



Historic Resources Project Coordination Request Memorandum - Final

Update: Farm-to-Market (FM) 2100 Roadway Widening/
Alignment

Houston District

From Huffman-Cleveland Road North to Future State Highway (SH) 99

Harris County, Texas

CSJ: 1062-02-011

September 2021

Principal Investigator: Adrienne Campbell, Cox McLain Environmental Consulting

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 a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

This technical report is produced for the purposes of meeting requirements under Section 106 of the National Historic Preservation Act, the Antiquities Code of Texas, and other cultural resource legislation related to environmental clearance as applicable.

1.0 Introduction

The Houston District of the Texas Department of Transportation (TxDOT) proposes to widen and realign Farm-to-Market (FM) Road 2100 from Huffman-Cleveland Road (North) to the future State Highway (SH) 99 (Grand Parkway) in Harris County, Texas. A Historic Resources Survey Report (HRSR) was prepared and approved for the project in 2017 (FM 2100 from Future SH 99 to Huffman-Cleveland Road (North); CSJ 1062-02-011; TxDOT 2017a). Subsequently, the project was redesigned to address public comments, resulting in a realigned roadway and additional right-of-way (ROW) and an HRSR update was prepared and approved for the project in 2019 (FM 2100 Realignment from Huffman-Cleveland Road [North] to Future SH 99; CSJ 1062-02-011; TxDOT 2019). The project has been revised again in 2021 with a minor realignment and the addition of open drainage channels (see **Figure 1**).

The letting date for the project is September 2023; the cutoff date for the historic resources survey is 1978 (45 years prior to the letting date). The area of potential effects (APE) is proposed as a 150-foot buffer from proposed ROW or easements along existing ROW or easements and a 300-foot buffer from proposed ROW or easements on new location (across undeveloped land), in accordance with the terms of the Programmatic Agreement for Transportation Undertakings (PA-TU) among TxDOT, the Federal Highway Administration, the Advisory Council for Historic Preservation, and the Texas Historical Commission (THC) (see **Figure 2**). The Study Area is defined as 1,300 feet beyond the APE.

2.0 Review of Previously Designated Properties

Architectural historians from Cox|McLain Environmental Consulting (CMEC) reviewed the THC's Atlas map of previously identified historic properties, including properties listed in the National Register of Historic Places (NRHP), National Historic Landmarks, Recorded Texas Historic Landmarks, and Official Texas Historic Markers. CMEC architectural historians also reviewed TxDOT's Historic Resources of Texas Aggregator map dataset. Although the THC Atlas does not offer mapped locations of State Antiquities Landmarks (SALs), the TxDOT database includes a feature class for SALs. A review of these datasets did not identify any NRHP-listed properties or districts, SALs, or RTHLs within the Study Area. There are also no historic bridges within the Study Area.

3.0 Previous Coordination

Previous iterations of the project were the subject of a 2017 HRSR (FM 2100 from Future SH 99 to Huffman-Cleveland Road North, CSJ 1062-02-011; approved August 2017) and a 2019 HRSR (FM 2100 from Future SH 99 to Huffman-Cleveland Road North, CSJ 1062-02-011; approved November 2019). The surveys documented resources constructed prior to

1978, within an APE of 150 feet from the proposed ROW or easements along existing roadway, and 300 feet from proposed ROW or easements in new-location areas. The surveys documented four historic-age resources on three parcels. None of the resources were determined eligible for the NRHP.

4.0 Current APE Analysis

The parcels intersected by or within the current APE are shown on **Figures 2 and 3**. There are 26 parcels that were not in the APE of the previous surveys, highlighted in yellow in **Figure 3**. Parcels that were part of the previous studies' APE and were therefore evaluated in 2017 or 2019 are highlighted in blue. The new parcels in the APE were reviewed to identify the potential for any previously undocumented historic-age resources. Based on Harris County and Liberty County Central Appraisal District (CAD) data for parcels within the realigned project APE, there are three parcels with a recorded date of construction of 1978 or earlier that were not recorded in the previous surveys (**Table 1**).

Table 1: Parcels with potential historic-age resources in new APE

CAD No.	Address	Proposed ROW Acquisition	Earliest Date of Construction (CAD)	Aerial Photograph Analysis
976160000162	36 Meyer Road	No	1973	Historic age
976160000039	40 Meyer Road	No	1950	Not historic age
7078 ¹	58 Meyer Road	No	2014	Possibly historic age

Two parcels have CAD dates of construction that predate 1978 and a review of historical aerial photographs indicates one additional parcel may have extant historic-age resources. These three properties are at 36 Meyer Road and 40 Meyer Road in Harris County, and 58 Meyer Road in Liberty County (see parcels outlined in orange in **Figure 3**). The footprint of the existing building at 40 Meyer Road is not visible in 1978 historic aerial photographs; neither is a building indicated at this location in the 1980 United States Geological Survey (USGS) topographic map. Therefore, the buildings at this address may postdate the 1978 cut-off date or may be historic-age resources that were moved to this location after 1980. The remainder of the parcels in the revised APE are vacant or have buildings and structures that are not historic age, based on a review of CAD data and historic aerial photographs.

¹ In Figure 3, this parcel is displayed as two parcels with the same CAD number.

5.0 Recommendation

A windshield survey of the APE is recommended to identify previously undocumented historic-age resources in the APE, evaluate them for eligibility for the NRHP, and if necessary, assess effects from the proposed undertaking. The survey should focus on the three parcels in the revised project area with possible pre-1978 buildings.

Appendix: Figures

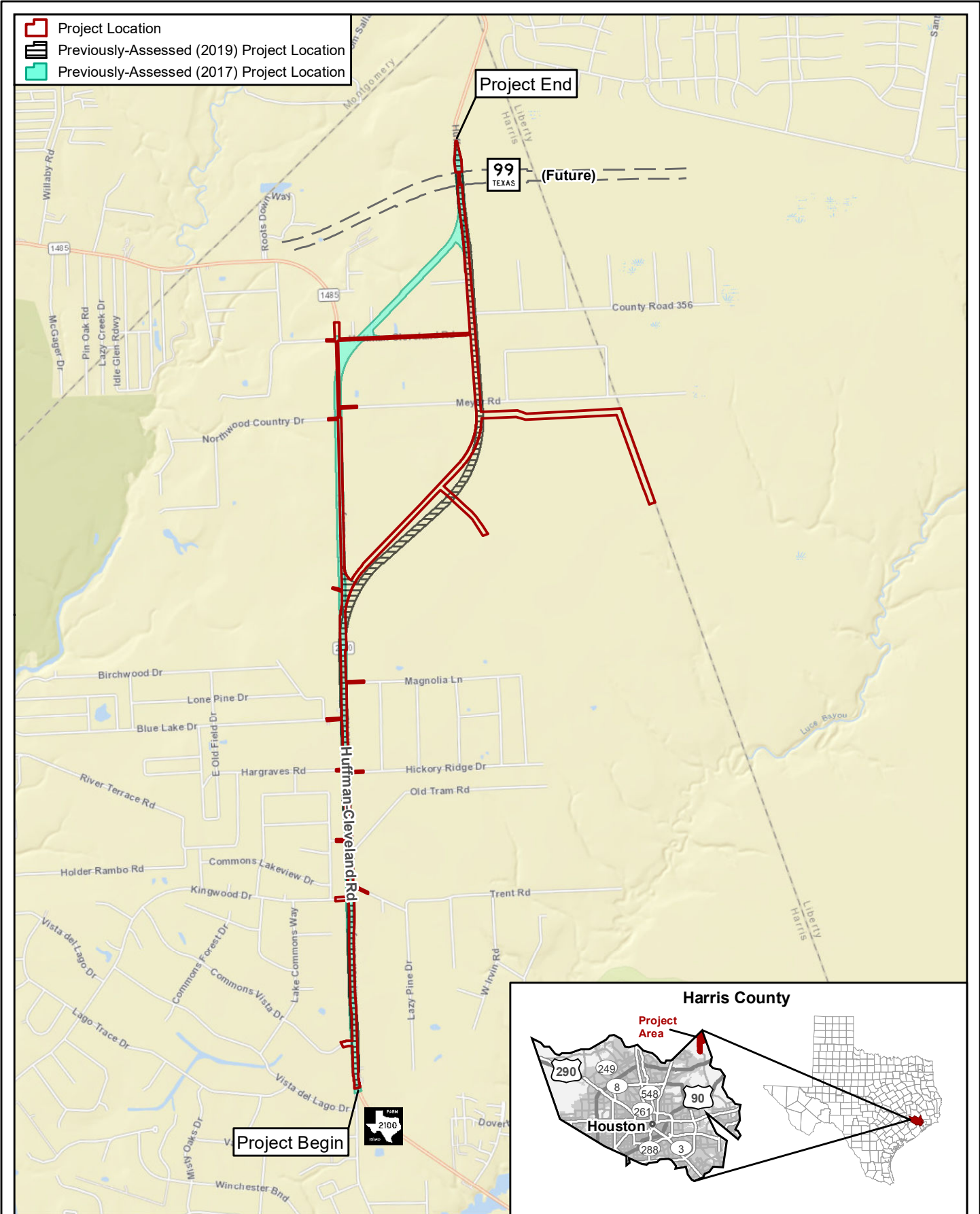


Figure 1.
Project Location (Road Base)

FM 2100: Huffman-Cleveland Road to Future SH 99

Basemap Source: Esri (2021)

	CSJ: 1062-02-011	
		1 in = 0.75 mile Scale: 1:47,520 Date: 9/28/2021



Figure 2. Location of APE for Historic Resources
 FM 2100: Huffman-Cleveland Road to Future SH 99

- | | | | | |
|---------------------------|-----------------------|---------------------------------------|-----------------------------|-----------------------|
| Existing Right-of-Way | 1,300-foot Study Area | Previously-Documented (2007) Resource | Parcel Intersecting the APE | Existing Right-of-Way |
| Proposed Right-of-Way | Cemetery | Previously-Documented (2017) Resource | Previously Surveyed | APE 300-foot |
| Proposed Drainage Channel | Parcel Boundary | Previously-Documented (2019) Resource | New to Project | APE 150-foot |

CSJ: 1062-02-011

Data Sources: CMEC (2017, 2019), StratMap (2021), EComm (2007), THC (2021), TxDOT (2021), Aerial Source: Hexagon (2020)

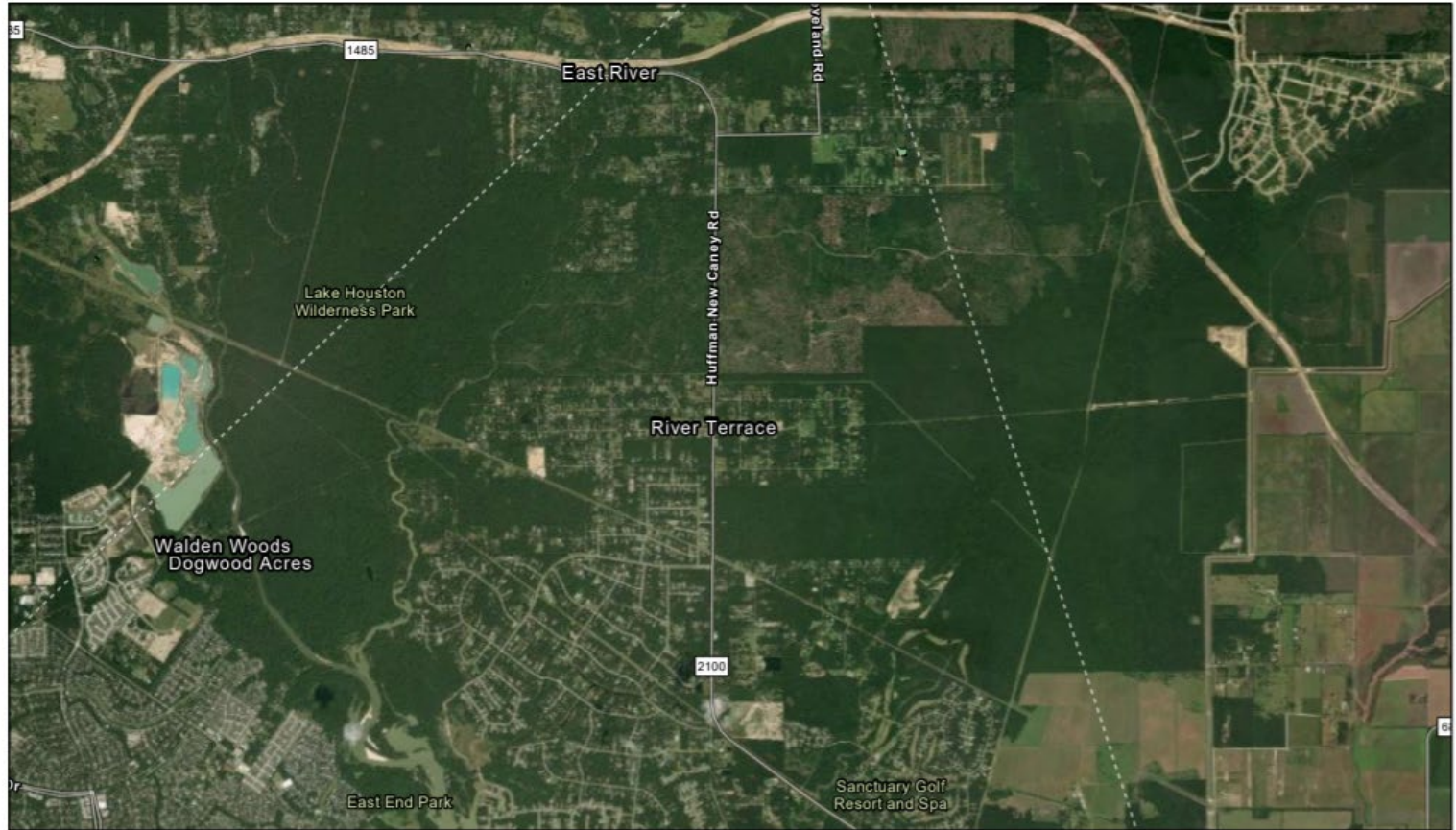
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 1:24,000

Date: 9/28/2021

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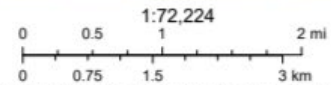
Figure 4: THC Sites Atlas Search within 0.25-mile Study Area

There are no NHL, NRHP, SAL, or RTHLs within the 0.25-mile Study Area.



September 28, 2021

 Cemeteries



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 5: TxDOT Previously Identified NRHP Properties, Districts, and Historic Bridges within 0.25-mile Study Area

There were no NRHP-listed or eligible properties or historic districts in the 0.25-mile Study Area. There are no NRHP-listed or previously determined NRHP-eligible bridges within the 0.25-miles Study Area or project APE.

