



I-45 NHHIP Segment 2 General Update

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



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KEY INFORMATION

This segment will improve the I-45 mainlanes and frontage roads from I-10 north to I-610 and rebuild the I-45/I-610 interchange.

- Widen I-45 in this area to accommodate four MaX (Managed Express) lanes. The proposed roadway would include ten general purpose lanes (five in each direction), four MaX lanes (two in each direction), and two to three frontage road lanes in each direction.
 - The MaX lanes would increase the High Occupancy Vehicle (HOV) space in the middle of the I-45 mainlanes from one lane to four. Only buses and vehicles with two or more people in them would be able to travel in the MaX lanes.
- The proposed I-45 and I-610 frontage roads would be continuous at the I-45/I-610 interchange.
- The mainlanes will be depressed between Cottage and N. Main streets, providing an opportunity to build a structural cap which could be funded and developed by others.
- TxDOT is studying how to potentially reduce the roadway footprint of this project.
- I-45 NHHIP proposes significant drainage improvements in accordance with new Atlas 14 standards issued by NOAA.

POTENTIAL FOOTPRINT REDUCTION

TxDOT remains committed to evaluating reasonable opportunities to reduce the project footprint in ways that would not compromise the Purpose and Need of the project, as described in the Record of Decision (ROD). In Segment 2, TxDOT is evaluating whether the project footprint can be reduced along I-45 northbound between North St. and North Main St. as shown in the image to the left.

ROW REDUCTION METHODOLOGY/GUIDELINES

- Meets Project Purpose and Need as stated in Record of Decision (ROD)
 - No design exceptions
 - No reduction in capacity
- Consider braided ramps where applicable
 - Braided ramps are where the exit/entrance ramps are in the same space, with one over the other
- No elevated MaX lanes
- Minimum 20-foot border width on frontage roads
 - All frontage roads to include bicycle/pedestrian facilities (no on-street bicycle facilities allowed)
 - Potential sound wall locations
- Evaluate different ramp widths to reduce right of way widths

SEGMENT IMPROVEMENTS

INDEPENDENCE HEIGHTS



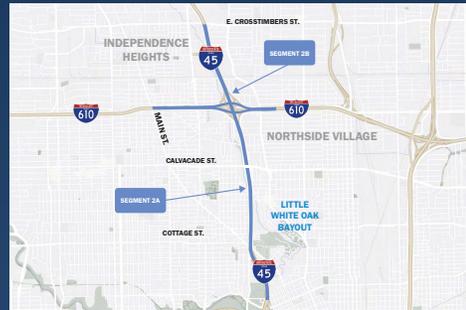
- Dark yellow area on map shows where Independence Heights has routinely flooded
- I-45 NHHIP proposes to replace drainage culverts with bridges, providing drainage improvements
- This area would be removed from the floodplain



DRAINAGE IMPROVEMENTS

- 14 additional detention ponds, 42% greater capacity than required
- Increase in underground pipe capacity to take floodwater to detention ponds and pump stations
- Improvements along White Oak Bayou and Little White Oak Bayou will remove flooding from yellow area on map

SEGMENT 2 PROJECT LIMITS



CONSTRUCTION PHASING



PROJECT FUNDING

INDEPENDENT PROJECTS	ESTIMATED CONTRACT COST
2A	\$604,800,000
2B	\$1,015,400,000
TOTAL	\$1,620,200,000

SEGMENT MAP KEY

BICYCLE/PEDESTRIAN

- Channel improvements and bike trail along channel being incorporated (north of Wrightwood St.)
- Potential pedestrian bridge being evaluated over North St.
- Channel improvements and bike trail along channel being evaluated (northbound and southbound before Patton St.)
- Channel improvements and bike trail along channel being incorporated (southbound from Link St to Coronado St.)
- Channel improvements and bike trail along channel being incorporated (along Little White Oak Bayou just north of I-610)
- Channel improvements and bike trail along channel being incorporated (east of I-45)

MOBILITY

- I-10 eastbound direct connector going to I-45 northbound mainlanes instead of frontage road being evaluated
- Potential U-turn from I-45 northbound frontage road at N. Main St. being evaluated
- I-45 northbound entrance ramp from N. Main St. being evaluated
- I-45 southbound exit ramp to N. Main St. being evaluated
- Cottage St. closure being evaluated due to safety concerns if N. Main St. entrance/exit ramps are provided
- Bridge over Patton St. slightly extended northbound
- Extend Segment 2 limit to north of Airline Drive being evaluated for construction phasing and drainage purposes

FLOODING MITIGATION

- Replace existing culvert with bridges, providing drainage improvements
- Add new detention ponds along I-45 northbound frontage road before Patton St., providing drainage improvements
- Replace existing culvert with a bridge, providing drainage improvements



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