

I-45 NHHIP Segment 3 General Update

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

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GENERAL OVERVIEW

Segment 3 of the I-45 North Houston Highway Improvement Project (NHHIP) would reconstruct all existing interchanges in the downtown Houston loop system and reroute I-45 to be parallel to I-10 on the north side of downtown and parallel to US 59/I-69 on the east side of downtown. Access to the west side of downtown would be provided by a set of "Downtown Connectors" that would consist of entrance and exit ramps for various downtown streets. The existing elevated I-45 roadway along the west and south sides of downtown would no longer serve a transportation function and could be removed. To improve safety and traffic flow in the north and east portions of Segment 3, portions of I-10 and US 59/I-69 would be straightened to eliminate the current roadway curvature.

Segment 3 would provide enhancements beyond mobility improvements. Its construction would provide flood n by adding capacity through the construction of new drainage systems, and improve connectivity on both the west and east sides of Downtown Houston. Work in this segment could also provide green space and beautification opportunities as well.

SEGMENT 3 STATUS

- The NHHIP Segment 3 project will ultimately reconstruct portions of I-10, I-45, I-69, and SH 288 around downtown Houston
- Segment 3B-1 construction began October 2024
- Segment 3B-2 construction began January 2025



Scan the QR code to view the Art of the Possible: **Arch Bridges & Caps Brochure**

SEGMENT 3 FOOTPRINT MAP



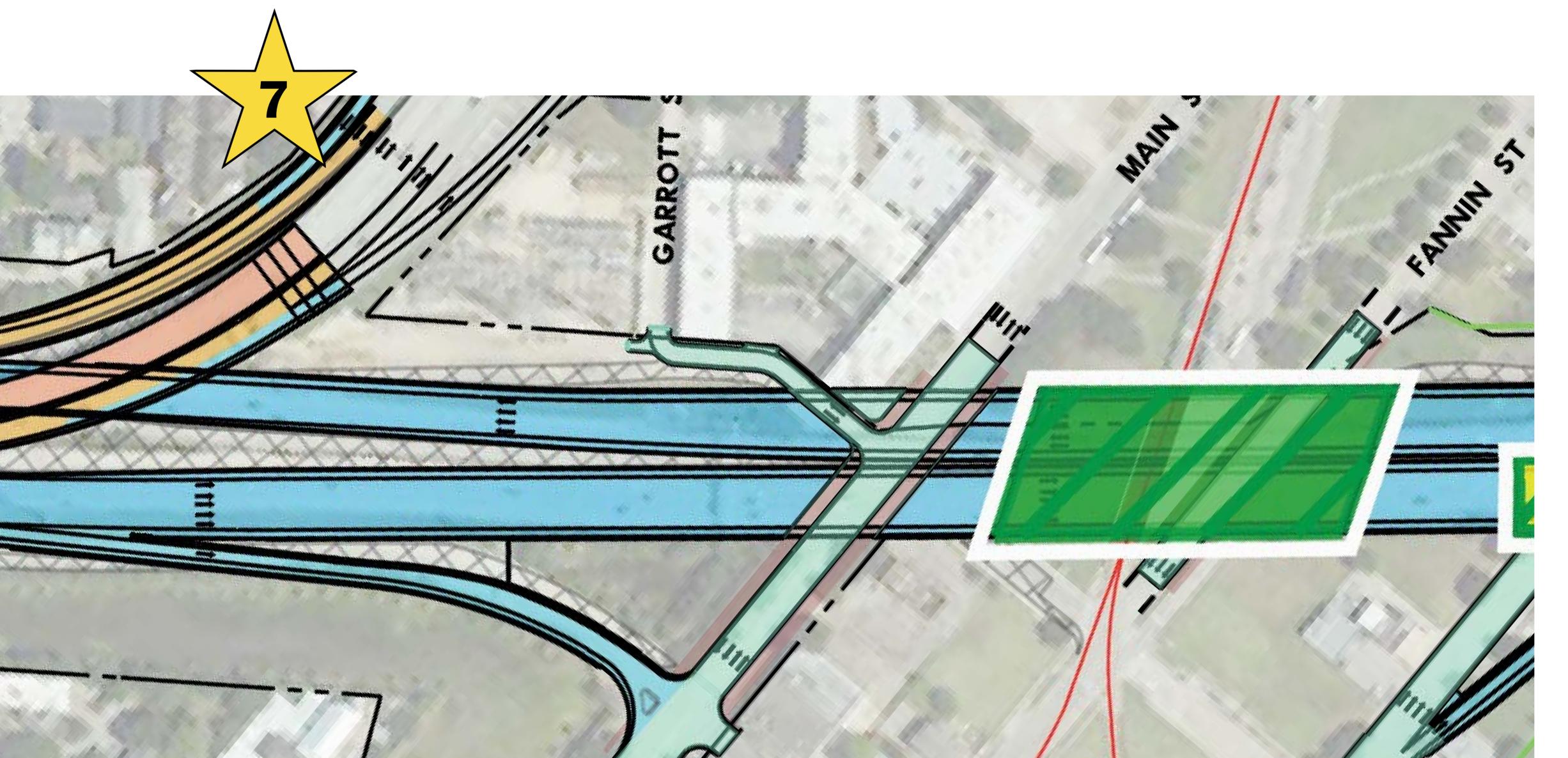
CAPS & BRIDGES





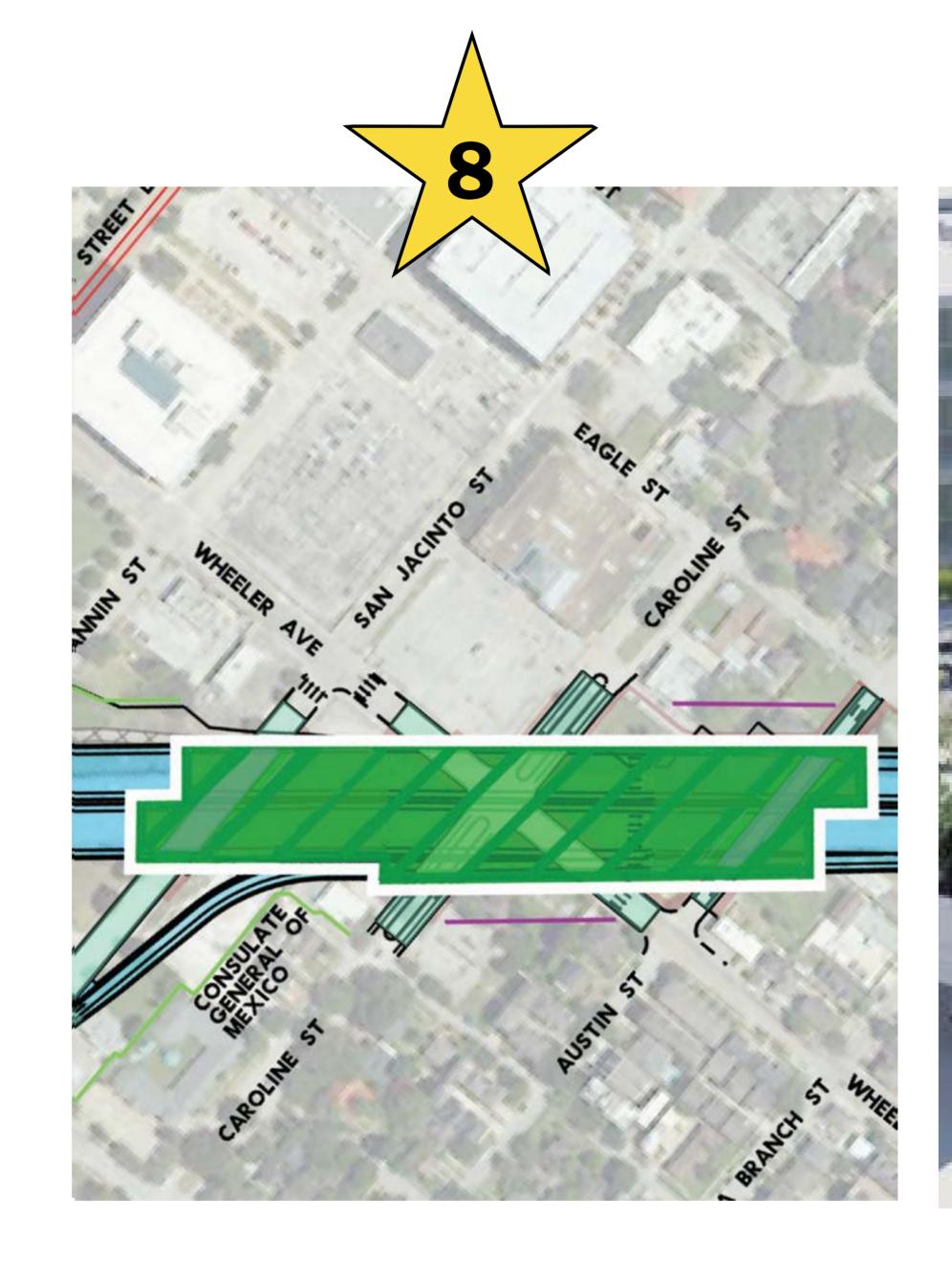
George R. Brown Convention Center/ East Downtown Cap

Lowering the highway near the George R. Brown effectively separates Downtown-bound traffic from through traffic. This strategic adjustment significantly diminishes the need for drivers to navigate complex lane changes, streamlining their journeys. Beyond mere functionality, the lowered freeway introduces the potential for future development of amenities on this cap structure.



Wheeler Transit Center/Fannin Street Cap

There is an opportunity to increase the cap length for IH-69 at the METRO Red Line at Fannin Street to connect to the San Jacinto Street/Wheeler Avenue/Caroline Street/Austin Street cap. TxDOT, the City of Houston and METRO have been coordinating to assess opportunities to support potential cap extensions as well as future development of amenities on this

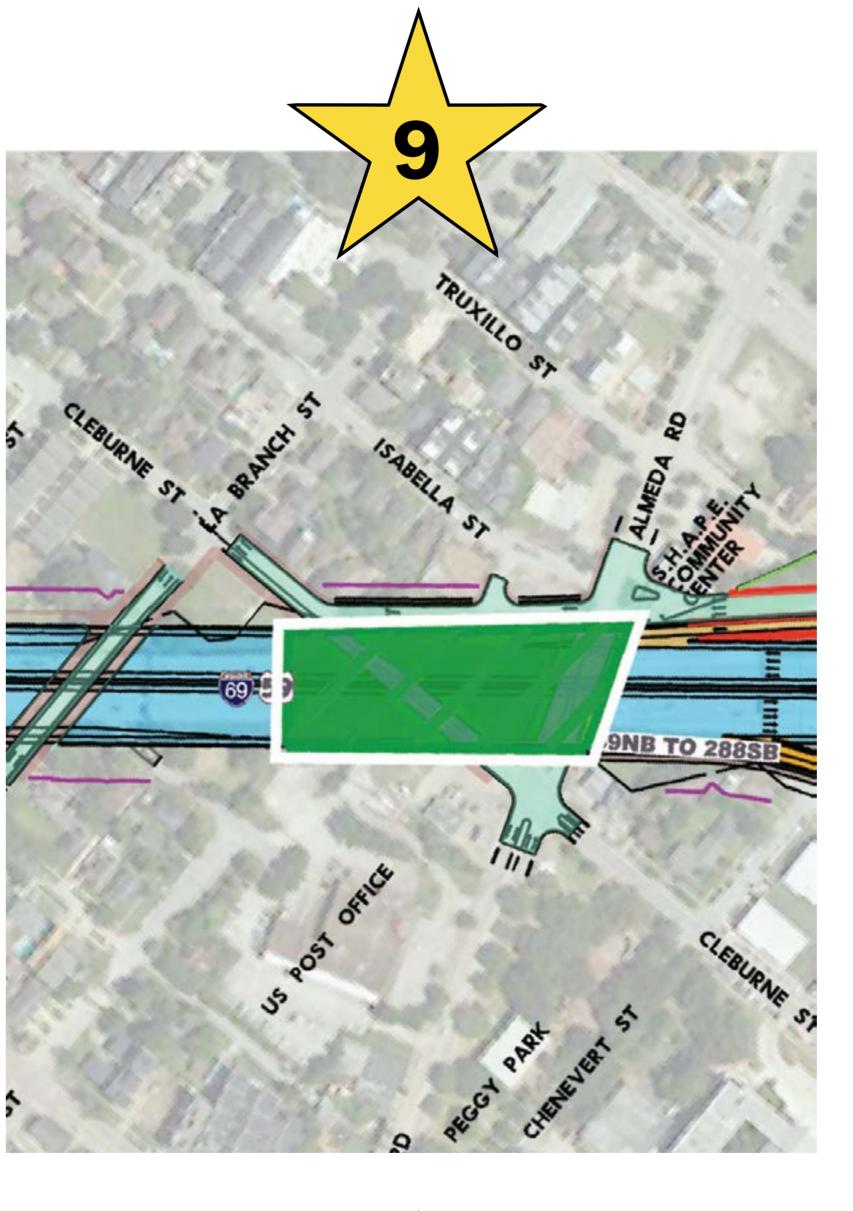




San Jacinto Street/Caroline Avenue/ Wheeler Avenue/Austin Street Cap

The proposed Wheeler Avenue/Caroline Street cap is being increased to include San Jacinto Street and Austin Street.

TxDOT and the City of Houston have been coordinating with Midtown Redevelopment Authority to support potential future development of amenities on this cap structure.





Almeda Road/ Cleburne Street Cap

Based on the large angle of Cleburne Street across IH-69, the bridge beams will be built perpendicular to IH-69, providing a cap area between Cleburne Street and Almeda Road.

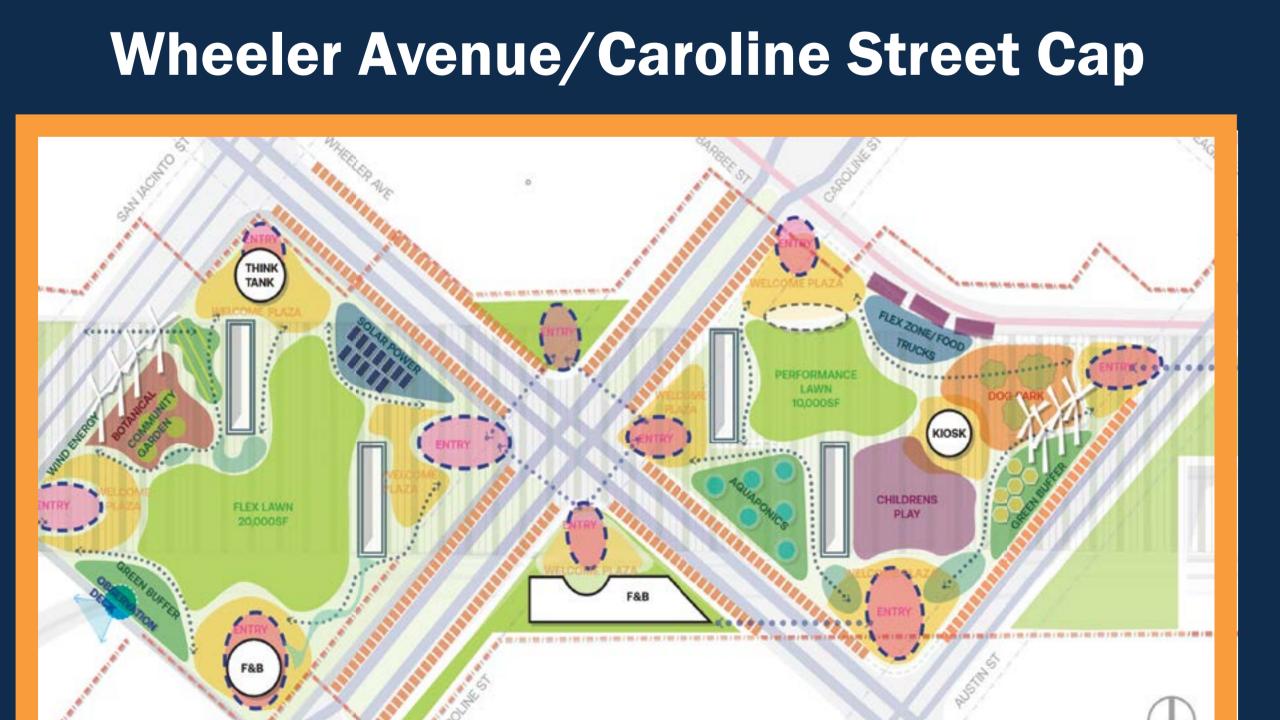
TxDOT and the City of Houston have been coordinating with OST/Almeda Corridors Redevelopment Authority; TIRZ #7; Midtown Redevelopment Authority; and the Greater Southeast Management District to assess opportunities to support potential future development of amenities on this cap

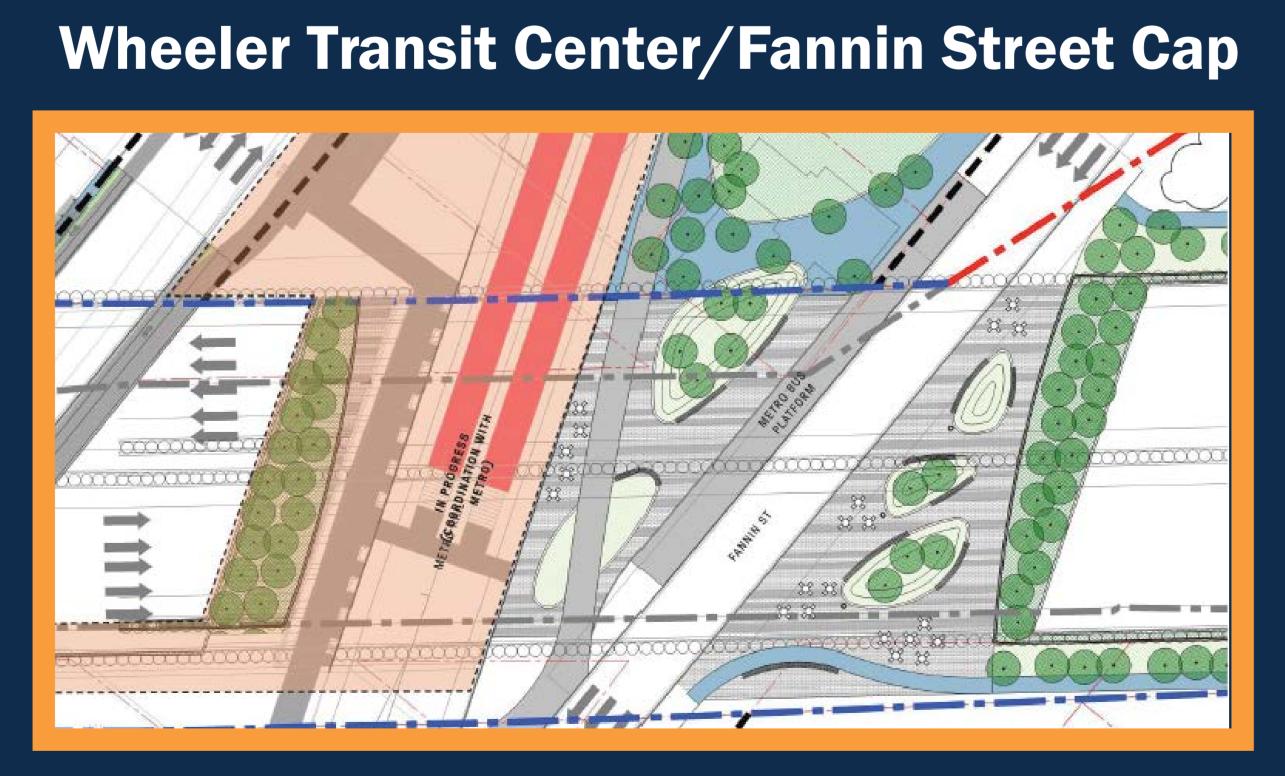


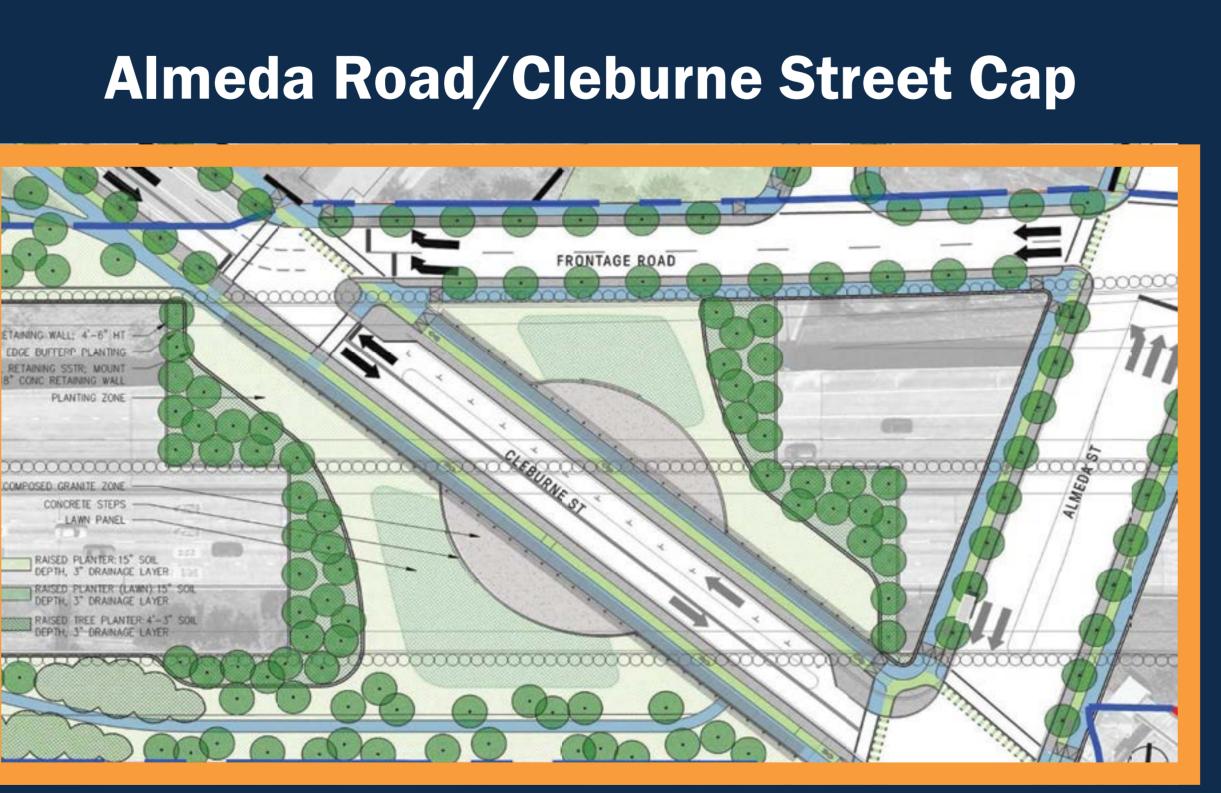


The reconfiguration of the cross streets of IH-69 at Elgin, Tuam and McGowen provide safe passage over the freeway and an

CAPS: THE ART OF THE POSSIBLE







WHATIS 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.

TxDOT is committed to funding the design, construction, operation, and maintenance of the critical infrastructure. In a collaborative effort, TxDOT will engage with third parties regarding the potential caps. However, the realization of this destination place necessitates a combination of public and private funding.