



North Houston Highway Improvement Project (NHHIP) 3C-2 Project

Second Industry Workshop



August 10, 2026

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Table of Contents

4 | Pre-Procurement Partnering Process

5- 16 | Project Overview

17-23 | Project Status

24-38 | Project Risks and Challenges

39-48 | Project Procurement

Pre-Procurement Partnering Process

- Early engagement of industry partners
 - Design-Build (DB) Project Planning Cadence document (see Quick Response (QR) code)
 - Informal updates to Associated General Contractors (AGC), Design-Build Institute of America Southwest (DBIA-SW), and American Council of Engineering Companies (ACEC)
 - Industry Workshop held on July 28, 2025
 - Pre-Procurement Partnering One-on-One Meetings – Week of September 8, 2025
 - Second round of One-on-One Meetings – Week of January 12, 2026
- The Texas Department of Transportation (TxDOT) project pre-procurement website (see QR code)
 - Early sharing of reference information documents (RIDs)



**Figure 1 - DB
Project Cadence**



**Figure 2 - NHHIP 3C-2
Pre-Procurement Website**

August 10, 2026

Project Description and Overview

Corridor Location and Project Limits

Quick Facts

NHHIP 3C-2 Construction Limits: Interstate (I) 10 from East of Bringhurst St. to McKee St. and I-69 from Commerce Street to North of Lyons Avenue

Project Location: Harris County

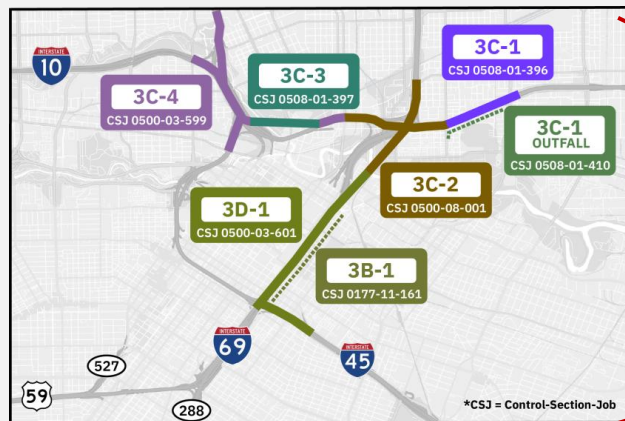
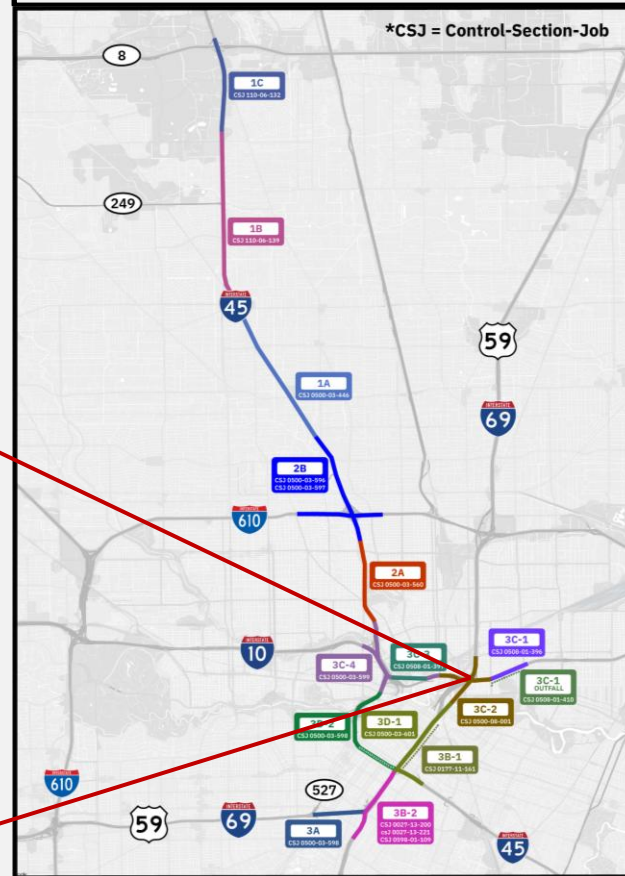


Figure 3 – NHHIP Segments

Figure 4 – Houston Region



Project Overview

- Reconstruct I-69 / I-10 interchange,
- Add new non-tolled I-10 managed lanes,
- Construct future I-45,
- Reconstruct existing West Belt and Houston Subdivision 2 (St. Arnold) railroads,



Figure 5 - NHHIP 3C-2 Project Map

Project Overview (continued)

- Construct two new Harris County Toll Road Authority (HCTRA) Direct Connectors (DCs) to/from I-69,
- Construct one lane in each direction for the existing ramps that extend to reversible Houston METRO High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes, and
- Construct drainage improvements, including storm drains, detention pond, by-pass channel and pump station.



Figure 6 - NHHIP 3C-2 Project Map

Need and Purpose

Project Need

- System linkage
- Safety
- Emergency Evacuation

Project Purpose

- The purpose of the project is to provide additional roadway capacity that meets current design standards, improves safety and operations, mitigates flooding, and expands capacity for emergency evacuation.

Project Objectives

- Improve mobility, operational efficiency, safety, accessibility, and emergency response;
- Implement and clearly communicate to the public a Project traffic control plan;
- Construct a resilient highway system;
- Maintain a safe environment, including the provision for emergency evacuation routes during hurricane/heavy rain events;

Project Objectives (continued, part 1)

- Complete the Project on schedule, on budget, and to the highest degree of quality possible;
- Respects and preserves the local environment and fulfil the environmental commitments and Voluntary Resolution Agreement (VRA);
- Serve and preserve the neighborhoods while enhancing connectivity between neighborhoods;
- Mitigate impacts to existing parks and open space;

Project Objectives (continued, part 2)

- Ensure continuous communication and maintain commitments to the public and stakeholders;
- Coordinate with the adjacent design-bid-build;
- Execute a proactive, cooperative strategy to minimize railway service disruption;
- Reduce right of way (ROW) footprint; and
- Minimize the impacts to utilities.

NHHIP 3C-2– Union Pacific Railroad (UPRR), Pedestrian, and Utility Bridges

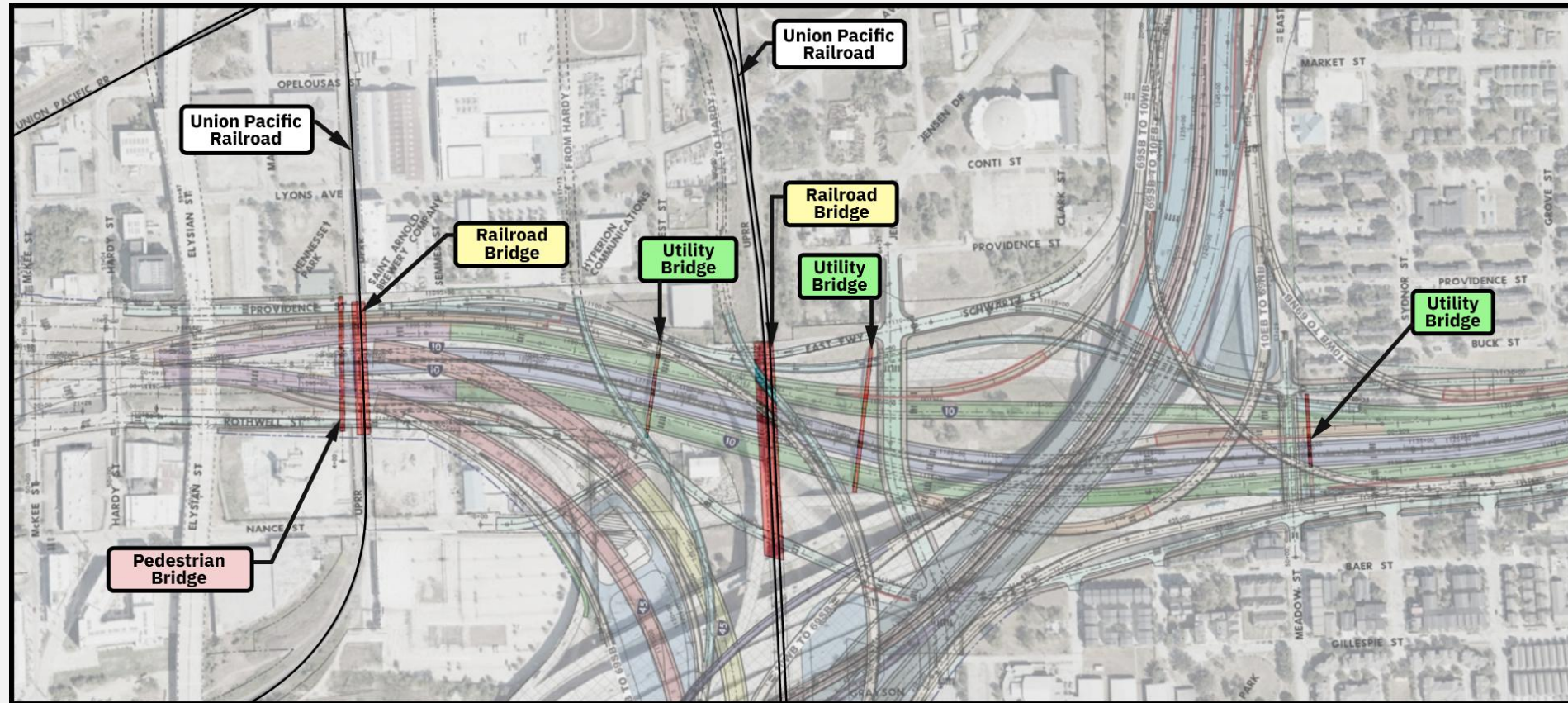


Figure 7 – NHHIP 3C-2 UPRR, Pedestrian, and Utility Bridges

NHHIP 3C-2 – Pond A

- Pond A located in the Southwest quadrant of the I-69/I-10 interchange.
- A portion of the pond constructed under the current NHHIP Segment 3B-1 project.

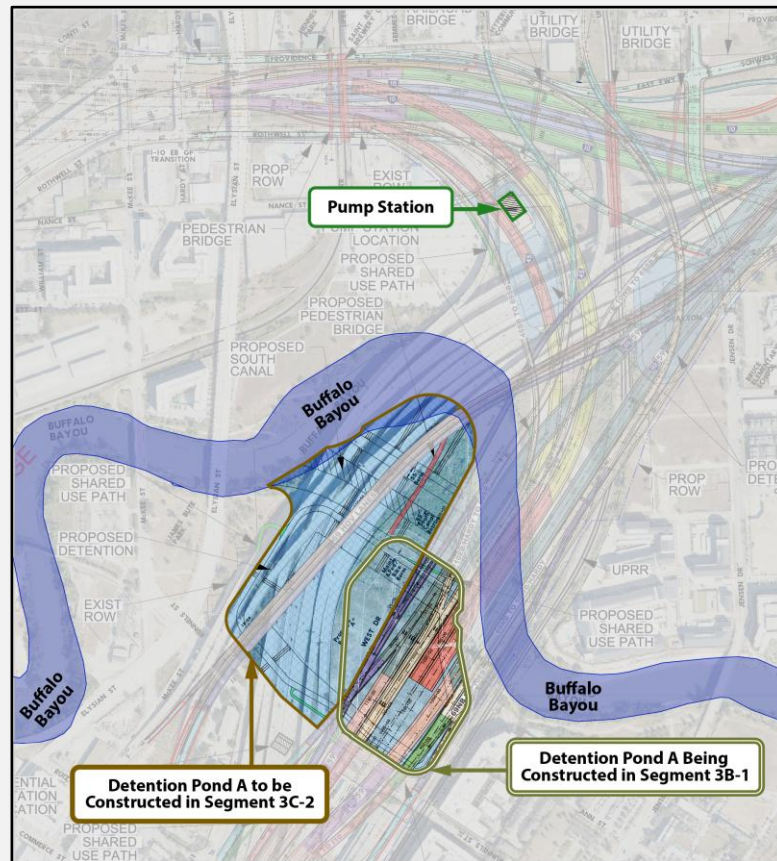


Figure 8 – NHHIP 3C-2 Pond A

Typical Section at I-69 and I-45 (South of Interchange)

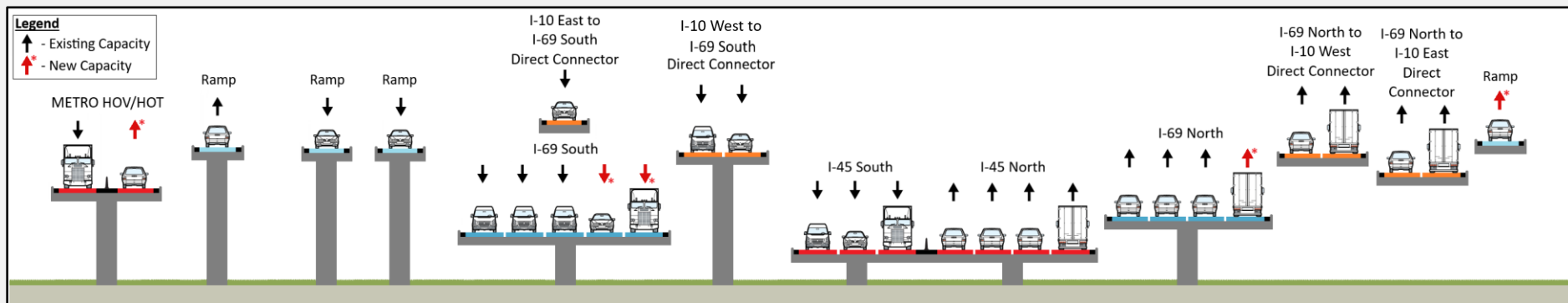


Figure 9 – I-69 and I-45 South of NHHIP 3C-2 Interchange

Typical Section at I-10 (East of Interchange)

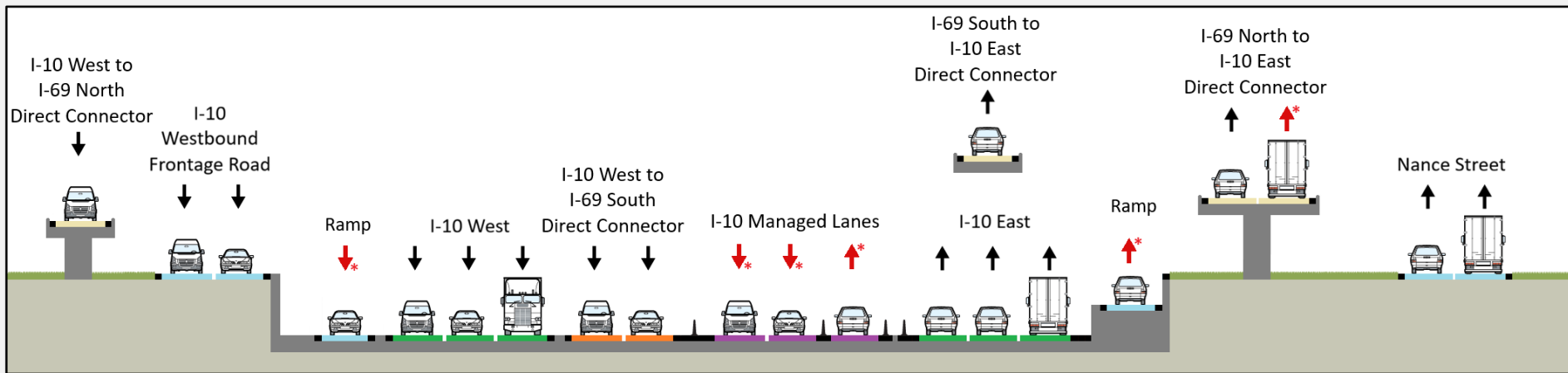


Figure 10 – I-10 East of NHHIP 3C-2 Interchange

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Project Status

Project Status (continued, part 1)

- Contract Delivery Method
 - DB project with Performance Warranty
- Project DB Contract Cost Estimate
 - Approximately \$2.14 Billion
- Project Funding
 - Anticipated to be fully funded with adoption of 2027 Unified Transportation Plan (UTP) in August 2026
- Railroad
 - Exhibit A – unsigned unsealed (June 2027)
 - Construction and Maintenance (C&M) Agreements (September 2027)

Project Status (continued, part 2)

- Other Due Diligence
 - Geotechnical investigations (LRFD)
 - Pavement Design Report (March 2027)
 - Draft Geotechnical Investigation Report (December 2026)
 - Final Geotechnical Investigation Report (March 2027)
 - Drainage report
 - Draft (September 2026)
 - Final (March 2027)
 - Subsurface Utility Engineering (SUE) investigations
 - Existing (available)
 - Level A and B (March 2027)

Project Status – Utility

- Over 500+ utility lines identified and documented in the Utility Inventory Matrix.
- Long Lead / Advance Utility Relocation Agreements
 - Center Point Energy – Transmission.
- Table below Lists the Utility Providers within Project Limits.

Table 1 – List of Utility Providers on NHHIP 3C-2 Project

Utility Name	List of Main Utility Providers within the Project Limits
Sanitary Sewer and Water	City of Houston
Electric	Center Point Energy – Electric Distribution and Transmission
Fiber-Optic	AT&T, Caprock Communications, Cogent (Sprint), Comcast, Crown Castle, Fiber Light, Verizon, XO Communications, Lumen, Phonoscope, Zayo Group, Logix Fiber Network
Gas	CenterPoint Energy – Natural Gas

Project Status – ROW

- All parcels will be acquired by the District and ready for construction prior to NTP1 (excluding DB Contractor-Designated ROW)

Table 2 – ROW Status

Parcels	Status
Total Number of Parcels	74
Total Parcels “Acquired”	55
Parcels “Acquired and Ready for Construction”	48
Parcels “Acquired but Pending Relocation”	7
Parcels “In Negotiation”	18
Parcels in “Eminent Domain” and In Process	1

- TxDOT is working with HCTRA to draft the Project Development Agreement (PDA).
- The PDA is anticipated to be signed by the Final Request for Proposals (RFP) date.

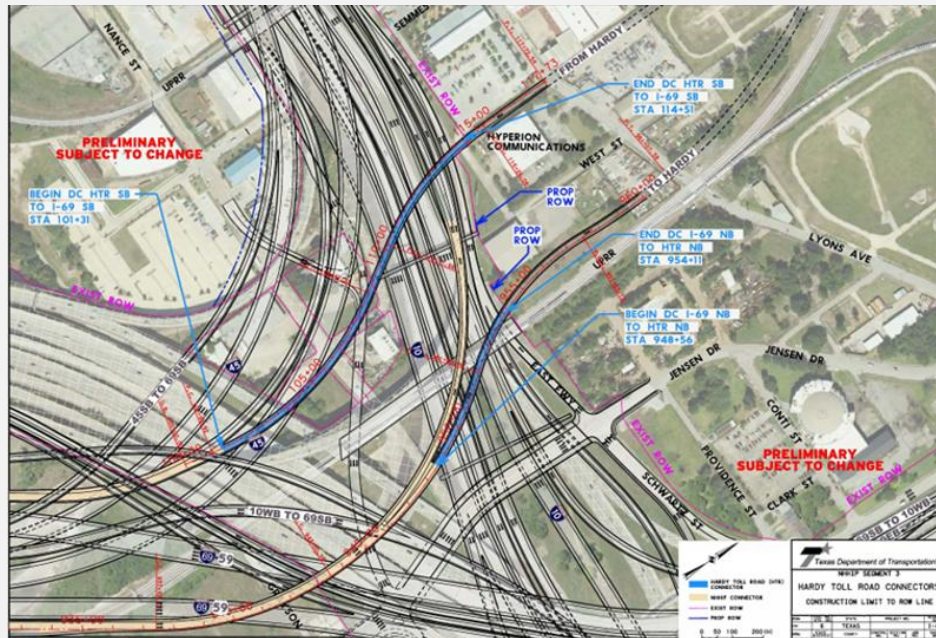


Figure 11 – HCTRA DC Ramps

Lane Rentals

- No lane rental bank on the NHHIP 3C-2 Project.
- Robust Allowable Lane Closure list. No liquidated damages or lane rental charges will be assessed for closures necessary to construct the Project.
 - Lane rental charges only for closures beyond those listed.
- Partial and full closures are anticipated and will be included in the Allowable Lane Closures.

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Project Risks and Challenges

Project Challenges

1. Utility relocations and impacts:

- Over 500+ utility lines; and
- Advance relocations of CenterPoint transmission lines

2. Construction phasing:

- Mainlane, DC, and frontage road (FR)/local street lane closures;
- Maintain regular coordination with adjacent design bid build projects; and
- Minimize railroad service disruptions and roadway lane closures during UPRR bridge replacements.

Project Challenges (continued)

3. Traveling impacts during construction

- Work zone management strategies;
- No two consecutive intersections closed for overhead activities simultaneously;
- Maintain drainage during construction;
- Downtime of travel lanes during construction; and
- Minimize impacts to business owners.

Adjacent Projects

- Adjacent Projects to 3C-2 include:
 - Along I-10
 - 3C-1 Outfall and 3C-1 to the east
 - 3C-3 and 3C-4 to the west.
 - Along I-69/I-45
 - 3D-1 and 3B-1 to the south.

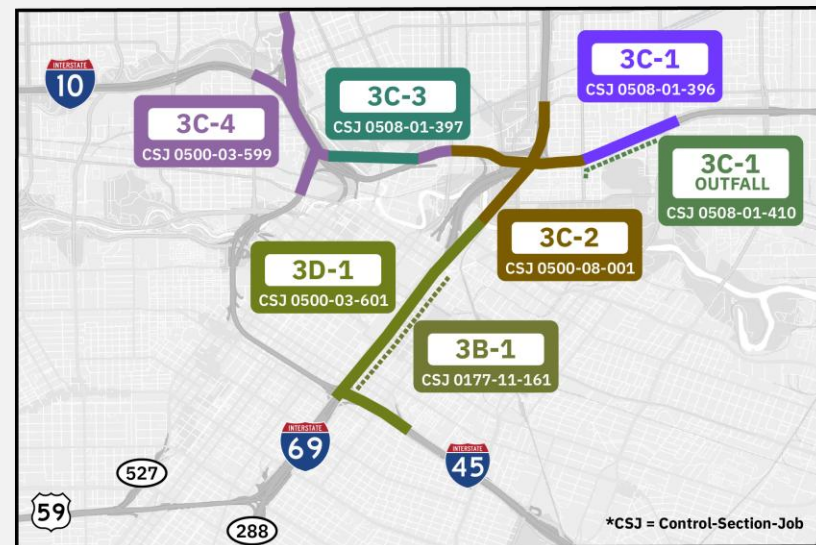


Figure 12 – NHHIP Segments

3C-2 and Adjacent Project Timelines



Table 3 – NHHIP Segment Timelines

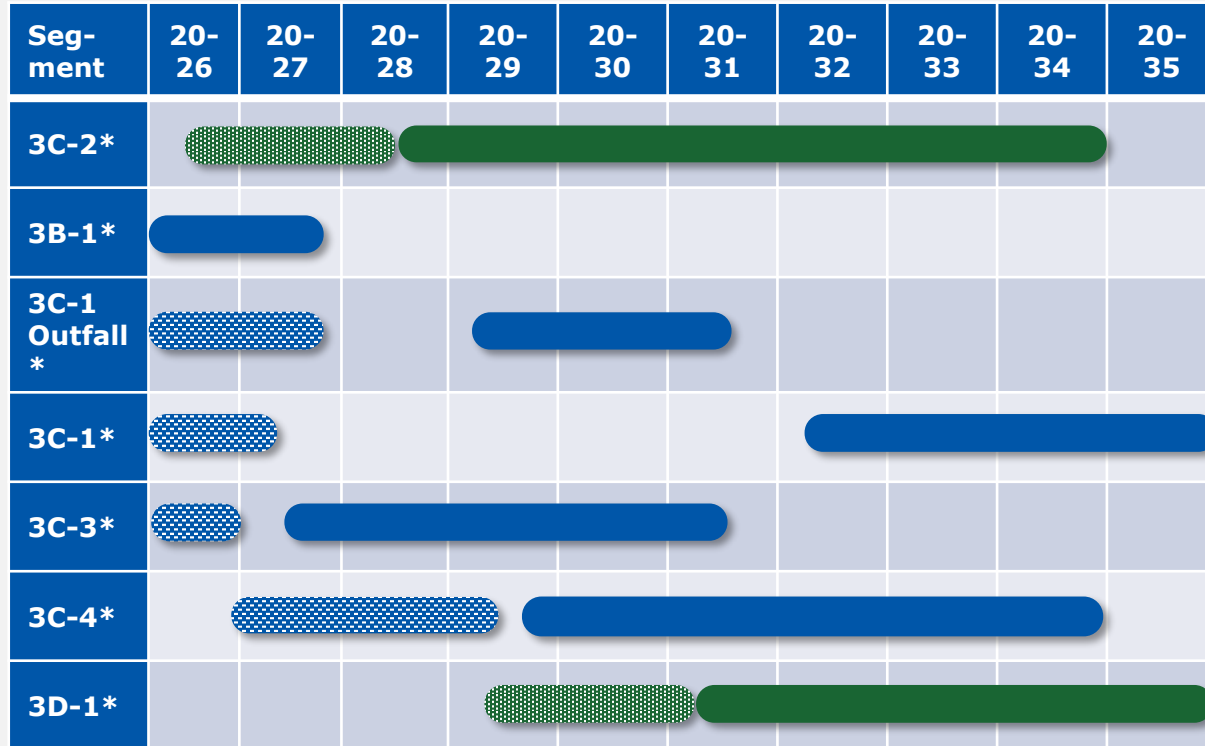
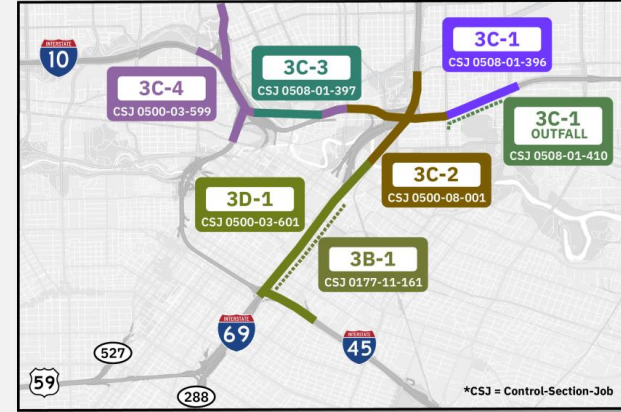


Figure 13 – NHHIP Segments



Key

-  DB Procurement
-  DB Design and Construction
-  DBB Design
-  DBB Construction

* NHHIP Adjacent Segments

UPRR

- Two Rail line locations:
 - **West Belt Subdivision:** ten overhead crossings, one underpass, one culvert crossing, and two existing at-grade crossings that are being eliminated.
 - **Houston Subdivision 2:** one underpass, one potential culvert crossing, and two existing at-grade crossings that are being eliminated.
- TxDOT and UPRR met April 2026 and agreed to:
 - Monthly recurring design comment resolution meetings; and
 - Monthly recurring ROW meetings.

UPRR (continued part 1)

- Prior to NTP1, TxDOT will obtain:
 - 100% unsigned and unsealed Exhibit As, and
 - C&M agreements.
- DB Contractor responsible for any changes to Exhibit A's previously approved by Railroad.
- DB Contractor will be responsible for Release for Construction Plans approved by Railroad.

UPRR (continued part 2)

Crossing Name	Crossing Type/Scope of Work	Current Design Stage	Status of Exhibit A	TxDOT Design Level to Obtain Exhibit A
Houston Subdivision 2 (St. Arnolds)	Underpass (Railroad Bridge over Highway)	60%	Plan comments received from Benesch July 2026	100%
	Track (At-Grade)	90%	Plans to be resubmitted August 2026	100%
West Belt	Overhead (Highway Bridge over Railroad)	30%	Plan comments received from Benesch July 2026	30%
	Underpass (Railroad Bridge over Highway)	100%	Plans to be resubmitted September 2026	100%
	Track (At-Grade)	90%	Plans to be resubmitted August 2026	100%

Table 4 – Status of Exhibit A's

Drainage 3C-2

- Independent of the NHHIP 3C-1 and 3C-3 Project drainage designs.
- Regional drainage model will include:
 - City of Houston (COH) plans;
 - Harris County Flood Control District (HCFCD) plans; and
 - Incorporates proposed NHHIP 2A, 2B, and 3C-4 Project improvements as future conditions in the regional drainage model.

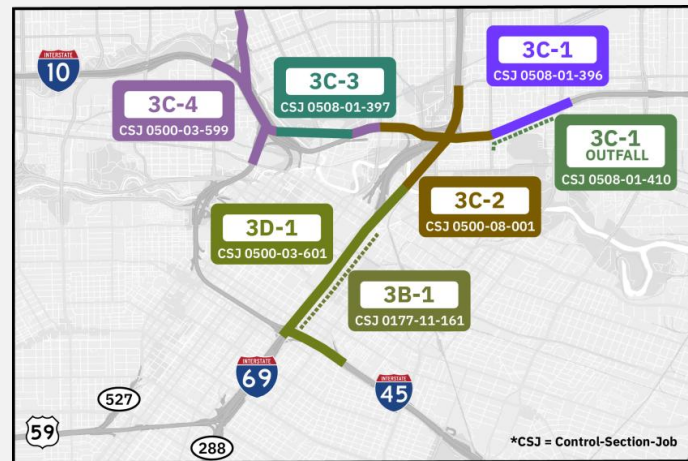


Figure 14 – NHHIP Segments

Drainage 3C-2 (continued)

- TxDOT drainage report for the schematic design:
 - Will use the NHHIP regional drainage model; and
 - Establish upstream drainage flows to be conveyed through the NHHIP 3C-2 Project.
- DB Contractor will be responsible for “internal” NHHIP 3C-2 Project drainage, including upstream drainage flows established in the DB Specifications.

Pump Station

- Located in the southwest quadrant of the I-10/I-69 interchange near Nance and Rothwell Streets.
- Preliminary design requirements for the pump station include:
 - 10 submersible column pumps
 - 2 – 12,000 gallons per minute (GPM),
 - 8 – 24,000 GPM (one standby),
 - 2 – 1,000 GPM sump pumps, and
 - Wet well footprint ~76 feet by 104 feet.

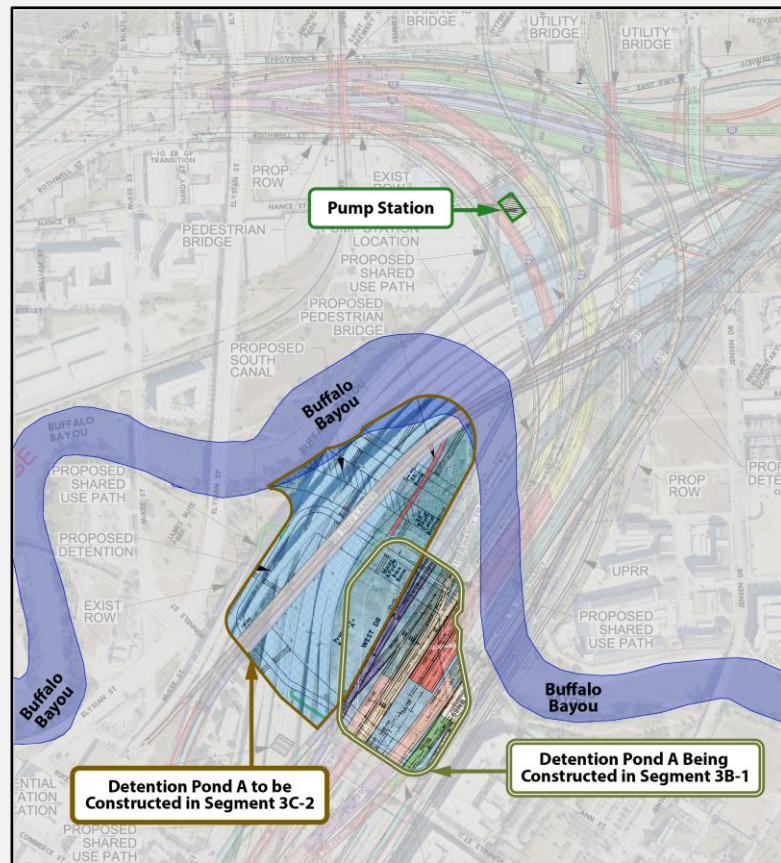


Figure 15 – Anticipated Pump Station Location

- The pump station will be required to comply with Buy America requirements.
- TxDOT has received a letter from Xylem stating its ability to comply with the Buy America requirements, which is provided in the (RIDs).
- TxDOT is preparing a drainage report for the pump station that will be part of the main drainage report.

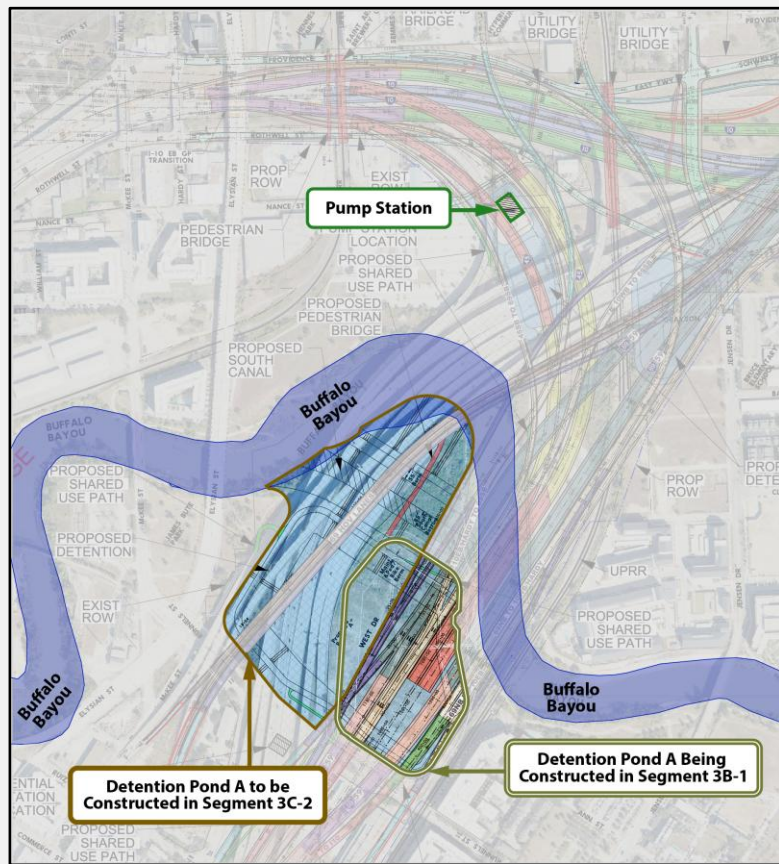


Figure 16 – Anticipated Pump Station Location

Programmatic Agreement – Historical Properties

- Programmatic Agreement Between TxDOT, Advisory Council on Historic Preservation, and Texas State Historic Preservation Officer Regarding Segment 3 of NHHIP.
- 3C-2 includes Lift Bridge under I-69.
 - Former railroad bascule bridge now in use for pedestrian trail
 - DB Contractor must ensure no damage to bridge during removal and/or replacement of mainlanes above bridge.

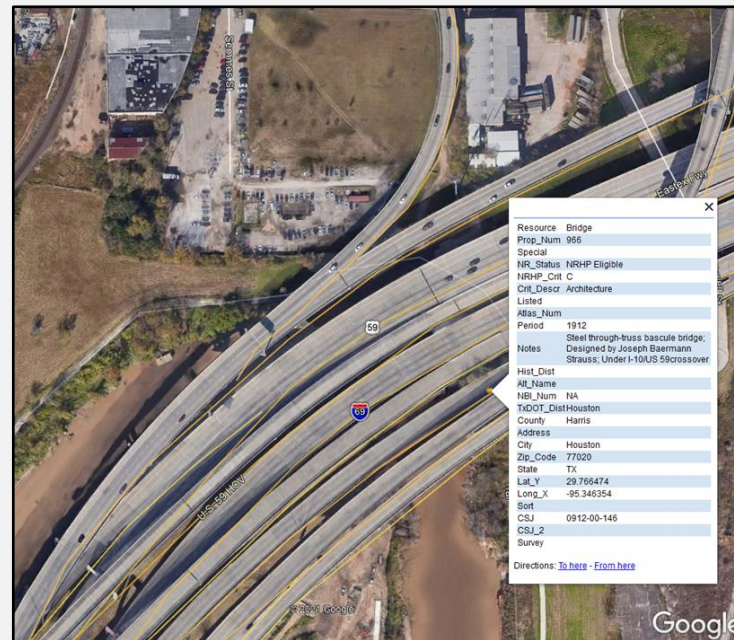
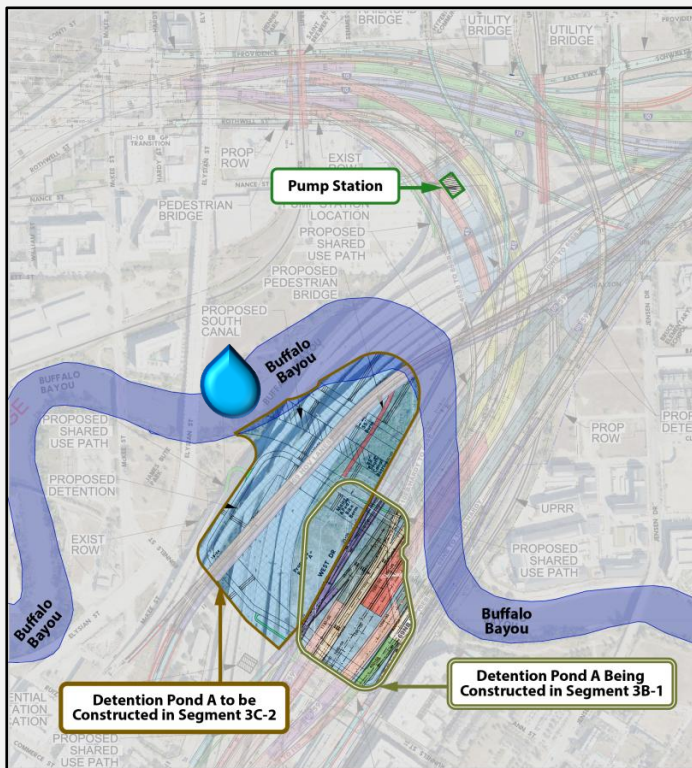


Figure 17 – Former Railroad Bascule Bridge

Major Third-Parties and Stakeholders

- Bruce Elementary School
- City of Houston
- Harris County Flood Control District
- Harris County Toll Road Authority
- METRO
- Union Pacific Railroad
- US Army Corps of Engineers
- US Coast Guard

Waters of the United States



Waters of the US

1. Buffalo Bayou

Figure 18 – Waters of the US

August 10, 2026

Project Procurement

Project Procurement Schedule

- July 2026 – Texas Transportation Commission approved the release of Request for Qualifications (RFQ)
- August 2026 – Issuance RFQ
- October 2026 – Qualifications Statements (QSs) Due
- December 2026 – Draft RFP Issuance
- July 2027 – Final RFP Issuance
- January 2028 – Proposals Due
- March 2028 – Transportation Commission Action and Conditional Award
- June 2028 – Contract Execution

Note: All future dates subject to change

DB Procurement Process

August 2026

November 2026

December 2026

January 2028

March 2028

Issue RFQ

QS
Evaluations

Draft RFP

Final
Proposals
Due

Conditional
Award

- Two step procurement process
 - RFQ
 - RFP

Note: All future dates subject to change.

RIDs Schedule

August 2026

December 2026

April 2027

July 2027

RFQ

- ROW status summary, DGN, and KMZ files
- Utility 132" sanitary sewer DGN, & KMZ files
- Design deviations

Draft RFP # 1

- Final Environmental Impact Statement schematic with design refinements
- United States Army Corps of Engineers, United States Coast Guard, and General Land Office approval / permits
- Utility conflict matrix, KMZ, & 2d DGN
- Utility strip map
- Draft drainage report
- Railroad submittals

Draft RFP # 2

- Draft Interstate Access Justification Report (IAJR)
- Geotech draft report
- Environmental re-eval appendix/attachments
- Bridge inspection reports
- HCTRA Project development agreement

Final RFP

- Final SUE
- Final utility strip map
- Final drainage report
- Approved Design Exceptions
- Railroad Exhibit A's
- Advanced Utility relocation agreement
- IAJR update memo

Note: All future dates subject to change.

Summary – Qualification Statement Evaluations

RFQ Evaluation Criteria	Total Points
Project Qualifications and Experience	54 points
Statement of Technical Approach	36 points
Safety Qualifications	10 points
Total Score	100 points

Table 5 – Qualifications Evaluation Weightings Summary

Qualifications Statement Evaluations



Project Qualifications and Experience	54% weighting
Experience with designing comparable projects	7 points
Experience with constructing comparable projects	7 points
Experience with independent quality assurance on comparable projects	5 points
Strength of the proposed organization and management structure	5 points
Experience of the Key Personnel for the Project	30 points
Project Manager	5 points
Construction Manager	4 points
Design Manager	3 points
Lead Structural Engineer	3 points
Independent Quality Firm Manager	3 points
Professional Services Quality Assurance Manager	2 points
Construction Quality Control Manager	2 points
Utility Manager	2 points
Lead MOT Implementation Manager	2 points
Lead Drainage Engineer	2 points
Lead Maintenance of Traffic (MOT) Design Engineer	2 points

**Table 6 –
Qualifications and
Experience
Weightings**

Qualification Statement Evaluations

Statement of Technical Approach	36% Weighting
Demonstrate a full understanding of the Project's scope and complexity	15 points
Demonstrate a complete understanding of Project risks and potential solutions that may arise during all Project phases	15 points
Ability to plan, organize, and execute an independent quality assurance program with sufficient personnel to meet project requirements	6 points
Safety Qualifications	10% Weighting
Fatal injury rate ("FIR") per 100,000 full-time workers	2.5 points
Incidence rate ("IR") of injury and illness cases per 100 full-time workers	2.5 points
National Council on Compensation Insurance ("NCCI") experience modifier	2.5 points
Demonstrates the Proposer's safety culture and experience with safety programs on similar projects	2.5 points

Table 7 – Technical Approach and Safety Qualifications Weightings

DBE Update

- United States Department of Transportation
 - Published Interim Final Rule (IFR) October 2025, removing race- and sex-based presumptions of social and economic disadvantage
- TxDOT
 - All Texas-based DBE firms wishing to continue participating in these programs must be reevaluated for eligibility under the new criteria.
- NHHIP 3C-2
 - There are currently no DBE Goals established for the Project; however, it is anticipated that there will be separate DBE goals for professional services and construction services that will be set forth in the RFP.

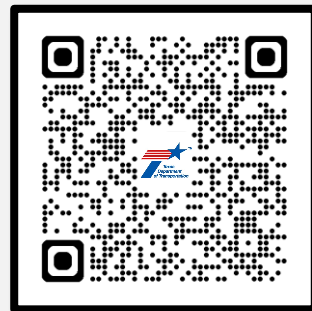


Figure 19 – IFR June Notice



Figure 20 – IFR Update Webpage

Offeror Responsibilities

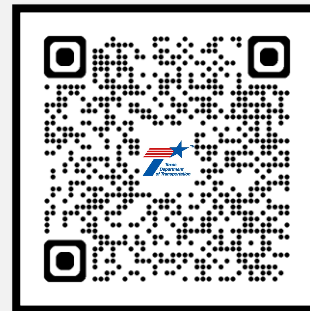
 Offerors are responsible for monitoring the Project Webpage for information:

<https://www.txdot.gov/business/road-bridge-maintenance/alternative-delivery/nhhip-3c2.html>

 TxDOT anticipates posting the RFQ August 14, 2026, and will post any associated addenda on the Project Webpage.

Correspondence may be submitted via e-mail to:

TXDOT-HOU-ALD-NHHIP3C2@TXDOT.GOV



**Figure 21 - NHHIP 3C-2
Project Website**

August 10, 2026

THANK YOU FOR ATTENDING

PLEASE PROVIDE COMMENTS & FEEDBACK FOR THE

NHHIP 3C-2 DESIGN-BUILD PROJECT

VIA THE PROJECT EMAIL:

TXDOT-HOU-ALD-NHHIP3C2@TXDOT.GOV