SOUTH BEND STORY

• 1960: City Population is 132,445
• 1963: Studebaker Closes
• 1965: Urban Renewal Begins
• 1970’s: One Way Streets in downtown
• 1990: City Population is 105,511
• 2015: City Population is 101,168
WHY TWO-WAY CONVERSION?

• Pedestrian Safety
• Circulation Network Connectivity
  – Reduces out of direction travel distances and motorist confusion
  – Benefits ‘trips serving’ by providing more direct routes to destinations
WHY TWO-WAY CONVERSION?

• Economic Vitality
  – Improved business climate, with increased sales, investment, office occupancy rates
  – 10% increase in traffic delay is associated with 3.4% in per capita GDP of a region.
  – Conversely, businesses close when streets become 1-way
  – Dense, mixed-use ‘walkable’ urbanism yields, on average, 800 times the property tax revenue on a per acre basis when compared to strip mall development
PRINCIPLES

1. Create a street network that supports communities and places
2. Create a street network that attracts and sustains economic activity
3. Maximize transportation choice
4. Integrate the street network with natural systems
5. Respect the natural and built environment
6. Emphasize walking as the fundamental unit of the street network
7. Create harmony with other transportation networks
WHY TWO-WAY CONVERSION?
Martin Luther King Boulevard (St Joseph Street) AFTER
PROJECT CONSULTANTS

- American Structurepoint
- Beam, Longest and Neff
- Jones, Petrie and Rafinski
- Lawson Fisher Associates
- Lochmueller Group
- VS Engineering
- United Consultants
PROJECT DATA

• Overall Project Length – 7.5 miles
• Major Construction – 2.2 miles
• Two Divisions with a total of 706 Bid Items and 540 sheets of plans
• Engineers Estimate of Const. - $23,529,278.49
• Low Bid Amount - $19,156,116.67
• Change Orders Amount To Date - $1,648,087.16
• Contractor – Rieth-Riley Construction Co., Inc.
PROJECT SCHEDULE

• Engineering Study – July 2014 to January 2015
• Design Period - June 2014 to January 2016
• Bid Period – January 2016 to March 2016
• Construction Period – April 2016 to June 2017
  – SR 933 Closed for Roundabout Construction
    May 7, 2016 to September 7, 2016
  – Open to bi-directional traffic by November 7, 2017
• 35 Signalized Intersections both City & INDOT
• 3 Intersections were Change to Roundabouts
• 7 Signals did not meet warrants were proposed to be Decommissioned
• 25 Intersections were to be reconfigured for the new traffic pattern traffic
Traffic Signals to be Decommissioned
Traffic Signals to be Decommissioned

• 7 Signals did not meet warrants were proposed to be Decommissioned

• After posting public notification 4 were to remain in operation

• 3 were decommissioned

• A Hawk Signal was installed at the Central Fire Station Driveway for access on to the new two-way street
Traffic Signals Service Points

23 New Tesco Cabinet Service points were installed for the Traffic Signals within the project limits.
Major Private Construction

- I & M Power upgrade of the Downtown Power Grid both Primary and Secondary
- Chase Tower renovation to the Aloft Plaza
- New Children’s Hospital at Memorial Hospital
- LaSalle Hotel
- JMS Building
- Courtyard by Marriott Hotel
- Hoffman Hotel
Project Communication

- Smart Streets website
- Signs on US 20/31 Bypass
- Variable Message Signs
- Twitter
- Facebook
- 311
- DTSB RAS meetings
Project Communication
MAIN STREET CONSTRUCTION

City of South Bend
MAIN STREET CONSTRUCTION

City of South Bend
Mishaps During Construction
Mishaps During Construction
I & M POWER DUCT BANKS
AT&T DUCT BANKS
MLK Blvd. (St. Joseph St.) Construction
Marion Street Roundabout

City of South Bend
Marion Street Roundabout
Marion Street Roundabout
Bartlett Street Roundabout
Bartlett Street Roundabout

City of South Bend
Bartlett Street Roundabout
Chippewa Avenue Roundabout
Questions?