



INDOT Research

TECHNICAL *Summary*

Technology Transfer and Project Implementation Information

TRB Subject Code: 55-1 Traffic Flow Characteristics
Publication No.: FHWA/IN/JTRP-2004/2, SPR-2890

September 2004
Final Report

An Evaluation of the Hyperfix Project for the Reconstruction of I-65/70 in Downtown Indianapolis

Introduction

An innovative approach was taken in 2003 by the Indiana Department of Transportation to rebuild the stretch where I-65 and I-70 combine in downtown Indianapolis by totally closing it to traffic. This was the first time this approach had been taken by INDOT on a heavily traveled urban interstate. The project was named “Hyperfix.”

Hyperfix required the involvement of numerous organizations, both public and private. The main public organizations were INDOT, the City of Indianapolis, and the Federal Highway Administration, Indianapolis Police, and the

Indianapolis area public transportation agency. Other organizations were consultants, contractors, subcontractors, and downtown businesses. The most affected group consisted of road users in the Indianapolis area.

This project studied and analyzed Hyperfix. What made it work, what the impacts were, what was learned, and what could be improved; answers to these and other questions were formed. Collectively, these answers are the Hyperfix analysis results.

Findings

Hyperfix did impact the Indianapolis area. The primary impact was in traffic flow and the shift in traffic volume to local streets and volume added to I-465. Improvements to local streets along with a good public relations campaign and public transportation service helped to minimize congestion. Local businesses were not significantly impacted.

Findings and recommendations are organized into two categories; Management and Engineering Issues. These cover a wide range of issues in planning, design, and construction activities. The results help to document this “total closure” approach and provide the understanding and documentation to use on future “similar” projects.

Implementation

The findings and recommendations reported constitute “a guideline” that can be used to determine if total closure is right for a project. Information provided should be consulted by DOT organizations and thereby learn about this approach and what worked and the timeline to

follow to implement “a game plan.” Implementation assistance will be available from Purdue University by contacting the JTRP office or Dr. Bob McCullouch (bgm@ecn.purdue.edu, 765-494-0643).

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