

## **Northpark Drive Overpass Project FAQs**

### **WHERE CAN I GET MORE INFORMATION ABOUT THE NORTH PARK DRIVE OVERPASS PROJECT?**

**Informational Web Site** – A Northpark Drive Overpass Project Information website is anticipated to be available to the public May 2020.

### **WHAT ARE THE LIMITS OF THE NORTH PARK DRIVE OVERPASS PROJECT?**

The Northpark Drive Overpass Project, also referred to as the T-1013 Project, westernmost limit is the intersection of the US-69 and Northpark Drive. The easternmost limit of the Project is the intersection of Russell Palmer Road and Northpark Drive.

### **DOES NORTH PARK DRIVE HAVE THE POTENTIAL TO SERVE AS AN EVACUATION ROUTE?**

The roadway design will be above the extreme event water surface elevation, allowing Northpark Drive to be used as an evacuation route during extreme events. Frequent inlet placement will allow all lanes of proposed roadway to be passable, during extreme events.

### **WHO IS HANDLING THE POTENTIAL MODIFICATIONS TO THE KINGWOOD DIVERSION DITCH?**

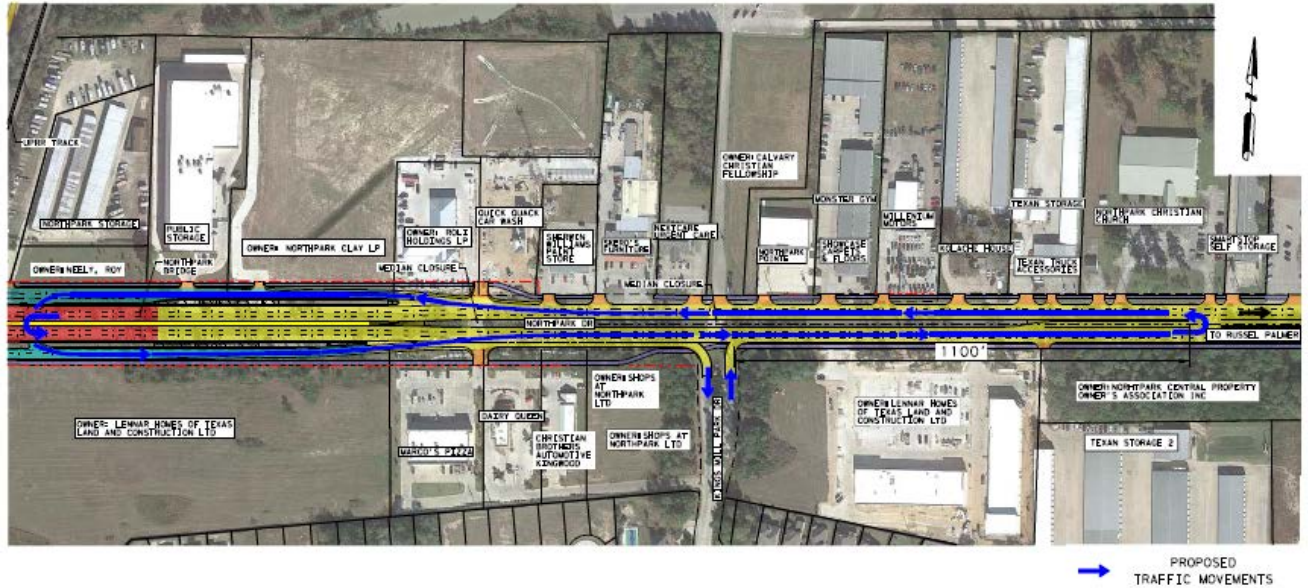
The Kingwood Diversion Ditch, and any future/potential channel expansion projects, would be commissioned by the City of Houston (COH) or the Harris County Flood Control District (HCFCD). Thus, the Kingwood Diversion Ditch is not a project of the Lake Houston Redevelopment Authority (LHRA) and is not a component of the Northpark Drive Overpass Project. As discussed below, there is consideration of using the Kingwood Diversion Ditch as inline detention to mitigate for the flow impacts from Northpark.

### **WHAT ARE THE POTENTIAL DESIGN IMPACTS OF WIDENING NORTH PARK DRIVE ROADWAY?**

The proposed roadway will require changes to the existing roadway drainage system. The analysis includes quantifying and including all offsite areas that currently drain into the Northpark Drive corridor. The design will compensate for any increased runoff resulting from the proposed wider roadway. Proposed drainage needs will be quantified for the Ben's Branch watershed to confirm no flow or water surface elevation increases from the project. Drainage alternatives being considered and evaluated include:

- inline storage contained in the proposed storm sewer system,
- inline detention constructed on unused HCFCD right-of-way adjacent to the existing Kingwood Diversion Ditch Channel,
- detention basins constructed on existing Texas Department of Transportation (TxDOT) right-of-way located on the north and south sides of Northpark Drive at the intersection of Northpark Drive and the U.S.-59, and
- potential modifications to the confluence of the Kingwood Diversion Ditch and Ben's Branch.
- HCFCD and the City of Houston will be reviewing and providing information for the analysis of these options.





**Ingress/Egress to Properties on Northpark Drive east of Texas State Loop 494**

**Eastbound:** Traffic traveling eastbound on Northpark Drive will be able to make a U-turn at a median opening located approximately halfway between the current median opening located at Kings Mill Park Drive and Russell Palmer Road, and proceed west to access businesses located on the north side of Northpark Drive.

**Westbound:** Traffic traveling westbound on Northpark Drive will be able to make a U-turn underneath the Overpass immediately east of Texas State Loop 494 and proceed east to access businesses located on the south side of Northpark Drive.

**Access at Kings Mill Park Drive**

**Today:** Currently traffic desiring to travel west on Northpark Drive, and originating from a mandatory east bound turn lane on Kings Mill Park Drive, travels west within the limits of the east bound lanes of Northpark Drive (driving into oncoming traffic) to reach the current median opening located slightly offset and west of the intersection of Northpark Drive and the mandatory east bound lane of Kings Mill Drive.

**Future:** This median opening will be removed to address the hazardous and illegal turning maneuver. Furthermore, the median opening will be inaccessible due to the new overpass lanes descending into the same area.

**Future:** Two Signal Warrant Studies have been completed for this location. Both resulted in insufficient vehicle numbers to warrant a signalized intersection at this location.

**WHAT IS THE LAKE HOUSTON REDVELOPMENT AUTHORITY?**

The Lake Houston Redevelopment Authority (LHRA) is a Texas Transportation Corporation created pursuant to Chapter 431, of the Texas Transportation Code, the [Texas Transportation Corporation Act](https://statutes.capitol.texas.gov/Docs/TN/hm/TN.431.htm). <https://statutes.capitol.texas.gov/Docs/TN/hm/TN.431.htm>; Tax Increment Reinvestment Zone

Number Ten (TIRZ 10), City of Houston, Harris County, Texas was created pursuant to Chapter 311, of the Texas Tax Code, the Tax Increment Financing Act.

<https://statutes.capitol.texas.gov/Docs/TX/htm/TX.311.htm>.

**WHAT CRITERIA IS REQUIRED TO BECOME A MEMBER OF THE LHRA BOARD OF DIRECTORS?**

The LHRA Board of Directors are selected using criteria set by the City of Houston requiring that individuals must be residents of the City and current on their property taxes. The current roster of individuals who serve on the Lake Houston Redevelopment Authority Board of Directors, although not required to be so, are also residents of Kingwood.

**HOW ARE BONDS/CONSTRUCTION DOCUMENTS/BIDS SET BY THE LHRA?**

The Lake Houston Redevelopment Authority is a component unit of the City of Houston. As such, infrastructure projects designed and constructed by the Authority use the same form of construction documents as the Houston Public Works Department.

<https://www.publicworks.houstontx.gov/node/259>. Those same documents include provisions for Minority and Women Owned Business participation, Performance Bonds, Statutory Payment Bonds, One-Year Surface Correction Bonds, and One-Year Maintenance Bonds.

**WHERE CAN I SEE CONSTRUCTION PLANS AND DOCUMENTS RELATED TO THIS PROJECT?**

The Lake Houston Redevelopment Authority is not a regulatory agency. Final Construction Plans and Construction Documents will be made available to the public upon final acceptance and release by the City of Houston, Harris County Flood Control District, Texas Department of Transportation, and Union Pacific Railroad.

Further information related to Capital Improvement Plans in the Kingwood Area can be found on the City of Houston District E website including;

Northpark Drive Overpass Project Fact Sheet:

<http://www.houstontx.gov/council/e/kingwood/Elmore-Northpark-OverpassFlyer-2020-January.pdf>

Northpark Drive Overpass Project Drainage Fact Sheet:

<http://www.houstontx.gov/council/e/kingwood/Northpark-Drainage-Fact-Sheet.pdf>

TIRZ 10 CIP Projects:

<http://www.houstontx.gov/council/e/kingwood/FY20-FY24-TIRZ-10-CIP-Projects.pdf>