

CITY-SUBURBAN STP SPLIT

“The locally programmed STP allocations will be calculated as follows: the first 5% of STP allocations will be used on project(s) that are mutually beneficial to the City and Council and programmed by the City. The City will notify the Council of its selection of a mutually beneficial project(s) on an annual basis. Should the Council question the City’s selection, the City and Council shall meet to discuss the project. The remaining locally programmed STP allocation will be calculated on the basis of a 45% distribution to the City and a 55% distribution to the Council.”

MEMORANDUM OF AGREEMENT BETWEEN THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS REGARDING THE DISTRIBUTION OF LOCALLY PROGRAMMED SURFACE TRANSPORTATION PROGRAM FUNDS UNDER THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Federal Fiscal Year	Total STP Program for Region	5% for City-Based Regional Project	Remaining Regional Balance	City Balance 45%	Regional Project + City Balance	Suburban Balance 55%
FFY13	\$106,078,783	\$5,303,939	\$100,774,844	\$45,348,680	\$50,652,619	\$55,426,164
MATCHED	\$132,598,479	\$6,629,924			\$63,315,774	\$69,282,705

Projects of regional importance include, but are not limited to:

- CREATE
- Lake Shore Drive
- Border streets
- Bridges linking the commuter rail stations to areas east of the Chicago River
- Other projects on a case-by-case basis



WELLS STREET BRIDGE OVER THE CHICAGO RIVER

The City of Chicago's
FY 2013 Regional Surface Transportation Program Project
as per the 2008 City/Suburban Agreement
Covering the Split of Federal STP Funding



Wells Street over the Main Branch of the Chicago River

CDOT Biennial Bridge Inspections Wells Street – Over Main Branch, Chicago River

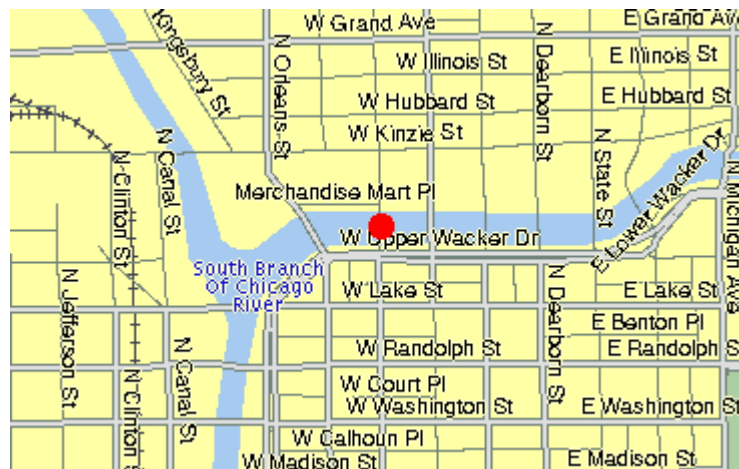
On December 7, 2010 a visual, biennial inspection of this structure was performed in accordance with NBIS, FHWA and IDOT guidelines. The underside of the movable leaves was inspected from a manlift on a barge. The remaining portions of the bridge were visually inspected from the ground and from a ladder where necessary. The findings from this visual biennial inspection indicate the following general ratings for this structure:

- Deck is in fair condition (overall condition rating = 5)
- Superstructure is in serious condition (overall condition rating = 3)
- Substructure is in fair condition (overall condition rating = 5)

These overall ratings correspond to the rating terminology defined by both NBIS and IDOT guidelines. According to the Illinois Highway Information System Structure Information and Procedure Manual, the structural evaluation of the bridge is generally coded no higher than the lower of the superstructure's overall condition rating or the substructure's overall condition rating. Consequently, this structure is in serious overall condition, which corresponds to an NBIS and IDOT general condition rating of 3.

Bridge: Wells Street Bridge over the Main Branch of the Chicago River
Bridge No.: 016-6054
Inspection Date: December 11, 2008
Bridge Description: The structure is a two-level, double-leaf, riveted steel truss bascule bridge. The structure has an overall length of 345 feet, a bridge roadway width of 38 feet, and an out-to-out deck width of 72 feet. The bridge was operable at the time of inspection.
Bridge Status: The bridge is open to traffic with weight restrictions (lower deck roadway posted to 10 tons)
Inspection Method: The underside of the movable leaves was inspected from a manlift on a barge. The remaining portions of the bridge were visually inspected from the ground and from a ladder where necessary.

Location Map:



WELLS STREET VIADUCT PROJECT DESCRIPTION

Route: FAU 2899
TIP ID #: 01-96-0001

The Wells Street Bascule Bridge over the Chicago River (Structure No. 016-6054) is an operable double leaf, double deck, Chicago Style trunnion bascule bridge over the Chicago River with the elevated Chicago Transit Authority service above the roadway. The condition of the structure is serious. The overall length of the main span is approximately 345 feet and the overall width is approximately 72 feet. The project consists of the following elements:

- Rehabilitate bridge trusses with selective replacements and/or repairs
- Replace floorbeams, gusset connection plates, roadway stringers and grating
- Replace sidewalk support brackets, stringers, panels and railing
- Clean and paint structural steel and bridge machinery
- Replace all access walkways
- Repair and/or reconstruct river walls, abutments and backwalls and river dolphins
- Rehabilitate and/or replace electrical and mechanical systems
- Rehabilitate architectural elements of bridge houses including windows, doors, heating and plumbing systems, roofing and flashing, etc.

ESTIMATED CONSTRUCTION COST AND FUNDING SOURCES

2013 STP for Construction	\$36,497,000
Non-Federal Match	\$ 9,123,000
Section 115	\$ 800,000
Section 117	\$ 709,000
Section 112	\$ 347,000
Total Construction	\$47,476,000
2008 STP for Engineering Phase I	\$ 800,000
2011 STP for Engineering Phase II	\$1,440,000
Non-Federal Match	\$ 560,000
Total Engineering:	\$ 2,800,000
Total STP (construction & engineering)	\$47,476,000
Total Non-Federal Match	\$ 2,800,000
Total Project Cost	\$50,276,000

SCHEDULE

The project began on Monday, November 5, 2012 and is expected to be completed by December 2013.

The bridge will experience a complete shutdown, including CTA transit service, from 3/2/13 to 3/10/13 and again from 4/27/13 to 5/5/13. At no time during construction will river traffic be shutdown.

BRIDGE USE

The Wells Street Bridge provides critical access across the Chicago River for pedestrians, motor vehicles and, most significantly, transit. The Chicago Transit Authority utilizes the Wells Street Bridge to cross the main branch of the Chicago River with its Brown and Purple lines. These two lines run 402 trains carrying 56,000 passengers every weekday and another 240 trains with 23,000 passengers per day on the weekend. This equates to over 125,000 trains and 16,000,000 passengers annually. The Purple Line begins its run in Wilmette and serves all stations in Evanston before running express service between the Evanston/Chicago border at Howard Street and the Belmont Avenue station in Chicago.

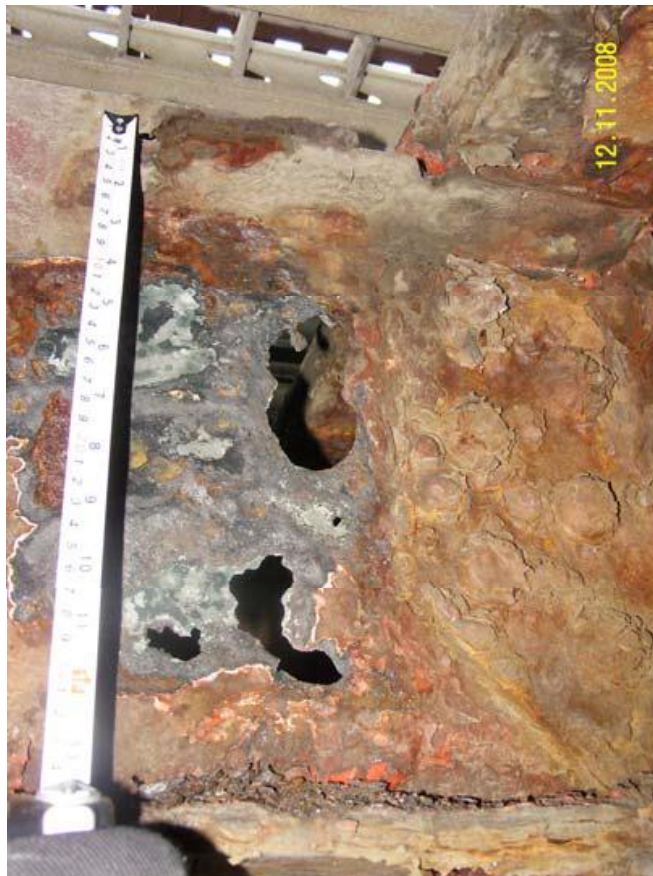
Additionally, two CTA bus lines, the 11 and the 125 make a combined 92 weekday River crossing using the Wells Street Bridge for an annual total of over 23,000 bus trips and over 317,000 passengers across the Chicago River.

The Annual Average Daily Traffic count for this location is 12,200.

The Bridge also accommodates pedestrians with a 2007 work day pedestrian use of 10,500 from 7:45 am – 5:45 pm.



24" rusted web hole at north end.



9" rusted hole at the south end with section loss in the top flange at midspan