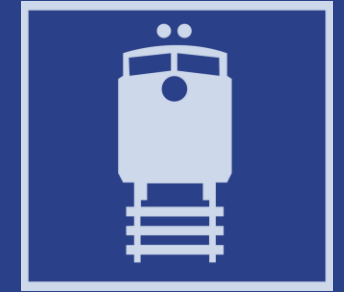




Interstate Highway Congestion Policy (IHCP) hints and tips

**Jim Poturalski, Managing Director, INDOT
Engineering and Research
May 12, 2026**



Today's topics

- Existing processes
- Common issues seen
- Available tools
- Upcoming IHCP policy/process updates

Existing Processes

- Same policy since 2017, but some regular supporting guidance has been communicated
- Somewhat significant clarification with Design Memo 24-08 for high volume interstates (keeping two lanes open except during overnight and weekend closures)
- Some reminders/clarifications
 - Modifying capacity assumptions (moving toward reducing capacity assumptions for single open lanes – no adjustments)
 - Clarifying exception due dates – per chapter 14, approvals prior to stage 3
 - Attaching RSP 801-T-216 to exception requests

Common issues regularly seen

- Using existing templates (which includes relevant signature blocks)(Design Memo 25-18)
- Getting submitted early enough, required prior to stage 3 plans
- Including RSP 801-T-216 or including all recommended approved restrictions (lane, shoulder, ramp closures and stoppages (Design Memos 25-01 and 24-06 if no exception)
- Approval request matching RSP 801-T-216
- Providing thought out mitigation options (still see some bullets in abbreviated TMP that are not relevant or complete)
- Reviewing for adjacent or conflicting projects

Common issues (continued)

- Discussing constructability with construction team (preferably during TMP meetings or initial field checks)
- Reviewing quantities of MOT mitigation items (e.g., LEO hours, queue truck hours, AWIS quantity items)
- Considering all phases of work (i.e., phase 0 work, phase changes, anticipated maintenance type activities, final markings, etc.)
- Not including MOT plans

References

- Location of templates (and other items related to IHCP)
- Design Memo 25-01 related to need to include RSP 801-T-216 into all IHCP exception requests
- Reference related to having IHCP exceptions approved prior to Stage 3 plans

Templates

[Home](#) [INDOT](#) > [Safety](#) > [Work Zone Safety](#) > [Interstate Highways Congestion Policy](#) > [Interstate Highways Congestion Policy Cover Letters and Exception Request Body Templates](#)

Templates vary by type of work, project status and the approver.

Policy Exception for Contract Work During Design or Construction

- [Cover Letter Template](#)
- [Exception Request Body Template](#)

Policy Exception for Permit Work

- [Cover Letter Template](#)
- [Exception Request Body Template](#)

Policy Exception for the Repair or Replacement of Traffic Management Division's ITS Infrastructure

- [Cover Letter Template](#)
- [Exception Request Body Template](#)

Policy Exception for Non-Contract Work Not Covered by District Biennial Maintenance Policy Exception

- [Cover Letter Template](#)
- [Exception Request Body Template](#)

IHCP Links

- [INDOT Interstate Highways Congestion Policy](#)
- [Interstate Highways Congestion Policy Analysis Tools](#)
- [Previous Interstate Highways Congestion Policies](#)
- [INDOT Work Zone Safety and Mobility Policy](#)
- [INDOT Work Zone Safety](#)



Design Memo No. 25-01

January 14, 2025

TO: All Design Personnel and Consultants

FROM: /s/Luis A. Laracuate
Luis A. Laracuate, PE, MS
Highway Engineering Director

SUBJECT: Interstate Highways Congestion Policy (IHCP) Exception Requests

EFFECTIVE: As Noted

As noted in Design Memo 24-06, it is essential for safety and operations in work zones that accurate closure schedules as well as mitigation measures are included in contract documents. Inconsistency between closure schedules and mitigation measures approved in the IHCP exception and those submitted to Contract Administration continue to be observed. Failing to provide accurate information creates unnecessary work for INDOT staff and adds risk to the contract that may compromise safety and increase project costs.

IHCP Procedural Change

For new and amended IHCP exception requests, RSP 801-T-216, Lane Closures, must be included with the request as an appendix. The RSP should be completed such that it accurately reflects all closures that are part of the exception request, e.g., lane/shoulder/ramp closures and rolling slowdowns/temporary stoppages.

- IHCP exception requests will not be reviewed without the completed RSP.
- The RSP must be updated to reflect all revisions made to closure schedules as part of the approval process.

This procedural change also applies to IHCP exception requests for high-volume interstate highways, described in Design Memo 24-08.

Contract Lettings

At Final Tracings, designers should place extra emphasis on the accuracy of the closure information provided RSP 801-T-216 and ensure pay items for mitigation measures in the approved IHCP exception have been included. Contract letting schedules may be at risk when discrepancies are identified and safety, construction schedules and project costs can be significantly affected.

14-2.01(13) Stage 3 Review Submission [Rev. Feb. 2012, Feb. 2021, Mar. 2021, Jun. 2021, Dec. 2021, Nov. 2024]

Plans should be approximately 95% complete at this stage.

The purpose of this submittal is to ensure that the plans are complete and satisfy the criteria provided in the Engineering Assessment studies. The following should be completed and reviewed for quality assurance. Include responses to Final Field Check questions.

15. Traffic Control Plan Checklist. See [Section 14-1.02\(03\)](#) for Traffic Control Plan Checklist information.
16. Final Approved IHCP Request, if required. See Section 503-3.02.
17. Final TMP Report for Significant Projects. See Section 503-2.0
18. FHWA-Indiana PS&E Checklist. Complete the Project Information section.

Available Tools

- District Traffic team
- Other Tech Services staff (asset teams, scoping staff)
 - Goal is to have MOT strategies at call for projects or scoping stage
- Speed Heat maps
 - Can use to verify assumptions/modeling if a recent project is similar
 - Can be used to estimate quantities of certain pay items (e.g., queue trucks, PCMS boards as part of AWIS pay item)
- TMP team members (TMP meetings should start at PFC)
 - Construction staff to verify work durations and constructability
 - Work Zone Safety Staff
 - Approving Authority of IHCP exceptions

Begin Date: 2026-05-01 | End Date: 2026-05-04 | Road Name:  | Start MM: 200 | End MM: 207 | Width: 400 | Height: 300 | HB Point: 2 | Crash Point: 3 | [Submit](#)

[Load Crash Data \(c\)](#) | Temperature | [Load Weather Data \(w\)](#) | [Load AVL Data \(a\)](#) | [Clear Virtual Drive](#) | [Show Shortcut Keys](#)



Fri 05 / 01

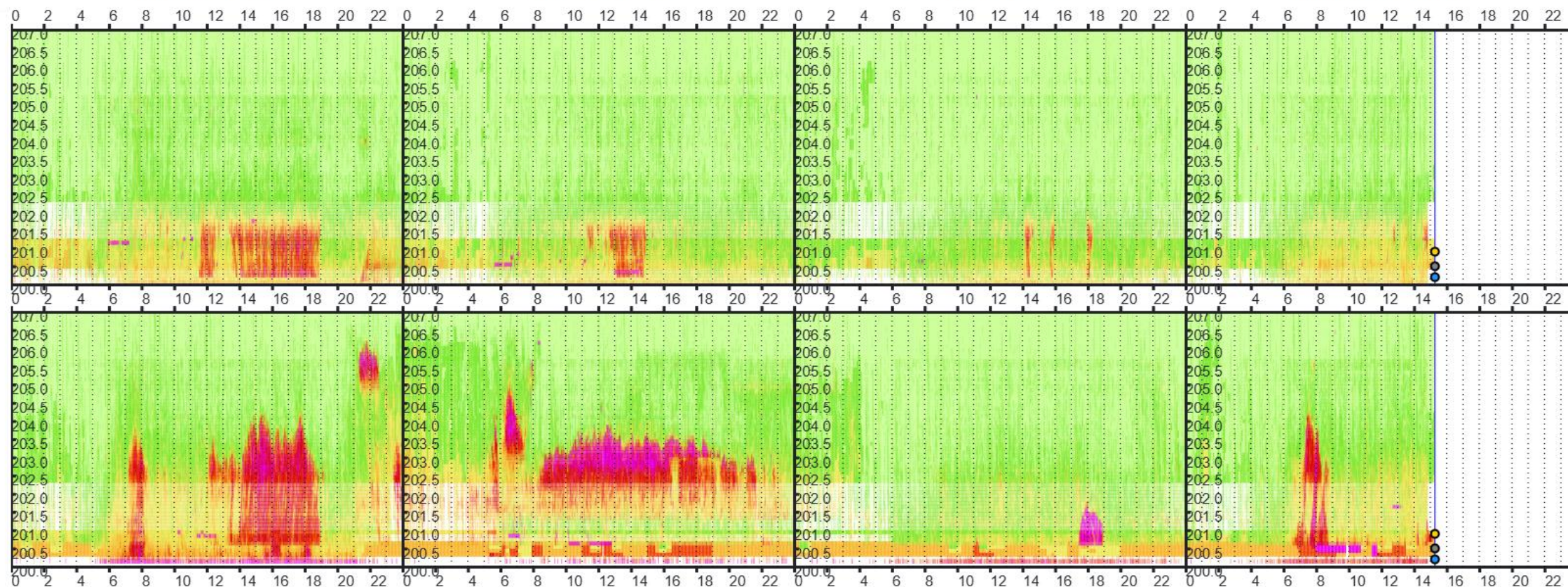
Sat 05 / 02

Sun 05 / 03

Mon 05 / 04

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Upcoming IHCP Policy/Process Update

- Updated policy likely to be signed shortly
- Effective date to be 90 days from signature
 - Allows for training and communication
 - Allows for requests in process to continue with reviews and approval under existing policy
 - All approvals prior to effective date will remain valid

Policy update (continued)

- More significant changes
 - Will be tables with a similar format at prior DBME's (Select tables)
 - Will be some new submittal intake forms
 - Ramp closures, except interstate system to system ramps, will not need an exception; FHWA still to concur with system ramp closures (still need detour identified and some limited link analysis)
 - Every project on the interstate will have a review by district traffic to verify a need for exception (or if no exception is needed)
 - Some formatting changes, but analyses would be similar
- Goals to reduce number of exceptions
 - Few ramp exceptions will be needed but identification still required
 - Some language changes to minimize future amendments



Moving Forward

- I will be continuing in my part time role to review/approve exceptions
- Nathan Sturdevant will also be delegated to approve exceptions
- Behind the scenes, we are working on a common mailbox to collect district submittals for exceptions, requests for Work Zone Council and Work Zone Review Board meetings (and other items)

Questions?