



I-45 NHHIP Segment 2

Meeting Our Commitments – Footprint Reduction & Design Considerations

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POTENTIAL RIGHT OF WAY (ROW) FOOTPRINT REDUCTION

In response to requests from the City of Houston and Harris County, as outlined in the Memorandums of Understanding (MOUs) with both entities, TxDOT recognizes the importance of advancing ROW assessments to explore opportunities for reducing the project footprint in Segments 1 and 2, beyond what was approved in the Record of Decision (ROD).

Additionally, studying potential footprint reductions is a key action item in TxDOT's Voluntary Resolution Agreement (VRA) with the Federal Highway Administration (FHWA).



ROW Footprint Reduction Method: Change Location of I-10 Eastbound Direct Connector to I-45 Northbound



The image above highlights in blue the original alignment of the I-10 eastbound direct connector to I-45 northbound, as approved in the Record of Decision (ROD). This alignment directed motorists out to the I-45 northbound frontage road before they could enter the mainlanes, making additional ROW needed.



The image above shows in blue the new proposed alignment of the I-10 eastbound direct connector to I-45 northbound. The new configuration allows motorists to enter the I-45 northbound mainlanes instead of going out to the frontage road as before. Not as much space is needed, and the saved ROW is shown in magenta.

DESIGN CHANGES UNDER CONSIDERATION

In alignment with its commitment to collaborate with the City of Houston on the I-45 NHHIP, TxDOT has engaged in discussions regarding potential design changes based on the City's requests.



Proposed Design Change: I-45 Exit and Entrance to and from North Main St.



The City of Houston requested that TxDOT include an I-45 southbound exit ramp to N. Main St., as shown in light blue at the top of the image above. Additionally, a design change is being considered to provide an I-45 northbound entrance ramp from N. Main St., indicated in light blue at the bottom of the image. To accommodate this proposed change, Cottage Street may need to be closed for safety reasons due to its close proximity to N. Main St.



Proposed Design Change: Pedestrian Bridge at North Street



The City of Houston also requested that TxDOT consider constructing a pedestrian bridge at North St., shown in green in the above left image. This bridge would offer pedestrians a safe and convenient way to cross from one side of I-45 to the other. A typical pedestrian bridge is shown in the above right image. The green line indicates the proposed location of the pedestrian bridge, positioned strategically away from North Street to ensure its continued operation for as long as possible.

The pedestrian bridge is designed to maintain access for pedestrians traveling to and from either side of I-45, especially considering that the current North Street bridge will be removed as part of this project. This option has been developed in response to public feedback, as the elimination of the North Street bridge is necessary due to the mainlane geometry, which does not permit North Street to seamlessly connect to the existing conditions on either side of I-45.