



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Indianapolis, Indiana 46204

Eric Holcomb, Governor
Joe McGuinness, Commissioner

INDOT RFI 1905

Questions and Answers

Posted: June 17, 2019

Updated: June 20, 2019

Updated: July 2, 2019

Question received June 14, 2019:

Question: For RFI 1905 (Traffic Operation Treatments for the I-80/94 (Borman Expressway)), will responses be able to be viewed by the public prior to the release of any RFQ or RFP? Is the contract referred to in the Agency Liability and Confidential Information the work that would be completed as a result of any improvements? Any clarification is greatly appreciated.

Answer: No, responses will not be viewable by the public prior to the release of any Request for Proposal (RFP) or Request for Qualifications (RFQ). Yes, the contract referenced in the last paragraph of Section V. Agency Liability and Confidential Information refers to a contract that is executed as a result of a future Request for Proposal (RFP) or Request for Qualifications (RFQ).

Question received June 19, 2019:

Question: For RFI 1905 (Traffic Operation Treatments for the I-80/94 (Borman Expressway)), would it be of interest to share/discuss hard shoulder running results on similar high volume corridors?

Answer: Yes, it would be of interest to share/discuss hard shoulder running results on similar high volume corridors, or share any other information the firm sees would add value to INDOT's understanding of that particular freeway countermeasure treatment. The purpose of the RFI is essentially to build up the state DOTs understanding of hard shoulder running (given our lack of experience with it), and to an extent to prepare for what may lead to an RFP in the near future. Definitely, the consultant does not necessarily need to respond to the RFI to be considered by INDOT for any future RFP.

Question received July 1, 2019:

Question: For RFI 1905 (Traffic Operation Treatments for the I-80/94 (Borman Expressway)), can INDOT provide any traffic information particularly Origin/Destination (O/D) info, peak traffic volumes and truck ratios? Can INDOT provide typical section or other relevant information on existing roadway conditions/configurations?

Answer:

At this moment, current Origin/Destination information is unavailable. Basic information is provided here (though with this RFI we're in no manner requesting traffic analysis but rather qualitative information on select active traffic management or TSMO strategies). I-80/I-94 (Borman Expressway) in Indiana carries a prevailing AADT of 180,000, ranging from 170,000 to 200,000 vehicles per day. Heavy trucks generally make up 30 percent of the daily traffic stream, and 20 percent of peak-hour traffic. There is substantial seasonal variation in traffic demand, and unusual peaking characteristics, for instance, Friday and Sunday evenings during certain seasons. Link to INDOT's online traffic database system is here: <https://indot.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod>.

Typical cross-section is 4 general-purpose travel lanes plus minimum of 1 continuous auxiliary lane in each direction. That's 8 through lanes total. The continuous auxiliary lanes begin at upstream interchange on-ramp and end at downstream interchange off-ramp. That arrangement is otherwise known as 4 +1. Inside and outside shoulders are typically 12' wide, though range from 10 feet to 14 feet. Offset distance from outside edge of inside lane to face of median barrier is mostly 12 feet, but in select segments increases to 14 feet. Outside shoulders are at a minimum 10 feet wide, but again, range from 10 feet to 14 feet.