

Development of Travel Time for Rural Interstate During Construction on I-35

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The Development of Travel Time for Rural Interstate During Construction on I-35 project offers an innovative approach to provide travel time to motorists along a rural freeway containing multiple construction projects, impacting traffic at the same time along approximately 70 miles of roadway. Providing travel time and/or congestion information to motorists on rural freeways, especially during construction activities has been challenging and cost prohibitive. Interstate 35 between Hinckley and Duluth will have three major construction projects in 2012. Each of these projects will have significant impact on traffic, especially on Fridays and Sundays, from May 2012 through October 2012 as this is a heavy tourist traffic route which defines a non-traditional peak period. MnDOT let this as a stand-alone project, so it is not directly linked to any of the independent construction contracts. This is the first time MnDOT will furnish traffic information for construction projects in a separate stand-alone contract. The project will provide the southbound traffic in Duluth, travel time to Hinckley via I-35 & T.H. 23. For the northbound direction, this will be reversed so that motorists will see travel time to Duluth via I-35 & T.H. 23. Implementation of this system allows motorists to safely select I-35 or T.H. 23 which will enhance safety and mobility in work zones. The travel time information will be displayed on static signs with dynamic modules to provide real-time information to motorists. The goal of the project is to have a reliable and accurate travel time information system that could be used on any major corridor along Minnesota roadways. If successful, this project will provide cost and reliability information that can be resourceful for future construction deployments. Furthermore, the system design and operation documents can be used to develop a best practice and standard special provisions to enable future successful deployments on other highways. Performance of this system will be evaluated by MnDOT project management and traffic engineering staff. Also, the contract includes requirements for the contractor to provide performance data and logs to key project personnel.