



May 6, 2016

PUBLIC NOTICE 09-02-16

All interested parties are notified that an application has been received by Commander, Ninth Coast Guard District, from the City of Chicago, for approval of location and plans for the construction of a fixed pedestrian bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Lakefront Pedestrian Bridge, Mile 0.32, Ogden Slip, City of Chicago, in Cook County, Illinois.

CHARACTER OF WORK: Construction of a fixed pedestrian bridge across Ogden Slip connecting existing pedestrian trails on DuSable Park and Lake Shore Park.

MINIMUM NAVIGATIONAL CLEARANCES:

Proposed

Horizontal: 67.5-ft between seawalls, normal to the axis of the channel.

Vertical: 22.21-ft at low steel. 22.46-ft at center (Referred to Low Water Datum, Lake Michigan, Elevation 577.50 (IGLD85)).

The proposed pedestrian bridge would be built adjacent to the Lake Shore Drive NB Exit Ramp which offers lower vertical clearance over Ogden Slip. Lake Shore Drive offers 21.05-ft at low steel and 21.21-ft at center (Referred to Low Water Datum, Lake Michigan, Elevation 577.50 (IGLD85)).

ENVIRONMENTAL CONSIDERATIONS:

Through a Project Oversight Agreement with the Federal Highway Administration (FHWA) lead agency status has been assumed by the Illinois Department of Transportation (IL-DOT) for the proposed project. IL-DOT has reviewed and approved the project as a Categorical Exclusion (CATEX) for purposes of the National Environmental Policy Act (NEPA).

As no part of the proposed pedestrian bridge will be located in Ogden Slip a protective bridge fendering system will not be utilized. This notice solicits comments on the need for a protective bridge fendering system.

The proposed pedestrian bridge offers greater vertical clearance than, and is adjacent to, the Lake Shore Drive NB Exit Ramp over Ogden Slip. The Lake Shore Drive NB Exit Ramp displays the

required navigation lighting. This notice solicits the need for navigation lighting on the proposed pedestrian bridge.

The proposed bridge is not located in a mapped floodplain. The elevation of the 100-year floodplain in this area is 584.46-feet. The elevation for low-steel of the proposed bridge is 599.71-feet. No part of the proposed pedestrian bridge will be placed in Ogden Slip. However, due to the placement of a bridge pier on Lake Shore Park, the eastern seawall along Lake Shore Park will be replaced and strengthened. This reconstruction of the eastern seawall will necessitate the placement of approximately 112-cubic feet of clean fill in the waterway. The U.S. Army Corps of Engineers (USACE) has issued a Regional Permit #3 on September 5, 2014 for the proposed placement of fill in a Water of the United States. Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) issued a Section 303 permit on January 16, 2015 authorizing the placement of fill material in the waterway.

No Federal or State designated wetlands are present in the project area.

The applicant has been granted a Section 401 Water Quality Certification from USACE for this project, dated September 5, 2014, pursuant to P.L. 92-500, as amended. On March 2, 2012, Illinois Environmental Protection Agency (IL-EPA) granted Section 401 certification, with conditions, for all USACE RPs except for activities in certain waterways noted under Regional Permits #4 and #8.

There are no state Coastal Zone Management compliance requirements.

Relocation of residences and businesses will not be required.

No properties or cultural resources considered eligible for inclusion on the National Register of Historic Places (NRHP) would be adversely affected by the proposed project per determination made by the Illinois State Historical Preservation Office (SHPO) on November 5, 2001.

There are no parklands expected to be adversely affected by the proposed project. If completed the proposed projects would link existing pedestrian trails on DuSable Park and Lake Shore Park. No significant configuration changes will be required in order to accommodate the proposed pedestrian and bike path link between the two parks.

The project is not expected to result in any direct or indirect effects on any known federally listed threatened or endangered species. The applicant received a Biological Resources Clearance from the Illinois Department of Transportation (IDOT), dated November 16, 2001, stating that the proposed project is unlikely to pose adverse affects to state listed threatened or endangered species. On January 20, 2012, IDNR determined that protected resources may be in the proposed project area but that adverse affects were unlikely.

The project is not expected to affect any known Essential Fish Habitats (EFH), as designated by National Marine Fisheries Service.

In reference to the provisions of Executive Order 12898, Environmental Justice, we are soliciting information concerning possible impacts of the proposed bridge project on minority and low-income populations.

SOLICITATION OF COMMENTS:

This Public Notice requests comments from Federal, State and Local agencies to identify potential permit requirements or environmental impacts. This Public Notice also requests comments from waterway users and marine facilities regarding the proposed navigation clearances. Interested parties are requested to express their views, in writing, on the proposed bridge project giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work.

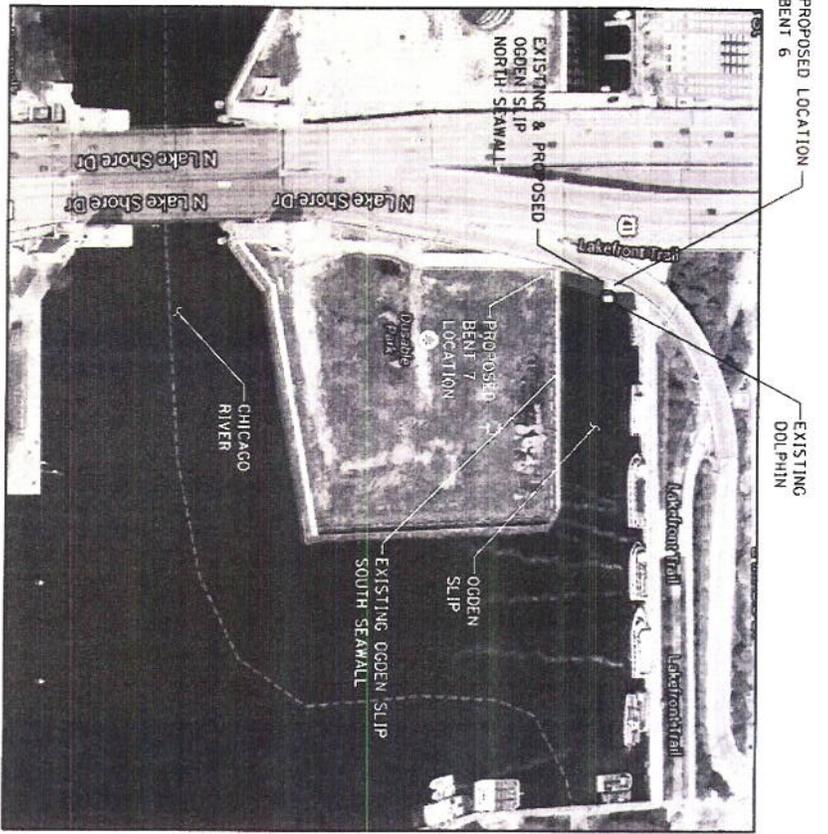
Comments will be received for the record at the Office of Commander (dpb), Ninth Coast Guard District, 1240 East Ninth Street, Room 2025, Cleveland, Ohio 44199, through **June 6, 2016**. These comments will be made part of the case record.

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SCOT M. STRIFFLER
Bridge Program Manager
By direction of Commander,
Ninth Coast Guard District

Map of location and plans attached.

NOTICE TO POSTMASTER: It is requested the above notice be conspicuously and continuously posted until **June 6, 2016**.

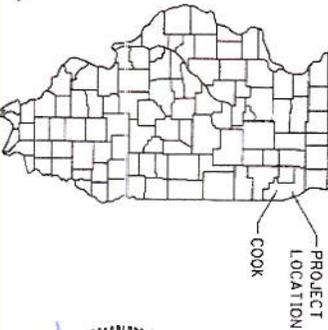


LOCATION MAP

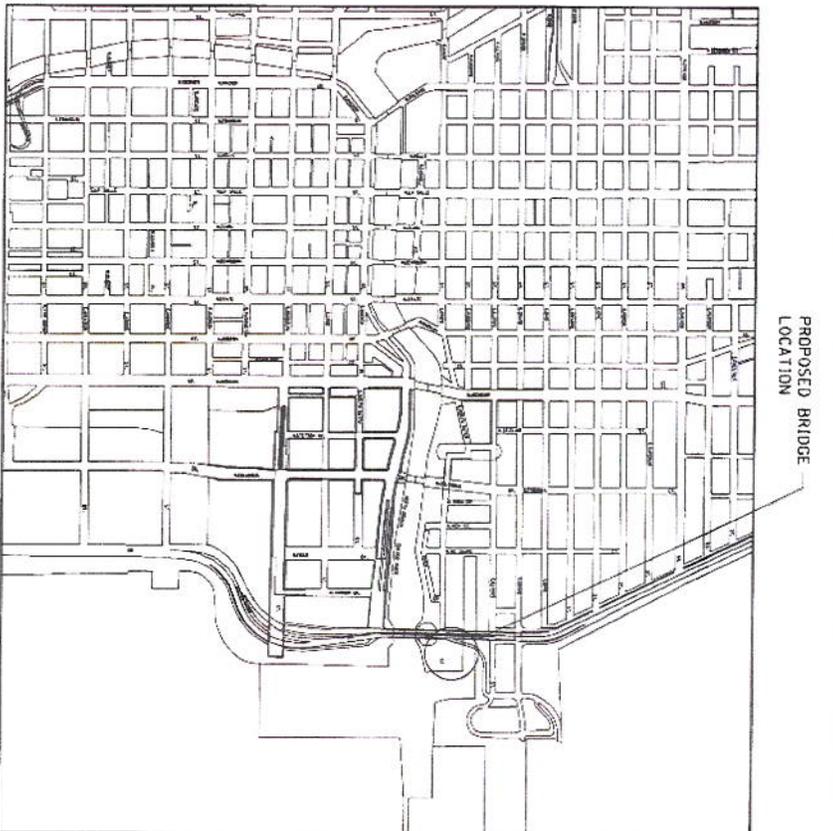


NOTES:

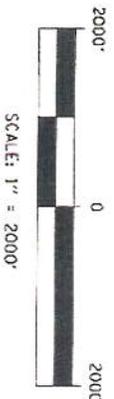
1. PUBLIC WILDLIFE AND WATERFOWL REFUGES, AND ARCHAEOLOGICAL SITES ARE NOT LOCATED IN THE VICINITY OF THE PROJECT.
2. THERE ARE NO HISTORIC BUILDINGS ADJACENT TO CONSTRUCTION OF THIS NEW BRIDGE.
3. PROJECT IS WITHIN THE CITY LIMITS OF CHICAGO.
4. ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON INTERNATIONAL GREAT LAKES DATUM OF 1985 (IOLD 1985).



VICINITY MAP



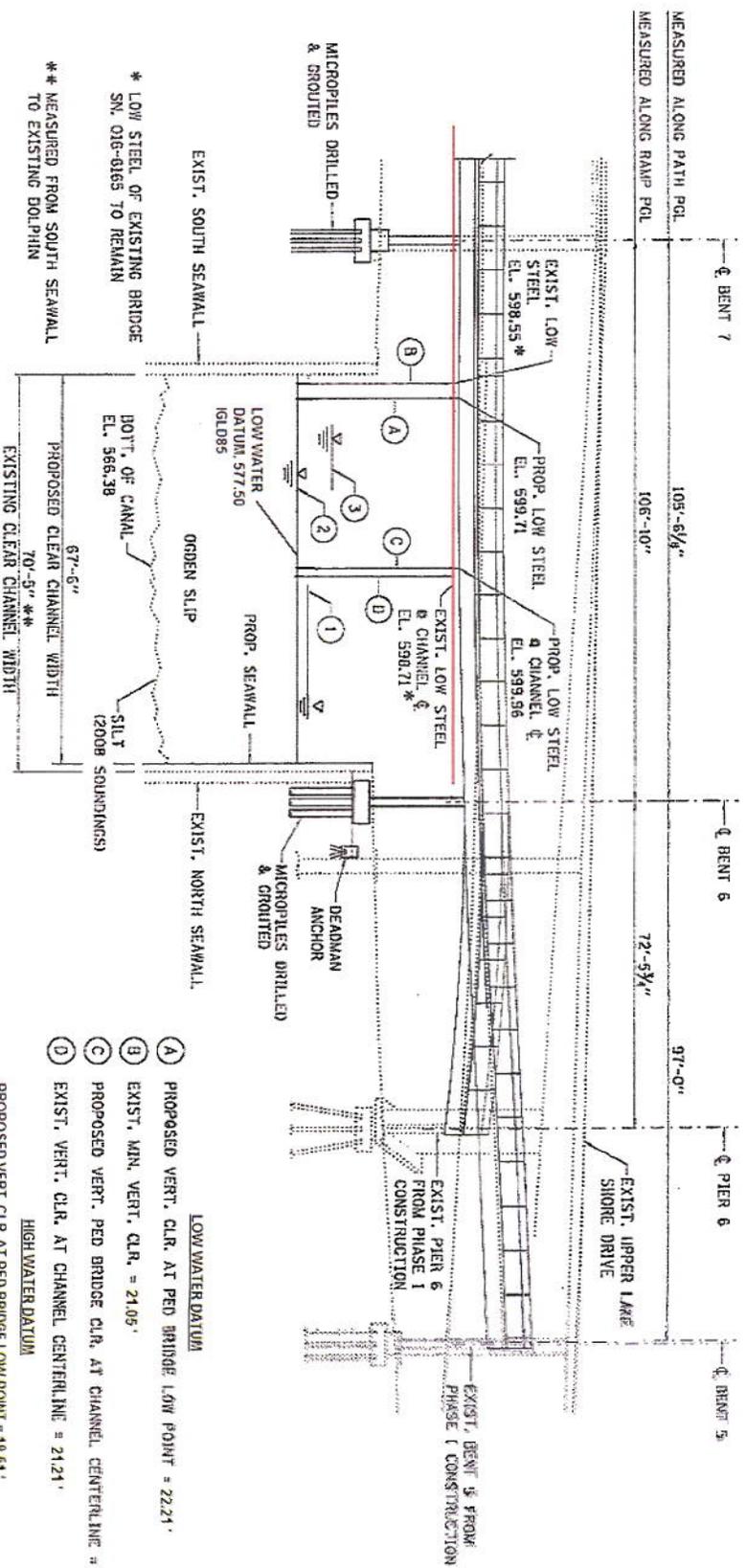
LOCATION MAP



**PROPOSED ELEVATED PEDESTRIAN
PATH BRIDGE OVER OGDEN SLIP
MILE POINT 0.32**

LAKERRONT BICYCLE TRAIL #2
OGDEN SLIP TO CHICAGO RIVER
CHICAGO, COOK COUNTY, ILLINOIS
APPLICATION BY THE CITY OF CHICAGO DEPARTMENT
OF TRANSPORTATION
DIVISION OF PROJECT DEVELOPMENT

VICINITY AND LOCATION MAP



* LOW STEEL OF EXISTING BRIDGE
SN. 016-8165 TO REMAIN

** MEASURED FROM SOUTH SEAWALL
TO EXISTING DOULPHIN

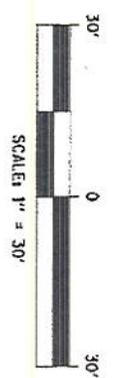
- LOW WATER DATUM
- (A) PROPOSED VERT. CLR. AT PED BRIDGE LOW POINT = 22.21'
 - (B) EXIST. MIN. VERT. CLR. = 21.05'
 - (C) PROPOSED VERT. PED BRIDGE CLR. AT CHANNEL CENTERLINE = 22.48'
 - (D) EXIST. VERT. CLR. AT CHANNEL CENTERLINE = 21.21'
- HIGH WATER DATUM
- PROPOSED VERT. CLR. AT PED BRIDGE LOW POINT = 18.51'
 - PROPOSED VERT. PED BRIDGE CLR. AT CHANNEL CENTERLINE = 18.76'

PARTIAL ELEVATION

IGLD 1985	DESCRIPTION
INTERNATIONAL GREAT LAKES DATUM OF 1985	
1 EL. 581.50	HIGH WATER DATUM
2 EL. 577.50	LOW WATER DATUM
3 EL. 584.46	100 YEAR FLOOD

NOTES:

1. THE SCOPE OF WORK IS TO PROVIDE A BICYCLE/PEDESTRIAN PATH BRIDGE ON AN ALIGNMENT ALONGSIDE THE EAST SIDE OF LAKE SHORE DRIVE. ONE SPAN OF THE BRIDGE WILL SPAN OVER OGDEN SLIP. A NEW SEAWALL WILL BE CONSTRUCTED IN FRONT OF THE EXISTING NORTH SEAWALL IN THE VICINITY OF DRAW 6.
2. VERTICAL CLEARANCE MEASURED TO LOW WATER DATUM.



PROPOSED ELEVATED PEDESTRIAN PATH BRIDGE OVER OGDEN SLIP
MILE POINT 0.32

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APPLICATION BY THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION
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PARTIAL ELEVATION

02/06/2016, REV 4/20/2016

SHEET 3 OF 4

