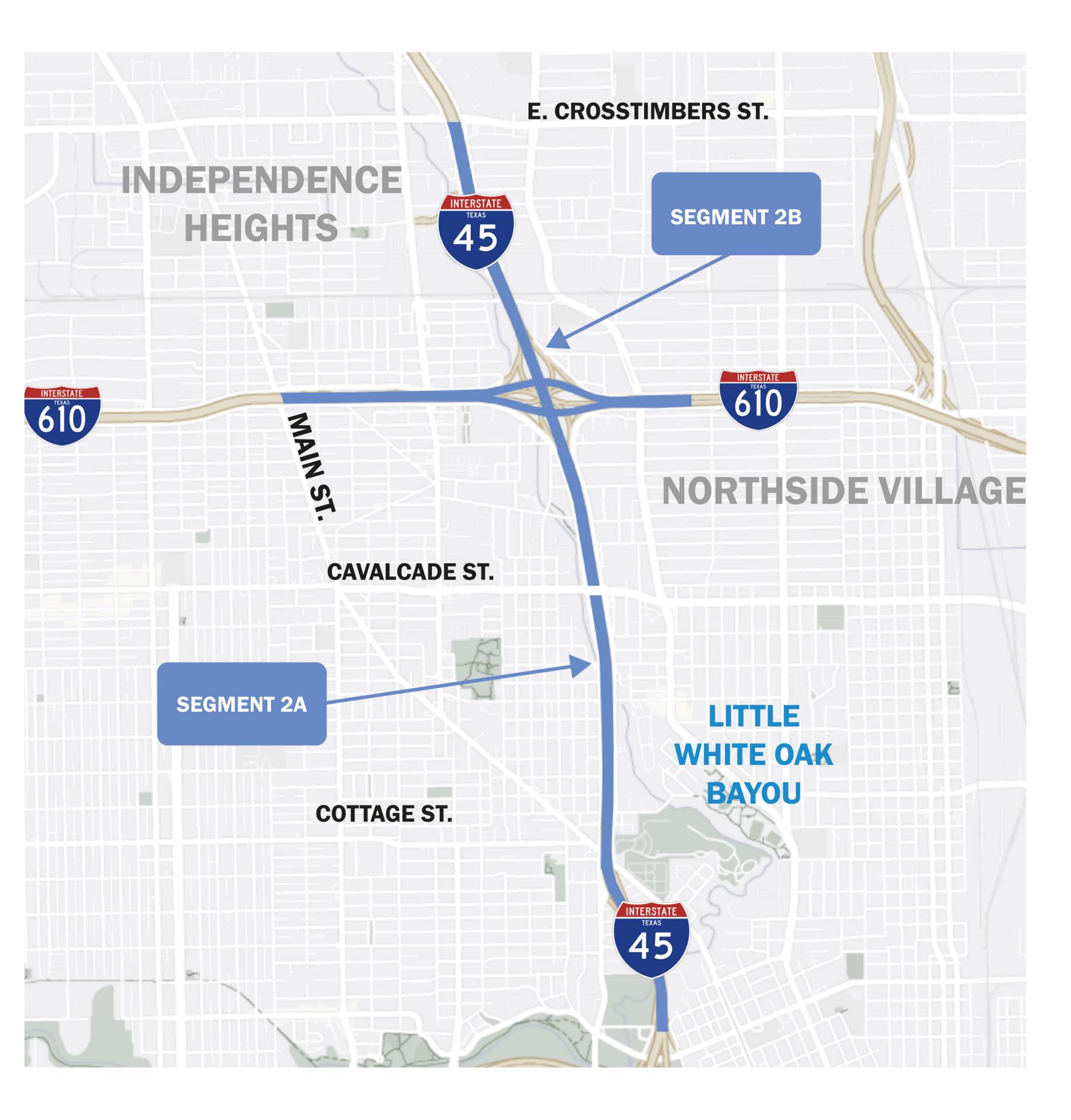


SEGMENT 2 OVERVIEW

Segment 2 encompasses the stretch of I-45 from I-10 to I-610. Planned improvements include upgrades to the mainlanes, frontage roads, drainage systems, and reconstruction of the I-45/I-610 interchange.

Due to pending funding, the final design for Segment 2 of the I-45 Project has not yet commenced. However, the basic improvements for this segment were approved with the Record of Decision (ROD) in 2021.

The anticipated timeline to begin Segment 2 construction is 2031, though TxDOT may expedite the schedule as funding becomes available.



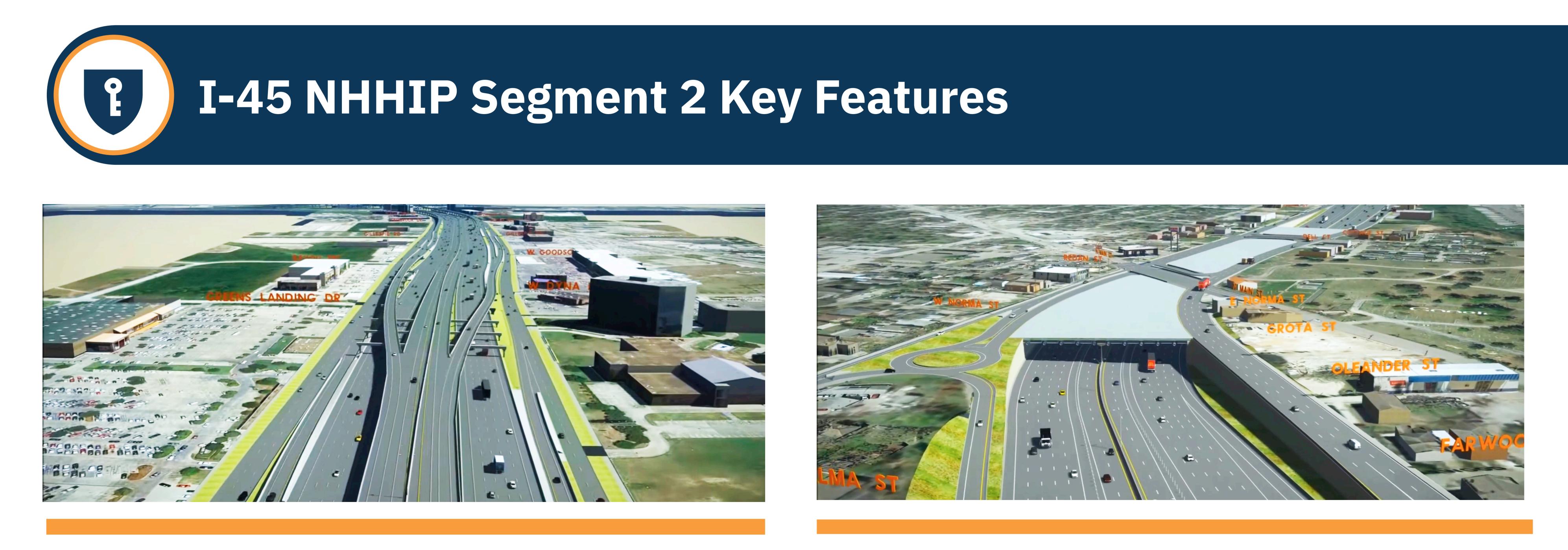
Construction Phasing

INDEPENDENT PROJECTS	2024	2025	202 6	2027	2028	2029	2030	2031	2032	2033	2034	2035	203 6	2037	2038 	2039
2 A																
2B																

Project Funding

ESTIMATED CONSTRUCTION COS	INDEPENDENT PROJECTS
\$682,800,0	2 A
\$1,015,400,0	2B

\$100,000,000

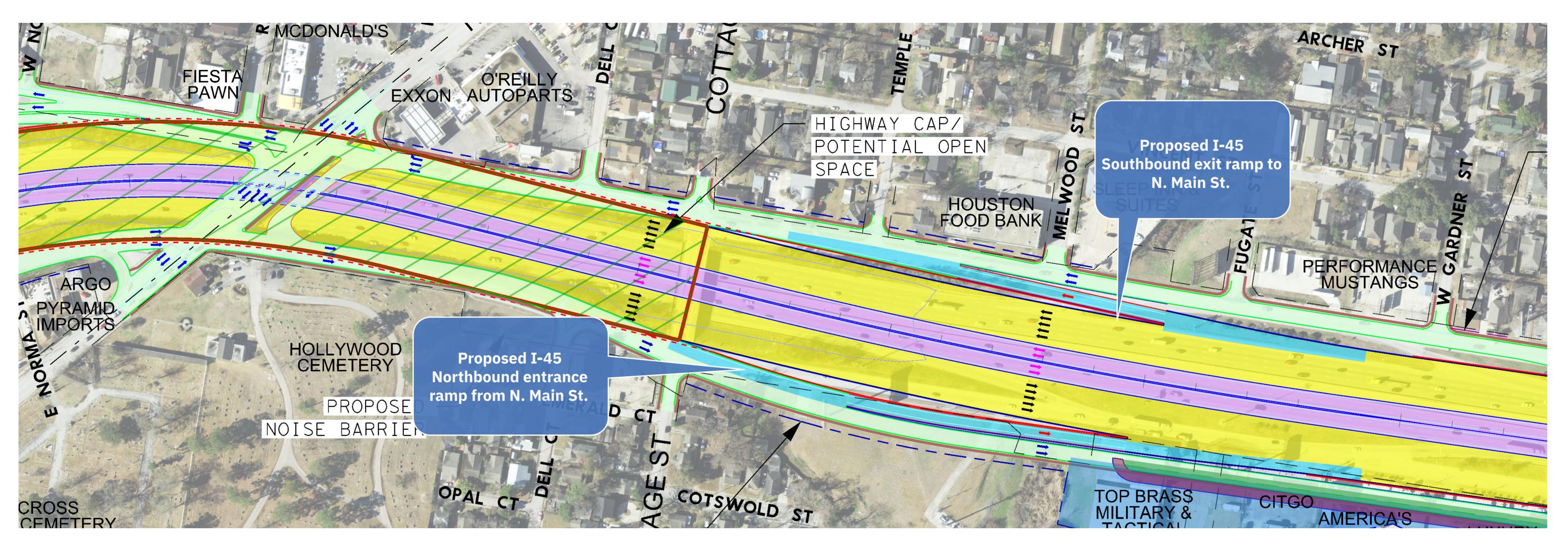


I-45 NHHIP Segment 2

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

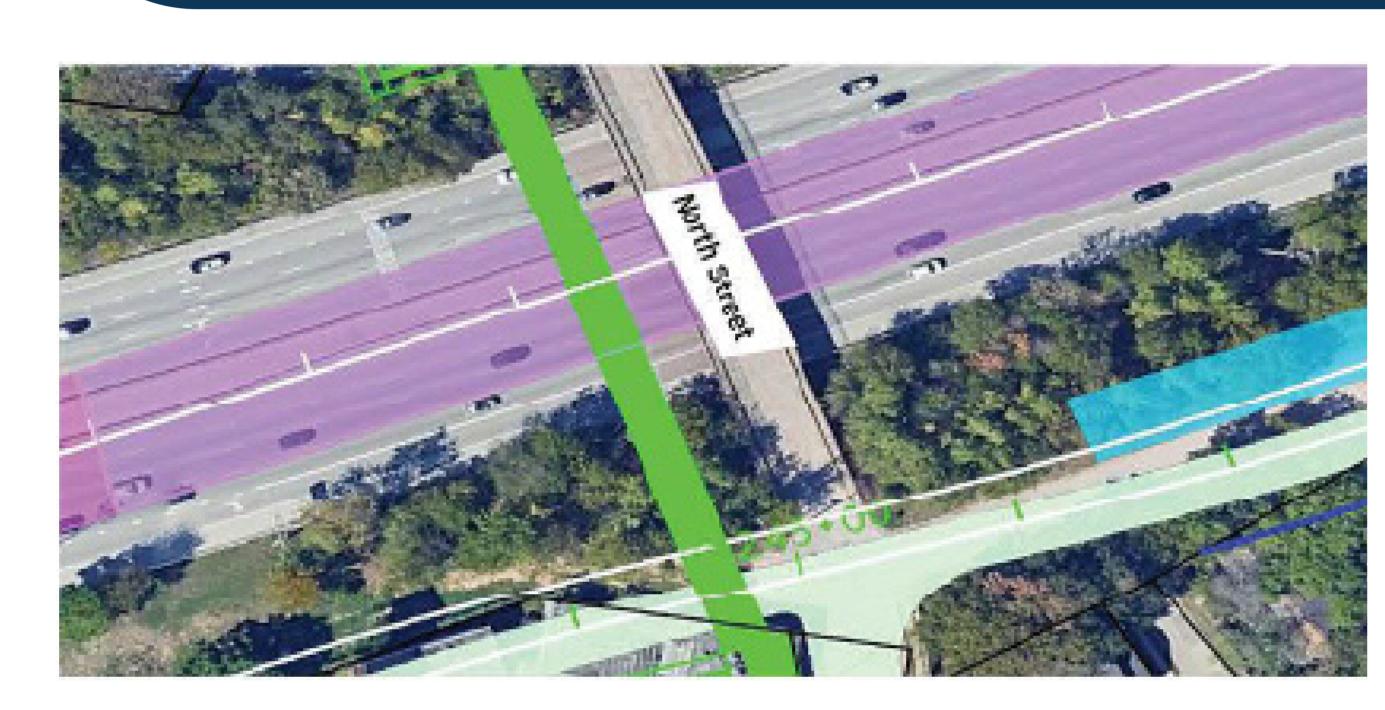
I-45 Exit and Entrance to and from North Main St.

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.



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 will need to be closed for safety reasons due to its close proximity to the exit ramp.

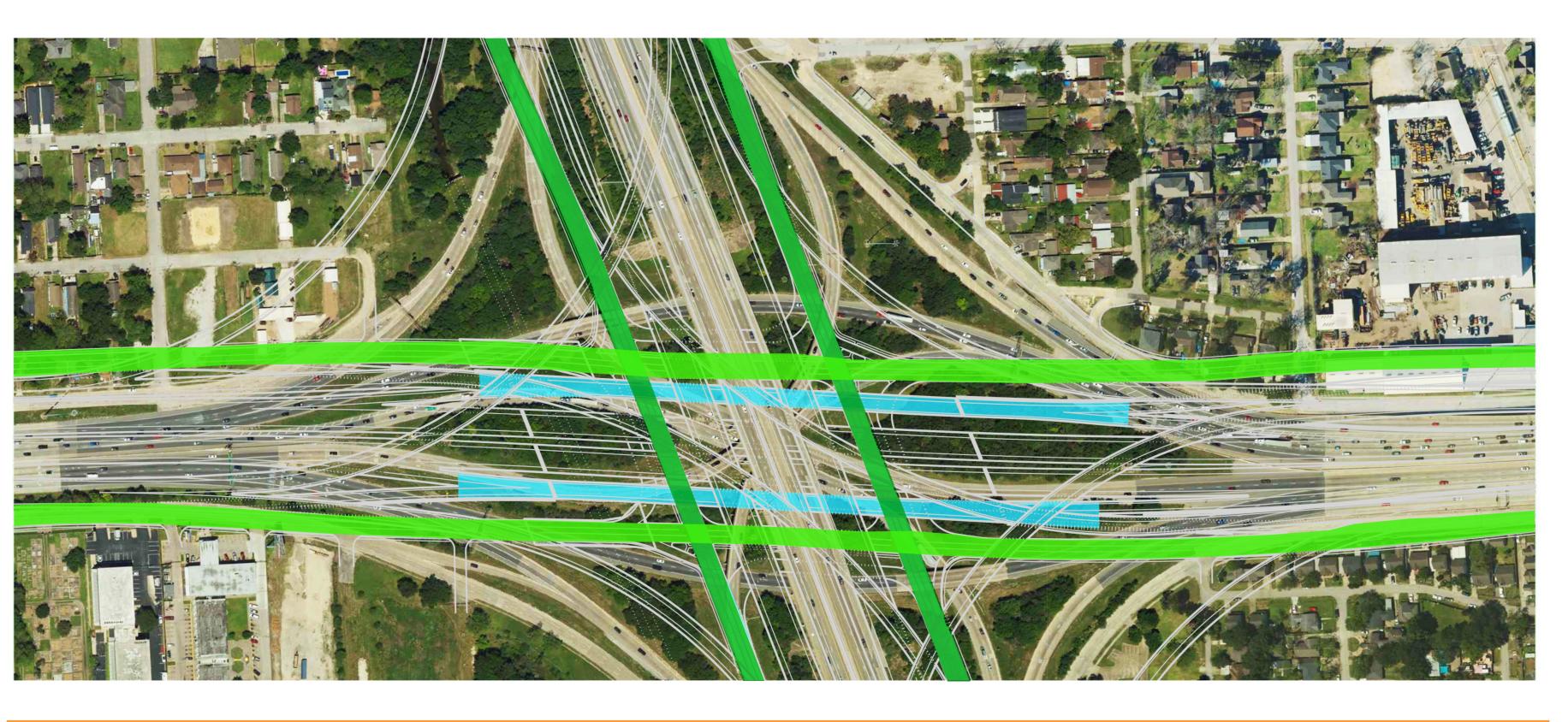




The City of Houston also requested that TxDOT consider constructing a pedestrian bridge at North Street. This bridge would offer pedestrians a safe and convenient way to cross from one side of I-45 to the other. The green line on the image to the left indicates the proposed location of the pedestrian bridge.



A typical pedestrian bridge is shown to the left. The North Street pedestrian bridge is designed to maintain access for pedestrians traveling to and from either side of I-45, especially considering that the current 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.



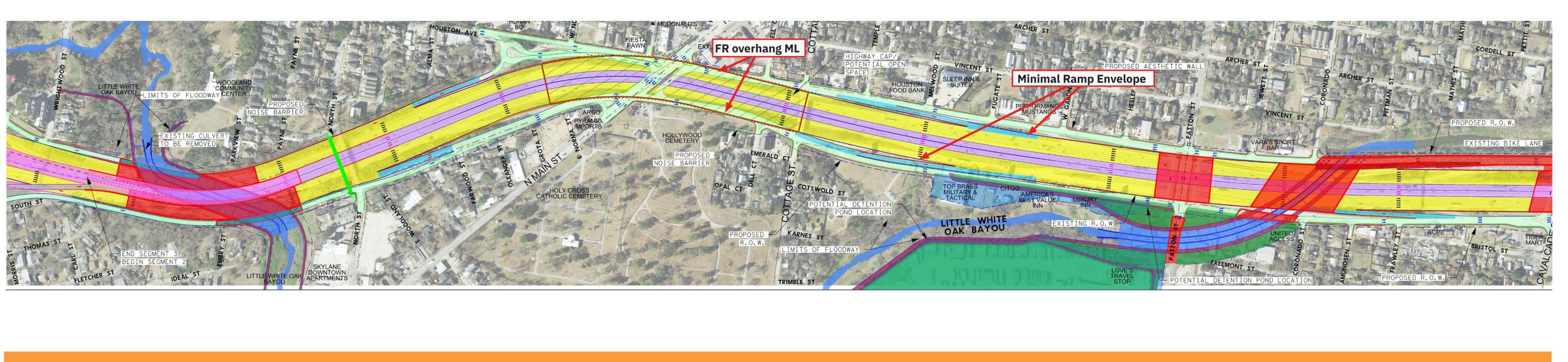
Para ver esta presentación en otros idiomas, por favor escanee el código QR aquí:

Segment 2 ROW Assessment.

In May 2025, TxDOT provided an updated presentation to the City of Houston and Harris County which included recommendations for the potential footprint reduction assessment in Segment 2.

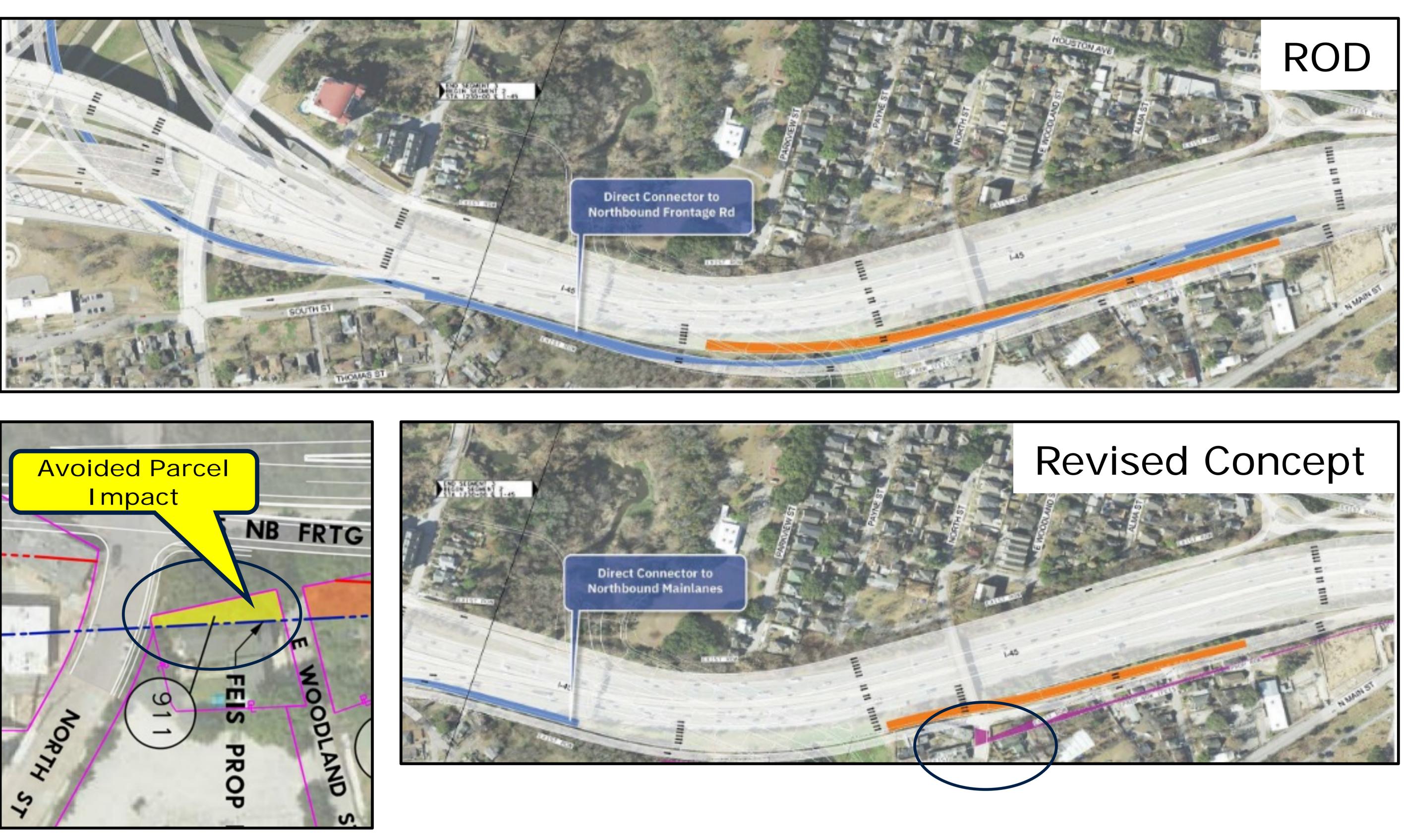
The Record of Decision (ROD) design already implemented multiple design features to minimize the ROW within the limits of Segment 2:

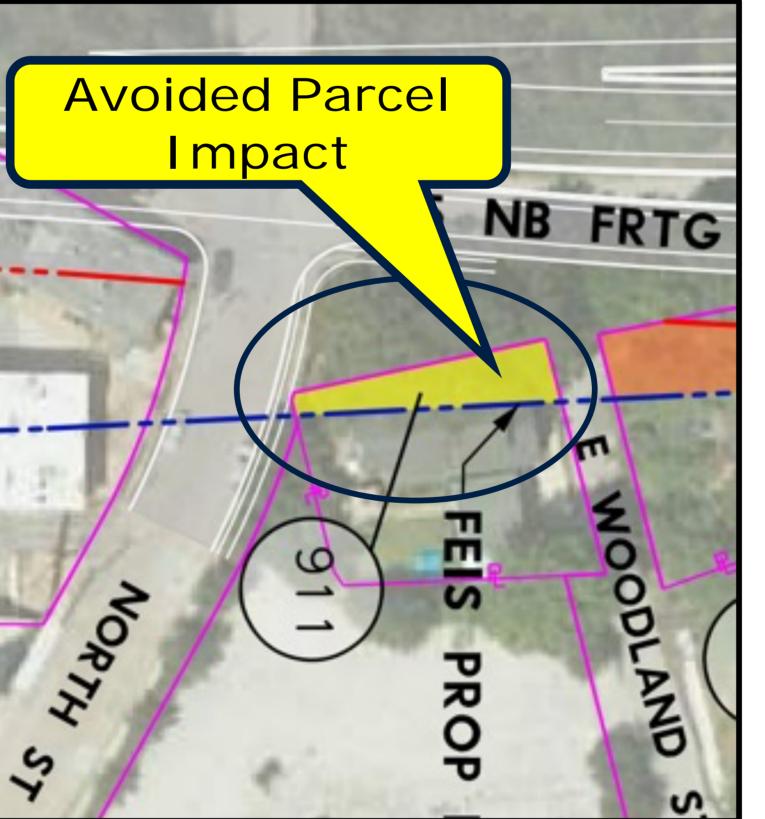
- Minimal ramp envelope (Cottage Street to I-610)
- Frontage roads overhang mainlanes, N. Main Street to Cottage Street
- I-45 design speed reduced from 60 mph to 50 mph for Segment 2A and Segment 3

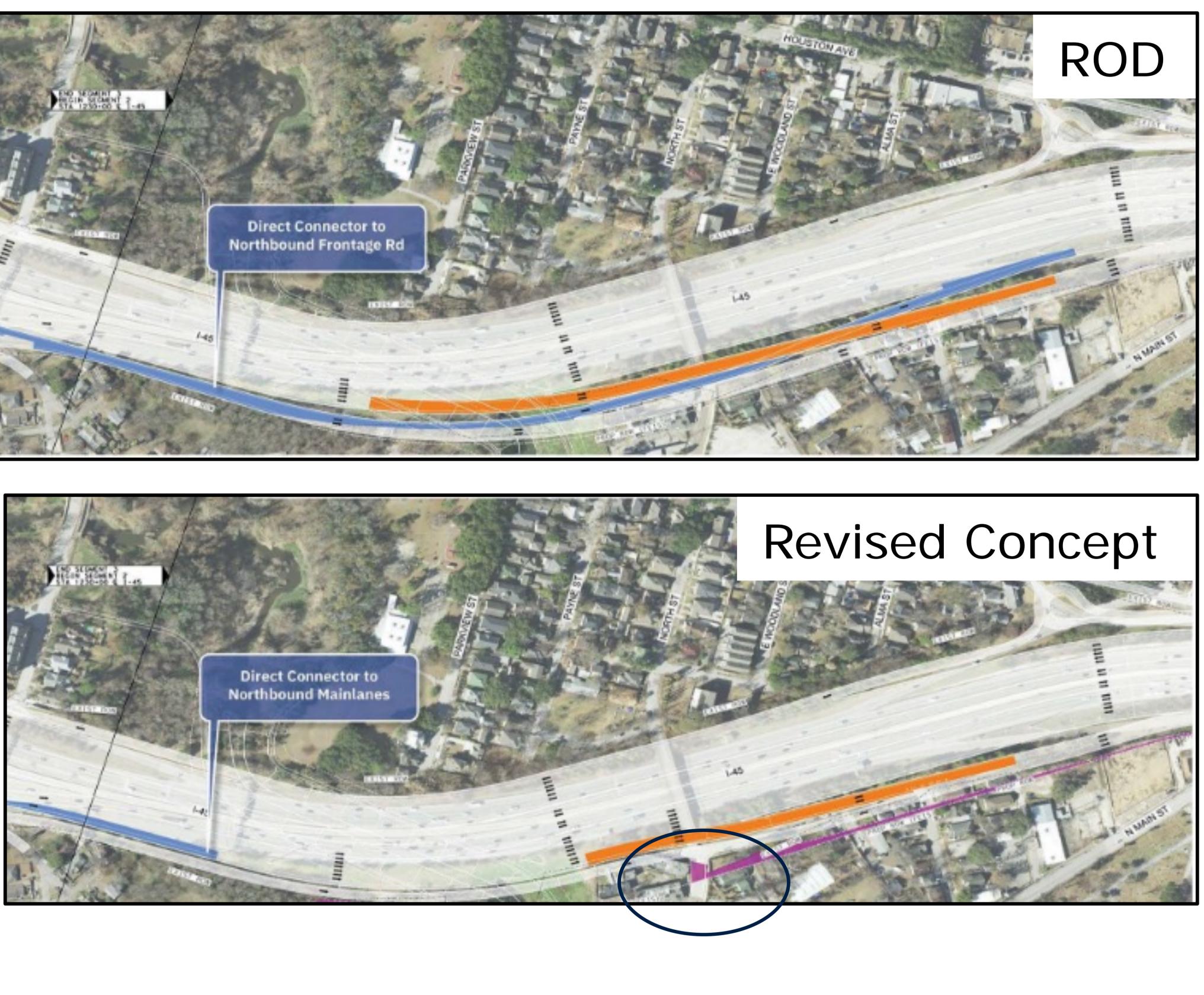


Footprint Reduction:

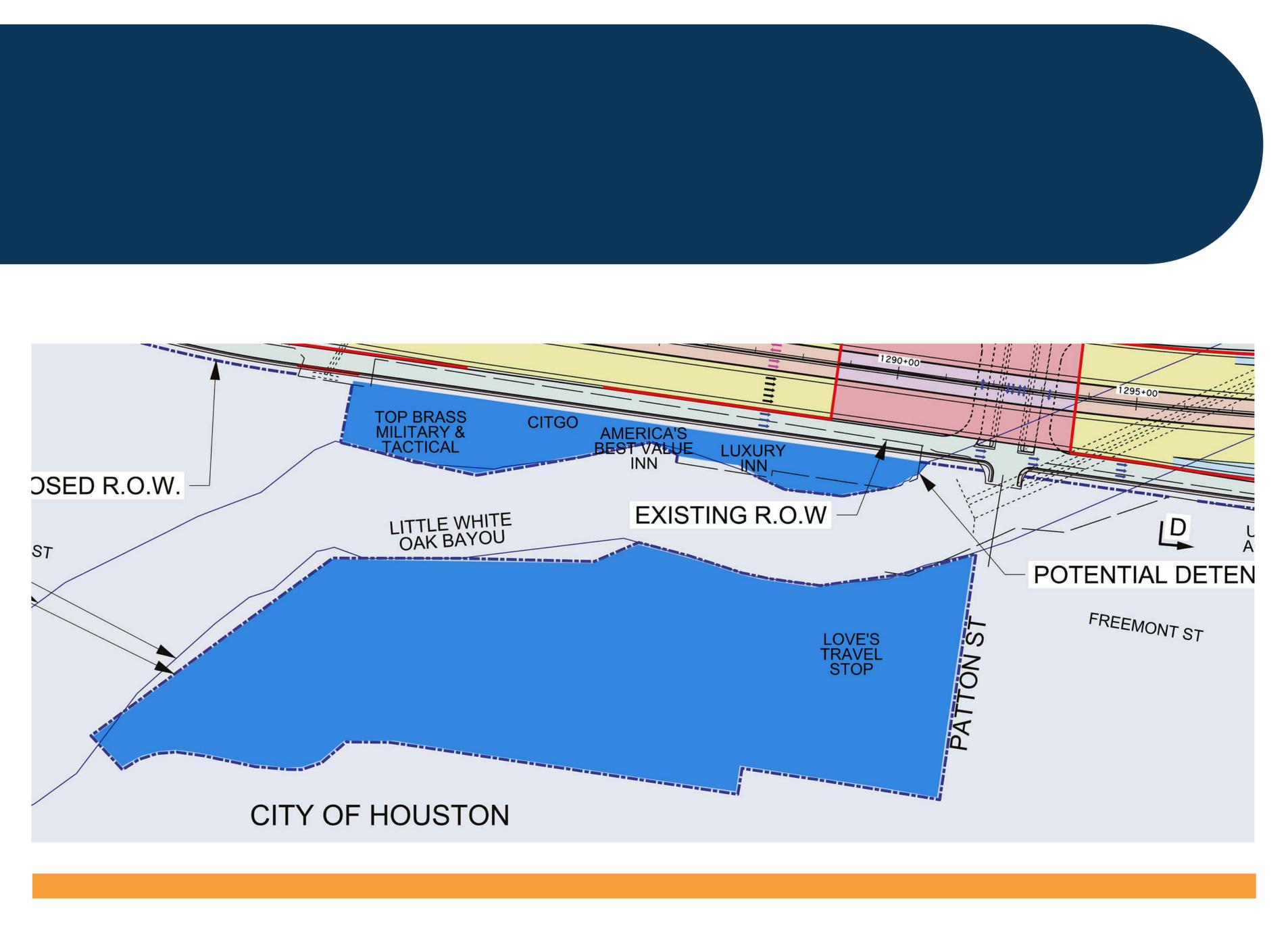
- Proposed revised concept realigns the I-10 Eastbound to I-45 Northbound direct connector to enter the mainlanes instead of the frontage road, reducing ROW needs.
- The proposed footprint reduction strategy resulted in a potential decrease of approximately 19,946 square feet (0.5 ares), and avoidance of four parcels impact.
- **RECOMMENDATION IS TO ENGAGE WITH IMPACTED PROPERTY OWNERS TO DISCUSS** POTENTIAL PARCEL SPECIFIC IMPLEMENTATION OF THE REVISED DESIGN CONCEPT.











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Improving Drainage & Detention Ponds

