



Office of Water Resources, Michael A. Bilandic Building, 160 N. LaSalle St., S-703, Chicago, IL 60601

June 25, 2025

Illinois Department of Natural Resources, Office of Water Resources
Public Notice

**Installation of submarine cables,
in the Chicago River South Branch, at 1500 S. Lumber Street, Chicago, IL 60607**

The Illinois Central Railroad, 17641 S. Ashland Avenue, Homewood, Illinois 60430, has applied for an Illinois Department of Natural Resources, Office of Water Resources permit for the installation of new submarine cables for the St. Charles Airline Bridge, in the Chicago River South Branch, at 1500 S. Lumber Street, Chicago, IL 60607.

The proposed self-settling, weighted submarine cables will be installed across the River, between two existing control vaults. The length of cables, from vault to vault, including slack, will be 300 ft. The width of the River in this location is approximately 200 ft. The cables are designed to settle down into the existing sediment at the bottom of the River. The existing control vaults are located landward of the existing riverwalls. The existing submarine cables were inadvertently severed in April 2020, and will be abandoned in-place. The cable portion exposed on the east bank will be placed in a split casing conduit. The cable will be sleeved through the existing steel sheetpile riverwall on the west bank. The proposed project will be reviewed using the Department's Part 3704 Rules. A location map and plans are attached to this notice.

No work is to start on this project unless and until such a time that the permit is issued.

Inquiries and comments regarding the proposed project can be directed to Eric Otto, Senior Water Resources Engineer, of the Chicago Office at IDNR/OWR, 160 N. LaSalle Street, Suite S-703, Chicago, Illinois 60601 or eric.otto@illinois.gov.

An expanded version of the public notice can be viewed at
<https://dnr.illinois.gov/waterresources/publicnotices.htm>.

The signatures, email addresses, and phone numbers of the applicant, co-applicant (if any), and authorized agent (if any) are redacted from this public notice. The mailing addresses and phone numbers of adjoining and adjacent property owners are redacted from this public notice.

Comments will be accepted through **August 1, 2025**.

MEMORANDUM



DATE: June 4, 2025
Eric L. Otto, PE, CPESC, CPSWQ
TO: Senior Water Resources Engineer
IDNR-OWR Division of Water Resource Management
Lake Michigan Programs
FROM: Chris Hanchett, PE
V3 Companies
RE: **CN Submarine Cable – Chicago River**

V3 is working with CN railroad on a project located on the Chicago River approximately 1,200 feet north of W. 18th Street. The project is located at an existing railroad bridge owned by CN. Approximately three years ago in 2022, an existing control cable for the bridge was severed by a contractor.

The proposed improvements for this project are to run a self-settling submarine cable between two existing vaults on the east and west sides of the river. The cable will exit the west vault, run down the inset of the sheet pile wall to the river bottom, be placed along the bottom of the channel and then back up the east side to the existing vault. The cable running down the sheet pile on the west side will then be covered by a steel plate. The self-setting submarine cable is designed to settle down into the sediment at the bottom of the river.

On the east side of the river, a 12-inch bollard is proposed to protect the existing vault.

Based on a 5/23/25 email from your office, we understand a permit from IDNR-OWR will be required for this project.

The documentation included with this submittal is intended to provide sufficient information for IDNR-OWR to issue a permit for this proposed work. If you should require any additional information, please contact Chris Hanchett at [REDACTED] or [REDACTED].

Attachments:

Joint Application Form for Illinois
Location Map
ICCR Submarine Cable Design Drawings (prepared by Quandel Consultants)
ICCR Submarine Cable Work Plan

JOINT APPLICATION FORM

JOINT APPLICATION FORM FOR ILLINOIS

ITEMS 1 AND 2 FOR AGENCY USE

1. Application Number

2. Date Received

3. and 4. (SEE SPECIAL INSTRUCTIONS) NAME, MAILING ADDRESS AND TELEPHONE NUMBERS

3a. Applicant's Name:

Paula Pienton

Company Name (if any):

Illinois Central Railroad

Address:

**17641 S. Ashland Avenue
Homewood, Illinois 60430**

Email Address:

3b. Co-Applicant/Property Owner Name
(if needed or if different from applicant):

Company Name (if any):

Address:

Email Address:

4. Authorized Agent (an agent is not required):

Company Name (if any):

V3 Companies

Address:

**7325 Janes Avenue
Woodridge, Illinois 60517**

Email Address:

Applicant's Phone Nos. w/area code

Business:

Residence:

Cell:

Fax:

Applicant's Phone Nos. w/area code

Business:

Residence:

Cell:

Fax:

Agent's Phone Nos. w/area code

Business:

Residence:

Cell:

Fax:

STATEMENT OF AUTHORIZATION

I hereby authorize, **V3 Companies** to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

Applicant's Signature

June 17, 2025

Date

5. ADJOINING PROPERTY OWNERS (Upstream and Downstream of the water body and within Visual Reach of Project)

Name

Mailing Address

Phone No. w/area code

a.

Will Provide Upon Request

b.

c.

d.

6. PROJECT TITLE:

Illinois Central Railroad Company- Submarine Cable Replacement-St. Charles Airline Bridge-South Branch Chicago River (1500 S. Lumber Street)

7. PROJECT LOCATION:

LATITUDE: **41.86090**

°N

LONGITUDE: **-87.63450**

°W

UTMs

Northing:

Easting:

STREET, ROAD, OR OTHER DESCRIPTIVE LOCATION

1500 S. Lumber Street

LEGAL
DESCRIPT

QUARTER

SECTION

TOWNSHIP NO.

RANGE

21

39N

14E

☐ IN OR ☐ NEAR CITY OF TOWN (check appropriate box)

Municipality Name

City of Chicago

COUNTY

Cook

STATE

Illinois

ZIP CODE

60607

WATERWAY

**South Branch Chicago River (USCG
River Mile 3.37)**

RIVER MILE
(if applicable)

3.37

Revised 2010

☐ Corps of Engineers

☐ IL Dep't of Natural Resources

☐ IL Environmental Protection
Agency

☐ Applicant's Copy

8. PROJECT DESCRIPTION (Include all features):

In April 2020, a third-party contractor inadvertently severed the existing bridge submarine cables while installing sheet pile along the west river bank. The bridge submarine cables are located along the bottom of the South Branch Chicago River in a transverse direction. As a result of the severed cables, the bridge has been infrequently operated since the incident. Installation of the new cables will restore full bridge functionality. The cables terminate in two control vaults: the west vault is approximately 16 feet west of the existing west river bank and the east vault is on the east river bank. The proposed project will abandon-in-place the existing severed submarine cables. New weighted submarine cables will be placed on the river mudline and terminate in the vaults. The cable portion exposed along the east riverbank will be placed within a split casing conduit and the cable will be sleeved through the west bank sheet pile wall. We acknowledge that this is a Section 10 waterway with no vegetated wetlands along the banks that are within the proposed project area. No waterway excavation is anticipated, and the project will not result in a discharge of dredged or fill material.

9. PURPOSE AND NEED OF PROJECT:

The purpose and need of this project is to replace the severed submarine cables to fully restore bridge operations. No work related to this project will be performed on the existing bridge structure itself.

COMPLETE THE FOLLOWING FOUR BLOCKS IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

10. REASON(S) FOR DISCHARGE:

There will be no discharge. The U.S. Army Corps of Engineers has approved and issued their "No Permit Required" and Section 408 authorization. The U.S. Coast Guard has also approved the project. MWRD does not require a permit. A "No Permit Required" letter has been received from MWRD for the project.

11. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS FOR WATERWAYS:

TYPE: N/A

AMOUNT IN CUBIC YARDS:

12. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (See Instructions)

N/A

13. DESCRIPTION OF AVOIDANCE, MINIMIZATION AND COMPENSATION (See instructions)

N/A

14. Date activity is proposed to commence
Fall/Winter 2025

Date activity is expected to be completed
Fall/Winter 2025

15. Is any portion of the activity for which authorization is sought now complete?
Month and Year the activity was completed

Yes

☐

No

☒

NOTE: If answer is "YES" give reasons in the Project Description and Remarks section.
Indicate the existing work on drawings.

16. List all approvals or certification and denials received from other Federal, interstate, state, or local agencies for structures, construction, discharges or other activities described in this application.

Issuing Agency	Type of Approval	Identification No.	Date of Application	Date of Approval	Date of Denial
U.S. Army Corps of Engineers	No Permit Required and Section 408	LRC-2022-00628	12/2/2024	12/6/2024	
U.S. Coast Guard	Authorization Permit	16590/B-285/wbs	10/31/2024	11/14/2024	
MWRD	No Permit Required	Letter	4/11/2025	5/2/2025	

17. CONSENT TO ENTER PROPERTY LISTED IN PART 7 ABOVE IS HEREBY GRANTED.

Yes

☒

No

18. APPLICATION VERIFICATION (SEE SPECIAL INSTRUCTIONS)

Application is hereby made for the activities described herein. I certify that I am familiar with the information contained in the application, and that to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities.

Signature of Applicant or Authorized Agent

Date

Signature of Applicant or Authorized Agent

Date

Signature of Applicant or Authorized Agent

Date

☐ Corps of Engineers
Revised 2010

☐ IL Dep't of Natural Resources

☐ IL Environmental Protection
Agency

☐ Applicant's Copy

SEE INSTRUCTIONS FOR ADDRESS

LOCATION MAP

Revised 2010

☐ Corps of Engineers

☐ IL Dep't of Natural Resources

☐ IL Environmental Protection
Agency

☐ Applicant's Copy

PLAN VIEW

FOR AGENCY USE ONLY

Revised 2010

☐ Corps of Engineers

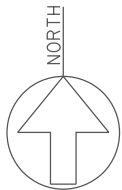
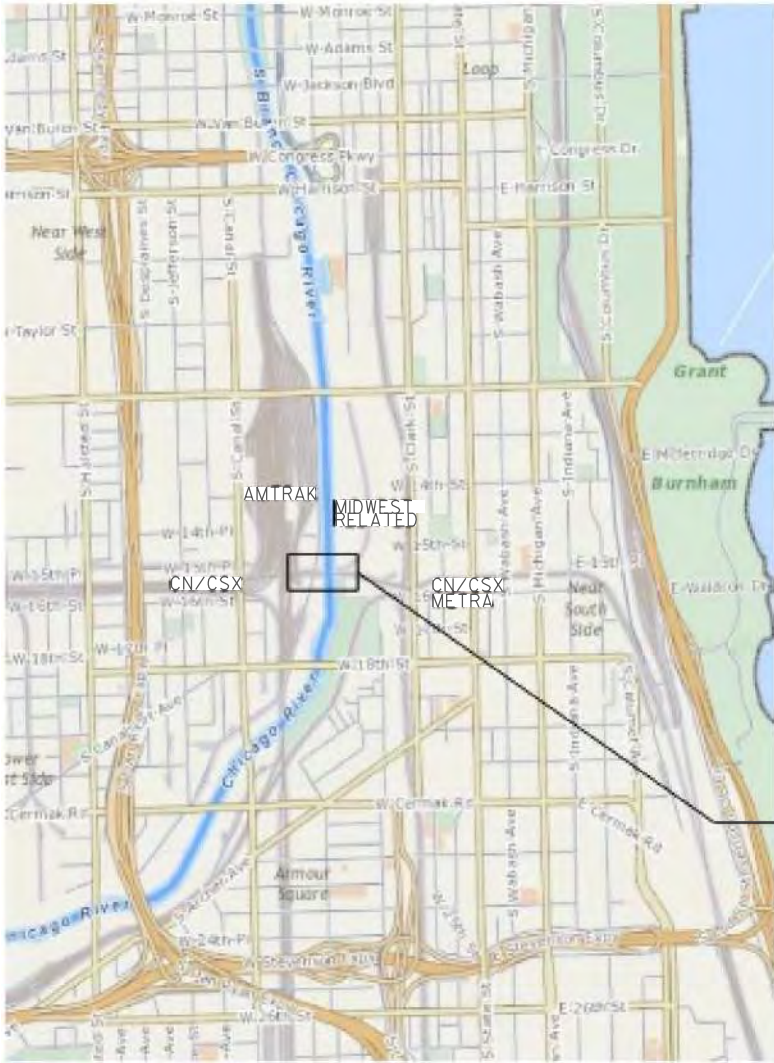
☐ IL Dep't of Natural Resources

☐ IL Environmental Protection
Agency

☐ Applicant's Copy

LOCATION MAP

ICCR Submarine Cable Design Drawings
(prepared by Quandel Consultants)

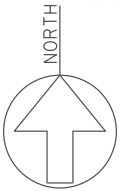


LOCATION MAP
NO SCALE

INDEX OF SHEETS

DWG NO.	SHEET NO.	TITLE
001	1	LOCATION MAPS AND SHEET INDEX
002	2	GENERAL NOTES AND EST. QUANTITIES
003	3	PRE CONSTRUCTION
004	4	WEST VAULT
005	5	EAST VAULT
006	6	POST CONSTRUCTION
007	7	BOLLARD DETAIL
008	8	EAST VAULT INSTALLATION
009	9	10' PENETRATION DETAIL
010	10	WATER SURVEY - US ARMY CORPS OF ENGINEERS

**PROJECT SITE ICCR FREEPORT
SUB BR NO.243 SCAL**



VICINITY MAP
NO SCALE

**PROJECT
SITE**

GENERAL NOTES

1.

THE CONTRACTOR SHALL COORDINATE ALL CONSTRUCTION ACTIVITES WITH CN/CSX AND AMTRAK.
2.

ALL STRUCTURAL STEEL AND STRUCTURAL PLATES UNLESS NOTED OTHERWISE SHALL BE ASTM A572 GRADE 50. ALL NEW STEEL SHALL BE HOT -DIP GALVANIZED PER ASTM A123.
3.

THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTION, EXISTING PLANS, AND OTHER INFORMATION AVAILABLE AT THE TIME OF DRAWING DEVELOPMENT. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE CONTRACT PLAN DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY ADJUSTMENT (APPROVED BY THE PROJECT ENGINEER) PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR CHANGE IN THE SCOPE OF WORK.
4.

THE CONTRACTOR IS RESPONSIBLE FOR THE FULL COST TO REPAIR AND RESTORE ANY AND ALL PUBLIC AND PRIVATE UTILITIES DAMAGED BY HIS OPERATION. CONTRACTOR IS ALSO RESPONSIBLE TO CDOT / OUC FOR EXISTING UTILITIES.
5.

THE CONTRACTOR SHALL MAKE HIS OWN INVESTIGATION TO DETERMINE THE EXISTENCE, NATURE AND EXACT LOCATION OF ALL UTILITY LINES AND APPURTENANCES WITHIN THE LIMITS OF THE REPAIRS. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT, BOTH PUBLIC AND PRIVATE.
6.

CONTRACTOR SHALL PROTECT AND/OR RELOCATE ALL UTILITIES, WHICH WOULD BE AFFECTED BY THE CONSTRUCTION, PIPES/DUCTS, FITTINGS, AND INSERTS ARE TO BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO THE MANUFACTURER'S RECOMMENDATION AND OWNERS REQUIREMENTS. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.
7.

ONCE ON SITE THE CONTRACTOR SHALL COMPLETE A SURVEY OF THE PROJECT SITE TO VERIFY THE EXISTING CONDITIONS. ANY CONDITIONS FOUND BY THE CONTRACTOR THAT WERE NOT ANTICIPATED ON THE CONTRACT PLANS AND THAT WILL AFFECT THE COST OR IMPLEMENTATION OF RHW RECONSTRUCTION SPECIFIED SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER. IT IS ANTICIPATED THAT A PRE-CONSTRUCTION MEETING WILL BE HELD TO ADDRESS ANY ISSUES AND ANY REQUIRED CHANGES IN SCOPE.
8.

DURING THE PROCESS OF CLEANING AND REPAIRING THE FACILITY, IF ANY AREAS OF EXCESSIVE MATERIAL LOSS OR LOSS OF STRUCTURAL INTEGRITY ARE ENCOUNTERED WHICH ARE NOT SCHEDULED FOR REPAIR, THOSE AREAS SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE PROJECT ENGINEER. THE CONTRACTOR SHALL MAKE THE NECESSARY REPAIRS TO ANY SUCH AREAS IF DIRECTED AND APPROVED BY THE PROJECT ENGINEER. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.
9.

THE CONTRACTOR SHALL EXERCISE CAUTION DURING ALL CONSTRUCTION OPERATIONS TO PREVENT ANY DAMAGE TO ADJACENT STRUCTURES, UTILITIES, AND BUILDING COMPONENTS NOT WITHIN THE SCOPE OF THESE OUTLINED REPAIRS. OTHER MEMBERS, STRUCTURES, UTILITIES, AND BUILDING COMPONENTS NOT WITHIN THE SCOPE OF THESE REPAIRS AND IMPROVEMENTS THAT ARE DAMAGED DURING THE REPAIR OPERATIONS SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF THE CONTRACTOR AND TO THE SATISFACTION OF THE PROJECT ENGINEER.
10.

THE CONTRACTOR SHALL ESTABLISH SURVEY POINTS, BENCH MARKS AND ALL NECESSARY CONTROL POINTS TO CONSTRUCT THE PROPOSED PROJECT AND ITS INDIVIDUAL ELEMENTS. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT FOR AS BUILTS.
11.

THE U.S. ARMY CORPS OF ENGINEERS, THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES, THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND HARBOR PERMITS FOR THE PROPOSED SUBMARINE CABLE WORK SHALL BE SECURED BY CDOT, OUC, AND THE ILLINOIS CENTRAL RAILROAD AND THEIR REPRESENTATIVES. THE SECURING AND OBTAINING OF ALL OTHER NECESSARY CONSTRUCTION PERMITS FOR THE SPECIFIED REHABILITATION WORK SHALL BE SOLE RESPONSIBILITY OF THE CONTRACTOR.
12.

ALL WORK SHALL BE PERFORMED SO AS NOT TO INTERFERE WITH THE FREE FLOW OF NAVIGATION AND SUCH THAT THE NAVIGABLE DEPTHS AND CLEARANCES WITHIN THE WATERWAY SHALL BE MOVABLE AT ANY TIME,AND THE CONTRACTOR SHALL NOTIFY AND RECIEVE APPROVAL FROM THE U.S. COAST GUARD AS TO MOORING OF THE BARGES AT THE WORK SITE. ANY WORK BARGE OR OTHER EQUIPMENT IN THE NAVIGABLE CHANNEL SHALL BE IDENTIFIED WITH THE NECESSARY LIGHTS AND SIGNALS REQUIRED BY "INLAND NAVIGATIONAL RULES." THE LOCATION AND TIMES OF PLACEMENT OF EQUIPMENT IN THE CANAL SHALL BE REPORTED TO AND APPROVED BY ALL OF THE NECESSARY AUTHORITIES.
13.

ALL DEBRIS RESULTING FROM THE REMOVAL OF EXISTING STRUCTURES OR CREATED WHILE PERFORMING THE SPECIFIED WORK SHALL REMAIN ON THE PROJECT SITE. NO MATERIAL SHALL BE DISCHARGED INTO THE WATER. THE CONTRACTOR SHALL IMPLEMENT PROTECTIVE MEASURES SO AS TO PREVENT ANY DEBRIS FROM FALLING INTO THE CHICAGO RIVER. IF ANY DEBRIS FALLS INTO THE WATERWAY, THE CONTRACTOR SHALL REMOVE IT FROM THE RIVER AT HIS/HER EXPENSE AND TO THE PROJECT ENGINEER'S SATISFACTION. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.
14.

DEBRIS AND HAZARDOUS SUBSTANCES SHALL BE DISPOSED OF IN ACCORDANCE WITH THE REGULATIONS OF ALL GOVERNING AGENCIES. THE REMOVAL OF HAZARDOUS SUBSTANCES AND OBTAINING THE PERMITS FOR SUCH DISPOSAL SHALL BE SOLE RESPONSIBILITY OF THE CONTRACTOR. ALL COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT, AND ALL MATERIAL IS TO REMAIN ON SITE.
15.

ALL ELEVATIONS REFER TO THE CHICAGO CITY DATUM.
CHICAGO CITY DATUM = 0.00, (CCD = 579.88' FEET ABOVE MEAN TIDE NEW YORK.)
16.

AFTER CONSTRUCTION HAS BEEN COMPLETED ALL EXCESS MATERIALS AND TRASH SHALL BE REMOVED AND DISPOSED OF AT AN OFF SITE WASTE FACILITY. THE SITE SHALL BE BROOM CLEANED AND WASHED DOWN LEAVING THE PREMISES IN A CLEAN CONDITION AND SAFE CONDITION. ALL COSTS FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THIS CONTRACT.
17.

PROPOSED WORK SHALL BE CONSTRUCTED IN A SINGLE EVENT FOR WORK BETWEEN THE NAVIGABLE CHANNEL. WORK WILL DETERMINED BY ICCR PRIOR TO THE START OF CONSTRUCTION FOR WORK WITHIN THE BANKS.
18.

VAULTS ON EACH SIDE OF THE CHICAGO RIVER ARE TO BE CONSIDERED CONFINED SPACES.
19.

ALL EXCAVATED MATERIAL SHALL BE PLACED UNDERNEATH THE BRIDGE ADJACENT TO THE WEST VAULT DURING CONSTRUCTION AND REPLACED AT THE SAME LOCATION AFTER CONSTRUCTION, TO BE STORED ON SITE FOR FILL REPLACEMENT. EXCAVATION ON THE EAST BANK PRESENTLY EXPOSED FOR EXISTING CONDUITS, AND WILL SHALL BE FILLED WITH CA-6 1-FOOT BELOW THE EXISTING SURFACE.

21.

CONTRACTOR SHALL USE STAINLESS STEEL FLEXIBLE PIPES FOR CURVES AND CONNECTIONS IF REQUIRED.
22.

CABLE SLACK SHALL BE RETAINED/MONITORED IN EACH VAULT ACCOUNTING FOR CABLE SETTLEMENT PRIOR TO TERMINATING.

EAST BANK BOLLARD NOTES

1.

PLACE/SECURE NEW SUBMARINE CABLE IN PLACE ON EAST BANK.

SITE SECURITY

1.

CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SITE SECURITY DURING CONSTRUCTION, ESPECIALLY DURING NON-WORKING HOURS.
2.

CONTRACTOR SHALL REPLACE ALL SITE SECURITY COMPONENTS TO MATCH EXISTING LOCATIONS, SUCH AS BUT NOT LIMITED TO, CHAINLINK FENCES, GATES, GUARDRAILS, POLES, AND ALL UTILITY AND ELECTRICAL EQUIPMENT THAT IS ASSOCIATED WITH THE SECURITY COMPONENTS. COMPONENTS NOT WITHIN THE SCOPE OF THESE REPAIRS AND IMPROVEMENTS THAT ARE DAMAGED DURING THE REPAIR OPERATIONS SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF THE CONTRACTOR AND TO THE SATISFACTION OF THE PROJECT ENGINEER.
3.

RIGHT OF ENTRY AND CONSTRUCTION STAGING FOR AMTRAK TO BE OBTAINED BY THE CONTRACTOR. RELATED MIDWEST WILL ALSO HAVE RIGHT OF ENTRY VIA S WENTWOTH AVENUE, WELL STREET CONNECTOR PRESENTLY CLOSED TO THE EAST VAULT.
4.

SHORING REQUIREMENTS FOR WEST VAULT - EXCAVATION IF REQUIRED WILL MEET CN SHORING OR CDOT OUC STANDARDS.
5.

ADDRESS USED FOR WEST VAULT EMERGENCY RESPONSE ON SITE SHALL BE 1500 S LUMBER STREET, CHICAGO, IL 60607
6.

ADDRESS USED FOR EAST VAULT EMERGENCY RESPONSE ON SITE SHALL BE 1519 S WELLS STREET, CHICAGO, IL 60607

ESTIMATED QUANTITIES

ICCR SUBMARINE CABLE			
ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT	QUANTITY
1	WEST VAULT EXCAVATION	CU YD	100
2	STEEL SPLIT CASING EAST VAULT	LF	60
3	6" STEEL GALVANIZED CONDUITS EAST/ WEST VAULT	LF	NA
4	PZ-27 SHEET PILE WALL PENETRATION WEST VAULT	LOT	NA
5	FURNISH AND INSTALL BOLLARDS EAST VAULT	LOT	NA
6	FURNISH AND PLACE FILL CA-6 EAST VAULT	CU YD	200
7	THREE (3) SELF-SETTLING SUBMARINE CABLES (INCLUDING SLACK) 400 LF EACH	LF	1,200
8	FURNISH AND INSTALL 3/8" PAINTED STEEL GRANULAR MATERIAL RETAINER PLATES WEST VAULT AND PZ-27	LOT	2
9	CLEARING AND GRUBBING	SQ FT	12,000

CONSTRUCTION SEQUENCE (WEST VAULT)

1.

VERIFY UTILITIES PUBLIC AND PRIVATE, RELOCATE/PROTECT AS REQUIRED.
2.

REMOVE WORKING EQUIPMENT FROM THE WEST VAULT THAT INTERFERES WITH ACCESS TO THE NEW CABLE THROUGH THE RIVER WALL PENETRATION.
3.

FURNISH AND INSTALL SELF-SETTLING SUBMARINE CABLE.

i)

SUBMARINE CABLE PLACED/MONITOR ON THE MUDLINE SUFFICIENT TIME TO ALLOW SETTLING INTO THE MUDLINE IN CHICAGO.

ii)

PZ27 RIVER WALL PENETRATIONS WITH PIPE COLLAR ADJACENT TO THE WEST VAULT.

a)

PIPE COLLAR WILL BE LOCATED WITHIN IC OWNERSHIP TO AVOID TIE BACK RODS AND WHALERS.

iii)

SUBMARINE CABLE WILL TRANSITION FROM THE MUDLINE, INTO THE PZ27 VALLEY WITH THE 10" PZ27 PENETRATION.

iv)

WEST VAULT NEW PENETRATION THOUGH THE CONCRETE VAULT WALL TO ACCEPT NEW SUBMARINE CABLE. CABLE WORKING RADIUS WILL DRIVE THE FINAL WEST VAULT PENETRATION.

v)

EXCESS CABLE WILL BE PROTECTED FOR FUTURE TERMINATION BY CSX.

4.

EXCAVATE BETWEEN PZ27 RIVER WALL TO EXPOSE PENETRATION AND EAST FACE OF THE WEST VAULT.

5.

3/8" PAINTED STEEL GRANULAR RETAINER IS REQUIRED FOR THE WEST VAULT AND PZ-27 RIVER WALL PENETRATION TO PROTECT THE SELF-SETTLING SUBMARINE CABLE FROM ABRASION. CONTRACTOR TO FIELD FIT

5.

PLACE AND COMPACT GRANULAR FILL TO THE ELEVATIONS SHOWN ON THE CONTRACT PLANS AND THE EXISTING RIVER WALL.

6.

SUBMARINE TRANSITIONS FROM THE MUDLINE INTO THE PZ27 VALLEY WILL BE SUFFICIENT SECURES TO ALLOW A STEEL COVER PLATE TO BE WELDED FROM THE MUDLINE TO TH EPZ27 VALLEY. SUBMARINE CABLES WILL BE PROTECTED FROM THE PLATE EDGE BY WELDING A PIPE SECTION TO THE COVER PLATE LEADING EDGE TO REDUCE POINT LOADS ON THE SUBMARINE CABLE.

7.

COVER PLATE WELD TO THE PZ27 RIVER WALL WILL BE WELDED ON 6" INTERVALS TO THE TOP COVER OF THE PZ27 RIVER WALL

8.

REMOVE WORKING EQUIPMENT FROM THE WEST VAULT SITE.

CONSTRUCTION SEQUENCE (EAST VAULT)

1.

BRUSH AND GRUBBING OF THE WORK SITE PER PLANS. VERIFY UTILITIES PUBLIC AND PRIVATE, RELOCATE/PROTECT AS REQUIRED.

2.

ACCESS TO THE EAST VAULT FLOOR WILL REQUIRE DEMOLITION OF EXISTING CONDUITS THAT ARE PRESENTLY VISIBLE ON THE WEST FACE OF THE EAST VAULT FACE.

3.

FURNISHED NEW SUBMARINE CABLE WILL EXIST IN THE CHICAGO RIVERBANK MUDLINE BY TRANTIONING TO A SPLIT CASING TO THE FLOOR OF THE EAST VAULT WEST EXPOSURE.

i)

SPLIT CASING WILL BE USED FROM THE WATER LINE ONTO THE EAST BANK USIG THE EXISTING GRADES PASSING UNDER THE EXISTING BREAK WALL.

4.

HORIZONTAL MOVEMENT OF THE SPLIT CASING WILL BE RESTRAINED BY THE INSTALLATION OF TWO (2) 12" STEEL BOLLARDS.

5.

VERTICAL MOVEMENT WILL BE RESTRAINED BY THE INSTALLATION OF WELDED STEEL STRAPS BETWEEN THE BOLLARDS TO PREVENT AN UPLIFT OF THE SPLIT CASING

6.

BACKFILL WITH CA-6 THE EXPOSED FOUNDATION OF THE EAST VAULT.

7.

USE RIGHT OF ENTRY TO ACCESS THE SITE, PROVIDED BY CN FOR RELATED MIDWEST AND CDOT.

8.

REMOVE WORKING EQUIPMENT FROM THE EAST VAULT SITE.

LEGEND

	PROPOSED 6" SUBMARINE CABLE
	SCAL EXISTING TRACK
	STAGING AREA LIMITS
	SCAL BRIDGE ABUTMENT
	EXISTING WATERLINE
	EXISTING 10" PIPE
	EXISTING GUARDRAILS
	EDGE OF PAVEMENT / RIGHT OF ENTRY
	TEMPORARY CHAINLINK FENCE
	EXCAVATION AREA
	EXISTING LIGHT POLE
	EXISTING MANHOLE

DESIGNED	-	RGB
DRAWN	-	RGB
CHECKED	-	RB
DATE	-	

REVISED	-
REVISED	-
REVISED	-
REVISED	-

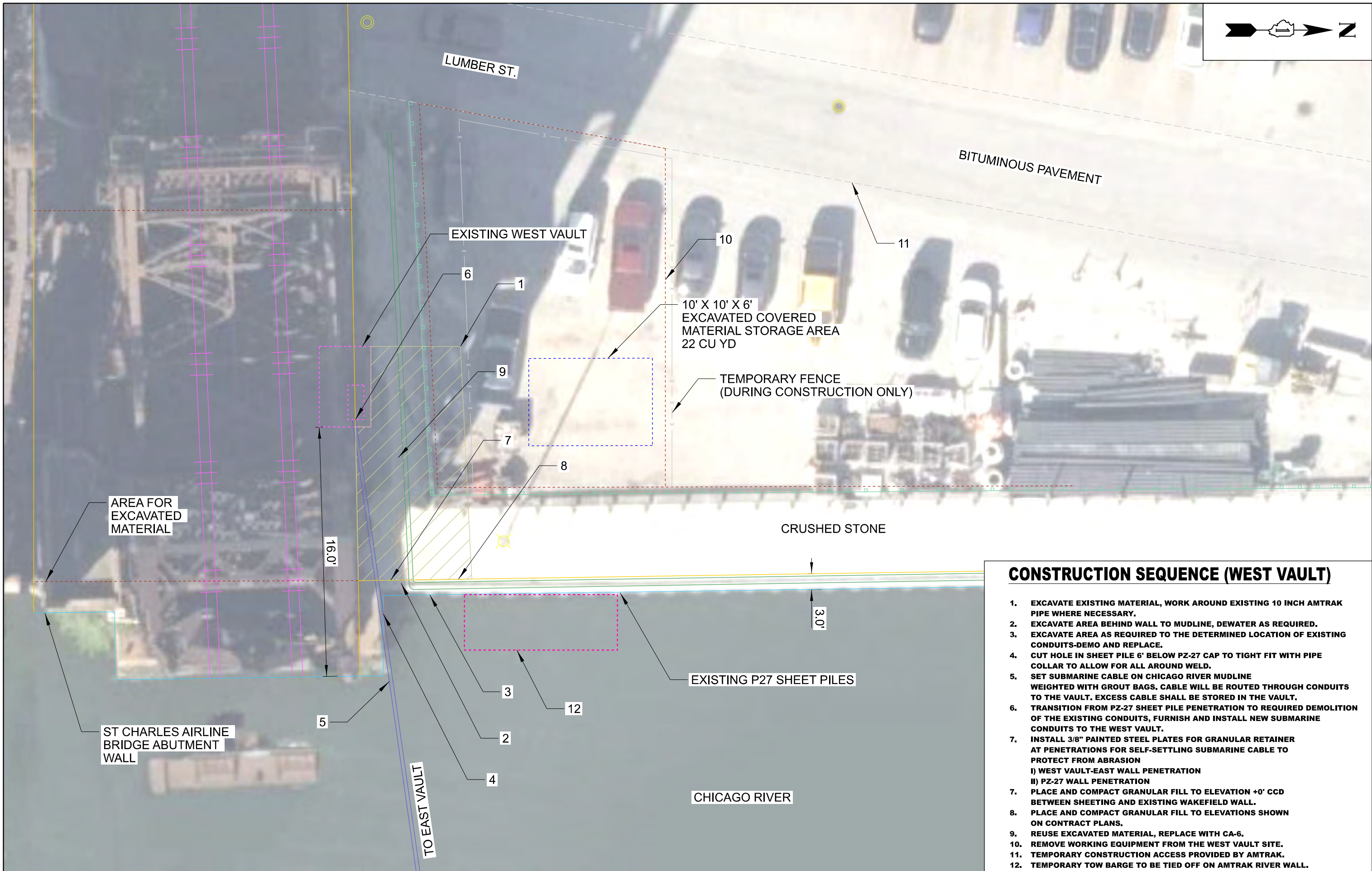
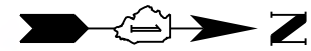
ICCR

ICCR SUBMARINE CABLE DESIGN DRAWINGS

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	2
			CONTRACT NO.	
			ILLINOIS FED. AID PROJECT	





CONSTRUCTION SEQUENCE (WEST VAULT)

1. EXCAVATE EXISTING MATERIAL, WORK AROUND EXISTING 10 INCH AMTRAK PIPE WHERE NECESSARY.
2. EXCAVATE AREA BEHIND WALL TO MUDLINE, DEWATER AS REQUIRED.
3. EXCAVATE AREA AS REQUIRED TO THE DETERMINED LOCATION OF EXISTING CONDUITS-DEMO AND REPLACE.
4. CUT HOLE IN SHEET PILE 6' BELOW PZ-27 CAP TO TIGHT FIT WITH PIPE COLLAR TO ALLOW FOR ALL AROUND WELD.
5. SET SUBMARINE CABLE ON CHICAGO RIVER MUDLINE WEIGHTED WITH GROUT BAGS. CABLE WILL BE ROUTED THROUGH CONDUITS TO THE VAULT. EXCESS CABLE SHALL BE STORED IN THE VAULT.
6. TRANSITION FROM PZ-27 SHEET PILE PENETRATION TO REQUIRED DEMOLITION OF THE EXISTING CONDUITS, FURNISH AND INSTALL NEW SUBMARINE CONDUITS TO THE WEST VAULT.
7. INSTALL 3/8" PAINTED STEEL PLATES FOR GRANULAR RETAINER AT PENETRATIONS FOR SELF-SETTLING SUBMARINE CABLE TO PROTECT FROM ABRASION
I) WEST VAULT-EAST WALL PENETRATION
II) PZ-27 WALL PENETRATION
7. PLACE AND COMPACT GRANULAR FILL TO ELEVATION +0' CCD BETWEEN SHEETING AND EXISTING WAKEFIELD WALL.
8. PLACE AND COMPACT GRANULAR FILL TO ELEVATIONS SHOWN ON CONTRACT PLANS.
9. REUSE EXCAVATED MATERIAL, REPLACE WITH CA-6.
10. REMOVE WORKING EQUIPMENT FROM THE WEST VAULT SITE.
11. TEMPORARY CONSTRUCTION ACCESS PROVIDED BY AMTRAK.
12. TEMPORARY TOW BARGE TO BE TIED OFF ON AMTRAK RIVER WALL.



DESIGNED	-	RGB	REVISED	-
DRAWN	-	RGB	REVISED	-
CHECKED	-	RB	REVISED	-
DATE	-		REVISED	-

ICCR

ICCR SUBMARINE CABLE DESIGN DRAWINGS
WEST VAULT

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	4
		CONTRACT NO.		
ILLINOIS		FED. AID PROJECT		



CONSTRUCTION SEQUENCE (EAST VAULT)

- 1. LOCATE ALL UTILITIES AND FOUNDATIONS.
- 2. LOCALLY REMOVE PORTIONS OF EXISTING MATERIAL.
- 3. USE SPLIT CASING FROM THE WATERLINE ONTO THE EAST BANK USING EXISTING GRADE.
- 4. DAYLIGHT SUBMARINE CABLE ON EXISTING SURFACE BEFORE INSTALLING INTO THE EAST VAULT.
- 5. INSTALL TWO 12" BOLLARDS BETWEEN THE BREAKWALL AND THE VAULT TO USE AS AN ANCHOR FOR THE SPILT CASING TO PREVENT VERTICAL AND HORIZONTAL MOVEMENT USING WELDED STEEL STRAPS. (SEE BOLLARD DETAIL)
- 6. TRANSITION FROM THE SPLIT CASING WILL REQUIRE DEMOLITION OF THE EXISTING CONDUITS, FURNISH AND INSTALL NEW SUBMARINE CONDUITS TO THE EAST VAULT FLOOR.
- 7. USE RIGHT OF ENTRY TO ACCESS THE SITE, FROM 18TH ST TO WELL'S-WENTWORTH AVE CDOT CORRIDOR.
- 8. REMOVE WORKING EQUIPMENT FROM THE EAST VAULT SITE.



DESIGNED -	RGB	REVISED -	
DRAWN -	RGB	REVISED -	
CHECKED -	RB	REVISED -	
DATE -		REVISED -	

ICCR

ICCR SUBMARINE CABLE DESIGN DRAWINGS
EAST VAULT

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

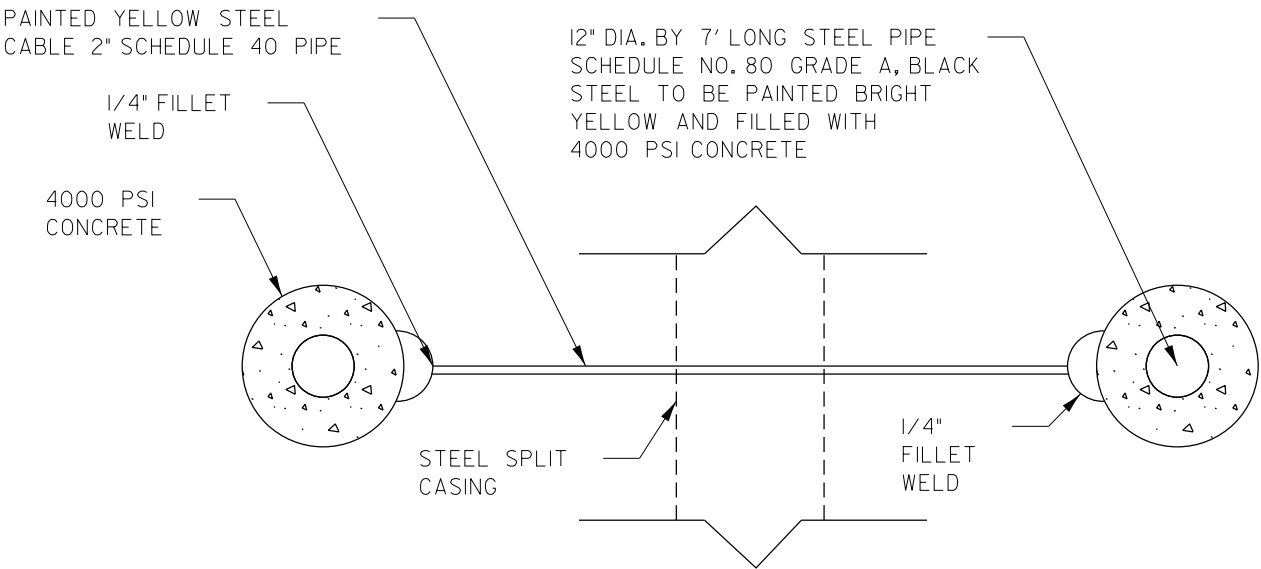
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	5
		CONTRACT NO.		
ILLINOIS		FED. AID PROJECT		



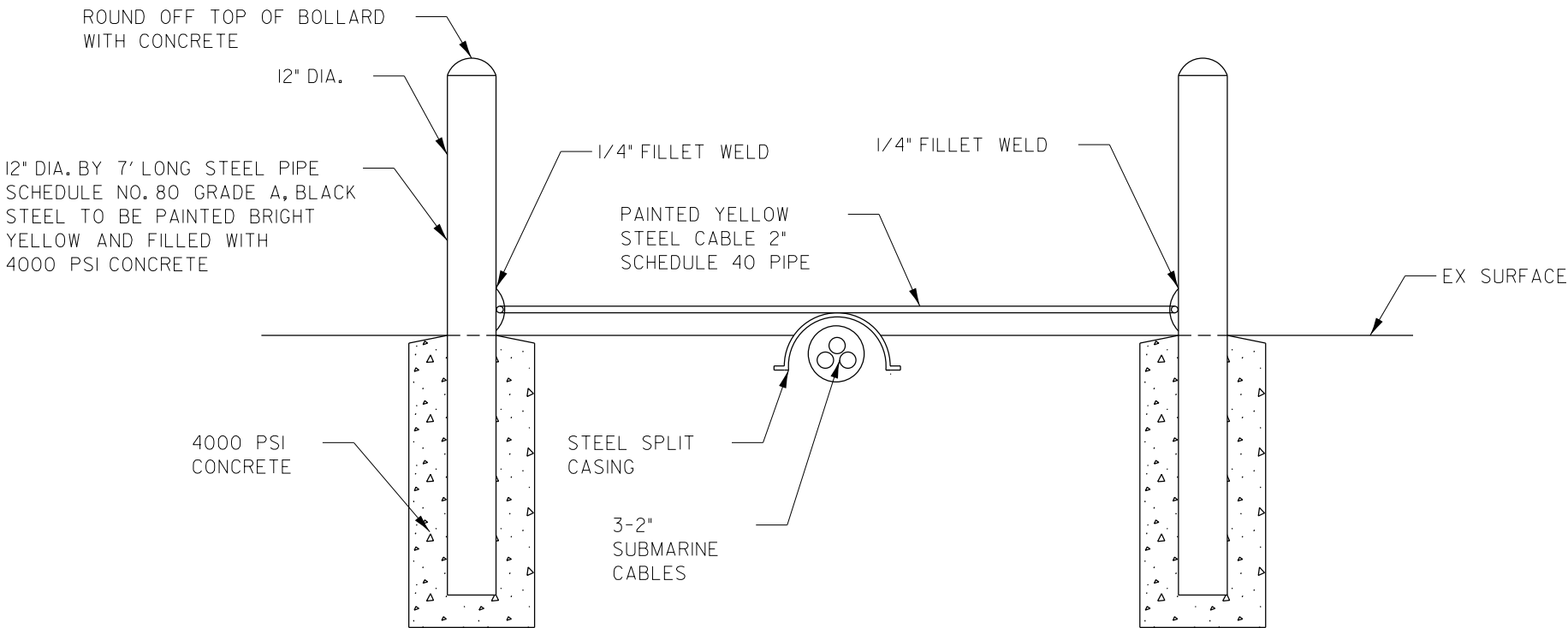
	DESIGNED -	RGB	REVISED -	ICCR	ICCR SUBMARINE CABLE DESIGN DRAWINGS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	RGB	REVISED -								10	6
	CHECKED -	RB	REVISED -		POST CONSTRUCTION			CONTRACT NO.				
	DATE -		REVISED -		NOT TO SCALE	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

GENERAL NOTES

- 1. INSTALL TWO 12" BOLLARDS TO USE AS AN ANCHOR FOR THE SPILT CASING TO PREVENT VERTICAL AND HORIZONTAL MOVEMENT USING WELDED STEEL STRAPS.
- 2. BOLLARDS SHALL BE PLACED AS SHOWN IN THE PLANS.
- 3. MINIMUM 4000 PSI CONCRETE SHALL BE USED.
- 4. BOLLARDS SHALL BE LOCATED NO LESS THAN 1'-3" FROM THE EDGE OF THE ITEM BEING PROTECTED.
- 5. SPLIT CASE RETAINER 2" SCHEDULED 40 STEEL PIPE, WELDED IN PLACE TO PREVENT SPLIT CASING MOVEMENT.



BOLLARD DETAIL PLAN VIEW



BOLLARD DETAIL PROFILE VIEW



DESIGNED	-	RGB	REVISED	-
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DATE	-		REVISED	-

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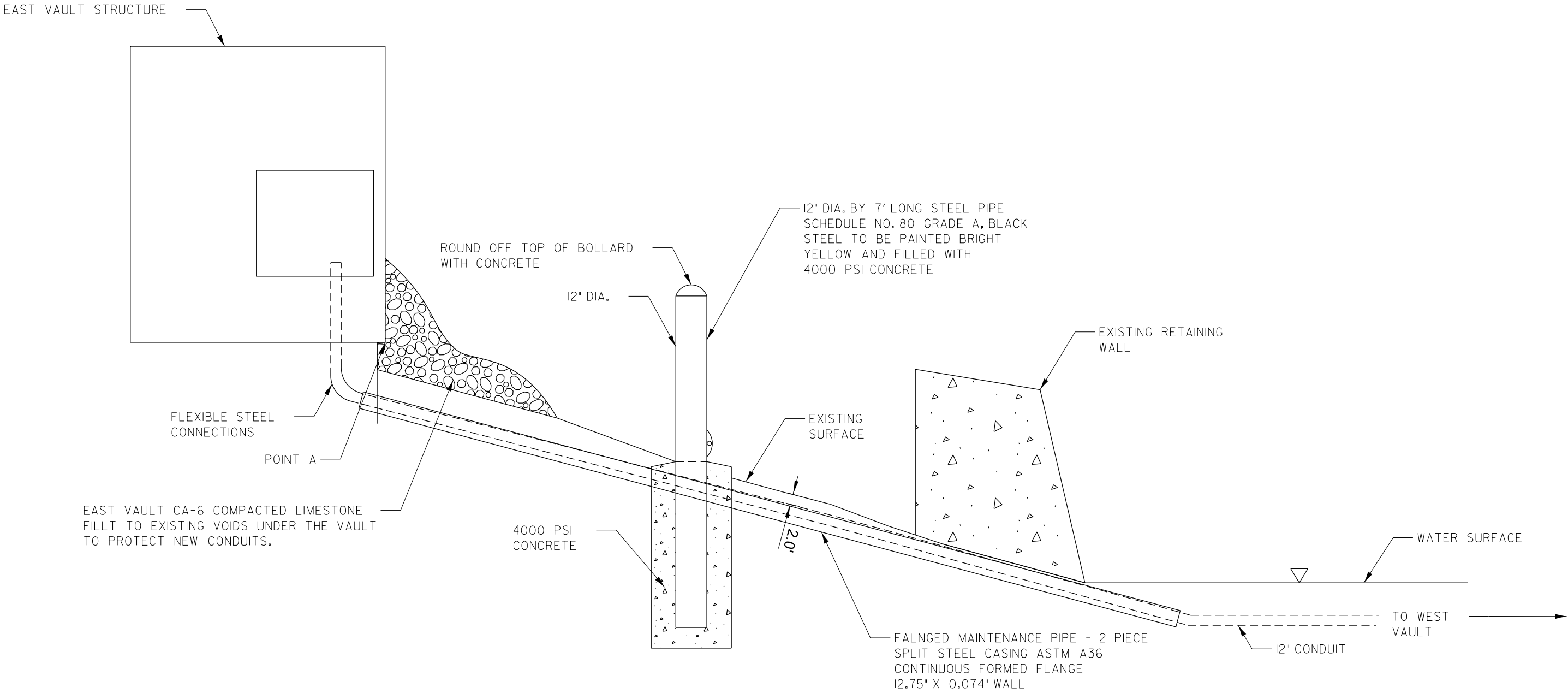
ICCR SUBMARINE CABLE DESIGN DRAWINGS
BOLLARD DETAIL

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	7
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- 1. INSTALL TWO 12" BOLLARDS TO USE AS AN ANCHOR FOR THE SPILT CASING TO PREVENT VERTICAL AND HORIZONTAL MOVEMENT USING WELDED STEEL STRAPS.
- 2. BOLLARDS SHALL BE PLACED AS SHOWN IN THE PLANS.
- 3. MINIMUM 4000 PSI CONCRETE SHALL BE USED.
- 4. EXISTING CONDUIT WEST FACE PRESENTLY EXPOSED, TO BE COMPACTED WITH CA-6 FILLED TO 1' +/- ABOVE THE CURRENT LOWER EDGE (POINT A).
- 5. SPLIT CASING MAINTENANCE PIPE 12" THICKNESS 0.074" THICKNESS SHALL BE PLACED ON EXISTING GRADE UP TO EXISTING EAST VAULT.
- 6. EXISTING STEEL CONDUITS TO BE DEMOLISHED TO EXPOSE EXISTING SUBMARINE CABLE.



EAST VAULT INSTALLATION



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DATE	-		REVISED	-

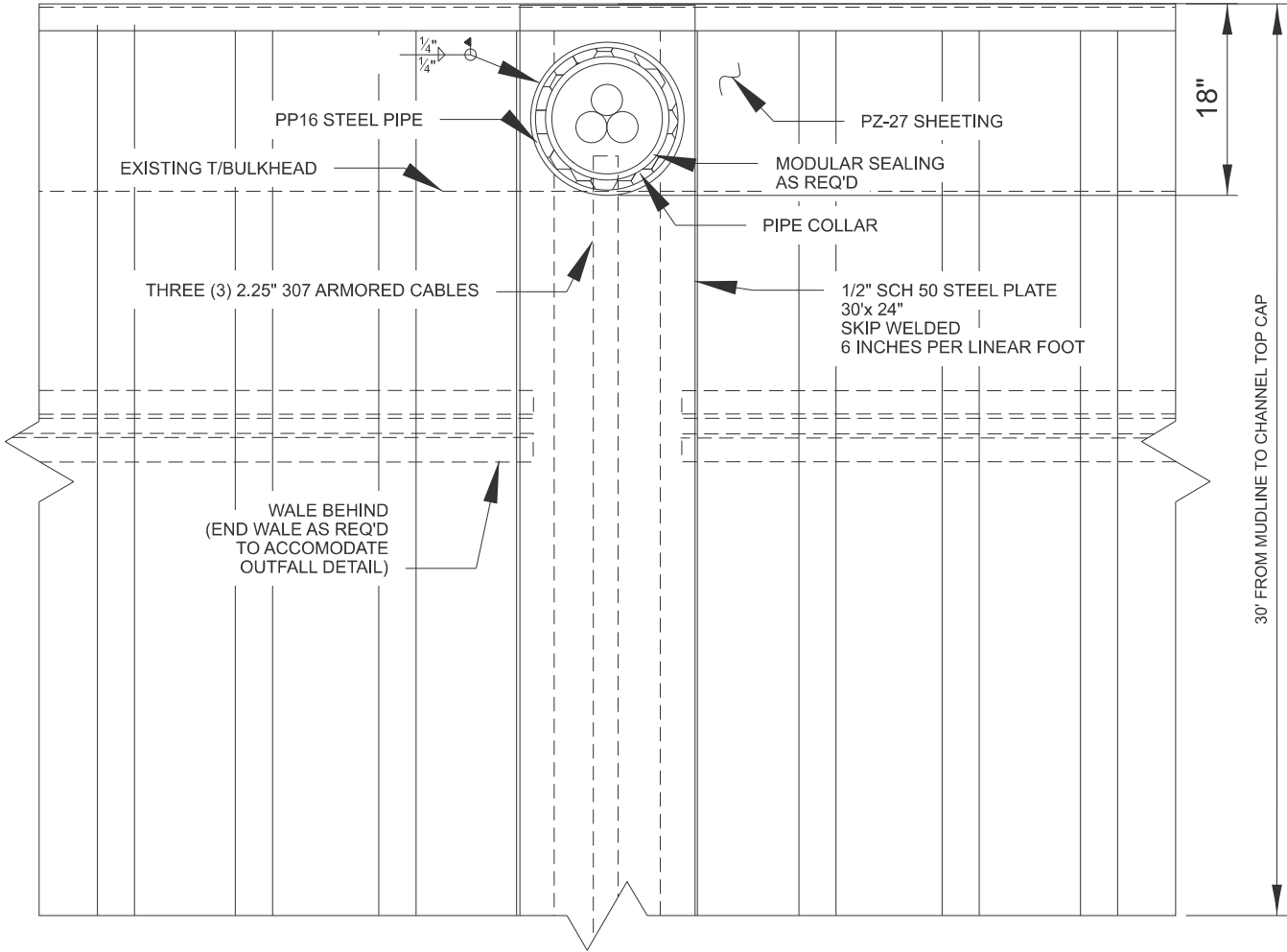
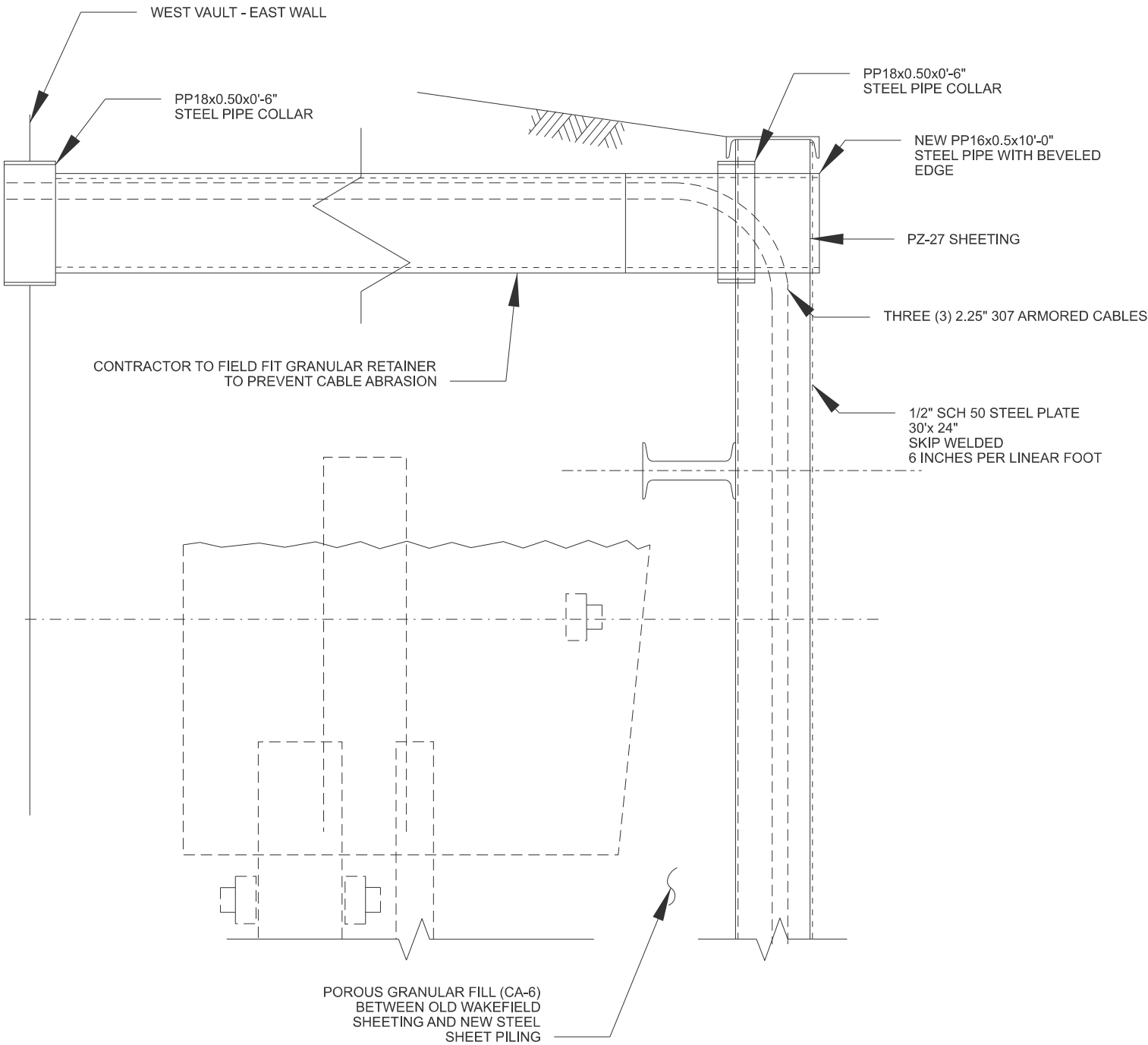
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ICCR SUBMARINE CABLE DESIGN DRAWINGS				
EAST VAULT INSTALLATION				
NOT TO SCALE	SHEET	OF	SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	8
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

- 1. SKIP WELD 1/2" SCH 50 STEEL PLATE ONTO THE PZ-27 PLATE AND SHALL BE 24" +/- TAPERED EDGES WELDED TO PZ-27 SHEET.
- 2. SKIP WELD 6 INCHES PER LINEAR FOOT FOR BOTH SIDES OF OF THE SCH 50 STEEL PLATE
- 2. 2.25" 307 ARMORED CABLE INSTALLED IN PZ-27 BEVEL.
- 3. 18" PENETRATION SHALL BE 1' BELOW THE PZ-27 CAP.
- 4. WEST VAULT PENETRATION ASSUMED TO BE 18".
- 5. ALL PENETRATIONS TO BE FIT IN FIELD BY CONTRACTOR TO PREVENT GRANULAR MATERIAL MOVEMENT IN TO THE PZ-27 OR VAULT. ALL EDGES OF PENETRATIONS MUST BE DESIGNED TO PREVENT CABLE ABRASION.



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DATE	-		REVISED	-

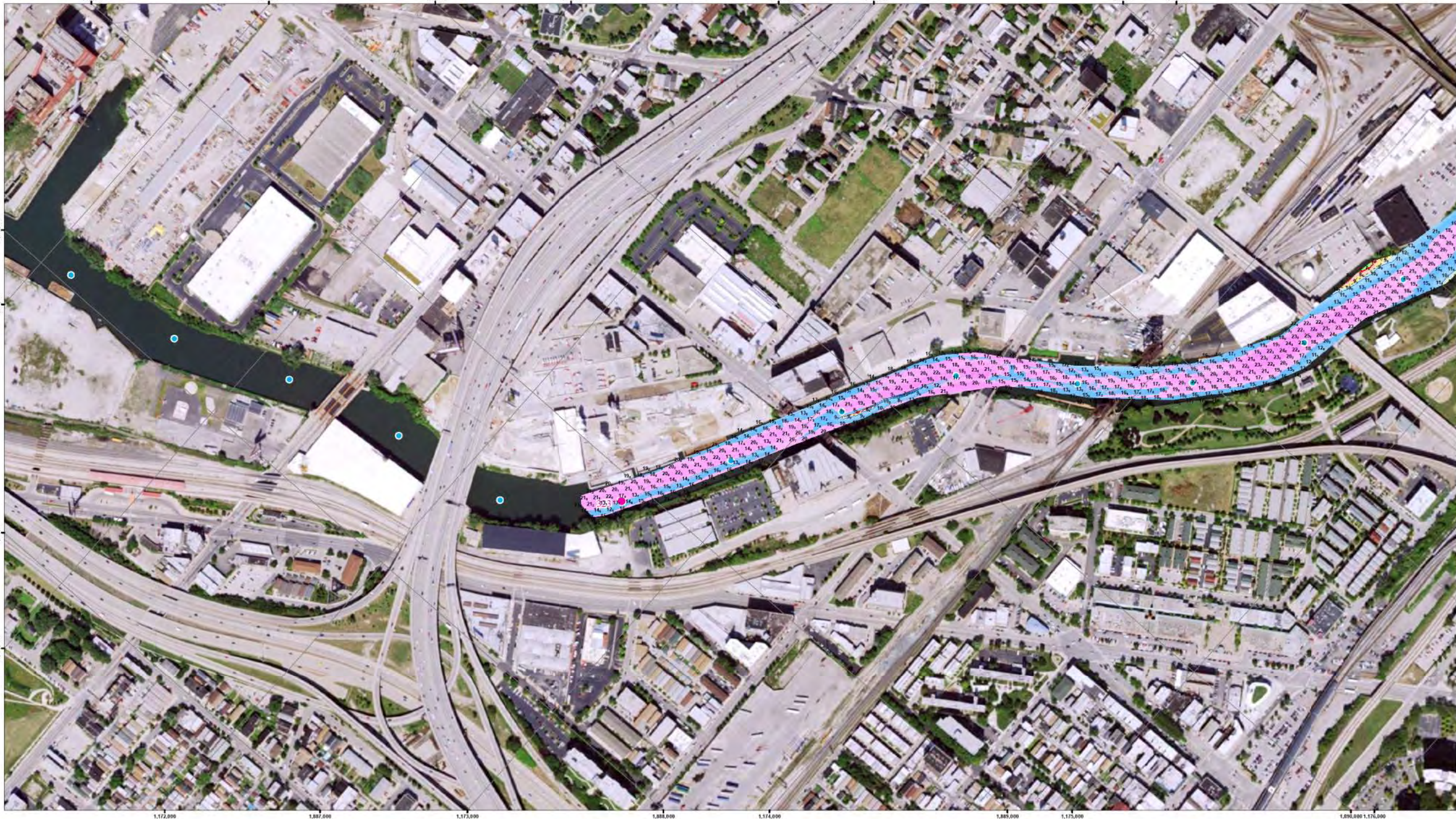
ICCR

ICCR SUBMARINE CABLE DESIGN DRAWINGS
10" PENETRATION DETAIL

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	9
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

DOWNSTREAM



Points represent unadvised depth data derived from a 100' x 100' grid.
Map Document Date: 11/08/2018
Sheet No.
Sheet Title
Scale
Author
Reviewer
Date
Revision

U.S. ARMY ENGINEER DISTRICT CORPS OF ENGINEERS
Designed By:
Drawn By:
Checked By:
Reviewed By:
Date: 11/08/2018
File No.
U.S.O. Sheet File Name
Publication Number

Sheet
Reference
Number
89 of 114

UPSTREAM

NOTES:
Survey Date: January 31, 2018
Conducted by: Mike M. Rick A. Bjorn B

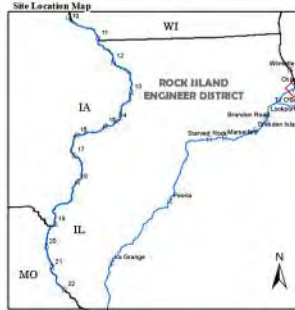
Survey Vessel: MV Holling
Flat Pool: 577.5'
Water Surface: 577.6
Stage: 0.1
Downstream Gage: LeMont RM 302.5
Upstream Gage: Chicago Lock RM 327.3

Processed in ArcGIS by: Dan M 2/2/2018
Document Name: IL_LP_MVR_20180131_CS_32303240_18A

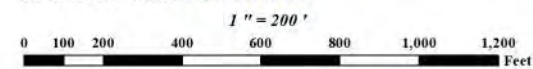
Horizontal Projection: State Plane, NAD 1983
Illinois East - 1202, U.S. Survey Feet
Vertical Datum: NGVD 1929 U.S. Survey Feet.

Imagery: 2015 USDA NAIP

The information depicted on this map represents the results of a survey conducted on the date indicated and can only be considered to represent the general condition existing at that time.



US ARMY CORPS OF ENGINEERS
ROCK ISLAND DISTRICT
CEMVR - OD-T
WATERWAY: Illinois Waterway
POOL: Lockport
REACH: Mason's Slip to 18th St
REACH MILES: 322.5 to 323.7
SURVEY TYPE: CONDITION



SURVEYED RIVER MILES: 323.0-324.0



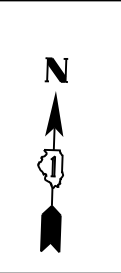
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DRAWN -	RGB	REVISED -
CHECKED -	RB	REVISED -
DATE -		REVISED -

ICCR

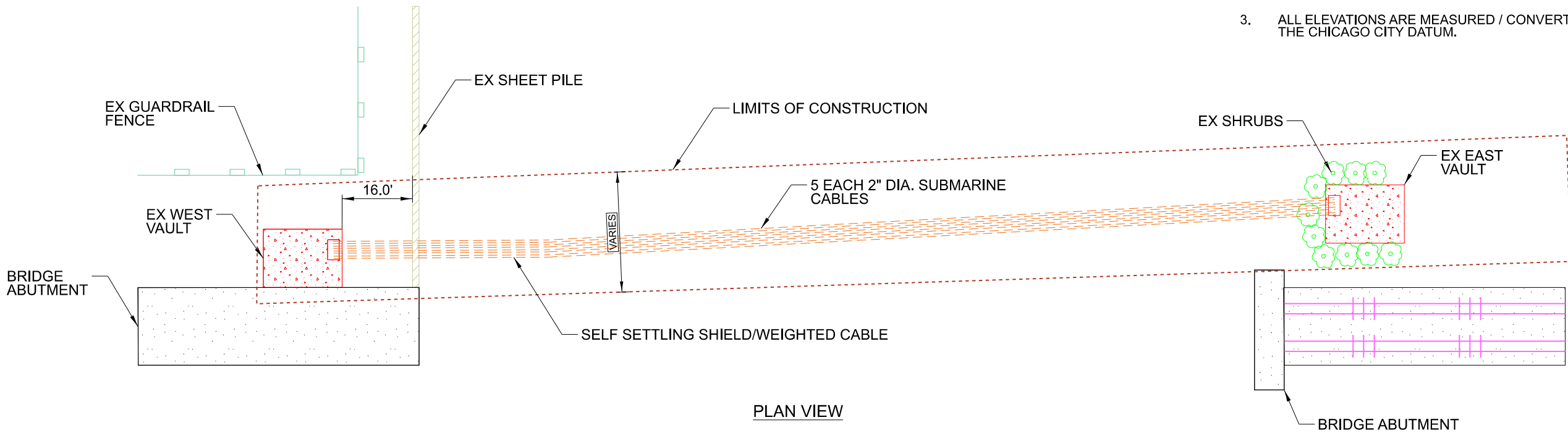
ICCR SUBMARINE CABLE DESIGN DRAWINGS
WATER SURVEY - US ARMY CORPS OF ENGINEERS

NOT TO SCALE SHEET OF SHEETS STA. TO STA.

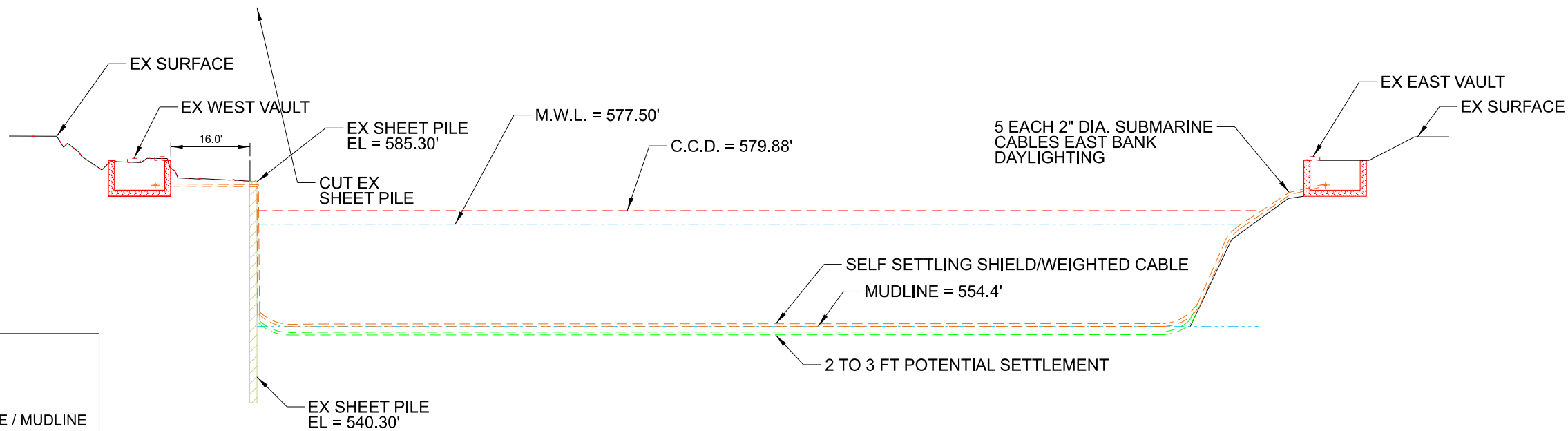
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			10	10
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



- GENERAL NOTES**
1. PROPOSED SUBMARINE CABLE SHALL PENETRATE SHEET PILE.
 2. PROPOSED SUBMARINE CABLE SHALL BE REPLACED IN KIND.
 3. ALL ELEVATIONS ARE MEASURED / CONVERTED TO THE CHICAGO CITY DATUM.



PLAN VIEW



PROFILE VIEW

- LEGEND**
- EX SHRUBS
 - EX RAIL
 - 2" SUBMARINE CABLE / MUDLINE
 - 2' TO 3' POTENTIAL SETTLEMENT
 - CHICAGO CITY DATUM
 - MAIN WATER LINE
 - EX SHEET PILE
 - EX GUARDRAIL FENCE



USER NAME = \$USER\$
FILE = \$FILES\$
PLOT SCALE = \$SCALE\$
PLOT DATE = \$DATE\$

DESIGNED - RGB
DRAWN - RGB
CHECKED -
DATE -

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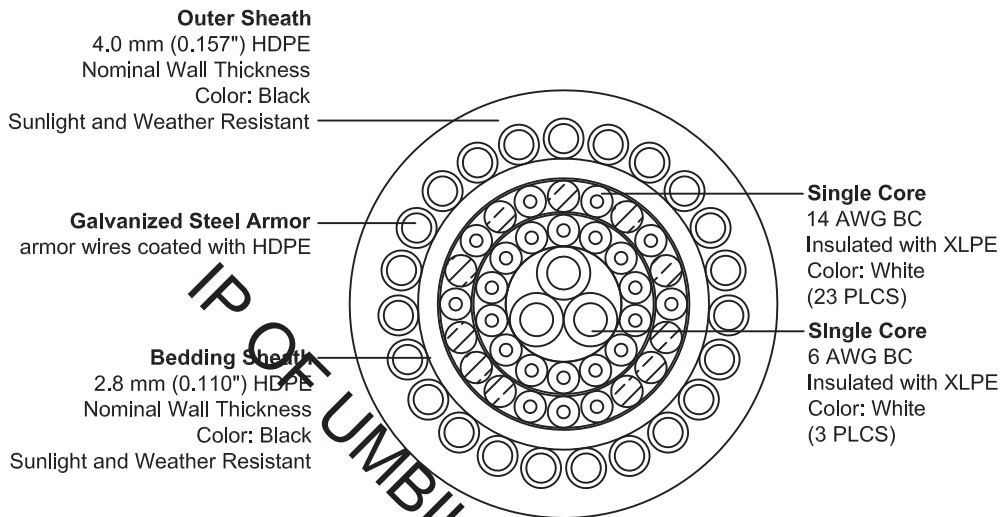
CN SUBMARINE CABLE

NO SCALE SHEET OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			17	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

REVISIONS				
REV	DESCRIPTION	BY	APRVD	DATE
0	Released For Customer Approval			

SKETCH ONLY



Finished Diameter: 61.0 ± 1.5 mm (2.40 ± 0.06 ")

- rubber/fabric or other tape over center assembly
- non-hygroscopic fillers added/omitted as/if needed
- .002" corrugated binder tape over outer layer

Nominal Mechanical Properties:	Imperial	Metric
Min. Bend Radius (Static)	36.0 in	915 mm
Min. Bend Radius (Dynamic)	48.0 in	1220 mm
Weight in air	2,900 lb/kft	5,900 kg/km
Weight in sea water	1,950 lb/kft	2,850 kg/km

*Assumes seawater SG @ 1.025



Disclaimer:

Metric conductors may be substituted with the nearest standard AWG's in order to reduce manufacturing lead-time.

umbilicals
international

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e-mail : info@umbilicals.com
web : www.umbilicals.com
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TITLE: CHICAGO RAILROAD BRIDGE

DWN.BY: S. MEHORNAY

CHK'D/APRVD BY: C. HAVNER

DESG.BY: C. HAVNER

FILE NAME: 4140237-100

SCALE: NTS

PART NO.: 4140237-100

DATE: 10/25/2024

SHEET: 1 of 1

ICCR Submarine Cable Work Plan

	DESIGNED - RWN	REVISED -	<div>ICCR</div>	ICCR SUBMARINE CABLE WORK PLAN DRAWINGS PRE CONSTRUCTION				F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - SP	REVISED -									3	
	CHECKED - MCW	REVISED -						CONTRACT NO.				
	DATE - 08/26/2021	REVISED -										
				SCALE:	SHEET	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

Freeport Sub – St Charles Airline Bridge 2.43 over Chicago River – South Branch (River Mile 3.37), Chicago, IL

Illinois: Section 117.391 Chicago River

The draws of the bridges operated by the City of Chicago over the Main Branch of Chicago River, the bridges on the North Branch of Chicago River from the Main Branch to North Halsted Street, mile 2.65, and bridges on the South Branch of Chicago River from the Main Branch to South Ashland Avenue, mile 4.47, shall operate as follows:

(a) For commercial vessels, all bridges shall open on signal if at least 12-hours advance notice is provided to the Chicago City Bridge Desk prior to the intended time of passage; except that, from Monday through Friday between the hours of 7 a.m. and 9:30 a.m., and between the hours of 4 p.m. and 6:30 p.m., except for Federal holidays, the draws need not open for the passage of vessels.

(b) For recreational vessels:

(1) From April 1 through November 30 -

(i) The draws shall be scheduled to open, before 1 p.m., twice on Saturdays and twice on Sundays if requests for passage have been received at least 20 hours in advance. If the bridges have been authorized to remain closed for portions of a Saturday or Sunday to accommodate special events, openings shall be scheduled after 1 p.m. as necessary to provide two openings per day.

(ii) The draws shall open on Monday and Friday, after 6:30 p.m. Each opening requires notice that has been given at least 6 hours in advance of a vessel's requested time of passage.

(iii) The draws shall open on Wednesdays at 10 a.m., or as soon thereafter as practical, if a request for passage has been given at least 20 hours in advance.

(iv) The draws shall open at times in addition to those listed in paragraphs (b)(1)(i) through (b)(1)(iii) of this section, after notice has been given at least 20 hours in advance requesting passage for a flotilla of at least five vessels. However, the bridges need not open Monday through Friday from 7 a.m. to 9:30 a.m., and 4 p.m. to 6:30 p.m., except for Federal holidays.

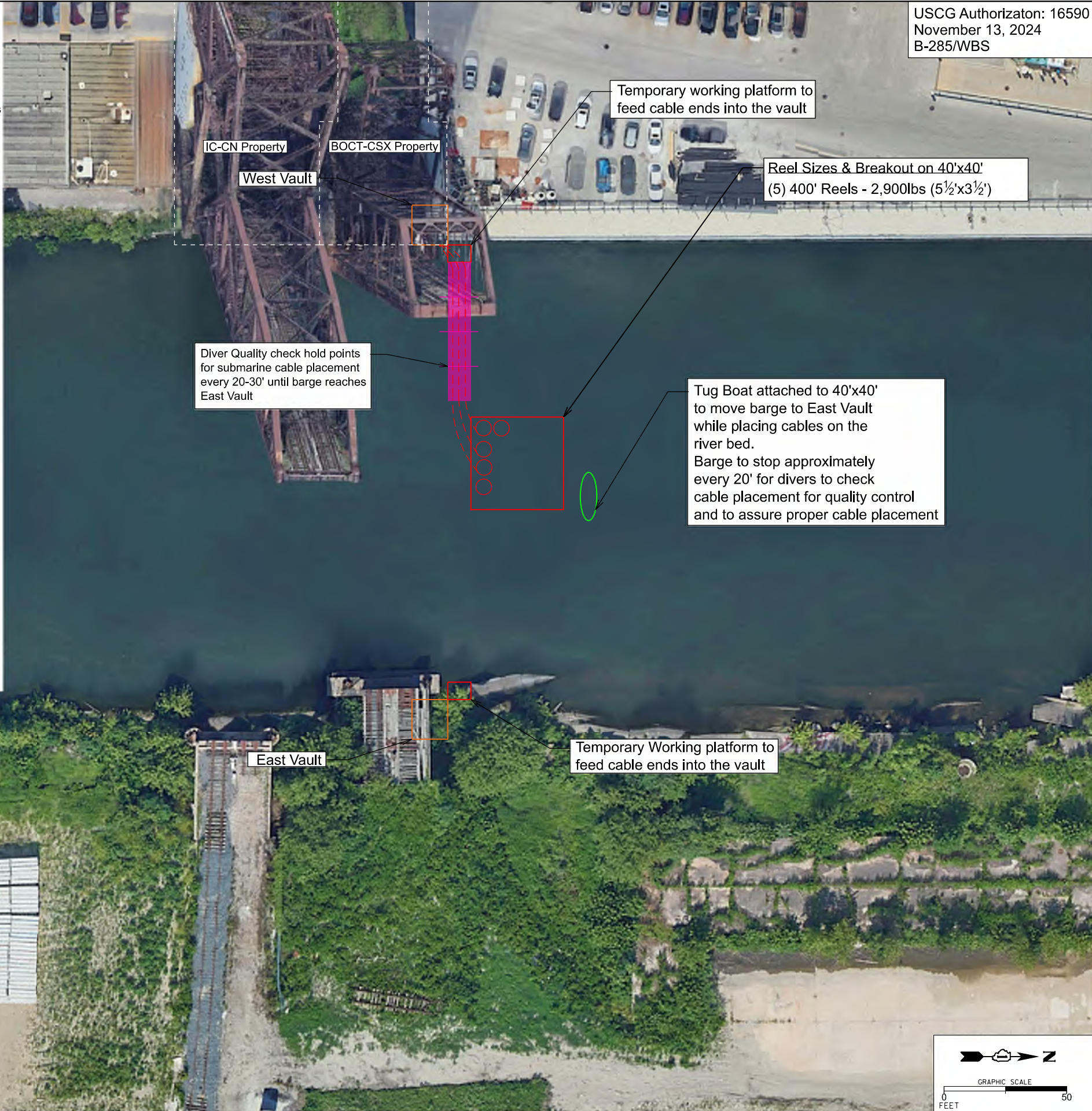
(2) From December 1 through March 31, the draws shall open on signal if at least 48 hours notice is given. However, the bridges need not open Monday through Friday from 7 a.m. to 9:30 a.m., and 4 p.m. to 6:30 p.m., except for Federal holidays.

(c) The following bridges need not be opened for the passage of vessels: The draws of South Damen Avenue, mile 6.14, over South Branch of Chicago River; all highway drawbridges between South Western Avenue, mile 6.7, and Willow Springs Road, mile 19.4, over Chicago Sanitary and Ship Canal; North Halsted Street, mile 2.85, and Division Street, mile 2.99, over North Branch Canal of Chicago River; and Division Street, mile 3.30, North Avenue, mile 3.81, Cortland Avenue, mile 4.48, Webster Avenue, mile 4.85, North Ashland Avenue, mile 4.90, and Union Pacific Railroad, mile 5.01, over North Branch of Chicago River.

For Operation and Safety Plan, Reference the Following

CN Br No 243 Submarine Cable - Operation Work Plan (Sheet 4)

CN Br No 243 Step-by-Step Plan (Sheet 5)



DESIGNED	-	RWN	REVISED	-
DRAWN	-	SP	REVISED	-
CHECKED	-	MCW	REVISED	-
DATE	-	08/26/2021	REVISED	-

ICCR

ICCR SUBMARINE CABLE WORK PLAN DRAWINGS
PRE CONSTRUCTION

SCALE: SHEET OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			3	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

Freeport Sub – St Charles Airline Bridge 2.43 over Chicago River – South Branch (River Mile 3.37), Chicago, IL

Illinois: Section 117.391 Chicago River

The draws of the bridges operated by the City of Chicago over the Main Branch of Chicago River, the bridges on the North Branch of Chicago River from the Main Branch to North Halsted Street, mile 2.65, and bridges on the South Branch of Chicago River from the Main Branch to South Ashland Avenue, mile 4.47, shall operate as follows:

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For Operation and Safety Plan, Reference the Following

CN Br No 243 Submarine Cable - Operation Work Plan (Sheet 4)

CN Br No 243 Step-by-Step Plan (Sheet 5)

USCG Authorizaton: 16590
November 13, 2024
B-285/WBS



DESIGNED	-	RWN	REVISED	-
DRAWN	-	SP	REVISED	-
CHECKED	-	MCW	REVISED	-
DATE	-	08/26/2021	REVISED	-

ICCR

ICCR SUBMARINE CABLE WORK PLAN DRAWINGS
PRE CONSTRUCTION

SCALE: SHEET OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			3	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

CN Br No 243 Submarine Cable - OPERATION WORK PLAN

USCG 16590 11-13-25 b-285/WBS

Today's Date: January 22,2025

JOB: CN-IC Br No 243 SCAL - Over the Chicago River

AE JOB #:

Scope of Work: **INSTALL (5) SUBMARINE CABLES FROM NORTH WEST BRIDGE HOUSE TO SOUTH WEST BRIDGE HOUSE**

Operation Start Date and Time: 8:00 PM

Location: CN Br No 243 1500 Lumber St
North West Bridge House & South West Bridge House

Estimated Completion: 5:00 AM

ATTACHMENTS (AS THEY APPLY)

<input checked="" type="checkbox"/> Quality Checklist(s)	<input checked="" type="checkbox"/> Drawings/Sketches	<input type="checkbox"/> Photographs
<input checked="" type="checkbox"/> Hazard Analysis	<input checked="" type="checkbox"/> Schedule	<input type="checkbox"/> Curt Print
<input type="checkbox"/> Confined Space Permits	<input type="checkbox"/> Fall Protection Plan	<input type="checkbox"/> Tunnel Checklist
<input checked="" type="checkbox"/> Step by Step Plan		

PERMITS REQUIRED

DESCRIPTION	PERMIT No.	OBTAINED
COAST GUARD		
CITY OF CHICAGO		

SAFETY: Never Walk Past an Unsafe Act

BIG HAZARDS	PRECAUTIONS
EQUIPMENT OPERATION BARGE/TUGGER OPERATION "JON-BOAT" OPERATION	Do not stand near edge of Barge or Boat when in operation Spotter required when relocating between platforms Beware of surroundings when maneuvering equipment Maintain eye contact with tensioned cable at all times Beware of surroundings on platform/barge - Trip Hazards Flotation/PFDs required when aboard equipment
WORKING AROUND WATER	Wear a safety life vest at all times Be aware of your surroundings
PINCH POINTS	Keep all body parts away from operating equipment Keep hands away from axle and reel rack Keep hands away from cored sleeves into bridge house Keep hands away from shieves/dollies/tuggers
ADDITIONAL PROTECTIVE GEAR REQUIRED FOR CREWS	
<div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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QUALITY: Do It Right The First Time (Zero Punchlist)

Spec Section(s): **Item 179 - Submarine Cable Assembly**

Drawing #:

QUALITY ANALYSIS

IDENTIFY THE CRITICAL QUALITY HAZARDS	PREVENTATIVE ACTION
1. Ensure cable ends do not get wet	1. Heat shrink ends and secure rigging
2. Confirm cable settles into the river bottom without knots	2. Diver will confirm
3. Secure cable inside bridge houses to prevent movement	3. Anchors & couplings will be checked & double checked

SUBMITTALS

DESCRIPTION	AE #	KCC #	DESCRIPTION	AE #	KCC #
SUBMARINE CABLE					
SUBMARINE CABLE ASSEMBLY					

TOOLS & SUPPLIES

DESCRIPTION	QTY	DESCRIPTION	QTY
SPLIT SOCKS	5	CABLE TUGGER - SUPER - AE	2
CONVENTIONAL SOCKS	5	REEL RACK - AE	2
PULLING EYE/ SWIVEL	1	400 HP TUG BOAT -	1
SS BANDING & TOOL	1	40'x40' Floating Barge	1
24" WHEEL CANDUX	2	CRANE - 100 TON - used for laoding and unloading prior to installation	1
5" DUCT DOLLIES	4	TRUCK/TRAILER FOR HAULING CABLE - AE	1
3" x 3" x 4' BY 1/4" THICK STEEL	2	LIGHT PLANTS - AE	2
CABLE REELS	5	"JON BOAT" -	1
RIGGING ITEMS	1	PONTOON BOAT -	1
ROPE	200'	8'x16' Floating Deck	2
HEAT SHRINK & TORCH	1	40x12 Floating Deck	1
3/8" YELLOW ROPE	200'		

EQUIPMENT

PERMANENT MATERIAL

DESCRIPTION	QTY	DESCRIPTION
SUB CABLE	(5) 400' Reels	- Providing diving services for inspection
		- Providing equipment and labor for Barge Operations See above.
		- TUG BOAT OPERATOR
		Rep - Will be onsite per specification <i>Item 179</i>

SUBS & WORK BY OTHERS

CN Br No 243 STEP-BY-STEP PLAN

STEP NO. 1: ACCESS SITE AND IDENTIFY ACTIVITY	HOLD POINT
ACCESS WORK SITE AND REVIEW WORK ACTIVITY WITH CREW - DISTRIBUTE RADIOS AND MEANS OF COMMUNICATION	
IDENTIFY ACTIVITY THROUGHOUT THE NIGHT WITHIN EACH PHASE - COORDINATE WITH OTHER SUBCONTRACTORS / POSITION AND TURN ON EXTRA LIGHT PLANTS	
CONGESTED SITE - MAKE SURE TO BE AWARE OF SURROUNDINGS WHEN OPERATING EQUIPMENT AND MANUEVERING AROUND PLATFORMS, BARGES, BOATS.	

STEP NO. 2: CONFIRM SETUP TUGGERS AND MOUNTING LOCATIONS FOR CABLE	HOLD POINT
CONFIRM POSITION OF TUGGER IN NORTH WEST BRIDGE HOUSE	
CONFIRM POSITION OF TUGGER IN SOUTH WEST BRIDGE HOUSE	
CONFIRM MOUNTING LOCATION FOR ANCHORS IN NORTHWEST BRIDGE HOUSE	
CONFIRM MOUNTING LOCATION FOR ANCHORS IN SOUTHWEST BRIDGE HOUSE	

STEP NO. 3: BARGE TO FLOAT DOWN RIVER FROM KCC YARD TO SOUTHWEST BRIDGEHOUSE	HOLD POINT
AE TO DELIVER REEL RACK AND REELS TO KCC YARD	
CONFIRM THE RACK AND REELS ARE SECURED TO THE BARGE PRIOR TO MOVEMENT	
KCC BARGE AND OPERATOR TO FLOAT DOWN RIVER AND POSITION FOR INSTALL	
REMOVE WOOD SUPPORT FOR CABLE PROTECTION	
CABLE ENDS TO HAVE HEAT SHRINK APPLIED AND "PREPPED" FOR INSTALL	

STEP NO. 4: FEED AND SECURE CABLE INTO THE SOUTHWEST BRIDGE HOUSE (Exhibit A)	HOLD POINT
PONTOON BOAT TO BE STAGED ADJACENT TO CORES IN SOUTHWEST BRIDGE HOUSE	
MOVE BARGE INTO POSITION NEXT TO THE SWBH AND FLOATING WORK PLATFORMS	
ATTACHED CABLE TO THE TUGGER CABLE - CONFIRM CABLE LEADS ARE "PREPPED"	
CONFIRM EVERYONE IS OUT OF THE WAY & BEGIN TO PULL USING THE TUGGER & SLOWLY LET THE CABLE OFF OF THE REEL	
APPROXIMATE FOOTAGE TO BE DETERMINED PRIOR TO CABLE ENTRY	
SECURE CABLE INSIDE OF THE BRIDGE HOUSE AND ON THE BRACKETS OUTSIDE OF THE BRIDGE HOUSE	

STEP NO. 5: LOWER THE CABLES AND INSTALL ACROSS THE RIVER (Exhibit B)	HOLD POINT
CONFIRM THERE IS NO RIVER TRAFFIC	
CONFIRM DIVER AND TUG BOAT CAPTAIN ARE IN POSITION	
BEGIN TO SLOWLY MOVE THE TUG/BOAT ACROSS THE RIVER, RELEASING THE CABLE	
ONCE THE CABLE IS COMING CLOSE TO THE END STOP RELEASING AND SECURE THE END OF THE CABLE TO PREVENT ENTRANCE INTO THE RIVER	
HAVE DIVER CONFIRM THE CABLE IS PLACED PROPERLY THROUGHOUT THE INSTALLATION	

STEP NO. 6: FEED AND SECURE CABLE INTO THE NORTHWEST BRIDGE HOUSE (Exhibit C)	HOLD POINT
DETERMINE AMOUNT OF CABLE ON REEL. IF NEEDED, PULL CABLE OFF SPOOL ONTO BARGE	
PONTOON BOAT TO BE STAGED ADJACENT TO CORES IN SWBH	
MOVE BARGE INTO POSITION NEXT TO THE NWBH	
ATTACHED CABLE TO THE TUGGER CABLE	
CONFIRM EVERYONE IS OUT OF THE WAY & BEGIN TO PULL USING THE TUGGER & SLOWLY LET THE CABLE OFF OF THE REEL	
PULL IN ALL OF REMAINING CABLE INTO BRIDGE HOUSE	
SECURE CABLE INSIDE OF THE BRIDGE HOUSE AND ON THE BRACKETS OUTSIDE OF THE BRIDGE HOUSE	

STEP NO. 7: DIVER CONFIRMATION AND DISASSEMBLEMENT	HOLD POINT
CABLE ENTRY IN NWBH IS COMPLETE, DIVER TO CONFIRM END IS SNUG AGAINST THE NWBH	
KENNY AND BARGE ABLE TO DEMOBILIZE AND FLOAT TOWARDS YARD	
SCHEDULE PICKUP OF RACKS OFF OF KCC BARDGE	

STEP NO. 8: REMOVE RIGGING AND CLEAN UP	HOLD POINT
REMOVE RIGGING/DOLLIES/WHEEL FROM NWBH AND SWBH	
LOAD UP ALL MATERIAL AND EQUIPMENT	
TURN OFF LIGHT PLANTS	

STEP NO. 9: REVIEW SITE	HOLD POINT
CONFIRM CABLE IS SECURE IN BOTH BUILDINGS	
CONFIRM DIVER, TUG BOAT AND BARGES ARE ALL SET	
CABLES REQUIRED TO SETTLE FOR A PERIOD OF (48) HOURS PRIOR TO TERMINATION OR SECUREMENT	

PIN: 17-16-409-003
PROPERTY ADDRESS:
900 S CANAL STREET
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-16-415-009
PROPERTY ADDRESS:
413 W. TAYLOR STREET
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PARCELS IN
GREEN OWNED
BY PROJECT
OWNER

PIN: 17-21-311-009
PROPERTY ADDRESS:
1801 S LUMBER ST
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-21-311-010
PROPERTY ADDRESS:
1811 S LUMBER ST
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-21-503-003
PROPERTY ADDRESS:
0 W 14th STREET
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-21-209-010
PROPERTY ADDRESS:
243 W ROOSEVELT ROAD
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-21-209-006
PROPERTY ADDRESS:
253 W 14TH ST
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

PIN: 17-21-203-008
PROPERTY ADDRESS:
243 W ROOSEVELT ROAD
CHICAGO, IL 60616

MAILING ADDRESS:
[REDACTED]

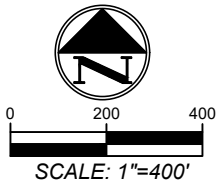
PROJECT
LOCATION



7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

ILLINOIS CENTRAL RAILROAD
SUBMARINE CABLE
CHICAGO ILLINOIS

ADJACENT PARCEL
EXHIBIT



DATE: 06-20-25