PROJECT OVERVIEW
The Illinois Department of Transportation (IDOT) and the Chicago Department of Transportation (CDOT) are leading a study to improve North Lake Shore Drive (NLSD) and adjacent park trails. Much of the infrastructure in this corridor was constructed in the 1930s through the Works Progress Administration (WPA) program and has reached the end of its useful life. Some areas may warrant complete reconstruction or major rehabilitation.

The North Lake Shore Drive Phase I Study encompasses the seven miles between Grand Avenue and Hollywood Avenue along the north lakefront. The corridor extends through 11 Chicago neighborhoods and six aldermanic wards, and contains 12 junctions and 22 bridges and tunnels.

To develop a successful plan to improve the Drive, an extensive outreach program is required. Input throughout the project is encouraged. Please review the “Contact Us” section for additional details on how you can provide feedback and help us to redefine the Drive!

CONTACT US
The project team encourages input from stakeholders. Comments can be provided through any of the methods below:

• Online comment form: www.northlakeshoredrive.org/contact.html
• Project email address: info@northlakeshoredrive.org
• Project mailing address:
  NLSD Study
c/o Civiltech
30 N. LaSalle, Suite 2624
Chicago, IL 60602

Not on our email list?
Send us an email to receive e-newsletters.

Like us at
Facebook.com/NorthLakeShoreDrive
and follow us on Twitter
@n_lakeshoredr for additional meeting information.

NLSD BY THE NUMBERS
Most of the Drive is over 80 years old and in need of reconstruction.

Over 69,000 transit riders per day use the seven express bus routes on NLSD and the two bus routes on Inner Drive.*

As many as 31,000 persons use the Lakefront Trail on a peak summer day near Oak Street.*

Between 154,000 (between LaSalle Drive and Fullerton Parkway) and 61,000 (Hollywood Avenue) motor vehicles use NLSD per day.*

Compared to similar roadways, NLSD contains 6 of the top 10 highest crash locations in Illinois.

*Based on 2013 data
Over the life of the Phase I Study, the project team will identify an initial range of alternatives, analyze these alternatives through screening processes, and advance a few alternatives into more detailed analysis prior to selecting the Preferred Alternative. Task force feedback and public comments will be sought and considered during each stage. The Phase I Study is anticipated to be complete in 2021. Following the Phase I Study (Preliminary Engineering), the project is expected to progress into Phase II (Contract Plan Preparation & Right-Of-Way Acquisition) and Phase 3 (Construction) depending upon the availability of funding. Due to funding limitations, improvements would likely be constructed in stages over multiple years.