RECOMMENDED ALTERNATIVES

- Environmental Impact Statement (EIS)

- Project Divided into 3 Segments
  - Segment 1: Beltway 8 to I-610 (9 mi)
  - Segment 2: I-610 to I-10 (3 mi)
  - Segment 3: Downtown Loop System (12.3 mi)

- One “Proposed Recommended Alternative” per segment = single corridor end to end (24 mi total)
NEED AND PURPOSE FOR PROPOSED PROJECT

- **Need for Proposed Project**
  - Population and employment increases
  - Existing and future I-45 traffic
  - Current design standards and improved safety
  - Efficient traffic movement, including during evacuation events

- **Purpose of Proposed Project**
  - Manage congestion
  - Enhance safety
  - Improve mobility and operational efficiency

- All NHHIP Segments are in **Top 30 Most Congested Roadways in Texas**
- Segments 2 and 3 in **Top 10**
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 1

- Segment 1 Features
  - New Roadway Capacity
    - Add four (4) MaX lanes (HOV+Express)
    - Add one (1) frontage road lane in each direction
    - Add full-width shoulders
    - Add bike/pedestrian features along frontage roads
  - Between Beltway 8 and Airline Drive
    - ROW required on west side of I-45
  - Between Airline Drive and I-610
    - ROW required on east side of I-45
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 1

Segment 1 - Beltway 8 To I-610

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 1

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 2

- **Segment 2 Features**
  - **New Roadway Capacity**
    - Add four (4) MaX lanes (HOV+Express)
    - Add full-width shoulders
    - Add bike/pedestrian features along frontage roads
  - **Between I-610 and Cavalcade St.**
    - Mainlanes are elevated
    - Frontage roads are at grade
    - Approx. 10 to 80 feet of additional ROW
  - **Between Cavalcade St. and Quitman St.**
    - Mainlanes are depressed
    - Frontage roads are at grade
    - No new ROW except at intersections
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 2

View of Proposed Improvements near North Main St.

Segment 2 - I-610 to I-10

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 2

View of Proposed Improvements near North Main St. with Potential Green Space

Note: Green Space option is conceptual only and will require private development and funding.
Proposed Improvements near North Main St.

NOTE: Green space option is conceptual only and would require separate development and funding.

PRELIMINARY-SUBJECT TO CHANGE
GREEN SPACE EXAMPLE: EXPOSITION / COMMERCE – DALLAS

Maximize Connections & Public/Private Opportunities
GREEN SPACE EXAMPLE: KLYDE WARREN PARK – DALLAS
GREEN SPACE EXAMPLE: KLYDE WARREN PARK – DALLAS
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

- **Segment 3 Features**
  - **Realign** I-45 to be parallel with I-10 and US 59/I-69*
  - **Depress** US 59/I-69* from Spur 527 to Downtown
  - **Add** I-10 Express Lanes from I-45 to US 59/I-69*
  - **Remove** existing I-45 Pierce Elevated

- Improved Access to/from Downtown
- Improved Hardy Toll Road Access
- Improved SH 288 Lanes Access

*Per Minute Order 114231 dated March 26, 2015, the Texas Transportation Commission designated US 59 within the project limits as I-69.*
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

- **Remove** Pierce Elevated
- **Realign I-10**
- **Realign US 59 / I-69**
- **Downtown Connectors** replace existing Pierce Elevated
- **New I-10 Express Lanes**
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

I-45 / I-10 Interchange
(Looking South Towards Downtown)

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

Allen Parkway at Downtown Connector
(Looking East)

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

US 59 / I-10 Interchange
(Looking Southwest)

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

I-45 / US 59 Interchange
(Looking Northwest)

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

US 59 / SH 288 Interchange
(Looking North)

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

PRELIMINARY-SUBJECT TO CHANGE
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

PRELIMINARY-SUBJECT TO CHANGE
Current Configuration and Operations Area for the GRB
Current Configuration and Operations Area for the GRB

- **Existing GRB Ramp (Access to Outer Halls)**
- **US 59/I-69 Elevated**
- **Access to Inner Halls (inside TxDOT ROW)**

**PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3**

**PRELIMINARY-SUBJECT TO CHANGE**
**PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3**

Proposed Improvements behind GRB

NOTE: Green space option is conceptual only and would require separate development and funding.
PROPOSED RECOMMENDED ALTERNATIVE: SEGMENT 3

Artist’s Sketch of Potential Green Space near the GRB Convention Center

NOTE: Green space option is conceptual only and would require separate development and funding.
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PRELIMINARY-SUBJECT TO CHANGE
### SEGMENT 3 – DOWNTOWN TRAFFIC ANALYSIS RESULTS

**Proposed Recommended Alternative Compared to the No-Build Alternative (AM Peak)**

<table>
<thead>
<tr>
<th>Reduction in Delay</th>
<th>Increase in Systemwide Speed</th>
<th>Increase in Downtown Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>35%</td>
<td>24+ MPH</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15%</td>
</tr>
</tbody>
</table>

The improvements in the Proposed Recommended Alternative result in a systemwide speed increase that directly improves the flow on all surrounding freeways - a **significant**, positive improvement to the region’s air quality.

**PRELIMINARY-SUBJECT TO CHANGE**

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