

The freeway caps and depressed highway sections in the **North Houston Highway Improvement Project** are specifically designed to reconnect the following neighborhoods to **Downtown Houston** and to each other:

Primary Reconnections

- **Midtown and Downtown:** By depressing **I-69** (Highway 59) and removing the **Pierce Elevated**, the project eliminates the physical barrier separating **Midtown** from the central business district. Caps near **Wheeler Avenue** and **Main Street** will allow direct pedestrian and vehicular flow between these areas.
- **East Downtown (EaDo) and Downtown:** A major **30-acre cap** is planned over the new I-45/I-69 corridor between **Lamar Street** and **Commerce Street**, directly adjacent to the **George R. Brown Convention Center**. This structure is intended to stitch **EaDo** back to the Convention District and Downtown core.
- **First Ward and Downtown:** On the north side, caps and improved bridge connections between **Cottage Street** and **Main Street** will reconnect the **First Ward** (and the Near Northside) to Downtown, integrating them with the **University of Houston-Downtown** campus.

Additional Connected Communities

- **Third Ward:** The redesign includes "garden bridges" and arch bridges over the depressed I-69 corridor at **Elgin**, **Tuam**, and **McGowen** streets, enhancing connectivity for the **Third Ward** to the north and **Midtown** to the west.
- **Freedmen's Town:** A specific bridge redesign at **Andrews Street** aims to improve access between Downtown and the historic **Freedmen's Town** neighborhood to the southwest.
- **Second, Fourth, and Fifth Wards:** Twenty-four redesigned street bridges throughout the downtown segment will feature wider, high-comfort passageways for cyclists and pedestrians, linking these historic wards more safely to the urban core.