Increasing Lane Capacity within Existing ROW

US-23 Flex Route

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US-23 Background

• Located North of Ann Arbor
• Rural between two urban areas
• Recurring Directional Peak Hour Congestion
• Non-Recurring Congestion
  • Incidents
  • Special events
• Interchange and Mainline Operational Issues
• Road and bridge improvements already planned
Understanding Maintenance

- Requirements for system reliability
  - Goal of 97 percent system reliability
- Preventative maintenance plans
- ITS maintenance efficiencies used to improve response times
  - Allowable work hours
    - Originally only planned on night work
  - Currently performing Force Account Work
    - New Contracting Method
Maintenance Efficiencies

• Modifications made to LCS
  • Controllers removed from sign and placed in cabinet
  • Increased cabinet size to accommodate additional controllers
  • Wire- Copper versus Aluminum

• Maintenance Efficiencies
  • Installed Iboot bars in each cabinet in order to remotely re-boot equipment to decrease maintenance response times
  • Installed environmentally controlled laptops at the two nodes to reduce response time for maintenance
Winter Maintenance Procedures

- During winter operations (snow storms) Michigan State Police (MSP) have special request
  - Contacting MDOT asking for maximum speed to be set to 40 mph
  - Reducing traffic speed during snow storms
  - Developed categories to assist operators what to post on LCS
  - When difficult to determine speeds or road conditions, post SLOW
Questions?

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