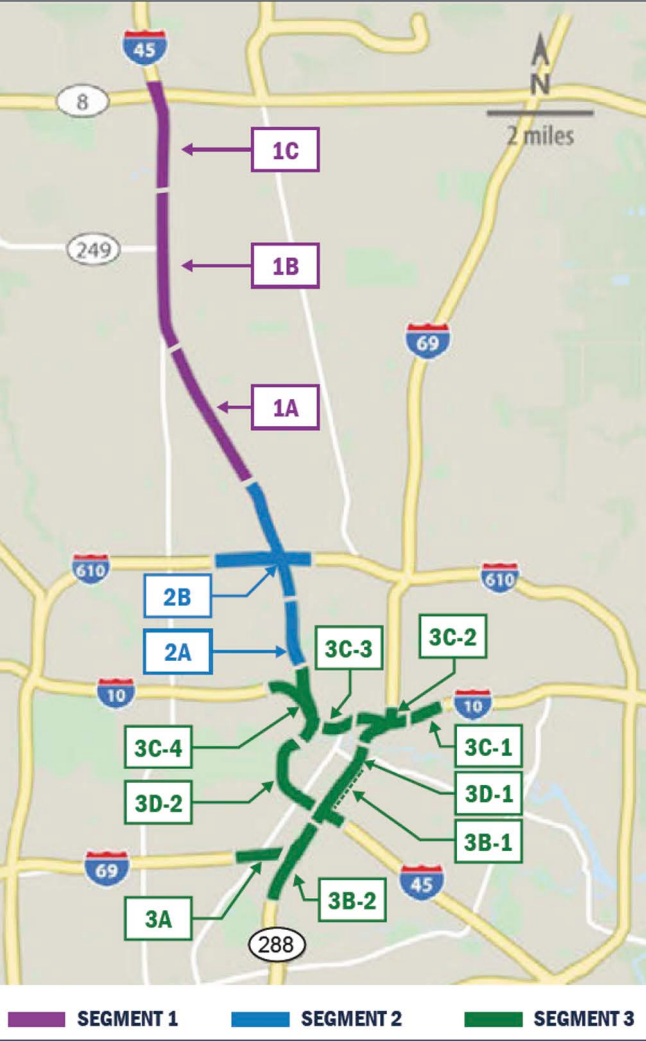


TxDOT Moving Forward with NHHIP



CONSTRUCTION PHASING

INDEPENDENT PROJECTS	KEY COMPONENTS	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	ESTIMATED CONTRACT COST
3A	Depressed main lanes, cap structures, ped. Realm																\$850,500,000
3B-1	Drainage project for 3B-2																\$121,800,000
3B-2	Depressed main lanes, arch bridges, ped. Realm																\$695,500,000
3C-1	Main lane reconstruction, UPRR crossing																\$180,000,000
3C-2	I-69 alignment shift, detention, south canal																\$1,740,127,000
3C-3	Bridges, UHD, METRO red line																\$273,200,000
3C-4	Future I-10 Exp. Lanes, Downtown connections, Detention, trails																\$973,764,000
3D-1	Depressed main lanes, cap structure, realign I-45																\$1,534,414,000
3D-2	Pierce Elevated																\$260,586,000
2A	I-45 Max Lanes, cap structure, detention																\$682,800,000
2B	I-45 Max Lanes, continuous frontage roads through interchange																\$1,015,400,000
1A	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																\$360,000,000
1B	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																\$474,018,000
1C	I-45 Max Lanes, bike/ped facilities along frontage roads, detention																\$312,590,000

- 3B-1 is phased to start before 3B-2 because drainage elements in 3B-1 need to be constructed and operational to receive drainage from 3B-2
- ▲ 3C-2 is phased to start before 3D because proposed I-69 in 3C-2 needs to be constructed and operational to receive proposed I-69 in 3D. (Proposed I-69 in 3D is unable to be connected to existing I-69 in 3C-2)
- 3C-4 is phased to start before 2B because drainage elements in 3C-4 need to be constructed and operational to receive drainage from 2B.