Ciorba Group is providing preliminary and final design engineering services to the City of Chicago for the reconstruction of Lake Street from Ashland Avenue to Halsted Street, 1.3 miles total. The improvements consist of the removal and replacement of the existing pavement, curb and gutter, and sidewalks. Other improvements include installation of new street lighting, modernizing two existing traffic signals, installation of two new traffic signals, sewer structure replacements and repairs, and landscaping to improve the aesthetics of the corridor. The CTA Green Line elevated track (“the EL”) runs the entire length of the improvement. The pavement elevation will be lowered to improve the vertical clearance between the elevated track and the street. A variable height curb head will be used along the entire project length to maintain proper drainage and meet ADA requirements. STP funding will be used for construction; therefore, all work will be done in accordance with IDOT Bureau of Local Road and Streets (BLR&S) and FHWA requirements.

The preliminary services involve updating the 17-year-old Project Development Report (PDR) to meet current design standards and City requirements. The horizontal geometrics will be revised to accommodate bicycle lanes and install curb bump outs at the intersections to improve pedestrian visibility and safety. The profile will be reviewed along the length of the entire project to verify conformance to ADA guidelines while providing 14 feet clearance with the elevated track. Other Phase I services include completing a five-year crash analysis, traffic signal warrant analysis, renewing the environmental clearances, and updating intersection design studies including capacity analysis. The proposed revisions to the preliminary engineering study have to be coordinated with the Randolph Street/Fulton Market Association, representing local businesses, to obtain input on the proposed roadway improvements. The design will be modified based on their input as directed by the City. Once all the preliminary engineering study updates are completed, a standalone PDR will be prepared and submitted to the IDOT BLR&S and FHWA for review and approval.

The final design services for the preparation of plans, specifications and estimates include evaluating two LED lighting options: underpass-type fixtures attached to the existing EL track structure or decorative acorn style luminaires mounted on 14 to 16 foot mounting height poles. For buildings with existing vaulted sidewalks, Ciorba will contact the owners to determine if they should be filled in as part of the improvements or the owner will obtain a permit for its continued use. Other coordination efforts involve working with the CTA to evaluate the effects that the pavement lowering will have on the piers for the elevated tracks. Coordination with the various utility companies/agencies will be conducted to identify and resolve potential conflicts between their existing facilities and the proposed improvements. Streetscape elements will be coordinated with City landscape architects. All permits necessary for construction will be secured during the final design phase.