I-45 NHHIP Segment 3A
Design Refinements & Structural Caps

For additional information about the Project, visit us online at: www.txdot.gov/nhhip

To view this exhibit in other languages, please scan the QR code here:

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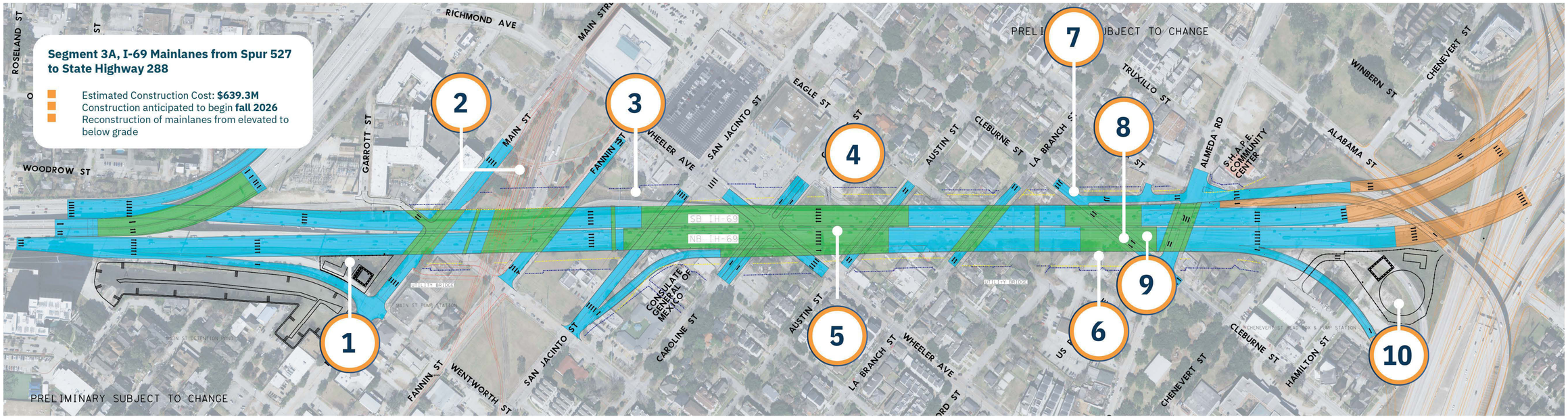


1 Build Main St. pump station to pump water during heavy rain events and improve existing detention pond.

2 Reconstruct METRO facilities at the Wheeler Transit Center due to impact from I-69 mainlanes.

3 Additional right of way (ROW) required to accommodate retaining wall soil anchors for length of the project.

4 Construction of temporary I-69 mainlane bridges to accommodate traffic during construction. Not shown on this exhibit, please see details on Temporary Mainlane Bridges banner.

5 Develop potential roadway cap which would increase cap area from Wheeler Ave. and Caroline St., to include San Jacinto and Austin streets.

6 Remove proposed I-69 northbound frontage road between La Branch St. and Almeda Rd.

7 Shorten I-69 southbound frontage road to end at Cleburne St. instead of at Caroline St.

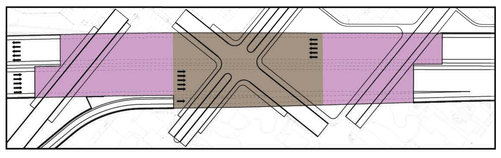
8 Extend Cleburne St. across I-69, preserving an important connection between the Third Ward and Midtown.

9 Cleburne St. bridge provides another cap opportunity.

10 Install pump station and head box within existing ROW to pump water during heavy rain events.

WHAT IS A CAP?

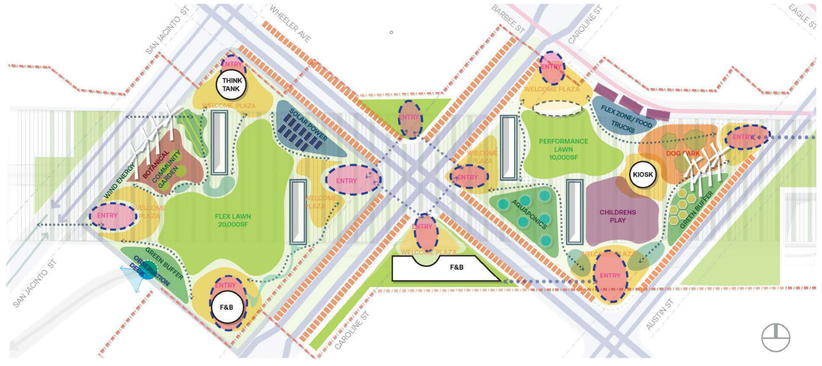
A cap is the concrete infrastructure required to build a roadway at natural ground level over a highway that is below ground level. The cap also provides the opportunity for the "Art of The Possible." Through public and private funding partnerships, the cap can become an iconic destination for the community. The exhibits below demonstrate possible cap features that can be employed to define how the community can repurpose the space.



WHEELER/CAROLINE CAP

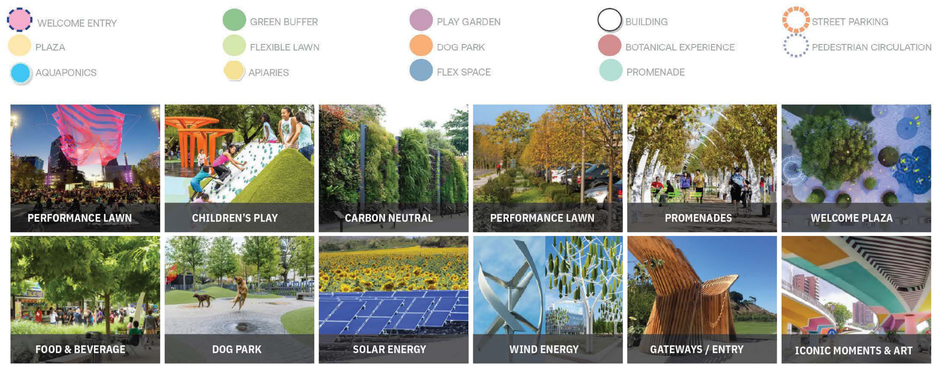
Green: Original Cap Size
Purple: Potential Extended Size

CAPS: THE ART OF THE POSSIBLE



WHEELER/CAROLINE CAP PROPOSAL

The Wheeler/Caroline Cap Proposal image is one of many options for how the various features and amenities could be laid out in the cap spaces. This cap is being used as an example here, but all the potential amenities could be added to each of the structural caps in Segment 3A.



POSSIBLE CAP FEATURES & AMENITIES