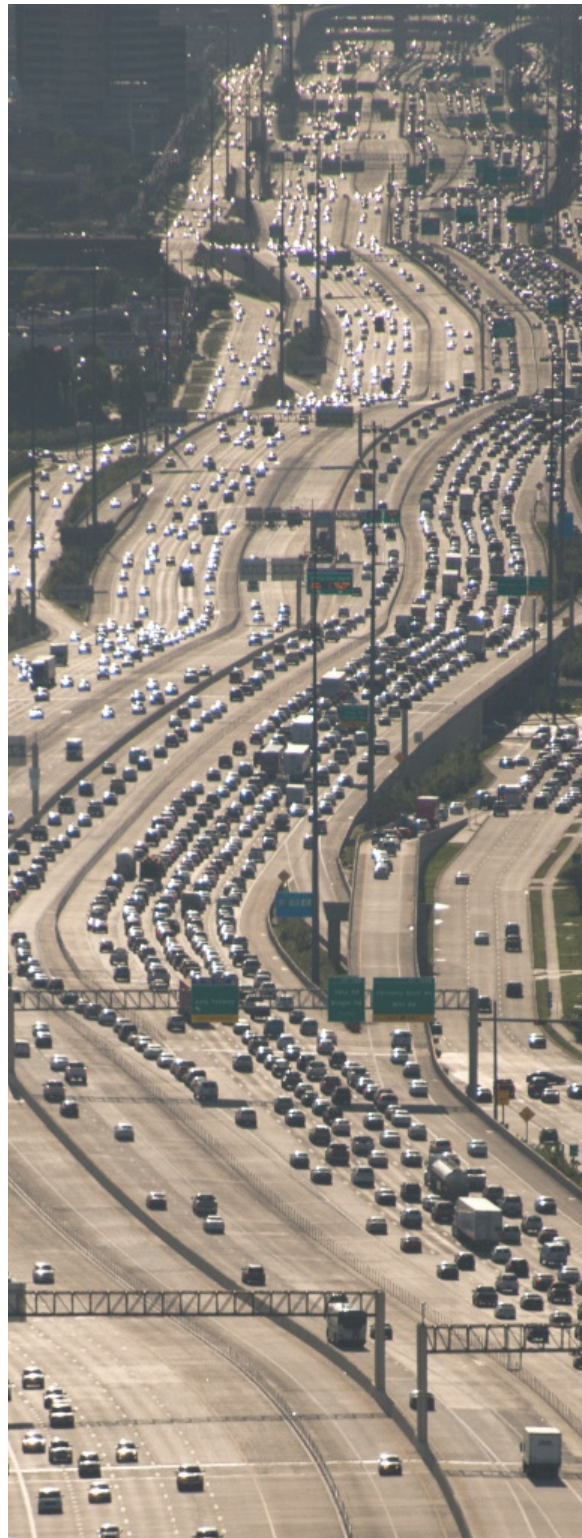


F r e e w a y
Architectures
of Biopolitical
Disobedience





Take my HAND Not my LIFE
Pray4HolySpirit.org 1-888-946-5977

I-45 North Houston Highway Improvement Project
TxDOT ANNOUNCES RECORD OF DECISION

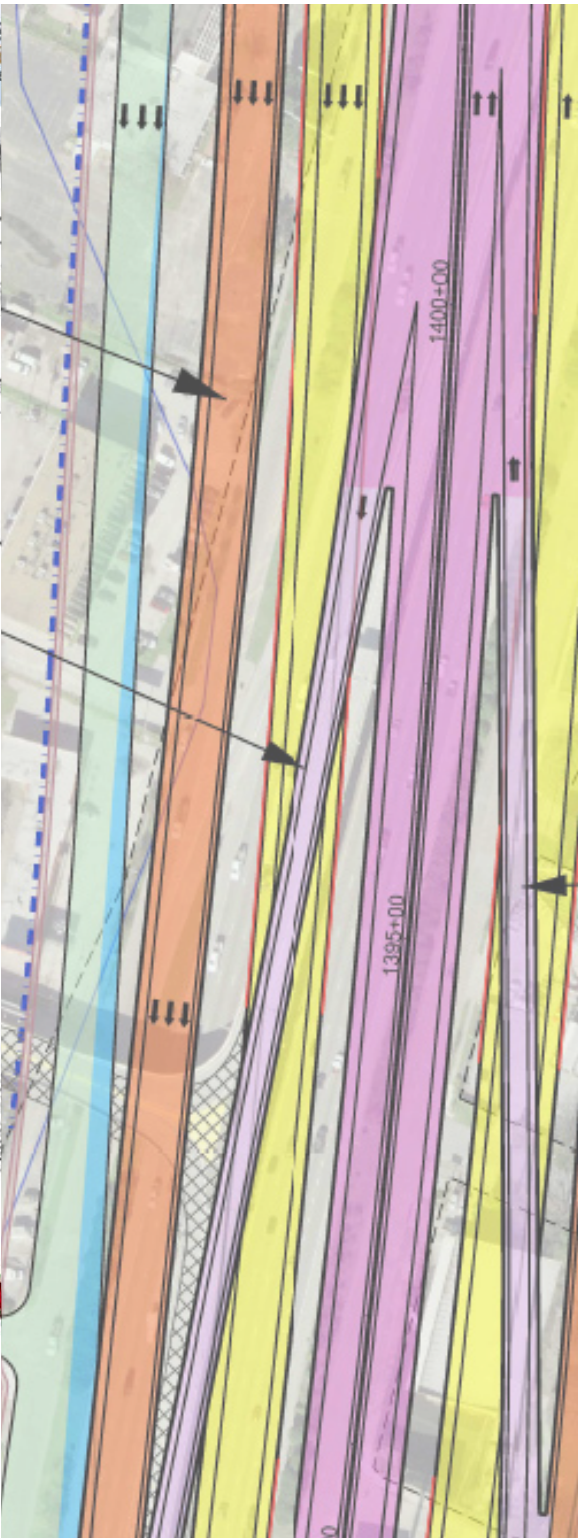
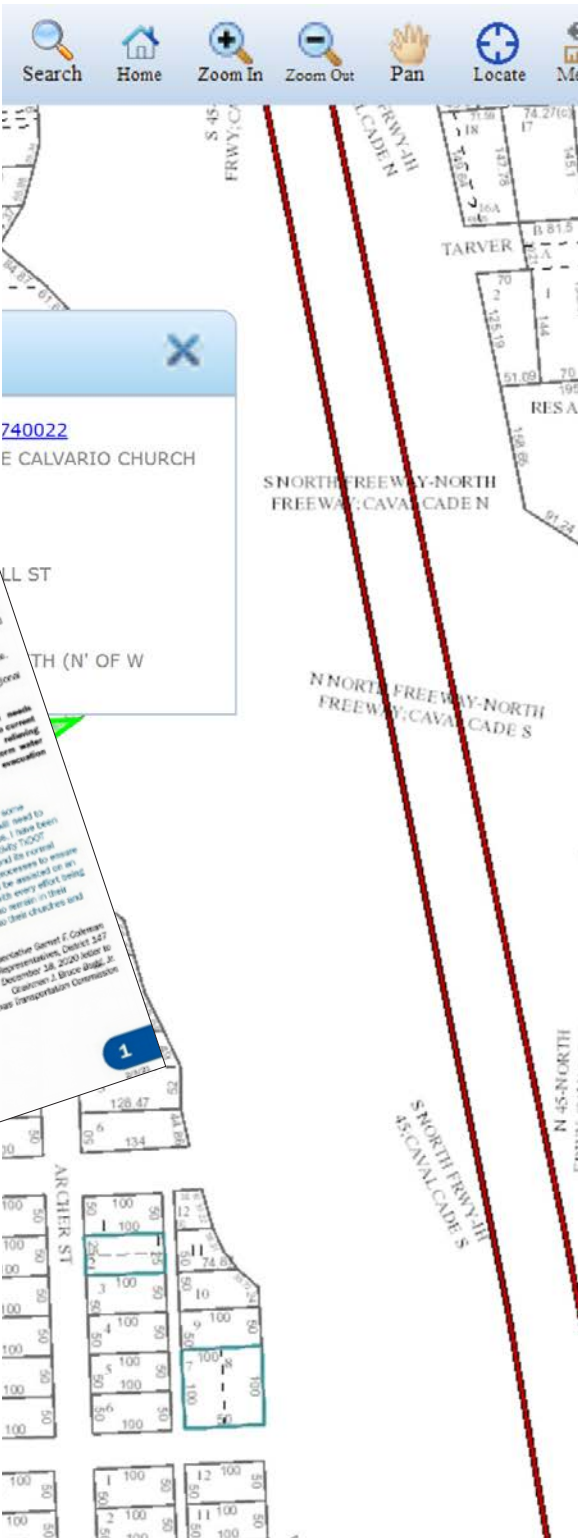
NIHIP Overview:
The state of transportation is changing and the infrastructure in the nation's fourth largest city needs to change with it. Parts of the North Houston Highway Improvement Project (NIHIP) were not only designed to improve roadway capacity, but also to provide safety and improve the quality of life for the community. The NIHIP will increase the number of lanes on I-45 from 10 to 14 lanes, add a dedicated transit lane, and improve the highway's ability to handle heavy trucks and other large vehicles. The NIHIP will also improve the highway's ability to handle emergency vehicles and provide better access to the highway for emergency services. The NIHIP will also improve the highway's ability to handle heavy trucks and other large vehicles. The NIHIP will also improve the highway's ability to handle emergency vehicles and provide better access to the highway for emergency services.

Top 100 Congested Texas Roadways

NIHIP will proceed as follows:
The NIHIP will proceed as follows: 1. Construction of 4 new lanes on I-45 from the intersection of I-10 to the intersection of I-610. 2. Construction of 2 new lanes on I-45 from the intersection of I-610 to the intersection of I-670. 3. Construction of 2 new lanes on I-45 from the intersection of I-670 to the intersection of I-70. 4. Construction of 2 new lanes on I-45 from the intersection of I-70 to the intersection of I-75. 5. Construction of 2 new lanes on I-45 from the intersection of I-75 to the intersection of I-80. 6. Construction of 2 new lanes on I-45 from the intersection of I-80 to the intersection of I-85. 7. Construction of 2 new lanes on I-45 from the intersection of I-85 to the intersection of I-90. 8. Construction of 2 new lanes on I-45 from the intersection of I-90 to the intersection of I-95. 9. Construction of 2 new lanes on I-45 from the intersection of I-95 to the intersection of I-100. 10. Construction of 2 new lanes on I-45 from the intersection of I-100 to the intersection of I-105.

NIHIP will provide the following benefits:
The NIHIP will provide the following benefits: 1. Increased roadway capacity. 2. Improved safety. 3. Improved quality of life for the community. 4. Improved access to the highway for emergency services. 5. Improved ability to handle heavy trucks and other large vehicles. 6. Improved ability to handle emergency vehicles. 7. Improved ability to provide better access to the highway for emergency services. 8. Improved ability to handle heavy trucks and other large vehicles. 9. Improved ability to handle emergency vehicles. 10. Improved ability to provide better access to the highway for emergency services.

NIHIP will be completed in 2025.



IH-45 is an inconceivably large ribbon of infrastructure that acts as a border between political and geographic communities.

IH-45's margin shelters socio-politically marginal architectural programming.

If we take space to be a material constitution of power, then the contested and marginal territory of the NHHIP is a critical site for architectural consideration and engagement.

Through non-hegemonic site analysis and the imagining of counter-futures at four sites along the NHHIP's extent, this thesis:

- a. Re-conceives of the freeway's marginal territory as site for liberatory praxis, and
- b. Theorizes modalities of active engagement with megastructures and megaprojects.



**Roleplaying TxDOT
is not
Liberating**

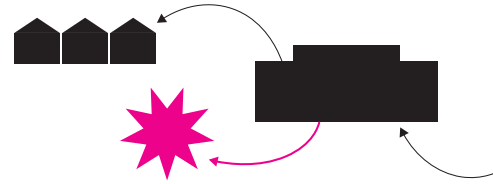
Michel Foucault said that 'liberty'
can't be designed, but rather that
it is what must be exercised.

So true, and Audre Lorde showed
us that the master's tools will never
dismantle the master's house...

Maybe this is why Preciado
wrote that all architects must
be activists...

I. EXPENDITURE

The Accursed Share



II. INTERCHANGE

Intimate Publics



III. MEDICALIZATION

Death in Life



IV. OTHERING

Repair as Reparation



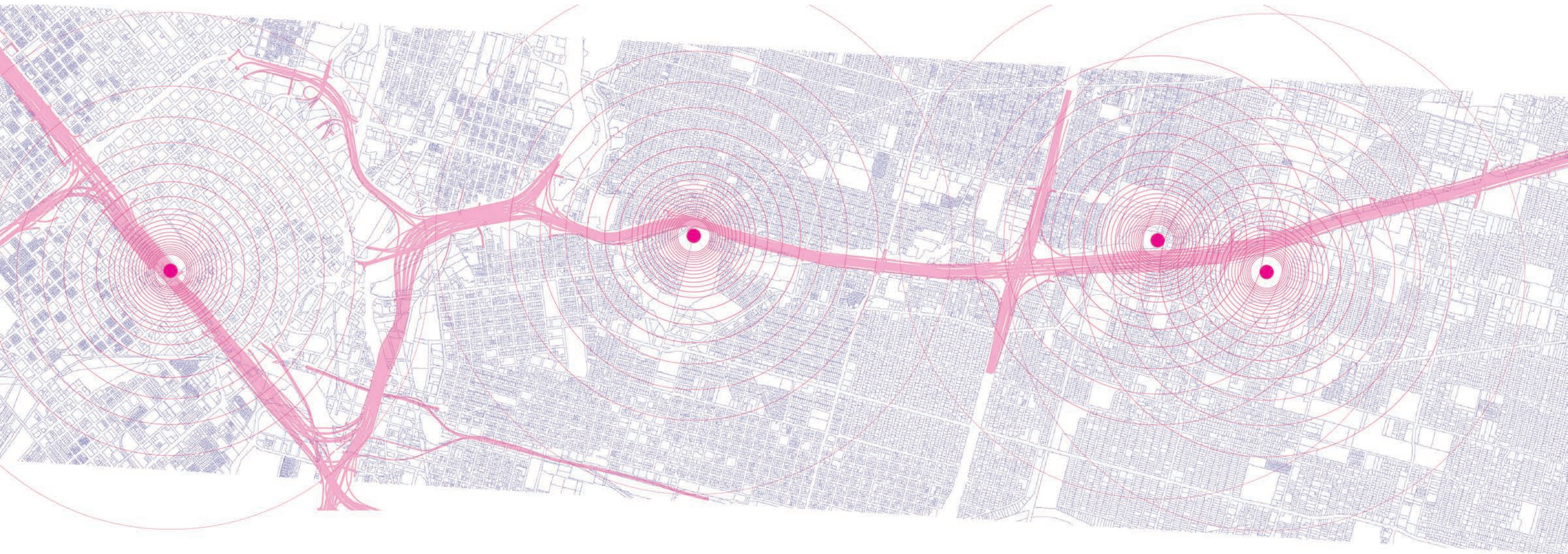
The thesis explores four *architectures*. That is to say, the thesis explores four *behaviors of power*.





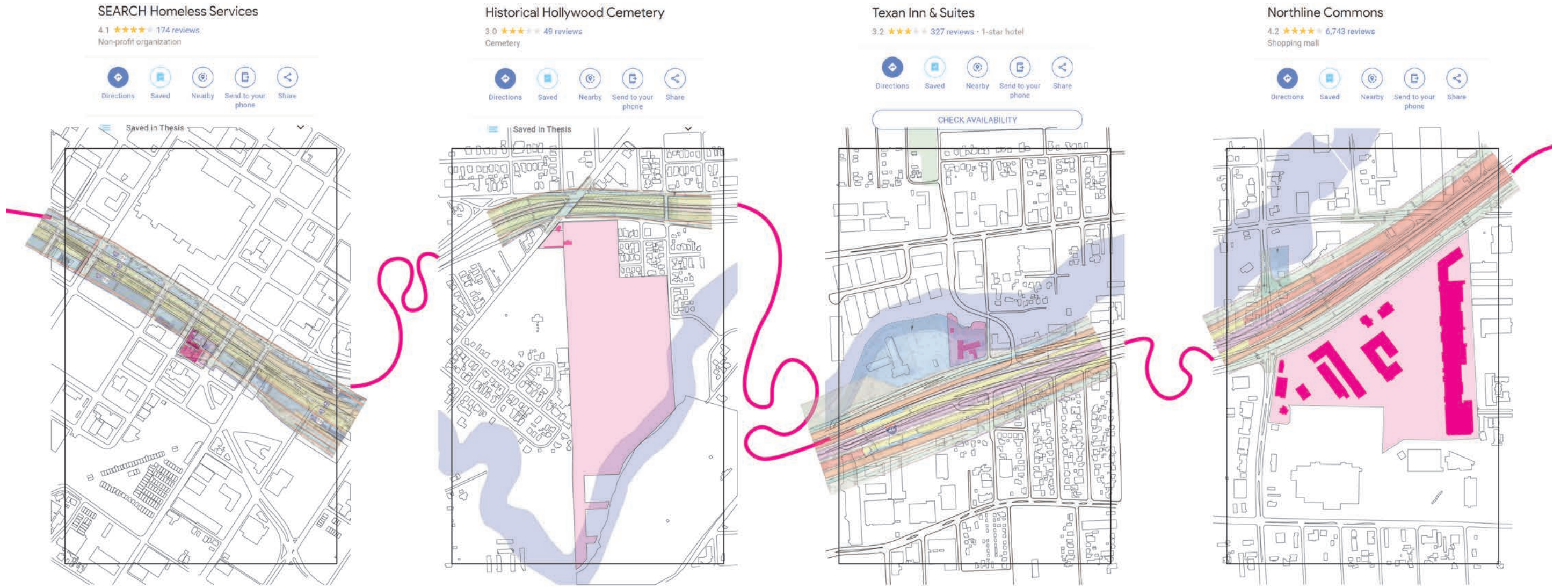
TERRITORY

Biopolitics regulates and disciplines the population as a normative abstraction of its constituent identities. Similarly, territory is regulated and disciplined as a normative abstraction of spaces and architectures. The creation, maintenance, and contestation of borders is necessarily a component of this regulation and discipline, because without borders there could be no thing that is 'territory.' Houston is a fiercely diverse and fiercely segregated city. Nearly 700 square miles of territory is subdivided into political communities with distinct borders and identities. Because Houston experienced its most ambitious growth in the latter half of the twentieth century, many of its neighborhoods have grown up against freeways as borders.



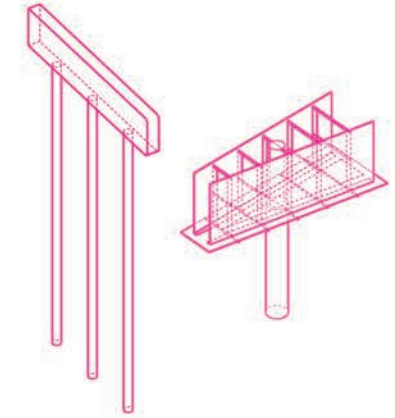
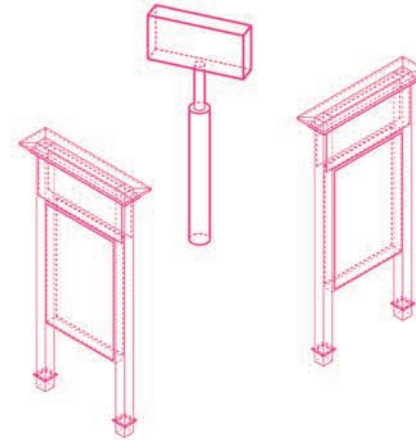
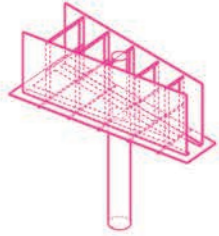
MARGINALITY

The freeway is a dynamic, contested, conflicted space that produces marginal and heterotopic architectures. Parcels that face the freeway frontage road are more a part of the infrastructure itself than any political or geographic community. While the architecture of this interstitial territory does not often have a big A, the margin is an ideal vantage point from which to view the center, and can enable liberatory praxis.



TECHNOLOGY

The freeway and the territory spreading out from it are represented to us through satellite photography, HCAD filing, GoogleMaps, and the dismally complicated technical documentation produced by TxDOT. Mapping is a political act and maps themselves are technological devices for the administration and regulation of territory because they control how it is represented and interfaced with. Maps, apps, and interactive databases are to territory what demographics are to the population and should be taken as central tools for the state's enforcement of norms and biopolitical imperatives.



EXPERIENCE

The experience of freeway driving has been parsed from Banham to Baudrillard. Our academic imagination produces a view from the road, with the freeway as a grand connector between 'here' and 'there.' Similarly, the NHHIP is sold under the priority of connecting Houston's ever-creeping suburban outskirts with its flaccid central business district. However, many of the communities adjacent to the NHHIP's extent are neither 'here' nor 'there,' and understanding this relationship is necessary to accurately represent and appropriately interact with the infrastructure.



Northline Commons
4.2 ★★★★★ 6,743 reviews
Shopping mall

Directions Saved Nearby Send to your phone Share

Texan Inn & Suites
3.2 ★★★★★ 327 reviews · 1-star hotel

Directions Saved Nearby Send to your phone Share

CHECK AVAILABILITY

Historical Hollywood Cemetery
3.0 ★★★★★ 49 reviews
Cemetery

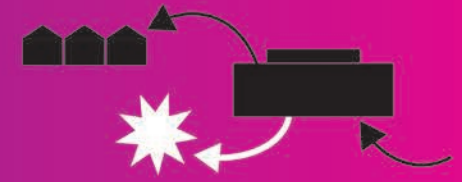
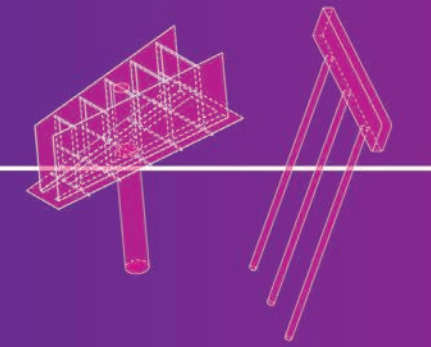
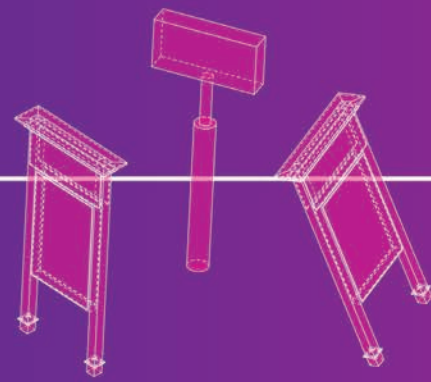
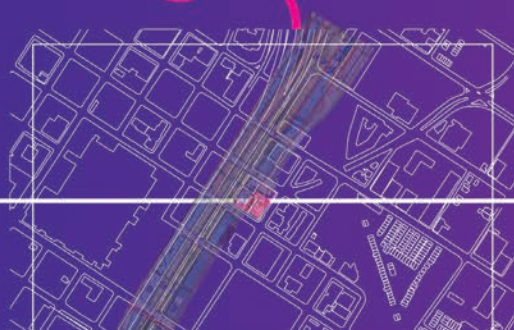
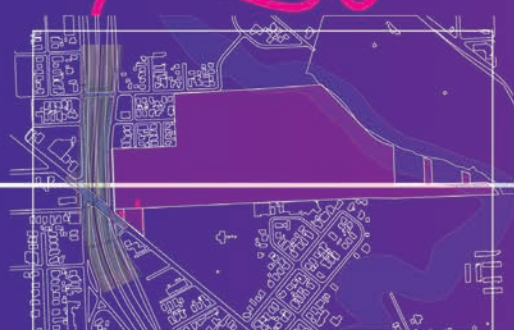
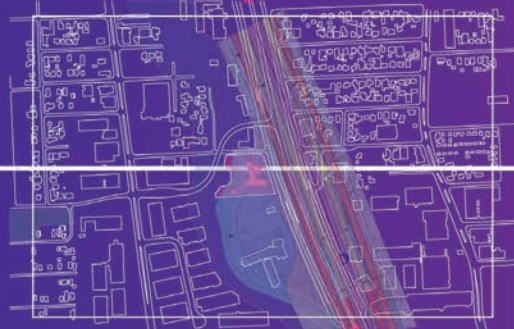
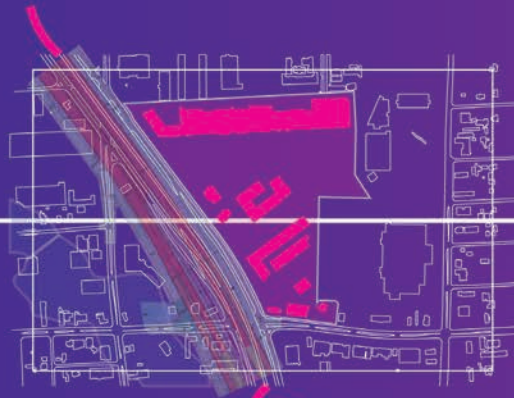
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Saved in Thesis

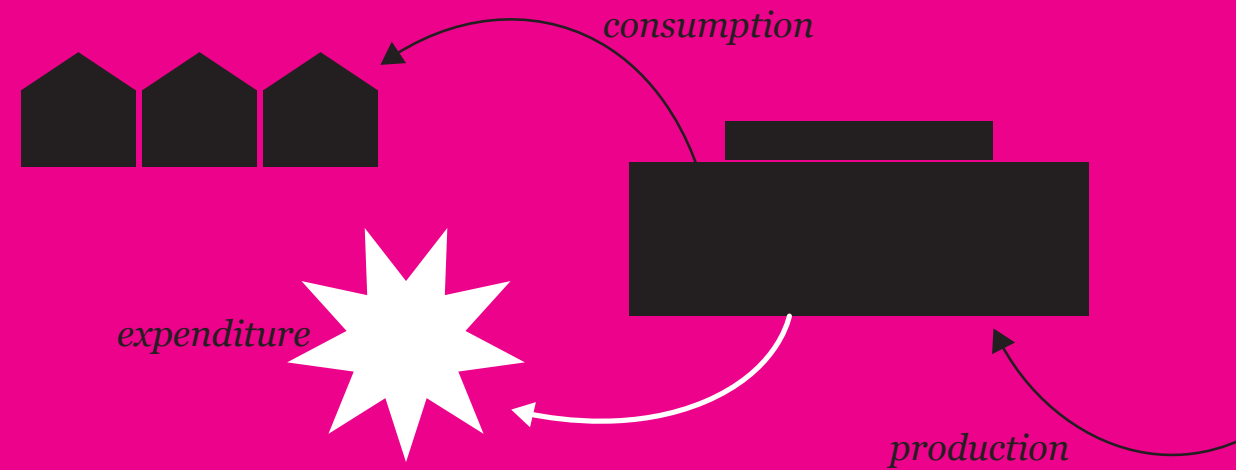
SEARCH Homeless Services
4.1 ★★★★★ 174 reviews
Non-profit organization

Directions Saved Nearby Send to your phone Share

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I. EXPENDITURE



The Accursed Share

Production, consumption, and expenditure are concentrated along freeway frontage roads in the form of strip retail. This counter-future exposes participants to Bataille's theory of general economy by producing a spectacle of expenditure.



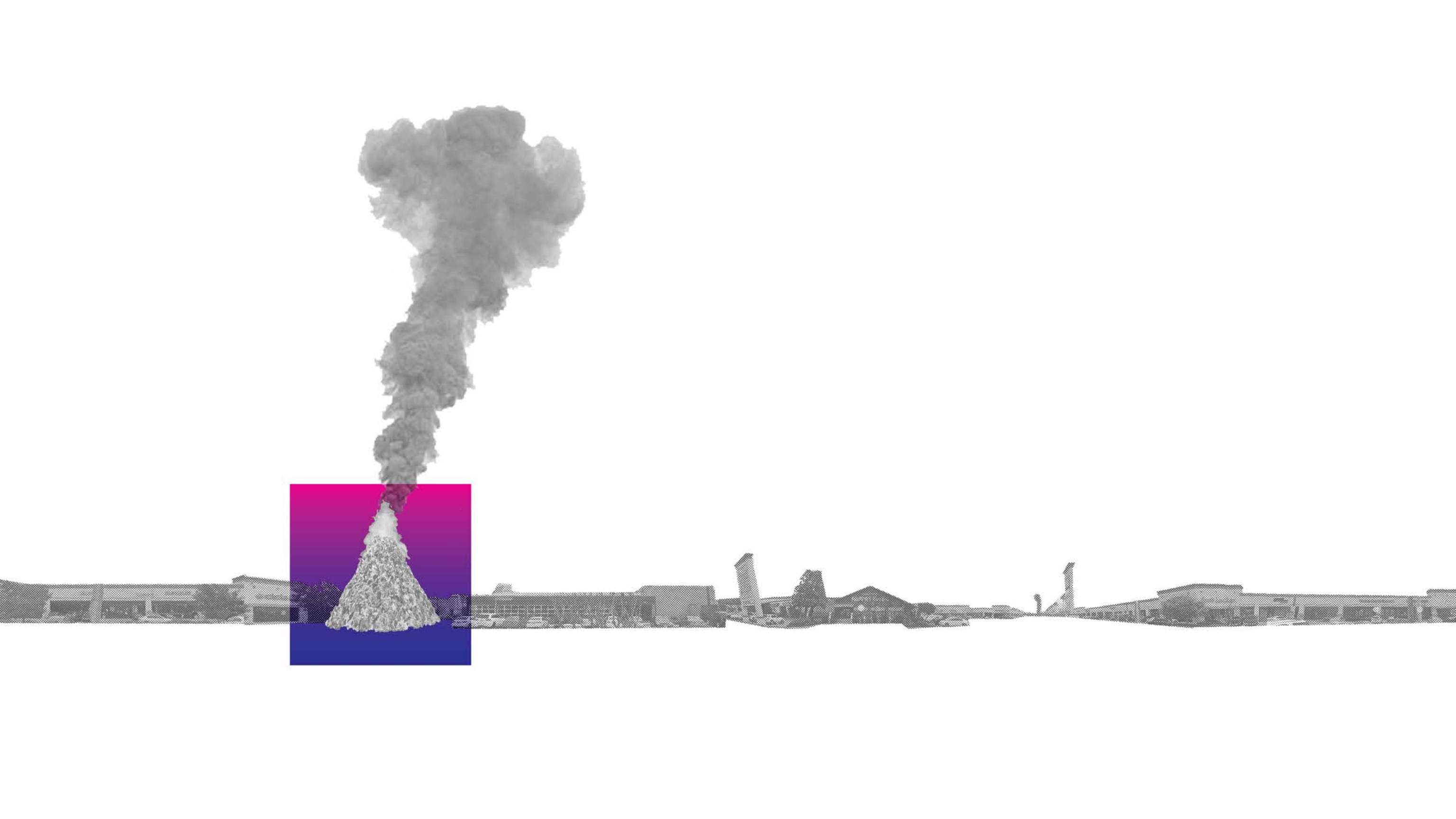
We view economy as a relationship of production and consumption, but that is reductive in many ways...

Economics requires a massive share of commodity be expended just to be expended.

Some people call this expended commodity *la part maudite*; the accursed share.



Northline Commons Site Plan



II. INTERCHANGE



Intimate Publics

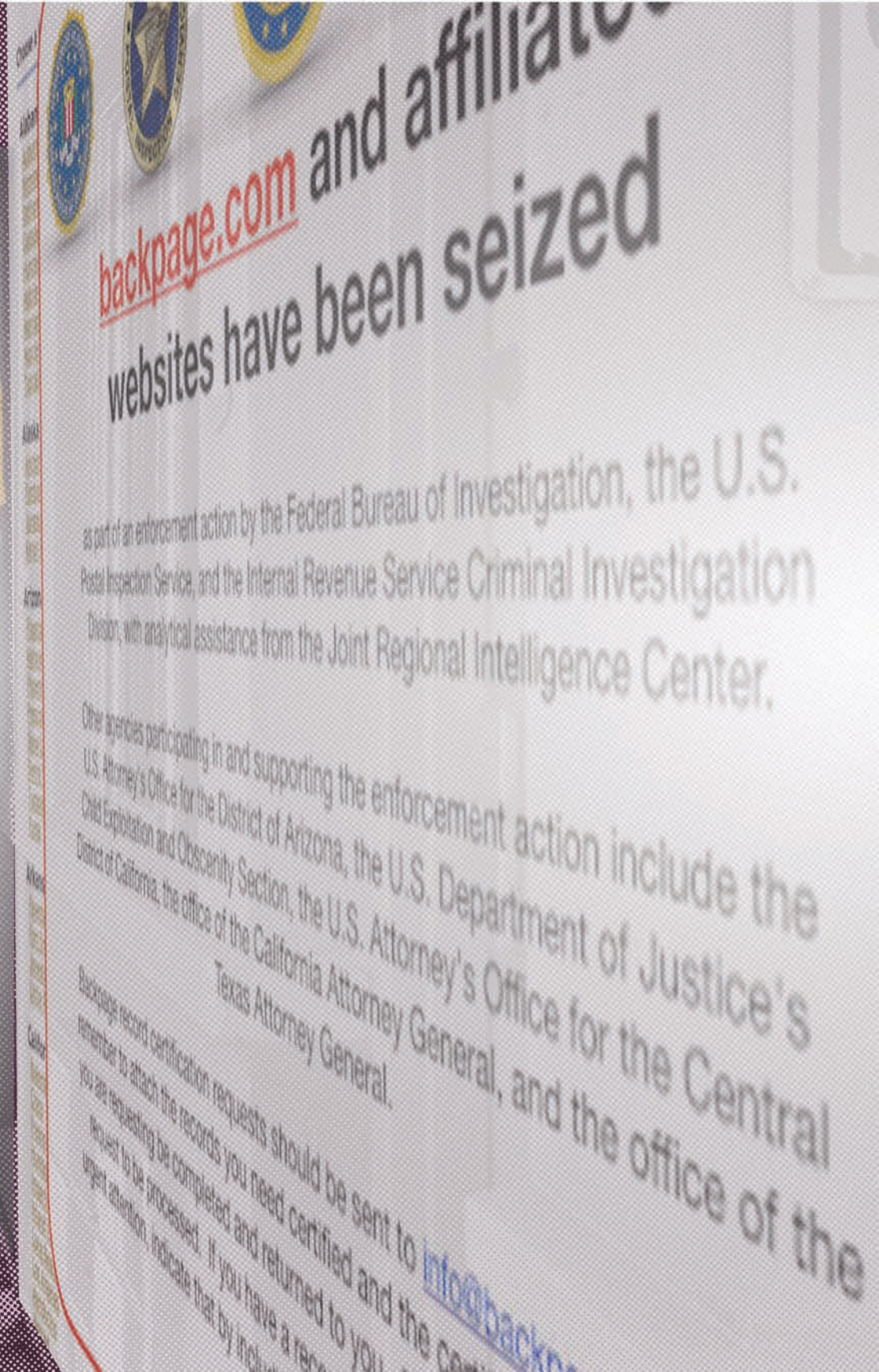
Heterotopias of deviance are spaces 'without place' where non-normative behavior is allowed to occur. Historically such spaces have been private, but networks of digital publics complicate our spatial understanding of deviance. This counter-future projects the digital public space of a physically private place onto the freeway, a public place without public space.

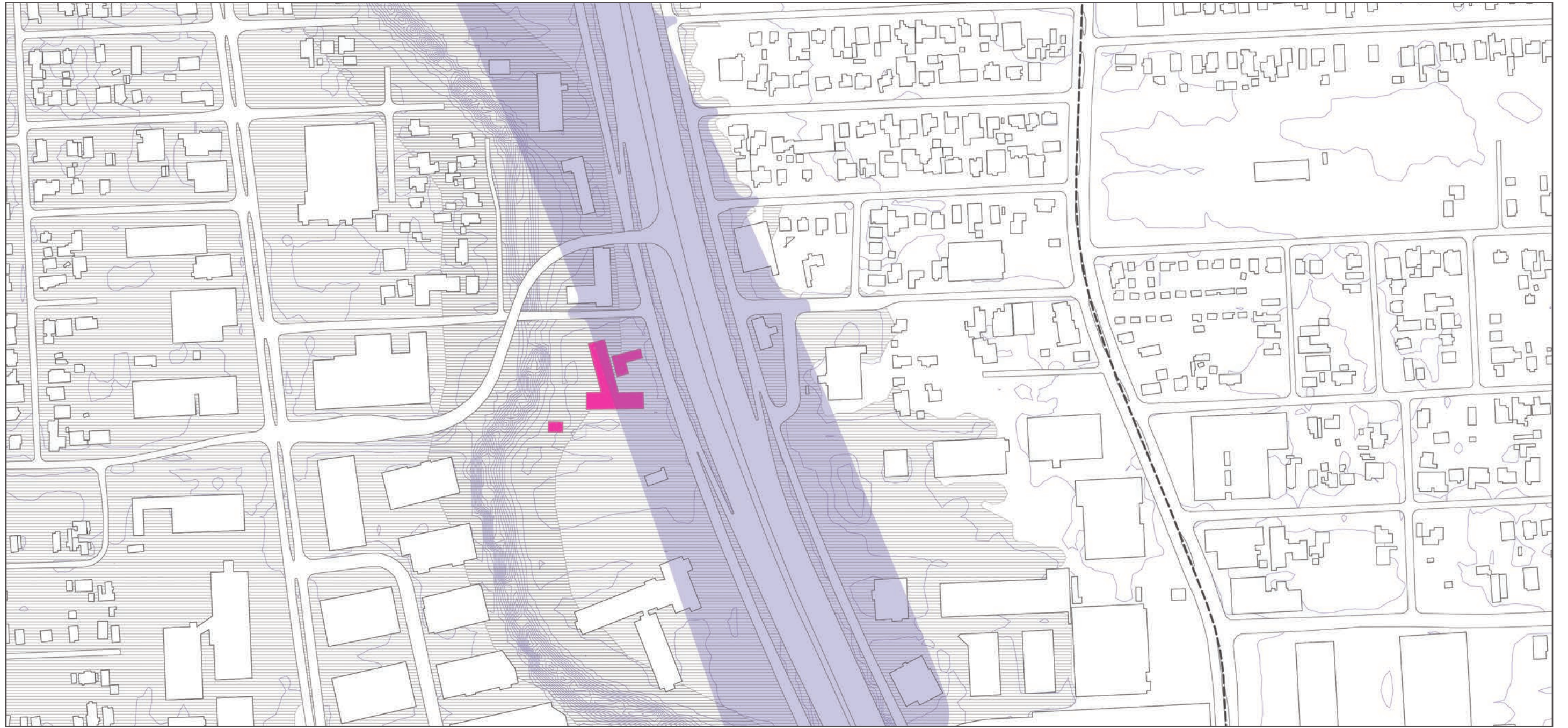


The freeway is a public place with no public space. Digital networks accessed in private places produce a multiplicity of public spaces without place.

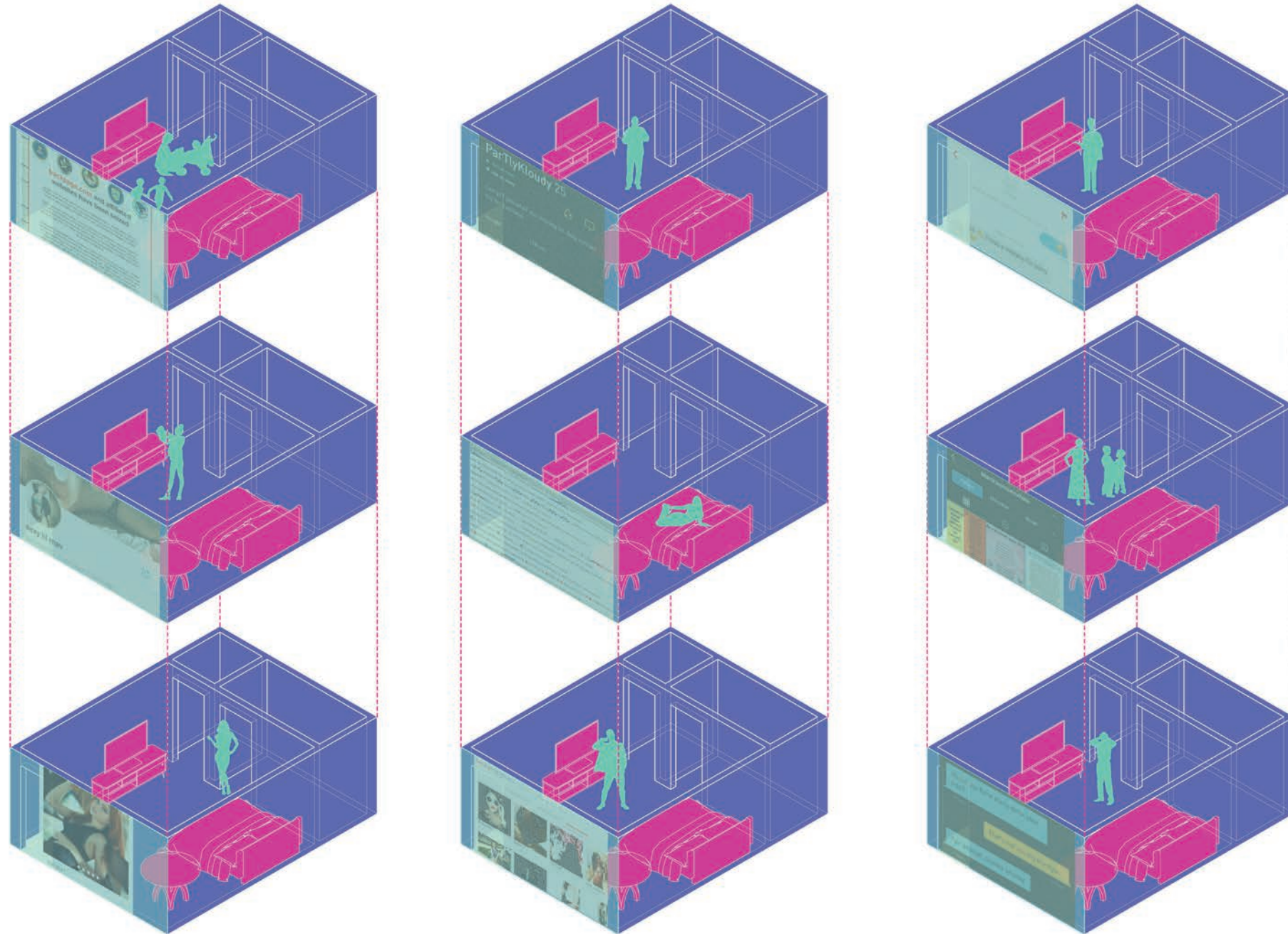
The dynamics of digital space demand a new understanding of what public space means.

How can we reconcile public space with public place?

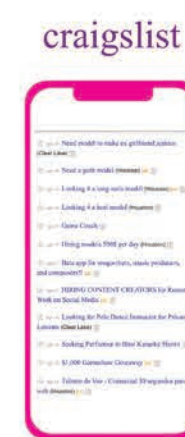
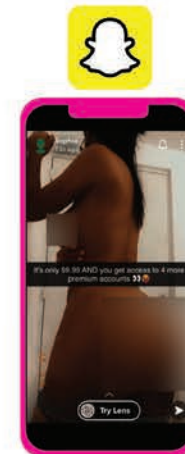
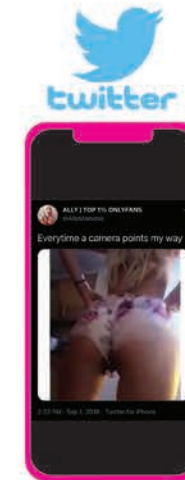
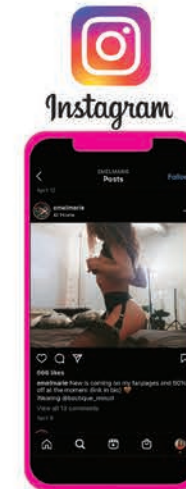
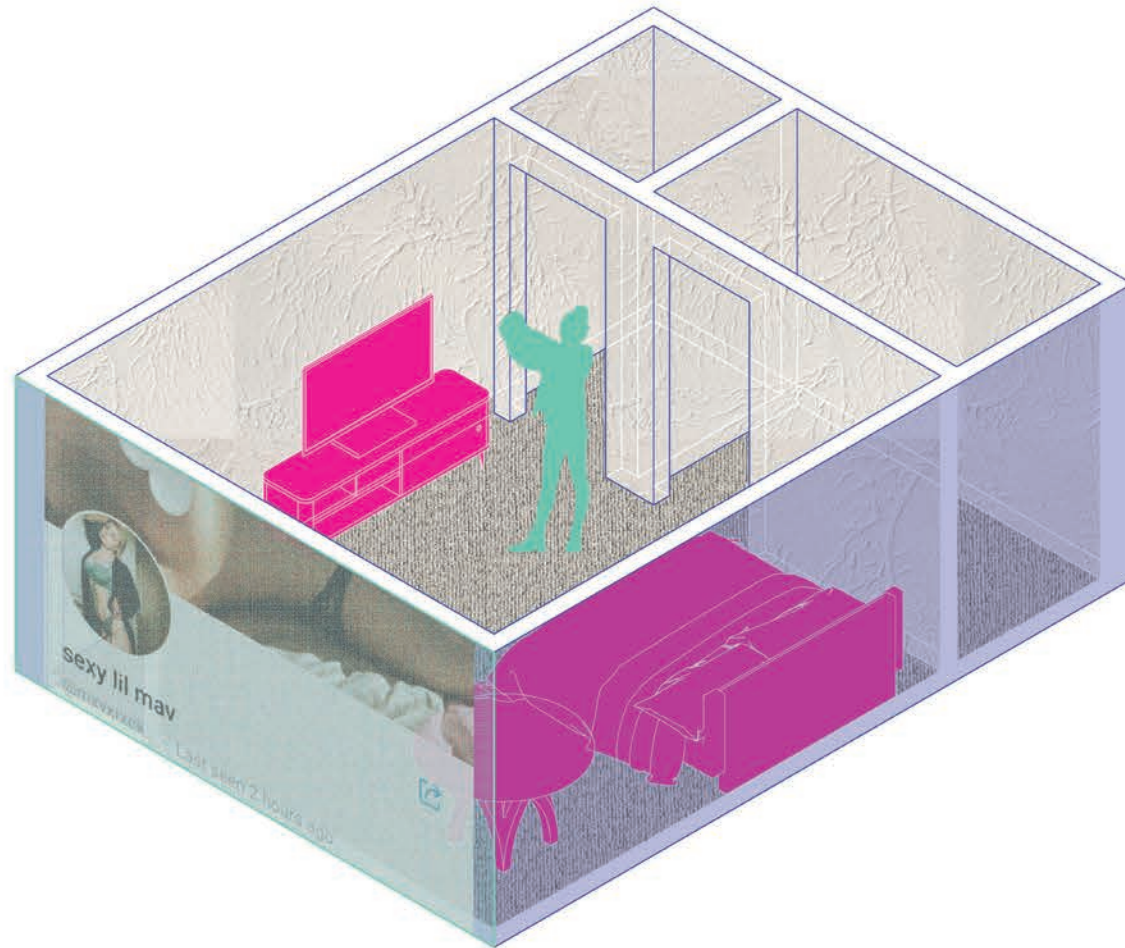




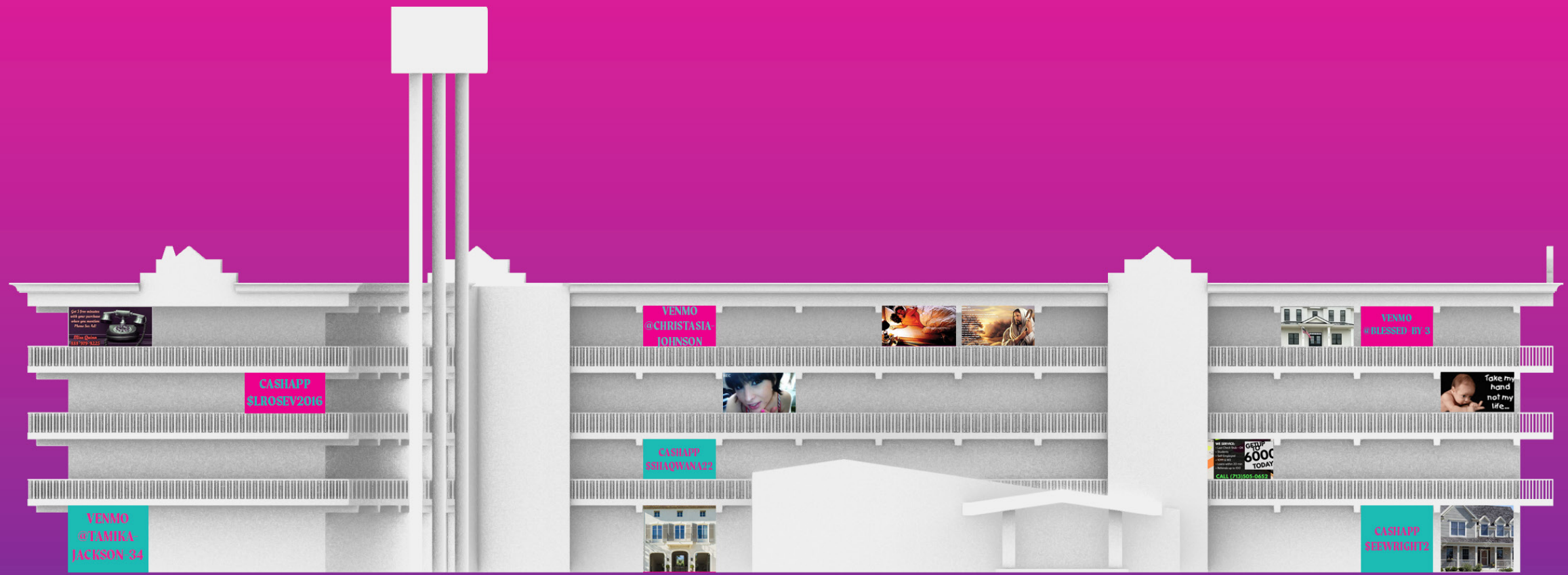
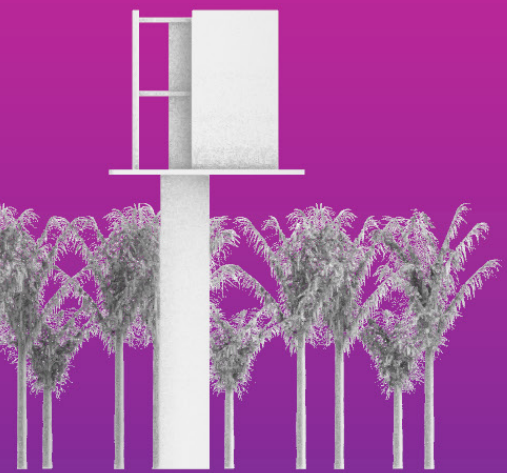
Texan Inn & Suites Site Plan



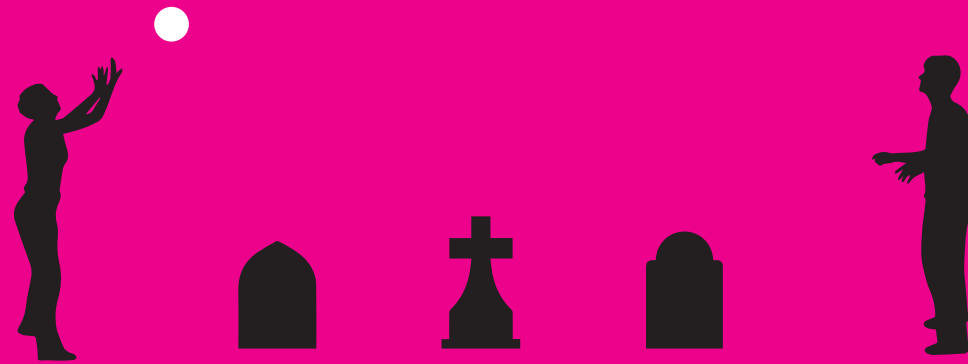
Texan Inn Isometric



Texan Inn Unit



III. MEDICALIZATION



Death in Life

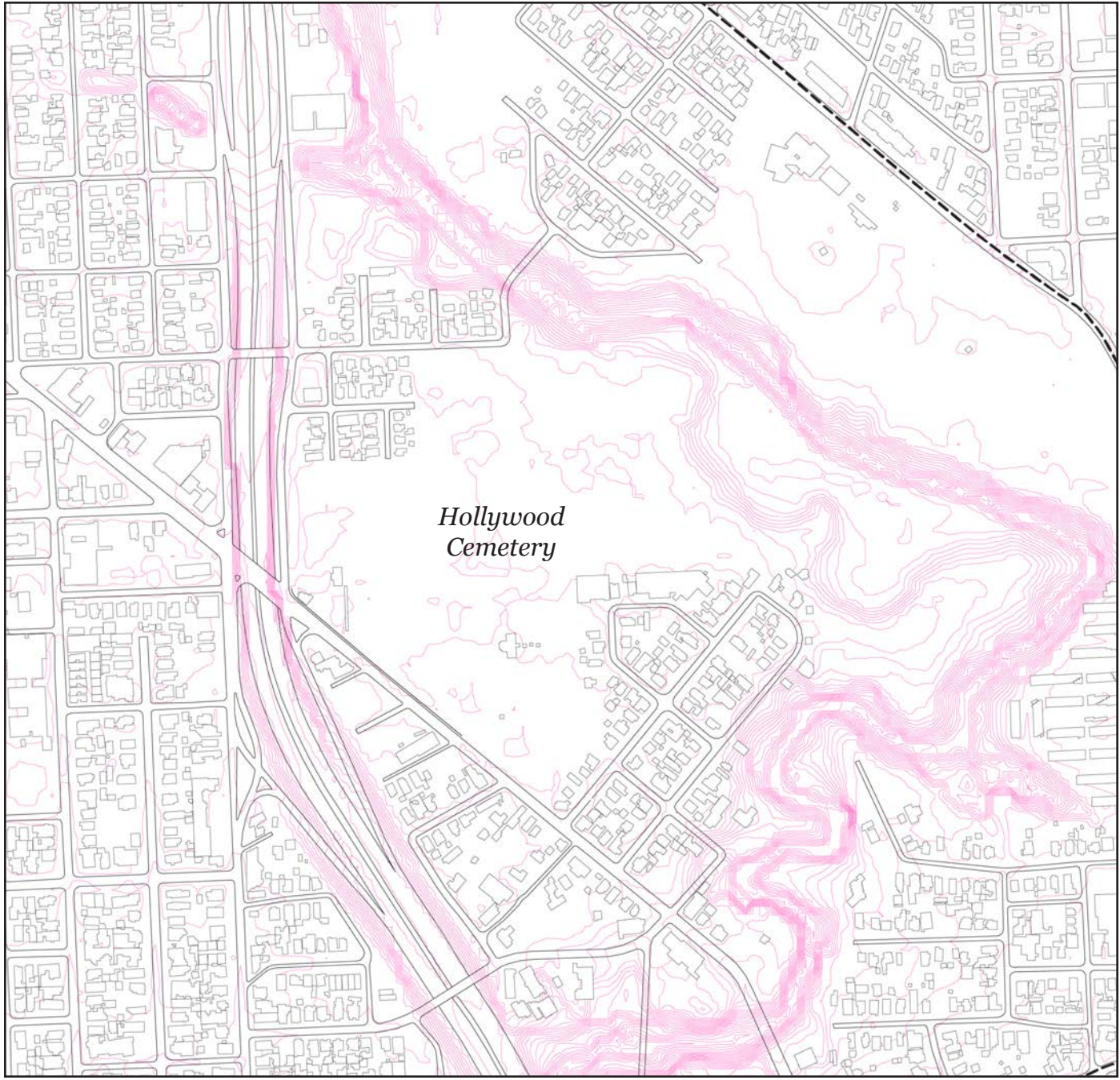
The conception of biopolitics largely consisted of medicalizing our bodies' behavior to manage populations. Ability, sanity, sexuality, fertility, life expectancy, and so on were suddenly transformed into public health data, while their non-normative counterparts were pathologized and rejected. This counter-future recenters death as a part of everyday life to confront the pathologization of non-normative states of being a body.



Since the enlightenment, death has been pathologized and isolated in marginal territories like freeway borders.

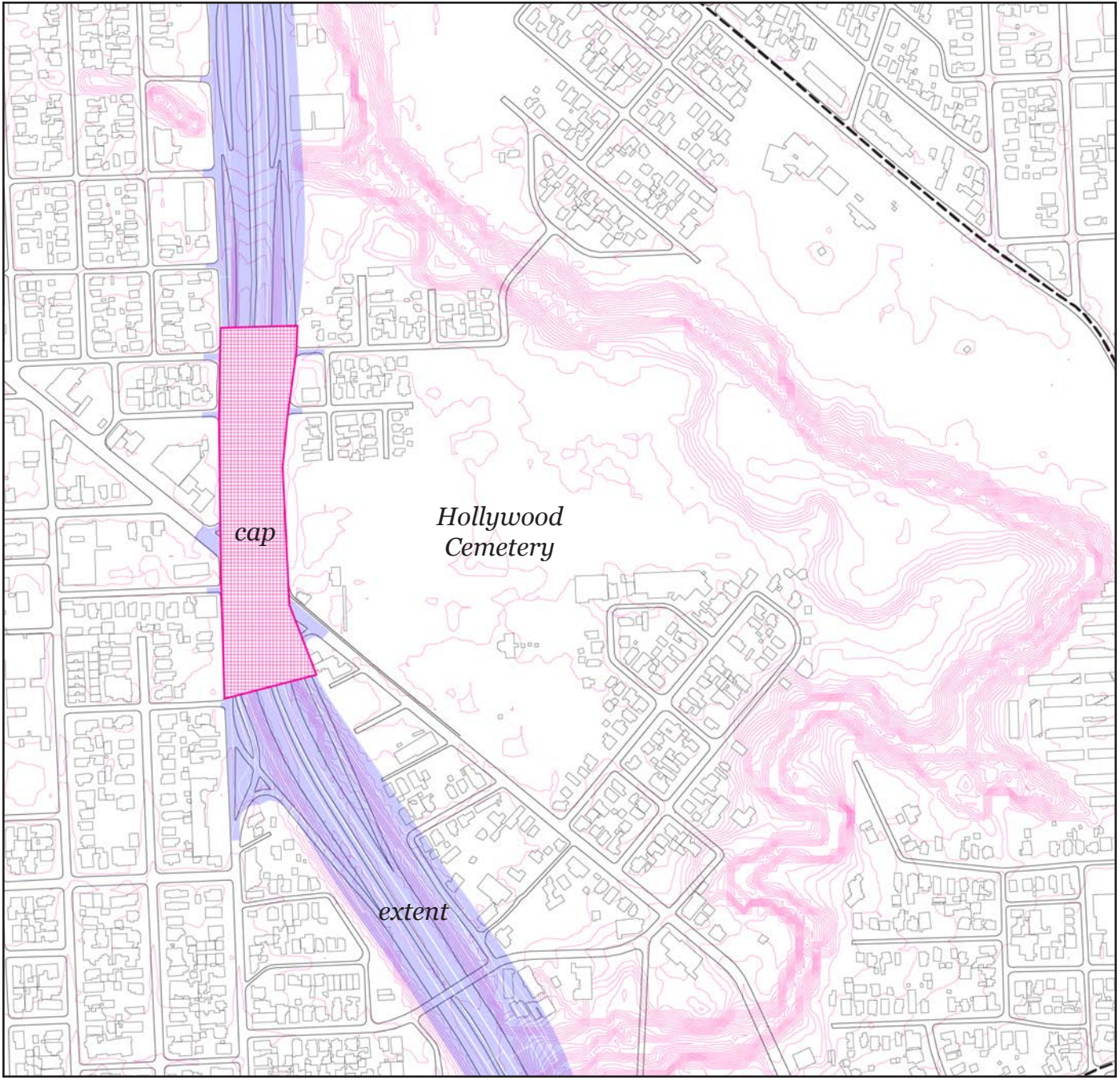
That's interesting, since cemeteries were once the social and geographic center of communities...

Yes... These days, we fear our own bodies. Maybe cemeteries are not just heterotopias of time, as Foucault wrote, but of crisis as well...



Hollywood Cemetery

Existing

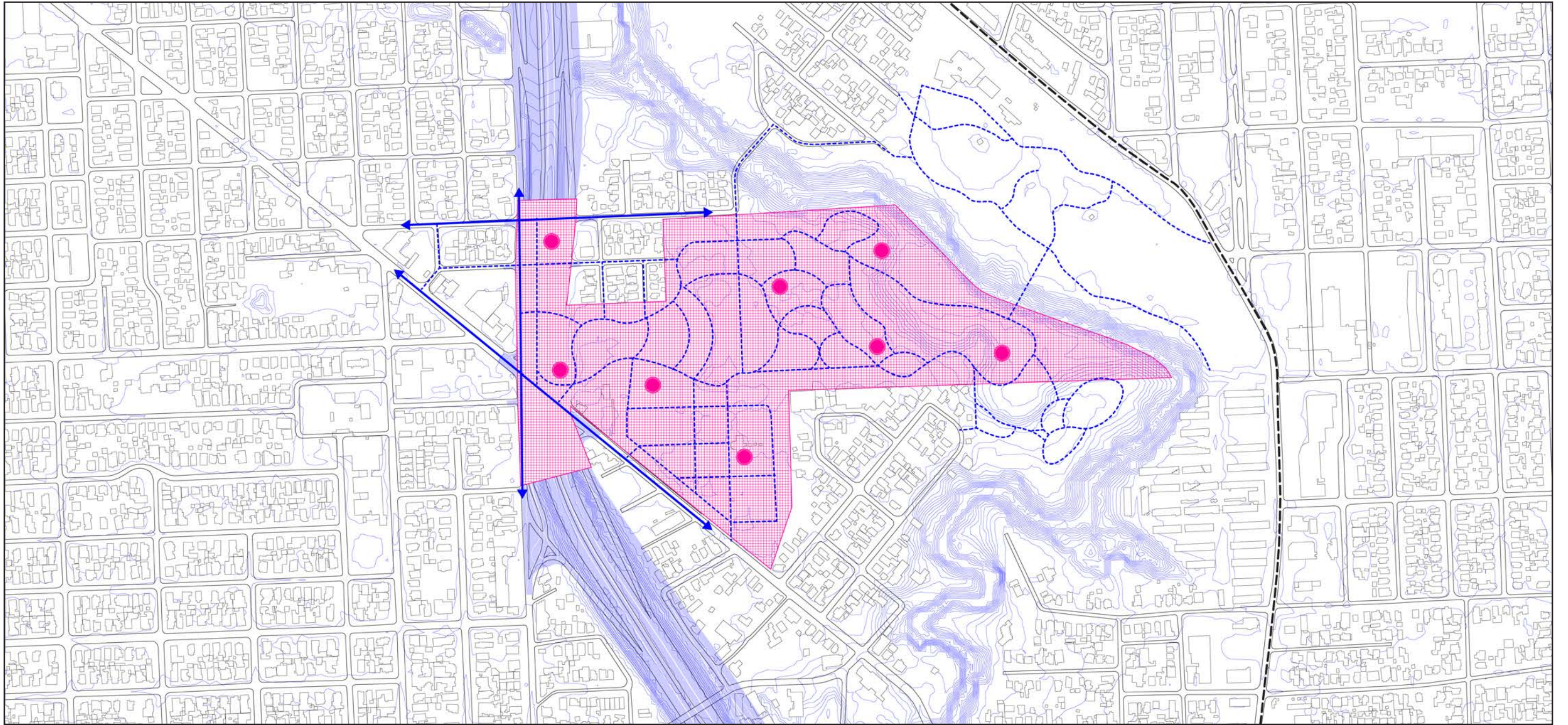


cap

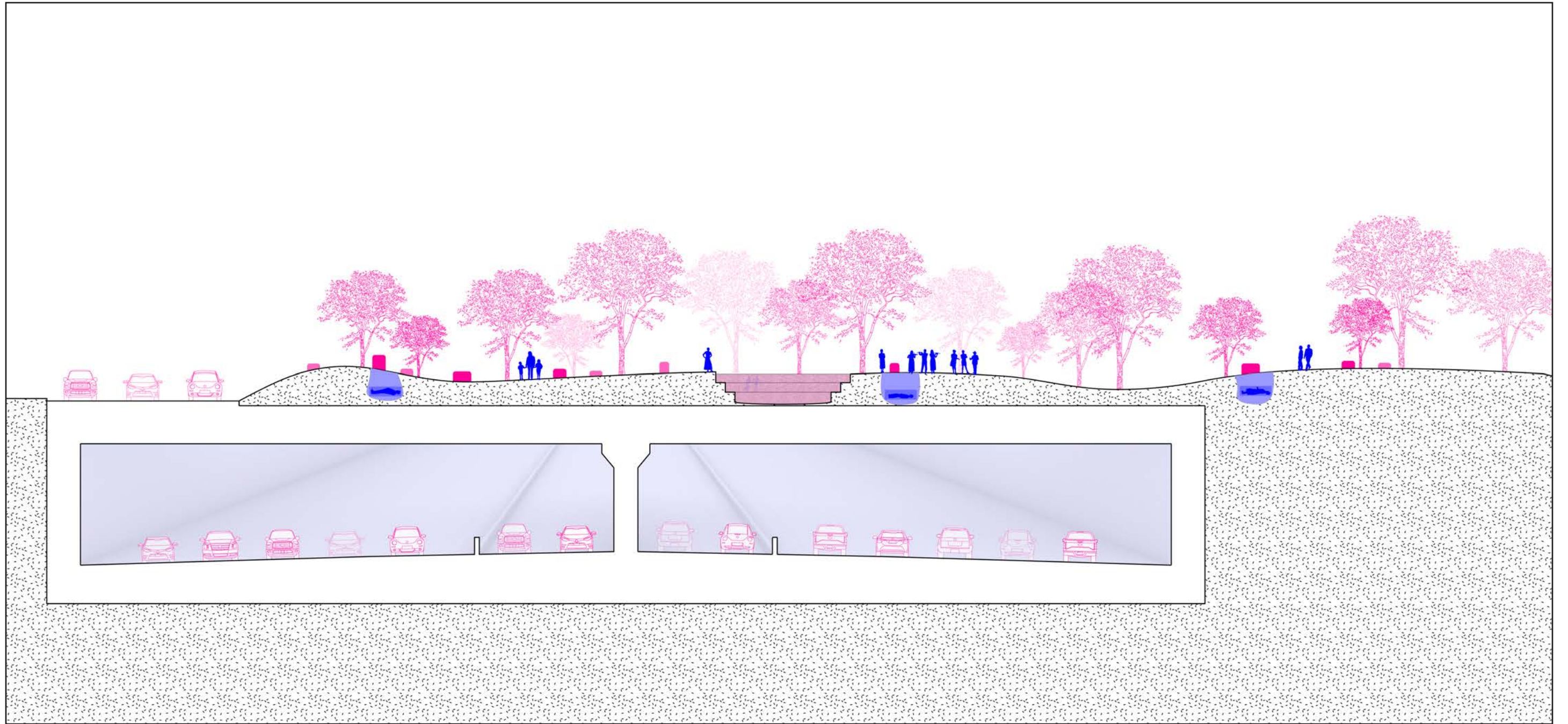
extent

Hollywood Cemetery

TxDOT Proposed



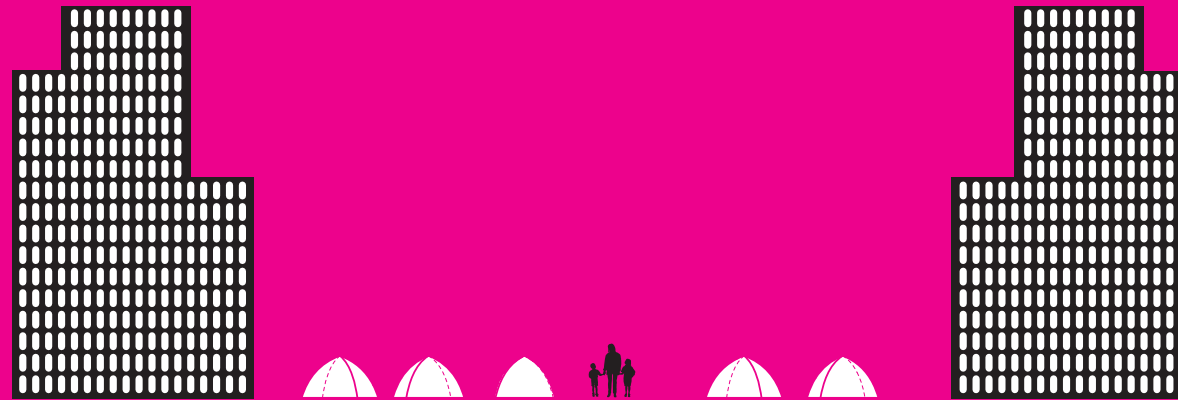
Hollywood Cemetery Site Plan



Hollywood Cemetery Site Section

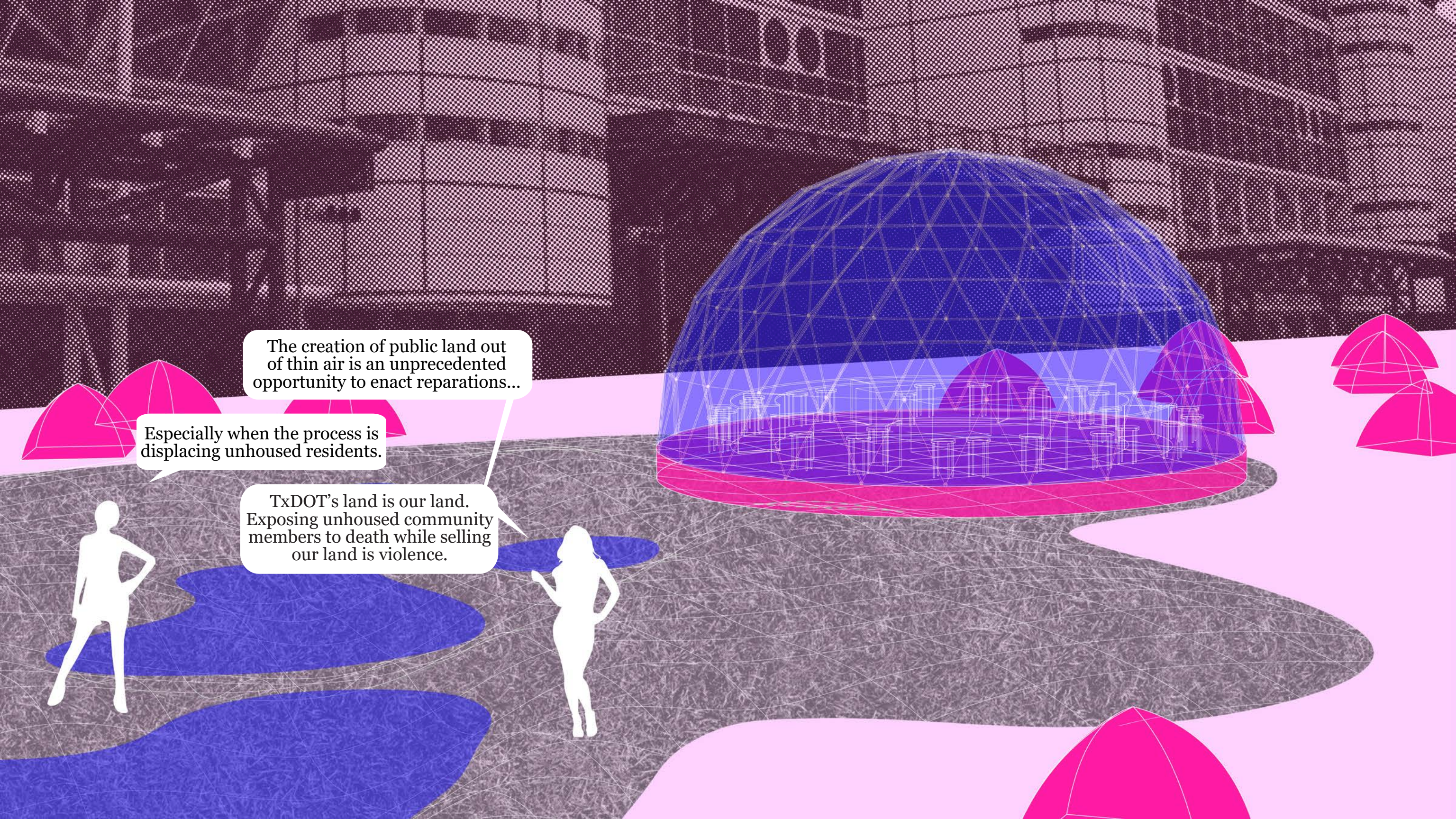


IV. OTHERING



Repair as Reparations

Because the land below and between freeways is public and excluded from any political or geographic community, it is occupied by many houseless people who have been exposed to death as a result of non-normative identities or behaviors. TxDOT ultimately brands the NHHIP as a necessary reparation to freeway infrastructure. This counter-future conceives of the project as a necessary reparation to bodies that have been exposed to death by the state.



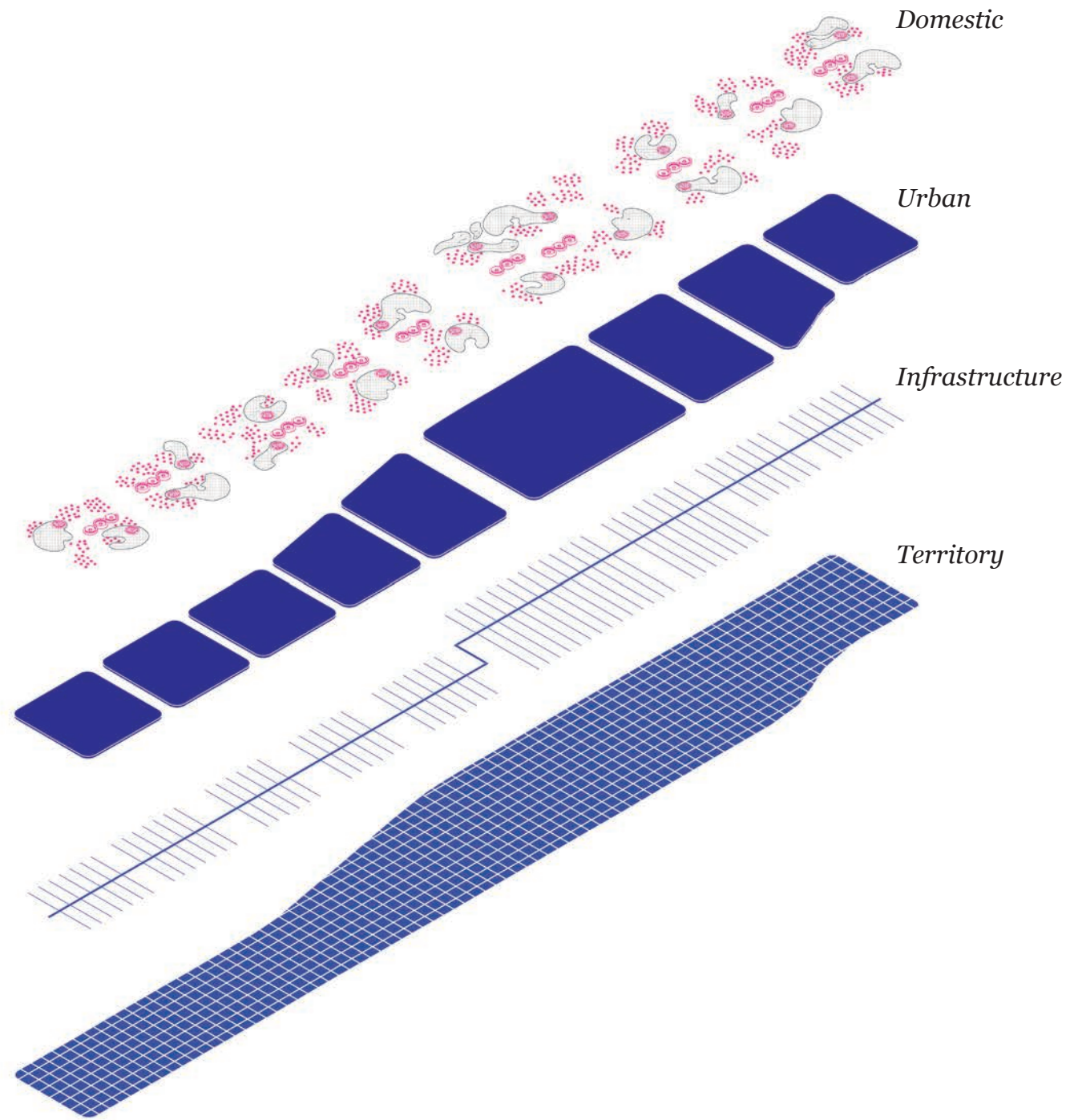
The creation of public land out of thin air is an unprecedented opportunity to enact reparations...

Especially when the process is displacing unhoused residents.

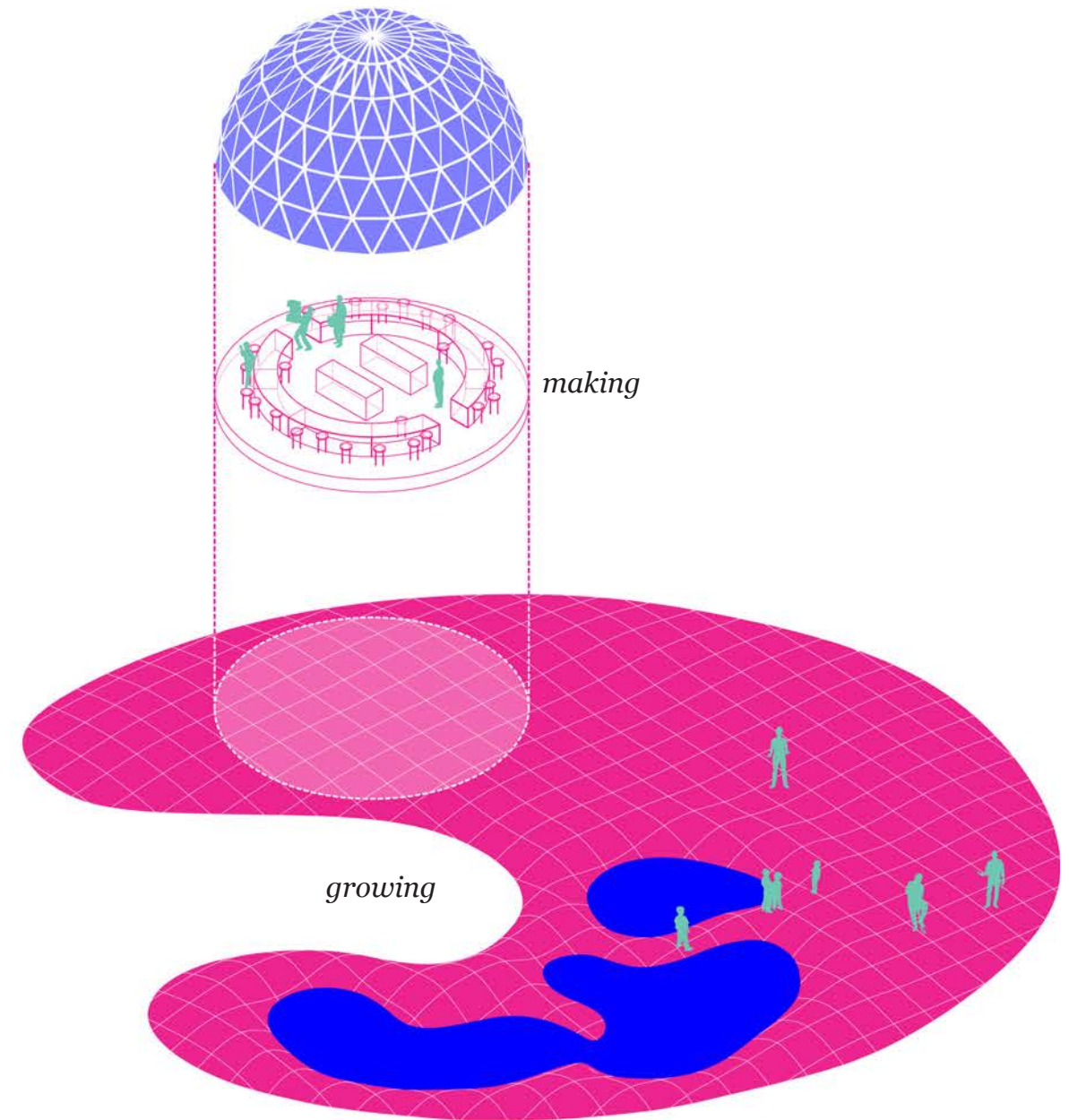
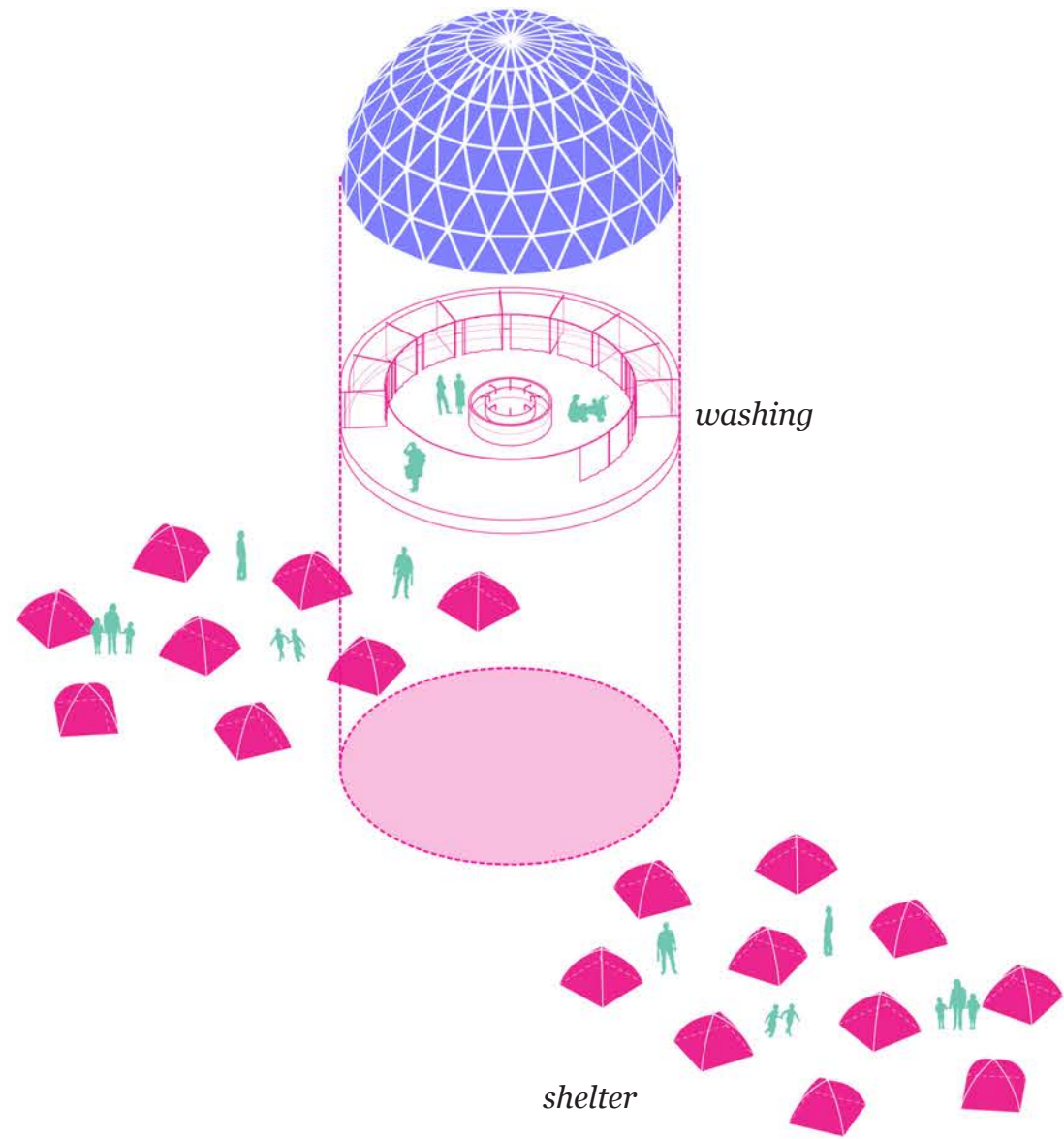
TxDOT's land is our land. Exposing unhoused community members to death while selling our land is violence.



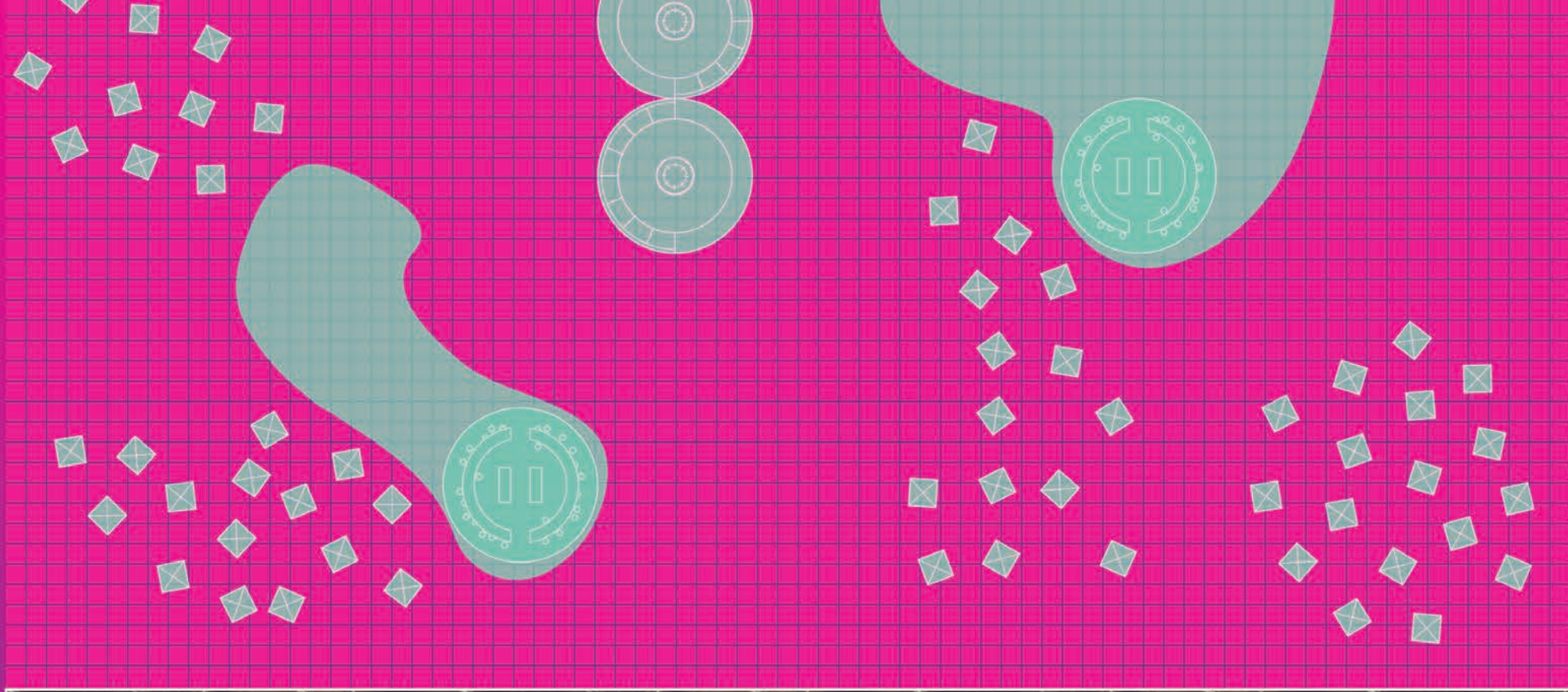
Downtown Cap Site Plan



Digesting Scales



Four Typologies





Northline Commons
4.2 ★★★★★ 6,743 reviews
Shopping mall

Directions Saved Nearby Send to your phone Share

Texan Inn & Suites
3.2 ★★★★★ 327 reviews · 1-star hotel

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CHECK AVAILABILITY

Historical Hollywood Cemetery
3.0 ★★★★★ 49 reviews
Cemetery

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Non-profit organization

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