



POTENTIAL RIGHT OF WAY (ROW) FOOTPRINT REDUCTION

ROW Assessment – The Basis

In response to requests from the City of Houston and Harris County, TxDOT has advanced ROW assessments to potentially reduce the project footprint compared to the approved Record of Decision (ROD). This effort, outlined in the Memorandums of Understanding (MOUs) with both entities and the Voluntary Resolution Agreement (VRA), underscores TxDOT's commitment to minimizing the project's impact.

Consistent with the requirements of all state and federal law, including the National Environmental Protection Act (NEPA) and Title VI, and consistent with the actions established by the ROD and the Final Environmental Impact Statement (FEIS), TxDOT remains committed to evaluating reasonable opportunities to reduce the project footprint in ways that would not compromise the integrity and functionality the purpose and need of the project, as described in the ROD. TxDOT agrees that requests to reduce the project footprint should be evaluated with a focus on the following:

\$ Strengthening Houston's economy	Serving and preserving the neighborhoods along
Reducing flooding on and off the freeway	neighborhoods
Making travel safer for all road users	Mitigating impacts to existing parks and open space while creating additional opportunity for open space
Providing long-term capacity for all users of the	
roadway, including automobile, freight, and transit	Ensuring accessible evacuation routes

not advanced in the approved ROD.



The process to study potential footprint reduction began by looking at three areas of the roadway. These areas were the pedestrian/bicycle realm, pavement, and the ramp envelope. The ramp envelope is the area between the frontage road and mainlanes.

Ramp Envelope Assessment Details



At intersections, the frontage road is generally widened to add right, left and U-turn lanes, to facilitate traffic

I-45 NHHIP Segment 1 **Footprint Reduction Considerations Part 1**

For additional information about the Project, visit us online at: www.txdot.gov/nhhip

Elevated managed lanes were considered as an alternative during the EIS process as a viable option, and were

As elevated managed lanes in Segments 1 and 2 are not consistent with the I-45 Project purpose and need,

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Potential ROW Footprint Reduction Methods:



Pedestrian/Bicycle Realm X

As the space between the ROW and the frontage road pavement outlined in red above accommodates pedestrian elements, roadside signage, underground and overhead utilities, drainage elements and potential noise barriers, the pedestrian/bicycle realm is **not desirable for footprint reduction**.



Roadway Pavement X

In order to provide safe travel for all users, reduce flooding, and ensure accessible evacuation routes, the roadway pavement area outlined in red above is not desirable for footprint reduction.



Potential ROW Reduction (up to 58' savings)



NOT TO SCALE