Road School 2012
DEVELOPMENT OF THE INTERSTATE HIGHWAYS CONGESTION POLICY
Objectives

- Discuss the history of the policy
- Explain the structure of the new policy
- Overview of the various sections of the policy
History

- Two policies were created:
  - First policy
    - Effective for the January 21, 2004 letting
    - Applied to all individuals, except INDOT personnel
  - Second policy
    - Effective January 27, 2004
    - Applied to all INDOT personnel
History

Interstate Lane Closure Policy

- A revised policy was developed in 2010
  - Combined previous policies
  - Eliminated program specific references
  - Emergency Repair – After Action Report

- Effective dates:
  - March 17, 2010 for INDOT personnel and Permit seekers
  - For contracted projects with a ready for contract date on or after May 15, 2010
  - Existing waivers were grandfathered
History

Interstate Highway Congestion Policy

- Development Began in October 2010
- Final draft now being reviewed
- Not yet effective!!!!!!
Structure of the New Policy

- The policy is divided into a:
  - Policy Section with seven parts, and
  - Five Appendices
Structure of the New Policy

- Policy Section:
  I. Policy Statement
  II. Purpose
  III. Administration
  IV. Acronyms
  V. Application
  VI. Reporting Requirements
  VII. Policy Approval
Structure of the New Policy

- Appendices:
  A. Emergency and Urgent Closures
  B. Pre-approved Closures
  C. Waivers to the Policy
  D. Rolling Slowdowns
  E. Queue Measurement and Reporting
I. Policy Section

The policy statement prohibits operations which:

- Restrict lanes on an Interstate Route
- Cause congestion on an Interstate Route
- Except as noted
II. Purpose

- Purpose is to comply with 23 CFR 630 Subparts J and K

III. Administration

- Administered and maintained by INDOT’s Traffic Management Division

IV. ACRONYMS USED

- List of 15 Acronyms used in the policy
V. APPLICATION OF THE POLICY

- Contains eight parts which describe:
  - Who must follow the policy
  - When it does and doesn’t apply
  - Where it applies
  - How to seek to vary from it
  - What data collection is required
VI. Reporting Requirements

- Any closures must be reported
- The report is to include:
  - Closure information
  - Contact Information
VII. Policy Approval

- Replaces all prior policies
- Effective dates
Appendix A

- Emergency Repairs
  - Suggested use
  - Reporting requirements

- Urgent Repairs
  - Suggested use
  - Queue development
  - Reporting requirements
  - Prevention of future urgent repairs
## Pre-Approved Interstate Closure and Restriction Times

<table>
<thead>
<tr>
<th>Section</th>
<th>Start Exit</th>
<th>End Exit</th>
<th>2009 Schedule</th>
<th>Length (mi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I 465 to 116th St</td>
<td>0</td>
<td>5</td>
<td>Nighttime Only</td>
<td>5</td>
</tr>
<tr>
<td>116th St to SR 38</td>
<td>5</td>
<td>19</td>
<td>Executive Approval</td>
<td>14</td>
</tr>
<tr>
<td>SR 38 to SR 18</td>
<td>19</td>
<td>64</td>
<td>Nighttime Only</td>
<td>45</td>
</tr>
<tr>
<td>SR 18 to US 224</td>
<td>64</td>
<td>86</td>
<td>Weekday or Nighttime Only</td>
<td>22</td>
</tr>
<tr>
<td>US 224 to US 24</td>
<td>86</td>
<td>102</td>
<td>Nighttime Only</td>
<td>16</td>
</tr>
<tr>
<td>US 24 to SR 1</td>
<td>102</td>
<td>116</td>
<td>Anytime</td>
<td>14</td>
</tr>
<tr>
<td>SR 1 to SR 4</td>
<td>116</td>
<td>140</td>
<td>Nighttime Only</td>
<td>24</td>
</tr>
<tr>
<td>SR 4 to the Michigan State Line</td>
<td>140</td>
<td>158</td>
<td>Anytime</td>
<td>18</td>
</tr>
</tbody>
</table>
Appendix C

- Waivers
  - Approval required prior to work
  - Who may approve
  - Who is responsible to seek a waiver
  - What requires a waiver
  - Work outside pre-approved schedules
  - Process
  - Checklist
  - Templates
  - Queue Analysis
## Appendix C

Table C-1: Suggested QUEWZ98 Model Parameters from Highway Capacity Manual, Chapter 23, 2000 ed.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Free Flow Speed (mph)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>55</td>
</tr>
<tr>
<td>Speed at D/E Breakpoint (mph)</td>
<td>55</td>
</tr>
<tr>
<td>Speed at Capacity (mph)</td>
<td>50</td>
</tr>
<tr>
<td>Volume at D/E Breakpoint (pce/hr)</td>
<td>1910</td>
</tr>
<tr>
<td>Volume at Capacity (pce/hr)</td>
<td>2250</td>
</tr>
</tbody>
</table>
### Table C-2: Suggested Working Hour Capacities

<table>
<thead>
<tr>
<th>Work Zone Type</th>
<th>Lanes Maintained</th>
<th>Effective Lane Width</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>&gt; or = 11’</td>
</tr>
<tr>
<td>Short Term</td>
<td>1 or more</td>
<td>1600</td>
</tr>
<tr>
<td>Long Term, traffic not crossed over</td>
<td>1</td>
<td>1750</td>
</tr>
<tr>
<td>Long Term, traffic crossed over</td>
<td>1</td>
<td>1550</td>
</tr>
<tr>
<td>Long Term, either traffic crossed or not crossed</td>
<td>2 or more</td>
<td>1750</td>
</tr>
</tbody>
</table>
**Rolling Slowdowns**

- **Usage**
- **Reporting**
- **Procedure**
- **Distance Table**
- **Diagram**

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Distance (Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>12.7</td>
</tr>
<tr>
<td>15</td>
<td>8.3</td>
</tr>
<tr>
<td>10</td>
<td>5.2</td>
</tr>
<tr>
<td>5</td>
<td>2.5</td>
</tr>
<tr>
<td>20</td>
<td>10.4</td>
</tr>
<tr>
<td>15</td>
<td>10.2</td>
</tr>
</tbody>
</table>

*INTERSTATE HIGHWAYS CONGESTION POLICY*

Appendix D
Queue Measurement and Reporting

**Requirements**

**Reports**

**Diagram**

**Form**

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**INDOT WORK ZONE QUEUE & DELAY REPORT FORM**

Contract No: ____________________
Route & Project Limits/Location: ____________________
County: ________________ District: ________________
Occasion: ____________________

Date: __/__/__

Measurement 1:
Direction of Travel: ________________ Time: :__ am/pm
Location of Queue (see note 2):
Queue Length: _____ miles Delay: _____ minutes

Measurement 2:
Direction of Travel: ________________ Time: :__ am/pm
Location of Queue (see note 2):
Queue Length: _____ miles Delay: _____ minutes

Comments: ____________________

Signed,

Project Engineer/Supervisor ____________________ Report Date ____________________

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**NOTES:**

1. Occasion refers to the event (e.g. start of construction, phase change, location change) that is prompting the measurements.

2. Location of Queue refers to the location that the queue begins, for instance "the left lane merge taper for the crossover at station 123+50"

cc: District Traffic Engineer
Work Zone Safety Section, Indianapolis TMC (fax to 317-898-0897)
Project File

Form Date 02/2012
INTERSTATE HIGHWAYS CONGESTION POLICY

Questions??????

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