

THE STATE OF TEXAS §  
COUNTY OF BRAZORIA §  
CITY OF MANVEL §



**NOTICE OF A MEETING  
MANVEL CAPITAL IMPROVEMENTS ADVISORY COMMITTEE  
October 30, 2025**

**NOTICE IS HEREBY GIVEN  
6:00 P.M.**

Pursuant to Chapter 551, Title 5 of the Texas Government Code, the Texas Open Meetings Act, notice is hereby given that the Capital Improvements Advisory Committee will convene a regular meeting at the Manvel City Hall, located at 20031 Hwy 6, Manvel Tx 77578 for the purpose of discussing and if appropriate, take action with respect to the following items:

**NOTE:** The CIAC of the City of Manvel reserves the right to discuss any items in Closed Session whenever authorized under the Texas Open Meetings Act, Chapter 551, of the Texas Government Code. They may discuss the items on this agenda in any order.

**This facility is wheelchair accessible and accessible parking spaces are available. Requests for accommodations or interpreter services must be made 48 hours prior to this meeting. Please contact the City Secretary at 281-489-0630 for further information.**

**Regular Session**

**Call To Order and Roll Call**

- Christopher Davenport, Place 1
- Keatha Davenport, Place 2
- Jason Hoelscher, Place 3
- Ramji Ramachandran, Place 4
- Alina Rogers, Place 5

**Public Comments: "Comment Card" Required**

Members of the public with business before the board, NOT scheduled on the agenda as a public hearing (that have submitted a public comment card) may have three (3) minutes to address the board. The board may not participate in any discussion and cannot vote on the subject you present unless it is listed on the agenda as an action item.

**Consent Agenda**

- A. Acceptance of meeting minutes to date.

**Regular Agenda**

- A. Presentation and possible action on Impact Fee 101, Land Use Assumptions, and Preliminary Road CIP.

**Adjourn**

**CERTIFICATION**

I, Tammy Bell, City Secretary for the City of Manvel, do hereby certify that the foregoing Agenda of the City of Manvel is true and correct; and that I posted such notice on the bulletin board at the Manvel City Hall. A place convenient and readily accessible to the public on October 24, 2025, in accordance with the Texas Open Meetings Act (Tex. Gov't. Code §551.001 et.seq). Said notice remained posted for at least 3 business days preceding the scheduled day of the meeting.

TAMMY BELL, CITY SECRETARY,  
CITY OF MANVEL, TEXAS



# Roadway Impact Fee Program

Capital Improvements Advisory Committee (CIAC) #1  
October 30, 2025



# Agenda

- Introductions, Overview
- Review Impact Fee 101: Basics and Process
- Land Use Assumptions and Growth Rates
- Preliminary Impact Fee Capital Improvements Plan (CIP)
- CIAC Discussion/Recommendation
- Project Next Steps, Q&A

# Project Team



**Edmund Haas, AICP**

Principal in Charge  
Asst. Project Manager



**Ellen Amorim, AICP**

Project Manager  
Transportation Planner



**Brian Crooks, AICP**

Transportation Planner



**Kayla Cusumano**

Transportation Planner



## Manvel Staff Team

Jose Abraham, Director of Development Services

Matt De La Rosa, P.E., CFM, Assistant City Engineer

Lissette Rubio, Executive Assistant, City Manager's Office

# WHAT IS YOUR ROLE?

## 1. Provide Comment:

- Land Use Assumptions (Growth Rate)
- Capital Improvements Plans (IFCIP)

## 2. Letters to City Council:

- **April 3, 2025:** Recommendation to City Council related to LUA/CIP
- **October 5, 2026:** Recommendation to City Council related to Roadway IF

## 3. Attend CIAC Meetings:

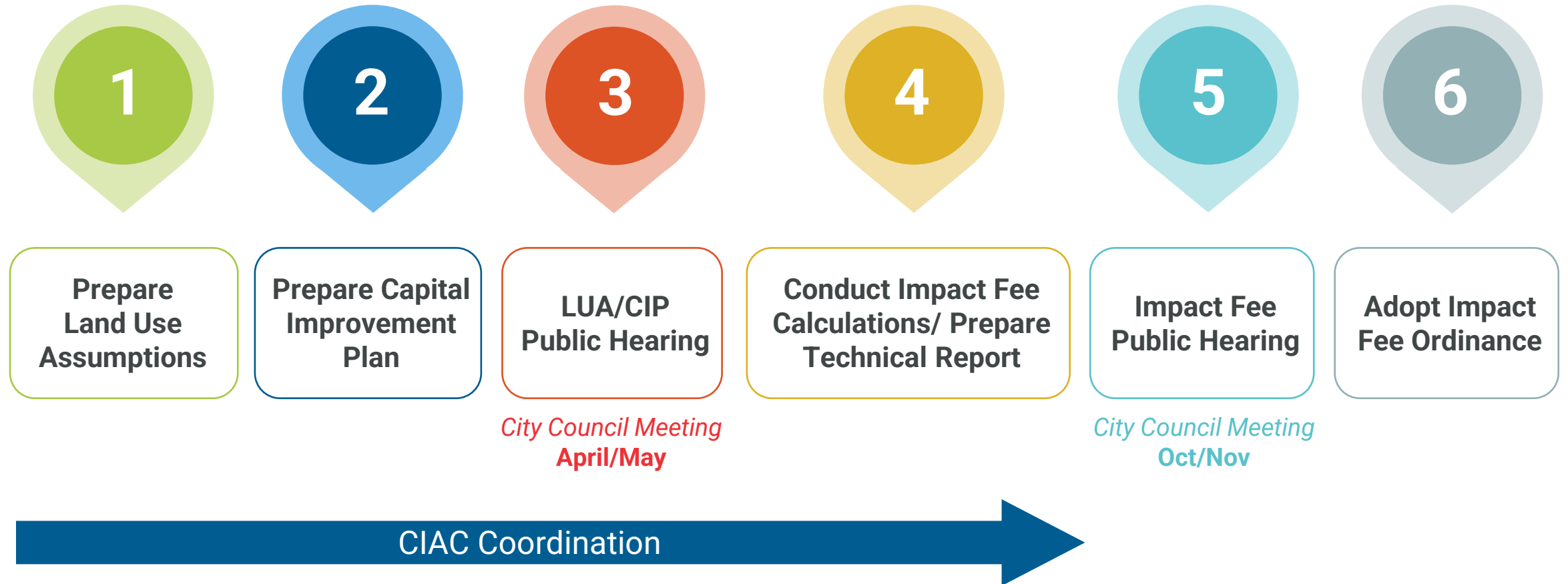
2 Scheduled Meetings

- **October 30, 2025:** IFees 101, LUA Growth Rate
- **~May 11, 2026:** Cost per SU, collection rate

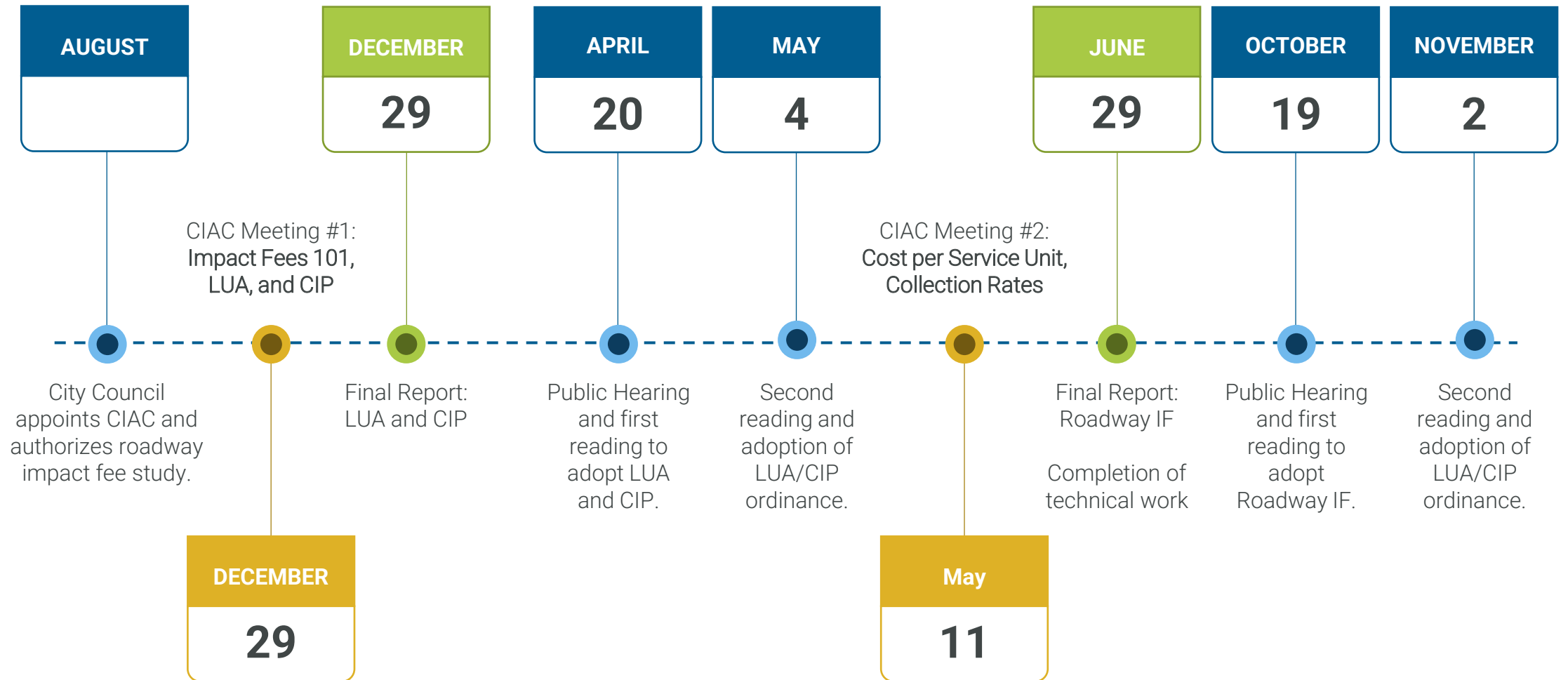
## 4. Public Hearings:

- **April 20, 2026:** Public Hearing to adopt LUA/CIP
- **October 19, 2026:** Public Hearing to adopt Roadway IF

# Process



# Schedule



# Impact Fee Basics

Capital Improvements Advisory Committee (CIAC)



# What are Impact Fees?

x1

## Finance mechanism

Mechanism for funding the infrastructure necessary to accommodate new development



## One-time fee for new development

Assessed to new development for a portion of costs related to specific capital improvements



Limited to **water, wastewater, road, and drainage facilities** per Chapter 395 TLGC

*Structured approach to assessment of fees*



# Basis of Impact Fees:

“Growth Paying for Growth”



New development should pay for the **cost of public infrastructure** required to serve it.



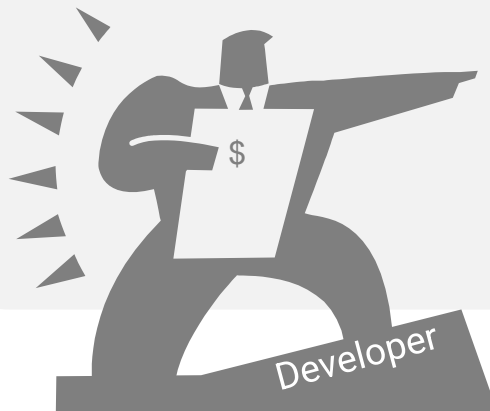
**Authorized by State Law** (LGC Chapter 395)

- Specific requirements for program administration and fee calculation
- Update required every five years
- Tool for assisting in determination of proportionality

# WHO PAYS FOR GROWTH?

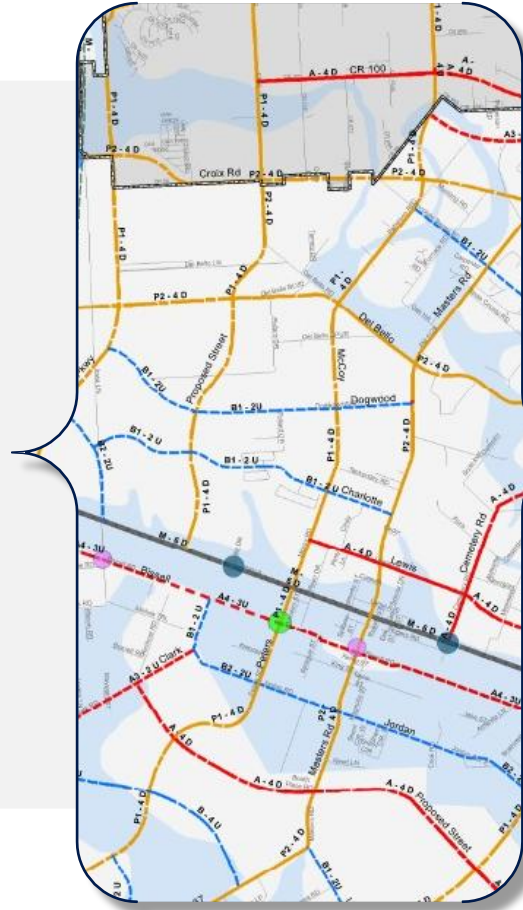
## IMPACT FEES

New development shares in part of this responsibility



## NO IMPACT FEES

Existing and future taxpayers build all capital facilities



# Types of Impact Fees



## ROADWAY

- Based on size and type of development, specific location (service area)
- Collected at time of building permit

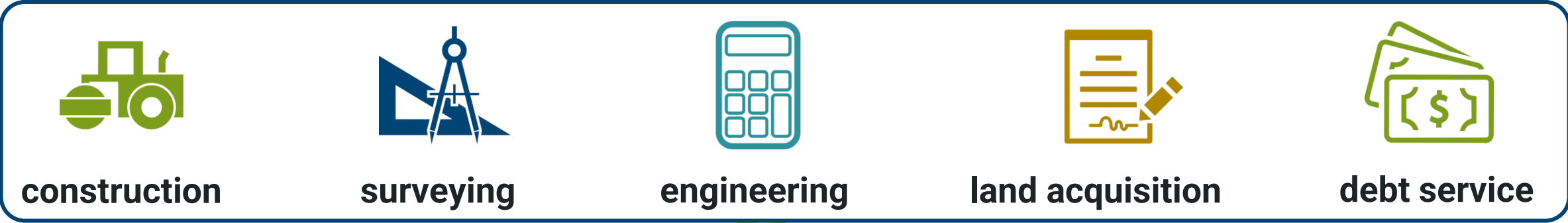


## WATER & WASTEWATER

- Based on meter size
- Collected at time of connection to system
- Collected and applied citywide

**Both types** are calculated based on **Service Units** – units of development brought online.

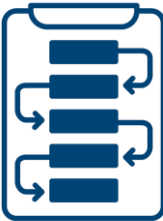
# What Can Impact Fees Pay For?



water supply, treatment, and distribution facilities



roadway facilities



included in the  
**Impact Fee Capital Improvement Plan (IFCIP)**

Impact fees can also pay for required program updates.

# What Can Impact Fees NOT Pay For?

- ✘ Projects **not included** in the Impact Fee CIP
- ✘ **Repair, operation, and maintenance** of existing or new facilities
- ✘ Upgrades to serve **existing** development
- ✘ **Administrative** costs of operating the impact fee program
- ✘ Non-CIP debt service

# Impact Fee Considerations

## **Advantages:**

- ✓ Ensures **accountability** for development impact
  - Allows for recoupment of projects already constructed which contain excess capacity
- ✓ **Equitable**
  - Alleviates burden of new facilities on existing taxpayers
  - Development pays an equal fee whether first or last to develop
- ✓ **Proportional** to any new demand that will be generated
- ✓ **Structured and Predictable**
- ✓ Allows for implementation of **key system improvements** over piece-meal approach
- ✓ Allows for **pooling of funds**
- ✓ Allows for **developer credits**

## **Challenges:**

- ❑ City collects fees **gradually** as development occurs
- ❑ Fees can only be applied to projects within that **service area**
- ❑ CIP costs are recovered at 50% credit

# IMPACT FEES: Legal Requirements

## Texas Local Government Code

- Ch. 395 Financing Capital Improvements
- Legislatively mandated

**Update at least every 5 years**

**For Road Programs: City Limits ONLY**

## Public Hearing Requirements

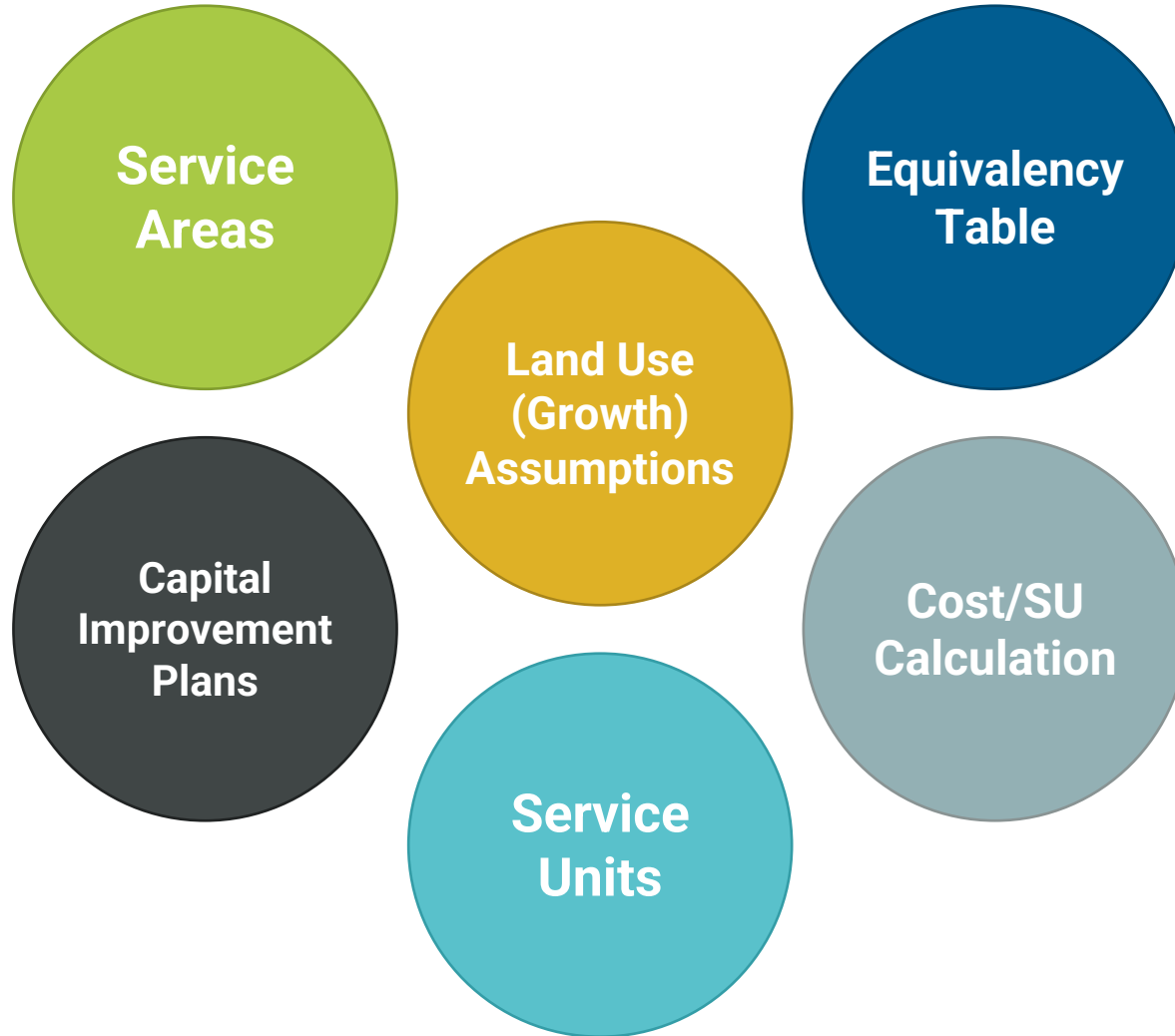
- 2 Public Hearings and Adoption Processes
- Prescribed Noticing
- Ordinance Adoption within 30-days of PH



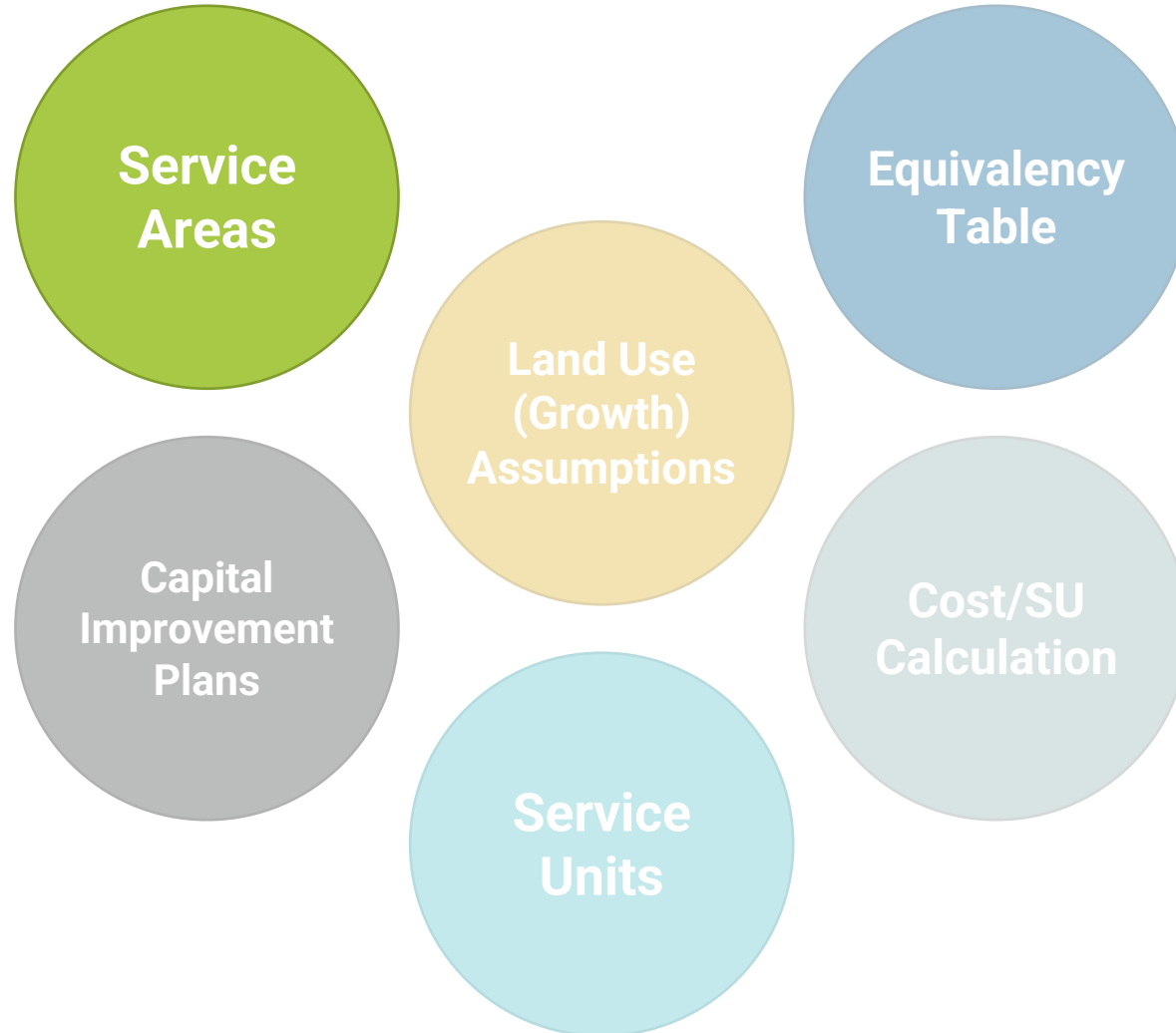
# Impact Fee Technical Elements

Capital Improvements Advisory Committee (CIAC)

# Impact Fee Technical Elements

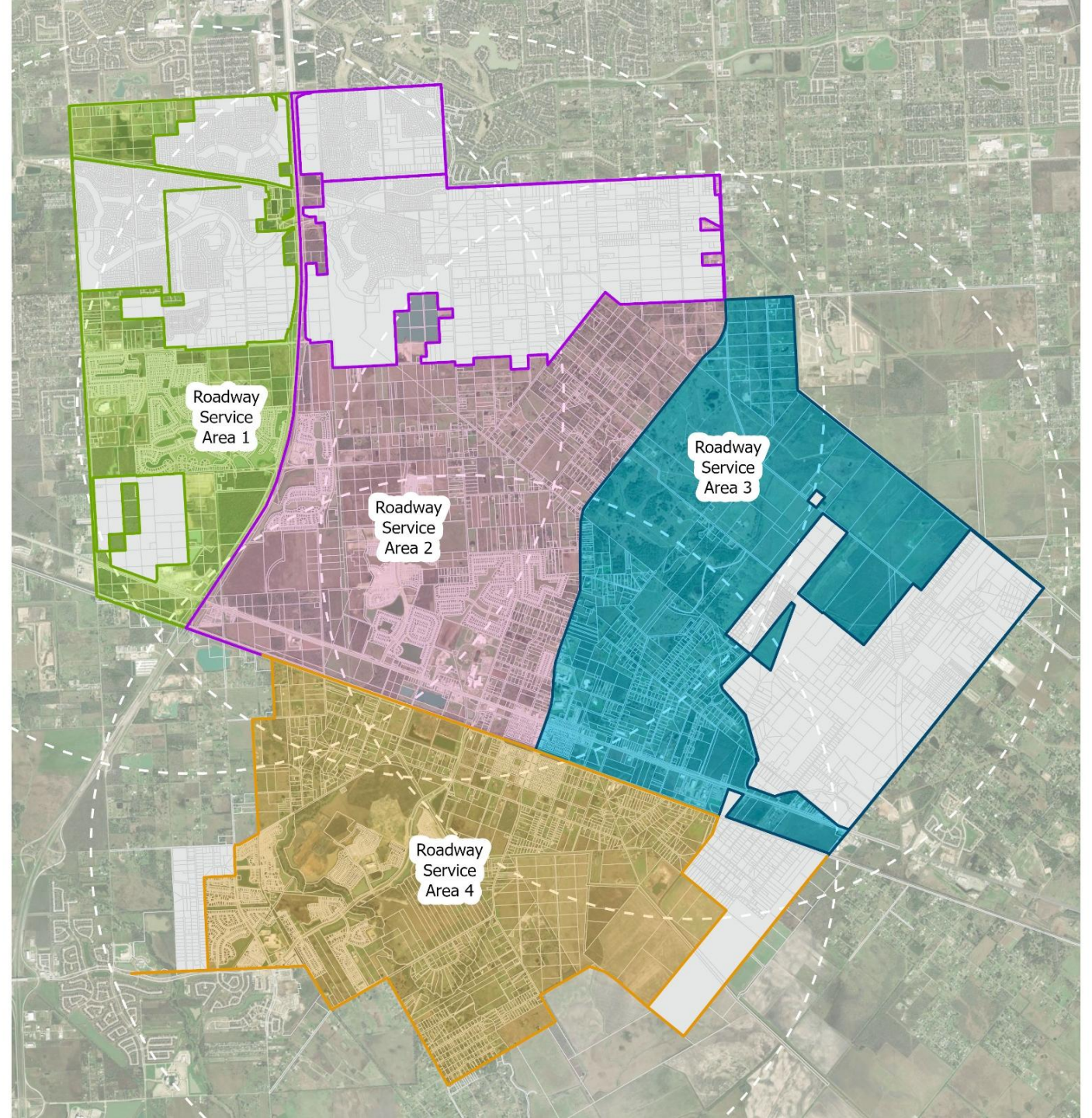


# Impact Fee Technical Elements

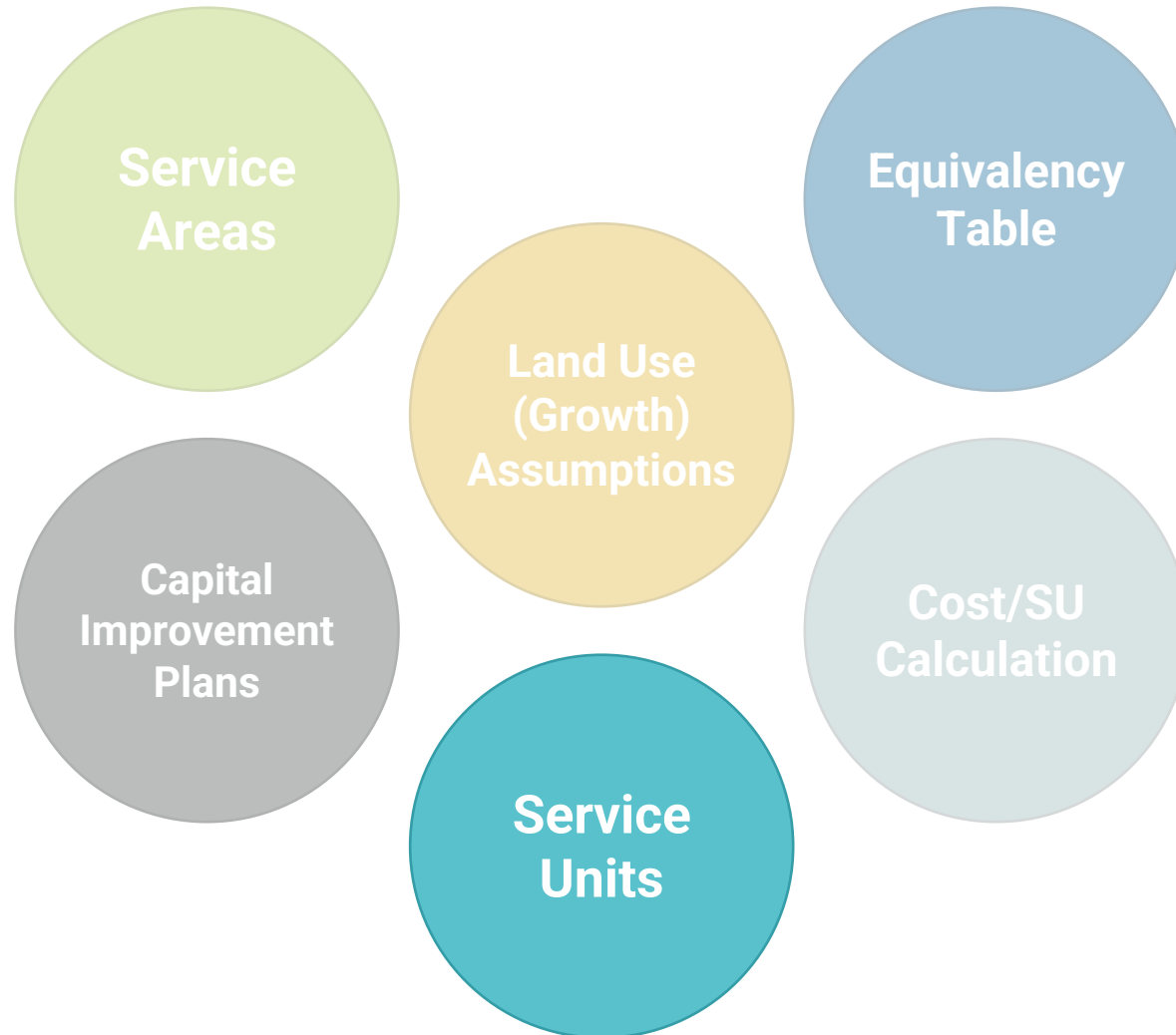


- Defines areas where impact fees can be **collected**
- Funds can only be spent again within the **same service area** within 10 years
- Allows for **reinvestment** in areas that are growing the most
- **Roadway:** City limits, 6 miles max
- Confined to **city limits**

# Service Areas



# Impact Fee Technical Elements



- **Service units: vehicle-mile**
- **Standardized measure** that can be attributable to one individual “unit” of development
- A way to express **how much of the infrastructure** will be used by a new development

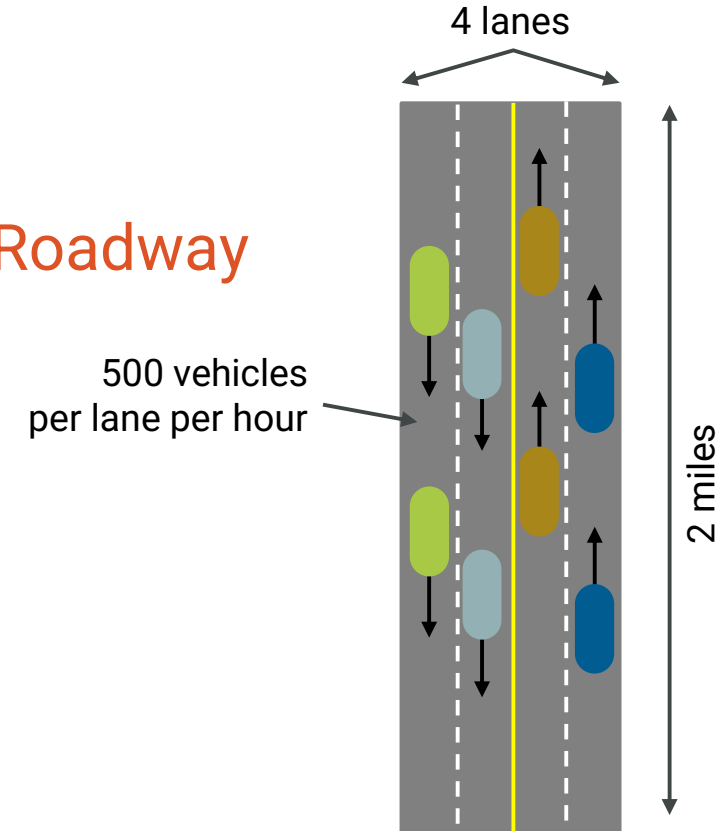
# Service Units

Establishing the relationship between Supply and Demand

Roadway Service Unit: *Vehicle-Mile during PM Peak Hour*

**Supply = Vehicle Capacity of Roadway x Length of Roadway**

Supply = 500 vehicles/hour/lane x 4 lanes x 2 miles  
= 4,000 vehicle-miles supplied in peak hour



# Service Units

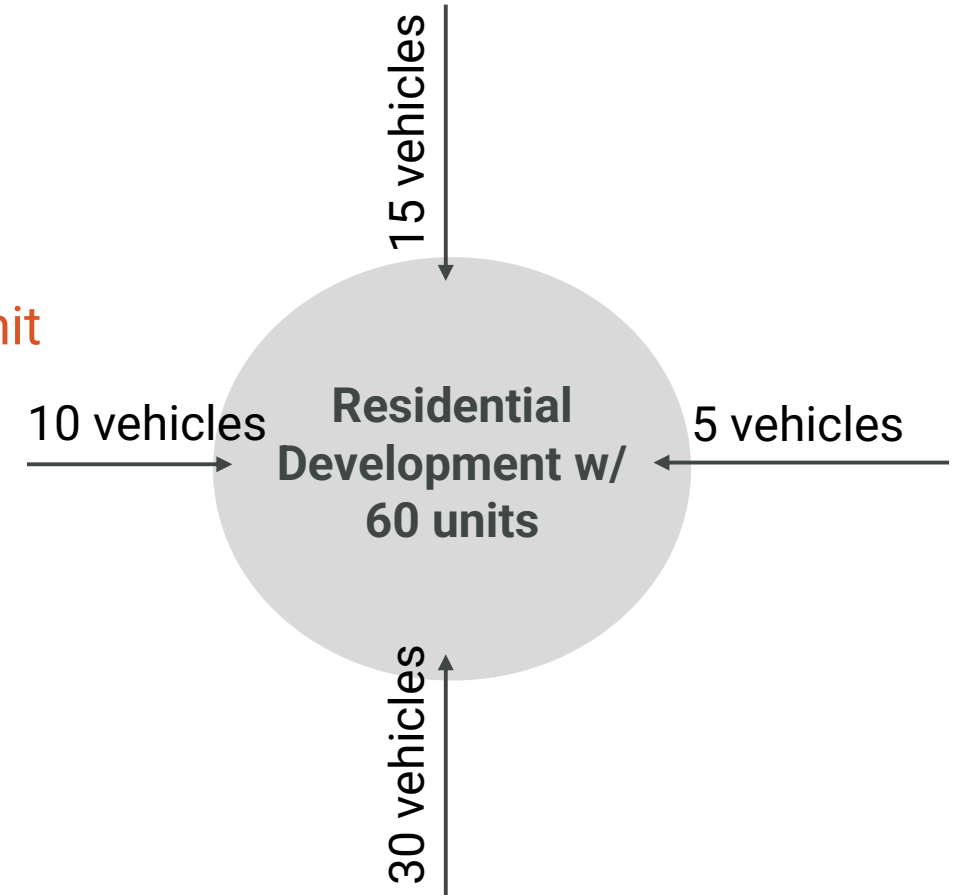
## Establishing the relationship between Supply and Demand

Roadway Service Unit: *Vehicle-Mile during PM Peak Hour*

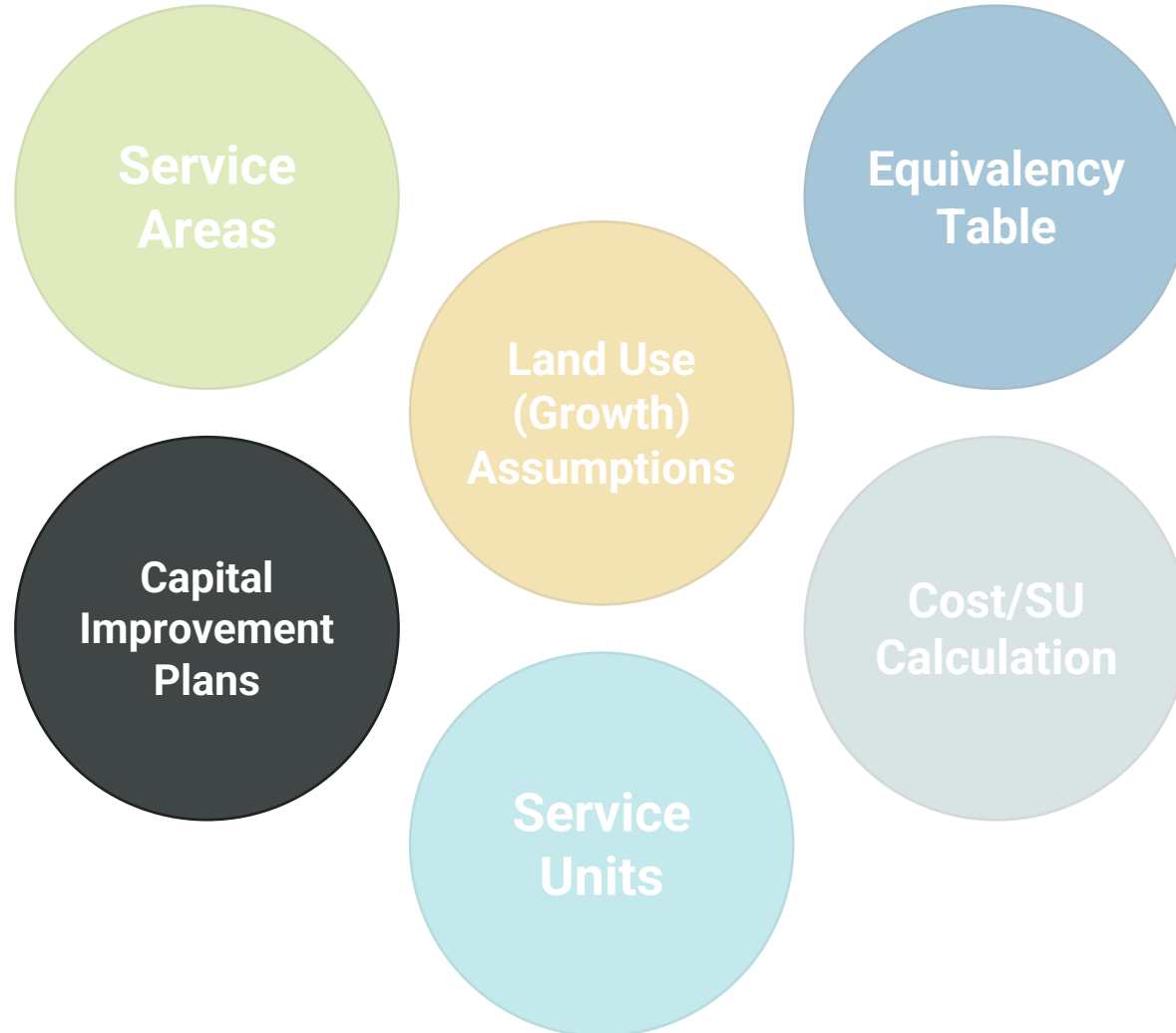
**Demand = Trip's Activity x Trip Length**

Demand = 60 residential units x 2.5 miles per dwelling unit  
= 150 vehicle-miles of demand

- Traffic counts are used to determine **current** utilization
- Service unit generation using data from ITE determines trip length by activity type for **new** developments



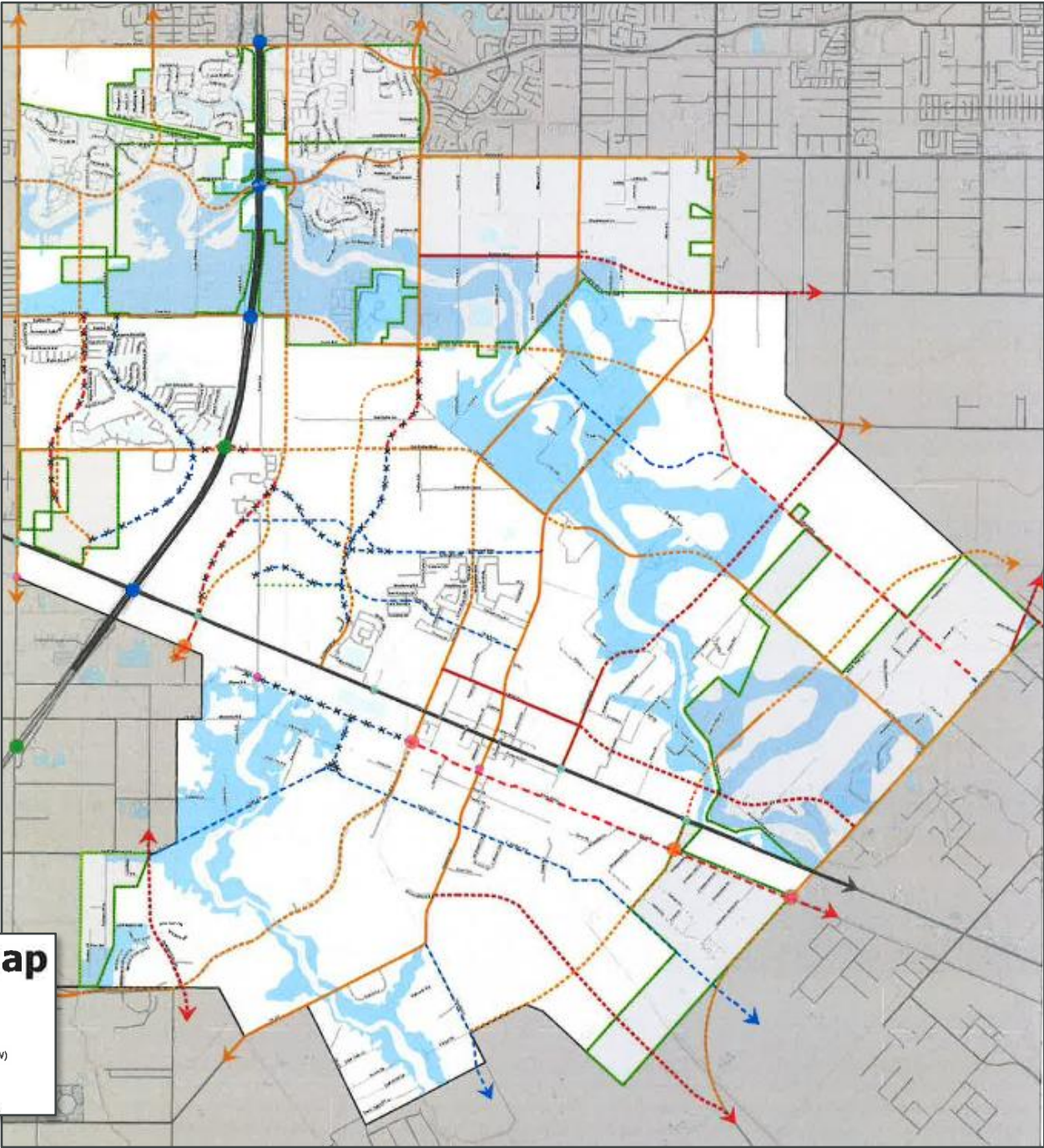
# Impact Fee Technical Elements



- Different from a traditional CIP
- Map that outlines capital improvement projects **eligible for funding via impact fees**
- **Arterial or Collector roads on the Thoroughfare Plan**
- May include completed projects with excess capacity, projects under construction, and future projects
- State routes eligible; City \$ only
- **Can be amended** to focus on growth areas and future activity

# Capital Improvement Plan

Rooted in the Thoroughfare Plan

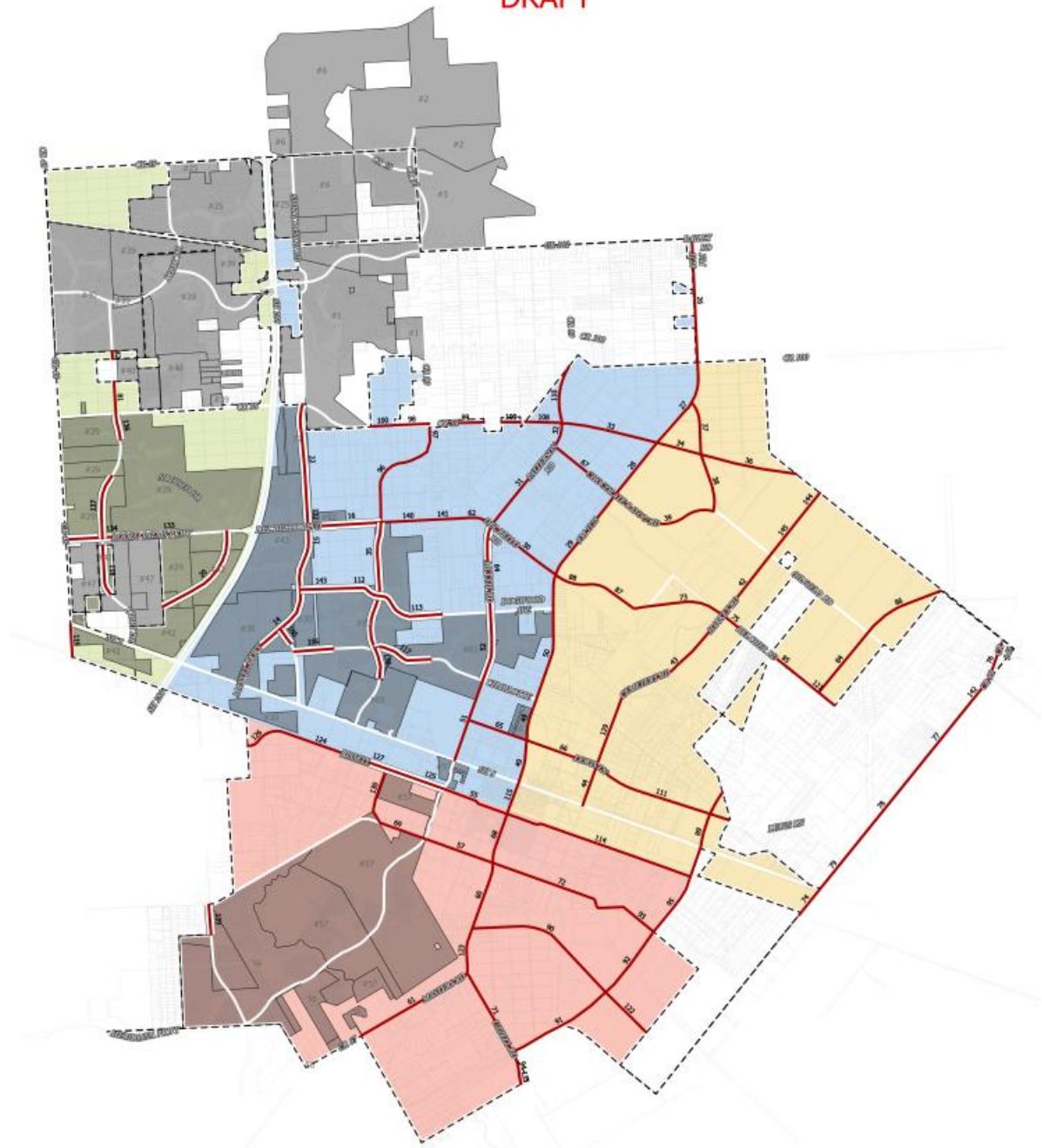
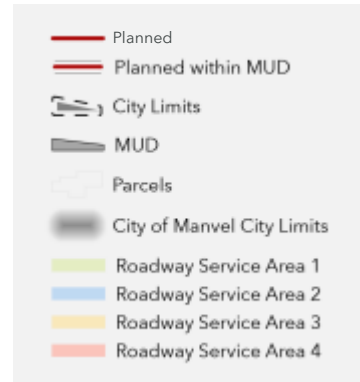


**2021 Major Thoroughfare Plan Map**

Existing Grade Separation	Future RR Crossing	Plan to Remove	Proposed Arterial (100' ROW)
Proposed Grade Separation	Existing Railroad Crossing	Parkway (120' ROW)	Collector (80' ROW)
Proposed RR Grade Separation	TXDOT Managed	Proposed Parkway (120' ROW)	Proposed Collector (80' ROW)
	Proposed Collector (60' ROW)	Arterial (100' ROW)	Major Thoroughfare (120' ROW)

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Marvel will not accept liability of any kind in conjunction with its use.

# Potential Eligible IFCIP Projects



# CIP Cost Considerations

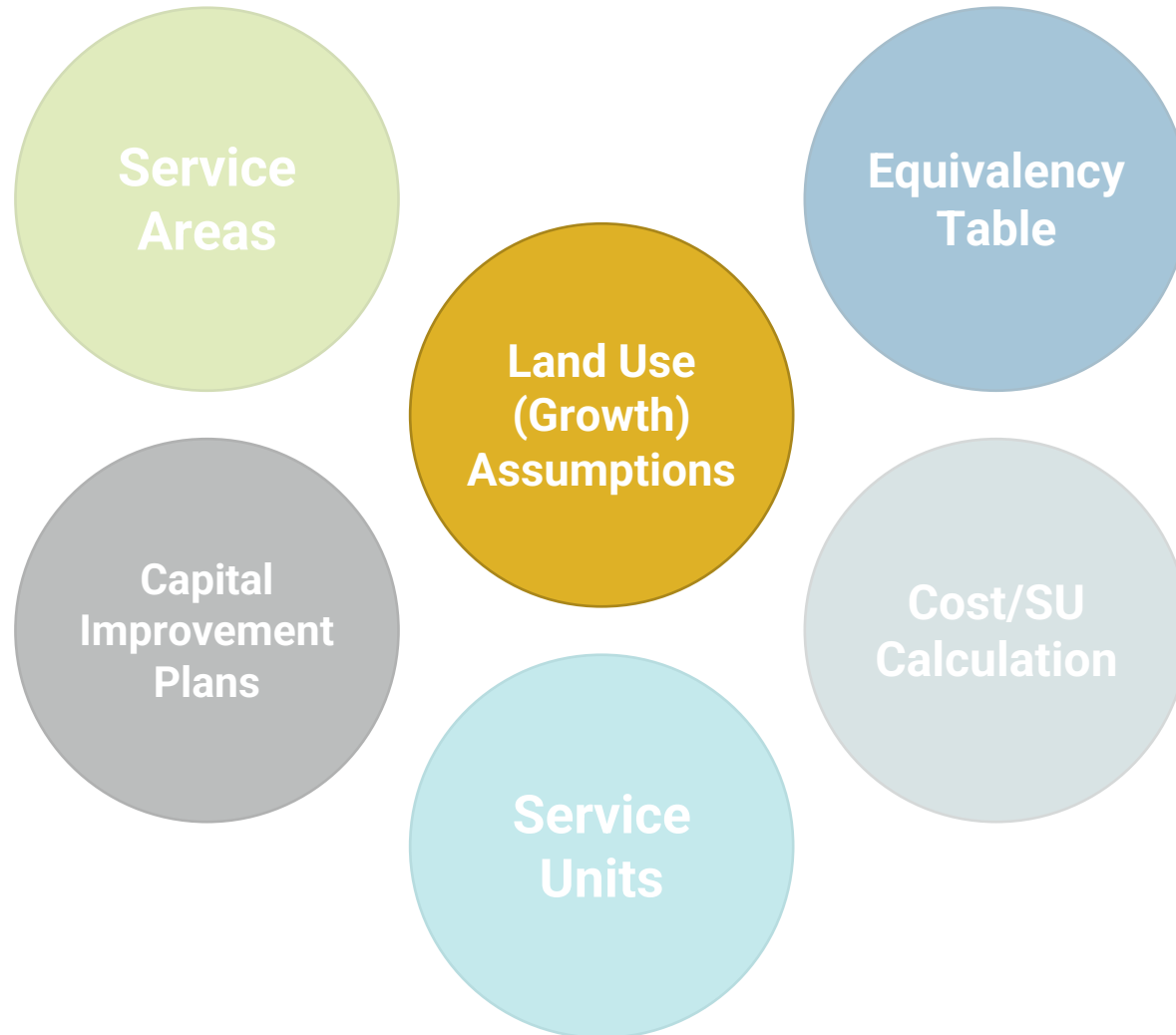
## City's Portion of Costs

- New Projects
  - Construction
  - Engineering/Survey/Testing
  - ROW Acquisition
  - Finance/debt service
- Recoupment Projects
  - Actual costs

## Study Update Costs

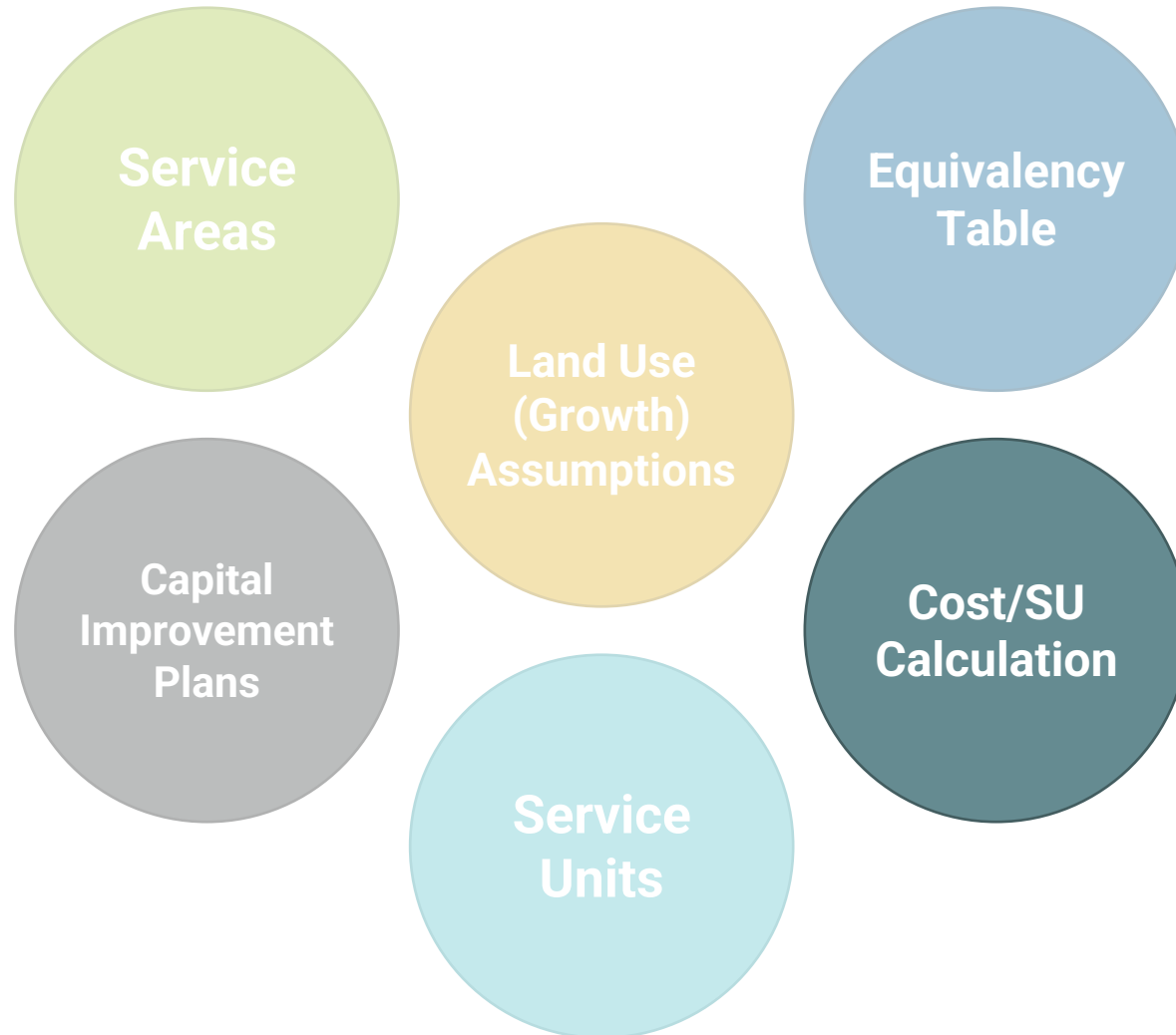


# Impact Fee Technical Elements



- Establishes **how much infrastructure** will be required to serve the City in the future (**10-year growth**)
- **Population** projections provide an estimate of **residential growth**
- **Employment** projections provide an estimate of **non-residential (commercial) growth**
- Growth estimates use **multiple sources of data**
- Assessed by **service area**

# Impact Fee Technical Elements



- **Quantification of service units** (actual fee to be charged)
  - “Cost per service unit”
- Subtracts out costs associated existing development to calculate costs of **future growth only**
- Determines **maximum** impact fees allowable, credit adjustment
- Amount charged to developers **may be less than the maximum** (policy decision)
- May differ by service area

# Cost per Service Unit

Impact Fee  
per Service  
Unit

=

Credited CIP Cost  

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Projected Growth



- IFCIP Cost credited **50%** for the portion of ad-valorem taxes generated by projects
- Fee collected can be less than maximum by policy; by service area

# Cost per Service Unit

## *Assessment vs. Collection*

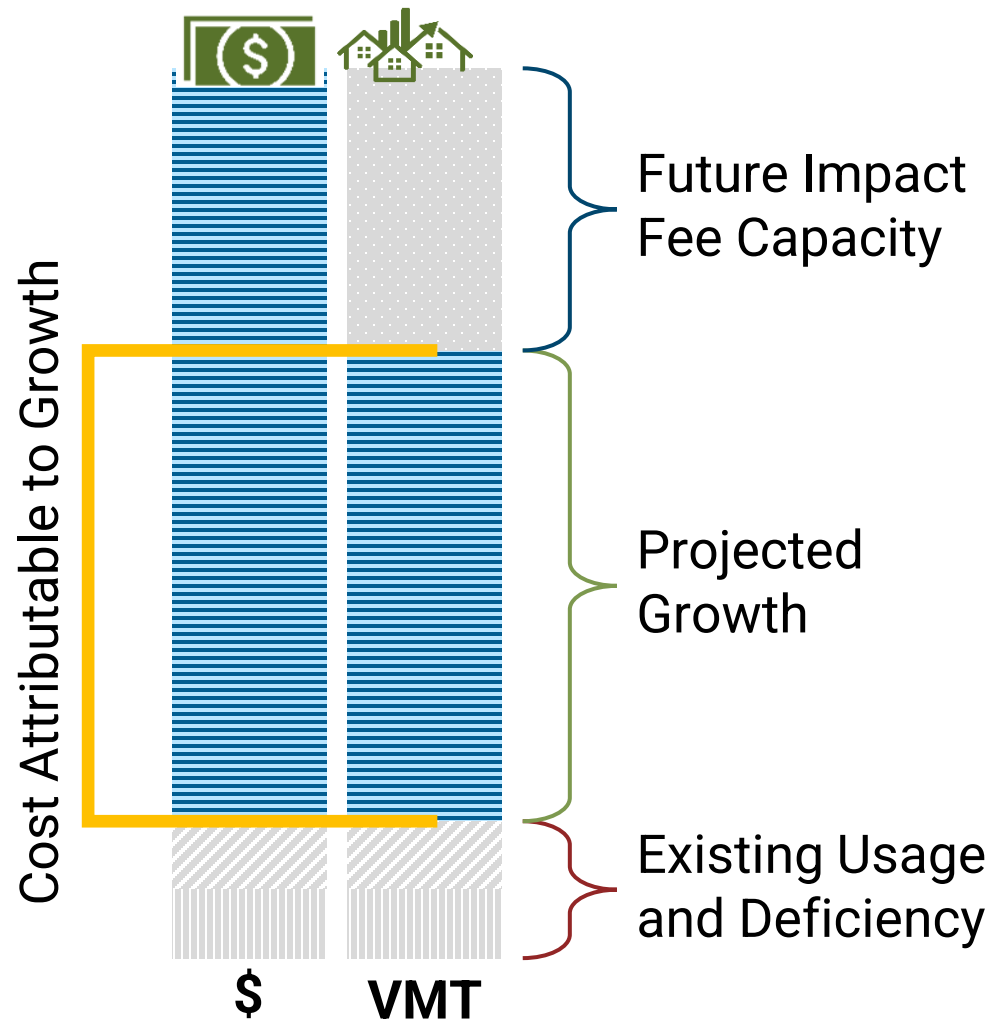
Study = Technical derivation of fee; maximum allowable that can be assessed

- 50% of max

Policy direction as to what will be collected

- TBD (with comment by CIAC)

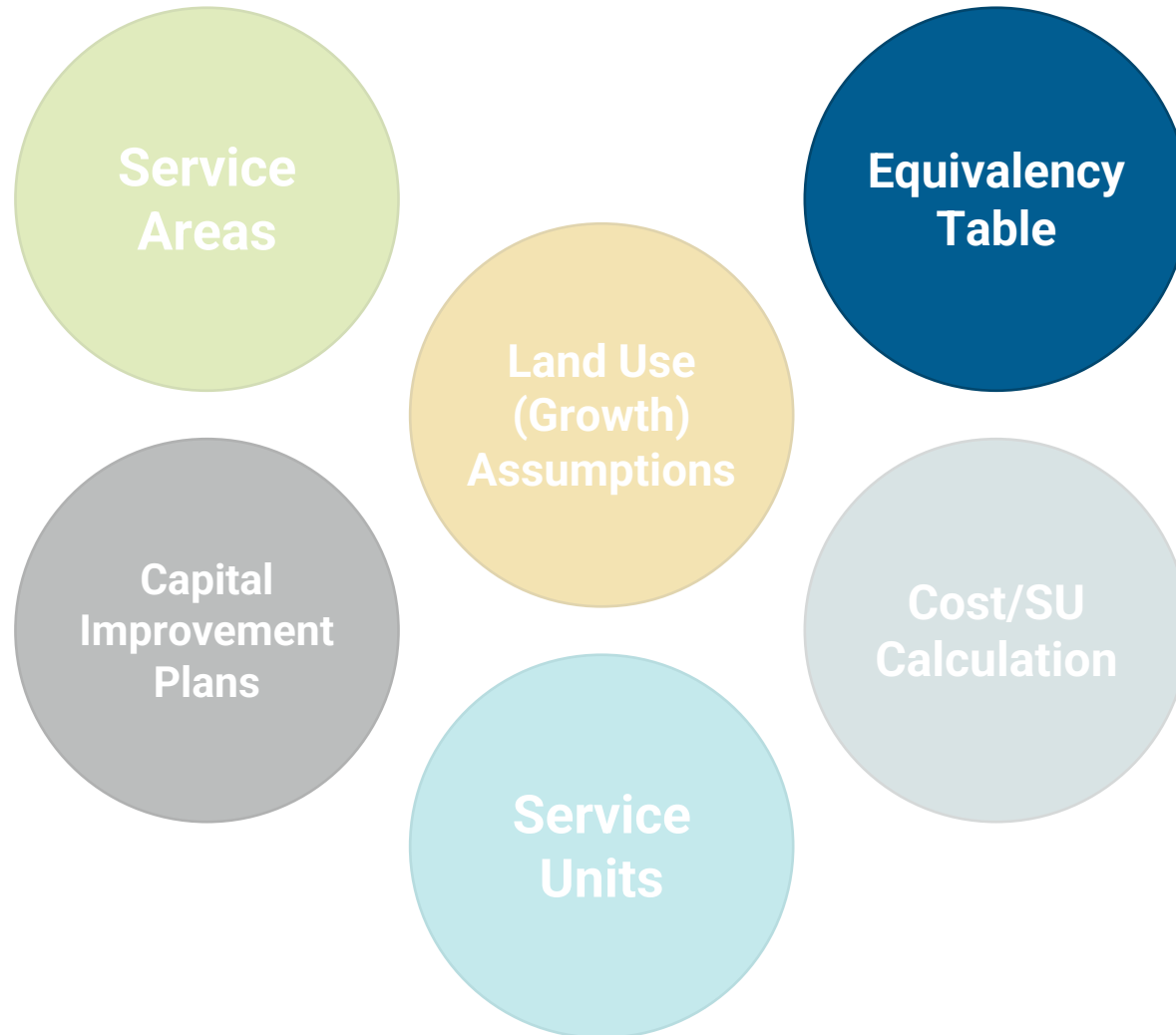
# Cost per Service Unit Calculation



$$\text{Impact Fee per Service Unit} = \frac{\text{Credited Cost Attributable to Growth}}{\text{Projected Growth}}$$

# Impact Fee Technical Elements

Residential  
Office  
Commercial  
Industrial  
Institutional



- Establishes **vehicle-mile (service unit) generation** of different land types based on traffic characteristics; trip rate (veh) and trip length (miles) data
- **5 major land use categories** with subcategory data
- Enables the calculation of **development proposals** including intensity of land use
- **Tailored** equivalency table to Manvel

# Land Use Equivalency Table

## Service Unit Generation for specific types of land uses

- Residential, office, commercial, industrial, institutional

## Trip Generation

- Institute of Transportation Engineers or local rates, if available
- PM Peak Hour by typical development size  
(i.e., Residential = D.U.; Office, Retail, Industrial = 1000 GFA)
- Adjusted for pass-by trips

## Trip Length

- Based on traffic modeling statistics and available data
- Adjusted to account  $\frac{1}{2}$  of trip

# Sample Land Use Equivalency Table



CATEGORY	LAND USE	DEVELOPMENT UNIT	TRIP RATE	LOCAL TRIP LENGTH (mi.)	TOTAL SERVICE UNITS (VEH-MI / DEV UNIT)
<b>RESIDENTIAL</b>					
	SINGLE-FAMILY DETACHED	D.U.	1.01	3.15	3.18
	APARTMENT/TOWNHOUSE	D.U.	0.57	3.15	1.80
	RETIREMENT COMMUNITY	D.U.	0.29	2.27	0.66
	INDEPENDENT SR. LIVING FACILITY	D.U.	0.26	2.27	0.59
<b>OFFICE</b>					
	GENERAL OFFICE BLDG	1000 GFA	1.49	3.41	5.08
	CORPORATE HEADQUARTERS BLDG	1000 GFA	1.40	3.41	4.77
	MEDICAL-DENTAL OFFICE BLDG	1000 GFA	3.55	2.72	9.66
	U.S. POST OFFICE	1000 GFA	3.26	2.26	7.37
	BUSINESS PARK	1000 GFA	1.29	3.41	4.40
	RESEARCH AND DEVELOPMENT CENTER	1000 GFA	1.02	3.41	3.47
<b>COMMERCIAL</b>					
	RETAIL/SHOPPING CENTER	1000 GLA	2.25	1.16	2.62
	QUALITY RESTAURANT	1000 GFA	3.15	1.06	3.33
	FAST FOOD RESTAURANT WITH DRIVE-THROUGH	1000 GFA	10.34	1.00	10.31
	HIGH TURNOVER RESTAURANT	1000 GFA	4.37	1.10	4.79
	GAS STATION w/CONVENIENCE MARKET	1000 GFA	11.85	0.50	5.93
	CONVENIENCE MARKET WITH GASOLINE PUMPS	1000 GFA	7.27	0.50	3.64
	GROCERY/SUPERMARKET	1000 GFA	4.08	0.52	2.13
	DISCOUNT CLUB	1000 GFA	2.02	1.12	2.27
	AUTO SALES	1000 GFA	1.58	1.26	2.00
	VIDEO RENTAL STORE	1000 GFA	3.67	0.81	2.97
	BANK	1000 GFA	12.35	0.74	9.17

SAMPLE

# Sample Impact Fee Calculation

## A Two Step Process:

**Step 1:** Determine number of **service units (vehicle-miles)** generated by the development using the equivalency table.

$$\text{No. of Development Units} \times \text{Vehicle-miles per development unit} = \text{Development's Vehicle-miles}$$

**Step 2:** Calculate the **impact fee** based on the **fee per service unit** for the roadway service area where the development is located.

$$\text{Development's Vehicle-miles} \times \text{Cost per Vehicle-mile} = \text{Impact Fee due from Developer}$$

# Example Impact Fee Calculation

**Example:** Development located in Service Area 9 with collection rate for Roads of \$1,200 per vehicle-mile.

## 1 Single-Family Dwelling

Roads: 1 dwelling unit x 3.18 veh-miles/dwelling unit = 3.18 veh-miles

3.18 veh-miles x \$1,200/veh-mile = \$3,816.00

**Total Road Impact Fee: \$3,816.00**

# Impact Fee Policy Considerations



- Across the Board
- Uniform Fee (Residential)
- Residential vs. Non-residential
- Special Considerations
  - Incremental Increases
  - Policy Considerations

# Land Use Assumptions/ Growth Rates

Capital Improvements Advisory Committee (CIAC)

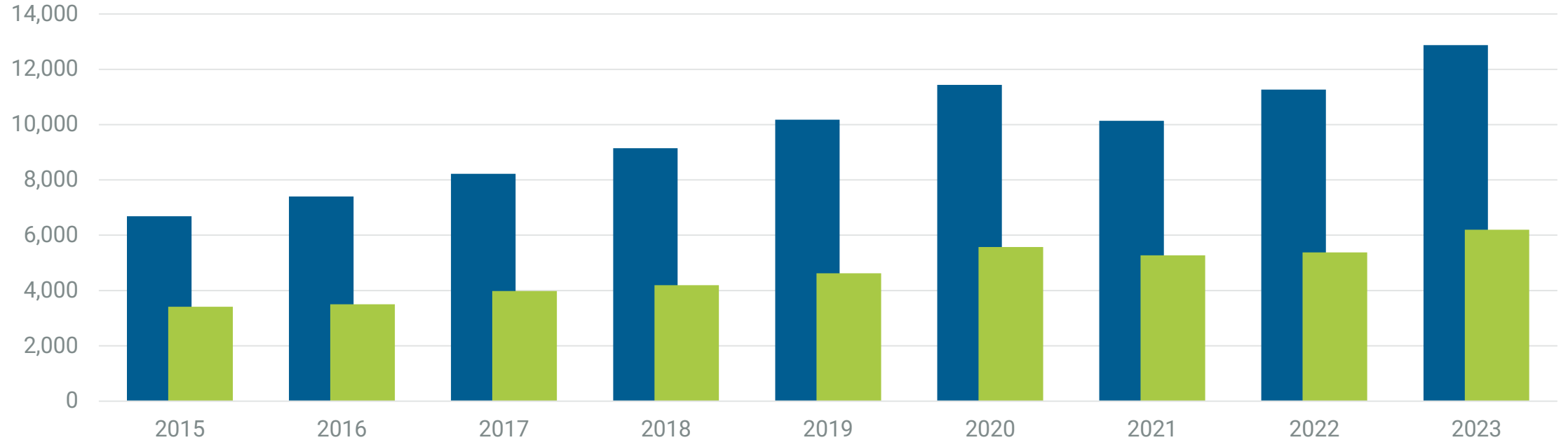
# Land Use/Growth Assumptions

- 10-year growth projections by service area
- Based on trend/forecasted community growth
- Population/employment used to derive demand from future development
- Basis for CIP development



# Historic Growth

Source: Census Bureau (ACS), Houston-Galveston Area Council (H-GAC)



## Population Growth

- 2015: 6,690
- 2023: 12,873

**9.04%**

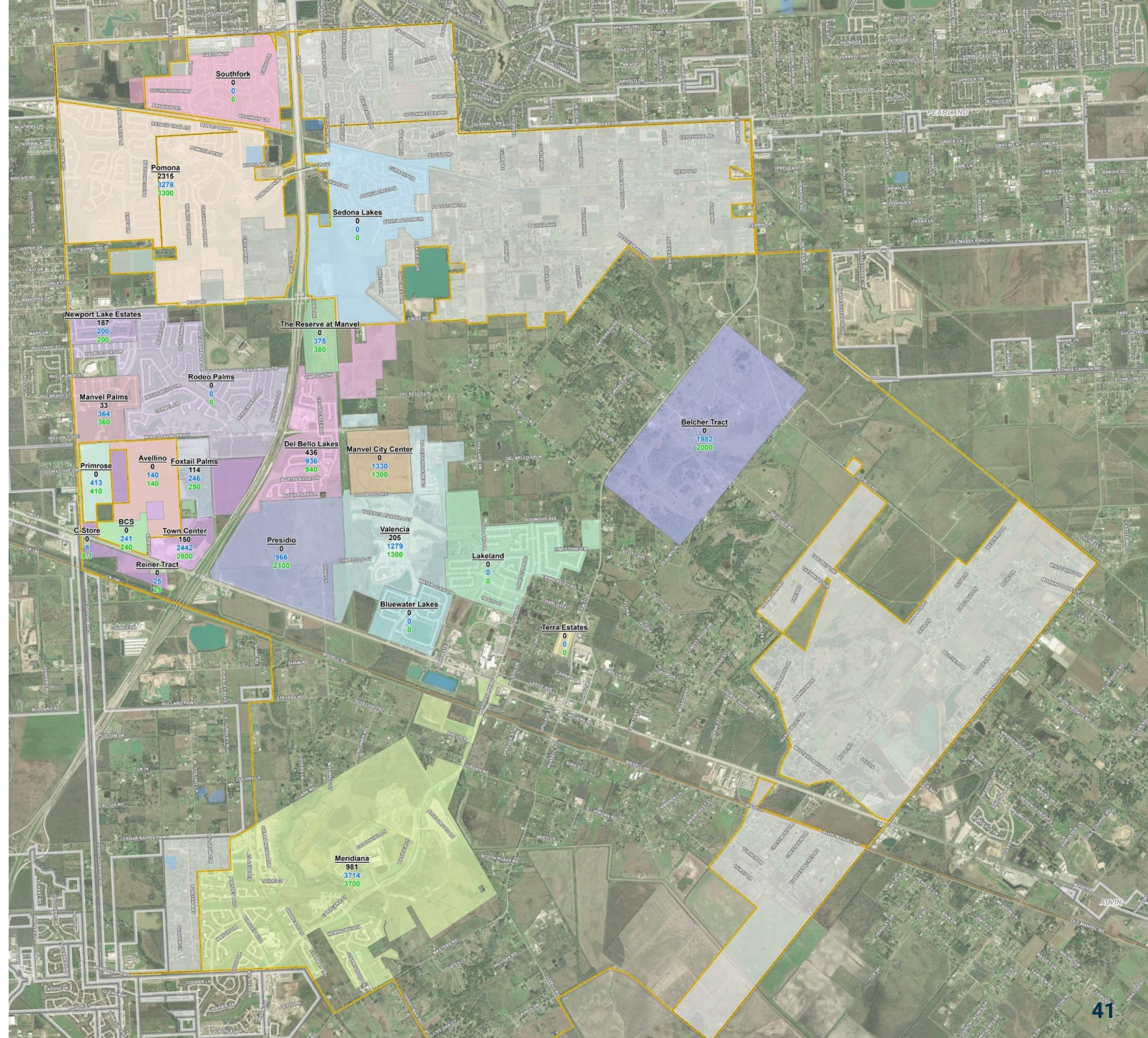
## Employment Growth

- 2015: 3,410
- 2023: 6,196

**7.75%**

# Growth Areas

Known Future Development



# Growth Projections

Sources: Census Bureau (ACS), Houston-Galveston Area Council (H-GAC), known future development

Population	2025	2035	Net Growth	CAGR
	20,050	47,300	27,250	9.0%

Employment	2025	2035	Net Growth	CAGR
Basic	960	1,070	110	
Service	6,710	19,450	12,740	
Retail	4,820	7,410	2,590	
<b>TOTAL</b>	<b>12,490</b>	<b>27,930</b>	<b>15,440</b>	<b>8.38%</b>

# ACTION ITEM

CIAC Discussion and Direction on LUA and Establishing Future Growth Rates



# Project Next Steps

Capital Improvements Advisory Committee (CIAC)

# NEXT STEPS

## Technical

Updated LUA

Existing Conditions Analysis

Service Area Structure

Update SUE

10-Year Projections

Preliminary IFCIP

Cost per Service Unit Calculations

## Policy

Ordinance Considerations & Update

- Coordinate with City Attorney & Staff

## Administrative

Administrative Tools

# NEXT CIAC MEETINGS

 October 30, 2025: Review/Approval of LUA, Preliminary CIP

Week of May 11, 2025: IFCIP Costing, Cost per SU, collection rates

# Q&A Wrap-up Thank you!

Capital Improvements Advisory Committee | Meeting #1 October 30, 2025





# **SUPPLEMENTAL SLIDES**

Capital Improvements Advisory Committee

# Glossary of Terms

- **Service Areas** – a Service Area is a geographic area within which a unique maximum impact fee is determined. All fees collected within the Service Area must be spent on eligible improvements within the same Service Area. For Water and Wastewater Impact Fees, a Service Area can be defined for both water and wastewater facilities that consists of the City Limits and extends throughout the Extraterritorial Jurisdiction (ETJ).
- **Land Use Assumptions** - The Impact Fee determination is required to be based on the projected growth and corresponding capacity needs in a 10-year window. This study considers the years 2023-2033 for the projected 10-year population growth. These projections set the basis for determining demands to serve new growth.

# Glossary of Terms

- **Living Unit Equivalent (LUE)** - The standardized measure referred to in the definition of “service unit” in the act and in this division.
- **Service Unit** - A standardized measure of consumption, use, generation, or discharge attributable to an individual unit of development calculated in accordance with generally accepted engineering or planning standards based on historical data and trends applicable to the political subdivision in which the individual unit of development is located during the previous 10 year
- **Capital Improvement Projects** - The Water and Wastewater projects needed to accommodate the projected growth over the next ten (10) years within the City of Hutto. These projects include existing, proposed, and recently completed projects that were determined based on their current or anticipated impact on each defined Service Area.

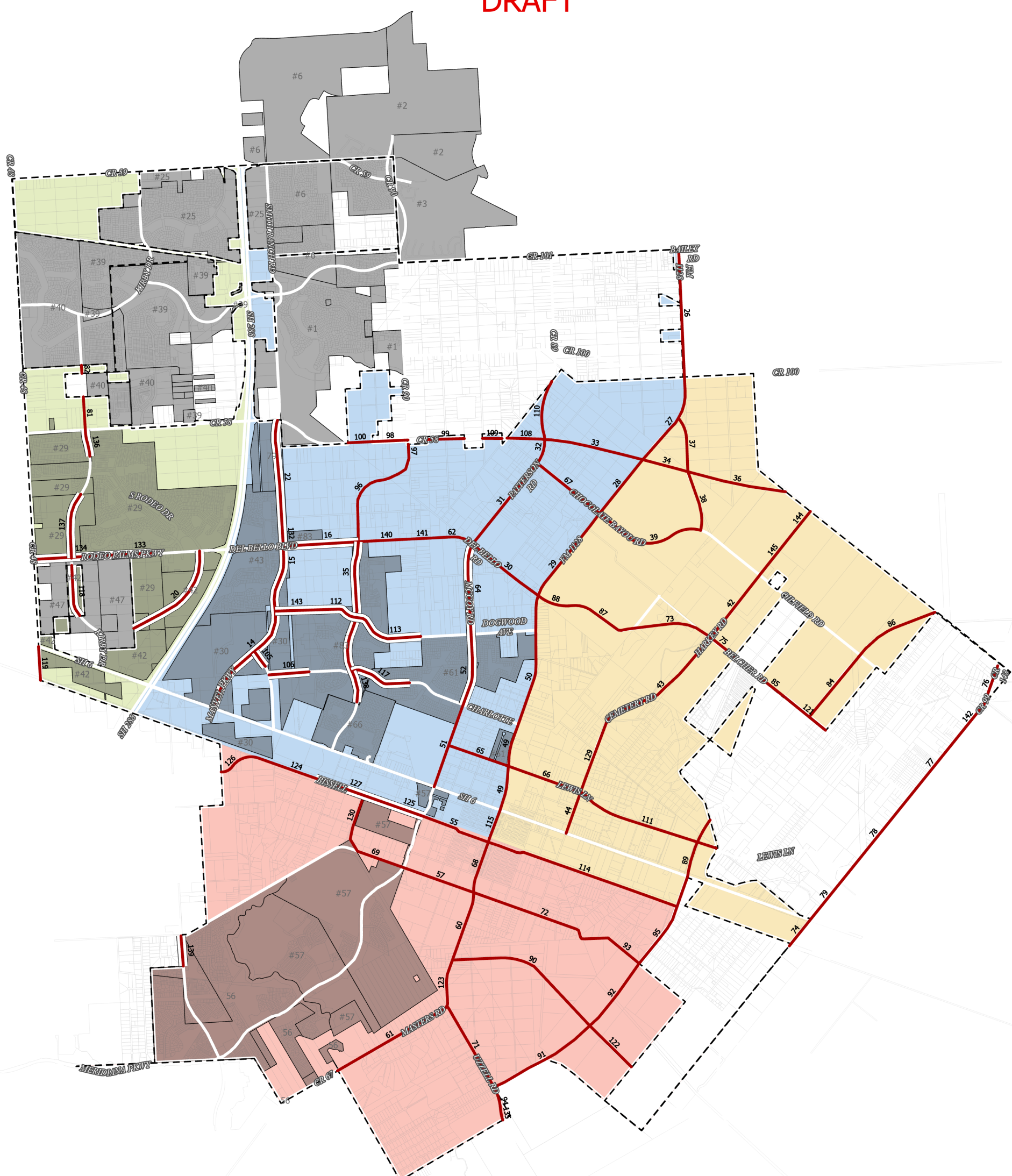
# Glossary of Terms











- **Recoverable Project Costs** - Impact Fees are a one-time fee meant to recover the incremental cost of the impact of each new unit of development creating new infrastructure needs within a ten-year window. With this consideration, the maximum assessable impact fee does not specifically cover the entire cost of a water or wastewater project. The calculations that determine the percentage of a project's cost that is impact fee eligible are defined as the project's recoverable cost.
- **Maximum Assessable Impact Fee Calculation** - the maximum impact fee allowable by law is calculated by dividing the recoverable cost of the Capital Improvement Plans by the number of new service units of development. In accordance with state law, both the cost of the Capital Improvement Plan and the number of new service units of development used in the equation are based on the growth and corresponding capacity needs projected to occur within a 10-year window.

# Glossary of Terms

- **Adoption Process** - Chapter 395 of the Texas Local Government Code stipulates a specific process for the adoption of impact fees. A Capital Improvements Advisory Committee (CIAC) is required to review the Land Use Assumptions and the Impact Fee Capital Improvements Plan used in calculating the maximum fee, and to provide the Committee's findings for consideration by the City Council. This CIAC also reviews the calculation and resulting maximum fees and provides its findings to the City Council. The composition of the CIAC is required to have adequate representation of the building and development communities. In Hutto, the CIAC members include real estate, development, and building industry professionals including an ETJ representative. The City Council then conducts a public hearing on the Land Use Assumptions, Impact Fee Capital Improvements Plan, and Impact Fee Ordinance.
- Following policy adoption, the CIAC is tasked with advising the City Council of the need to update the Land Use Assumptions or the Impact Fee Capital Improvements Plan at any time within five years of adoption. Finally, the CIAC oversees the proper administration of the Impact Fee, once in place, and advises the Council as necessary.
- Chapter 395 of the Texas Local Government Code requires a minimum of one (1) public hearing before Council to amend an existing impact fee program.

DRAFT



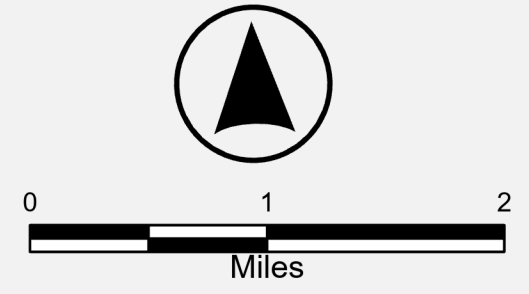
-  New
-  Planned within MUD
-  City Limits
-  MUD
-  Parcels
-  City of Manvel City Limits
-  Roadway Service Area 1
-  Roadway Service Area 2
-  Roadway Service Area 3
-  Roadway Service Area 4

# CITY OF MANVEL, TX

## Roadway Impact Fee Program

Preliminary Impact Fee  
Capital Improvements Plan (IFCIP)

Draft October 2025



FID	ServArea	SharedArea	Roadway	Fromm
134	1		Rodeo Palms Pkwy ExtA	CR 48
119	1	X	CR-48	SH-6
82	1		Kirby Dr (C)	City Limits
81	1		Kirby Dr (D)	CR-58
136	1		Kirby Dr (E)	CR-58 (Croix Rd)
137	1		Kirby Dr (E)	615' N of Yanni Palms Dr
118	1		Kirby Dr (F)	City Limits
133	1		Rodeo Palms Pkwy EtxB	Rodeo Palms Pkwy ExtA
20	1		S Rodeo Dr	Rodeo Palms Pkwy
106	2		Charlotte ExtA	New Road 2B
117	2		Charlotte ExtB	Pollard Blvd
67	2	3	Chocolate Bayou Rd	Patterson Rd
100	2		CR-58 (D)	Oak Crest Pkwy
98	2	X	CR-58 (E)	1035' E of Oak Crest Pkwy
99	2		CR-58 (F)	City Limits
109	2		CR-58 (G)	Spears Rd
108	2		CR-58 (H)	Pattersonb Rd
33	2	3	CR-58 (I)	Patterson Rd
16	2		Del Bello Blvd	Manvel Pkwy
97	2		Del Bello Blvd	New Road 2A
141	2		Del Bello Blvd	Del Bello Rd EXT A
62	2		Del Bello Blvd EXT B	Del Bello Rd
30	2		Del Bello Rd	Patterson Rd
140	2		Del Bello Rd EXT A	Pollard Blvd
143	2		Dogwood (A)	Manvel Pkwy
112	2		Dogwood Ave (B)	Dogwood (A)
113	2		Dogwood Ave (C)	Dogwood Ave (B)
26	2		FM 1128 (A)	CR-101
27	2	3	FM 1128 (B)	Oilfield Rd
28	2	3	FM 1128 (C)	CR-58
29	2	3	FM 1128 (D)	Chocolate Bayou Rd
50	2	3	FM 1128 (E)	Dogwood Ave
49	2	3	FM 1128 (F)	Charlotte St
105	2		Iowa Ln Ext	Manvel Pkwy
65	2	3	Lewis Ln	Mccoy Rd
14	2		Manvel Pkwy	SH 6
15	2		Manvel Pkwy	Dogwood Ave
132	2		Manvel Pkwy	Del Bello Blvd
22	2		Manvel Pkwy Ext	Autumn Breeze Dr
115	2	3	Masters Rd	SH-6
51	2		Mccoy Rd	Charlotte St
52	2		Mccoy Rd	Dogwood Ave
64	2		Mccoy Rd	Del Bello Rd
96	2		New Road 2A	Del Bello Blvd
31	2		Patterson Rd	Del Bello Rd
32	2		Patterson Rd ExtA	Chocolate Bayou Rd
110	2		Patterson Rd ExtB	CR-58
35	2	1	Pollard Blvd	Charlotte St
138	2		Pollard Blvd	Charlotte St
75	3		Belcher Rd	Harkey Rd
85	3		Belcher Rd	900' E of Frey Rd
121	3	X	Belcher Rd	2250' W of City Limit
43	3		Cemetery Rd	Belcher Rd
44	3		Cemetery Rd	Lewis Ln
129	3		Cemetery Rd	Scott Ave
39	3	2	Chocolate Bayou Rd	FM 1128
34	3	2	CR-58 (J)	FM 1128
36	3		CR-58 (K)	Oilfield Rd
74	3	X	CR-99	SH-6
76	3		CR-99	Creek 350'S of Duchess Ln
77	3	X	CR-99	Oilfield Rd

To	LengthFT	ExistingLane	UltimateLane	NewRecoup	MUD
Rodeo Palms Pkwy EtxB	3961	0	4	New	Yes
S City Limit	1407	2	4	New	No
City Limits	340	0	4	New	No
City Limits	1376	0	4	New	No
Broad Reach Rd	1111	0	4	New	Yes
Rodeo Palms Pkwy	2749	0	4	New	Yes
City Limits	2150	0	4	New	Yes
1300' W of Rodeo Palms Blvd	911	0	4	New	Yes
City Limits	4559	0	2	New	Yes
Charlotte St.	1675	0	2	New	Yes
Brazos Blvd	2547	0	2	New	Yes
FM 1128	3314	2	4	New	No
1035' E of Oak Crest Pkwy	1034	2	4	New	No
Del Bello Rd	1457	2	4	New	No
City Limits	1566	0	4	New	No
City Limits	817	0	4	New	No
City Limits	1567	0	4	New	No
FM 1128	4151	0	4	New	No
Pollard Blvd	3116	2	4	New	Yes
City Limits	584	2	4	New	No
Del Bello Blvd EXT B	616	0	4	New	No
Patterson Rd	1839	1	4	New	No
FM 1128	3454	2	4	New	No
Patterson Rd	2353	0	4	New	No
Dogwood Ave (B)	1583	2	3	New	Yes
Pollard Blvd	1879	2	3	New	Yes
Dogwood Ave (D)	3037	0	3	New	Yes
CR-100	5281	2	4	New	No
CR-58	4038	2	4	New	No
Chocolate Bayou Rd	2853	2	4	New	No
Dogwood Ave	5704	2	4	New	No
Charlotte St	4011	2	4	New	No
SH 6	3661	2	4	New	No
Charlotte ExtA	735	0	2	New	Yes
FM 1128	2617	2	4	New	No
Dogwood Ave	6149	0	4	New	Yes
Del Bello Blvd	1564	2	4	New	Yes
Autumn Breeze Dr	1042	2	4	New	Yes
CR-58 (Croix Rd)	4198	0	4	New	Yes
Railroad	1236	2	4	New	No
SH 6	3604	3	4	New	No
Charlotte St	2971	2	4	New	Yes
Dogwood Ave	3765	0	4	New	Yes
Del Bello Rd	4668	0	4	New	No
Chocolate Bayou Rd	4294	2	4	New	No
CR-58	1041	0	4	New	No
City Limits	2509	0	4	New	No
Del Bello Blvd	5480	2	4	New	Yes
395' N of Rdge Crst Ln	1302	2	4	New	Yes
City Limits	1271	2	4	New	No
2250' W of City Limit	1323	0	4	New	No
W City Limit	2197	0	4	New	No
Scott Ave	5673	0	4	New	No
SH 6	1813	2	4	New	No
Lewis Ln	3061	2	4	New	No
Oilfield Rd	4734	0	2	New	No
Oilfield Rd	1938	0	4	New	No
City Limit	4130	0	4	New	No
Alvin-Manvel Rd	1386	2	4	New	No
170' S of Heights RdW	1701	2	4	New	No
Belcher Rd	3288	2	4	New	No

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78	3	X	CR-99	Belcher Rd
79	3		CR-99	Lewis Ln
142	3	X	CR-99	170' S of Heights RdW
42	3		Harkey Rd	Oilfield Rd
144	3		Harkey Rd	North City Limit
145	3		Harkey Rd	1,060' SW of North City Limit
66	3	2	Lewis Ln	FM 1128
111	3		Lewis Ln	Cemerary Rd
84	3		New Road 3A	Oilfield Rd
86	3		New Road 3A	City Limits
89	3	X	New road 3C	Alvin-Manvel Rd
37	3		Oilfield Rd	FM 1128
38	3		Oilfield Rd	CR-58
87	3		Phillips Dr	Pillips Dr Ext A
88	3		Phillips Dr ExtA	FM 1128
73	3		Phillips Dr ExtB	Phillips Dr
55	4		Bissell Rd	Meridiana Pkwy
114	4		Bissell Rd	Masters Rd
124	4		Bissell Rd	Iowa Ln
125	4		Bissell Rd	1380 FT W of Meridiana Pkwy
126	4		Bissell Rd Ext A	W City Limit
127	4		Bissell Rd Ext B	Bissell Rd
57	4		Jordan St	Meridiana Pkwy
69	4		Jordan St	Meridiana Pkwy
72	4		Jordan St	Masters Rd
130	4		Jordan St Ext	Jordan St
60	4		Masters Rd	Jordan St
61	4		Masters Rd	Uzzell Rd
68	4		Masters Rd	Railroad
123	4		Masters Rd	New Road 4A
90	4		New Road 4A	Masters Rd
122	4		New Road 4A	New Road 4B
91	4		New Road 4B	New Road 4A
92	4		New Road 4B	New Road 4A
95	4	X	New Road 4B	Jordan St
93	4		New Road 4C	Jordan St
94	4		New Road 4D	New Road 4A
139	4		Pursley Blvd	Clark Rd
71	4		Uzzell Rd	Masters Rd
135	4	0	Uzzell Rd Ext	New Road 4A

Lewis Ln	4167	2	4	New	No
SH-6	2377	2	4	New	No
Oilfield Rd	1630	2	4	New	No
Belcher Rd	3298	0	4	New	No
1,060' SW of North City Limit	1062	1	4	New	No
Oilfield Rd	2311	0	4	New	No
Cementary Rd	3164	2	4	New	No
E City Limit	6140	0	4	New	No
City Limits	3282	0	4	New	No
Oilfield Rd	3654	0	4	New	No
City Limit	3839	0	4	New	No
CR-58	2302	1	2	New	No
Chocolate Bayou Rd	2521	1	2	New	No
Phillips Dr ExtB	2572	1	4	New	No
Phillips Dr	1492	0	4	New	No
Harkey Rd	3634	0	4	New	No
Masters Rd	2945	1	3	New	No
E City Limit	8270	2	3	New	No
Bissell Rd Ext B	1845	1	3	New	No
Meridiana Pkwy	1435	1	3	New	Yes
Iowa Ln	2427	0	3	New	No
1380 FT W of Meridiana Pkwy	3265	0	3	New	Yes
Masters Rd	3087	2	3	New	No
Jordan St Ext	2598	1	3	New	No
City Limits	6089	2	3	New	No
Bissel Rd	1905	0	2	New	No
New Road 4A	2898	2	4	New	No
Hanselman Rd	5261	2	4	New	No
Jordan St	2365	2	4	New	No
Uzzell Rd	1966	2	4	New	No
New Road 4B	6816	0	4	New	No
City Limits	2426	0	4	New	No
Uzzell Rd	4737	0	4	New	No
New Road 4C	3299	0	4	New	No
Bissel St	2886	0	4	New	No
New Road 4B	1665	0	3	New	No
City Limits	1359	0	4	New	No
Pursley EXT A	1258	2	4	New	Yes
New Road 4B	3941	2	4	New	No
City Limit	1336	0	4	New	No

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