



I-45 NHHIP Segment 3 General Update

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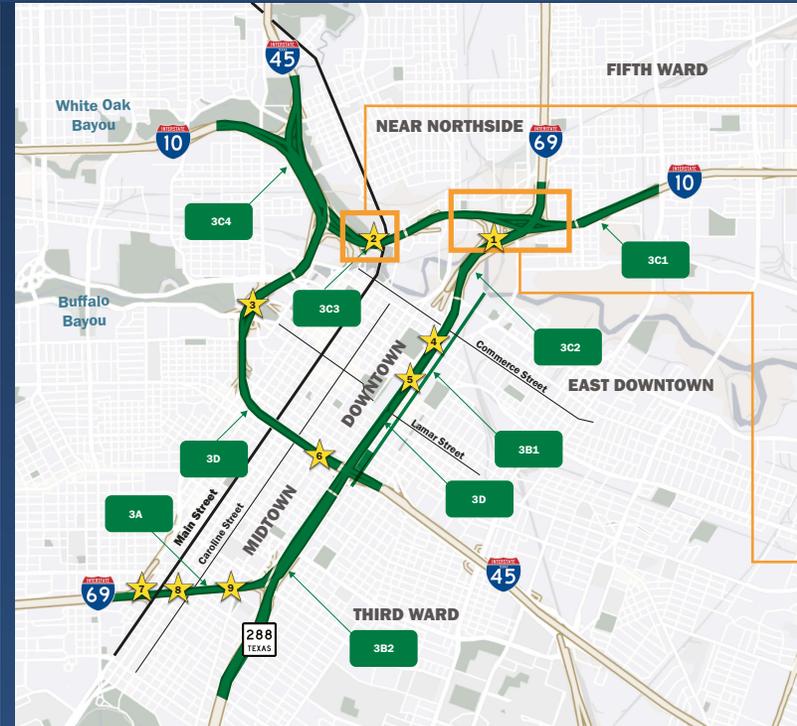
GENERAL OVERVIEW

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 mitigation 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.

KEY INFORMATION

- ★ Straighten I-69 and widen from 8 to 10 or 12 lanes in each direction.
- ★ Straighten and add two express lanes in each direction that motorists can use to travel through Downtown.
- ★ Replace Pierce Elevated with Downtown Connector.
- ★ Increase access between Downtown and East Downtown by construction of new southbound street between Commerce St. and Leeland St.
- ★ Structural cap built over I-69 depressed section from Lamar St. to Commerce St. next to the GRB could be developed by others.
- ★ Pierce Elevated would no longer serve a transportation function and could be removed.
- ★ Structural cap built over I-69 depressed section from METRO LRT to Fannin St. could be developed by others.
- ★ Structural cap built over I-69 depressed section from Main St. to Caroline St. could be developed by others.
- ★ Structural cap built over I-69 depressed section from Almeda to Cleburne St. could be developed by others.



SEGMENT 3C3 PROPOSED CHANGES *

FEIS Approved



Most of these proposed design changes would improve connections around I-10 north of downtown.

- 1 Extend North San Jacinto St. to connect with Naylor and Providence streets along the new I-10 alignment.
 - Response to community request
- 2 Make Naylor St. into a two-way from North Main St. to North San Jacinto St., and the Naylor St. in with Providence St.
- 3 Extend Naylor St. west of North Main St. so it ties into the University of Houston-Downtown (UHD) parking.
- 4 Provide parking opportunities under roadway bridges to mitigate impacts to UHD parking.
- 5 Build a new detention pond.
- 6 All roadways in the area will pass over existing railroad tracks to avoid raising and realigning tracks.
 - In coordination with Union Pacific Railroad

Proposed Changes *



SEGMENT 3C2 PROPOSED CHANGES *

FEIS Approved



- 8 Build I-10 eastbound exit to Gregg St. under the I-69 northbound to I-10 eastbound direct connector.
 - Response to community request
- 9 Extend I-10 westbound frontage road from Meadow St. to Jensen Dr.
 - Response to community request
- 10 Build connection from Nance St. east to Rothwell St., providing access to Jensen Dr.
 - Response to community request

Proposed Changes *



SEGMENT 3 HISTORY

- The NHHIP Segment 3 project will ultimately reconstruct portions of I-10, I-45, I-69, and SH 288 around downtown Houston
- TxDOT studied elevated lanes, depressed lanes, underground tunnels, and combinations of all three. The only alternative that had a significant and positive impact was to depress US 59/I-69 between Commerce St and Spur 527, and shift I-45 from the current alignment along Pierce Elevated and make it parallel with I-10 on the north side of Downtown and US 59/I-69 on the west side of Downtown.
- Segment 3, excluding 3A, was originally planned to be Design-Build (DB). Now, Segment 3B, 3A, and various other portions of Segment 3 will be constructed as traditional Design-Bid-Build (DBB) projects, in which design plans are developed prior to construction contractors providing bids.

CONSTRUCTION PHASING



PROJECT FUNDING

INDEPENDENT PROJECTS	ESTIMATED CONTRACT COST
3A	\$639,268,000
3B-1	\$152,184,270
3B-2	\$455,848,188
3C-1	\$150,000,000
3C-2	\$1,358,798,000
3C-3	\$236,000,000
3C-4	\$848,875,000
3D	\$1,795,000,000
TOTAL	\$5,692,052,458

GEORGE R. BROWN (GRB) DECK (SEGMENT 3D)



Not Just a Park... but a Place

Lowering the highway near the GRB 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 concept of a fourth structural cap and opportunity to realize the "Art of the Possible." It doesn't merely offer the potential for another park on the deck but envisions a transformative space where the community can thrive—providing an iconic destination for work, play, and celebrations.

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 to incorporate amenities into the caps, enhancing the overall experience. However, the realization of this destination place necessitates a combination of public and private funding.



- TxDOT is providing \$20M of funding in support of the City of Houston North Canal Project that reduces flooding risk
- Area shown in yellow is anticipated to no longer flood in a 100-year flood event
- South Canal to be built in the NHHIP



- Green areas shown are anticipated to experience less ponding during rain events

SEGMENT 3C AND 3D PROPOSED FOOTPRINT REDUCTION AREAS *

I-10 Eastbound Frontage Road



These proposed design changes would eliminate or reduce the roadway footprint along I-10 eastbound frontage road west of I-69, and west of Downtown near one set of the proposed downtown connectors.

TxDOT continues to look for opportunities to reduce the footprint as final design progresses.

Project	Parcel	Location	Original Footprint (sq ft)	Unimpaired Footprint (sq ft)
3	024	81 50 E28: Chap St to Brighthouse St	2,111	1,361
3	026	81 50 E28: Brighthouse St to Buck St	387	0
3	028	81 50 E28: Brighthouse St to Buck St	259	0
3	031	81 50 E28: Brighthouse St to Buck St	279	0
3	032	81 50 E28: Brighthouse St to Buck St	310	0
3	033	81 50 E28: Brighthouse St to Buck St	44	0
3	034	81 50 E28: Brighthouse St to Buck St	672	0
3	035	81 50 E28: Buck St to Providence St	202	0
3	040	81 50 E28: Buck St to Providence St	561	0
3	041	81 50 E28: Buck St to Providence St	949	0
3	050	81 50 E28: Buck St to Providence St	899	0
3	705	81 50 WB: McKee St to Fierste St	6,097	3,220
3	706	81 50 WB: Al McKee St	419	261
3	714*	81 50 E28: at Naylor St	52	0
3	718*	81 50 E28: Vine St at Naylor St	2,841	2,374
3	12	Downtown Connector at Walker St entrance ramp	13,014	0
3	233A*	Houston St Pierce St to Eastwood St	Not Determined	Eliminated
3	233B*	Houston St Jefferson St to Pierce St	Not Determined	Eliminated

* NEPA reevaluations will be performed as needed when proposed changes deviate from the FEIS