



City of Chicago
Richard M. Daley, Mayor
Department of Transportation

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January 19, 2011

Brian Hopkins, President
Streeterville Organization of Active Residents
244 E. Pearson Street, Suite 102
Chicago, IL 60611

Re: Navy Pier Flyover Project

Dear Mr. Hopkins:

CDOT is preparing to present the Navy Pier Flyover project to the Plan Commission in February to seek project approval with respect to the Lakefront Protection Ordinance. The intent of this presentation is to obtain approval for the construction of the north segment this year, and to move forward with better certainty on the DuSable and Chicago River Bridge segments. To help support this initiative, CDOT requests a letter of support for the overall project from SOAR.

SOAR submitted a letter, dated September 2, 2010, memorializing the concerns and questions that arose from our task force and community meetings last year. We are writing to acknowledge these concerns and to share the status of our design and coordination. The questions and concerns from the letter were understood to be as follows:

- *Provide clarification on the north end bifurcation and how the flyover will look and interact with the existing area and the path leading to the Ohio Street Beach.*

Figure 1 below illustrates the bifurcation at the north end of the flyover at the Ohio Street Beach area. Existing paths and accesses to Jane Addams and Ohio Street Beach will be maintained. Note the southern end of the existing stepped revetment and the proximity of the path rising up (west of embankment wall – top two lanes on exhibit). The line that divides the rising path and the ground-level lanes is labeled “End of Retaining Wall A.” The intent is for the path to hug existing Lake Shore Drive and thereby occupy as little space as possible and have as little impact as possible on existing conditions.



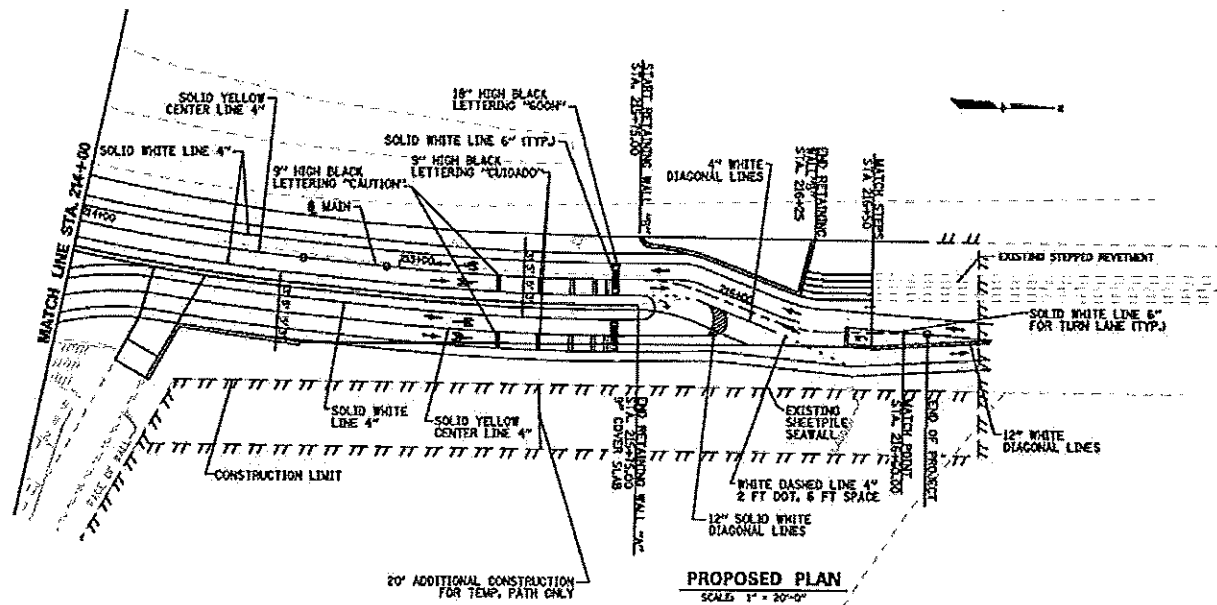


Figure 1

- Provide a specific design and use for the plaza area south of the Ohio Street underpass.

The City continues to coordinate with the Chicago Park District to determine a safe and secure way to program the space within the plaza area (see Figure 2). Although a final decision has not been reached at this point, some example uses being discussed include bike parking and a secure Park District space for equipment. CDOT understands the importance of securing this space and programming it in a positive and useful way.

Furthermore, it is our understanding that a task force has recently been established to create a vision for Jane Addams Park. CDOT is participating in this task force and we hope that this will be a good forum to determine the best use for this space. Figure 3 shows the elevation of the proposed path over the Ohio Street underpass and the way in which the elevated and at-grade-level path will interact with the existing area. Note the line labeled "Approximate Ex. Planter Grade West of Steps" is the space to be programmed with the Park District.

- Explain how the project will mitigate the "significant flooding" in the Ohio Street underpass and plaza at the east end.

We are aware of the flooding conditions in this area and are working to improve the drainage conditions on the east end of the Ohio Street underpass. CDOT is coordinating with the Chicago Department of Water Management through the project design review to mitigate the flooding conditions. Although the existing drainage issue technically falls outside the scope of the Flyover, the design intent will be to use the existing drainage structures and to grade the area within the project limits of the Flyover to improve drainage.

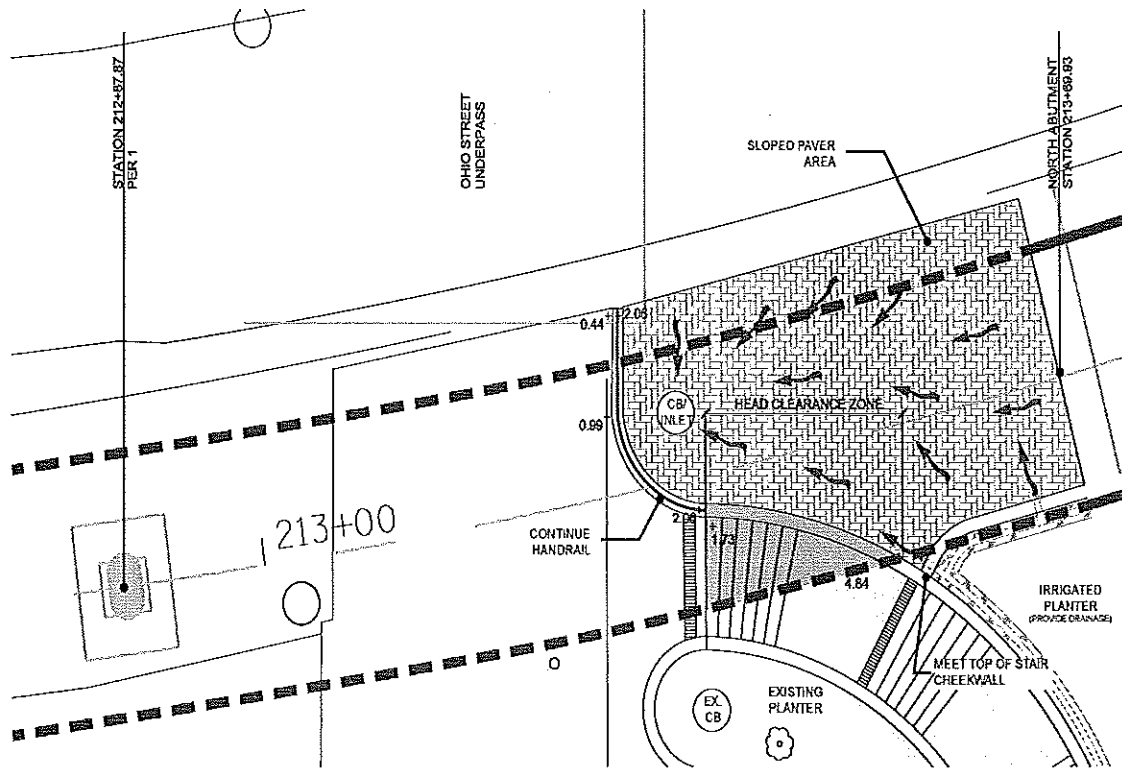
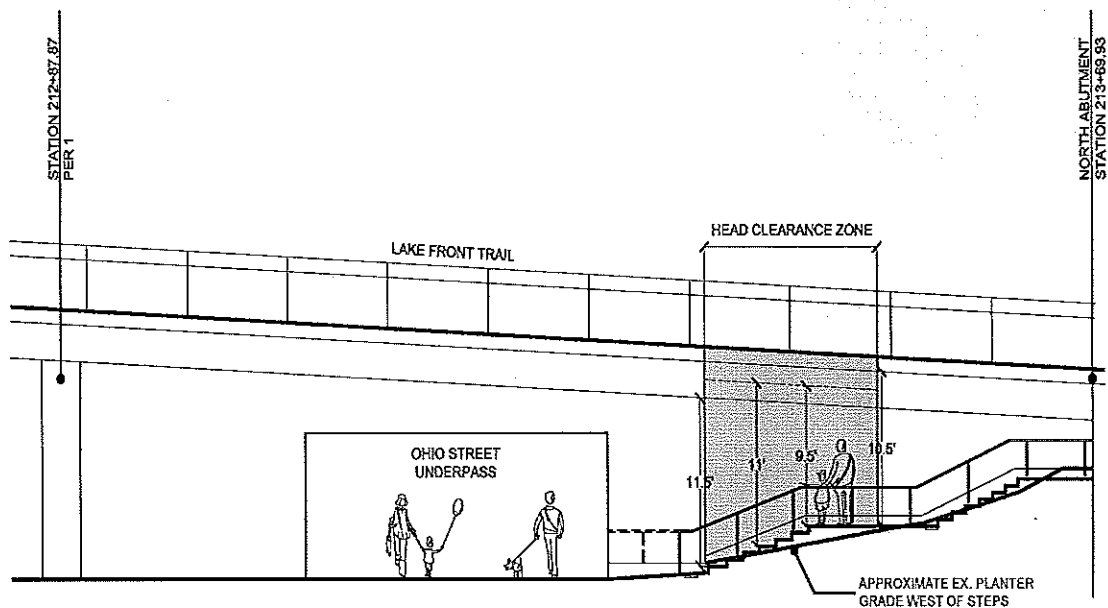


Figure 2



APPROXIMATE HEAD CLEARANCE HEIGHTS
LSK A 20100611

Figure 3

- Address concern about small island at Grand and the northbound Lake Shore Drive ramp intersection.

Figure 4 shows the current plan for the island formed by edges of Grand and the access to the northbound Lake Shore Drive ramp from Grand and northbound lower level Lake Shore Drive. Although the space defined within these three roads is small, ADA requirements are met and the new column and existing traffic pole can be accommodated. While the Grand Avenue crossing will be improved, one of the major goals of the Flyover is to divert at-grade traffic away from this intersection and either guide users to the Flyover or through Jane Addams Park to Navy Pier. CDOT is also providing extensive wayfinding to minimize foot traffic across this island.

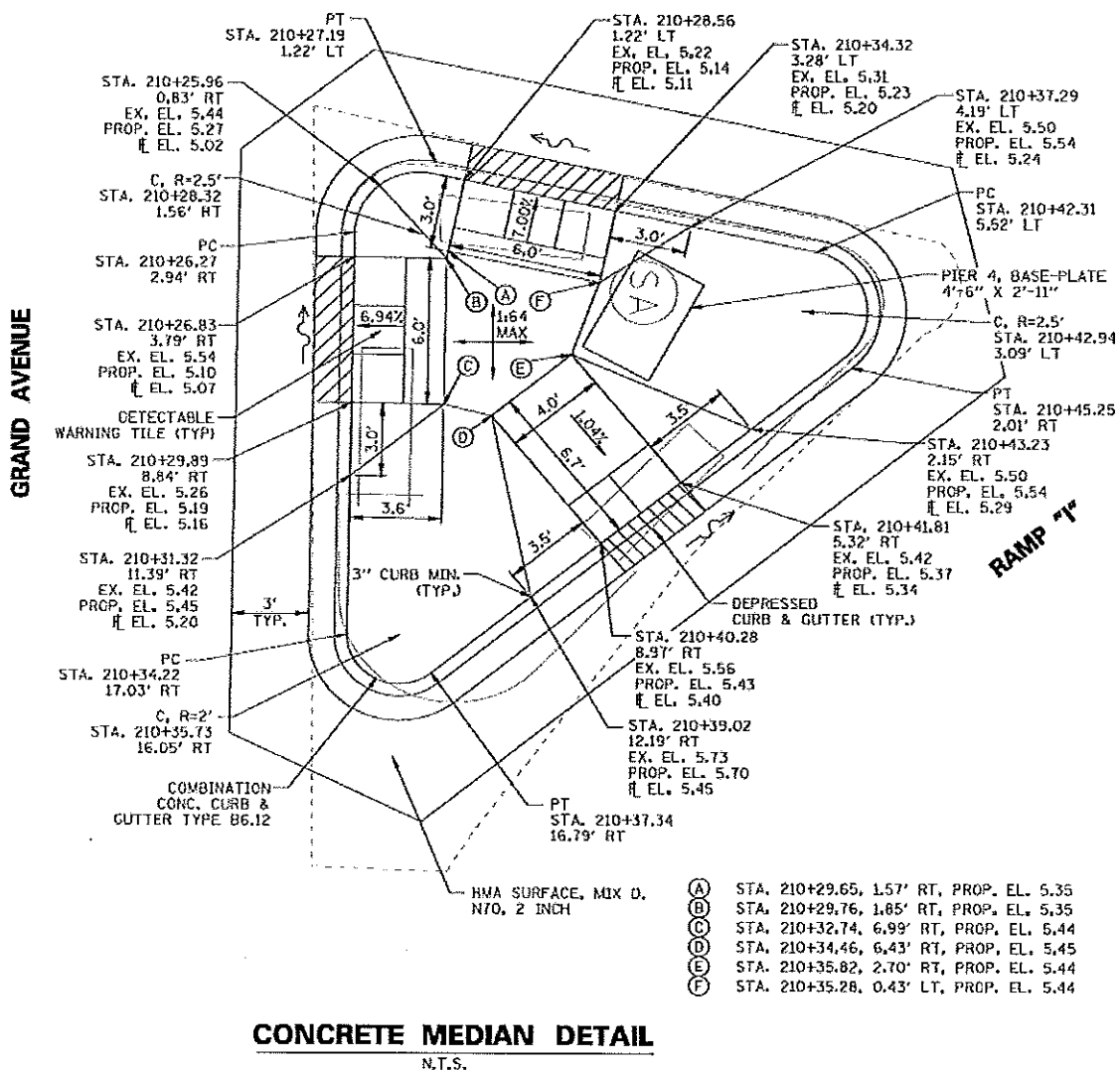


Figure 4

- Address maintenance of areas along the lakefront, where responsibility is shared among many entities, as well as the plans for the maintenance of the flyover itself.
- Confirm that the sidewalk along the east side of lower Lake Shore Drive between Grand Avenue and the junction of the flyover near the Chicago River Bridge will continue to be maintained by CDOT.
- Address the concern about snow removal, especially in areas where CDOT snowplows clearing upper Lake Shore Drive push snow onto the flyover following path clearance.

The Chicago Park District passed a Board resolution on November 10, 2010 with an “Authorization to Enter into Intergovernmental and License Agreements in Connection with the Construction of Improvements to the Lakefront Trail (the ‘Navy Pier Flyover’) by the Chicago Department of Transportation.” CDOT has coordinated with the Chicago Park District in the design of the Flyover from the inception of the project. This facility will become part of the greater Lakefront Trail and will fall under the maintenance responsibility of the Park District. CDOT will address any future bridge concerns, such as structural inspection and repair.

Although the details of the maintenance agreement have not been finalized at this time, both parties understand the community’s concern to have a safe, clean, serviceable and durable public facility. The landscaped areas inside parks will continue to be maintained by the Park District, and the landscaped areas currently under the responsibility of MPEA (Navy Pier) will remain with MPEA. The designs of these areas are being carefully coordinated with their future respective caretakers so that they may have input into the process and be prepared for the task.

Roadway and sidewalks currently under CDOT’s care will continue to be maintained by CDOT. The City will also continue to remove snow from the roadways and work with the Park District to determine the best plan to remove snow from the Lakefront Trail. As with the rest of the Lakefront Trail, the Park District will be able to use their equipment to access the Flyover to provide required maintenance, such as sweeping or snow removal. To help protect the path from snow and water, a screen wall, which will vary from 4.5 to 5 feet in height, will be placed on the required barrier wall separating LSD traffic from the bike path. Please see Figure 5 below.

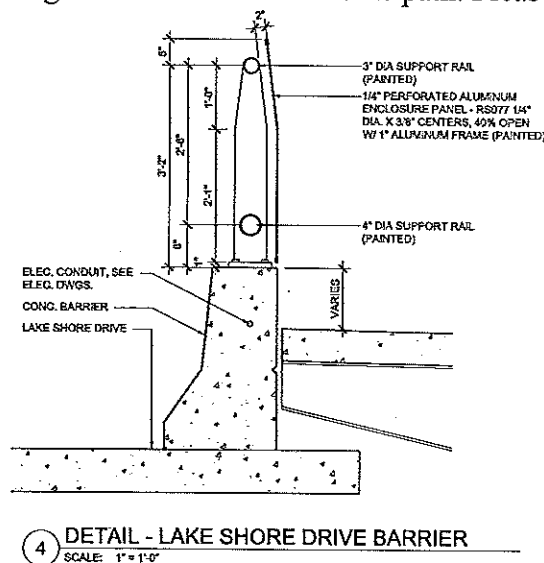
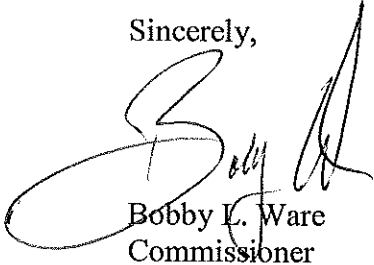


Figure 5

We look forward to continuing to work with SOAR to improve Chicago's lakefront. As mentioned above, our presentation to the Plan Commission is the next step in the process in making the Flyover a reality. We would ask for a letter of support for our anticipated February Plan Commission meeting, which we would like to receive on or before February 11th, 2011.

If you have any further questions or concerns please feel free to call either myself or Janet Attarian, Project Director of the Streetscape and Sustainable Design Program at 312-744-5900.

Sincerely,



Bobby L. Ware
Commissioner

Originated by:



Luann Hamilton
Deputy Commissioner

BW/LH/JA/DM

cc: B. Ware V. Wilson L. Hamilton J. Attarian S. Holler E. McCormick D. McMillan