

Third Ward

I-45 NHHIP DIRECT COMMUNITY BENEFITS

**Unfortunately, ongoing litigation and Title VI investigations may delay or eliminate the following beneficial measures to which TxDOT has committed.*

The Third Ward is one of Houston's historical African American communities. Third Ward is in TxDOT's North Houston Highway Improvement Project (NHHIP) area. The project brings significant economic impacts to the Houston area as well as much needed safety improvements to one of the state's most congested highways. Some 92,000 direct jobs are being created with an additional 89,000 indirect jobs generated from this project. The overall statewide economic impact of NHHIP is estimated at \$19.2 billion.

The future of transportation is changing and the infrastructure in the nation's fourth largest city needs to change with it. Parts of the I-45 corridor have not changed since being constructed over 50 years ago. The I-45 improvement project not only brings these highways up to current standards, but also prepares for the future by improving resiliency to weather events and providing safer more efficient travel that could accommodate the transition to electric and self-driving vehicles. And, importantly, it will increase the opportunity for transit and high-occupancy vehicles as a mode choice for those traveling along the I-45 North Houston corridor. Additionally, the neighborhoods in the project area will see many specific benefits beyond the economic and safety improvements.



Mobility

CONGESTION REDUCED

Reconfigures the I-69/SH 288 lanes between Alabama Street and I-45 to remove the long-time bottlenecks associated with the short merges in this segment.

I-45 SOUTHBOUND CONNECTION

Maintains direct connection from Jefferson Street to I-45 southbound.

SH 288 MANAGED LANES CHANGE

Revised SH 288 Managed Lanes connectors so they no longer connect directly to Chenevert Street (public request).

NEW FRONTAGE ROAD CONNECTION

Adds connection from SH 288 northbound frontage road to Hutchins Street (public request).

STREET RECONNECTION

Reconnected Stuart Street to Hamilton Street to provide better local circulation (public request).

ELGIN STREET IMPROVEMENT

Adds left turn bay from Elgin Street to Hamilton Street (public request).

ST. EMANUEL STREET

Includes reconstruction of St. Emanuel Street between W. Gray Street and Commerce to improve drainage system and allow the City of Houston to convert to one-way operations (COH request).



Flood Control

MOST RECENT STANDARDS ACCOMMODATED

Main lanes and managed lanes (including the depressed sections and local street system above the depressed section) are designed to accommodate the current 500-year storm event model and most recent guidelines and criteria required by the HCFCD.

NEW PUMP STATIONS

Upgrades the existing storm drainage systems along I-69/SH 288, including new pump stations and detention ponds.



Bicycle/Pedestrian

NEW BIKE LANES

Adds new bicycle/pedestrian realm that includes elevated bike lanes separated from vehicle lanes to Alabama, Elgin, McGowen, Gray, and Pierce and St. Emanuel Streets.

WALKER STREET

Proposed Walker Street pedestrian/bike realm will extend east through EaDo and connect to the existing Columbia Tap Rail-Trail which travels south through Third Ward.



Aesthetics

BRIDGE BEAUTIFICATION

Replaces the existing Elgin, Tuam, and McGowen bridges with aesthetic arch bridges that include the pedestrian realm.

Key Takeaway

TxDOT has fully, completely, and in good faith complied with all legal requirements in planning for and evaluating alternatives and impacts of the North Houston Highway Improvement Project (NHHIP). Moreover, TxDOT has committed to many significant actions bringing multiple benefits* to the community.