I-45 NHHIP Segment 1

Footprint Reduction Considerations Part 1

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

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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**
- **Reducing flooding on and off the freeway**
- **Making travel safer for all road users**
- **Providing long-term capacity for all users of the roadway, including automobile, freight, and transit**
- **Serving and preserving the neighborhoods along the corridor while enhancing connectivity between neighborhoods**
- **Mitigating impacts to existing parks and open space while creating additional opportunity for open space**
- **Ensuring accessible evacuation routes**

ROW Assessment – Historical Note

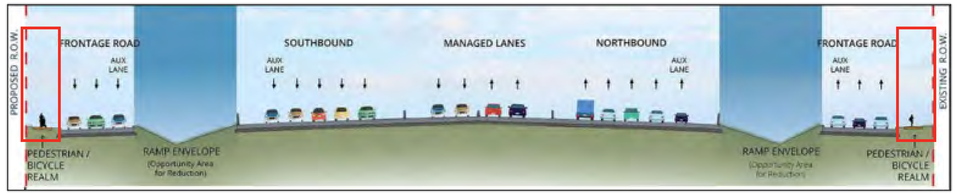
- Elevated managed lanes were considered as an alternative during the EIS process as a viable option, and were not advanced in the approved ROD.
- As elevated managed lanes in Segments 1 and 2 are not consistent with the I-45 Project purpose and need, they were not considered as an opportunity to reduce the project footprint.

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

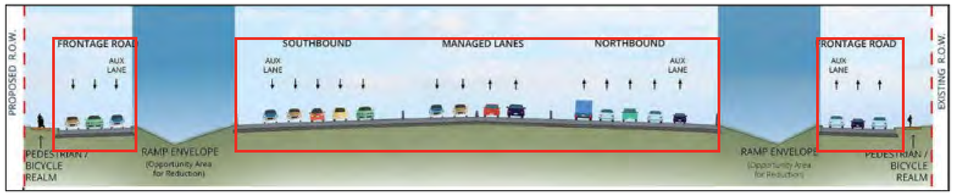
- **At intersections, the frontage road is generally widened to add right, left and U-turn lanes, to facilitate traffic operations by increasing capacity at the intersection.**
- **Due to these additional lanes, areas within close proximity to a cross street are less favorable for potential footprint reduction.**
- **The segments of I-45 between cross streets provide potential opportunities for footprint reduction.**

Potential ROW Footprint Reduction Methods:



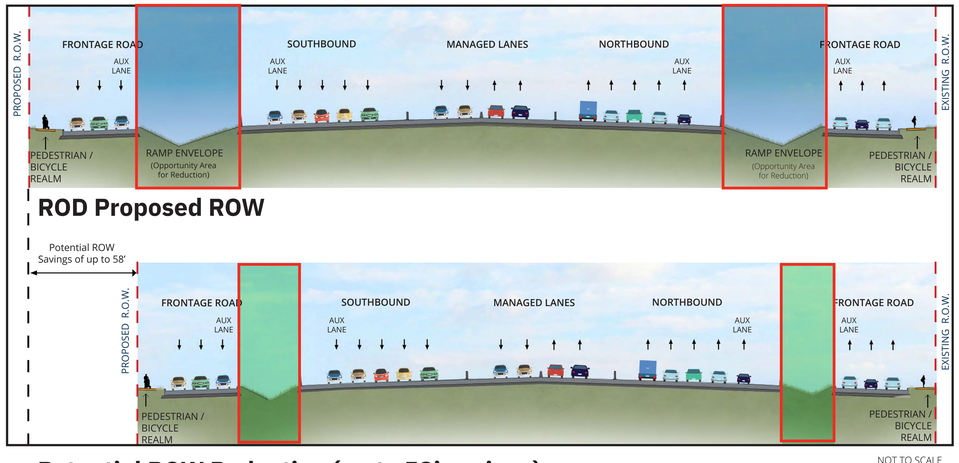
Pedestrian/Bicycle Realm X

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

Reduce Ramp Envelope ✓

The ROD Proposed ROW graphic above shows the ramp envelope area in blue. ROW could **potentially be reduced** in Segment 1 in this area, especially in sections between intersections. Below that graphic, the reduced ramp envelope is shown in green, and the potential ROW savings is shown in the white space at the far left.