CS	—	26	SNOW	Y	Y	N	N	SSW 11	0	CLEAN - NO ACTIVITY
1-15-18	1:00 PM	—	CS	—	26	CLOUDS SNOW OFF/FF	Y	Y	N (0)	N	SW 9	0	" "
1-16-18	7:30 AM	—	CS	—	13	CLOUDS SNOW WINDY	Y	Y	N	N	W 10	0	" "
1-16-18	2:30 AM	—	CS	—	24	CLOUDS/SUN	Y	Y	N (1)	N	NW 12	0	CLEAN - 1 VAN
1-17-18	7:30 AM	—	CS	—	8	PART SUNNY	Y	Y	N	N	WSW 5	0	CLEAN - NO ACTIVITY
1-17-18	1:00 AM	—	CS	—	22	PART SUNNY	Y	Y	N (0)	N	WSW 9	0	" "
1-18-18	7:20 AM	—	CS	—	18	CLAR	Y	Y	N	N	SW 13	0	" "
1-18-18	12:30 PM	—	CS	—	30	MOSTLY SUNNY	Y	Y	N (0)	N	SW 15	0	" "
1-19-18	7:30 AM	—	CS	—	27	MOSTLY SUNNY	Y	Y	N	N	SSW 12	0	" "
1-19-18	1:00 PM	1:30	MF	A B F	42	CLOUDS SUN	Y	Y	N (0)	N	SSW 15	45	" "

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other
 **If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
1-15-18	7:30 AM	—	CS	—	26	SNOW LIGHT	SNOW COVERED	0	0	0	BELOW FREEZING - SNOW COVERED
1-15-18	1:00 PM	—	CS	—	26	OFF/ON LIGHT SNOW	SNOW COVERED	0	0	0	BELOW FREEZING - SNOW COVERED
1-16-18	7:30 AM	—	CS	—	13	CLOUDY (SNOW)	SNOW COVERED	0	0	0	SNOW CLEANUP
1-16-18	2:30 PM	—	CS	—	24	CLOUDS/SUN	SNOW MID DAY	0	0	0	SNOW CLEANUP
1-17-18	7:30 AM	—	CS	—	8	PART SUNNY	PACKED SNOW	0	0	0	BELOW FREEZING - PACKED SNOW COVERED
1-17-18	1:00 PM	—	CS	—	22	PART SUNNY	PACKED SNOW	0	0	0	" " " " " "
1-18-18	7:20 AM	—	CS	—	18	CLAR	PACKED SNOW COVERED	0	0	0	" " " " " "
1-18-18	12:30 PM	—	CS	—	30	MOSTLY SUNNY	WET SNOW	0	0	0	" " " " " "
1-19-18	7:30 AM	—	CS	—	27	MOSTLY SUNNY	WET SNOW	0	0	0	" " " " " "
1-19-18	1:00 PM	—	CS	—	42	CLOUDS + SUN	WET	0	0	0	" " " " " "

*Locations: a = access roads, b = south side access road, c = other

RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter?*** (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)			
1-8-18	8:45A	—	CS	—	31	CLOUDY DRIZZLY	Y	Y	N	N	W 11	CLEAN NO ACTIVITY
1-8-18	2:00A	—	CS	—	37	CLOUDS SUN	Y	Y	N (0)	N	WSW 14	CLEAN NO ACTIVITY
1-9-18	7:30A	—	CS	—	27	CLOUDY LIGHT FOG	Y	Y	N	N	WSW 4	CLEAN NO ACTIVITY
1-9-18	1:30P	—	CS	—	34	CLOUDY	Y	Y	N (1)	N	SSE 6	NO TRUCK-VAN
1-10-18	7:15A	—	CS	—	35	FOG DRIZZLY	Y	Y	N	N	SSE 35	CLEAN NO ACTIVITY
1-10-18	2:45	—	CS	—	46	FOG WET	Y	Y	N (0)	N	SSW 14	CLEAN NO ACTIVITY
1-11-18	7:25A	—	CS	—	54	CLOUDY DRIZZLING	Y	Y	N	N	SSW 16	CLEAN
1-11-18	12:30PM	—	CS	—	54	RAIN	Y	Y	N (1)	N	SSW 15	CLEAN
1-12-18	7:15AM	—	CS	—	23	CLOUDY	Y	Y	N	N	NNW 16	GUSTS 15-30
1-12-18	12:45PM	—	CS	—	26	CLOUDY	Y	Y	N (0)	N	N 20	GUSTS

*Locations: a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other

***If roads are free and clear of material, no further records required

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
1-8-18	8:45A	—	CS	—	31	CLOUDY DRIZZLY	SNOW COVERED	0	0	0	BELOW FREEZING
1-8-18	2:00P	—	CS	—	37	CLOUDS SUN	WET/SNOW	0	0	0	GROUND, SNOW COVERED
1-9-18	7:30A	—	CS	—	27	CLOUDY LIGHT FOG	WET	0	0	0	
1-9-18	1:30P	—	CS	—	34	CLOUDY	WET	0	0	0	MELTING SNOW
1-10-18	7:15A	—	CS	—	35	FOG/DRIZZLE	WET	0	0	0	MELTING SNOW
1-10-18	2:45P	—	CS	—	46	FOG	WET	0	0	0	WET-WEATHER
1-11-18	7:25AM	—	CS	—	54	CLOUDY DRIZZLING	WET	0	0	0	
1-11-18	12:30P	—	CS	—	54	RAIN	WET	0	0	0	
1-12-18	7:15A	—	CS	—	23	CLOUDY FLURRIES	WET/FROZE	0	0	0	BELOW FREEZING WNW 16 mph WINDS
1-12-18	12:45P	—	CS	—	26	CLOUDY FLURRIES ON/OFF	WET/FROZE	0	0	0	BELOW FREEZING N 20 mph WINDS

*Locations: a = access roads, b = south side access road, c = other

**TABLE 3
RECORD OF SWEEPING AND WATERING
CALUMET RIVER TERMINAL, CHICAGO, ILLINOIS**

SWEEPING:

Date	Start Time	End Time	Initials	Location(s) Swept*	WEATHER CONDITIONS		SWEEPING FREQUENCY METHOD			Activity Suspended Due to High Winds (Y/N)	Total Time of Sweeping (mins)	Comments, use of water spray, reasons for not sweeping, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)	Pavement clear of dust matter? (Y/N)	Every 4 hours? (Y/N)	Every 35 trucks (Y/N)			
01-01-18	—	—	—	—	—	—	—	—	—	—	—	CLOSED - HOLIDAY
01-02-18	7:00AM	—	CS	—	-7	PART CLOUDY FROST	Y	Y	N	N	WSW 7	CLEAN, NO ACTIVITY, ADVISORY
01-02-18	11:00AM	—	CS	—	0	MOSTLY SUNNY FROZEN	Y	Y	N (0)	N	WSW 8	" " "
1-03-18	7:30AM	—	CS	—	13	CLOUDY FLURRIES	Y	Y	N	N	WSW 10	" " "
1-03-18	11:30AM	—	CS	—	14	CLOUDY FLURRIES	Y	Y	N (0)	N	NW 11	" "
1-04-18	8:00AM	—	CS	—	2	CLOUDS SUN	Y	Y	N	N	NW 9	CLEAN - NO ACTIVITY
1-04-18	NOON	—	CS	—	8	MOSTLY SUNNY	Y	Y	N (2)	N	NW 10	C - ONLY 2 F/B
1-05-18	7:30A	—	CS	—	0	PARTLY CLOUDY	Y	Y	N	N	NW 7	CLEAN - NO ACTIVITY
1-05-18	12:15pm	—	CS	—	8	PARTLY SUNNY	Y	Y	N (0)	N	NW 12	" "

*Locations a = Scale area indoors, b = BSM areas indoors, c = Bagging area, d = Crushing, e = Screening, f = BSM areas outdoors, g = Dock, h = other

**If roads are free and clear of material, no further records required.

WATERING:

Date	Start Time	End Time	Initials	Location(s) Watered*	WEATHER CONDITIONS		Roads already wet (indicate watering or weather)	Qty of Water Applied (gallons)	Quantity of CaCl or salt applied	Number of Passes	Comments, reasons for not watering, corrective measures, etc.
					Temp (°F)	Conditions (wet, rainy, snow, dry, etc)					
01-01-18	—	—	—	—	—	—	—	—	—	—	CLOSED HOLIDAY
01-02-18	7:00AM	CS	—	—	-7	PART CLOUDY FROST	FROZEN	—	—	—	BELOW ZERO, WIND CALL ADVISORIES
1-02-18	11:00AM	CS	—	—	0	MOSTLY SUNNY	FROZEN	—	—	—	" " " "
1-03-18	7:30AM	CS	—	—	13	CLOUDY FLURRIES	SNOW COVERED FROZEN	—	—	—	FROZEN SNOW, BELOW FREEZING
1-03-18	11:30AM	CS	—	—	14	CLOUDY FLURRIES	SNOW COVERED FROZEN	—	—	—	BELOW FREEZING
1-04-18	8:00AM	CS	—	—	2	CLOUDS SUN	SNOW COVERED FROZEN	—	—	—	BELOW FREEZING (RF-11)
1-04-18	NOON	CS	—	—	8	MOSTLY SUNNY	FROZEN SNOW	—	—	—	BELOW FREEZING
1-05-18	7:30AM	CS	—	—	0	PARTLY CLOUDY	FROZEN SNOW	—	—	—	BELOW FREEZING
1-05-18	12:45P	CS	—	—	8	PARTLY SUNNY	FROZEN SNOW COVERED	—	—	—	BELOW FREEZING

*Locations a = access roads b = south side access road c = other

ATTACHMENT F

ACCESS ROAD OWNERSHIP DOCUMENTATION

Property Characteristics for PIN:

26-18-200-026-0000**PROPERTY ADDRESS**

10740 S BURLEY AVE
CHICAGO
60617
Township: HYDE PARK

MAILING ADDRESS

CRONIMET CORPORATION
1 PILARSKY WAY
ALIQUIPPA, PA 15001

INFO FOR TAX YEAR 2017

Estimated Property Value:
Total Assessed Value: 21,741
Lot Size (SqFt): 52,098
Building (SqFt):
Property Class: 5-80
Tax Rate (2016): 7.162
Tax Code (2017): 70030

**TAX BILLED AMOUNTS
& TAX HISTORY**

2017: \$2,400.65* Paid in Full
2016: \$4,364.81 Paid in Full
2015: \$3,993.82 Payment History
2014: \$4,043.88 Payment History
2013: \$3,963.42 Payment History

*=(1st Install Only)

EXEMPTIONS

2017: Not Available
2016: 0 Exemptions Received
2015: 0 Exemptions Received
2014: 0 Exemptions Received
2013: 0 Exemptions Received

APPEALS

2017: Not Available
2016: Not Accepting Appeals
2015: Not Accepting Appeals
2014: Not Accepting Appeals
2013: Not Accepting Appeals

REFUNDS AVAILABLE

No Refund Available

TAX SALE (DELINQUENCIES)

2017: Tax Sale Has Not Occurred
2016: No Tax Sale
2015: No Tax Sale
2014: No Tax Sale
2013: No Tax Sale

DOCUMENTS, DEEDS & LIENS

1433529101 - RELEASE - 12/01/2014
1433529100 - RELEASE - 12/01/2014
0704741091 - WARRANTY DEED - 02/16/2014
0010698219 - MODIFICATION - 08/02/2001
00210967 - RELEASE - 03/24/2000

All years referenced herein denote the applicable tax year (i.e., the year for which taxes were assessed). Parcels may from time to time be consolidated or subdivided. If information regarding a particular PIN appears to be missing for one or more tax years, it is possible that the PIN has changed due to consolidation or subdivision. Users may contact the Cook County Clerk's Office for information regarding PIN lineage. Users should also note that information displayed on this site does not include special assessments (which are billed and collected by municipalities) or omitted taxes (which are assessed on an ad hoc basis by the Cook County Assessor's Office). Please direct inquiries regarding the status of special assessments to your municipality. Questions regarding omitted taxes should be directed to the Assessor's Office.

Note: This printout cannot be used as a tax bill.