CHICAGO STREET WIDENING AND RECONSTRUCTION

Hammond, Lake County, Indiana
Community Advisory Committee
July 23, 2013
Agenda

• Welcome and Introductions
• Community Advisory Committee (CAC)
• Project Background
• Project Development Process
• Project Overview
• Design Issues and Community Concerns
• Discussion Summary
• Public Comments
• Wrap up, Review Action Items and Next Meeting
Community Advisory Committee

• Comments and Feedback
  – Note cards
  – Website GoChicagoStreet.com
  – Email: GoChicagoStreet@structurepoint.com
  – Phone: 317-547-5580
  – Brochures
Project Background

• Relinquishment from INDOT
• Regionally Significant Project – Comprehensive Regional Plan for 2040
• Funding
Timeline

- Preliminary Design
- Public Involvement
- Section 106
- EV Assessment
- EV Documentation
- Land Acquisition
  - ROW Engineering
  - Appraising
  - Review Appraising
  - Buying
- Final Design Phase I
- Utility Coordination

Years:
- 2012
- 2013
- 2014
- 2015
The purpose of this proposed action is to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor along Chicago Street (former SR 312) between South Brainard Avenue at the Indiana border with Illinois and White Oak Avenue at the city of Hammond’s border with the city of East Chicago.
Project Description

• Proposed Action
  – Project Limits
  – Proposed Improvements
Alternatives

• No Build
• Other Corridors
  – I-80/ I-94
  – I-90
• Chicago Street (former SR 312)
  – Four segments
• Bridge Option
Segment 1

- Gostlin Street from South Brainard Avenue to Sheffield Avenue
  - On-Alignment, Shifted North, Roundabout
  - On-Alignment, Shifted North and South, Roundabout
  - Off-Alignment, Turning Roadway
  - Off-Alignment, Roundabout
Segment 2

• Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue
  – Turning Roadway
  – Free Flow with Traffic Signal
  – Free Flow with Roundabout
Segment 3

- Chicago Street from Hohman Avenue to Calumet Avenue
  - Widen along Existing Centerline
  - Widen with Curves
Segment 4

- Chicago Street from Calumet Avenue to White Oak Avenue
  - Resurfacing
  - Reconstruction
Alternate 3.2
Alternates 4.2
Roundabouts

• Safer
  – Slower Speeds
  – Fewer Conflict Points
  – Easy Decision-Making
Roundabouts

• Reduce Delay & Improve Traffic Flow
  – Promote Continuous Flow
  – Reduce Congestion
• Save Money
• Save Space
How to Use a Roundabout

• Step 1
  – Reduce speed as you approach the roundabout.

• Step 2
  – Use the guide signs and lane designation markers to choose the appropriate lane for the intended designation.
How to Use a Roundabout

• Step 3
  – Watch for pedestrians and bicyclists as you approach the crosswalk and be prepared to stop.

• Step 4
  – Slow down as you approach the yield sign and dashed yield line.
  – Look to see if other vehicles are traveling within the roundabout.
How to Use a Roundabout

• Step 5
  – Once there is an adequate gap in traffic, enter the roundabout to your right.

• Step 6
  – Continue counter-clockwise until you reach your exit.
  – Signal your intended exit.
  – Look for pedestrians and bicyclists as you exit.
How to Use a Roundabout

• What **NOT** to do in a Roundabout:
  – Do not stop inside a roundabout, unless traffic conditions require it.
  – Do not change lanes while in a roundabout.
  – Do not pass another vehicle.
Roundabout – Trucks

- Geometric Parameters
  - Entry Width:
    - 18 ft. – 20 ft. (Desired)
    - 12 ft. – 20 ft. (Design)
  - Entry Radius:
    - 50 ft. – 90 ft. (Desired)
    - 90 ft. – 180 ft.** (Design)
  - Exit Radius:
    - 200 ft. – 1,000 ft. (Desired)
    - 200 ft. – 600 ft. (Design)
  - Inscribe-Circle Diameter:
    - 100 ft. – 130 ft.** (Desired)
    - 150 feet (Design)
Roundabouts - Trucks
Project Phasing

• Phase I
  – Gostlin Street from Brainard Avenue to Sheffield Avenue
  – Sheffield Avenue from Marble Street to Gostlin Street

• Phase II
  – Sheffield Avenue from Chicago Street to Marble Street
  – Chicago Street from Sheffield Avenue to Calumet Avenue

• Phase III
  – Chicago Street from Calumet Avenue to White Oak Avenue
Maintenance of Traffic

• Alternates:
  – Temporary Road Closure
    • Detour Thru-Traffic
  – Maintain 2 travel lanes, 1-lane each direction, on alignment.
  – Maintain 1-lane, 1-direction; detour opposing direction.
Conceptual Maintenance of Traffic
Discussion

• GoChicagoStreet.com
• GoChicagoStreet@structurepoint.com