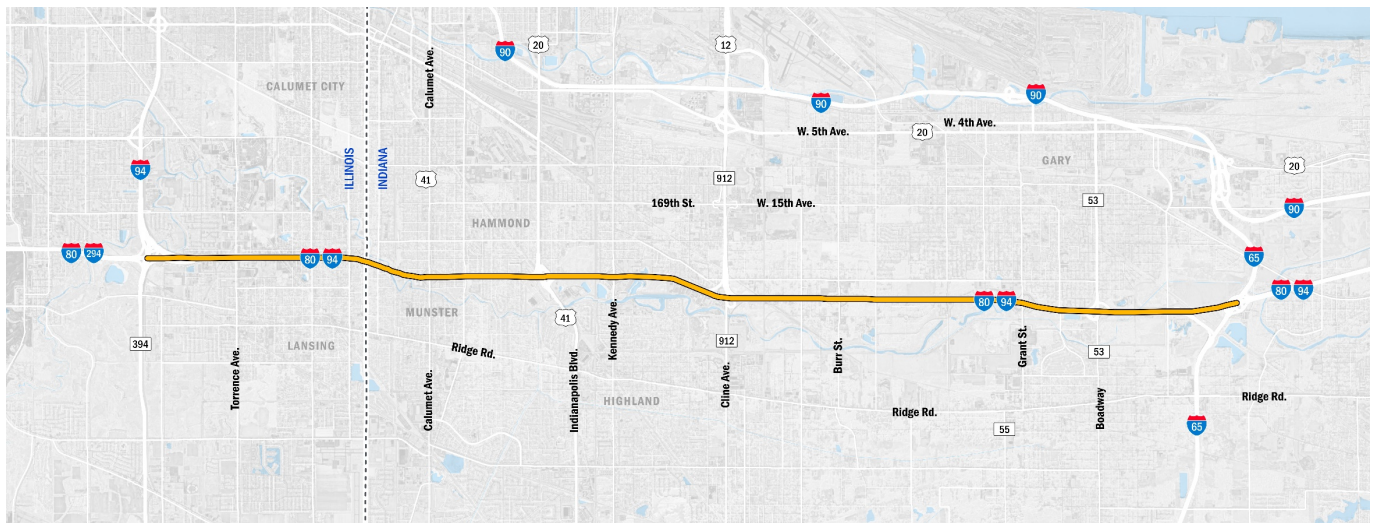


July 2021 Public Meeting

I-80/94 BORMAN EXPRESSWAY

Transportation Systems Management and Operations (TSMO)



THE STUDY

The Indiana Department of Transportation (INDOT) is leading a study in cooperation with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) of the I-80/94 corridor from I-65 to IL 394. This corridor, also known as the Borman Expressway, is one of the most heavily traveled in the state of Indiana and is a critical route for commuters, travelers, and freight.

Current Conditions

The I-80/94 corridor carries over 204,000 vehicles per day with 31% of those being trucks. If there are no incidents, traffic typically operates efficiently. Except for the eastbound PM peak period, which is typically slower, speeds in the corridor on a “good” day are typically 50+ mph. But all it takes is a broken-down vehicle or a fender bender to disrupt traffic flow and cause speeds to drop, often taking more than hour to recover. With peak-period traffic expected to increase by up to 18% by 2040, the frequency of these disruptions is expected to increase.

The study team has identified a preliminary purpose and need to serve as a guide for the development and evaluation of alternatives:

- Address congestion during peak periods, including weekends
- Minimize the impact of incidents
- Reduce crash rates in the corridor



DID YOU KNOW?

The Borman expressway was named for Frank Borman a former astronaut from Gary Indiana, who commanded the Gemini 7 and Apollo 8 missions.







Stay connected to the study!

We want your input, please visit:
www.indianaflexroad.com

Using Technology to Improve Efficiency

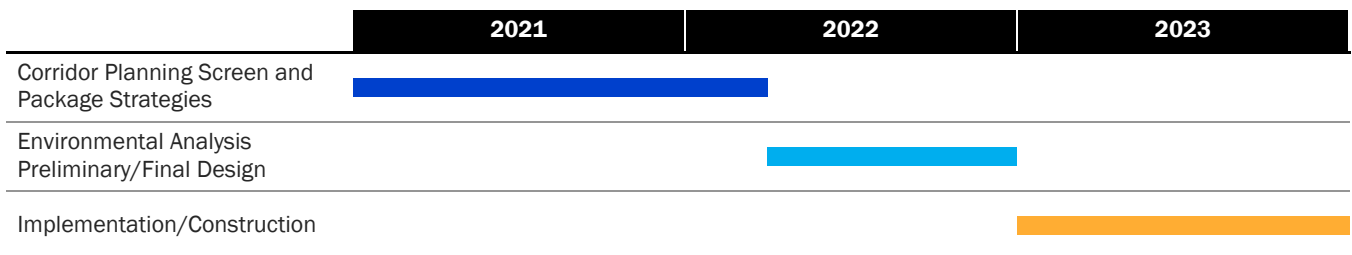
With development abutting the highway on either side and bridges and interchanges that would require reconstruction, it's not practical to add lanes to the corridor. Instead, INDOT is looking at strategies that will allow them to manage the highway more efficiently, providing a more reliable and safer trip for drivers. Transportation Systems Operations and Management (TSMO, pronounced "tiz-mo") includes a range of strategies that utilize technology to improve the operations and safety of highways.

Over the last several months, the study team has been gathering data about the I-80/94 corridor, talking to those who maintain and serve the corridor (e.g., maintenance staffs and state police), and reviewing the full range of TSMO strategies to identify which strategies – either individually or as part of a package of strategies – would be most effective.

	<p>DYNAMIC SHOULDER LANES/LANE CONTROL</p> <p>Temporary use of the shoulders to provide additional capacity during peak periods or when a lane is closed due to an accident or maintenance activity</p>		<p>VARIABLE SPEED LIMITS</p> <p>When traffic conditions start to break down, speed limits are lowered in order to reduce the stop-and-go conditions that often lead to accidents.</p>
	<p>RAMP METERING</p> <p>Traffic signals control – or meter – the flow of vehicles entering the highway so that they can more effectively merge with traffic.</p>		<p>QUEUE WARNING</p> <p>Sensors in the roadway detect congestion and warn drivers ahead of time so that they can safely reduce their speed.</p>
<p>BEHIND THE SCENES STRATEGIES</p> <p>The study team is also looking at several less noticeable strategies designed to improve roadway operations and shorten incident response and clearance times. For example, cameras and sensors that monitor the highway can be used to identify incidents and congestion. This data is sent in real-time to INDOT's Traffic Management Center (TMC), where it is analyzed by computers and reviewed by TMC staff. The study team is looking at strategies to enhance the computer systems at the TMC to more quickly dispatch emergency responders to incidents and improve data sharing with other transportation agencies in the region, including IDOT, the Indiana Toll Road, and Illinois Tollway.</p>			

Study Process and How You Can Get Involved

Over the next 6 months, the study team will be working to define the problem, evaluate potential TSMO solutions, and identify any environmental or community concerns. We're reaching out to other transportation agencies, state and Federal agencies, and the general public for input. You can participate by reviewing study information available tonight and at www.indianaflexroad.com, completing the comment form, and sharing the information with friends and neighbors.



For more information or to sign up to receive study updates via email, go to www.indianaflexroad.com