

# I-45 NHHIP Segment 3A Design Changes & Reevaluation - Temporary Mainlane Bridges & Wheeler Transit Center

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#### OVERVIEW

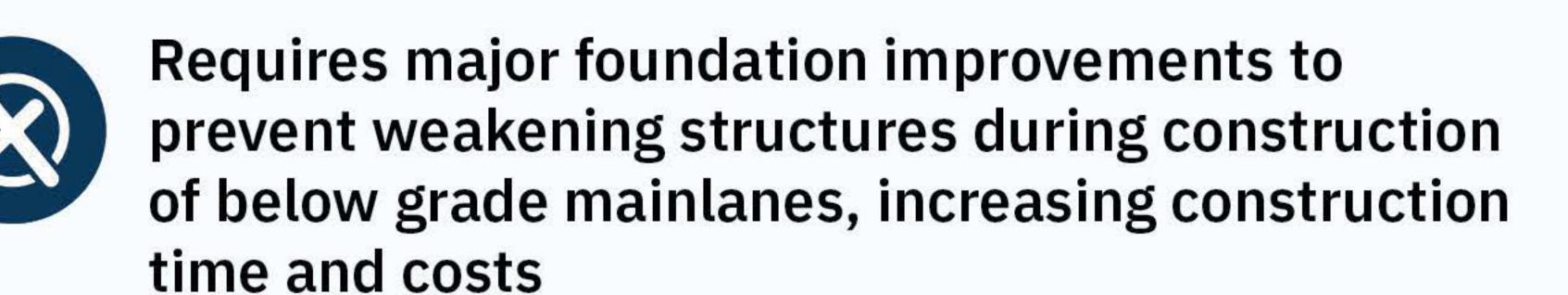
During Segment 3A Construction, traffic will still need to move through the area. Below is the rationale for why TxDOT made the decision to build temporary bridges.

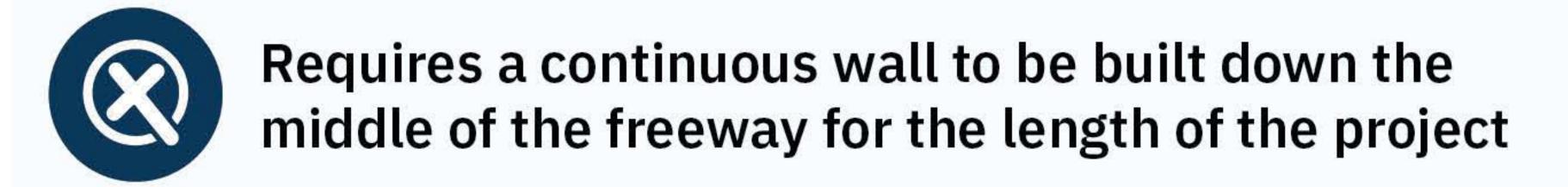


Temporary I-69 mainlane bridges of three lanes in each direction and 38 feet wide would accommodate traffic during construction.

### CHALLENGES WITH USING EXISTING I-69 BRIDGES:



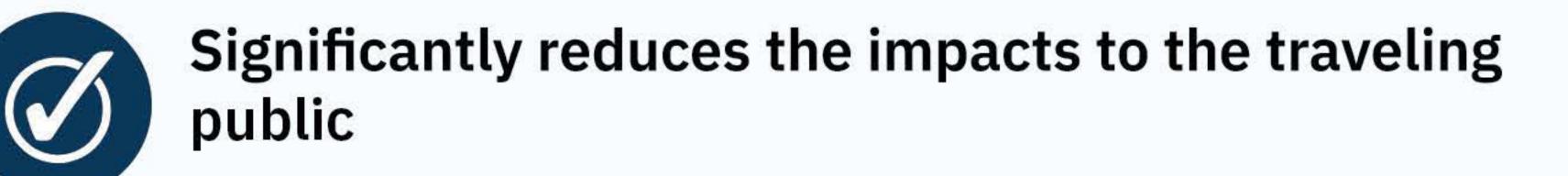






## THE BENEFITS OF CONSTRUCTING TEMPORARY BRIDGES\*:







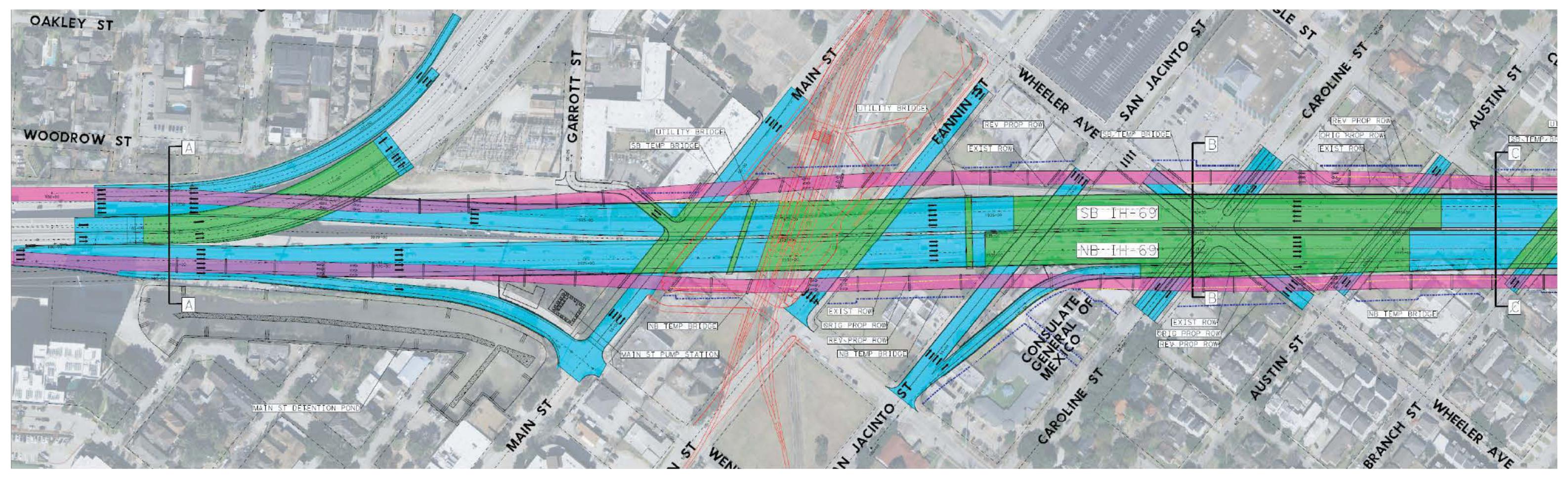


Reduces number of lane reconfigurations, reducing the potential for driver confusion

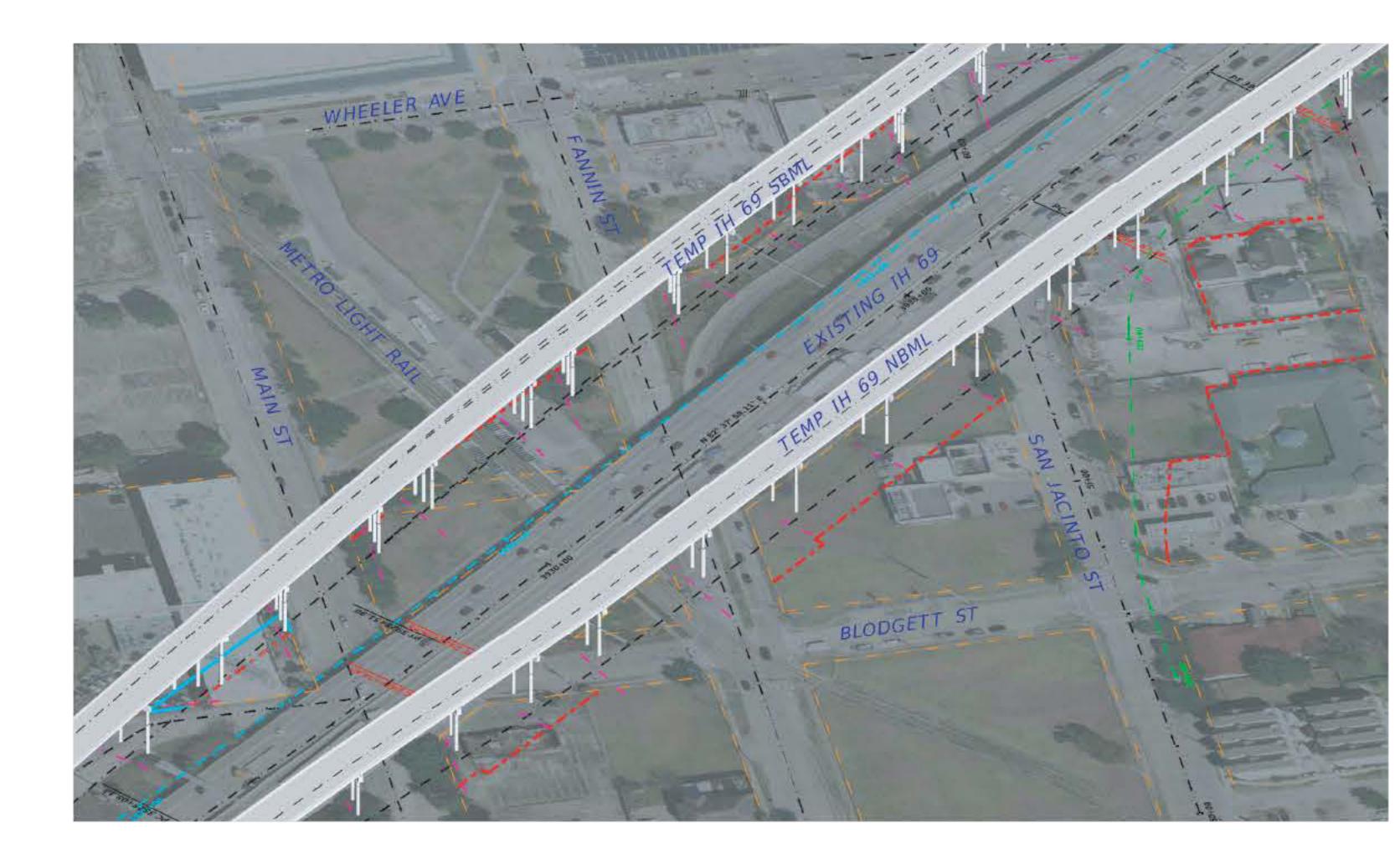
Allows the contractor to build street-level caps/ bridges and the depressed mainlane roadway more efficiently

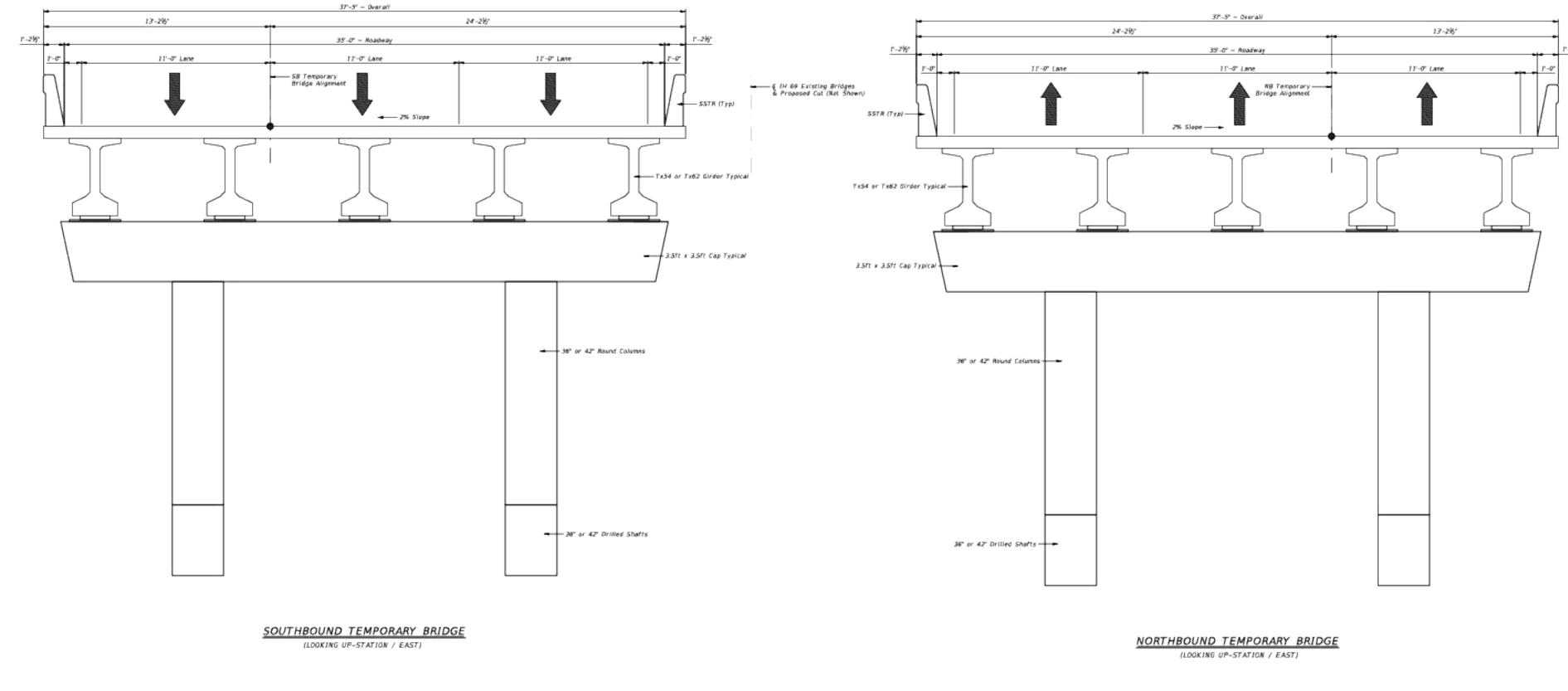
Makes use of additional needed right of way

\*In both directions for the length of the project



This Segment 3A map shows the proposed temporary mainlane bridges in purple, outside the existing I-69 mainlanes.



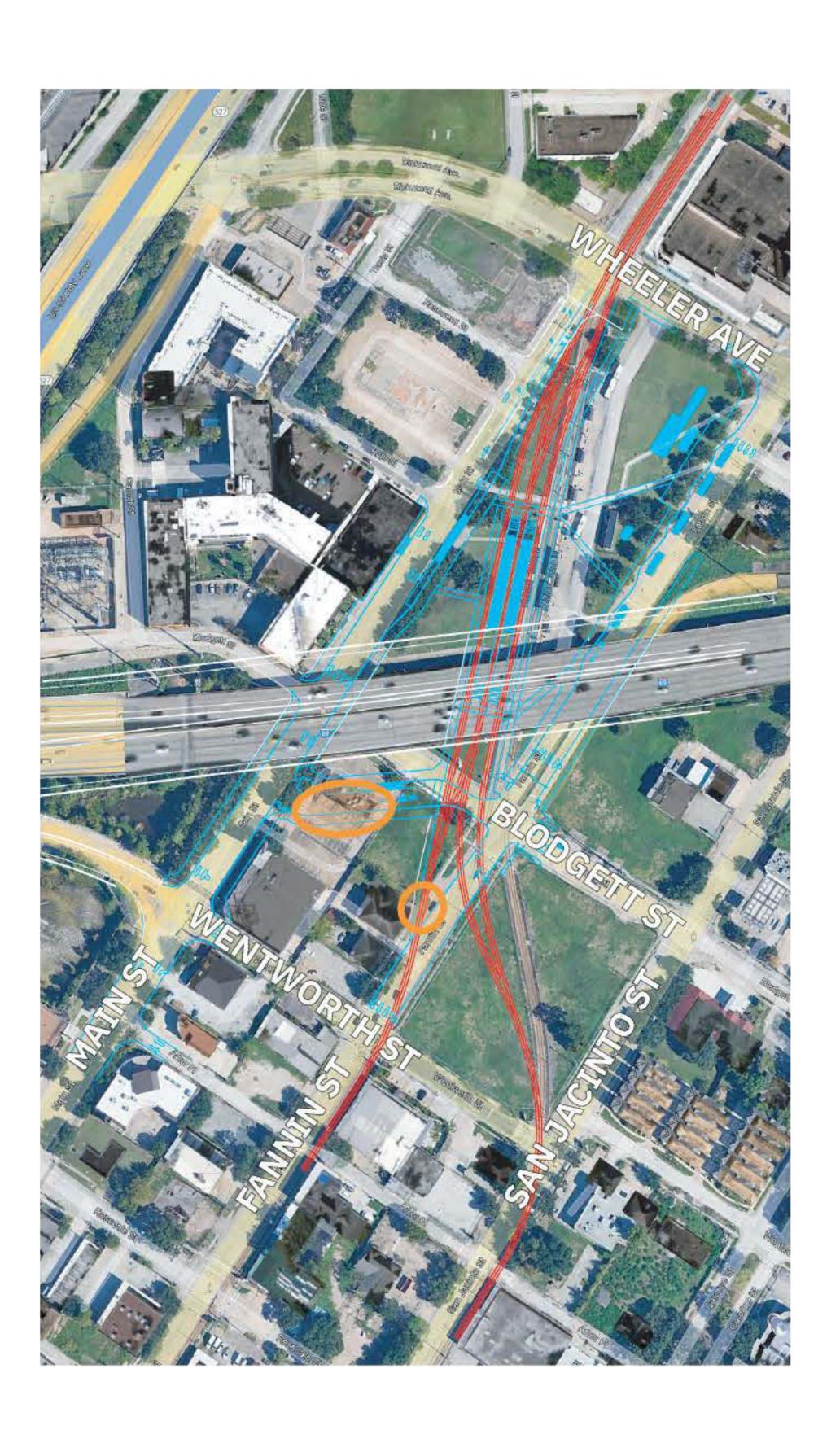


I-69 temporary mainlane bridges from Main St. to Caroline St.

Northbound and southbound temporary mainlane bridge typical section



#### Reconstruction of the METRO Wheeler Transit Facilities along Fannin St. requires additional right of way.



- New transit center light rail alignment across I-69 is shown in red on the image to the left
- Not disrupting transit center operations achieved by building additional track and replacing existing tracks in phases
- Reconstruction will provide new station, enhanced bus turnouts, bus bays, sidewalks, and a bus-only connection between Fannin and Main streets also shown on the left
- The areas circled in orange on the left represent additional right of way needed