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# COMMENT FORM

## North Lake Shore Drive Phase I Study

Please write your question or comment in the area below (please print). Include your name, home address, and email if you would like to receive a response to your questions or comments.

- C-3 IS A NON-STARTER WITH THE EXTRA CURVE AND BEND IN THE ROAD.
- A-3 IS THE BEST OF THE WORST SOLUTION
- TOO MANY TREES IN MEDIAN AND IN THE PARK TO BE CUT/AND LOST
- WHY ARE WE TRYING TO TOTALLY RE-THINK LAKE SHORE DRIVE IN LIEU OF REPAIRING THE FEW PROBLEMS
- HOW ABOUT A NO-BUILD BUT WITH REPAIR AND RESTORATION WITH ADJUSTMENT AS NEEDED.
- TREATING LSP AS A LIMITED ACCESS HIGHWAY.
- EXERCISE IN FUTILITY IN PART

Please return this form to a project representative or email form to [info@northlakeshoredrive.org](mailto:info@northlakeshoredrive.org) or return mail to

NLSD Study  
c/o Civiltech Engineering  
30 N La Salle, Suite 2624  
Chicago, IL 60602





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What are the pros and cons of the Montrose to northbound LSD ramp present in A-3 but not in B-3, since that is the only difference between those two.

I do NOT want LSD moved east into the park space at Montrose. Design C-3 is a non-starter for me.

The frontage lane in B-3 adds capacity issues on the exit ramp to Montrose that B-4 with a direct exit to Wilson doesn't have. If the B designs are chosen, there is no reason to pick B-3 over B-4.

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*Auss - West Montrose + West Lawrence*

*A-3 = 11/12 movements*

*Throw out Alternative C-3 and narrow down to A-3, B-3, B-4*

*\*Prefer B-4 so far*

*Definitely interested in taking pedestrian off the roads/crosswalks with an underpass*

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REDEFINE THE DRIVE



N O R T H  
L A K E S H O R E D R I V E

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We like A2 the best,  
then A1, do nothing

If you have to choose one of the 4  
A3 is the best

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Will the original 1930's WPA bridge design be retained in a historically correct construction?

Will the Marine Drive and Clarendon number of lanes be adequate for overflow traffic when repair work is being done at one of the Outer Drive entry/exits?

Does the Lake Shore Drive qualify as a "scenic way" according to Department of the Interior historic criteria?

Are there any large water or sewer conduits in Wilson Ave OR Lawrence? If so, then how will this impact construction time and cost?

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