I-45 NHHIP Segment 1

Potential Footprint Reduction Assessment Results

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

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Segment 1 Right of Way (ROW) Assessment

In May 2025, TxDOT provided an update to the City of Houston and Harris County which included recommendations for the potential I-45 footprint reduction assessments in Segment 1.

Segment 1 was divided into three parts for this assessment:

- West Gulf Bank Road to Airline Drive
- West Mount Houston Road to West Gulf Bank Road
- Beltway 8 to West Mount Houston Road



ROD Approved



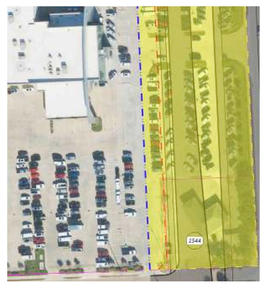
Potential Footprint Reduction

Beltway 8 to W Mount Houston Road

There are limited opportunities for footprint reduction based on the interchange direct connectors and the managed lanes wishbone.

The images to the left show an example application of the footprint reduction:

- The ROD approved image shows the ROW footprint as approved in the I-45 Project's Record of Decision (ROD).
- The green area in the Potential Footprint Reduction image shows the resulting decrease in the size of the proposed acquisition.
- As can be seen in the image, the reductions did not significantly alter the effects on the parcel. The reductions did not resut in meaningful improvement to the parcel's extent of impact.
- The reductions did not result in avoidance of any parcels within these limits.
- The overall potential footprint reduction between Beltway 8 and West Mount Houston Road is approximately 152,700 square feet (3.5 acres)
- As the potential footprint reduction did not significantly improve conditions for the impacted parcels, **THE RECOMMENDATION FOR THESE LIMITS IS TO PROCEED WITH THE ROD FOOTPRINT**



ROD Approved

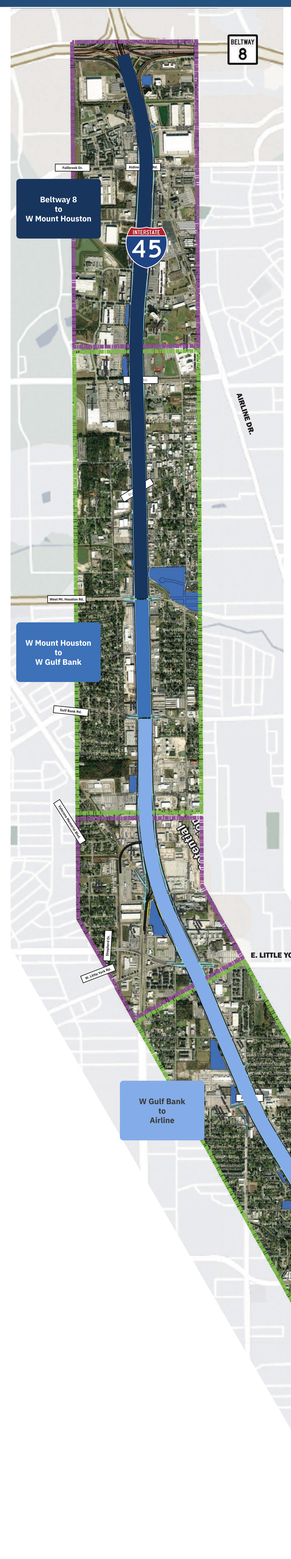


Potential Footprint Reduction

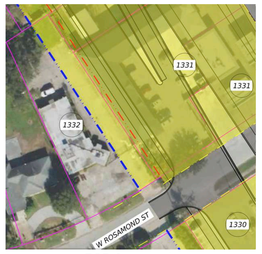
W Mount Houston Road to W Gulf Bank Road

The images to the left show an example application of the footprint reduction assessment in this area:

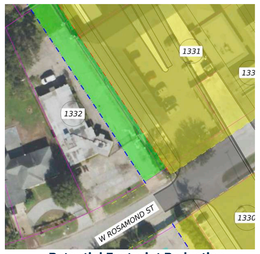
- The ROD approved image to the left shows the ROW footprint in this area as approved in the I-45 Project's ROD.
- Potential reductions (as shown in green) primarily impact parking, but did not significantly alter the effects on the parcels.
- Reduction did not result in avoidance of any parcels.
- The proposed footprint reduction strategy resulted in a potential decrease of approximately 68,245 square feet (1.6 acres) in the overall footprint.
- As the potential footprint reduction could potentially provide commercial usefulness for the impacted parcels, **THE RECOMMENDATION FOR THESE LIMITS IS TO ENGAGE WITH IMPACTED PROPERTY OWNERS TO DISCUSS POTENTIAL PARCEL SPECIFIC IMPLEMENTATION OF THE REVISED DESIGN CONCEPT.**



Segment 1 Parcels



ROD Approved



Potential Footprint Reduction

W Gulf Bank to Airline Drive

The images to the left show an example of the footprint reduction assessment in this area:

- The ROD approved image shows the ROW footprint in this area, as approved in the I-45 Project's ROD.
- Reducing the ramp envelope in the section provides the opportunity to entirely avoid ROW acquisition for some parcels, as shown in the image to the left in green.
- The potential footprint reduction includes avoiding impacts to nine (9) residential properties within the Environmental Justice (EJ) boundaries of the corridor and two (2) commercial proprieties.
- The proposed footprint reduction strategy resulted in a potential decrease of approximately 256,507 square feet (5.9 acres) in the overall footprint.
- **RECOMMENDATION FOR THESE LIMITS IS TO ENGAGE WITH IMPACTED PROPERTY OWNERS TO DISCUSS POTENTIAL PARCEL SPECIFIC IMPLEMENTATION OF THE REVISED DESIGN CONCEPT.**

NHHIP Segment 1 Footprint Reduction Summary

Location	ROW Footprint Impacts			Whole Parcels Potentially Avoided (EA)
	ROD (SF)	Revised Design Concept (SF)	Delta (SF)	
Beltway 8 to W Mount Houston	1,170,470	1,017,776	(152,694)	0
W Mount Houston to W Gulf Bank	356,443	288,198	(68,245)	0
W Gulf Bank to Airline	1,467,375	1,210,868	(256,507)	11*
Totals	2,994,288	2,516,842	(477,446)	11

*Parcel Types for Whole Parcels Avoided are:
- Two (2) Commercial Properties
- Nine (9) Residential Properties

Next Steps

- City of Houston and Harris County provide feedback on footprint reduction assessment.
- Engage with impacted property owners to discuss parcel-specific implications. Considerations include impacts to potential barriers, uneconomic remainders, etc.