



Lincoln Village
Pedestrian Bicycle Bridge
Community Meeting September 13th, 2016

Purpose of the Meeting

- Introduce the project and the proposed improvements
- Review existing conditions
- Discuss the needs and benefits of the project
- Project schedule

Stakeholders

- 50th Ward Community
- Chicago Residents
- Trail Users
- City of Chicago
- Chicago Park District
- Illinois Department of Transportation
- Federal Highway Authority
- The Metropolitan Water Reclamation District
- United States Army Corp of Engineers
- Illinois Department of Natural Resources
- Illinois Environmental Protection Agency
- United States Coast Guard

Project Overview

Project Location

- North Shore Channel Trail
- New Pedestrian Bicycle Bridge will cross the North Shore Channel south of Devon Ave. and North of Lincoln Ave.
- Connects the existing shared-use path on the east and west side of the North Shore Channel

Project Scope

- New prefabricated pedestrian bicycle bridge and trail improvements
 - Asphalt pavement, pavement markings, retaining wall, landscape, and lighting

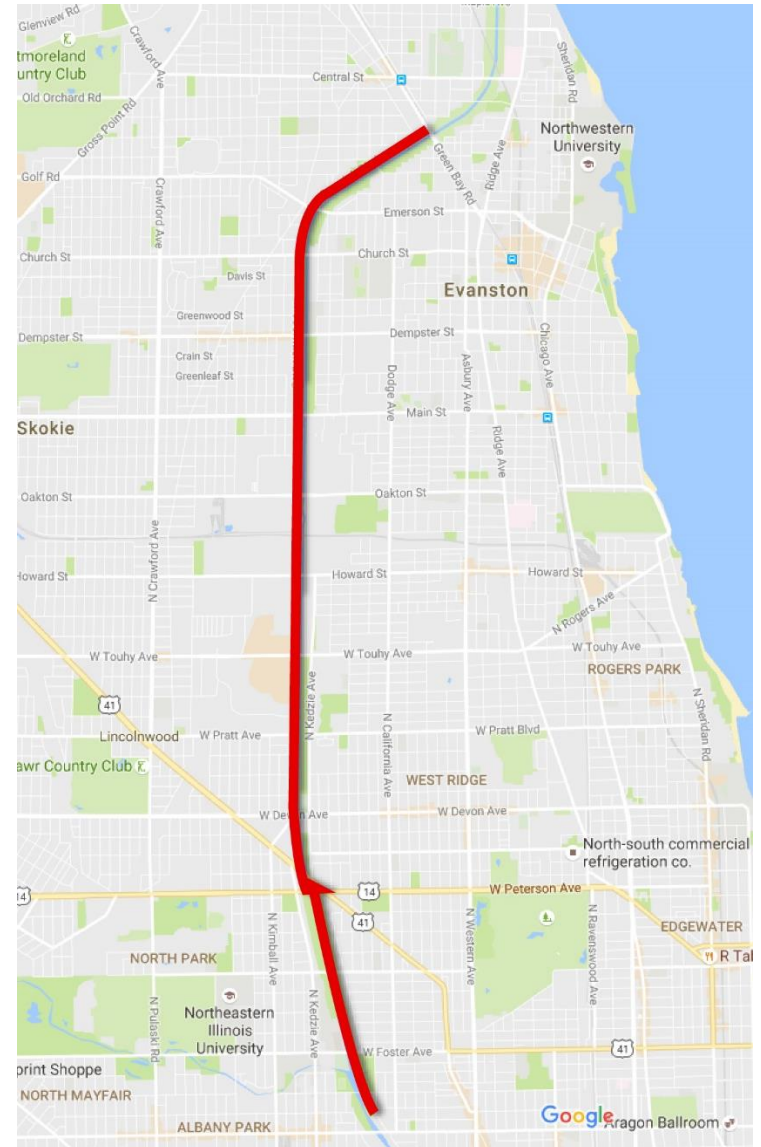
Project Status

- Phase I Preliminary Engineering and regulatory approval process
 - Completed survey and data collection; determined the bridge alignment; obtained environmental clearances; completed the conceptual design; coordinating with permitting agencies; preparing the project development report for IDOT and FHWA approval

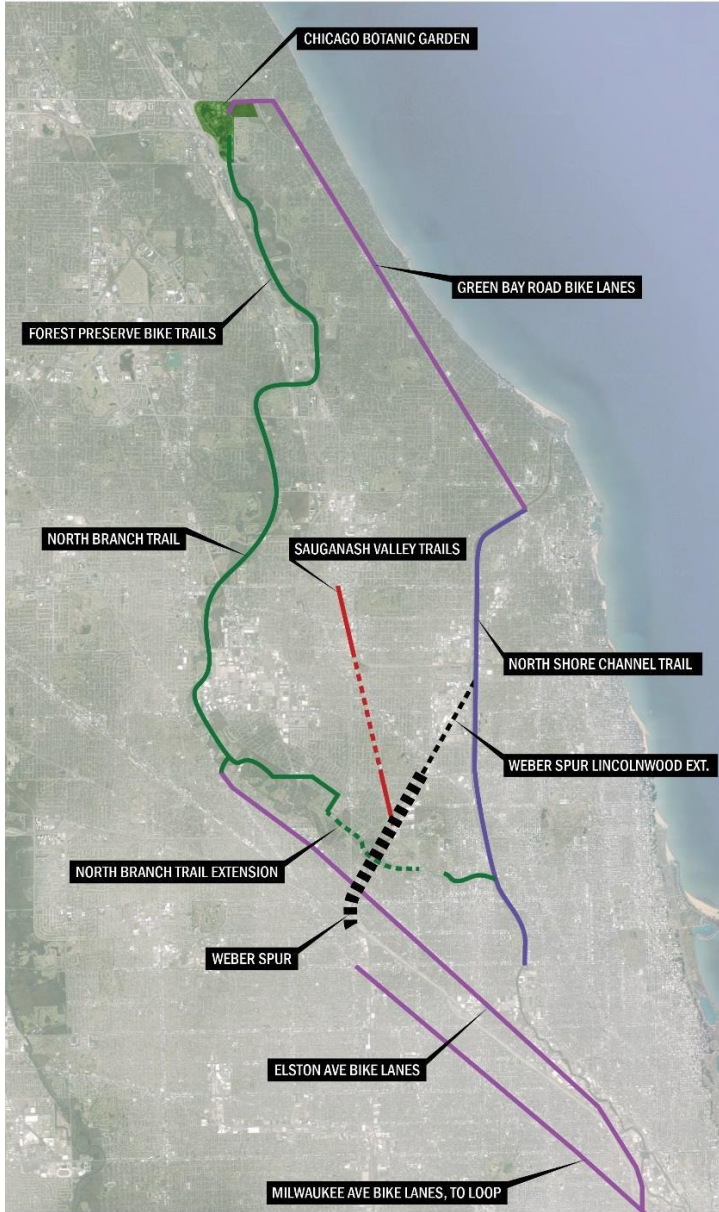


Project Context - North Shore Channel Trail

- The North Shore Channel Trail is a multi-use path that follows the North Shore Channel north, through Chicago, Lincolnwood, Skokie, and Evanston
- The North Shore Channel Trail extends from the junction of Green Bay Road and McCormick Boulevard in northern Evanston to the junction of Lawrence Avenue and Francisco Avenue in Chicago
- Approximately 6.7 miles long
- The Trail is used to connect to the northern suburbs, Skokie Northshore Sculpture Park, numerous parks along the trail, Chicago Botanic Gardens, Erickson Woods, Skokie Lagoons



Project Context - Regional



CHICAGO'S EMERGING RIVER TRAIL

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

N A C T O D E S I G N I N G C I T I E S 2 0 1 6

Hood Avenue Ped/Bike Bridge
The final link in a continuous multi-use trail connecting four municipalities along the North Shore Channel
Connects existing paths on the east and west side of the North Shore Channel
Eliminates the need for people to ride on the high-volume US 41 or to walk on the existing narrow sidewalks on the bridge
Construction to start in Winter 2018

North Branch Trail Extension
3-mile extension of the existing 18-mile North Branch Trail
Paved path, new and improved underpasses, new bridge to cross the Chicago River, and a new bridge to cross the Metra UP-Milwaukee North Line
The extension opened to the public on September 21, 2016

Irving Park Underbridge
New pedestrian and bicycle underpass that connects Homer Park to the north to California Park to the south
Construction to start in Spring 2017

Riverview Bridge
Creates a continuous 1-mile trail between California and Clark Parks
Grade separated crossing under Addison Street and a bridge across the river connecting the east and west banks
The longest ped/bike bridge in Chicago
Construction to start Winter 2016

Manor Avenue Neighborhood Greenway
A 1/2 mile on-street connection between Ronan and Homer Parks
Construction to start in Summer 2017

Lawrence and Manor
Shared use path and bicycle/pedestrian refuge island connecting the Manor Neighborhood Greenway to Ronan Park and the North Branch Trail
Features:
Two-way path
Bike and pedestrian refuge island
Raised crosswalk

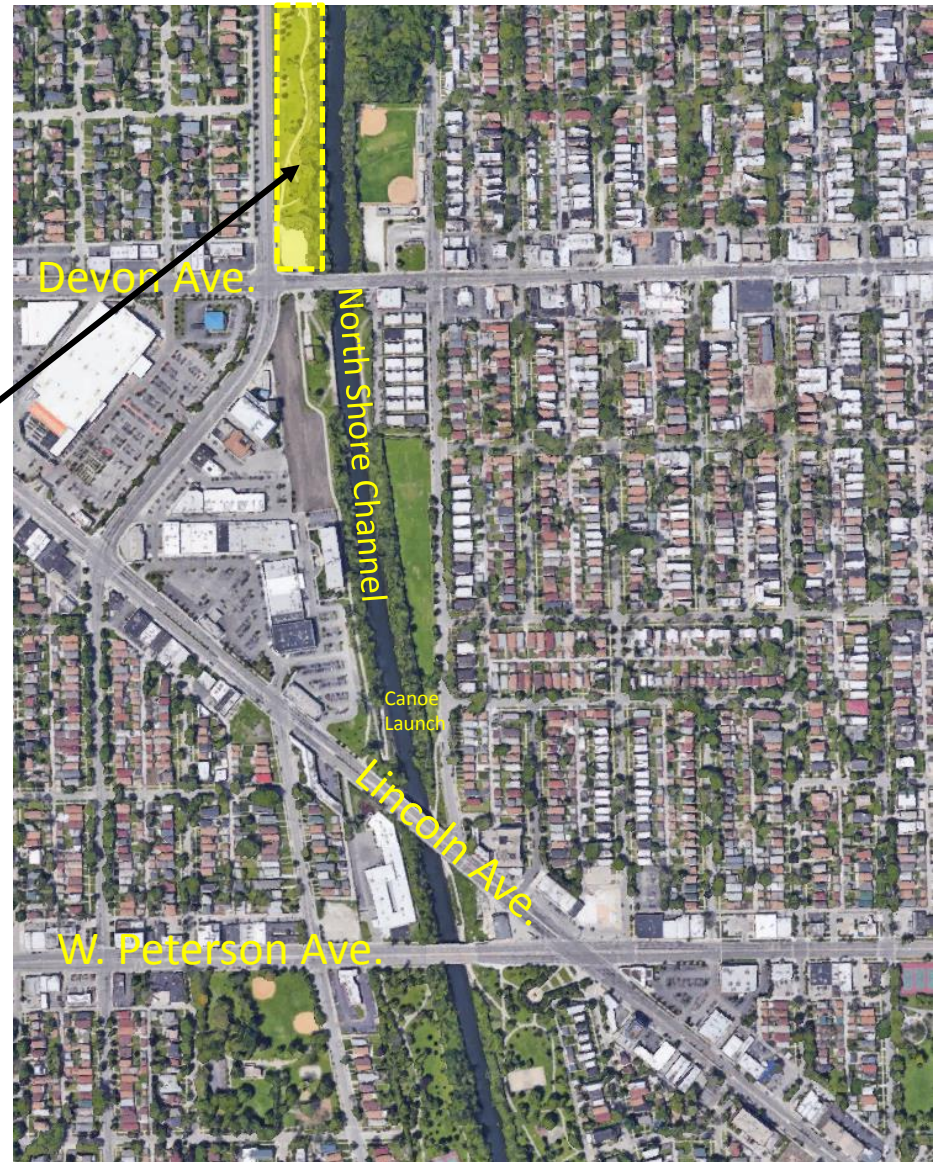
Traffic Diverter Trial
Traffic diverter trial to reduce cut-through motor vehicle traffic
Bicycle and pedestrian traffic will be permitted to travel through the traffic diverter
The trial began on September 19, 2016 and will last 2 months

Montrose and Manor
Connects the existing and proposed paths in Homer Park to the Manor Neighborhood Greenway
Features:
Bike and pedestrian refuge island
Raised crosswalk
New off-street path

Mayor Emanuel's Industrial Corridor Modernization - North Branch
Land use and transportation framework to guide future development and improve the transportation network in this transitioning industrial corridor
On-street and off-street bicycle and pedestrian improvements will be included
New development required to include publicly accessible riverwalk

Map Elements
Existing Bikeways
On-Street Bikeway Network
Off-Street Trails
Divvy Bike Share Station

Moving Along the Trail – North of Devon from Lincoln Wood



Moving Along the Trail - Chicago Park Districts Proposed "Park 526"



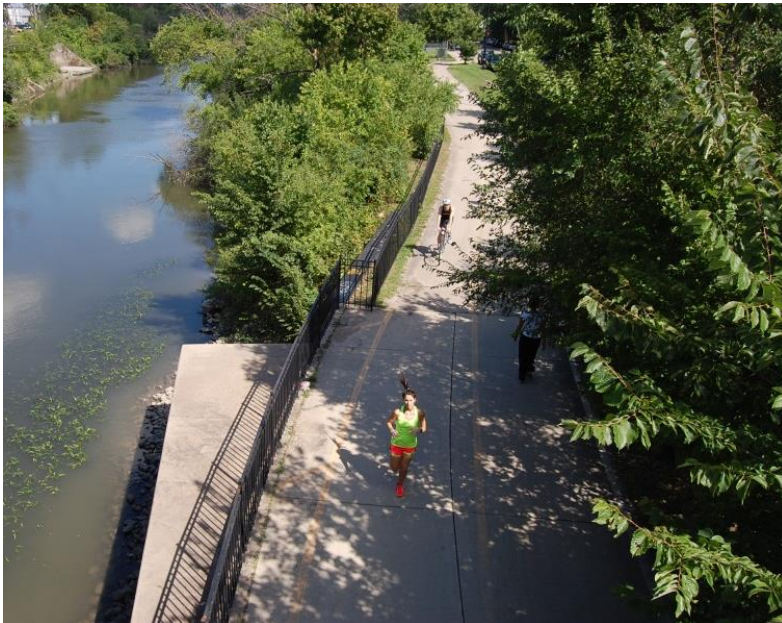
Moving Along the Trail - Trail passes by Apartment Building and Ramp to Canoe Launch



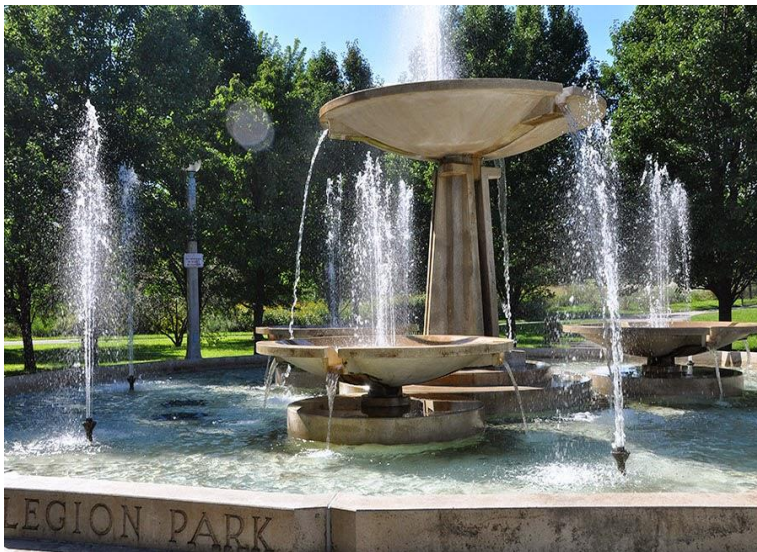
Moving Along the Trail - Trail ends at Lincoln Ave, Trail users use Lincoln Ave or Sidewalk



Moving Along the Trail - Trail users backtrack to pass under Lincoln & Peterson Bridges



Moving Along the Trail - Trail then continues south through Legion Park



Existing Project Conditions



Canoe
Launch

West Side



East Side



Currently use high volume Lincoln Ave/US 41 to connect to the North Shore Channel Trail on either side of the channel

Project Needs and Benefits

Needs:

- To provide a safe crossing; high traffic volumes on Lincoln Ave makes access and crossing difficult for trail users
- To complete the final connection on the North Shore Channel Trail

Benefits:

- Provides a safe grade separated crossing; pedestrians and cyclists will no longer need to use high volume US 41 to continue on the trail, improving safety for all users
- Connects the existing shared-use path on the east and west side of the North Shore Channel, closing the final gap in the 6.7 mile North Shore Channel Trail
- The bridge is the final link in the contiguous multi-use trail connecting four municipalities along the North Shore Channel.

Proposed Project Improvements



- A single-span prefabricated weathered steel bicycle and pedestrian bridge
- Bridge Abutments located outside the waterway
- Span is approximately 180 feet
- Vertical Clearance above water varies: 9'8" at 50 year high water level
- 16 ft. wide (inside clear distance) - concrete deck/path
- Will connect to a 12 ft. wide multi-use path with 2 ft. shoulder on each side

Proposed Project Improvements



- Weathered Steel to compliment outdoor setting
- Mechanically Stabilized Earth retaining wall to stabilize embankment
- Asphalt path with concrete bridge deck with required pavement markings
- Fencing and Lighting along both approaches to the bridge
- Vegetation removal and landscape improvements

Close-up view of Bridge



Examples of Pedestrian/Bike Bridges



Prefab Bridge being Delivered



Prefab Bowstring Truss Bridge



Valley Line Trail Bridge N. Rogers Ave



North Spaulding Ave



La Rosa Reserve Green Bay

Examples of Pedestrian/Bike Bridges



Project Schedule

**Complete Phase I Preliminary Engineering
and submit for IDOT and FHWA approval Fall 2016**

**Complete Final Design and Engineering
and submit for IDOT and FHWA approval Early Summer 2017**

**Bid and Award Construction
Contract Fall 2017**

Start Construction Winter 2018

Thank you

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