

## PUBLIC MEETING AND COMMENT PERIOD SUMMARY

**Meeting:** 80/94 FlexRoad Public Information Meetings

**Dates/Locations:**

July 28, 2021, 5:00-7:00 p.m.: 21<sup>st</sup> Century Charter School, 556 Washington Street, Gary IN 46402

July 29, 2021, 5:00-7:00 p.m.: Purdue Northwest Campus, Student Union Library Building, 2233 173<sup>rd</sup> Street, Hammond, IN 46323

August 3, 2021, 6:00 p.m.: Virtual Meeting via WebEx

**Attendees**

**July 28, 2021 Meeting**

Name	Organization	Email
Charles Bradksy	NIRPC	
Warren G. Blackmon	Resident	
Kurt Horton	Quigg Engineering Inc.	
Kari Carmany-George	FHWA	
Amy Stanley	INDOT	
Cassy Bajek	INDOT	
Jessica Miller	INDOT	
Adam Parkhouse	INDOT	
John Lablonde	Parsons	
Junell O'Donnell	Parsons	
Craig Moore	Parsons	
Alex Lee	Parsons	
Dan Prevost	Parsons	
Joseph Brahm	Parsons	
Keaton Veldkamp	Parsons	

**July 29, 2021 Meeting**

Name	Organization	Email
Rex Sherrard	Resident	
John Cengel	Resident	
Bicycle Frank	Resident	
Dennis Ogden	Resident	
Beverly Holeman	Resident	
David Holeman	Resident	

Terry Pierson	Resident	
Steve Euvino	The Times	
Jessica Miller	INDOT	
Cassy Bajek	INDOT	
Adam Parkhouse	INDOT	
Junell O'Donnell	Parsons	
Craig Moore	Parsons	
Alex Lee	Parsons	
Dan Prevost	Parsons	
Joseph Brahm	Parsons	
Keaton Veldkamp	Parsons	

**August 3, 2021 Meeting**

<b>Name</b>	<b>Organization</b>	<b>Email</b>
Kyle Armstrong		
Joseph Brahm	Parsons	
Kari Carmany-George	FHWA	
Terry Heffron		
Laura Hilden	INDOT	
Cyril Huerter		
Jackson Hurst		
Alex Lee	Parsons	
Brandon Miller	INDOT	
Jessica Miller	INDOT	
Raquel O		
Dennis Ogden		
Dan Prevost	Parsons	
Jay Seaburg		
Michael Siffer		
Amber Thomas	INDOT	
Keaton Veldkamp	Parsons	
Ty Warner	NIRPC	
Tim Werner	INDOT	
Joseph Wszolek		
4 Call-In Users		

**Meeting Summary (Identical Presentations at 6:00 PM CST)**

For the in-person meetings, the doors opened at 5:00 PM and the meeting space was setup in an open-house style. Members of the public were asked to sign-in at a front table, and were provided with comment forms and fact sheets. Members of the project team interacted with the public answering any questions they may have had. Two sets of five graphic boards were displayed with project team members stationed at either set. A four

minute video providing an overview of the project was played on loop at one station. Another station had a laptop setup with the indianaflexroad.com interactive comment map available.

The presentations began at 6:00 PM CST. Dan Prevost, Parsons Environmental and Public Involvement Lead, welcomed those in attendance.

Dan Prevost explained the study area for the project and explained the reasoning for the termini. He then covered the current travel time conditions for the corridor, explaining the graphics representing average travel times and traffic speed on different days. Dan Prevost introduced the preliminary purpose and needs for the project and asked those in attendance to think about what the biggest problems are in the corridor.

Joseph Brahm, Parsons TSMO Strategy Lead, introduced himself and his role in the project. He then explained what Transportation Systems Management & Operations (TSMO) is and the potential strategies that are being evaluated for this corridor. Those in attendance were asked to think about what strategies they liked/disliked and if there were other strategies that the project team should consider.

Dan Prevost explained the the Planning and Environmental Linkage (PEL) study process and the tentative schedule for the project. He then explained that the project team is looking for the public's input and involvement through a variety of means, meetings, project website, feedback, and email updates. He asked those in attendance to think of other groups and organizations the project team should reach out to.

Dan Prevost concluded the presentation and asked that anyone with questions or comments stick around and the members of the project team would be willing to answer them. Following the presentation, the project team facilitated a question and answer session. A summary of the questions and comments received is included in the attached comment summary.

The virtual meeting followed the same format with a presentation at 6:00 p.m. followed by a question and answer session. Attendees were directed to access the public meeting boards, fact sheet, and other materials on the project's website.

Meetings ended at approximately 7:15 PM, 8:45 PM, and 7:15 PM, respectively.

The deadline for comments during this phase of outreach was September 3, 2021, and was indicated on all materials and in the presentations.

**Attachments:**

- A. Summary of Notification Efforts
- B. Meeting Location Map
- C. Meeting Sign In Sheets
- D. Meeting Presentation
- E. Fact Sheet
- F. Public Meeting Display Boards
- G. Comment Summary

From: [Prevost, Daniel](#)  
To: [Lee, Alexander](#); [Veldkamp, Keaton](#)  
Subject: Chicago Tribune article - 7/16/2021  
Date: Sunday, August 1, 2021 9:41:28 PM  
Attachments: [image001.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)

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# Highway officials plan public sessions for Borman Expressway improvements, ideas

By [TIM ZORN](#)

POST-TRIBUNE |

JUL 16, 2021 AT 10:37 AM



Vehicles travel on the westbound Borman Expressway near the intersection with northbound Interstate 65 on Thursday, Feb. 14, 2019. (Kyle Telechan/Post Tribune) (Kyle Telechan/Post-Tribune)

The state's highway department is looking for comments and suggestions on new ways to cut congestion and boost safety on the Borman Expressway, Indiana's busiest highway.

The Indiana Department of Transportation has scheduled public meetings in Gary and Hammond, as well as an online session, for its Planning and Environmental Linkage study on the Borman, the name for Interstates 80 and 94 in Lake County.

The study will include the Illinois portion of Interstate 80/94, up to Illinois 394.

The first meeting will be July 28 at 21st Century Charter School of Gary, 556 Washington St.

The next one will be July 29 at Purdue University Northwest's Student Union and Library Building, 2233 173rd St., Hammond.

[\[Most read\] 'I didn't want to leave him.' A gunshot on the Green Line, a life lost and a plea that something be done about the 'insanity' »](#)

Each meeting will start at 5 p.m., with a presentation beginning at 6 p.m.

A virtual public meeting will begin at 6 p.m. Aug. 3. To reach the website, go to [indianaflexroad.com](http://indianaflexroad.com) and click on "public meetings."

INDOT's study is beginning about a decade since a multiyear project to widen the Borman to four lanes in each direction was completed.

Since then, the highway has become busier and more congested.

Another Borman widening project is not on the horizon, INDOT spokesman Adam Parkhouse said, because there's essentially no room to add more lanes.

[\[Most read\] Florida breaks record for COVID-19 hospitalizations »](#)

"We're looking at other strategies to try to ease congestion," he said.

Those strategies, as outlined in the 80/94 Flex/Road study's website, could include limiting on-ramp traffic at busy times, allowing cars to use the road shoulder, and other ideas.

The study's site says 75% of the crashes on the Borman between 2017 and 2019 were rear-end crashes or same-direction sideswipes, and 58% involved trucks although trucks are 20% to 25% of the highway's traffic.

Parkhouse said the Borman study is Indiana's first Planning and Environmental Linkage (PEL) study, which focuses on public involvement before beginning a major highway project.

Another future PEL study will look at U.S. 30 from Valparaiso to the Ohio line, but no consultant has been picked for that yet.

*Tim Zorn is a freelance reporter for the Post-Tribune.*

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JUL 30, 2021

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## Indiana highway officials plan public sessions for Borman Expressway improvements, ideas

Tim Zorn, Freelance Reporter, (Merrillville) Post-Tribune

Tuesday, July 20, 2021 12:05 PM

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Vehicles travel on the westbound Borman Expressway near the intersection with northbound Interstate 65 on Thursday, Feb. 14, 2019. (Kyle Telechan/Post Tribune)



### INDOT hosting public meetings regarding I-80/94 corridor

Indiana Department of Transportation sent this bulletin at 07/22/2021 01:44 PM EDT

Having trouble viewing this email? [View it as a Web page.](#)



### INDOT hosting public meetings regarding I-80/94 corridor

Des. No. 1901643

#### NOTICE OF PUBLIC MEETING

The Indiana Department of Transportation (INDOT) will hold two public information meetings and one virtual meeting:

- Wednesday, July 28, 2021, starting at 5:00 pm at the **21<sup>st</sup> Century Charter School**, 556 Washington Street, Gary, IN 46402.
- Thursday, July 29, 2021, starting at 5:00 pm at the **Purdue Northwest Campus**, Alumni Hall, Student Union Library Building, Room 360, 2233 173<sup>rd</sup> Street, Hammond, IN 46323.
- Tuesday, August 3, 2021, starting at 6:00 pm via **WebEx**; please register in advance here: <https://bit.ly/3w2rRTb>

For each in-person meeting, the doors will open at 5:00 pm; a presentation will be held at 6:00 pm. Displays and representatives will be available prior to and following the presentation. The same information will be presented at all of the meetings. Note all times are Central Standard Time.

The purpose of the information sessions is to offer all interested parties an opportunity to comment on the I-80/I-94 corridor between Illinois 394 in Cook County, IL and I-65 in Lake County, Indiana. A variety of Transportation System Management Operations (TSMO) strategies are under consideration including temporary use of shoulders, variable speed limits and ramp metering. The project is in the planning phase and is being developed through the Planning and Environment Linkages (PEL) process. Detailed environmental studies would be completed during preliminary design if the project moves forward.

Project information may be viewed by visiting [www.indianaflexroad.com](http://www.indianaflexroad.com)

Persons with limited internet access may request project information be mailed. In accordance with the Americans with Disabilities Act (ADA) and with advance notice, INDOT will coordinate accommodations for persons with disabilities requiring auxiliary aids including, but not limited to sign language interpretation, alternative format documents and other ADA supportive services. In addition, and in accordance with Title VI of the Civil Rights Act of 1964, INDOT will coordinate accommodation for persons of Limited English Proficiency (LEP) requiring auxiliary aids and/or supportive services including, but not limited to alternative format documents and other services as needed. Should accommodation be required please contact Alex Lee of Parsons, [alexander.lee@parsons.com](mailto:alexander.lee@parsons.com), 101 West Ohio Street, Suite 2121, Indianapolis, IN, (317) 616-1011.

**PUBLIC MEETING OPPORTUNITIES REGARDING I-80/94 CORRIDOR**

July 28, 2021 5:00 pm 21st Century Charter School
July 29, 2021 5:00 pm Purdue Northwest Campus
August 3, 2021 6:00 pm via WebEx Register: <a href="https://bit.ly/3w2rRTb">https://bit.ly/3w2rRTb</a>

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Motorists in Northwest Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: [facebook.com/INDOTNorthwest](https://facebook.com/INDOTNorthwest)
- Twitter: [@INDOTNorthwest](https://twitter.com/INDOTNorthwest)
- CARS 511: [indot.carsprogram.org](https://indot.carsprogram.org)
- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)

**About the Indiana Department of Transportation**

Over the past 100 years, INDOT has transformed the state of Indiana into the Crossroads of America we know today. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 117 airports across the state. Indiana once again ranked #1 in the U.S. for infrastructure in CNBC's 2019 "America's Top States for Business" ranking. Learn more about INDOT at [in.gov/indot](https://in.gov/indot).

**About the Indiana Hands-Free Law**

On July 1, 2020, Governor Eric J. Holcomb signed the Indiana Hands-Free Law to reduce distracted driving across the state. Since then, drivers have been prohibited from holding a mobile device while their vehicles are in motion. With help from the Indiana State Police and other law enforcement agencies, over 5,400 citations and more than 10,500 warnings have been issued. For more information on Indiana's Hands-Free Law, visit [www.HandsFreeIndiana.com](https://www.HandsFreeIndiana.com).

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[indot@indot.IN.gov](mailto:indot@indot.IN.gov)



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[https://www.nwitimes.com/news/local/lake/state-seeking-input-on-borman-congestion-issues/article\\_d13e9d78-fb3e-5553-9119-e70008ec7fc7.html](https://www.nwitimes.com/news/local/lake/state-seeking-input-on-borman-congestion-issues/article_d13e9d78-fb3e-5553-9119-e70008ec7fc7.html)

ALERT URGENT

## State seeking input on Borman congestion issues

Steve Euvino

Jul 31, 2021



The interchange between I-80/94, the Borman Expressway, and Cline Avenue is seen from above. The Borman is currently the subject of a study identifying ways to reduce congestion.

Kale Wilk, file, The Times

Steve Euvino

**H**AMMOND — The Indiana Department of Transportation is collecting comments on an issue with which many drivers of the Borman Expressway are all too familiar — congestion and safety, especially during peak commuting periods.

INDOT accepted comments Thursday at a public session at Purdue University Northwest. A similar session took place Wednesday in Gary, with a WebEx presentation scheduled for next Tuesday.

The Interstate 80/94 FlexRoad Study Area extends more than 14 miles from the Illinois 394 interchange in Cook County to the I-65 interchange. The Borman can daily hold as many as 200,000 vehicles, with 250,000 during peak times of the year, INDOT officials said.

INDOT has commissioned the Indianapolis civil engineering firm of Parsons for preliminary studies. Strategies will be developed through early 2022, with environmental analysis and design through 2022 and implementation and construction through 2023.

Parsons staff is analyzing existing traffic conditions and future growth to determine the needs to guide the development of solutions.

“We know there is a problem,” said Junell O’Donnell, project manager for Parsons. “INDOT understands how important this is.”

According to INDOT, the need for the project is based on recurring corridor congestion and elevated crash rates on that stretch of expressway. Motorists in the corridor experience recurring congestion during peak commuting periods and Sunday afternoons and evenings. The congestion results in poor travel and lower driving speeds.

Dan Prevost, environmental and public outreach lead for Parsons, said the Borman is at a “tipping point,” with a single incident clogging the busy highway, creating longer-than-usual delays.

Join Tristan DeFord, Jami Rieck, and Nancy Zakutanksy on a shift working for Superior Ambulance in Merrillville.

Prevost explained the FlexRoad approach adopted by INDOT seeks to “squeeze” all the efficiency the Borman corridor now provides while creating a roadway system with flexibility and utilizing technology for improved operations and safety.

Various strategies are under consideration, including dynamic shoulder lanes and lane control, variable speed limits, ramp metering and queue warning signage.

Other strategies include improved incident management and operational procedures.

“We’re looking at different strategies and different benefits ... for what is the best solution,” said Joseph Brahm, operations and management lead for Parsons.

Public recommendations at the PNW meeting included keeping the Borman at four lanes longer through the year; concerns with merging car-semi traffic; new lane striping; developing another highway with a more direct route to Chicago; and the difference in lanes in Indiana and Illinois.

INDOT reported 4.075 crashes along the Borman between 2017 and 2019, 75% of which are rear-end and direct side swipes. Also adding to safety problems, state officials say, are drivers merging and weaving.

According to state accident figures, about 38% of collisions involve trucks, while trucks account for 20-25% of the Borman traffic stream.

Additional public meetings will be held this fall. More information on the project is available at **[www.indianaflexroad.com](http://www.indianaflexroad.com)**. Tuesday's online forum is at 6 p.m.; register in advance at **[bit.ly/3w2rRTb](https://bit.ly/3w2rRTb)**.

INDOT Northwest  
@INDOTNorthwest

Have thoughts about the Borman? Visit [indianaflexroad.com](http://indianaflexroad.com) to learn about a FlexRoad study we have commissioned and provide input about problem areas along the corridor. You can also register here [bit.ly/3w2rRTb](https://bit.ly/3w2rRTb) for a virtual public meeting being held Tues, Aug 3.

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

Visit [www.indianaflexroad.com](http://www.indianaflexroad.com) to learn more about the study, view public meeting materials, and provide input about problem areas along the corridor.

**I-80/94 FLEXROAD STUDY FROM ILLINOIS 394 TO I-65**

**Virtual Public Meeting**  
August 3, 2021  
6:00 pm via WebEx  
Register: <https://bit.ly/3w2rRTb>

10:00 AM · Aug 2, 2021 · Twitter Web App



INDOT Northwest  
@INDOTNorthwest

REMINDER: INDOT is hosting three public meetings regarding the I-80/I-94 corridor starting this week! Project information may be viewed by visiting [indianaflexroad.com](http://indianaflexroad.com). Learn more about the public meetings here: [content.govdelivery.com/accounts/INDOT...](https://content.govdelivery.com/accounts/INDOT...)

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

**PUBLIC MEETING OPPORTUNITIES REGARDING I-80/94 CORRIDOR**

July 28, 2021  
5:00 pm  
21st Century Charter School

July 29, 2021  
5:00 pm  
Purdue Northwest Campus

August 3, 2021  
6:00 pm via WebEx  
Register: <https://bit.ly/3w2rRTb>

9:30 AM · Jul 26, 2021 · Twitter Web App





INDOT Northwest

@INDOTNorthwest



!! I-80/94 FlexRoad Study – Submit comments by Sept 3! !!

We still want to hear from you about your experiences using the Borman and the potential strategies we’re considering to make it work better. Visit the project website to provide input!

[indianaflexroad.com](http://indianaflexroad.com)

80/94 FLEXROAD > LESS STOP, MORE GO

**I-80/94 FLEXROAD STUDY FROM ILLINOIS 394 TO I-65**

Visit [www.indianaflexroad.com](http://www.indianaflexroad.com) to learn more about the study, view public meeting materials, and provide input about problem areas along the corridor. Submit comments through the website by September 3!

1:10 PM · Aug 12, 2021 · Twitter Web App

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### INDOT seeking comments on the I-80/94 Borman Expressway

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Indiana Department of Transportation sent this bulletin on 08/26/2021 10:19 AM EDT



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### INDOT seeking comments on the I-80/94 Borman Expressway

**NORTHWEST INDIANA** - The Indiana Department of Transportation has commissioned a Planning and Environment Linkages (PEL) study to determine how to apply the latest technologies to cost-effectively improve traffic on I-80/94 between Illinois 394 and I-65 so that drivers get **less stop** and **more go**.

INDOT hosted two public information meetings July 28 and 29 and a virtual meeting August 3 regarding this study. All materials from the meetings, including a recording of the virtual meeting, are available on the project website: [www.indianaflexroad.com](http://www.indianaflexroad.com).

INDOT is seeking input from the public regarding their experiences using this corridor and the potential strategies being considering to make it work better. Comments are being accepted on the project website through September 3, 2021. The website includes an [interactive map](#) where users can review the project area and leave comments on areas needing potential review.

More public meetings will be scheduled this fall to provide an update on the study's progress as a result of the comments provided. Information about those meetings will be provided on the project website, through email, and on the INDOT Northwest [Facebook](#) and [Twitter](#) pages.



#### Stay Informed

Motorists in Northwest Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: [facebook.com/INDOTNorthwest](https://facebook.com/INDOTNorthwest)
- Twitter: [@INDOTNorthwest](https://twitter.com/INDOTNorthwest)
- CARS 511: [indot.carsprogram.org](http://indot.carsprogram.org)
- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)

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# 80/94 FlexRoad Public Meeting Locations





**Public Information Meeting July 28, 2021**

Number	First Name	Last Name	Organization	Email	Street Address	City	State	Zipcode	Mailing List?
1	Warren G.	Blackmon	Resident						
2	Charles	Bradsky	NIRPC						
3	Kurt	Horton	Quigg Engineering Inc.						

**Public Information Meeting July 29, 2021**

Number	First Name	Last Name	Organization	Email	Street Address	City	State	Zipcode	Mailing List?
1	John	Cengel	Resident						
2	Steve	Euvinio	The Times						
3	Bicycle	Frank	Resident						
4	Beverly	Holeman	Resident						
5	David	Holeman	Resident						
6	Dennis	Ogden	Resident						
7	Terry	Pierson							
8	Rex	Sherrard	Resident						

**Virtual Public Information Meeting August 3, 2021**

Number	First Name	Last name	Email
1	Kyle	Armstrong	
2	Kari	Carmany-George	
3	Terry	Heffron	
4	Laura	Hilden	
5	Cyril	Huerter	
6	Jackson	Hurst	
7	Brandon	Miller	
8	Jessica	Miller	
9	Raquel	O	
10	Dennis	Ogden	
11	Jay	Seaburg	
12	Michael	Siffer	
13	Amber	Thomas	
14	Ty	Warner	
15	Tim	Werner	
16	Joseph	Wszolek	
17-21	4 call in users		

# I-80/94 BORMAN EXPRESSWAY

Transportation Systems Management and Operations (TSMO)

July 28, 2021

Dan Prevost, Parsons  
Joseph Brahm, Parsons

**FLEXROAD**  
LESS STOP. MORE GO.

1

## AGENDA

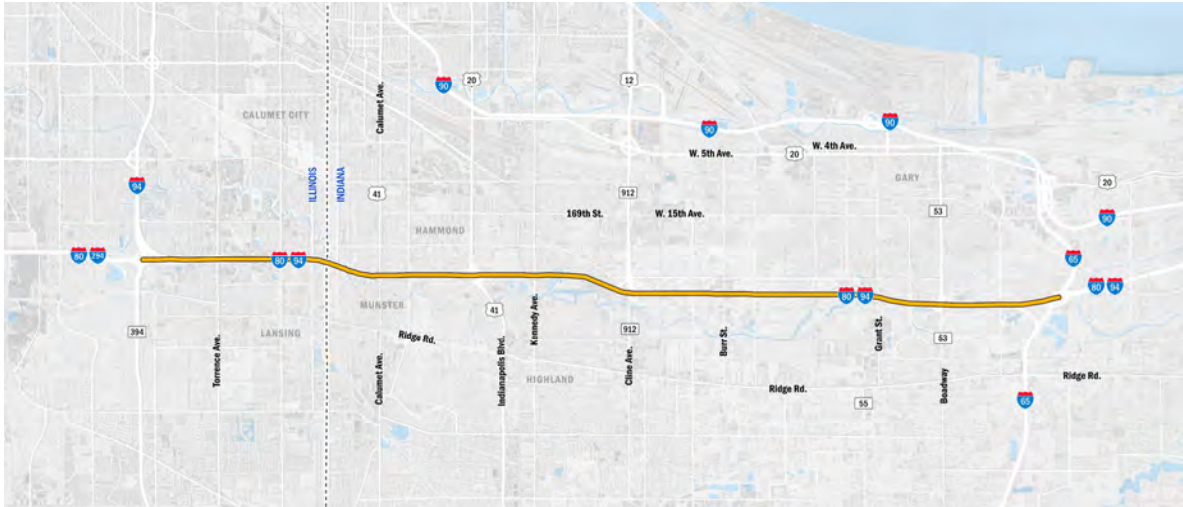
- Project Area and Goals
- What is TSMO
- Study Process and Schedule
- Getting Involved

**FLEXROAD** LESS STOP. MORE GO. © 2021 INDOT

2

# The Borman Expressway

IL 394 to I-65



FLEXROAD LESS STOP, MORE GO

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3

# The Borman Expressway



FLEXROAD LESS STOP, MORE GO

© 2021 INDOT 4

4

## The Borman Expressway



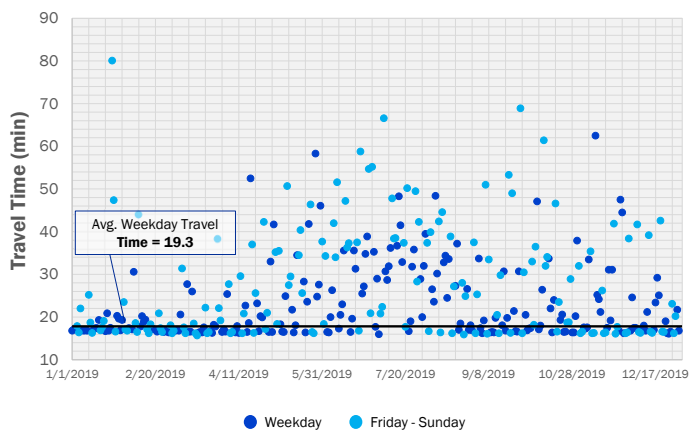
Photo: Northwest Indiana Times

5

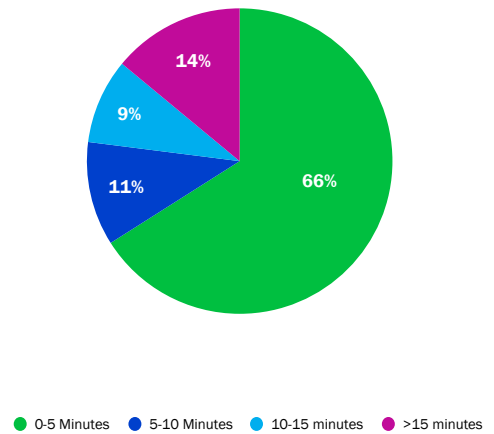
## Current Conditions

### Traffic – Corridor Travel Times

Travel Times – Westbound – PM Peak Period

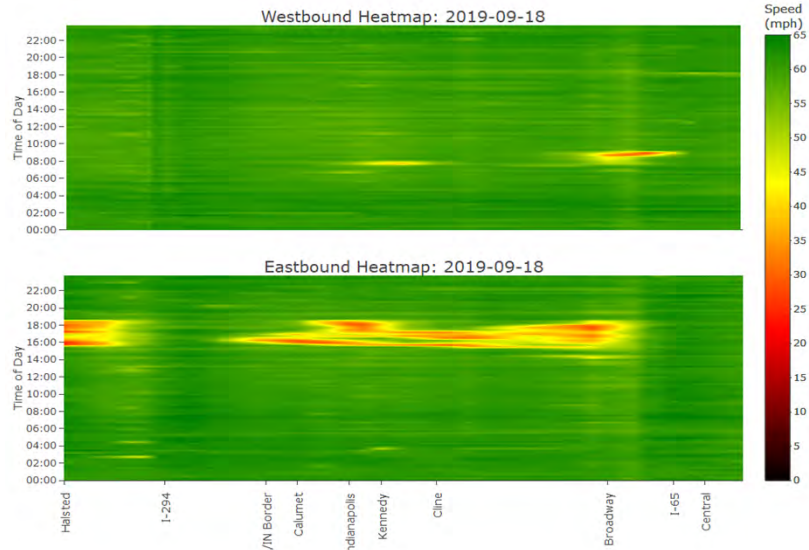


Delay for Weekdays



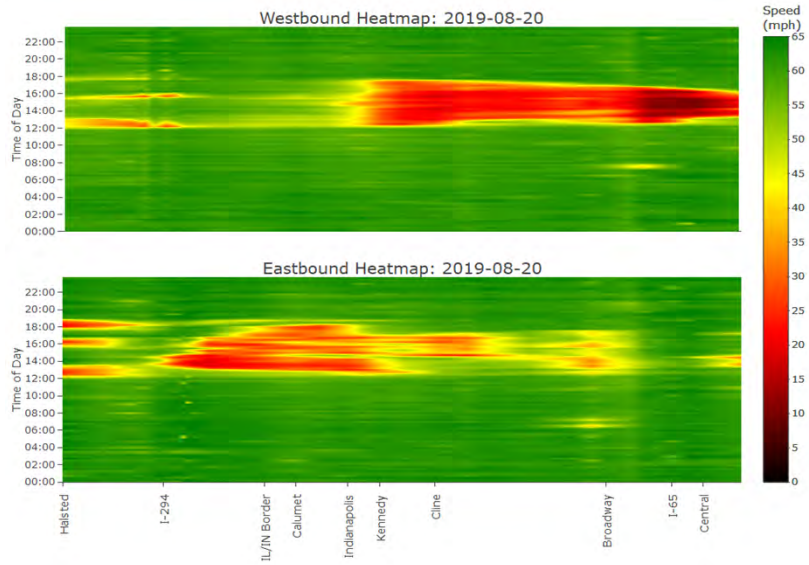
6

**Current Conditions**  
Traffic – Typical Weekday



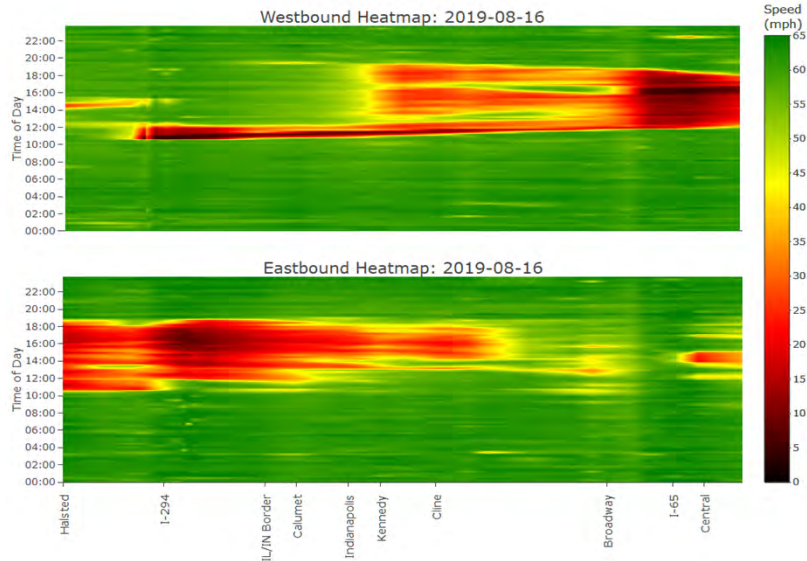
7

**Current Conditions**  
Traffic – Weekday Incident



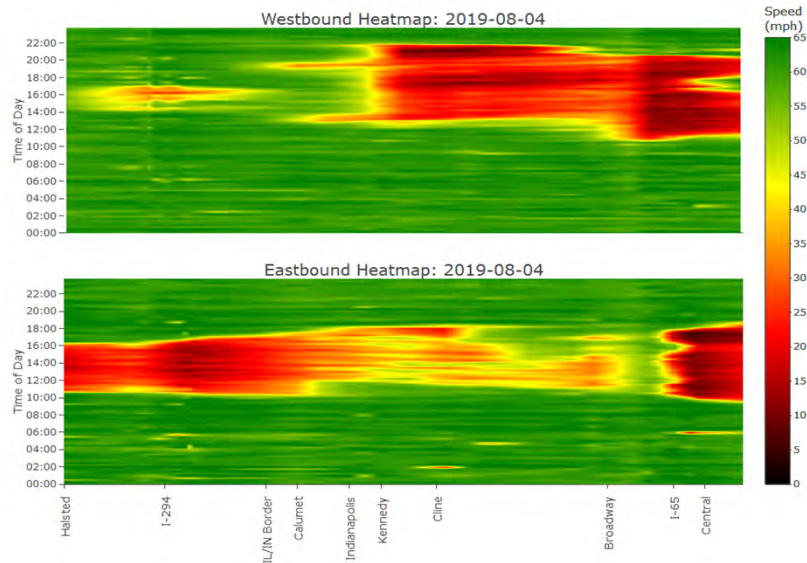
8

**Current Conditions**  
**Traffic – Typical Friday**



9

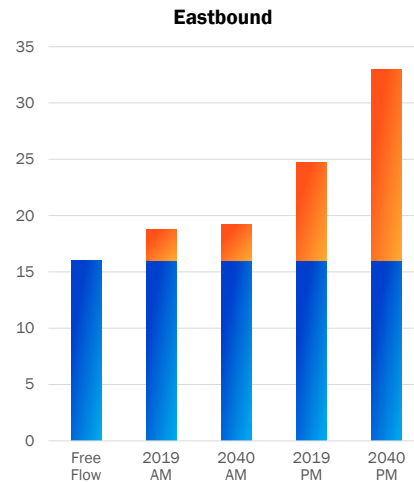
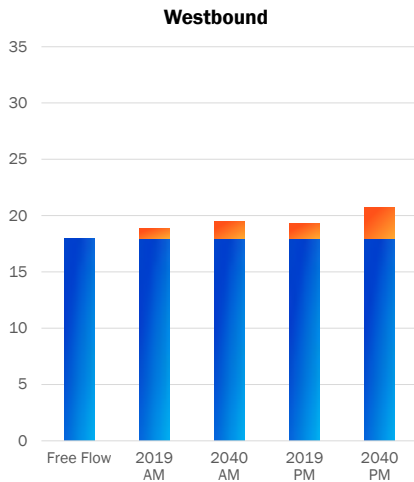
**Current Conditions**  
**Traffic – Typical Sunday**



10

## Current Conditions

### Traffic – Corridor Travel Times & Delay



11

## Upcoming Traffic Analysis

### Evaluation of TSMO Strategies

- Weekday and weekend conditions
- Lane-by-lane evaluation
- Various “packages” of strategies
- Effects on local street network
- Simulate incidents (e.g., crashes) to observe response



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## Current Conditions

### Safety

- Crash Frequency Below Statewide Average
- Crash Frequency not High, but High Severity Location
- Crash Frequency Above Statewide Average
- High Crash Frequency Location



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## Preliminary Purpose and Need

- Congestion
  - Peak periods, including weekends
  - Minimize impact of incidents
- Safety
  - Reduce crash rates in the corridor



### QUESTION #1

What do you think are the biggest problems in the corridor?

- What?
- Where?
- When?

#### Ways to Comment:

- Comment Form
- Map Board
- Website

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## Increasing Efficiency Without Adding Pavement

More Lanes is Not the Answer for the Borman



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## FlexRoad

A New Approach at INDOT

- Strategic Approach
- Congested Urban Corridors
- First Comprehensive TSMO Study

**FLEXROAD** LESS STOP, MORE GO

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## TSMO in 80/94 Corridor

### High Level Assessment

#### Stakeholder Outreach

- DOT operations teams
- DOT maintenance staff
- DOT traffic engineering
- State Police
- Incident responders

#### Information Gathered

- Operational policies and procedures
- Existing systems
- Existing roadway conditions
- Traffic and incident data

#### Short Listed Strategies

- Dynamic Shoulder Lanes
- Lane Control
- Variable Speed Limits
- Ramp Metering
- Queue Warning
- Work Zone Management
- “Behind the Scenes” strategies

17

## What is TSMO?

### Transportation Systems Management and Operations

- TSMO is a set of strategies that focus on operational improvement
- Get the most out of the existing transportation facilities.
- Real-Time Monitoring and Response
- Flexibility: Demand-Responsive Roadways



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## TSMO in the Region

### TSMO Strategies in Operation Today

- Illinois Tollway – I-90
  - Bus on Shoulder
  - Dynamic Shoulder Lane
  - Lane Control
- Chicago Area (IDOT)
  - Ramp Metering
- Indiana Toll Road
  - Queue Warning
  - Variable Speed Limits
- US 23 (Michigan)
  - Dynamic Shoulder Lane
  - Lane Control
  - Queue Warning
  - Variable Speed Limits



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## Dynamic Shoulder Lane/Hard Shoulder Running

- Temporary use of shoulders
- Location
  - Inside shoulder
  - Outside shoulder
- Use Conditions
  - Peak periods
  - Demand response
  - Incident response
- Considerations
  - Physical obstructions (e.g., bridges)
  - Shoulder debris/snow
  - Drainage



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## Dynamic Shoulder Lane/Hard Shoulder Running



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## Variable Speed Limits

- Temporary reduction in speed limit
  - Congestion
  - Incidents
  - Work Zones
  - Weather
- Speed harmonization
- Dynamic monitoring and adjustment
- Advance signing and gantry spacing



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## Queue Warning

- Avoid secondary incidents
- Real-time monitoring of speeds
- Detect issues
- Dynamic Message Signs (DMS)



23

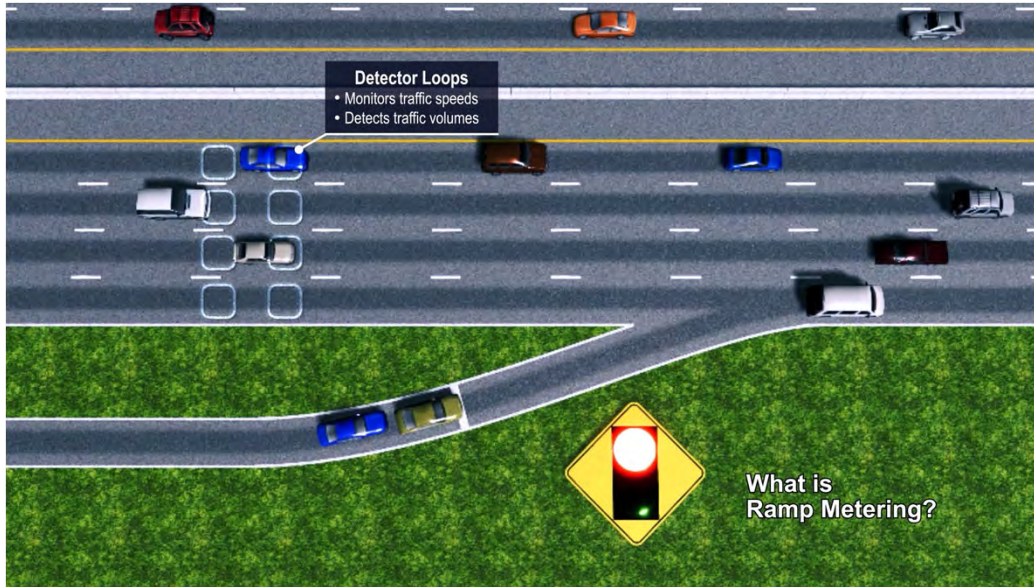
## Ramp Metering

- Control rate of flow of entering vehicles
- Sensors monitor traffic on both highway and ramps
  - Trigger metering system
  - Select appropriate flow rate
  - Prevent impacts to local streets
- Single lane and multiple lane



24

## Ramp Metering



25

## Behind the Scenes Strategies

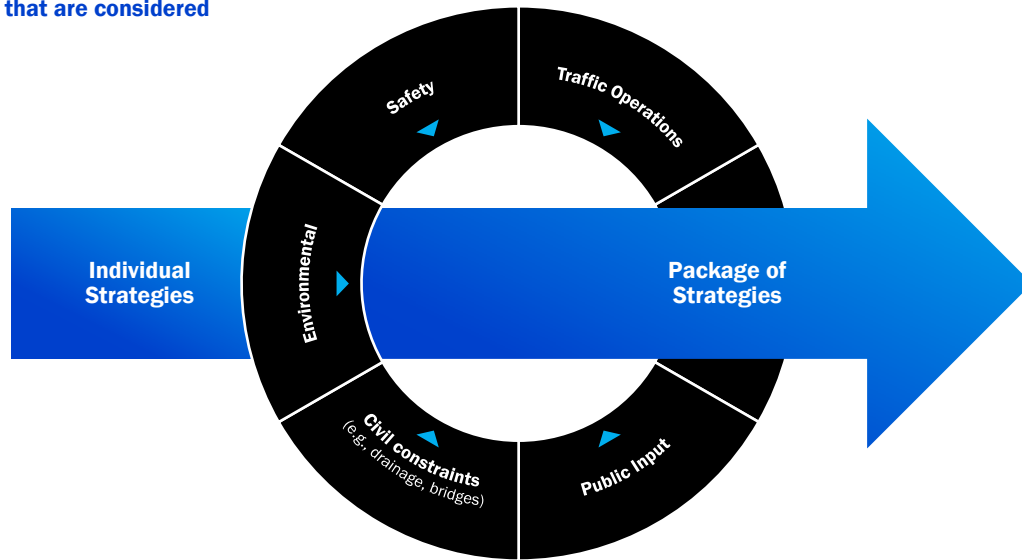
- Improved incident management
  - Incident detection
  - Automated responses
  - Improved coordination between agencies
  - Quick Clearance



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## Identifying an Integrated Solution

Factors that are considered



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## Initial Strategies Summary

- Dynamic Shoulder Lanes/Hard Shoulder Running
- Variable Speed Limits
- Ramp Metering
- Queue Warning
- Work Zone Management
- Behind the Scenes Strategies



### QUESTION #2

What do you like/dislike about the strategies?

Are there other strategies that you think we should be considering?

#### Ways to Comment:

- Comment Form
- Website

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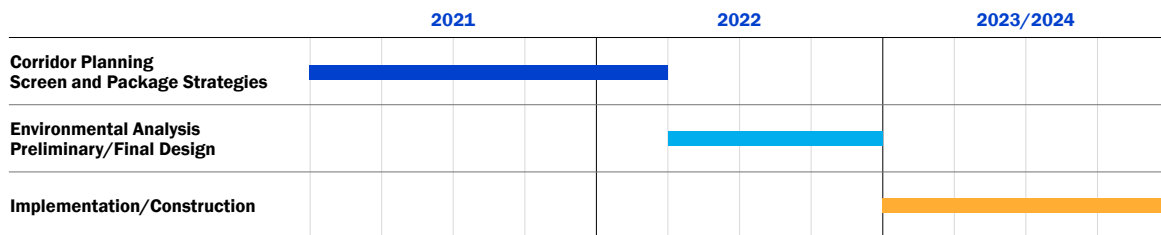
## Study Process and Schedule

### Planning & Environment Linkages (PEL) Process



PEL products that will be carried into NEPA:

- Draft Purpose and Need
- High Level Environmental Evaluation
- Agency Coordination
- Public Outreach
- Alternatives Screening



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## How Can You Get Involved

### Your Feedback Makes the Study Better

- Learn
  - Tonight
  - Project Website: [www.indianaflexroad.com](http://www.indianaflexroad.com)
- Provide Feedback
  - Purpose and Need
  - Strategies
- Stay Up To Date
  - Sign up for email updates
- Share With Others
  - Friends, neighbors, organizations



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## 80/94 FlexRoad Outreach Program

### Continued Engagement Throughout the Study

- Public Meetings
  - More meetings this Fall
  - Throughout the project development process
- Community Advisory Committee
  - Local government
  - Environmental justice organizations
  - Community Organizations
- Resource Agency Committee
  - State/Federal environmental agencies
- Transportation Organizations
  - Transportation Agencies
  - Metropolitan Planning Organization
  - Law Enforcement



### QUESTION #3

What groups or organizations should we be reaching out to?

How can we spread the word effectively?

#### Ways to Comment:

- Comment Form
- Website
- Email

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**THANK YOU**

[www.indianaflexroad.com](http://www.indianaflexroad.com)

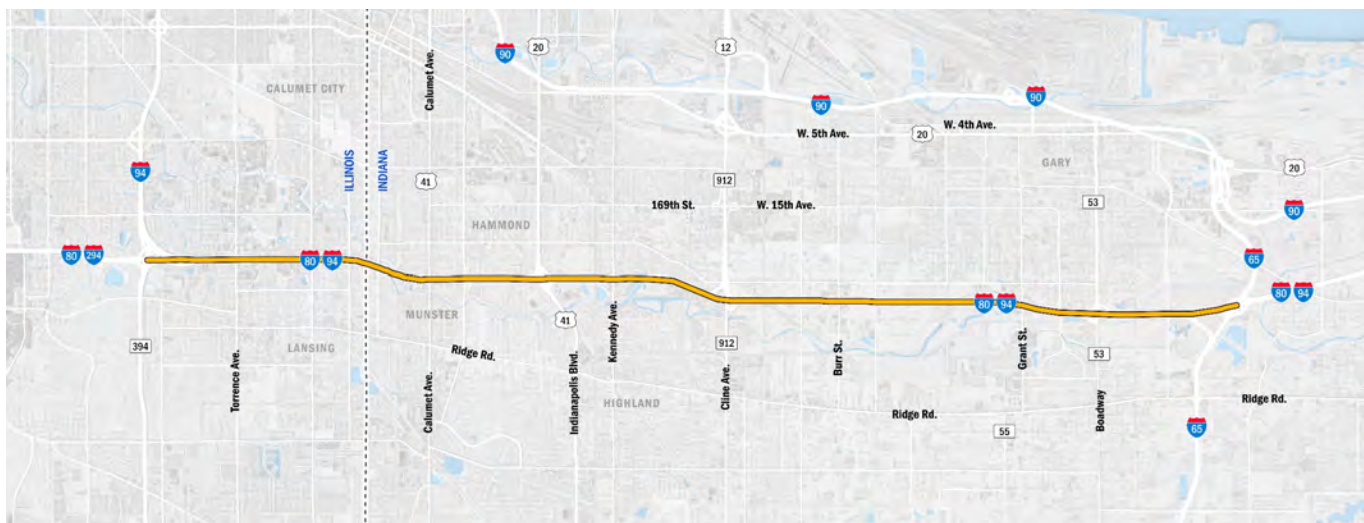
**FLEXROAD**  
LESS STOP, MORE GO

INDIANA DEPARTMENT OF TRANSPORTATION

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# 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](http://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><b>DYNAMIC SHOULDER LANES/LANE CONTROL</b></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><b>VARIABLE SPEED LIMITS</b></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><b>RAMP METERING</b></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><b>QUEUE WARNING</b></p> <p>Sensors in the roadway detect congestion and warn drivers ahead of time so that they can safely reduce their speed.</p>
<p><b>BEHIND THE SCENES STRATEGIES</b></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

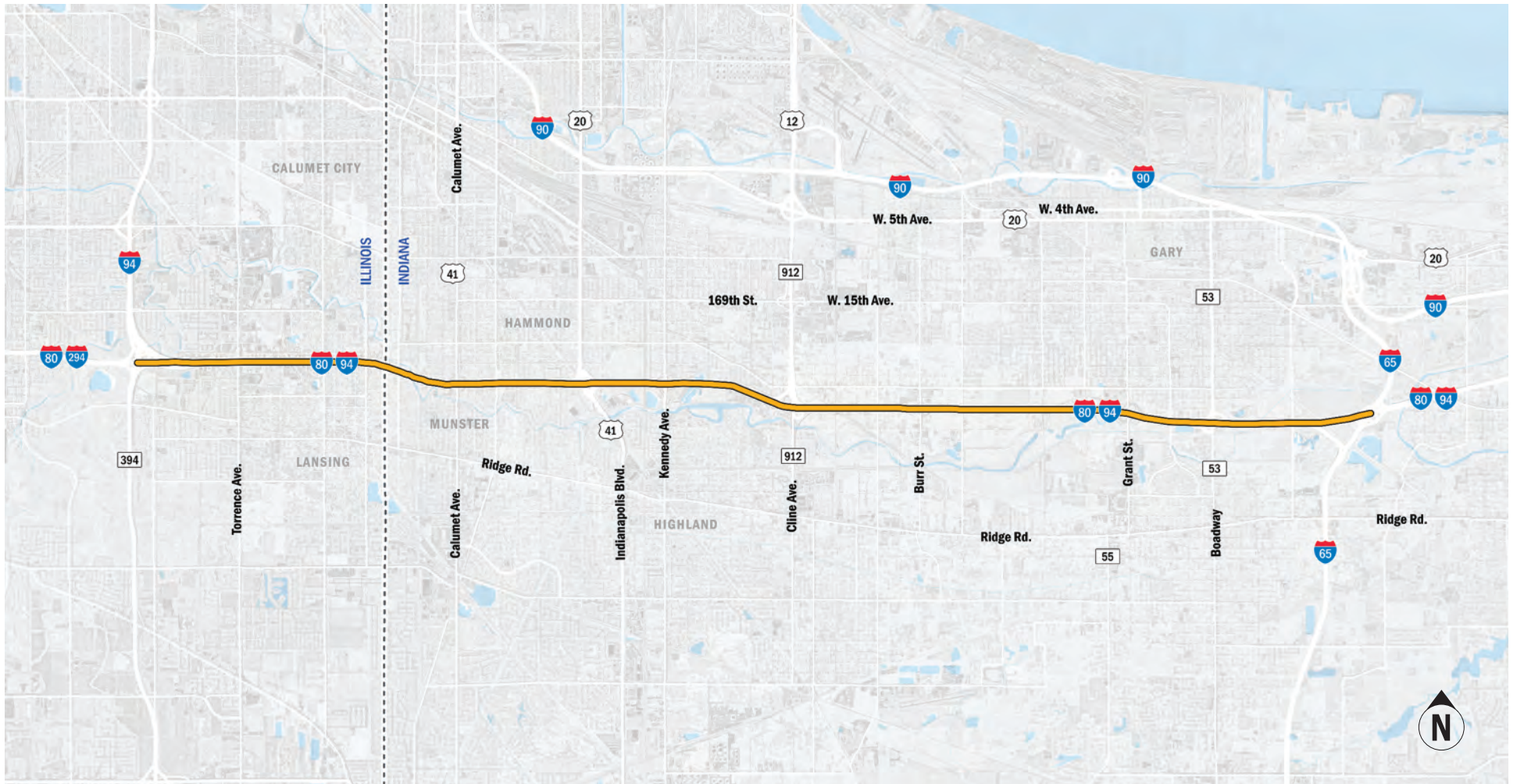
Over the next 6 months, the study team will be working to define the problem, evaluate potential TSMO solutions, and identify any environmental or community concerns. We're reaching out to other transportation agencies, state and Federal agencies, and the general public for input. You can participate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

	2021	2022	2023
Corridor Planning Screen and Package Strategies	[Blue bar spanning 2021, 2022, and 2023]		
Environmental Analysis Preliminary/Final Design		[Light blue bar spanning 2022 and 2023]	
Implementation/Construction			[Orange bar spanning 2023]

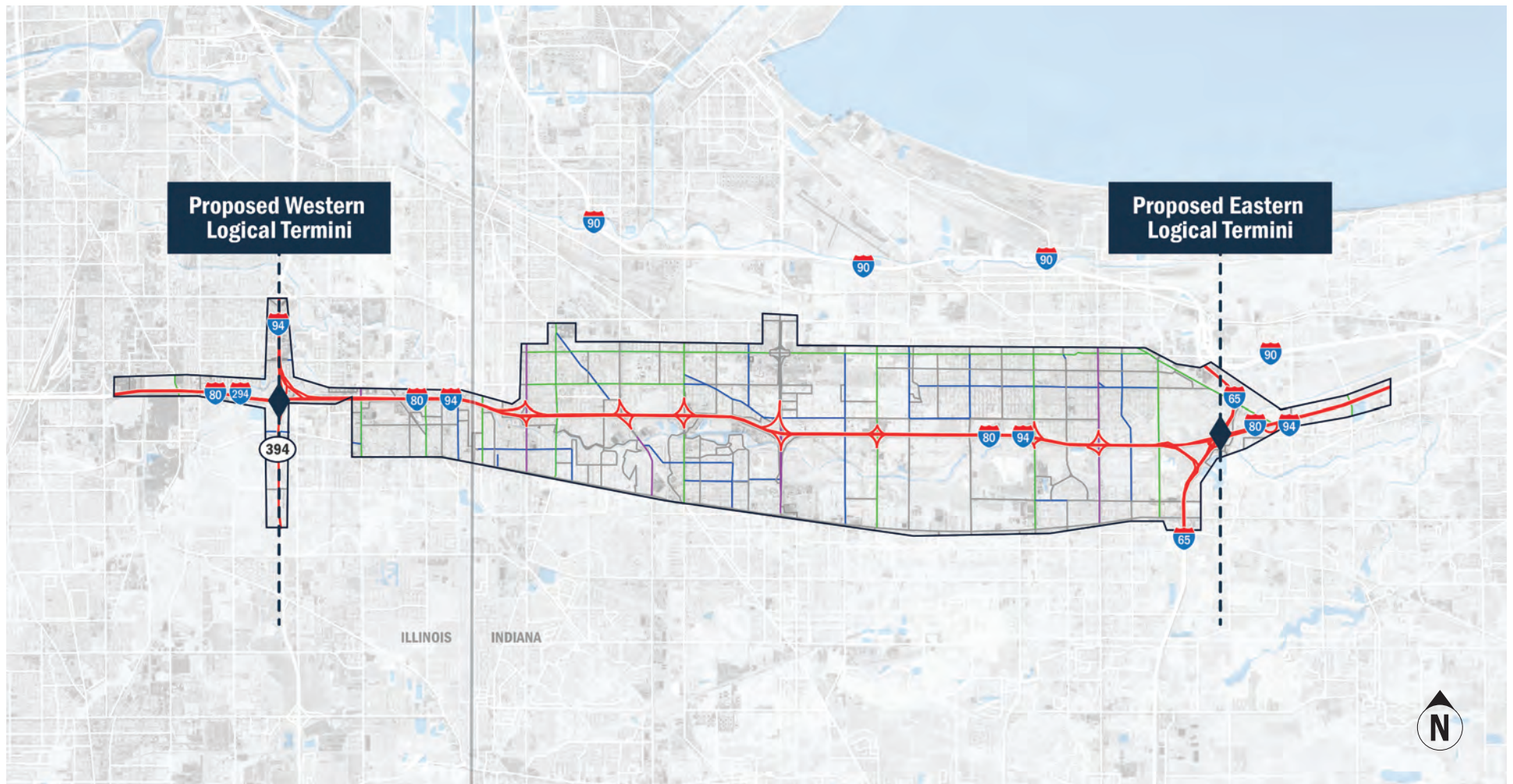
For more information or to sign up to receive study updates via email, go to [www.indianaflexroad.com](http://www.indianaflexroad.com)

# I-80/I-94 Expressway Study Limits

## IL 394 to I-65



# Help us Define the Study's Purpose and Need

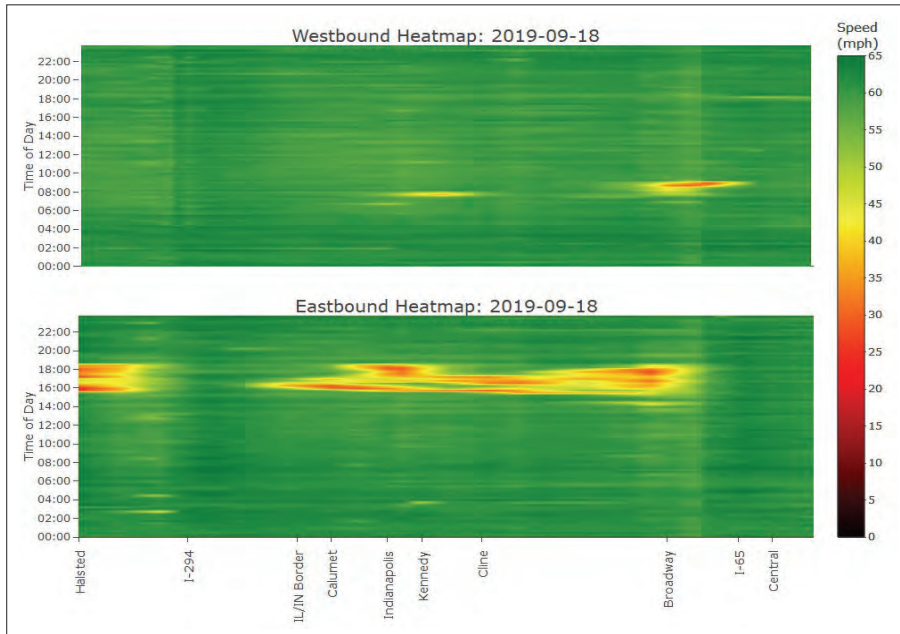


**Corridor wide congestion issues/causes**

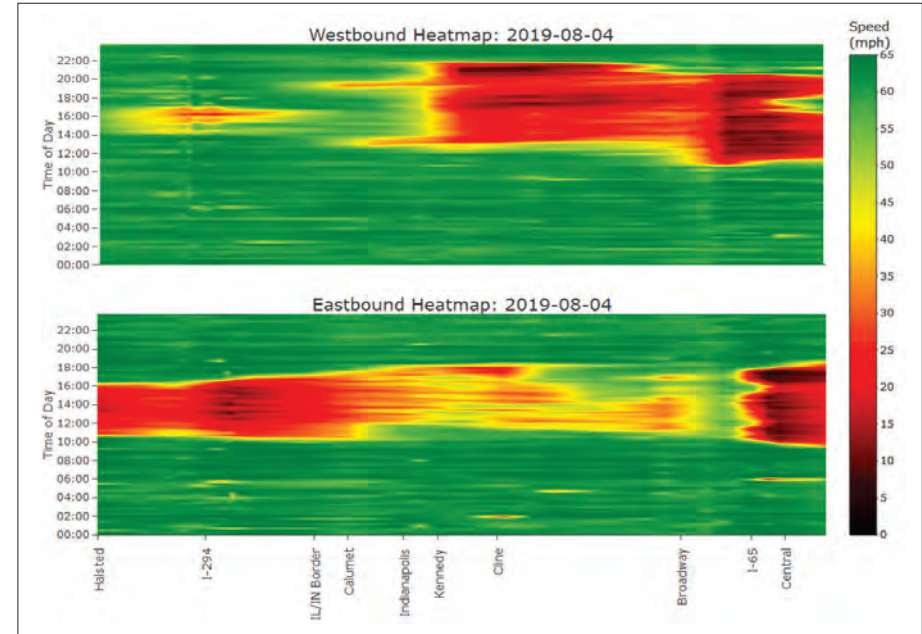
# Recurring Congestion

## Current Observed Speeds, Travel Times

Typical Weekday



Typical Sunday



- Average daily traffic (AADT) ranges from 204,000 at the state line to 158,000 at I-65
- Trucks comprise up to 31% of daily traffic and up to 25% of peak-hour traffic

### I-80/I-94 Average Weekday Peak-Period Travel Time, Delay (Compared to Free-Flow Conditions)

	Travel Time Route	Travel Time (Minutes)				
		Free-Flow Travel Time	AM Travel Time	AM Delay	PM Travel Time	PM Delay
2019	WB from I-65 to IL 394	18	18.9	+0.9	19.3	+1.3
	EB from IL 394 to I-65	16	18.8	+2.8	24.7	+8.7
2040	WB from I-65 to IL 394	18	19.5	+1.5	20.7	+2.7
	EB from IL 394 to I-65	16	19.2	+3.2	33.0	+17.0

# Improving Safety Along the Corridor

## Current Crash Data



### High Crash Segments

11 of 22 westbound segments are identified as either high-crash frequency of high-crash severity segments

13 of 20 eastbound segments are identified as either high-crash frequency of high-crash severity segments

# Transportation Systems Management & Operations (TSMO) Strategies

## How to Increase Efficiency Without Adding More Lanes? Technology and Operational improvements

### Potential TSMO Strategies

- Dynamic Shoulder/Hard Shoulder Running (HSR)
- Dynamic Lane Control
- Variable Speed Limits (VSL)
- Queue Warning
- Ramp Metering



**A combination of lane control, hard shoulder running, and variable speed limits**



**Queue Warning**



**Ramp Metering**



**Variable Speed Limits and Queue Warning**



## Comment Summary

The 80/94 FlexRoad project (Des. 1901643) had an open comment period from July 12 to September 3, 2021. During this time, comments were received through the project's website ([www.indianaflexroad.com](http://www.indianaflexroad.com)), the two in-person public meetings, one virtual public meeting, the project survey, and via email. The public was asked to provide comments on the project pertaining to congestion, safety, ramps, and any general comments. A three-question survey was also handed out during the public meeting and made available electronically on the project website.

During the public comment period, the project's website had over 3,500 visits, of which were 1004 unique visitors. Users left 62 comments on the project map and submitted nine surveys electronically. Over 30 people attended the three public meetings, provided the project team with over 40 comments, and completed two surveys. The content of the public comments is summarized below.

### Congestion Hotspots – 16 Comments

Specific areas of congestion were noted on the project website and are summarized below. Comments generally mentioned areas where lanes began or ended which led to cars moving around and leading to slow downs. Trucks using the left lanes was mentioned in multiple comments.

- Lanes feel tighter and more restrictive when crossing into Indiana due to the high sound barriers and the curve in the road. The perception of a constricted roadway leads to slowdowns.
- Eastbound I-294/94 merges two lanes into one. Also have people moving across lanes to exit to Calumet Avenue.
- Merging traffic from Torrence Avenue to eastbound 80/94 disrupts traffic because of a short auxiliary lane causing traffic to cut in front of mainline travel.
- Eastbound congestion approaching I-65 as motorists decide too late to move lanes to exit. The ramp is also not wide enough even after the original expansion. Three lanes on the exit ramp are recommended.
- Westbound 80/94 traffic slows down before Broadway.
- Section of roadway near Torrence Avenue is congested, especially westbound 80/94.

### Safety Issues – 21 Comments

Specific areas where safety issues arise were noted on the project website and are summarized below. Comments ranged from line of sight, bottlenecks, speeding, cars moving back and forth, drainage, and asking for dedicated police patrols. Primarily, safety issues mentioned were from cars and trucks moving back and forth between lanes. Additionally, comments noted potholes, and drainage issues and debris in the shoulders along the corridor.

- Motorists use the exit ramp lanes to cut into traffic at the last minute at the 294 interchange.
- The entrance ramp to eastbound 80/94 from Bishop Ford has cars moving across all lanes when entering from 159<sup>th</sup> Street.
- There is a dip in the road on westbound 80/94 close to Torrence Avenue in the first lane.
- The Illinois/Indiana border has different lanes and there is a curve in the road.
- Trucks are using all lanes near the I-65 interchange causing unsafe conditions.

### Ramp Issues – 17 Comments

Specific ramp issue areas were noted on the project website and are summarized below. Primary issues noted were concerning bottlenecks and cars moving across lanes to exit or enter quickly causing slowdowns and safety issues. Cars enter onto 80/94 without adequate spacing between them. The ramps and auxiliary lanes associated with entrances and exits were also noted to be long which caused more safety issues.

- The Calumet Avenue on-ramp to westbound 80/94 holds water which can block traffic during heavier rain events.
- The piers on the Cline Avenue on-ramp bridge to eastbound 80/94 are large and will limit the use of the inside shoulder for potential TSMO strategies.
- There is not enough space for people to merge onto eastbound 80/94 from Cline Avenue as people are also exiting to Burr Street.
- Entrance ramp from Burr Street to westbound 80/94 needs two lanes. The merged lanes on the ramp are unsafe.
- Traffic volume at the Burr Street interchange is too great with the new casino. There needs to be a combined westbound exit for Burr Street and Cline Avenue.
- The eastbound entrance ramp from Broadway and I-65 exit ramp is difficult to navigate.
- The signage on northbound I-65 to 80/94 is not clear and the ramp design to westbound 80/94 is difficult to navigate.

### General Comments – 43 Comments

General comments ranged from a variety of topics, but many mentioned trucks using left lanes, speeding, and amount of congestion due to lack of other routes through the area. Multiple comments mentioned pursuing dedicated truck, express, or high occupancy vehicle lanes to ease traffic. Updating signage was also mentioned multiple times.

### Survey Responses – 11 Responses

**Question 1** – Answers mentioned weaving cars, trucks, and traffic volume as the primary problems in the corridor.

**Question 2** – Ramp metering and queue warning were the most liked strategies but also had mixed reactions from other comments. Comments noted that ramp metering with the current ramp design does not seem like a good idea. People would not know how to adjust to a new system of driving on the shoulder or using ramp meters. Additionally, one comment expressed that ramp metering should only be considered for smaller interchanges, not Cline Avenue, as most people will not likely abide. Drainage should be considered if the inside shoulder may be used for hard shoulder running. Strategies that keep trucks in the right lanes and out of the left were mentioned multiple times.

**Question 3** – Answers mentioned contacting trucking organizations, Indiana Constructors Inc., and cities in the area. Additionally, one comment mentioned school parent associations and churches to help spread information.

Number	Date Received	Comment(s)	Category	Response	Email	Name
1	7/19/2021	Eastbound at I-65 merge, Broadway EB ramp traffic conflicting with I-65 entrance lanes. Close the ramp, that way EB traffic can merge earlier.	Ramp Issue	Online Map		
2	7/21/2021	Too many cars entering the highway without adequate spacing in between. This comment applies to almost all the entrances in the corridor study area. I would like to see use of metered lights (red/green) to allow better timing and spacing of traffic entering the highway	Ramp Issue	Online Map		
3	7/21/2021	Along the whole corridor I would like to see dedicated police patrols to cut down on speeding and erratic lane changes. Enforce the speed limits	Safety Issue	Online Map		
4	7/22/2021	People are merging onto 80/94 EB from Cline the same time people are trying to exit Burr. The space to do this in is comical. Add on top a flashy new casino sign soon and more drivers will be distracted.	Ramp Issue	Online Map		
5	7/22/2021	Several cars use the exit ramps as a way to cut into traffic at the last minute causing the far right lane to be sig slower. More police/cameras to catch this. Another idea would be to have the inner median lane in both directions be an 'express' lane so that you cannot enter/exit until past a certain point.	Safety Issue	Online Map		
6	7/22/2021	Start looking again into building the Illiana expressway from Illinois to I 65, get the trucks off the Borman and save gas!!	General Comment	Online Map		
7	7/22/2021	Sorry folks down here, what ever happened to the proposed road here between 65 and 394? With the south shore line moving south seems like it would be a nice idea to accommodate everyone else moving south as well. Here's looking at you Hoosiers and Chicago folks! :)	General Comment	Online Map		
8	7/22/2021	All ramps at Burr street need to have two lanes going in each direction. Two lanes that turn into one lane going West on the Borman is a accident waiting	Ramp Issue	Online Map		
9	7/22/2021	There needs to be an eastbound combined exit for Cline and Burr street. There is too much traffic coming off of Cline and exiting at Burr with the new casino. Entrance/exit is too short for that volume.	Ramp Issue	Online Map		
10	7/22/2021	There needs to be a westbound combined exit for Burr and Cline. With the new casino, the traffic volume is too much for the current configuration.	Ramp Issue	Online Map		
11	7/23/2021	Drive many years. Fridays and Sunday's are awful. Coming into Indiana. And going into Chicago. Rush hours are congested 7 am -9am. 2pm-7pm. Monday-Friday. Worse now that so many commute to Chicago from Indiana.	General Comment	Online Map		
12	7/23/2021	While we are studying this project, why don't we expand to include the possibility of restudying the Illiana corridor? That would be the first small step towards making the Borman a better and safer corridor!	General Comment	Online Map		
13	7/26/2021	Congestion has been a problem for years. I355 was supposed to relieve this but, that will never happen. The suggestions I've read are a waste of time & money. This problem won't be addressed until alternate routes are built!	General Comment	Online Map		

Number	Date Received	Comment(s)	Category	Response	Email	Name
14	7/28/2021	<p>Send outreach to truckers for the CAC</p> <p>Why not use HOV lanes?</p> <p>What will emergency response look like during/after construction? will there be turnarounds for them?</p> <p>How does ramp meter detection work? the animation makes it seem like the cars are being released when there is an opening, not necessarily at regular intervals.</p>	General Comment	In-Person		
15	7/28/2021	Traffic slows approaching I-65 exit from EB 80/94 partly because many drivers wait until last minute to enter exit lanes causing slowdown for everyone. Dedicated exit lane(s) with barrier for Broadway and I-65 starting near Grant Street.	Ramp Issue	Online Map		
16	7/28/2021	Express lane(s) with barrier for through traffic	General Comment	Online Map		
17	7/29/2021	<p>Wesbound I-65 Ridge merging onto ramp leading to 80/94 needs arrows notifying merge</p> <p>Lane marking need to be darker. EB Kennedy-Cline Lanes 1,2 EB Kennedy-Burr all lanes SB</p> <p>WB Cline Bridge - Kennedy</p> <p>Road Issues: EB Lane 1 right at Torrence Merge, EB 94 merge with 80/294 merge results in a do or die because no one gives. Plus jumping to the Calumet Avenue lane., WB lane 1 horrible between Cline bridge to Kennedy</p> <p>Ramps: Lane ends merge left, WB Cline - Calumet, EB Blvd</p>	Road, Lane, Ramp issues	In-Person		
18	7/29/2021	Is this corridor comparable to US 23 corridor in Michigan?	General Comment	In-Person		
19	7/29/2021	There are not many people at this meeting. Have you advertised the project on social media?	General Comment	In-Person		
20	7/29/2021	Do you have a budget?	Budget	In-Person		
21	7/29/2021	Is I-90 as bad as the Borman?	General Comment	In-Person		
22	7/29/2021	This roadway has long auxiliary lanes, so will ramp meters work? People merge in vs people using the auxiliary lane to pass trucks.	General Comment	In-Person		
23	7/29/2021	Are these exit lanes unique as they are so long? They can be a problem with people using them as through lanes	Safety Issue	In-Person		
24	7/29/2021	The right lane is under-utilized, most traffic is in the middle lane. Trucks are in the right lane, people don't want to ride with them	Safety Issue	In-Person		
25	7/29/2021	Are you using traffic/travel data when there is no construction on the Borman? There is a lot of construction throughout the year	General Comment	In-Person		
26	7/29/2021	Is the project team from Illinois?	General Comment	In-Person		
27	7/29/2021	Lane wiggle near the border of Illinois slows traffic in that area	Safety Issue	In-Person		
28	7/29/2021	How many gantries would there be?	General Comment	In-Person		

Number	Date Received	Comment(s)	Category	Response	Email	Name
29	7/29/2021	Sometimes the information signs display non-relevant information	General Comment	In-Person		
30	7/29/2021	Will wrecker services bid to be the responder for the incentivized clearing?	Incentivized Recovery	In-Person		
31	7/29/2021	Can you split the EB lane at the 294 merge?	General Comment	In-Person		
32	7/29/2021	New lane striping is needed, especially when it is raining you cannot see the lane lines.	Safety Issue	In-Person		
33	7/29/2021	What is the cost estimate for 1 mile of pavement repair? I see a lot of large spots being replaced throughout the year. Why not just replace it all at once?	General Comment	In-Person		
34	7/29/2021	If this road is a high priority it should have the best pavement to avoid recurring maintenance.	General Comment	In-Person		
35	7/29/2021	Build a bridge across Lake Michigan to break up the 2 interstates on one road.	General Comment	In-Person		
36	7/29/2021	Maximize the time there are 4 open lanes along the road	Congestion Issue	In-Person		
37	7/29/2021	Is it possible to toll the Borman at different times?	General Comment	In-Person		
38	7/29/2021	Are truck idling emissions factored into construction times?	General Comment	In-Person		
39	7/29/2021	What is the driving force behind the 80/94 project? How did it get started?	General Comment	In-Person		
40	7/29/2021	Does Illinois contribute a relative percentage of funds to their percentage of roadway within the project area?	Budget	In-Person		
41	7/29/2021	For the incentivized recovery, is there freeway service patrol looking for broken down vehicles?	Incentivized Recovery	In-Person		
42	7/29/2021	Example shown for ramp metering are for <u>SHORT</u> on-ramps. Borman on-ramps are quarter-mile long. Clearing on-ramps using singlas will encourage more use by drivers using them to pass right through-lane traffic. Need to discourage misuse of existing lanes.	Ramp Issue	In-Person		
43	7/29/2021	Get drivers out of exit-only lanes ASAP. Arrows/chevron alternate markings. Short-dash lane lines. Rumble strips, spots, etc. Flashing lights. Enforcement personnel. People use them as passing lanes, speeding up, then slam on brakes at last moment and merge.	Safety Issue	In-Person		
44	7/29/2021	Luminous surface marking 24/7/365 is essential for both safety and driver operational and navigational clarity. Re-mark every 2 years need it or not. No deferred maintenance for surface marking.	Safety Issue	In-Person		
45	7/29/2021	Trucks too many!	Congestion Issue	In-Person		
46	7/29/2021	Speed cameras underneath the bridge - mail out tickets!	Safety Issue	In-Person		
47	7/29/2021	better signage at lane drop	General Comment	In-Person		
48	7/29/2021	Keep I-65 NB traffic merging into WB 80/94 to right lanes for about 0.4 mile	General Comment	In-Person		
49	7/29/2021	Sight line of bridge at Cline and jog of lanes. Bottleneck	Safety Issue	In-Person		
50	7/29/2021	EB 294/94 merge two lanes become one and you have people merging across to get to Calumet Ave lane	Congestion Issue	In-Person		
51	7/29/2021	WB 80/94 close to Torrence by 94 split there is a dip in the road in the 1st Lane	Safety Issue	In-Person		
52	7/29/2021	IL/IN has different lanes. Bottleneck	Safety Issue	In-Person		

Number	Date Received	Comment(s)	Category	Response	Email	Name
53	8/2/2021	I have been driving this corridor for the past 20 years. Eastbound ramp to I65 south was never wide enough from original expansion years ago. You need at least 3 lanes. Also ridge road lane exit is wasteful and causes confusion to some drivers. Bottle necks occur frequently at lane merge at central. This needs to be extended further to at least the toll road.	Congestion Hotspot	Online Map		
54	8/2/2021	Enforce truck lane restrictions and/or make signage more visible along the entire corridor. Always multiple trucks in the two left lanes.	Safety Issue	Online Map		
55	8/2/2021	I believe the problem is that the Borman is the only way to get from IL to IN. So drivers are stuck taking the same roadway to Michigan, Porter counties, or mid to southern lake IN counties. I think making an additional way connecting US-231 to 394 would alleviate some overcrowding on Borman. Also there is never any cops on the Borman so during rush hour you have cars weaving in and out of traffic at high speeds. Ultimately I feel other alternative routes are needed for IN folks to go east.	General Comment	Online Map		
56	8/2/2021	The confusion and congestion for the I-65 split begins back here. Many people switching lanes frantically to get in/out of the I-65 driving lanes in time.	Congestion Hotspot	Online Map		
57	8/2/2021	Bad spot morning rush/afternoon, Friday afternoon rush	Congestion Hotspot	Online Map		
58	8/2/2021	An awkward merge from the left lane, the lane ends about a mile before the I-80 / I-90 interchange. Makes for lots of congestion.	Congestion Hotspot	Online Map		
59	8/2/2021	Consider a carpool or high occupancy lane the entire route!	General Comment	Online Map		
60	8/2/2021	ramp to Eastbound Borman from Bishop Ford is too loose. Cars cutting across all 4-5 lanes when entering from 159th.	Safety Issue	Online Map		
61	8/2/2021	Truck lane enforcement! No reason there should be a semi doing 50 in the inside lanes!	General Comment	Online Map		
62	8/2/2021	The merge from EB 94 on to SB 65 is a mess when going on to the ramp. Individuals cut people off regularly and others can't seem to find their accelerators so overall it is ripe for an accident	Ramp Issue	Online Map		
63	8/2/2021	Truck lane enforcement as well as continuing the lane restrictions so the trucks don't run in the 2 far left lanes. Generally speaking, the trucks run too fast thru the area and don't consider their load (frequently steel coils) nor what they can control in the congested space.	Safety Issue	Online Map		
64	8/2/2021	I think they need to have one shoulder and use the far left as a fifth lane in and out of 94 until they can make an extension from 69 to 55.	General Comment	Online Map		
65	8/2/2021	North bound I 65 to westbound 89/94 ramp design difficult to navigate, bottleneck at end causes slow down in acceleration lane. Then lane drop due to exit only at Broadway causes more merging. Create truck only lane. Add HOV lanes.	Ramp Issue	Online Map		
66	8/3/2021	Other strategies that could work: managed lanes, HOV lanes, HOT (high occupancy toll) lanes, truck only lanes, cordon pricing, corridor tolling.  Would there be a mailing list for the project?	General Comment	In-Person		
67	8/3/2021	Because of the (generally) longer entrance ramps on the Borman, ramp metering is not going to provide much benefit here.	Ramp Metering	In-Person		

Number	Date Received	Comment(s)	Category	Response	Email	Name
68	8/3/2021	Is separating lanes into express and local an option? or separating truck VS auto lanes an option?	General Comment	In-Person		
69	8/3/2021	I've pushed for specific I-65 bypass routes since the early 90s, running from I-94 just East of Michigan City, going South of Valparaiso, then near Lowell, then swinging West into Illinois with the recommendation that they run it West of Joliet, West of O'Hare to connect again to I-94 in the vicinity of Kenosha, WI.  In '06 and '08 when the Borman was completely shut down from flooding for extended periods, I really thought there would be a smart look at an I-65 bypass plan. I strongly suggest you consider that now.	General Comment	In-Person		
70	8/3/2021	The issue with increased traffic is greatly due to the high cost of the SkyWay/Indiana Toll Road. Costs have tripled in the last 15 years which pushes more traffic onto the Borman. Cline Avenue now being a toll bridge did not help the situation. Without a second low cost E/W path through the region, the Borman will continue to bear the brunt of the traffic load. We need to take a wholistic look at the area and either lower the cost of the Skyway route or create an additional southern route.	General Comment	Online Map		
71	8/3/2021	Piers size on these ramps will limit use of shoulder	Ramp Issue	Online Map		
72	8/3/2021	Median shoulder has many drainage issues that should be addressed if used as a managed lane. These issues come up during MOT conditions already. Discuss with LaPorte Area Engineer	Safety Issue	Online Map		
73	8/4/2021	I used to live in East Chicago and took Cline Ave to Chicago Skyway daily. When this road was removed I had to take 80/94 daily. Paying off Skyway debt, and making it a low cost alternative to 80/94 for Chicago bound traffic would make the Borman less congested. For non-Chicago bound traffic we need additional East West corridors, perhaps another route south of US30 that routes from I-65 to 80 West and I-355 would improve the entire regional traffic flow.	Congestion Hotspot	Online Map		
74	8/5/2021	INDOT needs to learn how to implement option lanes on multi-lane exit ramps. INDOT's old design of parallel exit lanes requires more lane changing than necessary. INDOT needs to change the exit ramp from I-80/94EB to I-65SB to an option lane configuration, with arrow per lane (APL) signage. This is common in other states such as Utah and Florida. INDOT is always last to implement low-cost improvements such as this to improve traffic operations.	Ramp Issue	Online Map		
75	8/5/2021	Poor, out of date signage on I-65 NB approaching I-80/I-94/US 6. When the interchange was reconfigured, the movement between I-65 and I-80/94 should have been made the "mainline" and not still an exit ramp. The current exit ramp should be changed to an option lane ramp to reduce lane changing, and the approach signing should be changed to APL signing.	Ramp Issue	Online Map		
76	8/5/2021	INDOT should change their name to Indianapolis Dept of Transportation, since NW IN gets constantly screwed over! The Borman is perhaps the heaviest truck corridor in the US, yet gets no improvements!	General Comment	Online Map		

Number	Date Received	Comment(s)	Category	Response	Email	Name
77	8/5/2021	The environmental wackos shot down the Illiana Expressway project. The current transportation system in NW Indiana is killing economic growth. The congestion and truck traffic on the Borman is a total joke. I-355 should be extended south and to the east into Indiana, tying into upgrading US 30 to freeway standard all the way to Fort Wayne. There isn't an east-west freeway across the entire northern half of IN. The Toll Road is basically on the Michigan border!	General Comment	Online Map		
78	8/5/2021	Florida built elevated lanes (piers in the median) of the Selmon Crosstown Expressway in Tampa that are WB in the morning and EB in the afternoon. Texas builds elevated lanes in the median to add capacity on their freeways without having to acquire right of way. INDOT is simply too incompetent and cheap to do innovative ways of adding capacity like these.	General Comment	Online Map		
79	8/6/2021	I don't think I have been on this stretch of road without grinding to a halt or slow roll in years, especially going westbound.	Congestion Hotspot	Online Map		
80	8/6/2021	This stretch of highway might be a good candidate for piloting a dedicated truck lane. <a href="https://www.hw-lawfirm.com/resources/blog/dedicated-18-wheeler-truck-lanes-will-it-ever-happen/">https://www.hw-lawfirm.com/resources/blog/dedicated-18-wheeler-truck-lanes-will-it-ever-happen/</a> . Also, I was I70 in Colorado recently, and they had an "Express" toll lane that switched directions different times of the day. Not sure how much the toll was, however.	General Comment	Online Map		
81	8/11/2021	One of my most memorable 5 days a week commute on 80/94 was coming off of the Tri-State to the Calumet Ave. exit. It seemed like the volume and speed of traffic increased greatly...trucks especially. The condition of the pavement also deteriorated as I entered Indiana.	General Comment	Online Map		
82	8/12/2021	The left lane ending 1 mile before the I-80/90 Indiana toll road exit is silly and dangerous. Adding an additional travel lane so that the Borman is at least 8 lanes from the Indiana Toll Road exit to the Illinois state line would reduce congestion significantly and make for a safer trip to Chicago.	Congestion Hotspot	Online Map		
83	8/12/2021	Find a way for traffic to merge Eastbound from Torrence without disrupting traffic. The right lane ends and everyone keeps cutting in front of everyone. Also, many people have been using the shoulder to speed through and it's getting dangerous. Many cars cannot merge properly because traffic is backed up.	Congestion Hotspot	Online Map		
84	8/12/2021	Enforce trucks use 2 right lanes. So many times I have been getting cut off by truck drivers while in the left lane and they ride it for as long as possible, usually until they see a cop.	Congestion Hotspot	Online Map		
85	8/18/2021	Truck drivers need to stay out of the two left lanes. They cause cars to change 2 lanes over to pass them on the right, and cause huge congestion every single day the past 6 years I've been driving this. I'm tired of it	Congestion Hotspot	Online Map		



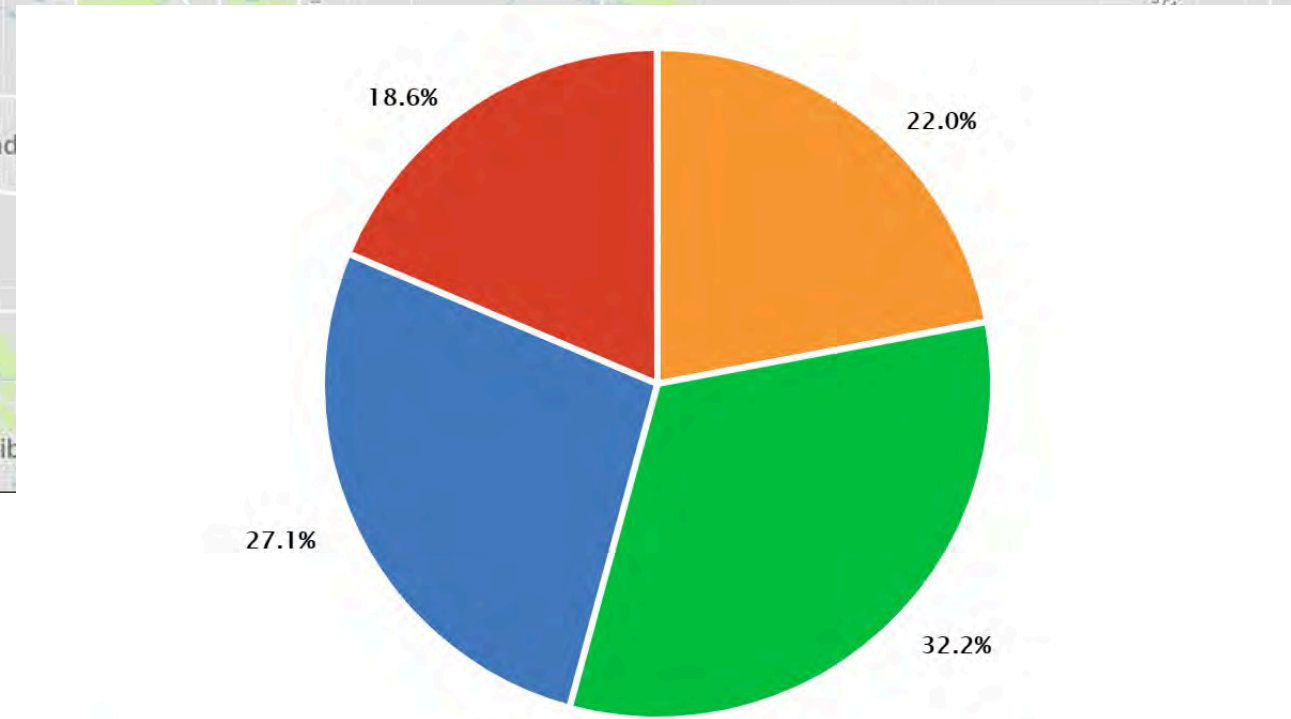
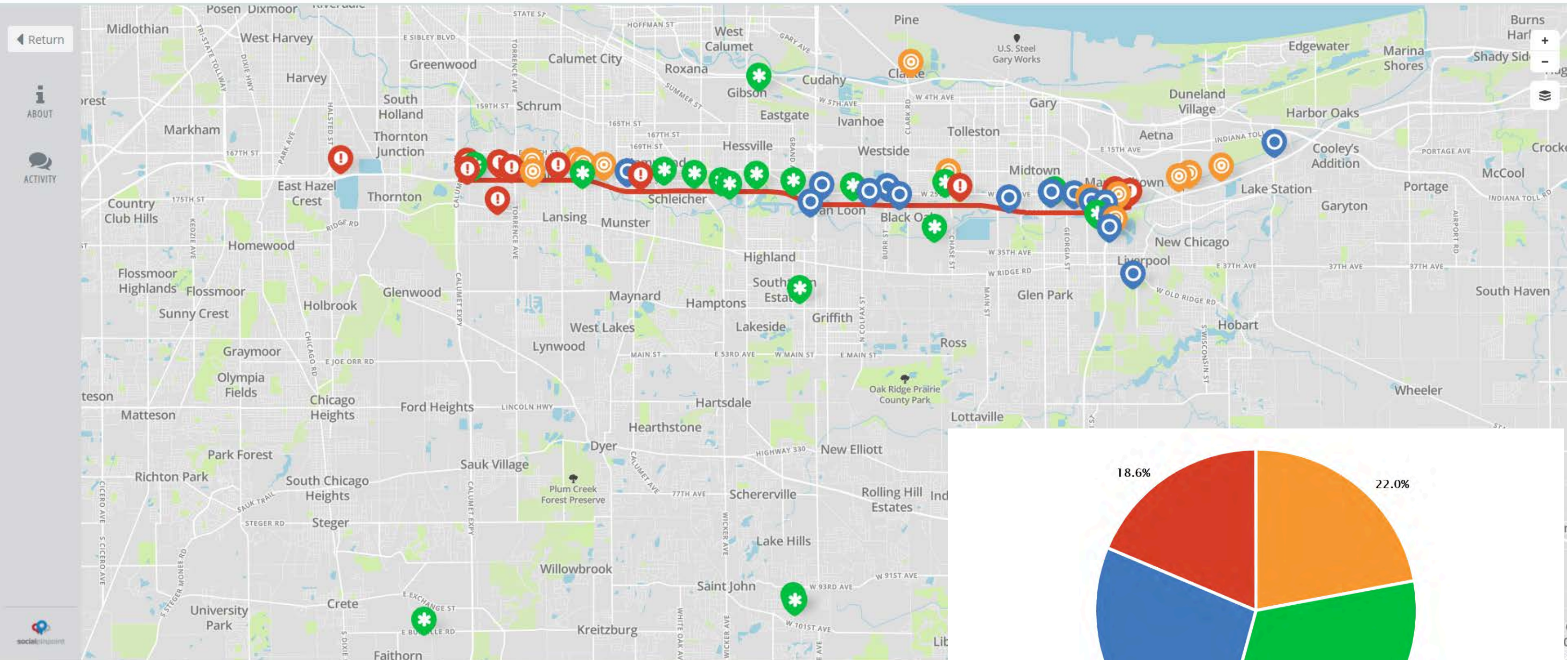
Number	Date Received	Comment(s)	Category	Response	Email	Name
86	8/20/2021	People decide what to do far too late approaching 65, especially eastbound. This causes congestion the closer you get to 65 because people cut across multiple lanes of traffic and eventually have to stop, even if in the wrong lane, because eventually they realize they have to get over and they're at the point of no return. If the left lane was a barricaded express lane for 3-4 miles from 65 on back, at least through traffic would continue to flow.	Congestion Hotspot	Online Map		
87	8/26/2021	There's a forced inside merge at the end of the ramp from SB Bishop Ford to EB Kingery/Borman. The ramp has two lanes at this point, and the left one is forced to merge with the right main lane, while the right ramp lane becomes a fifth mainline lane for a bit. It seems to me it would be safer to end the rightmost ramp lane before the merge and have the remaining lane continue as the fifth lane on the expressway proper.	Safety Issue	Online Map		
88	8/26/2021	The sudden drop from a wide open right-of-way surrounding the highway in Illinois to a narrow right-of-way with high sound barriers close to the shoulders in Indiana, combined with the reduction in visibility due to the curve, causes a general slowing of traffic EB in this area. The lanes feel much tighter once you cross the state line. Regardless of whether the narrowing is truly on the highway or not, the perception of constriction leads to slowdowns.	Congestion Hotspot	Online Map		
89	8/26/2021	The speed limit of 55 on this entire stretch is absurd. When traffic flows normally, most vehicles are going 65-75 without issue. Trying to maintain a speed of 55 even in the right lane feels downright dangerous.	General Comment	Online Map		
90	8/26/2021	This on and off ramp on the east and west bound sides is not safe. It gives you no time to get up enough speed. At that same time you are dealing with people trying to get off the freeway. People have to slow way down which causes back up.	Ramp Issue	Online Map		
91	8/26/2021	EB 80/94: Combine Broadway exit ramp with I-65 exit with clear signage for both. This would keep the exit ramp to Broadway and considerably extend the I-65 ramp. A divider would help make that exit clearer to drivers. To avoid congestion on that ramp it needs to be 3 lanes going to I-65.	Ramp Issue	Online Map		
92	8/26/2021	During lane closures for construction, signage to instruct on "Zipper Merge" i.e. remain in the lane which is closing and then adjoining lane traffic allow space for smooth merges, rather than traffic backing up in the lane next to the closing lane.	General Comment	Online Map		
93	8/26/2021	Since the Illiana is dead, would it be possible to add a lane to the Borman and create express lanes from the Michigan line to the Illinois state line with possible bailouts at 65, Burr (for the casino) and Indianapolis?	General Comment	Online Map		
94	8/26/2021	Both locations mentioned are relatively snow-free and infrequently experience ice. Elevated roadway on bridge structures would form a great skating rink in northwest Indiana. Such structures are therefore used in this area only when absolutely necessary.	General Comment	Online Map		
95	8/26/2021	Complete fail ! Most days West bound traffic is slowing down before Broadway, your motto is backward, less go and more slow is what it should be !!	Congestion Hotspot	Online Map		
96	8/27/2021	Getting on EB from Broadway is difficult with all the traffic trying to get onto I65 They cut across Lanes Truly scary especially on Fridays	Ramp Issue	Online Map		

Number	Date Received	Comment(s)	Category	Response	Email	Name
97	8/27/2021	Something needs to be done. Semis flying all over the several lanes. You can't drive the speed limit. Put trucks in left hand lane.	Safety Issue	Online Map		
98	8/28/2021	I agree 100%	General Comment	Online Map		
99	8/30/2021	Constantly holding water which during heavier rains blocks lanes of traffic.	Ramp Issue	Online Map		
100	8/30/2021	Most of the congestion starts here. The merge from Halsted onto the Tri-State going eastbound creates a bottleneck that goes past the quarry and towards the state line.	Safety Issue	Online Map		
101	8/30/2021	Shoulders needs to be cleaned of debris weekly. The shoulders are not safe to pull into with all the debris.	Safety Issue	Online Map		
102	8/30/2021	Make Ridge Road from I65 to Grant street a 4 lane road with a center turn lane. This would be a great bypass when an accident occurs on 80/94.	General Comment	Online Map		
103	8/31/2021	Giant pothole on in second to right lane on eastbound side. Hot patched yearly and tears up yearly. Will this ever be properly fixed?	Safety Issue	Online Map		

Number	Date Received	#1 - What do you think are the biggest transportation problems in the corridor?	#2 - What do you like/dislike about the strategies? Are there other strategies that you think we should be considering?	#3 - What groups or organizations should we be reaching out to? How can we spread the word effectively?	Response	Email
1	7/28/2021	North of I-65 to westbound 80/94 a little scary merging with traffic already at speed limit & keeping an eye with the traffic trying to merge as you are trying to do. Times are during the mornings & afternoons.	Ramp metering/Queue Warning very, very good.	Contact trucker & Teamsters Union. Police & Fire Departments	In-person	
2	7/29/2021		Variable speed limits & queue warning sound like positive ideas. Ramp metering with the current CD design just does not seem like a good setup.	City websites, INDOT website, Trucking Association, Motor Carrier Services - IFTA/IRP/Oversize overweight websites	In-person	
3	8/2/2021	Always bottlenecks between Kennedy Avenue and I65, then where it loses a lane near Ripley.	Work zones have been terrible this year. No warning about ramp closures, etc. would like to see flex lanes, controlled shoulder riding (not speeding) and controlled ramp entry.	School parent associations and churches could help get the word out.	Website	
4	8/3/2021	Large piers in Cline interchange limit shoulder width for use as lane Left shoulder vary in width from 11'9 to 14 feet Left shoulder cross slope problems with trucks hitting bridges drainage	Will drainage revisions be considered to improve median drainage so traffic can run more often Reconstruct median shoulder for cross slope improvement to raise inlets and improve drive ability of lane and allow more headwater on drainage Rain must be addressed if using median shoulders for traffic	Trucker outreach on a regional basis. Interview truckers	Website	
5	8/4/2021	There's just too much traffic that has to move past Hammond and Gary to get to I-65, build the Lowell by-pass so those trucks don't have to come all the way north to head east and back south. This is especially during 1:30pm to 4:00pm heading east and 3:30-6:00pm heading west when truckers hit the road. Plus putting the Hard Rock on Burr Street really didn't help the situation.	I don't like the strategy because most people won't know how to adjust their driving to the new system of driving on the shoulder and ramp metering. I see in Chicago at the ramp meters people stopping when the light is green and people not accelerating fast enough to merge. The other problem with drivers here is they don't plan ahead or look ahead when driving and they over react when there's construction that requires all the lanes to shift. People seem to freak out and stop inside of just steering through the lane shifts. The latest example of this is the construction on I-80/94 over US 41. All four west bound lanes shifted to the left and instead of maintaining the speed limit and staying in the solid white line lanes people slammed on the brakes. INDOT has to be aware most drivers are drive with fear and most can't seem to understand traffic patterns.	I'm not sure about what agency can fix the above problem but driver's education comes to mind and make license testing harder.	Website	
6	8/4/2021	The biggest issue I have is Friday Afternoon and evening traffic. Unfortunately it isn't limited to just this corridor but impacts the entire Chicagoland Region. If at all possible I try to avoid traveling long distance on a Friday Afternoon and Evening through the Chicagoland Area. I will gladly wait until Saturday morning to travel through the Chicagoland area.	Queue Warning is nice but only warns me of the slow / stopped traffic a mile ahead. Need to have message signs that indicate travel times using various routes to popular destinations or well known interchanges. Ramp Metering is good for ramps that seem to receive a platoon of cars then there is a period of no vehicles. If the volume of cars is high and consistent then need to be careful of queuing onto the feeding roadway. Is there a dedicated Emergency Response Patrol for the I-80/94 corridor that can relocate disabled vehicles from the corridor? Presence of enforcement officers for speed limits and ramp metering enforcement. Are your weigh stations up to date to help reduce the number of unsafe trucks on the highway? Has your Over size over weight permit issuers put restrictions on when loads can be transported on the corridor? Was an HOV lane considered?	Truckers Associations, Illinois State Agencies such as IDOT and State Police. Greyhound and other transit companies that use the corridor.	Website	
7	8/4/2021	Drivers using on/off lanes as through traffic lanes. Drivers weave in and out of ramp lanes and back into through traffic lanes causing stoppage on exit lanes to merge back into through lanes.			Website	
8	8/12/2021	Yearafter year same zones crippled with construction between state line and Cline. Also Semis using 2 left lanes to travel from Michigan City to Illinois state line east and west bound. All hours.	Figure a way to keep semis out of left 2 lanes, WITH OR WITHOUT CONSTRUCTION.		Website	
9	8/12/2021	The two biggest problems are the total volume of traffic and the semi's. These result in accidents etc.	There are only two solutions to the problems i mentioned. For semi's, keep them in the appropriate lane(s). The other solution is not specific to the corridor, we need other routes in Lake county to get east/west as well as north/south that aren't filled with stoplights etc.		Website	
10	8/26/2021	Congestion due to the limited number of INDOT maintained limited access routes with East and West travel. This is assuming ITRCC & Cline Ave bridge limit traffic due to tolls. Without diverting traffic away from this area TSMO will have limited success. When main Interstates become too land-locked and congested, bypasses are developed, adding to the overall capacity of the system. A-la I-465, I-294, I-290, I-355. As I'm sure you are aware of: - All traffic heading to or from Michigan from NWI/Illinois must use this zone. This volume appears to be unavoidable. - A significant amount of traffic heading to and from Ohio from NWI/Illinois must use this zone. traffic without access to the Skyway (south suburbs) has no option but to travel this zone to get to 80/90. - All traffic heading to or from central Indiana via I-65 from NWI/Illinois must use this zone. This appears to be where the biggest opportunity for diversion is possible.	Shoulder running is a good option but it assumes that drivers will not need to utilize the shoulders for emergencies. Queue warning should and work zone management should be handled by the existing ITS. Ramp metering should only be considered for the smaller interchanges, mainly not Cline Ave. Most folks likely will not abide. I don't know enough about variable speed limits, I've seen them around Cleveland and NYC, in stop and go traffic. Until a time where traffic can be diverted, TSMO appears to be a low cost, quick fix.	Indiana Constructions, Inc.	Website	
11	8/31/2021	Trucks are all over the lanes for the whole section being studied.	Keep the trucks to their own lanes. They slow things down when in the left lanes. Use express lanes for cars and auto ticket/toll semi trucks in them		Website	

# 80/94 FlexRoad Project Website Comment Map

Drag to comment >  Congestion Hotspot  Safety Issue  Ramp Issue  General Comment



 Congestion Hotspot  General Comment  Ramp Issue  Safety Issue