



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

Office of Water Resources • 2050 West Stearns Road • Bartlett, Illinois 60103

PUBLIC NOTICE

PROPOSED MULTI-USE TRAIL AND BRIDGE ON THE NORTH BRANCH OF THE CHICAGO RIVER IN THE CITY OF CHICAGO BY THE CHICAGO DEPARTMENT OF TRANSPORTATION

The Chicago Department of Transportation, Division of Engineering, 30 North LaSalle Street, Chicago, Illinois 60602, has applied for a permit from the Office of Water Resources to authorize the construction of a multi-use trail and bridge on the North Branch of the Chicago River. The proposed trail is located along the east bank of the River south of Addison Street (at Clark Park), continues under the Addison Street bridge, and crosses to the west side of the River on a new bridge approximately 900 feet north of Addison Street where it connects to an existing trail on the west bank of the River at California Park. This notice is being sent pursuant to State Rules for construction in public waters.

The project involves the construction of 2100 ft. of multi-use trail along the River. The trail will include a 39 ft. long single-span bridge south of Addison Street parallel to the River over an existing combined sewer outfall and a 1014 ft. long bridge across the River north of Addison Street. Both bridges are 16 ft. wide. The River bridge has 16 spans. The bridge piers will be located in the River with a clearance between piers of 60 to 110 ft., and a minimum horizontal clearance of 75 ft. for the span across the navigable channel. The River bridge will have a vertical clearance of 18 ft. 10 in. above normal water level. These clearances are equal to or greater than the clearances on the existing upstream and downstream bridges. Temporary cofferdams will be required to construct the abutments for the bridge south of Addison Street while maintaining a 45 ft. horizontal clearance in the main channel. North of Addison Street the River bridge will be constructed using a barge and a minimum horizontal clearance of 40 ft. will be maintained during construction. The work is anticipated to last one construction season. The site of the proposed work is located in the East Half of Section 24, Township 40 North, Range 13 East of the Third Principal Meridian in Cook County. Attached to the back of this public notice is a project location map.

No work is to start on this project unless and until the permit is issued.

Plans for the proposed work may be seen by appointment at the Northeastern Illinois Regulatory Programs Section office, 2050 West Stearns Road, Bartlett, Illinois 60103. Inquiries and requests to review the plans may be directed to Heather McGowan of the Bartlett Office at 847/608-3100 x-32025. Additional information can be found on our website at www.dnr.illinois.gov/waterresources. You may also contact the applicant's engineer, Greg Osborne of Epstein, at 312/429-8272.

Review of this project will be limited to the following issues: 1) Any obstruction to, or interference with the navigability of the river; 2) Any encroachment on the river; and 3) Any impairment of the rights, interests or uses of the public on the river or in the natural resources thereof.

You are invited to send written comments regarding the proposed work to the Bartlett Office by June 13, 2014.

May 23, 2014

HM



CHICAGO DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO

January 14, 2014

Mr. Gary Jereb, P.E., Section Manager
Northeastern Illinois Regulatory Programs Section
Illinois Department of Natural Resources
Office of Water Resources, Region 2 Offices
2050 West Stearns Road
Bartlett, Illinois 60103

**RE: Joint Application Form
Addison Underbridge Trail Connection From
Clark Park to California Park
CDOT PN 44227
State Project No. P-88-052-12
Epstein PN 29346**

To Whom It May Concern:

The Chicago Department of Transportation (CDOT) is submitting the attached Joint Application Form (NCR Form 426) for review and approval by your office. The permit is being submitted for the construction of a bridge structure for a multi-use trail over the North Branch of the Chicago River in Chicago, Illinois (41°56'50"N, 87°41'46"W).

The proposed improvements include the construction of a multi-use trail along the east bank of the river south of Addison Street and continue under the Addison Street Bridge and cross to the west side of the river approximately 900 feet north of Addison and connect to an existing trail on the west bank of the North Branch of the Chicago River (NBCR) at California Park.

The proposed bridge will be 16 feet wide, constructed within the MWRD right-of-way. The bridge across the river will have a minimum waterway opening of 75-feet within the navigable channel and a vertical clearance of 18'-10" above normal water level, as shown in the enclosed application. These clearances are equal to or greater than the existing upstream and downstream structures.

It is anticipated the impact to the NBCR will be minimal and less than 0.15 acres. There will be no discharge or dredging to the existing waters. The piers for the proposed elevated bike trail will be constructed in a manner to prevent sediment from entering into the river. A National Pollutant Discharge Elimination system (NPDES) Construction Permit will be required because more than one-acre will be disturbed during construction.

We are requesting authorization under the Permit Program to complete the work as indicated. All terms and conditions of the Permit Program will be followed.

Enclosed for your review and further processing are the following:

- Section 404 Joint Permit Application Form (NCR Form 426).
- Location Map
- Aerial view of proposed improvements.
- Preliminary Bridge Plan, Elevation and Cross-Section.
- Site Photos
- Federal Endangered Species Act Section 7 Consultation Letter.

A copy of this Section 404 Joint Application will be submitted to the Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) and the U.S. Army Corps of Engineers (USACE).

Should you have any questions or comments please feel free to contact the Project Manager, Dolan McMillan, at (312) 744-5806 or at dolan.mcmillan@URS.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Luann Hamilton". The signature is stylized and cursive.

Luann Hamilton
Deputy Commissioner
Division of Project Development

Enclosures

cc: IEPA; USACE; Dolan McMillan, URS; John Karlovitz, Epstein

JOINT APPLICATION FORM FOR ILLINOIS

ITEMS 1 AND 2 FOR AGENCY USE

1. Application Number <div style="font-size: 24pt; text-align: center; font-weight: bold;">2014012 ---</div>	2. Date Received
---	------------------

3. and 4. (SEE SPECIAL INSTRUCTIONS) NAME, MAILING ADDRESS AND TELEPHONE NUMBERS

3a. Applicant's Name Luann Hamilton, Deputy Commissioner Company Name (if any) Chicago Dept of Transportation Div of Engineering Address 30 North LaSalle Street Chicago, IL 60602 Email Address Luann.hamilton@cityofchicago.org	3b. Co-Applicant/Property Owner Name (if needed or if different from applicant) Company Name (if any) Address Email Address	4. Authorized Agent (an agent is not required) Greg Osborne Director of Civil Engineering Company Name (if any) Epstein Address 600 West Fulton Street Chicago, Illinois 60661-1259 Email Address gosborne@epsteinglobal.com
Applicant's Phone Nos. w/area code Business: 312 744 1987 Residence: Cell: Fax:	Applicant's Phone Nos. w/area code Business: Residence: Cell: Fax:	Agent's Phone Nos. w/area code Business: 312-429-8272 Residence: Cell: 312-330-8414 Fax:

STATEMENT OF AUTHORIZATION

I hereby authorize Epstein to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

1-13-14

Applicant's Signature
Date

5. ADJOINING PROPERTY OWNERS (Upstream and Downstream of the water body and within Visual Reach of Project)

Name	Mailing Address	Phone No. w/area code
a. See Attached		
b.		

6. PROJECT TITLE:
ADDISON UNDERBRIDGE TRAIL CONNECTION

7. PROJECT LOCATION

LATITUDE: 41° 56' 50"N LONGITUDE: 87° 41' 46" W	UTM's Zone 16 Northing: 4644151 Easting: 442302					
STREET, ROAD, OR OTHER DESCRIPTIVE LOCATION 2700 West Addison Street	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">LEGAL DESCRIPT</td> <td style="width: 15%;">QUARTER NE,SE</td> <td style="width: 15%;">SECTION 24</td> <td style="width: 15%;">TOWNSHIP NO. 40N</td> <td style="width: 15%;">RANGE 13E</td> </tr> </table>	LEGAL DESCRIPT	QUARTER NE,SE	SECTION 24	TOWNSHIP NO. 40N	RANGE 13E
LEGAL DESCRIPT	QUARTER NE,SE	SECTION 24	TOWNSHIP NO. 40N	RANGE 13E		
<input checked="" type="checkbox"/> IN OR <input type="checkbox"/> NEAR CITY OF TOWN (check appropriate box) Municipality Name Chicago	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 75%; text-align: center;"> WATERWAY North Branch of the Chicago River </td> <td style="width: 25%; text-align: center;"> RIVER MILE (if applicable) </td> </tr> </table>	WATERWAY North Branch of the Chicago River	RIVER MILE (if applicable)			
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COUNTY Cook	STATE IL	ZIP CODE 60618				

8. PROJECT DESCRIPTION (Include all features): See attached Project Description.

9. PURPOSE AND NEED OF PROJECT: See attached Project and Need

COMPLETE THE FOLLOWING FOUR BLOCKS IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

10. REASON(S) FOR DISCHARGE: Embankment along the outer banks for the proposed trail. Existing banks are too steep to adequately support the proposed trail and fill is required to construct the trail.

11. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS FOR WATERWAYS:
TYPE: Earth embankment meeting the requirements of the IDOT Standard Specifications for Road and Bridge Construction.
AMOUNT IN CUBIC YARDS: 2740 CY

12. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (See Instructions)
0.13 ACRES (5,630 S.F.)

13. DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION (See instructions)
Three alternatives were evaluated. The first two alternatives required large amounts of fill on the east and west banks of the NBCR. These two alternatives also included significant impacts to the existing vegetation, with significant armoring of the existing banks as well as impacts to local property owners. The third alternative, as described in the attached, was chosen since it provided the best opportunity of preserving the existing vegetation, minimizing impacts to nearby property owners and minimizing the amount of fill in the floodplain. The site received biological and cultural clearances, including wetlands, from IDOT. Should the Army Corp define the Chicago River as a wetland the effects of the wetland impacts, if required, will be mitigated by purchasing wetland credits from the Atkinson Road Mitigation Bank.

14. Date activity is proposed to commence: Spring 2015
Date activity is expected to be completed: 1 year

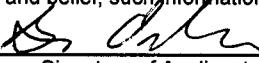
15. Is any portion of the activity for which authorization is sought now complete? Yes No
Month and Year the activity was completed: _____
NOTE: If answer is "YES" give reasons in the Project Description and Remarks section. Indicate the existing work on drawings.

16. List all approvals or certification and denials received from other Federal, interstate, state, or local agencies for structures, construction, discharges or other activities described in this application.

Issuing Agency	Type of Approval	Identification No.	Date of Application	Date of Approval	Date of Denial
IDNR	Permit	TBD			
IEPA	404 Permit	TBD			
City of Chicago	Harbor Permit	TBD			
United States Coast Guard	Approval	TBD			
MWRDGC	Approval	TBD			

17. CONSENT TO ENTER PROPERTY LISTED IN PART 7 ABOVE IS HEREBY GRANTED. Yes No

18. APPLICATION VERIFICATION (SEE SPECIAL INSTRUCTIONS)
Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.



Signature of Applicant or Authorized Agent

1/13/14

Date

Signature of Applicant or Authorized Agent

Signature of Applicant or Authorized Agent

RECEIVED
IDNR/03/01

Date

Project Description:

The project involves the construction of 2,100 lineal feet of pedestrian/bicycle trail along the North Branch of the Chicago River (NBCR). The trail will include a 39-foot single span bridge south of Addison Street and a 1014-foot bridge with 16 spans north of Addison Street. The width of the bridge will be 16-feet. Piers for the bridge will be constructed in NBCR. The clearance between the bridge piers in the river will range from 60 feet to 110 feet with a minimum horizontal clearance of 75 feet for the span across the main channel and the vertical clearance above normal water level will be 18 feet minimum. Temporary cofferdams will be required to construct the closed wall abutments at the bridge south of Addison Street while maintaining a 45-foot horizontal clearance in the main channel. North of Addison Street the bridge will be constructed using a barge and a minimum horizontal clearance of 40-feet will be maintained during construction, which is anticipated to last one construction season.

The on-grade portion of the project will include construction of a PCC cantilevered wall with a segmental concrete block on the east bank of the NBCR south of the Combined Sewer Outfall which is south of Addison Street. The trail will be an on-grade path under the Addison Street Bridge and north of the bridge supported by earth embankment and a sheet pile wall at the river's edge. On the west bank the trail will connect to an existing at-grade trail by the tennis courts at the south end of California Park. This connection point will require additional earth embankment supported by a sheet pile wall at the river's edge.

An additional trail connection is proposed 400 feet to 750 feet south of Irving Park Road on the west side of the NBCR. This additional trail connection will not require any work within the banks of the NBCR.

The project site is located in the East Half of Section 24, Township 40 North, Range 13 East of the Third Principal Meridian in Cook County.

Purpose and Need:

The purpose of the project is to provide a continuous riverfront trail from Clark Park to the north end of California Park along the North Branch of the Chicago River (NBCR). The project will provide public access between two existing parks and improve water quality by restoring adjacent riverbanks. Several stakeholders and the public have been engaged throughout the development of the feasibility study, through study updates and at periodic meetings. To date the public has supported the project.

The need for the trail was established when the Chicago Park District published the Chicago River Master Plan in 2002 which recommends a connection between these two parks as well as a continuation of the riverfront trail. Some of the objectives of the Master Plan this project will fulfill include:

- Expand public use of the river corridor
- Improve public and universal access to the river with trails that otherwise would be difficult and dangerous
- Provide linkages between parks and adjacent public spaces to create a unified riverfront trail system

Other benefits of the project include the potential to generate economic activity and enhance cultural awareness and Community identity.

The trail will be a segment of a 1.5 mile trail continuous from Clark Park to Horner Park (Belmont Avenue to Montrose Avenue) once the construction of the Irving Park Road underbridge project is complete.

Included in the analysis used to determine the proposed alternative were the design criteria of the United States Coast Guard (USCG) for the bridge crossing the NBCR. Based on preliminary correspondence with the USCG, they indicated the new bridge would need to provide a minimum horizontal clearance of 75 feet between piers in the main channel and a minimum vertical clearance of 18 feet for planning purposes.

Three alternatives were studied as meeting the needs of the proposed project.

Alternative 1 provides a path on embankment using retaining wall and wholly contained within the right-of-way (ROW) of the Chicago River which is controlled by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). The eastern edge of the path would be located approximately two feet west of the MWRD property line. Due to the steep slopes of the existing banks a 3-foot to 8-foot tall retaining wall would be required. The retaining wall will be required on both side of the path to help balance the cut and fill within the floodplain. The path would then cross the NBCR and connect to the existing path system in California Park.

Alternative 2 is similar to Alternative 1 which provides a path on embankment using retaining wall but locating the path partially on private property in order to minimize the encroachment into the floodplain of the river. The eastern edge of the path would be located approximately five feet away from the building facades. This alternate would require property acquisition and easements from the private property owners north of Addison Street Bridge along the east bank.

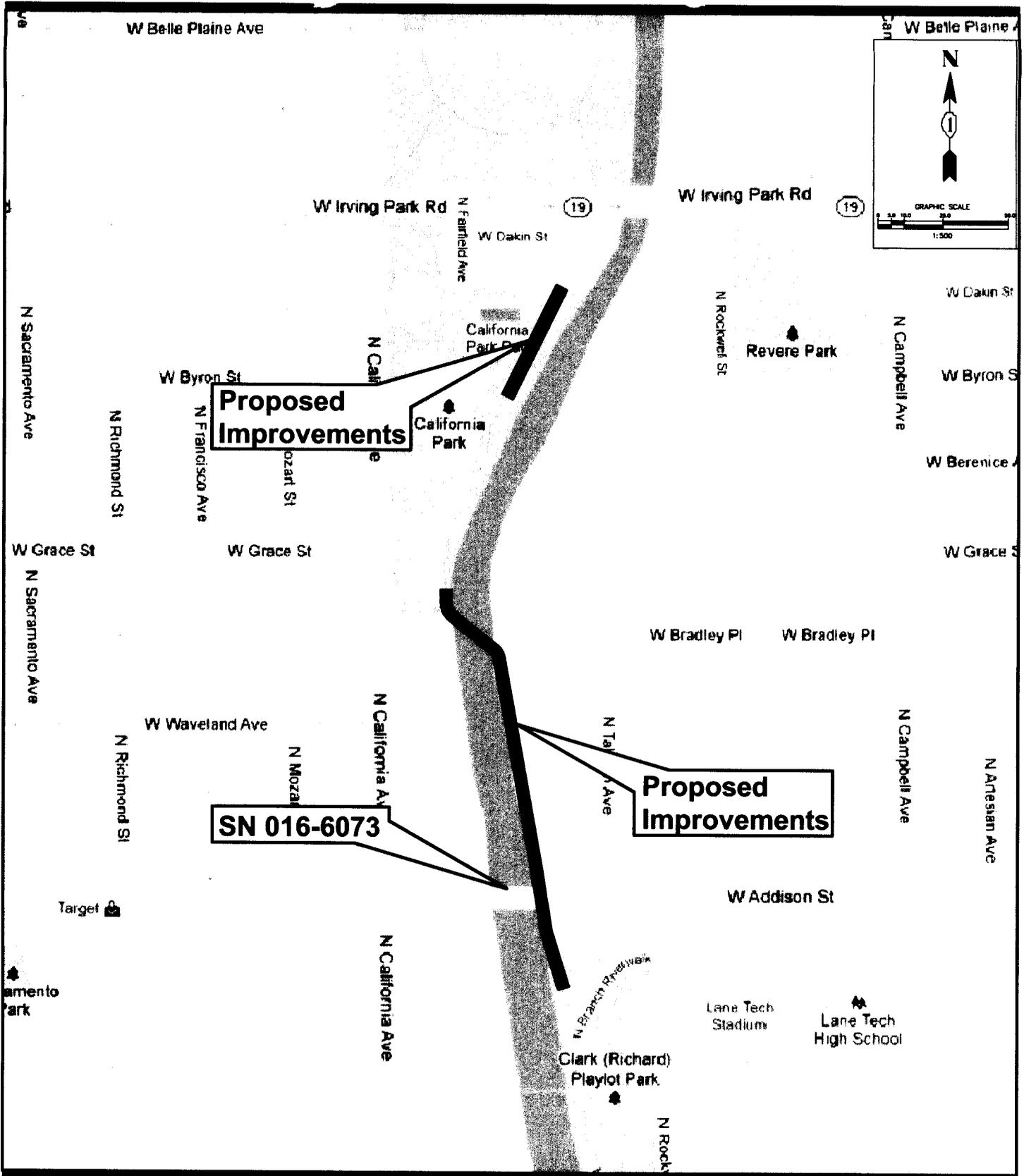
Alternative 3 proposes a path supported on structure north of the Addison Street Bridge. This alternative would minimize impacts to the existing vegetated banks, lessen impacts to nearby property owners and minimizes the amount of fill in the floodplain.

Alternative 3 was chosen as the preferred alternative since it represents the best opportunity of minimizing impacts to nearby property owners and minimizing fill in the floodplain. The section of the path under Addison Bridge will be supported by earth embankment with rip rap on the side slopes.

Alternative 3 will benefit the environment by restoring, improving or protecting aquatic habitat for plants and wildlife. This alternative will also be a benefit by preventing future erosion by maintaining/restoring the river banks where the path is on grade and improving water quality by maintaining a natural buffer zone that would protect the NBCR preventing soil erosion and filtering pollutants caused by storm water runoff.

Additional reasons for not selecting Alternatives 1 and 2 were the removal of the existing aesthetic appeal of the natural vegetation along the banks of the NBCR, the existing vegetation would be replaced by "unnatural" retaining walls, and the significant amount of fill required in the existing floodplain to construct the proposed path.

Avoidance of impacts to the NBCR and the floodplain are not possible due to the proximity of the proposed trail to the NBCR under the Addison Street Bridge. This proximity requires minimal fill in the floodplain and impacts to the Waters of the U.S.



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JAN 14 2014

Resource Management
Bartlett Office

Exhibit 1 - LOCATION MAP

ADDISON UNDERBRIDGE CONNECTION
CHICAGO, ILLINOIS

EPSTEIN
Architecture
Interiors
Engineering
Construction

Chicago
New York
Bucharest
Warsaw

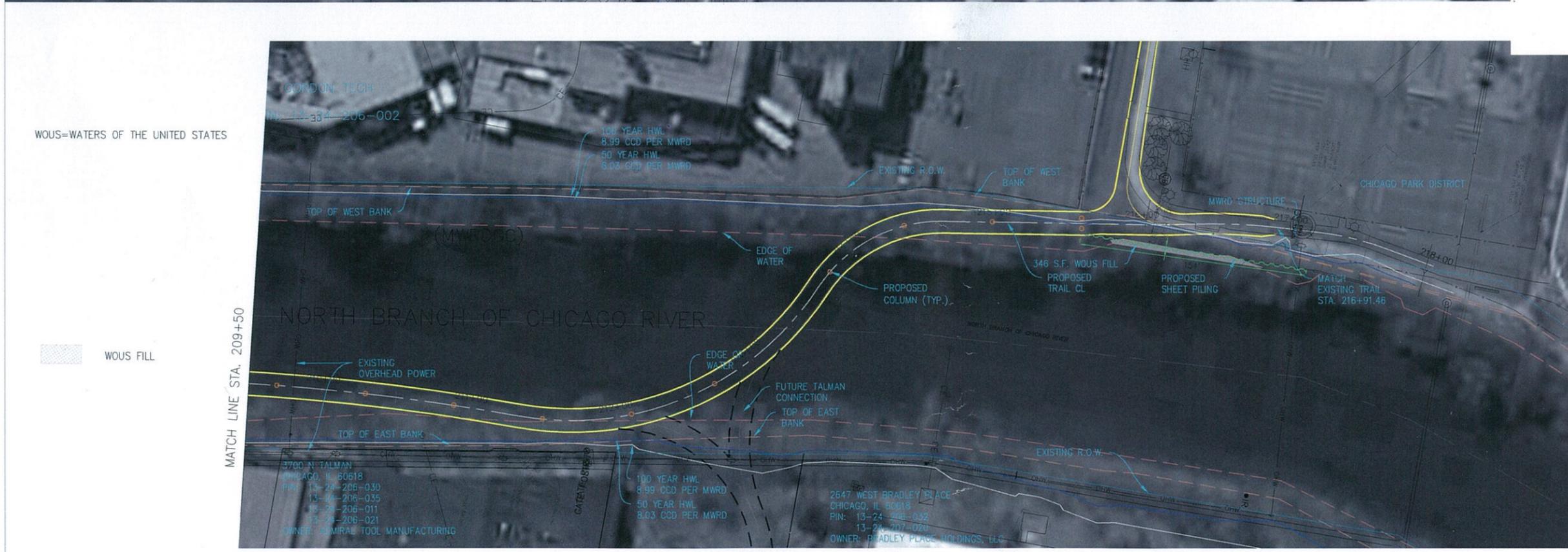
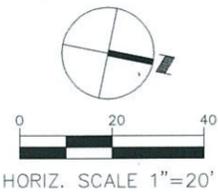
600 W. Fulton Street
Chicago, IL 60661-1259
T 312.454.9100
www.epsteinglobal.com

DATE: FEBRUARY 7, 2012

PROJECT NO.: 29346



MATCH LINE STA. 209+50



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JAN 14 2014
Resource Management
Bartlett Office

SECTION NO.: 12-E9121-00-BT
DRAWN BY: K. TRAVERS
CHECKED BY: G. OSBORNE
APPROVED BY: G. OSBORNE
DATE: 9/13/2013
SCALE: 1"=40'

NO.	DATE	REVISIONS/ISSUANCES
2	12/23/13	JOINT APPL PERMIT
1	9/13/13	ISSUED FOR 30%

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
30 N LaSalle St Suite 1100
Chicago, IL 60602
312.744.3600



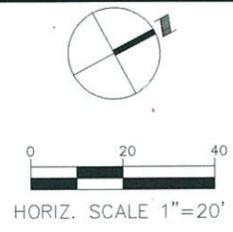
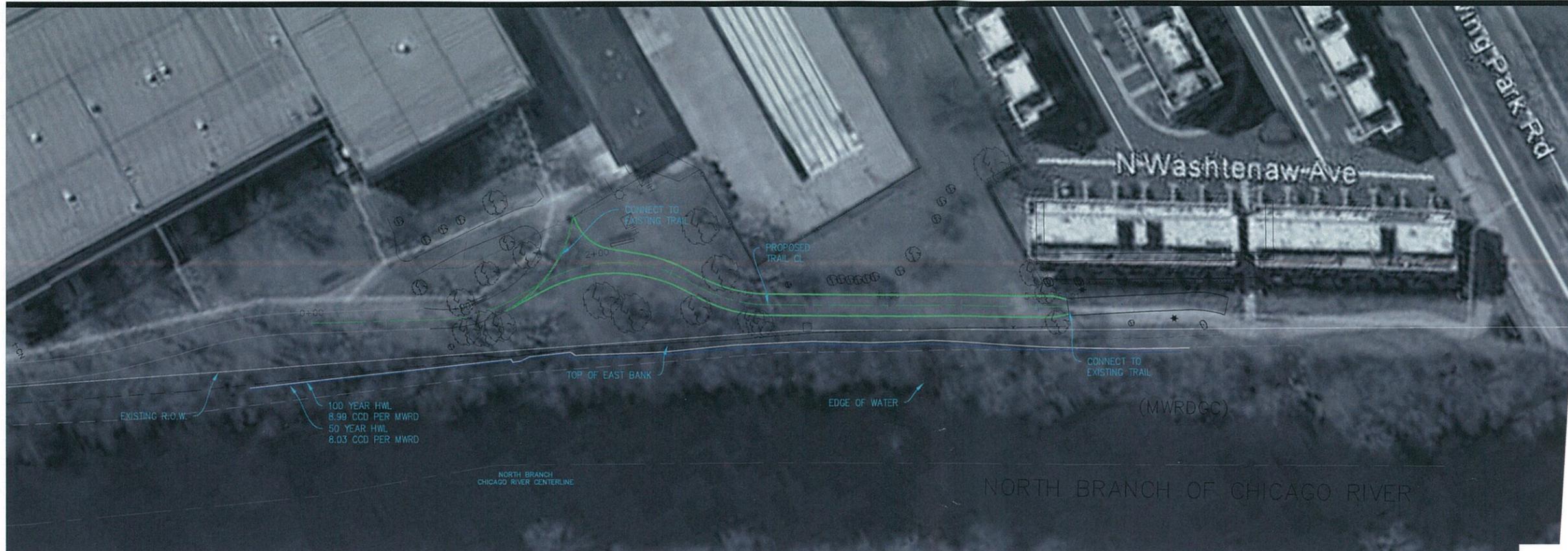
CONSULTANT
EPSTEIN
600 W. Fulton Street
Chicago, IL 60661-1259
312.454.9100
www.epsteinglobal.com



ADDISON UNDERBRIDGE TRAIL CONNECTION
FROM CLARK PARK TO CALIFORNIA PARK
UNDERBRIDGE TRAIL CONNECTION PLAN WITH AERIAL

SHEET NO.	REVISION
EXH-03	0
SHEET 3 OF 4	

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WOUS=WATERS OF THE UNITED STATES

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Bartlett Office

SECTION NO.: 12-E9121-00-BT
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2	12/23/13	JOINT APPL PERMIT
1	9/13/13	ISSUED FOR 30%

CITY OF CHICAGO
 DEPARTMENT OF TRANSPORTATION
 30 N LaSalle St, Suite 1100
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ADDISON UNDERBRIDGE TRAIL CONNECTION
 FROM CLARK PARK TO CALIFORNIA PARK
 NORTH TRAIL CONNECTION PLAN WITH AERIAL

SHEET NO.	REVISION
EXH-04	0
SHEET 4 OF 4	