

**PROGRAMMATIC AGREEMENT
AMONG THE
FEDERAL HIGHWAY ADMINISTRATION
ILLINOIS DEPARTMENT OF TRANSPORTATION
CHICAGO DEPARTMENT OF TRANSPORTATION
ILLINOIS STATE HISTORIC PRESERVATION OFFICER
UNITED STATES ARMY CORPS OF ENGINEERS
UNITED STATES COAST GUARD
AND
ADVISORY COUNCIL ON HISTORIC PRESERVATION
REGARDING
THE PRESERVATION OF MOVABLE BRIDGES
IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS**

WHEREAS, the Federal Highway Administration (FHWA), under the authority of 23 USC 101 et seq., implements the Federal-aid Highway Program in the State of Illinois by funding and approving state and locally sponsored transportation projects that are administered by the Illinois Department of Transportation (IDOT); and

WHEREAS, The FHWA may fund movable bridge improvement projects in the City of Chicago, thereby making such projects undertakings subject to review under Section 106 of the National Historic Preservation Act (NHPA) (Section 106), 54 U.S.C. § 306108, and its implementing regulations, 36 C.F.R. Part 800; and

WHEREAS, the 44 movable bridges in the City of Chicago were determined to be eligible for the National Register of Historic Places (NRHP) July 6, 2017;

WHEREAS, the West Division Street bridge over the North Branch of the Chicago River Canal (S.N. 016-6015) and the Chicago Avenue bridge over the North Branch of the Chicago River (S.N. 016-6008) were included in the 44 movable bridges determined eligible for the NRHP, and were removed, thereby resulting in an adverse effect to each bridge;

WHEREAS, the West Division Street bridge and the Chicago Avenue bridge adverse effects were resolved in a Memorandum of Agreement (MOA) on May 9, 2014 and September 27, 2018, respectively, both of which stipulated that the Chicago Department of Transportation (CDOT) will complete a preservation plan for movable bridges in the City of Chicago, and this Programmatic Agreement implements those commitments; therefore, the FHWA and IDOT in coordination with the CDOT have developed the “Chicago’s Movable Bridges Preservation Plan” (Plan), attached as Appendix 1; and

WHEREAS, the Plan covers those movable bridges in the City of Chicago owned by the CDOT (42) and those owned by the IDOT (2); and

WHEREAS, the FHWA has determined that implementation of the Plan may have an effect upon movable bridges included in, or eligible for inclusion in, the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the Illinois State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) pursuant to 36 CFR 800.14(b) concerning this Programmatic Agreement (Agreement); and

WHEREAS, the FHWA has invited the IDOT, CDOT, United States Army Corps of Engineers (USACE), and United States Coast Guard (USCG) to participate in consultation and to become invited signatories to this Agreement; and

WHEREAS, the USACE may approve a permit under Section 10 or Section 14 of the Rivers and Harbors Appropriations Act of 1899, as amended (33 USC 403 and 408, respectively), and Section 404 of the Clean Water Act (33 USC 1251 et seq.) and is an invited signatory to this Agreement; and

WHEREAS, the USCG may approve a permit under Section 9 of the Rivers and Harbors Appropriations Act of 1899, as amended (33 USC 401), the Act of March 23, 1906, amended (33 USC 491), or the General Bridge Act of 1946, amended (33 USC 525) and is an invited signatory to this Agreement; and

WHEREAS, the ACHP was invited to participate in this Agreement on October 4, 2019 and in a letter dated December 9, 2019 the ACHP agreed to participate and is a signatory to this Agreement; and

WHEREAS, the public and interested parties were given an opportunity to comment on the Plan and this Agreement with notices published on January 15, 2019 and February 28, 2019 in the *Chicago Tribune*, Chicago, Illinois and in the *Breeze Courier*, Taylorville, Illinois, and any comments received have been taken into account; and

WHEREAS, the following were invited to be consulting parties: Chicago Department of Planning and Development Commission on Chicago Landmarks, Landmarks Illinois, Preservation Chicago, Friends of the Chicago River, Historic Bridge Foundation, Historic Bridges.org, and The Chicago History Museum; Landmarks Illinois and Historic Bridges.org accepted; and

NOW, THEREFORE, the FHWA, IDOT, CDOT, and SHPO agree that undertakings involving Chicago movable bridges shall be implemented in accordance with the following stipulations to take into account the effects to historic properties.

STIPULATIONS

The FHWA, in coordination with the IDOT and CDOT, shall ensure that the following measures are carried out:

I. MITIGATION MEASURES

- A. The CDOT shall in coordination with the FHWA, IDOT, and SHPO, complete the draft Plan and make it available for comment by consulting parties and the public. The CDOT

shall finalize the Plan in coordination with the IDOT, FHWA, and SHPO by considering comments from the public and consulting parties.

- B. The CDOT shall make available to the public by uploading to their website: the Plan, Associated Bridge Documentation (Historic Illinois Engineering Record (HIER)), and this ratified Agreement.
- C. In accordance with the Plan, the CDOT and IDOT shall make every effort practicable to maintain and rehabilitate movable bridges using methods that will preserve their eligibility for the NRHP and not result in an adverse effect. Agreed upon guidelines for the maintenance and rehabilitation of movable bridges are provided in Section D of the Plan (Appendix 1).
- D. The CDOT and IDOT will consult with the SHPO and other consulting parties regarding proposed activities that may affect the NRHP eligibility of the movable bridges (36 CFR 800.2).
- E. If the CDOT or IDOT (the respective bridge owner) determines that it is no longer feasible and prudent to maintain or rehabilitate a movable bridge and maintain its eligibility for the NRHP, then the CDOT or IDOT in coordination with the FHWA will follow the Section 106 process for undertakings with adverse effects to historic properties (36 CFR 800.5 and .6).
- F. When a movable bridge is proposed for demolition, the CDOT or IDOT shall, pursuant to 23 USC 144(g), make the bridge available for donation to a responsible party who shall take ownership of the bridge to maintain and preserve the bridge and its historical character in perpetuity; and
- G. Individual bridge mitigation measures to be completed by the CDOT or IDOT shall include one or more of the following but are not limited to the following menu of options:
 - a. Complete and submit Historic American Engineering Record (HAER) documentation to the Library of Congress.
 - b. Making parts of the bridge available for public display and interpretation and/or for education purposes.
 - c. Installing and maintaining signage that interprets and memorializes the bridge.
 - d. The one-time mitigation measure of nominating all NRHP-eligible bridges identified in the Plan to the NRHP as a Multiple Property Document.

II. DURATION

This Agreement will be in effect for five (5) years from the date of its execution. At such time, the signatories shall meet to review its effectiveness and discuss any revisions necessary. The FHWA shall notify the ACHP in advance of these meetings and invite its participation. If no signatory objects in writing, the term of the Agreement will automatically be extended for an additional five (5) years. If any signatory objects in writing to extending the Agreement or proposes amendments, the FHWA will consult with the signatories to consider amendments or other actions to avoid termination.

This Agreement will remain in effect regardless of which individual is designated as the SHPO, or to which Illinois State Agency the SHPO may be assigned.

III. POST-REVIEW DISCOVERIES

If potential historic properties are discovered or unanticipated effects on historic properties found, the FHWA shall make reasonable efforts to avoid, minimize, or mitigate adverse effects to such properties and follow the requirements of 36 CFR Section 800.13(b).

IV. DISPUTE RESOLUTION

Should any signatory to this Agreement object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, the FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the Agreement and provide them and the ACHP with a copy of such written response.

C. The FHWA's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute remain unchanged.

V. AMENDMENTS

This Agreement may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VI. TERMINATION

If any signatory to this Agreement determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation 8, above. If within thirty (30) days an amendment cannot be reached, any signatory may terminate the Agreement upon written notification to the other signatories.

Once the Agreement is terminated, and prior to work continuing on the Undertaking, the FHWA must either (a) execute an Agreement pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of this Agreement by the FHWA and SHPO and implementation of its terms evidence that FHWA has taken into account the effects of this Undertaking on historic properties and afforded the ACHP an opportunity to comment.

[Signature Pages Follow]

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REGARDING
THE PRESERVATION OF MOVABLE BRIDGES
IN THE CITY OF CHICAGO, COOK COUNTY, ILLINOIS**

Signatory

FEDERAL HIGHWAY ADMINISTRATION

By:  Date: 12/7/2020

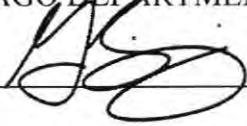
Name: Arlene K. Kocher

Title: Division Administrator

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Invited Signatory

CHICAGO DEPARTMENT OF TRANSPORTATION

By:  _____ Date: 11/15/2020 _____

Name: Gia Biagi _____

Title: Commissioner, Department of Transportation _____

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Signatory

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:  Date: January 29, 2021

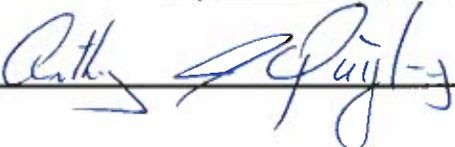
Name: Honorable Aimee Jorjani

Title: Chairman

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Invited Signatory

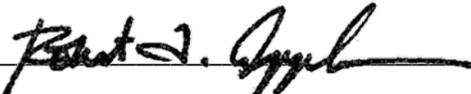
ILLINOIS DEPARTMENT OF TRANSPORTATION

By: _____ Date: 11-4-2020
Name: Anthony J. Quigley 
Title: Region One Engineer

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Signatory

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:  Date: December 1, 2020

Name: Robert F. Appleman

Title: Deputy State Historic Preservation Officer

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Invited Signatory

US ARMY CORPS OF ENGINEERS

By: _____ Date: _____

Name:  **CHERNICH.KAT** Digitally signed by
CHERNICH.KATHLEEN.G.
KATHLEEN.G.12303 1230365616
Title: **65616** Date: 2020.10.26
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Invited Signatory

US COAST GUARD

By:  Date: 11/06/20

Name: W. BLAIR STANIFER

Title: Branch Chief, USCG D9 Bridge Program

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Concurring Party

LANDMARKS ILLINOIS

By: Lisa DiChiera Date: 11/6/2020

Name: LISA DI CHIERA

Title: DIRECTOR OF ADVOCACY

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Concurring Party

HISTORIC BRIDGES.ORG

By:  Date: 10/28/2020

Name: Nathan Holth

Title: Author/Historian, HistoricBridges.org

Appendix 1

Chicago's Movable Bridges Preservation Plan

Appendix 1

CHICAGO'S MOVABLE BRIDGES PRESERVATION PLAN

Prepared by
TY Lin International
and
Sullivan Preservation

With edits by
IDOT Bureau of Design & Environment, Cultural Resources Unit
Federal Highway Administration Illinois Division

Prepared for
THE CHICAGO DEPARTMENT OF TRANSPORTATION
ILLINOIS DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

May 2020

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A. INTRODUCTION

The Chicago Department of Transportation (CDOT) has developed Chicago's Movable Bridges Preservation Plan (CMBPP) to 1) provide historic and engineering documentation of the forty-four (44) movable bridges located within the City of Chicago (City), and 2) to encourage the preservation of the 44 movable in bridges that are eligible for, or listed in, the National Register of Historic Places. Critical to the preservation of these movable bridges is the City of Chicago's commitment to maintenance of the bridge elements, prolonging the life and usefulness of these structures. The City is committed to the goals, objectives and recommendations for the management of this group of important movable bridges. The Plan provides guidance on the identification and evaluation of these resources from both a historic and engineering perspective. The plan builds upon existing practices, policies and programs within the Chicago Department of Transportation (CDOT) and the Illinois Department of Transportation (IDOT) to assist with the development of projects that provide treatment for historic structures. A Programmatic Agreement among CDOT, IDOT, Federal Highway Administration (FHWA), Illinois State Historic Preservation Officer, US Army Corps of Engineers, and US Coast Guard, ratified [DATE], has been developed which implements this Plan.

As directed by the IDOT Bureau of Design and Environment (BDE) and in concurrence with the State Historic Preservation Officer (SHPO), this document will serve two specific commitments:

1. As a Section 106 mitigation measure for the removal and replacement of the following City of Chicago movable bridges:
 - a. Chicago Avenue over the North Branch of the Chicago River (S.N. 016-6008), and
 - b. West Division Street over the North Branch of the Chicago River Canal (S.N. 016-6015), removed on [DATE].
2. As a resource management plan to assist CDOT and consulting parties in evaluating existing movable bridges for preservation or replacement based on safety concerns, structural condition, and transportation needs while considering their historical significance.

This document will assist agencies under Section 106 of the National Historic Preservation Act (NHPA) in implementing, monitoring, and at such agreed upon time, amending the Programmatic Agreement (PA) with the City and the IDOT regarding the preservation of the City-owned and maintained movable bridges.

Only movable bridges located within the Chicago City limits are included in this plan. This Plan does not include privately owned structures. Of the current forty-four (44) movable roadway bridges within the City limits, the City owns forty-two (42). The other two (2) bridges are owned and maintained by IDOT; therefore, the City does not have authority to propose these for preservation:

- I-290 Expressway (Congress Parkway) over the North Branch of the Chicago River (Bridge ID No. 35)
- Kennedy Expressway Feeder at Ohio Street over the North Branch of the Chicago River (Ohio, Bridge ID No. 39)

Refer to Table 1 below for a summary of the bridge locations by waterway feature crossed and the corresponding number of bridges to be preserved at each location. All bridges are currently open to vehicular traffic. A map of the bridge locations is provided as **Attachment 1**.

Table 1: Summary of the 44 Movable Bridges in Chicago

	Total Number of Bridges	Bridges on the Main Branch of the Chicago River	Bridges on the North Branch of the Chicago River	Bridges on the South Branch of the Chicago River	Bridges on the Calumet River	Bridges on the Sanitary and Ship Canal
CDOT Owned Bridges	42	10	8	16	5	3
IDOT (State) Owned Bridges	2	0	1	1	0	0
Operable Bridges	33	10	1	17	5	0
Inoperable Bridges	11	0	8	0	0	3
Totals	44	10	9	17	5	3

B. BACKGROUND

Developed at the turn of the century (early 1900s) by the City's Bridge Division under the leadership of City Engineer John Ernst Ericson, the Chicago Type Bascule Bridge was the culmination of a study to determine the most suitable type of movable bridge based on the conditions and navigational needs of the Chicago River and its branches as well as cost and practicality. The main feature of the design was the bridge rotating around a fixed shaft or trunnion located at the design center of gravity of the movable span or leaf. In opening, the bridge rotates about this shaft and raises its leaves to a nearly vertical position, giving a clear, open passage for river vessels. Forty one (41) of the movable bridges in the City are the Chicago Type Bascule Bridges. Three (3) bridges are another type of movable bridge:

- Cermak Road (Bridge ID No. 3) (rolling lift)
- Torrence Avenue (Bridge ID No. 30) (vertical lift)
- South Western Avenue (Bridge ID No. 31) (vertical lift converted to fixed bridge)

Definitions of movable, fixed, operable and inoperable bridge types are provided in Appendix A along with Definition of Historic Preservation Terms and Glossary of National Register Terms.

The Illinois Department of Transportation has provided lists of all steel vertical lift bridges and bascule bridges in the State of Illinois. These lists and documentation provided for movable bridges located outside of the Chicago city limits are included in Appendix B for reference only, to provide a larger context for bridges in the City.

Table 2 lists all the movable bridges in the City and for the purposes of this report provides each bridge with a corresponding consecutive identification number from 1 to 44 (shown in the second column from the left). The table also identifies the bridges that are currently operable.

Table 2. Chicago's Movable Bridges (44 Bridges)

Generation	Bridge ID No.	IDOT Structure No.	Bridge Name	Operable	Feature Crossed
1 st Generation (1900 – 1910)	1	016-6011	Cortland Street	No	North Branch Chicago River
	2	016-6016	W. Division Street (River)	No	North Branch Chicago River
	3	016-6007	Cermak Road	Yes	South Branch Chicago River
	4	016-6028	Kinzie Street	No	North Branch Chicago River
2 nd Generation (1911 – 1930)	5	016-6053	Washington Street	Yes	South Branch Chicago River
	6	016-6021	Grand Avenue	No	North Branch Chicago River
	7	016-6008	<i>Chicago Avenue No Longer Extant Replaced with Temporary Fixed Bridge 11/2018</i>	No	<i>North Branch Chicago River</i>
	8	016-6037	Ewing Avenue	Yes	Calumet River
	9	016-6026	Jackson Boulevard	Yes	South Branch Chicago River
	10	016-6057	Webster Avenue	No	North Branch Chicago River
	11	016-6029	Lake Street	Yes	South Branch Chicago River
	12	016-6036	W. Monroe Street	Yes	South Branch Chicago River
	13	016-6035	Michigan Avenue	Yes	Main Branch Chicago River
	14	016-6020	Franklin-Orleans Street	Yes	Main Branch Chicago River
	15	016-6054	N. Wells Street	Yes	Main Branch Chicago River
	16	016-6034	Madison Street	Yes	South Branch Chicago River
	17	016-6005	S. California Avenue	No	Sanitary and Ship Canal
	18	016-6009	S. Cicero Avenue	No	Sanitary and Ship Canal
	19	016-6001	Adams Street	Yes	South Branch Chicago River
	20	016-6042	100th Street	Yes	Calumet River
	21	016-6047	Roosevelt Road	Yes	South Branch Chicago River
22	016-6032	N. LaSalle Street	Yes	Main Branch Chicago River	
23	016-6010	N. Clark Street	Yes	Main Branch Chicago River	
24	016-6043	106th Street	Yes	Calumet River	
25	016-6052	Wabash Avenue	Yes	Main Branch Chicago River	
3 rd Generation (1932 – 1949)	26	016-6024	S. Halsted Street	Yes	South Branch Chicago River
	27	016-6002	N. Ashland Avenue	No	North Branch Chicago River
	28	016-6030	Outer Lake Shore Drive	Yes	Main Branch Chicago River
	29	016-6003	S. Ashland Avenue	Yes	South Branch Chicago River
	30	016-6050	Torrence Avenue	Yes	Calumet River
	31	016-6056	S. Western Avenue	No	Sanitary and Ship Canal

City of Chicago
 Department of Transportation
 Chicago's Movable Bridges Preservation Plan

	32	016-6006	Canal Street	Yes	South Branch Chicago River
	33	016-6048	State Street	Yes	Main Branch Chicago River
4 th Generation (1952 – 1967)	34	016-6023	N. Halsted Street	No	North Branch Chicago River
	35	016-2445	I-290 (Congress Parkway) ¹	Yes	South Branch Chicago River
	36	016-6051	Van Buren Street	Yes	South Branch Chicago River
	37	016-6038	95th Street	Yes	Calumet River
	38	016-6025	Harrison Street	Yes	South Branch Chicago River
	39	016-0202	Kennedy EV Feeder (Ohio) ¹	Yes	North Branch Chicago River
	40	016-6014	Dearborn Street	Yes	Main Branch Chicago River
	41	016-6017	18th Street	Yes	South Branch Chicago River
5 th Generation (1976 – 1984)	42	016-6033	Loomis Street	Yes	South Branch Chicago River
	43	016-6101	Columbus Drive	Yes	Main Branch Chicago River
	44	016-6102	Randolph Street	Yes	South Branch Chicago River

¹IDOT owned bridges

C. IDENTIFICATION AND EVALUATION OF HISTORIC MOVABLE BRIDGES

The National Register of Historic Places provides a mechanism for evaluating the significance of historic resources. In order to be eligible for listing on the National Register, a resource must retain sufficient integrity, be at least 50 years old (with rare exceptions), and have significance in one of the following areas:

Criterion A: A resource may be eligible under this criterion if it is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: A resource may be eligible under this criterion if it is associated with the lives of significant persons in our past.

Criterion C: A resource may be eligible under this criterion if it embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: Resources having significance under this criterion are ones that have yielded, or may be likely to yield, information important in history or prehistory.

Bridges are typically eligible under either Criterion A or Criterion C. The primary consideration for eligibility is integrity, which has seven distinct elements. Integrity is comprised of location, design, setting, materials, workmanship, feeling, and association. Alterations that adhere to the Secretary of the Interior's Standards and do not significantly change the character defining features of the bridge will not disqualify it from being potentially eligible for listing on the National Register.

Structures may have significance at one of three levels: national, state, or local. Often bridges serve as a vital link with a local transportation network, but may have significance on a broader scale for their engineering or aesthetics, or as a critical connection along a highway corridor, or as a rare type.

Based on their rare movable design and the large collection of these movable bridges in the City of Chicago, it has been determined that all 44 movable bridges in the City of Chicago are eligible for listing on the National Register of Historic Places under Criteria A and C.

C.1 Inventory of Chicago's Movable Bridges

Chicago's 44 movable bridges are summarized in a chart for easy reference, provided as Attachment 2. The bridges are listed in the order of the generation in which it was designed and/or constructed, with each generation given a color designation:

- First Generation: 1900-1910 (red)
- Second Generation: 1911 – 1930 (orange)
- Third Generation: 1932-1949 (blue)
- Fourth Generation: 1952-1967 (green)
- Fifth Generation: 1976 – 1984 (purple)

Column Headings

Within each generation, basic identifying data about each bridge is provided in each column:

- Bridge number, bridge name: IDOT structure number, construction date, bridge type, operability, and reference photos of the bridge houses and an overall view of the bridge.
- Based upon bridge type, designer, historical information and review of construction drawings, a column was created to list other bridges that “compare to” each bridge.
- Short summary statements regarding the significance of each bridge are listed – which fall in to one or more of three categories: Structural Significance, Historical Significance or Architectural Significance.
- A column is provided to illustrate or describe exceptional features.
- Three columns are provided to indicate Landmark Status: National Register Listed, National Register Eligible (yes/no) and Landmark Status (City, National or Contributing within a Historic District)
- The next two columns indicate the National Historic American Engineering Record (HAER) number (if applicable), and the State of Illinois Historic Illinois Engineering Record (HIER) number assigned to each bridge.

C.2 Compilation of Bridge Histories

In conjunction with the development of this preservation plan, a concise history of each bridge was developed, and formatted to fit the Historic Illinois Engineering Record (HIER) Level III format. These HIER reports for each bridge include the physical history, historical context, engineering information, sources of information and historic photographs. Bridge histories are organized in numerical order by their Bridge ID number. These stand-alone documents have been reviewed by the Illinois SHPO. These completed draft HIER documents will facilitate future SHPO coordination for rehabilitation and repair projects on Chicago's 44 movable bridges.

C.3 Compilation of Images of Character-defining Features

Also in conjunction with the development of this preservation plan, the character-defining features of each bridge were photographed and compiled on "Photo Data Pages." Photographic documentation of each bridge was undertaken in 2017-2018 and assembled on these Photo Data Pages which include: a Cover Sheet with a current overall photograph of the bridge, General Data about the bridge, and a short statement of Significance. The General Data includes:

- CDOT Structure #
- Location
- Waterway
- Construction Date
- Present Use
- Bridge Type
- HIER Documentation
- National Register Status
- IL Historic Bridge List status
- Chicago Landmark status
- Other Landmark Listing
- Original Designer/Engineer
- Original Builder/Contractor
- List of recent significant alterations

Following the cover page are photographs documenting the Bridge structural elements (superstructure, abutment, miscellaneous features), Bridge house(s) (general view, fenestration, architectural style and features), Bridge Features (outer balustrade/rail, inner rail, vehicular deck, pedestrian deck), and Roadway Approach (sidewalk, outer balustrade, inner balustrade, retaining wall).

D. BRIDGE MAINTENANCE AND PRESERVATION REQUIREMENTS

D.1 Engineering and Safety Considerations

In evaluation of a movable bridge for needed repairs, there are a number of technical considerations that are considered while determining the course of action. Each adds a perspective to the project and the scope of the improvement. CDOT will consider:

- **Safety Concerns:** A comparison of the structure features to current standards will be made to determine deficiencies in structure features and identifying design exceptions. Consideration of accident data, sight lines, design speed and geometrics would be given.
- **Structural Condition:** Bridge inspections occur at a regular interval to comply with National Bridge Information Standards. Some of the existing movable bridges are inspected more frequently than NBIS standards due to the nature of the structure or potentially the condition. Safety of life is a priority and a consideration of the structural assessment of the bridge.
- **Transportation Needs/Site Conditions:** Economic development, housing trends and rejuvenation of areas can place greater demand on existing infrastructure, raising concerns and need for evaluation. Increased Average Daily Traffic demands or load requirements due to factory locations can be cause of evaluation of these structures.
- **Replacement Cost:** Consideration of the economic feasibility of rehabilitation versus replacement will be a contributing factor to bridge evaluation. Available funding programs and the Return on Investment will be evaluated in programing projects.
- **Testing:** Material testing of individual components of the structure may be required to further evaluate the potential for rehabilitation and preservation.

D.2 Maintenance

The CDOT inspects its bridges and viaducts in accordance with all National Bridge Inventory System (NBIS), Federal Highway Administration (FHWA), and IDOT requirements. The inspection program is managed by the CDOT Program Manager, and the inspections are performed by qualified structural(?) consultants. These qualifications are determined by CDOT and are at least as strict as those outlined in CFR 650.309.

The movable bridges in the City of Chicago are “complex” as defined by CFR 650.305. In accordance with CFR 650.313(f), each bridge has a Complex Bridge Inspection Plan which provides specialized inspection procedures. Each bridge receives a routine inspection at 24-month intervals. Bridges that have fracture critical members receive fracture critical inspections at 24 or 12-month intervals depending on age, traffic characteristics, and known deficiencies. Bridges that are located on the National Highway System receive element level inspections at 24-month intervals. Each bridge requiring an underwater inspection as defined in CFR 650.305 receives underwater inspections at 60-month intervals. Additionally, every 60 months bascule bridges receive mechanical and electrical inspections of their systems which enable movement.

As the owner of all its 42 movable bridges, CDOT's movable bridge maintenance and rehabilitation program consists of:

- Routine maintenance consists of minor structural repairs, bridge pit cleaning and pumping, bridge deck washing, scupper cleaning, maintenance of electrical and machinery components of the movable span, and maintenance of the operator's bridge house. Maintenance is mostly performed by CDOT crews of iron workers, carpenters, cement finishers, electricians and machinists. Maintenance on the Calumet River bridges is performed yearlong, as the bridges are operated around the clock. Maintenance on the Chicago River bridges is performed as needed, prior to and during the recreational boat run season in Spring and Fall. Selective bridge painting projects are executed each year. The scope consists of sandblasting, cleaning, and painting the structures. The sandblasting removes built-up rust and existing lead-based paint from the steel. A three-coat paint system is then applied to protect it from future corrosion. This work increases the lifespan of a structure considerably. The approaches under D.3. below will be followed for maintenance and repair.
- Major rehabilitation/reconstruction projects are planned by CDOT's Capital Improvement Program. CDOT's goal is to rehabilitate bascule bridges to their original structural and architectural conditions. Such projects require federal funds and are conducted through a rigorous review process by IDOT and FHWA.

D.3 Treatment Options

Approaches to ongoing Maintenance and Repair, based upon the Secretary of the Interior's Standards for the Treatment of Historic Properties to preserve their NRHP eligibility:

1. USE: Every reasonable effort shall be made to continue a historic bridge in useful transportation service. Primary consideration shall be given to rehabilitation of the bridge on site. Only when this option has been fully exhausted shall other alternatives be explored
2. ORIGINAL CHARACTER-DEFINING QUALITIES: The original character-defining qualities or elements of a bridge, its site, and its environment should be respected. The removal, concealment, or alteration of any historic material or distinctive engineering or architectural features must be avoided.
3. PRODUCTS OF THEIR OWN TIME: All bridges shall be recognized as products of their own time. Alterations that have no historical basis and that seek to create a false historical appearance shall not be undertaken.
4. CHANGES OVER TIME: Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. DISTINCTIVE ENGINEERING: Distinctive engineering and stylistic features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. DOCUMENTED IN-KIND REPAIR/REPLACEMENT OF STRUCTURAL ELEMENTS: Deteriorated structural members and architectural features shall be retained and repaired, rather than replaced. Where the severity of deterioration requires replacement of a distinctive

element, the new element should match the old in design, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence

7. CHEMICAL OR PHYSICAL TREATMENTS: Chemical or physical treatments that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. EFFECTS TO ARCHAEOLOGICAL AND CULTURAL RESOURCES: Significant archaeological and cultural resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. ALTERATIONS/STRUCTURAL REINFORCEMENTS: Exterior alterations, structural reinforcements, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.
10. NEW ADDITIONS AND NEW CONSTRUCTION: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Options for Long-Term Preservation and Continued Use, or for Future Re-Use, of CDOT's Movable Bridges:

1. Maintenance for continued vehicular and pedestrian use on-site (ongoing continued use)
2. Rehabilitation for continued vehicular and pedestrian use on-site (ongoing continued use)
3. Rehabilitation for less demanding use on-site (reduce transportation requirements)
 - a. Re-route heavy truck traffic
 - b. Consider one-way traffic
4. Relocation and rehabilitation for less demanding or adaptive use (re-use at a different location) – may cause Adverse Effect
 - a. Transfer Ownership (off-site)
 - b. Re-use as a bicycle/pedestrian bridge
 - c. Dismantle and retain for future DOT or Adaptive Use
5. Closure and stabilization pending future rehabilitation for onsite or offsite use
6. Major alteration while preserving substantial or selective historic fabric – likely to cause Adverse Effect
 - a. Incorporate improvements that allow bridge to fulfill transportation need

D.4 Chicago Department of Transportation Mid-Term Rehabilitation Plan

CDOT shall make every effort practicable to maintain and rehabilitate movable bridges using methods and treatment options that will preserve their eligibility for the NRHP and not result in

an adverse effect, as described above. Other options that retain portions of these bridges will only be chosen when deemed necessary after evaluating the considerations in D.1. These decisions will be made in consultation with funding and permitting agencies, interested parties, and the public.

Following is a list of intended bridge improvements anticipated to occur within the next 10 years.

Table 3. Planned Work to Chicago's Movable Bridges

#	Structure Number	Bridge	Scope	Planned Work Within 5 Years	Planned Work Within 10 Years
1	016-6011	Cortland Street	Bridge Rehabilitation	X	
2	016-6016	W. Division Street over River	Bridge Replacement	X	
3	016-6007	Cermak Road	No Planned Work Currently Scheduled		
4	016-6028	Kinzie Street	No Planned Work Currently Scheduled		
5	016-6053	Washington Street	Bridge Rehabilitation		X
6	016-6021	Grand Avenue	Bridge Rehabilitation	X	
7	016-6008	<i>Chicago Avenue No Longer Extant Replaced with fixed temporary bridge 11/2018</i>			
8	016-6037	Ewing Avenue	Bridge Rehabilitation		X
9	016-6026	Jackson Boulevard	Bridge Rehabilitation		X
10	016-6057	Webster Avenue	Bridge Rehabilitation	X	
11	016-6029	Lake Street	Bridge Rehabilitation		X
12	016-6036	W. Monroe Street	No Planned Work Currently Scheduled		
13	016-6035	Michigan Avenue	Bridge Rehabilitation		X
14	016-6020	Franklin Street	Bridge Rehabilitation		X
15	016-6054	N. Wells Street	No Planned Work Currently Scheduled		
16	016-6034	Madison Street	No Planned Work Currently Scheduled		
17	016-6005	S. California Avenue	No Planned Work Currently Scheduled		
18	016-6009	Cicero Avenue	Bridge Rehabilitation		X
19	016-6001	Adams Street			
20	016-6042	100 th Street	Bridge Rehabilitation		X
21	016-6047	Roosevelt Road	No Planned Work Currently Scheduled		
22	016-6032	LaSalle Street	Bridge Rehabilitation	X	

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23	016-6010	Clark Street	Bridge Rehabilitation		X
24	016-6043	106 th Street	Bridge Rehabilitation		X
25	016-6052	Wabash Avenue	No Planned Work Currently Scheduled		
26	016-6024	South Halsted Street	Bridge Rehabilitation		X
27	016-6002	N. Ashland Avenue	No Planned Work Currently Scheduled		
28	016-6030	Outer Lake Shore Drive	No Planned Work Currently Scheduled		
29	016-6003	S. Ashland Avenue	No Planned Work Currently Scheduled		
30	016-6050	Torrence Avenue	No Planned Work Currently Scheduled		
31	016-6056	S. Western Avenue	No Planned Work Currently Scheduled		
32	016-6006	Canal Street	No Planned Work Currently Scheduled		
33	016-6048	State Street	Bridge Rehabilitation		X
34	016-6023	N. Halsted Street	No Planned Work Currently Scheduled		
35	016-2445	I-290 (Congress Parkway)	No Planned Work Currently Scheduled		
36	016-6051	Van Buren Street	Bridge Rehabilitation		X
37	016-6038	95 th Street	Bridge Rehabilitation		X
38	016-6025	Harrison Street	No Planned Work Currently Scheduled		
39	016-0202	Kennedy EV Feeder (Ohio)	No Planned Work Currently Scheduled		
40	016-6014	Dearborn Street	No Planned Work Currently Scheduled		
41	016-6017	18 th Street	Bridge Rehabilitation		X
42	016-6033	Loomis Street	Bridge Rehabilitation		X
43	016-6101	Columbus Drive	No Planned Work Currently Scheduled		
44	016-6102	Randolph Street	No Planned Work Currently Scheduled		

D.5 Process for decision making

CDOT/IDOT will assess each bridge's condition and serviceability assessing the considerations in D.1. above. In consultation with a SOI qualified consultant¹, CDOT/IDOT will then determine if each bridge can have routine maintenance repair or rehabilitation done that will maintain its historic integrity. CDOT/IDOT will engage a SOI qualified consultant to advise on whether the proposed work would have an adverse effect on the bridge

When it is determined that a bridge can no longer be maintained or rehabilitated and retain its historic integrity, this action will result in an adverse effect, and CDOT/IDOT will follow the

Programmatic Agreement Regarding Section 106 Implementation for Federal-aid Transportation Projects in the State of Illinois.

On the fifth-year anniversary of the signing of the Programmatic Agreement (PA), and every five years thereafter, a meeting will be held to review the status of planned work to Chicago's Movable Bridges. Participants will include representatives from the six signatories to the agreement: FHWA, IDOT, CDOT, Illinois-SHPO, US Army Corps of Engineers, ACHP, and the US Coast Guard. At these meetings CDOT will share their short- and mid-term plans for each bridge.

E. CONSULTING PARTIES AND THE PUBLIC

As part of the process whenever an adverse effect has been proposed for a bridge structure, a period of public comment will be established. Public notice will be given, and the following bridge/advocacy groups will be invited to review and comment on this preservation plan and future projects with the potential to affect any of the 44 movable bridges:

- U.S. Army Corps of Engineers, Chicago District (<https://www.lrc.usace.army.mil/>)
- U.S. Coast Guard, Ninth District; Bridge Administration Program (<https://www.atlanticarea.uscg.mil/Our-Organization/District-9/Ninth-District-Staff/Prevention-Division/Bridge-Administration/>)
- Chicago Department of Planning and Development: Commission on Chicago Landmarks (https://www.cityofchicago.org/city/en/depts/dcd/supp_info/landmarks_commission.html)
- Landmarks Illinois (<http://www.landmarks.org/>)
- Preservation Chicago (<https://preservationchicago.org/>)
- Friends of the Chicago River (<https://www.chicagoriver.org/>)
- Chicago Historic Bridge Foundation (<http://historicbridgefoundation.com/>)
- Historic Bridges.org (<http://historicbridges.org/>)
- The Chicago History Museum (<http://www.chicagohistory.org>)
- Advisory Council on Historic Preservation (<https://www.achp.gov>)

CDOT will upload to their website, the latest Chicago's Movable Bridges Preservation Plan (CMBPP) and ratified Programmatic Agreement (PA), which will be available to the public.

F. PROJECT TEAM

Data was collected for Chicago's Movable Bridges Preservation Plan by T.Y. Lin International for the City of Chicago Department of Transportation, with the assistance of Sullivan Preservation and the Illinois Department of Transportation. The team was comprised of:

CDOT, Division of Engineering: Soliman Khudeira, PhD, PE, SE, Section Chief, Major Projects

T.Y. Lin International: Paula Pienton, PE, SE, Sr. Vice President, Project Manager
Phillip Frey, PE, SE, Chief Structural Engineer

Sullivan | Preservation: Anne T. Sullivan, FAIA, FAPT, Consulting Historic Architect¹
Jean L. Guarino, PhD, Consulting Architectural Historian²

IDOT, Bureau of Design & Environment: Elizabeth L. Roman, MA, Architectural Historian,

¹ Ms. Sullivan meets the Secretary of the Interior's (SOI) Standards and Guidelines outlining Professional Qualification Standards for: Architectural History, Architecture and Historic Architecture as defined by the National Park Service: https://www.nps.gov/history/local-law/arch_stnds_9.htm.

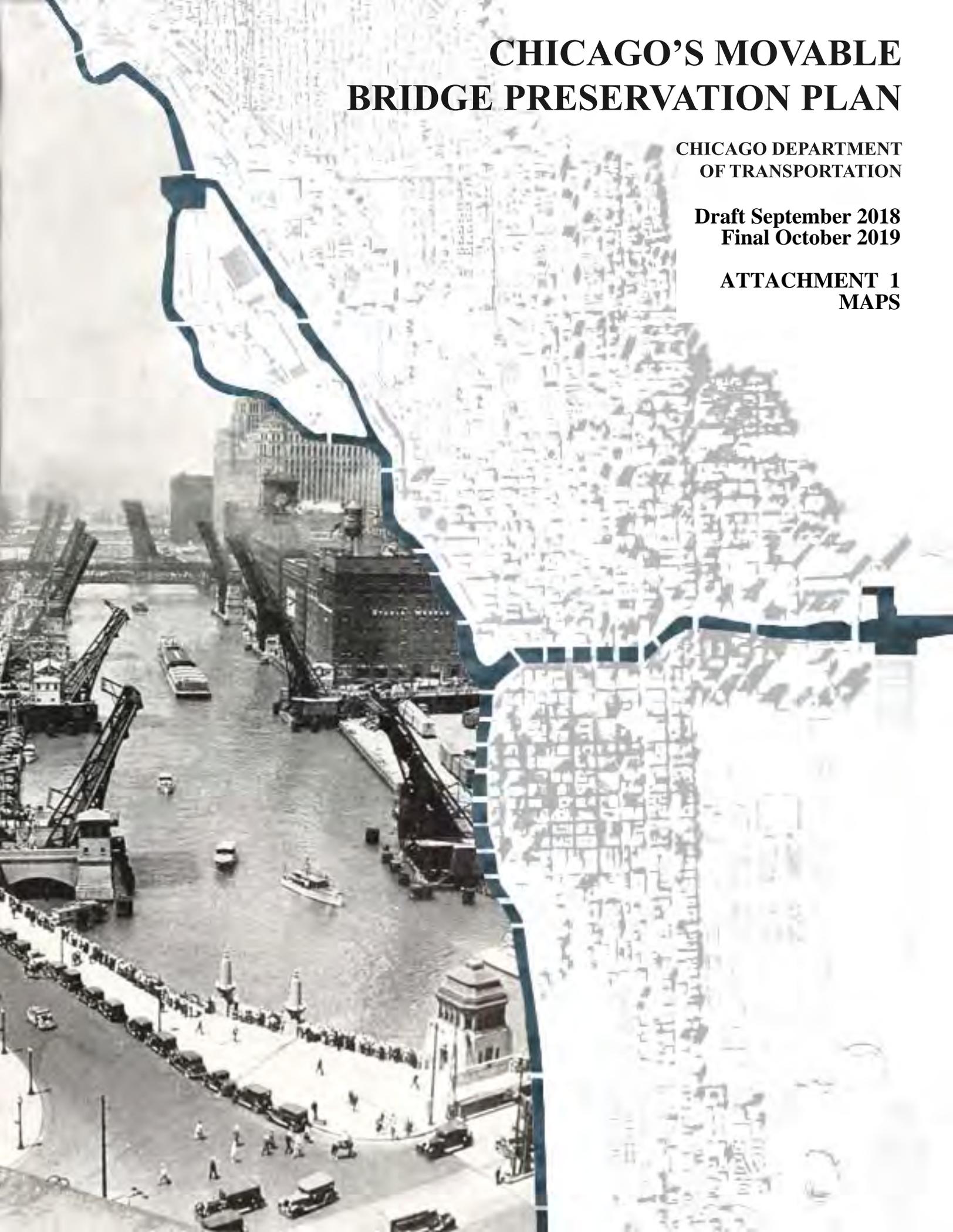
² Ms. Guarino meets the Secretary of the Interior's (SOI) Standards and Guidelines outlining Professional Qualification Standards for: Architectural History as defined by the National Park Service: https://www.nps.gov/history/local-law/arch_stnds_9.htm

CHICAGO'S MOVABLE BRIDGE PRESERVATION PLAN

CHICAGO DEPARTMENT
OF TRANSPORTATION

Draft September 2018
Final October 2019

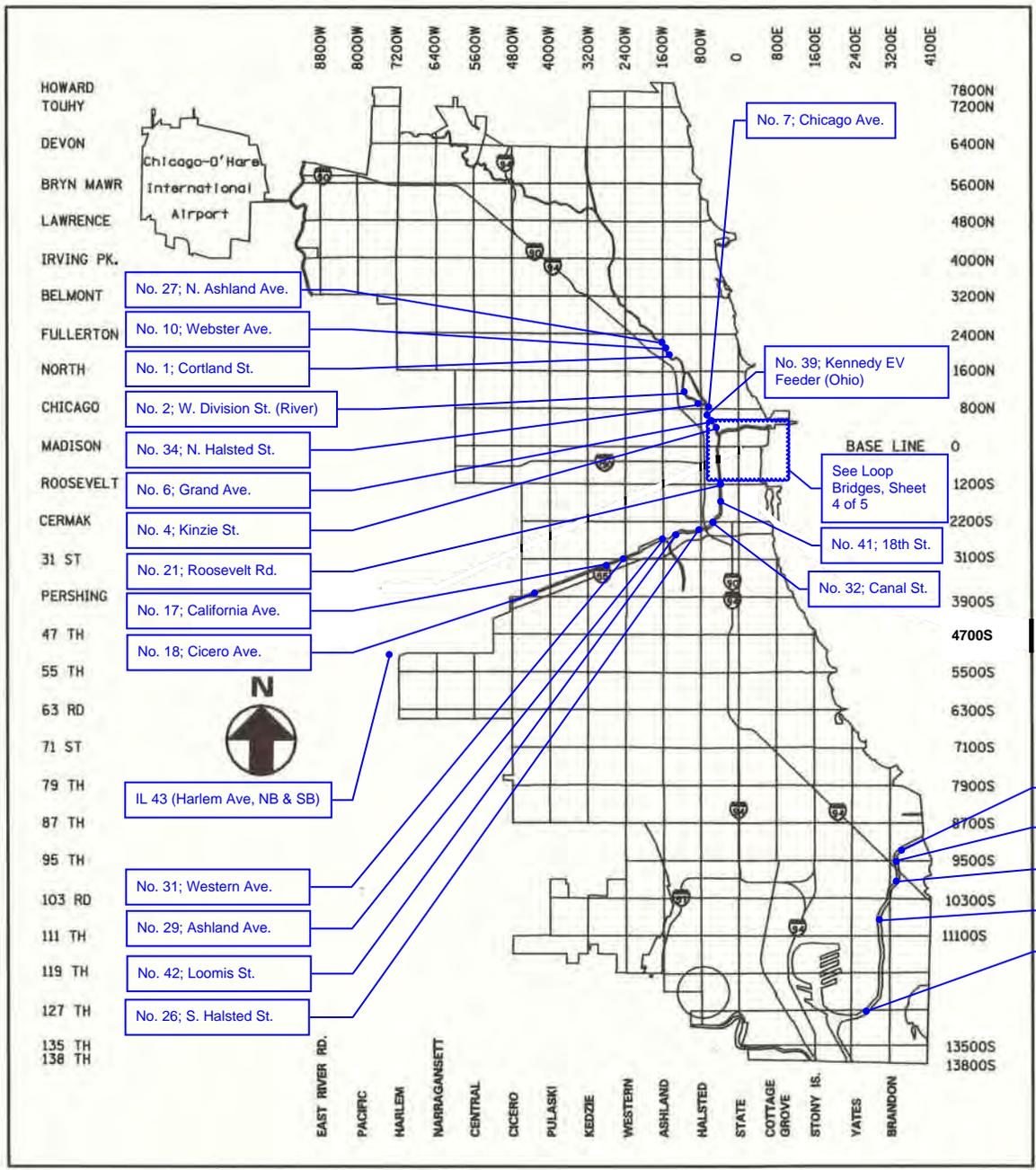
ATTACHMENT 1
MAPS



CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

ATTACHMENT 1

Map of Chicago's Movable Bridges



MOVABLE BRIDGE OVERALL KEY PLAN
(CHICAGO CITY LIMITS SHOWN)



NOTE:
 THE NUMBER (No.) CORRESPONDS TO THE BRIDGE
 DESIGNATION NUMBER SHOWN ON THE BRIDGE LIST
 IN SECTION 03.

- LEGEND:
- FIRST GENERATION : 1900-10
 - SECOND GENERATION : 1911-30
 - THIRD GENERATION: 1932-49
 - FOURTH GENERATION : 1952-67
 - FIFTH GENERATION : 1976-84
 - * OPERABLE BRIDGES

NORTH BRANCH CHICAGO RIVER

No. 27 - N. ASHLAND AVE

No. 10 - WEBSTER AVE

No. 1 - CORTLAND ST

CLYBURN AVE

NORTH BRANCH CANAL

ORLEANS ST

NORTH AVE

No. 34 - N. HALSTED ST

No. 2 - W. DIVISION ST (RIVER)

NORTH BRANCH CHICAGO RIVER

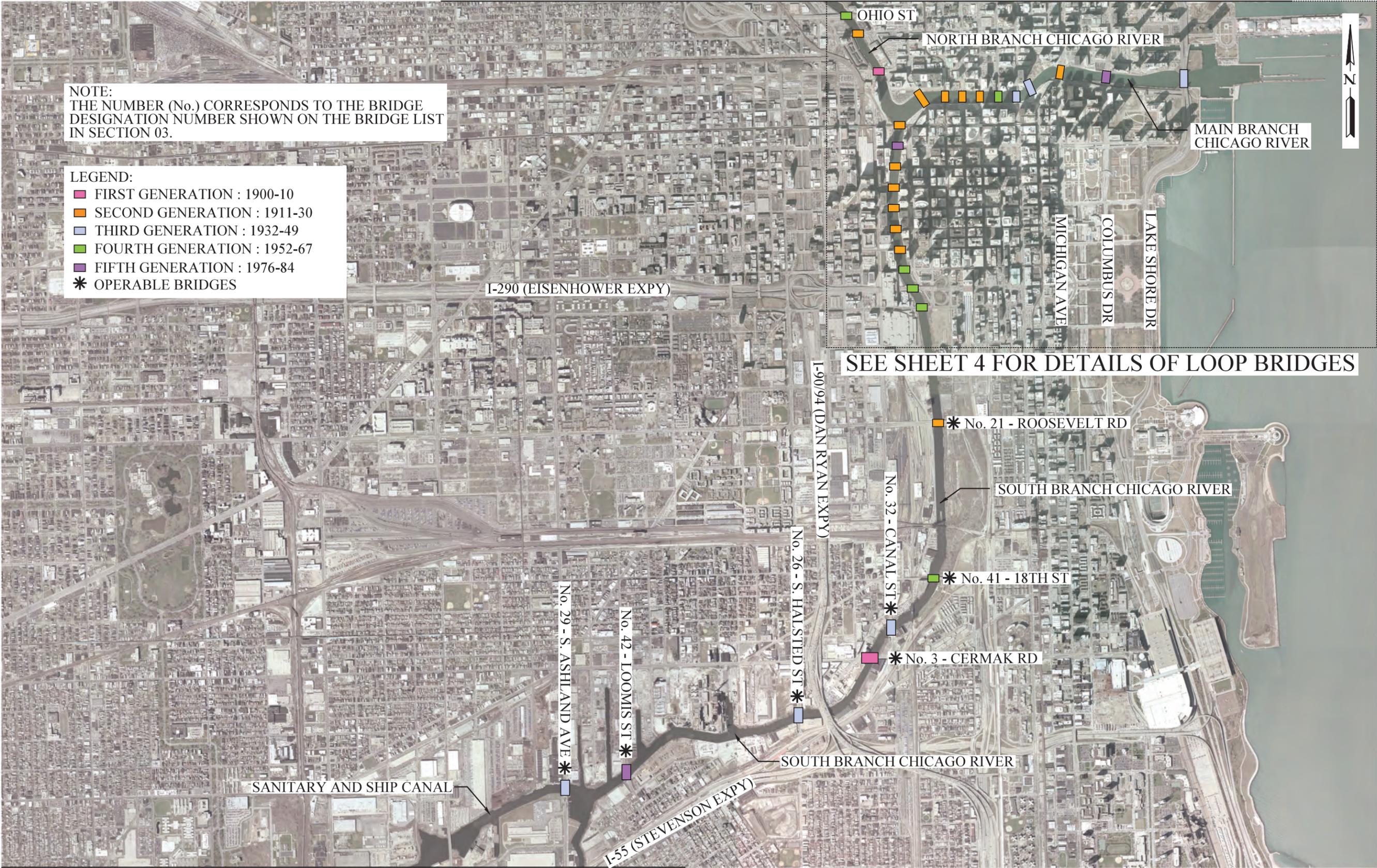
No. 7 - CHICAGO AVE

I-90/94 (KENNEDY EXPY)

MILWAUKEE AVE

MATCHLINE - SEE SHEET 2 (SOUTH BRANCH CHICAGO RIVER)

MATCHLINE - SEE SHEET 1 (NORTH BRANCH CHICAGO RIVER)



NOTE:
 THE NUMBER (No.) CORRESPONDS TO THE BRIDGE
 DESIGNATION NUMBER SHOWN ON THE BRIDGE LIST
 IN SECTION 03.

- LEGEND:
- FIRST GENERATION : 1900-10
 - SECOND GENERATION : 1911-30
 - THIRD GENERATION : 1932-49
 - FOURTH GENERATION : 1952-67
 - FIFTH GENERATION : 1976-84
 - * OPERABLE BRIDGES

SEE SHEET 4 FOR DETAILS OF LOOP BRIDGES

MATCHLINE - SEE SHEET 3 (SANITARY AND SHIP CANAL)

MATCHLINE - SEE SHEET 2 (SOUTH BRANCH CHICAGO RIVER)



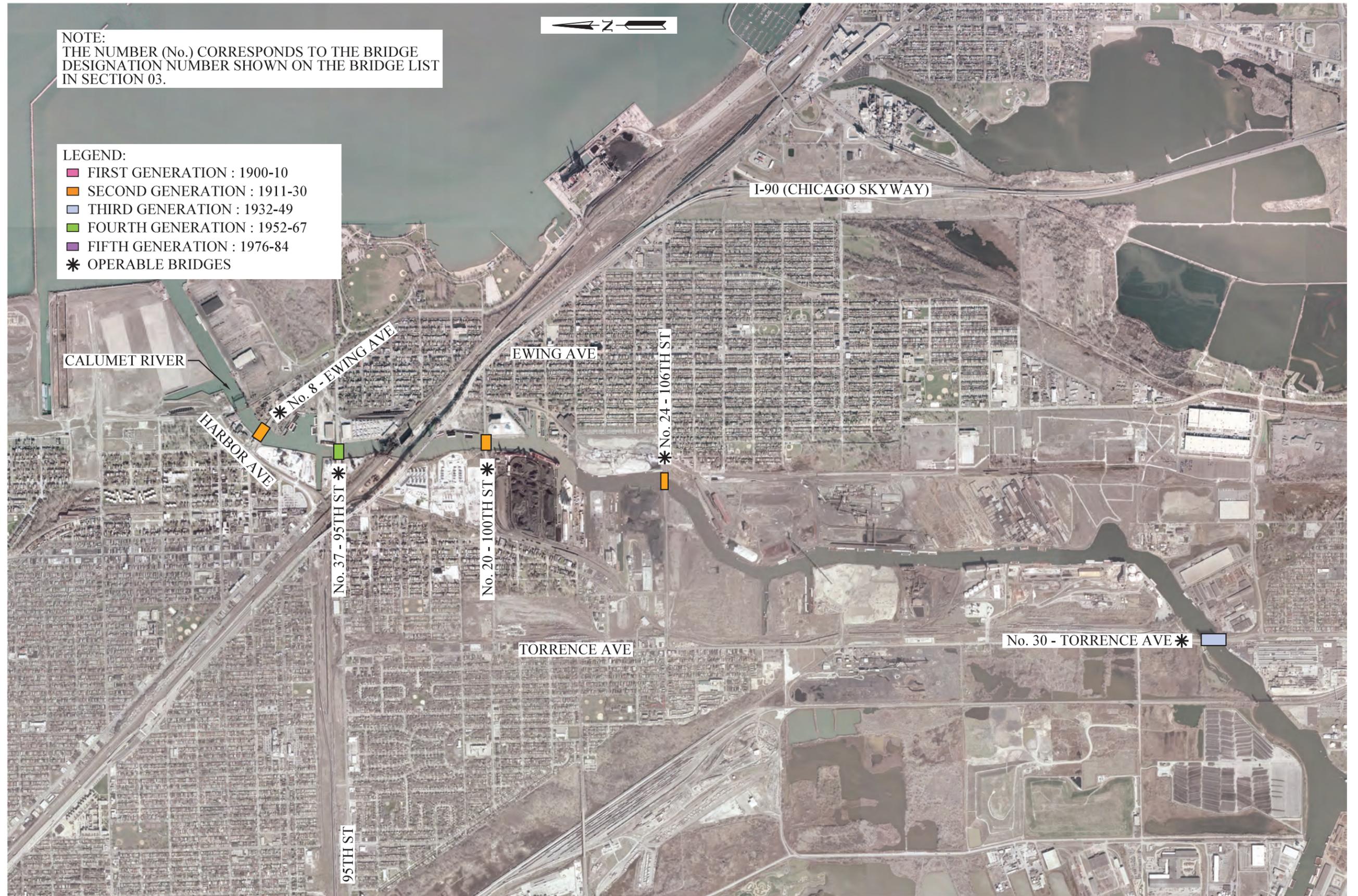
MATCHLINE - SEE SHEET 1 (NORTH BRANCH CHICAGO RIVER)



MATCHLINE - SEE SHEET 2 (SOUTH BRANCH CHICAGO RIVER)

NOTE:
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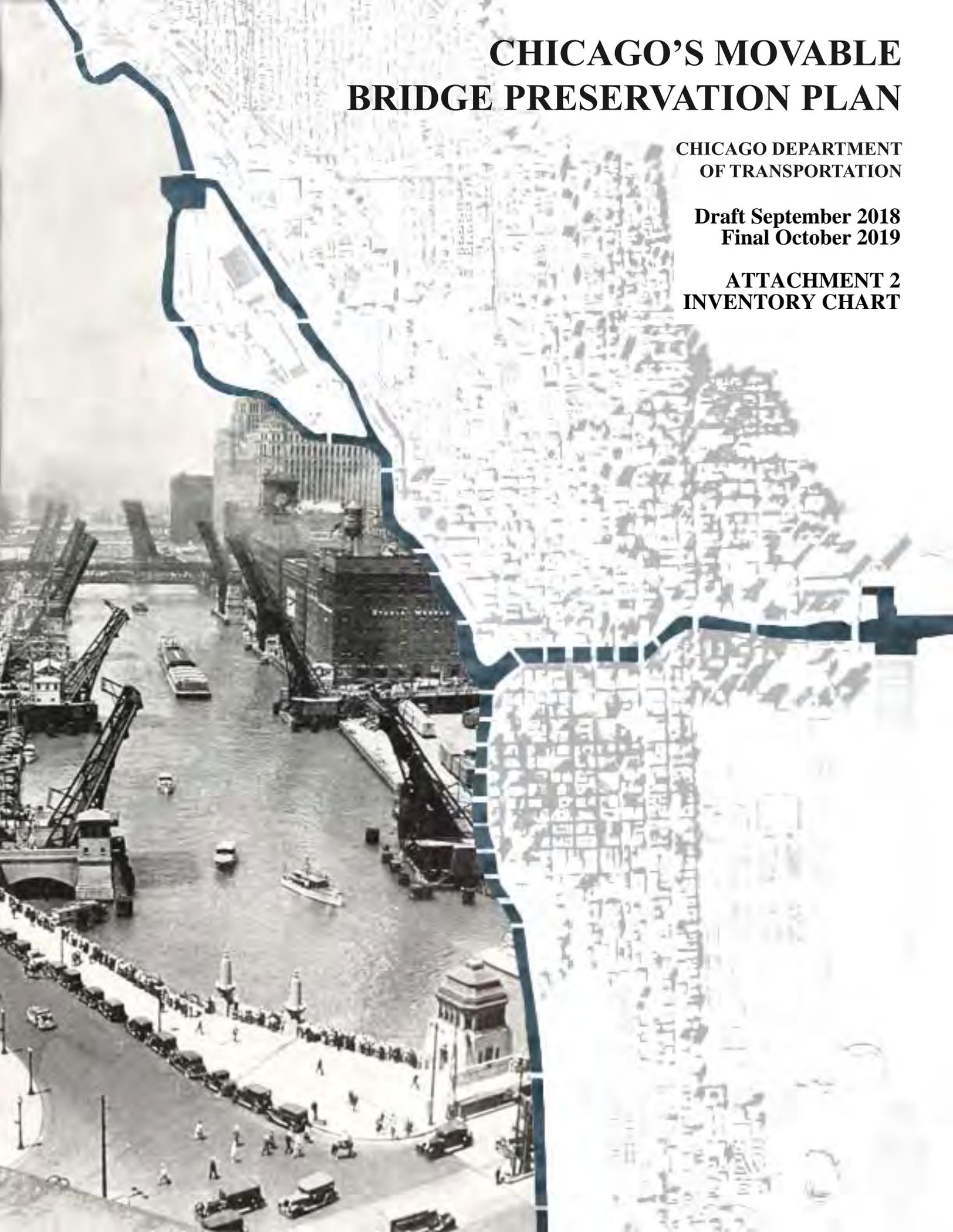


CHICAGO'S MOVABLE BRIDGE PRESERVATION PLAN

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OF TRANSPORTATION

Draft September 2018
Final October 2019

ATTACHMENT 2
INVENTORY CHART



CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

ATTACHMENT 2

Chicago's Movable Bridges Inventory Chart

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

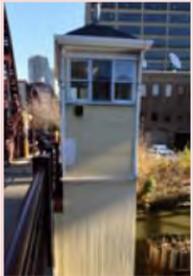
ID NUMBER	BRIDGE IDENTIFICATION							HISTORIC SIGNIFICANCE				LANDMARK STATUS			HAER Status	IL HIER #	
	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #

First Generation: 1900-10 (4 bridges: 3 bascule, 1 Scherzer design)

01	CORTLAND ST 016-6011	1901-02	Double-leaf trunnion bascule with 3 through trusses	NO				#2 W. Division St and #4 Kinzie	Oldest example of a "First Generation" trunnion bascule bridge developed by City of Chicago bridge engineers in 1900. Innovative design, remarkable innovation; became model for bridge builders worldwide.			Northeast bridge house reconstructed in 1982.	No	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Chicago Landmark 1991 National Historic Civil Engineering Landmark 1982 Illinois Historic Bridge List	IL-138	CK-2017-1
02	W DIVISION ST (RIVER) 016-6016	1902-04	Double-leaf trunnion bascule with 3 through trusses	NO				#1 Cortland and #4 Kinzie	Rebuilt example of "First Generation" trunnion bascule bridges				NO	YES This bridge was determined eligible for the NRHP by the SHPO end of 2010/early 2011.	Illinois Historic Bridge List	IL-148	CK-2017-2

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

ID NUMBER	BRIDGE IDENTIFICATION							HISTORIC SIGNIFICANCE				LANDMARK STATUS			HAER Status	IL HIER #	
	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #
03	CERMAK RD 016-6007	1904-06	Double-leaf Scherzer Rolling-lift bridge with through trusses and overhead counterweights	NO				N/A	Rare surviving example of Scherzer rolling-lift bascule bridge in Chicago. Only two survive in Chicago: This roadway bridge and the Pennsylvania Railroad eight-track bridge over the Sanitary and Ship Canal (1910)				YES Not individually listed, but located in a NRHP-listed historic district (Cermak Road Bridge Historic District), which was listed in 2012.	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Contributing within the Cermak Road Bridge District, 2006 Illinois Historic Bridge List	IL-50	CK-2017-3
04	KINZIE ST 016-6028	1908-09	Single-leaf trunnion bascule with 3 through trusses	NO				#1 Cortland and #2 W. Division St.	Rebuilt example of "First Generation" trunnion bascule bridges	Rare single leaf			NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Illinois Historic Bridge List	IL-134	CK-2017-4

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

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	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #

Second Generation: 1911-30 (21 bascule bridges)

05	WASHINGTON ST 016-6053	1911-13	Double-leaf trunnion bascule with 2 pony trusses	YES				#6 Grand, #7 Chicago, #8 Ewing, #10 Webster	Oldest extant double leaf trunnion bridge with pony trusses; earliest in loop with Classical bridge houses		Classically styled bridge houses unique for their molded sheet copper cladding and ornamental roofs, influenced by Edward Bennett. (They appear to have been rebuilt)		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Illinois Historic Bridge List	IL-38	CK-2017-5
06	GRAND AVE 016-6021	1912-14	Double-leaf trunnion bascule with 2 pony trusses	NO				#5 Washington, #7 Chicago, #8 Ewing, #10 Webster			Wood bridge houses		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.		IL-139	CK-2017-6

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

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	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #
07	CHICAGO AVE 016-6008	1913-14	Double-leaf trunnion bascule with 2 pony trusses	NO				#5 Washington, #6 Grand, #8 Ewing, #10 Webster			Unique copper bridge house upper		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017. (although SIMS database does not indicate bridge is eligible)		IL-144	CK-2017-7
08	EWING AVE 016-6037	1912-14	Double-leaf trunnion bascule with 2 pony trusses	YES				#5 Washington, #6 Grand, #7 Chicago, #10 Webster					NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-8

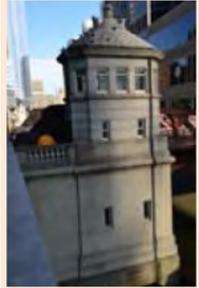
CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

ID NUMBER	BRIDGE IDENTIFICATION							HISTORIC SIGNIFICANCE				LANDMARK STATUS			HAER Status	IL HIER #	
	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #
09	JACKSON BLVD 016-6026	1914-16	Double-leaf Strauss trunnion bascule with 2 deck trusses	YES				#19 Adams	First bridge in Chicago to utilize deck trusses beneath the roadway, allowing ornamental handrails to be seen; was a Prototype for later bridges. One of few remaining vehicular bridges designed by Strauss Bascule Bridge Co.		Classically styled operators' houses with mansard roofs designed according to plans submitted by Bennett and served as prototypes for future downtown bridges. (resembles bridge illustrated in 1909 <i>Plan of Chicago</i> .		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-55	CK-2017-9
10	WEBSTER AVE 016-6057	1913-16	Double-leaf trunnion bascule with 2 pony trusses	NO				#5 Washington, #6 Grand, #7 Chicago, #8 Ewing	Reconstructed				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.		CK-2017-10	

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

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	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed	National Register Eligible (YES/NO)	Chicago Local Landmark or Other Designation	Nat HAER #	IL HIER ID #
11		LAKE ST 016-6029	1914-16	Double-leaf bascule with two double-deck through trusses	YES				N/A	Significant as first double-deck, double-leaf bascule; used as prototype for Wells, Michigan and Outer Drive; concrete abutments and bridge houses used as model		Bridge houses used as a model; resemble those at Jackson Boulevard also completed in 1916.		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Illinois Historic Bridge List		CK-2017-11
12		W MONROE ST 016-6036	1915-19	Double-leaf trunnion bascule with 2 pony trusses	YES				#14 Franklin-Orleans Alternate interpretation: compare to Webster (in loop: Washington, Grand, Chicago)	First curved pony truss (Bennett) Double leaf trunnion bascule w/2 pony trusses with intact terra cotta bridge houses.				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-53	CK-2017-12

CHICAGO'S MOVABLE BRIDGES INVENTORY CHART

UPDATED
9.21.18

ID NUMBER	BRIDGE IDENTIFICATION							HISTORIC SIGNIFICANCE				LANDMARK STATUS			HAER Status	IL HIER #	
	Bridge # in order of construction date	Bridge Name: IDOT Structure Number	Construction Date	Bridge Type	Operable	Bridge House	Bridge House	Bridge View	Compare to	Structural	Historical	Architectural	Exceptional Features	National Register Listed			National Register Eligible (YES/NO)
13	MICHIGAN AVE 016-6035	1918-20	Double-deck trunnion bascule with four leaves and deck trusses	YES				N/A	Represents the Second Generation of the Chicago type trunnion bascule bridge featuring the gracefully arched deck trusses situated below the roadway. Unique double-decked design relegated commercial traffic to lower level.	Key element of Burnham and Bennett's 1909 Plan of Chicago; design by Edward Bennett; important role as gateway to newly created North Michigan thoroughfare			YES Not individually listed, but a contributing resource to the NRHP-listed Michigan-Wacker Historic District in 1991.	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Individual landmark 1991 Illinois Historic Bridge List	IL-37	CK-2017-13
14	FRANKLIN-ORLEANS ST 016-6020	1917-20	Double-leaf trunnion bascule with 2 pony trusses	YES				#12 W. Monroe Alternate interpretation: compare to Webster (in loop: Washington, Grand, Chicago)					NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-65	CK-2017-14

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15		N WELLS ST 016-6054	1917-22	Double-leaf trunnion bascule with 2 double-deck through trusses	YES				N/A					NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-52	CK-2017-15
16		MADISON ST 016-6034	1919-22	Double-leaf trunnion bascule with 2 rail-height trusses	YES				#25 Wabash, built 10 years later [1929-1930]	First with rail-height trusses that are mainly situated below the bridge deck.	Rail height trusses recommended by consulting architect Bennett.			NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List		CK-2017-16

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17	S CALIFORNIA AVE 016-6005	1924-26	Double-leaf trunnion bascule with 2 pony trusses	NO	No Bridge Houses Extant	No Bridge Houses Extant		#18 S Cicero	Rare example of vehicular bridge in Chicago constructed according to the designs of the Strauss Bascule Bridge Company				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-17
18	S CICERO AVE 016-6009	1924-27	Double-leaf trunnion bascule with 2 pony trusses	NO				#17 California	Rare example of vehicular bridge in Chicago constructed according to the designs of the Strauss Bascule Bridge Company	Bridge houses appear to have been changed, reconstructed or constructed c.1942			NO	This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-18

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19		ADAMS ST 016-6001	1923-27	Double-leaf trunnion bascule with 2 deck trusses	YES				#9 Jackson					NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-51	CK-2017-19
20		100TH ST 016-6042	1925-27	Double-leaf trunnion bascule with 2 pony trusses	YES				#24 106th			Classically styled octagonal shaped operators houses sheathed in brick are structurally and aesthetically similar to those built in the Loop business district		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-20

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21		ROOSEVELT ROAD 016-6047	1927-30	Double-leaf trunnion bascule with 2 deck trusses	YES				N/A			Round bridge houses unique in Chicago		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-21
22		N LASALLE ST 016-6032	1926-28	Double-leaf trunnion bascule with 2 pony trusses	YES				Nearly identical to #23 Clark	Pony trusses with high tail ends nearly identical to adjacent Clark Street Bridge.		Key element of 1909 plan; tied to LaSalle widening; served as Gateway to LaSalle financial district; has 4 bridge houses ; ornamentation second only to Michigan Ave.		YES Bridge is a contributing resource within the NRHP-listed West Loop - LaSalle Street Historic District, 2013.	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-66	CK-2017-22

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23		N CLARK ST 016-6010	1928-29	Double-leaf trunnion bascule with 2 pony trusses	YES				Nearly identical to #22 LaSalle					NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.	Illinois Historic Bridge List	IL-64	CK-2017-23
24		106TH ST 016-6043	1927-29	Double-leaf trunnion bascule with 2 pony trusses	YES				#20 100th St.			Classically styled octagonal shaped operators houses sheathed in brick are structurally & aesthetically similar to those built in the Loop business district		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.		IL-150	CK-2017-24

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25		WABASH AVE 016-6052	1929-30	Double-leaf trunnion bascule with 2 rail-height trusses	YES				#16 Madison, built 10 years previous [1919-22]	Rail-height trusses (see #16 Madison) Selected in 1931 by the American Institute of Steel Construction as "the most beautiful span"		Potential significance as last Bennett before streamlined bridge designs for bridge houses; Transitional style - elements of Classical and Art Deco.		YES Bridge is contributing structure in the Michigan Wacker Hist Dist 1978	YES The bridge itself was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Illinois Historic Bridge List	IL-48	CK-2017-25

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Third Generation: 1932-49 (7 bascule bridges; 1 vertical lift bridge)

26	S HALSTED ST 016-6024	1932-34	Double-leaf trunnion bascule with 3 pony trusses	YES				N/A			First Art Deco/Moderne bridge houses. Similar design motifs found at #33 State St. bridge houses		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.				CK-2017-26
27	N ASHLAND AVE 016-6002	1934-36	Double-leaf trunnion bascule with 2 pony trusses	NO				N/A	Potential significance as first streamlined/art deco plus Ashland Ave widen		Significant bas relief panels		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.				CK-2017-27

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28		OUTER LAKE SHORE DRIVE 016-6030	1931-32 1935-37	Double-leaf, two level, trunnion bascule with four deck trusses	YES				N/A	Was lauded as longest and widest at time; civic improvement LSD		Historic significance as gateway to Chicago River		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	Illinois Historic Bridge List	IL-54	CK-2017-28
29		S ASHLAND AVE 016-6003	1936-38	Double-leaf trunnion bascule with 3 pony trusses	YES				N/A			Brick version of art deco bridge house		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.			CK-2017-29

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30		TORRENCE AVE 016-6050	1935-37	Single level, Vertical-lift bridge with through trusses	YES				N/A	Only vertical lift for vehicular use in Chicago				NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.			CK-2017-30

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31		SOUTH WESTERN AVE 016-6056	1939-40	Fixed plate-girder bridge (first a fixed plate girder; converted to vertical lift; deconverted 1988)	NO				N/A			Possible significance re: only bridge elements designed by architect Scipione Del Campo Art Deco design aesthetic		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.		IL-40	CK-2017-31
32		CANAL STREET 016-6006	1942-43 1946-48	Double-leaf trunnion bascule with 2 pony trusses	YES				N/A			Rare decorative brick bridge house		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.		IL-137	CK-2017-32

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33		STATE ST 016-6048	1941-42 1946-49	Double-leaf trunnion bascule with 3 rail-height trusses	YES				N/A	Deck truss		Similar design motifs found at #26 S. Halsted St. Bridge Houses		NO	YES The bridge was determined NRHP-Eligible by the Keeper of the National Register in 2017.		IL-135	CK-2017-33

Fourth Generation: 1952-67 (8 bascule bridges) (also 50-year cut-off for NR listing)

34		N HALSTED ST 016-6023	1952-55	Double-leaf trunnion bascule with 2 deck trusses	NO				N/A			Last bridge houses to be constructed with the octagonal plan		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.		IL-160	CK-2017-34
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35	(I-290) CONGRESS PARKWAY 016-2445	1950-56	Pair of double-leaf (four total leaf) trunnion bascule bridges, each with 2 deck trusses	YES				N/A			Possible significance re: 1950s highway expansion		NO	NO Per the federal exemption, no interstate bridges can be determined to be historic.				CK-2017-35	
36	VAN BUREN ST 016-6051	1953-56	Double-leaf trunnion bascule with 2 rail-height trusses	YES				N/A						NO	YES The bridge was determined NRHP-Eligible by the SHPO during previous project coordination prior to 2017.				CK-2017-36

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37	95TH STREET 016-6038	1953-58	Double-leaf trunnion bascule bridge with 2 pony trusses	YES				N/A	Through truss			This seems like the last of its kind with pony trusses. Art Deco/moderne bridge house	NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-37
38	HARRISON ST 016-6025	1958-60	Double-leaf trunnion bascule with 2 rail-height trusses	YES				N/A	Deck truss				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-38

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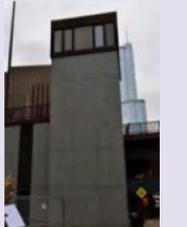
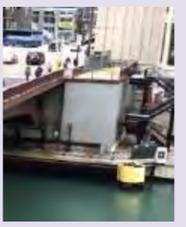
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39	KENNEDY EV FEEDER 016-0202	1961	Four-leaf, trunnion type bascule bridge	YES				N/A	Deck truss				NO	NO	Per the federal exemption, no interstate bridges can be determined to be historic.			CK-2017-39
40	DEARBORN ST 016-6014	1959-63	Double-leaf trunnion bascule with 2 rail-height trusses	YES				N/A	Deck truss				NO	YES	This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-40
41	18TH STREET 016-6017	1966-67	Single-leaf, trunnion type Bascule Bridge	YES				N/A	Deck truss				NO	YES	This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-41

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Fifth Generation: 1976-1984 "Modern Bridges" (3 bascule bridges)

42	LOOMIS ST 016-6033	1976 (replaced 1904 bridge)	Double-leaf, trunnion type bascule bridge	YES				N/A	Deck truss				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-42
43	COLUMBUS DRIVE 016-6101	1980-82	Double-leaf, trunnion type bascule bridge	YES				N/A	Built-up box girders Granted a design award by the American Institute of Steel Construction shortly after completion		Decorative panels		NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.				CK-2017-43

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44		RANDOLPH ST 016-6102	1981-84	Double-leaf, trunnion type bascule bridge	YES				N/A	Truss and built-up box girders				NO	YES This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project prior to 2017.			CK-2017-44