



Section 4(f) De Minimis Documentation

**Touhy Avenue (FAP 0341)
Over North Branch of the Chicago River
Village of Niles, Niles Township, Cook County**



**Structure Number: 016-0363
Job Number: P-91-090-10
Letting Date: 07 CY15**

**IDOT - Division of Highways
District One/ Region 1, May 2014**

TABLE OF CONTENTS

PAGES

De Minimis Documentation

| | |
|---|---|
| 1. Project Description----- | 1 |
| 2. Section 4(f) Resources----- | 2 |
| 3. Description and Intended Section 4 (f) Resource Use----- | 3 |
| 4. Description of Efforts to Avoid, Minimize & Mitigate Or Enhance the Resource----- | 4 |
| 5. Evidence of Opportunity for Public Review and Comment--- | 4 |
| 6. Evidence of Coordination with Official(s) with Jurisdiction--- | 5 |
| 7. Land Use Request information Form----- | 5 |
| 8. Tree Survey----- | 5 |

EXHIBITS AND ATTACHMENTS

PAGES/EXHIBITS

| | |
|---|-------|
| 1. Location Map----- | E-1 |
| 2. USGS Map----- | E-1.1 |
| 3. National Wetland Inventory Map----- | E-1.2 |
| 4. North Branch Trail System Map----- | E-1.3 |
| 5. Typical Cross Section of the Bridge----- | E-2 |
| 6. Aerial Photo----- | E-3 |
| 7. Proposed Plan and Profile----- | E-4.1 |
| 8. Construction Staging----- | E-5 |
| 9. Tree Survey Sheet----- | E-6 |
| 10. Tree Survey Exhibit----- | E-7 |
| 11. Photo Log of the Structure----- | E-8 |
| 12. Land Use Request Information Form----- | E-9 |
| 13. Memorandum of Understanding (IDOT and USGS) ----- | E-10 |
| 14. Correspondence with FPDCC----- | E-11 |
| 15. Meeting Minutes of Dec. 6, 2012----- | E-12 |
| 16. Meeting Minutes of Oct. 3, 2013----- | E-13 |
| 17. Newspaper Public Comment Display Ad----- | E-14 |
| 18. Traffic Signal Permit----- | E-15 |

1. Project Description:

- a. Project Number: P-91-090-10 (IDOT)
- b. Project Name: Touhy Avenue over North Branch of the Chicago River
- c. Location: Village of Niles, Niles Township, Cook County
- d. Project Type: Complete Removal and Replacement of the Bridge
- e. Project Length: 363.8 feet (0.0689 miles)
- f. NEPA Class of Action: CE I
- g. Purpose and Need of the Project:

Existing: The existing bridge carrying Touhy Avenue over the North Branch of the Chicago River (NBCR) in the Village of Niles, Cook County was originally built in 1925 as Route 3A, Section 1202-15D. The bridge has passed the 50 years of its design life. The bridge deck and superstructure are rated in poor condition. Due to its age and condition, a complete bridge replacement is recommended by the Illinois Department of Transportation (IDOT). The existing Touhy Avenue Bridge is a single span, reinforced concrete T-Beam structure with a built-up steel plate girder structure on integral abutments with a 15-degree skew. It has two 10-foot through traffic lanes in each direction with 5-foot sidewalks with parapet walls on either side of the bridge. As there is no separate bike path, the bicycles utilize the existing sidewalks to cross the bridge.

The North Branch bike trail runs parallel to the North Branch of the Chicago River (NBCR) on the east side of the North Branch of the Chicago River south of the bridge and on the west side of the river north of the bridge. Users of the bike trail stop at the traffic signal in order to cross the intersection of Touhy Avenue and Riverside Drive located on the east side of the bridge. The bike trail crosses the bridge using the existing 5-foot sidewalk on the north side.

Traffic Signals: The traffic signals allow for the crossing of bicycles and pedestrians and are considered as a private benefit signal maintained by the Forest Preserve District of Cook County (FPDCC). These were installed by the FPDCC via permit on August 31, 1973 (See Exhibit E-15). The traffic signals will be impacted due to the construction of the project. The pedestrian traffic signals are outdated and need to be modernized.

Proposed Scope of Work: The scope of work consists of complete removal and replacement of the bridge carrying Touhy Avenue over the North Branch of the Chicago River. The existing 10-foot wide thru traffic lanes and centerline profile of Touhy Avenue will remain the same to avoid impacting the adjacent intersection of Touhy Avenue and Riverside Drive. The only widening will be for the 15-foot wide shared use bike path on the north side and the 7.5-foot wide sidewalk on the south side of bridge. Traffic signals will need to be modernized.

- h. Project Status: Phase I, Preliminary Engineering and Environmental Studies, is near completion. Design Approval is expected to be obtained by June 30, 2014.

2. Section 4(f) Resources:

- a. Name of Resource: Bunker Hill and the North Branch Bicycle Trail.
- b. Type of Resource: Park and Recreational Trail and North Branch Trail System.
- c. Official with Jurisdiction (OWJ): Forest Preserve District of Cook County.
- d. Description of role/significance in the community:

Bunker Hill Woods Preserve: The Touhy Avenue Bridge over North Branch of the Chicago River project at the Bunker Hills Woods Preserve is located in the Village of Niles, Cook County. Bunker Hills Woods Preserve is also known as the Clayton F. Smith Preserves. This site has several large and distinct picnic groves, remarkable natural areas, indoor bathrooms and easy parking. Clayton Smith provides easy access for those seeking exercise, natural play areas for kids, and rich plant and animal communities around every turn. In the north, mowed fields and picnic groves in Bunker Hill Forest Preserve are ideal for kite flying and games of catch. These play areas are surrounded by acres of high-quality woods and savanna. The Clayton F. Smith Preserves (Bunker Hills Woods Preserve) are small in area but big on diversity.

North Branch Trail (History): The North Branch Trail is a Class I bicycle trail located in northwestern Cook County, Illinois. The trail starts at the corner of Caldwell and Devon Avenues in Chicago, and from there it continues north approximately 20 miles (32 km) to Lake County. The trail follows a path along the North Branch of the Chicago River and the Skokie Lagoons. The trail adjoins an equestrian facility at Golf and Harms Road. Parking and access to the trail is available in many locations, including Harms Woods in Skokie and the Tower Road boat launch. The trail splits at Tower Road, looping around the Skokie Lagoons. Ending at Dundee Road, riders can proceed northward to the Chicago Botanic Garden via the south service entrance. Traversing the Gardens and exiting the north entrance allows a brief portage east on Lake Cook Road to the Green Bay Trail. Portaging west will connect to the southern end of the Skokie Valley Bike Path. The trail started after World War II as several disconnected and unpaved equestrian trails, most of which still exist. The area was also traversed by old roadways and footpaths laid down by hikers over the years. Starting in the 1970s the FPDCC began converting this to a dedicated paved trail. A major construction push in 1976 resulted in a complete trail from Devon Avenue to Winnetka Avenue and the completion of the Lake Street overpass. The present paved trail was largely completed in the 1980s with a continuous paved surface and overpasses at Oakton Street and Lake Avenue. The entire length of the paved trail was torn up and repaved in 2007, correcting many poor sections and offering a smooth and groomed pathway. Much work was done on the equestrian trails as well. Although some equestrian trails were overlaid by the bicycle trail, many still exist, paralleling the paved route. A complete gravel trail runs from the equestrian facility at Golf Road to the Willow Road dam site with a separate underpass at the Edens Expressway.

3. Description of Intended Section 4(f) Resource Use:

- a. The scope of work consists of complete removal and replacement of the bridge carrying Touhy Avenue over North Branch of the Chicago River. The proposed improvement will include a 15-foot wide shared use path on the north side of the bridge and 7.5-foot sidewalk on the south side of the bridge. The existing traffic signals located on the east side of bridge will be modernized.
- b. Acres to be taken: A total of approximately 0.197 acres of Permanent Easements will be required from the FPDCC for the construction of the new bridge at the existing location. The total is a split between two parcels; 0.086 acres on the north side of bridge and 0.111 acres on the south side of bridge.
- c. There will be no negative impact to the FPDCC property. The Permanent Easements will be utilized to replace the existing substandard bridge and bike path to provide proper bicycle and pedestrian accommodations. The reconstructed 15-foot wide shared use path will improve the connections between existing trail segments.
- d. The properties needed for the Permanent Easements on both sides of the bridge are currently wooded areas with no recreational use other than the access to the North Branch Trail on the north side of Touhy Avenue.
- e. The existing bridge wingwalls lie inside the FPDCC property on the north and south and as such avoidance of the resource is not feasible. The proposed bridge will be constructed in the same location as the existing bridge. The proposed bridge will be consistent with the function and significance of the current land use. The proposed Permanent Easements will be used to maintain the existing outfall to the river and provide bicycle and pedestrian accommodations which will improve the connection between segments of the North Branch Trail System in that area.
- f. The scour and flooding issues in the area may be improved with a design of an open abutment bridge.
- g. The existing pedestrian traffic signals at Touhy Avenue and Riverside Drive located just east of the bridge are owned by the FPDCC through Permit No. 1N-916 issued on August 31, 1973, and per the terms of the permit is currently maintained by the FPDCC. Because the signals are outdated and in conflict with the bridge improvement, it is recommended to replace them with modernized traffic signals. The main purpose of these signals is to facilitate bicycle and pedestrian crossing. The total cost of new traffic signals will be \$250,000 which is the financial responsibility of the FPDCC.

- h. Stream Gage House: There is an existing U.S. Geological Survey (USGS) monitoring gage house (site no. 05536000) connected to the southwest side of the bridge through a wooden pedestrian bridge (See Exhibit E-4.1). It is our understanding that this gage house is under the jurisdiction of the USGS, Illinois District, and managed by the IDNR-Office of Water Resources, DeKalb Field Office. Due to the replacement of the bridge, the gage house will have to be removed and replaced. As described in the attached Memorandum of Understanding between IDOT and the USGS (See Exhibit E-10), if a stream monitoring station is affected by a highway improvement, IDOT will be responsible for 100% of the cost for removal of the existing gage house, the collateral support system and the existing walkway along with the construction of a new gage house, support system and walkway or access of a design equal in capabilities to that which is removed. During Phase II, Design and Contract Plan Preparation, IDOT will provide the USGS with detailed plans and specifications for the construction of the proposed gage house.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource:

- a. Because the existing bridge wingwalls and existing storm sewers lie either on or directly adjacent to FPDCC property, there is no way to avoid impacts or acquisition of FPDCC property.
- b. In order to minimize impacts, IDOT limited roadway improvements to maintaining the existing substandard 10-foot lanes along Touhy Avenue (instead of widening to provide standard 12-foot lanes). In addition, the existing roadway centerline profile of Touhy Avenue will be maintained.
- c. IDOT modified the type of bridge to be replaced from a closed abutment to an open abutment. The proposed design will minimize/eliminate debris accumulation at the bridge which can cause flooding of the roadway and FPDCC property.
- d. List of Commitments for Mitigation or Enhancement:
 - 1) Any impacts to wetlands and or waters of the U.S. located within the proposed improvement area will be mitigated.
 - 2) Tree mitigation per the FPDCC tree replacement policy (Yr. 2007). There are 48 trees impacted to be mitigated by financial compensation.

5. Evidence of Opportunity for Public Review and Comment:

A newspaper ad will be posted in the Niles Herald Spectator and The Niles Journal newspapers encouraging the public to review the Section 4(f) documents. Copies of the documents will be posted on the IDOT website, and hard copies will be made available for review at IDOT and FPDCC regional offices to allow the public an opportunity to review and comment on the Section 4(f) impacts (See Page E-14).

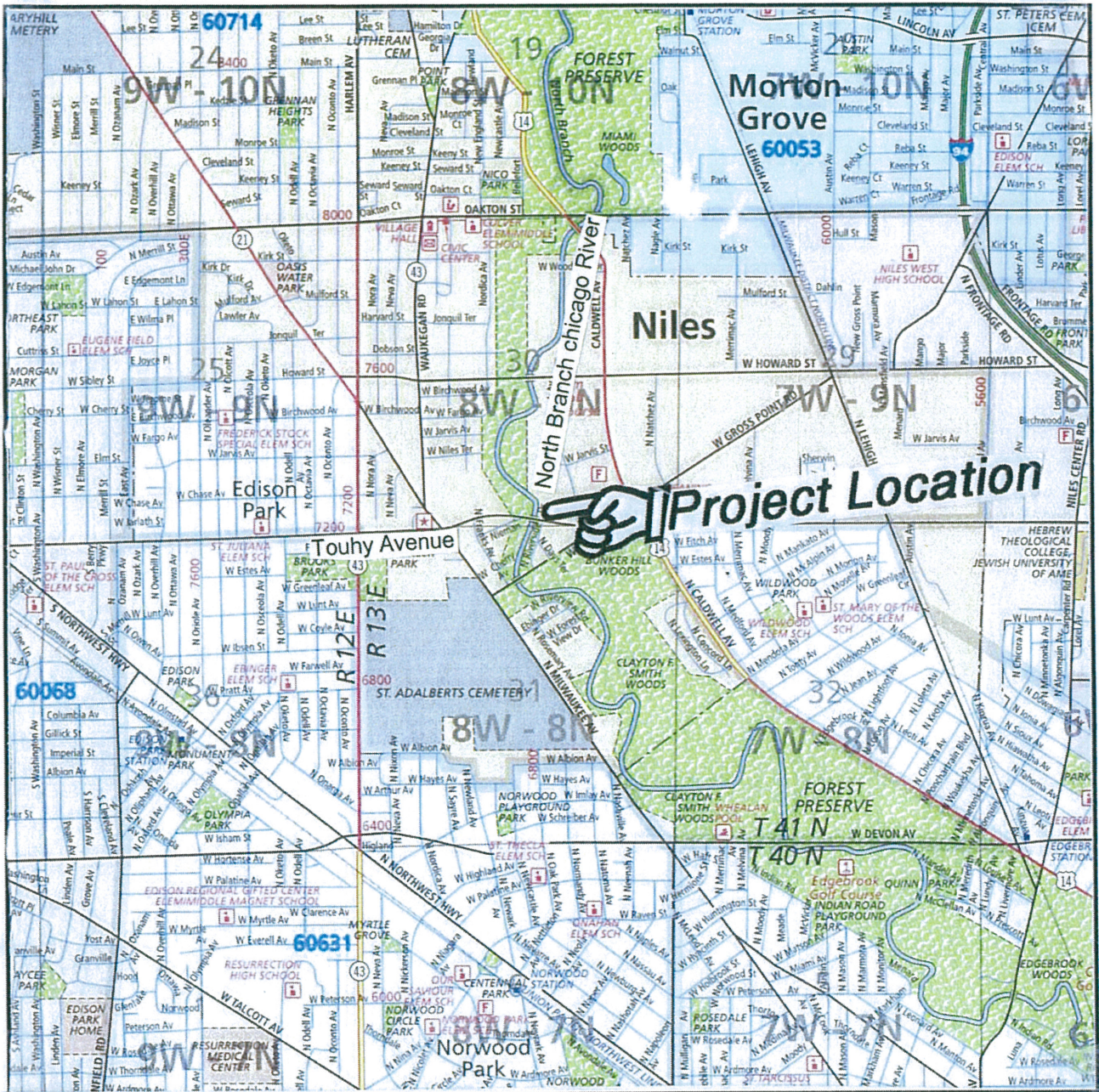
6. Evidence of Coordination with Official (s) with Jurisdiction (OWJ):

- a. IDOT letter to FPDCC dated April 6, 2012 (See Exhibit E-11)
- b. Meeting IDOT and FPDCC, dated December 6, 2012 (See Exhibit E-12)
- c. Meeting IDOT and FPDCC, dated October 3, 2013 (See Exhibit E-13)

7. Land Use Request Information Form: (See Exhibits E-9 & 9.1)

8. Tree Survey:

There are 48 trees within the proposed Permanent Easements. It is assumed that most of the trees will be removed to construct the bridge. A cost analysis of each tree has been determined. The total cost (\$63,370) of all trees as estimated will be paid to the Forest Preserve District of Cook County (See Exhibits E-6 & E-7).

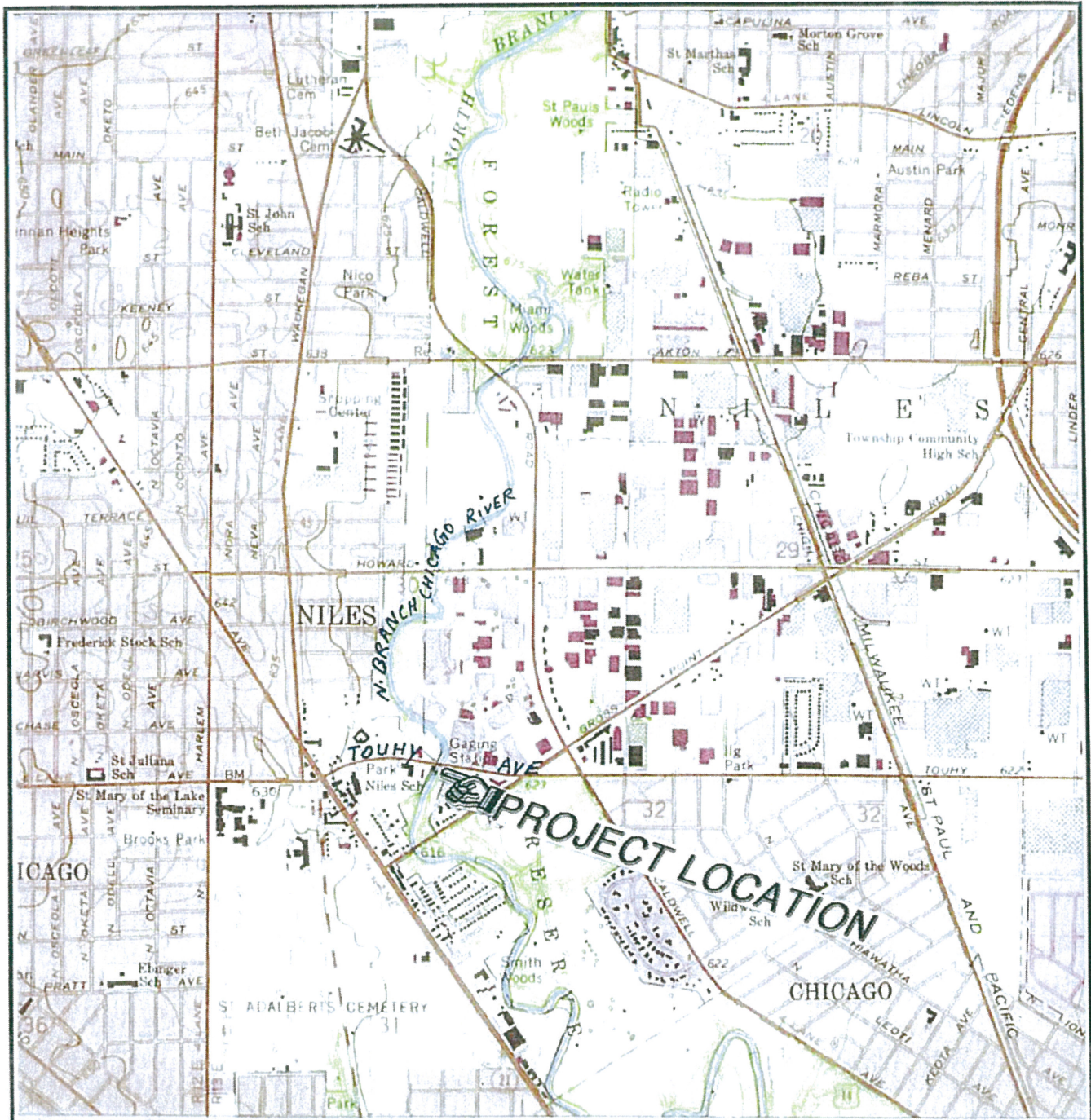


Location Map

Proposed Improvement: Touhy Avenue, FAP 0341
 Over North Branch Chicago River
 Village of Niles
 Niles Township
 Cook County

Proposed Structure # 016-1352
Existing Structure # 016-0363

Project # P-91-090-10



U S G S Map

Proposed Improvement: Touhy Ave., FAP 0341
Over North Branch Chicago River
Village of Niles
Niles Township
Cook County

Structure # 016-0363
Job # P-91-090-10



U.S. Fish and Wildlife Service

National Wetlands Inventory

National Wetland Inventory Map

May 31, 2013

Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other

Project Improvement:
 Touhy Ave., FAP 0341
 over North Branch
 Chicago River
 Village of Niles
 Niles Township
 Cook County



This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetland delineated data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

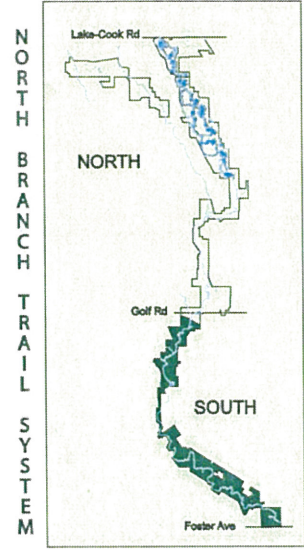
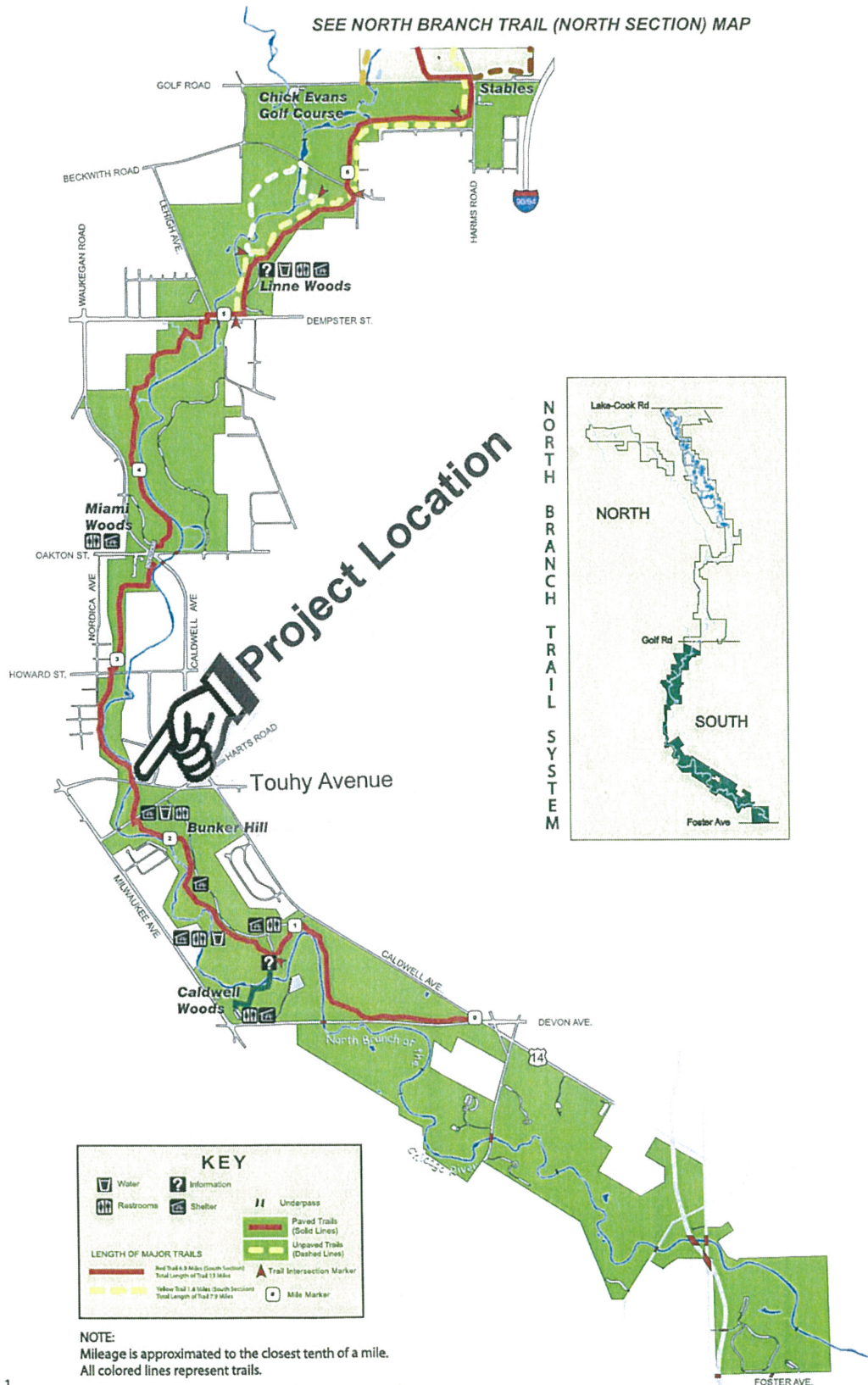
User Remarks:

Touhy Ave, FAP 0341 over North Branch Chicago River

North Branch Trail System (South)



SEE NORTH BRANCH TRAIL (NORTH SECTION) MAP



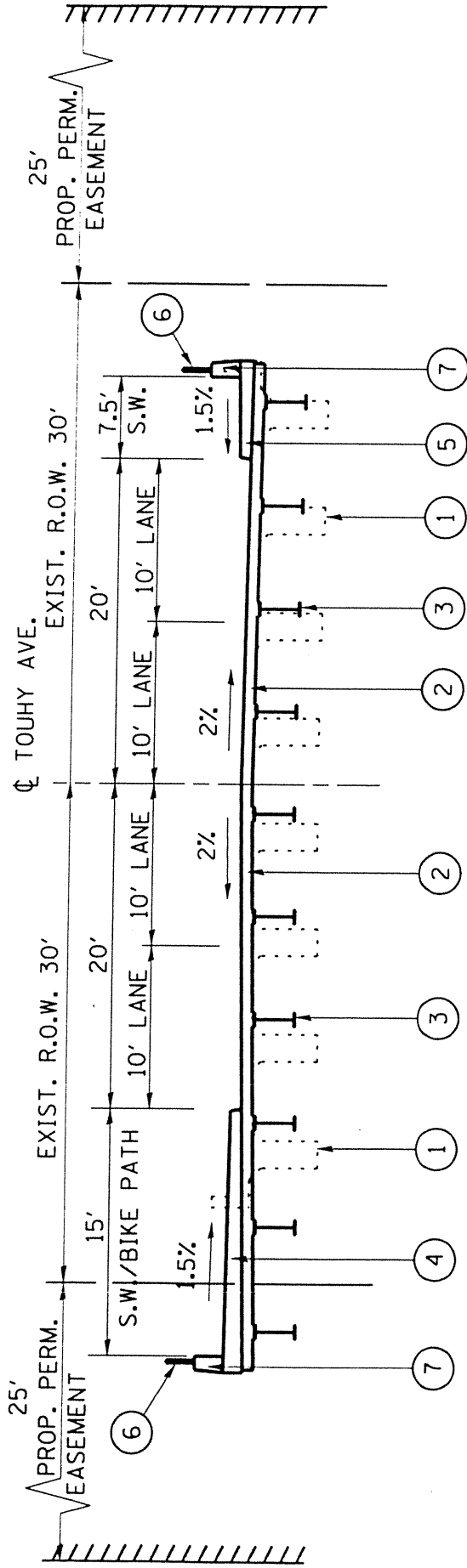
Project Location

| KEY | |
|-----|-------------------------------|
| | Water |
| | Information |
| | Restrooms |
| | Shelter |
| | Underpass |
| | Paved Trails (Solid Lines) |
| | Unpaved Trails (Dashed Lines) |
| | Trail Intersection Marker |
| | Mile Marker |

| LENGTH OF MAJOR TRAILS | |
|------------------------|---|
| | Red Trail 4.9 Miles (South Section) Total Length of Trail 13 Miles |
| | Yellow Trail 1.4 Miles (South Section) Total Length of Trail 7.9 Miles |

NOTE:
Mileage is approximated to the closest tenth of a mile.
All colored lines represent trails.





**TOUHY AVE. OVER NORTH BRANCH CHICAGO RIVER
STA. 499 + 24.3 TO STA. 500 + 75.7**

LEGEND

- ① EXIST. CONC. BRIDGE STRUCTURE BEAMS TO BE REMOVED
- ② PROP. CONC. BRIDGE DECK, 10"
- ③ PROP. NEW BRIDGE STRUCTURE I-BEAMS
- ④ PROP. CONC. SHARED USE PATH 15' ON NORTH SIDE
- ⑤ PROP. CONC. SIDEWALK 7.5' ON SOUTH SIDE
- ⑥ PROP. PARAPET RAILING, PARAPET MOUNTED, MIN. 2' 2" HIGH
- ⑦ PROP. 1' WIDE BRIDGE PARAPET, MIN. 2' 4" HIGH

**TYPICAL PROPOSED CROSS SECTION
(WITH EXISTING CONDITIONS)
ENTIRE BRIDGE REPLACEMENT
PROPOSED IMPROVEMENT:**



EXIST. CURVE E-100SC-1
 PI STA. = 492+57.17
 $\Delta = 22^\circ 01' 29''$ (RT)
 $D = 5^\circ 33' 15''$
 $R = 1,031.60'$
 $T = 200.75'$
 $L = 396.55'$
 $E = 19.35'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 490+56.41$
 $P.T. STA. = 494+52.96$

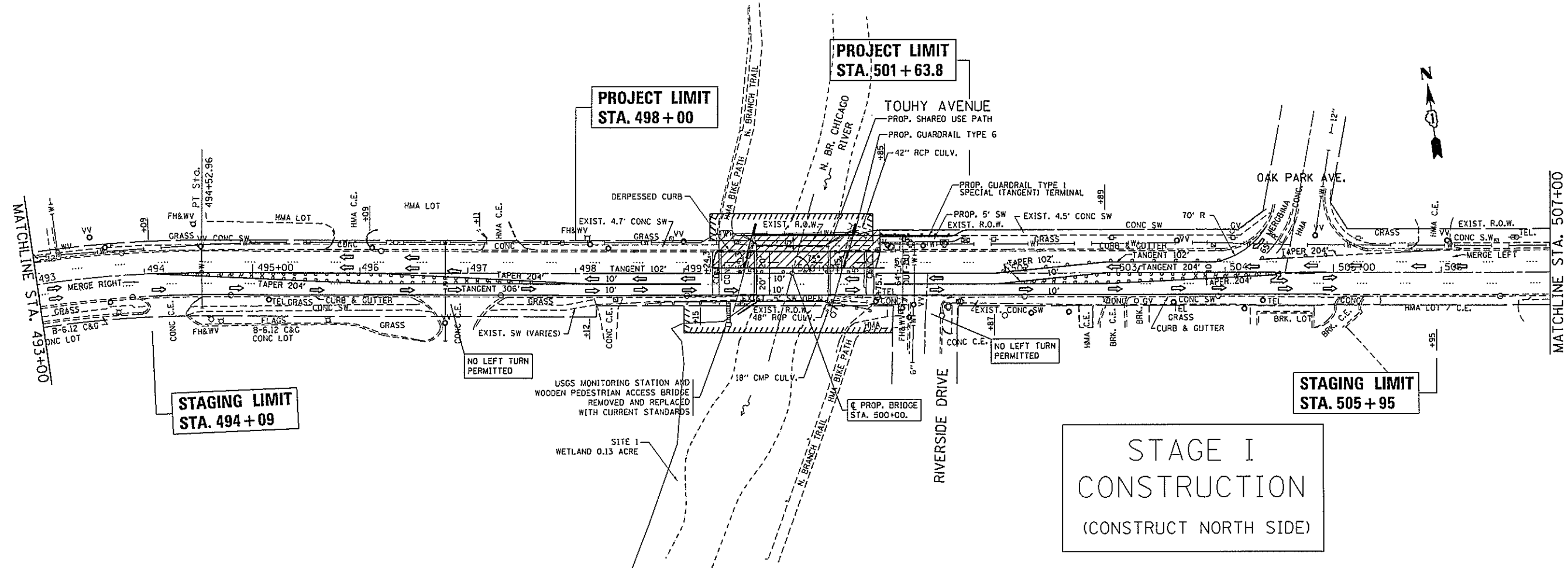
**PROJECT LIMIT
STA. 498 + 00**

**PROJECT LIMIT
STA. 501 + 63.8**

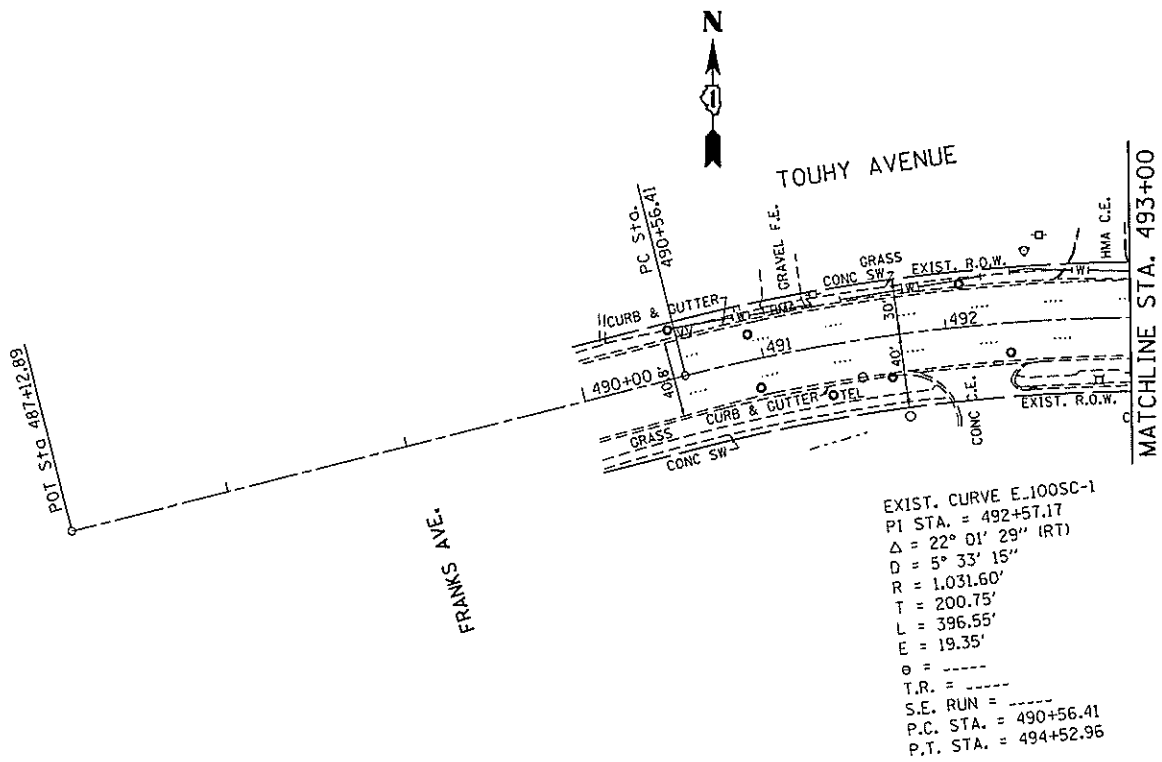
E-3

| | | | | | | | | | | | |
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| PLOT DATE = 3/17/2014 | DATE - | REVISED - | | | | CONTRACT NO. | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |
| | | | | | SCALE: 1"=100' | SHEET 1 | OF 1 SHEETS | STA. | TO STA. | | |

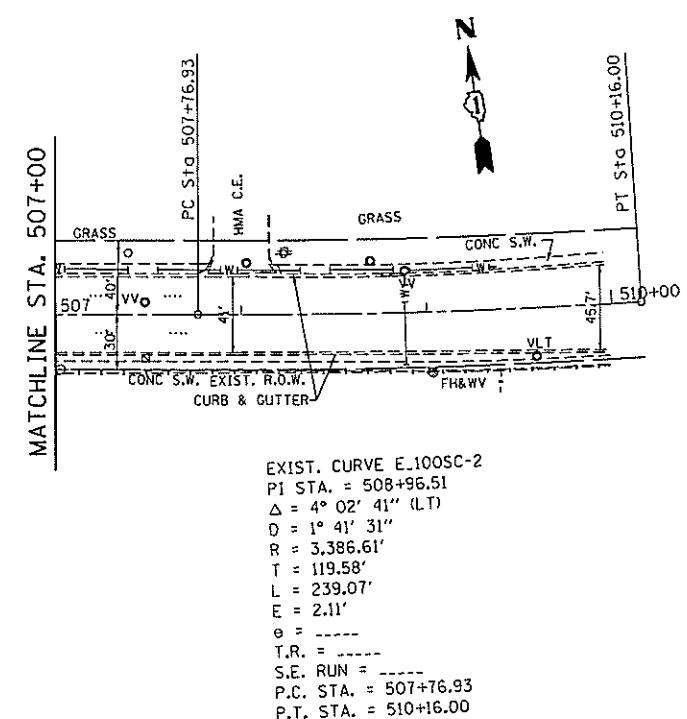
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**STAGE I
CONSTRUCTION
(CONSTRUCT NORTH SIDE)**



EXIST. CURVE E.100SC-1
 PI STA. = 492+57.17
 $\Delta = 22^\circ 01' 29''$ (RT)
 $D = 5^\circ 33' 15''$
 $R = 1,031.60'$
 $T = 200.75'$
 $L = 396.55'$
 $E = 19.35'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 490+56.41$
 $P.T. STA. = 494+52.96$



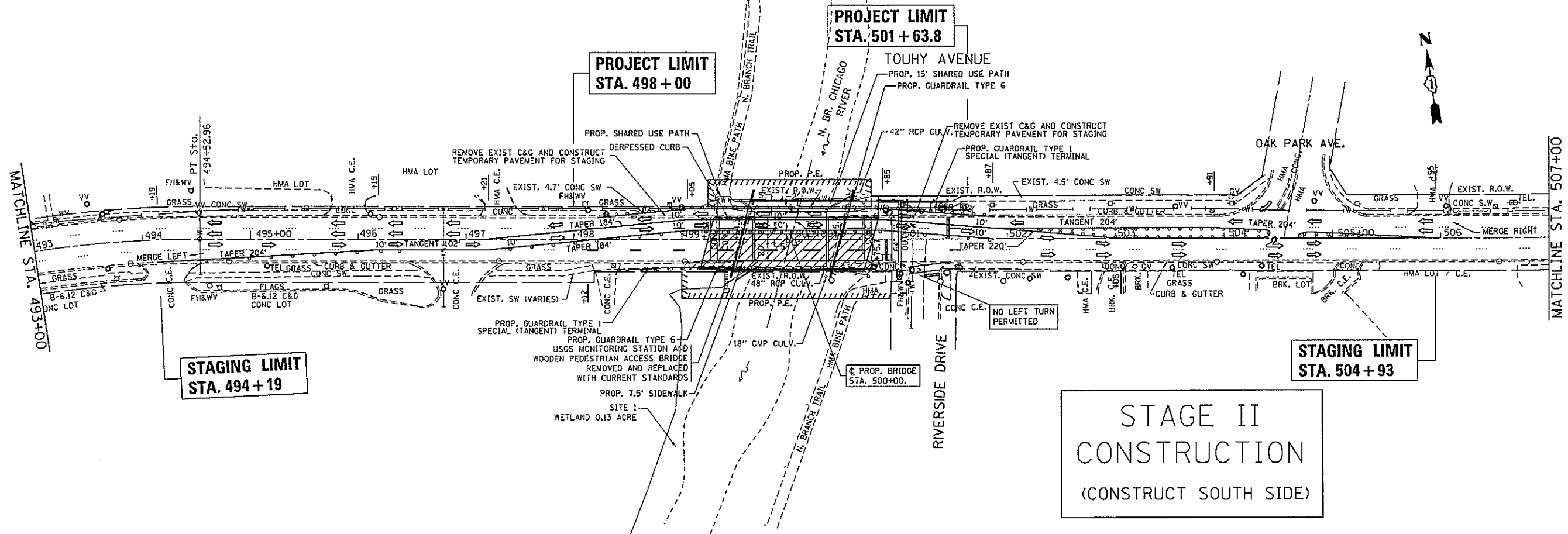
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 $T = 119.58'$
 $L = 239.07'$
 $E = 2.11'$
 $\theta =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 507+76.93$
 $P.T. STA. = 510+16.00$

STA. 494+09 TO STA. 505+95
 TOUHY AVENUE (F.A.P. 0341)
 OVER NORTH BRANCH CHICAGO RIVER
 VILLAGE OF NILES
 COOK COUNTY
 STRUCTURE NO: 016-0363
 JOB NO: P-91-090-10

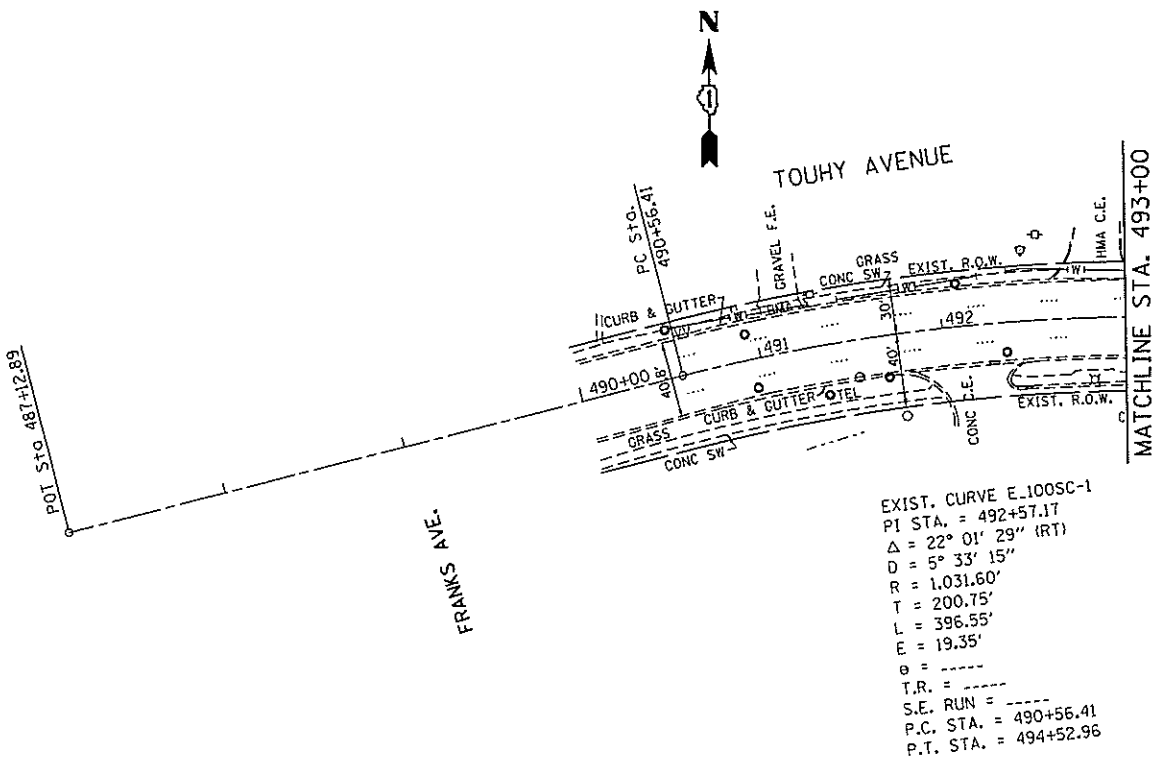
STAGE I
 CONSTRUCT NORTH SIDE
 OF BRIDGE KEEPING
 EXISTING SOUTH SIDE
 OPEN TO TRAFFIC & SW

E-5

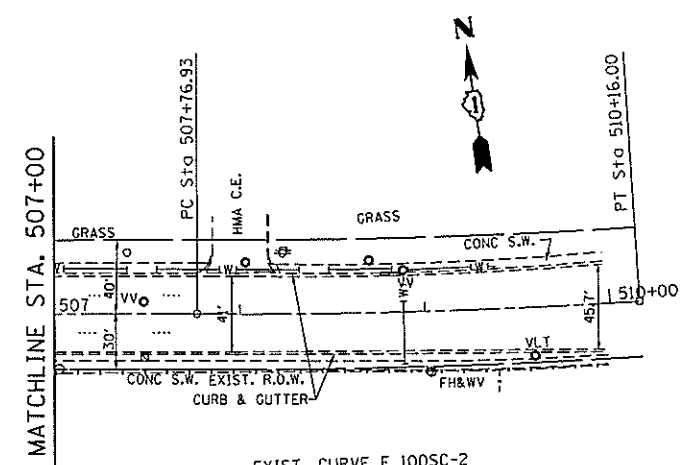
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| c:\pvc\work\p\dot\drivakosgn\0283138\109010-sh1-staging.dgn | 109010-sh1-staging.dgn | DRAWN - | REVISED - | | | 341 | | COOK | 2 | 1 | |
| PLOT SCALE = 50,0000 / in. | | CHECKED - | REVISED - | | | SCALE: 1"=50' SHEET OF SHEETS STA. TO STA. | | | | | |
| PLOT DATE = 1/10/2014 | | DATE - | REVISED - | | | CONTRACT NO. | | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | | |



**STAGE II
CONSTRUCTION
(CONSTRUCT SOUTH SIDE)**



EXIST. CURVE E.100SC-1
 PI STA. = 492+57.17
 $\Delta = 22^\circ 01' 29''$ (RT)
 $D = 5^\circ 33' 15''$
 $R = 1,031.60'$
 $T = 200.75'$
 $L = 396.55'$
 $E = 19.35'$
 $\theta = \text{---}$
 $T.R. = \text{---}$
 $S.E. RUN = \text{---}$
 $P.C. STA. = 490+56.41$
 $P.T. STA. = 494+52.96$



EXIST. CURVE E.100SC-2
 PI STA. = 508+96.51
 $\Delta = 4^\circ 02' 41''$ (LT)
 $D = 1^\circ 41' 31''$
 $R = 3,386.61'$
 $T = 119.58'$
 $L = 239.07'$
 $E = 2.11'$
 $\theta = \text{---}$
 $T.R. = \text{---}$
 $S.E. RUN = \text{---}$
 $P.C. STA. = 507+76.93$
 $P.T. STA. = 510+16.00$

STA. 494+19 TO STA. 504+93
 TOUHY AVENUE (F.A.P. 0341)
 OVER NORTH BRANCH CHICAGO RIVER
 VILLAGE OF NILES
 COOK COUNTY
 STRUCTURE NO: 016-0363
 JOB NO: P-91-090-10

**STAGE II
CONSTRUCT SOUTH SIDE
OF BRIDGE
KEEPING NORTH SIDE
OPEN TO TRAFFIC**

E-5.1

| | | | | | | | | | | | | |
|---|----------------------------|------------|-----------|---|--|--|------|------------------------------|---------|--------------|-----------------|--------------|
| FILE NAME = | USER NAME = drivakosgn | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TOUHY AVE. OVER N. BRANCH CHICAGO RIVER STAGING PLAN - STAGE II | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| c:\pwwork\pwwork\drivakosgn\d02831381\p | 03010-shs-Staging.dgn | DRAWN - | REVISED - | | 341 | | COOK | 2 | 2 | | | |
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| | PLOT DATE = 1/10/2014 | DATE - | REVISED - | | (ILLINOIS) FED. AID PROJECT | | | | | | | |

**Project: Touhy Avenue over North branch Chicago River, Niles, Cook County
Tree Survey and Cost of Tree Removal**

| No. | STATION | OFFSET FEET | DIAMETER SIZE INCH. | TYPE | CROSS-SECTIONAL AREA (3.14*R ²) | *COST PER SQ. IN (\$) | MULTIPLIER** | LOCATION X CONDITION MULTIPLIER (0.65*0.65) | COST (\$) |
|-----|-----------|-------------|---------------------|----------------|---|-----------------------|--------------|---|-------------|
| 1 | 498+48.82 | 43.1 | 10 | Box Elder | 78.50 | \$71 | 0.4 | 0.4225 | \$941.92 |
| 2 | 498+57.4 | 46.8 | 12 | Box Elder | 113.04 | \$71 | 0.4 | 0.4225 | \$1,356.37 |
| 3 | 498+58.58 | 48.1 | 12 | Box Elder | 113.04 | \$71 | 0.4 | 0.4225 | \$1,356.37 |
| 4 | 498+64.11 | 37.4 | 8 | American Elm | 50.24 | \$71 | 0.2 | 0.4225 | \$301.41 |
| 5 | 498+79.67 | 48.6 | 16 | American Elm | 200.96 | \$71 | 0.2 | 0.4225 | \$1,205.66 |
| 6 | 498+79.83 | 37.6 | 9 | Dead | 63.59 | \$71 | 0 | 0.4225 | \$0.00 |
| 7 | 498+81.94 | 45.6 | 12 | Box Elder | 113.04 | \$71 | 0.4 | 0.4225 | \$1,356.37 |
| 8 | 498+91.04 | 45.5 | 6 | Box Elder | 28.26 | \$71 | 0.4 | 0.4225 | \$339.09 |
| 9 | 499+1.43 | 34.2 | 4 | Deciduous | 15.20 | \$71 | 0.2 | 0.4225 | \$91.18 |
| 10 | 499+1.48 | 45.2 | 6 | Box Elder | 28.26 | \$71 | 0.4 | 0.4225 | \$339.09 |
| 11 | 499+6.05 | 38.4 | 4 | Box Elder | 12.56 | \$71 | 0.4 | 0.4225 | \$150.71 |
| 12 | 499+6.7 | 51.0 | 5 | Box Elder | 15.90 | \$71 | 0.4 | 0.4225 | \$190.74 |
| 13 | 499+8.89 | 31.3 | 4 | American Elm | 12.56 | \$71 | 0.2 | 0.4225 | \$75.35 |
| 14 | 499+23.93 | 29.9 | 5 | English Oak | 19.63 | \$71 | 0.8 | 0.4225 | \$470.96 |
| 15 | 499+37.31 | 28.2 | 12 | White Mulberry | 113.04 | \$71 | 0.5 | 0.4225 | \$1,695.46 |
| 16 | 499+43.73 | 58.3 | 10 | Box Elder | 78.50 | \$71 | 0.4 | 0.4225 | \$941.92 |
| 17 | 499+53.92 | 48.6 | MS | Box Elder | 0.00 | \$71 | 0.4 | 0.4225 | \$0.00 |
| 18 | 499+62.59 | 28.3 | MS | American Elm | 0.00 | \$71 | 0.2 | 0.4225 | \$0.00 |
| 19 | 500+20.14 | 54.0 | 7 | Deciduous | 38.47 | \$71 | 0.2 | 0.4225 | \$230.77 |
| 20 | 500+20.61 | 42.3392 | 6 | Dead | 28.26 | \$71 | 0 | 0.4225 | \$0.00 |
| 21 | 500+22.33 | 49.7756 | 5 | Black Cherry | 19.63 | \$71 | 0.5 | 0.4225 | \$294.35 |
| 22 | 500+25.46 | 52.7901 | 36 | Dead | 1017.36 | \$71 | 0 | 0.4225 | \$0.00 |
| 23 | 500+66.11 | 61.3244 | 10 | Dead | 78.50 | \$71 | 0 | 0.4225 | \$0.00 |
| 24 | 500+93.68 | 62.0693 | MS | Norway Maple | 0.00 | \$71 | 0.7 | 0.4225 | \$0.00 |
| 25 | 499+12 | -43.552 | 4 | Black Walnut | 12.56 | \$71 | 0.4 | 0.4225 | \$150.71 |
| 26 | 499+14.08 | -38.133 | 36 | Cottonwood | 1017.36 | \$71 | 0.5 | 0.4225 | \$15,259.13 |
| 27 | 499+16.45 | -40.667 | 4 | Box Elder | 12.56 | \$71 | 0.4 | 0.4225 | \$150.71 |
| 28 | 499+17.01 | -57.77 | 4 | Box Elder | 12.56 | \$71 | 0.4 | 0.4225 | \$150.71 |
| 29 | 499+19.23 | -39.082 | 36 | Cottonwood | 1017.36 | \$71 | 0.5 | 0.4225 | \$15,259.13 |
| 30 | 499+21.35 | -37.111 | 24 | Box Elder | 452.16 | \$71 | 0.4 | 0.4225 | \$5,425.47 |
| 31 | 499+52.38 | -44.92 | 4 | Green Ash | 12.56 | \$71 | 0.2 | 0.4225 | \$75.35 |
| 32 | 499+54.83 | -69.567 | 22 | Box Elder | 379.94 | \$71 | 0.4 | 0.4225 | \$4,558.90 |
| 33 | 499+56.06 | -46.647 | 7 | Norway Maple | 38.47 | \$71 | 0.7 | 0.4225 | \$807.70 |
| 34 | 499+57.63 | -85.865 | 16 | Box Elder | 200.96 | \$71 | 0.4 | 0.4225 | \$2,411.32 |
| 35 | 499+59.2 | -47.17 | 4 | Black Walnut | 12.56 | \$71 | 0.4 | 0.4225 | \$150.71 |
| 36 | 499+75.72 | -38.624 | 5 | Dead | 19.63 | \$71 | 0 | 0.4225 | \$0.00 |
| 37 | 499+85.88 | -55.447 | 15 | American Elm | 176.63 | \$71 | 0.2 | 0.4225 | \$1,059.66 |
| 38 | 500+39.82 | -29.045 | MS | Siberian Elm | 0.00 | \$71 | 0.4 | 0.4225 | \$0.00 |
| 39 | 500+48.86 | -33.638 | 4 | American Elm | 12.56 | \$71 | 0.2 | 0.4225 | \$75.35 |
| 40 | 500+50.75 | -55.439 | 12 | Norway Maple | 113.04 | \$71 | 0.7 | 0.4225 | \$2,373.64 |
| 41 | 500+50.75 | -58.417 | 7 | Norway Maple | 38.47 | \$71 | 0.7 | 0.4225 | \$807.70 |
| 42 | 500+57.62 | -58.601 | 12 | American Elm | 113.04 | \$71 | 0.2 | 0.4225 | \$678.18 |
| 43 | 500+63.29 | -48.812 | 12 | Norway Maple | 113.04 | \$71 | 0.7 | 0.4225 | \$2,373.64 |
| 44 | 500+66.2 | -51.12 | 14 | Dead | 153.86 | \$71 | 0 | 0.4225 | \$0.00 |
| 45 | 500+67.07 | -51.086 | 4 | Norway Maple | 12.56 | \$71 | 0.7 | 0.4225 | \$263.74 |
| 46 | 500+70.31 | -60.369 | 2x14 | Dead | 0.00 | \$71 | 0 | 0.4225 | \$0.00 |
| 47 | 500+72.4 | -35.542 | 12 | Dead | 113.04 | \$71 | 0 | 0.4225 | \$0.00 |
| 48 | 500+76.35 | -37.314 | 15 | Dead | 176.63 | \$71 | 0 | 0.4225 | \$0.00 |

*Based on the 2005 Unit Tree Cost (Illinois Arborist Association)

TOTAL \$ \$63,370.00

LOOKING EAST
RIGHT OFFSET

| TREE # | STATION | OFFSET FEET | SIZE INCH |
|--------|-----------|-------------|-----------|
| 1 | 498+48.82 | 43.0538 | 10 |
| 2 | 498+57.40 | 46.8305 | 12 |
| 3 | 498+58.58 | 48.0678 | 12 |
| 4 | 498+64.11 | 37.3739 | 8 |
| 5 | 498+79.67 | 48.5638 | 16 |
| 6 | 498+79.83 | 37.6076 | 9 |
| 7 | 498+81.94 | 45.5910 | 12 |
| 8 | 498+91.04 | 45.4619 | 6 |
| 9 | 499+01.43 | 34.2456 | 4.4 |
| 10 | 499+01.48 | 45.2455 | 6 |
| 11 | 499+06.05 | 38.4497 | 4 |
| 12 | 499+06.70 | 51.0328 | 4.5 |
| 13 | 499+08.89 | 31.2917 | 4 |

RIGHT OFFSET

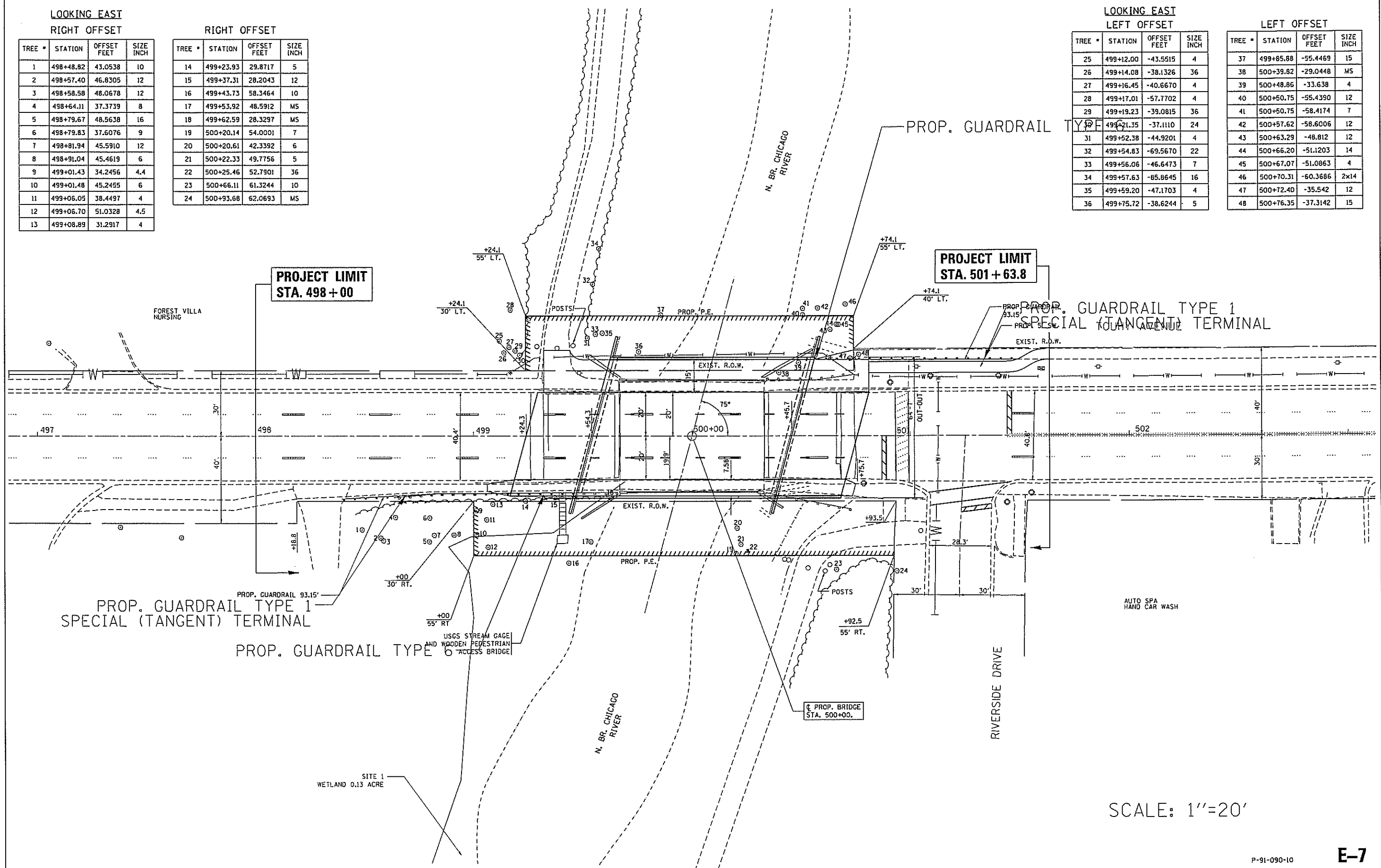
| TREE # | STATION | OFFSET FEET | SIZE INCH |
|--------|-----------|-------------|-----------|
| 14 | 499+23.93 | 29.8717 | 5 |
| 15 | 499+37.31 | 28.2043 | 12 |
| 16 | 499+43.73 | 58.3464 | 10 |
| 17 | 499+53.92 | 48.5912 | MS |
| 18 | 499+62.59 | 28.3297 | MS |
| 19 | 500+20.14 | 54.0001 | 7 |
| 20 | 500+20.61 | 42.3392 | 6 |
| 21 | 500+22.33 | 49.7756 | 5 |
| 22 | 500+25.46 | 52.7901 | 36 |
| 23 | 500+66.11 | 61.3244 | 10 |
| 24 | 500+93.68 | 62.0693 | MS |

LOOKING EAST
LEFT OFFSET

| TREE # | STATION | OFFSET FEET | SIZE INCH |
|--------|-----------|-------------|-----------|
| 25 | 499+12.00 | -43.5515 | 4 |
| 26 | 499+14.08 | -38.1326 | 36 |
| 27 | 499+16.45 | -40.6670 | 4 |
| 28 | 499+17.01 | -57.7702 | 4 |
| 29 | 499+19.23 | -39.0815 | 36 |
| 30 | 499+21.35 | -37.1110 | 24 |
| 31 | 499+52.38 | -44.9201 | 4 |
| 32 | 499+54.83 | -69.5670 | 22 |
| 33 | 499+56.06 | -46.6473 | 7 |
| 34 | 499+57.63 | -85.8645 | 16 |
| 35 | 499+59.20 | -47.1703 | 4 |
| 36 | 499+75.72 | -38.6244 | 5 |

LEFT OFFSET

| TREE # | STATION | OFFSET FEET | SIZE INCH |
|--------|-----------|-------------|-----------|
| 37 | 499+85.88 | -55.4469 | 15 |
| 38 | 500+39.82 | -29.0448 | MS |
| 39 | 500+48.86 | -33.638 | 4 |
| 40 | 500+50.75 | -55.4390 | 12 |
| 41 | 500+50.75 | -58.4174 | 7 |
| 42 | 500+57.62 | -58.6006 | 12 |
| 43 | 500+63.29 | -48.812 | 12 |
| 44 | 500+66.20 | -51.1203 | 14 |
| 45 | 500+67.07 | -51.0863 | 4 |
| 46 | 500+70.31 | -60.3686 | 2x14 |
| 47 | 500+72.40 | -35.542 | 12 |
| 48 | 500+76.35 | -37.3142 | 15 |



SCALE: 1"=20'

P-91-090-10

E-7

| | | | | | | | | | | | |
|-------------|---------------------------|------------|-----------|---|--|--|---------|--------|--------------|-----------|--|
| FILE NAME = | USER NAME = drvakosgn | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TOUHY AVENUE BRIDGE EXISTING & PROPOSED OVER NORTH BRANCH CHICAGO RIVER TREE SURVEY | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| Default | PLT SCALE = 20.0000' / 1" | DRAWN - | REVISED - | | | 0341 | | COOK | 1 | 1 | |
| | PLT DATE = 1/9/2014 | CHECKED - | REVISED - | | | SCALE: 1"=20' SHEET OF SHEETS STA. 498+00 TO STA. 502+00 ILLINOIS FED. AID PROJECT | | | | | |
| | | DATE - | REVISED - | | | | | | | | |

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location:



Location: Looking E from SW corner

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: W side of bridge looking N at bike trail



Locatio Structure on SW corner of bridge / Stream Gage House

E-8.2

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Looking NE from SW corner



Location: Looking E along S side of bridge

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location:

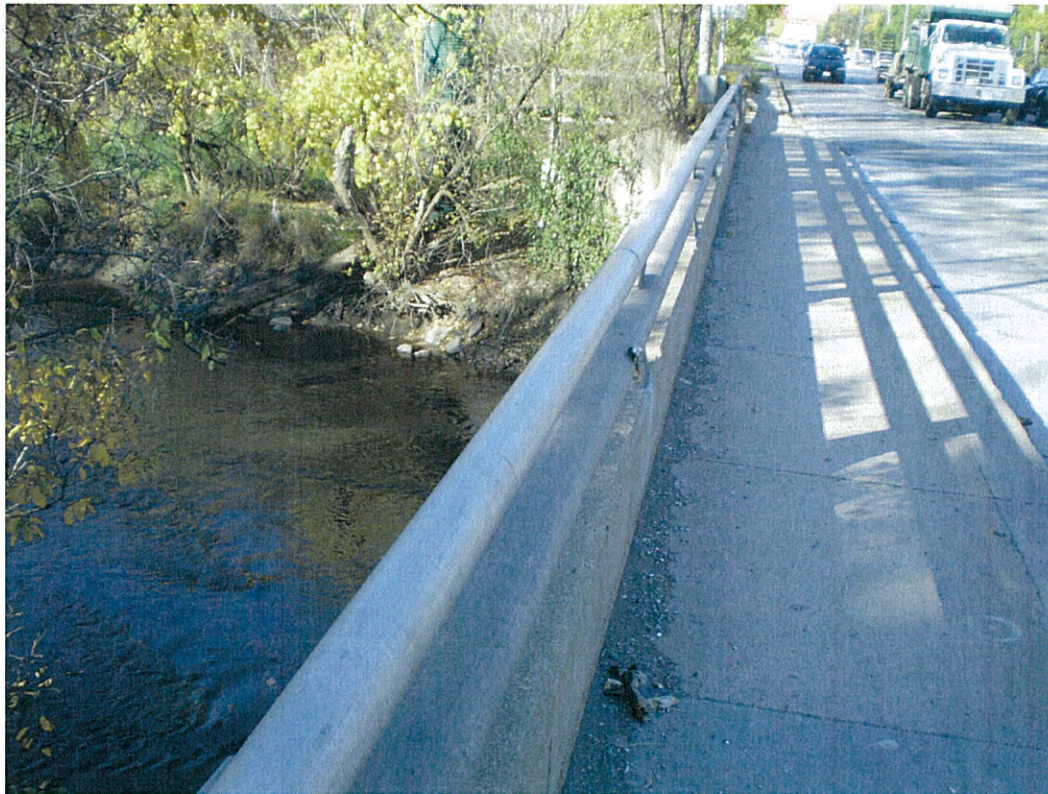


Locatio Guardrail at SE corner of bridge

E-8.4

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Looking W along S side of bridge



Locatio Crosswalk across E side of bridge

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Bike path at SE corner



Locatio NE side of bridge from SE

E-8.6

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Looking E from NE side



Location Bike path at NW corner

E-8.7

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Looking SE from NW



Locatio

E-8.8

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Looking E from N side



Locatio Culvert on NE side

E-8.9

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: Underneath structure from NW side



Location: Across river at the culvert on NE side from NW corner

E-8.10

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location: N side of structure



Locatio

E-8.11

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location:



Locatio Looking S from NW side

E-8.12

Picture Log

| | | | |
|-----------------|--|------------------------|----------------|
| Project: | Touhy Avenue | County: | Cook |
| Limits: | Over North Branch Chicago River | | |
| Project | P-91-090-10 | Target Letting: | 08 CY15 |



Location:



Location Carwash at SE corner of intersection on E side of bridge

E-8.13

LAND USE REQUEST

Project: Touhy Avenue over North Branch of the Chicago River, Cook County INFORMATION FORM

1. Please describe in detail the nature of your request, including, but not limited to:

a) Plans depicting and describing the manner in which you intend to alter District property.

Permanent Easement Request: The scope of work consists of complete removal and replacement of the bridge carrying Touhy Avenue over the North Branch of the Chicago River in Cook County. The area requested on both the north and south sides of Touhy Avenue Bridge over the North Branch of the Chicago River is needed to remove and replace the entire bridge and install a shared-use path on the bridge. The total area of two Permanent Easements requested from the Forest Preserve District of Cook County (FPDCC) totals approximately 0.197 acres. A portion of the existing bridge is already encroaching on Forest Preserve District land. Therefore it is not possible to replace the bridge, particularly with a widened cross section to accommodate a shared-use path, without the requested Permanent Easements. The properties needed for the Permanent Easements on both sides of the bridge are currently wooded areas with no recreational use other than the access to the North Branch Bicycle Trail. Trees within the proposed Permanent Easements will be removed in order to construct the project.

b) Any and all physical improvements and structures to be built:

The existing Touhy Avenue Bridge will be removed and replaced. The existing bridge carrying four, 10-foot wide through traffic lanes (two lanes in each direction) will be maintained to meet the existing cross section of Touhy Avenue. The proposed bridge cross section will be wider than the existing to accommodate a 15-foot wide shared-use path on the north side of the bridge for the use of bicyclists and pedestrians and a proposed 7.5-foot wide sidewalk on the south side of the bridge for pedestrians. These proposed paths will replace the existing five-foot sidewalks on both north and south sides of the bridge. The new outside protection will be railings mounted on parapet walls (See Exhibits E-2 & E-4.1).

The existing traffic signals (located just east of the bridge) at the intersection of Touhy Avenue and Riverside Drive are owned by the Forest Preserve District of Cook County through Permit No. 1N-916 issued on August 31, 1973, and per the terms of the permit are currently maintained by the FPDCC. The main purpose of these signals is to facilitate bicycle and pedestrian crossings. Due to construction, the traffic signals will be impacted. As the signals are outdated, it is recommended to replace them with new and modernized traffic signals.

The existing Stream Gage is owned and operated by the USGS and is located within the proposed Permanent Easement on south side of the bridge. The USGS will coordinate with IDOT regarding the new location of the Stream Gage.

The existing watermain is maintained and owned by the Village of Niles and is located within the Proposed Easement on the north side of bridge. This water main will be relocated.

c) The useful life of the improvements, if any, to be built on District property:

The typical design life of a bridge is 50 years; therefore the useful life of the proposed bridge including the bicycle and pedestrian accommodations will be at least 50 years.

d) The plan for maintenance of the improvement during the useful life of the improvement:

Proposed Permanent Easements will allow the Department to inspect the bridge every two years to determine if any maintenance or repair is required. Inspection and maintenance of the Stream Gage is the responsibility of USGS and the IDNR-OWR, and inspection and maintenance of the water main is the responsibility of the Village of Niles, all of which would be under IDOT's easement.

2. Please provide detailed maps or plat(s) detailing the location and dimensions of the area that will be impacted by the proposed request. Please include information for both the construction and operation phases of the project:

Removal and replacement of the bridge will be done in two stages.

One half of the bridge will be constructed at a time, while the other half of the bridge will be open for two-directional traffic with one lane in each direction during the construction period. Bicyclists and pedestrians will cross the bridge using the existing sidewalk on the south side during Stage I construction, and they will utilize the newly build 15-foot wide shared-use path on the north side in Stage II construction. Please see attached exhibits E-5 and E-5.1.

3. Please describe, in detail, the manner in which the District will benefit from your proposed request:

The district will benefit from the replacement of an old and outdated structure with a new bridge designed to better accommodate bicycle and pedestrian traffic along a safer and more comfortable facility. In addition, users of the trail system will also be better served by a modernized traffic signal system. Finally, new guard rails and an open abutment design for the bridge will better serve the District property by reducing and/or eliminating scour and flooding on the bridge.

4. Please describe, in detail, the manner in which the public will benefit from this proposed request:

As stated above, the public will benefit by the use of a new bridge, the use of a new 15-foot wide shared-use path for a safer and more comfortable crossing of bicycles and pedestrians, the use of a widened 7.5-foot sidewalk on the south side of bridge, the use of new and modernized traffic signals, and from the inclusion of guard rails and an open abutment design that will reduce and/or eliminate scour and flooding on the bridge.

5. Please describe, in detail, which alternatives, if any, have been considered other than the use or acquisition of an ownership interest of District land and why such alternatives are not feasible or practical:

Because of the age and poor condition of the bridge as well as the existing wingwalls located in the FPDCC property, the only responsible option is to replace the bridge. Repair of the existing bridge was considered but not pursued due to the existing wingwall location and the life expectancy of the bridge substructure. This condition would require near term improvements shortly after repairs are completed. A wider bridge design is also necessary in order to provide a safe and comfortable crossing for bicycles and pedestrians.

6. Please indicate whether all alternatives to the proposed use or acquisition of an interest in District land have been exhausted:

All bridge replacement alternatives to the proposed permanent easement have been exhausted, and the area of acquisition has been kept to the minimum in order to construct the replacement bridge.

4/24/2014 10:37 AM

John F. JS
District 1



Illinois Department of Transportation

Memorandum

2/6/2001
4/6 *John* *Pat* *Tom* *Bruce* *R3* *Roy* *Jack*

To: District Engineers
From: Michael L. Hine By: Cheryl Cathey
Subject: PRELIMINARY ENGINEERING *Cheryl Cathey*
Date: February 1, 2001

Attached for your information and files is a copy of a Memorandum of Understanding between the Department and the U.S. Geological Survey. It defines certain responsibilities when a stream gage is impacted by a highway structure improvement.

Please forward copies of this to the appropriate personnel in your District.

JPG:\s:\gen\wpdocs\memos\500726.doc

MEMORANDUM OF UNDERSTANDING

An Agreement for the Relocation
of
Stream Gages

This MEMORANDUM OF UNDERSTANDING, made and entered into this 26th day of January, 2001, by and between the State of Illinois, acting through its Department of Transportation, here in after designated the "STATE"; and the United States Department of Interior, acting through its U.S. Geological Survey, Illinois District, herein after designated the "USGS":

WHEREAS, the USGS has stream monitoring stations of varying descriptions attached to or in the vicinity of certain structures maintained by the STATE over rivers and streams within the boundaries of the State of Illinois; and

WHEREAS, the STATE must at times perform rehabilitation work to the aforescribed highway structures in order to insure public safety and convenience which may require the temporary removal of the aforescribed stream monitoring station; and

WHEREAS, the aforescribed stream monitoring stations provide valuable information to the USGS and the STATE; and

WHEREAS, the parties hereto, in order to insure uninterrupted data collection, are desirous of entering into a cooperative agreement describing obligations of each party as they pertain to the temporary removal of the stream monitoring station and the restoration of the

stream monitoring station to the same level of data collection and recording as that which existed prior to the commencement of the STATE's rehabilitation work; and

WHEREAS, the STATE is desirous of assisting the USGS in fulfilling its obligation to remove and replace the aforescribed stream monitoring stations, when necessitated by aforesaid highway structure rehabilitation work;

NOW, THEREFORE, in consideration of these premises and of the mutual covenants set forth herein, this Memorandum of Understanding is agreed to by and between the parties hereto as follows:

Definitions

Both parties hereto agree the following definitions shall apply to this document:

1. Stream Monitoring Station - A device comprised of various sensing, collecting, recording and in some instances transmitting equipment for the collection of various stream data and a structure enclosing and protecting the aforesaid instruments and appurtenances.
2. Stream Gage - A component of the stream monitoring station comprised of sensing, collecting, recording and (if applicable) transmitting equipment and appurtenances.
3. Gage House - A component of the stream monitoring station comprised of any structure providing protection from the elements and security for the sensing, collecting, recording and (if applicable) transmitting equipment.

Responsibilities of the State

1. The STATE shall furnish to the USGS written notification of any structure rehabilitation project which may affect a stream monitoring station. Said notification shall include a brief description of the proposed rehabilitation work, a map indicating the location of the structure and the anticipated date of the bid letting for the proposed work. This notification shall be made as soon as practical.
2. The STATE shall furnish, for USGS approval, detailed plans and specifications for the construction of the proposed gage house, method of attachment to the highway structure, of any required support system (if such attachment is required and agreed upon by the parties hereto), and the construction of a proposed walkway or access to aforesaid gage house (if such walkway or access is required and agreed upon by the parties hereto). Aforesaid plans shall be for a gage house, support system and walkway or access way of a design equal in capabilities to the existing.
3. The STATE agrees to cause, at no cost to the USGS, the removal of the existing gage house, the collateral support system and any existing walkway or access way; the construction of a new gage house, support system and walkway or access of a design equal in capabilities to that which is removed.
4. The STATE agrees to cause at no expense to the USGS, the installation of a temporary gage house prior to the removal of the existing gage house. The inclusion of the construction of a temporary gage house in the STATE's work shall only occur when requested by USGS and agreed to by the STATE.

5. The STATE agrees to provide to the USGS notification of the commencement of work on the highway structure, which will affect the stream monitoring station.
Notification shall be given at least two weeks prior to the commencement of the work.
6. The STATE agrees to provide written notification, to the USGS of the completion of construction of those items included with or affecting the stream monitoring station.
The notification shall also invite USGS to participate in a final inspection of the construction of the proposed gage house, support system and walkway or access way. This final inspection shall be for the sole purpose of assuring the work was accomplished in compliance with the approved plans and specifications. Rejection of the work by the USGS for any other reason will not be considered grounds for replacement of the work by the STATE's contractor.
7. The STATE agrees, insofar as its jurisdiction applies, to approve expenditures by Local Agencies for the purpose of removing, relocating, constructing temporary and/or permanent stream monitoring stations attached to or in the vicinity of structures carrying various highways, maintained by Local Agencies over certain rivers and streams within the boundaries of the State of Illinois.

Responsibilities of the USGS

1. The USGS agrees that upon receipt of notification of the STATE's project affecting a stream monitoring station, it shall furnish to the STATE a written response detailing its intentions for the gage monitoring station at this location. The USGS agrees that any betterment to the design of the existing stream monitoring station shall be done at USGS expense. Those options eligible for participation by the STATE include but

are not limited to replacement in kind, relocation of existing and abandonment of the stream monitoring station.

2. Prior to the STATE advertising for bids for the rehabilitation work on the highway structure, the USGS agrees to provide written approval of the final plans and specifications as prepared. This approval shall only apply to those portions of the plans and specifications relative to the removal of the existing gage house and the construction of the temporary and/or permanent gage house. The USGS agrees it is aware that should the aforesaid approvals be withheld for any reason and the withholding of the approvals jeopardizes the STATE's ability to let a contract for the rehabilitation work, the STATE'S obligations described herein shall be null and void. The STATE may also, at its sole discretion, omit that portion of the work relative to the construction of the temporary and/or permanent gage house, from its contract.
3. Upon receipt of notification of the commencement of work affecting the stream monitoring station, the USGS agrees to proceed with the timely removal of the stream gage and all stream gage equipment it deems salvageable. The removal shall be done in a manner and at a time not adversely affecting the STATE's contractor, and at no expense to the STATE.
4. If the construction of a temporary stream monitoring station is deemed necessary by the parties hereto, the USGS agrees to furnish and install the temporary stream gage in the temporary gage house. The installation of the temporary stream gage shall be at a time and location agreeable to the parties hereto and at no expense to the STATE.
5. Upon receipt of written notification of the completion of the proposed permanent gage house, the USGS agrees to make arrangements for the installation of the permanent



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1098

Project and Environmental Studies
Touhy Avenue (FAP 0341)
Over North Branch Chicago River
Cook County

April 6, 2012

Mr. John Sterenberg
Forest Preserve District of Cook County
536 North Harlem Avenue
River Forest, IL 60305

Dear Mr. Sterenberg:

This letter is to inform you that the Illinois Department of Transportation (Department) is currently conducting a preliminary engineering and environmental study (Phase 1) of the proposed improvement at Touhy Avenue over North Branch Chicago River in the Village of Niles in Cook County. This improvement is included in the Department's Fiscal Year 2012-2017 Proposed Highway Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the middle portion of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations. The proposed improvement is anticipated to consist of bridge improvements.

At this early stage in our project development we ask that you provide the Department with some background information concerning these holdings. The following information would be of particular interest to us:

- Size in acres, as well as a right-of-way plat and/or site plan.
- Common name and type of facility (recreation, historic, etc.).
- Available recreational activities (fishing, swimming, bike trails, etc.).
- Facilities, existing and planned (description and location).
- Usage (approximate number of users for each activity).
- Relationship to other similarly used lands in the vicinity.
- Access (pedestrian, bicycle, equestrian, and vehicular).
- Ownership and applicable clauses affecting title, such as covenants, restrictions or conditions including forfeiture or federal encumbrances (i.e., LAWCON funds).
- Unusual characteristics of the property (flooding, vegetation, terrain conditions, or any other future plans).
- A map identifying the extent of your holdings in the area of our proposed improvement.

Mr. John Sterenberg
April 6, 2012
Page 2

If you have any questions or need additional information, please contact Carlos Feliciano, Acting In-House Studies Unit Head, at (847) 705-4106.

Very truly yours,

Diane M. O'Keefe, P.E.
Deputy Director of Highways,
Region One Engineer

By: 
John A. Baczek, P.E.
Project and Environmental Studies Section Chief

Enclosures

bcc: Earl Dunn
Rick Wojcik
Sam Mead
Mohammad Amjad

S:\Gen\WP\p&es\INHSE\Projects- Active\Touhy Ave Over N.B.Chicago River\Initiation Letter Touhy\Forest Preserve - Initial Info Request Letter (11-09) Touhy over NB Chicago River.docx

IDOT/FPDCC COORDINATION MEETING

December 6, 2012

General Discussion:

The purpose of this meeting was to coordinate various IDOT projects which are currently in Phase I, Preliminary Engineering and Environmental Studies, and to discuss various locations selected by the FPDCC where IDOT action is needed. It was brought up that establishing a quarterly meeting schedule would be beneficial. IDOT will email a proposed schedule to meet quarterly on the fourth Wednesday of the month starting in March 2013. Also, if the FPDCC has locations in the future where they believe IDOT needs to follow up or take action on, they can send IDOT a letter addressed to John Fortmann, Regional Engineer, laying out the location and the issue at that location and IDOT will investigate those locations and respond to the FPDCC with actions to be taken.

FPDCC Items:

The following locations are areas where the FPDCC would like IDOT to follow up on:

Touhy Avenue over the North Branch Chicago River

This is a new Phase I study which improves the structure carrying Touhy Avenue over the North Branch Chicago River at the Bunker Hills Woods Preserve in the Village of Niles, Cook County. Touhy Avenue is an Other Principal Arterial, non-SRA Route. Touhy Avenue is not a designated truck route. The present ADT on Touhy Avenue is 19,700. The existing roadway cross section of Touhy Avenue at the bridge consists of two 10-foot lanes in each direction and 5-foot sidewalks on both sides. The structure (SN: 016-0363) was originally constructed in 1925 as a single span bridge with reinforced concrete T-Beams with a 52 feet out-to-out width and length of 66 feet-6 inches. The scope of work consists of complete replacement of the 87 years old structure. In order to minimize impacts to the FPDCC, IDOT has used design flexibility to use 10-foot lanes instead of the policy minimum of 11-foot lanes. The existing right of way information available in Phase I shows that the existing culvert wingwalls are located within the FPDCC property. Any attempt at repairing the wingwalls would require an easement from the FPDCC. The North Branch Trail runs north-south along the FPDCC property which meets Touhy Avenue on the northwest quadrant of the bridge, continues along the north side of Touhy Avenue and crosses Touhy Avenue on the east side of the bridge at a traffic signal which also serves a car wash business in the southeast quadrant. IDOT proposed replace the existing substandard path and increase the width from 5 to 10 feet; however, this would require a barrier be added between the path and the vehicular traffic because it does not meet the 5-foot buffer area recommended for bicycle traffic adjacent to vehicular traffic. This barrier is not feasible at this location due to the crossing to the east. In order to accommodate a path IDOT is required to increase the path width to 15 feet to provide for the recommended buffer space. IDOT will be submitting the Section 4(f) document to the FPDCC within the next few months for their review.

Meeting Between IDOT & Forest Preserve District Cook County

Touhy Avenue
Over North Branch Chicago River
Village of Niles
Cook County

Job # P-91-090-10
Structure # 016-0363
October 3, 2013

This meeting is designed to discuss the following:

1. Purpose and Need of the Project
2. Existing Condition of the bridge
3. Proposed scope of work
4. Permanent Easement
5. Tree Removal
6. Traffic Signal Modernization
7. Construction Staging

1. Purpose and Need of the Project:

The existing bridge carrying Touhy Avenue over North Branch Chicago River was originally built in 1925 as Route 3A, Section 1202-15D. It has a single span with reinforced concrete T-beams which has passed the 50 years of its design life. The bridge deck and superstructure are rated in poor condition. Due to its age and condition, a complete bridge replacement is recommended.

2. Existing Condition of the bridge:

The existing bridge is already adjacent to the FPDCC property on the north and south. The proposed bridge will be constructed in the same location as the existing bridge. The proposed bridge will be consistent with the function and significance of the current land use. The proposed Permanent Easements will be used to maintain the existing outfall to the river and provide bicycle and pedestrian accommodations which will improve the connection between segments of the North Branch Trail System in that area. The scour and flooding issues in the area may be improved with a design of an open abutment bridge. Because the existing bridge wing walls and existing storm sewers lie either on or directly adjacent to FPDCC property, there is no way to avoid impacts or acquisition of FPDCC property.

3. Proposed Scope of Work:

The scope of work consists of complete removal and replacement of the bridge carrying Touhy Avenue over North Branch Chicago River, Village of Niles, Cook County. The new bridge is designed with open abutments to minimize the scour problems.

Proposed cross section of the bridge will accommodate 15 feet wide Shared Use Path for bicycles and pedestrians on the north side and 7.5 feet wide sidewalk for pedestrians use on the south side of the bridge. The only widening will be for bicycle shared use path on north side and sidewalk on the south side of the bridge. There are some wetland impacts at the southwest corner of the bridge.

4. Permanent Easement:

Permanent Easements will be acquired on both north and south sides of the bridge. The total area of PE will be 0.19 acres. IDOT will pay for tree removal and permanent easements to FPDCC.

5. Tree Removal:

There will be some trees impacted within the acquired permanent easements on both north and south sides of the bridge. The of tree removal will be determined.

6. Traffic Signal Modernization

The project will be constructed in two stages by closing one half of the bridge at a time. All access to driveways and especially the bike trail will be open and will be able to cross the bridge during the construction period. Traffic Signal Modernization for the traffic signals (owned by Forest Preserve District of Cook County under the permit in the year 1970) on the east side of the bridge at and the intersection of Touhy Avenue and Riverside Drive is the 100% responsibility of Forest Preserve District of Cook County. The estimated cost of new signals would be \$250,000.

- a. Acres to be taken: 0.079 acres of North Branch Trail System on north side of bridge is needed as a Permanent Easement and also 0.11 acres of Bunker Hill on the south side of the bridge is needed as a Permanent Easement in order to construct the new bridge at the existing location, widen the bridge to add a shared use path on the north and pedestrian accommodations on the south, and install wing walls.
- b. There will be no negative impact to the FPDCC property. The Permanent Easements will be utilized to replace the existing substandard bridge and bike path to provide proper bicycle and pedestrian accommodations. The shared use path will improve the connections between existing trail segments.
- c. The properties needed for the Permanent Easements on the north and south side of the bridge are currently wooded areas with no recreational use other than the access to the North Branch Trail on the north side of Touhy Avenue.

7. Construction Staging

The project will be constructed in two stages by closing one half of the bridge at a time. All access to driveways and the bike trail will be open.



Illinois Department of Transportation

Public Comment

IDOT is seeking public comments on impacts that the Touhy Avenue Bridge over the North Branch of the Chicago River project will have on Bunker Hill Woods also known as Clayton F. Smith Preserves. This forest preserve is owned and operated by the Forest Preserve District of Cook County.

IDOT requires the acquisition of permanent easements on both the north and south sides of the bridge in order to accommodate the complete removal and replacement of the existing bridge that carries Touhy Avenue over the North Branch of the Chicago River in the Village of Niles, Cook County. The new bridge will provide a 15-foot-wide shared-use bike path on the north side and 7.5-foot-wide sidewalk on the south side of the bridge. This is the first opportunity for the public to comment on the additional public land needed for this project.

Hard copies of the Section 4 (f) de minimis documentation will be provided at the following locations during normal business hours.

DATE: TBD

TIME: 8:00 AM to 4:00 PM, Monday thru Friday

PLACE: Illinois Department of Transportation

Bureau of Programming

201 West Center Court

Schaumburg, IL 60196

OR

Forest Preserve District of Cook County

536 North Harlem Avenue

River Forest, IL 60305

The Section 4 (f) De Minimis Documentation is available on the Department's website at: <http://www.dot.state.il.us/projects.html>

Electronic copies can be provided by emailing a request to carlos.feliciano@illinois.gov.

Written comments can be submitted at the IDOT office, mailed to the IDOT office, or submitted electronically to carlos.feliciano@illinois.gov. Comments must be received by TBD to be considered part of the public record.

This documentation will be accessible to handicapped individuals. Anyone needing special assistance should contact Carlos Feliciano at (847)705-4106. Persons planning to visit either site to review the documents and who need a sign language interpreter or other similar accommodations should notify the Department's TDD number (847)705-4710 at least five days prior to their visit.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation

Bureau of Programming

Attn: John Baczek

201 West Center Court

Schaumburg, IL 60196-1096

Street Touhy Ave.. Address Riverside Dr.

Route SA130 Section 2326.1 MS 019

Applicant Forest Preserve Dist. of Cook Co.

Address 536 N. Harlem Ave. River Forest

Contractor H-H Electric Co.

Permit No. 1N- 916 Date Issued 8-31-73

Description: Traffic control signals on Touhy Ave. at Riverside Drive to serve the above in Niles

00418 (1972)

Comments _____

7200N, 6500NW

A
R

Street Touhy Avenue Address Cross Point Road

Route SBI 42A Section 95-95Y MS 019
047 0103

Applicant Santucci Construction Co.
5044 Carol Skokie, Illinois

Address _____ Tel. No. NI 7-9790

Permit No. 10-11237 Date Issued 11 August, 1953

Description Water main for Village of Niles

Comments _____

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
Division of Highways
HIGHWAY PERMIT

EXHIBIT FILE
DATE 8/21/73
BY 916
CON 23 216.1
IN-916
MB619

WHEREAS, (We) Forest Preserve District of Cook County District Serial No. IN-916 MB619
(Name of Applicant) 536 N. Harlem Avenue
(Mailing Address)

River Forest Illinois, hereinafter termed the Applicant, request
(City) (State)

permission and authority to do certain work herein described on the right-of-way of the State highway known as
Touhy Ave. Route SA130, Section 2326.1, from Station _____ to Station _____,
Cook County. The work is described in detail on the attached sketch and/or as follows:

-thru H-H Electric Co.-

Traffic Signal Installation at Riverside Drive and Touhy Avenue

This permit authorizes the location construction, operation and maintenance of full vehicle actuated traffic control signals on Touhy Avenue at Riverside Drive, Niles, Ill. in accordance with the attached Special Permit Provisions.

Upon acceptance of the Traffic Control Signals by the State, the petitioner agrees to reimburse the State for the maintenance of the installations.

The Petitioner will be billed on a quarterly basis for this service.

It is understood that the work authorized by this permit shall be completed within 90 DAYS after the date this permit is approved. otherwise the permit becomes null and void. This permit is subject to the conditions and restrictions printed on the reverse side of this sheet.

This permit is hereby accepted and its provisions agreed to this _____ day of _____

19__

Signed Albin Hanna
Applicant

CONTRACTOR

536 N. Harlem Avenue
Mailing Address

Mailing Address

River Forest, Illinois
(City) State

City State

SIGN AND RETURN TO: 300 North State St., Chicago, 60610, Illinois
Regional Transportation Engineer

Approved this 31st day of August 1973

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
BY Sigmund C. Zyzanski
Regional Transportation Engineer