

Western Avenue Improvement Project

Purpose of Brochure

The Chicago Department of Transportation is providing an overview for public information on the proposed improvements along Western Avenue.

Project Purpose

The 52-year-old Western Avenue Viaduct over Belmont and Clybourn is deteriorating and reaching the end of its useful life. While it is still safe, it is time to implement a long-term solution that addresses the structural deficiencies of the existing viaduct.

Project Objectives

Address Structure Condition

Due to the type of box beam construction originally used, repair or rehabilitation of the existing structure is not a feasible long-term solution. As a result, the existing viaduct will need to be demolished.

Transportation Objectives

- Improve traffic flow
- Improve vehicular and pedestrian safety
- Improve the pedestrian experience
- Discourage use of local streets by through traffic

Economic Development Objectives

- Enhance physical environment
- Improve accessibility
- Increase pedestrian traffic and on-street parking
- Minimize construction impacts on existing businesses

Financial Objectives

- Provide broadest range of benefits for least amount of cost

Property Impact Objectives

- Minimize displacement of residents and active businesses

Primary Issues

From the questions and comments received from the previous meeting, the primary issues derived from the public's responses involved:

- Safety
- Traffic congestion
- Neighborhood Impacts (traffic on local neighborhood street network)
- Land Acquisition Impacts
- Cost

Through public involvement received at these meetings, the project team reviewed input from stakeholders, studied and evaluated alternatives, and expanded the study through the development of a corridor improvement concept to fully address the various concerns.



*Map Shows 2015 Ward Boundaries

Public Input to Date

The Chicago Department of Transportation along with then 1st Ward Alderman Manuel Flores, 32nd Ward Alderman Scott Waguespack and 47th Ward Alderman Gene Schuller hosted the 1st Public Informational meeting on July 28, 2009 at DeVry University Chicago Campus.

The Chicago Department of Transportation in conjunction with Alderman Joe Moreno (1st Ward), Alderman Scott Waguespack (32nd Ward) and Alderman Gene Schuller (47th Ward) hosted the 2nd Public Informational Meeting on July 7, 2010 at WGN Studios.

Third Public Informational Meeting

The Chicago Department of Transportation in conjunction with Alderman Joe Moreno (1st Ward), Alderman Scott Waguespack (32nd Ward), Alderman Deborah Mell (33rd Ward) and Alderman Ameya Pawar (47th Ward) are hosting the 3rd Public Informational Meeting on June 9, 2014 at Lane Tech High School. The goal of the meeting is to continue the public involvement process by providing an update on the status of the project.

Corridor Improvement Scope

Project Limits extend along Western from Jones to Waveland

- Remove viaduct and reconstruct the intersection with Belmont and Clybourn
- Rehabilitate the Western Avenue Bridge over the Chicago River
- Reconstruct/resurface roadway from Jones to Waveland
 - Provide 13-foot sidewalks
 - Provide a third travel lane during peak hours (requires peak hour parking restrictions from 7:00 - 9:00 AM and 4:00 - 6:00 PM, Monday - Friday)
 - Provide over 80 new on-street parking spaces
- Interconnect traffic signals and optimize timings to improve traffic flow
- Install pedestrian countdown signals and ADA ramps at corners
- Construct new medians and plant trees along sidewalks

Key Benefits of Corridor Improvements

Safety

- Removing the viaduct eliminates numerous factors contributing to crashes
- Intersection improvements include pedestrian countdown timers, increased time for pedestrians to cross Western, marked crosswalks and accessible ramps
- Medians provide pedestrian refuge at unsignalized crosswalks

Traffic Congestion

- Travel time along Western is improved through 3rd travel lane during peak hours and signal interconnect system
- Intersection timing improvements reduce delay on side streets

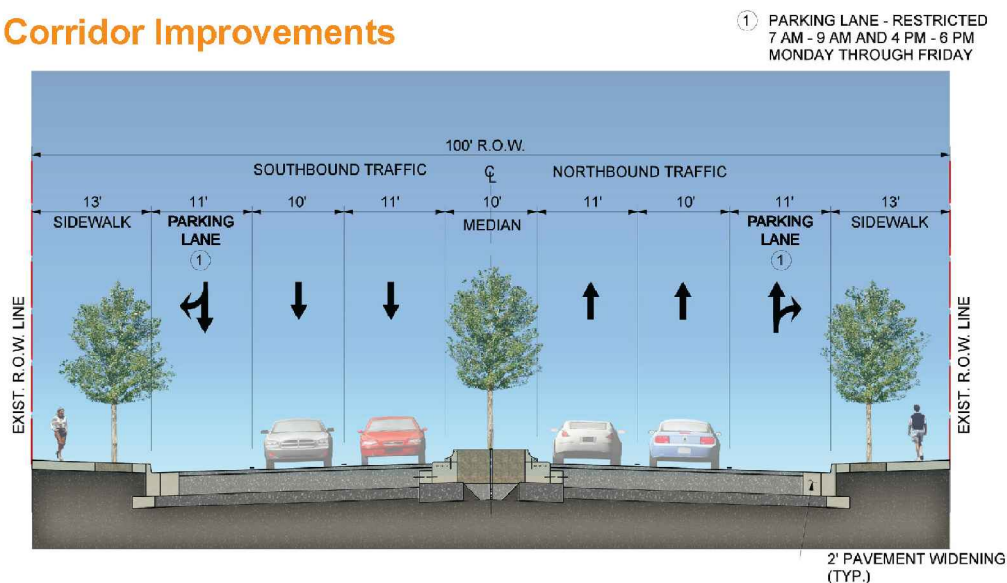
Neighborhood Impacts

- Improved traffic flow along Western minimizes traffic diverting into neighborhood
- Medians restrict access to side streets and enhance physical environment
- Wide sidewalks and on-street parking enhance accessibility and pedestrian experience

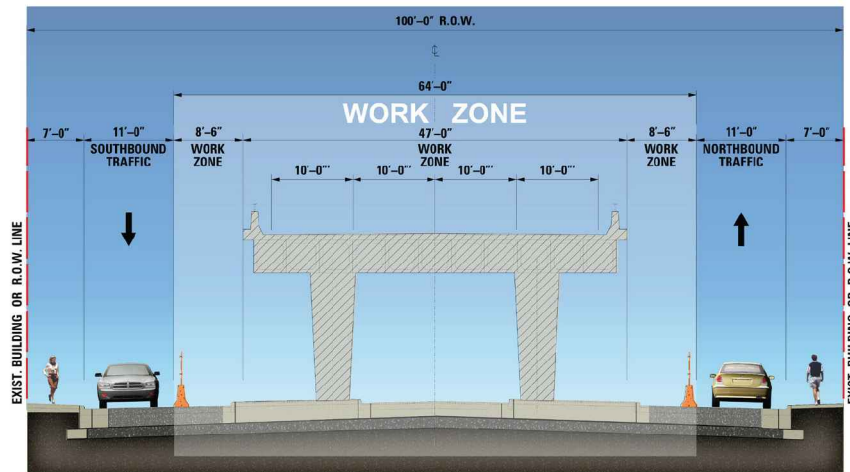
Land Acquisition

- No homes or active businesses will be displaced

Corridor Improvements



Construction Staging



STAGE 1



Construction Staging and Maintenance of Traffic

Stage 1: Viaduct removal, deck replacement on the River Bridge, and roadway construction (Work zone extends from the south approach of the Chicago River Bridge north to Roscoe)

- Maintain local access roadways - 1 lane in each direction
- A signed alternate route will be in place throughout construction
- Western Avenue will require a short duration closure in one direction of travel in order to facilitate removal of the viaduct. A detour route will be provided.
- Belmont Avenue will require a short duration, full closure in order to facilitate removal of the span over the intersection. A detour route will be provided.
- CTA bus routes will remain in service (re-routed during closures)
- No parking allowed within work zone limits

ESTIMATED DURATION: 4-6 months

Stage 2 and 3: Pavement reconstruction within viaduct footprint, pavement widening and resurfacing N/S of viaduct footprint, sidewalk reconstruction, traffic signal improvements, and roadway lighting. (Work zone extends from Jones north to Waveland; Stage 2: east half, Stage 3: west half)

- 2 lanes in each direction along Western Avenue
- Intermittent lane closures on cross streets to facilitate construction
- CTA bus routes will remain in service
- No parking allowed within work zone limits

ESTIMATED DURATION: 10-14 months (with partial winter shutdown anticipated)

**ESTIMATED OVERALL CONSTRUCTION
DURATION: 18 - 24 MONTHS**

Stage 4: Median construction, landscaping and miscellaneous parkway improvements.

(Work zone extends from Jones north to Waveland in the center lanes)

- 2 lanes in each direction along Western Avenue
- Intermittent lane closures on cross streets to facilitate construction
- CTA bus routes will remain in service
- No parking allowed within work zone limits

ESTIMATED DURATION: 4-6 months



TYPICAL MEDIAN DESIGN

