



I-45 NHHIP Segment 1

Meeting Our Commitments – Footprint Reduction Considerations

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

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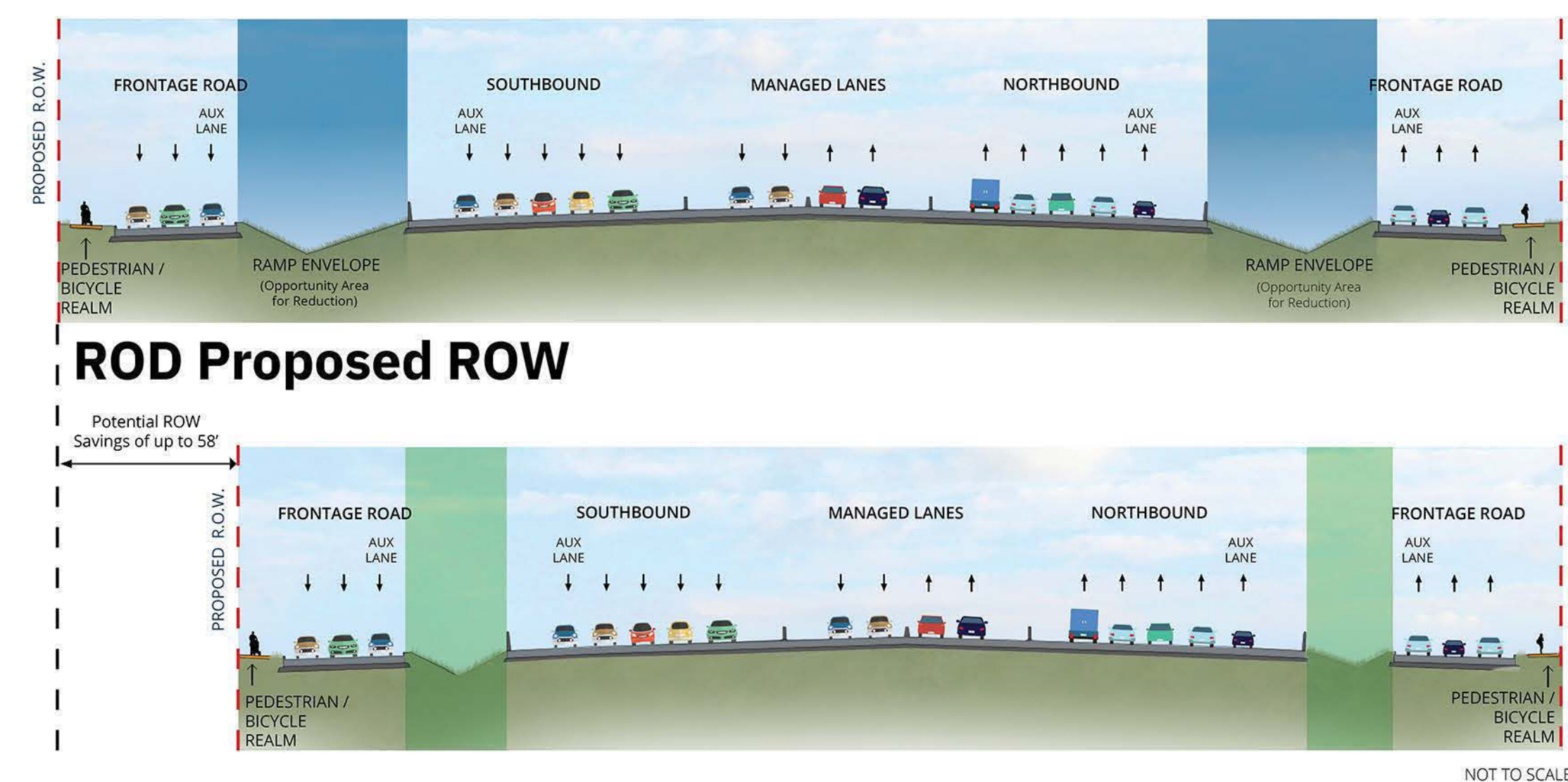
POTENTIAL RIGHT OF WAY (ROW) FOOTPRINT REDUCTION

In response to requests from the City of Houston and Harris County, as outlined in the Memorandums of Understanding (MOUs) with both entities, TxDOT acknowledges the importance of advancing ROW assessments to explore potential reductions in the project footprint for Segments 1 and 2, compared to what was approved in the project's Record of Decision (ROD).

This effort is also a key action item in TxDOT's Voluntary Resolution Agreement (VRA) with the Federal Highway Administration (FHWA), reinforcing TxDOT's commitment to studying ways to minimize the project's impact.



Potential ROW Footprint Reduction Method: Reducing Space Between the Mainlanes and Frontage Roads



Potential ROW Reduction (up to 58')

ROW could potentially be preserved in several areas along Segment 1, particularly between the frontage roads and mainlanes, especially in sections between entrance and exit points. However, the ability to reduce ROW is limited by requirements for drainage, lighting, and signage.



Potential ROW Footprint Reduction Example



ROD Approved



Potential ROW Footprint Reduction



Potential ROW Footprint Reduction

MAP KEY



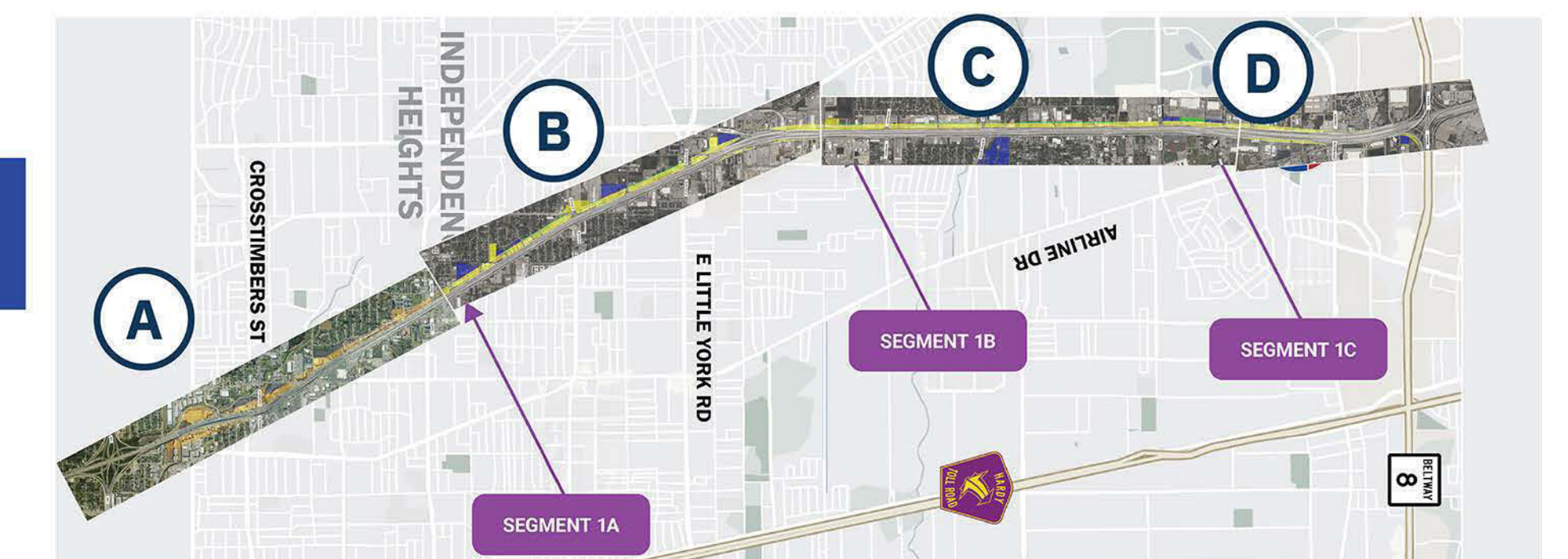
ROW
Approved In
ROD



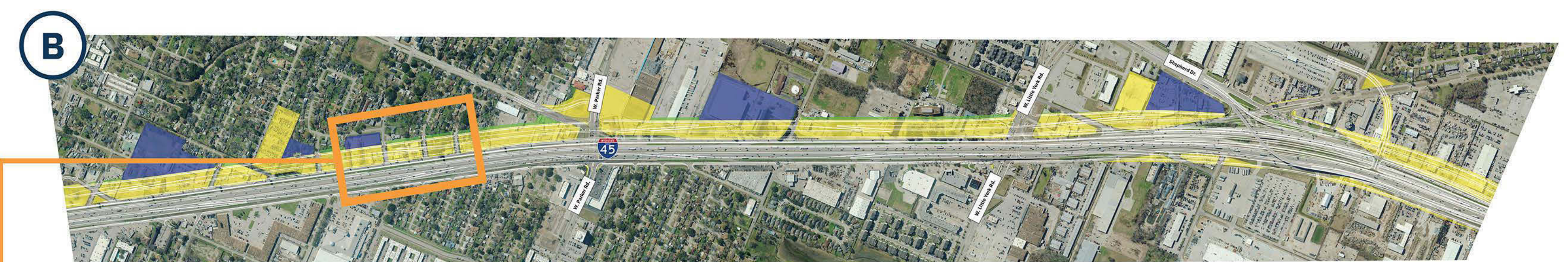
Potential ROW
Reduction
Where
Applicable



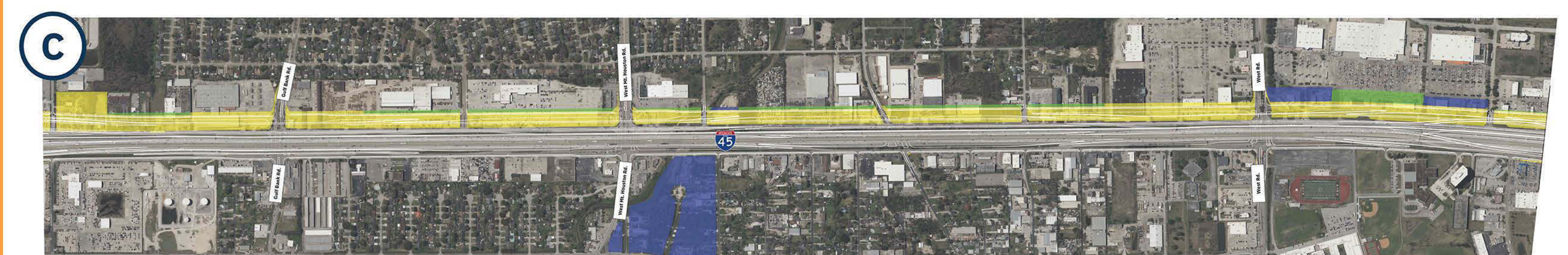
Proposed
Detention
Pond



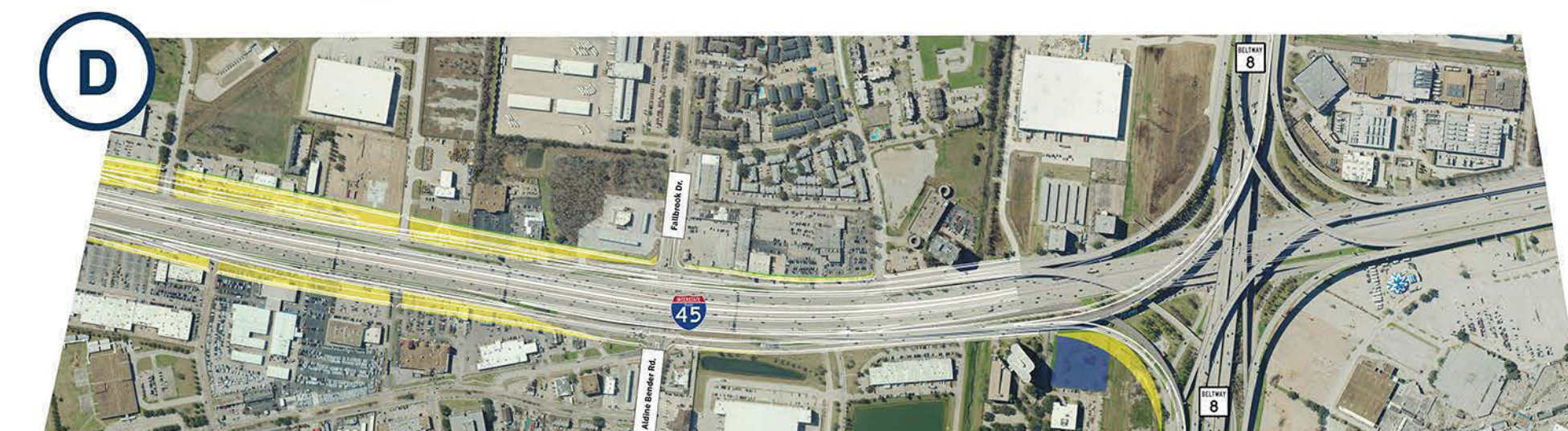
I-610 to Tidwell Drive



Tidwell Drive to Shepherd Drive



Shepherd Drive to West Road



West Road to Beltway 8