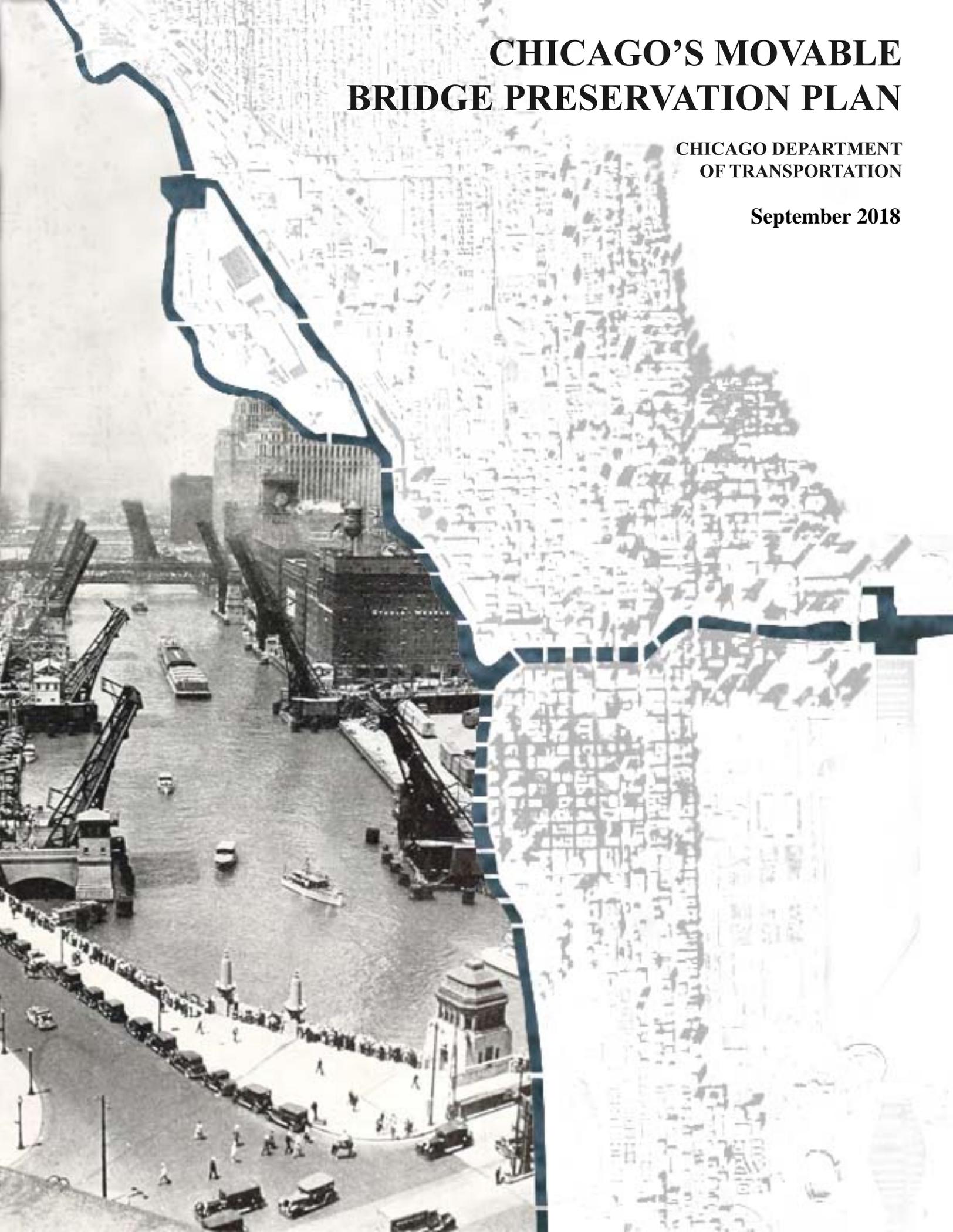


# CHICAGO'S MOVABLE BRIDGE PRESERVATION PLAN

CHICAGO DEPARTMENT  
OF TRANSPORTATION

September 2018



# **CHICAGO'S MOVABLE BRIDGES PRESERVATION PLAN**

Prepared by  
TY Lin International and Sullivan Preservation for  
**THE CHICAGO DEPARTMENT OF TRANSPORTATION**

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## A. INTRODUCTION

The Chicago Department of Transportation (CDOT) has undertaken development of Chicago's Movable Bridge Preservation Plan (CMBPP) to provide historic and engineering documentation of the forty-four (44) movable bridges located within the City of Chicago (City). This movable bridge preservation plan is intended to encourage the ongoing maintenance and rehabilitation (i.e., preservation) of bridges that are eligible for, or listed in, the National Register of Historic Places. The intent is to outline 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 CDOT and IDOT to assist with the development of projects that provide treatment for historic structures.

As directed by the Illinois Department of Transportation 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 mitigation measure for the removal and replacement of the following bridges: Chicago Avenue over the North Branch of the Chicago River (S.N. 016-6008), and West Division Street over the North Branch of the Chicago River Canal (S.N. 016-6015).
2. As a resource management plan to assist CDOT and consulting parties in evaluating existing movable bridges for preservation or replacement based on historical significance, structural condition, functionality and adverse effect.

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 Illinois Department of Transportation (IDOT) regarding the preservation of the City-owned and maintained movable bridges.

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 State owned and maintained by IDOT. The State owned bridges are the Kennedy Expressway Feeder Bridge at Ohio Street, crossing the North Branch of the Chicago River and the I-290 (Congress Parkway) Bridge crossing the South Branch of the Chicago River. 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
<b>CDOT Owned Bridges</b>	<b>42</b>	10	8	16	5	3
<b>IDOT (State) Owned Bridges</b>	<b>2</b>	0	1	1	0	0
<b>Operable Bridges</b>	<b>33</b>	10	1	17	5	0
<b>Inoperable Bridges</b>	<b>11</b>	0	8	0	0	3
<b>Historic Bridges to be Preserved</b>	<b>44</b>	10	9	17	5	3

**B. HISTORIC 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 rotates 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.

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.

A majority of the movable bridges in the City are the Chicago Type Bascule Bridges. The following bridges are not Chicago Type Bascule Bridges:

- 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.

Only bridges located within the City limits are included in this plan. The following bridges are not included:

- Division Street over the North Branch of Chicago River Canal: This bridge has been demolished.
- Northbound and Southbound Harlem Avenue: These bridges are outside the limits of the City of Chicago.

Two of the bridges included in this plan are within the City limits, but they are State owned, and therefore the City does not have authority to propose them for preservation. These two bridges are:

- I-290 Expressway (Congress Parkway, Bridge ID No. 35)
- Kennedy EV Feeder (Ohio, Bridge ID No. 39)

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 bascule 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. This preservation plan does not include privately owned structures.

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

Generation	Bridge ID No.	IDOT Structure No.	Bridge Name	Operable	Feature Crossed
1 <sup>st</sup> 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 <sup>nd</sup> 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	Chicago Avenue	No	North Branch Chicago River
	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 <sup>rd</sup> 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
	32	016-6006	Canal Street	Yes	South Branch Chicago River
	33	016-6048	State Street	Yes	Main Branch Chicago River
4 <sup>th</sup> Generation (1952 – 1967)	34	016-6023	N. Halsted Street	No	North Branch Chicago River
	35	016-2445	I-290 (Congress Parkway) <sup>1</sup>	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) <sup>1</sup>	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 <sup>th</sup> 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

<sup>1</sup> IDOT 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.

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 and filed 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.

## **D. BRIDGE MAINTENANCE AND PRESERVATION REQUIREMENTS**

### **D.1` Technical Considerations**

In evaluation of a movable bridge for programming capital work, 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 Chicago Department of Transportation inspects its bridges and viaducts in accordance with all NBIS, FHWA, and IDOT requirements. The inspection program is managed by the Agency Program Manager, and the inspections are performed by qualified consultants. These qualifications are determined by the Chicago Department of Transportation 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, bascule bridges receive mechanical and electrical inspections of their systems which enable movement at 60-month intervals.

As the owner of all its 42 movable bridges CDOT's bascule 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.
- Major rehabilitation/reconstruction projects are planned by CDOT's Capital Improvement Program. CDOT's goal is to restore 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 Chicago Department of Transportation Mid-Term Rehabilitation Plan**

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	Within 5 Years	Within 10 Years
1	016-6011	Cortland Street	Bridge Rehabilitation	X	
2	016-6016	W. Division Street over River	Bridge Replacement	X	
5	016-6053	Washington Street	Bridge Rehabilitation		X
6	016-6021	Grand Avenue	Bridge Rehabilitation	X	
7	016-6008	Chicago Avenue	Bridge Replacement	X	
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
13	016-6035	Michigan Avenue	Bridge Rehabilitation		X
14	016-6020	Franklin Street	Bridge Rehabilitation		X
18	016-6009	Cicero Avenue	Bridge Rehabilitation		X
20	016-6042	100 <sup>th</sup> Street	Bridge Rehabilitation		X
22	016-6032	LaSalle Street	Bridge Rehabilitation	X	
23	016-6010	Clark Street	Bridge Rehabilitation		X
24	016-6043	106 <sup>th</sup> Street	Bridge Rehabilitation		X
26	016-6024	South Halsted Street	Bridge Rehabilitation		X
33	016-6048	State Street	Bridge Rehabilitation		X
36	016-6051	Van Buren Street	Bridge Rehabilitation		X
37	016-6038	95 <sup>th</sup> Street	Bridge Rehabilitation		X
41	016-6017	18 <sup>th</sup> Street	Bridge Rehabilitation		X
42	016-6033	Loomis Street	Bridge Rehabilitation		X

**D.4 Treatment Options**

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

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:** 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 future re-use**

1. Rehabilitation for continued vehicular/pedestrian use on-site (ongoing continued use)
2. Rehabilitation for less demanding use on-site (reduce transportation requirements)
  - a. Re-route heavy truck traffic
  - b. Consider one-way traffic
3. Relocation and rehabilitation for less demanding or adaptive use (re-use at a different location)
  - a. Transfer Ownership (off-site)
  - b. Re-use as a bicycle/pedestrian bridge
4. Closure and stabilization pending future use
5. Major alteration while preserving substantial historic fabric
  - a. Incorporate improvements that allow bridge to fulfill transportation need

6. Document, dismantle and retain for DOT or Adaptive Use
7. Document and Salvage Elements and/or Demolish

## **E. CONCLUSIONS**

Chicago's Movable Bridge Preservation Plan (CMBPP) is not intended to supersede or replace existing regulatory requirements. It is the intent of CDOT and IDOT that the following regulations continue to be met throughout the life of the bridges:

1. Section 106 – National Historic Preservation Act (NHPA), 1966 (as amended)
2. Section 4(f) – U.S. Department of Transportation Act (DOT Act), 1966
3. National Environmental Policy Act (NEPA)
4. Title 23 of U.S. Code, Section 144
5. Secretary of the Interior's Standards for the Treatment of Historic Properties

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. A Programmatic Agreement between CDOT, IDOT and the FHWA is in development that will call out the procedures for long-term maintenance and preservation of the 44 movable bridges in the City of Chicago.

## **F. 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 futures 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 Atlantic Area; Ninth District; Sector Lake Michigan (<https://www.atlanticarea.uscg.mil/Our-Organization/District-9/Ninth-District-Units/Sector-Lake-Michigan/Units/Calumet-Harbor/>)
- Federally recognized Tribes (Note: There are no federally recognized tribes in the State of Illinois)
- Chicago Department of Planning and Development: Commission on Chicago Landmarks ([https://www.cityofchicago.org/city/en/depts/dcd/supp\\_info/landmarks\\_commission.html](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>)

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

**G. PROJECT TEAM**

Data was collected for Chicago's Movable Bridge Preservation Plan by T.Y. Lin International for the City of Chicago 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 Architect  
Jean L. Guarino, PhD, Consulting Architectural Historian

# CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

## **APPENDIX A**

### **Definitions**

- A) Bridge Types
- B) Historic Preservation Terms
- C) Glossary of National Register Terms

A) DEFINITIONS OF BRIDGE TYPES

**Movable Bridge** – Highway bridge structure originally designed with power, drive, control, safety and other necessary equipment to lift vertically, rotate vertically around a horizontal axis, or roll away to clear a waterway navigation channel for passage of ships and boats.

**Fixed Bridge** – Highway bridge structure spanning a waterway that was not designed to move and clear a navigation channel for passage of ships and boats.

**Operable Bridge** – Movable bridge with power, drive, control, safety and other necessary equipment in place and functional. Can be operated to clear channel.

**Inoperable Bridge** – Movable bridge with some or all of the power, drive, control, safety and other necessary equipment not in place or not in functional condition. Cannot be operated to clear channel in present state.

## B) DEFINITION OF HISTORIC PRESERVATION TERMS

per the Department of the Interior National Park Service  
(<https://www.nps.gov/nhl/apply/glossary.htm>)

Three key concepts – **Historic Significance**, **Historic Context**, and **Historic Integrity** – are used by the National Register program to decide whether a property qualifies for listing on the National Register of Historic Places.

**Historic Significance** is the importance of a property to the history, architecture, archeology, engineering, or culture of a community, State, or the nation. It is achieved in several ways:

- Association with events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction or form
- Potential to yield important information

**Historic Context:** A historic context provides the political, social, cultural and economic background for a particular idea, event, movement, or individual. Historians place historic events within a “historic context” to understand the meaning of an event or a property within a specific culture and/or time period. Placing an event in its context enables historians to better understand if an event was unique or typical of the period, and/or how it may have impacted a culture or period. The historic context enables the NPS to determine if a property being nominated is the best, or among the best, illustration(s) of a historic event or movement. The historic context also enables the NPS to understand the role the property played in American history overall.

**Historic Integrity:** Historic integrity is the ability of a property to convey its historical associations or attributes. The National Historic Landmark (NHL) and the National Register of Historic Places (NR) programs use the same seven aspects of integrity to evaluate properties: location, setting, design, materials, workmanship, feeling and association.

**Location:** Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

**Setting:** Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a

property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

**Design:** Design is the combination of elements that create the historic form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. It also applies to the way in which buildings, sites, or structures are related: for example, spatial relationships between major features; visual rhythms in a streetscape or landscape plantings; the layout and materials of walkways and roads; and the relationship of other features, such as statues, water fountains, and archeological sites.

**Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

**Workmanship:** Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object or site. It may be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques

**Feeling:** Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the 19th century.

**Association:** Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.

### **Considerations when evaluating Integrity:**

**Comparing similar properties:** For some properties, comparison with similar properties should be considered during the evaluation of integrity. Such comparison may be important in deciding what physical features are essential to properties of that type. In instances where it has not been determined what physical features a property must possess in order for it to reflect the significance of a historic context, comparison with similar properties should be undertaken during the evaluation of integrity. This situation arises when scholarly work has not been done on a particular property type or when surviving examples of a property type are extremely rare.

**Rare Examples of a Property Type:** Comparative information is particularly important to consider when evaluating the integrity of a property that is a rare surviving example of its type. The property must have the essential physical features that enable it to convey its historic character or information. The rarity and poor condition, however, of other extant examples of the type may justify accepting a greater degree of alteration or fewer features, provided that enough of the property survives for it to be a significant resource.

### **Determining the relevant aspects of Integrity:**

Each type of property depends on certain aspects of integrity, more than others, to express its historic significance. Determining which of the aspects is most important to a particular property requires an understanding of the property's significance and its essential physical features. These are called the Criteria for National Register Evaluation.

**Criteria for National Register Evaluation:** The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

**Criteria A:** That are associated with events that have made a significant contribution to the broad patterns of our history

**Criteria B:** That are associated with the lives of significant persons in our past

**Criteria C:** That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

**Criteria D:** That have yielded or may be likely to yield, information important in history or prehistory

### **The Secretary of the Interior's Standards and Guidelines**

The Secretary of the Interior's Standards for the Treatment of Historic Properties are common sense historic preservation principles in non-technical language. They promote historic preservation practices that will help to protect our nation's irreplaceable cultural resources. The Standards offer four distinct approaches to the treatment of historic properties—preservation, rehabilitation, restoration, and reconstruction.

**Preservation** focuses on the maintenance and repair of existing historic materials and retention of a property's form as it has evolved over time

**Rehabilitation** acknowledges the need to alter or add to a historic property to meet continuing or changing uses while retaining the property's historic character

**Restoration** depicts a property at a particular period of time in its history, while removing evidence of other periods.

**Reconstruction** re-creates vanished or non-surviving portions of a property for interpretive purposes.

The choice of treatment depends on a variety of factors, including the property's historical significance, physical condition, proposed use and intended interpretation.

The Secretary of the Interior's Guidelines offer general design and technical recommendations to assist in applying the Standards to a specific property. Together with the Standards, they provide a framework and guidance for decision-making about work or changes to a historic property.

The Standards and Guidelines can be applied to historic properties of all types, materials, construction, sizes, and use. They include both the exterior and the interior and extend to a property's landscape features, site, environment, as well as related new construction.

Federal agencies use the Standards and Guidelines in carrying out their historic preservation responsibilities. State and local officials use them in reviewing both Federal and nonfederal rehabilitation proposals. Historic district and planning commissions across the country use the Standards and Guidelines to guide their design review processes.

## **Using the Standards as an Approach to the Treatment of Historic Properties**

The Standards are a series of four concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations.

### **1. Preservation**

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work,

including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

### **Preservation as a Treatment**

When the property's distinctive materials, features, and spaces are essentially intact and thus convey the historic significance without extensive repair or replacement; when depiction at a particular period of time is not appropriate; and when a continuing or new use does not require additions or extensive alterations, Preservation may be considered as a treatment.

### **Standards for Preservation**

1. A property will be used as it was historically, or be given a new use that maximizes the retention of distinctive materials, features, spaces and spatial relationships. Where a treatment and use have not been identified, a property will be protected and, if necessary, stabilized until additional work may be undertaken.
2. The historic character of a property will be retained and preserved. The replacement of intact or repairable historic materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve existing historic materials and features will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. The existing condition of historic features will be evaluated to determine the appropriate level of intervention needed. Where the severity of deterioration requires repair or limited replacement of a distinctive feature, the new material will match the old in composition, design, color and texture.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

## **2. Rehabilitation**

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values

### **Rehabilitation as a Treatment**

When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular period of time is not appropriate, Rehabilitation may be considered as a treatment.

### **Standards for Rehabilitation**

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will 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.

### **3. Restoration**

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive

upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

### **Restoration as a Treatment**

When the property's design, architectural, or historical significance during a particular period of time outweighs the potential loss of extant materials, features, spaces, and finishes that characterize other historical periods; when there is substantial physical and documentary evidence for the work; and when contemporary alterations and additions are not planned, Restoration may be considered as a treatment. Prior to undertaking work, a particular period of time, i.e., the restoration period, should be selected and justified, and a documentation plan for Restoration developed.

### **Standards for Restoration**

1. A property will be used as it was historically or be given a new use that interprets the property and its restoration period.
2. Materials and features from the restoration period will be retained and preserved. The removal of materials or alteration of features, spaces and spatial relationships that characterize the period will not be undertaken.
3. Each property will be recognized as a physical record of its time, place and use. Work needed to stabilize, consolidate and conserve materials and features from the restoration period will be physically and visually compatible, identifiable upon close inspection and properly documented for future research.
4. Materials, features, spaces and finishes that characterize other historical periods will be documented prior to their alteration or removal.
5. Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize the restoration period will be preserved.
6. Deteriorated features from the restoration period will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials.
7. Replacement of missing features from the restoration period will be substantiated by documentary and physical evidence. A false sense of history will not be created by adding conjectural features, features from other properties, or by combining features that never existed together historically.
8. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
9. Archeological resources affected by a project will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
10. Designs that were never executed historically will not be constructed.

## **4. Reconstruction**

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

### **Reconstruction as a Treatment**

When a contemporary depiction is required to understand and interpret a property's historic value (including the re-creation of missing components in a historic district or site); when no other property with the same associative value has survived; and when sufficient historical documentation exists to ensure an accurate reproduction, Reconstruction may be considered as a treatment.

### **Standards for Reconstruction**

1. Reconstruction will be used to depict vanished or non-surviving portions of a property when documentary and physical evidence is available to permit accurate reconstruction with minimal conjecture, and such reconstruction is essential to the public understanding of the property.
2. Reconstruction of a landscape, building, structure or object in its historic location will be preceded by a thorough archeological investigation to identify and evaluate those features and artifacts that are essential to an accurate reconstruction. If such resources must be disturbed, mitigation measures will be undertaken.
3. Reconstruction will include measures to preserve any remaining historic materials, features and spatial relationships.
4. Reconstruction will be based on the accurate duplication of historic features and elements substantiated by documentary or physical evidence rather than on conjectural designs or the availability of different features from other historic properties. A reconstructed property will re-create the appearance of the non-surviving historic property in materials, design, color and texture.
5. A reconstruction will be clearly identified as a contemporary re-creation.
6. Designs that were never executed historically will not be constructed.

## **C) GLOSSARY OF NATIONAL REGISTER TERMS**

Per National Register Bulletin Appendix IV

(<https://www.nps.gov/nr/publications/bulletins/pdfs/nrb16a.pdf>)

**Accompanying documentation**---USGS map, photographs, and sketch maps that accompany completed registration form.

**Acreage**---area of a historic property measured in acres.

**Amendment documentation**---provided on a new registration form or continuation sheets for a property already listed in the National Register officially changing the significance, boundaries, name, or other aspect of the listing.

**Antiquities Act**---enacted in 1906, the first legislation in the United States to preserve American antiquities, including the designation and protection of national monuments on federally owned land.

**Archeological district**---a significant concentration, linkage, or continuity of sites important in history or prehistory.

**Architectural classification**---item on registration form calling for the entry of an architectural style or other term by which property can be identified.

**Architectural significance**---importance of a property based on physical aspects of its design, materials, form, style, or workmanship, and recognized by criterion C.

**Area of significance**---aspect of historic development in which a property made contributions for which it meets the National Register criteria, such as agriculture or politics/government.

**Association**---link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

**Associative characteristic**---an aspect of a property's history that links it with historic events, activities, or persons.

**Boundaries**---lines delineating the geographical extent or area of a historic property.

**Boundary description**---a precise description of the lines that bound a historic property.

**Boundary justification**---an explanation of the reasons for selecting the boundaries of a historic property.

**Building**---a resource created principally to shelter any form of human activity, such as house.

**Certification**---process by which a nominating authority signs a National Register form or continuation sheet to verify the accuracy of the documentation and to express his or her opinion on the eligibility of the property for National Register listing; also, the signature through which the authority nominates a property or requests a determination of eligibility; also, the process and signature by which the Keeper of the National Register acts on a request for listing, a determination of eligibility, or other action.

**Certified Local Government (CLG)**---a local government officially certified to carry out some of the purposes of the National Historic Preservation Act, as amended.

**Certifying official**---SHPO or FPO who initiates and supports a nomination or requests other official action related to National Register listing.

**CLG**---see "certified local government."

**Commenting official**---any official whose comment is required or requested on the nomination of a property to the National Register or other action related to National Register listings.

**Contributing resource**---a building, site, structure, or object adding to the historic significance of a property.

**Criteria**---general standards by which the significance of a historic property is judged; see National Register criteria.

**Criteria Considerations**---additional standards applying to certain kinds of historic properties.

**Cultural Affiliation**---archeological or ethnographic culture to which a collection of sites, resources, or artifacts belong.

**Cultural resource**---building, site, structure, object, or district evaluated as having significance in prehistory or history.

**Current function**---purpose that a property, or portion of it, currently serves or will serve in the near future.

**Design**---quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

**Determination of eligibility**---an action through which the eligibility of a property for National Register listing is decided but the property is not actually listed; nominating authorities and federal agency officials commonly request determinations of eligibility for federal planning purposes and in cases where a majority of private owners has objected to National Register listing.

**Description**---section of the registration form where the historic features and current condition of a property are described.

**Discontiguous district**---a historic or archeological district containing two or more geographically separate areas.

**District**---a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

**Documentation**---information that describes, locates, and explains the significance of a historic property.

**Documentation standards**---requirements for describing, locating, and stating the significance of a property for listing in the National Register.

**Eligibility**---ability of a property to meet the National Register criteria.

**Evaluation**---process by which the significance and integrity of a historic property are judged and eligibility for National Register listing is determined.

**Evaluation methods**---steps through which the eligibility of a historic property is determined.

**Event**---an occasion, circumstance, or activity that occurred within a particular period of time, or continued over an extended period of time.

**Federal Preservation Officer (FPO)**---official designated by the head of each Federal agency to be responsible for coordinating the agency's activities under the National Historic Preservation Act, as amended, including nominating properties to the National Register.

**Feeling**---quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

**Function**---(or use) purpose for which a building, site, structure, object, or district is used. (See also current and historic function.)

**Geographical area**---an area of land containing historic or archeological resources that can be identified on a map and delineated by boundaries.

**Historic context**---an organizing structure for interpreting history that groups information about historic properties which share a common theme, common geographical location, and common time period. The development of historic contexts is a foundation for decisions about the planning, identification, evaluation, registration, and treatment of historic properties, based upon comparative significance.

**Historic district**---see "district."

**Historic function**---use of a district, site, building, structure, or object at the time it attained historic significance.

**Historic property**---any prehistoric or historic district, site, building, structure, or object.

**Historic significance**---importance for which a property has been evaluated and found to meet the National Register criteria.

**Historic Sites Act**---enacted in 1935, the legislation providing for the preservation of historic American sites, buildings, objects, and antiquities of national significance, including the designation of National Historic Landmarks and historic units of the National Park System.

**Identification**---process through which information is gathered about historic properties.

**Identification methods**---steps through which information about historic properties is gathered.

**Important person**---an individual who has made significant contributions in American history, architecture, archeology, engineering, and culture.

**Information potential**---ability of a property to provide important information about history or prehistory through its composition and physical remains; importance recognized by criterion D.

**Integrity**---authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period.

**Level of significance**---geographical level local, State, or national at which a historic property has been evaluated and found to be significant.

**Local significance**---importance of a property to the history of its community, such as a town or county.

**Location**---quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

**Materials**---quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

**Multiple property documentation form**---official National Register form (NPS 10-900-b) used for documenting the contexts and property types for a multiple property listing.

**Multiple property listing**---a group of historic properties related by common theme, general geographical area, and period of time for the purpose of National Register documentation and listing.

**Multiple property submission**---format through which historic properties related by theme, general geographical area, and period of time may be documented as a group and listed in the National Register.

**Multiple resource submission**---format previously used for documenting and listing groups of historic properties located within the same general geographical area; see "multiple property submission."

**National Historic Landmark (NHL)**---a historic property evaluated and found to have significance at the national level and designated as such by the Secretary of the Interior.

**National Historic Preservation Act, as amended**---1966 legislation establishing the National Register of Historic Places and extending the national historic preservation programs to properties of State and local significance.

**National Register criteria for evaluation**---established criteria for evaluating the eligibility of properties for inclusion in the National Register of Historic Places.

**National Register Information System (NRIS)**---computerized data base of information on properties included in the National Register of Historic Places.

**National Register of Historic Places**---official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture.

**National significance**---importance of a property to the history of the United States as a nation.

**Nominating Authority**---Federal or State official authorized to nominate properties to the National Register of Historic Places.

**Noncontributing resource**---a building, site, structure, or object that does not add to the historic significance of a property.

**Notification**---process through which property owners, public officials, and the general public are notified of nominations to and listings in and determinations of eligibility for the National Register.

**Object**---a construction primarily artistic in nature or relatively small in scale and simply constructed, such as a statue or milepost.

**Owner objection**---a notarized written statement from a property owner disapproving the nomination and listing of his or her property in the National Register.

**Ownership**---legal status in which an owner holds fee simple title to a property, or portion of it.

**Period of significance**---span of time in which a property attained the significance for which it meets the National Register criteria.

**Physical characteristics**---visible and tangible attributes of a historic property or group of historic properties.

**Potential to yield information**---likelihood of a property to provide information about an important aspect of history or prehistory through its physical composition and remains.

**Preservation planning**---series of activities through which goals, priorities, and strategies for identification, evaluation, registration, and protection of historic properties are developed.

**Preservation planning process**---process by which goals, priorities, and strategies for preservation planning activities are set forth and carried out.

**Property**---area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places.

**Property type**---a grouping of properties defined by common physical and associative attributes.

**Public notice**---notification made through a public notice in a local newspaper or public place.

**Public participation**---process by which the opinions of property owners, public officials, and the general public are considered prior to making a decision to nominate or list a historic property in the National Register.

**Registration**---process described in 36 CFR Part 60 which results in historic or archeological properties being listed or determined eligible for listing in the National Register.

**Registration requirements**---attributes of significance and integrity qualifying a property for listing in the National Register.

**Resource**---any building, structure, site, or object that is part of or constitutes a historic property.

**Resource type**---the general category of property--building, structure, site, district, or object--that may be listed in the National Register.

**Setting**---quality of integrity applying to the physical environment of a historic property.

**Significance**---importance of a historic property as defined by the National Register criteria in one or more areas of significance.

**Significant date**---date of an event or activity related to the importance for which a property meets the National Register criteria.

**Site**---location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself

possesses historic, cultural, or archeological value regardless of the value of any existing structure.

**State Historic Preservation Officer (SHPO)**---the official designated by the Governor to administer the State's historic preservation program and the duties described in 36 CFR Part 61 including nominating properties to the National Register.

**State historic preservation office**---office in State or territorial government that administers the preservation programs under the National Historic Preservation Act.

**State preservation plan**---document that sets forth the process by which a State develops goals, priorities, and strategies for preservation planning purposes.

**State review board**---a board, council, commission or other collegial body appointed by the SHPO to review the eligibility of nominated properties and the adequacy of nomination documentation.

**State significance**---importance of a property to the history of the State where it is located.

**Statement of significance**---section of the registration form where the reasons a property is significant and meets the National Register criteria are stated and explained.

**Structure**---a functional construction made for purposes other than creating shelter, such as a bridge.

**Thematic resource submission**---format previously used for documenting and listing a group of historic properties related by a common theme; see multiple property submission.

**Theme**---a trend or pattern in history or prehistory relating to a particular aspect of cultural development, such as dairy farming or silver mining.

**UTM reference**---a set of coordinates (easting and northing) that indicates a unique location according to the Universal Transmercator Grid appearing on maps of the United States Geological Survey.

**Verbal boundary description**---a statement that gives the precise boundaries of a historic property, such as a lot number, metes and bounds, or township and range.

**Workmanship**---quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

## CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

### **APPENDIX B**

#### **Movable Bridges in Illinois**

- A) List of Movable Lift Bridges in Illinois
- B) List of Bascule Bridges in Illinois
- C) Bascule Bridges Outside of the City of Chicago

A) LIST OF MOVEABLE LIFT BRIDGES IN ILLINOIS

Utility - Land

12/6/2017

SN	Status	District	MainS	ConstrY	FacilityCarried	FeatureCrossed	Sufficiency	MaintRes	Location
0069908	Z	3	315	1904	PEDESTRIAN ONLY	HENNEPIN CANAL		01	2.5 MI NE MINERAL
0069952	2	3	315	1904	PARK ACCESS RD	HENNEPIN CANAL	46.3	01	.75 MI W OF WYANET
0166050	1	1	315	1938	TORRENCE AVE	CALUMET RIVER	52.4	04	12440 S TORRENCE AV
0166571	Z	1	315		TORRENCE AVE BYP	CALUMET RIVER		64	12440 S TORRENCE AV
0310001	2	8	315	1930	ILL 100	ILL RIV & TR 423	2	01	AT HARDIN ILLINOIS
0373016	Z	2	315	1904	PEDESTRIAN ONLY	HENNEPIN CANAL		01	6 MI. W. OF GENESEO
0860001	2	6	315	1929	IL 100/106	ILLINOIS RIVER	22.6	01	E EDGE FLORENCE

First 3 digits of Structure Number  
indicate County:

006 = Bureau  
016 = Cook  
031 = Green  
037 = Henry  
086 = Scott  
099 = Will

B) LIST OF MOVEABLE BASCULE BRIDGES IN ILLINOIS

Utility - Land

12/6/2017

SN	Status	District	MainS	ConstrY	FacilityCarried	FeatureCrossed	Sufficiency	MaintRes	Location
0160202	1	1	316	1961	OHIO ST JFK FE	N BR CHICAGO RIVE	46.14		0.5 M E HALSTEDST
0160315	1	1	316	1931	HARLEM AVE N	SAN & SHIP CANAL	57.80	1	0.1 M N I55
0160991	1	1	316	1966	IL 43 SB HARLE	SAN & SHIP CANAL	21.01		0.1 M N I-55
0162445	1	1	316	1956	I-290 IKE	S BR CHICAGO RIVE	71.01		W FRANKLIN AVE
0166001	A	1	316	1927	ADAMS ST	S BR CHICAGO RIV	46.50	4	100 S & 380 W
0166002	1	1	316	1936	ASHLAND AVE	N BR CHICAGO RIVE	81.40	4	2201 N & 1600 W P3C
0166003	1	1	316	1938	ASHLAND AVE	S BR CHICAGO RIVE	74.50	4	2601 S ASHLAND P5C
0166005	1	1	316	1926	S. CALIFORNIA	SANITARY&SHIP CA	65.04		3300 S & 2800 W
0166006	1	1	316	1948	CANAL ST	S BR CHICAGO RIVE	65.04		500 W & 2021 S
0166007	1	1	316	1906	CERMAK RD	S BR CHICAGO RIV	76.04		501 W CERMAK
0166008	2	1	316	1914	CHICAGO AVE	N BR CHICAGO RIVE	4.04		622 W CHGO AVE P5
0166009	1	1	316	1927	CICERO AVE	SANITARY SHIP CAN	46.04		4000 S & 4800 W
0166010	1	1	316	1929	N CLARK ST	MAIN BR CHICAGO	48.04		307 N CLARK
0166011	1	1	316	1902	CORTLAND ST	N BR CHICAGO RIV	51.04		1440 W CORTLAND
0166014	1	1	316	1963	DEARBORN ST	MAIN BR CHICAGO	62.04		100 W & 307 N
0166016	1	1	316	1904	DIVISION ST (RI	N BR CHI RIVER	65.04		1129 W DIVISION P5C
0166017	1	1	316	1967	18TH ST	S BR CHICAGO RIVE	49.04		301 W 18TH ST
0166020	1	1	316	1920	FRANKLIN-ORL	MAIN BR CHICAGO	49.04		302 N. FRANKLIN ST.
0166021	1	1	316	1913	GRAND AVE	N BR CHICAGO RIVE	24.04		462 W & 900 N
0166023	1	1	316	1955	HALSTED ST	N BR CHICAGO RIVE	81.90	4	847 N HALSTED ST
0166024	1	1	316	1934	HALSTED ST	S BR CHICAGO RIVE	67.20	4	2404 S,800 W
0166025	2	1	316	1960	HARRISON ST	S BR CHICAGO RIVE	52.04		600 S & 322 W
0166026	1	1	316	1916	JACKSON BLVD	S BR CHICAGO RIV	49.04		375 W & 300 S
0166028	1	1	316	1909	KINZIE ST	N BR CHICAGO RIV	45.04		423 W KINZIE
0166029	1	1	316	1916	LAKE ST	S BR CHICAGO RIV	13.70	4	356 W LAKE ST
0166030	1	1	316	1937	LAKE SHORE D	MAIN BR CHICAGO	62.04		402 N & 520 E
0166032	1	1	316	1928	N LASALLE ST	MAIN BR CHICAGO	23.10	4	307 N LASALLE ST.
0166033	1	1	316	1904	LOOMIS ST	S BR CHICAGO RIVE	31.10	4	2470 S 1400 W
0166034	1	1	316	1922	MADISON ST	S BR CHICAGO RIV	76.04		373 W MADISON
0166035	1	1	316	1920	MICHIGAN AVE	MAIN BR CHICAGO	47.70	4	365 N MCHIGAN AVE

LIST OF MOVEABLE BASCULE BRIDGES IN ILLINOIS (Cont.)  
Utility - Land

12/6/2017

SN	Status	District	Mains	ConstrY	FacilityCarried	FeatureCrossed	Sufficienc	MaintRes	Location
0166036	1	1	316	1919	W MONROE ST	S BR CHICAGO RIV	64.6	04	378 W & 100 S
0166037	C	1	316	1914	EWING AVE(US	CALUMET RIVER	60	04	3331 E. 92ND STREET
0166038	2	1	316	1958	95TH ST	CALUMET RIVER	32.3	04	3258 E.95TH STREET
0166042	1	1	316	1927	100TH ST	CALUMET RIVER	47.2	04	3300 E 100TH STREET
0166043	1	1	316	1928	106TH ST	CALUMET RIVER	65.8	04	3228 E 106TH STREET
0166047	1	1	316	1928	ROOSEVELT RD	S BR CHICAGO RIVE	72.3	04	230 W. ROOSEVELT RD
0166048	2	1	316	1949	STATE ST	MAIN BR CHICAGO	39.5	04	309 N STATE P
0166051	1	1	316	1956	VAN BUREN ST	S BR CHICAGO RIVE	45.7	04	400 S & 361 W
0166052	1	1	316	1930	WABASH AVE	MAIN BR CHICAGO	62	04	44 E & 326 N
0166053	1	1	316	1913	WASHINGTON	S BR CHICAGO RIV	44.2	04	384 W WASHINGTON
0166054	2	1	316	1922	N WELLS ST	MAIN BR CHICAGO	63	04	400 W & 309 N
0166057	2	1	316	1916	WEBSTER AVE	N BR CHICAGO RIVE	39	04	1600 W WEBSTER P3
0166101	1	1	316	1982	COLUMBUS DR	MAIN BR CHICAGO	81	04	347 N & 301 E
0166102	1	1	316	1984	RANDOLPH ST	S.BR.CHICAGO RIVE	76	04	375 W & 150 N
0990101	2	1	316	1933	US 30 WB	DES PLAINES RIVER	17.7	01	0.8 M W OF IL 171
0990166	1	1	316	1933	US 30 EAST BO	DES PLAINES RIVER	15.5	01	0.8 MI W OF ILL 171
0990239	1	1	316	1932	JACKSON ST	DES PLAINES RIVER	41.3	01	1.5 MI NO. OF I-80
0999901	1	1	316	1935	IL 53	DES PLAINES RIVER	48.5	01	1.2 MI S IL 7
0999903	1	1	316	1932	BRANDON ROAD	DES PLAINES RIVER	61.8	01	BRANDON ROAD&DES
0999904	1	1	316	1934	US 6	DES PLAINES RIVER	64.2	01	0.25 M W IL 53

First 3 digits of Structure Number  
indicate County:  
006 = Bureau  
016 = Cook  
031 = Green  
037 = Henry  
086 = Scott  
099 = Will

## C) Illinois Movable Bascule Bridges outside of the City of Chicago

The following list of bridges have been identified as additional movable bascule bridges in Illinois (outside of Chicago city limits) per IDOT's Bureau of Bridges & Structures Bridge Database. These bridges were not documented as part of *Chicago's Movable Bridge Preservation Plan* because they lie outside the City of Chicago limits.

### **COOK COUNTY**

016-0315: (lat/long: 41.80138409,-87.80218016)

Northbound IL 43 (Harlem Ave.) over the Sanitary and Ship Canal, Berwyn, Cook Co., IL; 1931 Steel Movable Bascule

### **COOK COUNTY**

016-0991: (lat/long: 41.80138409,-87.80218016)

Southbound IL 43 (Harlem Ave.) over the Sanitary and Ship Canal, Berwyn, Cook Co., IL; 1966 movable bascule (further description not available)

### **WILL COUNTY**

099-0101: (lat/long: 41.52774683,-88.08563694)

westbound US 30 (??) over the DesPlaines River, Joliet, Will Co., IL; 1933 movable bascule (further description not available)

### **WILL COUNTY**

099-0166: (lat/long: 41.5248919,-88.0870708)

Jefferson Street: eastbound US 30 (Jefferson St.) over the DesPlaines River, Joliet, Will Co., IL; 1932 Steel Movable Bascule

### **WILL COUNTY**

099-0239: lat/long 41.53150519,-88.08383591

Jackson Street: Jackson St. over the DesPlaines River, Joliet, Will Co., IL; 1932 Steel Scherzer rolling lift double leaf Bascule

### **WILL COUNTY**

099-9901: lat/long 41.53691041,-88.08396123

Ruby Street: IL Rt. 53 (Ruby St.) over the DesPlaines River, Joliet, Will Co., IL; 1935 Double leaf trunnion bascule with two pony trusses

### **WILL COUNTY**

099-9903: lat/long 41.50238746,-88.10453393

Brandon Road over the DesPlaines River, Joliet, Will Co., IL; 1932 movable bascule (further description not available)

### **WILL COUNTY**

099-9904: lat/long 41.51627098,-88.08899034

US 6 over the DesPlaines River, Joliet, Will Co., IL 1934 movable bascule (further description not available)

**COOK COUNTY**

016-0315: (lat/long: 41.80138409,-87.80218016)

Northbound IL 43 (Harlem Ave.) over the Sanitary and Ship Canal, Berwyn, Cook Co., IL; 1931 Steel  
Movable Bascule

CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

**APPENDIX C**

**Agency Correspondence and Meeting Minutes**

Minutes of the  
May 23,2018  
Consultation Meeting on  
the Chicago's Movable  
Bridges Preservation Plan

1/7

**FHWA/IDOT/IDNR(SHPO)/CITY OF CHICAGO  
COORDINATION MEETING MINUTES  
Wednesday, May 23, 2018  
Old State Capital, Springfield, IL**

Chicago's Movable Bridge Preservation Plan

The following is a summary of the information presented, discussions held, and action items identified during this meeting:

**Attendees**

<b>Name</b>	<b>Agency/Company</b>	<b>Contact</b>
Dan Burke	CDOT	312-744-3520
Soliman Khudeira	CDOT	312-744-9605
Carol Dyson	IDNR/SHPO	217-524-0276
Rachel Leibowitz	IDNR/SHPO	217-785-5031
Darius Bryjka	IDNR/SHPO	217-558-8918
Dan Brydl	FHWA	217-492-4632
Bahman M. Jafari	FHWA	b.jafari@dot.gov
Jon Paul Kohler	FHWA	217-492-4988
Jan Piland	FHWA	217-492-4989
James Skvarla	IDOT/BLRS(C)	847-705-4520
Zubair Haider	IDOT/BLRS	847-705-4206
James K. Klein	IDOT- Bridges	217-782-5928
Brad Koldehoff	IDOT	brad.koldehoff@illinois.gov
Becky Roman	IDOT	elizabeth.roman@illinois.gov
John Sherrill	IDOT	john.sherrill@illinois.gov
Scott Stitt	IDOT/BRE	scott.stitt@illinois.gov
Anne Sullivan	Sullivan Preservation	773-592-9064
Paula Pienton	T.Y. Lin International	312-777-2868
Phillip Frey	T.Y. Lin International	312-777-2869
Chris Byars*	FHWA	312-886-1606
Chris Holt*	IDOT/BLRS	847-705-4201

**\*On Phone**

**Introduction**

The Federal Highway Administration (FHWA) opened the meeting by summarizing the history of the need for and production of the Movable Bridge Preservation Plan (BPP) being produced by the Chicago Department of Transportation (CDOT). Consultation with the SHPO and FHWA for Chicago Ave. Bridge replacement (June 2012) resulted in the mitigation measure to document and commit to a preservation plan for the bascule bridges within the City of Chicago limits. FHWA's engagement on the matter was initiated in December 2013 at the request of the State Historic Preservation Office (SHPO).

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Wednesday, May 23, 2018  
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Due to the continuing deterioration of the Division Street Bridge over the North Branch Chicago River Canal (SN 016-6015), the Section 106 process was followed and resulted in a May 9, 2014 Memorandum of Agreement (MOA) with CDOT, FHWA, IDOT, and the SHPO, which included the stipulation to complete the BPP before the Division Street Bridge can be permanently replaced. Submittals, comments and responses have been ongoing through the subsequent years, including the SHPO's statement that no demolition or other adverse effects may occur to any other bascule bridge until this plan is approved. In 2015 the City submitted an "In-progress draft" BPP document. Following an in-person meeting in November 2017, further revisions to the BPP document sections were produced and submitted, comments made and a coordination call occurred amongst all interested parties on April 25, 2018. This meeting is a result of that call.

The goal of this meeting was to resolve SHPO, FHWA and Bureau of Design and Environment (BDE) comments and set a path to completion.

**Division Street Memorandum of Agreement (MOA)**

CDOT suggested that the extended timeline for delivery of the Plan should not change any stipulations of the original MOA for the Division Street Bridge over the North Branch Chicago River Canal (SN 016-6015). The MOA called for development of a Bridge Preservation Plan (BPP) to determine "which bascule bridges are worthy of preservation, which ones need replacement and detail the requirements for continued maintenance of the bridges to be preserved".

Before the Division Street Bridge (SN 016-0615) can be permanently replaced, the BPP must be reviewed and approved by the SHPO in writing.

**Bridge Preservation Plan**

On July 6, 2017 the SHPO determined all 44 bridges eligible for the National Register of Historic Places (NRHP); therefore, any work or replacement with federal funds would require that the Section 106 process be followed. Although SHPO has identified all 44 bridges as being eligible for NRHP, this does not mean the City cannot perform any work on these bridges. However, any proposed federally funded work on these bridges will be subject to the Section 106 process. The process of implementing the BPP formalized in a Programmatic Agreement (PA) among CDOT, IDOT, FHWA and the SHPO.

BDE requested that CDOT determine which bridges will be preserved and which bridges require replacement. CDOT presented that at this time, they are seeking replacement of 2 bridges, Chicago Ave. and Division Street over the Chicago River (SN 016-0616). Other rehabilitation/preservation projects are currently being held pending approval of the BPP. It is the City's position that this was not the intent of the original MOA; preservation of these bridges should be advanced. The City is requesting immediate release of the hold on reviewing bascule projects for the City. A copy of the City's 15 year bridge construction list was shared which identified projects scheduled within the next 5 years (attached). Many have already been reviewed and then put on hold. Release of these projects was requested so that the City can proceed with design on these improvements.

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BDE offered that if CDOT committed to the concept of preserving 44 bascule bridges, given that 2 are in serious condition, and CDOT is requesting replacement for those, CDOT can go forward with the Section 106 application for those. FHWA and the SHPO agreed the City may advance Chicago Avenue for Section 106 review and approval, as long as the BPP is finalized in Draft form and published for public comment. Concurrently, development of the PA should occur.

The Section 106 paperwork for Chicago Ave. will be re-submitted immediately for consideration and advancement of immediate repairs. CDOT expressed appreciation for understanding the nature of the degradation on Chicago Ave. FHWA stated that if a bridge is in a condition that is unsafe for the public to drive on, it would need to be closed to traffic.

To complete the BPP, the Executive Summary is to be revised to commit to preserving 44 bascule bridges, with the understanding that their condition over time may require replacement or other adverse effect, which will be considered under the standard Section 106 process. The narrative should include potential reasons that a bridge would require removal. Discussion might include Safety, Structural condition, transportation needs, etc. Functional obsolescence on its own will not be an accepted justification for replacement. The BPP is not intended to be a substitution for consultation for bridge rehabilitation activities. CDOT confirmed that the 106 Process would be adhered to. Additionally, a discussion of CDOT's Maintenance Plan is to be included.

The Bridge List (chart) was intended as a reference tool. It was agreed this is a useful piece of the BPP. Color coding of the bridges to be preserved is to be removed, as all are now categorized as NHRP eligible. A request for a larger font size was made.

Upon edits being accepted, the Draft Plan will be made available for public comment.

#### **Programmatic Agreement**

Development of the Programmatic Agreement (PA) is to be advanced by the TYLI Team. IDOT BDE will advance an example agreement to be used as the basis for developing a Draft PA for review. Intent is for bridges to be evaluated on individual merit, and the process and methodology for evaluating the bridges will be laid out in the PA. The City's process for preservation, replacement and typical maintenance work on the bridges in the BPP will be detailed in the PA so that future projects will have a clear path for approval going forward.

The PA should include details on:

- When maintenance is scheduled
- Frequency of Inspection
- Activities that can be performed without SHPO coordination (will not result in an adverse effect)
- Activities to be performed that may cause an adverse effect and require BDE and SHPO coordination
- Actions required if adverse affects are anticipated or identified in coordination with BDE and SHPO

**FHWA/IDOT/IDNR(SHPO)/CITY OF CHICAGO  
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Details of SHPO consultation and what will be required for consideration of a bridge replacement are to be included. It is anticipated that a streamlined process can be attained. Much of the content will be taken from the BPP. Having a PA does not negate the need for Public Notification regarding any changes to the BPP.

TYLI team to work from provided template to draft agreement PA for review. CDOT, IDOT, FHWA and SHPO all have review and comment periods on the PA, it will ultimately be signed by CDOT, IDOT, FHWA and SHPO.

Goal is to have a Draft PA prepared by July 2<sup>nd</sup>. SHPO will have 30 days to review the Draft PA after IDOT releases it. Hope to have a PA ready for execution by mid-August.

**Consultation/Public Outreach**

A contact list for notification of the Draft BPP needs to be developed. This list can be coordinated between the agencies represented here. The City will need to determine the manner with which public comment will be collected, through public meetings, posting to a website, advertisement, etc.

Each time a bridge is considered for replacement or other activity that would result in a potential adverse effect, as opposed to preservation, this public comment process will need to be enacted. Some of the consulting parties include Army Corps of Engineers, Coast Guard, Chicago Preservation District, Chicago Landmarks, SHPO, Federally recognized Tribes, Historic Bridge Foundation (Austin, TX), Historicbridges.com (Nathan Holt), etc. These parties will be invited to sign the PA ; it is not mandatory that they sign, but acknowledging their participation in the process is needed.

23 USC 144(g) under the Highway Bridge Replacement and Rehabilitation Program requires that structures eligible for NHRP and slated for removal must be made available for donation to an entity that commits to preserving it. Marketing of bridges programmed for demolition will need to be part of the City's public notification process.

Suggestion that the Chicago History Museum be considered as a partner for public outreach and comment on the BPP.

**Action Items/Next Steps**

- CDOT to revise and resubmit BPP executive summary and other revised/new pages to IDOT by June 18<sup>th</sup>
- IDOT to provide a template for the PA to CDOT
- Contact List for interested parties to the Draft BPP to be developed
- CDOT to resubmit Chicago Ave. Section 106 application with a cover letter to SHPO affirming compliance with original mitigation measures and what has occurred in the past 5 years with regard to the bridge and the permit application
- CDOT to develop Plan for Public Review period on BPP

**FHWA/IDOT/IDNR(SHPO)/CITY OF CHICAGO  
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- CDOT to proceed on rehabilitation of 3 bridges already reviewed and determined to have no adverse affects (Grand Avenue, Webster Avenue, and LaSalle Street) and Cortland Street documents to be submitted for review.
- Submit Draft PA by July 2<sup>nd</sup>

We believe the above to be an accurate summary of the major items discussed. Please forward any comments or corrections to the attention of the writer within five working days of receipt of these minutes.

Minutes prepared by Paula Pienton, T.Y. Lin International

cc: Attendees

**CDOT's Short-Term and Long-Term Capital Program  
Movable Bridges**

#	SNS	BRIDGE	Scope	Construction Anticipated within...			NOTES
				5 years	10 years	15 years	
1	016-6011	Cortland Street Bridge	Bridge Rehabilitation	X			Section 106 drafted but never submitted (2015)
2	016-6016	W. Division Street over the River	<b>Bridge Proposed to be Removed &amp; Replaced</b>				
3	016-6007	Cermak Road					
4	016-6028	Kinzle Street Bridge	Bridge Rehabilitation			X	
5	016-6053	Washington Street Bridge	Bridge Rehabilitation		X		
6	016-6021	Grand Avenue Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014
7	016-6008	Chicago Avenue Bridge	<b>Bridge Proposed to be Removed &amp; Replaced</b>				
8	016-6037	Ewing Avenue Bridge (92nd Street)	Bridge Rehabilitation	X			
9	016-6026	Jackson Blvd Bridge	Bridge Rehabilitation		X		
10	016-6057	Webster Avenue Bridge	<b>Bridge Rehabilitation</b>	X			Received "No Adverse Effects" clearance in 2014
11	016-6029	Lake Street Bridge	Bridge Rehabilitation	X			
12	016-6036	W. Monroe Street Bridge					
13	016-6035	Michigan Avenue Bridge	Bridge Rehabilitation		X		
14	016-6020	Franklin Street Bridge	Bridge Rehabilitation		X		
15	016-6054	N. Wells Street Bridge					
16	016-6034	Madison Street Bridge					
17	016-6005	California Avenue (S) Bridge	Bridge Rehabilitation			X	
18	016-6009	Cicero Avenue (S) Bridge	Bridge Rehabilitation	X			
19	016-6001	Adams Street Bridge					
20	016-6042	100th Street Bridge	Bridge Rehabilitation		X		
21	016-6047	Roosevelt Road Bridge					
22	016-6032	LaSalle Street Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014
23	016-6010	Clark Street Bridge	Bridge Rehabilitation		X		
24	016-6043	106th Street Bridge	Bridge Rehabilitation		X		
25	016-6052	Wabash Avenue Bridge	Bridge Rehabilitation			X	

#	SNs	BRIDGE	Scope	Construction Anticipated within...			NOTES
				5 years	10 years	15 years	
26	016-6024	S. Halsted Street Bridge	Bridge Rehabilitation		X		
27	016-6002	N. Ashland Avenue Bridge					
28	016-6030	Lake Shore Drive Bridge	Bridge Rehabilitation			X	Minor rehab scheduled in 2018
29	016-6003	S. Ashland Avenue Bridge					
30	016-6050	Torrence Avenue Bridge					
31	016-6056	S. Western Avenue Bridge					
32	016-6006	Canal Street Bridge					
33	016-6048	State Street Bridge	Bridge Rehabilitation		X		
34	016-6023	N. Halsted Street Bridge					
35	016-2445	1-290 (Congress Parkway) Bridge	Bridge Owner: IDOT				
36	016-6051	Van Buren Street Bridge	Bridle Rehabilitation		X		Received "No Adverse Effects" clearance in 2014
37	016-6038	95th Street Bridge	Bridge Rehabilitation		X		
38	016-6025	Harrison Street Bridge					
39	016-0202	Kennedy EV Feeder (Ohio) Bridge	Bridge Owner: IDOT				
40	016-6014	Dearborn Street Bridge	Bridge Rehabilitation			X	
41	016-6017	18th Street Bridge	Bridge Rehabilitation		X		
42	016-6033	Loomis Street Bridge	Bridge Rehabilitation		X		
43	016-6101	Columbus Drive Bridge					
44	016-6102	Randolph Street Bridge					

Comments Received  
on the  
January 2018  
PreFinal Draft  
Chicago Movable Bridges  
Preservation Plan



# Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271  
www.dnr.illinois.gov

Bruce Rauner, Governor  
Wayne A. Rosenthal, Director

FAX (217) 524-7525

Cook County  
Chicago

Bridge Replacement (SN 016-6015)

FAU 1394/W. Division St. over the North Branch of the Chicago River Canal

CDOT-E-3-643, IDOT-01-E1022-00-BR, IDOT Seq #-12687B

SHPO Log #013022514

March 9, 2018

Brad Koldehoff  
Illinois Department of Transportation  
Bureau of Design and Environment  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from our office concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties."

In general, the Plan is a thoroughly researched document and many of its components, especially the survey and individual bridge documentation, will be of great use for all consulting parties in the future.

The State Historic Preservation Office (SHPO) comments and concerns are as follows:

1. Eligibility for listing in the National Register of Historic Places (NRHP) should be updated throughout the document to reflect the SHPO determination of eligibility dated July 6, 2017 (all 44 bridges). The Executive Summary, bridge chart, and the individual bridge documentation all should be revised to include that information.
2. SHPO staff disagrees with the statement to not preserve any of the 4<sup>th</sup> or 5<sup>th</sup> generation bridges. All of the 4<sup>th</sup> generation bridges are over 50 years old (1952-1967). All 44 bridges were determined eligible for listing on NRHP by SHPO (see Item 1).
3. SHPO staff have concerns over the criteria chosen for not preserving bridges—structural deficiency, functional obsolescence, and lower level of historic significance as compared to its counterparts—and their inconsistent and subjective application throughout this Plan.
  - a. We wholly reject the criterion of "lower level of historic significance," especially as explained in the bridge chart. Relative location of the bridge (i.e., downtown or outside of downtown), is not a determinant of historic significance, merely of prominence. The

- significance, rarity, and very finite number of the historic resources do not permit a subjective ranking of significance as undertaken in the bridge chart. SHPO has determined all 44 bridges eligible for listing on the NRHP (see Item 1), and, to be clear, it is not possible that some bridges are "more eligible" than others.
- b. We believe that the criterion of "functional obsolescence" is not applied uniformly in order to determine preservation priorities. As evidenced in the bridge chart, many bridges that are proposed to be preserved share the same functional obsolescence ratings with those that are not, raising questions as to the validity of this criterion when applied to significant historic resources. Furthermore, low functional obsolescence rankings make the bridges eligible for funding for rehabilitation or replacement projects under the Highway Bridge Program, which in turn could enable preservation of the bridges. Of critical importance to this issue, it must be stated that the entire concept of "functional obsolescence" is inherently biased against historic resources—whether bridges or buildings—whose functionality is evaluated against contemporary preferences or current standards. However, many laws (e.g., the Americans with Disabilities Act) and codes (e.g., the Illinois Accessibility Code or the International Building Code) recognize this disparity and provide alternative measures for historic resources to achieve compliance. Safety concerns aside (these are addressed below in Item 3b), SHPO staff expect many historic resources to have a lower ranking for functional obsolescence than newer resources, but do not in most instances accept it as justification for demolition. Instead of using this criterion to dismiss historic resources, this Plan should propose alternative treatments and corrective measures to alleviate functional obsolescence concerns for all 44 NRHP-eligible historic bridges (see Items 1 and 7).
  - c. In our evaluation, serious "structural deficiency" is a better criterion in order to prioritize the preservation of the bridges. However, like its "functional obsolescence" counterpart, it also appears to be applied inconsistently with both "preservation" and "non-preservation" bridges sharing many of the same ratings and evaluations. Similarly to functional obsolescence, a low ranking in this category appears to make the bridges eligible for funding for rehabilitation or replacement projects under the Highway Bridge Program, which presents an opportunity to correct the measures and preserve the resource. While SHPO always is concerned with safety, we believe that the structural deficiency must be severe enough and must be clearly demonstrated and documented before it can be used as a factor towards bridge demolition.
  - d. Many of the bridges on CDOT's long term capital program are labeled with the statement that "no improvement is currently required," yet two of the bridges (S.N. 016-6016 and 016-6008) are slated for demolition. If "structural deficiency" and/or "functional obsolescence" are such overriding factors towards bridge retention, it seems unlikely that CDOT would not make plans within the next 15 years to address them. The long term capital program schedule should, at a minimum, be updated to reflect currently proposed demolitions.
4. The executive summary states incorrectly that this Plan serves "as a mitigation measure for the removal and replacement of the following bridges: Chicago Avenue over the North Branch of the

Chicago River (S.N. 016-6008), and West Division Street over the North Branch of the Chicago River (S.N. 016-6016)" (Section A, page 2).

- a. The Plan serves as a mitigation measure for the removal and replacement of only the Division Street Bridge over the North Canal of the Chicago River (S.N. 016-6015), as per the Memorandum of Agreement (MOA) for replacement of this bridge executed in May 2014.
  - b. On August 13, 2013, SHPO did accept the adverse effect of removal and replacement of S.N. 016-6008, provided that certain stipulations were met, including preparation of the Bridge Preservation Plan. However, this consultation was never finalized and, since then, the Bridge Preservation Plan became a mitigation item for the removal of S.N. 016-6015, which is a separate undertaking. Therefore, the Plan cannot serve as a mitigation for removal of any other bridge, and mitigation items for the removal and replacement of S.N. 016-6008 will have to be reevaluated once Section 106 consultation is reinitiated.
  - c. Other than an initial Section 4(f) report from 2011, SHPO cannot locate any other consultation regarding S.N. 016-6016. We do not have a record of accepting the adverse effect of its removal. Once Section 106 consultation is initiated, and if the adverse effect is accepted, mitigation will have to be considered as part of that separate undertaking.
5. While we understand that two of the bridges included in this Plan are IDOT-owned (S.N. 016-2445 and 016-0202), and, therefore, the City does not have authority to propose them for preservation, we believe that the Plan should not dismiss these two resources and, at a minimum, we recommend coordination and consultation with IDOT regarding their preservation. As stated in the Executive Summary and in the MOA, the Plan is not only for City-owned bridges nor only for the use of the City—it is to address all 44 bridges and serve “as a resource management plan to assist consulting parties in evaluating existing movable bridges for preservation or replacement based on historical significance, structural condition, functionality and adverse effect.”
  6. The Plan does not elaborate on what specific planning decisions, activities, or actions constitute preservation of the bridges, as required by the MOA (“The plan will [...] detail the requirements for continued maintenance of the bridges to be preserved”). The “Definition of Historic Preservation Terms” included in Appendix B, while helpful, does not define the specific actions planned by CDOT towards maintaining the bridges; it is merely a glossary of general preservation terms. In order for this document to be useful as a planning tool for all parties and to meet the requirements of the MOA, this Plan must define the maintenance activities to be implemented to preserve each of these bridges—or it should clearly state that preservation of a particular bridge is not planned for specific, documented reasons.
  7. The “Correspondence and Meeting Minutes” section of the Plan should be updated to include all additional relevant consultation documents, which include (at minimum) the executed MOA for the replacing of S.N. 016-6015 and the July 6, 2017, letter by SHPO that determines all 44 bridges to be eligible for the NRHP.
  8. While the Plan does include an agreement by CDOT to revisit and update the Plan as needed on a five (5) -year interval, the expected updates are not defined. The document also should state if the expectation is that the entire Plan will be produced anew every five years, or state which sections of the Plan will be updated— map, bridge chart, long term capital program, individual bridge

assessments and structural reports, correspondence. The document does not clarify what the milestones/maintenance plans are for implementation and comparison to be reviewed and updated at each interval. This should be well defined in the Plan so all consulting parties can expect the same deliverables at each interval.

9. Regardless of CDOT's commitment within the Plan to preserve specific bridges, SHPO will consider any future demolition of each NRHP-eligible bridge (all 44 bridges, see Item 1) to be a separate undertaking with an adverse effect, which will have to be mitigated separately from any ongoing undertakings related to the Plan, such as rehabilitation work. In other words, SHPO's acceptance of the Plan—when it is ready to be finalized as agreed upon by the parties—does not constitute SHPO acceptance of future adverse effects nor does it absolve CDOT from fulfilling its cultural resource management duties.

If you have any questions, please contact me at 217/785-5031.

Sincerely,



Rachel Leibowitz, Ph.D.  
Deputy State Historic  
Preservation Officer

March 2018 Comments of Dan Byrd, FHWA

1.0 EXECUTIVE SUMMARY

I have reviewed exec  
Summary & like the  
overall concept. Preserving  
23 is reasonable. Others are  
too far gone.

See comments in Red  
SB

- We no longer use terms  
"Structurally Deficient" or  
"Functionally Obsolete"
- We no longer utilize  
Sufficiency Rating
- We don't have the  
HBP program anymore.
- \* But state (CDOT) can use on their  
own if they want.

**A. GENERAL**

The Chicago Department of Transportation (CDOT) has undertaken development of this Movable Bridge Preservation Plan (Plan) to provide historic and engineering documentation of the forty-four (44) Movable bridges located within the City of Chicago (City). As directed by the Illinois Department of Transportation Bureau of Design and Environment (BDE) and in concurrence with the State Historic Preservation Officer (SHPO), this document will serve two purposes:

1. As a mitigation measure for the removal and replacement of the following bridges:  
 Chicago Avenue over the North Branch of the Chicago River (S.N. 016-6008), and West Division Street over the North Branch of the Chicago River (S.N. 016-6016).
2. As a resource management plan to assist consulting parties in evaluating existing Movable bridges for preservation or replacement based on historical significance, structural condition, functionality and adverse effect.

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 Illinois Department of Transportation (IDOT) regarding the preservation of the City-owned and maintained Movable bridges.

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. The IDOT owned bridges are the Kennedy Expressway Feeder Bridge at Ohio Street, crossing the North Branch of the Chicago River and the I-290 (Congress Parkway) Bridge crossing the South Branch of the Chicago River. 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.

**Table 1: Summary of the 44 Movable Bridges**

	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
<b>CDOT Owned Bridges</b>	<b>42</b>	10	8	16	5	3
<b>State Owned Bridges</b>	<b>2</b>	0	1	1	0	0
<b>Operable Bridges</b>	<b>33</b>	10	1	17	5	0
<b>Inoperable Bridges</b>	<b>11</b>	0	8	0	0	3
<b>Historic Bridges to be Preserved</b>	<b>23</b>	8	4	9	2	0

## 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, cost and practicality. The main feature of the design was the bridge rotates 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.

Table 2 lists all the Movable bridges in the City in order of construction date and provides each bridge with a corresponding consecutive identification number from 1 to 44 (shown in the third column from the left). The table also identifies the bridges that are currently operable, and those that are proposed for preservation.

A majority of the Movable bridges in the City are the Chicago Type Bascule Bridges. The following bridges are not Chicago Type Bascule Bridges:

- Cermak Road (Bridge ID No. 3)
- Torrence Avenue (Bridge ID No. 30)
- South Western Avenue (Bridge ID No. 31)

Only bridges located within the City limits are included in this plan. The following bridges are not included:

- Division Street over the Canal: This bridge has been demolished.
- Northbound and Southbound Harlem Avenue: These bridges are outside the limits of the City of Chicago.

Two of the bridges included in this Plan are within the City limits, but they are IDOT-owned, and therefore the City does not have authority to propose them for preservation. These two bridges are:

- I-290 Expressway (Congress Parkway, Bridge ID No. 35)
- Kennedy EV Feeder (Ohio, Bridge ID No. 39)

*Need to decide on these*

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

Generation	Proposed for Preservation	Bridge ID No.	iDOT Structure No.	Bridge Name	Operable	Feature Crossed
1 <sup>st</sup> Generation (1900 – 1910)	Yes	1	016-6011	Cortland Street	No	North Branch Chicago River
		2	016-6016	W. Division Street (River)	No	North Branch Chicago River
	Yes	3	016-6007	Cermak Road	Yes	South Branch Chicago River
	Yes	4	016-6028	Kinzie Street	No	North Branch Chicago River
2 <sup>nd</sup> Generation (1911 – 1930)		5	016-6053	Washington Street	Yes	South Branch Chicago River
	Yes	6	016-6021	Grand Avenue	No	North Branch Chicago River
		7	016-6008	Chicago Avenue	No	North Branch Chicago River
		8	016-6037	Ewing Avenue	Yes	Calumet River
	Yes	9	016-6026	Jackson Boulevard	Yes	South Branch Chicago River
		10	016-6057	Webster Avenue	No	North Branch Chicago River
	Yes	11	016-6029	Lake Street	Yes	South Branch Chicago River
	Yes	12	016-6036	W. Monroe Street	Yes	South Branch Chicago River
	Yes	13	016-6035	Michigan Avenue	Yes	Main Branch Chicago River
	Yes	14	016-6020	Franklin-Orleans Street	Yes	Main Branch Chicago River
	Yes	15	016-6054	N. Wells Street	Yes	Main Branch Chicago River
	Yes	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
	Yes	19	016-6001	Adams Street	Yes	South Branch Chicago River
	Yes	20	016-6042	100th Street	Yes	Calumet River
	Yes	21	016-6047	Roosevelt Road	Yes	South Branch Chicago River
Yes	22	016-6032	N. LaSalle Street	Yes	Main Branch Chicago River	
Yes	23	016-6010	N. Clark Street	Yes	Main Branch Chicago River	
	24	016-6043	106th Street	Yes	Calumet River	
Yes	25	016-6052	Wabash Avenue	Yes	Main Branch Chicago River	
3 <sup>rd</sup> Generation (1932 – 1949)	Yes	26	016-6024	S. Halsted Street	Yes	South Branch Chicago River
	Yes	27	016-6002	N. Ashland Avenue	No	North Branch Chicago River
	Yes	28	016-6030	Outer Lake Shore Drive	Yes	Main Branch Chicago River
	Yes	29	016-6003	S. Ashland Avenue	Yes	South Branch Chicago River
	Yes	30	016-6050	Torrence Avenue	Yes	Calumet River
		31	016-6056	S. Western Avenue	No	Sanitary and Ship Canal
		32	016-6006	Canal Street	Yes	South Branch Chicago River
Yes	33	016-6048	State Street	Yes	Main Branch Chicago River	
4 <sup>th</sup> Generation (1952 – 1967)		34	016-6023	N. Halsted Street	No	North Branch Chicago River
		35	016-2445	I-290 (Congress Parkway) <sup>1</sup>	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) <sup>1</sup>	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 <sup>th</sup> 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

<sup>1</sup> IDOT owned bridges

### C. FORMAT OF THE REPORT

The Chicago's Movable Bridge Preservation Plan is formatted in the following manner.

Section 1.0: Executive Summary (this document)

Section 2.0: Map of Chicago's Movable Bridges: Aerial maps locating and identifying each bridge in the City of Chicago.

Section 3.0: List of Chicago's Movable Bridges Chart: A spreadsheet has been developed for easy reference to each Movable bridge in the City of Chicago. The table is organized by generation. Similar bridges within each generation are grouped together, and are listed by level of significance (see chart key). Historical significance is based upon research of the history of the bridge and understanding of the level of historic integrity (degree of remaining original material). Within each generation, a bridge's apparent level of historical significance is indicated by a darker or lighter hue (darker hues indicate greater historical significance – see chart key). See Section D of this Executive Summary for further explanation.

Section 4.0: Individual Bridge Documentation: Historical and structural information gathered for each bridge, organized by bridge based upon construction date. The data provided for each bridge are:

- a. Bridge History: Each bridge history was formatted to fit the Historic Illinois Engineering Record (HIER) Level III format, and includes the physical history, historical context, engineering information, sources of information. See Section E of this this Executive Summary for further explanation.
- b. Photo Data Pages: Each bridge was photographed in Fall 2016 to document the bridge superstructure and abutments, bridge houses, and bridge features, including balustrades, rails, vehicular and pedestrian deck, and approach as well as available historic photographs of each bridges. These pages are intended for use as an easy reference to identify key features of each bridge, particularly architectural. See Section F of this Executive Summary for further explanation.
- c. Bridge Structural Data and Bridge Drawing: General information is provided on the Structural Data Sheets as well as photographs, bridge dimensions, present use, National Bridge Inspection Standard (NBIS) ratings, structural deficiency, functional obsolescence, sufficiency rating, Highway Bridge Program (HBP) eligibility and rehabilitation history. See Section G this Executive Summary for further explanation.

*don't need this*

Section 5.0: Correspondence and Meeting Minutes: correspondence and meeting minutes

*? what is this*

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#### D. LIST OF CHICAGO'S MOVABLE BRIDGES CHART

The bridges are summarized in a spreadsheet for easy reference, listed in the order of the generation in which it was designed and/or constructed. Refer to Section 3.0 for the "List of Chicago's Movable Bridges Chart", which includes a key to explain the color coding.

Each generation was 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 (in order of construction date), IDOT structure number, bridge name, 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)<sup>2</sup> 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.
- Two columns summarize the Structural Condition Assessment for each bridge, as described on the Structural Data Sheets, indicating NBIS ratings, structural deficiency, functional obsolescence, sufficiency rating, Highway Bridge Program (HBP) eligibility and rehabilitation history.
- Two columns indicate CDOT's Proposed Action: commitment to preserve each bridge, and the justification for not preserving, as applicable.

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<sup>2</sup> National Register Eligibility as known to CDOT prior to submission of this report.

### Row color designations

Similar bridges are grouped together within each generation. They are further differentiated by their apparent level of significance based upon research conducted, and understanding of level of historic integrity (degree of remaining original material).

- Darker hue indicates bridge presenting higher level of significance (structural, historical or architectural) combined with higher level of historic integrity (higher percentage of original material) as compared with the bridges in lighter hue rows immediately below which are similar in type.
- Lighter hue indicates bridges that are similar in type to their counterpart positioned in a darker hue row above. They usually exhibit less historic integrity (lower percentage of original material) as compared with the bridge in the darker hue row above.
- Rows that have been encircled with a red box are bridges proposed for preservation. CDOT COMMITS TO PRESERVING these bridges.

The remaining bridges that CDOT has NOT COMMITTED TO PRESERVE are categorized as outlined below:

- Grey boxes indicate bridges that CDOT has identified as not committed to preserve based a bridge meeting one of more of the following criteria:
  1. Structurally Deficient
  2. Functionally Obsolete
  3. Lower Level of Historic Significance as compared to its counterparts
- White boxes encircled with a blue box indicate an IDOT-owned bridge, which the City does not have authority to propose for preservation.

*Need to follow up w/IDOT*

### **E. BRIDGE HISTORY**

A concise history of each bridge, with the exception of the 5<sup>th</sup> Generation Modern Bridges, was developed, and formatted to fit the Historic Illinois Engineering Record (HIER) Level III format. These reports 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 (in order of construction date).

For the 5<sup>th</sup> Generation Modern Bridges, there is not enough publically available archival data to support the full HIER format. A short narrative for each bridge was developed to provide basic physical data and background information.

## F. PHOTO DATA PAGES

Each bridge was photographed in the fall of 2016 to document the bridge superstructure and abutments, bridge houses, and bridge features, including balustrades, rails, vehicular and pedestrian deck, and approach as well as available historic photographs of each bridges. These pages are intended for use as easy reference identifying key features of each bridge, particularly architectural.

## G. BRIDGE STRUCTURAL DATA

Included with each bridge are the Structure Information List and Data Sheets.

The Structure Information List indicates each bridge number, IDOT structure number, facility carried by each bridge, feature that is crossed, location of each bridge, structure type, Structure Information and Management System (SIMS) database historic significance codes, group designation, construction date, and reconstruction date if applicable.

*This is inaccurate sometimes need to verify accuracy.*

General information is provided on the Structural Data Sheets as well as photographs, bridge dimensions, present use, National Bridge Inspection Standard (NBIS) ratings, structural deficiency, functional obsolescence, sufficiency rating, Highway Bridge Program (HBP) eligibility, and rehabilitation history.

*This will become inaccurate quickly*

The National Bridge Inspection Standards are federal regulations that establish requirements for inspection procedures, frequency of inspections, qualification of personnel, inspection reports and preparation and maintenance of a state bridge inventory.

The sufficiency rating is a numeric value that is a result of calculating and evaluating the following four factors: structural adequacy and safety, serviceability and functional obsolescence, essentiality for public use, and special reductions based on limiting features. The resulting percentage calculated from evaluating those four factors is indicative of the bridge's sufficiency to remain in service. One hundred percent represents an entirely sufficient bridge and zero represents an insufficient or deficient bridge.

*Note: FHWA does not utilize S.R. anymore, but states can still calculate and use.*

The Highway Bridge Program is a Federal Highway Act which funds, regulates and prioritizes improvements to the nation's bridges. Only bridges that are classified as "structurally deficient" or "functionally obsolete" and have a sufficiency rating of 80.0 or less are eligible for funding for rehabilitation or replacement projects under this program. See Table 3 for more detail on these ratings.

*Prefer to take this out. There is no such program anymore.*

Table 3. Structural Data Legend

NBIS RATINGS	STRUCTURALLY DEFICIENT
<b>N</b> - Not Applicable <b>9</b> - Excellent (New) Condition <b>8</b> - Very Good Condition <b>7</b> - Good Condition <b>6</b> - Satisfactory Condition <b>5</b> - Fair Condition <b>4</b> - Poor Condition <b>3</b> - Serious Condition <b>2</b> - Critical Condition <b>1</b> - Imminent Failure Condition <b>0</b> - Failed Condition	<b>1.</b> A condition rating of 4 or less for deck, superstructure, substructure, or culvert  OR  <del><b>2.</b> An appraisal rating of 2 or less for structural evaluation or waterway adequacy.</del> <i>No longer as of January 2018</i>
FUNCTIONAL OBSOLESCENCE	HBP SUFFICIENCY RATING
<b>1.</b> An appraisal rating of 3 or less for deck geometry, under clearance, or approach roadway alignment  OR  <b>2.</b> An appraisal rating of 3 for structural evaluation or waterway adequacy.	<b>80-100</b> Not Eligible <b>50-80</b> Rehabilitation Only <b>0-50</b> Replace or Rehabilitate

*Term no longer recognized!*

*Now referred to as "poor"*

The structural evaluation and rating of a bridge is based on the physical condition of the materials included in the deck, superstructure and substructure. The condition is typically determined by a visual examination. A bridge is designated as Structurally Deficient if the condition rating of one of those elements is a 4 or less. The Illinois Highway Information System provides general descriptions of these condition ratings:

4: Poor Condition – Advanced section loss, deterioration, concrete spalling or scour (up to 30% section loss on primary member(s) in critical areas).

*3* 5: Serious Condition – Loss of section, deterioration, concrete spalling or scour (up to 50% section loss on primary member(s)). Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.

2X 6: Critical Condition – Advanced deterioration of primary structural elements (greater than 50% section loss of primary member(s) in critical areas). Fatigue cracks in steel or shear cracks in concrete may be present. It may be necessary to close the bridge until corrective action is taken. Special inspections may also be required.

Structures are functionally obsolete if they have deck geometry, load carrying capacity, clearance or approach roadway alignment that no longer meet the criteria for the roadway system of which the structure is part.

Appraisal ratings for the structural evaluation are generated from the condition ratings for the superstructure and the substructure and the load carrying capacity. A rating of 3 is considered basically intolerable requiring a high priority of corrective action. Ratings lower than 3 require replacement or bridge closure.

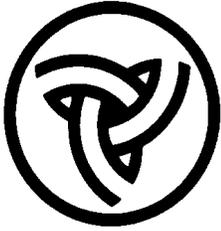
*Don't say this for replacement  
It is requiring high priority  
no mandatory replacement.*

Appraisal ratings for deck geometry are determined based on the measured roadway width, number of lanes and traffic volumes. Ratings range from 0 to 9 with lower ratings indicating the roadway width/number of lanes is not sufficient for the traffic volumes. A rating of 3 is considered basically intolerable requiring a high priority of corrective action.

Approach roadway alignment ratings are used to identify bridges that do not function properly or adequately due to the alignment of the approaches. For example, if there is substantial reduction in the vehicle operating speed from that on the roadway section, the rating would be a 3.

Under clearance ratings apply to bridges over roadways, so they do not apply to the structures within this study.





# Illinois Department of Transportation

## Memorandum

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To: Becky Roman & Brad Koldehoff  
From: Emilie Land  
Subject: Chicago Moveable Bridges Preservation Plan, PreFinal Resubmittal  
Date: March 5, 2018

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**Cook County  
City of Chicago**

Please see below my comments on the above referenced submittal.

**Revised Sheets of Pre-Final Submittal - 3/5/2018**

Executive Summary Title Page (Pg. 5 of PDF document) – Shouldn't the TOC listed under the Executive Summary be included on the full Table of Contents on Pg. 2?

Executive Summary – A. General

1. Pg.6 #1 (lines 5-8) – To clarify, this plan was a mitigation measure for SN 016-6008 (Chicago Ave. Bridge over N., Branch of Chicago River) and *SN 016-6015* (W Division St. Bridge over the N. Branch of Chicago River Canal), not SN 016-6016 (W. Division St. Bridge over N. Branch Chicago River). This mitigation was clearly noted in the Adverse Effect letters regarding SN 016-6008 and SN 016-6015 (which also notes the mitigation in an MOA). Due to its critical status, SN 016-6015 was allowed to be removed and replaced prior to the completion of its MOA stipulations.
2. Pg. 6 lines 3, 10, 15, 17 and elsewhere throughout document – When not referring to the report title, please make “Movable” lowercase.
3. Pg. 6 #2 – Please reword to: As a resource management plan to assist consulting parties in evaluating the NRHP eligibility of the City's existing movable bridges based on historical significance, structural condition, and functionality of these bridges to better plan for their preservation, maintenance, and/or replacement.
4. Pg. 6 Table 1 – Please change second row label to read “IDOT (State) Owned Bridges,” as they are referred to as IDOT-owned in the paragraph above.
5. Pg. 6 – Move B. Background to top of following page so it's not hanging by itself at the bottom of the first page of the Executive Summary.
6. Please include the basic definitions of bascule, vertical lift, Scherzer, rolling lift, etc. with other bridge term definitions in Appendix B.

#### Executive Summary – B. Background

1. Top Pg. 7 – Please use “...turn of the twentieth century by the City’s...” instead of “turn of the century (early 1900s) by the City’s...”
2. Top Pg.7 line 4 – This line is confusing as it is currently worded. Please delete the comma after branches and insert “as well as” before cost.
3. Pg. 7, 2<sup>nd</sup> paragraph – Add “for purposes of this report” before “provides each....”
4. Pg. 7, 3<sup>rd</sup> paragraph – It is noted that the Cermak Rd., Torrence Ave., and South Western Ave. bridges are not bascules, but are a rolling lift, vertical lift, and vertical lift converted to fixed bridge, respectively. The basic description for a bascule bridge is included in paragraph 1 on this page; however, no basic description is provided for these other types of movable bridges. If not fully described here, please add a basic summary of each bridge type in Appendix B with the other definitions and add mention of these bridge types definitions in the following paragraph.
5. On Pg. 8, Table 2 – The thick divider line between 2<sup>nd</sup> Generation bridges and 3<sup>rd</sup> Generation bridges is missing, as well as the thick divider line between 4<sup>th</sup> and 5<sup>th</sup> Generation bridges.

#### Executive Summary – C. Format

1. Please remove “(this document)” from Section 1.0.
2. Section 4.0 – Please change the last sentence of this paragraph to say “The data provided for each bridge includes:...” instead of “data....are:...”
3. Section 4.0 (a) – The word “and” was omitted from the third line of this subsection. The sentence should read “...includes the physical history, historical context, engineering information, *and* sources of information.”
4. Please remove the second mention of “correspondence and meeting minutes” from Section 5.0. I believe this subsection can simply be called out by its title like Section 1.0.

#### Executive Summary – D. List of Chicago’s Movable Bridges Chart

1. Column Headings section – As the bridges in this chart are not listed in chronological order by construction date and are instead grouped by type within each generation, please change the information in the parentheses to (assigned by construction date) instead of (in order of construction date) as this is misleading as these bridge ID numbers are all out of order in the chart.

#### Executive Summary – G. Bridge Structural Data

2. Table 3 (Pg. 13 of PDF) – Please centralize the “OR” between the two options for Functional Obsolescence so it matches the one under Structurally Deficient.
3. Also, is the header for HBP Sufficiency Rating centralized like the three other headers? It appears to be right-aligned or close to it.

#### Revised Photo Data Pages for Bridge Numbers 35-44 (starting Pg. 18 of PDF)

1. The headers on all of these data pages call the document the “CDOT Vehicular (Bascule) Bridge Preservation Plan” when it should be Chicago’s Movable Bridge Preservation Plan. Please verify that the correct title is used throughout.
2. On some Photo Data Pages, such as 35 – West Congress Parkway Bridge and 36 – Van Buren Street Bridge, *bridge house* is used in the significance/descriptions on the cover pages as two words. However, the detail photos, such as those for the Van Buren Street Bridge and 95<sup>th</sup> Street Bridge, are labeled as *bridgehouse* (single word). Please use uniform spelling throughout.
3. 38 – Harrison Street Bridge (Pg. 33 of PDF) – On Pg.3 of these Photo Data Pages, “Midcentury Modern” is used to describe the bridge house (this is also used for 41 – 18<sup>th</sup> Street Bridge Pg. 45). However, on Pg. 3 of 40 – Dearborn Street Bridge Photo Data Pages (Pg. 40 of overall PDF), “Mid-Century Modern” is utilized. Please change all to Mid-Century Modern.

4. 41 – 18<sup>th</sup> Street Bridge (Pg. 43 of overall PDF) – The first page lists this bridge type as a Scherzer rolling lift bridge, yet the chart in the full 11/2017 draft states that it is a single-leaf, trunnion type bascule. Under the Cermak Rd. Bridge in that chart, it states that the Cermak bridge is one of only two Scherzer rolling lift bridges in Chicago (the other being a railroad bridge). Please identify the correct bridge type on the first page of the 18<sup>th</sup> Street Photo Data Pages.
5. 42 – Loomis Street Bridge (Pg. 48 of PDF) – The Chart from the 11/2017 full draft shows this bridge as having a HAER number (IL-139), yet on this page, it says “None” under HAER documentation.

Appendix C (Pg. 84-86 of overall PDF)

1. Please alter the header at the top of these three pages to say “Movable” instead of “Moveable” in order to be consistent with the rest of the document.
2. Why were the photos and data sheets omitted for the movable lift bridges detailed in the spreadsheet on Pg. 84 at the beginning of the Appendix? Please include.

**Comments on 11/2017 full draft of CMBPP**

List of Chicago's Movable Bridges Chart (starting on Pg. 21 of full draft)

1. As they are listed from the top of this chart, ID # 1, 4, 3, 13, & 9 have the incorrect acronym “HRHP” in the National Register Eligible column instead of NRHP.
2. Check throughout this chart for consistencies spelling, spacing, word capitalizations, using all caps, random periods after yes/no, use of shorthand (like DT), etc. Example: ID # 1, 4, 3, 13 & 9 have “YES” in the National Register Eligible column, yet all the others have “Yes”. It switches back and forth throughout the columns of the chart. Also, check the Structurally Deficient column. Sometimes “Advanced deterioration” is correctly used but sometimes “Advance deterioration” is used instead (like on ID # 22, 23, 25, 18, 20, 24, 26, 31, 28, 36, 37, 40, 41, 43, & 42).
3. ID # 14, 19, 15, and 23 are bounded in a thick red line noting it for preservation; however, nothing is listed in any of the historic significance columns. This makes it hard to ascertain why it is proposed for preservation or not.
4. ID # 5 – Washington Street Bridge
  - a) While this is the oldest downtown bridge with pony trusses and has unique bridge houses, this bridge is not marked for preservation. Please explain. Is this solely based on condition?
  - b) It is noted that this bridge is similar to ID # 6 (Grand), 7 (Chicago), 8 (Ewing) and 10 (Webster). Washington is the only one marked the darker color, and therefore, more significant, yet of these similar bridges, only the Grand Ave. Bridge is proposed for preservation. Why Grand and why only one?
  - c) ID # 5 Washington Street Bridge - The column for Historical Significance – Architectural has “APPEAR TO HAVE BEEN REBUILT” in all caps. Per the HIER report in the next section, work was done in 1943, 1957 and the early 1960s. However, does that need to be mentioned here? Some rows mention later construction work, but not all do.
5. ID #11 Lake Street Bridge - The column for Historical Significance – Structural has shorthand for concrete abutments which should be spelled out, but also notes tender houses. Are these the same as bridge houses (the term used throughout the rest of the report)?
6. Why does is text in Architectural and Exceptional Features columns in the Historic Significance section of the chart doubled for ID # 26, 29, 33 & 27? It should be in one column or the other or the information split depending on what it is.
7. Under ID # 26 S. Halsted St. Bridge, why does it have photos of a bridge house detail found on ID #33 State Street Bridge? And vice versa. These columns for ID #33 State St. Bridge note that the photo of the design feature is from ID # 26 S. Halsted.
8. ID #25 – Wabash Avenue Bridge

- a) As noted on Page 14 of the HIER, this bridge won the American Institute of Steel Construction's Most Beautiful Steel Bridge Award in 1930, yet this is not mentioned on the Chart.
  - b) Also, the Wabash Bridge has a HAER number that is not noted in the Chart. The Library of Congress website says there is a HAER: IL -48.
9. ID # 17 (California Avenue) and 18 (Cicero Avenue): These are the only two like this and were significant for their Strauss design, yet neither are proposed for preservation. Why?
  10. ID # 31 for S. Western Ave. Bridge: What does "possible significance re: Del Campo" mean under?
  11. Why are no 4<sup>th</sup> Generation bridges proposed for preservation? The ID # 36 Van Buren St. bridge is noted as the earliest most significant structure.
  12. ID # 40 Dearborn St. Bridge – The HIER # is listed as CK-2017-39 (same as the Kennedy Feeder Bridge line below it). It should be CK-2017-40.
  13. ID # 42 – Loomis Street Bridge – Please delete the HAER number indicated in the row for this bridge. IL-139 is assigned to the Grand Avenue Bascule Bridge. There is no HAER for the Loomis Street Bridge.

#### Section 4.0 - Individual Bridge Documentation - General

1. Make sure the May 2017 FWHA & BDE corrections on the Photo Data Pages have been addressed.
2. Please include the UTM coordinates for each bridge under "Location" on the first page of each HIER report.
3. Please check spacing throughout all the HIER documents
4. Please verify correct dates of construction throughout documentation. Examples: Just as the Grand Ave. Bridge, the Jackson Blvd Bridge says it was built 1914-1916 on the Chart and in the HIER document, but says 1915-1916 on the Photo Data Pages. For the Webster Ave. Bridge, HIER and Chart say it was built 1913-1916; while the Photo Data Pages say 1915-1916. Please verify for all the bridges.
5. Please add the IDOT Structure Number in parentheses behind "Present Use: Vehicular Bridge" in each HIER report. As it is now, there is no mention of the IDOT Structure Number in any of the HIER reports. Example: Present Use: Vehicular Bridge (IDOT Structure No. 016-6011) for the Cortland Street Bridge (report's first HIER report).

#### Section 4.0 - HIER CK-2017-1 Cortland Street Bridge

1. Please mention that the bridge was the recipient of the National Historic Civil Engineering Landmark in 1982 in the Significance statement on the first page. As there are only 266 such landmarks worldwide, it makes this significant.
2. Under Original plans and construction on Pg. 2 of this HIER, please add details regarding how the Pratt trusses differ from the standard, as is mentioned in this section for the Division St. Bridge (CK-2017-2).
3. Pg. 4 of the HIER notes the acronym CDOT, but never spells out what it stands for previously in this HIER report.
4. A space is missing between paragraphs on Pg. 15 of HIER document.
5. As was noted in the July 2017 comments on the May 2017 draft, the Photo Data Pages for this bridge still incorrectly say that this bridge is not included on IDOT's Historic Bridge List. It is a primary structure on the HBL. See bolded comment above.

#### Section 4.0 HIER CK-2017-3 Cermak Rd. Bridge

1. Shouldn't the steel arches over the pedestrian walkway and the bridge houses be listed under the Exceptional Features of the Historic Significance section of the overall Chart?

#### Section 4.0 - HIER CK-2017-5 Washington Street Bridge

1. In the Significance statement on the first page, it is mentioned that this bridge is similar to the Chicago Ave., Grand Ave. and Ewing Street bridges, yet the Chart also notes

- Webster Ave. bridge. This also pertains to this statement in the HIERs for CK-2017-6 (Grand Avenue), CK-2017-7 (Chicago Avenue), and CK-2017-8 (Ewing Avenue).
2. Fix footnote spacing on Page 13 of HIER.
  3. Photo Data Pages for Washington Street Bridge – First page says that the bridge houses are classical, yet Page 3 states that they are Post-Modern or Historicist. The HIER said nothing about them being rebuilt, so how could they be Post-Modern?

#### Section 4.0 - HIER CK-2017-6 Grand Avenue Bridge

1. “M.&D. fir intermediate” is crossed out but was left in the document. Please remove.
2. Part I of the HIER report says the date of construction is 1912-1913. However, the overall Chart lists the date of construction as 1912-1914 and the Photo Data Pages list the date of construction as 1911-1914. Bridge Structural Data Sheet says it was built in 1913. Which is correct? Please make necessary corrections so dates are consistent.

#### Section 4.0 - HIER CK-2017-8 Ewing Avenue Bridge

- Under General Data’s National Register Status on the Photo Data Pages, please change wording for this bridge and others like it not on the HBL or determined eligible to read “Not listed; no official eligibility designation” instead of “...not determined eligible.” The current wording implies that it is not eligible (yet that is not known at this time). Please change this wording for non-HBL bridges on all Photo Data Pages.

#### Section 4.0 - HIER CK-2017-24 106th Street Bridge

- Please fix spacing on Page 4 of HIER (space missing between 2nd and 3rd paragraphs), Page 6 (space needs to be inserted before First Generation description) and Page 7 (space needed between top two paragraphs and also between the bottom two paragraphs)

#### Section 4.0 - HIER CK-2017-25 Wabash Avenue Bridge

- Also has spacing issues on Page 4, 6 & 7.

#### Appendix A – Structure Summary Reports

- For clarification, please insert a text box on each page with the Bridge ID number that was assigned for this report

Emilie Land  
Historic Architectural Compliance Specialist  
Cultural Resources Unit  
Bureau of Design and Environment

CDOT submittal  
of PreFinal Draft  
Chicago Movable Bridges  
Preservation Plan  
January 2018



CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

January 5, 2018

Mr. Christopher J. Holt, P.E.  
Bureau Chief of Local Roads and Streets  
Illinois Department of Transportation (IDOT)  
Division of Highways/District One  
201 West Center Court  
Schaumburg, IL 60196-1096

Attn: Mr. Zubair Haider, P.E.

**Subject: Chicago's Moveable Bridge Preservation Plan (BPP)  
Pre-final Re-Submittal**

Dear Mr. Holt:

In response to comments received in the meeting held on November 30, 2017 at the FHWA offices in Springfield, we are re-submitting electronically only pages of the BPP that are revised, updated, or added, as agreed in the meeting.

The following is a list of the modifications, as included in the file named "BPP Pre-Final Re-submittal":

- Revised Table of Contents. New Appendix B and Appendix C were added.
- Revised Executive Summary.
- Movable Bridges Overall Location Map. New map will be added to Section 2.0.
- Revised Photo Data Pages for bridge numbers 35-44.
- New Appendix B. This Appendix includes: "Definition of Bridge Types", "Definition of Historic Preservation Terms" & "Glossary of National Register Terms".
- New Appendix C. This Appendix includes: "List of Movable Lift Bridges in Illinois", "List of Movable Bascule Bridges in Illinois" & "IDOT Documentation of Bascule Bridges Outside of City of Chicago".

A disposition of the comments from the meeting is included with this letter as Attachment 1. A copy of the meeting minutes is included with this letter as Attachment 2.

The following is a summary of the action items from the above referenced meeting:

1. CDOT to revise and re-submit updated or new pages (which is this re-submittal).
2. All involved agencies to review and provide comments on the revised BPP.
3. IDOT to close the MOA for the Division Street Bridge over the Canal.
4. SHPO/IDOT (in consultation with FHWA) to prepare a Programmatic Agreement.
5. CDOT to Prepare the Final BPP, which will address all agency comments.

The Programmatic Agreement will include:

- A summary of the BPP.
- A list of bridges to be removed (Chicago Avenue Bridge and Division Street Bridge over the River).
- A list of bridges to be preserved (23 bridges are currently proposed) .
- The statement that the BPP will be revisited every 5 years, and updated as needed.

Please forward this re-submittal to the agencies below:

- IDOT/BDE
- IHPA
- FHWA

We will forward this re-submittal to City of Chicago DPD.

Also, the Long Term Capital Program Table presented in the meeting has been modified to show all the movable bridges in Chicago. The revised table is included with this letter as Attachment 3.

Please contact Soliman Khudeira at 312-744-9605 or [Soliman.Khudeira@cityofchicago.org](mailto:Soliman.Khudeira@cityofchicago.org) should you have any questions or require additional information.

Very Truly Yours,



Dan Burke, S.E., P.E.  
Deputy Commissioner/Chief Engineer  
Division of Engineering

Originated By:



Soliman Khudeira, Ph.D., S.E., P.E.  
Section Chief of Major Projects

Attachment 1: Disposition of Comments

Attachment 2: Coordination Meeting Minutes – November 30, 2017

Attachment 3: Long Term Capital Program Table

cc: D. Burke, CDOT      S. Khudeira, CDOT      TYLI

**Disposition of Comments  
Chicago's Movable Bridge Preservation Plan - Comments from Meeting Held on 11/30/2017**

Document: Chicago's Movable Bridge Preservation Plan

November 2017

NO.	PAGE NO.	COMMENTS	RESPONSE BY (Name & Company)	RESPONSES	CURRENT STATUS (Open/ Closed)
1	Various	Definitions of operable vs. movable vs. fixed are needed. Inoperable and potentially operable may also need to be defined.	TYLI	Agreed. A "Definition of Bridge Types" section added in new Appendix B.	Closed
2	Various	Clarify terms related to preservation, restoration, maintenance, and rehabilitation.	AS - Sullivan Preservation	Agreed. A section called "Definition of Historic Preservation Terms" added in new Appendix B of the Plan.	Closed
3	Various	Provide a glossary of terms.	AS - Sullivan Preservation	Agreed. A section called "Glossary of National Register Terms" added in new Appendix B of the Plan.	Closed
4	Various	Identify if any bridges are not open to vehicular traffic.	TYLI	Agreed. All bridges are currently open to traffic. Text added to Executive Summary.	Closed
5	Various	Show Chicago city limits on Aerial Map of bridge locations. An overall key plan with dots at bridge locations.	TYLI	Agreed. Overall Key Plan with Chicago City Limits added to Section 2.0.	Closed
6	Various	Include Harlem Avenue bridges on map. (outside of Chicago city limits)	TYLI	Agreed. Harlem Avenue bridges added to Overall Key Plan.	Closed
7	Various	Include mention of Harlem Avenue bridges and multiple Joliet bascule bridges in the Executive Summary. IDOT will supply information about these bridges for inclusion in an Appendix.	TYLI	Agreed. Bascule bridges outside of City of Chicago are mentioned in Executive Summary and reference is made to IDOT information provided (Appendix C)	Closed
8	Various	Mention that there are movable railroad bridges over rivers in the Chicago area but these are not included in the BPP.	TYLI	Agreed. Privately owned railroad bridges mentioned in Executive Summary.	Closed
9	Various	Not all CDOT bridges identified in the executive summary were included in the Long Term Capital Program (LTCP). Agencies would like to know proposed treatment (maintenance commitment) of remaining bridges.	TYLI	Agreed. The LTCP table has been revised to include all the bridges in the BPP, and included with this letter as Attachment 3.	Closed
10	Various	Mention in executive summary that stand-alone IL HIER reports are provided for each bridge (facilitating future use during SHPO coordination)	TYLI	Agreed. Stand-alone IL HIER reports mentioned in Executive Summary	Closed
11	Executive Summary	After discussion, it was agreed that the BPP should be revisited every 5 years. This can be identified in the executive summary.	TYLI	Agreed. Revisitation of BPP occurring every 5 years is mentioned in Executive Summary.	Closed

Note: Comments copied from November 30, 2017 meeting minutes prepared by Phillip Frey. All response summaries written by CDOT for the responder.

# CDOT's Long Term Capital Program Movable Bridges

1/5/2018

#	SNs	BRIDGE	Scope	Construction Anticipated within...			NOTES	Proposed to be Preserved (per the BPP)
				5 years	10 years	15 years		
1	016-6011	Cortland Street Bridge	Bridge Rehabilitation	X			Section 106 drafted but never submitted (2015)	YES
2	016-6016	W. Division Street over the River	*					
3	016-6007	Cermak Road	*					YES
4	016-6028	Kinzie Street Bridge	Bridge Rehabilitation			X		YES
5	016-6053	Washington Street Bridge	Bridge Rehabilitation		X			
6	016-6021	Grand Avenue Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014	YES
7	016-6008	Chicago Avenue Bridge	*					
8	016-6037	Ewing Avenue Bridge (92nd Street)	Bridge Rehabilitation	X				
9	016-6026	Jackson Blvd Bridge	Bridge Rehabilitation		X			YES
10	016-6057	Webster Avenue Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014	
11	016-6029	Lake Street Bridge	Bridge Rehabilitation	X				YES
12	016-6036	W. Monroe Street Bridge	*					YES
13	016-6035	Michigan Avenue Bridge	Bridge Rehabilitation		X			YES
14	016-6020	Franklin Street Bridge	Bridge Rehabilitation		X			YES
15	016-6054	N. Wells Street Bridge	*					YES
16	016-6034	Madison Street Bridge	*					YES
17	016-6005	California Avenue (S) Bridge	Bridge Rehabilitation			X		
18	016-6009	Cicero Avenue (S) Bridge	Bridge Rehabilitation	X				YES
19	016-6001	Adams Street Bridge	*					YES
20	016-6042	100th Street Bridge	Bridge Rehabilitation		X			YES
21	016-6047	Roosevelt Road Bridge	*					YES
22	016-6032	LaSalle Street Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014	YES
23	016-6010	Clark Street Bridge	Bridge Rehabilitation		X			YES
24	016-6043	106th Street Bridge	Bridge Rehabilitation		X			YES

\* Based on most recent bridge inspection reports, no improvement is currently required.

\*\* IDOT Owned Bridge - not under CDOT jurisdiction.

#	SNs	BRIDGE	Scope	Construction Anticipated within...			NOTES	Proposed to be Preserved (per the BPP)
				5 years	10 years	15 years		
25	016-6052	Wabash Avenue Bridge	Bridge Rehabilitation			X		YES
26	016-6024	S. Halsted Street Bridge	Bridge Rehabilitation		X			YES
27	016-6002	N. Ashland Avenue Bridge	*					YES
28	016-6030	Lake Shore Drive Bridge	Bridge Rehabilitation			X	Minor rehab scheduled in 2018	YES
29	016-6003	S. Ashland Avenue Bridge	*					YES
30	016-6050	Torrence Avenue Bridge	*					YES
31	016-6056	S. Western Avenue Bridge	*					
32	016-6006	Canal Street Bridge	*					
33	016-6048	State Street Bridge	Bridge Rehabilitation		X			YES
34	016-6023	N. Halsted Street Bridge	*					
35	016-2445	I-290 (Congress Parkway) Bridge	**					
36	016-6051	Van Buren Street Bridge	Bridge Rehabilitation		X		Received "No Adverse Effects" clearance in 2014	
37	016-6038	95th Street Bridge	Bridge Rehabilitation		X			
38	016-6025	Harrison Street Bridge	*					
39	016-0202	Kennedy EV Feeder (Ohio) Bridge	**					
40	016-6014	Dearborn Street Bridge	Bridge Rehabilitation			X		
41	016-6017	18th Street Bridge	Bridge Rehabilitation		X			
42	016-6033	Loomis Street Bridge	Bridge Rehabilitation		X			
43	016-6101	Columbus Drive Bridge	*					
44	016-6102	Randolph Street Bridge	*					

\* Based on most recent bridge inspection reports, no improvement is currently required.

\*\* IDOT Owned Bridge - not under CDOT jurisdiction.

Minutes of the  
November 20, 2017  
Consultation Meeting on  
the Chicago's Movable  
Bridges Preservation Plan

**FHWA/IDOT/IDNR(SHPO)/CITY OF CHICAGO  
COORDINATION MEETING MINUTES  
Thursday, November 30, 2017  
FHWA Offices, Springfield, IL**

**Chicago's Movable Bridge Preservation Plan**

The following is a summary of the information presented, discussions held, and action items identified during this meeting:

**Introduction**

(Please see attached sign in sheet for list of attendees.)

The Chicago Department of Transportation (CDOT) submitted a Prefinal Movable Bridge Preservation Plan (BPP) to Agencies (FHWA/IDOT/IDNR(SHPO)/Chicago DPD) for review in May 2017. The document is part of the mitigation contained in the Memorandum of Agreement (MOA) regarding the demolition of the Division Street Bridge over the North Branch of the Chicago River Canal.

Agency comments were received and a revised BPP and Disposition of Comments were provided for Agency review on November 21, 2017.

**Supplemental CDOT Exhibits**

CDOT presented Exhibits 1 and 2 (attached). Exhibit 1 identifies past bascule bridge removals, 4 total (1998-2016), and 2 proposed removals pending Agency approval (Division Street and Chicago Avenue over the North Branch of the Chicago River). Exhibit 2 presents CDOT's Long Term Capital Program (LTCP) for Movable Bridges. The program includes rehabilitation of 25 bascule bridges (14 identified for preservation in the BPP) over a 15 year time period.

**Review/Discussion of November 2017 BPP Document**

Sullivan Preservation and CDOT presented the contents of the revised BPP Executive Summary. The following Agency comments were received:

- Definitions of operable vs. movable vs. fixed are needed. Inoperable and potentially operable may also need to be defined.
- Clarify terms related to preservation, restoration, maintenance, and rehabilitation.
- Provide a glossary of terms
- Identify if any bridges are not open to vehicular traffic.
- Show Chicago city limits on Aerial Map of bridge locations. An overall key plan with dots at bridge locations.
- Include Harlem Avenue bridges on map. (outside of Chicago city limits)
- Include mention of Harlem Avenue bridges and multiple Joliet bascule bridges in the Executive Summary. IDOT will supply information about these bridges for inclusion in an Appendix.
- Mention that there are movable railroad bridges over rivers in the Chicago area but these are not included in the BPP.
- Not all CDOT bridges identified in the executive summary were included in the LTCP. Agencies would like to know proposed treatment (maintenance commitment) of remaining bridges.
- Mention in executive summary that stand-alone IL HIER reports are provided for each bridge (facilitating future use during SHPO coordination)

2/5

**FHWA/IDOT/IDNR(SHPO)/CITY OF CHICAGO  
COORDINATION MEETING MINUTES  
Thursday, November 30, 2017  
FHWA Offices, Springfield, IL**

After discussion, it was agreed that the BPP should be revisited every 5 years. This can be identified in the executive summary.

**Action Items/Next Steps**

- CDOT to revise and resubmit executive summary and other revised/new pages to IDOT as soon as possible.
- IDOT will close the Division Street over North Branch Canal MOA.
- Agencies will provide comments on consolidated, updated, BPP.
- CDOT will then prepare Final Draft BPP including disposition of agency comments.
- A Programmatic Agreement (PA) will be prepared by the SHPO in consultation with IDOT and FHWA. This document is intended to include the details of the BPP, allow removal of the two bridges proposed, agree on the number of bridges to be preserved, etc. PA to be revisited/updated every 5 years.

We believe the above to be an accurate summary of the major items discussed. Please forward any comments or corrections to the attention of the writer within five working days of receipt of these minutes.

Minutes prepared by Phillip Frey, T.Y. Lin International

cc: Attendees

**City of Chicago  
Movable Bridges: Removed Bridges and to be Removed (Pending Approval)**

<b>SNS</b>	<b>PAST BRIDGE REMOVAL</b>	<b>REMOVAL YEAR</b>
016-6527	Damen Ave. Bridge	1998
016-6531	North Ave. Bridge	2006
016-6148	Halsted St. Bridge over Canal	2011
016-6015	Division St. Bridge over Canal	2016

<b>SNS</b>	<b>FUTURE BRIDGE REMOVAL</b>	<b>NOTES</b>
016-6016	Division St. Bridge over the River	Section 106 to be resubmitted
016-6008	Chicago Ave. Bridge over the River	Section 106 to be resubmitted

# Long Term Capital Program Movable Bridges

11/30/2017

#	SNs	BRIDGE	Scope	Construction Anticipated within....			NOTES
				5 years	10 years	15 years	
1	016-6051	Van Buren Street Bridge	Bridge Rehabilitation		X		Received "No Adverse Effects" clearance in 2014
2	016-6032	LaSalle Street Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014
3	016-6011	Cortland Street Bridge	Bridge Rehabilitation	X			Section 106 drafted but never submitted (2015)
4	016-6021	Grand Avenue Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014
5	016-6057	Webster Avenue Bridge	Bridge Rehabilitation	X			Received "No Adverse Effects" clearance in 2014
6	016-6029	Lake Street Bridge	Bridge Rehabilitation	X			
7	016-6009	Cicero Avenue (S) Bridge	Bridge Rehabilitation	X			
8	016-6033	Loomis Street Bridge	Bridge Rehabilitation		X		
9	016-6037	Ewing Avenue Bridge (92nd Street)	Bridge Rehabilitation	X			
10	016-6028	Kinzie Street Bridge	Bridge Rehabilitation			X	
11	016-6038	95th Street Bridge	Bridge Rehabilitation		X		
12	016-6042	100th Street Bridge	Bridge Rehabilitation		X		
13	016-6043	106th Street Bridge	Bridge Rehabilitation		X		
14	016-6052	Wabash Avenue Bridge	Bridge Rehabilitation			X	
15	016-6053	Washington Street Bridge	Bridge Rehabilitation		X		
16	016-6005	California Avenue (S) Bridge	Bridge Rehabilitation			X	
17	016-6010	Clark Street Bridge	Bridge Rehabilitation		X		
18	016-6014	Dearborn Street Bridge	Bridge Rehabilitation			X	
19	016-6020	Franklin Street Bridge	Bridge Rehabilitation		X		
20	016-6035	Michigan Avenue Bridge	Bridge Rehabilitation		X		
21	016-6030	Lake Shore Drive Bridge (minor rehab scheduled in 2018)	Bridge Rehabilitation			X	
22	016-6017	18th Street	Bridge Rehabilitation		X		
23	016-6024	S. Halsted Street Bridge	Bridge Rehabilitation		X		
24	016-6026	Jackson Blvd Bridge	Bridge Rehabilitation		X		
25	016-6048	State Street Bridge	Bridge Rehabilitation		X		



CDOT submittal  
of Revised Draft  
Chicago Movable Bridges  
Preservation Plan  
November 2017

1/21



CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

November 16, 2017

Mr. Christopher J. Holt, P.E.  
Bureau Chief of Local Roads and Streets  
Illinois Department of Transportation (IDOT)  
Division of Highways/District One  
201 West Center Court  
Schaumburg, IL 60196-1096

Attn: Mr. Zubair Haider, P.E.

**Subject: Chicago's Moveable Bridge Preservation Plan  
Pre-final Re-Submittal**

Dear Mr. Holt:

The Chicago Department of Transportation (CDOT) is re-submitting the pre-final Chicago's Moveable Bridge Preservation Plan (Plan) for your review. This re-submittal incorporates comments received from:

- Illinois Historic Preservation Agency (IHPA),
- IDOT Bureau of Design and Environment (IDOT/BDE),
- Federal Highway Administration (FHWA), and
- City of Chicago Department of Planning and Development (DPD)

Disposition of these comments are included with this letter as Attachment 1. Copies of the comments received are included as Attachment 2.

Please forward this re-submittal to the agencies below:

- IDOT/BDE
- IHPA
- FHWA

We will forward this re-submittal to City of Chicago DPD.

As requested by IHPA, a meeting between IHPA, IDOT, FHWA and CDOT is scheduled for November 30<sup>th</sup>, 2017 to discuss this pre-final document. Any comments raised during this meeting will be incorporated into the final submittal.

Please contact Soliman Khudeira at 312-744-9605 or [Soliman.Khudeira@cityofchicago.org](mailto:Soliman.Khudeira@cityofchicago.org) should you have any questions or require additional information.

Very Truly Yours,



Dan Burke, S.E., P.E.  
Deputy Commissioner/Chief Engineer  
Division of Engineering

Originated By:



Soliman Khudeira, Ph.D., S.E., P.E.  
Section Chief of Major Projects

Attachment 1: Disposition of Comments  
Attachment 2: Copies of Comments Received

cc: D. Burke, CDOT  
S. Khudeira, CDOT  
TYLI

**Disposition of Comments**  
**Chicago's Movable Bridge Preservation Plan - Illinois Historic Preservation Agency (IHPA) Review Comments**

Document: Chicago's Movable Bridge Preservation Plan May 2017  
July 6, 2017

NO.	DWG NO./ SPEC NO./ SECTION NO., ETC.	COMMENTS	RESPONSE BY (Name & Company)	RESPONSES	CURRENT STATUS (Open/ Closed)
1	General Comment	Only 11 of the 44 bridges have been identified for preservation, and IHPA will consider each demolition as an adverse effect as per Section 106 of the National Historic Preservation Act of 1966, 36 CFR 800.5.	S. Khudiera, CDOT	The eleven bridges selected were deemed the "best candidates" for preservation based on several criteria, including: 1) a representative example from each generation and structure type, 2) historic significance, 3) integrity of original construction and character, 4) exceptional or unique features, and 5) landmark status.  This list was intended to be a starting point, and the City has expanded the list.	Open
2	General Comment	IHPA requests a meeting to discuss the preservation criteria and tour the bridges.	S. Khudiera, CDOT	A meeting with IHPA, IDOT/BDE, FHWA and Chicago DPD has been scheduled for November 30, 2017.	Open

Note: The above are comments from the July 6, 2017 letter from IHPA (see Attachment 2).

**Disposition of Comments**  
**Chicago's Movable Bridge Preservation Plan - FHWA and IDOT/BDE Review Comments**

Document: Chicago's Movable Bridge Preservation Plan

May 2017

July 26, 2017

NO.	PAGE NO.	COMMENTS	RESPONSE BY (Name & Company)	RESPONSES	CURRENT STATUS (Open/ Closed)
1	Various	Use either "moveable" or "movable" throughout the document.	RH, TYLIN	Executive Summary changed to "movable". TYLIN to modify the rest of the document.	Open
2	Exec. Sum., Pg. 1	On Table 2, the time span for the Fifth Generation is 1979-1984. Which is correct?	RH, TYLIN	Correct time span for the 5th generation is 1976-1984. Document has been updated.	Closed
3	Exec. Sum., Pg. 1	There is an enormous amount of information in this document, so it would be helpful to state its purpose - how will it be used as a resource? We thought the purpose is to determine eligibility of each structure, and then evaluate each one to determine if it should be preserved or not??  In addition, development of this plan is a mitigation measure stipulated in the Division St Memorandum of Agreement.	RH, TYLIN	Information has been added. See page 2 of Executive Summary.	Closed
4	Exec. Sum., Pg. 1	I agree with Jan that this Executive Summary does not effectively summarize all of the information in this document. More details are required.  For example, it'd be helpful if the types of movable bridges are defined. From what I can tell, it appears that Steel Movable Bascule bridges and Steel Movable Lift bridges were included.	RH, TYLIN	Summary language has been revised to include other types of bridges other than Chicago bascules.	Closed
5	Exec. Sum., Pg. 1	Bridge Corresponding Identification number. Where is this number in the far left column?	RH, TYLIN	Bridge ID number can be found on the third column of Table 2.	Closed
6	Exec. Sum., Pg. 1	BDE is concerned that only 11 out of 44 bridges are considered the best for preservation.	RH, TYLIN	Total of 23 bridges are considered for preservation. See Table 1.	Closed
7	Exec. Sum., Pg. 2	Why do the time spans for the 3rd and 4th Generation bridges overlap?	RH, TYLIN	3rd generation time span is changed to 1932-1949.	Closed
8	Exec. Sum., Pg. 2	How was it decided to list the bridges as they are in each section and assign them the corresponding Bridge ID number? Within each generation, are the bridges listed chronologically starting with the oldest?	RH, TYLIN	Concur. The bridge ID number corresponds to the chronological order of construction dates.	Closed

9	Exec. Sum., Pg. 2	<p>When I searched for movable bridges in Chicago in the SIMS database, I found 46 bridges (44 bascules and 2 movable lifts in Cook County). Per SIMS, only two Cook County bridges are categorized as Steel Movable Lift bridges: 016-6050 &amp; 016-6571. However 016-6571 is an unused railroad bridge. Therefore, excluding the railroad bridge as neither the City nor IDOT maintains it, there should be 45 bridges on this list.</p> <p>However, one bridge listed on this page, 016-6056 Western, is not included as a movable bridge in SIMS. 016-6056 is categorized as a Steel Girder and Floorbeam System bridge.</p> <p>Furthermore, 016-0315 (NB Harlem Ave over Sanitary &amp; Ship Canal) is categorized as a bascule in SIMS (and is even included on the Illinois Historic Bridge List as such), as is 016-0991 (SB Harlem Ave over Sanitary &amp; Ship Canal).</p>	RH, TYLIN	<p>44 bridge structures have been identified within the Chicago city limits. 2 of these structures are owned by IDOT.</p> <p>Western was originally a movable bridge, but has been converted to a fixed structure recently.</p> <p>Structures 016-0315 (NB Harlem Ave over Sanitary &amp; Ship Canal), and 016-0991 (SB Harlem Ave over Sanitary &amp; Ship Canal) are outside Chicago city limits, hence they were not considered for preservation.</p>	Closed
10	Exec. Sum., Pg. 3	<p>On Page 1, it is noted that of the 44 on this document's overall list, 42 of them are owned/maintained by the City, while 2 are owned/maintained by IDOT. The two IDOT bridges noted on that page are the Kennedy Expressway Feeder Bridge at Ohio St and the I-290/Congress Pkwy Bridge. Yet both of these bridges are listed in Table 3 (Bridge ID # 35 &amp; 39) even though the header specifically states that it's a list of City-owned operable bridges.</p>	RH, TYLIN	Footnote added identifying IDOT owned structures.	Closed
11	Exec. Sum., Pg. 4	<p>Sentence above says "Bridges or bridge houses indicated to have greater historic significance will be preserved." and those 13 are listed with a Yes on tables. But on Table 1 it says 11 are to be preserved.</p>	RH, TYLIN	Table 1 has been updated.	Closed
12	Exec. Sum., Pg. 5	<p>There seems to be a lot of history information repeated in these - I assume they are intended to stand alone?</p> <p>Previous Feb 2015 draft plan had HAER Documentation - why is it now HIER?</p>	RH, TYLIN	Concur - see comment 13 below.	Closed
13	Exec. Sum., Pg. 5	<p>Jan - SHPO changed the name of the recordation at the request of the Library of Congress (who houses National HAER documents). It is now Historic Illinois Engineering Record.</p>	RH, TYLIN	Concur.	Closed
14	Exec. Sum., Pg. 5	<p>Shouldn't there be a section at the end of each individual documentation that summarizes why or why not each bridge is recommended for preservation?</p>	RH, TYLIN	The list of Chicago movable bridges chart in section 3.0 has been updated to include the justification for not preserving.	Closed
15	Exec. Sum., Pg. 5	<p>Shouldn't this description be under the "Individual Bridge Documentation" since it's more than just the history?</p>	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
16	Exec. Sum., Pg. 5	<p>Why are bridge houses and bridge features capitalized?</p>	RH, TYLIN	Document has been updated.	Closed
17	Exec. Sum., Pg. 5	<p>As noted on the Table of Contents, this time span given differs from that given in Table 2. I've noticed inconsistencies through the document concerning these generation time spans. Please verify each generation's correct span and make the necessary changes throughout the document.</p>	RH, TYLIN	Generation time spans have been confirmed and updated.	Closed

18	Exec. Sum., Pg. 6	Why is commitment to preserve unknown for IDOT-owned bridges?	RH, TYLIN	Statement has been updated with the following: "White boxes encircled with a blue box indicate an IDOT-owned bridge, which the City does not have authority to propose for preservation."	Closed
19	Exec. Sum., Pg. 6	In the tables described, there are three columns under "Landmark Status," which include National Register status, whether the structure has been determined NRHP-Eligible, and whether it is a Chicago or other landmark. Please add here for clarification.	RH, TYLIN	Concur.	Closed
20	Exec. Sum., Pg. 6	...IDOT-owned bridge where IDOT's....	RH, TYLIN	See response to comment 18.	Closed
21	Exec. Sum., Pg. 7	legend indicating rating significance missing	RH, TYLIN	Text has been updated.	Closed
22	Exec. Sum., Pg. 7	It should be noted that BDE does not go by the codes in the SIMS database as they are very outdated. We do not believe this ranking should be a key factor in determining eligibility.	RH, TYLIN	Concur.	Closed
23	Exec. Sum., Pg. 8	This statement that "Only structures that carry a highway receive sufficiency ratings" is incorrect. Nearly all structures from interstate bridges to highway bridges to township road bridges all have sufficiency ratings, which are provided in SIMS.	RH, TYLIN	Statement removed.	Closed
24	Exec. Sum., Pg. 8	Spacing for the HBP Sufficiency Rating header needs to be centralized like the others.  Also, the 1st and 4th boxes are aligned to the left while the 2nd and 3rd are centrally-aligned. To make things uniform, please use one format.	S. Khudela, CDOT	OK. The table has been modified.	Closed
25	Section 3.0	To help navigate this lengthy report, suggest having some kind of Index, HIER number, page number, etc. to find each bridge's documentation. Then at the end of each individual bridge's documentation, include a section (Part VI?) that clearly states if the bridge and/or housing will/will not be preserved and why/why not.  I agree with Jan. There needs to be a clear reasoning/methodology provided as to why bridges were determined to warrant preservation and why they weren't so the reader doesn't have to cipher through this huge report.  Also, no clear or detailed guidelines were provided as to how these decisions on preservation worthiness were made. How strict were the guidelines? Reading through the HIER reports confused me on this score.	RH, TYLIN	PDF document contains bookmarks that allows for navigation of the documents and links to all bridge documents.	Closed

26	Section 3.0	Based on Note B above that says that the bridges are "organized within each generation by their apparent level of significance based upon research conducted and understanding of level of historic integrity." If this is the case, why is Cermak bridge listed at the bottom of this generation table? As Cortland and Cermak are the only two outlined in red, shouldn't both be at the top of the table, per said note?  Furthermore, as the tables do not easily appear to be organized in the fashion outlined in Note B, the tables are confusing and appear to be in no particular order. It would be much easier to follow if the bridges are listed in the same order that they are given in Table 2 with the ascending Bridge ID numbers you assigned to them.	RH, TYLIN	Table 2 in the "Executive Summary" shows a chronological order of bridges from 1 to 44. The chart rearranges the bridges based on their historic significance, where: 1. similar bridges are grouped together to allow easier comparison, and 2. the darker hue represents the bridge with the highest significance within the group of similar bridges.	Closed
27	Section 3.0., Pg. 2	For clarification, can this column be changed to Chicago Local Landmark or Other Designation for these 10 pages of spreadsheets?	RH, TYLIN	No action taken. Chicago land mark or other designations identified on spreadsheet column.	Open
28	Section 3.0., Pg. 2	Please incorporate the eligibility information I gave you in this spreadsheet into the Photo Data Pages after each HIER report.	RH, TYLIN	In Progress	Open
29	Section 3.0., Pg. 2	To add context, perhaps a column should be added on adjacent historic resources (at least those on the NRHP). For example, those over the NRHP-listed Chicago Sanitary & Ship Canal? Or like the Chicago Ave bridge, which is directly adjacent/between buildings of a National Historic Landmark?  Thoughts?	RH, TYLIN	No action taken. Topic for discussion at review meeting.	Open
30	Section 3.0, 01 Cortland Street	Yes The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
31	Section 3.0, 02 W. Division Street	Yes This bridge along with its sister structure 016-6015, which is no longer standing, were determined eligible for the NRHP by the SHPO sometime end of 2010/early 2011.	RH, TYLIN	Concur. List has been updated.	Closed
32	Section 3.0, 04 Kinzie Street	Yes The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
33	Section 3.0, 03 Cermak Road	Yes This bridge is located in a NRHP-listed historic district (Cermak Road Bridge Historic District), which was listed in 2012.	RH, TYLIN	Concur. List has been updated.	Closed
34	Section 3.0, 03 Cermak Road	Yes The bridge itself was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed

35	Section 3.0, 13 Michigan Ave.	When simply says "Yes," it implies that the bridge is individually listed on the NRHP. Add clarification that bridge is a contributing resource to the NRHP-listed Michigan-Wacker HD.  **HARGIS has incorrectly noted that the bridge is individually listed on the NRHP. It has been determined eligible but not listed.	RH, TYLIN	Concur. List has been updated.	Closed
36	Section 3.0, 09 Jackson Blvd.	Yes  The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
37	Section 3.0, 13 Michigan Ave.	Yes  The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
38	Section 3.0, 19 Adams Street	No. Bridge is not in the National Register	RH, TYLIN	Concur. List has been updated.	Closed
39	Section 3.0, 19 Adams Street	Yes.  This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project.	RH, TYLIN	Concur. List has been updated.	Closed
40	Section 3.0, 05 Washington Street	In HIER document, it says others like it are Grand, Chicago & Ewing with no mention of Webster.  Also, why were none of this particular type recommended for preservation?	RH, TYLIN	The bridge is exhibiting advanced structural deterioration. The bridge is considered functionally obsolete because of the structural condition and its inability to accommodate current traffic volumes. The bridge also has stability and vibration issues.	Closed
41	Section 3.0, 05 Washington Street	Yes  The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.  *Also, what Multiple Property Document are you referring to?	RH, TYLIN	Concur. List has been updated.	Closed
42	Section 3.0, 06 Grand Ave.	Yes.  This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project.	RH, TYLIN	Concur. List has been updated.	Closed
43	Section 3.0, 07 Chicago Ave.	Yes.  This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project.	RH, TYLIN	Concur. List has been updated.	Closed
44	Section 3.0, 10 Webster Ave.	Yes.  This bridge was determined NRHP-Eligible by the SHPO during coordination for a previous project.	RH, TYLIN	Concur. List has been updated.	Closed
45	Section 3.0, 14 Franklin-- Orleans Street	No. Bridge is not on the National register	RH, TYLIN	Concur. List has been updated.	Closed

46	Section 3.0, 11 Lake Street	Yes The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
47	Section 3.0, 15 N. Wells Street	If there are none comparable to this one and the ratings look good in SIMS, why is this one not worthy of preservation?	RH, TYLIN	Concur. CDOT committed to preserve. List has been updated.	Closed
48	Section 3.0, 22 LaSalle Street	Yes Bridge is a contributing resource within the NRHP-listed West Loop - LaSalle Street HD (2013).	RH, TYLIN	Concur. List has been updated.	Closed
49	Section 3.0, 25 Wabash Street	Yes The bridge itself was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
50	Section 3.0, 17 California Ave.	No. Bridge is not on the National register	RH, TYLIN	Concur. List has been updated.	Closed
51	Section 3.0, 18 Cicero Ave.	No. Bridge is not on the National register	RH, TYLIN	Concur. List has been updated.	Closed
52	Section 3.0, Pg. 7	Please remove red line from bottom of this row, if possible.	RH, TYLIN	Concur. List has been updated.	Closed
53	Section 3.0, 28 Outer Lake Shore Drive.	Yes. The bridge was determined NRHP-Eligible by the Keeper of the National Register in 1998.	RH, TYLIN	Concur. List has been updated.	Closed
54	Section 3.0, 35 (I-290) Congress Parkway	Photo missing of other bridge house.	RH, TYLIN	Photo has been added.	Closed
55	Section 3.0, 35 (I-290) Congress Parkway	Per the federal exemption, no interstate bridges can be determined to be historic.	RH, TYLIN	Concur. List has been updated.	Closed
56	Section 3.0, 36 Van Buren Street	Yes The bridge was determined NRHP-Eligible by the SHPO during previous project coordination.	RH, TYLIN	Concur. List has been updated.	Closed
57	Section 3.0, Kennedy EV Feeder	Photos missing for this bridge's two bridge houses.	RH, TYLIN	Photos have been added.	Closed
58	Section 3.0, Kennedy EV Feeder	No. Bridge is not on the National register	RH, TYLIN	Concur. List has been updated.	Closed
59	Section 4.0	Make sure generation dates are consistent in the "Individual Bridge Documentation".	RH, TYLIN	Concur. Individual Bridge Documents have been revised.	Closed

60	Section 4.0, Cortland Street Pg. 7	Everywhere previously in this report, it notes the First Generation as being 1900-1910, yet this says to 1909. Which is it?  *Same question on each of the following HIER documents that note this.	RH, TYLIN	First Generation is 1900-1910, documents have been updated.	Closed
61	Section 4.0, Cortland Street Pg. 10	Everywhere noted previously in this report, it states that the time span for the Second Generation is 1911-1930.  *Same question on each of the following HIER documents that note this.	RH, TYLIN	Confirmed. Second Generation is 1911-1930, documents have been updated.	Closed
62	Section 4.0, Cortland Street Pg. 11	Do you mean 1911?  *Same question on each of the following HIER documents that note this.	RH, TYLIN	Confirmed. The correct year is 1911.	Closed
63	Section 4.0, Cortland Street Pg. 13	Implying that Third Generation bridges built between 1930 and 1949, not 1932 and 1955 as previously stated in this report.	RH, TYLIN	Third Generation bridges are from 1932-1949.	Closed
64	Section 4.0, Cortland Street pg. 18	What project does this refer to that Anne needs to insert?	RH, TYLIN	"This documentation project was undertaken to mitigate the adverse effects of the demolition and replacement of the Chicago Avenue Bridge over the North Branch of the Chicago River. This mitigation was proposed in Section 6.0 (page 7) of the Chicago Department of Transportation's Section 106/4(f) report. CDOT proposed, as a mitigation measure for the demolition of the bridge, that the City of Chicago "develop a Bascule Bridge Preservation Plan in order to maintain a representative sample of these types of structures." This report is part of a larger Bridge Preservation Plan undertaken in 2016-17, which identified and documented surviving bascule bridges in Chicago, grouped them by important categories such as age and bridge sub-type, ranked bridges according to importance, and provided recommendations on which bridges are the best and most important for the City to preserve"	Closed
65	Section 4.0, "Photo Data Pages" Pg. 1	Why state it this way? Is this the same as "determined eligible"?  Some bridges say this, and others say "not determined eligible" - confusing.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
66	Section 4.0, Cortland Street "Photo Data Pages" Pg. 1	Do all of these Photo Data Pages have this header with a different title for the overall document? If so, please change on all to be consistent throughout report.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
67	Section 4.0, Cortland Street "Photo Data Pages" Pg. 1	Federally determined NRHP-eligible by the Keeper	RH, TYLIN	In progress. Will provide response Nov. 22.	Open

68	Section 4.0, Cortland Street "Photo Data Pages" Pg. 1	Everywhere else in the overall report, it is noted as bridge house, not bridgehouse. Please check the rest of these Photo Data Pages to correct the spelling.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
69	Section 4.0, Cortland Street "Photo Data Pages" Pg. 6	Will this be added later? Or will those submitted with the HIER suffice? Please change on Photo Data Pages for all bridges.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
70	Section 4.0, W. Division Street Bridge, Pg. 1	Isn't this the companion bridge to the East Division St bridge over the North Branch Canal of the Chicago River? (is the canal different than the river itself?). Somewhere in this section it seems relevant to mention that the East Div St bridge has been removed, replaced temporarily, and will have a permanent bridge in [20XX].	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
71	Section 4.0, W. Division Street Bridge, Pg. 4	May want to state that a later review from 2010 determined the bridge along with its sister structure to be NRHP-Eligible.	RH, TYLIN	Information added to: Section 4.0, West Division Street Bridge, Page 11.	Closed
72	Section 4.0, W. Division Street Bridge, Pg. 4	would it have been the SHPO that determines if the bridge was eligible for national register listing?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
73	Section 4.0, W. Division Street Bridge, Pg. 4	Would the statement "There are other bridges of the identical type and similar dimension nearby that possess greater degree of integrity" and that "at least two other bridges of this type pre-date the Division Street Bridge, which is a factor that diminishes its significance as a technological development" still be made today? Are there others that are identical and have better integrity?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
74	Section 4.0, W. Division Street Bridge, Bridge Structural Data, Pg. 1	North Branch (Canal?) of the Chicago River?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
75	Section 4.0, W. Division Street Bridge, Bridge Structural Data, Pg. 1	West Division St? (since the East Div St bridge not longer exists)	RH, TYLIN	In progress. Will provide response Nov. 22.	Open

76	Section 4.0, 22nd Street (Cermak Road) Bridge, Pg. 17	Shouldn't it mention somewhere that the bridge is a contributing feature of the NRHP-listed Cermak Road Bridge HD?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
77	Section 4.0, 22nd Street (Cermak Road) Bridge, Photo Data Pg. 1	The bridge is a contributing resource of the NRHP-listed Cermak Road Bridge HD.	RH, TYLIN	Added to Page 12	Closed
78	Section 4.0, Kinzie Street Bridge, Pg. 10	On the previous HIER documents, when using long direct quotes, quotation marks were utilized. Modify throughout HIER documents where applicable.	RH, TYLIN	Quotation marks were added.	Closed
79	Section 4.0, Kinzie Street Bridge, Photo Data Pg. 1	Please check HBL and correct this IL Historic Bridge List line throughout report.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
80	Section 4.0, Kinzie Street Bridge, Photo Data Pg. 1	Yet, why is this one not proposed for preservation?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
81	Section 4.0, Washington Street Bridge, Pg. 13	Spreadsheet earlier in report also notes Webster. Should it be added here?	RH, TYLIN	Confirmed.	Closed
82	Section 4.0, Washington Street Bridge, Pg. 16	There are three different spellings for this name in this and the earlier HIER documents (FitzSimons and Fitzsimons). Which is correct?	RH, TYLIN	Fitzsimons, Confirmed.	Closed
83	Section 4.0, Washington Street Bridge, Photo Data Pg. 1	This bridge is a primary on the Historic Bridge List so it was formally determined NRHP-Eligible by the Keeper. *What Multiple Property Document are you referring to?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open

84	Section 4.0, Washington Street Bridge, Photo Data Pg. 1	determined eligible but not proposed for preservation??	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
85	Section 4.0, Grand Avenue Bridge, Pg. 3	Better explanation is needed for the phrase: "The bridge was redecked with 6x12 inch fir transverse subplanks, laid solid, supporting 3x6 inch M. & D. fir intermediate planking laid longitudinally."	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
86	Section 4.0, Grand Avenue Bridge, Photo Data Pg. 1	See spreadsheet for rest of these data pages on eligibility/NRHP status too so it reflects accurate information on the following report pages.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
87	Section 4.0, Michigan Avenue Bridge, Pg. 5	By 1939, the old rubber pavement installed in 1927 had become badly work, uneven, and costly to maintain. By the word "work, did you mean warped? Cracked? Weakened? Deteriorated?	RH, TYLIN	Worn is the correct term.	Closed
88	Section 4.0, Michigan Avenue Br., Pg. 20	The bridge itself is not individually listed, as implied by this text. This text should be revised to say it is a contributing resource to this historic district.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
89	Section 4.0, Wabash Avenue Br., Photo Data Pg. 1	Should this say "eligible", so there is no question? Table on p. says it is eligible: YES Michigan Wacker Hist Dist 1978	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
90	Section 4.0, Congress Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
91	Section 4.0, Van Buren Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
92	Section 4.0, 95th Street Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
93	Section 4.0, Harrison Street Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open

94	Section 4.0, Kennedy Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
95	Section 4.0, Dearborn Street Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
96	Section 4.0, Loomis ST. Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
97	Section 4.0, Columbus DR. Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
98	Section 4.0, Randolph St. Br., Photo Data Pg. 2	Table says "Text text text" - Is additional information yet to be included?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
99	Section 5.0, Meeting Min 12-14-16, Pg. 2	Please explain to the reader the significance or effect of this change in designation in the introduction material. The Division St MOA stipulated HAER documentation for that bridge - why the change for the remainder of the bascules?	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
100	Section 5.0, IDOT letter to CDOT	Please summarize in the Introductory text that this Plan was initiated as mitigation stipulated in the Division St Bridge MOA, etc.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
101	Section 5.0, DHED letter to CDOT	This letter explains the purpose of the Preservation Plan - please use some of this language in the introductory text. See comment p. 4 re: Purpose of Plan.	RH, TYLIN	In progress. Will provide response Nov. 22.	Open
102	Section 4.0	Update HIER numbers.	RH, TYLIN	HIER Number have been updated.	

Note: The above are comments from the electronic document which was submitted May 2017. A summary of comments was received in a July 26, 2017 letter from IDOT/BDE (see Attachment 2).

16/21

**Disposition of Comments**  
**Chicago's Movable Bridge Preservation Plan - City of Chicago DPD Review Comments**

Document: Chicago's Movable Bridge Preservation Plan May 2017  
September 12, 2017

NO.	DWG NO./ SPEC NO./ SECTION NO., ETC.	COMMENTS	RESPONSE BY (Name & Company)	RESPONSES	CURRENT STATUS (Open/ Closed)
1	General Comment	Beyond the bridges which CDOT commits to preserve, most, if not all, of the remaining bridges will likely be deemed eligible for the National Registry and that any proposed demolition or alteration will be subject to Section 106 / 4(f) review. The recent rehabilitation of the Wells Street bridge offers an excellent example of the type of project that could result from Section 106 / 4(f) review as the rehabilitation preserved the historic character of the bridge while addressing structural deficiencies due to deterioration.	S. Khudlera, CDOT	Agreed.	Closed
2	General Comment	We understand time is of the essence, though we recommend that CDOT initiate public participation in this plan to assure broad acceptance of it.	S. Khudlera, CDOT	A meeting with IHPA, IDOT/BDE, FHWA and Chicago DPD has been scheduled for November 30, 2017. After the meeting, when an agreement has been made to finalize the plan, the Bridge Preservation Plan will be shared with other stakeholders.	Open

Note: The above are comments from the September 12, 2017 letter from City of Chicago DPD (see Attachment 2).

Comments Received  
on the  
May 2017 Draft  
Chicago Movable Bridges  
Preservation Plan



1/2

DEPARTMENT OF PLANNING AND DEVELOPMENT  
CITY OF CHICAGO

September 12, 2017

Dan Burke, SE, PE  
Deputy Commissioner/Chief Engineer  
Chicago Department of Transportation  
30 N. LaSalle St. #1100  
Chicago, IL. 60602

Dear Mr. Burke

Thank you for the opportunity to provide comments on CDOT's pre-final draft of "Chicago's Movable Bridges Preservation Plan" issued in May, 2017. We understand that this draft preservation plan originated in 2012 when the IDOT and CDOT presented plans to demolish the Chicago Avenue bridge over the North Branch of the Chicago River. To mitigate the adverse effect of the demolition under Section 106 / 4(f), the State Historic Preservation Officer (SHPO) in 2012 called for a "bridge preservation plan, making commitments to preserve a good representative sampling of them." The Department of Planning and Development encouraged and supported this collaborative approach to preserve Chicago's bridges.

The resulting draft preservation plan identifies all forty-four (44) bascule bridges in the City of Chicago, and articulates their historic context identifies 11 bridges as representative examples to be preserved. The plan categorizes the bridges into five distinct categories, or "generations", based on age. The sample of bridges to be preserved is in the first three "generation" categories, which were built before 1955. No bridges in the latter two generations are proposed for preservation in the plan, though with the passage of time these bridges will need to be evaluated for preservation in the future.

Beyond the bridges which CDOT commits to preserve, most, if not all, of the remaining bridges will likely be deemed eligible for the National Register and that any proposed demolition or alteration will be subject to Section 106 / 4(f) review. The recent rehabilitation of the Wells Street bridge offers an excellent example of the type of project that could result from Section 106 / 4(f) review as the rehabilitation preserved the historic character of the bridge while addressing structural deficiencies due to deterioration.

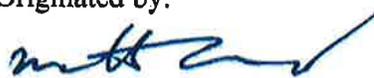
We understand that time is of the essence, though we recommend that CDOT initiate public participation in this plan to assure broad acceptance of it. Please let me know if you have any questions. Any future correspondence should be sent to Matt Crawford of my staff at the: Department of Planning and Development, Planning, Design & Historic Preservation Division, City Hall, 121 N. LaSalle St., Room 1006, Chicago, IL 60602.

Sincerely,



Eleanor Esser Gorski, AIA  
Deputy Commissioner  
Planning, Design and Historic Preservation  
Division  
Department of Planning and Development

Originated by:



Matt Crawford  
Coordinating Planner  
Planning, Design and Historic Preservation  
Division  
Department of Planning and Development

cc: Soliman Khudeira, CDOT  
Rachel Leibowitz, IHPA





1/1

FAX (217) 524-7525

[www.illinoishistory.gov](http://www.illinoishistory.gov)

Cook County

Chicago

Bridge Replacement (SN 016-6015)

FAU 1394/W. Division St. over the North Branch of the Chicago River Canal

CDOT-E-3-643, IDOT-01-E1022-00-BR, IDOT Seq #-12687B

IHPA Log #013022514

July 6, 2017

Brad Koldehoff

Illinois Department of Transportation

Bureau of Design and Environment

2300 S. Dirksen Parkway

Springfield, IL 62764

Dear Mr. Koldehoff:

Thank you for requesting comments from our office concerning the possible effects of the project referenced above on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

We are in receipt of the prefinal *Chicago's Moveable Bridge Preservation Plan* (Plan) submitted as partial mitigation for the demolition of the West Division Street Bridge. In our opinion all 44 bridges addressed in the Plan are individually eligible for inclusion on the National Register of Historic Places or as a Multiple Properties Listing. The bridges are eligible under Criterion A because they are iconic features of the Chicago landscape and because the development and construction of these bridges was necessary for the economic development of the city during the twentieth century. The bridges also are eligible under criterion C for their architectural and mechanical attributes.

We are troubled by the fact that only 11 of the 44 structures have been identified for preservation and will consider each demolition an adverse effect as per 36 CFR 800.5.

Instead of a conference call, we believe that it would be productive for CDOT to have the authors present the bridges during a meeting with CDOT, IDOT, and the other consulting parties so that we may better understand the criteria employed to make the decisions as to which bridges will be preserved and which will be demolished. The meeting should be followed by a bridge tour so that we may see the bridges in person.

If you have questions, please contact Cultural Resources Manager, David J. Halpin, at 217/785-4998 or at [david.halpin@illinois.gov](mailto:david.halpin@illinois.gov).

Sincerely,

Rachel Leibowitz, Ph.D.

Deputy State Historic

Preservation Officer

RL:djh

CDOT submittal  
of Draft  
Chicago Movable Bridges  
Preservation Plan  
May 2017



CHICAGO DEPARTMENT OF TRANSPORTATION  
CITY OF CHICAGO

May 4, 2017

Mr. Christopher J. Holt, P.E.  
Bureau Chief of Local Roads and Streets  
Illinois Department of Transportation  
Division of Highways/District One  
201 West Center Court  
Schaumburg, IL 60196-1096

Attn: Mr. Zubair Haider, P.E.

**Subject: Chicago's Moveable Bridge Preservation Plan  
Prefinal Submittal**

Dear Mr. Holt:

The Chicago Department of Transportation (CDOT) is submitting the Chicago's Moveable Bridge Preservation Plan. This is a Prefinal Submittal for review and comment, in order to obtain feedback to ensure that the overall content and historic documentation are consistent with agency expectations.

This Plan is being developed to assess the level of historic significance of the forty-four (44) movable bridges within the City of Chicago. This Plan addresses the mitigation of the adverse effect of multiple movable bridge replacements currently under planning or design by CDOT. Documentation of previous correspondence on this matter is included in Section 5 of the referenced document.

As requested, this Plan is submitted to you electronically. Please forward the link provided in the email to the agencies listed below, with the exception of the Chicago Department of Planning and Development, as CDOT will be submitting to them separately.

- IDOT Bureau of Local Roads
- IDOT Bureau of Design and Environment
- Illinois Historic Preservation Agency
- Federal Highway Administration
- Chicago Department of Planning and Development – Planning, Design & Historic Preservation Division

This collection of historic documentation along with relevant engineering data is intended to serve as a historic resource management plan for the forty-four (44) existing moveable roadway bridges within the City of Chicago.

The report contains the history of each bridge conforming to the Historical Illinois Engineering Record (HIER) Level III format. Photographs documenting the bridge structures, the bridge houses, and other notable features are also provided. The historical data compilation for each bridge is essentially complete. Any missing items, such as the HIER numbers, which will be assigned by the Illinois Historic Preservation Agency (IHPA), are highlighted in the report and will be finalized before the final submittal.

This data compilation was used to develop the List of Chicago's Moveable Bridges (see Section 3 of the Plan). The List is a comprehensive matrix grouping bridges by order in which they were designed and/or constructed. Within each grouping, certain bridges were identified as historically significant, and are preliminarily recommended for historic preservation.

A conference call will be held at a date to be determined to discuss comments and reach a consensus on the proposed plan.

Please contact Soliman Khudeira at 312-744-9605 or [Soliman.Khudeira@cityofchicago.org](mailto:Soliman.Khudeira@cityofchicago.org) should you have any questions or require additional information.

Very Truly Yours,

Dan Burke, S.E., P.E.  
Deputy Commissioner/Chief Engineer  
Division of Engineering

Originated By:

Soliman Khudeira, Ph.D., S.E., P.E.  
Section Chief of Major Projects

Attachment

cc: D. Burke, CDOT  
S. Khudeira, CDOT  
TYLI

December 2016  
CDOT Meeting with IDOT &  
FHWA to discuss Chicago's  
Movable Bridges  
Preservation Plan

**CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING  
CDOT No. E-5-013  
Contract No. 37893  
CDOT/IDOT/IHPA Bridge Preservation Plan Coordination Meeting  
Wednesday, December 14, 2016**

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**NEXT MEETING: TBD**

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**OUTSTANDING ISSUES**

**1. Schedule and Submittals**

- 1.1 Submittal of the Pre-Final report is scheduled for late February 2017. Copies should be submitted to the FHWA, IDOT, and IHPA.
- 1.2 Final submittal is scheduled for May 2017 pending resolution of review comments.
- 1.3 IDOT and FHWA were notified of this schedule at the last coordination meeting with CDOT.

**2. Report Format**

- 2.1 Data for each bridge will be compiled as follows:
  - 2.1.1 Structure Data – Short summary of bridge geometry, current National Bridge Inspection Standard ratings, Rehabilitation history, aerial photographs and existing plans.
  - 2.1.2 Resource Data Sheet – Included general data and features, architectural significance and photographs.
  - 2.1.3 Historical Data – HAER format report.

**3. Comments/Discussion**

- 3.1 Report should include an appendix summarizing the structural rating values. (D. Halpin)

- 3.2 Change Historic American Engineering Record to Historic Illinois Engineering Record to differentiate between the national scale and the State of Illinois. (D. Halpin)
- 3.3 The analysis matrix should prioritize bridges for preservation based on integrity and historical significance. (B. Koldehoff) CDOT concurred, and reiterated the goal of the study was to categorize the bridges based on structural integrity, functionality and historical significance. Initial emphasis will be historical perspective.
- 3.4 A context statement has been developed for each bridge based on the specified time periods.
- 3.5 The amount of information/data provided for each bridge in the representative samples is sufficient. All bridges are eligible under National Register Criterion A and some bridges are eligible under National Register Criterion C. (D. Halpin)

**ACTION ITEMS**

After reviewing the February 2017 submittal of the report, a meeting will be scheduled with CDOT, IHPA, IDOT, Chicago Landmarks Division and consultants to evaluate the bridges and develop preliminary recommendations for preservation. Once the draft preservation list is determined, the report will be released for review and comment to additional parties and interest groups as determined by the FHWA. It shall be emphasized to the participants that the list is not final and is open to comments and discussion.

We believe the above to be an accurate summary of the major items discussed. Please forward any comments or corrections to the attention of the writer within five working days of receipt of these minutes.

Submitted by: Anna Dukes, T.Y. Lin International

cc: All in attendance

**BRIDGE PRESERVATION PLAN  
ATTENDANCE ROSTER**

MEETING LOCATION: CDOT

Date: December 14, 2016

<b>INITIALS</b>	<b>NAME</b>	<b>REPRESENTING</b>	<b>TELEPHONE NO.</b>
	Soliman Khudeira	Chicago Department of Transportation	(312) 744-9605
	Anna Dukes	TY Lin	(312) 777-2920
	Anne Sullivan	Sullivan Preservation	(773) 857-3433
	Brad Koldehoff	Illinois Dept. of Transportation	(217) 785-7833
	Emilie Land	Illinois Dept. of Transportation	(217) 558-7223
	David Halpin	Illinois Historic Preservation Agency	(217) 785-4998

Project to replace the Division Street  
Bridge over North Branch of Chicago  
River

Correspondence from 2014 pertaining  
to the proposed Movable Bridges  
Preservation Plan



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

## LOCAL ROADS AND STREETS

State Historic Preservation Officer (SHPO) Consultation  
City of Chicago

Location: Division Street at the North Branch Canal of the Chicago River

Section No.: 01-E1022-00-BR

Project No.: M-6000(155)

Job No.: P-88-014-03

Existing Structure No.: 016-6015

Proposed Structure No.: 016-6209

CDOT Project No.: E-1-022

Cook County

March 4, 2014

Mr. Daniel F. Burke, P.E., S.E.  
Deputy Commissioner  
City of Chicago  
Department of Transportation  
30 North LaSalle Street, Suite 400  
Chicago, IL 60602-2570

Attn: Mr. Luis D. Benitez, P.E., S.E.

Dear Mr. Burke:

Enclosed is the memo we have received from the Bureau of Design and Environment (BDE) relative to their coordination with the SHPO for the above-referenced project.

The SHPO concurs with the Department's plan to mitigate the adverse effect by:

1. Recording the current bridge according to Level III Standards of the Illinois Historic American Engineering Record (HAER), which must be approved by SHPO before the removal; and
2. Creating a Chicago Bascule Bridge Preservation Plan, in coordination with the Department, Federal Highway Administration (FHWA), and SHPO as per the enclosure.

This mitigation will be conducted under a Memorandum of Agreement to be developed between the Department, FHWA and SHPO.

2/24

Mr. Daniel F. Burke, P.E., S.E.  
March 4, 2014  
Page 2

Attn: Mr. Luis D. Benitez, P.E., S.E.

If you have any questions or need additional information, please contact M. Zubair Haider, Field Engineer, at (847) 705-4206 or via email at Zubair.Haider@Illinois.gov.

Very truly yours,

John Fortmann, P.E.  
Deputy Director of Highways,  
Region One Engineer



By:  
Christopher J. Holt, P.E.  
Bureau Chief of Local Roads and Streets

Enclosures



4/4



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Chicago, Cook County  
FAU 1394 / W. Division Street  
Bridge over North Branch Chicago River Canal  
Structure #016-6015  
Section #01-E1022-00-BR  
IDOT Sequence #12687B

February 21, 2014

RECEIVED

FEB 25 2014

PRESERVATION SERVICES

FEDERAL 106 PROJECT

**ADVERSE EFFECT - HISTORIC BRIDGE**

Ms. Anne Haaker  
Deputy State Historic Preservation Officer  
Illinois Historic Preservation Agency  
Springfield, Illinois 62701

Dear Ms. Haaker:

In accordance with ongoing project coordination, please find enclosed the IDOT Environmental Survey Request Addendum form for the above referenced project. The IDOT originally proposed to replace two bridges: Structure #016-6015 and #016-6016. This project addendum has been submitted in regards to only one bridge: Structure #016-6015. The superstructure of this bridge is in an advanced stage of deterioration and its replacement is now considered an emergency. The Chicago Department of Transportation (CDOT) proposes to replace it with a temporary two-truss structure until the original project is approved and the bridge can be replaced in its entirety.

However, this Division Street Bridge (#016-6015) is a bascule bridge and a primary on IDOT's Historic Bridge List, and therefore, has previously been determined eligible for the National Register of Historic Places. For that reason, in accordance with the established procedure for coordination of IDOT projects, we request the concurrence of the State Historic Preservation Officer (SHPO) in our determination that this project addendum will constitute an adverse effect on a historic property (#016-6015), which is subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended.

Furthermore, we request SHPO concurrence with the following proposed mitigation measures: (1) the CDOT, in coordination with IDOT and FHWA, will ensure the bridge (#016-6015) undergoes Historic American Engineering Record (HAER) recordation and that the bridge is not removed until the HAER documentation has been reviewed and approved by the SHPO; and (2) a Chicago bridge preservation plan, focusing on bascule bridges, will be developed by CDOT in coordination with the IDOT, FHWA, and SHPO; however, the Division Street Bridge (#016-6015) can be removed before this plan is reviewed and approved by the SHPO. A Memorandum of Agreement stipulating these mitigation measures will be submitted to your office for review and comment.

Very truly yours,

Brad H. Koldehoff, RPA  
Cultural Resources Unit  
Bureau of Design & Environment

**CONCUR**

By: Anne E. Haaker  
Deputy State Historic Preservation Officer

Date: 2.25.14

# Shpo Final Comments

1/1  
2/20/14

The purpose of a new historic bridge preservation plan for Chicago's Bascule bridges was to update and make current information concerning the historic significance and structural integrity of the moveable bridges in the Chicago area. Both components of the study need to be completed before mutual decisions are arrived at concerning preservation opportunities for extant bridges. The current study completed by CDOT makes conclusions about which bridges the city is committed to preserving based solely on transportation strategies and does not take in to account current historic status. The new bridge document must be undertaken by an historian, architectural historian or person of closely related discipline that meets the Secretary of the Interiors' Professional Qualifications found at 36 CFR part 61 and that demonstrates previous experience in applying the various National Park Service standards and guidelines for performing such studies.

All bridges, regardless of control or ownership, then need to be assessed in terms of eligibility for the National Register of Historic Places. This needs to be done regardless of any previous designation or finding due to the fact that structural condition and comparable integrity have changed. This is due to the fact that these bridges have not been look at as a thematic group in over a quarter of a century. Concurrently, additional information should be gathered to complete our understanding of the current status of this resource group such as IDOT structures summary reports, locating any plans or survey materials that might exist HAER documentation, etc.

The consultant will then make recommendations for our consideration about which bridges, based on both historic significance, integrity of materials and structural condition are the best candidates for preservation in accordance with the approaches of the Secretary of the Interior's Guidelines for Rehabilitation (36 CFR part 68). Recommendations for how to best accomplish that should be outlined or provided in a spreadsheet with materials conservation recommendations.

Once this is compiled, it will be discussed amongst the various governmental entities and then when we are all satisfied it is correct and complete, we will make it available for a public comment period. Once public comment is addressed, we will have final discussions to arrive at which bridges will be preserved and how that will be achieved based on cyclical maintenance approaches.

Project to replace the Chicago Avenue  
Bridge over North Branch of Chicago River

Correspondence and Meeting Minutes  
from 2012 & 2013 pertaining to the  
proposed Movable Bridges Preservation  
Plan





**Illinois Historic  
Preservation Agency**

FAX (217) 782-8161

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • [www.illinois-history.gov](http://www.illinois-history.gov)

Cook County  
Chicago

Bridge Replacement (SN 016-6008)  
Chicago Ave. over North Branch of Chicago River  
IDOT-P-88-068-06, IDOT 2-05-E5013-00-BR, IDOT Seq #-14190  
IHPA Log #006021910

August 13, 2013

Brad Koldehoff  
Illinois Department of Transportation  
Bureau of Design and Environment  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Dear Mr. Koldehoff:

We have reviewed the most recent draft of the Section 106 report for replacement of the Chicago Avenue Bridge over the North Branch of the Chicago River. This bridge is considered eligible for the National Register of Historic Places. We will accept the adverse effect of the demolition of the bridge provided that a Memorandum of Agreement is entered into by the consulting parties with the following stipulations:

1. The existing HAER report is supplemented with additional plans, specifications and photographs.
2. The Chicago Department of Transportation, in consultation with Friends of the River and other consulting parties, undertakes a survey and Historic Resource Management Plan for preservation of Chicago's Movable Bridges that conforms to the approaches of the Standards of the Secretary of the Interior.
3. The bridge machinery is retained in place and made available for public viewing along the pedestrian river walk.

The report along with this letter should be made available for public comment and to identified consulting parties. The Federal Highway Administration should also provide the same information to the Advisory Council on Historic Preservation asking if they would like to participate in the consultation process.

Sincerely,

Anne E. Haaker  
Deputy State Historic  
Preservation Officer



1/2

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT  
CITY OF CHICAGO

January 23, 2013

Daniel Burke  
Deputy Commissioner  
Division of Engineering  
Chicago Department of Transportation  
30 N. LaSalle St., Suite 1100  
Chicago, IL 60602

**Re: Chicago Avenue Bridge – Section 106 / 4(f) report**

Dear Mr. Burke:

Thank you for the opportunity to provide comments on the proposed demolition and replacement of the Chicago Avenue Bridge over the North Branch of the Chicago River. These comments are in response to the Section 106 / 4(f) report on the bridge submitted by CDOT in a letter dated October 24, 2012.

Our comments concern the proposed mitigation of the bridge demolition and replacement as proposed in Section 6.0 (page 7) of CDOT's Section 106 / 4(f) report. CDOT proposes, as a mitigation measure for the demolition of the bridge, that the City of Chicago "develop a Bascule Bridge Preservation Plan in order to maintain a representative sample of these types of structures." CDOT correctly notes that the bascule bridge type is a distinctive and significant bridge type in the history of Chicago, and the preservation of historic bascule bridges should be a priority for the City as rehabilitation or replacement of such bridges are considered. A Preservation Plan should identify surviving bascule bridges in the City of Chicago, group them by important categories such as age and bridge subtype, rank bridges according to importance, and provide recommendations on which bridges are the best and most important for the City to preserve.

Such a Preservation Plan would provide a clear and rational basis for such rehabilitation / replacement efforts as the Chicago Avenue Bridge replacement. We believe that, before the demolition of the Chicago Avenue Bridge is approved and undertaken, that the Preservation Plan should be completed by CDOT and accepted by the Illinois Historic Preservation Agency (IHPA), and that the Plan confirms that other bascule bridges of the same age and subtype as the Chicago Avenue Bridge exist and are good candidates for preservation and rehabilitation. With the plethora of information available concerning historic bascule bridges in Chicago, such a Preservation Plan could, in the opinion of Historic Preservation Division staff, reasonably be undertaken within a year, including the selection of a consultant if used, the identification and

ranking of the City's surviving bascule bridges, and the development of rehabilitation / replacement goals and protocols for these bridges.

We believe that CDOT, as the City agency proposing this undertaking, should be the lead in a Bascule Bridge Preservation Plan, working under IHPA's guidance. The Historic Preservation Division of HED would be pleased to assist CDOT as it undertakes such a study.

Please let me know if you have any questions. Any future correspondence should be sent directly to Terry Tatum of my staff at the following address: Historic Preservation Division, Department of Housing and Economic Development, 33 N. LaSalle St., Room 1600, Chicago, IL 60602.

Sincerely,

*Eleanor Gorski*

Eleanor Esser Gorski, AIA  
Assistant Commissioner  
Historic Preservation Division  
Bureau of Planning and Zoning

Originated by:

*Terry Tatum*

Terry Tatum  
Coordinating Planner I  
Historic Preservation Division  
Bureau of Planning and Zoning

cc: Anne Haaker, IHPA

CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING  
Chicago Avenue Bridge over the Chicago River  
CDOT No. E-5-013  
Contract No. 14150

**SHPO COORDINATION MEETING**  
**CHICAGO AVENUE BRIDGE OVER THE NORTH BRANCH OF THE CHICAGO RIVER**

**Monday, September 10, 2012, 1:00 p.m.**  
**IDOT – Local Roads and Streets (Executive conference room)**  
**201 W. Center Court, Schaumburg, IL**

**MEETING MINUTES**

A discussion was held pertaining to the following issues raised in the Cultural Resource Memorandum from the Bureau of Design and Environment and specifically, several issues raised by the State Historic Preservation Officer (SHPO).

1. Rehabilitation Option

The feasibility of this option was discussed. Rehabilitation would address the structural deficiencies the bridge currently exhibits, but it cannot address the need to accommodate current and future traffic volumes on Chicago Avenue. Based on the traffic volumes, four travel lanes are needed in accordance with Illinois DOT Design Guidelines. The existing structure can only accommodate two lanes of traffic and does not allow for any roadway widening on the existing bridge. The only option to obtain the required number of roadway lanes is to replace the existing bridge.

Further information on the traffic volumes and the impact they have on the structure type will be incorporated into the re-submittal of the 106/4(f) Report.

2. Mitigation

SHPO expressed concern that the Chicago Area bascule bridges are becoming an endangered cultural resource, and requested that mitigation measures be taken in order to preserve bascule bridges in the Chicago Area.

The Chicago Department of Transportation (CDOT) noted that movable bridges south of Chicago Avenue will remain so in order to accommodate river navigation. It was proposed that CDOT develop a technical report, independent of this project that would detail a preservation plan for the bascule bridges in order to maintain a representative sample of these types of structures. CDOT agreed to move forward with plans to develop this technical report and will coordinate this work with SHPO. It was also agreed that the future plans to develop this technical report would serve as a mitigation measure for the demolition of the Chicago Avenue Bridge.

CITY OF CHICAGO  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF ENGINEERING  
Chicago Avenue Bridge over the Chicago River  
CDOT No. E-5-013  
Contract No. 14150

3. Section 106/4(f) Report

A revised report will be re-submitted along with a disposition to the comments raised in the Cultural Resource Memorandum. The revised report will be submitted to Region One Bureau of Local Roads and Streets as well as the following organizations:

Landmarks Illinois  
Preservation Chicago  
Friends of the Chicago River

We believe the above to be an accurate summary of the major items discussed. Please forward any comments or corrections to the attention of the writer within five working days of receipt of these minutes.

Submitted by: Anna Dukes, T.Y. Lin International



# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois 60196-1096

## MEETING ATTENDANCE SIGN IN SHEET

Date: SEPT. 10, 2012

Meeting Topic: MONTHLY COORD: FHWA, CDOT, IDOT

NAME	COMPANY	E-MAIL ADDRESS
Chris Holt	IDOT- DI- BURS	CHOLST@HRC.HOLT@ILLINOIS.GOV
Alaina Bridges	CDOT	alaina.bridges@cityofchicago.org
Daniel Burke	CDOT	dan.burke@cityofchicago.org
Soliman Khudeira	CDOT	SKhudeira@ctruf.chicago.org
Anna Dukes	T.Y. LIN	anna.dukes@tylin.com
Johnny Morcos	CDOT	johnny.morcos@cityofchicago.org
JOHN SADLER	CDOT-DE	JOHN.SADLER@CITYOFCHICAGO.IL.GOV
SCOTT KUBLY	CDOT	scott.kubly@cityofchicago.org
Michelle Woods	CDOT	michelle.woods@cityofchicago.org
Leah Treat	CDOT	leah.treat@cityofchicago.org
FAWAD AQUEEL	IDOT-DI-Geometric	fawad.Aqueel@illinois.gov
Scott Stitt	IDOT/BDE	Scott.Stitt@illinois.gov
MICHAEL HINE	FHWA	Mike.Hine@dot.gov
CHRIS BYARS	FHWA	chris.byars@dot.gov
SALMON DAMMOLE	IDOT CBLR	Salmon.dammole@illinois.gov



# Illinois Department of Transportation

## Memorandum

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To: James K. Klein                      Attn: Salmon O. Danmole  
From: John D. Baranzelli              By: Brad H. Koldehoff  
Subject: Further SHPO Coordination  
Date: August 20, 2012

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**Cook County  
Chicago  
Chicago Ave. over North Branch Chicago River  
Bridge Replacement  
Section #00-B0259-00-PV  
Structure #016-6008  
IDOT Sequence #14190**

Further coordination with the State Historic Preservation Officer (SHPO) is required for the above referenced project. The draft Section 106/4(f) report requires further work to address concerns expressed by the SHPO, see attached letter.

**The SHPO has determined that the Chicago Avenue Bridge is eligible for the National Register of Historic Places under Criterion "C" because it is a good representative example of a Chicago bascule bridge. Therefore, the Section 106/4(f) report must explore preservation options in greater detail:**

- **Structural deficiencies could be addressed through rehabilitation.**
- **Width problems could be handled through restriping of pavement, disallowing parking, and redirecting through traffic.**
- **River clearance issues need to be discussed with the U.S. Army Corps as they have Section 106 responsibilities as well.**

Moreover, the SHPO is concerned that bascules bridges, an iconic bridge type in the Chicago area, are becoming an endangered cultural resource. The SHPO has requested a meeting to discuss the preservation of bascule bridges.

Please forward the revised Section 106/4(f) report to this office for further coordination with the SHPO, and please provide preliminary plans for scheduling a meeting.

Brad H. Koldehoff, RPA  
Cultural Resources Unit  
Bureau of Design and Environment

1/2



**Illinois Historic  
Preservation Agency**

FAX (217) 782-8161

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Cook County  
Chicago

Bridge Replacement (SN 016-6008)  
Chicago Ave. over North Branch of Chicago River  
IDOT 2-00-B0259-00-PV, IDOT Seq #-14190  
IHPA Log #006021910

June 28, 2012

Brad Koldehoff  
Illinois Department of Transportation  
Bureau of Design and Environment  
2300 S. Dirksen Parkway  
Springfield, IL 62764

Dear Mr. Koldehoff:

We have reviewed this report and find that the proposal needs more study in terms of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. The Chicago Avenue bridge over the North Branch of the Chicago River meets Criterion "C" of the National Register of Historic Places as a good representative example of a bascule bridge. We performed an onsite of this project and the two bascule bridges at Goose Island (several years ago) and we are very concerned that we will lose this historic bridge type through attrition. Therefore we think that the Chicago Avenue bridge needs more study and we need to look at this bridge type and its future in whole. The 106 report brings up three points:

1. structural problems (which are probably similar to all bascules)
2. width problems
3. river clearance

We believe that the report needs to more fully explore these issues through the following:

1. Structural deficiencies could be addressed through rehabilitation. This needs to be seriously addressed.
2. Width problems could possibly be handled through restiping of pavement, disallowing parking and redirecting through traffic to Ohio which is already 6 lanes wide.
3. River clearance issues need to be discussed with the Corps as they have 106 responsibilities as well.

Once these alternatives (and others that the IDOT Environment section may come up with) are discussed in a report we will consult further. As far as mitigation goes, the present plan is inadequate. A HAER report is mentioned but did HAER ever accept that report? It was done by the I and M Canal Commission when they did a major boundary revision study in the late 90's and I do not know what ever happened to documentation officially. We will need to check that out.

Also, I do not want to discuss this bridge and one or two bascules per year until they all vanish. I think we need to take a look at the Bridge condition reports for all the bridges and sit down and do an agreement document that is broadly encompassing of a bridge preservation plan, making commitments to keep a good representative sampling of them. This should be done in consultation with the local landmarks commission and bridge affinity groups.

Let me know if you have questions.

Sincerely,



Anne E. Haaker  
Deputy State Historic  
Preservation Officer

CHICAGO MOVABLE BRIDGE PRESERVATION PLAN

**APPENDIX D**

**Programmatic Agreement**

Copy of Programmatic Agreement  
to be included once Ratified