



# I-45 NHHIP Segment 2 Overview

For additional information about the Project, visit us online at: [www.txdot.gov/nhhp](http://www.txdot.gov/nhhp)

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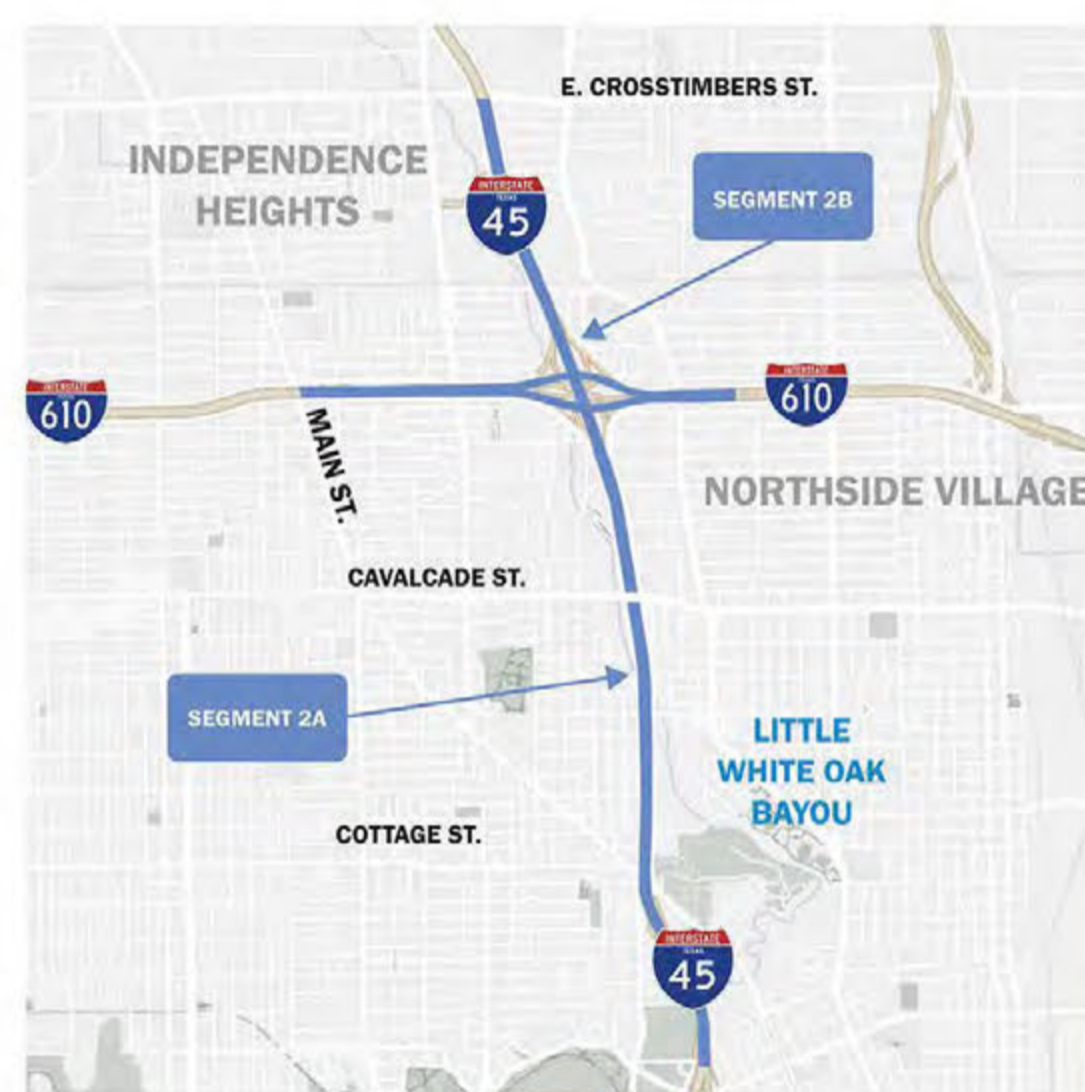
## SEGMENT 2 OVERVIEW

Segment 2 encompasses the stretch of I-45 from I-10 to I-610. Planned improvements include upgrades to the mainlanes, frontage roads, drainage systems, and rebuild of the I-45/I-610 interchange.

Due to pending funding, the final design for Segment 2 of the I-45 Project has not yet commenced. However, the basic improvements for this segment were approved with the Record of Decision (ROD) in 2021.

The anticipated timeline to begin Segment 2 construction is 2028, though TxDOT may expedite the schedule as funding becomes available.

The estimated construction cost for this portion of the project is \$1.62 billion.

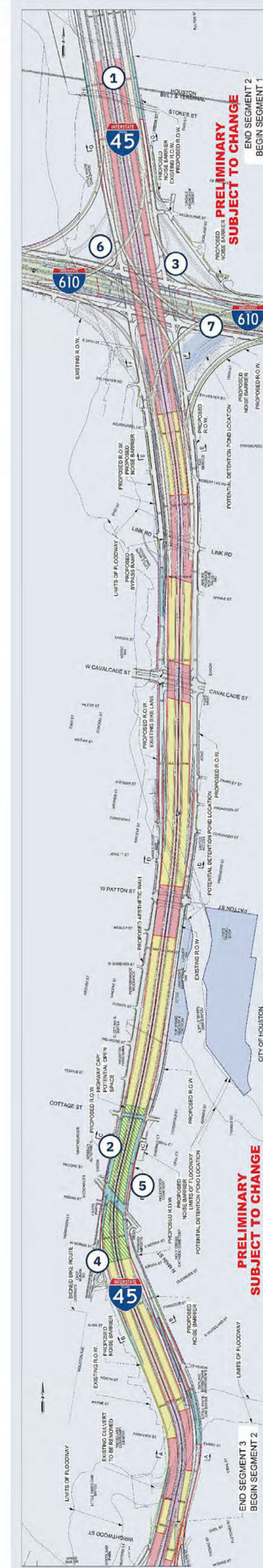


### Construction Phasing



### Project Funding

INDEPENDENT PROJECTS	ESTIMATED CONSTRUCTION COST	CURRENT FUNDING
2A	\$604,800,000	\$100,000,000
2B	\$1,015,400,000	-



## The Art of the Possible - Caps

The I-45 mainlanes would be lowered below grade from N. Main St. to Cottage St., creating the potential for a roadway with community-focused amenities on top. However, the creation of these enhanced amenities would require third-party funding to bring this vision to life.



Sample Structural Cap

What is a Structural Cap? A structural cap is the concrete infrastructure necessary to build a roadway at natural ground level over a below-grade highway. Beyond its functional purpose, the cap provides an opportunity for the "Art of the Possible." Through public and private funding partnerships, the cap can be transformed into an iconic destination for the community. The exhibits below showcase potential cap features, illustrating how the space can be repurposed to benefit the community.

## I-45 NHHIP Segment 2 Key Features



**1 I-45 Widening**  
Expand I-45 to incorporate four Managed Express (MaX) lanes, designed to encourage transit opportunities and improve overall traffic efficiency.



**2 Potential Roadway Cap**  
Lower the I-45 mainlanes below grade between Cottage and N. Main streets, creating the possibility for a structural cap. This cap could be developed with community-focused amenities, funded and built through partnerships with third parties.



**3 Continuous Frontage Roads and New Ramp Configuration**  
Construct continuous I-45 northbound and southbound frontage roads, as well as continuous I-610 eastbound and westbound frontage roads at the I-45/I-610 interchange, as indicated in green. Additionally, revise the I-610 ramp configuration, shown in blue, to enhance mobility and improve safety for drivers.



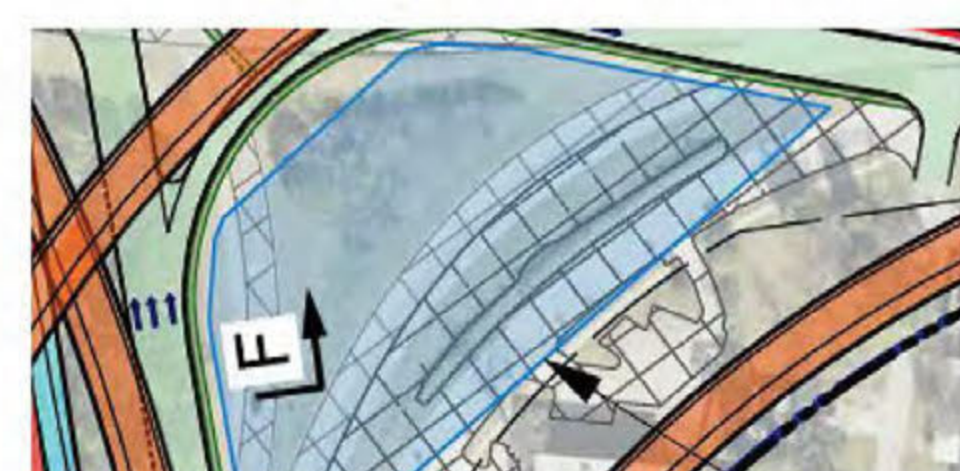
**4 Minimized Right of Way (ROW)**  
The design speed south of N. Main Street has been lowered to 50 MPH, minimizing the need for additional ROW and reducing the project's overall footprint.



**5 Reduced Right of Way**  
Construct the I-45 southbound frontage road partially over the southbound mainlanes to conserve right of way and prevent impacts to the adjacent Hollywood Cemetery.



**6 Improving Drainage**  
Upgrade existing culverts to bridges, enhancing drainage by creating a larger capacity for stormwater flow, improving overall flood management and resilience.



**7 Detention Ponds**  
Introduce new detention ponds and expand existing approved ponds to improve stormwater management and enhance flood mitigation.

**POSSIBLE CAP FEATURES & AMENITIES**

PERFORMANCE LAWN	PROMENADES	WELCOME PLAZA
WIND ENERGY HARVESTING	GATEWAYS / ENTRY	ICONIC MOMENTS & ART
PERFORMANCE LAWN	CHILDREN'S PLAY	CARBON NEUTRAL
FOOD & BEVERAGE	DOG PARK	SOLAR ENERGY

**Wheeler Transit Center/ Fannin Street Cap (sample)**

**Wheeler Avenue/Caroline Street Cap (sample)**

**Almeda Road/Cleburne Street Cap (sample)**