

Appendix I

Other Documents

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800005	1800005	Lake	Dowling Park
1800011	1800011	Lake	Tolleston Park
1800012	1800012	Lake	Washington Park
1800040	1800040	Lake	Homestead Park
1800055	1800055	Lake	Sheppard Memorial Park
1800059	1800059	Lake	Cheever Park
1800062	1800062	Lake	Leroy Township Park
1800063	1800063	Lake	Markley Memorial ParkEllendale Park
1800071	1800071	Lake	Cheever Park
1800087	1800087	Lake	Sheppard Memorial Park
1800102	1800102	Lake	Grand Boulevard Lake Recreation Area
1800108	1800108	Lake	Riverview Park
1800137	1800137	Lake	Northgate Park
1800150	1800150	Lake	Meadows Park
1800168	1800168	Lake	Sunnyside Park
1800170	1800170	Lake	Howe Park
1800189	1800189	Lake	Dowling Park
1800193	1800193	Lake	Harrison Park
1800194	1800194	Lake	Martin Luther King Jr. Park (Formerly Maywood Park
1800199	1800199	Lake	Ridgeway Park
1800202	1800202	Lake	Hatcher Park
1800206	1800206	Lake	Meadows Park
1800226	1800226	Lake	Hoosier Prairie Nature Preserve
1800227	1800227	Lake	Liberty Park
1800231	1800231	Lake	Pheasant Hills Community Park & Cherry Hill Tot-Lot
1800237	1800237	Lake	Wolf Lake Park (N & S)
1800239	1800239	Lake	Bluebird Park
1800253	1800253	Lake	Centennial Park
1800272	1800272	Lake	Wolf Lake Park (N & S)
1800273	1800273	Lake	Grand Kankakee Marsh County Park
1800302	1800302	Lake	Munster Community Park
1800329	1800329	Lake	Jackson Park
1800369	1800369H	Lake	Harrison Park
1800369	1800369D	Lake	Lemon Lake County Park
1800377	1800377	Lake	Main Square Park
1800386	1800386	Lake	Gibson Woods Nature Preserve & Tolleston Ridges Nature Preserve
1800405	1800405G	Lake	Clark and Pine Dune Swale Nature Preserve
1800414	1800414	Lake	Wolf Lake Park (N & S)
1800417	1800417	Lake	Centennial (Dan Rabin) Plaza & Trail
1800424	1800424	Lake	Lake Etta County Park
1800455	1800455	Lake	Deep River - Woods Mill County Park
1800464	1800464	Lake	Festival Park & Lakefront Park
1800473	1800473	Lake	Oak Ridge Prairie Co. Park
1800488	1800488	Lake	Marquette Park
1800489	1800489	Lake	Festival Park & Lakefront Park
1800522	1800522	Lake	Pavese Park
1800523	1800523	Lake	Lakewood Park
1800523.5	1800523.5	Lake	River Drive Park
1800528	1800528	Lake	Lowell Sports Park
1800533	1800533	Lake	Hobart City Ball Park
1800555	1800555	Lake	Scherwood Golf Course
1800580	1800580	Lake	Oak Ridge Park
1800586	1800586	Lake	Teibel Nature Park
1800586.1	1800586.1	Lake	Teibel Nature Park
1800590	1800590	Lake	Deep River County Park
1800622	1800622	Lake	Fireman's Park
1800636	1800636	Lake	Parrish Avenue Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

UTILITIES

TELECOMMUNICATIONS

Astound (IL)
 Juan Del Real
 Address not provided
 312-955-20200

Astound (IN)
 Marvin Hazley
 13508 S. Kenton Avenue
 Crestwood, IL 60445
 630-631-2394

AT&T (IN)
 Dennis Protega
 Angelo LaManila
 302 S East Street
 Crown Point, IN 46307
 219-662-4689

Comcast (IN)
 Thomas Munaf
 688 Industrial Drive
 Elmhurst, IN 60126
 224-229-6863

Comcast (IL)
 Martha Gleras
 Address not provided
 224-229-6862

Frontier
 Wesley Carter
 1502 Magnavox Way, Suite 100
 Fort Wayne, IN 46804
 260-564-5492

IFN/Zayo (IN)
 Curtis Miller
 9209 Castlegate Drive
 Indianapolis, IN 46256
 765-461-7136

Lumen
 Leslie Dingman
 110 N Chauncey Street
 Columbus Cby, IN 46725
 317-644-0949

TELECOMMUNICATIONS

MCI/Verizon (IN)
 Jason Jarvis
 720 W Henry Street
 Indianapolis, IN 45225
 219-314-6926

NIPSCO Fiber
 Dean Garret
 801 East 86th Avenue
 Merrillville, IN 46410
 219-252-6530

Purdue
 Christopher Teague
 2550 Northwestern
 West Lafayette, IN 47906
 765-496-7914

Rogens Communication
 Julie Paulson
 Address not provided
 920-395-7142

Sprint/Cogent
 Steve Hughes
 Address not provided
 202-793-6597

US Signal (IL)
 Ryan Ranger
 Address not provided
 618-233-6093

US Signal (IN)
 Saj Tella Koneva
 7020 Southbeld Dr SE
 Caledonia, MI 49316
 616-325-6230

Windstream
 Shawn Riley
 102 E Shafer Street
 Forsyth, IL 62535
 812-461-7450

TELECOMMUNICATIONS

Zayo (IL)
 John Ferraresi
 810 Jorle Blvd
 Oak Brook, IL 60523
 8447-417-9609

ITS
 IDOT
 Electrical Maintenance Contractor
 Meade Electric Company
 773-857-7572

INDOT ITS
 ITS_Locates@Indot.in.gov
 317-473-3930

ELECTRIC
 CoMed
 Aaron Rysell
 200 Bloomingsdale Rd, Suite 245
 Glendale Heights, IL 60138
 630-962-7139

NIPSCO Electric
 Sayyaf Ali
 3800 179th Street
 Hammond, IN 46323
 219-228-7983

GAS
 NICOR Gas
 Paul Eggen
 Address not provided
 630-380-2362

NIPSCO Gas
 Jessica Thomas
 801 East 86th Avenue
 Merrillville, IN 46410
 219-252-6530

WATER

City of Chicago Heights
 Andrew Smith
 1601 Chicago Road
 Chicago Heights, IL 60411
 708-755-3118

Hammond Water
 Bruce Long
 6505 Columbia Ave
 Hammond, IN 46320
 219-853-6428

Indiana American Water
 Albert Turner
 153 N Emerson Ave
 Greenwood, IN 46143
 317-885-2437

Metro Water
 Joe Schuessler
 Address not provided
 312-751-3236

Town of Munster
 David White
 1005 Ridge Road
 Munster, IN 46321
 219-836-6978

Town of New Chicago
 122 Huber Blvd
 Hobart, IN 46342
 219-484-3463

SEWER
 Hammond Sanitary
 Dean Dalton
 5143 Columbia Ave
 Hammond, IN 46320
 219-853-6413

City of Lake Station
 Walter Jaime
 1969 Central Avenue
 Lake Station, IN 46405
 219-895-2594

SEWER

Town of Munster
 David White
 1005 Ridge Road
 Munster, IN 46321
 219-836-6978

Town of New Chicago
 122 Huber Blvd
 Hobart, IN 46342
 219-484-3463

PIPELINES
 BP
 Matt Raleigh (IN)
 30 S. Wacker Suite 900
 Chicago, IL 60606
 312-766-2430

Buckeye
 John Rangell
 5 Tex Park 9999 Hamilton Blvd
 Brehmsville, PA 18031
 219-781-3383

Explorer Pipeline
 Thomas Martinez
 6120 S Yale Ave
 Tulsa, OK 74134
 918-493-5153

Kinder Morgan
 Mark Cavazos
 1001 Louisiana Street
 Houston, TX 77002
 713-420-4363

Marathon
 Landon Morris
 1900 West Avenue H
 Grifth, IN 46319
 317-671-7814

Wolverine Pipeline
 Gary Goben
 8075 Creekside Drive
 Portage, MI 49024
 269-323-2491

SIGNALS/LIGHTING

INDOT Signals
 Mckah Glassinger
 315 E. Boyd Boulevard
 LaPorte, IN 46350
 219-325-7581



Excerpts

**FLEX
ROAD**

> LESS STOP,
MORE GO

I-80/94 BORMAN EXPRESSWAY

Transportation Systems
Management and Operations
(TSMO)

Transportation Management Plan
(TMP)

September 30, 2024

Prepared by: Parsons

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In order to reduce the number of pages in the NEPA document, Appendices B, C, D, and E were omitted from the TMP.

COMMONLY USED ABBREVIATIONS

AADT	Average Annual Daily Traffic
CAC	Community Advisory Committee
CIB	Contract Information Book
CPR	Concrete Pavement Restoration
EB	Eastbound
FHWA	Federal Highway Administration
IDM	Indiana Design Manual
IDOT	Illinois Department of Transportation
IHCP	Interstate Highway Congestion Policy
IL	Illinois
IMP	Incident Management Plan
IN	Indiana
INDOT	Indiana Department of Transportation
ITS	Intelligent Transportation System
MM	Mile Marker
MOT	Maintenance of Traffic
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NB	Northbound
NIRPC	Northwestern Indiana Regional Planning Commission
PCMS	Portable Changeable Message Sign
PIP	Public Information Plan
ROW	Right of Way
SB	Southbound
TTB	Temporary Traffic Barrier
TTCP	Temporary Traffic Control Plan
TMC	Traffic Management Center
TMP	Transportation Management Plan
TOP	Transportation Operations Plan
TSMO	Transportation Systems Management and Operations
WB	Westbound

PART 1: TRANSPORTATION MANAGEMENT PLAN (TMP)

1.0 INTRODUCTION

The Indiana Department of Transportation (INDOT), in conjunction with Parsons (Consultant) and with the Federal Highway Administration (FHWA) as a major stakeholder, is procuring I-80/94 FlexRoad (Project) to address congestion and safety issues along the I-80/94 corridor in Lake County, Indiana.

The project area encompasses the I-80/94 corridor from I-65 in Indiana on the east to IL 394 in Illinois on the west; see Figure 1. The Indiana portion of the corridor is called the Frank Borman Expressway, and the Illinois portion is called the Robert Kingery Expressway. This roadway is a critical interstate link between the Chicago area and points east. The Project seeks to improve the mobility, safety, and reliability of the corridor through several infrastructure improvements, including the deployment of Transportation Systems Management and Operations (TSMO) strategies.

The Project is designated as a “Significant Project” and therefore requires a Transportation Management Plan (TMP), Transportation Operations Plan (TOP), Public Information Plan (PIP), and Temporary Traffic Control Plan (TTCP). The requirements for each of these plans are presented in the sections below and will be based on coordination throughout the project development process.

The information presented in the sections below is preliminary and subject to change based on future meetings with stakeholders and Contractor recommendations as approved by INDOT. This TMP summarizes the overall Maintenance of Traffic (MOT) strategy to accommodate traffic during construction while minimizing adverse impacts, maximizing safety and mobility, addressing construction contract requirements, and documents key decisions through the project development. The primary goal of the MOT strategy is to facilitate traffic moving through the work zone as safely and efficiently as possible while balancing needs of the Contractor and project stakeholders.

The Contractor will require sufficient workspace and time periods to perform their tasks efficiently and safely. Area stakeholders have an interest in both construction efficiency and travel impact. The state and local public agencies are responsible for providing emergency, transportation, and other critical services. Accessibility and accurate, timely information about construction impacts is important to the stakeholders.

Stakeholders’ needs have been and will be considered in a series of Community Advisory Committee (CAC) and Transportation Management Plan (TMP) Team meetings where the project team can learn from local agencies, businesses, and residents what issues are important to them. In turn, the project team will provide information to the stakeholders, such as the issues of access, roadway and lane closure schedules, and a general understanding of the project. An early dialogue provides the stakeholders with a sense of ownership in the project. This dialogue will provide the project team with the ability to incorporate suggestions early in the project if possible.

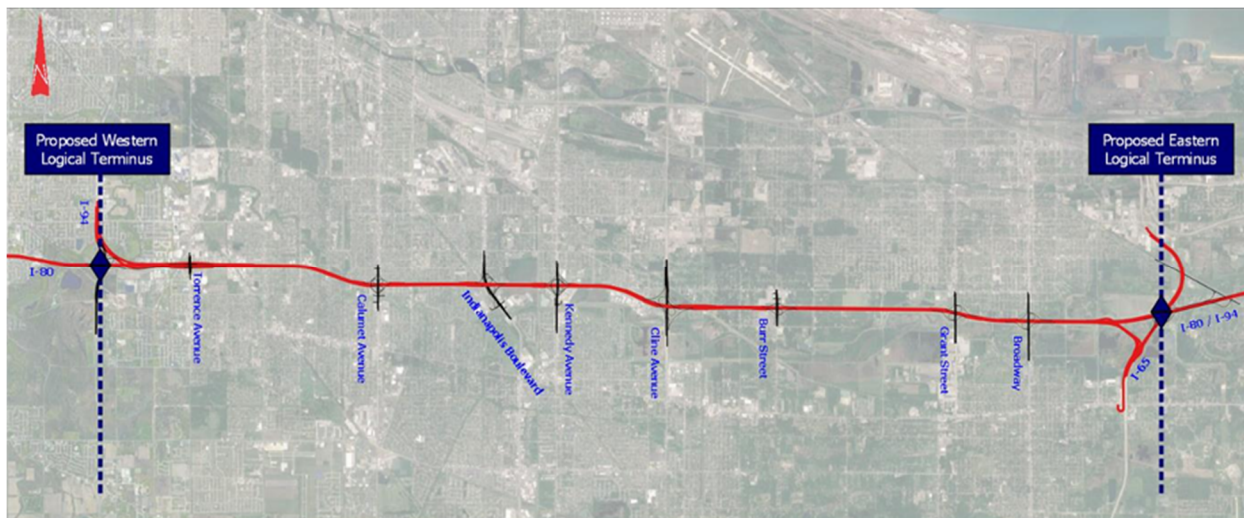


Figure 1: Project Corridor

2.0 PROJECT OVERVIEW

This section provides a brief overview of the project corridor, including a description of both the physical and traffic characteristics of the freeway, the purpose and need of the project, and proposed improvements.

2.1 CORRIDOR CHARACTERISTICS

I-80/94 through the project area is predominantly an eight-lane facility, with four continuous general-purpose lanes in each direction, separated by a concrete median barrier. Paved shoulders, ranging from 10 feet to 14 feet, are provided on both the inside and outside of the freeway lanes. The corridor includes 10 interchanges, a system interchange at each end and eight service interchanges within. At least one auxiliary lane is provided between interchanges, creating segments with a five-lane cross section in each direction for a large portion of the corridor length.

The corridor serves both as a connector for the local communities and as a through-corridor for more regional trips. The average annual daily traffic (AADT) ranges from 204,000 vehicles at the state line to 158,000 vehicles at I-65. The corridor is a heavily used truck corridor with trucks comprising up to 31 percent of the daily traffic and up to 25 percent of peak-hour traffic. The posted speed limit is 55 miles per hour (MPH) through the entire length of the corridor in both Illinois and Indiana. The average 85th percentile speed calculated in 2024 is 74 MPH at the MM 1.4 traffic station and 77 MPH at the MM 9.2 traffic station.

2.2 Purpose and Need Summary

The purpose and need for the Project are based on recurring congestion and elevated crash rates within the I-80/94 corridor between IL 394 in Cook County, Illinois and I-65 in Lake County, Indiana. Motorists within this corridor experience recurring congestion during weekday peak commuting periods and on Sunday afternoons/evenings, especially during the summer. The Northwestern Indiana Regional Planning Commission (NIRPC) has identified this roadway as the most congested Interstate highway corridor in northwest Indiana.

Two primary needs have been identified for the project:

- Poor level of service – Recurring congestion results in low travel speeds and travel time delays.

- Safety – Recurring congestion results in high crash rates.

The two-fold purpose of the project is:

- To increase operational efficiency by reducing travel times and increasing travel time reliability.
- To improve safety by reducing crashes.

2.3 Corridor Improvements

The Project will proceed in two phases with corresponding separate work packages. The first phase is the Advance Preservation Project, and the second phase is the Main TSMO Project.

2.3.1 Advance Preservation Project (Contract No. T-42591, Des. No. 2300271)

The scope of the Advance Preservation Project is to install new fiber optic cables and other ITS infrastructure throughout the entire project area. Construction is anticipated to be generally roadside work with some work within the freeway shoulders.

2.3.2 Main TSMO Project (Contract No. T-42591, Des. No. 1901643)

The scope of the Main TSMO Project is to complete ITS infrastructure improvements throughout the entire project area as well as improvements to roadway facilities, including construction of sign gantry foundations, overhead sign gantry installation and removal, reconstruction of concrete median barrier and shoulders, and the reconfiguration and widening of interchange ramps at Broadway and I-65.

2.3.3 Concrete Pavement Restoration Project (Contract No. T-42591, Des. No. 2301132)

Originally a separate contract, the Concrete Pavement Restoration (CPR) project was added to the FlexRoad Main TSMO Project. The scope of the CPR Project is to complete PCCP patching and pavement joint repair along I-80/94 from the Illinois state line (RP 0+000) to the SR 912 interchange (RP 5+040) as well as the ramps of the SR 912 interchange.

3.0 TRANSPORTATION MANAGEMENT PLAN DEVELOPMENT

The Transportation Management Plan (TMP) is an overall strategy for accommodating traffic to minimize adverse impact and maximize both safety and mobility during road work. The TMP will include plans and provisions with the intent of minimizing exposure of both motorists and workers to potential hazards while minimizing vehicular delay in the work zone vicinity. The TMP will be developed in coordination with the project Public Involvement Plan (PIP) and will include a communication plan to inform motorists of upcoming closures and traffic pattern changes.

3.1 TMP Team (Stakeholders)

The TMP Team is responsible for contributing to the development of the TMP and is comprised of project team members (INDOT and the Consultant) and representatives of key stakeholders listed below. The TMP Team contact list is found in *Appendix A – TMP Team Contact List*.

- INDOT Project Manager

- INDOT LaPorte District
- INDOT Office of Corridor Development
- INDOT Office of Environmental Services
- INDOT Office of Traffic Administration
- INDOT Office of Traffic Design
- INDOT Office of Traffic Safety
- INDOT Traffic Management Center (TMC)
- IDOT, Region 1
- Illinois State Toll Highway Authority
- Illinois Division of the Federal Highway Administration (FHWA)
- Indiana Division of the Federal Highway Administration (FHWA)
- Consultant Project Manager
- Consultant Design Team
- Consultant Public Information Team
- Local Governments:
 - City of Gary, Indiana
 - City of Hammond, Indiana
 - City of Lake Station, Indiana
 - City of Portage, Indiana
 - Town of Griffith, Indiana
 - Town of Highland, Indiana
 - Town of Munster, Indiana
 - Village of Lansing, Illinois
 - Village of South Holland, Illinois
 - Cook County, Illinois
 - Lake County, Indiana
 - Chicago Metropolitan Agency for Planning (CMAP)
 - Northwestern Indiana Regional Planning Commission (NIRPC)
- Others:
 - Gary Fire Department
 - Griffith Fire Department
 - Hammond Fire Department
 - Highland Fire Department
 - Lake Station Fire Department
 - Lansing Fire Department
 - Munster Fire Department
 - South Holland Fire Department
 - Illinois State Police
 - Indiana State Police
 - Gary Police Department
 - Griffith Police Department
 - Hammond Police Department
 - Highland Police Department
 - Lansing Police Department
 - Munster Police Department
 - Cook County Sheriff's Office
 - Lake County Sheriff's Department

3.2 TMP Team (Stakeholders) Meetings

During the project's development, meetings will be held to discuss construction sequencing, constructability issues, maintenance of traffic (MOT) phasing, work zone safety, and the TMP preparation.

Once the project has been awarded, the Contractor will be required to engage with IDOT, INDOT and other stakeholders whose operations affect, or are affected by, the project's construction and/or MOT. The Contractor will be responsible for scheduling and holding meetings with the TMP Team, to maintain the established MOT obligations, and to inform the TMP Team of construction activities and potential impacts to traffic operations.

Concerns and requests provided by stakeholders will be tracked, monitored, and communicated throughout the duration of construction activities to ensure the safety of the public. The Contractor is required to arrange and hold a TMP Team meeting at least six weeks prior to initial installation of the traffic control devices for the beginning MOT phase. In addition, the Contractor will hold monthly TMP Team meetings from commencement of construction to Substantial Completion. The meeting schedule and frequency may be adjusted upon the agreement of the TMP Team members and approval by INDOT.

The Contractor's MOT coordinator will be required to notify TMP Team members at least 14 days prior to any scheduled meeting, distribute a meeting agenda at least two days in advance, and prepare meeting minutes to distribute to the TMP Team within five days after the meeting.

3.3 Traffic Control Strategies

The following operational benchmarks and objectives have been established for the project traffic control:

- Maintain four mainline interstate travel lanes open in each direction during daytime construction.
- Maintain three mainline interstate travel lanes open in each direction during nighttime construction.
- Maintain all system interchange ramps open during construction.
- Develop an Interstate Highway Congestion Policy (IHCP) exception request for closures and restrictions that fall outside of INDOT's pre-approved schedule (See Appendices E and F).
- Utilize temporary traffic barrier (TTB) to protect the work zone and maximize space for construction activities.
- Utilize intelligent work zone technology to enhance the operation of the work zone and reduce risk of adverse impacts to both the traveling public and construction personnel.
- Implement a PIP to inform stakeholders and the traveling public of work zone traffic patterns.

PART 2: TEMPORARY TRAFFIC CONTROL PLAN

4.0 CONTRACT PROVISIONS

One purpose of the Transportation Management Plan (TMP) is to establish contract provisions directing the contractor to minimize the time that traffic operations can be affected by construction. These provisions establish the conditions under which the contractor may expedite the construction of the project and provide for either additional funds for early completion or damages for delayed completion.

4.1 Allowable Closures and Restrictions

The INDOT Interstate Highway Congestion Policy (IHCP) provides pre-approved times for closures and restrictions along I-80/94. The Indiana section of the corridor in which the project is located requires executive approval for a single lane closure and permits shoulder closure only at night (9:00 p.m. – 6:00 a.m.) any day of the week. Coordination with IDOT Region 1 will be required to determine the necessary special provisions in accordance with their Permitted Lane Closure policy.

4.2 Incentives and Disincentives

The Contractor will be required to adhere to the approved provisions for incentives and disincentives. The incentive/disincentive clauses will be determined for a future submittal.

4.3 Liquidated Damages

Liquidated damages will be assessed for lane or shoulder closures outside of pre-approved times or for failure to maintain critical infrastructure. Specific conditions and damages will be determined for a future submittal.

4.4 Proposed Construction Schedule

The following preliminary contract durations and deadlines have been established for the project. These dates will be updated in a future submittal.

- Letting – March 12, 2025
- Notice to Proceed (NTP) – TBD
- Begin Construction – TBD
- Substantial Completion Date – TBD
- Final Acceptance Deadline – TBD

5.0 TEMPORARY TRAFFIC CONTROL PLAN DEVELOPMENT

A Temporary Traffic Control Plan (TTCP) is under development by the Consultant in coordination with INDOT and others on the Transportation Management Plan (TMP) Team. The TTCP consists of plan details (see Appendices C and D) and special provisions which outline allowable closures and traffic control requirements. These plan details and special provisions are based on INDOT standards and IHCP requirements. An Interstate Highway Congestion Policy (IHCP) exception request is under development and a draft is being provided in the Stage 2 submittal (see Appendix E).

5.1 MOT Description

5.1.1 Advance Preservation Project (Des. No. 2300271)

The intent of the project is to construct a portion of the mainline interstate work under shoulder closures within the pre-approved times, to construct a portion of the mainline interstate work under a single lane closure, likely only at night, and to construct a portion of the mainline interstate work under lane shifts with reduced shoulder widths. The locations and durations of both lane and shoulder closures is under development and will be

coordinated with the TMP Team. An exception request to the IHCP is under development and a draft is being provided in the Stage 2 submittal.

5.1.2 Main TSMO/Concrete Pavement Restoration Project (Des. No. 1901643/2301132)

The intent of the project is to construct the work in phases in an effort to enhance the operation of the work zone and to reduce risk of adverse impacts to both the traveling public and construction personnel. Construction activities will be phased based on location and work type. To this end, the project corridor has been divided into two general sections – from just west of the Illinois state line to the SR 912 interchange (Phases 1-8) and from the SR 912 interchange to the I-65 interchange (Phases 9-10). The first section has been further divided into two sections at the Calumet Avenue/US 41 interchange. A brief discussion of the phasing followed by a detailed description of each phase is below.

The driving factors for the phasing design are location and work type. The two predominant work types in the project are Concrete Pavement Restoration (CPR) and TSMO facility construction. In the first section, the key activity is the CPR work from the Illinois state line to the SR 912 interchange. Although the TSMO work activities are generally outside the travel way, the CPR work requires multiple lane closures to provide the required space to complete the work efficiently and safely. Therefore, this section of the corridor is phased differently from the second section in which CPR work is not scoped.

The section of corridor scoped for CPR must be phased in accordance with existing features. The greater part of the I-80/94 corridor is bound on all sides by concrete barrier, making infeasible the construction of temporary widening to provide space for travel lanes. The construction of a median cross-over, coupled with lane width reduction and shifts, does provide additional space, however no cross-over construction is permitted in Illinois due to existing infrastructure within the median barrier, hence a cross-over is permitted only east of the Calumet Avenue/US 41 interchange. Therefore, the section of CPR work has been divided at approximately IN MM 1.0. Work performed in phases 2-7 on either side of this point is differentiated by the presence of the median cross-over. In order to provide more efficient workflow and limit disruption to traffic, work will be scheduled at night and a moveable temporary traffic barrier will be utilized. In addition to these measures, those phases without a median cross-over (Phases 2A to 4A and 5A to 7A) are scheduled to be completed prior to those phases with a median cross-over (Phases 2B to 4B and 5B to 7B) as shifting traffic and work activities laterally is more efficient for the Contractor. Phases 1 and 8 will comprise the entire length of the CPR section as bookends to the work with the construction and removal of the median cross-over.

The second section of the corridor, from the SR 912 interchange to the I-65 interchange is comprised of TSMO work activities which allow for lane shifts to perform the work at all hours. Phase 9 is designed so that traffic is shifted toward the median in both directions, allowing the Contractor to complete all outside shoulder work required as well as improvements at the Broadway and I-65 South interchanges. These improvements have the purpose of alleviating traffic capacity and therefore are scheduled prior to Phase 10, which will consist of TSMO work activities within the median while traffic is shifted to the outside in both directions.

Additional work of constructing TSMO facilities separate from those within the outlined phases will be performed utilizing unphased temporary lane and shoulder closures. The final portion of the mainline interstate work will consist of erecting the gantry structures under temporary road closures (20-minute traffic stoppage). A rolling slowdown is the preferred method of temporary closure; however tight interchange spacing through the project corridor will require an alternative method of providing a clear time for overhead sign installation and removal. The locations and durations of both lane and shoulder closures and the strategy of temporary closure are under development and will be coordinated with the TMP Team. An exception request to the IHCP is under development and a draft is being provided in the Stage 2 submittal.

PHASE 1 (IN MM 0.0 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 1 are as follows:

- During NON-WORK hours, close WB lane 1 and WB median shoulder, utilizing TTB, Type 4, as shown in the plans.
- During WORK hours, close WB lanes 1 and 2 and WB median shoulder, utilizing TTB, Type 4, as shown in the plans.
- During ALL hours, close EB median shoulder, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on WB lane 1 and WB median shoulder at the following location:
 - IN MM 0.00 to IN MM 5.50
- Reconstruct WB median shoulder and concrete median barrier at the following locations:
 - IN MM 0.50 to IN MM 0.90
 - IN MM 4.46 to IN MM 5.10
- Reconstruct EB median shoulder and concrete median barrier at the following location:
 - IN MM 3.85 to IN MM 4.48
- All EB lanes shall be 11 ft. wide and shifted through this location as shown in the plans.
- Construct structure foundation and reconstruct concrete median barrier for the following overhead sign gantries:
 - LCSS-8
 - LCSS-9
 - LCSS-10
 - LCSS-29
 - LCSS-30
 - LCSS-31
 - LCSS-32
 - LCSS-33
 - LCSS-34
 - LCSS-35
 - LCSS-36
 - LCSS-37
- Remove concrete median barrier and construct pavement for temporary median cross-overs at the following locations:
 - IN MM 1.03 to IN MM 1.14
 - IN MM 5.82 to IN MM 5.93

PHASE 2A (IN MM 0.0 TO IN MM 1.3)

Construction activities anticipated to occur during Phase 2A are as follows:

- During NON-WORK hours, close WB lane 2, utilizing TTB, Type 4, and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During WORK hours, close WB lanes 2 and 3, utilizing TTB, Type 4, and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on WB lane 2 at the following location:
 - IN MM 0.0 to IN MM 1.3

PHASE 3A (IN MM 0.0 TO IN MM 1.3)

Construction activities anticipated to occur during Phase 3A are as follows:

- During NON-WORK hours, close WB lane 3, utilizing TTB, Type 4, and WB lane 2, utilizing TTB, Type 2, as shown in the plans.
- During WORK hours, close WB lanes 3 and 4, utilizing TTB, Type 4, and WB lane 2, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on WB lane 3 at the following location:
 - IN MM 0.0 to IN MM 1.3

PHASE 4A (IN MM 0.0 TO IN MM 1.25)

Phase 4A has been split into three stages in order to limit disruption to traffic given the required lane closures with no median cross-over and to allow for temporary ramp closures at the Calumet Avenue interchange.

STAGE 1

Construction activities anticipated to occur during Phase 4A Stage 1 are as follows:

- During NON-WORK hours, close WB lane 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.5 as shown in the plans.
- During WORK hours, close WB lanes 4 and 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.5 as shown in the plans.
- Perform CPR on WB lane 5 and WB outside shoulder at the following location:
 - IN MM 0.0 to IN MM 0.5
- During NON-WORK hours, close WB lane 4 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.7 to IN MM 1.25 as shown in the plans.
- During WORK hours, close WB lanes 3 and 4 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.7 to IN MM 1.25 as shown in the plans.
- Perform CPR on WB lane 4 and WB outside shoulder at the following location:
 - IN MM 0.7 to IN MM 1.1
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.

STAGE 2

Construction activities anticipated to occur during Phase 4A Stage 2 are as follows:

- During NON-WORK hours, close WB lanes 4 and 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.7 as shown in the plans.
- During WORK hours, close WB lanes 3, 4, and 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.7 as shown in the plans.
- During ALL hours, close entrance ramp from Calumet Avenue to WB I-80/94. See Detour Plan.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on WB lane 4 at the following location:
 - IN MM 0.0 to IN MM 0.5
- Perform CPR on WB lanes 4 and 5 and WB outside shoulder at the following location:
 - IN MM 0.5 to IN MM 0.7
- Construct outside structure foundation for the following overhead sign gantry:
 - LCSS-9

STAGE 3

Construction activities anticipated to occur during Phase 4A Stage 3 are as follows:

- During NON-WORK hours, close WB lanes 4 and 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 1.1 to IN MM 1.25 as shown in the plans.
- During WORK hours, close WB lanes 3, 4, and 5 and WB outside shoulder, utilizing TTB, Type 4, from IN MM 1.1 to IN MM 1.25 as shown in the plans.
- During ALL hours, close exit ramp from WB I-80/94 to Calumet Avenue. See Detour Plan.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on WB lanes 4 and 5 and WB outside shoulder at the following location:
 - IN MM 1.1 to IN MM 1.25
- Construct outside structure foundation for the following overhead sign gantry:
 - LCSS-11

PHASE 2B (IN MM 1.3 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 2B are as follows:

- During ALL hours, close WB lanes 2 and 3, utilizing TTB, Type 4, and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close EB median shoulder and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One WB lane utilizes cross-over and contra-flow lane within EB median shoulder and EB lane 1.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 2 ft. offset from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on WB lane 2 at the following location:
 - IN MM 1.3 to IN MM 5.5

PHASE 3B (IN MM 1.3 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 3B are as follows:

- During ALL hours, close WB lanes 3 and 4, utilizing TTB, Type 4, and WB lane 2, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close EB median shoulder and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One WB lane utilizes cross-over and contra-flow lane within EB median shoulder and EB lane 1.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 2 ft. offset from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on WB lane 3 at the following location:
 - IN MM 1.3 to IN MM 5.5

PHASE 4B (IN MM 1.25 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 4B are as follows:

- During NON-WORK hours, close WB lanes 4 and 5 and WB outside shoulder, utilizing TTB, Type 4, as shown in the plans.
- During WORK hours, close WB lanes 3, 4, and 5 and WB outside shoulder, utilizing TTB, Type 4, as shown in the plans.
- During ALL hours, close EB median shoulder and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close entrance ramp from Indianapolis Boulevard to WB I-80/94. Shall not be closed concurrently with Kennedy Avenue WB entrance ramp. See Detour Plan.
- During ALL hours, close exit ramp from WB I-80/94 to Indianapolis Boulevard. Shall not be closed concurrently with SR 912 WB exit ramp. See Detour Plan.
- During ALL hours, close entrance ramp from Kennedy Avenue to WB I-80/94. Shall not be closed concurrently with Indianapolis Boulevard WB entrance ramp. See Detour Plan.
- During ALL hours, close exit ramp from WB I-80/94 to Kennedy Avenue. Shall not be closed concurrently with SR 912 WB exit ramp. See Detour Plan.
- During ALL hours, close entrance ramp from SR 912 to WB I-80/94. Shall not be closed concurrently with Indianapolis Boulevard or Kennedy Avenue WB entrance ramp. See Detour Plan.
- During ALL hours, close exit ramp from WB I-80/94 to SR 912. Shall not be closed concurrently with Indianapolis Boulevard or Kennedy Avenue WB exit ramp. See Detour Plan.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One WB lane utilizes cross-over and contra-flow lane within EB median shoulder and EB lane 1.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 1 ft. offset (2 ft. in contra-flow lane) from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on WB lanes 4 and 5 and WB outside shoulder at the following location:
 - IN MM 1.25 to IN MM 5.5
- Perform CPR on SR 912 interchange ramps at the following locations:
 - NB to WB ramp
 - SB to WB ramp
 - WB to NB ramp
 - WB to SB ramp
- Construct outside structure foundation for the following overhead sign gantries:
 - LCSS-13
 - LCSS-14
 - LCSS-16
 - LCSS-18
 - LCSS-20
 - LCSS-22
 - LCSS-25
 - LCSS-27
 - LCSS-29
 - LCSS-31
 - LCSS-35
 - LCSS-36

PHASE 5A (IN MM 0.0 TO IN MM 1.25)

Phase 5A has been split into three stages in order to limit disruption to traffic given the required lane closures with no median cross-over and to allow for temporary ramp closures at the Calumet Avenue interchange.

STAGE 1

Construction activities anticipated to occur during Phase 5A Stage 1 are as follows:

- During NON-WORK hours, close EB lane 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.5 as shown in the plans.
- During WORK hours, close EB lanes 4 and 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.5 as shown in the plans.
- During ALL hours, close entrance ramp from Torrence Avenue to EB I-80/94. See Detour Plan.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 5 and EB outside shoulder at the following location:
 - IN MM 0.0 to IN MM 0.5
- Construct outside structure foundation for the following overhead sign gantries:
 - LCSS-2
 - LCSS-3
 - LCSS-4
 - LCSS-5
 - LCSS-7
 - LCSS-8

STAGE 2

Construction activities anticipated to occur during Phase 5A Stage 2 are as follows:

- During NON-WORK hours, close EB lanes 4 and 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.8 as shown in the plans.
- During WORK hours, close EB lanes 3, 4, and 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.0 to IN MM 0.8 as shown in the plans.
- During ALL hours, close exit ramp from EB I-80/94 to Calumet Avenue. See Detour Plan.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 4 at the following location:
 - IN MM 0.0 to IN MM 0.5
- Perform CPR on EB lanes 4 and 5 and EB outside shoulder at the following location:
 - IN MM 0.5 to IN MM 0.8
- Construct outside structure foundation for the following overhead sign gantries:
 - LCSS-10

STAGE 3

Construction activities anticipated to occur during Phase 5A Stage 3 are as follows:

- During NON-WORK hours, close EB lane 4 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.8 to IN MM 1.0 as shown in the plans.
- During NON-WORK hours, close EB lanes 4 and 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 1.0 to IN MM 1.25 as shown in the plans.
- During WORK hours, close EB lanes 3 and 4 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 0.8 to IN MM 1.0 as shown in the plans.
- During WORK hours, close EB lanes 3, 4, and 5 and EB outside shoulder, utilizing TTB, Type 4, from IN MM 1.0 to IN MM 1.25 as shown in the plans.
- During ALL hours, close entrance ramp from Calumet Avenue to EB I-80/94. See Detour Plan.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 4 at the following location:

- IN MM 0.8 to IN MM 1.0
- Perform CPR on EB lanes 4 and 5 and EB outside shoulder at the following location:
 - IN MM 1.0 to IN MM 1.25
- Construct outside structure foundation for the following overhead sign gantry:
 - LCSS-12

PHASE 6A (IN MM 0.0 TO IN MM 1.3)

Construction activities anticipated to occur during Phase 6A are as follows:

- During NON-WORK hours, close EB lane 3, utilizing TTB, Type 4, and EB lane 2, utilizing TTB, Type 2, as shown in the plans.
- During WORK hours, close EB lanes 3 and 4, utilizing TTB, Type 4, and EB lane 2, utilizing TTB, Type 2, as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 3 at the following location:
 - IN MM 0.0 to IN MM 1.3

PHASE 7A (IN MM 0.0 TO IN MM 1.3)

Construction activities anticipated to occur during Phase 7A are as follows:

- During NON-WORK hours, close EB lane 2, utilizing TTB, Type 4, and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During WORK hours, close EB lanes 2 and 3, utilizing TTB, Type 4, and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 2 at the following location:
 - IN MM 0.0 to IN MM 1.3

PHASE 5B (IN MM 1.25 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 5B are as follows:

- During NON-WORK hours, close EB lanes 4 and 5 and EB outside shoulder, utilizing TTB, Type 4, as shown in the plans.
- During WORK hours, close EB lanes 3, 4, and 5 and EB outside shoulder, utilizing TTB, Type 4, as shown in the plans.
- During ALL hours, close WB median shoulder and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close exit ramp from EB I-80/94 to Indianapolis Boulevard. Shall not be closed concurrently with Kennedy Avenue EB exit ramp. See Detour Plan.
- During ALL hours, close entrance ramp from Indianapolis Boulevard to EB I-80/94. Shall not be closed concurrently with SR 912 EB entrance ramp. See Detour Plan.
- During ALL hours, close exit ramp from EB I-80/94 to Kennedy Avenue. Shall not be closed concurrently with Indianapolis Boulevard EB exit ramp. See Detour Plan.
- During ALL hours, close entrance ramp from Kennedy Avenue to EB I-80/94. Shall not be closed concurrently with SR 912 EB entrance ramp. See Detour Plan.
- During ALL hours, close exit ramp from EB I-80/94 to SR 912. Shall not be closed concurrently with Indianapolis Boulevard or Kennedy Avenue EB exit ramp. See Detour Plan.

- During ALL hours, close entrance ramp from SR 912 to EB I-80/94. Shall not be closed concurrently with Indianapolis Boulevard or Kennedy Avenue EB entrance ramp. See Detour Plan.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One EB lane utilizes cross-over and contra-flow lane within WB median shoulder and WB lane 1.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 1 ft. offset (2 ft. in contra-flow lane) from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on EB lanes 4 and 5 and EB outside shoulder at the following location:
 - IN MM 1.25 to IN MM 5.5
- Perform CPR on SR 912 interchange ramps at the following locations:
 - NB to EB ramp
 - SB to EB ramp
 - EB to NB ramp
 - EB to SB ramp
- Construct outside structure foundation for the following overhead sign gantry:
 - LCSS-15
 - LCSS-17
 - LCSS-19
 - LCSS-21
 - LCSS-23
 - LCSS-24
 - LCSS-26
 - LCSS-28
 - LCSS-30
 - LCSS-32
 - LCSS-33
 - LCSS-34
 - LCSS-37
 - LCSS-38

PHASE 6B (IN MM 1.3 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 6B are as follows:

- During ALL hours, close EB lanes 3 and 4, utilizing TTB, Type 4, and EB lane 2, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close WB median shoulder and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One EB lane utilizes cross-over and contra-flow lane within WB median shoulder and WB lane 1.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 2 ft. offset from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on EB lane 3 at the following location:
 - IN MM 1.3 to IN MM 5.5

PHASE 7B (IN MM 1.3 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 7B are as follows:

- During ALL hours, close EB lanes 2 and 3, utilizing TTB, Type 4, and EB lane 1, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close WB median shoulder and WB lane 1, utilizing TTB, Type 2, as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- One EB lane utilizes cross-over and contra-flow lane within WB median shoulder and WB lane 1.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Temporary lanes shall be shifted as necessary to a minimum of 2 ft. offset from the existing bridge pier at SB SR 912 ramp to EB I-80/94.
- Perform CPR on EB lane 2 at the following location:
 - IN MM 1.3 to IN MM 5.5

PHASE 8 (IL MM 163.0 TO IN MM 5.5)

Construction activities anticipated to occur during Phase 8 are as follows:

- During NON-WORK hours, close EB lane 1 and EB median shoulder, utilizing TTB, Type 4, as shown in the plans.
- During WORK hours, close EB lanes 1 and 2 and EB median shoulder, utilizing TTB, Type 4, as shown in the plans.
- During ALL hours, close WB median shoulder, utilizing TTB, Type 2, as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Perform CPR on EB lane 1 and EB median shoulder at the following location:
 - IN MM 0.00 to IN MM 5.50
- Reconstruct EB median shoulder and concrete median barrier at the following location:
 - IL MM 163.0 to IN MM 0.10
- Construct structure foundation and reconstruct concrete median barrier for the following overhead sign gantries:
 - LCSS-4
 - LCSS-5
 - LCSS-7
 - LCSS-11
 - LCSS-12
 - LCSS-13
 - LCSS-14
 - LCSS-15
 - LCSS-16
 - LCSS-17
 - LCSS-18
 - LCSS-19
 - LCSS-20
 - LCSS-21
 - LCSS-22
 - LCSS-23
 - LCSS-24
 - LCSS-25
 - LCSS-26
 - LCSS-27
 - LCSS-28

- LCSS-38
- LCSS-39
- LCSS-40
- LCSS-41
- LCSS-42
- Remove temporary pavement and construct concrete median barrier at the following locations:
 - IN MM 1.03 to IN MM 1.14
 - IN MM 5.82 to IN MM 5.93

PHASE 9 (IN MM 5.5 TO IN MM 11.0)

Construction activities anticipated to occur during Phase 9 are as follows:

- During ALL hours, close WB outermost lane (either 4 or 5) and WB outside shoulder, utilizing channelizing devices or TTB, Type 2 for positive protection, as shown in the plans.
- During ALL hours, close EB outermost lane (either 4 or 5) and EB outside shoulder, utilizing channelizing devices or TTB, Type 2 for positive protection, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Widen EB I-80/94 at the following location: IN MM 9.6 to IN MM 10.1 IN MM 10.3 to IN MM 10.6 IN MM 10.8 to IN MM 11.1
- Construct Broadway interchange improvements. See below for description of stages.
- Construct I-65 South exit ramp improvements. See below for description of stages.
- Construct outside structure foundation for the following overhead sign gantries:
 - LCSS-39
 - LCSS-40
 - LCSS-41
 - LCSS-42
 - LCSS-43
 - LCSS-44
 - LCSS-45
 - LCSS-46
 - LCSS-47
 - LCSS-48
 - LCSS-49
 - LCSS-50
 - LCSS-51
 - LCSS-52
 - LCSS-53
 - LCSS-54
 - LCSS-55
 - LCSS-56
 - LCSS-57
 - LCSS-58
 - LCSS-59
 - LCSS-60
 - LCSS-61
 - LCSS-62
 - LCSS-63

- LCSS-64
- LCSS-66
- LCSS-67
- LCSS-69
- LCSS-70
- LCSS-72

PHASE 9 (BROADWAY/STATE ROAD 53)

The Broadway/State Road 53 work of Phase 9 has been split into four stages in order to limit disruption to traffic and to allow for extended ramp closures at the I-80/94 interchange.

STAGE 1

Construction activities anticipated to occur during Broadway/SR 53 Stage 1 are as follows:

- During ALL hours, close Broadway SB right through lane and SB right turn lane to EB I-80/94 loop entrance ramp, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close loop entrance ramp from Broadway to EB I-80/94. See Detour Plan.
- During ALL hours, close exit ramp from EB I-80/94 to Broadway. See Detour Plan.
- During ALL hours, close sidewalk along SB Broadway. See Pedestrian Detour Plan.
- Broadway SB through lane shall be minimum 11 ft. wide and shifted as shown in the plans.
- Construct loop entrance ramp intersection approaches, utilizing TTB, Type 2 as positive protection.
- Construct exit ramp intersection approach, utilizing TTB, Type 2 as positive protection.
- Construct and install traffic signal equipment.
- Shall be constructed concurrently with EB I-80/94 widening.
- Shall be constructed concurrently with EB I-80/94 to Broadway exit ramp construction.
- Shall be constructed concurrently with I-65 South exit ramp construction.

STAGE 2

Construction activities anticipated to occur during Broadway/SR 53 Stage 2 are as follows:

- Re-open SB right turn lane to EB I-80/94 loop entrance ramp.
- Re-open sidewalk along SB Broadway once all Stage 1 work is complete.
- During ALL hours, close EB I-80/94 loop entrance ramp approach for NB left turn movement.
- During ALL hours, close Broadway NB and SB inside left lanes, utilizing channelizing devices, as shown in the plans.
- Broadway NB and SB through lanes shall be minimum 11 ft. wide and shifted as shown in the plans.
- Remove portion of center curb and construct temporary pavement as shown in the plans.

STAGE 3

Construction activities anticipated to occur during Broadway/SR 53 Stage 3 are as follows:

- During ALL hours, close Broadway NB right through lane and NB right turn lane to the directional entrance ramp from Broadway to EB I-80/94, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close directional entrance ramp from Broadway to EB I-80/94.
- During ALL hours, close sidewalk along NB Broadway. See Pedestrian Detour Plan.
- Open new Broadway NB left turn lane to EB I-80/94 loop entrance ramp movement.
- Broadway NB through lane shall be minimum 11 ft. wide and shifted as shown in the plans.

- New Broadway NB left turn lane shall be minimum 11 ft. wide as shown in the plans.
- Construct NB widening and remove NB Broadway to EB I-80/94 directional entrance ramp, utilizing TTB, Type 2 as positive protection.
- Construct outside structure foundation for the following overhead sign gantry:
 - LCSS-65

STAGE 4

Construction activities anticipated to occur during Broadway/SR 53 Stage 4 are as follows:

- Re-open sidewalk along NB Broadway once all Stage 3 work is complete.
- During ALL hours, close Broadway NB and SB left inside lanes, utilizing channelizing devices, as shown in the plans.
- Broadway NB and SB through lanes shall be minimum 11 ft. wide and shifted as shown in the plans.
- Broadway NB left turn lane shall be provided to allow access to EB loop entrance ramp and shall be minimum 11 ft. wide as shown in the plans.
- Remove pavement and existing center curb and construct center curb as shown in the plans.

PHASE 9 (I-65 SOUTH)

The I-65 South exit ramp work of Phase 9 has been split into two stages in order to maintain the EB I-80/94 to SB I-65 interchange open to traffic:

STAGE 1

Construction activities anticipated to occur during I-65 South Stage 1 are as follows:

- During ALL hours, close EB I-80/94 lane 5 (IN MM 10.3 to IN MM 10.6), lane 6 (IN MM 10.6 to IN MM 11.0), and EB outside shoulder, utilizing TTB, Type 2, as shown in the plans.
- All EB I-80/94 lanes shall be 11 ft. wide and shifted as shown in the plans.
- Two exit ramp lanes shall always be open.
- Two exit ramp lanes shall be 11 ft. wide and shifted as shown in the plans.
- Two exit ramp lanes shall exit from EB I-80/94 lanes 4 and 5.
- Construct exit ramp right lane and right shoulder widening, and retaining wall, utilizing TTB, Type 2 as positive protection.
- Shall be constructed concurrently with EB I-80/94 widening.
- Shall be constructed concurrently with EB I-80/94 to Broadway exit ramp construction.

STAGE 2

Construction activities anticipated to occur during I-65 South Stage 2 are as follows:

- During ALL hours, close EB I-80/94 lane 5, utilizing TTB, Type 2, as shown in the plans.
- All EB I-80/94 lanes shall be 11 ft. wide and shifted as shown in the plans.
- Two exit ramp lanes shall be 11 ft. wide and shifted to the outside of the EB I-80/94 lane 5 closure as shown in the plans.
- Two exit ramp lanes shall always be open.
- Construct exit ramp lanes, left shoulder, and gore, utilizing TTB, Type 2 as positive protection.
- Construct EB I-80/94 outside shoulder, utilizing TTB, Type 2 as positive protection.
- Shall be constructed concurrently with EB I-80/94 widening.
- Shall be constructed concurrently with EB I-80/94 to Broadway exit ramp construction.

PHASE 10 (IN MM 5.5 TO IN MM 11.0)

Construction activities anticipated to occur during Phase 10 are as follows:

- During ALL hours, close WB lane 1 and WB median shoulder, utilizing TTB, Type 2, as shown in the plans.
- During ALL hours, close EB lane 1 and EB median shoulder, utilizing TTB, Type 2, as shown in the plans.
- All WB lanes shall be 11 ft. wide and shifted as shown in the plans.
- All EB lanes shall be 11 ft. wide and shifted as shown in the plans.
- Reconstruct WB median shoulder and concrete median barrier at the following location:
 - IN MM 9.1 to IN MM 9.65
- Reconstruct EB median shoulder and concrete median barrier at the following location:
 - IN MM 8.45 to IN MM 9.0
- Construct structure foundation and reconstruct concrete median barrier for the following overhead sign structure:
 - LCSS-71
- Construct structure foundation and reconstruct concrete median barrier for the following overhead sign gantries:
 - LCSS-43
 - LCSS-44
 - LCSS-45
 - LCSS-46
 - LCSS-47
 - LCSS-48
 - LCSS-49
 - LCSS-50
 - LCSS-51
 - LCSS-52
 - LCSS-53
 - LCSS-54
 - LCSS-55
 - LCSS-56
 - LCSS-57
 - LCSS-58
 - LCSS-59
 - LCSS-60
 - LCSS-61
 - LCSS-62
 - LCSS-63
 - LCSS-64
 - LCSS-65
 - LCSS-66
 - LCSS-67
 - LCSS-69
 - LCSS-70
 - LCSS-72

5.2 IHCP Exception Request

An exception request for the IHCP is under development in order to provide the required lane and shoulder closures for construction and to analyze potential queuing through the work zone. At the direction of INDOT, the Consultant will refer to the traffic capacity/queueing analysis produced for two previous CPR projects along I-80/94, R-43062 and R-43722, constructed in 2022 and 2023, respectively. A draft of the IHCP exception request is included in the Stage 2 submittal.

5.3 Detours

There are no mainline interstate, interchange ramp, or local road closures or detours required within the Advance Preservation Project.

Within the Main TSMO Project, there are no mainline interstate or local road closures or detours required. Several service interchange ramp closures and detours will be required as described below.

5.3.1 Calumet Avenue/US 41 Interchange WB Entrance Ramp (Phase 4A Stage 2)

- Close entrance ramp from Calumet Avenue to WB I-80/94.
 - Includes both NB to WB ramp and SB to WB ramp.
 - Shall not be closed concurrently with Indianapolis Boulevard to WB I-80/94 entrance ramp.
- NB Calumet Avenue to WB I-80/94 detour route:
 - NB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Indianapolis Boulevard exit ramp
 - EB to NB ramp
 - NB Indianapolis Boulevard
 - NB to WB ramp
 - Indianapolis Boulevard to WB I-80/94 entrance ramp
 - WB I-80/94
- SB Calumet Avenue to WB I-80/94 detour route:
 - SB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Indianapolis Boulevard exit ramp
 - EB to NB ramp
 - NB Indianapolis Boulevard
 - NB to WB ramp
 - Indianapolis Boulevard to WB I-80/94 entrance ramp
 - WB I-80/94

5.3.2 Calumet Avenue/US 41 Interchange WB Exit Ramp (Phase 4A Stage 3)

- Close exit ramp from WB I-80/94 to Calumet Avenue.
 - Includes both WB to NB ramp and WB to SB ramp.
 - Shall not be closed concurrently with WB I-80/94 to Indianapolis Boulevard exit ramp.
- WB I-80/94 to NB Calumet Avenue/US 41 detour route:
 - WB I-80/94 to Indianapolis Boulevard exit ramp
 - WB to NB ramp
 - NB Indianapolis Boulevard/SR 152

- NB Indianapolis Boulevard/WB US 20
- WB Chicago Avenue/SR 312
- Calumet Avenue/US 41
- WB I-80/94 to SB Calumet Avenue detour route:
 - WB I-80/94 to Indianapolis Boulevard exit ramp
 - WB to SB ramp
 - SB Indianapolis Boulevard/US 41
 - WB US 30
 - Calumet Avenue

5.3.3 Indianapolis Boulevard/SR 152/US 41 Interchange WB Entrance Ramp (Phase 4B)

- Close entrance ramp from Indianapolis Boulevard to WB I-80/94.
 - Includes both NB to WB ramp and SB to WB ramp.
 - Shall not be closed concurrently with Kennedy Avenue to WB I-80/94 entrance ramp.
- NB Indianapolis Boulevard to WB I-80/94 detour route:
 - NB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Kennedy Avenue exit ramp
 - EB to NB ramp
 - NB Kennedy Avenue
 - NB to WB ramp
 - Kennedy Avenue to WB I-80/94 entrance ramp
 - WB I-80/94
- SB Indianapolis Boulevard to WB I-80/94 detour route:
 - SB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Kennedy Avenue exit ramp
 - EB to NB ramp
 - NB Kennedy Avenue
 - NB to WB ramp
 - Kennedy Avenue to WB I-80/94 entrance ramp
 - WB I-80/94

5.3.4 Indianapolis Boulevard/SR 152/US 41 Interchange WB Exit Ramp (Phase 4B)

- Close exit ramp from WB I-80/94 to Indianapolis Boulevard.
 - Includes both WB to NB ramp and WB to SB ramp.
 - Shall not be closed concurrently with WB I-80/94 to SR 912 exit ramp.
- WB I-80/94 to NB Indianapolis Boulevard/SR 152 detour route:
 - WB I-80/94 to SR 912 exit ramp
 - WB to NB ramp
 - NB SR 912
 - NB SR 912 to WB US 20 exit ramp
 - NB to WB ramp
 - WB US 20
 - Indianapolis Boulevard/SR 152
- WB I-80/94 to SB Indianapolis Boulevard/US 41 detour route:
 - WB I-80/94 to SR 912 exit ramp
 - WB to NB ramp

- NB SR 912
- NB SR 912 to WB US 20 exit ramp
- NB to WB ramp
- WB US 20
- SB Indianapolis Boulevard/SR 152
- SB Indianapolis Boulevard/US 41

5.3.5 Kennedy Avenue Interchange WB Entrance Ramp (Phase 4B)

- Close entrance ramp from Kennedy Avenue to WB I-80/94.
 - Includes both NB to WB ramp and SB to WB ramp.
 - Shall not be closed concurrently with Indianapolis Boulevard to WB I-80/94 entrance ramp.
- NB Kennedy Avenue to WB I-80/94 detour route:
 - NB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
- SB Kennedy Avenue to WB I-80/94 detour route:
 - SB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94

5.3.6 Kennedy Avenue Interchange WB Exit Ramp (Phase 4B)

- Close exit ramp from WB I-80/94 to Kennedy Avenue.
 - Includes both WB to NB ramp and WB to SB ramp.
 - Shall not be closed concurrently with WB I-80/94 to SR 912 exit ramp.
- WB I-80/94 to NB Kennedy Avenue detour route:
 - WB I-80/94 to SR 912 exit ramp
 - WB to NB ramp
 - NB SR 912
 - NB SR 912 to 169th Street/15th Avenue exit ramp
 - WB 169th Street
 - Kennedy Avenue
- WB I-80/94 to SB Kennedy Avenue detour route:
 - WB I-80/94 to SR 912 exit ramp
 - WB to SB ramp
 - SB Cline Avenue/SR 912
 - WB Highway Avenue
 - Kennedy Avenue

5.3.7 SR 912 Interchange WB Entrance Ramp (Phase 4B)

- Close entrance ramp from SR 912 to WB I-80/94.
 - Includes both NB to WB ramp and SB to WB ramp.
- NB SR 912 to WB I-80/94 detour route:
 - NB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
- SB SR 912 to WB I-80/94 detour route:
 - SB to EB I-80/94 entrance ramp
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94

5.3.8 SR 912 Interchange WB Exit Ramp (Phase 4B)

- Close exit ramp from WB I-80/94 to SR 912.
 - Includes both WB to NB ramp and WB to SB ramp.
 - Shall not be closed concurrently with WB I-80/94 to Indianapolis Boulevard exit ramp.
 - Shall not be closed concurrently with WB I-80/94 to Kennedy Avenue exit ramp.
- WB I-80/94 to NB SR 912 detour route:
 - WB I-80/94 to Broadway/SR 53 exit ramp
 - NB Broadway/SR 53
 - WB US 12/US 20
 - SB Bridge Street
 - WB US 12/US 20
 - WB US 20 to NB SR 912 exit ramp
 - NB SR 912
- WB I-80/94 to SB SR 912 detour route:
 - WB I-80/94 to Broadway/SR 53 exit ramp
 - NB Broadway/SR 53
 - WB US 12/US 20
 - SB Bridge Street
 - WB US 12/US 20
 - WB US 20 to SB SR 912 exit ramp
 - SB SR 912

5.3.9 Torrence Avenue/IL 83 Interchange EB Entrance Ramp (Phase 5A Stage 2)

- Close entrance ramp from Torrence Avenue to EB I-80/94.
 - Includes both NB to EB ramp and SB to EB ramp.
- NB Torrence Avenue to EB I-80/94 detour route:
 - NB to WB I-80/94 entrance ramp

- WB I-80/94
- WB I-80/94 to IL 394 exit ramp
- WB to SB ramp
- SB IL 394
- SB IL 394 to US 30 exit ramp
- SB to EB ramp
- EB US 30
- NB Indianapolis Boulevard/US 41
- NB Indianapolis Boulevard/US 41 to EB I-80/94 entrance ramp
- EB I-80/94
- SB Torrence Avenue to EB I-80/94 detour route:
 - SB to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to IL 394 exit ramp
 - WB to SB ramp
 - SB IL 394
 - SB IL 394 to US 30 exit ramp
 - SB to EB ramp
 - EB US 30
 - NB Indianapolis Boulevard/US 41
 - NB Indianapolis Boulevard/US 41 to EB I-80/94 entrance ramp
 - EB I-80/94

5.3.10 Calumet Avenue/US 41 Interchange EB Exit Ramp (Phase 5A Stage 2)

- Close exit ramp from EB I-80/94 to Calumet Avenue.
 - Includes both EB to NB ramp and EB to SB ramp.
 - Shall not be closed concurrently with EB I-80/94 to Indianapolis Boulevard exit ramp.
- EB I-80/94 to NB Calumet Avenue detour route:
 - EB I-80/94
 - EB I-80/94 to Indianapolis Boulevard exit ramp
 - EB to NB ramp
 - NB Indianapolis Boulevard
 - NB to WB ramp
 - Indianapolis Boulevard to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Calumet Avenue exit ramp
 - WB to NB ramp
 - NB Calumet Avenue/US 41
- EB I-80/94 to SB Calumet Avenue detour route:
 - EB I-80/94
 - EB I-80/94 to Indianapolis Boulevard exit ramp
 - EB to NB ramp
 - NB Indianapolis Boulevard
 - NB to WB ramp
 - Indianapolis Boulevard to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Calumet Avenue exit ramp
 - WB to SB ramp
 - SB Calumet Avenue

5.3.11 Calumet Avenue/US 41 Interchange EB Entrance Ramp (Phase 5A Stage 3)

- Close entrance ramp from Calumet Avenue to EB I-80/94.
 - Includes both NB to EB ramp and SB to EB ramp.
 - Shall not be closed concurrently with Indianapolis Boulevard to EB I-80/94 entrance ramp.
- NB Calumet Avenue to EB I-80/94 detour route:
 - NB Calumet Avenue/US 41
 - EB Chicago Avenue/SR 312
 - SB Indianapolis Boulevard/EB US 20
 - SB Indianapolis Boulevard/SR 152
 - SB Indianapolis Boulevard/SR 152 to EB I-80/94 entrance ramp
 - EB I-80/94
- SB Calumet Avenue to EB I-80/94 detour route:
 - SB Calumet Avenue
 - EB US 30
 - NB Indianapolis Boulevard/US 41
 - NB Indianapolis Boulevard/US 41 to EB I-80/94 entrance ramp
 - EB I-80/94

5.3.12 Indianapolis Boulevard/SR 152/US 41 Interchange EB Exit Ramp (Phase 5B)

- Close exit ramp from EB I-80/94 to Indianapolis Boulevard.
 - Includes both EB to NB ramp and EB to SB ramp.
 - Shall not be closed concurrently with EB I-80/94 to Kennedy Avenue exit ramp.
- EB I-80/94 to NB Indianapolis Boulevard/SR 152 detour route:
 - EB I-80/94 to Kennedy Avenue exit ramp
 - EB to NB ramp
 - NB Kennedy Avenue
 - NB to WB ramp
 - Kennedy Avenue to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Indianapolis Boulevard exit ramp
 - WB to NB ramp
 - NB Indianapolis Boulevard/SR 152
- EB I-80/94 to SB Indianapolis Boulevard/US 41 detour route:
 - EB I-80/94 to Kennedy Avenue exit ramp
 - EB to NB ramp
 - NB Kennedy Avenue
 - NB to WB ramp
 - Kennedy Avenue to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Indianapolis Boulevard exit ramp
 - WB to SB ramp
 - SB Indianapolis Boulevard/US 41

5.3.13 Indianapolis Boulevard/SR 152/US 41 Interchange EB Entrance Ramp (Phase 5B)

- Close entrance ramp from Indianapolis Boulevard to EB I-80/94.
 - Includes both NB to EB ramp and SB to EB ramp.
 - Shall not be closed concurrently with SR 912 to EB I-80/94 entrance ramp.

- NB Indianapolis Boulevard to EB I-80/94 detour route:
 - NB Indianapolis Boulevard/SR 152
 - EB US 20
 - EB US 20 to SB SR 912 exit ramp
 - SB SR 912
 - SB SR 912 to EB I-80/94 exit ramp
 - SR 912 entrance ramp to EB I-80/94
 - EB I-80/94
- SB Indianapolis Boulevard to EB I-80/94 detour route:
 - NB Indianapolis Boulevard/SR 152
 - EB US 20
 - EB US 20 to SB SR 912 exit ramp
 - SB SR 912
 - SB SR 912 to EB I-80/94 exit ramp
 - SR 912 entrance ramp to EB I-80/94
 - EB I-80/94

5.3.14 Kennedy Avenue Interchange EB Exit Ramp (Phase 5B)

- Close exit ramp from EB I-80/94 to Kennedy Avenue.
 - Includes both EB to NB ramp and EB to SB ramp.
 - Shall not be closed concurrently with EB I-80/94 to Indianapolis Boulevard exit ramp.
- EB I-80/94 to NB Kennedy Avenue detour route:
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Kennedy Avenue exit ramp
 - WB to NB ramp
- EB I-80/94 to SB Kennedy Avenue detour route:
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Kennedy Avenue exit ramp
 - WB to SB ramp

5.3.15 Kennedy Avenue Interchange EB Entrance Ramp (Phase 5B)

- Close entrance ramp from Kennedy Avenue to EB I-80/94.
 - Includes both NB to EB ramp and SB to EB ramp.
 - Shall not be closed concurrently with SR 912 to EB I-80/94 entrance ramp.
- NB Kennedy Avenue to EB I-80/94 detour route:
 - NB Kennedy Avenue
 - EB 169th Street
 - SB Tennessee Avenue (SB entrance ramp)

- SB SR 912
- SB SR 912 to EB I-80/94 exit ramp
- SR 912 entrance ramp to EB I-80/94
- EB I-80/94
- SB Kennedy Avenue to EB I-80/94 detour route:
 - SB Kennedy Avenue
 - EB Highway Avenue
 - NB Cline Avenue/SR 912
 - NB SR 912 to EB I-80/94 exit ramp
 - SR 912 entrance ramp to EB I-80/94
 - EB I-80/94

5.3.16 SR 912 Interchange EB Exit Ramp (Phase 5B)

- Close exit ramp from EB I-80/94 to SR 912.
 - Includes both EB to NB ramp and EB to SB ramp.
 - Shall not be closed concurrently with EB I-80/94 to Indianapolis Boulevard exit ramp.
 - Shall not be closed concurrently with EB I-80/94 to Kennedy Avenue exit ramp.
- EB I-80/94 to NB SR 912 detour route:
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to SR 912 exit ramp
 - WB to NB ramp
 - NB SR 912
- EB I-80/94 to SB SR 912 detour route:
 - EB I-80/94
 - EB I-80/94 to Burr Street exit ramp
 - EB to NB ramp
 - NB Burr Street
 - Burr Street to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to SR 912 exit ramp
 - WB to SB ramp
 - SB SR 912

5.3.17 SR 912 Interchange EB Entrance Ramp (Phase 5B)

- Close entrance ramp from SR 912 to EB I-80/94.
 - Includes both NB to EB ramp and SB to EB ramp.
- NB SR 912 to EB I-80/94 detour route:
 - NB SR 912
 - NB SR 912 to EB US 12/US 20 exit ramp
 - EB US 12/US 20
 - SB Broadway/SR 53
 - SB Broadway/SR 53 to EB I-80/94 entrance ramp
 - EB I-80/94

- SB SR 912 to EB I-80/94 detour route (from 15th Avenue):
 - NB SR 912
 - NB SR 912 to EB US 12/US 20 exit ramp
 - EB US 12/US 20
 - SB Broadway/SR 53
 - SB Broadway/SR 53 to EB I-80/94 entrance ramp
 - EB I-80/94
- SB SR 912 to EB I-80/94 detour route (from north of US 20):
 - SB SR 912
 - SB SR 912 to EB US 12/US 20 exit ramp
 - EB US 12/US 20
 - SB Broadway/SR 53
 - SB Broadway/SR 53 to EB I-80/94 entrance ramp
 - EB I-80/94

5.3.18 Broadway/SR 53 Interchange EB Exit Ramp (Phase 9 Stage 1)

- Close exit ramp from EB I-80/94 to Broadway/SR 53.
- EB I-80/94 to Broadway/SR 53 detour route:
 - EB I-80/94
 - EB I-80/94 to Central Avenue exit ramp
 - NB Central Avenue
 - Central Avenue to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Broadway/SR 53 exit ramp
 - Broadway/SR 53

5.3.19 Broadway/SR 53 Interchange EB Loop Entrance Ramp (Phase 9 Stage 1)

- Close loop entrance ramp from SB Broadway/SR 53 to EB I-80/94.
- Shall not be closed concurrently with NB Broadway/SR 53 to EB I-80/94 entrance ramp.
- SB Broadway/SR 53 to EB I-80/94 detour route:
 - SB Broadway/SR 53 to WB I-80/94 entrance ramp
 - WB I-80/94
 - WB I-80/94 to Grant Street exit ramp
 - SB Grant Street
 - SB Grant Street to EB I-80/94 entrance ramp
 - EB I-80/94

5.4 Work Zone Design Elements

Key design elements and criteria implemented to develop the TTCP are described below.

5.4.1 Construction Zone Design Speed

At the direction of the INDOT Office of Work Zone Safety, the construction zone design speed will be 70 MPH and the worksite speed limit will be 45 MPH for the mainline interstate.

5.4.2 Lane Taper Design Criteria

Due to high traffic volumes on mainline I-80/94 and through the interchanges, merge taper lengths are designed using “L” and lane shift taper lengths are designed using “L/2” (MUTCD Tables 6C-3 and 6C-4). Shift tapers are staggered 40 ft. lane to lane per INDOT standard drawing E 801-TCLC-02. All tapers and shifts within the mainline freeway are based on a 70 MPH construction zone design speed.

5.4.3 Entering and Exiting Work Zone Design Speed

To provide a smooth and safe transition into the work zone and to properly prepare drivers for the upcoming traffic conditions, a design speed of 70 MPH will be used for mainline interstate lane merge tapers (as supported by INDOT Standard Drawing E 801-TCLC-06). This application does not replace any Illinois or Indiana standard requirements. In locations where this criterion cannot be applied, ample signing and visual mitigation measures will be utilized.

5.4.4 Lane and Shoulder Widths/Lateral Offsets

The phased construction through the corridor will maintain minimum 11-foot lane widths, 2-foot shoulder widths, and 2-foot lateral offsets where channelizing devices or temporary traffic barrier are present as much as possible.

Due to existing lane and shoulder widths of 11.81 ft. and the presence of concrete barrier along each shoulder, a temporary shoulder width of 1-2 feet will be required at some locations from the Illinois state line to the Calumet Avenue/US 41 interchange in MOT phases 1-8. All other mainline MOT phases maintain 2-foot or greater shoulder widths. Temporary pavement will be constructed along the left shoulder of the EB I-80/94 to SB I-65 ramp to maintain these minimum criteria.

5.4.5 Level One Design Exceptions

A Level One Design Exception for MOT shoulder width will be submitted for the Main TSMO Project.

5.5 Work Zone Safety Management Strategies

The TTCP utilizes the following safety management strategies throughout the work zone.

5.5.1 Outside Shoulder Closure

The outside shoulder will be closed for both work within the shoulder and roadside work. Shoulder closure details are included in the plans for both scenarios, with temporary traffic barrier provided for work within the shoulder or clear zone width.

5.5.2 Median Shoulder and Single Lane Closure

The median shoulder and left lane (lane 1) will be closed for work within the median shoulder to provide ample space for construction activities.

5.5.3 Local Road Single Lane Closure

Work performed along various low-speed local roads through the project corridor will require only a single lane closure under flagger operation.

5.5.4 Temporary Traffic Barrier

Temporary traffic barrier (TTB) will be provided to separate the work area from traffic and to provide ample space for construction activities. Due to traffic volumes, the lane closure exception will likely be requested for night work only; therefore, TTB, Type 4 will be required to allow daily set-up for work and teardown to reopen the travel lane. For shoulder work only, either Type 2 or Type 4 may be utilized.

5.5.5 Advance Warning Signage

Due to high traffic volumes and speeds, advance warning signage will be provided to alert motorists of the upcoming work zone, temporary worksite speed limit, changes in traffic pattern, potential traffic queue, ramp closures, and detours. Advance messaging will be provided using both standard construction signs and Portable Changeable Message Signs (PCMS).

5.5.6 Temporary Transverse Rumble Strips

Temporary Transverse Rumble Strips are raised durable pavement markings placed on the pavement surface perpendicular to the path of travel such that passing over the strips generates audible and vibratory stimuli. Their objective is to alert the motorist to the work zone and bring attention to other warning devices.

5.5.7 Radar Speed Display Signs

These devices alert drivers as to their speed and provide feedback to slow down if they are speeding through the work zone. While the posted speed limit of I-80/94 is 55 MPH and the temporary worksite speed limit will be 45 MPH, the 85th percentile speed has been measured between 70 and 80 MPH.

5.5.8 Automated Work Zone Information System (AWIS)/Queue Warning System

Automated Work Zone Information System (AWIS), or Queue Warning System, consists of speed sensors and a PCMS upstream of the work zone. If traffic queues begin to form in the work zone, the speed sensors provide an alert, and an appropriate message is displayed on the PCMS.

5.5.9 Shadow Vehicle/Truck-Mounted Attenuator

A Shadow Vehicle with Truck-Mounted Attenuator will be positioned to protect the work area from traffic, particularly while workers are setting up and tearing down temporary traffic barrier and traffic control devices.

6.0 TRAFFIC IMPACT

Maintaining an acceptable level of service during construction is important on all projects. The need for a traffic capacity analysis during the development of the Transportation Management Plan (TMP) is based on the nature of the project. This analysis should be done for projects that will have significant adverse impacts to

motorists. These project types include interstates in which the pre-approved lane or shoulder closure schedules are not met.

This project is deemed significant in that it falls within the boundary of the Northwestern Indiana Regional Planning Commission (NIRPC), will cause lane closures for more than three days, and requires a closure schedule not pre-approved in the INDOT Interstate Highway Congestion Policy (IHCP).

6.1 Interstate Highway Congestion Policy

The INDOT Interstate Highway Congestion Policy (IHCP) provides pre-approved times for closures and restrictions along I-80/94. The Indiana section of the corridor in which the project is located requires executive approval for a single lane closure and permits shoulder closure only at night (9:00 p.m. – 6:00 a.m.) any day of the week. Coordination with IDOT Region 1 is required to determine the necessary special provisions in accordance with their Permitted Lane Closure policy.

The following items will be included in an IHCP exception request:

- Multiple lane closure in both the eastbound and westbound directions along I-80/94 at nighttime (9:00 p.m. – 6:00 a.m.) only.
- Single lane closure in both the eastbound and westbound directions along I-80/94 at daytime.
- Shoulder closure in both the eastbound and westbound directions along I-80/94 as well as along various interchange ramps through the corridor with no time restrictions.
- Traffic stoppage of 20 minutes in both the eastbound and westbound directions along I-80/94 at nighttime (9:00 p.m. – 6:00 a.m.) only for each overhead sign installation or removal.

A preliminary IHCP exception request is under development and is being provided in the Stage 2 submittal (see Appendices E and F).

6.2 Traffic Capacity (Queuing Analysis)

The goal of the IHCP is to reduce queuing and congestion around interstate work zones and to diminish the frequency of the high speed rear-end crashes that can occur at the back of a queue.

The IHCP guidelines used to evaluate the viability of interstate continuous or multiple day closures are listed below:

- No queues of any length should be permitted to exceed six (6) continuous hours or 12 hours in any calendar day.
- Queues greater than 0.5 mile in length should not be permitted to exceed four (4) continuous hours.
- Queues greater than 1.0 mile in length should not be permitted to exceed two (2) continuous hours.
- Queues greater than 1.5 miles in length should not be permitted.

For projects with daily, non-continuous lane closures, the policy recommends that the following additional guidance also be followed:

- If queues can be eliminated by adjusting the hours worked while still completing the project in a reasonable time frame, then the adjustment should be made.
- Whenever possible, the closure should not begin during an hour which will generate a queue.
- If the last hour planned for work is the first one in which a queue will be generated, then the schedule should be adjusted away from closing during that hour.
- Where queues are expected, additional advanced work zone warning signage should be specified for placement ahead of the anticipated queue at the distances required by the MUTCD.

The preliminary traffic control plan for this project anticipates a daily, non-continuous lane closure and 20-minute traffic stoppages to take place at nighttime only with the goal of avoiding peak traffic volumes and minimizing adverse impacts. Shoulder closures are anticipated daily at various locations. Worksite speed reductions are anticipated through the work zones.

A traffic capacity (queuing) analysis has been performed for the lane/shoulder closures, traffic stoppages, and speed reductions on I-80/94 and the system-to-system connections. Details are provided in the IHCP exception request.

6.3 Work Zone Traffic Capacity

The operational elements of a facility under construction, e.g., lane segments, interchange ramps, intersections, should maintain a level of service which is not less than that provided by the facility prior to construction as much as possible. If the queuing analysis shows that the project will create an adverse impact to the level of service, one or more of the following countermeasures may be considered as mitigation:

- Converting a shoulder to a travel lane
- Constructing a temporary travel lane
- Closing or metering an interchange ramp
- Adjusting acceleration or deceleration length at an interchange ramp
- Providing additional pavement width
- Providing public information

Once the queuing analysis is completed, the adequacy of the preliminary traffic control plan will be confirmed and updated as necessary in coordination with IDOT and INDOT.

PART 3: TRANSPORTATION OPERATIONS PLAN

7.0 TRANSPORTATION OPERATIONS PLAN STRATEGIES

The Transportation Operations Plan (TOP) is the set of strategies that will be used to minimize adverse impacts in the work zone and must be incorporated into the Transportation Management (TMP) of any project that is determined to have significant work zone impacts. The TOP will be developed in coordination with IDOT and INDOT Traffic Management, IDOT Region 1, INDOT LaPorte District, and local government agencies.

7.1 Pedestrian Access During Construction

While most of the project work is within the limits of the mainline interstate corridor and limited access right of way, the Contractor will perform construction activities within the Broadway interchange and along other local roads, impacting bicycle and pedestrian routes.

The Contractor will be required to maintain existing or detoured pedestrian and/or bicycle access on all sidewalks, trails, transit facilities and at all intersections that are open to traffic. The Contractor will be required to maintain safe access and passage for all pedestrian facilities. Paths and sidewalks will be maintained and conform to ADA requirements. Occupational safety regulations that apply to the project limits will also be considered the minimum standard for personal safety to pedestrians. If work is performed above any bicycle or pedestrian routes, then temporary lighted and covered walkways will be provided to protect bicyclists and pedestrians from overhead hazards.

7.2 Mitigation Measures, Strategies, and Technologies

Several mitigation measures are available to implement on the project to minimize adverse impacts. The final TOP will be developed when the traffic control plan is finalized, and the measures required will be included in the contract special provisions. Examples of project requirements for the purpose of mitigating adverse impacts include:

- Temporary traffic barrier to provide positive protection to construction personnel and space for the Contractor to work efficiently.
- Moveable temporary traffic barrier to provide the Contractor flexibility of closing an additional lane for more space to work.
- Shadow vehicle with truck-mounted attenuator.
- Temporary worksite speed limit of 45 MPH.
- Interchange ramp metering or closure.
- Tow trucks for incident management.
- Automated Work Zone Information System/Queue Warning System
- Ingress/egress areas to allow construction vehicles more deceleration and acceleration distances into and out of the construction area.
- Law enforcement presence for emergency/incident response, queue protection, work operations awareness, and violation citations.
- When temporary traffic barrier is used to channelize traffic through a lane merge or shift taper, the lateral offset between the barrier and edge of travel lane will be increased by utilizing a 100-foot extension of the barrier at the beginning and end of the taper.
- Providing existing ramp acceleration and deceleration lane lengths on I-80/94 for entrance and exit ramps during Maintenance of Traffic (MOT) operations.

7.3 Notification and Coordination

The Contractor will be required to engage with IDOT, INDOT and other governmental entities, including law enforcement agencies, emergency response providers, school systems, and other stakeholders and agencies whose operations affect, or are affected by, the project's construction and/or MOT.

The Contractor will be responsible for coordinating with the Consultant public information team and both IDOT and INDOT Offices of Communications regarding the construction schedule and upcoming activities, especially those that potentially impact traffic operations.

The Contractor will be required to provide information for upcoming activities that impact or interfere with traffic, listing the specific location, type of work, date and time of movement closure, duration of closure, number of lanes maintained and any other information as requested by the Consultant public information team, IDOT, or INDOT. A summary of the notification time and requirements for specific activities is provided in Table 1.

If work is required for any reason, including emergency repairs, that restricts traffic outside of approved closure periods, the Contractor will be required to provide as much notice as possible to the project communications team and the organizations listed in the advanced notice list.

Details of the Contractor's movement closure notification requirements will be developed in coordination with the TMP Team on an ongoing basis.

Item	Notification Time Frame
Interstate lane closure within preapproved schedule	28 days
Overhead construction activities that require one or more 20-minute interstate closure	3 days
Disruption of ITS services	14 days
Local road traffic restrictions or lane closure	7 days
Noisy nighttime work in residential areas	7 days

Table 1: Notification Requirements for Construction Activity and Movement Closure

7.4 Public Information Plan

The Public Information Plan (PIP) is intended to create an organized and systematic process to communicate work zone information to the traveling public and prospective stakeholders. The PIP will include information to be communicated, communications strategies, and methods of delivery.

The project communications team, consisting of staff from both IDOT and INDOT Offices of Communications, INDOT LaPorte District, and IDOT Region 1, and the Consultant public information team, will prepare, maintain, and implement the PIP prior to and during construction. The PIP requires close coordination between key project personnel to provide timely information to key stakeholders and the public and to facilitate effective public involvement.

Details of the Contractor’s communication requirements will be provided in a future submittal.

7.5 Incident Management

Due to the traffic volumes on I-80/94, an incident in either direction causes major disruptions. If the incident and subsequent response efforts are significant, the local road network may be impacted. The Contractor will be required to prepare and submit an Incident Management Plan (IMP) as part of the TMP for review and approval by IDOT and INDOT. The IMP will include incident management strategies, plans for incident response, and procedures for interaction with IDOT, INDOT, emergency responders, and other governmental entities.

The IMP requirements and incident management responsibilities of the individual project team members (Consultant, Contractor, governmental entities) are under development and will be included in a future submittal.

APPENDIX A – TMP TEAM CONTACT LIST

Name	Email or Phone	Organization
INDOT Representatives – Central Office		
Brian Shattuck, PE	bshattuck@indot.in.gov	INDOT Project Manager
Dave Boruff	dboruff@indot.in.gov	INDOT Office of Traffic Administration
Jim Poturalski	jpoturalski@indot.in.gov	INDOT Central Office Sr. Director of Engineering and Research
Kathy Borgmann	kborgmann@indot.in.gov	Indianapolis TMC Work Zone Incident Management
Mischa Kachler	mkachler@indot.in.gov	Indianapolis TMC Work Zone Safety Supervisor
Katherine Smutzer	ksmutzer@indot.in.gov	Indianapolis TMC Senior Work Zone Safety Engineer
Deborah Markovich	dmarkovich@indot.in.gov	Borman Expressway TMC Operations
INDOT Representatives – LaPorte District		
Steve Benczik	stbenczik@indot.in.gov	INDOT LaPorte District System Asset Manager
Rachel Greenwood	rgreenwood@indot.in.gov	INDOT LaPorte District Emergency Mgmt Coordinator
Alan Holderread	aholderread@indot.in.gov	INDOT LaPorte District Traffic Engineer
Jonathon Kruger	jkruiger@indot.in.gov	INDOT LaPorte District Construction Director
Stewart Michels	smichels@indot.in.gov	INDOT LaPorte District Environ. Services Supervisor
Molly Mooney	mmooney@indot.in.gov	INDOT LaPorte District Pavement Asset Engineer
Adam Parkhouse	aparkhouse@indot.in.gov	INDOT LaPorte District Communications Director
Paul South	psouth@indot.in.gov	INDOT LaPorte District Scoping Manager
Amber Thomas	Athomas2@indot.in.gov	INDOT LaPorte District Consultant Services Manager
FHWA and Regulatory Agency Representatives		
TBD	TBD	IDOT, Region 1

TBD	TBD	Illinois State Toll Highway Authority
Christopher Hall	(217) 492-4640	Illinois Division of the Federal Highway Administration (FHWA)
Abell Gelaye	Abell.Gelaye@dot.gov	Indiana Division of the Federal Highway Administration (FHWA)
Kari Carmany-George	k.carmanygeorge@dot.gov	Indiana Division of the Federal Highway Administration (FHWA)
Local Government - Indiana		
Jerome Prince	cpruitt@gary.gov	City of Gary, Indiana
Thomas M. McDermott Jr.	(219) 853-6301	City of Hammond, Indiana
Bill Carroll	(219) 962-2081	City of Lake Station, Indiana
Sue Lynch	(219) 762-5425	City of Portage, Indiana
Lawrence Ballah	(219) 924-7500	Town of Griffith, Indiana
Bernie Zemen	bzemen@highland.in.gov	Town of Highland, Indiana
Dustin Anderson	(219) 836-6904	Town of Munster, Indiana
Kyle Allen	(219) 755-3204	Lake County, Indiana
Local Government - Illinois		
Valerie McDaniels	(708) 895-7200	Village of Lansing, Illinois
Don De Graff	(708) 210-2911	Village of South Holland, Illinois
Stanley Moore	stanley.moore2@cookcountyil.gov	Cook County, Illinois
Stakeholder Representatives		
Jennie Vana	(312) 454-0400	Chicago Metropolitan Agency for Planning (CMAP)
Richard Hardaway	(219) 763-6060	Northwestern Indiana Regional Planning Commission (NIRPC)
Mark Terry	mterry@gary.gov	Gary Fire Department
Roy Schoon	(219) 922-3093	Griffith Fire Department
Jeffrey Smith	(219) 853-6416	Hammond Fire Department
Michael Pipta	(219) 838-1080	Highland Fire Department
Chuck Fazekas	(219) 962-8295	Lake Station Fire Department
Chad Kooyenga	(708) 895-7200	Lansing Fire Department
Mark Hajduk	(219) 836-6965	Munster Fire Department
Brian Kolosh	(708) 210-2900	South Holland Fire Department
Brendan Kelly	(217) 782-7263	Illinois State Police
Doug Carter	(216) 232-8248	Indiana State Police
Anthony Titus	(219) 881-7300	Gary Police Department
Greg Mance	(219) 924-7503	Griffith Police Department

William Short	(219) 853-6490	Hammond Police Department
Glenn Cox	(219) 838-3184	Highland Police Department
Alfred Phillips	(708) 895-7127	Lansing Police Department
Stephen Scheckel	(219) 836-6639	Munster Police Department
Tom Dart	(708) 865-4700	Cook County Sheriff's Office
Oscar Martinez Jr.	(219) 755-3400	Lake County Sheriff's Department
Technical Team Representatives		
Toby Randolph	tobias.randolph@parsons.com	Parsons Project Manager
Tim Kent	timothy.kent@parsons.com	Parsons Roadway Lead
Parker Thomson	parker.thomson@parsons.com	Parsons Structures Lead
Bill Montgomery	william.montgomery@parsons.com	Parsons MOT Lead
Craig Moore	craig.moore@parsons.com	Parsons Traffic Lead
Russ Bautch	russ@bautchengineering.com	Parsons ITS Lead
Holliston Huhn	holliston.huhn@parsons.com	Parsons Utility Coordinator



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

March 27, 2025,

575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204
317-226-7475
Fax 317-226-7341

In Reply Refer To:
HDA-IN

Mr. Daniel McCoy
Director of Traffic Engineering
Indiana Department of Transportation
100 N Senate Avenue, Room N755
Indianapolis, IN 46204

Dear Mr. McCoy,

The Federal Highway Administration Indiana Division (FHWA) has reviewed the Final Interstate Access Document for the proposed I-80/94 FlexRoad project submitted by the Indiana Department of Transportation (INDOT) submitted on December 23, 2024.

The proposed interchange modification at the I-80/94 Interchange at Broadway (SR 53) will retain all traffic movements while reducing weaving movements on eastbound I-80/94. The proposed modification is currently designed to improve visibility for drivers exiting the freeway and is expected to operate at an acceptable level-of-service in the design year for all movements. The safety analysis developed by INDOT indicated improvement in the safety performance for the interchange when compared to the existing configuration.

Based upon our review of your request, we are providing a Determination of Safety, Operational and Engineering Acceptability. An environmental decision document for the project is still under development. If the scope and final design in the approved environmental document is consistent with the design in your current request, then INDOT may request final approval upon completion of NEPA.

If there are any significant changes made for final design or if the project schedule is delayed, this decision will be reevaluated accordingly.

Should you have any further questions regarding this matter, please contact Mr. Abell Gelaye, Transportation Engineer, at 317-226-5617.

Sincerely,

FOR Michelle L. Herrell
Division Administrator

cc: A. Gelaye