

80/94 **FLEXROAD** } LESS STOP,  
MORE GO

# WELCOME

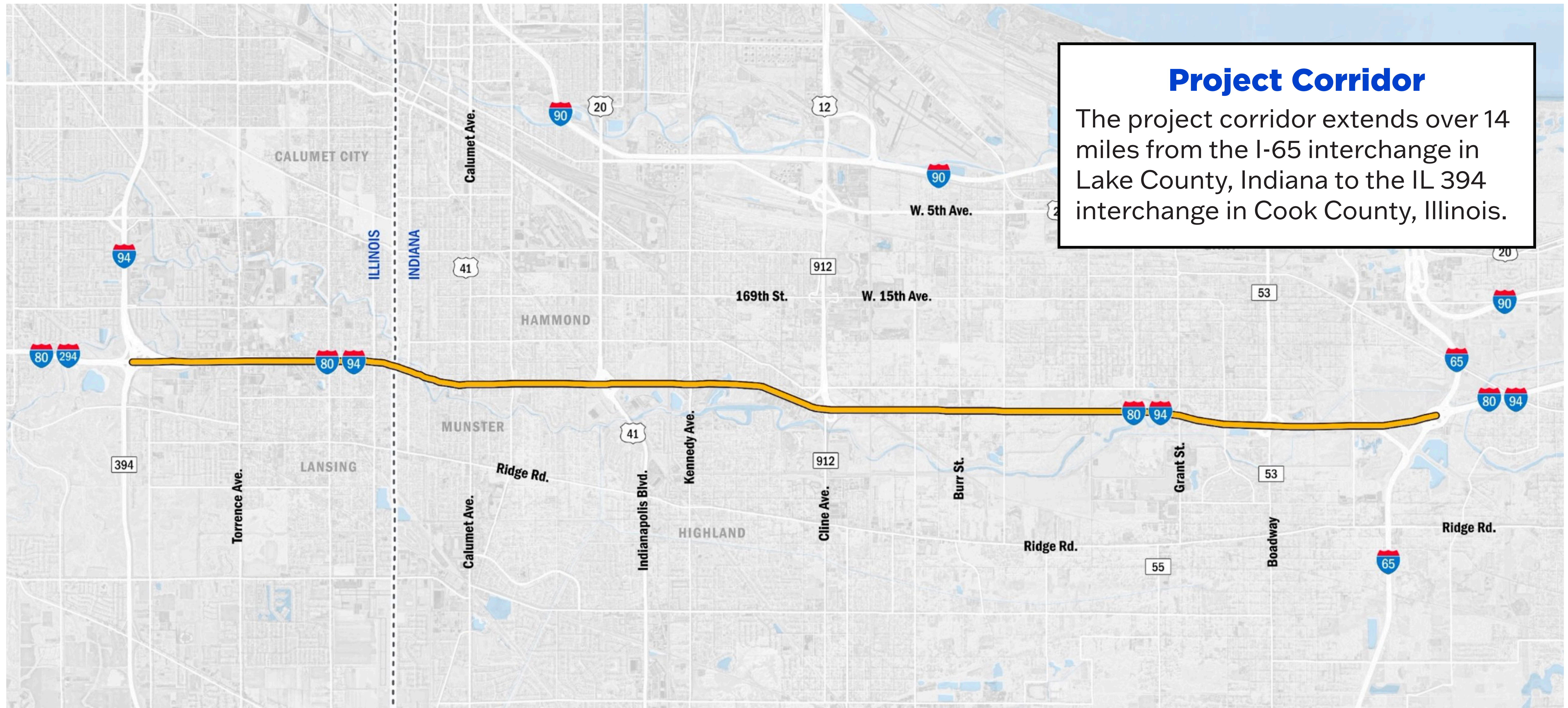


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# PROJECT OVERVIEW



# PROJECT CORRIDOR

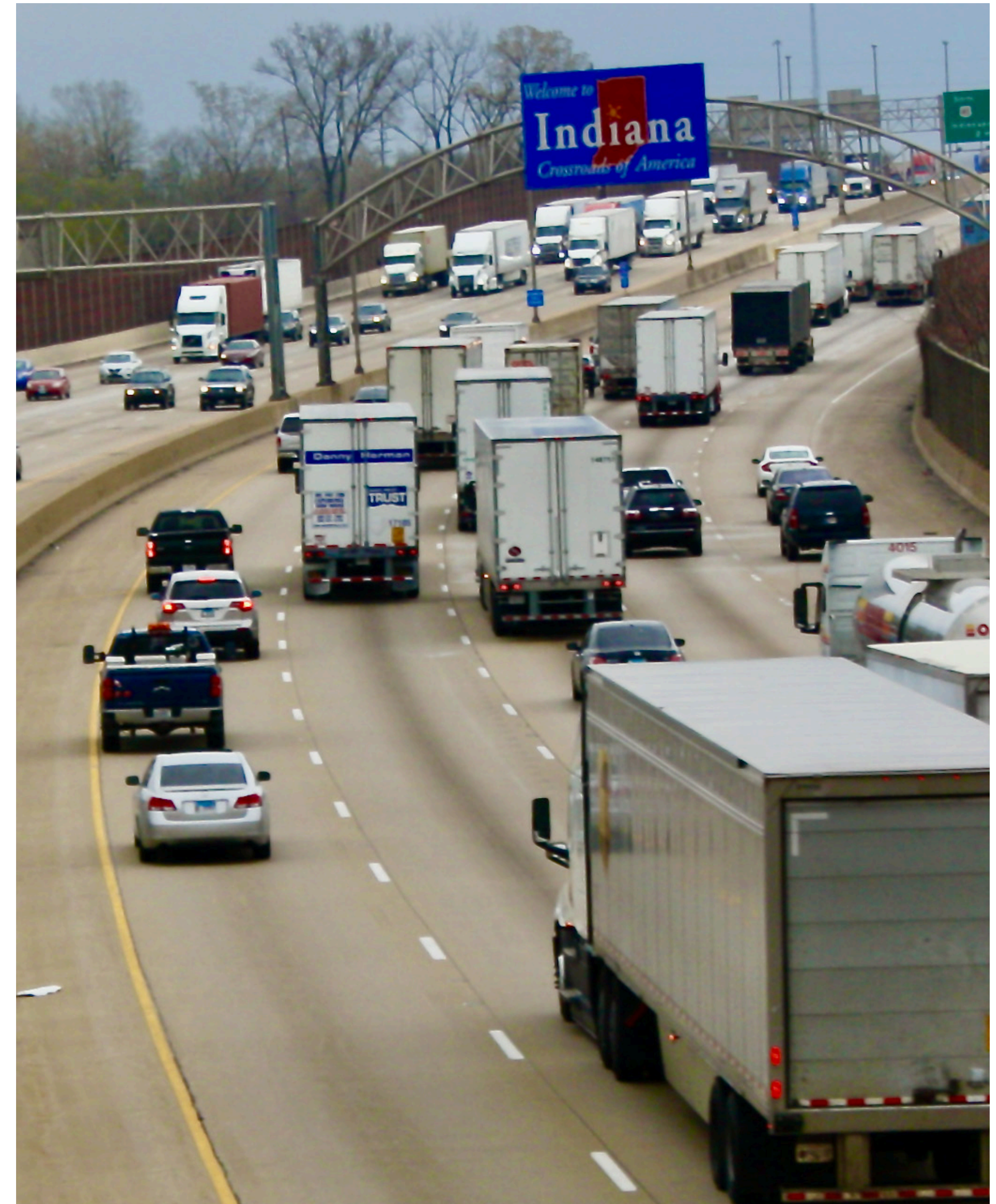


**Project Corridor**  
The project corridor extends over 14 miles from the I-65 interchange in Lake County, Indiana to the IL 394 interchange in Cook County, Illinois.

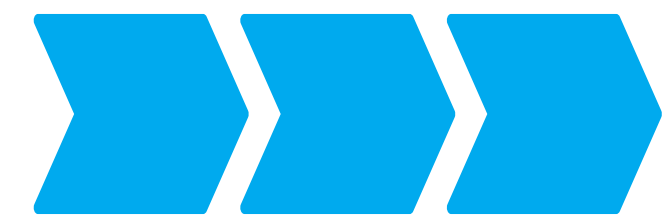
I-80/I-94 is Indiana's busiest interstate corridor.

## PURPOSE AND NEED

- Increase the operational efficiency of the corridor by:
  - Reducing travel times
  - Increasing travel time reliability
- Improve safety along the corridor by reducing crashes



## PROJECT OVERVIEW



The NEPA phase is underway and follows a Planning and Environment Linkages (PEL) study.



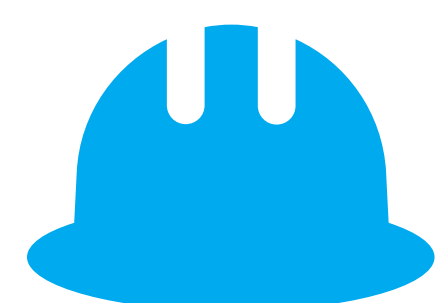
The PEL study determined the Purpose and Need for the project and developed four alternatives to be studied in greater detail.



The project will include innovative strategies that work in the existing system.



The project is currently in its environmental and preliminary design stage.



Construction is expected to begin in 2026.

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# PROGRESS TO DATE



## PROGRESS TO DATE

- Planning and Environment Linkages (PEL) study is complete.
- Year-long study conducted by INDOT in cooperation with IDOT.
- PEL study determined purpose and need for the project.
- Developed alternatives to be studied in greater detail.
- Federal Highway concurred with PEL Report in Spring 2022.
- PEL Study Report can be found at [www.IndianaFlexRoad.com](http://www.IndianaFlexRoad.com).



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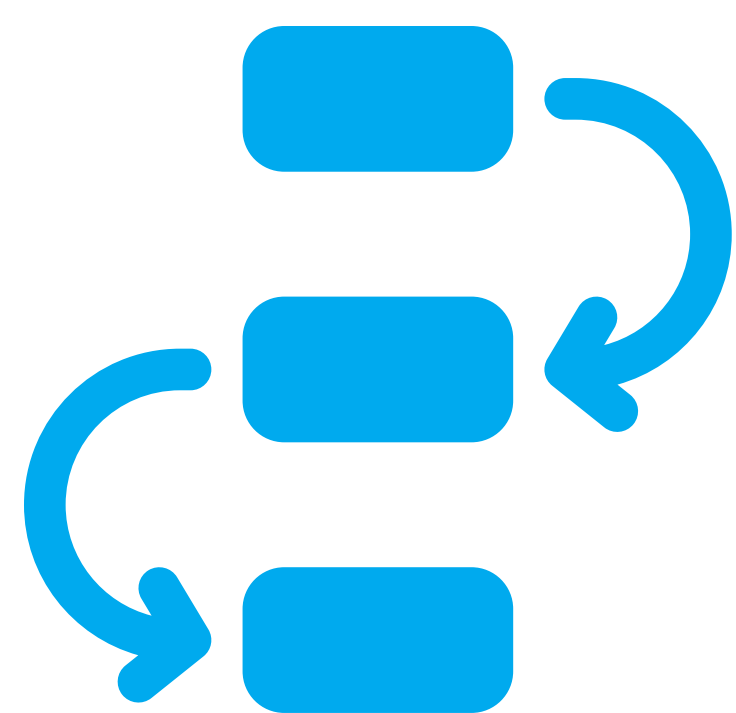
# WHAT'S HAPPENING NOW





## WHAT'S HAPPENING NOW

- Project is moving to its next phase.
- National Environmental Policy Act (NEPA) phase is beginning.
- Study will examine benefits, impacts and costs of alternatives.
- Each alternative includes a set of strategies.
- The strategies are designed to improve reliability and safety.





# TRAFFIC SYSTEMS MANAGEMENT AND OPERATIONS (TSMO) STRATEGIES

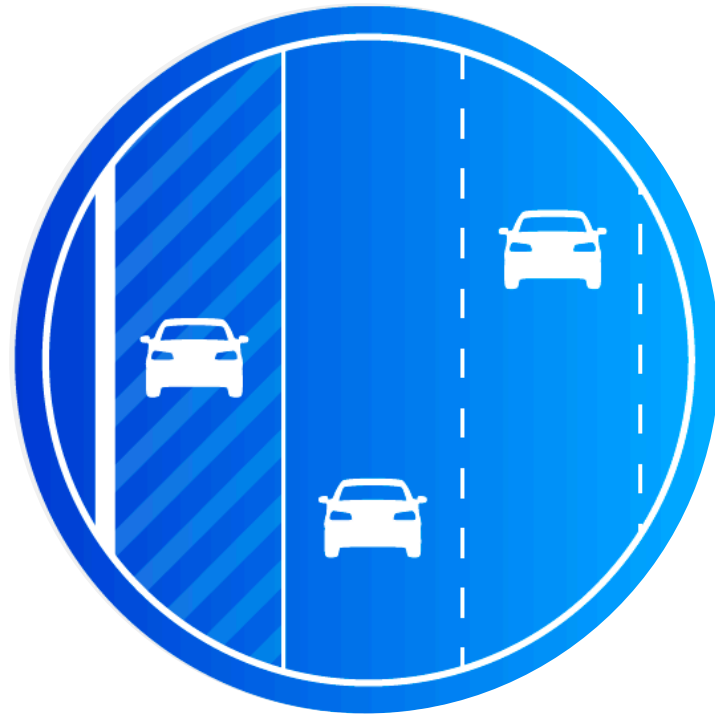


# TSMO STRATEGIES

- Innovative strategies to maximize efficiency and safety
- Strategies work within existing transportation systems
- Focus on improvements largely within existing footprint



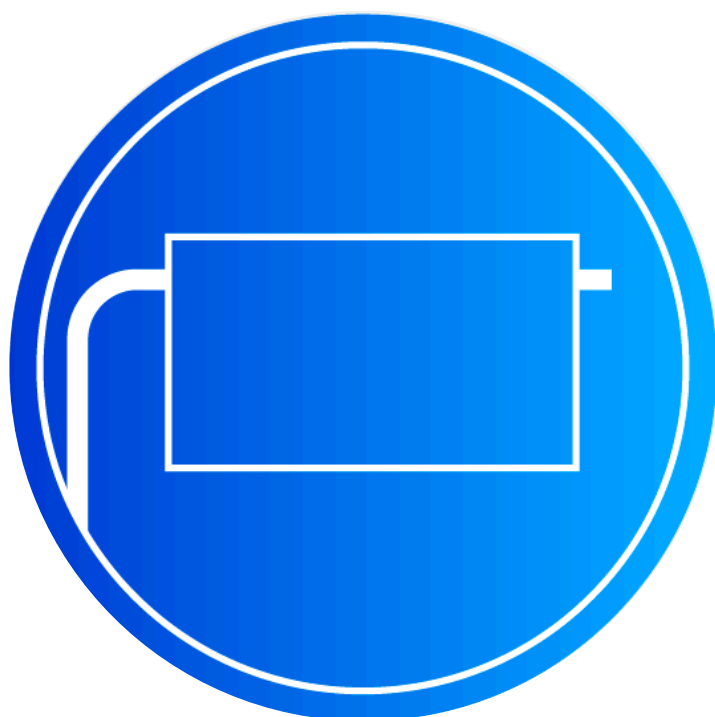
# TSMO STRATEGIES UNDER CONSIDERATION



**Dynamic shoulder lanes** use the shoulder for additional capacity during peak congestion or in response to incidents.



**Event management strategies** reduce congestion by improving operational and maintenance practices – like incentivizing tow companies to remove disabled vehicles quickly and safely or increasing Hoosier Helper program staff.



**Improved signage** increases driver knowledge and awareness of current traffic conditions, helping to reduce crashes and inform motorists.



**Interchange improvements** to the Broadway/I-65 interchange would reduce backups and increase capacity for drivers exiting to Broadway or I-65 SB.

# TSMO STRATEGIES UNDER CONSIDERATION



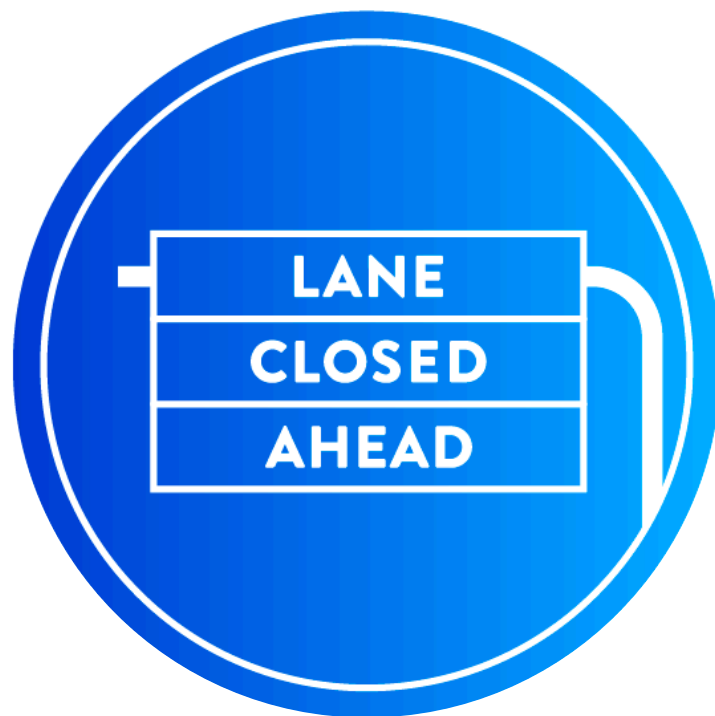
**Ramp metering** controls the frequency of vehicles entering the roadway to match road capacity, leading to improved merging and reduced crash rates.



**Variable speed limits** adjust based on real-time traffic roadway incidents, work zones and weather conditions, helping to reduce congestion.



**Dynamic lane control** closes or opens individual traffic lanes to provide advance warning of closures or incidents using signals above each lane.



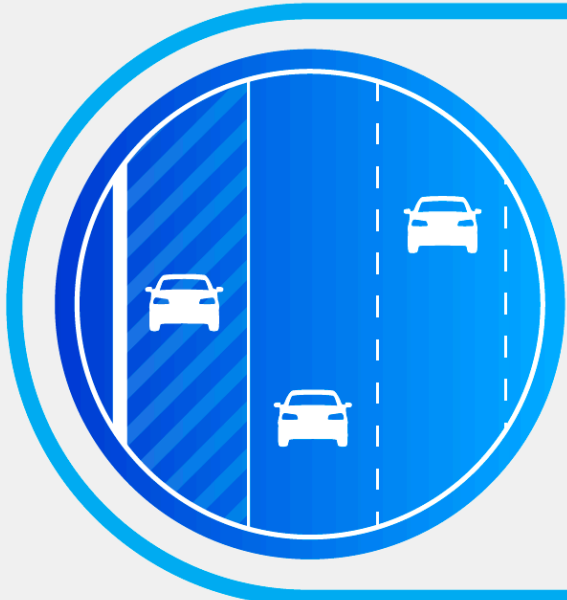

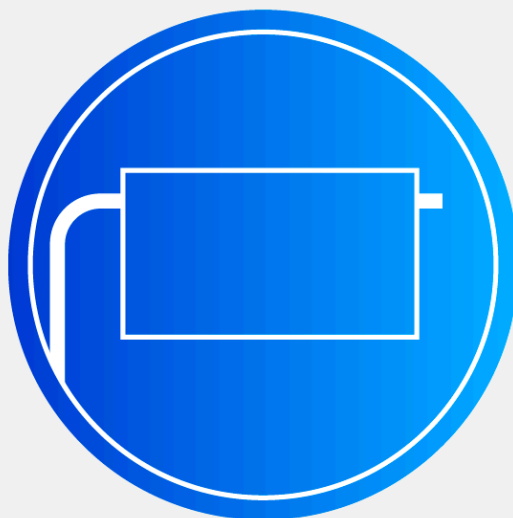

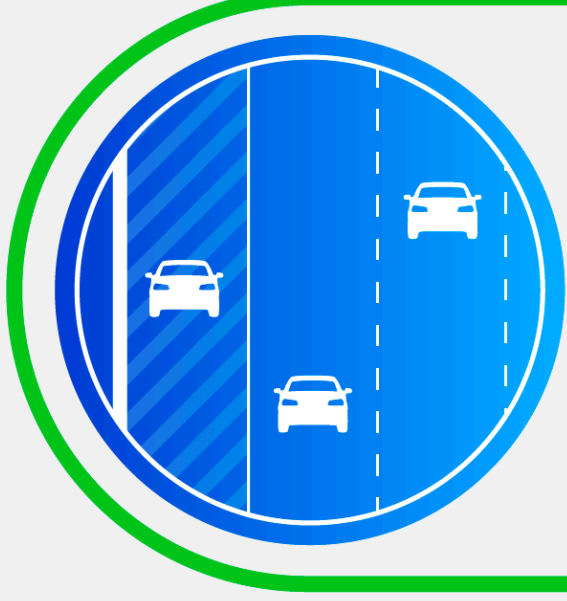

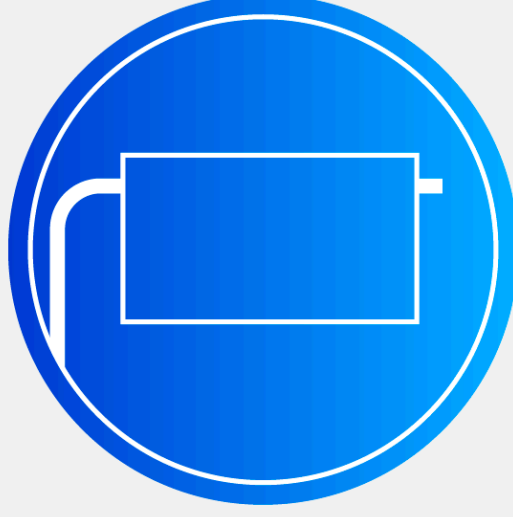
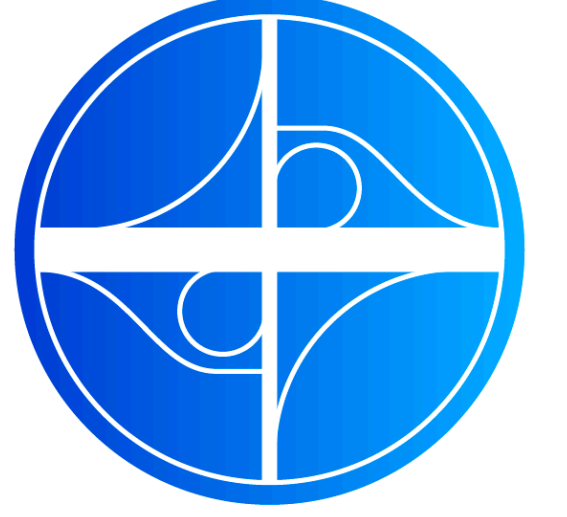



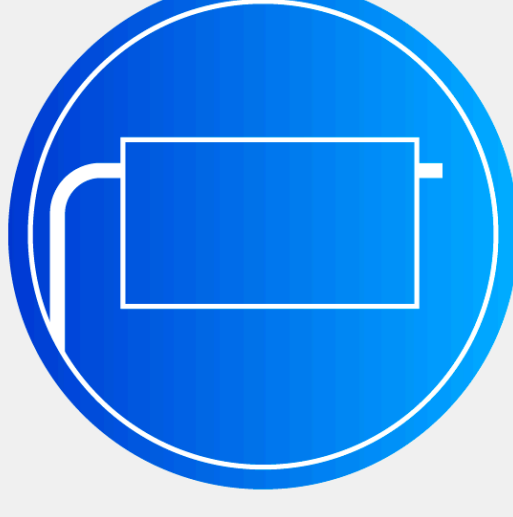




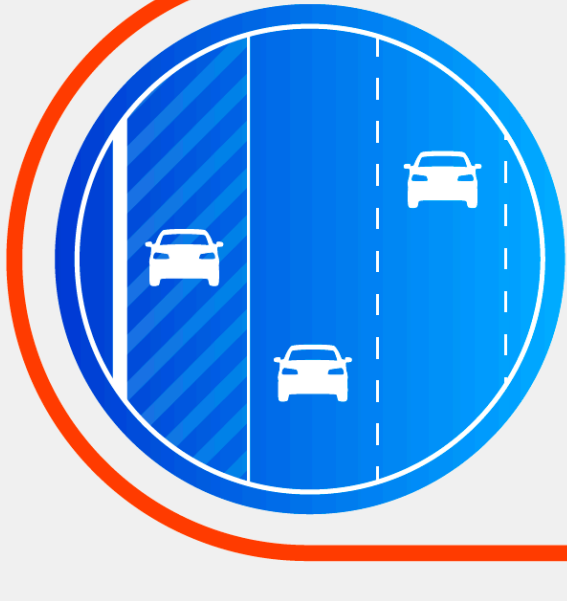

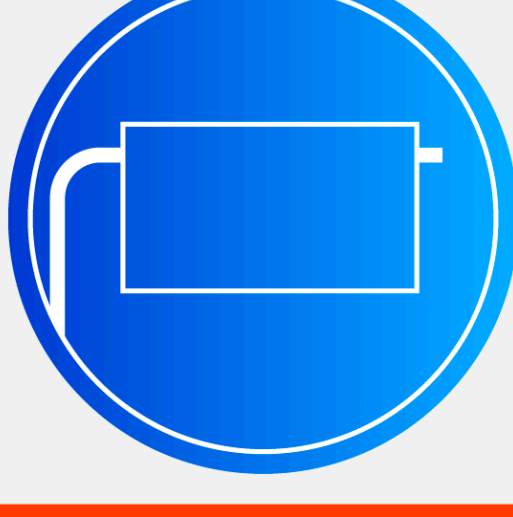

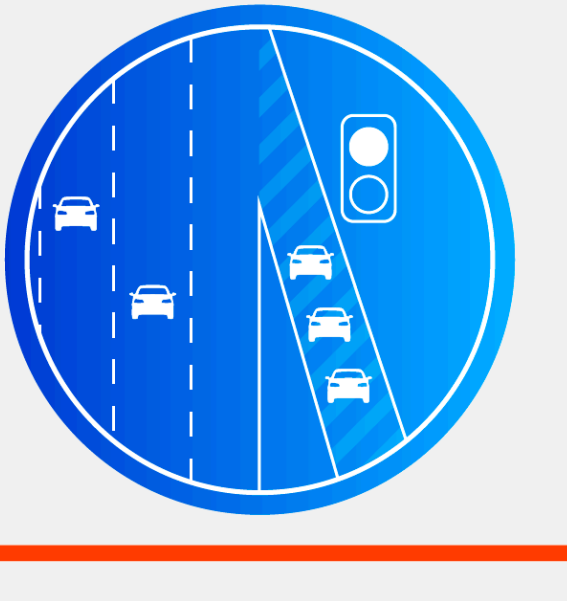
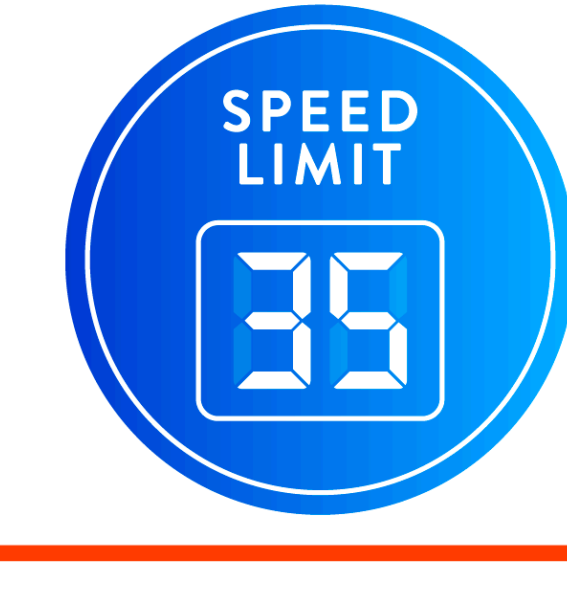
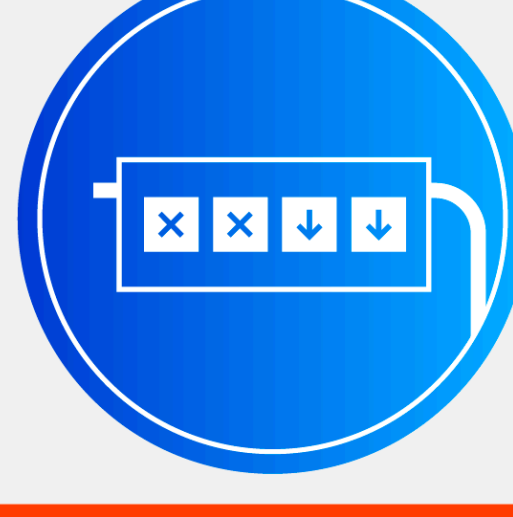

**Queue warning** uses real-time displays of messages alerting drivers that slowdowns are ahead, reducing the potential for rear-end crashes or secondary incidents.



# ALTERNATIVES BEING STUDIED



# ALTERNATIVES BEING STUDIED

	Dynamic Shoulder Lane	Event Management	Improved Signage	Interchange Improvements	Ramp Metering	Variable Speed	Dynamic Lane Control	Queue Warning
<b>Alternative 1</b> Base Package								
<b>Alternative 2</b> Base Package + Ramp Metering								
<b>Alternative 3</b> Base Package + Mainline Safety Bundle								
<b>Alternative 4</b> All Options								

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# NEXT STEPS





## WHAT TO EXPECT

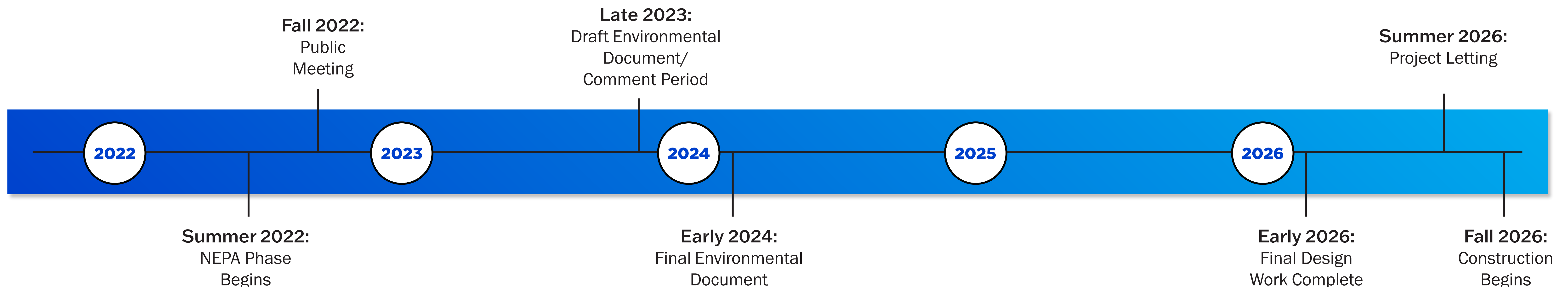


- The NEPA Study is expected to be finalized in fall 2023.
- It will identify a preferred alternative.



- A formal comment period will be held.

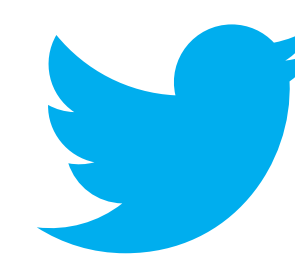
## PROJECT TIMELINE



## FOLLOW OUR PROGRESS



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INDOT Northwest



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