

Northpark Drive Reconstruction

From East of Russell Palmer Road to East of Woodland Hills Drive



March 7, 2024

Quick Facts

Project Location:
Northpark Drive
Harris and Montgomery Counties

Project Length:
Approximately one (1) mile long

Project Limits:
From 750 feet east of Russell Palmer Road to 800 feet east of Woodland Hills Drive

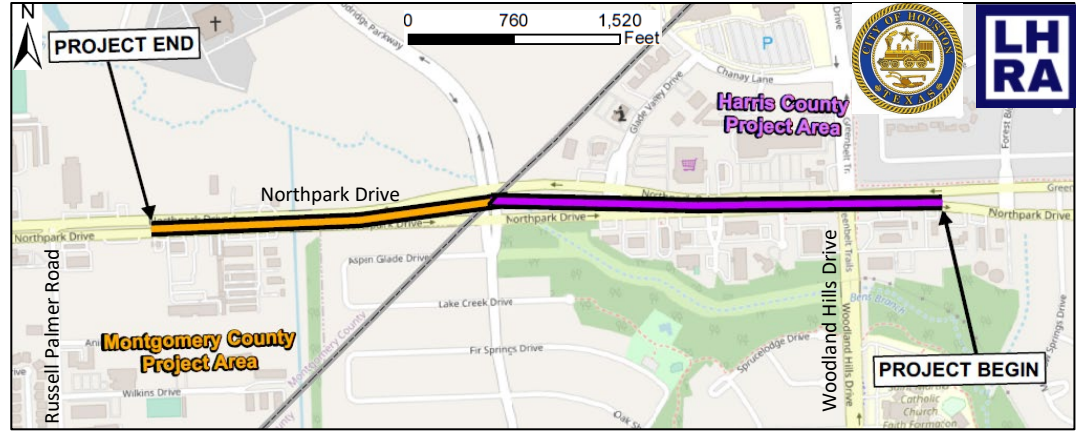
Estimated Cost & Funding:
Estimated project cost: \$69.6 million
The project is federally and locally funded.

Project Reference Numbers:
0912-37-245 & 0912-72-618

Right of Way Needs:
3.7 acres of additional ROW

Potential Displacements:
No displacements
34 partial acquisitions

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and Memorandum of Understanding dated December 9, 2019, and executed by FHWA TxDOT.



Welcome to the Public Meeting

The Texas Department of Transportation (TxDOT) welcomes you to the public meeting. This public meeting is being conducted both virtually and in-person. Both options provide an opportunity to view a pre-recorded presentation in English and Spanish and provide your feedback on the proposed project. The purpose of the public meeting is to engage with the community and gather feedback on this proposed project. Your input is important in the project development process. Details on how to comment are on the following page.

Project Description

During this public meeting, you are invited to review materials for the proposed improvements to Northpark Drive, from 750 feet east of Russell Palmer Road to 800 feet east of Woodland Hills Drive, in Harris and Montgomery Counties. The project would include the reconstruction and widening of approximately one (1) mile of Northpark Drive from a four-lane to a six-lane roadway. The reconstructed roadway would include three 12-foot-wide lanes in each direction, 1-foot-wide outside/inside shoulders, and left and right turning lanes. The area where the grassy median is today would be repurposed to use as turning lanes or additional travel lanes. The reconstruction may also include new signals at the Woodland Hills Drive and Hidden Pines Drive intersections, pending traffic studies at both locations. To provide drainage, the project also proposes new drainage features, including open ditches, curb-and-gutter, and one stormwater detention basin in a location yet to be determined.

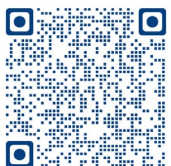
Project History

In May 2015, the Lake Houston Redevelopment Authority (LHRA) commissioned the Kingwood Area Mobility Study, which included several stakeholder meetings and workshops. The findings and feedback from this study resulted in the two-phased Northpark Drive Corridor Project, which prioritized traffic flow and drainage improvements. It also determined the need for Northpark Drive to be a safe evacuation route for Kingwood area residents, businesses and commuters.



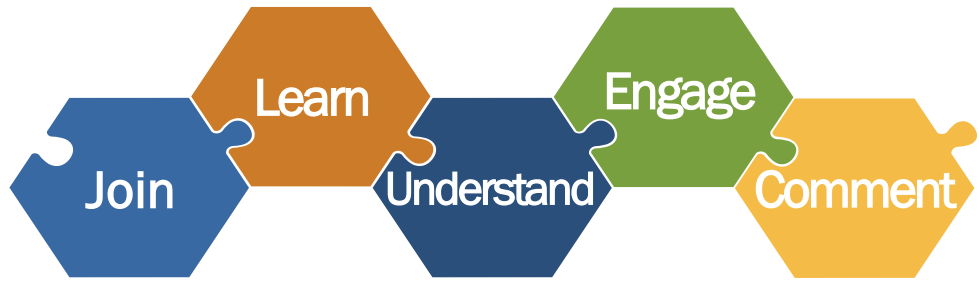
For more information, go to: www.txdot.gov/projects/hearings-meetings.html or scan the code here.

Follow us on Twitter at @TxDOTHouston



Why is this project proposed?

The purpose of this project is to reduce traffic congestion, improve stormwater conveyance, increase safety for pedestrians and bicyclists, and to elevate the road above rainfall inundation levels during inclement weather on Northpark Drive.



How to Get Involved

You are invited to participate in the development of this project by reviewing the materials and providing comments.

You may submit comments in any language in the following ways:

- Place the comment card in the Comment Box at the in-person open house.
- Send your comment via U.S. Mail postmarked by Friday, March 22, 2024:
 TxDOT Houston District
 Advanced Project Development Director
 P.O. Box 1386
 Houston, Texas 77251-1386
- Send your comment via email to:
HOU-PIOwebmail@txdot.gov

All comments must be received or postmarked by Friday, March 22, 2024, to be considered in the official public meeting summary report.

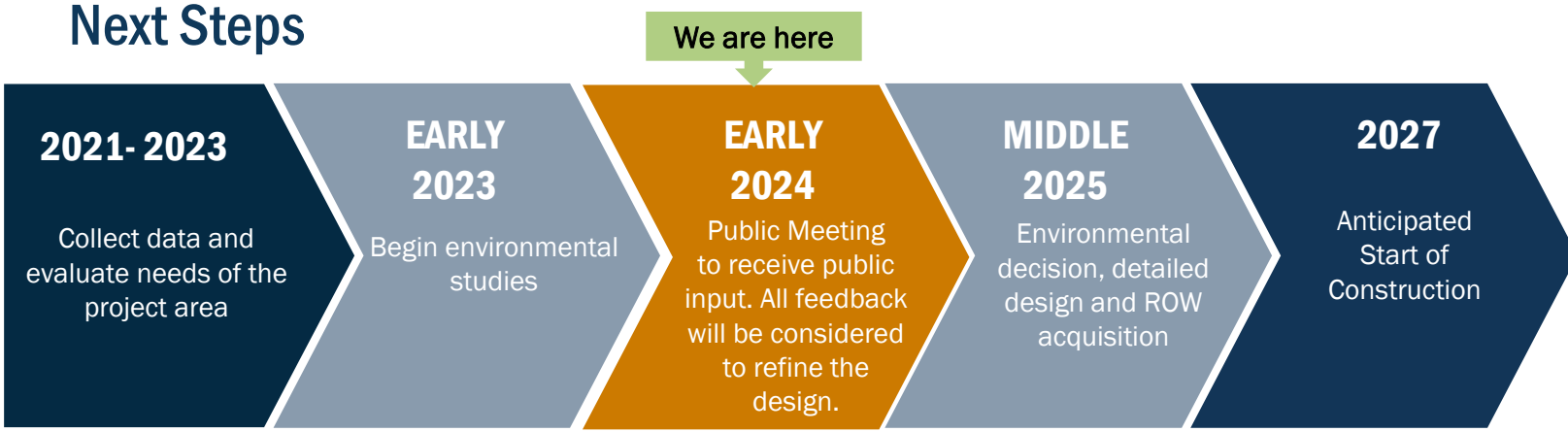
Documentation of this public meeting will be available online at the project webpage when completed. This report will contain responses to all comments received by the deadline.

Please reference the project number shown on the first page in all communication.

Questions or Need Help

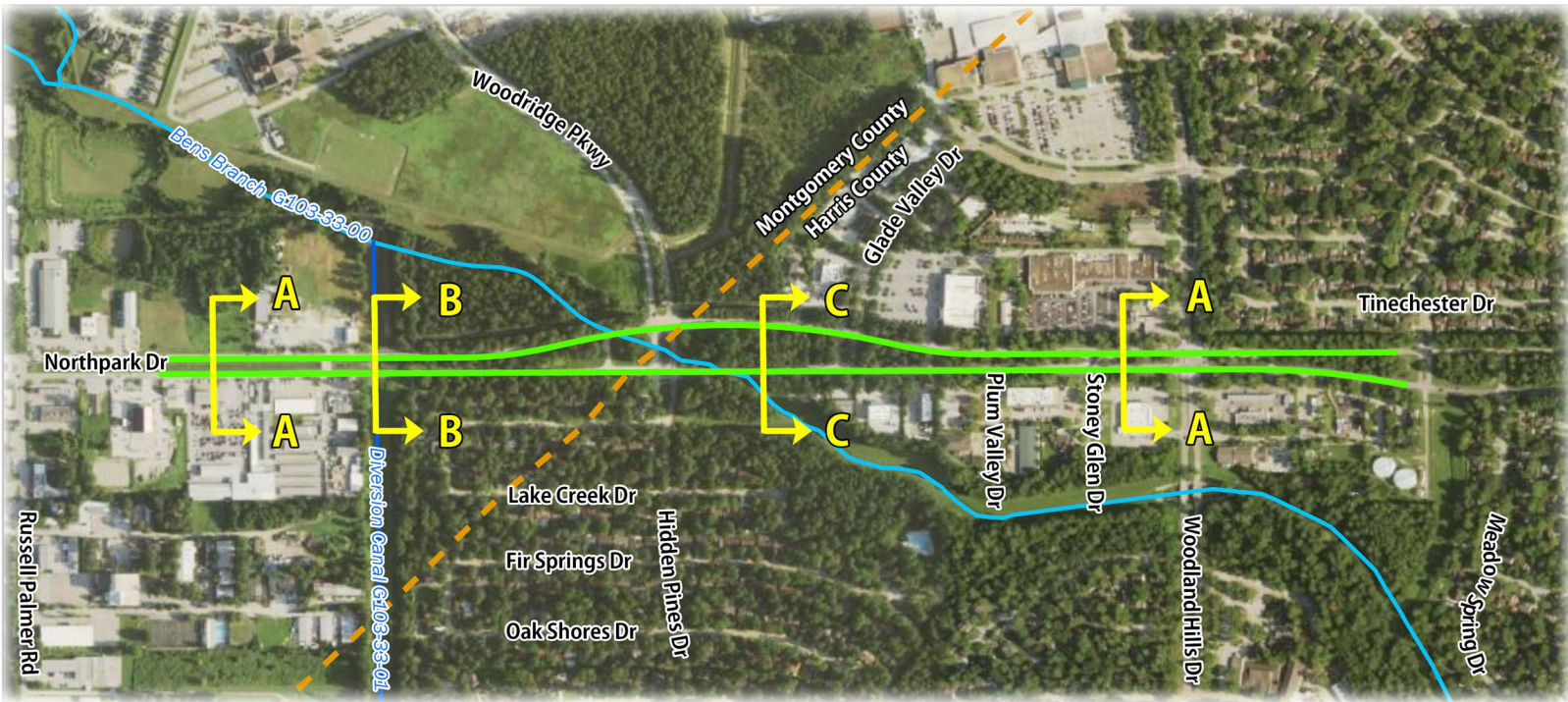
Gabriel Adame:
NEPA Public Engagement
Coordinator
(713) 802-5199
Gabriel.Adame@TxDOT.gov

Next Steps



* This schedule is approximate and subject to change

Existing Location of Sections A-C



The current layout of Northpark Drive can be separated into distinct sections. The different configurations of these sections are illustrated using typical sections, which are cross-sections of how the roadway looks today.

Existing typical section A covers two separate limits of the project corridor:

- 1) From just east of Russell Palmer Road to the Kingwood Diversion Ditch
- 2) From just east of Stoney Glen Drive to just east of Woodland Hills Drive

Existing typical section B begins at the Kingwood Diversion Ditch crossing and ends west of Glade Valley Drive.

Existing typical section C begins west of Glade Valley Drive and extends to just east of Stoney Glen Drive.

Typical Section A

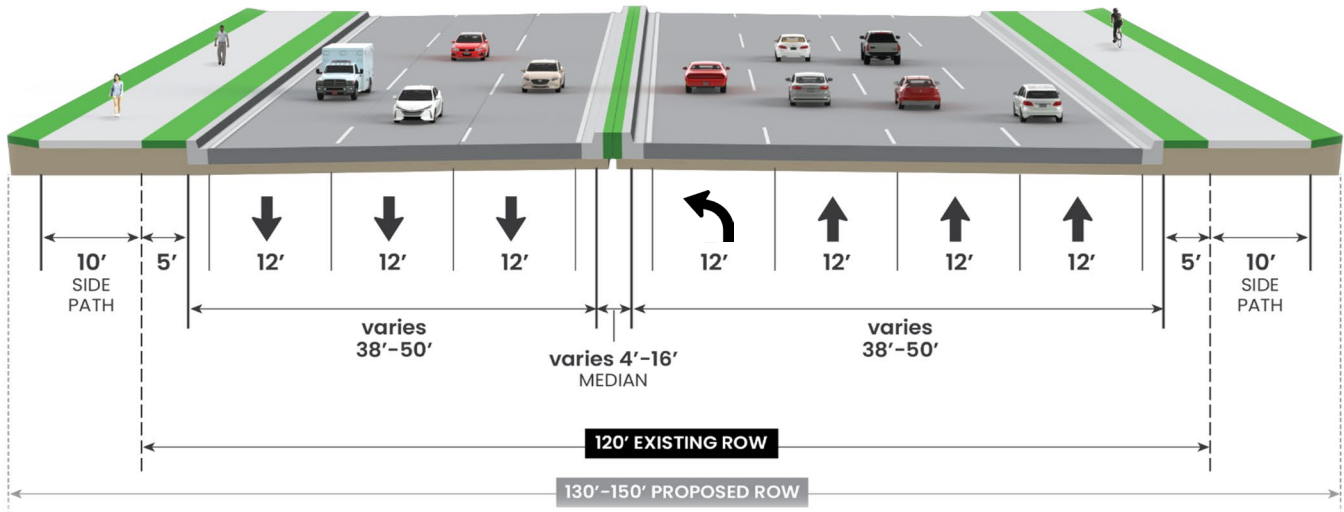
From east of Russell Palmer Rd. to Kingwood Diversion Ditch and
From east of Stoney Glen Dr. to east of Woodland Hills Dr.

Existing Section A



Existing typical section A currently has four, 11-foot-wide travel lanes, with a grass ditch median varying in width between 54 and 72-feet-wide. The existing right of way (ROW) extends approximately 120-feet-wide.

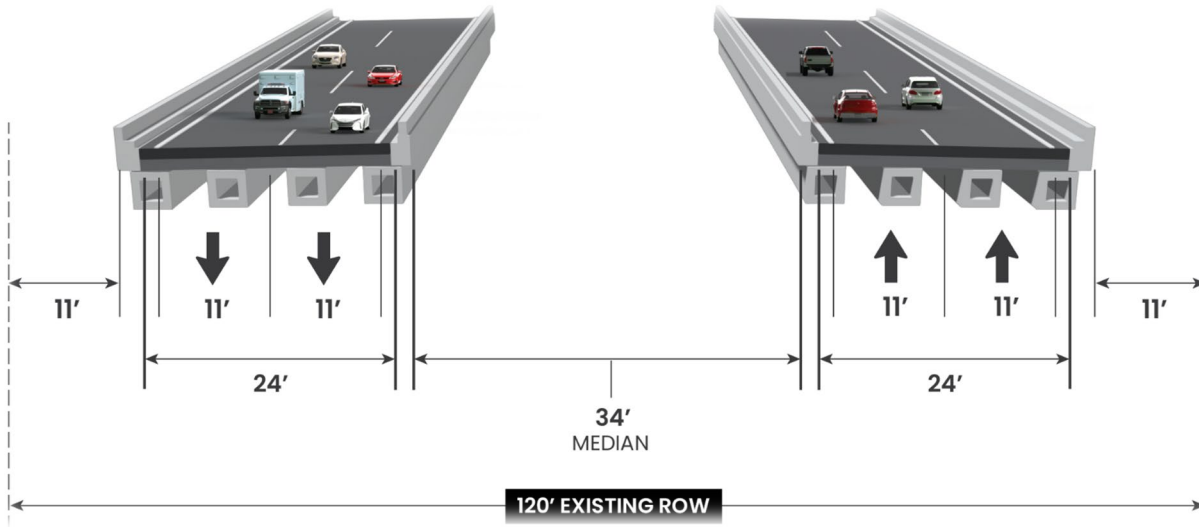
Proposed Section A



Proposed typical section A would have six 12-foot-wide travel lanes, one 12-foot-wide turning lane, two 10-foot-wide side paths and varying right of way width from 130 to 150-feet-wide.

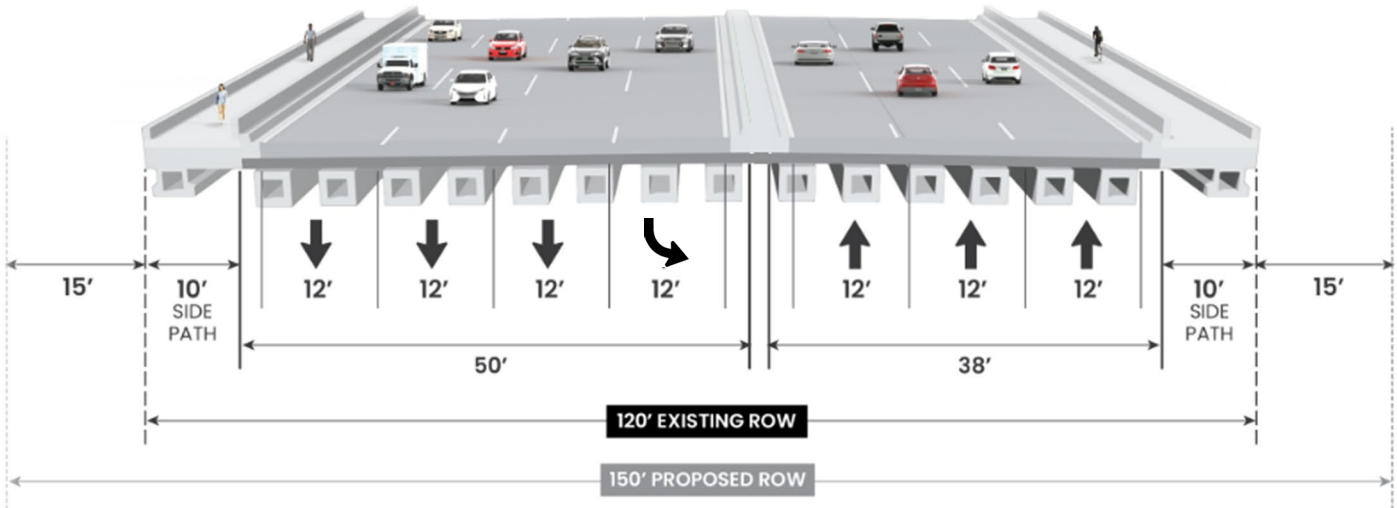
Typical Section B At Kingwood Diversion Ditch to west of Glade Valley Dr.

Existing Section B



Existing typical section B is comprised of two 32-foot-wide bridges. Each bridge includes two 11-foot-wide travel lanes.

Proposed Section B



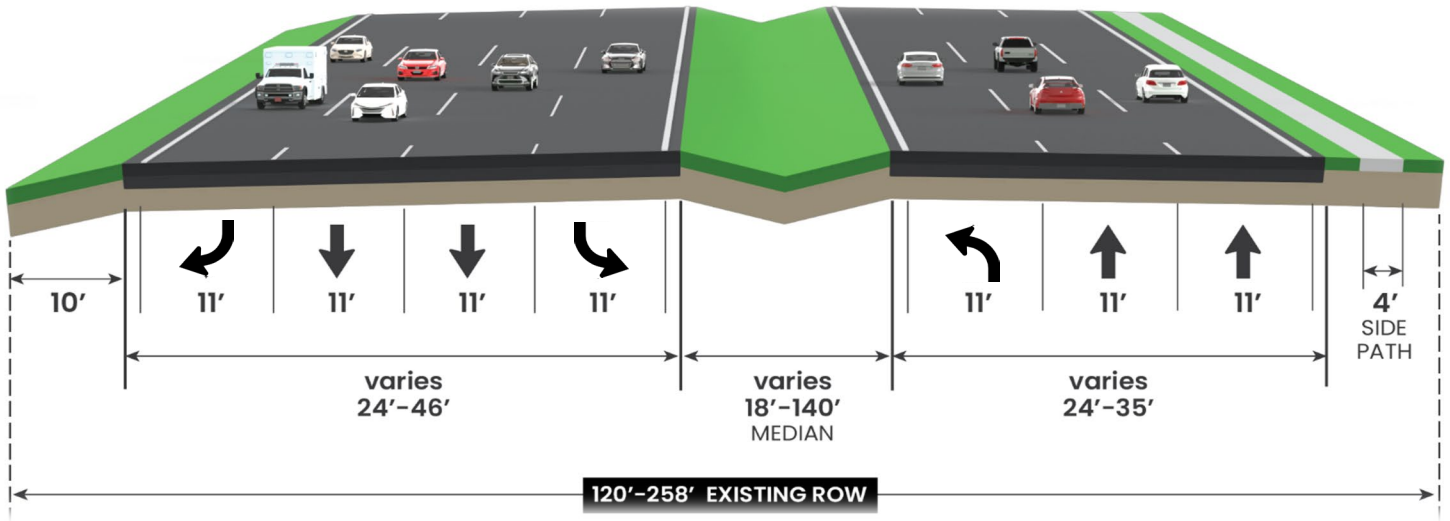
Proposed typical section B would be comprised of a 116-foot-wide bridge spanning across the Kingwood Diversion Ditch. This section would also include six 12-foot-wide travel lanes and a left turning lane running westbound.

There would also be two-foot-wide outside buffers, 10-foot-wide side paths, and 4-foot-wide medians. The proposed minimum right of way would increase to 150-foot-wide.

Typical Section C

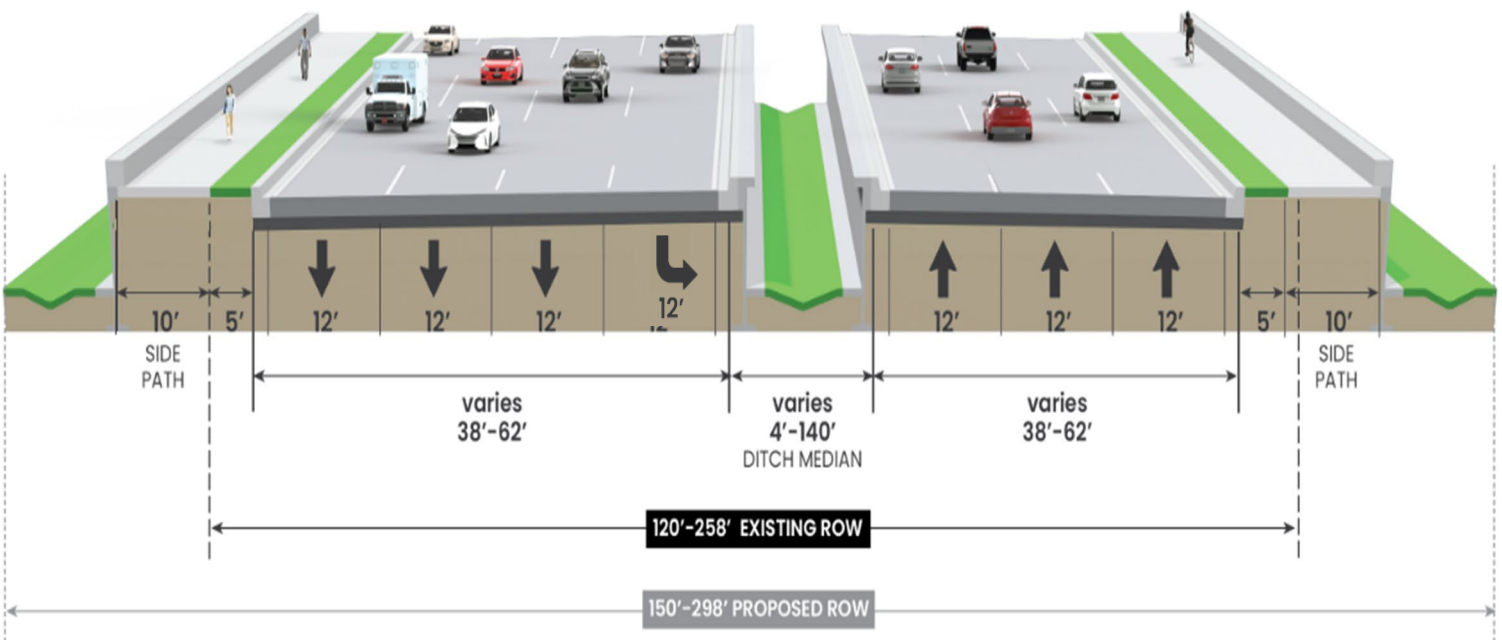
From west of Glade Valley Dr. to east of Stoney Glen Dr.

Existing Section C



The existing typical section C has four 11-foot-wide travel lanes and 11-foot-wide left and right-turning lanes at cross streets. There are grassy medians between 18 and 140-foot-wide, with a 10-foot-wide grassy shoulder running westbound outside of the lanes and a 4-foot-wide sidewalk running eastbound. The existing right of way in this section varies in width between 120 and 258-foot-wide.

Proposed Section C



Proposed typical section C would have six 12-foot-wide travel lanes and 12-foot-wide left turning lanes at cross streets. There would also be 5-foot-wide outside buffers and 10-foot-wide side paths in each direction. Proposed ditch medians would be included with retaining walls constructed to separate the travel lanes and to reduce the impact on existing trees.