



Oversight Committee

Minutes of Regular Meeting: July 24, 2012

ATTENDANCE AT MEETING:

Theldon R. Branch, III, Chair - **Present**
Ann Lents, Vice Chair - **Present**
Frances Castaneda Dyess, Working Group Chair - **Present**
Dwight Boykins, Working Group Chair - **Present**
Edward Taravella - **Present**
C.P. "Chip" Bryan - **Present**
Bert Keller, Working Group Chair - **Present**
Gilbert Herrera, Working Group Chair - Absent
Jeff Ross, Working Group Chair - **Present**
Council Member Oliver Pennington - **Present**

1. Call to Order / Welcome

Chairman Theldon Branch called the meeting of the ReBuild Houston Oversight Committee to order at 10:34 a.m.

2. Approval of the Minutes

Mr. Jeff Ross made a motion to postpone approval of the June 26, 2012 minutes. Motion carried.

3. C.I.P. Process Manual

Mr. Dale Rudick distributed a hard copy of the draft *CIP Process Manual*, Version 3.0 dated July 18, 2012 along with a Summary of Significant Revisions since the previous version. Mr. Rudick stated that Version 3.0 was posted on the www.ReBuildHouston.org website late last week and that the distributed copy is for the committee members to review and digest at their leisure. One of the significant changes in this latest version responds to the Committee's February 7, 2012 formal action as it pertains to the benefit/cost methodology to be utilized in the prioritization of candidate projects. Chairman Theldon Branch requested the members to review the document and invited their comments. The chairman stated that if it is the pleasure of the committee he would ask PWE to be available at a future meeting to go over the primary changes.

Ms. Lents suggested e-mailing the document to others who might be interested in receiving the link. It was suggested for members to forward any e-mail addresses to Mr. Rudick if they wanted them to be included in the e-mail distribution.

4. Executive Report

Mr. Rudick stated that PWE is appreciative of the Oversight Committee's commitment to ReBuild Houston and, as a result, felt it was important to respond to Committee's resolutions approved on May 22, 2012. A memorandum dated July 20, 2012 (attached) from Director Krueger to Chairman Branch was distributed to the Committee members. With consideration of each one of the Committee's three segments of the resolution, the response lists the department's intentions for each of the three segments.

A second memorandum to the Chairman dated July 17, 2012 (attached) was distributed. This memo was from Mr. Rudick on the subject of the Neighborhood Street Reconstruction (NSR) petition process. The Director, at the last meeting, offered to forward a list of received petitions that were not in the CIP and would not be placed in the CIP unless they were needs driven (worst first). The memorandum provides some of the history of the NSR program and the transition to where we are today. Council member Pennington asked if the number of future local projects would be increased to help offset the NSR petitions not programmed. Mr. Rudick responded that the number of local residential street reconstruction projects will only increase as past debt is paid off and ad valorem revenue for new projects becomes available.

The subject of street overlays was raised including how determinations are made to overlay local streets as well as thoroughfares and collectors. Chairman Branch said that perhaps we could bring in the staff members in the future to provide a clearer definition in how overlay projects are selected. Mr. Ross asked what the legal definition of an overlay was with respect to a capital investment. The Chairman asked Mr. Ross to formally write up his question and to submit to Mr. Rudick on behalf of the committee for a response.

August 14, 2012 is the scheduled date for the next Transportation, Technology & Infrastructure (TTI) Council Committee meeting. It is anticipated to take the FY 2018-2022 "+5 Plan" to the Committee prior to formal Council consideration. Council Member Pennington advised the committee that he will not be at the August TTI Committee meeting. The Chairman stated that it would be at the discretion of Chairman Noriega as to delay the presentation until the September TTI meeting.

Update: Council Member Noriega decided to delay the "+5 Plan" presentation to the TTI Committee until Mr. Pennington is available to participate in the discussion.

The June 30, 2012 exhibit illustrating the Drainage Utility Fee Collections and Expenditures as of June 30, 2012 was distributed. It has been placed on the web. Ms. Lents asked if we could get some simple realistic revenue projections for the ReBuild Houston funding sources. Mr. Rudick responded that should not be a problem.

Next regular meeting will be on August 28, 2012 at 10:30 a.m. in the Mayor's Conference Room in City Hall.

5. Old Business/New Business

Mr. Ross referenced the Street Surface Assessment Vehicle (SSAV) presentation made available to committee members on July 13, 2012. He stated it was a good meeting. He brought up the fact that the SSAV measures the Pavement Condition Rating by roughness, rutting and cracking. Because most of the 80% weighted score for the Needs Assessment for thoroughfares and collectors is attributed to the PCR, it would be worthy of more explanation.

6. Public Comments

Donald Perkins asked if the NSR information would be available to the public. It was stated it would be a part of the approved minutes and posted on the ReBuild Houston website.

7. Adjourn: Time 11:59 p.m.

Motion to adjourn made by Ms. Lents and seconded by Ms. Castaneda Dyess at 11:59 a.m. Motion carried.

Attachments:

- July 20, 2012 Memorandum
- July 17, 2012 Memorandum



CITY OF HOUSTON

Department of Public Works and Engineering

Interoffice

Correspondence

To: Theldon Branch, Chair
ReBuild Houston
Oversight Committee

From: Daniel W. Krueger, P.E.
Director

A handwritten signature in blue ink, appearing to read "D. Krueger", with a horizontal line extending to the right.

Date: July 20, 2012

c: Dale A. Rudick, P.E.

Subject: **REBUILD HOUSTON OVERSIGHT
COMMITTEE
RESPONSE TO MAY 22, 2012 RESOLUTION**

The ReBuild Houston Oversight Committee approved 3 resolutions at their May 22, 2012 meeting. The Public Works and Engineering Department (PWE) greatly appreciates the input of the Committee and takes this opportunity to formally respond to the resolutions. With extensive staff consideration of each resolution, PWE has developed the attached responses that convey our intentions with specific actions to fulfill the resolutions. The responses are provided to the Committee to support further discussion as may be appropriate for the Committee's purpose.

Again, thank you for your time and your commitment to the City. Should you have any questions, please do not hesitate to contact me or Dale Rudick.

Attachment

RHOC Resolutions, May 22, 2012, and PWE Responses

Resolved, that the Rebuild Houston Oversight Committee welcomes the development of a city-wide fact-based need assessment system as described in the Capital Improvement Plan Process Manual for Infrastructure Programs (Jan 2012 draft). The Committee also recognizes the Public Works & Engineering Department's express undertaking that the need assessment system will be subject to routine review to continually improve the system and the data it relies on. The Committee's review confirms that incomplete data and assumptions on use of data have impacted identified needs in some respects. The Committee recommends that a small group of senior level PWE executives be assigned to oversee a "field test" of the results of the model's need identification prior to submission to the public and to Council each year. This "field test" should 1) look for data updates on identified need areas (such as construction or overlays since pavement evaluation completion); 2) look for anomalies in the results, and 3) look for indications that the model needs to be changed. A report of observations and recommendations for changes in the need area list, for changes to the model for further investigation should be provided to the Director, the Mayor and the Council, and the Oversight Committee. Adjustments in the results of the needs assessment may be made, with explanation of each, prior to submitting projects for pre-engineering.

The Department of Public Works & Engineering (PWE) notes that the Committee welcomes city-wide fact-based need assessment system and appreciates the advice of the Committee regarding completeness and use of data.

PWE would again clarify that the improvements the Department is advancing with **ReBuild Houston** include the synthesis and analysis of the broadest extent of available data that is relevant to measurement of the adequacy of existing infrastructure to stated level of service standards. Beyond currently existing and available data, the Department is acquiring new data through use of state-of-the-art technologies for such measurements as pavement condition with our Street Surface Assessment Vehicle, or assessment of street ponding based on processed LIDAR (Light Imaging Detection and Radar) data. The Department's use of data to support the overall recommendation and delivery of discrete capital improvements is outlined in the **Capital Improvement Plan Process Manual** Version 2.0, January 18, 2012, available at http://www.rebuildhouston.org/downloads/cip_process_manual_2012_01_18_version_2.pdf. While there are a number of potential efforts that the Department could undertake to expand the extent of citywide comprehensive information that may be relevant to the planning and programming procedures outlined in the Manual, we recognize that any study or measurement requires resources of both funds and time, and that such efforts must be judiciously considered as investments, as well. We welcome the continued advice of the Committee as we consider such efforts.

Needs identification facilitated through the SWEET is intended to be as objective as possible. The result of need identification, prioritized in subsequent analysis, will be either assignment for pre-engineering of solutions or not. Should the Oversight Committee in making their recommendation, or the Council in considering for approval, consider that an identified priority need area is not worthy of pre-engineering evaluation, the Department would not expend resources to develop a project(s) for the needs in that area. However, absent such political decision by the Council, the Department would not intend to subjectively vacate an area that fits the overall definition and extent of needs per the methodology.

With consideration of the Committee resolution, the Department intends to:

- 1) Develop a quality plan, inclusive of both quality control and quality assurance for every citywide data collection effort (study/measurement) to be undertaken. This will include measures and checks for completeness of data.
- 2) Further refine the data management strategy for data sets/layers that constitute the .shp input for the SWEET analysis and further communicate to the Committee this data management practice so that the Committee would better understand and have greater confidence in the overall completeness and quality of data.

Resolved, that the Process Manual and the needs assessment system should be modified for FY 2014 to include Safety (vehicular and pedestrian) as a Prioritization and Weighting factor for Major Thoroughfares and Collectors, Local Streets, and intersections, and that a similar factor be considered for Sidewalks. Currently street needs are based on pavement condition and on street motor vehicle capacity, as judged by current traffic and by compliance with the Major Thoroughfare Plan. See Tables 2.2, 2.3, and 2.4 and Section 3.6. PWE deals with safety issues as a priority, but this consideration is outside the articulated needs assessment model. The Committee recommends that data sets reflecting safety for both a variety of vehicles and for pedestrians be developed for inclusion in the SWEET model for the next practical fiscal year, 2014.

PWE confirms the importance of safety in our public infrastructure and appreciates that the Committee has noted the Department's focus on that important area. Additionally, PWE appreciates the advisement of the Committee toward further improving the Manual as a foundational body of thought that can be refined and improved.

PWE would clarify that all infrastructure improvements are engineered, whether under the Department's oversight or review and approval, to meet or exceed applicable standards of safety that are contained within various codes and guidelines applicable to the infrastructure feature and function. When the use of infrastructure may degrade the existing condition, the Department addresses deficiencies on a demand driven (e.g. 311) or a program driven (e.g. periodic inspection) basis so that the infrastructure condition is returned to safe, or at least improved with mitigation of any hazard pending further action to include reconstruction. We would also note that needs are not "judged", but measured and compared using the SWEET.

PWE would also comment that needs have been defined within the Manual as where infrastructure in its existing condition does not meet level of service standards. To consistently address safety as a need among other needs, a level of service standard would need to be developed. Infrastructure deficiencies that include safety issues are addressed responsively through demand and program driven maintenance. As a result, the Department does not agree that safety is a need parameter but that safety can be a factor in project prioritization. In order to provide a comprehensive and objective city-wide data set for project evaluation and prioritization, we will yet need to establish the data set and collect data, and lastly to yet integrate the data base/layer into SWEET as the synthesis and analysis tool.

With consideration of the Committee resolution, the Department intends to:

- 1) Establish an initial safety layer for City streets that utilizes established National Highway Traffic Safety Administration (NHSTA) fatality accident data. The Department will confirm, but currently understands that such data includes both motorist and pedestrian fatalities. For the Committee's information, the latest NHTSA map for Harris County is attached. Please note that many of the fatality accidents within the city limits are located on the state and federal highway system versus city thoroughfares, collectors, or local streets.
- 2) Incorporate project prioritization weighting into the Manual based on comprehensive city-wide safety data.
- 3) Evaluate the level of effort and commensurate costs to acquire non-fatality accident data from HPD and assemble such into a usable data base/layer; consider new data acquisition prior to FY14 budget submission.

Resolved, that the Committee recognizes that needs identification simply highlights areas of structural and mobility flooding and of potentially impaired driving and that both (1) analysis of potential solutions through pre-engineering and (2) project prioritization are critical before actual projects can be undertaken. The Committee will undertake analysis of project prioritization once Public Works' development of a cost-benefit approach is complete and information of this process is available to the Committee. See Draft Process manual Sections 3.4-3.6.

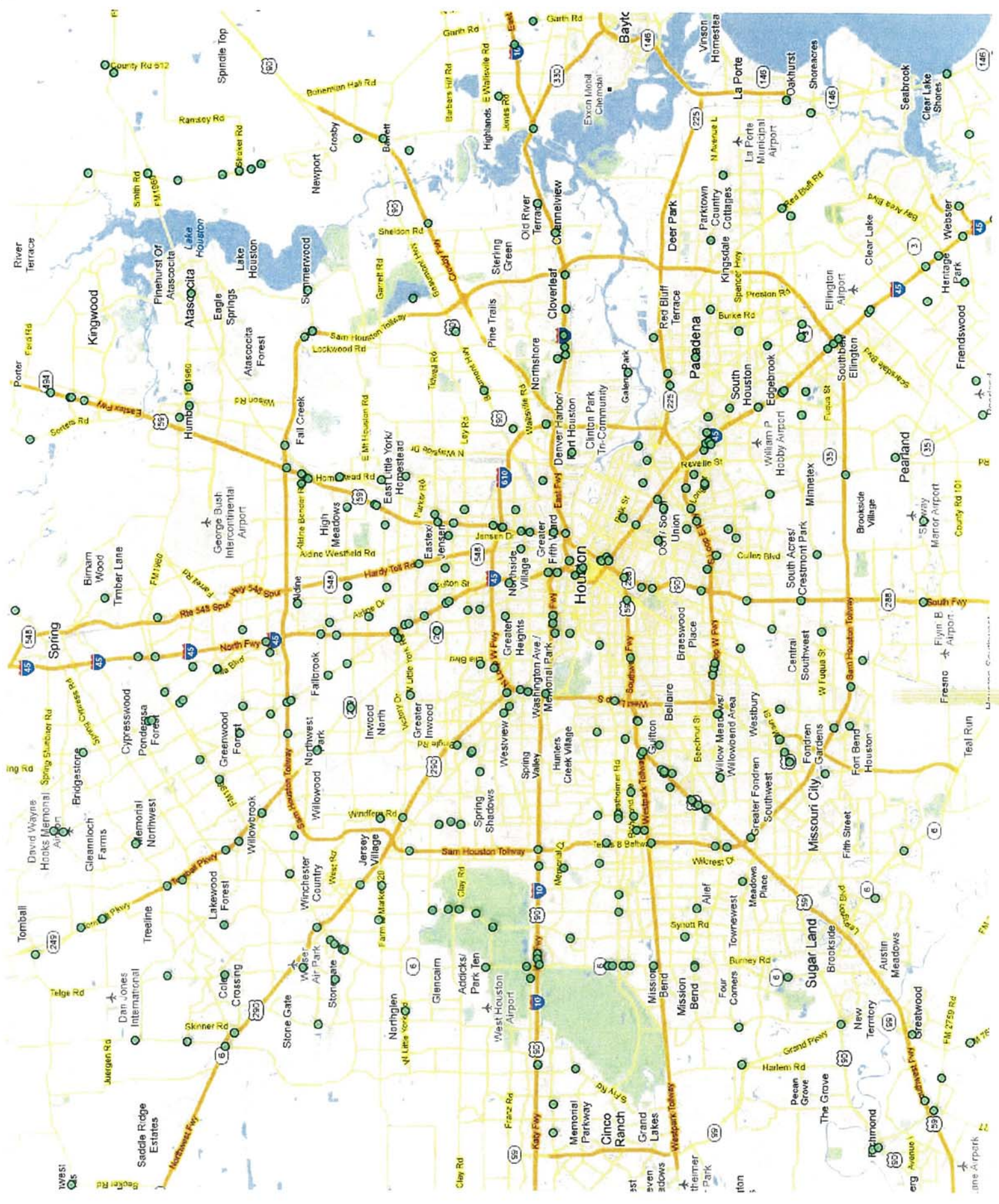
PWE would understand this resolution builds upon an action by the Oversight Committee on February 7, 2012 to accept the **Capital Improvement Plan Process Manual** Version 2.0, January 18, 2012, with comment calling for adding a definition in the evaluation of cost and benefit. Such refinement has always been envisioned by the Department and is currently underway.

PWE would clarify that the methodology presented in the manual is being refined in phases in concert with annual cycles of the CIP preparation and adoption. With the FY13-17 CIP preparation, the Department refined the planning process and executed the first iteration of need identification and prioritization so that the requirement for the 10 year plan could be met. While the updated 5-year CIP has continued to progress previously initiated projects into construction phase, no new projects were programmed in the FY13-17 CIP.

With consideration of the Committee resolution, the Department intends to:

- 1) Prior to the development and submission of the FY14-18 CIP and updated "+5 Plan", the Department will refine the methodology for project prioritization and programming in Version 3.0 of the **Capital Improvement Plan Process Manual**.
- 2) With conclusion of an extent of pre-engineering, as assigned from the FY18-22 "+5 Plan" priority need areas, compete candidates projects and implement the project prioritization and programming methodology for the first time using a benefit/cost analysis.

PWE appreciates the guidance and counsel of the Committee and looks forward to further discussing these particular issues as well as other issues relating to project priorities and process.





CITY OF HOUSTON

Department of Public Works and Engineering

Interoffice

Correspondence

To: Theldon Branch, Chair
Oversight Committee

From: 
Dale A. Rudick, P.E.
Deputy Director

Date: July 17, 2012

Subject: **NEIGHBORHOOD STREET
RECONSTRUCTION (NSR)
PETITION PROCESS**

In response to the ReBuild Houston Oversight Committee's request for information at the June 26, 2012 meeting regarding the Neighborhood Street Reconstruction (NSR) petitions not programmed into the CIP, attached is the following:

- March 15, 2011 Memorandum on the NSR Petition Process
- List of NSR streets petitioned

As discussed at the meeting, the NSR program started out as a cost-share program. Afterwards, the City decided it would not charge an assessment for the street reconstruction which served as an inducement for more petitions.

The attached NSR petition list indicates which streets were petitioned but haven't been programmed in the CIP. The attached March 15, 2011, explains the transition from NSR to ReBuild Houston's "worst first". NSR was a demand driven program; ReBuild Houston is a needs driven program. The *CIP Process Manual* outlines the need driven, objective methodology now being utilized for future CIP local street project selection.

When NSR petitions were received, letter responses from the department typically stated that reconstruction would be based on the Pavement Maintenance and Management Program (PMMP) ratings (predecessor to the current Pavement Condition Rating, PCR) or proposed utility or drainage improvement work along the petitioned street. The response letters did not commit to reconstruct the street on a specified schedule. Letters are on file and are available for review.

Also, as discussed, the NSR petitions were received on a block by block basis and not uncommonly isolated from adjacent petitioned blocks. This method was not conducive to a holistic approach for reconstruction. It prevented optimum drainage design within a neighborhood and resulted in more fragmented approach to utility replacement.

Should you have any questions, please do not hesitate to let me know.

Attachments

COPY



CITY OF HOUSTON

Interoffice

Department of Public Works and Engineering

Correspondence

To: Mayor
Council Members "All"

From: 
Director
Public Works and Engineering Department

Date: March 15, 2011

Subject: **NEIGHBORHOOD STREET
RECONSTRUCTION PETITION PROCESS**

As we work to Rebuild Houston we will utilize objective criteria to identify needs and develop candidate projects for the drainage as well as the street and traffic program, to include the local residential street component. The neighborhood street reconstruction (NSR) petition process has been instrumental for years in providing a means of community input for neighborhood street needs. The process has not, however, been inclusive to all of the City's citizens or all of our local street needs.

With the implementation of Rebuild Houston, we will discontinue this prior petition process. As CIP's for the next few years are brought forward for adoption, Public Works and Engineering will continue to progress and recommend funding for completion of all NSR projects for which the City has made a prior commitment in the Capital Improvement Plan (CIP) up through FY15. Where future years reflect start of design for NSR projects, we will recommend a program of construction funding so the projects can be completed as soon as practicable. Community input for Local Residential Streets will be received similar to other infrastructure needs (311, CIP Meetings, etc.)

We will yet have streets that have been petitioned but not scheduled. Also, some neighborhoods have previously initiated petition efforts that are in progress. PWE will continue to accept petitions through the end of this fiscal year to allow those who have started the process to reach completion. All substantiated petitions, meeting the minimum submission criteria, will be accepted. The age of accepted petitions for any street within a future project area will be part of the overall criteria when prioritizing future candidate projects. As previously discussed, any existing or pending street paving assessment will be recommended for cancellation.

If you have any questions or need further information please contact Daniel R. Menendez, P.E., Deputy Director, at 832-395-2201.

DWK:DRM:ccp

N.S.R. Streets by CIP

Location

Limits

Capitol

N-0000000-00

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
72nd, South	Dallas to the dead-end north of Rusk	1,100.00	TBD	494Z	I	1/8/2007		
8th, East	Oxford to Beverly	600.00	TBD	493A	H	4/10/2006		
Albans Road	South Shepherd to Kent	1,518.00	TBD	532C,D	C	4/9/2011		
Amerly Court	Olympia to Del Monte	350.00	TBD	490R,V	G	10/14/2010		
Arlington	East 22nd to East 23rd	380.00	TBD	453S	H	7/1/2009		
Ashford Hollow	cul-de-sac east to Ashford Parkway	455.00	TBD	488R	G	7/14/2009		
Auden Avenue	Bissomet to Childress	1,260.00	TBD	492W	C	8/2/2006		
Banks	Woodhead to Dunlavy	683.00	TBD	492Z	C	5/2/2011		
Bassoon	Meyerwood to Levonshire	1,000.00	TBD	532N,S	C	4/2/2010		
Bassoon	Levonshire to Glenshire	300.00	TBD	532N,S	C	4/2/2010		
Bayou Glen Road	Walnut Bend Lane to end of cul-de-sac West and East	808.00	TBD	489L	G	6/24/2011		
Bayou Knoll	Riverforest to Carolcrest	430.00	TBD	488GL	G	9/20/2006		
Bayou Knoll	Bramblewood to Riverforest	500.00	TBD	488L	G	9/20/2006		
Bellefontaine	Kirby to Greenbriar	1,800.00	TBD	532G,L	C	6/30/2009		
Bevlyn	Mariposa to the dead-end north of Durhill	1,850.00	TBD	532TP,T	C	6/30/2010		
Blue Willow Drive	Cedar Creek Drive to the cul-de-sac north of Deenwood Drive	3,448.00	TBD	489 L,Q	G	6/24/2011		
Bluebonnet	Kelving to Greenbriar	1,612.00	TBD	532L	C	6/30/2009		
Bolsover Road	Whitley to Wilton	1,024.00	TBD	532C,D	C	4/9/2011		
Bordley Drive	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489 Q	G	6/24/2011		
Bowling Green	Dixie to S. Macgregor	975.00	TBD	533F,G	D	7/15/2010		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Bramblewood	Greenpark to Dairy Ashford	1,525.00	TBD	488L,M	G	11/30/2005		
Bramblewood	Shady Forest Drive to Nottingham Oaks Trail	2,250.00	TBD	488L	G	9/20/2006		
Breakwood	Bassoon to Lakeland	750.00	TBD	532N,S	C	4/2/2010		
Briar Knoll	Riverforest to Carolcrest	575.00	TBD	488GL	G	9/20/2006		
Briar Rose	Woodway to Voss	875.00	TBD	490R	G	3/23/2006		
Briarbend Drive	Clematis to Doud	800.00	TBD	531Y	C	3/28/2006		
Broadgreen	Thicket Lane to Dairy Ashford	1,300.00	TBD	488G &	G	1/5/2006		
Broadgreen	Cul-de-sac west of Shady Forest to Nottingham Oaks Trail	1,425.00	TBD	488G	G	9/20/2006		
Burgoyne Drive	Walnut Bend Lane to blue Willow Drive	1,205.00	TBD	489 U	G	6/24/2011		
Burlington	Marshall Avenue to Hawthorne Avenue	320.00	TBD	493T	D	10/5/2007		
Candlewood Drive	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489 Q	G	6/24/2011		
Carolcrest	Greenpark to Dairy Ashford	1,854.00	TBD	488G,H	G	11/30/2005		
Carolcrest	Shady Forest to 130' east of Nottingham Oaks Trail	850.00	TBD	488G	G	9/20/2006		
Cedar Creek Drive	Dead end 105' west of Walnut Bend Lane to Blue Willow	1,327.00	TBD	489 Q	G	6/24/2011		
Chadbourne	Thicket to Pinesap	525.00	TBD	488G,H	G	11/30/2005		
Chadbourne	Cul-de-sac (west of Shady Forest Drive to) Nottingham Oaks Trail	1,020.00	TBD	488G	G	9/20/2006		
Champlain Bend	Willers Way to Sage Road	265.00	TBD	491Q	G	12/7/2007		
Chevy Chase	Chimney Rock to Del Monte	775.00	TBD	491PT	G	8/8/2005		
Chevy Chase	Amberty Court east to the alley	450.00	TBD	490V	G	10/14/2010		
Chevy Chase Drive	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489 U	G	6/24/2011		
Cindywood	Cul-de-sac (west of Shady Forest Drive) to Nottingham Oaks Trail	1,480.00	TBD	488G	G	9/20/2006		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Cindywood	Nottingham Oaks to Dairy Ashford	2,000.00	TBD	488G,H	G	11/30/2005		
Cloverdale	Bevlyn Drive to Buffalo Speedway	1,050.00	TBD	532P	C	11/23/2009		
Cranbrook Drive	Walnut Bend Lane to Blue Willow Drive	1,125.00	TBD	489 L	G	6/24/2011		
Creekwood	Woodway to Voss	630.00	TBD	490R	G	3/23/2006		
Dallas Avenue	dead-end west of Baldinger to Forest Hill	250.00	TBD	494Z	I	1/8/2007		
Deerwood Drive	Walnut Bend Lane to Blue Willow Drive	1,088.00	TBD	486 L	G	6/24/2011		
Del Monte	Fulham Court east to the alley east of S. Voss Road	900.00	TBD	490R,V	G	10/14/2010		
Del Monte	Chimney Rock to Chevy Chase	775.00	TBD	491P	G	8/8/2005		
Del Monte Drive	Yorktown Drive to Sage Road	1,154.00	TBD	491Q	G	12/7/2007		
Del Monte Drive	Walnut Bend Lane to Blue Willow Drive	1,204.00	TBD	489 Q	G	6/24/2011		
Drew, West	Taft to Genesee	400.00	TBD	493N,P	D	9/3/2010		
Dunstan Road	Whitley Street to Wilton	1,024.00	TBD	532C,D	C	4/9/2011		
Durhill	Bevlyn to Buffalo Speedway	800.00	TBD	532P	C	6/30/2010		
Eastbrook	Maxey Rd. to the cul-de-sac E. of Spaniel Dr. w/ additional 6 cul-de-sacs	5,500.00	TBD	456Y,Z	I	4/24/2008		
Edloe	Drake to Westerman (portion of Edloe divided from the major thoroughfare)	600.00	TBD	492W	C	2/21/2006		
Ella Lee	Chimney Rock to Overbrook	775.00	TBD	491T	G	8/8/2005		
Elmridge	Bevlyn to Buffalo Speedway	1,050.00	TBD	532P	C	6/30/2010		
Emerson Ave.	Garrott to Burlington	975.00	TBD	493T	D	10/5/2007		
Fargo	Morgan to Mason	400.00	TBD	493N	D	9/3/2010		
Flack Drive	Valerie to Rampart	1,000.00	TBD	531J	C	11/19/2009		
Flora	Westmoreland to Hawthorne	500.00	TBD	493T	D	12/3/2007		
Fordshire	Breakwood to Latma	1,425.00	TBD	532N,S	C	4/2/2010		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Forest Hill Blvd.	Capitol to Harrisburg	500.00	TBD	494Z	I	5/29/2006		
Fulham Court	Alley south of Olympia to alley north of Del Monte	625.00	TBD	490R,V	G	10/14/2010		
Genesee	Fairview to Welch	425.00	TBD	493P	D	9/3/2010		
Glen Haven	Kirby to Kelving	1,140.00	TBD	532L	C	6/30/2009		
Glenshire	Bassoon to Stella Link (includes 125' of Latma)	2,000.00	TBD	532N,S	C	4/2/2010		
Gramercy	Morningside to Kirby	1,000.00	TBD	532G	C	12/17/2009		
Greenbelt	Quail Grove to Bramblewood	315.00	TBD	488L	G	11/30/2005		
Greenpark	Buffalo Bayou to Cindywood Drive	1,700.00	TBD	488G,L	G	4/18/2002		
Grustark Street	West Alabama to Hawthorne	1,051.00	TBD	493S	D	3/21/2011		
Hawthorne	Mulberry Street to Yupon Street	507.00	TBD	493S	D	3/21/2011		
Hefferman Street	Lindbergh Avenue to Fairlawn Avenue	590.00	TBD	534U	I	7/27/2006		
Hogue	Lindbergh Avenue to Fairlawn Avenue	590.00	TBD	534U	I	7/27/2006		
Holly Springs Drive	Walnut Bend Lane to Blue Willow Drive	1,206.00	TBD	489 Q	G	6/24/2011		
Hollyridge	Kimberley Lane to Barryknoll Drive	700.00	TBD	490A,B	G	5/14/2009		
Huldy Street	Vermont to Haddon	531.00	TBD	492R	G	6/25/2008		
Inwood Drive	Chimney Rock to the dead-end	860.00	TBD	491P	G	7/23/2007		
Inwood Drive	Woodway to Voss	1,250.00	TBD	490R	G	3/23/2006		
Inwood Drive	Yorktown Drive to Del Monte Drive	600.00	TBD	491Q	G	12/7/2007		
Jenkins	Garrow to Sherman	440.00	TBD	494P	H	2/9/2007		
Kellywood	Greenpark to cul-de-sac east of Pinesap	1,900.00	TBD	488L,M	G	11/30/2005		
Kelving	Underwood to Bluebonnet	300.00	TBD	532L	C	12/17/2009		
Kimberley Lane	Hollyridge to Riedel	700.00	TBD	490B	G	1/24/2009		

Location	Limits	Length	Nsr	Key Map	District	Induction	DES fy	CON fy
Kipling Street	Mulberry Street to Yoakum Boulevard	1,324.00	TBD	493S	D	3/21/2011		
Lakeland	Breakwood to Leeshire	500.00	TBD	532N,S	C	4/2/2010		
Lakeland	Leeshire to Newshire	700.00	TBD	532N,S	C	4/2/2010		
Le Green	Beverly to Hall Place	500.00	TBD	453W	H	6/30/2010		
Ledbetter	Lindbergh to Fairlawn	525.00	TBD	534U	I	1/30/2007		
Leeshire	Bassoon to Stella Link	1,825.00	TBD	532N,S	C	4/2/2010		
Levonshire	Bassoon to Fordshire	1,750.00	TBD	532N,S	C	4/2/2010		
Link Terrace	Linkwood to Linkview	825.00	TBD	532N	C	5/13/2010		
Linkfair	Linkwood to Linkview	450.00	TBD	532N	C	5/13/2010		
Linklea	Link Court to Link Terrace	675.00	TBD	532N	C	5/13/2010		
Linkmeadow	Linkwood to South Braeswood	1,650.00	TBD	532N	C	5/13/2010		
Linkmeadow Lane	Durhill to Munworth	500.00	TBD	532N	C	10/20/2010		
Linkpass	Link Court to South Braeswood	1,025.00	TBD	532N	C	5/13/2010		
Linkview	Linkpass to Linkmeadow	1,300.00	TBD	532N	C	5/13/2010		
Linkwood	Stella Link to Ilona	1,800.00	TBD	532N	C	5/13/2010		
Longleaf	Memorial Drive to Knipp Road	1,029.00	TBD	490K,P	G	5/2/2011		
Longmont Drive	Walnut Bend Lane to Blue Willow Drive	1,212.00	TBD	489 Q	G	6/24/2011		
Luce	Lindbergh to Fairlawn	525.00	TBD	534U	I	1/30/2007		
Lymbar Drive	Manhattan Drive to Cedarhurst Drive	975.00	TBD	531X,Y	C	5/4/2007		
Lynbrook Drive	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489 Q	G	6/25/2011		
Mandell	Bissonnet to Sunset	850.00	TBD	492Z, 53	C	5/13/2010		
Mariposa	Dead-end South of Bevllyn to Westridge	1,014.00	TBD	532P	C	11/23/2009		
Maroneal	Morningside to Greenbriar	675.00	TBD	532G,L	C	12/17/2009		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Maroneal	Kirby to Morningside	1,150.00	TBD	532L	C	12/17/2009		
Marshall	Flora to Burlington	525.00	TBD	493T	D	11/23/2009		
Marshall Avenue	Mulberry Street to Mount Vernon Street	1,020.00	TBD	493S	D	3/21/2011		
Martinshire	Bassoon to Fordshire	1,750.00	TBD	532N,S	C	4/2/2010		
McKinney	South 74th to South 75th	525.00	TBD	495W	I	12/7/2007		
Meadow Lake Lane	Chimney Rock to Olympia	750.00	TBD	491T	G	8/8/2005		
Meadow Lake Lane	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489 Q	G	6/24/2011		
Middlewood	Woodway to Voss	1,250.00	TBD	490R	G	4/10/2006		
Milford	Hazard to Woodhead	750.00	TBD	492Z	C	11/5/2010		
Milford Street	Hazard Street to South Shepherd	1,086.00	TBD	492Y, Z	C	3/22/2011		
Mischire	Bassoon to Fordshire	1,775.00	TBD	532N,S	C	4/2/2010		
Morningside	South Main to Underwood	550.00	TBD	532L	C	6/30/2009		
Mount Vernon	West Alabama Avenue to Lovett	1,376.00	TBD	493S	D	3/21/2011		
Mulberry	Kipling Street to Harold Street	244.00	TBD	493S	D	3/21/2011		
Newshire	Glenshire to Fordshire	800.00	TBD	532N,S	C	4/2/2010		
North Boulevard	Woodhead to Mandell	1,465.00	TBD	492Z	C	3/26/2010		
Nottingham Oaks	Dead-end south of Bramblewood Drive to Carolcrest Drive	1,475.00	TBD	488G,L	G	9/20/2006		
Oak Bend	Greenpark to cul-de-sac east of Pinesap	1,900.00	TBD	488L,M	G	11/30/2005		
Oak Bend Drive	Bayou Knoll Drive to Nottingham Oaks	1,040.00	TBD	488G,L	G	9/20/2006		
Olympia	Fulham Court east to the alley east of S. Voss Road	900.00	TBD	490V	G	10/14/2010		
Olympia Drive	Walnut Bend Lane to blue Willow Drive	1,208.00	TBD	489 Q	G	6/24/2011		
Olympia Drive	Chimney Rock to Meadow Lake Lane	750.00	TBD	491T	G	8/8/2005		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Oriole	Forest Oaks Blvd. to Woodbine Street	390.00	TBD	536N	E	1/14/2010		
Overbrook Lane	Walnut Bend Lane to Blue Willow Drive	1,205.00	TBD	489 U	G	6/24/2011		
Overbrook Lane	Willowick Road to Maconda Lane	1,375.00	TBD	492S	G	7/10/2009		
Overbrook Lane	Chimney Rock to Ella Lee Lane	850.00	TBD	491P,T	G	1/5/2007		
Oxford	East 18th to East 20th	630.00	TBD	453S	H	10/23/2006		
Pecan Drive	Maxey Road to Pecan Grove Drive	275.00	TBD	456Y	I	6/15/2006		
Pecan Grove Drive	Coolgreen Street north to the dead-end	675.00	TBD	456Y	I	6/15/2006		
Piping Rock	Chimney Rock east to the dead-end	705.00	TBD	491T	G	8/8/2005		
Piping Rock Lane	Walnut Bend Lane to Blue Willow Drive	1,205.00	TBD	489V	G	6/24/2011		
Quail Grove	Greenpark to Bramblewood	900.00	TBD	488L	G	11/30/2005		
Queensbury	Hollyridge to Riedel	1,875.00	TBD	490B	G	11/24/2009		
Quenby Road	Hazard Street to South Shepherd	1,030.00	TBD	532C	C	4/9/2011		
Quention	Simsbrook to West Orem	2,025.00	TBD	572N	D	3/31/2010		
Regg	Simsbrook to West Orem	2,135.00	TBD	572N	D	5/19/2010		
Riedel Drive	Taylorcrest to Barryknoll	1,875.00	TBD	490B	G	6/18/2009		
Riverforest Court	Cul-de-sac to Riverforest Drive	200.00	TBD	488G	G	9/20/2006		
Riverforest Drive	Carolcrest to Nottingham Oaks Trail	1,250.00	TBD	488G,L	G	9/20/2006		
Riverview Drive	Walnut Bend Lane to Blue Willow Drive	1,119.00	TBD	489L	G	6/24/2011		
Rochdale	Bevlyn to Manposa	700.00	TBD	532P	C	6/30/2010		
Roseneath	Cullen to Calhoun	1,627.00	TBD	534E	D	3/5/2010		
Rusk Avenue	dead-end east of Baldinger to Forest Hill	500.00	TBD	494Z	I	12/7/2007		
Russett Drive	Walnut Bend Lane to Blue Willow Drive	1,120.00	TBD	489L	G	6/24/2011		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Shady River Drive	Walnut Bend Lane to the end of the cul-de-sac west and east	612.00	TBD	489 L	G	6/24/2011		
Sidney, North	Lovejoy north to the dead-end	250.00	TBD	494P	H	9/20/2006		
Singleton	East 20th to East 23rd	1,025.00	TBD	453S	H	3/12/2010		
South Blvd.	Woodhead to Mandell	1,465.00	TBD	492Z	C	3/26/2010		
South Boulevard	Morningside Drive to Greenbriar Drive	660.00	TBD	492Y	C	6/23/2011		
Southerland	West 43rd to Pinemont	2,272.00	TBD	451E	g	12/1/1999	2011	2014
Southgate	Greenbriar to Travis	2,450.00	TBD	532G	C	2/9/2010		
Sue Marie	Pinemont to West Donovan	1,100.00	TBD	452G	B	4/2/2010		
Sugar Hill Drive	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489Q	G	6/24/2011		
Tamarack Drive	from Maxey Road to Highridge Street	2,880.00	TBD	456YZ	I	6/25/2008		
Terwilliger Drive	Chimney Rock to Willers Way	750.00	TBD	491P	G	8/8/2005		
Thicket	cul-de-sac north to Bramblewood	290.00	TBD	488M	G	11/30/2005		
Tonawanda	Cliffwood to Willowide	1,130.00	TBD	531Z	C	11/6/2009		
Tupper Lake Drive	Walnut Bend Lane to Blue Willow Drive	1,103.00	TBD	489 L, Q	G	6/24/2011		
Underwood	Keiving to Morningside	900.00	TBD	532L	C	6/30/2009		
Underwood	Keiving Drive to Kirby Drive	922.00	TBD	532L	C	4/18/2011		
Valley Forge	Walnut Bend to Blue Willow	1,225.00	TBD	489Q	G	5/26/2010		
Walnut Bend Lane	Briar Forest Drive to Cedar Creek Drive	431.00	TBD	489Q	G	6/24/2011		
Walnut Bend Lane	Cedar Creek Drive to Deenwood Drive	3,253.00	TBD	489 L, Q	G	6/24/2011		
Welch	Morgan to Taft	200.00	TBD	493N	D	9/3/2010		
Westmoreland	Flora to Burlington	525.00	TBD	493T	D	11/23/2009		
Westridge Street	Bevlyn Drive to Buffalo Speedway	1,010.00	TBD	532P	C	1/23/2009		
Wickersham	Chimney Rock to Locke Lane	850.00	TBD	491P	G	7/23/2007		

Location	Limits	Length	Nsr	Key Map:	District	Induction	DES_fy	CON_fy
Wickersham Lane	Walnut Bend Lane to Blue Willow Drive	1,208.00	TBD	489V	G	6/24/2011		
Willard	Taft to Mason	200.00	TBD	493N,P	D	9/3/2010		
Willers Way	Yorktown Drive to Del Monte Drive	1,173.00	TBD	491Q	G	12/7/2007		
Willers Way	Chimney Rock to Terwilliger	825.00	TBD	491P	G	5/4/2007		
Willow Creek Way	Sieber to Flagstone Terrace	1,170.00	TBD	536S	E	9/27/2010		
Woodway	400' sw of Stoney Brook to the dead-end north of Creekwood Drive	1,400.00	TBD	490R	G	4/10/2006		
Wrigley	Simsbrook to West Orem	2,235.00	TBD	572N	D	5/19/2010		
Wroxton	Wilton to Kent	1,091.00	TBD	532D	C	4/9/2011		
Wroxton	South Shepherd to Wilton	550.00	TBD	492YZ	C	5/26/2010		
Wroxton Road	South Shepherd Dr. to Greenbriar Dr.	658.00	TBD	492Y	C	4/18/2011		
Yoakum Boulevard	West Alabama Avenue to Lovett Street	1,378.00	TBD	493S	D	3/21/2011		
Yupon Street	West Alabama Avenue to Westheimer Road	1,408.00	TBD	493S	D	3/21/2011		

Location **Limits**
 Cippo N-000402-0001

Location	Length	Nsr	Key Map	District	Induction	BES ty	CON ty
Blankenship	900.00	469	450M	A	10/10/2003		
Blankenship	2,000.00	469	450L &	A	3/2/2004		
Elegia	410.00	469	450L	A	3/2/2004		
Laverne	760.00	469	450L	A	3/2/2004		
Mona Lee	1,300.00	469	450L	A	3/2/2004		
Opelika	1,090.00	469	450 L &	A	7/29/2003		
Peppermill	750.00	469	450L	A	10/10/2003		
Railton	940.00	469	450L	A	10/10/2003		
Reba	987.00	469	492U	G	2/25/2004		