RFP No. 26-01

National Bridge Inspection (NBIS) Engineering Services

ADDENDUM No. 2

February 23, 2026

Any and all changes to the Bid are valid only if they are included by written addendum to all potential respondents, which will be emailed prior to the Bid due date to all who are known to have received a complete Bid Document. Each respondent must acknowledge receipt of any addenda by indicating in its Bid. Each respondent, by acknowledging receipt of addenda, is responsible for the contents of the addenda and any changes to the bid therein. Failure to acknowledge receipt of addenda may cause the Bid to be rejected. If any language or figures contained in this addendum are in conflict with the original Bid Document, this addendum shall prevail.

This addendum consists of the following:

1. Addendum No. 2 is attached and consists of a total of forty-four (44) pages, including this cover sheet.

Please feel free to call 847-866-2910 or email lithomas@cityofevanston.org with a copy to purchasing@cityofevanston.org with any questions or comments.

Sincerely,

Linda Thomas
Purchasing Specialist

RFP No. 26-01

National Bridge Inspection (NBIS) Engineering Services

ADDENDUM No. 2

February 18, 2026

This addendum forms a part of the Bid/RFP Documents for RFP #26-01 and modifies these documents. This addendum consists of the following:

Clarification: The RFP due date has been extended.

The due date has been changed from:
PROPOSAL DEADLINE: 2:00 P.M., February 25, 2026

The **New** due date has been changed to:
PROPOSAL DEADLINE: 2:00 P.M., March 4, 2026

Question:

1. SN 016-6951, Central Avenue over N.S. Channel – This structure was replaced. Was a new SN provided? The available IDOT inspection data for SN 016-6951 indicates this last inspection was in 2020 and has been deleted. We need to know correct SN, last inspection date and interval. We assume the initial inspection was completed for the new structure?

   The new structure number is 016-6949. I am attaching the latest bridge inspection report.

2. We need clarification of the term of this contract. If it is executed on 4/15/26, 4 years would end on 4/14/2030. Since the inspections for SN 016-6856 and 6859 occur in January they would be required to be inspected in January 2030. Should we be pricing inspection in 2030 prior to the expiration of the contract term? Also, these structures require inspections in January 2026 – we assume these inspections are being handled by others?

   Please include the cost for all bridge inspections before 4/14/2030.

3. Please clarify what our team should include for “Section 5.0 Additional Submission Requirements” If anything.

   There are no additional submission requirements in this RFP

4. Can the most recent NBIS Routine and Special inspection forms be provided, as these are not accessible through the IHIS database without approval through the BBS and the current Program Manager for the City of Evanston?

   Attached.

5. Are Element Level inspections expected to be included as part of this proposal?

   Element level inspections are not currently required by IDOT for these structures

6. Can the City of Evanston confirm when the most recent In-Depth inspection was performed for each structure?

   We have performed the routine and special feature inspections per the required IDOT schedule.

7. Can the City of Evanston confirm when the most recent Channel Cross Sections were completed for the bridges that cross waterways? These have been attached.

   A stream survey for Bridge Street has not been performed under our current contract.

8. Can BBS-2425 forms be provided to provide insight on water depth, as this is needed to plan inspection resources and equipment?

   Attached.

9. Please clarify what is being asked for in the 'Area/Regional Manager(s)' section. For instance, is this referring only to the NBIS Program Manager, or to the entire proposed key personnel (team leaders, inspection team leaders, underwater inspectors, etc.)?

   All key personnel

Note: Acknowledgment of this Addendum is required in the Bid/RFP Submission.

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 016-6949 **District:** 1

Inventory Data

Facility Carried:	Central Street	**Bridge Name:**	Central Street Bridg	**Sufficiency Rating:**	99.8	**Structure Length:**	171.6
Feature Crossed:	North Shore Channel	**Location:**	0.6 Mi E of Green Ba	**HBP Eligible:**	No	**AASHTO Bridge Length:**	99.9
Bridge Remarks:	Requested by Paul Schneider, schneiderpaul@stanleygroup.com, 773.963.9624; 08/2			**Replaced By:**	-	**Length of Long Span:**	168.0
Bridge Status:	1 OPEN - NO RESTRICT	**Status Date:**	9/15/2022 12:00:00 AM	**Replaces:**	016-6951	**Bridge Roadway Width:**	54.0
Status Remarks:				**Last Update Date:**	09/29/2022	**Appr Roadway Width:**	54.0
Maint County:	016 COOK	**Maint Township:**	58 EVANSTON (EVANSTON)	**Parallel Structure:**	None	**Deck Width:**	77.5
Maint Responsibility:	90 TOWNSHIP OR ROAD DISTRICT	UNKNOWN		**Multi-Level Structure Nbr:**		**Sidewalk Width Right:**	10.6
Service On/Under:	1 HIGHWAY	5 / WATERWAY		**Skew Direction:**	R Right	**Sidewalk Width Left:**	10.6
Reporting Agency:	4 MUNICIPALITY			**Skew Angle:**	20 **D**	**Navigation Control:**	N N/A
Main Span Matl/Type:	3 STEEL	/ 03	GIRDER AND FLOORBEAM SYSTEM	**Structure Flared:**	No	**Navigation Horiz Clear:**	
Nbr Of Main Spans:	1	**Nbr Of Approach Spans:**	0	**Historical Significance:**	No	**Navigation Vert Clear:**	
*****Approaches*****				**Border Bridge State:**		**Culvert Fill Depth:**	0.0
Near #1 Matl/Type:		/		**Bdr State SN:**		**Number Culvert Cells:**	0
Near #2 Matl/Type:		/		**Bdr State % Responsibility:**		**Culvert Opening Area:**	0.0
Far #1 Matl/Type:		/		**Structural Steel Wt**	581000	**Culvert Cell Height:**	0.00
Far #2 Matl/Type:		/		**Substructure Material:**	5N	**Culvert Cell Width:**	0.00

Median Width/Type: Ft. / 0 None **Rated By:** 3 Consultant **Rate Method:** 8 LOAD AND RESISTANCE FACTOR (LRFR) REORTED BY RATING FACTOR (RF)

Guardrail Type L/R:	9Other / 9 Other	**Inventory Rating:**	1.380(49)	**Load Rating Date:**	02/21/2023	**Railroad Crossing Info**	
Toll Facility Indicator:	0 No Toll	**Operating Rating:**	1.790(64)			**Crossing 1 Nbr:**	
Latitude:	42.06422000 **S**	**Longitude:**	87.68706613 **S**	**Design Load:**	93 HL93	**Crossing 1 Nbr:**	
Deck Structure Type:	A CIP CON NRMLLY FORM	**Deck Structure Thickness:**	8 **SD:** N **FO:** N			**RR Lateral Underclear:**	
Sidewalks Under Structure:	0 None					**RR Vertical Underclear:** 0 **Ft** 0 **In**	

Key Route On Data

Key Route Nbr:	FEDERAL-AID URBAN 1301	**Station:**	2.0800
Appurtenances	Main Route 00000	**Segment:**	
Inventory County:	016 COOK	**Linked:**	Y
Township/Road Dist	58 EVANSTON (EVANSTON)	**Natl. Hwy System:**	Not on NHS
Municipality	1845 EVANSTON	**Inventory Direction:**	
Urban Area:	1051 1051	**Curr AADT Yr/Count:**	2022 / 3250
Functional Class:	4 MINOR ARTERIAL	**Est Truck Percentage:**	13
**** CLEARANCES ****	**South/East** **North/West**	**Number Of Lanes:**	2
Max Rdwy Width:	27.0	**One Or Two Way:**	2 Two-Way
Horizontal:	37.6 37.6	**Bypass Length:**	1
		Future AADT Yr/Cnt:	2046 / 9747
		Designated Truck Rte:	NONE
Lateral:		**Special Systems:**	No

Key Route Under Data

		Station:	
		Segment:	
		Linked:	
		Natl. Hwy System:	
		Inventory Direction:	
		Curr AADT Yr/Count:	/
		Est Truck Percentage:	
South/East	**North/West**	**Number Of Lanes:**	
		One Or Two Way:	
		Bypass Length:	
		Future AADT Yr/Cnt:	/
		Designated Truck Rte:	
		Special Systems:	

*** Marked Route On Data ***						*** Marked Route Under Data ***					
	Designation		Kind		Number		Designation		Kind		Number
Route #1:	1	Mainline	8	Other							
Route #2:	1	Mainline									
Route #3:	1	Mainline									

Structure Number: 016-6949 **District: 1**

Data Related to Inspection Information

***** Inspection Intervals *****

Routine NBIS: 24 MOS **Underwater:** MOS **Special:** N

***** Maximum Allowable Posting Limits *****

One Truck At A Time: 0 **Single Unit Vehicles:** Tons
Combination Type 3S-1: Tons **Combination Type 3S-2** Tons

Bridge Posting Level: 5 No Posting Required

Inspection/Appraisal Information

Inspection Date: 05/06/2025 **Inspection Temperature:** 70Deg. F

Deck:	7	GOOD CONDITION - SOME MINOR PROBLEMS
Superstructure:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED
Substructure:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED
Culvert:	N	NOT APPLICABLE
Channel and Protection:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED
Structural Evaluation:	8	EQUAL TO PRESENT DESIRABLE CRITERIA
Deck Geometry:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA
Underclearance-Vert/Lat.:	N	NOT APPLICABLE
Waterway Adequacy:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA
Bridge Railing Appraisal:	3	Meets Standards
Approach Guardrail:	333	Acceptable Acceptable Acceptable
Pier Navig Protection:	N	N/A

**** Actual Posted Limits ****

Single Unit Vehicles: Tons
Combination Type 3S-1: Tons
Combination Type 3S-2: Tons
One Truck At A Time:

Deck Wearing Surf: B AD CN OVLY NT SP MX
Deck Membrane: F NONE
Deck Protection: A EPOXY COATED REINF
Total Deck Thick: 8.0
Last Paint Date: 04/2021

Last Paint Type: A LD SHP PRM GRN FNL

Underwater Inspection/Appraisal Information

Inspection Date:
Temperature: **Inspection Method:**
Appraisal Rating:

Scour Critical Information

Rating: 8 CALCULATED SCOUR ABOVE FOOTING **Evaluation Method:** A Computer Calculation
Analysis Date: 04/13/2017

Miscellaneous

Microfilm Data Recorded: No

Construction Information

Year: 2022 Original Reconstructed
Route: FAU 130 **Sta:** 105+94.31 **Sta:**
Section Nbr: 16-00278-00-BR
Contract Nbr: 61F92
Fed Aid Pr#: TNM6(849)
Built By: 4 CITY

B.ID.01 Bridge No: 0166949

NBIS Routine Inspection Report

Asterisk (*) items are new items added in the SNBI.

IDOT Bridge Information

SN 0166949 **District** 1 **Spans** 1 **Appr. Spans** 0 **Skew** 20 **ADT** 3250 **Truck Pct** 14 **ADT Un** 0

Maint Co 16 - Cook **Twsp** 58 - Evanston (evanston) **Status** 1-Open, no restrictions

Facility Carried Central Street **Feature Crossed** North Shore Channel

Location 0.6 Mi E of Green Bay **Municipality** Evanston **Team/Sub Section** **Insp/Rte**

Bridge Name Central Street Bridge **Material & Type**

Inspection Intervals

Routine 24 **NSTM** 0 **Underwater** **Special** 0 **Element Level**

Inspection Begin Date (B.IE.02) 5/6/2025 **Inspection Completion Date (B.IE.03)** 5/6/2025 **90C - Temp (°F)** 70

Is Delinquent X **Reason →** 48 month inspection cycle was shifted to 24 month after initial inspection

90A - Agency Prog. Manager Sauter, Brett W **90A1 - Team Lead.** Kolasinski, Erin M **90A2 - Inspector** Alkhashani, E.

90B1 - In Depth

90B - Previous Inspection Remarks →

Inspector's Appraisals

	Prev	New	Comments
B.C.01 - Deck Condition Rating	7	7	Transverse cracks noted with leaching and efflorescence spaced 1' to 5' in center bay. Transverse efflorescence cracks spaced 5' in other bays.
B.C.02 - Superstructure Condition Rating	8	8	Minor paint failure defects noted in isolated areas.
B.C.03 - Substructure Condition Rating	8	8	Hairline cracks at skewed abutment corners.
B.C.04 - Culvert Condition Rating	N	N	
B.C.05 - Bridge Railings Condition Rating		8	Minor hairline cracks. Isolated spall near nameplate.
B.C.06 - Bridge Railing Transitions Condition Rating		8	Minor hairline cracks.
B.C.07 - Bridge Bearings Condition Rating		N	
B.C.08 - Bridge Joints Condition Rating		8	Debris noted in joints.
B.C.09 - Channel Condition Rating	9	8	
B.C.10 - Channel Protection Condition Rating		9	
B.C.11 - Scour Condition Rating		9	

Weight Limit Posting

70A2 - Single Unit Vehicles	-
70B2 - Combination Type 3S-1 (3 or 4 axles)	-
70C2 - Combination Type 3S-2 (5 or more axles)	-
70D2 - One Truck at a Time	-

B.IE.11 - Inspection Note

West expansion joint measures 3.25" and the east expansion joint measures 3". The utilities and their connections are in good condition.

B.IE.12 - Inspection Equipment

Access

- [ ] **A01 - Ladder**
- [ ] **A02 - Bucket Lift Vehicle**
- [ ] **A03 - Under Bridge Inspection Vehicle**
- [ ] **A04 - Rigging**
- [ ] **A05 - Waders**
- [ ] **A06 - Boat**
- [ ] **A07 - Snorkel**
- [ ] **A08 - SCUBA**
- [ ] **A09 - Surface Supplied Air**
- [ ] **A10 - Remotely Operated Vehicle (ROV)**
- [ ] **A11 - Video Pole**
- [ ] **A12 - Boroscope**
- [ ] **A13 - Unmanned Aerial Systems (UAS)**
- [ ] **A14 - Service Traveler**
- [x] **AN - No Access Equipment Used**
- [ ] **AX - Other**

Inspection

- [ ] **I01 - Ultrasonic**
- [ ] **I02 - Ground - Penetrating Radar**
- [ ] **I03 - Infrared Thermography**
- [ ] **I04 - Radiographic Testing**
- [ ] **I05 - Impact Echo**
- [ ] **I06 - Electromagnetic Methods**
- [ ] **I07 - Rebound & Penetration Methods**
- [ ] **I08 - Acoustic Emissions Testing**
- [ ] **I09 - Dye Penetrant**
- [ ] **I10 - Magnetic Particle**
- [ ] **I11 - Eddy Current**
- [ ] **I12 - Boring or Drilling**
- [ ] **I13 - Underwater Imaging**
- [ ] **I14 - Depth Finder/Fathometer**
- [ ] **I15 - Stress Wave Timer**
- [ ] **IN - No Inspection Equipment Used**
- [ ] **IX - Other**

All inventory data should be verified as part of the inspection.

Inspection Team Leader Signature & Date

Agency Program Manager Signature & Date

Asterisk (*) items are new items added in the SNBI.

SNBI Bridge Inventory Information

Bridge Identification

Item No. / Name	Curr. Val / Revision	Item No. / Name	Curr. Val / Revision
B.ID.02 Bridge Name	Central Street Bridge	B.L.10 Border Designee Lead State	
B.ID.03 Prev Bridge No	0166951	B.L.11 Bridge Location	0.6 Mi E of Green Bay
B.L.01 State	17	B.L.12 Metropolitan Planning Organization	SEE HIGHWAY FEATURES
B.L.02 County	31	B.CL.01 Owner	L02
B.L.03 Place	1845	B.CL.02 Maintenance Responsibility	L02
B.L.04 Highway Agcy Dist	1	B.CL.03 Federal Land or Tribal Access *	N
B.L.05 Latitude		B.CL.04 Historic Significance	
B.L.06 Longitude		B.CL.05 Toll	3
B.L.07 Border Bridge No		B.CL.06 Emergency Evac. Designation *	
B.L.08 Border State/Country		B.W.01 Year Built	2022
B.L.09 Border Bridge Inspection Resp			

Bridge Geometry

Item No. / Name	Curr. Val / Revision	Item No. / Name	Curr. Val / Revision
B.G.01 NBIS Bridge Length	99.9	B.G.09 Approach Roadway Width	54.00
B.G.02 Total Bridge Length	171.6	B.G.10 Bridge Median	0
B.G.03 Maximum Span Length	168.0	B.G.11 Skew	20
B.G.04 Minimum Span Length *	168.0	B.G.12 Curved Bridge *	
B.G.05 Bridge Width Out-to-Out	77.50	B.G.13 Maximum Bridge Height *	
B.G.06 Bridge Width Curb-to-Curb	54.00	B.G.14 Sidehill Bridge *	N
B.G.07 Left Curb orSidewalk Width	10.6	B.G.15 Irregular Deck Area *	
B.G.08 Right Curb or Sidewalk Width	10.6	B.G.16 Calculated Deck Area	13299.000

Roadside Hardware

Item No. / Name	Curr. Val / Revision	Item No. / Name	Curr. Val / Revision
B.RH.01 Bridge Railings *	Y-T	B.RH.02 Transitions *	Y-T

Appraisal

Item No. / Name	Curr. Val / Revision	Item No. / Name	Curr. Val / Revision
B.AP.01 Approach Road Align	G	B.AP.04 Scour Plan of Action *	Y-T
B.AP.02 Overtopping Likelihood	1	B.AP.05 Seismic Vulnerability *	0
B.AP.03 Scour Vulnerability	AB-T		

Inspection Requirements

Item No. / Name	Curr. Val / Revision	Item No. / Name	Curr. Val / Revision
B.IR.01 NSTM Inspection Required *	N	B.IR.03 Underwater Inspection Required *	N
B.IR.02 Fatigue Details *		B.IR.04 Complex Feature *	N

Features & Routes

Feature - Highway 1/1

B.F.01 Feat Type H01 **B.F.02 Feature Location** C **B.F.03 Feature Name** Central Street

B.H.01 Functional Classification	4	**B.H.11 Yr of Ann Avg Dly Traf**	2022
B.H.02 Urban Cd	1051	**B.H.12 Highway Max Usable Vert Clear**	1199
B.H.03 NHS Designation	0 - Not NHS	**B.H.13 Highway Min Vert Clear**	1199
B.H.04 National Highway Freight Net	00	**B.H.14 Highway Min Horiz Clear, Lft**	
B.H.05 STRAHNET Designation	0	**B.H.15 Highway Min Horiz Clear, Rt**	
B.H.06 LRS Route ID	016 91301 000000	**B.H.16 Highway Max Us Surf Wdth**	27.0
B.H.07 LRS Mile Pt	2.0800	**B.H.17 Bypass Det Lth**	1
B.H.08 Lanes on Highway	2	**B.H.18 Cross Brdg No**	
B.H.09 Ann Avg Dly Traf	3250	**B.L.12 Metropolitan Planning Org.**	NEW FIELD HERE
B.H.10 Ann Avg Dly Trk Traf	450		

Feature - Navigable Waterway 1/1

B.F.01 Feat Type W01 **B.F.02 Feature Location** B **B.F.03 Feature Name** North Shore Channel

B.N.01 Navigable Waterway	**B.N.04 Nav Chan Width**
B.N.02 Navig Min Vertl Clear	**B.N.05 Nav Chan Min Horiz Clr**
B.N.03 Movable Brdg Max Nav	**B.N.06 Sub Nav Pro**

Routes

B.F.01 Feature Type	B.RT.01 Rt Desig	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H01	R01			5	X

Spans

Span 1/1

B.SP.01 Config Desig *	M01	**B.SP.08 Deck Interaction ***	
B.SP.02 No of Spans		**B.SP.09 Deck Material and Type**	CR-T
B.SP.03 Number of Beam Lines *		**B.SP.10 Wearing Surface**	
B.SP.04 Span Material	S-T	**B.SP.11 Deck Protective System**	
B.SP.05 Span Continuity		**B.SP.12 Deck Reinforc. Protective Sys**	
B.SP.06 Span Type	G09	**B.SP.13 Deck Stay-In-Place ***	
B.SP.07 Span Protective System			

Substructures

Illinois Department of Transportation

Bridge Cross Section

Structure Number:	016-6949

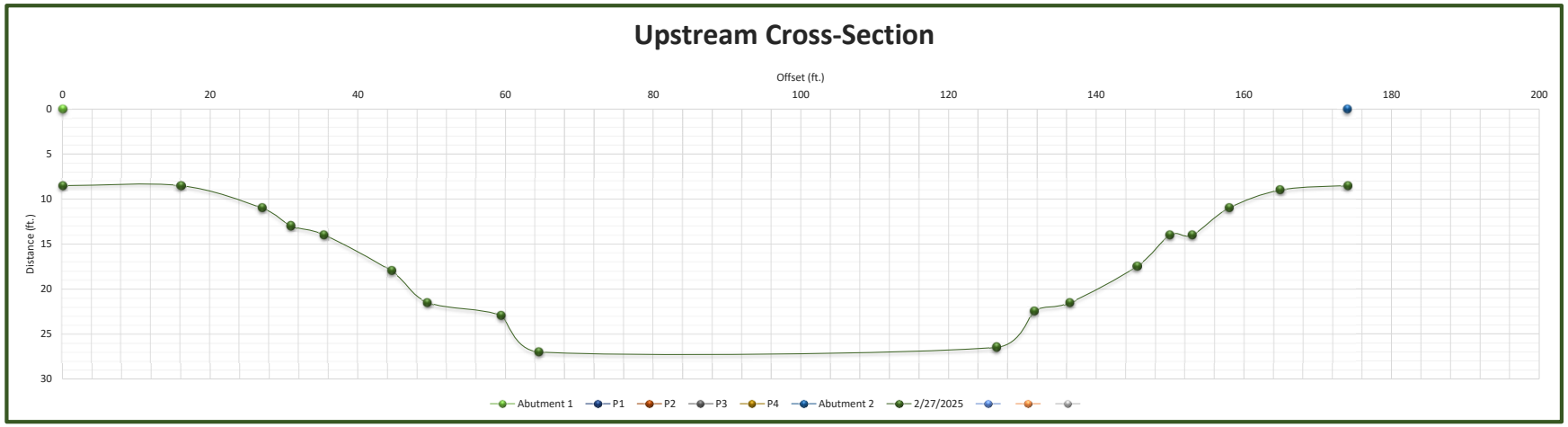
Piers (If aplicable)

	Abutment 1		P1		P2		P3		P4		Abutment 2	
Distance (ft.)	0.0	0.0									174.0	174.0
Depth (ft.)	0.0										0.0	

represents edge of stream

Upstream Cross Section

Date	Vertical measurement taken from: Upstream Abutment	Edge of deck (bottom)																												
2/27/2025	Horizontal Offset (ft.)	0.0	16.0	27.0	31.0	35.5	44.5	49.5	59.5	64.5	126.5	131.5	136.5	145.5	150.0	153.0	158.0	165.0	174.0											
	Vertical Distance (ft.)	8.5	8.5	11.0	13.0	14.0	18.0	21.5	23.0	27.0	26.5	22.5	21.5	17.5	14.0	14.0	11.0	9.0	8.5											
	Horizontal Offset (ft.)																													
	Vertical Distance (ft.)																													
	Horizontal Offset (ft.)																													
	Vertical Distance (ft.)																													
	Horizontal Offset (ft.)																													
	Vertical Distance (ft.)																													



Illinois Department of Transportation

Bridge Cross Section

Downstream Cross Section

Date	Vertical measurement taken from:	Edge of Deck (Bottom)																											
	Horizontal Offset (ft.)	0.0	9.0	18.0	24.0	27.0	29.0	36.0	41.0	49.0	54.0	59.0	116.0	121.0	125.0	133.0	142.0	146.0	154.0	162.0	174.0								
	Vertical Distance (ft.)	9.0	10.0	13.0	16.0	16.0	15.5	18.0	21.0	23.0	24.0	28.0	27.5	23.5	22.5	19.5	16.0	16.0	13.0	10.0	9.0								
	Horizontal Offset (ft.)																												
	Vertical Distance (ft.)																												
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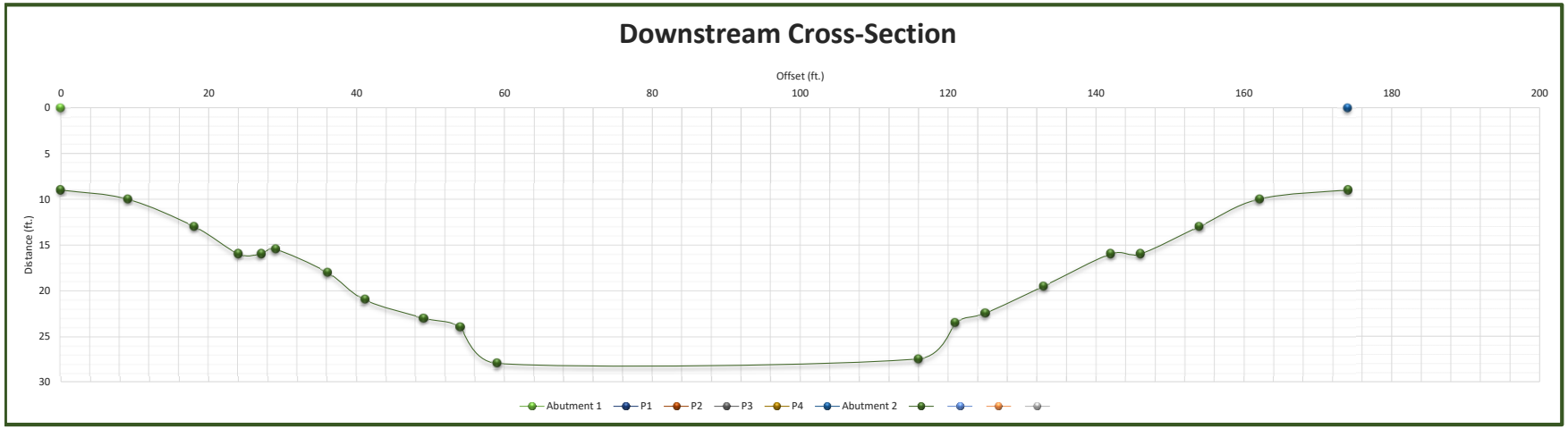


Illinois Department of Transportation

Bridge Cross Section

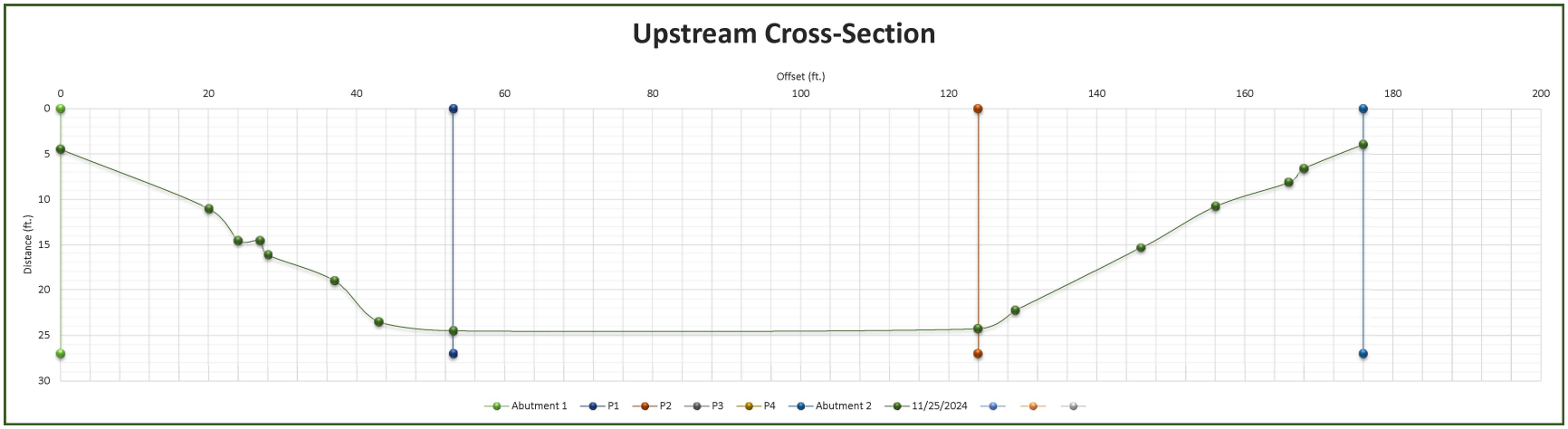
Structure Number:	016-6950

Piers (If aplicable)

	Abutment 1		P1		P2		P3		P4		Abutment 2	
Distance (ft.)	0.0	0.0	53.0	53.0	124.0	124.0					176.0	176.0
Depth (ft.)	0.0	27.0	0.0	27.0	0.0	27.0					0.0	27.0

Upstream Cross Section

Date	Vertical measurement taken from:	Bottom of Deck																										
11/25/2024	Horizontal Offset (ft.)	0.0	20.0	24.0	27.0	28.0	37.0	43.0	53.0	124.0	129.0	146.0	156.0	166.0	168.0	176.0												
	Vertical Distance (ft.)	4.4	11.0	14.5	14.5	16.2	19.0	23.5	24.5	24.3	22.3	15.3	10.8	8.1	6.6	3.9												
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											



Illinois Department of Transportation

Bridge Cross Section

Downstream Cross Section

Date	Vertical measurement taken from:	Bottom of Deck																												
11/25/2024	Horizontal Offset (ft.)	0.0	15.0	24.0	31.0	32.0	46.0	51.0	53.0	124.0	134.0	138.0	141.0	176.0																
	Vertical Distance (ft.)	4.0	9.4	13.8	13.8	17.0	23.3	25.3	25.3	24.9	23.3	18.8	16.8	4.7																
	Horizontal Offset (ft.)																													
	Vertical Distance (ft.)																													
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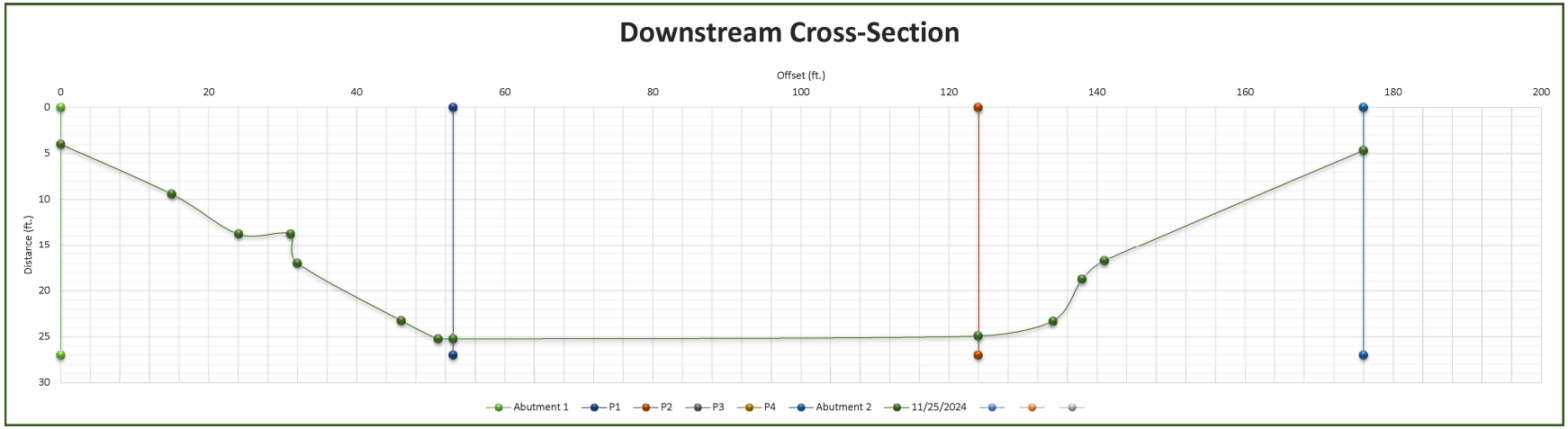


Illinois Department of Transportation

Routine Inspection Report

SN: 016-6950	District: 1	Spans: 3	Appr. Spans: 0	Skew: 0	ADT: 1300	Truck Pct: 6
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: ISABELLA ST	Feature Crossed: N SHORE CHANNEL					
Location: 1 M E GREEN BAY	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: ISABELLA ST BRIDGE	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 11/6/2024		90C - Temp (°F): 52		90B1 - In Depth: ☐		
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Kolasinski, Erin M		90A2 - Inspector: Keane, E.				

90B - Previous Inspection Remarks

Localized map cracks in concrete overlay.
Undermined east pier wall with no riprap between piles.

Resources

Time to Inspect (H:M):		Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	6	6	Localized spalled areas with exposed rebar noted in deck soffit. Isolated longitudinal crack in soffit.
59 - Superstructure Condition:	6	6	Spalled areas noted at beam ends w/exposed stirrups. Localized longitudinal crack noted in top flange of beam with no rebar exposed.
60 - Substructure Condition:	7	7	Localized delaminated and spalled areas noted at the pier cap.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	8	8	
71 - Waterway Adequacy:	8	8	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	
36A - Bridge Railing Adequacy:	3	3	

Approach Guardrail Adequacy:	36B - Transitions: Prev	New	36C - Guardrail: Prev	New	36D - Ends: Prev	New
	1	1	1	1	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	C	108B - Type of Membrane:	F	108C - Deck Protection:	J
108D - Total Deck Thickness (In.):	7.5				
59A - Paint Date (Mo/Yr):	/	59B - Paint Type:	- - - -		
59C - Utilities Attached:	3 9 B				

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6950

113A - Scour Critical Analysis Date:	12/19/1996	113 - Scour Critical Rating:	8	113B - Evaluation Method:	B

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

West expansion joint measuring 2".
East expansion joint measuring 1.75", noted with transverse cracking.
Localized spall on north parapet at northwest corner.
Concrete cracking at fence-parapet connection near midspan of north parapet.
North light pole with exposed wires and minor deterioration.
Low aerial lines above south pedestrian sidewalk.
Typical transverse cracking at 5' cts. on underside of deck.
Detached conduit at west abutment.
Spalled concrete at drip notch on south side of the bridge near mid span of center span.
2'x2' spalled area with exposed rebar at northeast end of east abutment.
Undermining on south and north sides of east pier.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
11/23/1998	CAN SEE REINFORCEMENT IN SPOT.
5/22/2003	CAN SEE REINFORCEMENT IN SPOT.
8/31/2006	DAMAGE TO CHAIN LINK FENCE ON BRIDGE PEDESTRIAN RAILING ON NORTH SIDE.
2/13/2009	NO MAJOR CHANGES FROM 2006 INSPECTION
11/22/2010	BRIDGE DECK HAS BEEN PATCHED SINCE 2009 INSPECTION. DAMAGE TO CHAINLINK FENCE ON SOUTH SIDE. EXPANSION JOINTS ARE LEAKING AT BOTH ABUTMENTS. BEAM ENDS HAVE MINOR SPALLING.
11/20/2012	Joint Openings (in.): 1 3/8" East, 1 3/8" WestBridge deck patching deteriorated since 2010 inspection, with missing sections of asphalt patch, exposed potholes with rebar. Water ponding on deck in potholes and at curbline. Damage to chain link fence on south side. Expansion joints are leaking at both abutments.
11/13/2014	JOINT OPENINGS: 1-1/2" (EAST); 1-5/8" (WEST)EXPANSION JOINTS ARE LEAKING AT THE WEST AND EAST ABUTMENT
11/18/2016	Joint Openings: 1.25" East Expansion Joint, 1.25" West Expansion Joint.
11/30/2018	Joint Openings: 2.5" East Expansion Joint, 2.5" West Expansion Joint.
11/20/2020	Joint Openings: 1.5" West and 1.75" East
11/4/2022	Localized map cracks in concrete overlay. Undermined east pier wall with no riprap between piles.

Illinois Department of Transportation

Bridge Cross Section

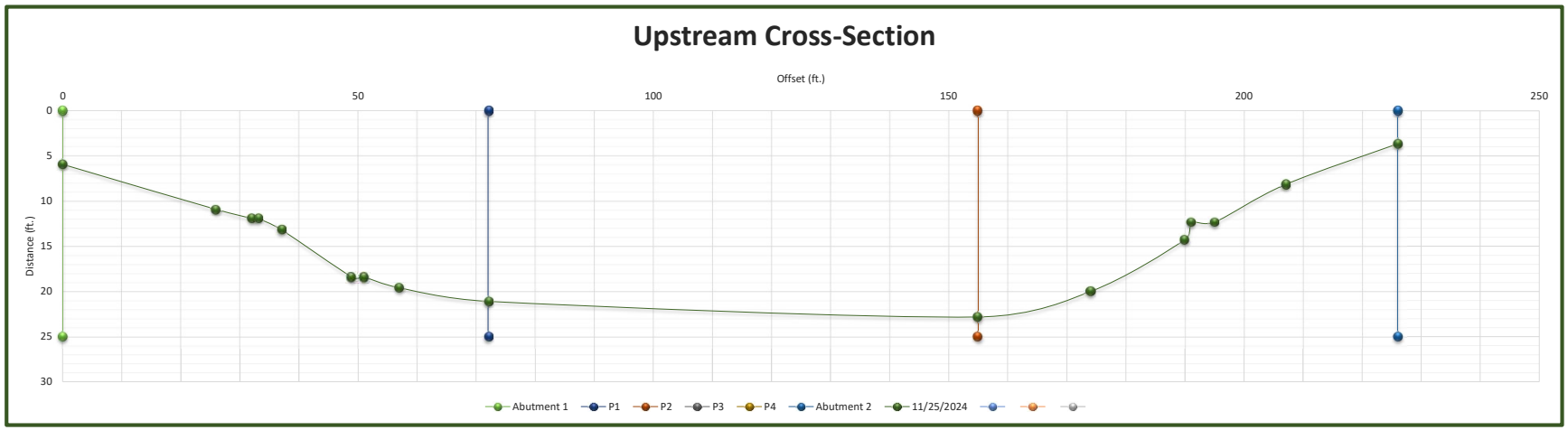
Structure Number:	016-6952

Piers (If aplicable)

	Abutment 1		P1		P2		P3		P4		Abutment 2	
Distance (ft.)	0.0	0.0	72.0	72.0	155.0	155.0					226.0	226.0
Depth (ft.)	0.0	25.0	0.0	25.0	0.0	25.0					0.0	25.0

Upstream Cross Section

Date	Vertical measurement taken from:	Bottom of Deck																										
11/25/2024	Horizontal Offset (ft.)	0.0	26.0	32.0	33.0	37.0	49.0	51.0	57.0	72.0	155.0	174.0	190.0	191.0	195.0	207.0	226.0											
	Vertical Distance (ft.)	5.9	10.9	11.9	11.9	13.2	18.4	18.4	19.6	21.1	22.8	20.0	14.3	12.3	12.3	8.2	3.7											
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											
	Horizontal Offset (ft.)																											
	Vertical Distance (ft.)																											



Illinois Department of Transportation

Bridge Cross Section

Downstream Cross Section

Date	Vertical measurement taken from:	Bottom of Deck																												
11/25/2024	Horizontal Offset (ft.)	0.0	31.0	36.0	43.0	53.0	72.0	155.0	172.0	177.0	193.0	211.0	226.0																	
	Vertical Distance (ft.)	5.8	13.0	13.0	15.7	20.4	22.6	23.2	21.9	19.5	12.4	7.8	5.1																	
	Horizontal Offset (ft.)																													
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	Horizontal Offset (ft.)																													
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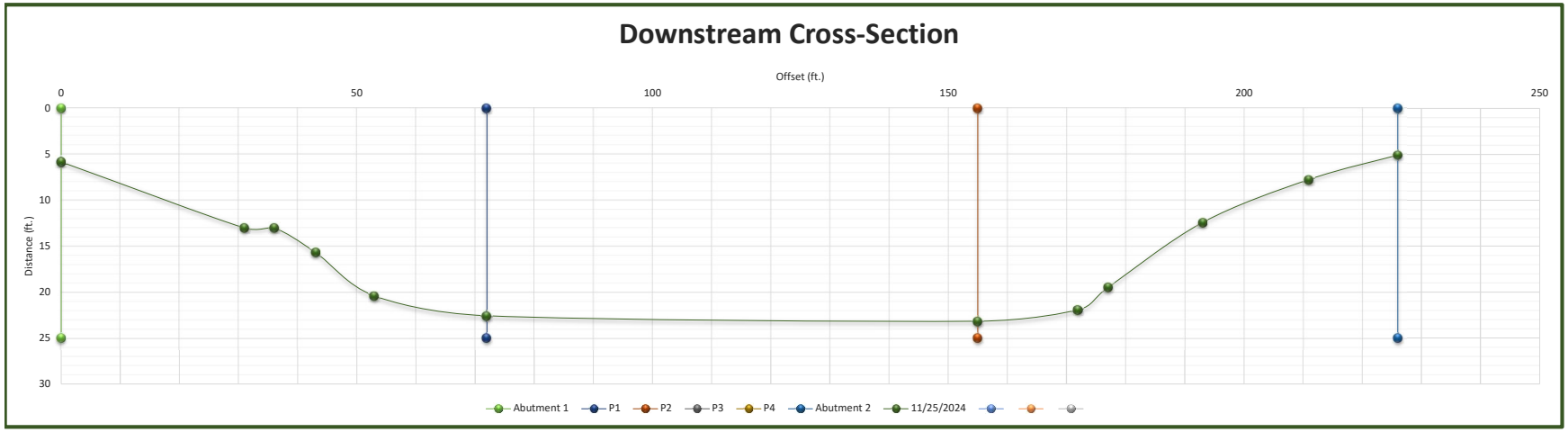

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6952	District: 1	Spans: 3	Appr. Spans: 0	Skew: 38	ADT: 4400	Truck Pct: 8
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 6-Open, temporary measures			
Facility Carried: LINCOLN ST	Feature Crossed: North Shore Channel					
Location: 0.5 M E GREEN	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: LINCOLN ST BRIDGE	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: MULT	Element Level:		
90 - Inspection Date: 11/6/2024		90C - Temp (°F): 52		90B1 - In Depth: ☐		
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Kolasinski, Erin M		90A2 - Inspector: Keane, E.				

90B - Previous Inspection Remarks

Leaching and delaminated areas noted in the deck soffit over the piers.
West and east approaches have a 1" settlement noted.
West expansion joint measured 3" and east joint measured 3.5".
100% SL in the beam end diaphragm between 2nd and 3rd beams from N end of the W. abutment.
100% SL in the beam end diaphragm between 1st and 2nd beams from S. end of W. abutment.

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	6	6	Full width transverse cracks in top of deck and soffit > 5' spacing. Previous spalls in top of deck have been filled in
59 - Superstructure Condition:	2	2	Temporary web shoring has been added. Majority of those web shoring locations are loose or fallen out of place.
60 - Substructure Condition:	4	4	East and west piers have noted scour areas. Piers have spalled areas at and below the water line, unchanged from previous inspection.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	7	7	
71 - Waterway Adequacy:	9	9	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	A	108B - Type of Membrane:	F	108C - Deck Protection:	H
108D - Total Deck Thickness (In.):	7.0				

59A - Paint Date (Mo/Yr):	04/1991	59B - Paint Type:	G	-	-	-
59C - Utilities Attached:	3	3	9			

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6952

113A - Scour Critical Analysis Date:	12/19/1996	113 - Scour Critical Rating:	8	113B - Evaluation Method:	B

Weight Limit Posting:	70A2 - Single Unit Vehicles:	24
	70B2 - Combination Type 3S-1 (3 or 4 axles):	29
	70C2 - Combination Type 3S-2 (5 or more axles):	29
	70D2 - One Truck at a Time:	0

90B - Inspection Remarks

Leaching and delaminated areas noted in the deck soffit over the piers.
West and east approaches have 1" of differential settlement noted.
West expansion joint measured 2.5" and east joint measured 3.5".
100% SL in the beam end diaphragm between 2nd and 3rd beams from N end of the W. abutment. Temporary cribbing in place.
100% SL in the beam end diaphragm between 1st and 2nd beams from S. end of W. abutment. Temporary cribbing in place.
Torn and bulging glands at both expansion joints.
Missing web shoring at east abutment beams 5 (north face) and 6 (north face), at west abutment beam 5 (south face)
Loose web shoring at east abutment beams 1 (south face), 3 (north face), 4 (south face), and 5 (north face).
Loose web shoring west abutment beams 3, 4, and 6 (north face).
Loose bearing cribbing at east abutment beam 2, west abutment beams 2 and 5.
Failed diaphragms at east abutment between beams 1 and 2, west abutment between beams 2 and 3 and between beams 5 and 6.
North sidewalk expansion joint noted with spalled area exposing the expansion joint glands.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
11/5/2003	SCOURING OF PIERS WITH WASHED OUT CONCRETE-REINFORCEMENT EXPOSED,CAVITIES UPTO 12" IN SOME AREAS.NEEDS CLEANING & PAINTING OF STRUCTURAL STEEL @ ABUTMENTS.
8/31/2006	SCOURING IS OCCURING ALL THE WAY UNDER BOTH PIERS. SEVERE BAR EXPOSURE AT THE JOINT BETWEEN THE DRILLED SHAFTS AND THE FOOTING. SIGNIFICANT UNDERMINING ALONG FOOTINGS.
2/13/2009	SCOUR CONTINUES UNDER BOTH PIER PILE CAPS. DRILLED SHAFTS ARE VISIBLE AND CONCRETE DETERIORATED EXPOSING REBAR. NO SIGNIFICANT LOSS OF SECTION ON REBAR IN DRILLED SHAFT.
11/22/2010	SECTION LOSS AT BEAM ENDS. CONCRETE CONTINUES TO DETERIORATE AT PIER, CRASHWALLS. NO SIGNIFICANT LOSS OF SECTION ON REBAR.
11/20/2012	Joint openings (in.): 2 5/8" East, 2 1/2 WestSection loss at beam ends, heavy pack rust on bearings. Concrete continuesto deteriorate on pier crashwalls at waterline - no significant section loss in exposed rebar.
11/18/2016	Joint Openings: 2.75" East Joint, 2.75" West Joint.100% Section loss in the beam end diaphragm between 2nd and 3rd beams from the North end at the west abutment.
11/30/2018	Joint Openings: 3.0" East Joint, 2.5" West Joint. 100% Section loss in the beam end diaphragm between 2nd and 3rd beams from the North end at the west abutment. West and East approaches have a 1" settlement noted. Heavy section loss at beam ends measuring up to 30% (thru the special feature inspection).

11/20/2020 Jt. Openings: 2.5" @ W and 3" @ E
100% SL in the beam end diaphragm btwn 2nd and 3rd beams from N end of the W abut.
100% SL in the beam end diaphragm btwn 1st and 2nd beam from S at W abut.
W and E approaches have a 1" settlement noted.
Leaching noted at deck soffit overhangs above all pier overhang locations.

11/4/2022 Leaching and delaminated areas noted in the deck soffit over the piers.
West and east approaches have a 1" settlement noted.
West expansion joint measured 3" and east joint measured 3.5".
100% SL in the beam end diaphragm between 2nd and 3rd beams from N end of the W. abutment.
100% SL in the beam end diaphragm between 1st and 2nd beams from S. end of W. abutment.

Illinois Department of Transportation

Special Inspection Report

SN: 016-6952	District: 1	Spans: 3	Appr. Spans: 0	Skew: 38	ADT: 4400	Truck Pct: 8
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 6-Open, temporary measures			
Facility Carried: LINCOLN ST	Feature Crossed: North Shore Channel					
Location: 0.5 M E GREEN BAY	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: LINCOLN ST BRIDGE	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: MULT	Element Level:		
93C - Inspection Date: 11/5/2025	93C3 - Temp (°F): 60					
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
93C2A - Team Leader: Pigozzi, Charles	93C2B - Inspector: Alkhashani, Emad					

93C4 - Previous Special Inspection Remarks

Timber web cribbing has been added to every face of every beam but majority have fallen out of place and/or are loose. Minor deterioration progression of beam ends.

MISSING/FALLEN WEB SHORING:
E. Abutment beam 5 north face
E. Abutment beam 6 south face

Resources

Time to Inspect (H:M): 1:0 Traffic Control: 0 -

AN-No access equipment used, IN-No inspection equipment used

Special Inspection Inventory

92C - Inspection Interval: 6 92C4 - Initiated By: 1 If "4-Other Agency" Describe:
92C2 - Start Date: 04/21/2008 92C6 - Determination Date: 04/21/2008 92C7 - Inspect By Date: 11/22/2010

92C1 - Type Code:

- ☒ A - Structural Damage/Steel Superstructure
- ☐ B - Structural Damage/Concrete Superstructure
- ☐ C - Structural Damage/Timber Superstructure
- ☐ D - Structural Damage/Steel Substructure
- ☐ E - Structural Damage/Concrete Substructure
- ☐ F - Structural Damage/Timber Substructure
- ☐ G - Underwater/Debris and/or Erodible Soil
- ☐ H - Underwater/Flow Restrictions or Velocity
- ☐ I - Underwater/Spread footings not adequately keyed into rock or protected from the effects of streambed scour
- ☐ J - Reserved
- ☐ K - Underwater/Scour Critical Evaluation Monitoring
- ☐ L - Existing Streambed Scour/Spread Footing
- ☐ M - Existing Streambed Scour/Pile Supported Footing
- ☐ N - Existing Streambed Scour/Pile Bent Substructure Unit
- ☐ P - Embankment Movement or Settlement
- ☐ Q - Substructure Movement or Settlement
- ☐ R - Pin & Link in Multi-Girder (Redundant) Bridge (If checked must add BBS Form(s) 2760 and 2780 if needed)
- ☐ S - Specifically Identified Problematic Structural Details
- ☐ T - Deck
- ☐ U - Dapped Girders/Beams
- ☐ X - Critical Finding
- ☐ Z - Other (Describe):

92C5 - Special Inspection Type Remarks:

Changed interval from 12-months to 6-months.

SPECIAL INSPECTION

93C1 - Special Inspection Condition Status:

Prev	New	
☐ 0	☐ 0	- Worsening Condition Indicating Imminent Structural Failure - Immediate closure required, then contact BBS
☒ 1	☒ 1	- Progression of Deterioration or Worsening Condition - Contact BBS, Program Manager, and SI Initiator
☐ 2	☐ 2	- No Change in Condition Noted
☐ 3	☐ 3	- Corrected Condition Noted - Special inspections no longer required after verification by BBS personnel
☐ 4	☐ 4	- Feature Determined to be in Adequate Condition - Primarily for monitoring problematic structural details

	Signature	Date
Inspection Team Leader:	Charles Pigozzi	11/11/2025
Agency Program Manager:	Brett Sauter	11/12/2025

Use Additional Forms as Needed

93C4 - Special Inspection Remarks

Minor additional section loss of all beam ends. Beam 6 End at East Abutment, web exhibits localized buckling and section loss up to 60%.

LOCATIONS OF MISSING/FALLEN WEB SHORING:
1) East Abutment Beam 5 North Face - On Ground during inspection, put back in place during inspection, still needs to be secured to fit tight.
2) East Abutment Beam 6 South Face
3) West Abutment Beam 5 South Face

Majority of web shoring and cribbing at both abutments are loose.

Diaphragms have failed in all of the fascia beam bays at both abutments.

Date	Remarks
11/22/2010	SECTION LOSS AT STRINGER ENDS IN WEB AND BOTTOM FLANGE.
12/15/2011	SECTION LOSS AT STRINGER ENDS IN WEB AND BOTTOM FLANGE.
11/20/2012	Steel section loss at stringeer ends in web and bottom flange. in worse condition at east abutment.
12/4/2015	100% SECTION LOSS IS NOTED IN THE 3RD BEAM AT THE WEST ABUTMENT. THE CALCULATED SECTION LOSS ON THE BEAM WEB IS GREATER THAN 30%.
11/18/2016	Section loss in beam ends at 10% and not worsening.
11/16/2017	The previously noted complete section loss at beam 3 of the west abutment has not increased in area and the section loss on the beam ends are as follows: - East Abutment Beam 4 from south end section loss up to 30%- West Abutment Beam 3 from the north end section loss up to 30%
11/30/2018	Previously noted complete section loss at beam 3 of the W. Abut. has not increased in length. Typical average web thickness was measured to be 3/8" thick versus the original 0.75" web thickness. Section loss is 30% total including the diaphragm connection plates.
12/23/2019	The complete loss area at Beam 3 W. Abut. appears unchanged. UT measurements confirm typical web thickness remains 3/8" vs the original 0.75" web thickness.Expansion joints at abutments show noticable signs of leakage directly above areas of increased section loss.
11/20/2020	Beam ends did not worsen from previous inspection. Complete section loss at beam 3 top of web (beyond critical bearing area) of the W Abut. has not increased in length Section loss is 30% total including the diaphragm connection plates (did not change from previous inspection). Typical average web thickness measured to be 3/8" thick vs the original 0.75" thick.
1/4/2022	Beam ends did not worsen from previous inspection. Complete section loss at beam 3 top of web (beyond critical bearing area) of the W Abut. has not increased in length Section loss is 30% total including the diaphragm connection plates (did not change from previous inspection). Typical average web thickness measured to be 3/8" thick vs the original 0.75" thick.

11/4/2022 Beam ends worsened from previous inspection. See calculation attached which show current approximation at W. Abutment.
The web thickness at beam 3 on the west abutment was measured to be 1/8" thick and 1.8' long with an approximate section loss of 81.8%.
Complete section loss at beam 3 of the West abutment from CL of bearing to end of web, at diaphragm connection.
Multiple diaphragms with partial or full section loss.
All bearings at abutments show severe section loss.
Suggest to add timber cribbing in front of bearings beneath beams 2-4 at west abutment.

11/7/2023 Beam ends have worsened from previous inspection. See calculation attached which shows the current approximation at the West Abutment.
ADDITIONAL BEAM END WEB THICKNESS SECTION LOSS (WEST ABUTMENT):
Beam 1 = no change
Beam 2 = 1/16"
Beam 3 = 1/16"
Beam 4 = 1/16"
Beam 5 = 1/16"
Beam 6 = 1/16"
BEAM END WEB THICKNESS MEASUREMENTS (EAST ABUTMENT):
Beam 1 = 1/16"
Beam 2 = 1/16"
Beam 3 = no change
Beam 4 = 1/16"
Beam 5 = 1/16"
Beam 6 = 1/16"
West abutment, beam end 3 web exhibits a section loss of 72.4%.
TIMBER SHORING STATUS, CRIBBING AT ALL LOCATIONS IN GOOD CONDITION EXCEPT:
Beam 3 at W Abut - north face web shoring is loose and requires shim plates add web shoring on south face of Beam 3 at W Abut
Beam 4 at W Abut - web shoring on both sides of web are loose, requires shim plates
Beam 3 at E Abut - south face web shoring is loose, requires shim plates, north face web shoring in good condition
Beam 4 at E Abut - web shoring on both sides of beam are in good condition
It is recommended to install timber cribbing to all bearings and web shoring to both N and S faces of all beams at the W Abut if they have not been installed previously.
LOCATIONS OF FAILED DIAPHRAGMS:
W Abut btw Beams 2-3
W Abut btw Beams 5-6
E Abut btw Beams 1-2
Bearings at both abutments exhibit severe section loss, no change since previous inspection.

6/6/2024 Beam ends at both abutments at the time of inspection have timber cribbing and web shoring installed.
Installed shoring in good condition and cannot be moved by hand.
Timber cribbing and shoring has been installed near beam ends.
West abutment, Beams 2, 3, and 4 north faces have loose web shoring.
West abutment, Beams 3, 4, and 5 south faces have loose web shoring.
East abutment, Beams 3, 4, and 5 north faces have loose web shoring.
East abutment, Beams 1, 2, 4 and 6 south faces have loose web shoring.
Timber cribbing loose at both beam ends for Beam 2.
Timber cribbing loose at Beam 6, East Abutment.
West abutment, diaphragm between beam 5 and 6 has failed.
West abutment, diaphragm between beam 2 and 3 has failed.
East abutment, diaphragm between beam 5 and 6 has failed.
East abutment, diaphragm between beam 1 and 2 has failed.
East abutment, diaphragm between beams 4 and 5 exhibits heavy corrosion and 90% section loss to the web.

11/6/2024 Timber web cribbing has been added to every face of every beam but majority have fallen out of place and/or are loose. Beam web thickensses were not taken.
MISSING/FALLEN WEB SHORING:
E. abutment beam 5 north face
E. abutment beam 6 north face
W abutment beam 5 south face
LOOSE WEB SHORING:
E. abutment beam 1 south face
E. abutment beam 3 north face
E. abutment beam 4 south face
E. abutment beam 5 south face
W. abutment beam 3 north face
W. abutment beam 4 north face
W. abutment beam 5 north face
LOOSE BEARING CRIBBING:
E. abutment beam 2
W. abutment beam 2
W. abutment beam 5
LOCATIONS OF FAILED DIAPHRAGMS:
E abutment btw beams 1-2
W abutment btw beams 2-3
W abutment btw beams 5-6

Inspection Resources: Time to Inspect: 1:00, Waders

5/6/2025 Timber web cribbing has been added to every face of every beam but majority have fallen out of place and/or are loose. Minor deterioration progression of beam ends.

MISSING/FALLEN WEB SHORING:
E. Abutment beam 5 north face
E. Abutment beam 6 south face
W. Abutment beam 5 south face

LOOSE WEB SHORING:
E. Abutment beam 1 south face
E. Abutment beam 2 north face
E. Abutment beam 3 north face
E. Abutment beam 3 south face
E. Abutment beam 4 south face
W. Abutment beam 2 south face
W. Abutment beam 3 north face
W. Abutment beam 3 south face
W. Abutment beam 4 north face
W. Abutment beam 4 south face
W. Abutment beam 5 north face

LOOSE BEARING CRIBBING:
E. Abutment beam 2
W. Abutment beam 2
W. Abutment beam 5

LOCATIONS OF FAILED DIAPHRAGMS:
E. Abutment between beams 1-2
W. Abutment between beams 2-3
W. Abutment between beams 5-6

Illinois Department of Transportation

Special Inspection Report

SN: 016-6952	District: 1	Spans: 3	Appr. Spans: 0	Skew: 38	ADT: 4400	Truck Pct: 8
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 6-Open, temporary measures			
Facility Carried: LINCOLN ST	Feature Crossed: North Shore Channel					
Location: 0.5 M E GREEN BAY	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: LINCOLN ST BRIDGE	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: MULT	Element Level:		
93C - Inspection Date: 11/25/2025	93C3 - Temp (°F): 52					
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
93C2A - Team Leader: Kolasinski, Erin M	93C2B - Inspector: Wittmeyer, E.					

93C4 - Previous Special Inspection Remarks

Pier crashwall spalled area did not increase in size and scour has not worsened from previous inspection.
West and east piers exhibit scouring and spalling on their north and south faces.
North face of east pier exhibits spalling with exposed rebar.
Scour measurements:
W Pier N Face = 1.1'
W Pier S Face = 1.1'

Resources

Time to Inspect (H:M): 1:30 Traffic Control: 0 -

A05-Waders, IN-No inspection equipment used

Special Inspection Inventory

92C - Inspection Interval: 12 92C4 - Initiated By: 1 If "4-Other Agency" Describe:
92C2 - Start Date: 04/21/2008 92C6 - Determination Date: 04/21/2008 92C7 - Inspect By Date: 12/15/2011

92C1 - Type Code:

- ☐ A - Structural Damage/Steel Superstructure
- ☐ B - Structural Damage/Concrete Superstructure
- ☐ C - Structural Damage/Timber Superstructure
- ☐ D - Structural Damage/Steel Substructure
- ☒ E - Structural Damage/Concrete Substructure
- ☐ F - Structural Damage/Timber Substructure
- ☐ G - Underwater/Debris and/or Erodible Soil
- ☐ H - Underwater/Flow Restrictions or Velocity
- ☐ I - Underwater/Spread footings not adequately keyed into rock or protected from the effects of streambed scour
- ☐ J - Reserved
- ☐ K - Underwater/Scour Critical Evaluation Monitoring
- ☐ L - Existing Streambed Scour/Spread Footing
- ☐ M - Existing Streambed Scour/Pile Supported Footing
- ☐ N - Existing Streambed Scour/Pile Bent Substructure Unit
- ☐ P - Embankment Movement or Settlement
- ☐ Q - Substructure Movement or Settlement
- ☐ R - Pin & Link in Multi-Girder (Redundant) Bridge (If checked must add BBS Form(s) 2760 and 2780 if needed)
- ☐ S - Specifically Identified Problematic Structural Details
- ☐ T - Deck
- ☐ U - Dapped Girders/Beams
- ☐ X - Critical Finding
- ☐ Z - Other (Describe):

92C5 - Special Inspection Type Remarks:

SPECIAL INSPECTION

93C1 - Special Inspection Condition Status:

Prev	New	
☐ 0	☐ 0	- Worsening Condition Indicating Imminent Structural Failure - Immediate closure required, then contact BBS
☐ 1	☐ 1	- Progression of Deterioration or Worsening Condition - Contact BBS, Program Manager, and SI Initiator
☒ 2	☒ 2	- No Change in Condition Noted
☐ 3	☐ 3	- Corrected Condition Noted - Special inspections no longer required after verification by BBS personnel
☐ 4	☐ 4	- Feature Determined to be in Adequate Condition - Primarily for monitoring problematic structural details

Illinois Department of Transportation

Special Inspection Report
Structure Number: 016-6952

	Signature	Date
Inspection Team Leader:	Erin Kolasinski	11/25/2025
Agency Program Manager:	Brett Sauter	12/01/2025

Use Additional Forms as Needed

93C4 - Special Inspection Remarks

Pier crashwall spalled area along west face of west pier has increased. Pier crashwall spall at waterline has not increased.

West and east piers exhibit scouring and spalling on north and south faces. North face of east and west piers exhibit spalling with exposed rebar. Scour depths higher than previous due to measurements taken at each corner and due to a higher water level.

Scour Measurements for East Pier:
- Northwest corner: 2.1 ft
- Northeast corner: 1.8 ft
- Southwest corner: 2.5 ft
- Southeast corner: 1.6 ft

Scour Measurements for West Pier:
- Northwest corner: 0.6 ft
- Northeast corner: 2.1 ft
- Southwest corner: 0.2 ft
- Southeast corner: 1.1 ft

Spall measurements (unchanged from previous inspection):
West pier has a 3ft x 2ft x 1ft spall at the N edge of pier's crashwall.
East pier has 1ft x 3ft x 2ft spall at N edge of pier's crashwall followed by a 6ft x 2.5ft x 2ft.

Date	Remarks
12/15/2011	CONCRETE DETERIORATED IN PIER CRASHWALLS AT WATER LEVEL. NO SIGNIFICANT SECTION LOSS IN REBAR.
11/20/2012	Concrete section loss of pier crashwalls at waterline, with exposed rebar (no significant section loss). Scour and undermining of pier crashwalls.
11/18/2016	Section loss in concrete, at Crashwall, is not progressing.
11/16/2017	East face of west pier is experiencing localized scour at approximately 10'-0" north of the south end. West pier has a 3-'0"x1 '-6"x1 '-0" spall at the north edge of the pier's crashwall. East pier has a 1'-0"x3'-0"x2'-0" spall at the north edge of the pier's crashwall followeb by a 5'-0"x2'-6"x1'-0" spall.
11/30/2018	Pier crashwall spalled areas are not drastically changing.East face of west pier is experiencing localized scour at approximately 10'-0" north of the south end. West pier has a 3-'0"x2'-0"x1'-0" spall at the north edge of the pier's crashwall. East pier has a 1'-0"x3'-0"x2'-0" spall at the north edge of the pier's crashwall followed by a 5'-0"x2'-6"x1'-0" spall.
12/23/2019	No change in sizes of spalled areas at north ends of piers. No significant change in scour condition. The pier walls are undermind by scour along the waterline on the stream-side faces and the top 1-2 feet of the caissons are exposed along the length of the piers. Exposed caisson concrete was intact.
11/20/2020	Pier crashwall spalled area slightly increased 1ft in height and in length at the East Pier. East face of west pier is experiencing localized scour at approximately 10'-0" north of the south end. West Pier has a 3ft x 2ft x 1ft spall at the N edge of the pier's crashwall. East Pier has a 1ft x 3ft x 2ft spall at the N edge of the pier's crashwall followed by a 6ft x 2.5ft x 2ft spall. Both piers are supported on drilled shafts
1/4/2022	Pier crashwall spalled area did not increase in size. East face of west pier is experiencing localized scour at approximately 10'-0" north of the south end. West Pier has a 3ft x 2ft x 1ft spall at the N edge of the pier's crashwall. East Pier has a 1ft x 3ft x 2ft spall at the N edge of the pier's crashwall followed by a 6ft x 2.5ft x 2ft spall. Both piers are supported on drilled shafts

11/4/2022 Pier crashwall spalled area did not increase in size.
East face of west pier is experiencing localized scour at approximately 10'-0" north of the south end.
West pier has a 3ft x 2ft x 1ft spall at the N edge of the pier's crashwall.
East pier has a 1ft x 3ft x 2ft spall at the N edge of the pier's crashwall followed by a 6ft x 2.5ft x 2ft spall.
Both piers are supported on drilled shafts.

11/7/2023 Pier crashwall spalled area did not increase in size and scour has not worsened from previous inspections.
West and east piers exhibit scouring and spalling on their north and south faces.
North face of east pier exhibits spalling with exposed rebar.
SCOUR MEASUREMENTS (DID NOT PROGRESS FROM PREVIOUS INSPECTION):
-W Pier N Face = 1'
-W Pier S Face = 1.1'
-E Pier N Face = 2'
-E Pier S Face = 2'

11/6/2024 Pier crashwall spalled area did not increase in size and scour has not worsened from previous inspection.
West and east piers exhibit scouring and spalling on their north and south faces.
North face of east pier exhibits spalling with exposed rebar.
Scour measurements:
W Pier N Face = 1.1'
W Pier S Face = 1.1'
E Pier N Face = 2.3'
E Pier S Face = 2'
Spall measurements (unchanged from previous inspection):
West pier has a 3ft x 2ft x 1ft spall at the N edge of the pier's crashwall.
East pier has a 1ft x 3ft x 2ft spall at the N edge of the pier's crashwall
followed by a 6ft x 2.5ft x 2ft spall.

Inspection Resources: Time to Inspect: 1:30, Waders

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6953	District: 1	Spans: 3	Appr. Spans: 0	Skew: 7	ADT: 4550	Truck Pct: 4
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: BRIDGE ST	Feature Crossed: CHI MET SAN CANAL					
Location: 0.5 M W GREEN	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: BRIDGE ST	Material & Type:					
Insp. Intervals Routine: 48	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 11/4/2022		90C - Temp (°F): 64		90B1 - In Depth: ☐		
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Bakos, William S		90A2 - Inspector: Kolasinski, E.				

90B - Previous Inspection Remarks

Joint Openings (In.) N/A

Resources

Time to Inspect (H:M):		Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	7	7	Leaching transverse hairline cracks noted at approximately 5' centers in soffit noted.
59 - Superstructure Condition:	7	7	Localized 1SF spalled area with exposed stirrups at west abutment, beam 3 end.
60 - Substructure Condition:	8	8	Localized delaminated areas at the east pier.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	8	8	
71 - Waterway Adequacy:	9	9	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	A	108B - Type of Membrane:	F	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	8.0				

59A - Paint Date (Mo/Yr):	/	59B - Paint Type:	- - - -		
59C - Utilities Attached:	9 N N				
113A - Scour Critical Analysis Date:	12/19/1996	113 - Scour Critical Rating:	8	113B - Evaluation Method:	B

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

Localized spalls in bottom flange of the precast beams with no exposed rebar noted.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
11/5/2003	SCOURING OF PIERS WITH WASHED OUT CONCRETE-REINFORCEMENT EXPOSED,CAVITIES UP TO 9" IN SOME AREAS.PRECAST BEAMS ARE OK.
8/31/2006	18" OF CONCRETE WASHED AWAY ON BOTH PIERS EXPOSING REBAR AT THE JOINT BETWEEN THE FOOTING AND DRILLED SHAFTS. SEVERE UNDERMINING ALL ALONG FOOTINGS.
2/13/2009	CONCRETE WASHED AWAY ON BOTH PIERS EXPOSING REBAR AT THE BOTTOM OF THE FOOTING. DOES NOT APPEAR TO HAVE WORSENED SINCE 2006. ADDED LOAD POSTING 2-9-2010
11/22/2010	BEAM ENDS ARE SPALLING AT WEBS. CONCRETE CONTINUES TO DETERIORATE EXPOSING REBARS AT CRASHWALL. NO SECTION LOSS IN REBAR. EXPANSION JOINTS ARE LEAKING AT BOTH ABUTMENTS.
11/20/2012	Joint Openings (in.): 1 3/4" East, 1 1/2" WestDeck pavement marking (center double yellow) mostly faded/ mising. Concrete continues to deteriorate on pier crashwalls at waterline with exposed rebar (no significant section loss) and scour/ undermining of channel bed below crashwalls.
11/20/2020	Joint Openings (In.) N/A

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6954	District: 1	Spans: 2	Appr. Spans: 0	Skew: 35	ADT: 12400	Truck Pct: 5
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: CHICAGO AVE-CLARK ST	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: CHIC AV SKOKIE SWIFT	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 1/4/2022	90C - Temp (°F): 38	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: CTA & Right of Entry Coordination					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Asfahani, Ahmad R	90A2 - Inspector: Kolasinski, E.					

90B - Previous Inspection Remarks

Joint Openings: 1 7/8" N. and 1 3/4" S. Expansion Joints.

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	8	7	Localized transverse cracks @4" in NW corner underside. Construction joint noted with leakage along length of joint.
59 - Superstructure Condition:	8	8	No defects noted.
60 - Substructure Condition:	7	7	Typical vertical HL cracks noted at both abutments. Leakage noted on abutment at construction joint.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	7	7	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	F	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	9.5				

59A - Paint Date (Mo/Yr):	01/2001	59B - Paint Type:	J V - -
59C - Utilities Attached:	3 9 N		

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6954

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

2" N. Expansion Joint & 1.75" S. Expansion Joint

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks	
11/3/1994	59C-REMOVE & REPLACE WATERMAIN -NOV 1994. RESURFACED-1994.	72_APPROACH ROADWAY
11/2/1995	SUPERSTRUCTURE SUPPORTED BY FALSE WORK.	
5/10/2003	N.ABUT.HAS FULL HT CRACKS W/EFFLORESCENCE & SCALING.NO RUST STAINING VISIBLE.5 CRACKS IN EXISTING PIER FOUNDATION.NO DIFFERENTIAL MOVEMENT OR RUST VISIBLE.CRACKS HAVE BEEN EXPOSED PREVIOUSLY.	
11/4/2006	BRIDGE REHABILATED IN 2001. NEW ABUTMENT SEATS POURED, PATCHES ON ABUTMENT FACE, NEW PIER AND NEW SUPERSTRUCTURE.	
2/13/2009	BRIDGE IN GOOD CONDITION OVERALL. NO SIGNIFICANT CHANGES FROM PREVIOUS INSPECTION	
5/30/2013	Joint Openings (in.): 1 1/2" (North), 1 1/2" (South)Few spots on abutments with water leaking out of the wall & vertical cracks approx. every 10ft on pier crash wall observed.	
5/25/2017	Joint Openings: 1 7/8" N. and 1 3/4" S. Expansion Joints.	

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6954	District: 1	Spans: 2	Appr. Spans: 0	Skew: 35	ADT: 12400	Truck Pct: 5
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: CHICAGO AVE-CLARK ST	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: CHIC AV SKOKIE SWIFT	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 7/11/2024	90C - Temp (°F): 79	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: Change of inspection interval with IDOT					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Kolasinski, Erin M	90A2 - Inspector: KEANE, E.					

90B - Previous Inspection Remarks

2" N. Expansion Joint & 1.75" S. Expansion Joint

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	7	7	Cracks along construction joint and spalls in the HMA along the expansion joints.
59 - Superstructure Condition:	8	8	No defects noted.
60 - Substructure Condition:	7	7	Typical vertical HL cracks noted at both abutments. Leakage noted on abutment at construction joint.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	7	7	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	F	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	9.5				

59A - Paint Date (Mo/Yr):	01/2001	59B - Paint Type:	J	V	- -
59C - Utilities Attached:	3	9	N		

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

1-7/8" N. Expansion Joint & 1-5/8" S. Expansion Joint

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks	
11/3/1994	59C-REMOVE & REPLACE WATERMAIN -NOV 1994. RESURFACED-1994.	72_APPROACH ROADWAY
11/2/1995	SUPERSTRUCTURE SUPPORTED BY FALSE WORK.	
5/10/2003	N.ABUT.HAS FULL HT CRACKS W/EFFLORESCENCE & SCALING.NO RUST STAINING VISIBLE.5 CRACKS IN EXISTING PIER FOUNDATION.NO DIFFERENTIAL MOVEMENT OR RUST VISIBLE.CRACKS HAVE BEEN EXPOSED PREVIOUSLY.	
11/4/2006	BRIDGE REHABILATED IN 2001. NEW ABUTMENT SEATS POURED, PATCHES ON ABUTMENT FACE, NEW PIER AND NEW SUPERSTRUCTURE.	
2/13/2009	BRIDGE IN GOOD CONDITION OVERALL. NO SIGNIFICANT CHANGES FROM PREVIOUS INSPECTION	
5/30/2013	Joint Openings (in.): 1 1/2" (North), 1 1/2" (South)Few spots on abutments with water leaking out of the wall & vertical cracks approx. every 10ft on pier crash wall observed.	
5/25/2017	Joint Openings: 1 7/8" N. and 1 3/4" S. Expansion Joints.	
1/4/2022	2" N. Expansion Joint & 1.75" S. Expansion Joint	

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6956	District: 1	Spans: 1	Appr. Spans: 0	Skew: 0	ADT: 2500	Truck Pct: 4
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: CUSTER AVE	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: CUSTER AVE SKOKIE SW	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 1/4/2022	90C - Temp (°F): 38	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: CTA & Right of Entry Coordination					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Asfahani, Ahmad R	90A2 - Inspector: Kolasinski, E.					

90B - Previous Inspection Remarks

Joint Openings: N/A South Joint, 1" to 1.5" North JointOvercompressed and failed joint at the N. Abutment. Spalled area noted on the south east wingwall.

Resources

Time to Inspect (H:M):		Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	5	5	Multiple transverse cracks at 5' intervals. Longitudinal cracks noted in bays 2 & 3 from W.
59 - Superstructure Condition:	6	6	Initial section loss of beam ends at both abutments. Noted expansion joint leakage at both abutments.
60 - Substructure Condition:	7	7	Typical vertical hairline cracks noted at both abutments.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	F	108C - Deck Protection:	J
108D - Total Deck Thickness (In.):	7.5				

59A - Paint Date (Mo/Yr):	09/1982	59B - Paint Type:	J - - -
59C - Utilities Attached:	3 7 9		

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6956

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:		
	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

Multiple scattered delaminated areas in deck soffit. Spalled area near deck drain noted with exposed rebar measuring 2ft x 2ft.
1.5" N expansion joint.
HMA spalled area along the N expansion joints and along the south abutment.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
10/18/2003	DECK UNDERSIDE CONC SPALL 4TH BAY FROM W.SIDE.LIGHT RUST VISIBLE ON BOTTOM FLANGES OF BEAMS.S.ABUTMENT HAS CONC SPALL IN SIDEWALL ABOVE BRIDGE SEAT ON S.WEST SIDE.WINGWALLS SOME CONC SPALLING & MINOR CRACKS @ TOP OF WALLS.
11/4/2006	WATER LEAK THROUGH DECK HANDHOLE AT WATER MAIN HAS CAUSED THE FAILURE OF THE WATERMAIN INSULATION, SPALLING OF CONCRETE DECK AND CORROSION OF BARS AND STEEL BEAMS.
2/13/2009	BRIDGE IN GOOD CONDITION OVERALL. MINOR SEEPAGE AT BACKWALL OPENING FOR WATERMAIN AND PACK RUST AT SOME ROCKER BEARINGS. NO OTHER SIGNIFICANT
5/30/2013	Joint Openings (in.): 1 1/2" (North), No joint SouthWater leak through deck handholes at water main has caused the failure of the watermain insulation, spalling of concrete deck and corrosion of bars and steel beams.
5/25/2017	Joint Openings: NA South Joint, 1 1/2" North JointOvercompresssed and failed joint at the N. Abutment.
7/19/2019	Joint Openings: N/A South Joint, 1" to 1.5" North JointOvercompressed and failed joint at the N. Abutment. Spalled area noted on the south east wingwall.

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6956	District: 1	Spans: 1	Appr. Spans: 0	Skew: 0	ADT: 2500	Truck Pct: 4
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: CUSTER AVE	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: CUSTER AVE SKOKIE SW	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 1/11/2024	90C - Temp (°F): 40	90B1 - In Depth: ☐				
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Pigozzi, Charles	90A2 - Inspector: KEANE, E.					

90B - Previous Inspection Remarks

Multiple scattered delaminated areas in deck soffit. Spalled area near deck drain noted with exposed rebar measuring 2ft x 2ft.
1.5" N expansion joint.
HMA spalled area along the N expansion joints and along the south abutment.

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	5	5	MULTIPLE DEL.AMINATED AREAS & LONG. HL CRACKS NOTED THROUGHOUT UNDERSIDE @5FT CTS. LOCALIZED SPALLED AREA AT BAY 2 FROM E. SIDE WITH EXPOSED MAIN REBAR.
59 - Superstructure Condition:	6	6	SURFACE RUST AND PAINT FAILURE AT BEARINGS AND MIDPSAN OF BEAMS.
60 - Substructure Condition:	7	7	TYPICAL VERTICAL HAIRLINE CRACKING ALONG ABUTMENTS. TYPICAL SPALLING AT CORNERS OF WINGWALLS NO EXPOSED REBAR.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	F	108C - Deck Protection:	J
108D - Total Deck Thickness (In.):	7.5				

59A - Paint Date (Mo/Yr):	09/1982	59B - Paint Type:	J - - -
59C - Utilities Attached:	3 7 9		

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6956

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

NORTH EXPANSION JOINT MEASURED AT 1.5". NORTH ABUT. NEOPRENE IS BULGING AND TORN ALONG WIDTH OF DECK.
3.5" SETTLEMENT OF NORTHEAST CORNER OF EAST SIDEWALK, POSSIBLE TRIPPING HAZARD.
VERTICAL HAIRLINE CRACKING TYPICAL ALONG PARAPETS.
REFLECTIVE ASPHALT MAP CRACKING ALONG WIDTH OF DECK ABOVE NORTH AND SOUTH ABUTMENTS.
REFLECTIVE CRACKIING SURROUNDING CLOSED DRAIN ON TOP OF DECK. UNDERSIDE OF DRAIN SHOWS SIGNS OF CORROSION ON ADJACENT BEAM.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
10/18/2003	DECK UNDERSIDE CONC SPALL 4TH BAY FROM W.SIDE.LIGHT RUST VISIBLE ON BOTTOM FLANGES OF BEAMS.S.ABUTMENT HAS CONC SPALL IN SIDEWALL ABOVE BRIDGE SEAT ON S.WEST SIDE.WINGWALLS SOME CONC SPALLING & MINOR CRACKS @ TOP OF WALLS.
11/4/2006	WATER LEAK THROUGH DECK HANDHOLE AT WATER MAIN HAS CAUSED THE FAILURE OF THE WATERMAIN INSULATION, SPALLING OF CONCRETE DECK AND CORROSION OF BARS AND STEEL BEAMS.
2/13/2009	BRIDGE IN GOOD CONDITION OVERALL. MINOR SEEPAGE AT BACKWALL OPENING FOR WATERMAIN AND PACK RUST AT SOME ROCKER BEARINGS. NO OTHER SIGNIFICANT
5/30/2013	Joint Openings (in.): 1 1/2" (North), No joint SouthWater leak through deck handholes at water main has caused the failure of the watermain insulation, spalling of concrete deck and corrosion of bars and steel beams.
5/25/2017	Joint Openings: NA South Joint, 1 1/2" North JointOvercompresssed and failed joint at the N. Abutment.
7/19/2019	Joint Openings: N/A South Joint, 1" to 1.5" North JointOvercompressed and failed joint at the N. Abutment. Spalled area noted on the south east wingwall.
1/4/2022	Multiple scattered delaminated areas in deck soffit. Spalled area near deck drain noted with exposed rebar measuring 2ft x 2ft. 1.5" N expansion joint. HMA spalled area along the N expansion joints and along the south abutment.

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6957	District: 1	Spans: 1	Appr. Spans: 0	Skew: 4	ADT: 14000	Truck Pct: 1
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: RIDGE AVENUE	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name:	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 1/4/2022	90C - Temp (°F): 38	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: CTA & Right of Entry Coordination					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Asfahani, Ahmad R	90A2 - Inspector: Kolasinski, E.					

90B - Previous Inspection Remarks

Joint Openings: 1 1/4" South, and 1" North.Potholes in Bituminous overlay exposing concrete deck.Potholes in South Approach at NW corner holding water.

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	7	7	Localized transverse hairline cracks between beams. Construction joint noted with leakage throughout deck soffit length.
59 - Superstructure Condition:	8	8	No defects noted
60 - Substructure Condition:	7	7	Typical vertical hairline cracks noted on both abutments. SW and NW wingwalls noted with leaching mapped cracks.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	7	7	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	A	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	9.5				

59A - Paint Date (Mo/Yr):	09/1995	59B - Paint Type:	J - - -
59C - Utilities Attached:	3 7 9		

Illinois Department of Transportation

Routine Inspection Report
Structure Number: 016-6957

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

1" N Expansion joint & 1.5 S Expansion joint.
1SF Pot hole noted at south expansion joint, east end.
Both approach slabs HMA noted with mapped reflective cracks.
Initial corrosion noted on south abutment 3rd bearing from east.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
5/10/2003	SOME MINOR CRACKS AT JOINTS BETWEEN EXISTING CONCRETE AND NEW CONCRETE ON WINGWALLS.
11/4/2006	SOME MINOR CRACKS AT JOINTS BETWEEN EXISTING CONCRETE AND NEW CONCRETE ON WINGWALLS.
2/13/2009	BRIDGE IN VERY GOOD CONDITION OVERALL. SOUTH ABUTMENT EXPANSION JOINT LEAKING. NO OTHER SIGNIFICANT CHANGES FROM PREVIOUS INSPECTION.
5/30/2013	Joint Openings (in.): 1" (North), 1 1/4" (South)
5/25/2017	Joint Openings: 1 1/4" South, and 1" North.Potholes in Bituminous overlay exposing concrete deck.Potholes in South Approach at NW corner holding water.

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6957	District: 1	Spans: 1	Appr. Spans: 0	Skew: 4	ADT: 14000	Truck Pct: 1
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: RIDGE AVENUE	Feature Crossed: CTA SKOKIE SWIFT					
Location: 0.18 M N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name:	Material & Type:					
Insp. Intervals Routine: 24	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 7/11/2024	90C - Temp (°F): 79	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: Change of inspection interval by IDOT					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Kolasinski, Erin M	90A2 - Inspector: KEANE, E.					

90B - Previous Inspection Remarks

1" N Expansion joint & 1.5 S Expansion joint.
1SF Pot hole noted at south expansion joint, east end.
Both approach slabs HMA noted with mapped reflective cracks.
Initial corrosion noted on south abutment 3rd bearing from east.

Resources

Time to Inspect (H:M):	Traffic Control:

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	7	7	Construction joint noted from top with spalls in the HMA overlay, corresponds to leaking in construction joint from previous inspection.
59 - Superstructure Condition:	8	8	No defects noted.
60 - Substructure Condition:	7	7	SE, SW, and NW wingwalls noted with leaching mapped cracks.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	7	7	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	1	1	36C - Guardrail:	1	1	36D - Ends:	1	1

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	G	108B - Type of Membrane:	A	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	9.5				

59A - Paint Date (Mo/Yr):	09/1995	59B - Paint Type:	J - - -
59C - Utilities Attached:	3 7 9		

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

15/16" N Expansion joint & 1-1/8" S Expansion joint.
Previous pothole in north approach slab has been filled. 1SF pothole at southeast corner of bridge.
Both approach slabs HMA noted with mapped reflective cracks.
Expansion joints overall are bulging, typical. West side of south expansion joint is noted with bulging and tearing.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
5/10/2003	SOME MINOR CRACKS AT JOINTS BETWEEN EXISTING CONCRETE AND NEW CONCRETE ON WINGWALLS.
11/4/2006	SOME MINOR CRACKS AT JOINTS BETWEEN EXISTING CONCRETE AND NEW CONCRETE ON WINGWALLS.
2/13/2009	BRIDGE IN VERY GOOD CONDITION OVERALL. SOUTH ABUTMENT EXPANSION JOINT LEAKING. NO OTHER SIGNIFICANT CHANGES FROM PREVIOUS INSPECTION.
5/30/2013	Joint Openings (in.): 1" (North), 1 1/4" (South)
5/25/2017	Joint Openings: 1 1/4" South, and 1" North.Potholes in Bituminous overlay exposing concrete deck.Potholes in South Approach at NW corner holding water.
1/4/2022	1" N Expansion joint & 1.5 S Expansion joint. 1SF Pot hole noted at south expansion joint, east end. Both approach slabs HMA noted with mapped reflective cracks. Initial corrosion noted on south abutment 3rd bearing from east.

Illinois Department of Transportation

Routine Inspection Report

SN: 016-6959	District: 1	Spans: 1	Appr. Spans: 0	Skew: 7	ADT: 7250	Truck Pct: 3
ADT Un: 0	Maint. Co: 16 - Cook	Twsp: 58 - Evanston	Status: 1-Open, no restrictions			
Facility Carried: ASBURY AV	Feature Crossed: CTA SKOKIE SWFT					
Location: 0.2 MI N HOWARD	Municipality: Evanston	Team/Sub Section: /	Insp/Rte:			
Bridge Name: ASBURY AVE/CTA	Material & Type:					
Insp. Intervals Routine: 48	Fracture Critical: 0	Underwater: 0	Special: 0	Element Level:		
90 - Inspection Date: 1/4/2022	90C - Temp (°F): 38	90B1 - In Depth: ☐				
Is Delinquent: ☒	Reason: CTA & Right of Entry Coordination					
90A - Agency Program Manager: Sauter, Brett W						
90A1 - Team Leader: Asfahani, Ahmad R	90A2 - Inspector: Kolasinski, E.					

90B - Previous Inspection Remarks

Joint Openings: 1 1/2" South and 3/4" NorthThe utility on the south end of the bridge is leaking at the west abutment and initiating corrosion at the 2nd and 3rd bearings from the south end of the bridge.

Resources

Time to Inspect (H:M):		Traffic Control:	

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	8	7	Leakage noted throughout deck soffit at construction joint. Visually noted delaminated area at N abutment.
59 - Superstructure Condition:	8	8	No defects noted
60 - Substructure Condition:	8	8	Isolated vertical hairline cracks noted at both abutments.
62 - Culvert Condition:	N	N	
61 - Channel Condition:	N	N	
71 - Waterway Adequacy:	N	N	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	N	N	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	N	N	36C - Guardrail:	N	N	36D - Ends:	N	N

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type:	A	108B - Type of Membrane:	F	108C - Deck Protection:	A
108D - Total Deck Thickness (In.):	7.5				

59A - Paint Date (Mo/Yr):	03/2006	59B - Paint Type:	J V - -
59C - Utilities Attached:	3 7 9		

113A - Scour Critical Analysis Date:	-	113 - Scour Critical Rating:	-	113B - Evaluation Method:	-

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

7/8" N Expansion Jt & 1.125" S Expansion Jt.

	Signature	Date
Inspection Team Leader:		
Agency Program Manager:		

Use Additional Forms as Needed

Date	Remarks
2/13/2009	BRIDGE IN VERY GOOD CONDITION OVERALL
5/30/2013	Joint Openings (in.): 3/4" (North), 1 1/4" (South)
5/25/2017	Joint Openings: 1 1/2" South and 3/4" NorthThe utility on the south end of the bridge is leaking at the west abutment and initiating corrosion at the 2nd and 3rd bearings from the south end of the bridge.