



# I-45 NHHIP Segment 3B-2 Overview

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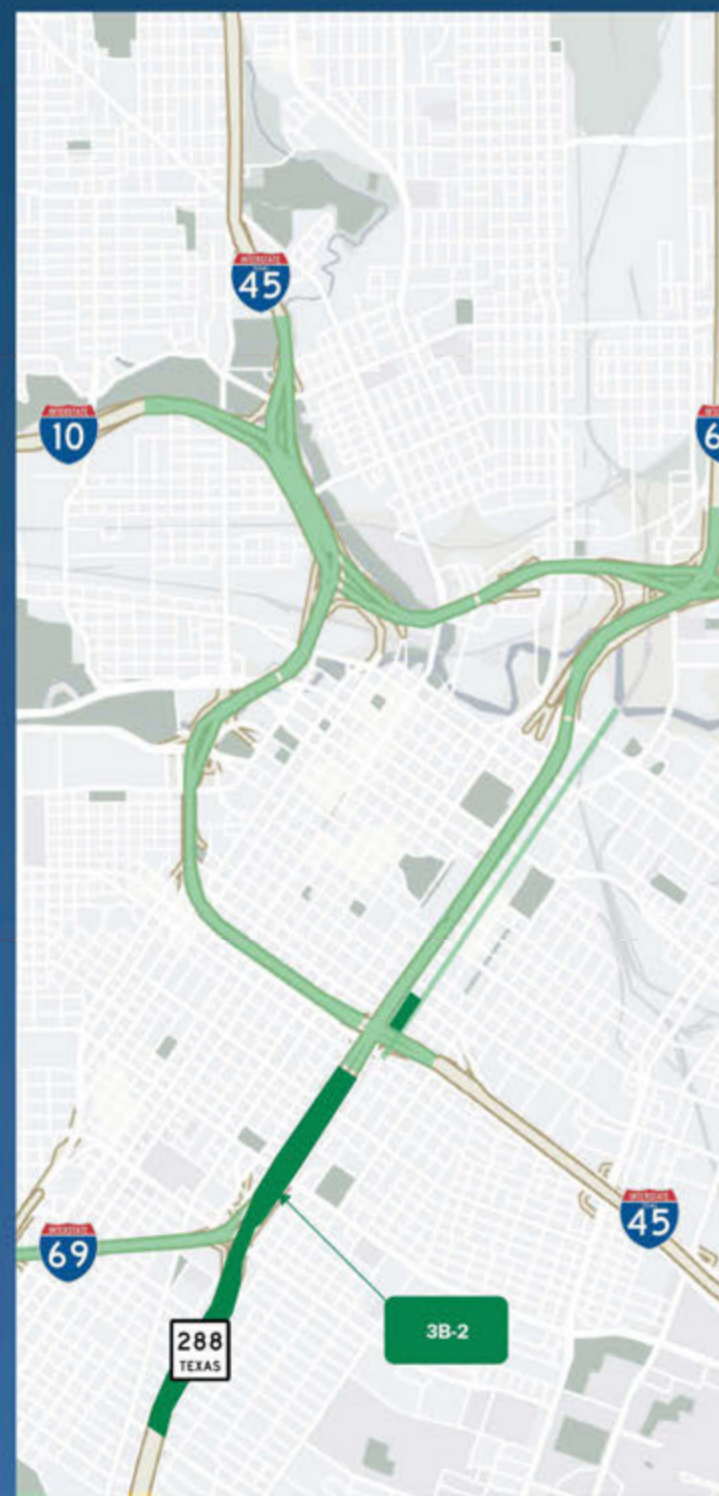
Segment 3B-2

## GENERAL OVERVIEW

### PACKAGE 2, I-69 BETWEEN SH 288 AND I-45 SOUTH (3B-2)

- Estimated Construction Cost: \$695.5M
- Construction anticipated to begin in 2025.
- Active public engagement will continue through construction completion.
- Opportunity for arch bridges to incorporate signature design reflecting community input.

## SEGMENT 3B-2 PROJECT MAP



## RECONFIGURE STREETS TO PROVIDE STANDARD INTERSECTIONS, ENHANCED STREET OPERATIONS AND SAFETY IMPROVEMENTS.

- 1A** Make Chenevert a two-way street from Holman St to Elgin St.
- 1B** Change the street grid along Jackson St. and Francis St. to create conventional intersections.
- 1C** Would no longer serve a transportation function and could be removed/repurposed.
- 1D** Build a new detention pond to mitigate flooding.

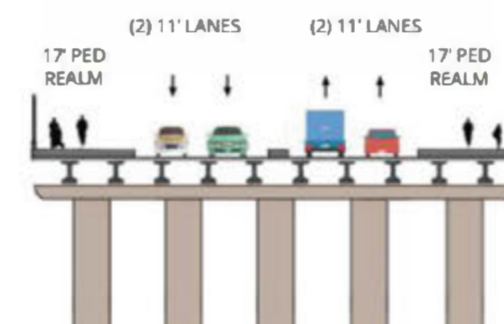


## ARCH BRIDGES

To facilitate connectivity between Midtown and Third Ward, a trio of signature bridges is planned for Elgin, Tuam, and McGowan Streets. These new bridges will cross I-69 between the current SH 288 and I-45 interchanges, reconnecting community hubs such as Emancipation Park and Houston Community College-Central Campus.

The three arch bridges will mirror the aesthetic of Houston's noteworthy series of I-69 bridges from Hazard Street to Montrose Boulevard, and will include dedicated pedestrian and bike lanes to enhance safety for all transportation modes.

### ALABAMA ST. BRIDGE CROSS-SECTION SHOWN AS EXAMPLE



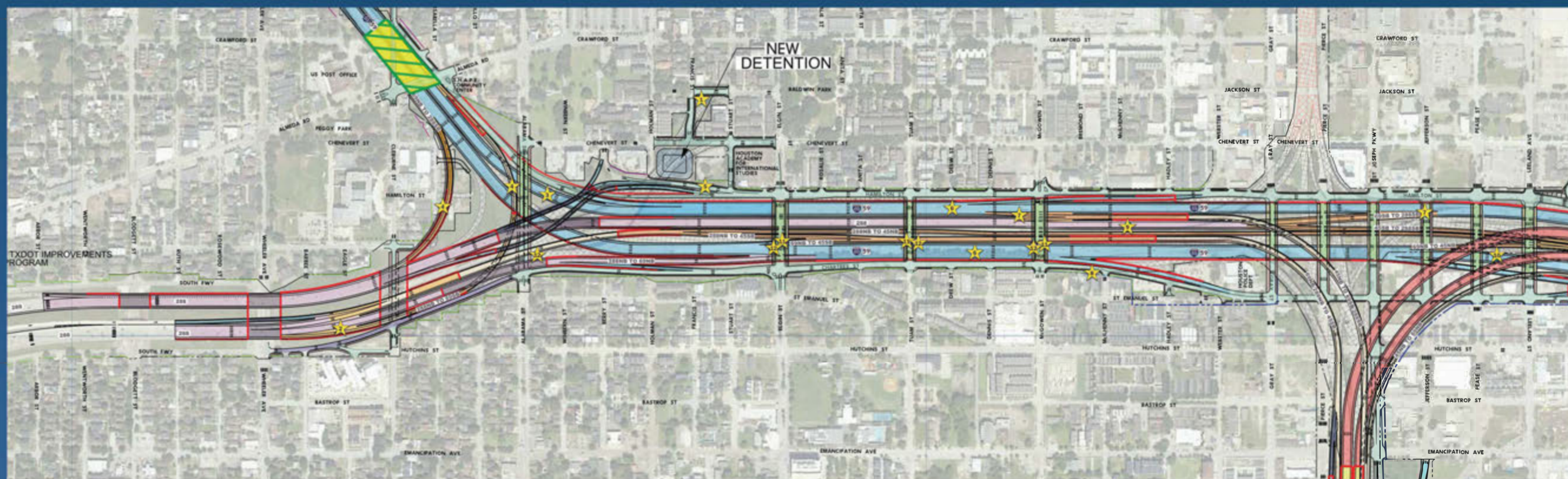
## PEDESTRIAN REALMS

Provides enhanced bicycle-pedestrian realm both sides with 5-foot buffer, 5-foot bike lane, and 7-foot sidewalk.



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

## 3B-2 AFTER NHHIP 3A & 3D CONSTRUCTION COMPLETE



### KEY INFORMATION

- 1** Reconfigure streets to provide standard intersections, enhanced street operations and safety improvements.
- 2** Traffic operations simplified to a single decision point for SH 288 traffic to I-69 or I-45, improving operations and enhancing safety.
- 3** Minimum 4 lanes I-69 SB, improving the current condition which includes a pinch point of only two lanes.
- 4** Reconstruct Direct Connectors between I-69 and SH 288, improving safety.
- 5** Currently there is non-traditional ramp access from Jackson Street directly to SH 288. 3B-2 revises ramp access which aligns with driver expectations. Ramp now enters highway from frontage road.
- 6** Simplified operations and decision-making for drivers along I-69 between I-45 and SH 288.
- 7** After NHHIP 3D construction is complete, there is increased distance between the I-69/SH 288 decision point and I-45/I-69 ramp, improving traffic operations.
- 8** NHHIP 3B-2 will construct sound walls.
- 9** Minimum three lanes SH 288 SB, improving the current condition which includes a pinch point of only two lanes.
- 10** Minimum 4 lanes I-69 NB, improving the current condition which includes a pinch point of only two lanes.
- 11** Arch Bridges
- 12** Pedestrian Realm