



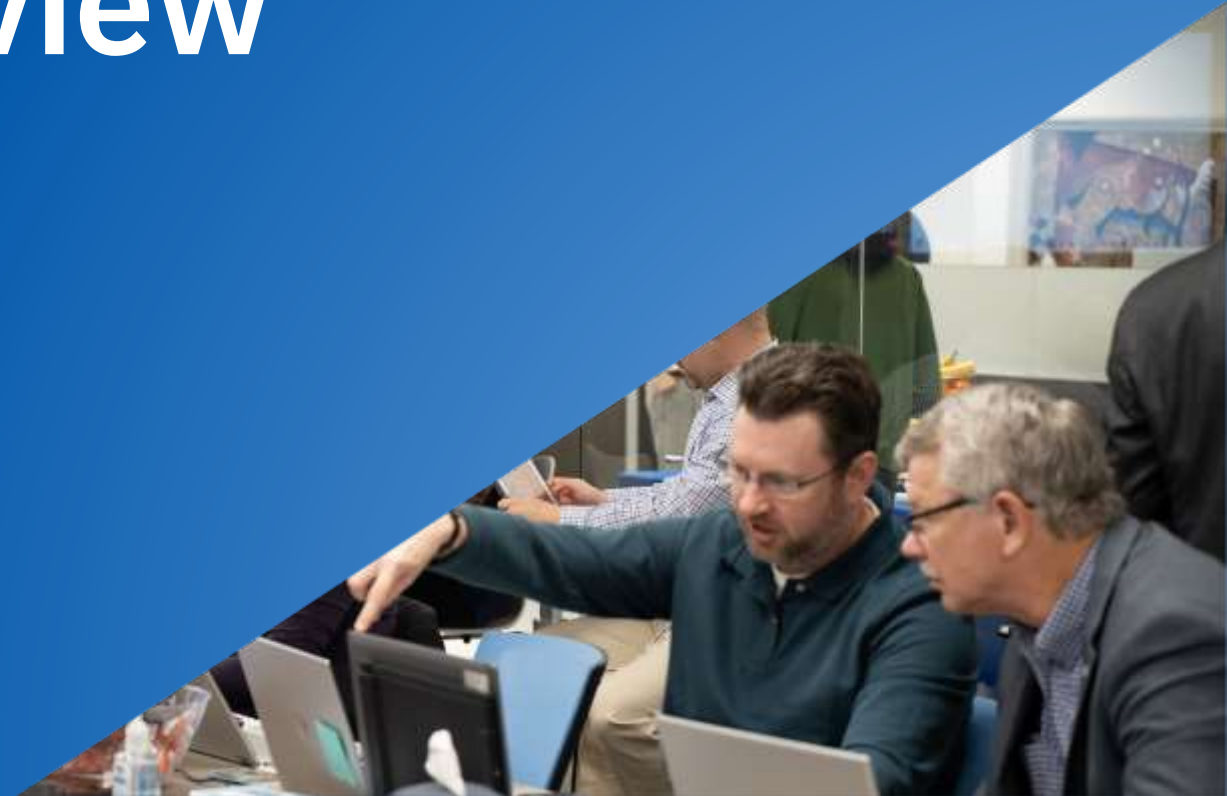
I-45 North Houston Highway Improvement Project (NHHIP)

Program Update

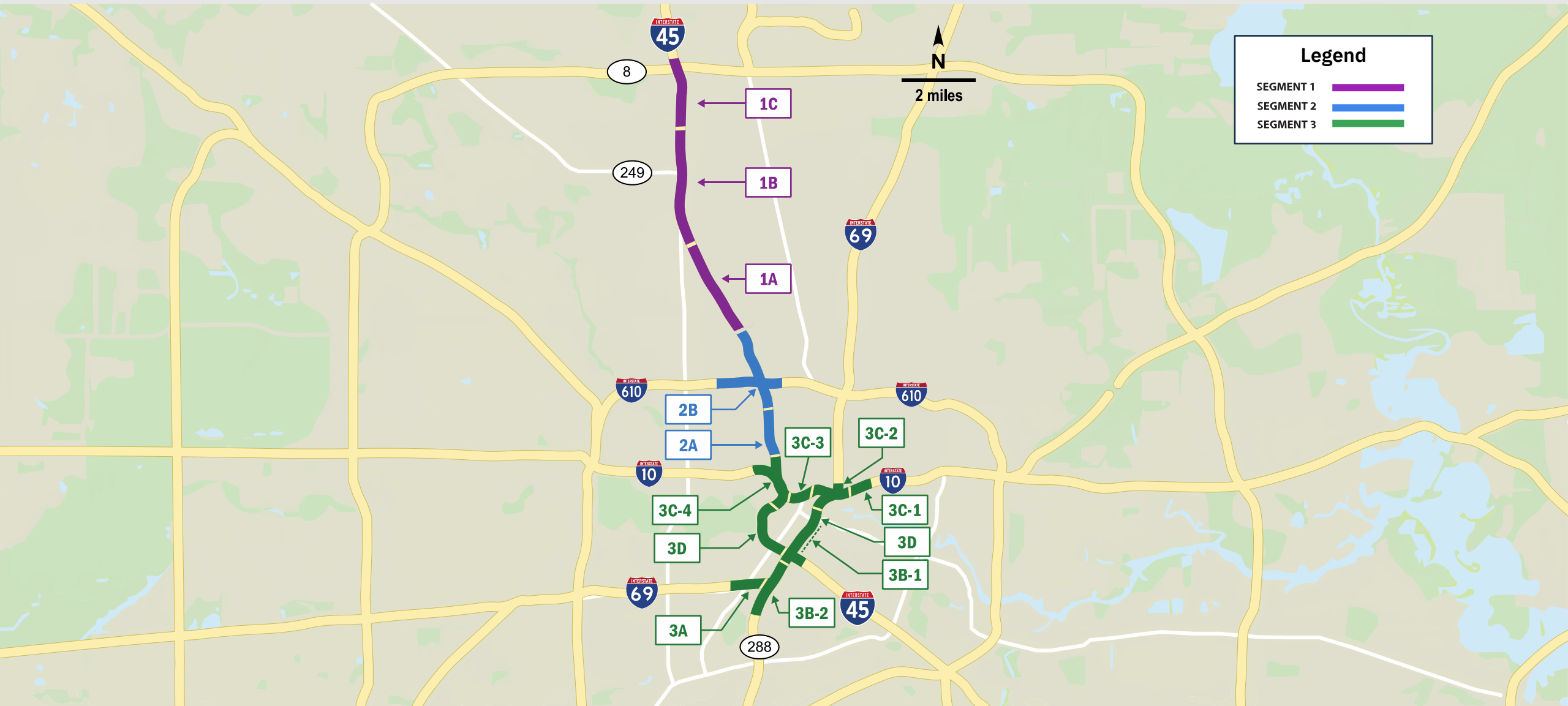




I-45 NHHIP Overview



I-45 NHHIP Overview



Legend

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3

Why Is The NHHIP Needed?



7 of the top 25 Most Congested Roadway Segments in Texas

DEMANDS ON THE PROJECT INFRASTRUCTURE

- Traffic **congestion**, current and projected increases in the future
- **Population**, current and projected growth in the future
- **Aging infrastructure** and outdated design elements

PROJECT GOALS

- Rebuild to current design standards to enhance safety
- Mitigate congestion by improving mobility and operational efficiency
- Expand transit and carpool capacity
- Improve flood resiliency
- Support regional freight mobility
- Maintain effectiveness of hurricane evacuation routes

TxDOT Moving Forward with NHHIP



CONSTRUCTION PHASING

preliminary, subject to change

INDEPENDENT PROJECTS	KEY COMPONENTS	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	ESTIMATED CONTRACT COST
3A	Depressed main lanes, cap structures, ped. Realm				█												\$639,360,000
3B-1	Drainage project for 3B-2	●	█														\$121,800,000
3B-2	Depressed main lanes, arch bridges, ped. Realm	●	█														\$695,500,000
3C-1	Main lane reconstruction, UPRR crossing					█											\$150,000,000
3C-2	I-69 alignment shift, detention, south canal				▲	█											\$1,358,790,000
3C-3	Bridges, UHD, METRO red line				█												\$250,000,000
3C-4	Future I-10 Exp. Lanes, Downtown connections, Detention, trails					■	█										\$848,875,000
3D	Depressed main lanes, cap structure, realign I-45								▲	█							\$1,785,000,000
2A	I-45 Max Lanes, cap structure, detention					█											\$604,800,000
2B	I-45 Max Lanes, continuous frontage roads through interchange									■	█						\$1,015,400,000
1A	I-45 Max Lanes, bike/ped facilities along frontage roads, detention												█				\$296,800,000
1B	I-45 Max Lanes, bike/ped facilities along frontage roads, detention											█					\$386,400,000
1C	I-45 Max Lanes, bike/ped facilities along frontage roads, detention										█						\$224,000,000

- 3B-1 is phased to start before 3B-2 because drainage elements in 3B-1 need to be constructed and operational to receive drainage from 3B-2.
- ▲ 3C-2 is phased to start before 3D because proposed I-69 in 3C-2 needs to be constructed and operational to receive proposed I-69 in 3D. (Proposed I-69 in 3D is unable to be connected to existing I-69 in 3C-2)
- 3C-4 is phased to start before 2B because drainage elements in 3C-4 need to be constructed and operational to receive drainage from 2B.



Segment 3

Initial Construction Projects



Segment 3B-1 Construction



Drainage improvements along St. Emanuel Street to Buffalo Bayou (3B)

- Construction of drainage outfall to Buffalo Bayou (including detention pond), and reconstruction of St. Emanuel St.
 - Installation of 12x12 box culverts to capture water during heavy rain events
- Construction began in October 2024
 - Construction Cost: \$121.8 Million
 - Contractor: Harper Brothers Construction, LLC
 - Anticipated completion in 2027
- Utility relocation occurring now
- Active public engagement will continue through construction completion

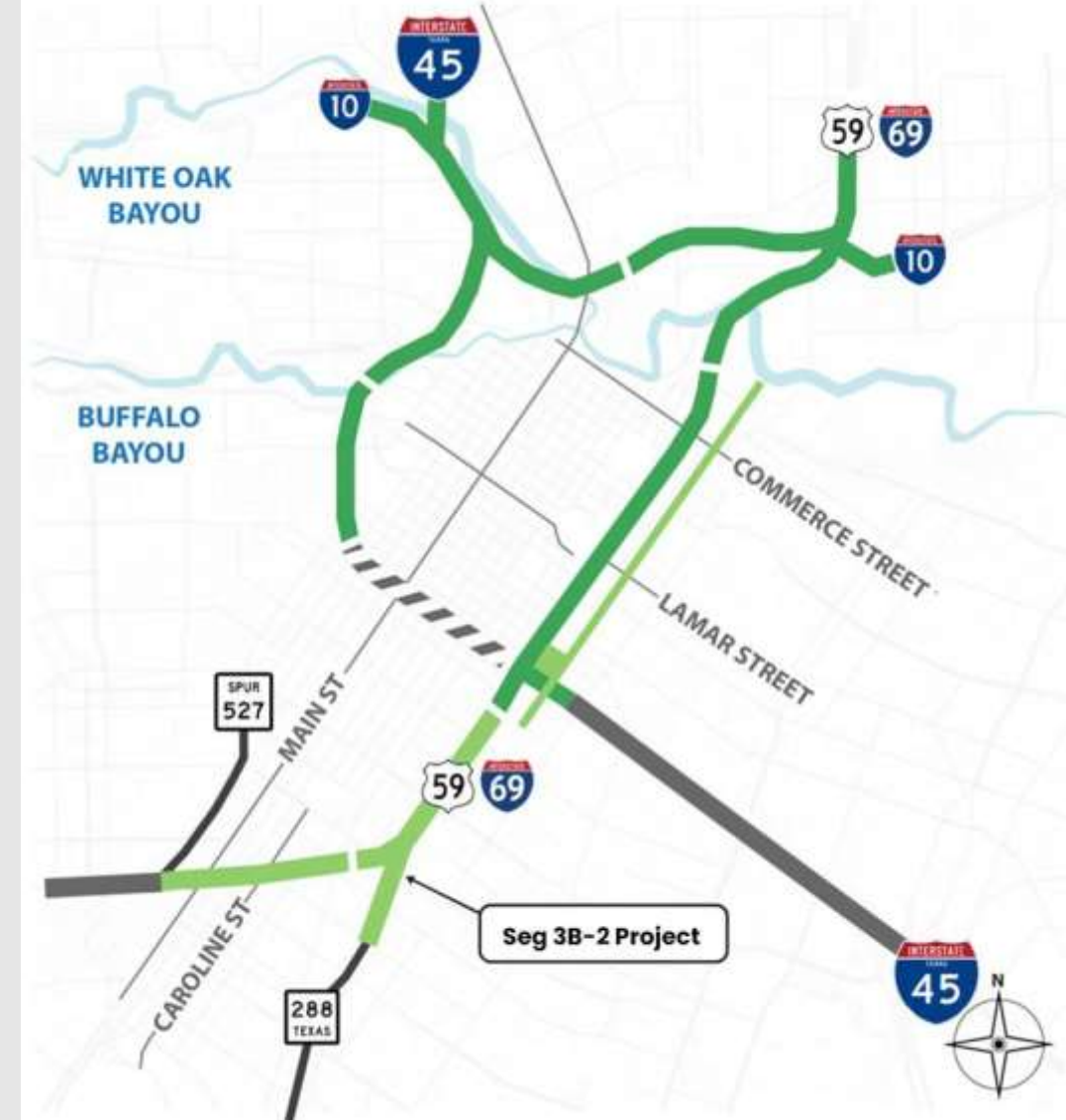


Segment 3B-2 Construction



Construction Project I-69 between SH 288 and I-45 South (3B)

- Reconstruction of the I-69 northbound and southbound mainlanes from State Highway 288 to I-45 including the I-69/SH 288 interchange.
- Opportunity for arch bridges to incorporate signature design reflecting community input.
- Construction began in January 2025
 - Construction Cost: \$695.5 Million
 - Contractor: Williams Brothers Construction Company, Inc.
 - Anticipated completion in 2033
- Active public engagement will continue through construction completion.

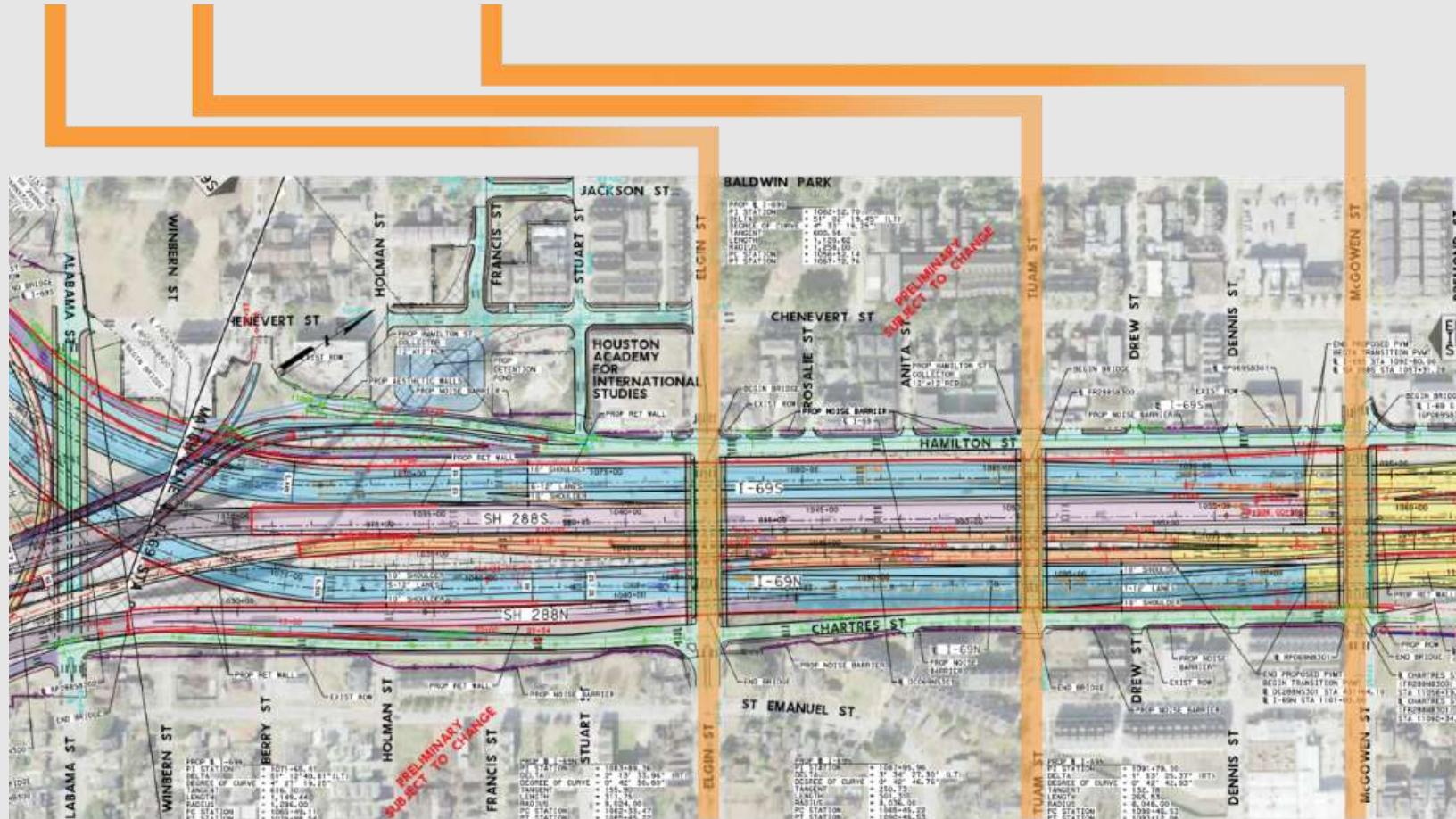


Segment 3B-2 Arch Bridges



Cross street reconfiguration for arch bridges at **Elgin, Tuam, and McGowen Streets**

*Similar to bridges over I-69 in Montrose area



Segment 3B-2 – Bridge Aesthetics Concept 1 Enhanced (Aerial View)



Segment 3B-2 – Bridge Aesthetics Concept 1 Enhanced (Pedestrian View)





Right of Way



Right of Way, Current Status



Segment 1

- Total Parcels Acquired: 3
 - Parcel Count Remaining to be Acquired: 207
- Segment 1 Total: 210**

Segment 2

- Total Parcels Acquired: 12
 - Parcel Count Remaining to be Acquired: 223
- Segment 2 Total: 235**

Segment 3

- Parcel Count Acquired: 136
 - Parcel Count Remaining to be Acquired: 131
- Segment 3 Total: 267**



TxDOT Answers Property Owners' ROW Questions at Public Meetings



- **Total Parcels Acquired:** **151**
- **Total Parcels Needed:** **712**
- **21% of Parcels Acquired**
- **\$945.4 Million Spent on Acquisitions & Relocations**



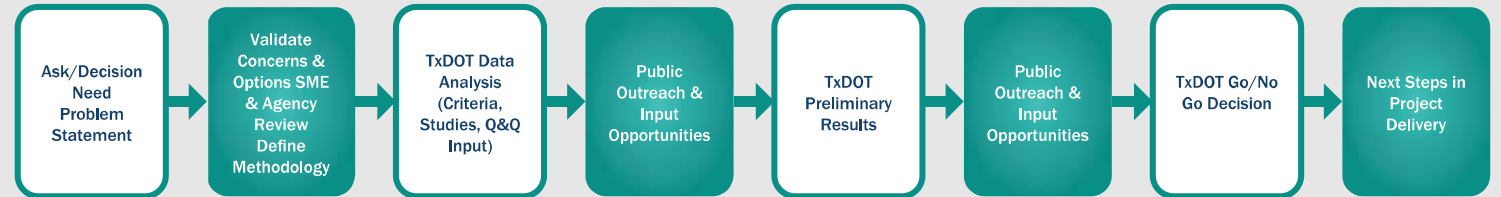
Public Engagement



PUBLIC ENGAGEMENT, AN INTENTIONAL APPROACH



The Consensus Building Process



The goal is to ensure that the right meeting group(s) are engaged at the right time. This may require multiple meetings with different meeting groups to arrive at a decision.

Community Outreach Meetings



- Elected Officials and Agency Partners
- Neighborhood homeowners associations and civic clubs
- City of Houston Super Neighborhoods
- Economic Development Groups
- Tax Increment Reinvestment Zone (TIRZ) boards
- Managements Districts
- Other Interested Organizations and Stakeholders





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