



US Army Corps
Of Engineers
Chicago District

Public Notice

Application No.
408-LRC-2020-0042

Comment Period Begins:
April 22, 2021
Comment Period Ends:
May 13, 2021

PROPOSED ALTERATION TO A FEDERAL CIVIL WORKS PROJECT

- REQUESTER:** Little Calumet River Basin Development Commission
- AFFECTED PROJECT:** Burr Street Levee, part of the Little Calumet River Levee project - authorized for construction by Section 401 of the 1986 Water Resource Development Act (P.L. 99-662)
- PROPOSED ALTERATION:** Install a 5 foot wide asphalt wall across each of two railroad closures under the railroad in the Gary Burr levee segment. This would establish a permanent closure at these locations that would replace the existing slide gate structures.

Interested parties are hereby notified that a request has been received for permission for the activity described herein and as shown on the attached drawings. You are invited to provide your comments on the proposed work by the expiration date, which will become part of the administrative record and will be considered in the decision.

Written comments should be emailed to the Chicago District Section 408 Coordinator at Chicago408@usace.army.mil

AUTHORITY:

This request will be reviewed according to the provisions of Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408), as implemented by Engineer Circular 1165-2-220.

EVALUATION FACTORS:

Proposed alterations are assessed to determine impacts to the *usefulness of the USACE Project*. The objective of this determination is to ensure that the proposed alteration will not limit the ability of the USACE project to function as authorized and will not compromise or change any authorized project conditions, purposes or outputs. All appropriate technical analyses including geotechnical, structural, hydraulic and hydrologic, real estate, construction, and operations and maintenance requirements, will be conducted, and the technical adequacy of the design will be reviewed.

Proposed alterations will also be reviewed to determine the probable impacts, including cumulative impacts, on the *public interest*. Evaluation of the probable impacts that the proposed alteration to the USACE project may have on the public interest requires a

careful weighing of all those factors that are relevant in each particular case. The benefits that reasonably may be expected to accrue from the proposal must be compared against its reasonably foreseeable detriments. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation.

The Corps of Engineers is also soliciting comments from the public, Federal, state and local agencies, Indian tribes, and other interested parties in order to consider and evaluate the potential impacts of the proposed activity. Once this office completes a review of the comments received, it will be determined whether to issue, modify, condition, or deny a permission for this proposal.

To prepare this decision, comments are taken into consideration to assess impacts on the public interest factors listed above, as well as endangered species, historic properties, water quality, and general environmental effects.

PRELIMINARY EVALUATION OF SELECTED FACTORS

THREATENED AND ENDANGERED SPECIES:

The Corps of Engineers has determined that the proposed activity would not affect any federally-listed endangered or threatened species or critical habitat for any endangered or threatened species, pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the Endangered Species Act does not appear to be warranted at this time.

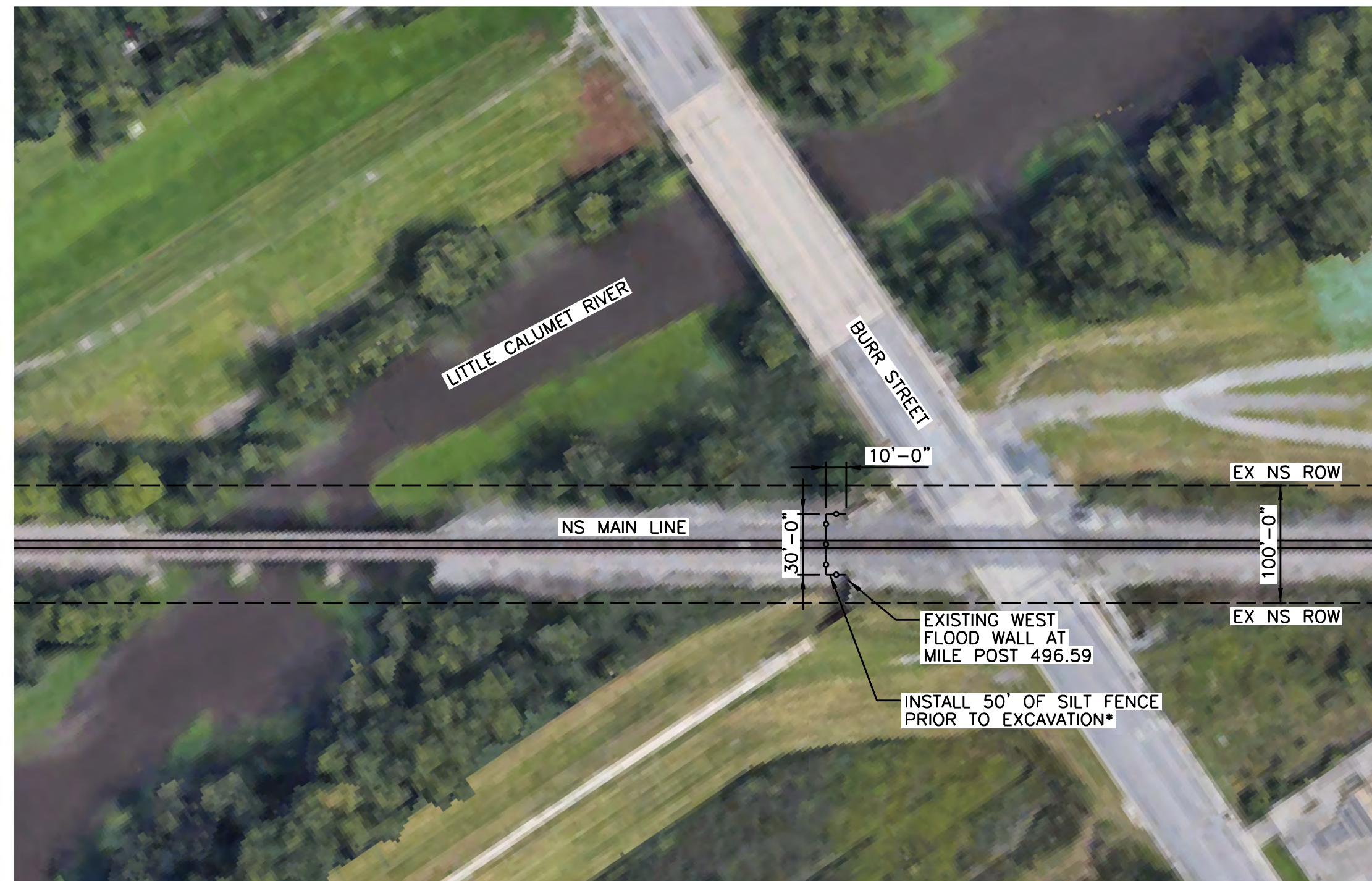
HISTORIC PROPERTIES/CULTURAL RESOURCES:

The District has made a preliminary determination that the project has the potential to cause effects to historic properties, and therefore a consultation with the appropriate parties will be completed. Please notify our office if you wish to be a consulting party pursuant to 36 CFR 800.3(f), or if you have any site-specific information that might be useful to a determination (see 36 CFR 800.4).

ENVIRONMENTAL IMPACT STATEMENT:

A preliminary determination has been made that an environmental impact statement is not required for the proposed work.

PROJECT DESCRIPTION: PERMANENT FLOOD CLOSURE OF TWO EXISTING LEVEE CLOSURES UNDER NORFOLK SOUTHERN MAIN LINE TRACK TO ELIMINATE SLIDING GATES THROUGH THE RAILROAD BALLAST DURING HIGH WATER EVENTS.

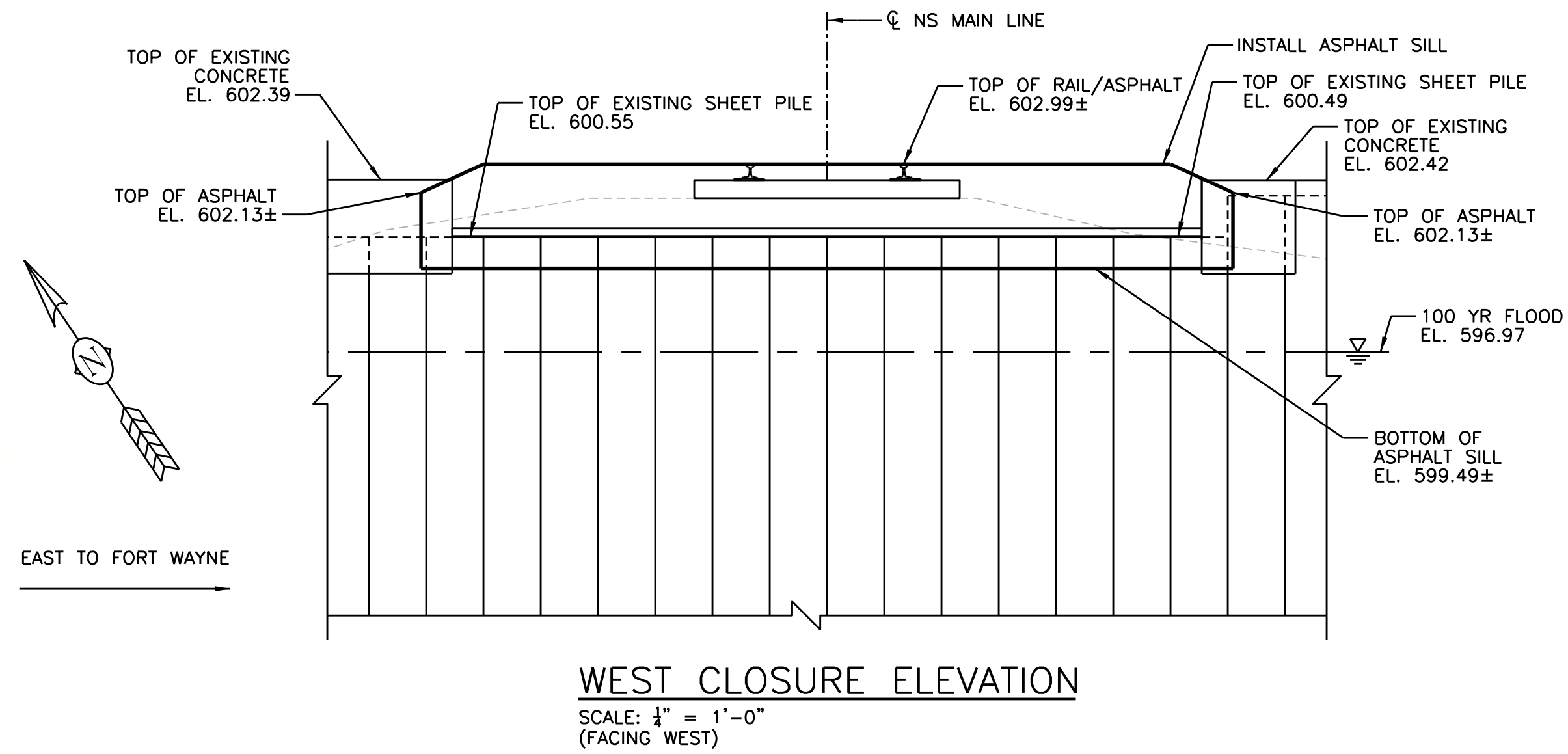


WEST CLOSURE PLAN
SCALE: NTS

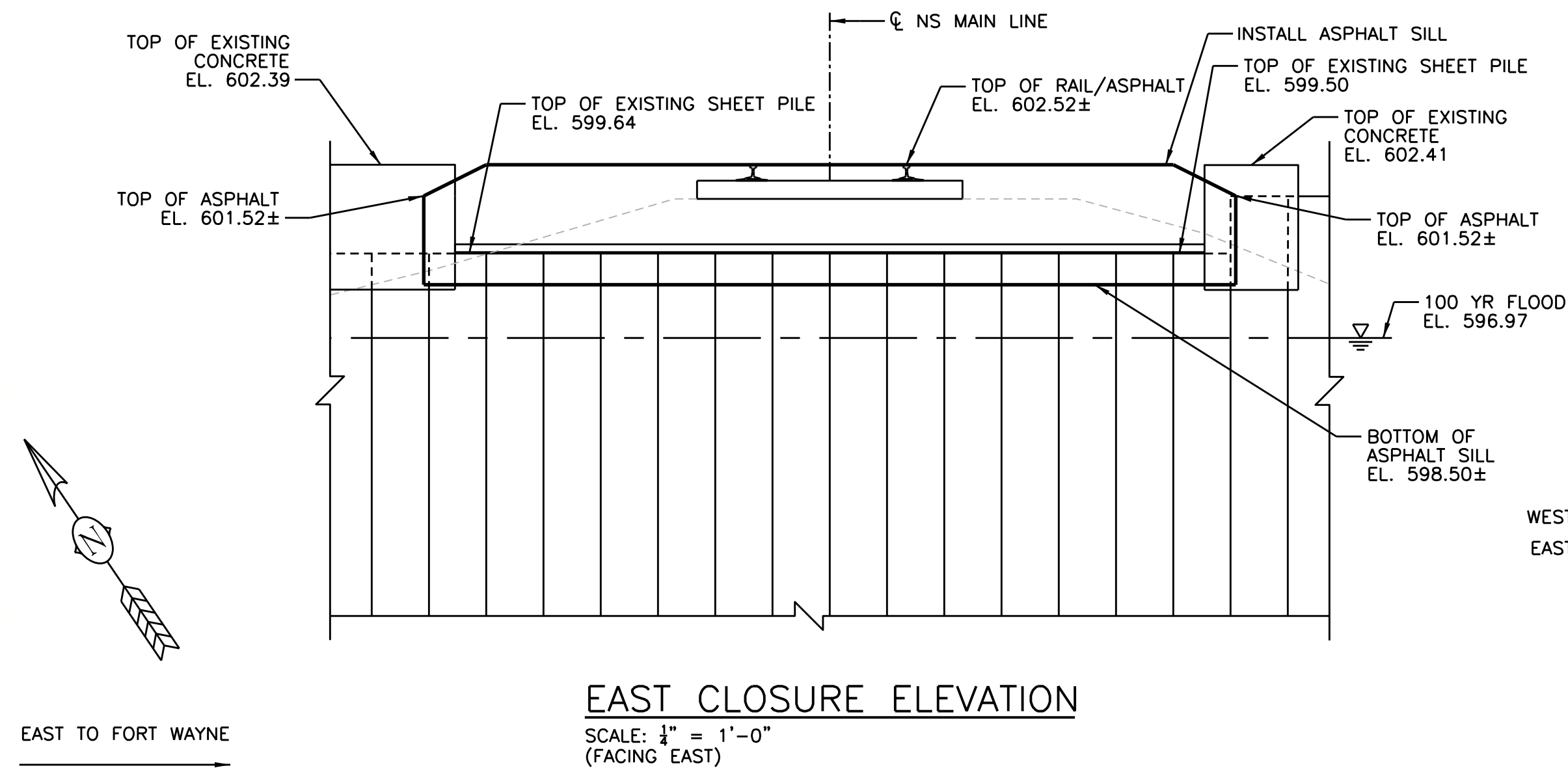
*SILT FENCE ONLY REQUIRED AT WEST CLOSURE DUE TO WORK WITHIN THE FLOODPLAIN.



EAST CLOSURE PLAN
SCALE: NTS



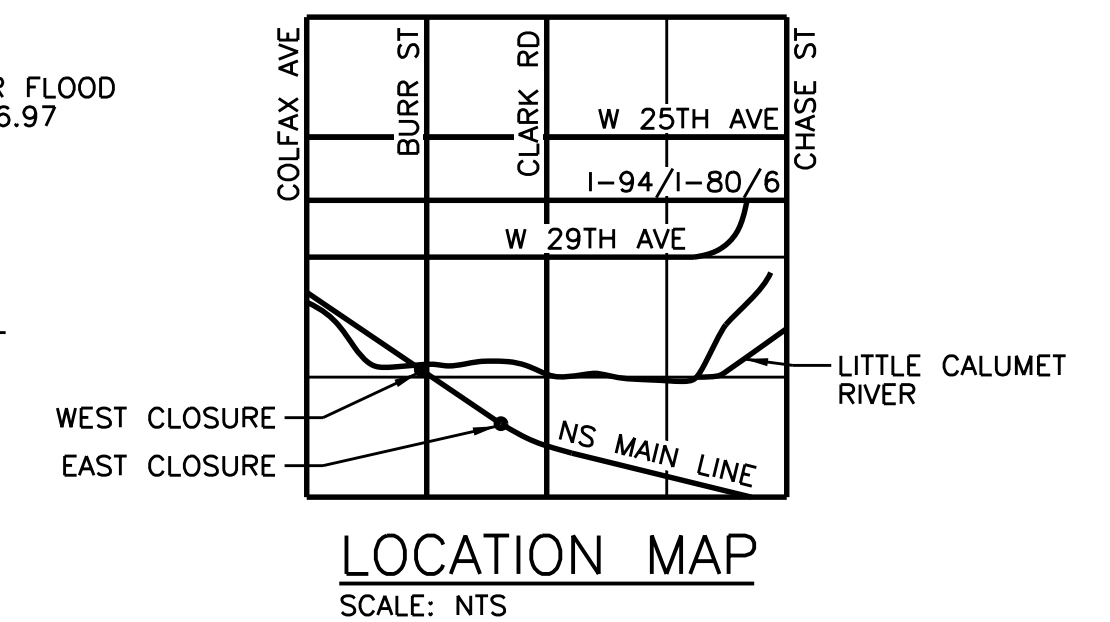
WEST CLOSURE ELEVATION
SCALE: 1/4" = 1'-0"
(FACING WEST)



EAST CLOSURE ELEVATION
SCALE: 1/4" = 1'-0"
(FACING EAST)

NOTES

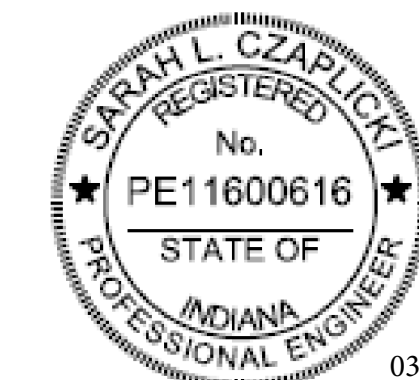
1. CONTRACTOR IS RESPONSIBLE FOR ARRANGING FOR ACCESS TO THE WORKSITE AND INCLUDE ANY ASSOCIATED COSTS IN HIS BID.
2. CONTRACTOR IS RESPONSIBLE FOR SECURING A RAILROAD RIGHT-OF-ENTRY (ROE) PERMIT WITH THE NORFOLK SOUTHERN (NS) RAILWAY COMPANY AND INCLUDE ANY ASSOCIATED COSTS FOR THE ROE IN HIS BID.
3. CONTRACTOR IS NOT PERMITTED TO ENTER THE RAILROAD RIGHT-OF-WAY AT ANY TIME WITHOUT A RAILROAD FLAGMAN. ALL CONTRACTOR PERSONNEL MUST PARTICIPATE IN THE DAILY SAFETY BRIEFING CONDUCTED BY THE RAILROAD'S REPRESENTATIVE.
4. CONTRACTOR HAS TO WORK AT BOTH CLOSURE LOCATIONS SIMULTANEOUSLY WITH TWO (2) CREWS DURING ONE ALLOWED TRACK OUTAGE. CONSTRUCTION IS LIKELY TO OCCUR DURING A SUNDAY OR MONDAY DAYTIME OUTAGE.
5. CONTRACTOR SHALL INSPECT THE PROJECT SITE AND FAMILIARIZE HIMSELF WITH ALL EXISTING CONDITIONS, ACCESS AND OTHER ITEMS THAT AFFECT THE CONTRACT AND PROPOSED DETAILS.
6. ELEVATIONS SHOWN ARE IN NAVD88.
7. CONTRACTOR IS RESPONSIBLE FOR RETAINING A QUALIFIED SURVEYOR TO VERIFY ALL ELEVATIONS, DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD PRIOR TO INSTALLING REQUIRED MATERIALS AND DOCUMENT FOR AS-BUILTS.
8. NS COMMUNICATIONS & SIGNALS DEPARTMENT WILL NEED TO LOCATE AND MARK CABLES IN THE AREA PRIOR TO EXCAVATION TO AVOID DAMAGE OR DISRUPTION TO THE SIGNAL SYSTEM. THE CONTRACTOR WILL BE REQUIRED TO TAKE SPECIAL PRECAUTION AND CARE IN CONNECTION WITH THE EXCAVATION.
9. CONTRACTOR SHALL TAKE ALL DEBRIS FROM PROJECT OFF SITE AND DISPOSE OF PROPERLY ACCORDING TO ALL STATE AND LOCAL CODES, LAWS AND ORDINANCES.



SUMMARY OF QUANTITIES*
(FOR INFORMATION ONLY)

DESCRIPTION	UNIT	QUANTITY
SILT FENCE	FT	50
EXCAVATION	CU YD	30
HOT MIX ASPHALT	TON	60
CROSS TIES, 10' LENGTH	EA	18

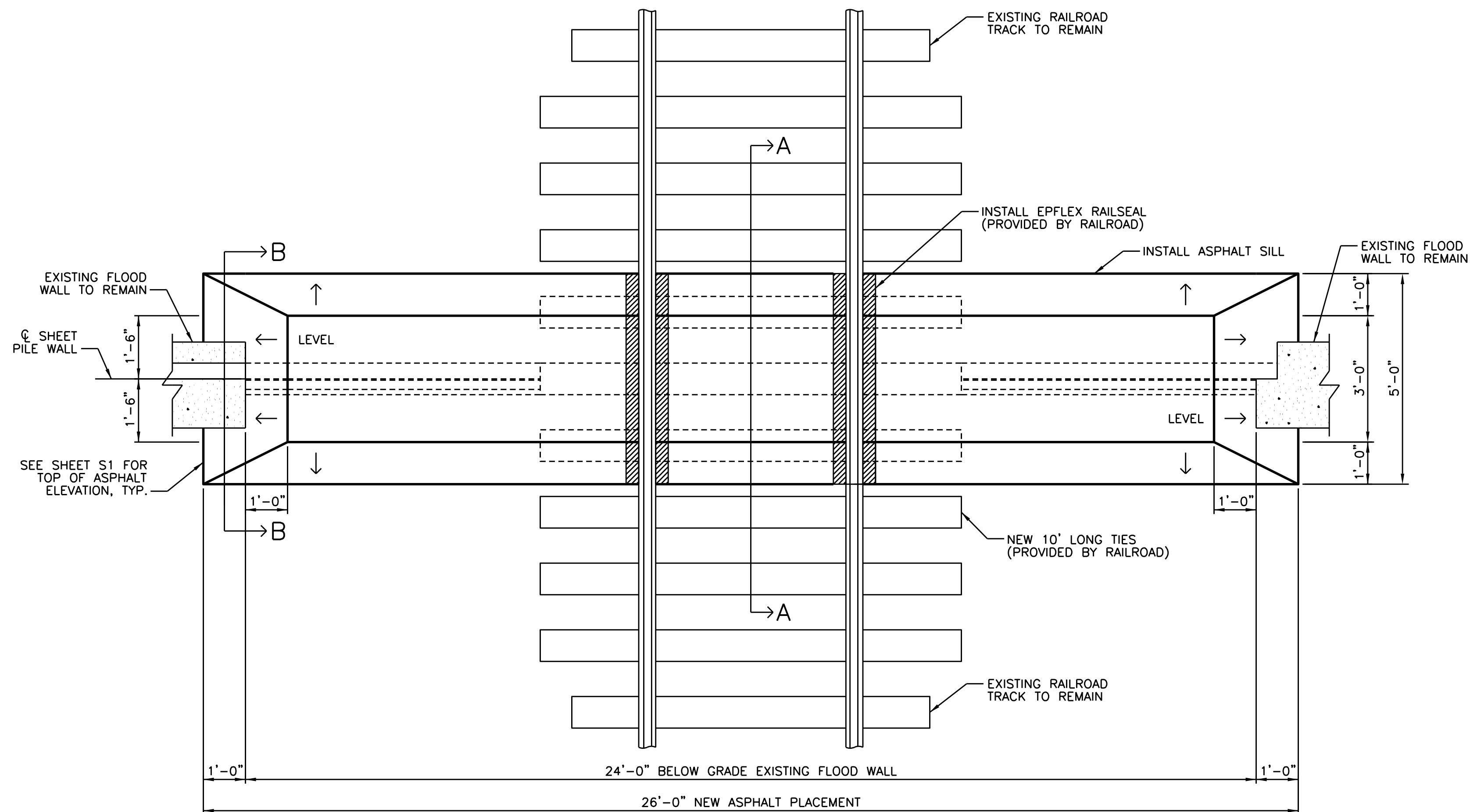
*TOTAL QUANTITIES FOR BOTH CLOSURES



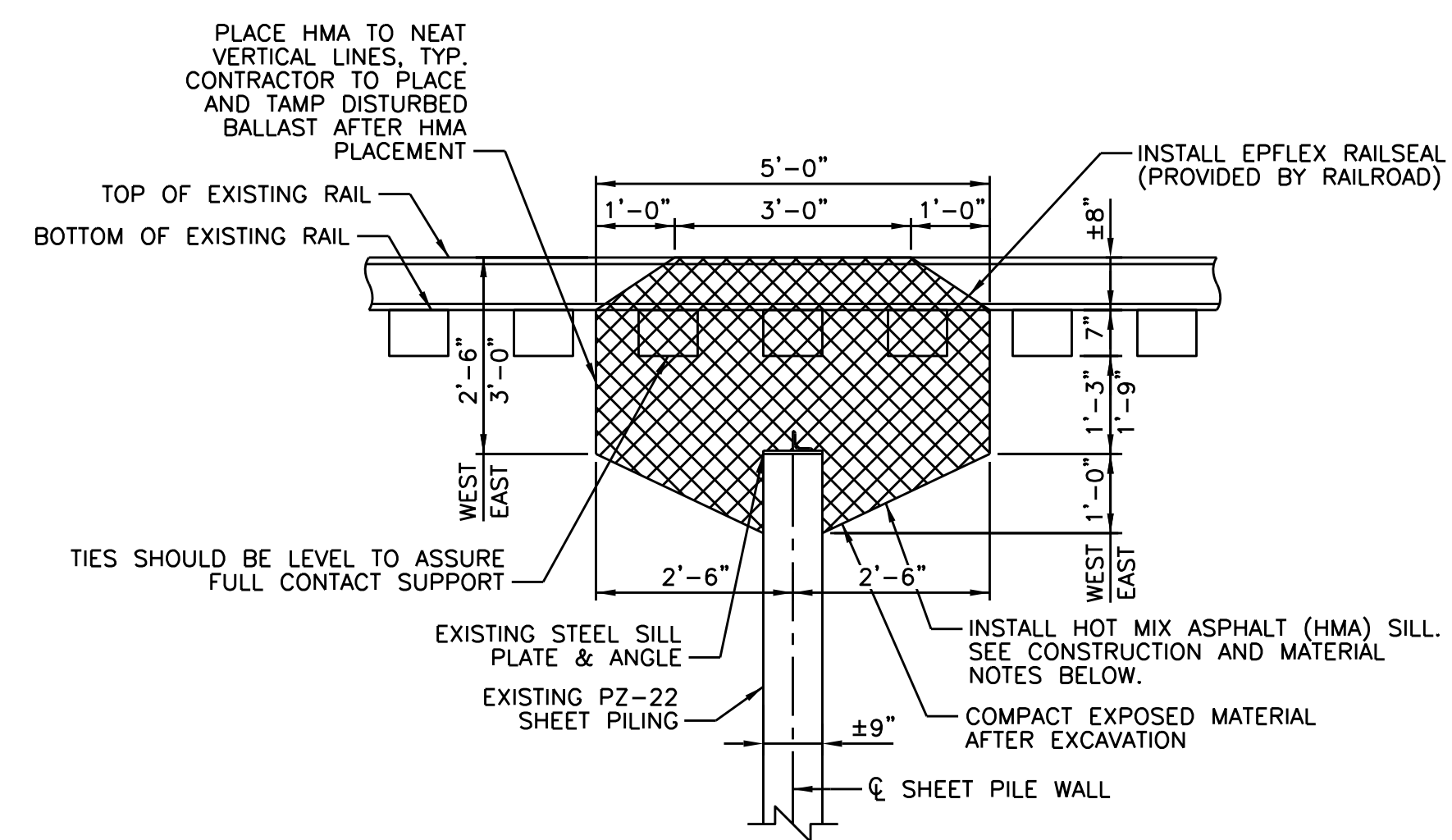
SARAH L. CZAPLICKI, P.E.
NO. PE11600616
EXP. DATE: 7/31/2022

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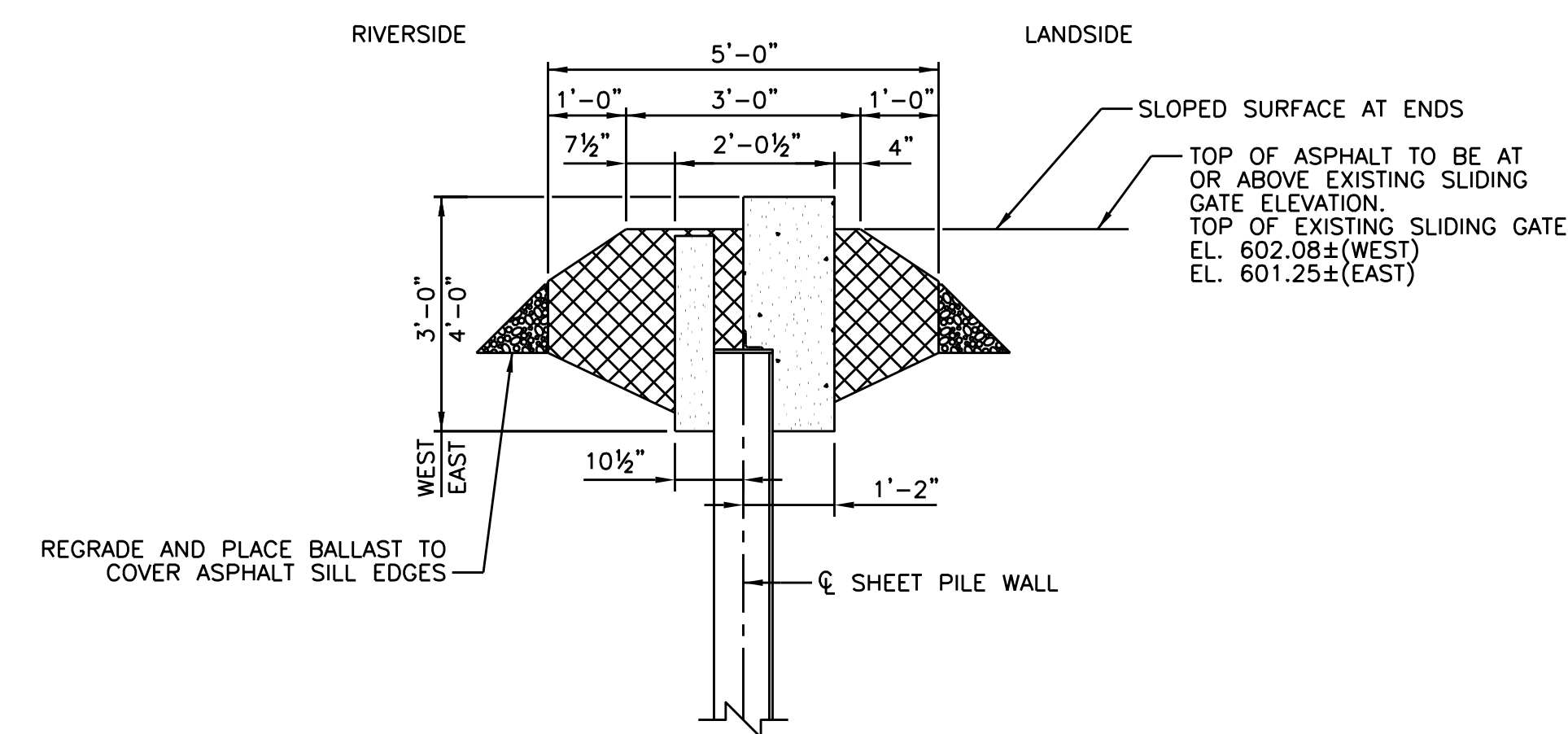
REV	BY	DATE	DESCRIPTION
LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION			
BURR STREET LEVEE CLOSURES UNDER NORFOLK SOUTHERN RR GARY, INDIANA			
PLAN AND ELEVATION			
DESIGNED BY	SLC	MILE POST	496.23, 496.59
DRAWN BY	SLC	DATE	MARCH 11, 2021
CHECKED BY	PML	SHEET NUMBER	S1 OF S2



PLAN
SCALE: 1/4" = 1'-0"



SECTION A-A
SCALE: 1/2" = 1'-0"



SECTION B-B
SCALE: 1/2" = 1'-0"

LEGEND

▣ HMA

NOTES

1. CONTRACTOR TO REMOVE 9 TIES PER TRACK SET.
2. RAILS TO REMAIN IN PLACE UNDISTURBED.
3. CONTRACTOR TO EXCAVATE 1'-0" BELOW TOP OF EXISTING SHEET PILE WALL.
4. CLEAN EXISTING STEEL SHEET PILING TO REMOVE ALL FOREIGN MATTER THEN APPLY TACK COAT TO EXISTING SHEET PILE FACES (BOTH EXPOSED VERTICAL SIDES AND SILL PLATE FACES) THAT WILL CONTACT/RECEIVE NEW ASPHALT.
5. PLACE NEW ASPHALT TO BOTTOM OF TIES.
6. NEW 10' LONG TIES TO BE PROVIDED AND PLACED BY RAILROAD.
7. CONTRACTOR TO TACK COAT ASPHALT AND ADD ADDITIONAL ASPHALT DEPTH TO TOP OF RAIL LEVEL COVERING TIES.
8. CONTRACTOR TO COORDINATE INSTALLATION OF TOP LAYER OF ASPHALT WITH THE EPFLEX RAILSEAL INSTALLATION. EPFLEX RAILSEAL TO BE PROVIDED BY RAILROAD.
9. ANY CROSSTIES THAT ARE DISTURBED SHALL BE TAMPED TO ENSURE TRACK STABILITY.
10. CONTRACTOR TO REGRADE AND PLACE BALLAST AROUND EDGES OF ASPHALT SILL.

CONSTRUCTION AND MATERIAL NOTES

1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) STANDARD SPECIFICATIONS UNLESS OTHERWISE SPECIFIED BY THE NORFOLK SOUTHERN.
2. HOT MIX ASPHALT (HMA) SHALL COMPLY WITH INDOT STANDARD SPECIFICATION ARTICLE 402.04. DESIGN MIX FORMULA SHALL BE: INTERMEDIATE, TYPE D, 25mm. COMPACTION FOR THE HMA SHALL BE PERFORMED USING EQUIPMENT IN ACCORDANCE WITH ARTICLE 409.03(d)6 OR 409.03(d)7. THE MAXIMUM LIFT SHALL BE 4 1/2". IF COMPACTION IS NOT BEING ACHIEVED THE MAXIMUM LIFT SHALL BE REDUCED.

REV	BY	DATE	DESCRIPTION
LITTLE CALUMET RIVER BASIN DEVELOPMENT COMMISSION			
BURR STREET LEVEE CLOSURES UNDER NORFOLK SOUTHERN RR GARY, INDIANA			
DRAWING TITLE			CLOSURE PLAN
DESIGNED BY	SLC	MILE POST	496.23, 496.59
DRAWN BY	SLC	DATE	MARCH 11, 2021
CHECKED BY	PML	SHEET NUMBER	S2 OF S2

