



# FM 2100 PROJECT NEWS

FEBRUARY 28 – MARCH 16, 2023

## Quick Facts

**Project Location:**

Harris County, Texas

**Project Length:**

Approximately 5.6 miles

**Project Limits:**

From Huffman-Cleveland Road North  
to SH 99 (Grand Parkway)

**Estimated Cost & Funding:**

\$100 million, partially funded

**Project Reference Number**

CSJ: 1062-02-011

**Right of Way Needs:**

66.06 acres for roadway improvements

38.31 acres for drainage channels

Approximately 104 acres total

**Potential Displacements:**

1 commercial business

2 churches

2 shed structures



## Welcome to the Public Hearing

The Texas Department of Transportation (TxDOT) welcomes you to the public hearing. This public hearing 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 hearing is to present the Draft Environmental Assessment (EA), 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 hearing, you are invited to review materials for the proposed improvements to FM 2100 from Huffman-Cleveland Road North to SH 99, in Harris County. The proposed improvements include widening the two-lane facility to four lanes by adding one 12-foot-wide travel lane in each direction, an 18-foot-wide raised median, a 5-foot-wide sidewalk on the east side of FM 2100, and a 10-foot-wide sidepath on the west side of FM 2100. The proposed improvements use portions of the existing Plum Grove Road and FM 2100 roadways and a section on new location. The roadway would have curb and gutter drainage and two drainage channels.

## Project History

Two previous public meetings have been held for this project. Public Meeting #1 held in February 2017 drew 118 attendees and 37 participants provided comments on topics such as the amount of proposed right of way (ROW), the need for noise barriers, potential flooding concerns, and potential displacements. The alternative shown at the 2017 Public Meeting included a proposed ROW that varied from 200- to 220-feet in width and totaled approximately 91 acres of proposed ROW, including detention ponds. This alternative included potential displacements of seven residences, two commercial properties, and two churches.

Following the 2017 Public Meeting, the proposed alignment was adjusted to veer onto new location through undeveloped property just north of Magnolia Lane and connect to existing Plum Grove Road north of Meyer Road. Larger detention areas were also added to address flooding concerns.

In March 2020, TxDOT held a second public meeting to present the updated design. The meeting drew 96 attendees, and 17 commenters remarked on the amount of proposed ROW, the need for noise barriers, potential flooding concerns, and potential displacements. The alternative shown at the 2020 Public Meeting included approximately 176 acres of proposed ROW, including detention ponds. Although the total amount of required ROW increased, the potential displacements decreased from what was proposed in 2017 to three residences, one commercial property, and two churches.

Following the 2020 Public Meeting, the proposed project typical section width was reduced by 50 feet and modifications to the proposed detention areas were made. These changes reduced the proposed ROW to a total of 104.37 acres. The proposed project would include potential displacements of one commercial property, two churches, and two shed structures, a decrease from previous designs. This is the alternative presented at the Public Hearing.

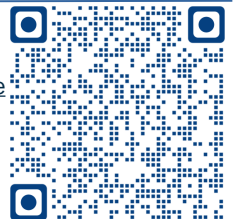
No noise abatement measures, including noise walls, would be both feasible and reasonable; therefore, no abatement measures are proposed for this project.

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.

For more information, go to:

<https://www.txdot.gov/projects/hearings-meetings.html>  
or scan the QR code here.

Follow us on Twitter at  
@TxDOTHouston



## Why is this project proposed?

The project is needed to increase capacity due to population growth in the region and to enhance safety.

The purpose of the proposed project is to facilitate mobility for anticipated population growth in northeastern Harris County and enhance safety for the traveling public by adding travel lanes to increase capacity. Additional safety features include adding sidewalks, sidepaths, widening shoulders, and adding a raised median with dedicated left-turn lanes at selected intersections.

The proposed project would accommodate future anticipated traffic demand and growth in the region, while improving safety by providing a divided highway with raised medians and dedicated left turn lanes at select intersections.

## Questions or Need Help

Reina Gonzalez

(713) 802-5269

[Reina.Gonzalez@txdot.gov](mailto:Reina.Gonzalez@txdot.gov)

Chance Norman, P.E.

(713) 802-5251

[Chance.Norman@txdot.gov](mailto:Chance.Norman@txdot.gov)



## 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 English or Spanish in the following ways:

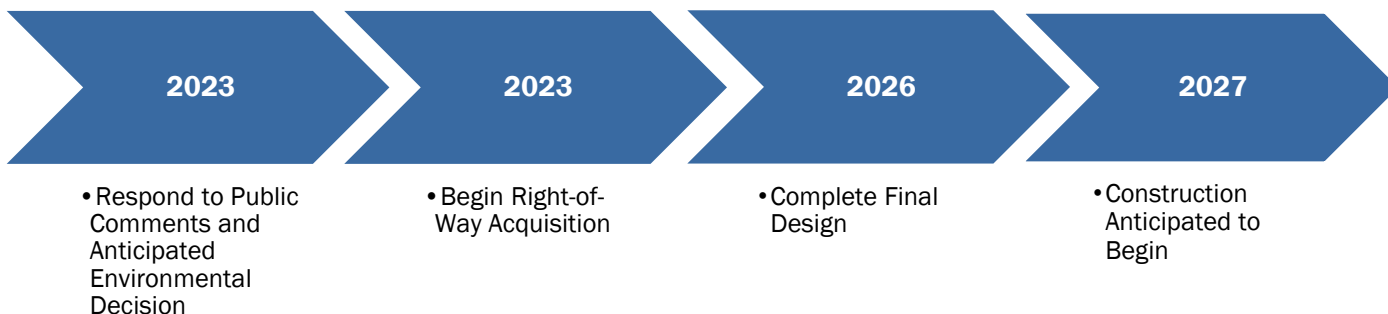
- Place the comment card in the Comment Box at the in-person option
- Send your comment via U.S. Mail postmarked by March 16, 2023:  
TxDOT Houston District  
Advanced Project Development Director  
P.O. Box 1386  
Houston, Texas 77251-1386
- Send your comment via email to:  
[HOU-PIOwebmail@txdot.gov](mailto:HOU-PIOwebmail@txdot.gov)
- Record your verbal comment by calling (281) 215-3841.

All comments must be received or postmarked by Thursday, March 16, 2023, to be considered in the official public hearing summary report.

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

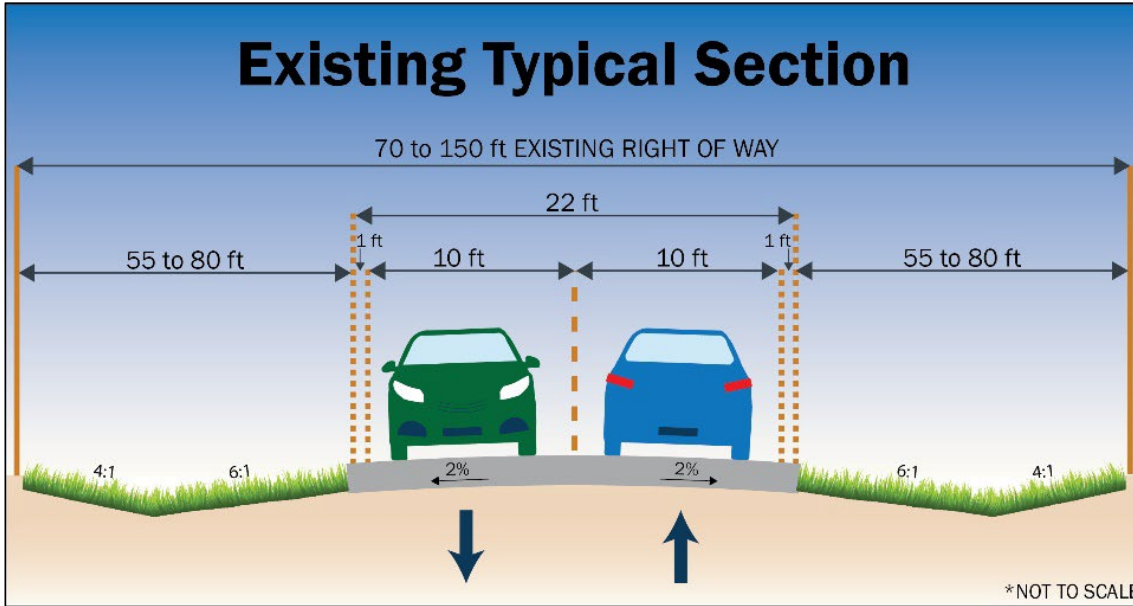
Please reference the project number shown on the first page in all communication.

## Next Steps



## FM 2100 north of Huffman-Cleveland Road Section

## Existing Roadway



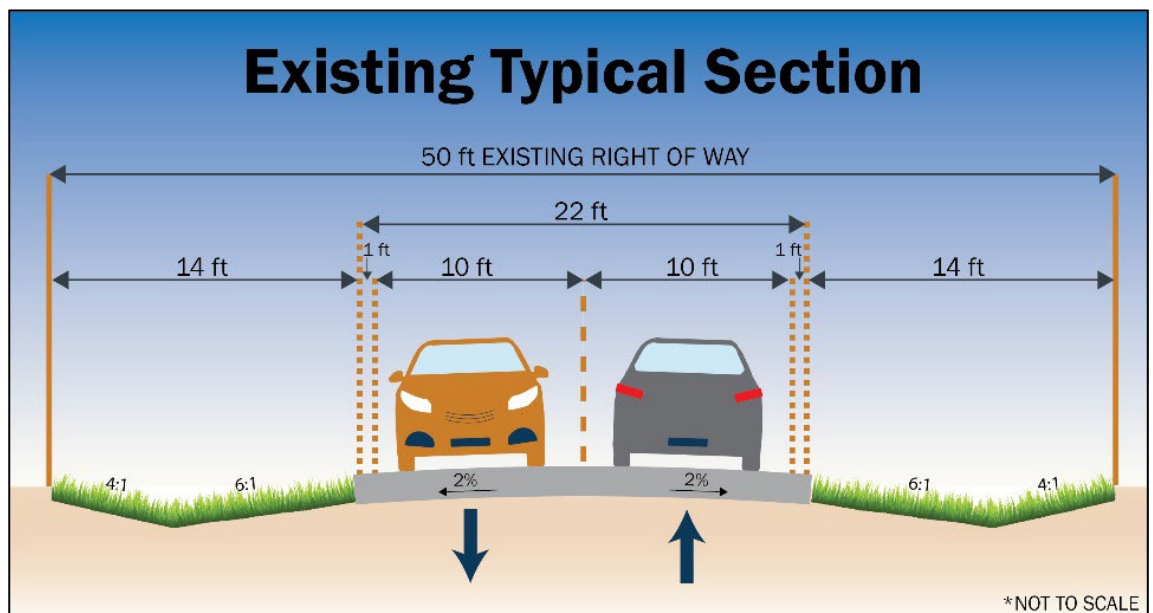
The image to the left represents a cross-section view of the roadway as it is today. Within the project limits, the existing FM 2100 roadway consists of two 10-foot-wide travel lanes (one in each direction), 1-foot-wide outside shoulders, and open drainage ditches. The existing right of way varies from approximately 70 to 150 feet in width. There are no sidewalks or bicycle accommodations within the existing project area.

The Texas Department of Transportation (TxDOT) commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

## Existing Roadway

The image to the right represents the existing Plum Grove Road roadway which consists of two 10-foot-wide travel lanes (one in each direction), 1-foot-wide outside shoulders, open drainage ditches, and no sidewalks or bicycle accommodations. The Plum Grove Road right of way is approximately 50 feet in width.

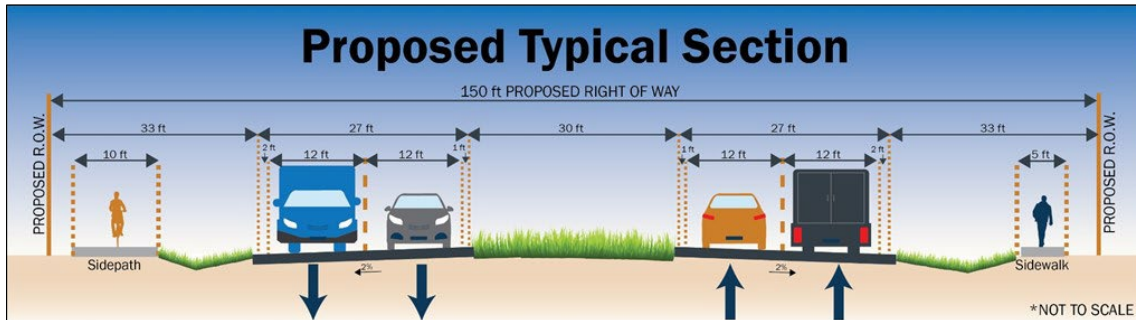
## Plum Grove Road



# Proposed Roadway

The image below displays proposed project improvements to include widening the two-lane facility to four lane divided by adding one 12-foot-wide travel lane in each direction, a 30-foot-wide raised median, a 5-foot-wide sidewalk on the east side of FM 2100 and a 10-foot-wide side path on the west side of FM 2100. The roadway would have curb and gutter drainage and two proposed drainage channels. The proposed right of way is 150 feet in width.

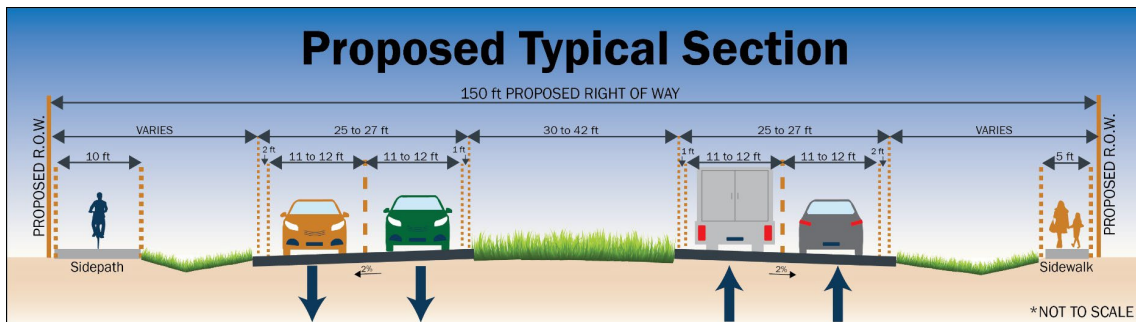
## Commons Vista Drive to south of SH 99



# Proposed Roadway

The image below displays the beginning of the project at Huffman-Cleveland Road, where there is a small transition section that would include two 11- to 12-foot-wide travel lanes in each direction, a 30- to 42-foot-wide raised median, a 5-foot-wide sidewalk on the east side of FM 2100, and a 10-foot-wide side path on the west side of FM 2100.

## FM 2100 at Huffman-Cleveland Road



# Proposed Roadway

The image below shows that at the FM 2100 and State Highway 99 intersection, additional 12-foot-wide turning lanes would also be provided.

## FM 2100 at SH 99

