

# RAMP METERING FAQ

The Indiana Department of Transportation (INDOT) is planning temporary traffic management concepts to address expected congestion on I-465 due to interstate closures and detours resulting from the following construction projects:

- I-65/I-70 North Split Interchange Project (Construction: Winter 2020-2022)
- I-69 Section 6/Finish Line Project (Construction: 2021-2024)
- Clear Path I-465/I-69 Project (Anticipated Construction: 2022-2024)

Detour routes will utilize I-465 between the I-465 & I-65 north junction and the I-465 & I-70 east junction. To mitigate the negative effects of congestion associated with the planned construction activities and the I-70 official North Split detour, INDOT and Federal Highway Administration (FHWA) intend to use temporary interchange ramp management strategies at select locations on an as needed basis. The two strategies selected for the project are **temporary ramp metering** and **temporary ramp closures**. Interchange ramp management strategies will be managed through continuous monitoring and adjustment during construction. It is anticipated the temporary ramp metering will begin in late spring of 2021 and last approximately 18 months.

In Mid-May 2021, the North Split will close to through traffic until November of 2022. The North Split is located at the northeast corner of downtown Indianapolis where I-65 and I-70 meet. This work is part of the approximately \$350 million project to redesign and reconstruct the I-65/I-70 North Split interchange. Detour routes for the through traffic will use parts of I-465 between the I-65 north junction and the I-70 east junction.

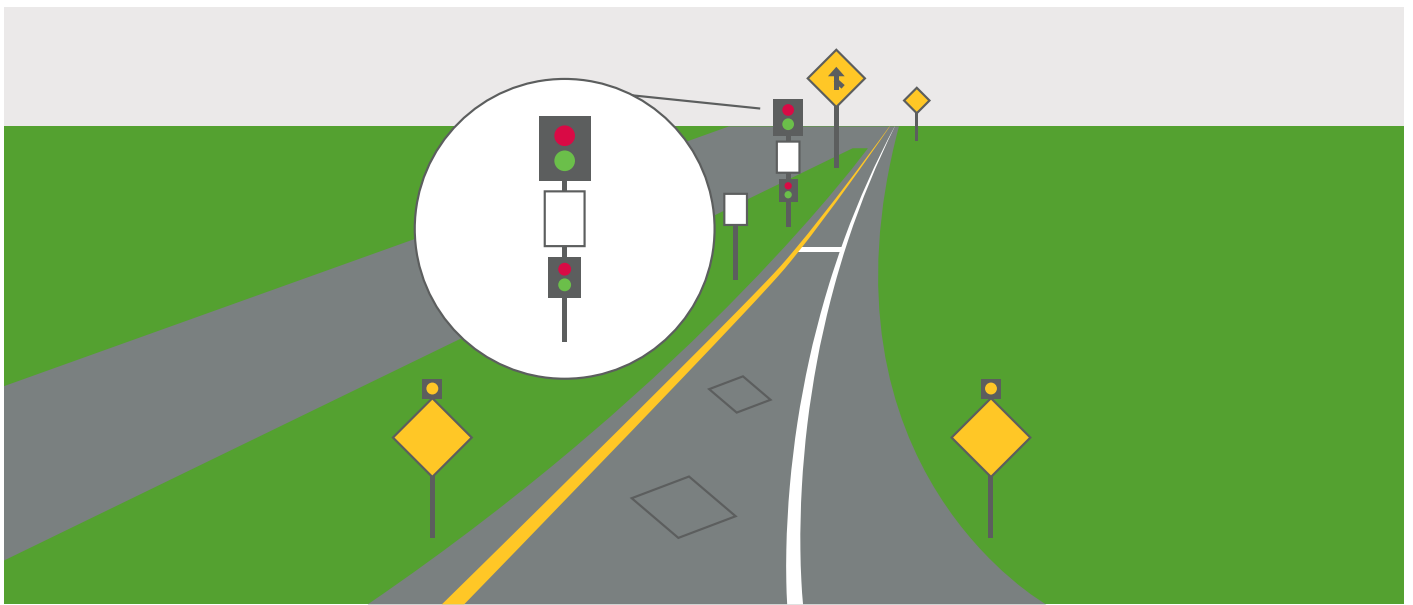
## North Split (Northeast corner of downtown Indianapolis)



I-65 – I-70 between the North Split and Washington Street will be closed to all traffic throughout the two-year construction period.

## North Split Closure Detour Routes





### What are ramp meters?

Ramp meters are stop-and-go traffic signals installed on interstate ramps that control the frequency with which vehicles enter the flow of traffic on the interstate. Ramp metering reduces overall interstate congestion by managing the amount of traffic entering the interstate and by breaking up groups of cars that make it difficult to merge onto the interstate.

### How do I use ramp meters?

Ramp meters allow motorists to enter the interstate one or two vehicles at a time.

Ramp meters are turned on at certain hours usually in the morning and evening when traffic is at its peak. When the light is green, cars can enter the interstate. When the light is red, cars must wait until the light turns green to proceed.

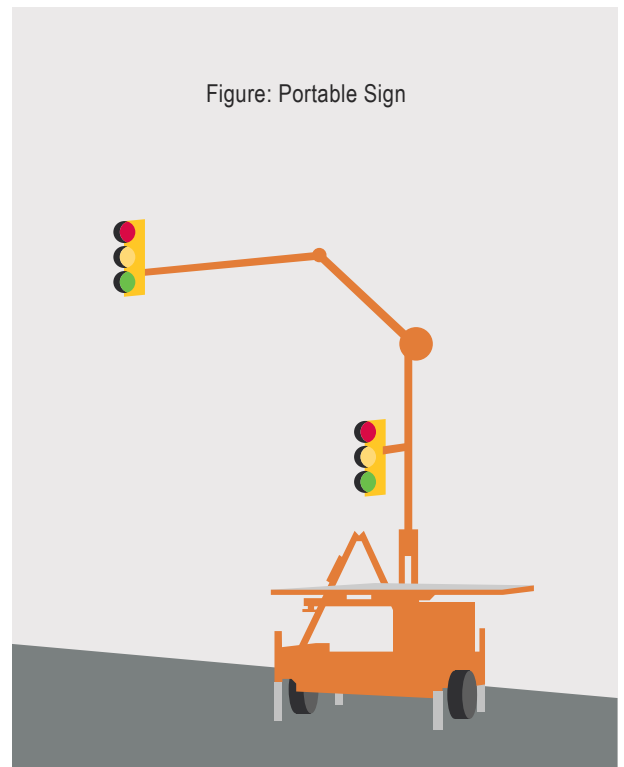
To use the ramp meter, drive your vehicle up to the white line, or stop bar, to trigger the ramp meter. If the light is red, stop at the white line. When the light turns green, merge onto the interstate.

Due to the temporary nature of the ramp metering, the signals will either be portable signals or temporary signals. Signs, beacons and message signs will provide advance notification for ramp meters.

### Where else have ramp meters been used?

Ramp meters were first implemented in the 1960s in Chicago. Since then, ramp meters have been deployed in major metro areas throughout the country such as Detroit, Los Angeles, Cincinnati, Atlanta and Minneapolis. For more information visit [ops.fhwa.dot.gov/publications/ramp\\_mgmt\\_handbook/faqs/ramp\\_faqs.htm#c](https://ops.fhwa.dot.gov/publications/ramp_mgmt_handbook/faqs/ramp_faqs.htm#c).

Ramp metering is a widely proven, cost-effective strategy to increase the efficiency of a freeway system. Metro areas that deployed ramp meters touted benefits such as increases in freeway mainline throughput, decreases in overall travel delays, increases in travel time reliability, reductions in freeway crashes and their severity, and even benefits to the environmental through reductions in fuel consumption and emissions.

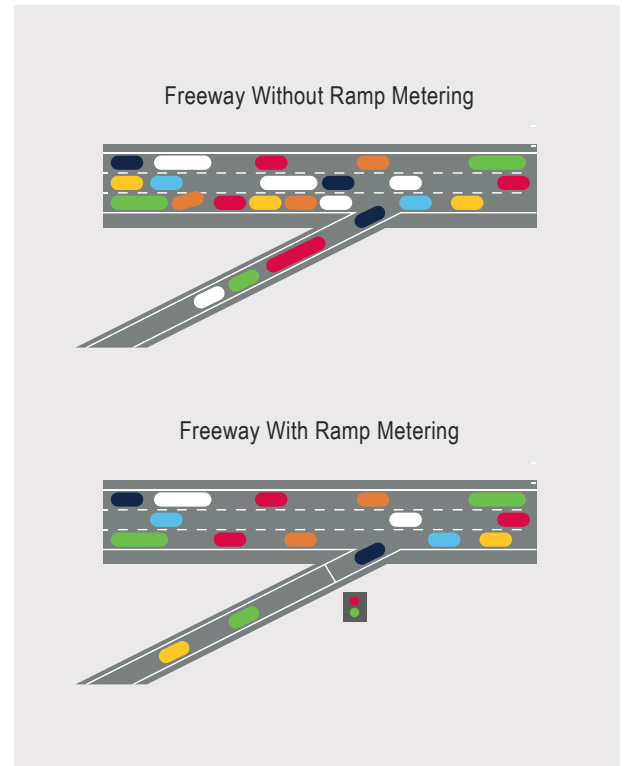


## Why are ramp meters effective?

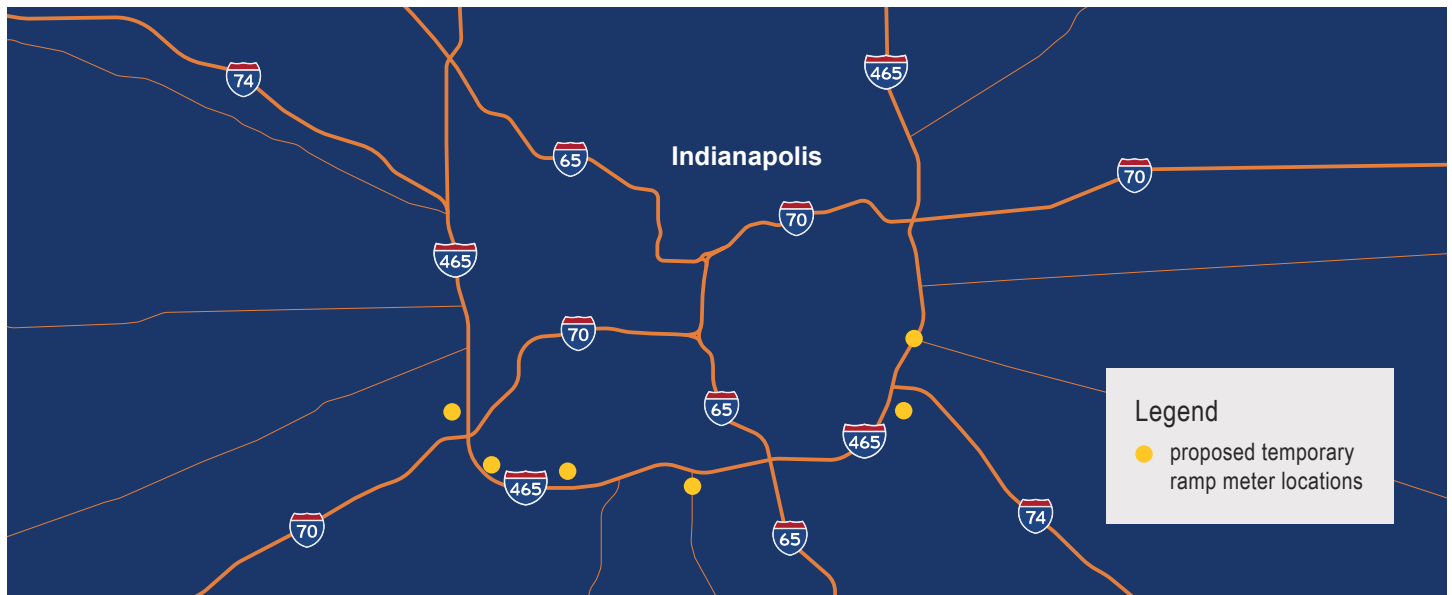
Without ramp meters, multiple cars try to merge simultaneously. Drivers on the interstate slow down to allow the cars to enter, and these slower speeds quickly cause backups. If cars enter the highway in controlled intervals, they are less likely to cause a disruption to the traffic on the interstate. A short wait on the ramp allows drivers to increase their average interstate speed and shorten overall interstate travel times. Ramp meters also reduce the number of collisions that often occur when multiple vehicles merge onto the highway at the same time.

## Why is INDOT installing temporary ramp meters?

INDOT is installing temporary interchange ramp meters to manage traffic congestion along I-465 on the south and east sides of Indianapolis. These ramp meters will help limit traffic on I-465 at peak periods of traffic flow, and are regularly used throughout the U.S. Additionally, there are expected safety benefits to installing temporary ramp meters including collision reductions and decreased travel times for commuters. By controlling the rate at which vehicles enter, the flow of traffic onto the interstate becomes more consistent, smoothing the flow of traffic on the mainline and allowing more efficient use of existing interstate capacity.



## Proposed temporary ramp meter locations



## Where is INDOT installing temporary ramp meters?

INDOT will install temporary interchange ramp meters along I-465 on the south and east sides of Indianapolis to be implemented after North Split I-70 Interstate closure planned for Mid-May 2021.

Temporary ramp metering is currently being planned at the five locations listed below.

- Sam Jones Expressway Entrance Ramp to Southbound I-465
- SR 67 (Kentucky Avenue) Entrance Ramp to Eastbound I-465
- Mann Road Entrance Ramp to Eastbound I-465
- Northbound US 31 (East Street) Entrance Ramp to Westbound I-465
- Shadeland Avenue Entrance Ramp to Southbound I-465

## How long will the temporary ramp meters be in place?

The temporary ramp meters are expected to be in place approximately 18 months while the North Split interchange is being reconstructed.

## How will the temporary ramp metering implementation be communicated?

The NorthSplit.com website continues to be the hub for all project information. A Temporary I-465 Transportation Systems Management and Operations (TSMO) Project page on the website provides educational materials, presentations, alternative travel options and telework incentives, and traffic restriction updates related to the I-465 detour. Graphics, news posts, and traffic restriction plans will be updated as new information becomes available via the project's website, social media channels (Facebook - @NorthSplit, Twitter - @NorthSplit, Instagram - @IndyNorthSplit), e-newsletters, SMS text messaging, earned media and potentially paid media. The project team will also continue its outreach to employers, neighborhoods and other impacted organizations. For more information, visit [northsplit.com/465temporaryrampmanagement/](https://northsplit.com/465temporaryrampmanagement/).

## Sources

[https://ops.fhwa.dot.gov/publications/ramp\\_mgmt\\_handbook/faqs/ramp\\_faqs.htm#c](https://ops.fhwa.dot.gov/publications/ramp_mgmt_handbook/faqs/ramp_faqs.htm#c)

<https://ops.fhwa.dot.gov/publications/fhwahop14020/sec1.htm>

<https://wsdot.wa.gov/travel/operations-services/ramp-meters#:~:text=WSDOT%20uses%20ramp%20meters%20to,between%20cars%20entering%20the%20highway.>