

# The Future of IHCP

Taylor Hartman, Assistant Special Project Engineer  
Greenfield District

John D. McGregor, P.E., Traffic Operations Director  
Traffic Management Division

# Overview

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- Status of Current IHCP Update
- Glimpse of What's to Come
- What We Expect



# The Long Road to Update

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- Update Attempt 1/FRST

- ~2018/2019 IHCP began to look at updating the process
  - An app/website
- 2020 Updating the process was slowed due to COVID
- 2021 this process was dropped due to outside factors



- Update Attempt 2

- 2022 IHCP Update board started
  - LaPorte, TMC, Greenfield, Jim Poturalski
- September 2022 to December 2024
  - Monthly meetings to discuss what the new process will be
  - What needs to be updated, added, or removed?
- January 2025: First draft of IHCP sent out for review
  - Over 100 people in INDOT are reviewing the first draft.
- May 2025: INDOT Legal reviewing
- Proposing January 2026: New process approved and active

# Some Proposed Changes

- Removing
  - The new process will remove pre-approved closures and District Biennial Maintenance Exception (DBME)
- Replacement/Changing
  - Table with MOT scenarios that the District will be comfortable with.

I-275

Section	Start Exit	End Exit	Length (mi)	Single Lane Closure Designation	Urban Designation	Shoulder Closure Only Designation
KY State Line to OH State Line	15	18	3	Nighttime Only	Urban	9A to 3P, 7P to 6A, M-F & Weekend

2025 Interstate Highways Congestion Policy  
Draft of January 4, 2025

I-275 WEEKDAYS

1 Lane Open, Shoulder Closure Allowed	3 Lanes Open, Shoulder Closure Allowed	5 Lanes Open, Shoulder Closure Allowed	All Travel Lanes Open, Shoulder Closure Allowed
2 Lanes Open, Shoulder Closure Allowed	4 Lanes Open, Shoulder Closure Allowed	6 Lanes Open, Shoulder Closure Allowed	All Travel Lanes Open, No Shoulder Closure

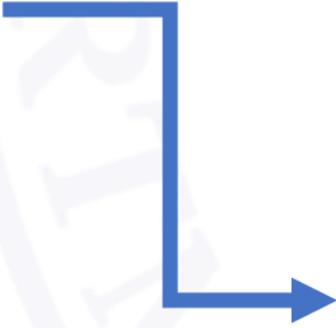
FROM		TO		District	Existing # of lanes	Auxiliary Lanes	Urban/Rural	Direction	TCDS Segment #	High Volume Segment	Hour Closure Begins																							
Cross Road	MM	Cross Road	MM								12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM
KY State Line	15	US 50	16	Seymour	2	0	Urban	NB	978210	Yes	304	187	227	214	313	614	1112	1832	1270	1082	994	1115	1086	1192	1495	2017	2304	2505	1400	873	692	536	435	394
US 90	16	OH State Line	18	Seymour	2	0	Urban	NB	978220	Yes	272	257	201	246	382	880	1408	1881	1531	1224	1124	1154	1137	1244	1424	1582	1793	1730	1052	725	597	477	433	319
KY State Line	15	US 50	16	Seymour	2	0	Urban	SB	978210	Yes	183	155	169	234	504	1170	1887	2211	1786	1212	1126	1097	1182	1167	1270	1448	1814	1974	1176	694	581	443	328	283
US 90	16	OH State Line	18	Seymour	2	0	Urban	SB	978220	Yes	250	171	220	279	433	681	1107	1425	1277	1107	1115	1250	1158	1234	1449	1749	1840	1940	1288	815	659	518	420	360

# Some Proposed Changes

- Removing
    - Pre-approved work doesn't require District Traffic Approval
  - Replacement/Changing
    - All closures will require District Traffic Approval
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I-275

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## Stages of Approval:

- Following the new tables exactly with no modification to the time of closures
  - One-page approval from DTE with the stipulation that if it changes, new documentation and approval are required
- Any changes to the tables
  - Discussion with the District Traffic Engineer or their IHCP designee on what paperwork will be required
  - Documentation will vary depending on the closure request

# Some Proposed Changes

- Modifying

- Pre-approved closure for ramps for any closure less than 10 minutes
- No closures stated for multilane ramps



- Replacement/Changing

- Ramps at night included and times for multiple lane closures included (location dependent)

- Modifying (Already in progress)

- Only one approving authority



- Added

- Approval may have multiple signatures

## New Signature lines:

1. Construction Contract Approver
2. Federal Highway Approver
3. Work Zone Review Board or Work Zone Council



## Federal Highway signs for:

- Interstate-to-interstate ramp closures
- Full Closures of the interstate

## Work Zone Review Board/Work Zone Council

- Depends on closure/timeline (DM 24-08)

# Some Proposed Changes

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New items to look forward to:

- New Templates

- Cover Letter
- Body

- New Modified Queue Analysis Tool

- Guidance on Certain MOT

- Short Term Stoppages

- RSP Documentation

- 801-T-216

One template for all closure types to use

Ensure that you have the right capacity for closure

Guidance on what the Districts will want to see for each type of closure

Make sure that closures in the IHCP match what is in the CIB

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What Should You Do Now?



# Exception Steps

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## 1. Talk with your District Traffic Engineer or their designee first

We will know what closures, times, or requirements our approvers will be looking for.



**Going around or excluding the District in conversations**



**Call a meeting with everyone**

## 2. Discussions need to begin in Stage 1



Better prepared for changes



Confirming work capacities early = less rework later



Idea of how many approving parties there will be



# Exception Steps

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## 3. Plan for all stages of work

- Pre-phase work
- Closures for MOT/Phase work
- Shoulder Strengthening
- Short-term/Rolling Stoppages
- Ramp Closures

## 4. Stay up-to-date on INDOT design memos

## 5. Sending Correct Files

Original (First) Approval or Exception

### Word Documents

- Cover Letter
- Body

### Excel Documents

- Queue Analysis
- Detour Analysis
- Stoppage Analysis
- Synchro/Sidra Analysis

### PDF Documents

- Completed Exception Report
- RSP
- Plans
- Schedules (not included unless requested)



# Exception Steps

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## 6. **Amended Exceptions (NEW IN BOLD and in RED)**

### Word Documents

- Cover Letter
- Body (not included unless requested)

### Excel Documents

- New analysis associated with new closure request

### PDF Documents

- Completed Exception Report
- New RSP
- Changed Plans
- New Schedules

All new amendments will be sent from construction back to their designers to process.



**DON'T FORGET!**  
If using an old template, change the header and cc list to the current INDOT staff

Can You Spot the Mistakes?





# INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Traffic Management Center  
8620 East 21st Street  
Indianapolis, Indiana 46219

PHONE: (317) 899-8626  
FAX: (317) 898-0897

Mike Braun, Governor  
Kent Abernathy, Commissioner

April 29, 2025

Anticipated Start of Closures: Summer 2030

Expected Duration: 3 nights

Lane Width: 10 ft.

Shoulder Width: 1 ft

Type of barrier used: barrels

**TO:** Jim Poturalski, Managing Director of Engineering and Research

Division of Research and Development

**THRU:** Mike MacNeill, District Traffic Engineer

Greenfield District

**FROM:** John Doe, Designer

ABC Engineering

**SUBJECT:** Interstate Highway Congestion Policy Exception Request

CPR of I-465

I-465 and I-70 Interchange in Marion County

Contract Number: R-12345

There shouldn't be any queues out here since we are mostly working at night. No analysis required.

Policy Exception Approved:

Jim Poturalski, Managing Director of  
Engineering and Research

Enclosures: MOT Plans

cc: John McGregor, Manager, Traffic Support Section, Indianapolis Traffic Management Center

Mischa Kachler, Supervisor, Work Zone Safety Section, Indianapolis Traffic Management Center

James Colonis, Director, Construction Division, Greenfield District

Darryl Wineinger, Director, Technical Services Division, Greenfield District

Patrick Szewczak, Director, Highway Maintenance Division, Greenfield District

Mike MacNeill, Manager, Traffic, Technical Division, Greenfield District

Peyton Manning, Highway Engineering Director, Highway Engineering

Christine Williams, Project Manager, Capital Programs, LaPorte District

Jim Nabors, Indy 500 Singer, Entertainer, RIP

We have reviewed the attached policy exception request and concur with the analyses presented.

IHCP Allowable Closure: Shoulder Closure

- 9 PM to 5 AM

Requested Closures: Ramp Closure

- I-465 Northbound to I-70 Westbound exit ramp

Lane Closure

- Single lane 9 PM to 5 AM
- Double lane closure
  - Monday to Thursday 7 PM to 5 AM
  - Friday 9 PM to Monday 5 AM

Minimum Open Lanes: I-465: 1 lane open

I-70 : All lanes open

16 mistakes on this cover letter, did you find them all?

# Queue Analysis for 2 Lane Closure in a 3 Lane Segment (Example on I-70 Indianapolis)

Capacities for Alternative 1 for Westbound (Single right lane closure)

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Midnight to 1 am	1623	7920	7920	7920	7920	1623	1623
1 am to 2 am	1623	7920	7920	7920	7920	1623	1623
2 am to 3 am	1623	7920	7920	7920	7920	1623	1623
3 am to 4 am	1623	7920	7920	7920	7920	1623	1623
4 am to 5 am	1623	7920	7920	7920	7920	1623	1623
5 am to 6 am	7920	7920	7920	7920	7920	1623	1623
6 am to 7 am	7920	7920	7920	7920	7920	1623	1623
7 am to 8 am	7920	7920	7920	7920	7920	1623	1623
8 am to 9 am	7920	7920	7920	7920	7920	1623	1623
9 am to 10 am	7920	7920	7920	7920	7920	1623	1623
10 am to 11 am	7920	7920	7920	7920	7920	1623	1623
11 am to Noon	7920	7920	7920	7920	7920	1623	1623
Noon to 1 pm	7920	7920	7920	7920	7920	1623	1623
1 pm to 2 pm	7920	7920	7920	7920	7920	1623	1623
2 pm to 3 pm	7920	7920	7920	7920	7920	1623	1623
3 pm to 4 pm	7920	7920	7920	7920	7920	1623	1623
4 pm to 5 pm	7920	7920	7920	7920	7920	1623	1623
5 pm to 6 pm	7920	7920	7920	7920	7920	1623	1623
6 pm to 7 pm	7920	7920	7920	7920	7920	1623	1623
7 pm to 8 pm	7920	7920	7920	7920	7920	1623	1623
8 pm to 9 pm	7920	7920	7920	7920	7920	1623	1623
9 pm to 10 pm	7920	7920	7920	7920	1623	1623	1623
10 pm to 11 pm	7920	7920	7920	7920	1623	1623	1623
11 pm to Midnight	7920	7920	7920	7920	1623	1623	1623

Anticipated Queuing (mi) for Alternative 1 for Westbound Traffic (Single right lane closure)

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Midnight to 1 am	20.42	0	0	0	0	0	22.59
1 am to 2 am	18.63	0	0	0	0	0	20.81
2 am to 3 am	16.77	0	0	0	0	0	18.77
3 am to 4 am	15.15	0	0	0	0	0	16.69
4 am to 5 am	14.32	0	0	0	0	0	14.52
5 am to 6 am	4.43	0	0	0	0	0	12.69
6 am to 7 am	0	0	0	0	0	0	10.95
7 am to 8 am	0	0	0	0	0	0	9.11
8 am to 9 am	0	0	0	0	0	0.34	7.64
9 am to 10 am	0	0	0	0	0	1.85	7.11
10 am to 11 am	0	0	0	0	0	3.45	7.63
11 am to Noon	0	0	0	0	0	5.19	8.57
Noon to 1 pm	0	0	0	0	0	7.34	10.39
1 pm to 2 pm	0	0	0	0	0	9.52	12.25
2 pm to 3 pm	0	0	0	0	0	12.09	14.43
3 pm to 4 pm	0	0	0	0	0	14.69	16.86
4 pm to 5 pm	0	0	0	0	0	17.62	19.59
5 pm to 6 pm	0	0	0	0	0	19.97	21.82
6 pm to 7 pm	0	0	0	0	0	22.06	23.50
7 pm to 8 pm	0	0	0	0	0	23.43	24.63
8 pm to 9 pm	0	0	0	0	0	24.23	24.81
9 pm to 10 pm	0	0	0	0	0.37	24.48	24.24
10 pm to 11 pm	0	0	0	0	0.35	24.30	23.13
11 pm to Midnight	0	0	0	0	0	23.62	21.73

Work Zone Capacities (PCE/hr/ln)

# Pre-work Open Lanes	# Work Zone Open Lanes	Lane Width		
		12'-11'	10.9'-10.0'	9.9'-9.0'
2	1	1550	1400	1325
3	2	1650	1450	1375
3	1	1550	1350	1275
4	3	1650	1500	1425
4	2	1550	1400	1325
4	1	1425	1325	1250

2 mistakes on this analysis, did you spot them?

# Detour Analysis for Interstate-to-Interstate Ramp Closure

Time	I-70 WB to I-65 NB	I-70 WB to I-70 WB/I-65 SB (north split)		I-70 WB/I-65 SB to I-70 WB (south split)		I-70 WB to West St/Missouri St		West St/Missouri St to I-70 WB		I-70 EB/I-65 NB to I-70 EB (south split)		I-65 NB/I-70 EB to I-65 NB		0	
	Closed Ramp	Detour: Link 1		Detour: Link 2		Detour: Link 3		Detour: Link 4		Detour: Link 5		Detour: Link 6		Detour: Link 7	
	(Interstate to Interstate/C-D)	(Interstate to Interstate/C-D)		(Interstate to Interstate/C-D)		Link Type: Ramp (Signalized Intersection)		(Roundabout Intersection)		Interstate to Interstate/C-D)		(Interstate to Interstate/C-D)		Link Type: Interstate (Mainline)	
	Base (Weekday Detour) BRC <sub>w</sub>	Link 1 Base B1 <sub>w</sub>	Link 1 Weekday Total B1 <sub>w</sub> + BRC <sub>w</sub>	Link 2 Base B2 <sub>w</sub>	Link 2 Weekday Total B2 <sub>w</sub> + BRC <sub>w</sub>	Link 3 Base B3 <sub>w</sub>	Link 3 Weekday Total B3 <sub>w</sub> + BRC <sub>w</sub>	Link 4 Base B4 <sub>w</sub>	Link 4 Total B4 <sub>w</sub> + BRC <sub>w</sub>	Link 5 Base B5 <sub>w</sub>	Link 5 Weekday Total B5 <sub>w</sub> + BRC <sub>w</sub>	Link 6 Base B6 <sub>w</sub>	Link 6 Weekday Total B6 <sub>w</sub> + BRC <sub>w</sub>	Link 7 Base B7 <sub>w</sub>	Link 7 Weekday Total B7 <sub>w</sub> + BRC <sub>w</sub>
12	312	341	653	371	683	30	342	72	384	592	904	691	1,003	0	312
1	207	257	464	323	530	32	239	40	247	400	607	427	634	0	207
2	217	215	432	284	501	30	248	26	243	371	589	323	541	0	217
3	230	244	474	363	593	57	286	40	269	434	664	389	619	0	230
4	357	339	697	841	1,198	97	455	49	406	553	910	588	945	0	357
5	940	739	1,680	1,665	2,606	300	1,240	88	1,028	1,123	2,063	1,083	2,024	0	940
6	2,213	1,481	3,694	2,328	4,541	844	3,057	279	2,491	2,016	4,229	2,319	4,532	0	2,213
7	2,873	2,020	4,893	2,728	5,601	925	3,799	459	3,333	2,385	5,258	3,023	5,896	0	2,873
8	2,818	1,648	4,466	2,541	5,358	861	3,679	352	3,169	2,057	4,874	2,627	5,444	0	2,818
9	2,083	1,563	3,647	1,861	3,944	609	2,692	338	2,422	1,751	3,835	2,255	4,338	0	2,083
10	1,691	1,578	3,268	1,681	3,371	336	2,026	385	2,076	1,721	3,412	2,146	3,836	0	1,691
11	1,647	1,751	3,399	1,623	3,270	301	1,948	378	2,026	1,766	3,413	2,187	3,835	0	1,647
12	1,746	1,915	3,661	1,810	3,556	336	2,082	422	2,168	1,839	3,585	2,417	4,163	0	1,746
1	1,796	2,116	3,912	1,901	3,697	351	2,147	486	2,282	1,996	3,792	2,549	4,345	0	1,796
2	1,837	2,643	4,480	2,080	3,918	338	2,176	627	2,464	2,303	4,141	3,135	4,973	0	1,837
3	2,030	3,240	5,270	2,360	4,390	319	2,350	955	2,985	2,583	4,613	4,190	6,220	0	2,030
4	2,649	3,002	5,651	2,458	5,108	285	2,935	941	3,591	2,663	5,312	4,696	7,345	0	2,649
5	2,702	2,922	5,625	2,127	4,829	261	2,963	645	3,347	2,567	5,269	4,218	6,921	0	2,702
6	1,949	2,412	4,361	1,667	3,616	242	2,191	334	2,283	1,866	3,815	3,001	4,950	0	1,949
7	1,286	2,026	3,313	1,231	2,517	163	1,449	300	1,586	1,365	2,651	2,141	3,427	0	1,286
8	1,078	1,884	2,961	1,081	2,159	134	1,212	188	1,266	1,201	2,279	1,678	2,755	0	1,078
9	1,110	1,554	2,664	854	1,964	123	1,233	157	1,267	1,077	2,186	1,500	2,610	0	1,110
10	741	793	1,534	766	1,507	111	852	138	879	849	1,590	1,227	1,968	0	741
11	429	584	1,013	519	948	63	492	96	526	839	1,268	907	1,336	0	429
Maximum Value (PCE/HR):		3,240	2,664	2,728	1,964	955	1,267	2,663	2,186	4,696	2,610	0	1,110		
Number of Lanes:		2		2		1		1		2		2		3	
Speed Limit (mph):		55		55		40		40		55		55		55	
Theoretical Capacity (PCE/HR):		4,400		4,400		640		Manually Determine		4,400		4,400		6,750	
Result:		Acceptable		Acceptable		Potential Issue		Potential Issue		Acceptable		Acceptable		Potential Issue	
Remark:															

5 mistakes on this analysis, did you spot them?



Questions?

