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.

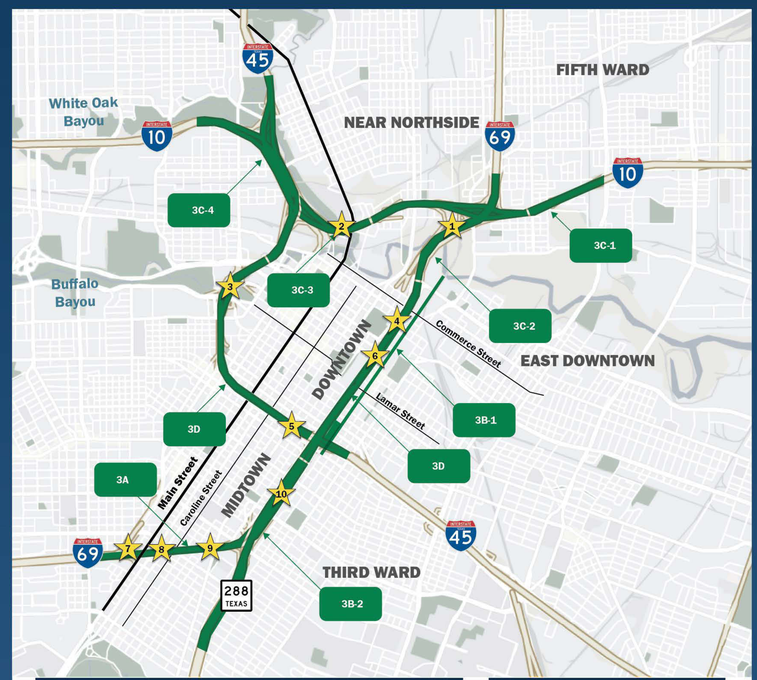
Segment 3 would provide enhancements beyond mobility improvements. Its construction would provide **flood mitigation** by adding capacity through the construction of **new drainage systems**, and **improve connectivity** on both the west and east sides of Downtown Houston. Work in this segment could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

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
- 3B Package 1 construction contract was awarded June 2024
- 3B Package 2 construction contract to be awarded September 2024

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

SEGMENT 3 FOOTPRINT MAP



KEY INFORMATION

1. Straighten I-69 and widen from 8 to 10 or 12 lanes in each direction.
2. Straighten and add two express lanes in each direction that motorists can use to travel through Downtown.
3. Replace Pierce Elevated with Downtown Connector.
4. Increase access between Downtown and East Downtown by construction of new southbound street between Commerce St. and Leeland St.
5. Pierce Elevated would no longer serve a transportation function and could be removed/repurposed.

CAPS & BRIDGES

6. Structural cap built over I-69 depressed section from Lamar St. to Commerce St. next to the George R. Brown could be developed by others.
7. Structural cap built over I-69 depressed section from METRO LRT to Fannin St. could be developed by others.
8. Structural cap built over I-69 depressed section from Main St. to Caroline St. could be developed by others.
9. Structural cap built over I-69 depressed section from Almeda to Cleburne St. could be developed by others.
10. Cross street reconfiguration for arch bridges at Elgin, Tuam and McGowen.

*For details, refer to the Art of the Possible Brochure

CONSTRUCTION PHASING

INDEPENDENT PROJECTS	KEY COMPONENTS
3A	Depressed main lanes, cap structure, ped. Realm
3B-1	Drainage project for 3B-2
3B-2	Depressed main lanes, arch bridges, ped. Realm
3C-1	Main lane reconstruction, UPRR crossing
3C-2	I-69 alignment shift, detention, south canal
3C-3	Bridges, UMS, METRO red line
3C-4	Future I-10 Exp. Lanes, Downtown connection, Detention, trails
3D	Depressed main lanes, cap structure, realign I-45

● 3B-1 is phased to start before 3B-2 because drainage elements in 3B-1 need to be constructed and operational to receive drainage from 3B-2.
▲ 3C-2 is phased to start before 3D because proposed I-69 in 3C-2 needs to be constructed and operational to receive proposed I-69 in 3D. (Proposed I-69 in 3D is unable to be connected to existing I-69 in 3C-2)

PROJECT FUNDING

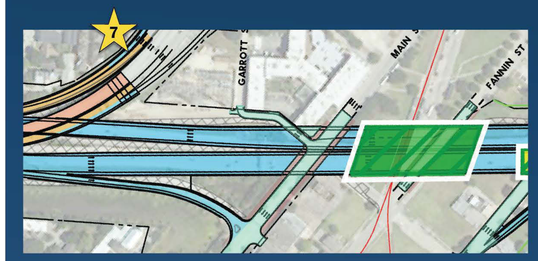
INDEPENDENT PROJECTS	ESTIMATED CONTRACT COST
3A	$639,360,000
3B-1	$121,800,000 *
3B-2	$550,000,000
3C-1	$150,000,000
3C-2	$1,358,790,000
3C-3	$250,000,000
3C-4	$848,875,000
3D	$1,785,000,000
TOTAL=	$5,703,825,000

*Actual cost based on contract award

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 cheanges, streamlining their journeys. Beyond mere functionality, the lowered freeway introduces the concept of a cap.



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. 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 cap structure.

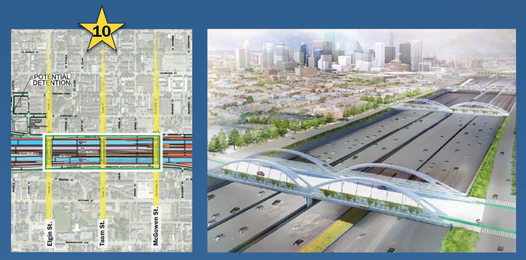
Almeda Road/ Cleburne Street Cap

There is an opportunity for a potential cap based on the planned extension of Cleburne Street across IH-69. Based on the large angle of Cleburne Street across IH-69, there is potential to build the bridge beams perpendicular to IH-69, which could result in an opportunity to provide a small cap area either side of Cleburne Street.

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 cap extensions as well as future development of amenities on this cap structure.

Wheeler Avenue/ Caroline Street Cap

There is an opportunity to increase the cap length for IH-69 at Caroline and Wheeler Avenue. TxDOT and the City of Houston have been coordinating with Midtown Redevelopment Authority to assess opportunities to support potential cap extensions as well as future development of amenities on this cap structure.



Elgin Road/Tuam Street/ McGowen Arch Bridges

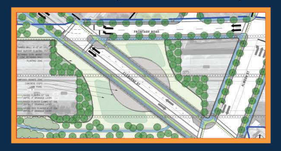
The reconfiguration of the cross streets of IH-69 at Elgin, Tuam and McGowen provide safe passage over the freeway and an opportunity to reconnect the urban core communities.

CAPS: THE ART OF THE POSSIBLE

Wheeler Avenue/Caroline Street Cap

Wheeler Transit Center/Fannin Street Cap

Almeda Road/Cleburne Street Cap



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.

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

POSSIBLE CAP FEATURES & AMENITIES

- WELCOME ENTRY
- PLAZA
- GREEN BUFFER
- FLEXIBLE LAWN
- PLAY GARDEN
- DOG PARK
- BUILDING
- BOTANICAL EXPERIENCE
- STREET PARKING
- PEDESTRIAN CIRCULATION
- AQUAPONICS
- APIARIES
- FLEX SPACE
- PROMENADE