

TCB
5757 Woodway, Suite 101 West, Houston, Texas 77057-1599
T 713.780.4100 F 713.780.0838 www.tcb.aecom.com

November 28, 2007

Mr. Patrick S. Van Pelt, Chairman
Harris County Historical Commission
1218 Webster Street
The Benjamin Building
Houston, Texas 77002-8841

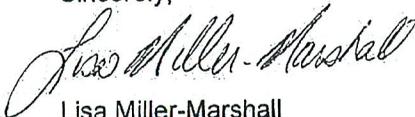
Subject: Historical and Archeological Resources Coordination
SH 288 from US 59 to CR 60
TCB Job No. 60004716.00003

Dear Mr. Van Pelt:

The Texas Department of Transportation (TxDOT) is proposing a project to construct roadway improvements along State Highway (SH) 288 from United States Highway (US) 59 south of downtown Houston, in Harris County to County Road (CR) 60 in Brazoria County (see *Figures 1 and 2*), a distance of approximately 26 miles. SH 288 currently provides two to four general-purpose travel lanes in each direction, separated by a grassy median. The proposed roadway improvements would include construction of toll lanes in each direction within the existing grassy median, interchange improvements at Interstate Highway (IH) 610 and Beltway 8, and improved access to the Texas Medical Center (TMC) including work along Almeda Road. The majority of the proposed improvements would occur within the existing right-of-way (ROW), with approximately 367 acres of additional ROW needed primarily at interchanges (*Figures 1 and 2*).

To aid us in our development of the Environmental Assessment, we request that you identify any areas of concern related to historical or archeological resources within the project area as they relate to the proposed project. If the project area does not contain historical or archeological sites, your verification or concurrence can be provided by signing in the space provided below. We would appreciate a signed response from you. Please call me at (713) 267-2877 if you have any questions.

Sincerely,



Lisa Miller-Marshall
Environmental Specialist

Attachments

Harris County Historical Commission Representative

Date

TCB
5757 Woodway, Suite 101 West, Houston, Texas 77057-1599
T 713.780.4100 F 713.780.0838 www.tcb.aecom.com

November 28, 2007

Ms. Mary Beth Jones, Chairman
Brazoria County Historical Commission
130 East Cedar
Angleton, Texas 77515

Subject: Historical and Archeological Resources Coordination

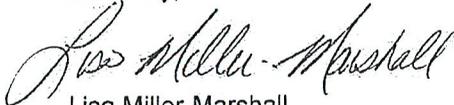
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Attachments

Brazoria County Historical Commission Representative

Date

TCB
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November 28, 2007

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 Brazoria County Historical Commission
 130 East Cedar
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Sincerely,



Lisa Miller-Marshall
 Environmental Specialist

Attachments

SH 288 no protest
 Recommended.
 Marie Beth Jones

Harris County Historical Commission Representative

Brazoria

12-26-07

Date



MEMORANDUM

TO: Project Management 850 File
District: Houston
County: Harris
CSJ#: 0912-00-262
Highways: SH 288
Limits: From US 59 to CR 60
Project Description: HIST: Stipulation VI, Appendix 4. Construct toll lanes and provide interchange improvements at IH 610 and BW 8. 69 acres new ROW. 2 NR Eligible Properties in APE. No Adverse Effect.

FROM: Mario Sanchez **DATE:** April 29, 2010
SUBJECT: Internal review under the Programmatic Agreement for Transportation Undertakings among the Federal Highway Administration, Texas State Historic Preservation Officer, Advisory Council on Historic Preservation, and the Texas Department of Transportation; and the Memorandum of Understanding (MOU) between the Texas Historical Commission and the Texas Department of Transportation.

PROJECT DESCRIPTION

This project proposes to construct improvements to the SH 288 from US 59 to CR 60 for a distance of approximately 28 miles. The SH 288 corridor currently provides two to four general purpose travel lanes in each direction, separated by a grassy median. The proposed roadway improvements would include construction of toll lanes in each direction within the existing grassy median, interchange improvements at IH 610 and Beltway 8, and improved access to the Texas Medical Center. Travel on the toll lanes would be tolled while travel on the existing general purpose lanes would not require a toll or a fee. The proposed SH 288 improvements would be constructed in phases. The interim phase of the project would involve the construction of toll lanes from US 59 to SH 6, and the ultimate phase would extend the toll lanes from SH 6 southward to CR 60. Direct connector improvements at IH 610 and BW 8, and new overpasses at selected, existing at-grade intersections (part of the proposed toll facility) would be constructed during the ultimate phase of the project. Project implementation would require approximately 69 acres of new ROW.

A review of the National Register of Historic Places (NRHP) the list of State Archeological Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within the area of potential effects (APE). It has been determined through consultation with the State Historic Preservation Officer (SHPO) that the APE for the proposed project would vary according to the need for additional right-of-way (see Appendix A, Historic Resources Survey Report).

- From Us 59 to IH 610 the APE is limited to the existing ROW except in limited areas where ROW will be acquired. At those locations, the APE is 150 ft from the proposed ROW boundaries.
- From IH 610 to FM 518 no new ROW is required and the APE is limited to the existing ROW boundary.
- From FM 518 to SH 6 the widening would occur within the existing median. However, since the widening would more than double the width of the roadway, the APE is 150 ft beyond the existing ROW boundary.
- From SH 6 to CR 60 the widening would occur within the existing median. However, since the widening would more than double the width of the roadway, the APE is 150 ft beyond the existing ROW boundary.

A site visit conducted by a TxDOT qualified historian revealed that there 35 (thirty-five) historic-age resources on 12 (twelve) distinct legal parcels within the project APE.

The Historic Resources Survey Report (HRSR) used a cut-off date for historic-age resources of 1965 based on an anticipated construction letting date of 2010. Due to the current let date of 2012, TxDOT Historians examined the APE for historic-age resources constructed from 1965–1967. No additional historic-age resources were found that were not documented in the HRSR.

RESOURCES

Resource #2 is identified as the 1908 American Canal (expanded in 1931). This resource was previously determined **not eligible** for NRHP-listing in a memo dated July 31, 2006.

Resource #s 3 and 11 are identified within the Historic Resources Survey Report as canals. Resource 3 is the 1941 Briscoe Canal. Both the American Canal and the Briscoe Canal are part of an extensive system of canals maintained by the Gulf Coast Water Authority. Resource 11 is the c. 1945 South Texas Water Company Canal. There is inadequate information to determine the eligibility of these canals, therefore for the purposes of this project and since the canals are not adversely affected by the undertaking, they are considered **eligible**.

Resource #s 4a-g are c. 1920 National Folk cottages that are part of a complex surrounding a man-made lake. The one-story buildings feature a pyramidal roof and an inset porch. According to the HRSR, seven additional buildings are located on the east side of the pond. However, current aerials show the demolition of six of the seven buildings on the east side of the lake and four of the documented resources on the west side (see attachment). The remaining resources are **not eligible** for NRHP-listing under Criteria A, B, or C. These resources have no known associations with significant historical figures and although it is possible that they were originally worker housing for nearby oilfields, the recent construction of the lake (c. 1985) suggests that they were moved to their present location. This move negatively affects the resources' integrity of location, association, and setting. In addition, the resources also represent common vernacular types that do not clearly reflect the distinctive characteristic of a type, period, method of construction, work of a master, or high artistic value. Furthermore, these resources are vacant, suffering from neglect, and several of the resources exhibit unsympathetic alterations such as replacement doors and windows. These alterations negatively affect the resources' integrity of materials, design, workmanship, and feeling.

TxDOT Historians have evaluated the remaining resources (Resource #s 1, 5-10, 12) through application of the Criteria of Eligibility for listing in the National Register of Historic Places, and concur with the attached survey report that the eight historic-age resources are not eligible for inclusion in the NRHP, either individually or as a historic district. These resources do not have associations with significant historical figures or events to qualify for eligibility under Criteria A or B. They also represent common vernacular types that do not clearly reflect the distinctive characteristic of type, period, method of construction, work of a master, or high artistic value to qualify as eligible under Criterion C. Additionally, all of the properties evidence unsympathetic alterations that have compromised their integrity.

ASSESSMENT OF EFFECTS

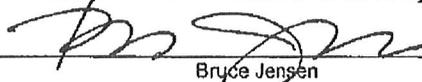
Implementation of the proposed project would not include the replacement of any historic-age features that might be considered contributing to the historic character of the irrigation resource #s 3 and 11. Project implementation would include the construction of multiple-span concrete girder bridges. The piers would not be placed within the canal channels and they would not impede the operation or alter any character-defining features of the canals, nor would they introduce new visual elements not already present or alter the current relationship between the canals and the roadway. No ROW is being acquired from the three canals.

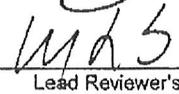
In accordance with CFR 800.5, TxDOT historians applied the criteria of adverse effect and determined that the proposed action will result in **no adverse effect** to the canals. The proposed action would not significantly affect features of the resources' location, use, design, setting, materials, workmanship, feeling or association that

contribute to their NRHP eligibility. The canals would still convey their historic significance as irrigation systems after the project constructs new crossings over them.

CONCLUSION

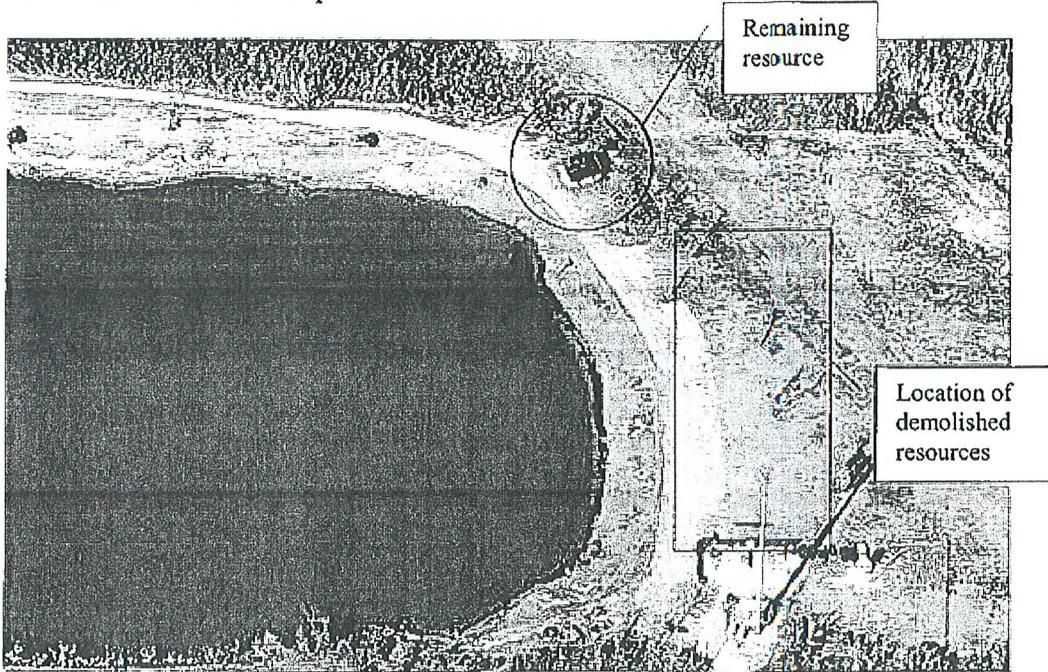
Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects," Appendix 4 of the PA-TU and MOU, TxDOT Historians have determined that the proposed action has no potential to affect historic properties and that individual project coordination with SHPO is not required.

Approved by  for TxDOT 4.30.10
Bruce Jensen Date

Lead Reviewer  for TxDOT 4.30.10
Lead Reviewer's Initials Date

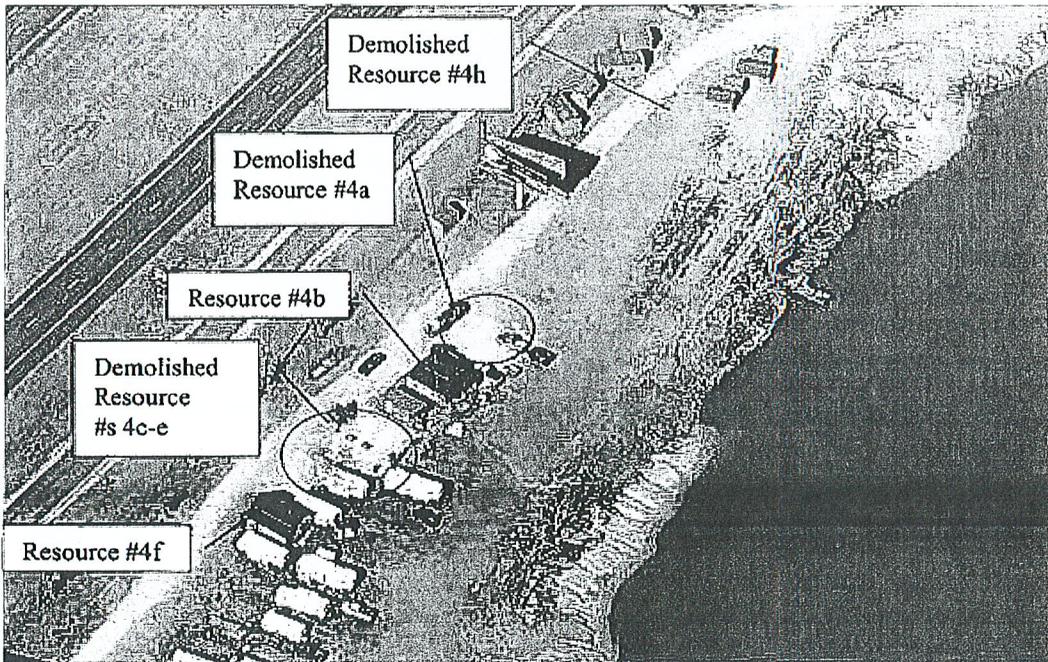
SRM
Attachment
Cc w/out attachment: David Najvar, Houston District; ENV Reading File;
Cc w/ attachment: THC; ENV-HIST

Resource #4-east side of pond



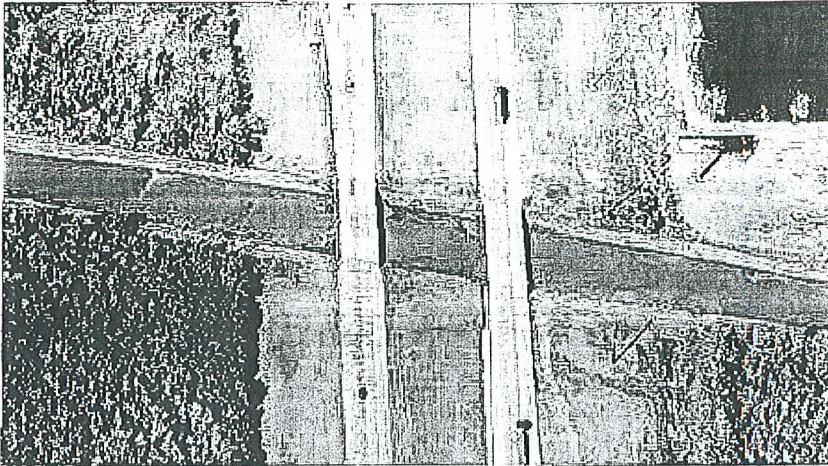
Source: Bing Maps

Resource #4-west side of pond



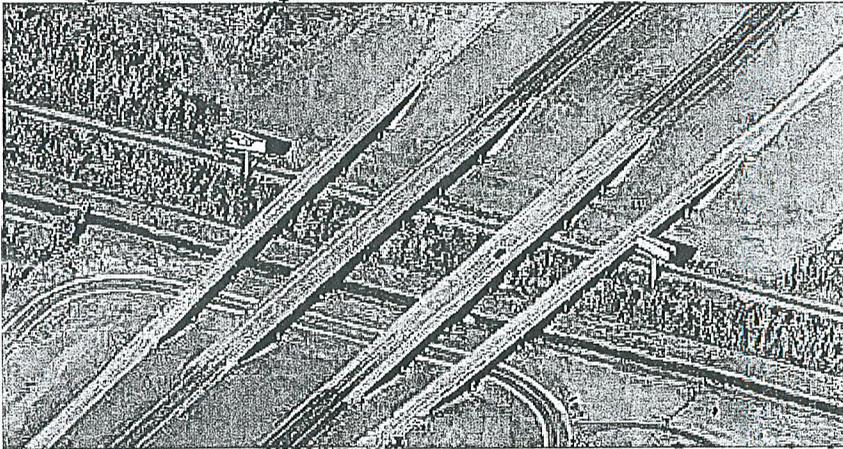
Source: Bing Maps

Existing SH 288 crossing at American Canal



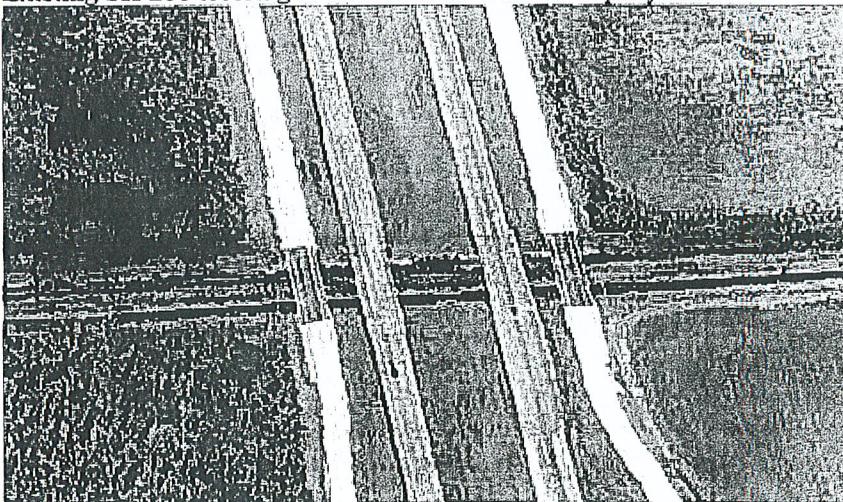
Source: Bing Maps

Existing SH 288 crossing at Briscoe Canal



Source: Bing Maps

Existing SH 288 crossing at South Texas Water Company Canal



Source: Bing Maps