

## **KMUD In January: Construction Progress Update**

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The Kleinwood MUD (the "Water Board") met twice in January in which the primary items of discussion included 1) reviewing the plans to be bid for the construction of the Steubner-Airline utilities, 2) considering the maintenance repairs of the water plant tanks, and 3) discussing the status of the ongoing work to install the emergency generators. Please note that the Water Board holds its monthly meeting on the fourth Thursday of each month at the Kleinwood Clubhouse, beginning at 6 PM. Residents of the Kleinwood MUD are welcome to attend, as these meetings are open to the general public.

--- The District's Engineer, Jones & Carter, reported that the project to construct water and sanitary sewer lines along Steubner-Airline will be competitively bid in early February. Bids should be received in time for the February meeting. These lines will be installed along the west side of Steubner-Airline, from Lyons School Road south to Cypresswood Drive, and then along Cypresswood Drive west to the Meyer Park boundary. The installation of these lines will enable owners of property along these roads to develop their land for commercial purposes, following their official annexation into the District. The proposed veterinary clinic is moving forward, and the owner has indicated that construction will probably not begin until next year.

--- C. F. McDonald Electric, the contractor for the installation of the new emergency generators, reported that the concrete slabs and underground conduit has been completed. The delivery of the generators is expected in March, and completion of the project is estimated to be late May, just before the start of hurricane season. The emergency generators will be in two separate locations – one at the Louetta water plant, and one at the Champion Woods lift station. These installations would provide the emergency supply of water, as well as emergency operation of the sanitary sewer systems north of Louetta, during a power outage of any duration.

--- The Board reviewed the Engineer's recommendation to apply a new corrosion resistant coating to the hydro tanks at the Squyres Road water plant. The work would also include smaller items of equipment that need to be recoated and the estimated cost for this work is in the \$125,000 range. The Engineer will prepare the formal bid documents to obtain competitive bids for this work.

--- In the coming months, the District's Engineer and the Operator, EDP, will develop a comprehensive directional flushing plan as well as a definitive plan for inspecting, cleaning and rehabilitating the sanitary sewer lines. Most of the older underground lines were installed in the mid-70's, and an overall inspection of these lines will enable the District to assess the extent of the expected repair work. Over the course of the last 35-40 years, the amount of repair work to these older lines has been minimal, and this inspection program is deemed necessary as preventative maintenance.

--- District statistics through December included a 99.73% collection of the 2009 taxes, a 38.74% collection of the 2010 taxes, the water "billed-to-pumped" ratio at 92.2% (over 90% is very good), and the District had 824 service connections, including 9 vacant single family residences.

### **A Piece Of Kleinwood Area History: The Railroad Boom**

Texas railroad development took place with dramatic speed in the late 1800's. It was Jay Gould's International and Great Northern Railroad that quickly turned the community of Spring in North Harris County into a boom town complete with opera house, saloons, and hotels. In Westfield, cattle pens and warehouses were built along the tracks. Today the I & G.N. remains the oldest and longest line along the Missouri-Pacific system in Texas.

The runaway growth of the railroad industry prompted the state to create its first regulatory agency, the Railroad Commission of Texas. Its responsibilities were gradually broadened until its prime concern became petroleum conservation and the regulation of oil and gas pipelines.

Just after 1900, bands of steel stretched northwest from Houston, bisecting the space between Spring and Cypress. The Trinity and Brazos Valley Railway placed a terminal at the point where the level prairie changes to rolling woodlands. Engines could be changed there for the uphill haul toward Fort Worth. The terminal gave rise to the city of Tomball, soon the most populous town in the area.

The rapid growth of Tomball testified to the rule that the railroad was the key to growth and prosperity. With cheap and reliable transportation nearby, farmers could concentrate on a single cash crop. The age of railroads had transformed North Harris County, bringing settlers and supplies, and carrying to market the wealth of the land.

(Source: "The Heritage Of North Harris County", published in 1977 by the North Harris County Branch of the American Association Of University Women)