

**Chicago Street Widening and Reconstruction (Des. 1297017)
Public Hearing Comments Summary
April 22, 2015**

Comment No.	Name / Organization / Comment Date	Comment	Response
1	<p>Chuck Erhart 36 Brunswick Street Hammond, IN 46327</p> <p>April 22, 2015 (verbal comment) & April 23, 2015 (letter)</p>	<p><u>Verbal Comment</u> - One of the things I can quote you guys on is you're calling this an attractive entrance to the city, but I'm hearing of a 17-foot concrete median and then two lanes of traffic on either side. That makes like 75 feet of concrete as attractive? I would be much happier if that median could be turned into something more environmentally friendly. Trees, plantings that require low maintenance or no maintenance would be even better.</p> <p><u>Letter</u> – I would like to expand on my comments mad at the public hearing for the Chicago Street project (Des. 1297017) on April 22, 2015, regarding the section between the state line and Sheffield Avenue with proposed seventeen foot concrete medians. It really sticks in my craw that this is being called, “an attractive entrance to the city,” when it is anything buy attractive.</p> <p>Concrete medians are not only unattractive but they collect debris such as gravel, dirt, and trash that no one ever cleans up. Within only a few years the median will only become an eyesore. It is an old fashioned type of construction and I am very disappointed at the prospect of such an ugly thing. Environmentally, there should be less concrete rather than more for our city streets. Hammond has an international award winning golf course built on old slag heaps, so this concrete median does not even fit with the progressive ideals of creating more green space in the city an improving the quality of life for the residents.</p> <p>I can only hope that there is serious consideration made for my suggestion that the concrete median be replaced with green space to truly make an attractive entrance to the city. There are many low maintenance and salt tolerant options of plantings that could be used. Trees</p>	<p>The proposed 15 foot wide median will include a 6 inch rolled curb with 2 feet of decorative concrete (possibly stamped) on either side with a 10 foot center section to incorporate vegetation. The specific species of vegetation have not been finalized and will be a topic of discussion during the second Community Advisory Committee (CAC) meeting.</p> <p>Both the areas immediately north and south of new Chicago Street from the Indiana/Illinois state line to Sheffield will be converted to landscaped green space. In addition, the area north of new Chicago Street and Gostlin Street will also include a multi-use/shared-use path.</p>

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		<p>such as the locust and chokecherry, shrubs such as daylilies, phlox, black eyed susan, ornamental grasses, and bulb plantings of daffodils and scilla are all fine examples of roadway improvements that do well in that type of environment. Not only do green spaces look good but they also help improve air quality and reduce noise.</p> <p>Some fine examples of median green spaces are the section of Indianapolis Boulevard near the state line in Hammond, Irving Park Road between Pulaski and Ashland in Chicago, and Lake Shore Drive in Chicago.</p> <p>I would also hope roundabouts are attractively landscaped. Something that would be a fine addition to the city would be a sculpture centering the roundabout at the intersection of Sheffield and Gostlin. I would like to suggest a steel abstract sculpture that would rust naturally representing the powerful industrial past of the area.</p> <p>There was no mention of what is to be done with the newly created areas both to the immediate north and south of the roadway. This is a fine opportunity to add more finely landscaped green space to the city of Hammond.</p> <p>The entire project has great potential to create a beautiful park like setting rather than just another ugly industrial corridor.</p>	
2	<p>John Kolondzic 1525 & 1547 Chicago Street Hammond, IN 46327</p> <p>April 22, 2015 (comment sheet)</p>	<p>Concerned about access to properties. If curbs are built will have to cut curb and pour new entrance. Needs two entrances to 1525 Chicago Street lot and one entrance to 1547 Chicago Street.</p>	<p>Property access and drive reconstruction are provided as part of the proposed project.</p>
3	<p>Silverio Malagon 110 Gostlin Street Hammond, IN 46327</p>	<p>My question is how many months I can be living here and when is the time for me to start looking for a new home?</p>	<p>It is currently anticipated that right-of-way appraising and acquisition will begin as early as Fall 2015.</p>

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	April 28, 2015 (email)		All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Acquisition and relocation information can also be viewed at http://www.fhwa.dot.gov/real_estate/ .
4	Frank Madeka 4312 Wabash Avenue Hammond, IN 46327 April 30, 2015 (email)	<p>Here are the issues/concerns/questions/comments I have so far relative to the ‘Go Chicago Street’ project as presented on 22 April 2015 at Washington Irving Middle School:</p> <p><u>Voting</u> Don’s Pub, 250 Gostlin Street, is a polling place (https://www.lakecountyin.org/portal/media-type/html/group/voters/page/default.psml/js_pane/P-13b9cba7c46-107e7) The current plan shows Don’s Pub as paved over. Where will the people vote in the future?</p> <p><u>Bicycling</u> Sheffield Avenue, Hohman Avenue, and Gostlin Street are the de facto bicycling routes bridging bike traffic from the Burnham Greenway Trail (via Brainard Avenue to/from Gostlin Street and via 136th /134th Street to/from Sheffield Avenue) and new Wolf Lake Trails (via Sheffield Avenue to Hohman Avenue) to the Erie-Lackawanna and Monon Trails. An example is the annual ‘Le Tour de Shore’ route (http://www.letourdeshore.com). What bicycling features (e.g. bike lanes, protect and/or separated bike lanes, combined sidewalk/bike paths) are incorporated into this project to accommodate and make safer this</p>	<p><u>Voting</u> – A new polling location will be established by the City/County.</p> <p><u>Bicycling</u> – Riders will still be able to use these routes. multi-use/shared-use paths are proposed in the following locations as part of the project:</p> <ul style="list-style-type: none"> • From the Indiana/Illinois state line to Sheffield Avenue and multi-use/shared path will be located along the north side of new Chicago Street. • From the intersection with existing Gostlin south to the proposed location where Sheffield Avenue will connect with proposed Chicago Street near the roundabout intersection at Hohman Avenue. <p>The scope of the project did not include creating a dedicated bicycle route to connect existing trails in the area. A bicycle lane was investigated as part of the project during the initial design stage, but was eliminated due to the safety concerns presented by the high volume of truck traffic that is and will be present along the corridor.</p> <p>A number of factors were considered when proposing the alignment for the Chicago Street corridor.</p> <ul style="list-style-type: none"> • To reduce cost and provide access to the existing residents and businesses, the corridor reused existing

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		<p>growing means of transportation and recreation?</p> <p>More direct Brainard Avenue to existing Sheffield Avenue/Chicago Avenue intersection route The existing and proposed routes connect Brainard Avenue east/west using Gostlin Street to Sheffield Avenue and Sheffield Avenue south/north to Chicago Avenue. Extrapolating Brainard Avenue either directly or as a reversed 'S' is a shorter hypotenuses than the combined legs of Gostlin Street and Sheffield Avenue. Why wasn't an at-grade level, more direct route taken from Brainard Avenue to Chicago Avenue?</p> <p><u>South Shore Extension</u> The U.S. Congressional Representative for the First District has growing support for an 'extension' of the South Shore Line as part of the Northern Indiana Commuter Transportation District (NICTD). Does the proposed plan address this extension? If not, why not?</p> <p>Addressing metropolitan heat island effects and climate change adaptation The DOT (e.g., http://www.fta.dot.gov/12347_14013.html) and the City of Chicago (http://www.cityofchicago.org/content/dam/city/depts/cdot/Construction%20Guidelines/SUIGPpresentation.pdf) have identified and adopted features; light colored pavements, landscape plants, etc. to be incorporated into projects to mitigate these growing heat effects Does this project mimic these practices to synergize the benefit's with the greater Chicago and Calumet regions?</p> <p><u>Traffic congestion</u> During rush hour commutes (late afternoon) when South Shore commuters disembark, Chicago Ford Assembly Plant shift change, and other similar activities coupled with road traffic stoppages due to rail train movement creates significant commuter congestion. Today, this</p>	<p>alignments and infrastructure where possible.</p> <ul style="list-style-type: none"> To maintain safety, the existing at-grade highway-rail crossings were maintained and no additional crossings were proposed. <p><u>South Shore Extension</u> - As seen on the study map, the proposed extension would not directly impact the project: http://www.nictdwestlake.com/pdf/study-map.pdf</p> <p>However, the project sponsor will continue to coordinate with all railroads within the project area and will address their comments as necessary.</p> <p>Presently the Indiana Department of Transportation (INDOT) does not have requirements regarding metropolitan heat island effects and climate change adaptation. The currently policy on pavement design is centered around the life cycle cost of the pavement material and how/when the pavement will no longer be functional. The project is proposing landscaping in the form of residential sodding and possible landscaping (bushes, shrubs, etc.) within certain median locations.</p> <p><u>Traffic Congestion</u> - The impact of stopped trains on the traffic flow/capacity was analyzed as part of the project development process. At the existing Gostlin Street and Sheffield Avenue intersection, a right turn bypass lane for the eastbound to southbound movements has been provided and at the intersection of Hohman Avenue and Chicago Street a right turn bypass lane for westbound to northbound movements has been provided. This bypass lane will allow for traffic to continue flowing through the intersections if the southbound/northbound movements are blocked by a train.</p> <p>Secondly, roadway users will still have access to Hoffman Street from Sheffield Avenue.</p>

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		<p>chaos is partially tempered by east and south bound traffic proceeding south to Hoffman Avenue on Sheffield Avenue. The proposed rotary at Hohman Avenue and Chicago Avenue appears to funnel all this traffic into one rotary. Creating a single chokepoint, a potential bottleneck. Is there enough capacity with the proposed rotary to accommodate this routine surge of traffic and to allow emergency vehicle moment (e.g. ambulance)?</p>	
5	<p>Antonio Cornejo 4648 Torrence Avenue Hammond, IN 46327</p> <p>April 30, 2015 (email)</p>	<p>This property was purchased by my father Manuel Cornejo, we rehabbed entire home and he has now given to me. This is a 2 unit property and both have been rehabbed by my father, brothers, and I. The sentimental value of this property is very important to my family and I. We do not want to have our yard and driveway taken to build a road that we don't need. Yes it needs repairs but not what's planned. The city will not admit to this but 5-6 years ago repairs were done on Chicago Ave and the curbs & guardrails that were removed and not replaced have contributed to the safety issue The sewer drains that were removed and not replaced is a completely diff story. There is a lack of signs to direct traffic which also adds to the traffic and safety issues.</p> <p>I do not approve of this project and will not allow a busy road like Chicago Ave moved closer to my home. I already have cars driving on the sidewalk almost into my yard and you plan on taking my yard and moving the street closer. Sorry but this makes no sense at all. The reasons for this project are supposedly to improve traffic flow and safety. I've lived in this area for over 25 years and Chicago Ave has no traffic problems at all, Calumet Ave does. The trains here in Hammond are the leading cause of traffic problems, a bridge over these annoying trains is what we need. Doesn't matter what time of day if you're driving north or south on Calumet you might be stuck for a while by a stopped or slow train. I've studied the plans very detailed and the more I see the more this</p>	<p>A bridge option was investigated; however the proposed improvements were determined to be cost prohibitive.</p> <p>All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Acquisition and relocation information can also be viewed at http://www.fhwa.dot.gov/real_estate/.</p>

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