

**Meeting:** Transportation Management Plan (TMP) Meeting #1

**Time and Date:** August 6, 2024, 10:30 AM - 12:00 PM CT

**Location:** Student Union Library Building, Room 327 | PNW Hammond Campus

**Attendees:**

| Name                | Organization & Role                               |
|---------------------|---|
| Terrance Weems      | Indiana State Police, district 13                 |
| Glen Fifield        | Indiana State Police                              |
| Garry Sparks        | Hammond Police Department                         |
| William Allen       | City of Gary, city engineer                       |
| Mark Heute          | Town of Munster Parks                             |
| Brian Williams      | Hamond Fire Department                            |
| Brian Miller        | PNW Police  |
| Nate George         | City of Gary, public works                        |
| Ty Warner           | NIRPC   |
| Jim Wagner          | Francis Alliance                                  |
| Al Phillips         | Village of Lansing                                |
| Matt Buerger        | Farnsworth Group                                  |
| Nate Cunningham     | Thornton Township High School, superintendent     |
| Glenn Bachert       | Calumet City, fire chief                          |
| Steven Kaminsky     | Robinson Engineering Ltd.                         |
| Daniel Irving       | Northwest Indiana ER and Hospital                 |
| Eric Kurtz          | City of Hammond Schools, assistant superintendent |
| Michael Suggs       | City of Gary, chief operations officer            |
| Klyce Erskine       | IDOT  |
| Lisa Heaven-Baum    | IDOT  |
| Jose Rios           | IDOT  |
| Mike Yacullo        | INDOT, project manager                            |
| Terri Fair          | INDOT, environmental                              |
| Cindy Mauro         | INDOT, environmental                              |
| Amber Thomas        | INDOT   |
| Sarah Ford          | INDOT, technical services director                |
| Scott Mason         | INDOT. project manager                            |
| Stewart Michels     | INDOT   |
| Amy Stanley         | INDOT   |
| Jessica Kruger      | INDOT   |
| Mischa Kachler      | INDOT   |
| Katherine Smutzer   | INDOT   |
| Rachel Greenwood    | INDOT   |
| Dave Boruff         | INDOT   |
| Kari Carmany-George | FHWA  |

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| Abell Gelaye    | FHWA                                   |
| Betsy Tracy     | FHWA                                   |
| Toby Randolph   | Parsons. project manager               |
| Mindy Peterson  | Parsons, public involvement director   |
| Tim Kent        | Parsons, civil lead                    |
| Bill Montgomery | Parsons, maintenance of traffic lead   |
| Berry Craig     | Parsons, public involvement specialist |
| Craig Moore     | Parsons, traffic lead                  |

**Meeting Purpose:** The meeting served as an update on the 80/94 FlexRoad project, introduced the TMP, and discussed the role of TMP team members.

1. Welcome and introductions
  - a. Toby Randolph (TR), Parsons project manager, welcomed the group.
  - b. Self-introductions were made.
2. Project Presentation
  - a. The project presentation was led by TR and Tim Kent (TK), civil lead. It was interactive with discussion throughout the presentation.
  - b. Topics included a project overview, Maintenance of Traffic, the Transportation Management Plan, and project contact channels.
3. Project Overview
  - a. 80/94 FlexRoad is expected to improve traffic flow and safety along Indiana’s busiest corridor. The extends from the I-65 interchange in Indiana to IL 394 on the west.
  - b. Innovative strategies are proposed to reduce travel time, increase reliability, and improve safety.
  - c. Two primary needs have been identified for FlexRoad: congestion and safety.
  - d. The purpose of the project is to identify corridor improvements that will:
    - i. Increase the operational efficiency of the corridor by reducing travel times and increasing travel time reliability, and
    - ii. Improve safety in the corridor by reducing crashes.
  - e. Construction is expected to start in 2026 and last three years.
4. Anticipated Improvements
  - a. Several improvements are planned including inside median shoulder reconstruction, concrete pavement restoration, and improvements to the Broadway and I-65 interchanges.
  - b. TSMO Strategies include ramp metering, variable speed limits, dynamic lane control, dynamic shoulder lanes, event management strategies, and improved signage.
  - c. Combining all TSMO strategies and the modifications at the two interchanges are anticipated to provide the greatest benefits to safety and mobility.
  - d. Digital gantries will be placed about every half mile to provide key information to drivers.

- e. Two alternatives are under consideration at Broadway, including a Modified Signalized Intersection and a Multi-Lane Roundabout.
  - f. Improvements to fiber optics are expected to begin in summer 2025 and be complete by 2026. Minimal impacts to traffic are anticipated.
  - g. Existing fiber cables will be replaced with cables on both sides of the corridor, offering additional communications capacity and redundancy.
5. Transportation Management Plan (TMP)
- a. A successful project requires a balance between the needs of the contractor, the highway users, and the public and private stakeholders.
  - b. The TMP addresses these interests by developing a plan that retains existing capacity while providing adequately sized work areas for the contractor.
  - c. The TMP includes the Traffic-Control Plan (TCP), which is the plan to maintain traffic during construction.
  - d. TMP Team responsibilities include review of the TCP, review of alternate routes, coordination with local officials and businesses and emergency responder coordination. Responsibilities include a review of any design and TMP changes, as well as a report on the successes and failures of the TMP.
6. Traffic Control Plan
- a. Construction on FlexRoad improvements is expected to begin in early 2026 and last three years. Work on fiber optic replacement will begin in 2025.
  - b. Goals and strategies include:
    - Traffic Mobility Through Work Zone
      - Maintain as many lanes as possible in each direction
      - Maintain all interstate-to-interstate system ramps
      - Service interchange ramp closures only when necessary
    - Effective Traffic-Control Plan
      - Time-efficient construction: reduce sub-stages and temporary barrier relocation
      - Cost-efficient construction: reduce temporary pavement
    - Work Zone Safety
      - Utilize temporary barrier to protect workers from traffic
  - c. Maintenance of Traffic
    - i. Four lanes of I-80/I-94 will be open in both directions most of the time. A minimum of three lanes will be open in both directions during overnight work.
    - ii. The ramp from I-80/I-94 East to I-65 South is expected to maintain two lanes at all times.
    - iii. Closures will be needed for entrance and exit ramps. Short-term closures are expected up to two weeks. The Broadway exit ramp is anticipated to close for 60 days.
    - iv. Local roads adjacent to the corridor that require work will remain open with short-term lane closures.
  - d. Design Criteria

- i. 45 mph work zone speed limit on I-80/I-94 (posted at 55 mph today)
    - ii. 35 mph design speed on ramps
    - iii. Provide a minimum of 11-foot lanes during construction on I-80/I-94
    - iv. Provide a 2-foot shoulder adjacent to travel lanes (reduced to 1-foot in some locations)
    - v. Avoid short lane shifts (use double the required length, where possible)
    - vi. Eliminate or mitigate potentially hazardous weaving movements
  - e. MOT typical sections and plan sheets are included in the attachment to meeting minutes.
7. Public Meetings
- a. Two public meetings are scheduled next week: Wednesday, August 14, at the Hammond Sportsplex & Community Center and Thursday, August 15, at the Irwin Community Center. Both are 5:30 to 7pm with a 6pm presentation.
  - b. A recorded project update will also be posted to the website on August 14.
8. Contact Channels
- a. The project website, [IndianaFlexRoad.com](http://IndianaFlexRoad.com) has project information, maps and more. TMP and public meeting materials will be posted there.
  - b. Sign up for project updates via email on the project website or by text by messaging "INDOT 8094FlexRoad" to 468311.
  - c. INDOT4U contact channels are used with all feedback shared with the Project Team. Be sure to mention FlexRoad when contacting INDOT4U.
9. Group Discussion
- Q: W. Allen asked if concrete patching will be happening throughout the corridor.  
A: T. Randolph indicated a 5-mile section of the corridor is being patched and the inside shoulder will be strengthened throughout the corridor.
- Q: W. Allen asked if when replacing the median barrier wall if any lighting will be replaced.  
A: T. Randolph responded that only affected lighting will be replaced.
- Q: M. Heute asked if vertical clearance under bridges had been considered and if it is adequate for travel lane within the shoulder.  
A: T. Kent indicated bridge vertical clearance was reviewed and is adequate.
- Q: D. Boruff asked if IDOT has a policy on rolling closures and traffic stoppages.  
A: T. Randolph responded the team will review any policy and coordinate accordingly.
- Q: K. Smutzer asked if working room behind the mobile barrier dictates the one-foot shoulder need? Consider making sure the delineation along the existing outside barrier is in place and clean.  
A: B. Montgomery said the one-foot shoulder is dictated by lane alignment and they're bound by existing barrier and sound walls. Existing lane/shoulder widths within this section are 11.81 ft. due to metric design, creating the reduced width. The

only way to create wider shoulders is to reduce lane width or remove a lane, both of which are less desirable designs.

K. Smutzer reiterated the need to look at the spec book for delineation.

Q: M. Kachler asked about design speed and recommended that the design speed of the existing facility be used for the Construction Zone Design Speed for mainline. The Worksite Speed Limit can still be reduced.

A: T. Kent indicated that's the intent. The construction zone will be signed 45 mph.

B. Montgomery indicated that the construction zone design speed is 70 mph per INDOT Work Zone Safety stage 1 review and applies specifically to lane shift and taper lengths.

Q: M. Heute asked if any sound walls will be repaired or replaced.

A: T. Randolph: No, but a couple of potential sound walls in Illinois are being evaluated.

Q: W. Allen asked for the contract number.

A: M. Yacullo indicated the contract number is T-42591.

W. Allen indicated that the Contractor will be required to submit a right of way application to perform work along city streets and close lanes.

T. Kent indicated the MOT and pavement marking during shifts will be similar to recent pavement patching along the corridor.

T. Weems indicated he would like to be included in ongoing coordination meetings. He has since been invited to monthly project coordination meetings.

Q: L. Heaven-Baum asked when the TMP document is expected to be ready for review.

A: T. Randolph indicated it's expected this fall.

The next TMP meeting is expected early next year.