LETTER OF PERMISSION

NOTIFICATION

APPLICATION NO. LRC-2014-700

U.S. Army Corps of Engineers
Chicago District

Date: February 13, 2015

The Chicago District Regulatory Branch has received a request for authorization under Section 10 of the Rivers and Harbors Act of 1899 through a Letter of Permission (LOP), pursuant to Title 33 of the Code of Federal Regulations Part 325.2(e)(1), dated November 13, 1986. Requests for LOPs require coordination with other agencies and adjacent property owners. Project information is provided on the following page(s) for your review and comment.

Please provide your written comments to this office by March 16, 2015. A lack of response will be interpreted as meaning that you have no objections to the project as described. You may respond in writing or by email to Michael.J.Murphy@usace.army.mil Comment letters or emails should include your name, address, phone number and email address.

Written comments shall be mailed to:

U.S. Army Corps of Engineers
Chicago District, Regulatory Branch
Attn: LRC-2014-700, Michael Murphy
231 South LaSalle Street, Suite 1500
Chicago, Illinois  60604-1437

If you have any questions, please contact Michael Murphy by telephone at 312-846-5538 or email at Michael.J.Murphy@usace.army.mil.

FOR THE DISTRICT COMMANDER:

ORIGINAL SIGNED

Kathleen G. Chernich
Chief, East Section
Regulatory Branch
PROJECT INFORMATION

Application:  LRC-2014-700

Applicant:  Entertainment Cruises, Inc.

Location of work:  Two locations: 1) In the Marina Towers marina on the north side of the Chicago River west of State Street in the City of Chicago, Cook County, Illinois (Southeast Quarter of Sec. 9, Twp. 39N, Rng. 14E; 41.887376, -87.62877) and 2) At Polk Street on the east side of the Chicago River North of the River City Condominiums in the City of Chicago, Cook County, Illinois (Southeast Quarter of Sec. 16, Twp. 39N, Rng. 14E; 41.871779, -87.633646).

Description of Work:  The applicant proposes to build two structures in the Chicago River to facilitate river access for amphibious tour vehicles (often referred to as Ducks). The structures are proposed at Marina Towers and Polk Street on the Chicago River in the City of Chicago. Please see attached location map and site photographs for further location information. The two proposed ramps would not require a discharge of fill material into the Chicago River and are being evaluated for authorization under Section 10 of the Rivers and Harbors Act of 1899.

The applicant states that the purpose for the proposed construction of these structures is to facilitate amphibious tours of the Chicago River and surrounding area in downtown Chicago. The applicant proposes to fill a need for increased tour access to the Chicago River and compete in the existing river tour market on the Chicago River. No vehicles outside the applicant’s proposed tour vehicle would use the structures and there is no loading or unloading of passengers proposed at either structure.

The first structure is proposed in the Marina Towers marina. See attached site pictures and plan set for details. The proposed structure would not require any discharge or dredging of material into or from waters of the United States and would not extend into the designated navigation channel on the Chicago River, being within the footprint of the existing marina. The proposed precast concrete and steel structure would be supported entirely by the Marina Towers building structure and provide access to the river from the existing marina dock level. The applicant states that they have preliminary approval from the appropriate property owners and will have final approval prior to the potential issuance of any authorization for the site.

The second structure is proposed at Polk Street on the east side of the Chicago River just north of River City. See attached site pictures and plan set for details. This structure is proposed to be constructed by excavation in dry conditions from the existing remnants of the old Polk Street bridge. All work will be conducted behind a temporary bulkhead to be established at the end of the remnant bridge abutment. The proposed structure would not require a discharge of fill or dredging from water of the United States. The proposed structure would be contained within the existing remnant bridge structure and would not extend into the navigable channel of the Chicago River. The temporary bulkhead would be removed when all construction work was completed.
AMPHIBIOUS VEHICLE RAMPS – LOCATION MAP

Main Branch
Chicago River

Proposed
Marina Towers
Ramp

Proposed
Polk Street
Ramp

South Branch Chicago River
AMPHIBIOUS VEHICLE RAMPS – DUCKS PHOTOS

Duck on Land

Duck in Water

Prepared By:  
For:  
October 2014
Looking North from Wacker Drive
Looking Northwest from State Street Bridge
CONSTRUCTION SEQUENCE - AMPHIBIOUS VEHICLE RAMP AT MARINA TOWERS

1. Install turbidity curtain around construction area in marina, from State Street north bridge abutment, along edge of the Main Branch Chicago River and along west edge of construction area in the marina, to existing dock.

2. Install temporary work platform across the west slip in the marina, supported by existing concrete beams.

3. Install north end ramp support, anchored to existing dock.

4. Install two middle pairs of ramp supports, clamped around existing columns. These are adjustable threaded hangers (Dywidag or similar).

5. Install temporary south end ramp supports, similar to middle supports.

6. Assemble framing in place horizontally, in a level plane at dock level.

7. Place precast concrete deck slabs on framing and make connections, removing temporary work platform sections by scaffold.

8. Lower ramp into place, using threaded hangers.

9. Connect low and high end of ramp to existing structure under water. Work to be performed by divers.

10. Remove temporary south end supports.

11. Remove turbidity curtain.

SYMBOLS AND ABBREVIATIONS

- Turbidity Curtain
AMPHIBIOUS VEHICLE RAMPS – POLK STREET PHOTO 1

Aerial View

Prepared By: benesch
For: ENTERTAINMENT CRUISES

October 2014
AMPHIBIOUS VEHICLE RAMPS – POLK STREET PHOTO 3

Looking West

Proposed Ramp
95’ x 20’
SOIL EROSION AND SEDIMENT CONTROL PLAN

Construction Sequence - Amphibious Vehicle Ramp at Polk Street

1. Install turbidity curtain in Chicago River around existing east abutment of former Polk Street bascule bridge, from dock wall north of the abutment to dock wall south of the abutment.

2. Reinstate fence along River City property line to accommodate temporary easement on River City property as required for sewer relocation.

3. Install silt fence around construction area perimeter on land, along Polk Street north R.O.W., along east limit of the construction area, along Polk Street south R.O.W., and along River City property line to accommodate temporary easement on River City property as required for sewer relocation.

4. Identify location of underground utilities, including sewers, MWRDGC diversion chamber, and freight tunnels.

5. Remove part of abandoned 30" storm sewer to allow driving of sheet piles. Fill ends with concrete.

6. Anchor temporary bulkhead across full width of river side of existing abutment. Work below waterline may be performed by divers.

7. Install sheet pile along north and south edges of ramp, connecting west ends to existing abutment.

8. Excavate ramp area and remove abutment rear pier (east "wall" of counterweight pit) to limits shown on plans.

9. Place concrete pavement in ramp.

10. Form and place concrete cap on sheet-pile wall.

11. Install railing or fence along top of concrete cap on sheet-pile wall, and install gate across east end.

12. Install timber bumpers on interior of ramp side walls.

13. Remove abutment front pier (west "wall" of counterweight pit) to limits of ramp width and depth. Bulkhead material may be damaged in the removal area but should reach water line west around removal area.

14. Clean ramp thoroughly and remove temporary bulkhead, allowing water to enter low end of ramp. Underwater work may be performed by divers.

15. Replace River City fence.

16. Grade and seed or sod any damaged grassy areas. Restore underwater surface of Polk Street in construction area to City's requirements. (Replant or compacted gravel)

17. Remove silt fence.

18. Remove turbidity curtain.

NOTE:

The turbidity curtain shall be installed as required for the construction period.