Final Environmental Assessment

FM 723 (Avenue D to FM 1093)

CSJ Number 0188-09-040 and 0188-09-042

Fort Bend County, Texas

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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 16, 2014, and executed by FHWA and TxDOT.

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List of Acronyms

AADT	average annual daily traffic
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ADT	average daily traffic
AOI	area of influence
APE	area of potential effect
BMP	Best Management Practices
BGPA	Bald and Golden Eagle Protection Act
CAA	Clean Air Act
CBRA	Coastal Barrier Resources Act
CEQ	Council on Environmental Quality
CMAQ	Congestion Mitigation and Air Quality
CMP	Coastal Management Program
CO	carbon monoxide
CWA	Clean Water Act
DHHS	U.S. Department of Health and Human Services
EA	Environmental Assessment
EFH	Essential Fish Habitat
EMST	Ecological Mapping System of Texas
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FWCA	Fish and Wildlife Coordination Act
FM	Farm-to-Market Road
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FY	Fiscal Year
FPPA	Farmland Protection Policy Act
HEI	Health Effects Institute
H-GAC	Houston-Galveston Area Council
IBWC	U.S. Section of the International Boundary and Water Commission
IPaC	Information for Planning and Consultation (USFWS)
IRIS	Integrated Risk Information System
KISD	Katy Independent School District
LEP	Limited English Proficiency

MBTA	Migratory Bird Treaty Act
MMPA	Marine Mammal Protection Act
MOU	Memorandum of Understanding
MSAT	Mobile Source Air Toxics
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
NDD	Natural Diversity Database
NEPA	National Environmental Policy Act of 1969
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OSHM	Official State Historical Marker
PALM	Potential Archeological Liability Map
PA-TU	Programmatic Agreement Regarding the Implementation of Transportation Undertakings
PM	particulate matter
PWC	Texas Parks and Wildlife Code
RTEST	Rare, Threatened, and Endangered Species of Texas (TPWD)
RTP	Regional Transportation Plan
ROW	right-of-way
RRC	Railroad Commission of Texas
RTHL	Recorded Texas Historical Landmarks
SAL	State Archaeological Landmark
SH	State Highway
SHPO	State Historic Preservation Office
SOV	single-occupancy vehicle
STIP	Statewide Transportation Improvement Program
SW3P	Storm Water Pollution Prevention Plan
TCEQ	Texas Commission on Environmental Quality
TERP	Texas Emissions Reduction Plan
THC	Texas Historical Commission
TIP	Transportation Improvement Plan
TMDL	Total Maximum Daily Load
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks & Wildlife Department

TSS	total suspended sediments
TWDB	Texas Water Development Board
TxDOT	Texas Department of Transportation
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VMT	vehicle miles traveled
VPD	vehicles per day
WOUS	Waters of the U.S.

1. INTRODUCTION

This Environmental Assessment (EA) presents the potential environmental effects of a project proposed by the Texas Department of Transportation (TxDOT) – Houston District and the Federal Highway Administration (FHWA) to improve approximately nine miles of Farm-to-Market Rd. (FM) 723 between Avenue D and FM 1093 in Fort Bend County (**Appendix A**). This EA presents the need for and purpose of the proposed project, a description of the proposed project, and an interdisciplinary evaluation of its potential effects to the human and natural environment. The draft EA will be made available for public review and comments received will be considered by TxDOT in the decision-making process. If it is determined that no significant adverse environmental effects will result from the proposed project, a Finding of No Significant Impact (FONSI) will be prepared and made available to the public.

This EA has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969, Council on Environmental Quality (CEQ) Regulations (40 CFR §1502.13), FHWA Technical Advisory T6640.8A, and TxDOT guidance documents. 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 (MOU) dated December 16, 2014, and executed by FHWA and TxDOT. A description of the public involvement is provided in Section 7.0.

2. PROJECT DESCRIPTION

2.1. Existing Facility

<u>From Avenue D to South End of Brazos River Bridge</u>

From Avenue D to the south end of the Brazos River Bridge, the roadway consists of two 12-foot lanes, one 14-foot turn lane and a 5 to 6-foot sidewalk along the west side of the roadway. The existing right-of-way (ROW) for this section varies but is typically 60 feet wide.

<u>From North End of Brazos River Bridge to Baker Road</u>

From the north end of the Brazos River Bridge to Baker Road the roadway currently consists of two 12-foot lanes and two shoulders that vary from 8 to 14 feet. The ROW varies but is typically 120 feet.

<u>From Baker Road to FM 359</u>

Currently, the section between Baker Road and FM 359 consists of two 12-foot lanes and two 8-foot shoulders. The existing ROW is 120 feet.

<u>From FM 359 to FM 1093</u>

From FM 359 to FM 1093, FM 723 consists of two 12-foot lanes and two 2.5-foot shoulders. The existing ROW is 120 feet. A typical section of the existing roadway can be found in **Appendix D**.

2.2. Proposed Facility

The 9.23-mile proposed project from Avenue D to south of the Brazos River would include four 11-foot lanes (two in each direction) and 5.5-foot wide sidewalks on both sides of the road within the existing ROW (typically 60 ft.). The Brazos River Bridge would be re-striped to include four 12-foot lanes (two in each direction) and a 5-foot sidewalk on the west side of the roadway, within existing ROW. From north of the Brazos River bridge to FM 1093 the roadway would be widened to four 12-foot lanes (two in each direction) and 12-foot outside shoulders. A two-foot curb offset would be constructed on the inside lanes. The roadway would be divided by an 18-foot raised median, with intermittent median openings and left turn lanes. The typical proposed ROW width between the Brazos River bridge and FM 1093 is 180 feet. Six-foot sidewalks would be constructed within the ROW on both sides of the roadway beginning from the Brazos River Bridge to just north of FM 1093. In addition, the proposed project includes the construction of six detention ponds located adjacent to the roadway. The proposed project would require 97.9 acres of new ROW and 0.0 acre of temporary or permanent easements.

The logical termini, construction limits, and study limits for the proposed project are Avenue D to FM 1093. Avenue D was chosen as the southern logical termini because it is the only east-west thoroughfare, south of the Brazos River and north of the railroad tracks, that intersects with FM 723. FM 1093 was chosen as the northern logical termini because FM 1093 is a major thoroughfare. The proposed project has independent utility, as the widening of FM 723 would not require any additional transportation improvements to complete and would function on its own without further construction of any adjoining segments.

The H-GAC (Houston-Galveston Area Council) adopted the 2040 Regional Transportation Plan (RTP) on January 23, 2015 and the 2019-2022 Transportation Improvement Program (TIP) for the Houston-Galveston Metropolitan Planning Area on May 25, 2018. The U.S. Department of Transportation (USDOT), including the FHWA and Federal Transit Administration (FTA), approved the 2019-2022 Statewide Transportation Improvement Program (STIP) on September 28, 2018.

The proposed project was originally listed in the 2017-2020 STIP as a state-funded project using monies from the passage of Proposition 7. Proposition 7 is a state constitutional amendment dedicating a portion of the general sales and use tax and the motor vehicle sales tax to the general highway fund. The project was assessed to federal NEPA standards in anticipation of securing FHWA funding,and a federal nexus for an anticipated United States Army Corps of Engineers (USACE) permit for impacts to waters of U.S. (WOUS). The source of funding for the proposed project was revised to state and federal funding in the February 2018 STIP revision. The project RTP, TIP, and STIP pages have been included in **Appendix E**. The proposed project would cost an estimated 138,600,000 dollars.

3. PURPOSE AND NEED

3.1. Need

The project is needed to improve mobility as FM 723 between Avenue D to FM 1093 is inadequate for both existing and projected growth in the area. The roadway does not meet current design standards.

3.2. Supporting Facts and/or Data

FM 723 serves as a major arterial within Fort Bend County, which has experienced a substantial increase in population over the past 20 years. Due to the growth in population, vehicular traffic on local roadways has increased. Currently within the project limits, FM 723 is utilized most heavily by local residents who reside in the vicinity of the project area; however, FM 723 experiences increased traffic during peak travel times by commuters who use the roadway to access FM 1093 and US 59. Examining the projected growth within the project vicinity shows that growth is expected to increase by 51 percent in Fort Bend County over a 10-year period from 2010 to 2020. These population numbers are the latest available until the 2020 census is completed and processed. Based on the latest population estimates, the projected increase of 51 percent is on track for 2020. The estimated average daily traffic (ADT) for FM 723 within the project limits for 2019 is 19,200 vehicles and the projected ADT for 2039 is 29,500 vehicles. The ADT for FM 723 within the project limits is expected increase by 65 percent between 2019 and 2039.

Table 1: Population Trends

Area	2000	2010	2020 Projected	2030 Projected	2040 Projected	Percent Change (2000-2010)	Percent Change (2010-2020)	Percent Change (2020-2030)	Percent Change (2030-2040)
Texas	20,851,820	25,145,561	29,510,184	33,628,653	37,736,338	21%	17%	14%	12%
Fort Bend County	354,452	585,375	881,966	1,095,123	1,259,307	65%	51%	24%	15%

Source: U.S. Census Bureau (1990, 2000, 2010 data) and Texas Water Development Board (2020, 2030, 2040 projected data).

FM 723 within the project limits does not meet two of the design criteria outlined in the TxDOT Roadway Design Manual, revised April 2018. The Roadway Design Manual was developed by TxDOT to provide guidance in the geometric design of roadway facilities. The manual is intended to result in projects, which provide user safety and operational efficiency while taking into account environmental quality.

The left and right turn bays along FM 723 from the Brazos River Bridge to FM 1093 are shorter than minimum design criteria for turns bays. The shoulders along FM 723 from FM 359 to FM 1093 are 2.5 feet and the minimum design criteria for shoulder width is 4 feet.

3.3. Purpose

The purpose of the proposed project is to improve mobility, accommodate existing and projected growth, and bring the roadway to current design standards between Avenue D and FM 1093.

4. ALTERNATIVES

4.1. Build Alternative

The Build Alternative from Avenue D to south of the Brazos River consists of widening the existing two-lane undivided roadway to a four-lane undivided roadway with 5.5-foot sidewalks on both sides of the road within the existing ROW. The Brazos River Bridge would be re-striped to include four 12-foot lanes (two in each direction) and a 5-foot sidewalk on the west side of the roadway, within existing ROW. From north of the Brazos River to FM 1093 the Build Alternative consists of widening the existing two-lane undivided roadway to a four-lane divided roadway with 6-foot sidewalks, within a typically 180-foot wide ROW.

The Build alternative was determined to meet the stated need and purpose of the project because it would satisfy the need for improved mobility, accommodating existing and projected growth, and bringing the roadway to current design standards. Different ROW alternatives were considered, which would take ROW entirely from the east side, entirely from the west side, or from both sides of FM 723. The Build Alternative was chosen because it takes the additional required ROW from both the east and west sides of FM 723, allowing for more design flexibility to reduce displacements. In addition, no additional ROW would be required south of the Brazos River, allowing the project to avoid impacts to Brazos Park.

4.2. No Build Alternative

The No-Build Alternative would leave the existing facility unimproved. Normal routine maintenance would continue and all other pending, previously authorized actions would proceed as long as they did not require additional travel lanes. The No-Build Alternative would not meet or satisfy the need and purpose of the proposed project because future transportation volume demands would not be met. The No-Build Alterative will be carried forward for comparison purposes.

4.3. Preliminary Alternatives Considered but Eliminated from Further Consideration

Three preliminary alternatives were considered in the planning of the proposed FM 723 roadway widening. From Avenue D to south of the Brazos River the preliminary alternative was the same for each of the alternatives and would require additional ROW varying from zero to 60 feet. From north of the Brazos River to FM 1093 the alternatives would have widened 60 feet to the east, 60 feet to the west, or 30 feet to the east and 30 feet to the west of the existing facility.

These alternatives were presented at the public meeting held on June 16, 2016 (see section 7.0). Based on the comments received at the public meeting, design standard considerations and environmental resources within the project area, the Build Alternative was selected. The Build Alterative is a variation of the three alternatives presented at the public meeting. From Avenue D to south of the Brazos River the proposed project was aligned within existing ROW to minimize displacements and to avoid impacts to Brazos Park. The Build Alternative from north of the Brazos River to FM 1093 proposes to take ROW from both sides of the existing ROW with a varying width of zero to 60 feet. The Build Alternative was chosen to minimize impacts to environmental resources, commercial properties, and residences.

5. AFFECTED ENVIRONMENT and ENVIRONMENTAL CONSEQUENCES

The following technical reports and forms were prepared in support of this EA. These topics are addressed in the EA but are covered in greater detail within their respective reports. Copies of these documents are found at the TxDOT Houston District Office.

- Air Quality Technical Report
- Archeological Survey Report
- Biological Evaluation Form
- Community Impacts Form
- Hazardous Materials Initial Site Assessment Report
- Historic Resources Survey Report
- Indirect Effects Technical Report
- Traffic Noise Technical Report
- Wetland Delineation Report

5.1. Right-of-way/Displacements

The majority of the ROW within the project area consists of commercial and residential development, as well as fallow and active agricultural fields. The No-Build Alternative would require no additional ROW and no relocations or displacements would occur. The Build Alternative would require approximately 97.9 acres of additional ROW, including land for stormwater and drainage features. The existing ROW varies in width from 60 to 120 feet. The existing FM 723 ROW would be widened to 180 feet north of the Brazos River Bridge; requiring 0 to 60 feet of additional ROW to be acquired on either side of the existing FM 723 roadway. The proposed project would require the displacement of two structures, one displacement of a utilities building and one displacement of a commercial strip center. The proposed project would not require the displacement or partial acquisition of any residential structure. There are potentially 165 parcels that will be partially acquired for the project, not including existing TxDOT ROW (see **Appendix F**, **Figure 1**).

Partial Acquisition

Partial acquisition will occur in those instances where the project would result in changes to access and loss of frontage or parking to a structure's property or complex but would not result in the relocation of the business or structures' inhabitants. There is potential that loss of parking for some businesses could result in total displacement. This will be determined through the TxDOT ROW Division during the property acquisition process. There are no temporary easements proposed for the project.

Potential Relocations/Displacements

The proposed project would displace two structures, an AT&T Remote Terminal Building, and a commercial strip center. The AT&T Remote Terminal Building provides services to complete digital service area. The acquisition and relocation of this structure would be coordinated by TxDOT's ROW Division. The utility structure would not be demolished until the services it is currently providing have been relocated, preventing any break in services that the digital service area is currently receiving. The commercial strip center is occupied by eight lessees. Details regarding the displaced structures are provided in **Table 2.**

Table 2: Potential Relocations/ Displacements

Map ID #	Reference ID #	Property Address	Acres to be Acquired	Property Type	Business Name/Area Affected
222	R30363	0 FM 723	2.49	Utilities	AT&T Remote Terminal Building
239	R30357	FM 723		Commercial	Crossfit Vetted Strike Electrical Services J-Rod's Speed Shop Ceramic Pro AdventureUp Overland College Hunks Hauling Junk Terry's AC and Heating Trikes Electrical Services

Source: Study Team 2017

Availability of Comparable Commercial Properties

To assess availability of replacement properties within the project study area, a search of commercial properties using the commercial real estate listing website, Commercial Gateway (ww.commgate.com, November 2018) was conducted. Available commercial properties were searched within an area bounded by I-10 to the north, SH 99 to the east, US 69 to the south, and Fulshear to the west. The search indicated that an adequate quantity of replacement land or commercial structures are available near the project area. According to Commercial Gateway there are 27 commercial land listings, 15 retail property listings, and 4 office property listings near the project area.

Relocation Assistance by TxDOT

TxDOT offers relocation counseling and financial assistance to residences and businesses that are displaced by the acquisition of highway ROW in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646). Once it is determined that a structure must be acquired in order to construct this highway, the property owner and/or tenant is contacted by a relocation counselor. The relocation counselor will provide information on the benefits for which the owner/tenant is eligible and will assist the owner/tenant in applying for those benefits. The relocation counselor will provide transportation to inspect the housing (especially for elderly and handicapped persons), and referrals to other agencies that provide assistance for relocated persons.

The relocation counselor also provides a listing of the most current comparable housing, including those currently available on the market and within the financial means of the occupant. This listing would be as close as possible to the dwelling being taken in terms of number of rooms, living space, location, and square footage. The replacement housing has to meet all minimum standards established by the state (decent, safe, and sanitary) and conform to all local building codes.

Depending on the difference in prices for comparable properties, financial assistance in the form of a purchase supplement, rental assistance payments, or a down payment on a loan may be offered to the relocatee. No construction would occur in the area immediately adjacent to affected properties until comparable replacement housing has been made available to all relocatees.[1]

In addition to residential relocation assistance, TxDOT also provides assistance to relocated businesses, farms, and non-profit organizations. These benefits may be in the form of reimbursements for reasonable moving expenses and reestablishment expenses.

5.2. Land Use

The proposed project is located within the city of Rosenberg and Fort Bend County. Land use within 500 meters of the project area is summarized in **Table 3**. Land use is shown in **Appendix F**, **Figure 2**.

Table 3: Land Use

Land Use Type	Percent
Vacant Developable	66%
Residential	16%
Multi-use	7%
Undevelopable	5%

[1] TxDOT – Right-of-Way Manual, Volume 3. *Relocation Assistance*.

Table 3: Land Use (cont.)

Land Use Type	Percent
Commercial	2%
Water	1%
Parks/Open Spaces	0.2%
Industrial	0.2%
Government/Medical/Educational	0.1%

*HGAC

The No Build Alternative would have no direct effects on land use; however, growth and development would likely continue as population increases. The Build Alternative would require 97.9 acres of additional ROW. The additional ROW would be acquired adjacent to both sides of existing FM 723 north of the Brazos River Bridge. The ROW acquired would be converted to transportation use; however, because FM 723 is an existing corridor, land use adjacent to the project area would not substantially change.

Induced growth effects can result from changes in traffic, access, and mobility. Because the proposed project is not anticipated to cause indirect effects to land use, encroachment alteration impacts to land use are not anticipated.

5.3. Farmlands

Nineteen soil associations underlie the study area according to the *Web Soil Survey of Fort Bend County, Texas (2017)* (Table 4). The soil associations include areas of loam, clay loam, and clay, and vary from well drained to poorly drained. Fourteen of the soil associations found in the study area are considered hydric and thirteen of the mapped soil types are considered by the Natural Resources Conservation Service (NRCS) to be prime farmland soils.

Table 4: Soils Identified within the Project Area

Soils	Drainage Class	Prime Farmland Soils	Hydric Soils
Asa-Pledger complex, 0 to 1 % slopes, rarely flooded	Well drained	Yes	Yes
Edna loam,0 to 1 % slopes	Somewhat poorly drained	No†	Yes
Edna fine sandy loam, 1 to 3% slopes	Somewhat poorly drained	No†	Yes
Katy fine sandy loam, 0 to 1 % slopes	Moderately well drained	Yes	Yes
Katy fine sandy loam, 1 to 3 % slopes	Moderately well drained	Yes	Yes
Katy-Waller complex occasionally ponded, 0 to 1 % slopes	Moderately well drained	Yes	Yes
Lake Charles clay, 0 to 1 % slopes	Moderately well drained	Yes	Yes
Lake Charles clay, 2 to 5 % slopes	Moderately well drained	Yes	No
Brazoria clay, 0 to 1 % slopes, rarely flooded	Moderately well drained	Yes	Yes
Clemville silt loam, 0 to 1 % slopes, rarely flooded	Well drained	Yes	Yes
Clemville silty clay loam, 0 to 1 % slopes, occasionally flooded	Well drained	No	Yes
Belk clay, rarely flooded	Well drained	Yes	No
Norwood loam, 0to 1 % slopes, rarely flooded	Well drained	Yes	Yes
Norwood silty clay loam, 0 to 1 % slopes, rarely flooded.	Well drained	Yes	No
Pledger clay, 0 to1 % slopes, rarely flooded	Moderately well drained	Yes	Yes
Churnabog clay, 0 to 1 % slopes, frequently flooded, occasionally ponded	Poorly drained	No	Yes
Sandy alluvial land, occasionally flooded	Somewhat poorly drained	No	Yes
Sloping alluvial land, rarely flooded	Well drained	No	No
Mohat loam, 0 to 1 % slopes, rarely flooded	Well drained	Yes	No

† Not considered prime farmland, this mapping unit is given the 'Farmland of Statewide Importance' designation
Source: NRCS Web Soil Survey 2017

Farmland Protection Policy Act

The proposed project would be constructed within existing and proposed TxDOT ROW. The Farmland Protection Policy Act (FPPA) requires that federal agencies identify and take into account the adverse effects of their programs on the preservation of farmlands; consider alternative actions, as appropriate, that could lessen adverse effects; and ensure that the project is compatible with state and local programs and policies to protect farmlands (7 CFR Part 658). Much of the site has been previously converted to urban and transportation uses.

The No Build Alternative would have no effect on prime farmland, hydric, or statewide important soils. The Build Alternative is underlain by nineteen soil mapping units, thirteen of which are considered prime farmland. The proposed ROW was assessed for prime farmland impacts using the NRCS-CPA-106 in November 2017. The NRCS-CPA-106 form is used to evaluate farmland conversion impacts for corridor type projects, using a numerical score. The proposed project scored a 131, which is below the 160-point threshold for NRCS coordination. The FPPA states that sites with a rating less than 160 will need no further consideration; therefore, no coordination with the NRCS is required.

Induced growth effects can result from changes in traffic, access, and mobility. Because the proposed project is not anticipated to cause indirect impacts effects to farmlands, encroachment alteration impacts to farmlands are not anticipated.

5.4. Utilities/Emergency Services

The No Build Alternative would have no effect on utilities or emergency services.

Utilities such as electric, telephone, and cable television lines will be relocated prior to construction. One utilities structure used for communications would be displaced by the proposed project. Re-location of this property would be coordinated during the ROW acquisition process. The services provided by the utilities structure would not be interrupted or terminated because of the proposed project. One emergency service provider is located adjacent to the project area. The Fort Bend County Emergency Medical Service Station 2 is located adjacent to the roadway south of Brazos Park. No ROW will be acquired from Station 2 and no raised medians will be constructed in front of Station 2; therefore, access to and from the station will not be impacted by the proposed project. FM 723 will remain open during project construction to avoid delays to emergency services routed through the project area. The proposed project includes the construction of raised medians; however, the expanded FM 723 corridor would improve mobility and reduce congestion, preventing delays to emergency services and response times.

5.5. Bicycle and Pedestrian Facilities

The No Build Alternative would have no effect on bicycle or pedestrian facilities, which are not currently provided along existing FM 723 in the project area.

For the Build Alternative, the inclusion of bicycle and pedestrian facilities were evaluated in compliance with TxDOT and USDOT policy. Pedestrians will be accommodated through the construction of 5.5-foot wide sidewalks from Avenue D to south of the Brazos River and 6-foot sidewalks from the Brazos River Bridge to FM 1093. The sidewalks would be constructed on both sides of the roadway. The proposed project does not include the construction of designated bicycle lanes; however, the project does include the construction of 12-foot shoulders from the Brazos River Bridge to FM 1093.

5.6. Community Impacts

Community Cohesion

Community cohesion is a term that refers to an aggregate quality of social, economic, and physical attributes that give definition to a geographic area often designated as a neighborhood or community. The FHWA defines cohesion as "those behaviors or perceptual relationships that are shared among residents of a community that cause the community to be identifiable as a discrete, distinctive geographic entity." A cohesive community enables residents to have a sense of belonging to their neighborhood or community and/or a strong attachment to neighbors, groups, and institutions as a continual association over time.

As defined in the FHWA Technical Advisory T 6640.8A, changes in community cohesion because of highway construction and improvements may be beneficial or adverse. The No Build Alternative would not affect the existing structure of local communities; however, deterioration of mobility may occur with increased traffic volumes since the road will continue to be used heavily. As a result, future negative effects to community structure may occur from the No Build Alternative.

The proposed project is not anticipated to have an adverse effect on community cohesion. Community cohesion would likely remain intact because FM 723 is an existing facility that serves as a boundary between neighborhoods and communities. While the proposed median may present more of a boundary to movement, there are 36 openings proposed, which should still allow a relatively unrestricted freedom of movement along the FM 723 corridor. The proposed project would not separate, or isolate any distinct neighborhoods, ethnic groups, or other specific groups.

Access and Travel Patterns

Under the No Build Alternative, there will continue to be no restriction of access along FM 723 and cars will remain the primary mode of transportation.

An 18-foot median is proposed from north of the Brazos River Bridge to FM 1093, which will present a greater boundary to movement along FM 723 than presently exists. A median will not be constructed from Avenue D to south of the Brazos River Bridge, nor will the bridge be modified to include a median. The proposed median will restrict left turns to dedicated left turns at road crossings and certain driveways. There are 36 median openings proposed, which averages to approximately 4

every mile throughout the length of the project. All existing road crossings and intersections will remain open to left turns across FM 723 except at Winner Foster Road and Idlewood Crossing. Winner Foster Road appears to be a private drive that serves one residence. Idlewood Crossing is located in the Westheimer Lakes neighborhood near FM 1093, and has north/south egress onto FM 723 from Canyon Fields Drive. There are 18 instances where residential or business driveways will lose direct north/south egress onto FM 723. Each of the residential driveways serves either one home or a small grouping of homes (generally no more than three). In one instance just north of the Brazos River Bridge (south of Baker Rd.), the residents of two homes will be required to travel south over the bridge into Rosenberg to turn and go north on FM 723, a distance of approximately 0.4 miles.

The project will alter vehicular travel patterns and access at those points where a median opening for left turns is absent; the median will necessitate U-turns for ingress and egress from these parcels depending on the direction travelled. However, in general, the closest median openings to those driveways losing direct left turns are approximately 0.2 miles or less (200 ft. being the shortest distance) and will require a non-significant increase in travel time.

5.6.1. Environmental Justice

Minority Populations

For this analysis, the census blocks located within the Block Groups adjacent to the project area were analyzed for race/ethnicity and compared to the race/ethnicity of the City of Rosenberg and Fort Bend County. The adjacent Census Block Groups were chosen as the limits of this study because, based on the locations of the roadways surrounding the proposed project, these blocks would be the most likely to be impacted by the proposed project. Areas outside this study area are better served by other roadways. The study area's northern limit was set as FM 1093 because north of FM 1093 is identified as the city of Katy and its associated subdivisions. This area is a suburb of Houston and typical traffic would utilize different roadways to access Houston. In addition, the area north of FM 1093 is within the Katy Independent School District (KISD) and traffic to and from schools within the KISD would not be required to cross FM 1093. The southern limit was set as US 90 because south of US 90 residents would utilize roadways closer to them, such as US 59. In addition, the residents south of US 90 are not zoned to attend schools north of US 90. The limits to the east and west were set as the adjacent Block Groups since the Block Group boundaries follow natural barriers. The western limit is the Brazos River, as residents on the west side of the river are not able to access FM 723 unless they travel north or south. The limit to the east generally follows FM 359 and SH 99 (Grand Parkway), as residents, property owners and patrons east of FM 359 and the Grand Parkway would likely utilize those roadways instead of FM 723. The study area encompasses a total of 6 block groups and 856 blocks.

Census blocks within the study area were analyzed for race/ethnicity and compared to the City of Rosenberg and Fort Bend County. Of the 856 blocks within the study area, 416 blocks have a recorded population. The remaining blocks are either vacant or commercial land. Of the 416 populated blocks, 214 have over a 50 percent minority population. Overall, the 416-block area has

a 49 percent minority population, which is lower than the minority population of the city of Rosenberg (76 percent) and of Fort Bend County (65 percent) (**Appendix F, Figure 3**).

Low-income Populations

Census tracts located within and adjacent to the project area were analyzed using ACS 5-year (2011-2015) estimates for low-income populations and compared to the race/ethnicity of the city of Rosenberg and Fort Bend County. Within the census block group area analyzed, the median income is above the current (2018) poverty guideline for a family of four ($25,100/year), as defined by the Department of Health and Human Services (DHHS). One Block Group within the study area falls below the DHHS poverty guideline, Block Group 3, Census Tract 6753. The median incomes by Block Group are listed in **Table 5** and illustrated in **Appendix F**, **Figure 4**.

Table 5: Median Household Income

Geography	Median Income
Fort Bend County	$89,152
Rosenberg	$44,916
Block Group 2, Census Tract 6733, Fort Bend County, Texas	$151,250
Block Group 1, Census Tract 6734, Fort Bend County, Texas	$122,736
Block Group 2, Census Tract 6734, Fort Bend County, Texas	$85,247
Block Group 1, Census Tract 6750, Fort Bend County, Texas	$24,949
Block Group 2, Census Tract 6750, Fort Bend County, Texas	$43,462
Block Group 3, Census Tract 6753, Fort Bend County, Texas	$21,322

Source: ACS 5-year estimates (2011-2015)

EJ Determination

In order to determine if the proposed project would result in "disproportionately high and adverse effects" on a minority or low-income population or deny them benefits of the Build Alternative, several additional factors are also considered:

- Displacements: The proposed project could require the displacement of an AT&T Remote Terminal Building and a commercial strip center. The AT&T building provides utility services. This structure would be relocated and the services it provides would not be interrupted or

terminated because of the proposed project. The commercial strip center is occupied by eight leases. The businesses located within the commercial strip center include a gym, technician and auto repairs and improvement services. There are adequate replacement properties near the project area. The products and services offered by the businesses that may be displaced would be available through other retailers, while the displaced businesses relocate. In addition, the businesses located within the commercial strip center do not serve a specific population. The minority and low-income populations are mainly concentrated south of the Brazos River, within Census Tract 6753 BG 3, 6750 BG 1, and Census Tract 6750 BG 1, where no additional ROW will be acquired.

- Transportation Needs: The minority and low-income populations are mainly concentrated south of the Brazos River, within Census Tract 6753 BG 3, 6750 BG 1, and Census Tract 6750 BG 1. Medians will not be constructed south of the Brazos River; therefore, the population present in this area will not have to alter how they currently access residences, businesses, and Brazos Park. Impacts to access and travel patterns will occur throughout the project corridor and will not be limited to one community, including those with higher minority or low-income populations. Any inconveniences of the roadway being used for access to residences or businesses would be minimized during project construction.

- Exposure to pollution and hazardous materials: There may be short term, localized effects to air quality (i.e. dust) as well as noise levels generated by construction equipment during construction; however, these effects would be temporary and not selectively limited to minority or low-income communities.

Access and construction impacts would also be spread throughout the project area and not targeted in a specific community. Because there are no residential or commercial displacements and no other adverse impacts are anticipated for EJ communities in the project area, the proposed project would not have a disproportionately high or adverse impact on minority and/or low-income populations.

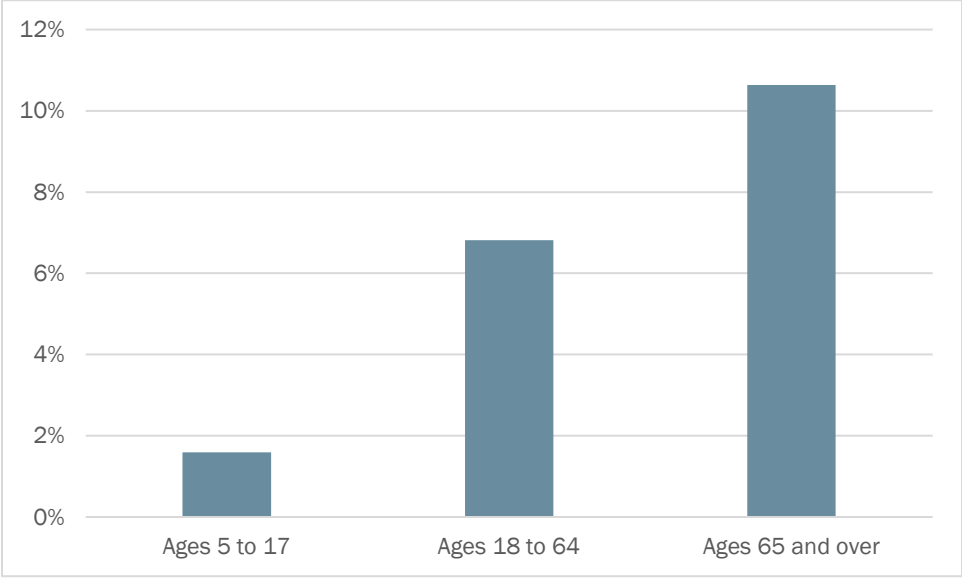
5.6.2. Limited English Proficiency

Executive Order 13166, entitled "Improving Access to Services for Persons with Limited English Proficiency (LEP)", mandates that Federal agencies examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them. It is expected that agency plans will provide for such meaningful access consistent with, and without unduly burdening, the fundamental mission of the agency. Each agency shall also work to ensure that recipients of Federal financial assistance (recipients) provide meaningful access to their LEP applicants and beneficiaries (65 Federal Register 50123, August 16, 2000).

According to the 2015 American Community Survey 5-year estimates, within the six census block group area analyzed, there are a total of 22,092 persons age 5 to age 65 and over. Of the 4,763 people (22 percent) that spoke a language other than English, 1,331 people (6 percent) speak

English less than “very well” (have difficulty with English and thus is considered a person of LEP). The highest proportion of individuals who speak English less than "very well" is the portion of the population aged 65 and over (11 percent), followed by the population aged 18 to 64 (7 percent), and the population aged 5 to 17 (2 percent). The age breakdown for LEP persons in the six census block group area is shown in **Figure 1**.

Figure 1: Percent Population by Age Group Who Speak English Less Than “Very Well”



Source: American Community Survey 2015 5-year Estimate

A public meeting was held on July 16, 2016, which was advertised in a Spanish language paper (La Sabasta) and on notices with a Spanish language translation. The public meeting notice included instructions on requesting an interpreter or other special assistance. The project information brochure and comment forms provided at Public Meeting were printed in English and Spanish. A Spanish speaking translator was present at the Public Meeting. A public hearing was held on September 6, 2018 and was advertised in both English and Spanish. Given that the predominate language of LEP persons adjacent to the project area is Spanish and outreach occurred in both English and Spanish, it can be concluded that LEP persons have been given the opportunity to be meaningfully involved in the NEPA process.

5.7. Visual/Aesthetic Impacts

Visual and aesthetic qualities of an area include topography, water features, recreational parks, historic features, buildings, bridges, businesses and residences. Existing visual and aesthetic resources in the study area can be viewed by drivers and passengers, residents near the roadway, and visitors of businesses and residences. The existing facility is surrounded by commercial, residential and rural land use including subdivisions, retail centers, and open fields. The view at the bridge at Jones Creek consists of open views of pasture and the well-defined and maintained creek banks. Forested banks, flowing water, and Brazos Park can be seen from the slightly elevated bridge

over the Brazos River. Houses and businesses can be seen from the existing facility and are present throughout the length of the proposed ROW and increase at the southern and northern termini. Because the proposed project is situated within the flat gulf coastal plain, visibility is limited and commonly disrupted by man-made structures. The existing facility is unobtrusive because it is at-grade with an elevated structure present only at the Brazos River Bridge.

The No Build Alternative would have no direct effects on visual or aesthetic qualities; however, increased traffic congestion could lead to impacts on the existing facility or surrounding area. The Build Alternative consists of at-grade facilities. The Build Alternative would not result in a loss of visual or aesthetic quality and would remain similar to the quality of the existing facility.

5.8. Cultural Resources

Cultural resources are structures, buildings, archeological sites, districts (a collection of related structures, buildings, and/or archeological sites), cemeteries and objects. Both federal and state laws require consideration of cultural resources during project planning. At the federal level, NEPA and the National Historic Preservation Act (NHPA) of 1966, among others, apply to transportation projects such as this one. In addition, state laws such as the Antiquities Code of Texas apply to these projects. Compliance with these laws often requires consultation with the Texas Historical Commission (THC)/Texas State Historic Preservation Office (SHPO) and/or federally recognized tribes to determine the project's effects on cultural resources. Review and coordination of this project followed approved procedures for compliance with federal and state laws.

5.8.1. Archeology

Background research for this project consisted of an online records search through the Texas Historical Commission's Archeological Sites Atlas (Atlas), a review of historical maps, soil surveys, and geologic maps. No previously recorded sites listed on the National Register of Historic Places (NRHP), State Antiquities Landmarks (SALs), or Registered Texas Historic Landmarks (RTHLs) fall within one kilometer (0.62 mile) of the area of potential effects (APE) (Atlas 2013). Background study determined that the project does have potential to contain cultural resources and an archeological survey was completed in October 2017. The study documented one prehistoric archeological site, 41FB352, and one historic period archeological site, 41FB353; neither is recommended as eligible to the NRHP.

Site 41FB352 within the APE is situated in close proximity to a historic family cemetery, the Briscoe Family Cemetery, and it is possible that unmarked graves may be present within the APE at this location. As mechanical scraping was not permitted on this property during the survey, it remains unknown whether graves are present in the APE. Further identification efforts for unmarked graves within the APE will be required prior to construction, once access is available.

Section 106 coordination has been initiated by TxDOT and was conducted in accordance with the 2005 First Amended Programmatic Agreement Regarding the Implementation of Transportation

Undertakings (PA-TU) between FHWA, TxDOT, SHPO, and the Advisory Council on Historic Preservation (ACHP), as well as the Memorandum of Understanding (MOU) between the THC and TxDOT. SHPO concurrence was completed on January 4, 2018, the remainder of the archeological survey is deferred until access to the parcels denied ROE is obtained. The SHPO concurrence letter has been included in **Appendix H.**

5.8.2. Historic Resources

A review of the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), and the list of Recorded Texas Historic Landmarks (RTHL) indicated that no historically significant resources have been previously documented within the APE. It has been determined through consultation with SHPO that the APE for the proposed project is 150 feet beyond the proposed right-of-way. There are three Official Texas Historical Markers (OTHM) located within 1,300 feet of the APE. The markers commemorate John Foster, Randolph Foster, and the Rosenberg Cemetery. According to TxDOT's Historic Bridge Survey and Historic Districts and Properties Maps, there is one previously determined eligible property within 1,300 feet of the APE: the 1901 Carter House on 2nd Street. However, this resource is outside the APE.

Pursuant to Stipulation VI "Undertakings with Potential to Cause Effects" of the First Amended Statewide Programmatic Agreement for Cultural Resources, between FHWA, the Texas SHPO, ACHP, and TxDOT, TxDOT will evaluate historic-age properties to determine NRHP eligibility. TxDOT will also determine effects to historic properties in the APE in compliance with Section 106 of the NHPA and the 2005 PA-TU between FHWA, TxDOT, SHPO, and the ACHP, the Section 4(f) of the Department of Transportation Act, and FHWA's regulations for Section 4(f) under 23 CFR 774.

A site visit was performed by a qualified consulting historian on August 22, 2017, to identify sites containing historic-age (built prior to 1974) resources within the project's APE. The survey identified 12 historic-age resources within the APE. One NRHP eligible property was identified at 5831 FM 723 (the Briscoe Family Farmstead). TxDOT determined that the proposed project would have no adverse effect the NRHP-eligible Briscoe Family Farmstead. SHPO concurrence was completed on February 22, 2018. Documentation of the Section 4(f) de minimis has been included in **Appendix G**.

5.9. DOT Act Section 4(f), LWCF Act Section 6(f), and PWC Chapter 26

Section 4(f) of the U.S. Department of Transportation Act applies to the following two categories of resources: 1) publicly owned, significant and accessible parks, recreation areas, and wildlife and waterfowl refuges; and 2) significant historic and archeological sites, regardless of whether they are publicly or privately owned. One potential 4(f) resource was identified in the project area, a mid-nineteenth century farmstead located at 5831 FM 723.

An approximate 60-foot strip of new ROW would be acquired from this property. The new ROW would be over 400 feet away from the closest historic-age resource. The new strip of ROW would not impact the resources' integrity of location, design, setting, materials, workmanship, feeling or association.

The direct effect would not impair the property's ability to convey significance and a finding of no adverse effect on historic properties under Section 106 is recommended. TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. SHPO concurrence was completed on February 22, 2018. Documentation of the Section 4(f) de minimis has been included in **Appendix H**.

Brazos Park is located south of the Brazos River on the west side of FM 723. The proposed project was aligned within existing ROW south of the Brazos River, in part, to avoid taking ROW from the Brazos Park. The proposed project will not require ROW from the Brazos Park and the Brazos Park will not be impacted by the proposed project.

The proposed project would not impact any areas requiring Texas Parks and Wildlife Chapter 26 coordination. There are no Land and Water Conservation Act Section 6(f) resources in the project area.

5.10. Water Resources

5.10.1. Clean Water Act Section 404

The No Build Alternative would not affect jurisdictional wetlands or WOUS identified within the project limits. The Build alternative may impact up to 8.88 acres of jurisdictional wetlands and 2,642 linear feet of jurisdictional stream within the project area (**Appendix F Figure 5A-K**). A complete Wetland Delineation Report detailing the wetlands and WOUS delineated within the project area is available in the project file at the TxDOT Houston District Office.

The Build Alternative would require USACE authorization under Section 404 of the Clean Water Act (CWA) prior to the discharge of fill materials into WOUS, including wetlands. The project will likely require an individual permit (IP) based on proposed impacts, though the USACE has final discretion over which permit will apply. All appropriate permits would be acquired by TxDOT prior to construction. A review of USACE requirements would be conducted as design plans are finalized. A Section 404 application will be submitted to the USACE-Galveston District and any coordination received by the USACE will be included in the project file at the TxDOT Houston District Office, upon approval.

In accordance with the provisions of Section 404(b)(1) Guidelines, an applicant must demonstrate that the proposed project has avoided and minimized effects to WOUS to the greatest extent practicable before compensatory mitigation can be proposed. The majority of the proposed project has been aligned within the existing ROW, thus avoiding and minimizing impacts to surrounding areas to the greatest extent practicable. Additionally, no hydrology will be discontinued or severed by the proposed project.

This project is anticipated to impact acreages and/or linear feet of jurisdictional waters that exceed the thresholds for a Nationwide Permit. In accordance with Section 404 of the CWA and USACE guidelines, mitigation must be provided for impacts to WOUS, including wetlands. During the IP

process, if needed, mitigation credits will be obtained to offset any unavoidable functional loss. Mitigation will be in compliance with the 2008 Federal Mitigation Rule and approved be the USACE.

The loss of, or impacts to wetlands and WOUS would not extend beyond the project area; therefore, potential indirect effects as a result of encroachment alteration impacts are not anticipated.

5.10.2. Clean Water Act Section 401

The proposed project meets the TCEQ Section 401 Water Quality Certification Tier II (Large Projects) requirements since the project would impact greater than three acres of WOUS. TCEQ's recommended BMPs would address erosion control, sedimentation control, and post-construction TSS control. Erosion control would be addressed by installing temporary vegetation and erosion control blankets and matting to disturbed areas. Sedimentation control would be addressed by the installation of silt fences across drainage swales and/or upstream of water bodies to prevent turbid discharges from adversely affecting ambient water quality. Post-construction TSS control would be addressed by planting permanent vegetation to create grass-lined drainage ditches. The ditches would accept roadway runoff as sheet flow and filter it along the front slopes and the bottoms of the ditches. Because TCEQ's recommended BMPs would be implemented to prevent any degradation to water quality as a result of the proposed project, long-term water quality effects are not anticipated.

A Tier II 401 Certification Questionnaire and Alternatives Analysis Checklist will be submitted to TCEQ during the Section 404 permitting process.

5.10.3. Executive Order 11990 Wetlands

Executive Order 11990 requires that federally funded projects minimize the 'destruction, loss or degradation' of wetlands, which is similar to the CWA Section 404(b)(1) guidelines. Section 5.10.1 discusses the avoidance and minimization of impacts to wetlands in the project area, which satisfies the requirements of Executive Order 11990.

5.10.4. Rivers and Harbors Act

The Brazos River, present in the southern portion of the project area, is regulated under the Rivers and Harbors Act. Project plans include no construction or impacts to the Brazos River. Therefore, neither a Section 9 nor 10 permit of the Rivers and Harbors Act is required for this project.

5.10.5. Clean Water Act Section 303(d)

The proposed project is located in the Brazos River and Oyster Creek watersheds. There are two named streams that traverse the study area, including Jones Creek (Upper Oyster Creek) and the Brazos River. Jones Creek is designated by TCEQ as Segment 1245 (**Appendix F**, **Figure 6**). This segment is listed in the TCEQ 2014 Section 303(d) List for bacteria, which identifies water bodies for which effluent limitations are not stringent enough to implement water quality standards, as Category 5a. A Category 5a stream does not meet the applicable water quality standards or is threatened for

one or more designated uses by one or more pollutants. Since Jones Creek is considered a Category 5a water body, a Total Maximum Daily Load (TMDL) study is underway, scheduled, or will be scheduled. The proposed project will not increase the sources of these pollutants within the study area; therefore, this project would not contribute to the constituents of concern within Jones Creek. The water quality of wetlands and waters in the State shall be maintained in accordance with all applicable provisions of the Texas Surface Water Quality Standards including the General, Narrative and Numerical Criteria. The TCEQ has adopted the 2016 Section 303(d) List on October 17, 2018 and Segment 1245 was been removed from the 303(d) List and moved to the 2016 Water Bodies with Concerns for Use Attainment and Screening Levels. The Brazos River is not listed on the TCEQ 2016 303(d) List within or near the project area.

5.10.6. Clean Water Act Section 402

CWA Section 402 is the basis for the NPDES program, the permitting of which is administered at the state level. Since the Build Alternative would disturb more than five acres, TxDOT would be required to comply with the TCEQ - TPDES General Permit for Construction Activity. Portions of the proposed project are located within the city of Rosenberg's Municipal Separate Storm Sewer System (MS4), and Fort Bend County's Municipal Utility Districts (MUD) 132, 142, 176, and 200. A Notice of Intent (NOI) would also need to be filed with the city of Rosenberg and the affected Fort Bend County MUDs 132, 142, 176, and 200 stating that TxDOT would have a Storm Water Pollution Prevention Plan (SW3P) in place during construction of the proposed project. This SW3P will utilize the temporary control measures as outlined in the Department's manual "Standard Specifications for the Construction of Highways, Streets, and Bridges". Effects would be minimized by avoiding work by construction equipment directly in the stream channels and/or adjacent areas. No long-term water quality impacts are expected.

The contractor would take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials in the construction staging area. All materials being removed and/or disposed of by the contractor would be done in accordance to state and federal laws and by the approval of the Project Engineer.

5.10.7. Floodplains

The project corridor was investigated for encroachments into the 100-year floodplain. This information was obtained from the project's Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) numbers for Fort Bend County: 48157C0115L, 48157C0105L, 48157C0110L, 4815C0110L, 48157C0120L, 48157C0230L, 48157C0235L, effective April 2, 2014. The proposed project traverses the regulated floodway of the Brazos River as well as the 1% annual chance flood zone (also known as the 100-year flood; zones A and AE) of the Brazos River and Jones Creek and its tributaries (see **Appendix F**, **Figure 7**). Approximately 37.0 acres of the project area lies within a regulated floodway. Approximately 91.5 acres of the project area lies within the 1% annual chance flood zone.

The No Build Alternative would not result in further encroachment on the floodplain.

Avoidance of floodplains for the alternative alignment analysis, with the exception of the No Build Alternative, is not possible due to the proposed project crossing an area of the floodplain perpendicularly. Additionally, the proposed project is designed immediately adjacent to, and parallel to the existing FM 723. The Build Alternative consists of the construction of roadway within the floodplain or on embankments within the floodplain; therefore, impacts to the floodplain will require detention ponds to offset impacts.

The hydraulic design practices for this project would be in accordance with current TxDOT design policy and standards. The hydraulic design of the roadway will be done with the most recent floodplain data available for use. The final hydraulic design will be done in accordance with the applicable federal, state, and local policies and in accordance with 23 CFR 650.113. The highway facility would permit conveyance of the 100-year flood levels, where inundation of the roadway is acceptable, without causing significant damage to the highway, water resources, or other property. Coordination with the local floodplain administrator would be required.

The direct impacts to floodplains would not extend beyond the project area and the proposed project is not anticipated to have indirect impacts to floodplains; therefore, potential indirect effects as a result of encroachment alteration impacts are not anticipated.

5.10.8. Wild and Scenic Rivers

Based on the project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

The National Wild and Scenic Rivers System was created by Congress in 1968 (Public Law 90-542; 16 U.S.C. 1271 et seq.) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition. There are no waters designated as Wild and Scenic Rivers within the project area.

5.10.9. Coastal Barrier Resources

Based on the project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

The Coastal Barrier Resources Act (CBRA) was enacted by Congress in 1982 to discourage development in certain coastal areas that are vulnerable to hurricane damage and that are host to valuable natural resources. The act designated certain undeveloped coastal areas as part of the Coastal Barrier Resources System, and made those areas ineligible for most new federal expenditures and financial assistance. Fort Bend County is not included as one of the counties that needs to demonstrate compliance with the CBRA.

5.10.10. Coastal Zone Management

Based on the project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

The proposed project is not located within the Texas Coastal Management Program (CMP) boundary; therefore, the Texas CMP does not apply to the proposed project.

5.10.11. Edwards Aquifer

Based on the project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

Fort Bend County is not over the recharge or contributing zones of the Edwards Aquifer; therefore, the project is not subject to regulation under TCEQ's Edwards Aquifer rules.

5.10.12. International Boundary and Water Commission

Based on the project scoping analysis, it was determined that neither the Build nor the No Build Alternative would have an impact on this resource category or subject matter.

The project does not encroach upon floodplains of flood control projects or rights-of-way under the jurisdiction of the US Section of the International Boundary and Water Commission (IBWC). Therefore, no license or permit will be required from the IBWC to proceed with this project.

5.10.13. Drinking Water Systems

Per the TWDB Groundwater Data Viewer, there are three (3) private water wells in the project area; all are classified as unused by the TWDB. Based on TCEQ's Source Water Assessment Viewer, there is one public well located at the Timewise Food Store and Shell gas station at the intersection of FM 359 and FM 723. In this area, 60-foot of additional ROW is proposed; TxDOT will make every effort to leave this well intact during road construction, though it may require replacement. Stormwater BMP's used by TxDOT for road construction projects will serve to prevent stormwater runoff from entering groundwater aquifers at wellheads.

5.11 Biological Resources

5.11.1 Texas Parks and Wildlife Coordination

In accordance with §2.205 (a)(2) of the MOU between the TxDOT and the Texas Parks and Wildlife Department (TPWD), effective September 1, 2013, a Tier I site assessment was performed to identify and map vegetation within the project area. In addition, a Biological Evaluation Form was completed for the proposed project.

The results of the Tier I assessment were compared with triggers in §2.206 of the MOU between TxDOT and TPWD, and with the Threshold Table Programmatic Agreement between TxDOT and TPWD

to determine if coordination with TPWD would be necessary for the proposed project. The TPWD Ecological Mapping Systems of Texas (EMST) data for the project area was reviewed to determine the type and size of Ecological Systems located within the project area. The project area was assessed by a qualified biologist to identify the correct vegetation assemblage in the project area. The biologist determined if the EMST ecological regions and region boundaries for the project area were accurate.

TPWD Ecological System boundaries were compared with the actual habitat of the project area and the ecological region boundaries were adjusted to accurately depict current site conditions. The direct impacts to each Ecological System were calculated using the results of the existing condition assessment performed by the qualified biologist. The direct impacts were then compared to the threshold for each Ecological System to determine if further coordination with TPWD would be required. Thresholds were exceeded for Agriculture and Riparian Ecological Systems, requiring coordination with TPWD for the proposed project. TxDOT completed coordination with TPWD on December 14, 2017. Documentation of the TPWD coordination has been included in **Appendix G**.

5.11.2 Impacts to Vegetation

According to the EPA's Level III and IV Ecoregions of Texas the project area is located within the Western Gulf Coastal Plains Level III Ecoregion and the Northern Humid Gulf Coastal Prairie Level IV Ecoregion. The proposed project is located within existing and proposed ROW. The existing ROW consists of existing roadway and maintained roadside grasses, dominated by common introduced herbaceous vegetation and opportunistic weeds. Predominant vegetation found within the maintained ROW include Bermuda grass (*Cynodon dactylon*), annual blue grass (*Poa annua*), toothed medic (*Medicago polymorpha*), and perennial rye grass (*Lolium perenne*).

Outside of the existing ROW additional Ecological Systems are present, including urban, agriculture, and riparian. Approximately 12 percent of the proposed project area consists of maintained urban vegetation such as lawns, landscaping, and business lots. These areas contain much of the same vegetation present within the ROW as well as typical turf grasses such as St. Augustine grass (*Stenotaphrum secundatum*). Agriculture comprises approximately 24 percent of the proposed project area. Agriculture common to Fort Bend County includes cotton, sorghum, beef cattle, and rice. Seasonally fallow agricultural fields within the project ROW were dominated by annual blue grass, chufa (*Cyperus esculentus*), Brazilian vervain (*Verbena incompta*), lesser quaking grass (*Briza minor*), toothed medic, and Bermuda grass. Riparian vegetation identified within the proposed project area was located in and around streams, wetlands, and low areas. Common riparian vegetation within the proposed project area includes cedar elm (*Ulmus crassifolia*), green ash (*Fraxinus pennsylvanica*), eastern swamp privet (*Forestiera acuminata*), water-locust (*Gleditisia aquatica*), flowering dogwood *(Cornus florida*), and Cherokee sedge (*Carex cherokeensis*).

The loss of vegetation is not anticipated to extend beyond the construction limits, nor will the proposed project have indirect effects to, or further encroach upon, surrounding vegetation. The

proposed project is not anticipated to have encroachment alteration effects on vegetation. A complete Biological Evaluation is available in the project file at the TxDOT Houston District Office.

5.11.3 Executive Order 13112 on Invasive Species

Executive Order 13112 was issued to prevent the introduction of invasive species, provide for their control, and minimize their economic, ecological, and human health impacts. Any landscaping plans included with the proposed project would include native species in the seed mixes where practicable according to TxDOT Standard Specifications.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

The Executive Memorandum on Beneficial Landscaping issued August 10, 1995, directs agencies to comply with NEPA as it relates to vegetation management and landscape practices for all federally assisted projects. The Executive Memorandum directs that where cost-effective and to the extent practicable, agencies shall (1) use regionally native plants for landscaping; (2) design, use, or promote construction practices that minimize adverse effects on the natural habitat; (3) seed to prevent pollution by, among other things, reducing fertilizer and pesticide use; (4) implement water efficient and runoff reduction practices; and (5) create demonstration projects employing these practices. Any landscaping plans associated with this project would be in compliance with the Executive Memorandum.

5.11.5 Impacts to Wildlife

The vegetation types located within the project area could support various wildlife species, such as small birds and mammals. Some mammalian species may continue to exist for years in these areas because of their ability to adapt to urban development. Typical mammals that could occur within the study area include Virginia opossum (*Didelphis virginiana*), house mouse (*Mus musculus*), common raccoon (*Procyon lotor*), and hispid cotton rat (*Sigmodon hispidus*).

Examples of birds that may occur within these areas include Cooper's hawk (*Accipiter cooperii*), cattle egret (*Bubulcus ibis*), red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*Buteo lineatus*), turkey vulture (*Cathartes aura*), rock pigeon (*Columba livia*), black vulture (*Coragyps atratus*), American crow (*Corvus brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), American robin (*Turdus migratorius*) and mourning dove (*Zenaida macroura*). These birds could occur in the study area on a transient or permanent basis.

Reptiles and amphibians common to disturbed or agriculturally dominated areas in southeast Texas include prairie kingsnake (*Lampropeltis calligaster*), Texas ratsnake (*Pantherophis obsoletus*), western cottonmouth (*Agkistrodon piscivorus*), little brown skink (*Scincella lateralis*), Gulf Coast toad (*Incilius nebulifer*), Rio Grande chirping frog (*Eleutherodactylus cystignathoides*), and small-mouthed salamander (*Ambystoma texanum*).

Given that the proposed project is along an existing transportation corridor, no new barriers to wildlife movement would be introduced. Temporary effects to wildlife habitat include the decreased attractiveness of habitat adjacent to the project corridor as well as possible disturbances to normal behavior patterns on wildlife as a result of increased noise levels due to construction activities. Given that the project area is an urbanized area with very little habitat to support wildlife species and the habitat that is present is continuously maintained, it is unlikely to permanently impact or cause displacement to wildlife species in the area. The proposed project would not permanently impact wildlife or the habitat described above. Compensatory mitigation is not proposed for wildlife or habitat.

5.11.6 Migratory Bird Protections

The Migratory Bird Treaty Act (MBTA) forbids the 'take' of migratory birds and their nests, which also includes during construction. While there is potential for migratory birds to nest within the project area, no nests were found during initial surveys.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) requires consultation with the U.S. Fish and Wildlife Service (USFWS) when "waters of any stream or other body of water are proposed or authorized, permitted or licensed to be impounded, diverted . . . or otherwise controlled or modified". Any impacts to WOUS will necessitate a permit from the USACE before project construction. Consultation with USFWS will be completed during the USACE permit application process which will satisfy this requirement.

5.11.8 Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (BGPA) forbids 'take' of bald and golden eagle parts, nests, or eggs. The range of the golden eagle does not extend to southeast Texas. There is no nesting or foraging habitat for the bald eagle within the project area or within its immediate vicinity. Therefore, no additional coordination is required for this species.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Fishery Conservation and Management Act of 1996, established procedures for identifying Essential Fish Habitat (or, EFH). Due to the project's lack of habitat for the species addressed in this law, no further coordination with resource agencies is required.

5.11.10 Marine Mammal Protection Act

Marine mammals are protected under the Marine Mammal Protection Act (MMPA). Due to the project's lack of habitat for the species addressed in these laws, no further coordination with resource agencies is required.

5.11.11 Threatened, Endangered, and Candidate Species

Databases of sensitive species maintained by the U.S. Fish and Wildlife Service (USFWS) and TPWD were reviewed to determine the state and/or federally listed threatened or endangered species that occur or historically have occurred in Fort Bend County (July 2017). TPWD provided the Natural Diversity Database (NDD) data on April 17, 2018. NDD Element of Occurrence Records were reviewed to determine the potential effects of the proposed project on threatened and endangered species within a 10-mile radius of the project area. In addition, habitat assessments were conducted by a qualified biologist. A species list for Fort Bend County outlining the species and habitat potentially present in the proposed study area has been included in the Biological Evaluation Form.

According to the TPWD-NDD, no threatened or endangered species occurrences have been documented within 1.5 miles of the proposed project. It should be noted that data from the NDD does not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within a given project area. Absence of information in an area does not mean absence of occurrence.

Suitable habitat may exist within the existing ROW for the Henslow sparrow (*Ammodramus leucocephalus*), American eel (Anguilla rostrata), Plains spotted skunk (*Spilogale putorius interrupta*), False spike mussel (*Quicuncina mitchelli*), Smooth pimpleback (*Quadrula houstonensis*), or the Texas fawnsfoot (*Truncilla macrodoni*). Habitat for both the Henslow sparrow and Plains spotted skunk is described as weedy or open fields. Because of the acquisition of some ROW directly adjacent to the existing facility, the project will have minor impacts to previously disturbed fields. However, these species are mobile and roadside habitat is not considered ideal. The Brazos River and Jones Creek at the subject property could be appropriate habitat for the American eel, False spike mussel, Smooth pimpleback, or Texas Fawnsfoot. Impacts from the project are relatively small within Jones Creek and impacts are not anticipated for the Brazos River. The Brazos River Bridge would be re-striped and no work would take place within the Brazos River. No unique, critical, designated, or proposed designated habitat exists in or near the proposed project area.

The No Build Alternative would have no effect on any state and/or federally listed threatened or endangered species. The Build Alternative has the potential to affect the Plains spotted skunk, a state listed species of concern. The plains spotted skunk may find the project ROW suitable as habitat due to its general habitat requirements. No evidence of the skunk on the project site was seen during the site visit. No plains spotted skunks are anticipated to be affected by the proposed project.

No additional effects due to fragmentation, loss of connectivity, barrier effects, or edge effects are anticipated. The proposed project would have no effect on any known population or individuals of state and/or federally listed threatened or endangered species. The project would not directly or indirectly affect or diminish the value of any other critical habitat for the survival or recovery of any listed species.

5.12 Air Quality

This project is located within Fort Bend County, which is part of the Houston-Galveston-Brazoria area that has been designated by the U.S. Environmental Protection Agency (EPA) as a moderate nonattainment area for the 2008 Ozone national ambient air quality standards (NAAQS); therefore, the transportation conformity rules apply.

The proposed project is consistent with the H-GAC's financially constrained 2040 Regional Transportation Plan (RTP) and the 2017–2020 TIP, as amended, which were initially found to conform to the TCEQ State Implementation Plan (SIP) by the FHWA and FTA on September 11, 2015 and December 19, 2016, respectively. Copies of the RTP and TIP pages are included in **Appendix E.** All projects in the H-GAC TIP that are proposed for federal or state funds were initiated in a manner consistent with federal guidelines in Section 450, of Title 23 CFR and Section 613.200, Subpart B, of Title 49 CFR. A project level conformity determination was obtained from FHWA on April 5, 2018. Documentation of the project level conformity can be found in the project file at the TxDOT Houston District Office.

Build Alternative: An Air Quality Technical Report was completed for the proposed project and is maintained in the project file at the TxDOT Houston District Office. Because the proposed project would add capacity in a nonattainment area, it was coordinated under TxDOT's MOU with TCEQ. TxDOT's required coordination with the TCEQ was completed on April 26, 2018. Documentation of the coordination can be found in **Appendix G**.

A prior TxDOT modeling study and previous analyses of similar projects demonstrated that it is unlikely that the carbon monoxide (CO) standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vehicles per day (vpd). The AADT projections for the project do not exceed 140,000 vpd; therefore, a Traffic Air Quality Analysis is not required. A qualitative Mobile Source Air Toxics (MSAT) analysis was completed for the proposed project and found that the Build Alternative may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain and, because of this uncertainty, the health effects from these emissions cannot be estimated. However, on a regional basis, MSAT emissions would likely be lower than present levels in future years as a result of EPA national control programs that are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050. A full qualitative MSAT analysis is included in the above referenced Air Quality Technical Report.

The congestion management process (CMP) is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs. The project was developed from the H-GAC's CMP, which meets all requirements of 23 CFR 450.320 and 500.109, as applicable. The CMP was adopted by H-GAC in January of 2013 and amended in January of 2015. Committed congestion reduction strategies and operational improvements within the study boundary would consist of the addition of

new lanes and sidewalks. The complete CMP analysis for the project is on file and is available for review at H-GAC and a full summary is included in the above referenced Air Quality Technical Report.

It is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area due to the use of fugitive dust control measures, the encouragement of the use of the Texas Emissions Reduction Plan (TERP), and compliance with applicable regulatory requirements. A more thorough discussion of construction emissions is included in Section 5.17.

Encroachment-Alteration Effects of the Build Alternative: Present and future vehicle miles travelled and the associated MSAT emissions and CO emissions resulting from the proposed project are considered a direct effect and were considered in the air quality analyses discussed above. Additional impacts, in the form of encroachment-alteration effects, would not occur.

No Build Alternative: The No Build Alternative would result in gradually increasing vehicle miles travelled as traffic volumes increase and traffic congestion worsens within the existing roadway system over time. However, as a result of EPA's fuel and vehicle standards, regardless of the Build or No Build Alternative, both criteria pollutant and MSAT emissions are expected to continue their existing trend of improvement over time.

5.13 Hazardous Materials

An initial site assessment was conducted to determine the potential for encountering hazardous substances and/or contamination within the vicinity of the proposed project. The preliminary investigation included a review of federal and state databases, historical aerial photographs, and a visual survey of the study area. A visual observation during field reconnaissance was conducted in August 2017 to verify the findings of the regulatory database report and to observe the general environmental conditions at the listed facilities and on properties located immediately adjacent to the proposed project.

Regulatory databases were searched within a one-mile radius of the project corridor in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527-13 and TxDOT standard search radii. The regulatory database listings include only those sites that are known to the regulatory agencies to be contaminated or are in the process of evaluation for potential contamination at the time of publication. The database report also shows federal and state regulated sites that could be within the standard search area, but were unplottable due to insufficient address or other locator information. These unplottable sites are called "Orphan Sites" in the regulatory report.

The regulatory database search identified 25 sites within the ASTM and TxDOT standard search radii. ROW would be acquired from seven sites identified in the radius report, of these seven sites, one was determined to be of potential environmental concern to the proposed project. The one site that may be of environmental concern is listed in **Table 6** and shown in **Appendix F, Figure 8.** The locations of all sites identified and a complete listing of the federal and state regulated sites searched is located

in the Hazardous Materials Technical Report on file with TxDOT. No additional facilities were observed within the vicinity of the proposed project during field reconnaissance.

Table 6: Regulatory Database Sites

Map ID #	Database Name	Site Name	Address	Status	ROW Acquired From (Yes/No)
1	LPST, PST, DCR, GWCC, FRSTX, LPST	Timewise Food Store	6445 FM 359, Richmond, TX 77406	ROW will be acquired from this property and it contains active PSTs and a closed LPST.	Yes

Source: GeoSearch, 2017.

The No Build Alternative would not require the disturbance of soils potentially containing hazardous materials. The probability of encountering hazardous materials would remain the same as if no construction were to occur along FM 723 within the project area.

The Build Alternative would require ROW from Map ID No. 1 which is an active Shell gas station. The station reported minor fuel releases in 2013 and 2017 that were both closed by TCEQ with minimal investigation of the shallow soil and groundwater needed. Although detectable levels of hydrocarbons were noted in soil and groundwater, the releases did not significantly impact soil in the sampled areas. The shallow groundwater was encountered at 45 feet. Based on aerial photographs and a site visit, the pump islands are approximately 15-feet from the proposed ROW and the tank pit is approximately 130 ft. from the proposed ROW and will not be impacted by the minor historic fuel releases. Furthermore, based on information from TCEQ files, the minor fuel releases have not migrated under the proposed ROW. The remaining sites identified during the initial site assessment that ROW would be acquired from are not an environmental concern to the construction of the proposed project.

The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction area. The use of construction equipment within sensitive areas would be minimized or eliminated. All construction materials used for this project would be removed as soon as the work schedule permits. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable federal and state regulations.

The proposed project includes the demolition and/or relocation of building structures. The buildings may contain asbestos or lead paint containing materials. Asbestos and lead paint inspections, specifications, notification, license, accreditation, abatement, and disposal, as applicable, would comply with federal and state regulations. Asbestos issues would be addressed during the ROW acquisition process prior to construction.

Oil/Gas Wells

A review of the Railroad Commission of Texas (RRC) well bore database was performed in August 2016 and indicated there are no oil/gas wells located within the project area; therefore, no impact to oil/gas wells is anticipated from the proposed project.

The potential impacts typically associated with the production of oil and gas include surface soil contamination and Naturally Occurring Radioactive Material (NORM) issues. Elevated NORM issues may be an environmental concern in oil fields, especially where water injection has been used as a secondary recovery technique, or water disposal has occurred. However, no oil/gas wells are located within the project area; therefore, NORM hazards would likely not impact the project. Based on the absence of producing wells within the project area, the proposed project would have a minimal risk of NORM issues.

Petroleum Pipelines

A review of the RRC indicated that four petroleum pipelines cross the proposed project area. The approximate location of the pipelines is shown in **Appendix F, Figure 8.**

5.14 Traffic Noise

A traffic noise analysis was accomplished in accordance with TxDOT's (FHWA approved) *Guidelines for Analysis and Abatement of Roadway Traffic Noise* (2011). A complete Traffic Noise Analysis containing additional details can be found the February 2018 Noise Technical Report, which is located at the TxDOT Houston District Office. Existing and predicted traffic noise levels were modeled at receiver locations (**Appendix F, Figure 9**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

The proposed project would result in a traffic noise impact and the following noise abatement measures were considered: traffic management, alteration of horizontal and/or vertical alignments, acquisition of undeveloped property to act as a buffer zone, and the construction of noise walls. Before any abatement measure can be proposed for incorporation into the project, it must be both feasible and reasonable. In order to be "feasible," the abatement measure must be able to reduce the noise level at greater than 50% of impacted, first row receivers by at least five dB(A); and to be "reasonable," it must not exceed the cost-effectiveness criterion of $25,000 for each receiver that would benefit by a reduction of at least five dB(A) and the abatement measure must be able to reduce the noise level for at least one impacted, first row receiver by at least seven dB(A).

Existing and predicted traffic noise levels were modeled at receiver locations (**Table 7** and **Appendix F, Figure 9**) that represent the land use activity areas adjacent to the proposed project that might be impacted by traffic noise and potentially benefit from feasible and reasonable noise abatement.

Table 7: Traffic Noise Levels dB(A) Leq

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2039	Change (+/-)	Noise Impact
R1 – Residential	B	67	57	61	4	No
R2 – Residential	B	67	63	67	4	Yes
R3 – Residential	B	67	62	67	5	Yes
R4 – Residential	B	67	60	64	4	No
R5 – Residential	B	67	62	68	6	Yes
R6 – Residential	B	67	63	69	6	Yes
R7 – Park	C	67	55	60	5	No
R8 – Residential	B	67	53	55	2	No
R9 – Residential	B	67	55	57	2	No
R10 – Baseball Field	C	67	61	60	-1	No
R11 – Residential	B	67	57	58	1	No
R12 – Residential	B	67	54	57	3	No
R13 – Residential	B	67	48	50	2	No
R14 – Residential	B	67	50	51	1	No
R15 – Residential	B	67	52	54	2	No
R16- Residential	B	67	56	59	3	No
R17- Residential	B	67	54	56	2	No
R18- School (interior)	D	52	40	40	0	No
R19- School (interior)	D	52	40	40	0	No
R20- School (interior)	D	52	40	40	0	No
R21- Residential	B	67	58	60	2	No
R22- Residential	B	67	57	59	2	No
R23- Residential	B	67	61	63	2	No
R24- Residential	B	67	54	59	5	No
R25- Residential	B	67	60	62	2	No
R26- Residential	B	67	57	60	3	No
R27- Residential	B	67	55	61	6	No
R28- Residential	B	67	57	63	6	No
R29- Residential	B	67	58	62	4	No
R30- Residential	B	67	58	62	4	No
R31- Residential	B	67	61	64	3	No
R32- Residential	B	67	58	62	4	No
R33- Residential	B	67	58	61	3	No

Table 7: Traffic Noise Levels dB(A) Leq (cont.)

Representative Receiver	NAC Category	NAC Level	Existing	Predicted 2039	Change (+/-)	Noise Impact
R34- Residential	B	67	62	64	2	No
R35- Residential	B	67	64	65	1	No
R36- Residential	B	67	59	62	3	No
R37- Residential	B	67	56	61	5	No
R38- Residential	B	67	51	56	5	No
R39- Residential	B	67	58	61	3	No
R40- Residential	B	67	54	58	4	No
R41- Residential	B	67	66	67	1	Yes
R42- Residential	B	67	67	69	2	Yes
R43- Residential	B	67	63	68	5	Yes
R44- Residential	B	67	63	66	3	Yes
R45- Residential	B	67	59	61	2	No
R46- Residential	B	67	57	60	3	No
R47- Residential	B	67	58	60	2	No
R48- Residential	B	67	59	60	1	No
R49- Residential	B	67	59	60	1	No
R50- Residential	B	67	49	53	4	No
R51- Residential	B	67	54	56	2	No

Noise barriers would not be feasible and reasonable for the following impacted receivers and, therefore, are not proposed for incorporation into the project.

R2 – This receiver represents an individual receptor in a single-family home. Based on preliminary calculations, a noise barrier 39 feet long and 20 feet high parallel to FM 723 would not achieve the minimum feasible reduction of 5 dB(A) or the minimum noise reduction goal of 7 dB(A).

R3 – This receiver represents an individual receptor in a single-family home. Based on preliminary calculations, a noise barrier 57 feet long and 20 feet high parallel to FM 723 would not achieve the minimum feasible reduction of 5 dB(A) or the minimum noise reduction goal of 7 dB(A).

R5 and R6 – These receivers represent six individual receptors in single-family homes with driveways facing FM 723. Based on preliminary calculations, a series of six noise barrier, with gaps for access, totaling 299 feet long and 20 feet high parallel to FM 723 would not achieve the minimum feasible reduction of 5 dB(A) or the minimum noise reduction goal of 7 dB(A).

R41-R44 – These receivers represent a total of 21 impacted individual receptors in the Briscoe Falls subdivision. Based on preliminary calculations, a noise barrier 1,822 feet in length, in three segments, and eight feet high parallel to FM 723 would achieve the minimum feasible reduction of

5 dB(A) at eight receiver locations and the minimum noise reduction goal of 7dB(A) at five receiver locations would exceed the reasonable, cost-effectiveness criteria of $25,000 per benefitted receiver.

None of the above Noise Barriers would be both feasible and reasonable, therefore, no abatement measures are proposed for this project.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, no new activities are planned or constructed along or within the following predicted (2039) noise impact contours (**Table 7).**

Table 8: Noise Impact Contours

Land Use	Impact Contour	Distance from Edge of Pavement
NAC Category B&C	66 dB(A)	120 feet
NAC Category E	71 dB(A)	50 feet

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. No extended disruption of normal activities is expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the project.

5.15 Induced Growth

The purpose of this section is to assess the potential for the proposed project to induce growth in a defined Area of Influence (AOI). Project-induced growth is considered an indirect effect, which is defined by CEQ regulations as those:

"…effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems" (40 CFR 1508.8).

Utilization of TxDOT's Induced Growth Indirect Impacts Decision Tree (April 2014), and Risk Assessment for Indirect Impacts (April 2014) demonstrated that the proposed project required an induced growth analysis because it: 1) is located in an area with available, developable land; 2) would

add capacity; 3) is inside a MPO planning boundary (HGAC); and 4) would significantly increase mobility in an area experiencing substantial population growth. This analysis was submitted to TxDOT as an Indirect Effects Technical Report, the findings of which are summarized below.

The project AOI extends along FM 723 between the cities of Rosenberg and Katy and encompasses 5,380 acres (8.4 sq. miles). As shown in Section 3.2, these cities, as well as Fort Bend County, have grown steadily in population, which is also reflected in the number of structures built since 1990 (**Table 9**).

Table 9: Year Structure Built/Percent Built by Decade within Jurisdictions in the AOI, 1990-2014

Geography	Total Homes	Year Structure Built/% Built Within Decade					
		1990-1999		2000-2009		2010 or later	
		#	%	#	%	#	%
City of Katy	5,722	1,204	21%	1,051	18.3%	539	9.4%
Fulshear-Simonton CCD*	43,769	7,337	16.7%	24,900	56.8%	9,183	21%
City of Rosenberg	11,927	1,500	12.6%	2,633	22.1%	635	5.3%
Fort Bend County	216,616	43,840	20.2%	79,937	37%	19,782	9.1%

*The Fulshear-Simonton CCD captures areas between the city of Katy and the city of Rosenberg that have been experiencing increased growth, but are not within an official jurisdiction. Includes the AOI and areas immediately surrounding it until just north of the Brazos River Bridge. There is a small area of overlap with structures counted as part of the city of Katy (mostly south of I-10).

Source: American Community Survey (Table B25034), "Year Structure Built".

Land within the AOI was classified as developed or undeveloped based on existing land use using current aerial photos, and publicly available County tax records. Undeveloped land was further identified as 'developable' or 'undevelopable'. Parks and open space, water bodies, municipal utility districts (MUDs), levee improvement districts (LIDs), and FEMA regulated floodways were classified as 'undevelopable' land. Any land not already developed, planned for development, or classified as undevelopable was considered 'developable' land.

Table 10 shows the current breakdown of developed and undeveloped land in the AOI, which is close to evenly split. Once the amount of planned development and undevelopable land is subtracted from the undeveloped land total, 1,649 acres (31%) of the AOI is considered developable.

Table 10: Acres of Land Available for Project-Influenced Development within the AOI

Existing Land Uses		Acres	% of Total AOI (5,380 acres)
Total Developed Land*		2,650	49%
Total Undeveloped Land		2,730	51%
Undeveloped Land Analysis	Planned Development	575	11%
	Undevelopable Land/Water Bodies	506	9%
Total Developable Land		**1,649**	**31%**

* New ROW for roadway and associated retention ponds for the FM 723 widening project are counted as part of the developed land total (June 2017 design).

While the proposed project would improve mobility within an AOI with a large amount of developable land, the AOI is already experiencing sustained population growth and rapid suburban development, which would likely continue regardless of the proposed project. The proposed project could increase the pace of land development activities along the FM 723 corridor, but it is not likely to induce new development independent of local and regional growth patterns. Rather than inducing development, the proposed project is needed to keep pace with traffic demand resulting from already established growth and development trends.

5.16 Cumulative Impacts

As addressed by the CEQ, cumulative impacts are defined as:

...the impact on the environment which results from the incremental impact of the action (project) when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR 1508.7).

TxDOT's Cumulative Impacts Analysis Guidelines (July 2016), Cumulative Impacts Decision Tree (April 2014), and Cumulative Impacts Risk Assessment (April 2014) were utilized to determine if the proposed project required a cumulative impacts analysis. It was determined that the proposed project would not require a Cumulative Impacts Assessment because the project would not have substantial direct or indirect impacts to any resource and no resources within the project area are in poor or declining health.

5.17 Construction Phase Impacts

Short-term construction impacts would occur due to the movement of workers and materials through the area. The temporary disruption of traffic on local roads may also affect residents and businesses in the project vicinity. Construction activities may be allowed at night to minimize the effects of daytime traffic on existing facilities. Coordination between TxDOT and landowners regarding

construction scheduling and access to the construction site and ROW would help to minimize such temporary disruptions.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions would be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found at: http://www.tceq.state.tx.us/implementation/air/terp/.

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project would have any significant impact on air quality in the area.

6. AGENCY COORDINATION

A USACE Individual Permit would be obtained for the proposed project and necessary project coordination with the USACE would take place during the permitting process. The proposed project requires coordination with the THC; coordination with the THC was initiated by TxDOT during the Project Coordination Request (PCR) process. The proposed project required Early Coordination with the Texas Parks and Wildlife Department. The Early Coordination was completed by TxDOT on December 14, 2017. The proposed project required a project level conformity determination from the FHWA, the conformity determination was approved by FHWA on April 5, 2018. The proposed project required coordination with the TCEQ because the project adds capacity in a nonattainment area. Coordination with the TCEQ was completed on April 26, 2018.

The proposed project did not require coordination with the U.S. Fish and Wildlife Service because the proposed project would not affect any federally listed species. Coordination with the NRCS was not required because the proposed project scored below the 160-point coordination threshold for prime farmland impacts on the NRCS-CPS-106 Form. Documentation of Agency Coordination can be found in **Appendix G**.

7. PUBLIC INVOLVEMENT

Three public meetings have been held for the proposed project. Two public meeting were held in 2005 (May 17, 2005 and November 16, 2005) to present proposed design alternatives. Following the 2005 public meetings the project was delayed due to funding cuts.

An additional public meeting was held on June 16, 2016, to familiarize local residents and elected officials with the proposed road improvements. TxDOT representatives presented information on preliminary road design, potential impacts to air quality, traffic noise, historical and archeological resources, threatened and endangered species, and wetlands. Ninety-four individuals and two public officials attended the public meeting. By the conclusion of the comment period on December 3, 2016, TxDOT received 73 comments including concerns regarding safety, ROW acquisition, drainage, noise, access, and mobility.

In order to comply with Executive Order 13166 (see Section 5.6.2), newspaper announcements in both English and Spanish newspapers were published in order to provide opportunities for citizens to request language interpreters. Persons who own property directly adjacent to the proposed project received the meeting notices and any additional notices in both English and Spanish.

A public hearing was held on September 6, 2018 to present the proposed improvements and to receive public comment on the proposed project. The hearing was advertised in the Houston Chronicle (August 6, 2018), the Fort Bend Herald (August 6, 2018), and La Subasta (August 9, 2018). The public was given the opportunity to provide verbal and written comments regarding the proposed project. Representatives from TxDOT and TxDOT's consultant team were available throughout the public hearing to answer questions and further explain project details. A formal presentation was made to present information on the proposed project. A total of 150 people attended the hearing and fifty-six members of the public provided comments. Revisions were made to the EA in response to the public's comments. Revisions to the EA include updating the Right-of-Way/Displacements and Community Impacts sections to include discussions on the newly constructed commercial strip center that was constructed after the draft EA was prepared. The results of the public hearing have been made available to the public at the Houston District Office and on the TxDOT Houston District's website at:

https://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings/houston/090618.html

8. Post-Environmental Clearance Activities and Contractor Communications

8.1. Post-Environmental Clearance Activities

Table 11 lists unresolved environmental activities that the project sponsor will be responsible for that cannot be completed prior to the issuance of a Finding of No Significant Impact (FONSI).

Table 11: Post Environmental Clearance Activities

Environmental Activity	Description of Activity	Anticipated Completion
1. Cultural Resources (Historical/Archeological)	Site 41FB352 within the APE is situated in close proximity to a historic family cemetery, the Briscoe Family Cemetery, and it is possible that unmarked graves may be present within the APE at this location. Further identification efforts for unmarked graves within the APE will be required prior to construction, once access is available. The remainder of the archeological survey must be completed prior to the construction of the proposed project.	Prior to construction.
2. THC/SHPO	Coordination of the remainder of the archeological survey, if appropriate, will be coordinated with SHPO, when access the property has been obtained.	Prior to construction.
3. Water Quality	303(d) coordination with TCEQ is required. A Notice of Intent will be submitted to TCEQ.	Prior to construction.
4. Floodplain	Coordination with the local floodplain administrator would be required.	Prior to construction.
5. Wetlands/Waters of U.S.	It is anticipated that the proposed project would impact jurisdictional waters of the U.S., including wetlands, and thus require a Section 404 IP. Conditions and requirements set forth in the IP are to be incorporated into the proposed project plans.	Prior to construction
6. Hazardous Materials	ROW would be acquired from seven Hazardous Material sites. The proposed project includes the demolition and/or relocation of building structures. The buildings may contain asbestos or lead paint containing materials. Asbestos and lead paint inspections, specifications, notification, license, accreditation, abatement, and disposal, as applicable, would comply with federal and state regulations. Asbestos issues would be addressed during the ROW acquisition process prior to construction.	Prior to construction.

8.2. Contractor Communications

Table 12 lists avoidance measures and/or special instructions that should be conveyed to the design and/or construction contractor prior to the construction of the proposed project.

Table 12: Contractor Communications

Environmental Resource	Communication
1. Endangered Species/Wildlife	The following Bird BMPs will be incorporated into the proposed project: • construction shall not disturb, destroy, or remove active nests, including those of ground nesting birds, during the nesting season, • avoid the removal of unoccupied, inactive nest, as practicable, • prevent the establishment of active nests during the nesting season on TxDOT owned and operated facilities and structures for replacement or repair, • no collecting, capturing, relocating, or transporting adult birds, eggs, young, or active nests without a permit. The following Plains Spotted Skunk BMPs will be incorporated into the proposed project: • contractors will be advised of potential occurrence in the project area, • avoid harming the species if encountered, • avoid unnecessary impacts to potential dens. The following Mussel BMPs will be incorporated into the proposed project: • when work is in the water, survey project footprints for state-listed species where appropriate habitat exists. • When work is in the water and mussels are discovered during surveys; relocated state listed and SGCN mussels under TPWD permit and implement Water Quality BMPs. • When work is adjacent to the water; Water Quality BMPs implemented as part of the SWPPP for a construction general permit or any conditions of the 401 water quality certification for the project will be implemented.
2. Noise	Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
3. Water Quality	• BMPs for water quality under Section 401 of the Clean Water Act including erosion, sedimentation, and suspended solid controls are to be utilized. • A SWP3 shall be prepared and implemented. 303(d) coordination with TCEQ is required. A Notice of Intent will be submitted to TCEQ.

Table 11: Contract Communications (cont.)

Environmental Resource	Communication
4. Wetlands/Waters of U.S.	It is anticipated that the proposed project would impact jurisdictional waters of the U.S., including wetlands, and thus require a Section 404 IP. Conditions and requirements set forth in the IP are to be incorporated into the proposed project plans.
5. Vegetation	Trees with active bird nests cannot be removed during the nesting season. All woody vegetation is to be inspected for nesting birds prior to removal.
6. Beneficial Landscape Practices/Vegetation Management	Proposed project would comply with Executive Order 13112 and the Executive Memorandum on Beneficial Landscaping issued August 10, 1995.
7. Traffic Control	A traffic control plan is to be implemented prior to construction activities.
These commitments are specific to TxDOT EPIC sheets to accompany general environmental commitments utilized in every TxDOT construction project.	

9. CONCLUSION

Based on the information in this EA, TxDOT Houston District recommends implementation of the Build Alternative. The engineering, social, economic, and environmental studies conducted thus far indicate that the proposed project would result in no significant effects to the quality of the human or natural environment.

TxDOT recommends that TxDOT's Environmental Affairs' Division find that implementing the Build Alternative would not be a major federal action significantly affecting the quality of the human or natural environment and thus issue a FONSI for this project.

10. References

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2014b Indirect Induced Growth Risk Assessment
2014c Cumulative Impacts Risk Assessment
2014d Cumulative Impacts Decision Tree
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2017c 2019-2022 Transportation Improvement Program
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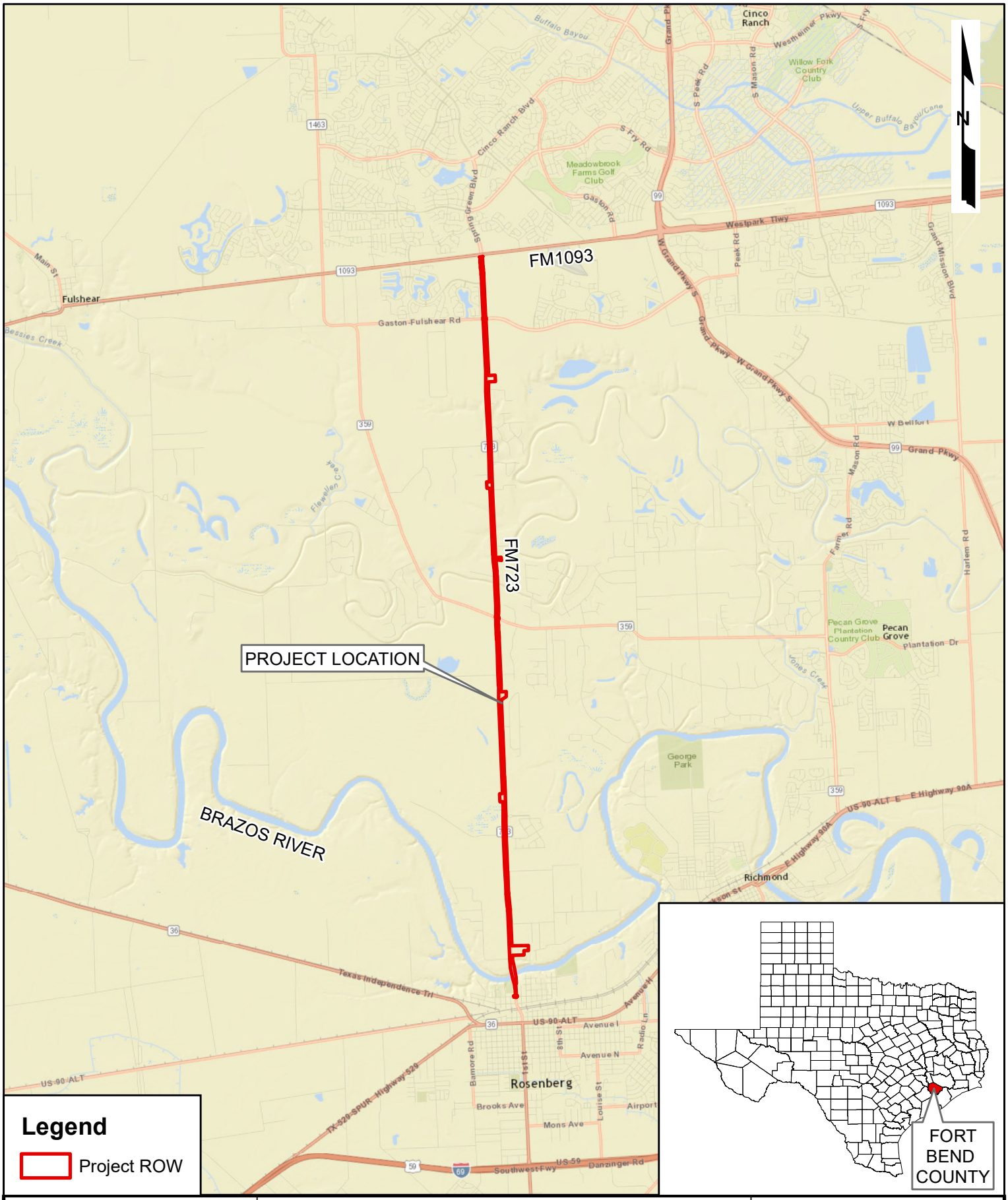
11. Appendices

APPENDIX A: PROJECT LOCATION MAPS

Figure 1: Project Vicinity Map
Figure 2: Project Location Map



FM 723 (Avenue D to FM 1093)

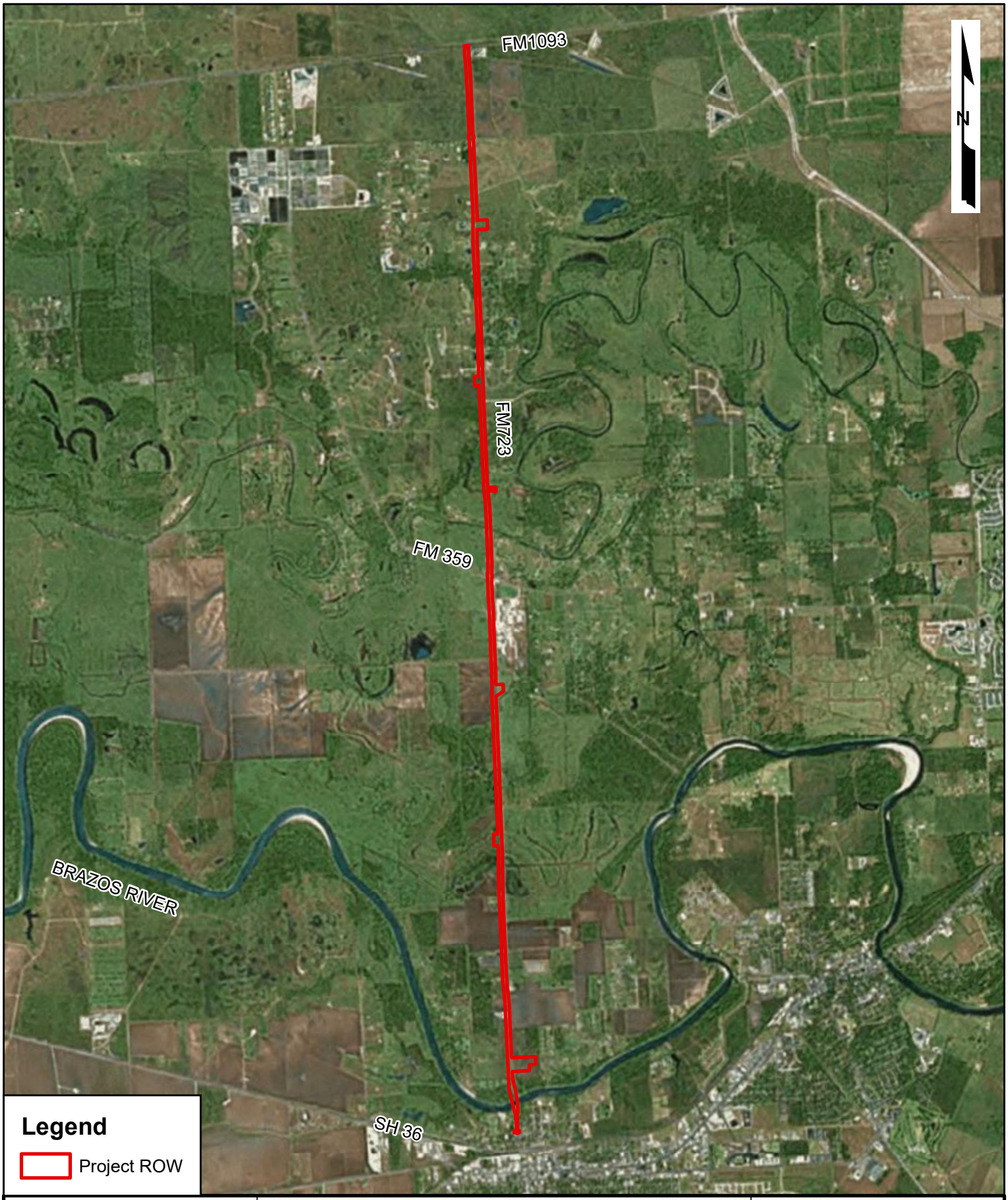
VICINITY MAP

Texas Department of Transportation

Figure 1

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 0.5 1 Miles

FM 723 (Avenue D to FM 1093)

PROJECT LOCATION MAP

Texas Department of Transportation

Figure 2

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017

APPENDIX B: PROJECT PHOTOS

Photo 1: Looking north towards FM 723.

Photo 2: Looking north towards the intersection of FM 723 and FM 359.

Photo 3: Looking towards FM 723 near the northern limits of the project.

Photo 4: Upland forest within the project area.

Photo 5: Typical maintained roadside vegetation in the project area.

Photo 6: Agricultural field in the project area.

Photo 7: Typical upland pasture in the project area.

Photo 8: Typical maintained roadside ditch vegetation in the project area.

Photo 9: Typical upland scrub/shrub vegetation in the project area.

Photo 10: Radius Report ID #1, looking west from FM 723.

Photo 11: Radius Report ID #1, looking north towards FM 723.

Photo 12: Looking towards the potentially displaced AT&T Building.

APPENDIX C: SCHEMATICS

TEXAS DEPARTMENT OF TRANSPORTATION
HOUSTON DISTRICT

SCHEMATIC LAYOUT
FORT BEND COUNTY
FM 723

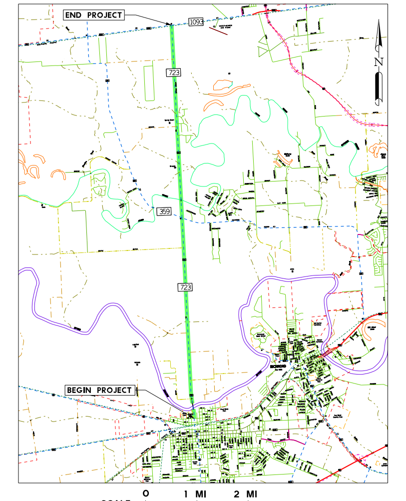
LIMITS : FROM AVENUE D
TO FM 1093
LENGTH = 9.23 MILES

AVENUE D TO BRAZOS RIVER BRIDGE
DESIGN SPEED : 35 MPH
FUNCTIONAL CLASS : URBAN MINOR ARTERIAL

BRAZOS RIVER BRIDGE TO FM 1093
DESIGN SPEED : 45 MPH
FUNCTIONAL CLASS : URBAN MINOR ARTERIAL

CURRENT ADT : 17,500 (2016)
PROJECTED ADT : 28,500 (2036)
PROJECTED ADT : 29,850 (2040)

LOCATION MAP



SCALE: 0 1 MI 2 MI

PRELIMINARY
SUBJECT TO CHANGE

2016 (XXXX) ADT
2036 (XXXX) ADT
2040 (XXXX) ADT

← XXXX - 2016 (XXXX-2040)
XXXX - 2016 (XXXX-2040) →

NOT A BIDDING DOCUMENT
ROBERT T. MCBRIDE, P.E.
111566
TEXAS REGISTRATION NUMBER
6/23/2017
DATE

LEGEND

LEGEND	SYMBOLOGY	WEIGHT	COLOR
EDGE OF PAVEMENT/ FACE OF CURB		2	0
RETAINING WALL		6	3
STRIPING		2	0
PROP ROW		5	16
EXISTING ROW		1	16
PROPERTY LINES		1	6
EXISTING LANE DIRECTIONAL INDICATOR	⇨	1	0
PROPOSED LANE DIRECTIONAL INDICATOR	➡	1	0
PROPOSED PAVEMENT			1
PROPOSED BRIDGE STRUCTURE			3
PROPOSED RAMP/ACCESS RD PAVEMENT			2
PROPOSED RAISED MEDIAN			236
PROPOSED SIDEWALK			5
PROPOSED DETENTION POND			
ZONE AE (100 YR FLOODPLAIN)			

SCALE: 1"=100' - HORZ
1"=10' - VERT

6/23/2017
LJA Engineering, Inc.
FRN - F-1386
TEXAS DEPARTMENT OF TRANSPORTATION
FM 723 SCHEMATIC
FROM: AVENUE D
TO: FM 1093

11:40:14 AM 6/23/2017
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TEXAS DEPARTMENT OF TRANSPORTATION
HOUSTON DISTRICT

SCHEMATIC LAYOUT
FORT BEND COUNTY
FM 723

LIMITS : FROM AVENUE D
TO FM 1093
LENGTH = 9.23 MILES

AVENUE D TO BRAZOS RIVER BRIDGE
DESIGN SPEED : 35 MPH
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BRAZOS RIVER BRIDGE TO FM 1093
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CURRENT ADT : 17,500 (2016)
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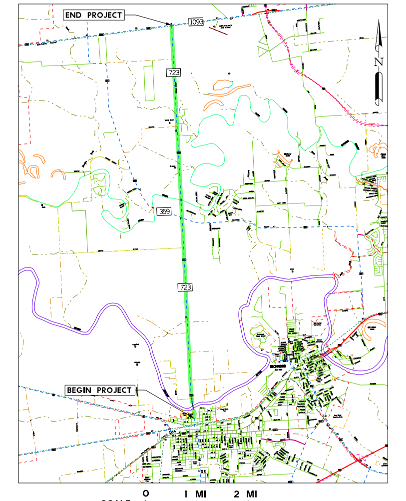
PROJECTED ADT : 29,850 (2040)

LOCATION MAP



SCALE: 0 1 MI 2 MI

PRELIMINARY
SUBJECT TO CHANGE

2016 (XXXX) ADT
2036 (XXXX) ADT
2040 (XXXX) ADT

← XXXX - 2016 (XXXX-2040)
XXXX - 2016 (XXXX-2040) →

NOT A BIDDING DOCUMENT
ROBERT T. MCBRIDE, P.E.
111566
TEXAS REGISTRATION NUMBER
6/23/2017
DATE

LEGEND

LEGEND	SYMBOLOGY	WEIGHT	COLOR
EDGE OF PAVEMENT/ FACE OF CURB		2	0
RETAINING WALL		6	3
STRIPING		2	0
PROP ROW		5	16
EXISTING ROW		1	16
PROPERTY LINES		1	6
EXISTING LANE DIRECTIONAL INDICATOR		1	0
PROPOSED LANE DIRECTIONAL INDICATOR		1	0
PROPOSED PAVEMENT			1
PROPOSED BRIDGE STRUCTURE			3
PROPOSED RAMP/ACCESS RD PAVEMENT			2
PROPOSED RAISED MEDIAN			236
PROPOSED SIDEWALK			5
PROPOSED DETENTION POND			
ZONE AE (100 YR FLOODPLAIN)			

0' 50' 100' 200'
SCALE: 1"=100' - HORZ
1"=10' - VERT

6/23/2017
LJA Engineering, Inc.
FRN - F-1386
TEXAS DEPARTMENT OF TRANSPORTATION
FROM: AVENUE D
TO: FM 1093
FM 723 SCHEMATIC
12:20:29 PM 6/23/2017
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TEXAS DEPARTMENT OF TRANSPORTATION
HOUSTON DISTRICT

SCHEMATIC LAYOUT
FORT BEND COUNTY
FM 723

LIMITS : FROM AVENUE D
TO FM 1093
LENGTH = 9.23 MILES

AVENUE D TO BRAZOS RIVER BRIDGE
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BRAZOS RIVER BRIDGE TO FM 1093
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PROJECTED ADT : 29,850 (2040)

LOCATION MAP

SCALE: 0 1 MI 2 MI

PRELIMINARY
SUBJECT TO CHANGE

2016 (XXXX) ADT
2036 (XXXX) ADT
2040 (XXXX) ADT

← XXXX - 2016 (XXXX-2040)
XXXX - 2016 (XXXX-2040) →

NOT A BIDDING DOCUMENT
ROBERT T. MCBRIDE, P.E.
111566
TEXAS REGISTRATION NUMBER
6/23/2017
DATE

LEGEND

LEGEND	SYMBOLOGY	WEIGHT	COLOR
EDGE OF PAVEMENT/ FACE OF CURB		2	0
RETAINING WALL		6	3
STRIPING		2	0
PROP ROW		5	16
EXISTING ROW		1	16
PROPERTY LINES		1	6
EXISTING LANE DIRECTIONAL INDICATOR		1	0
PROPOSED LANE DIRECTIONAL INDICATOR		1	0
PROPOSED PAVEMENT			1
PROPOSED BRIDGE STRUCTURE			3
PROPOSED RAMP/ACCESS RD PAVEMENT			2
PROPOSED RAISED MEDIAN			236
PROPOSED SIDEWALK			5
PROPOSED DETENTION POND			
ZONE AE (100 YR FLOODPLAIN)			

0' 50' 100' 200'
SCALE: 1"=100' - HORZ
1"=10' - VERT

6/23/2017

LJA Engineering, Inc.
FRN-F-1386

© 2016 TEXAS DEPARTMENT OF TRANSPORTATION

FROM: AVENUE D
TO: FM 1093

FM 723 SCHEMATIC

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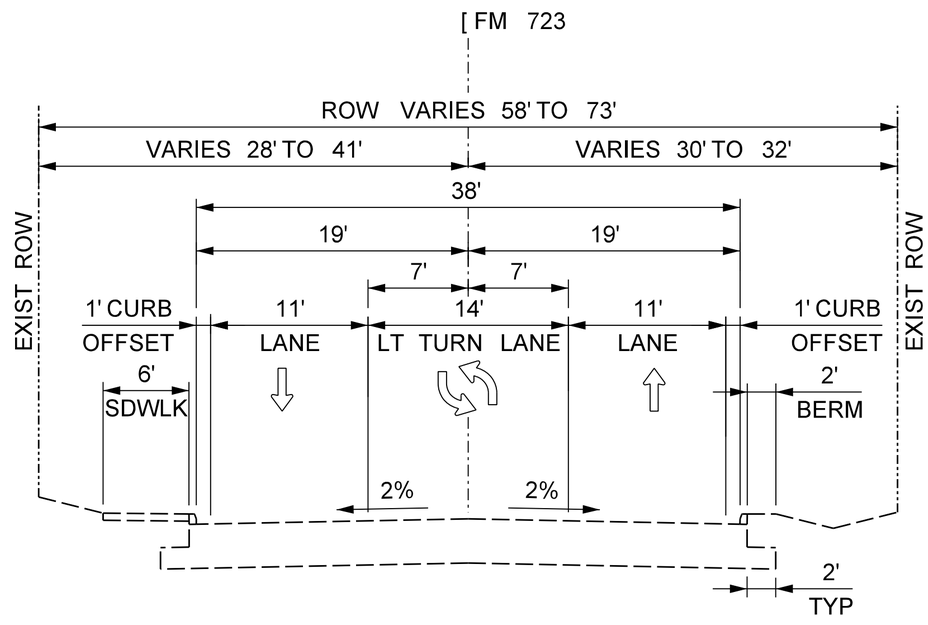
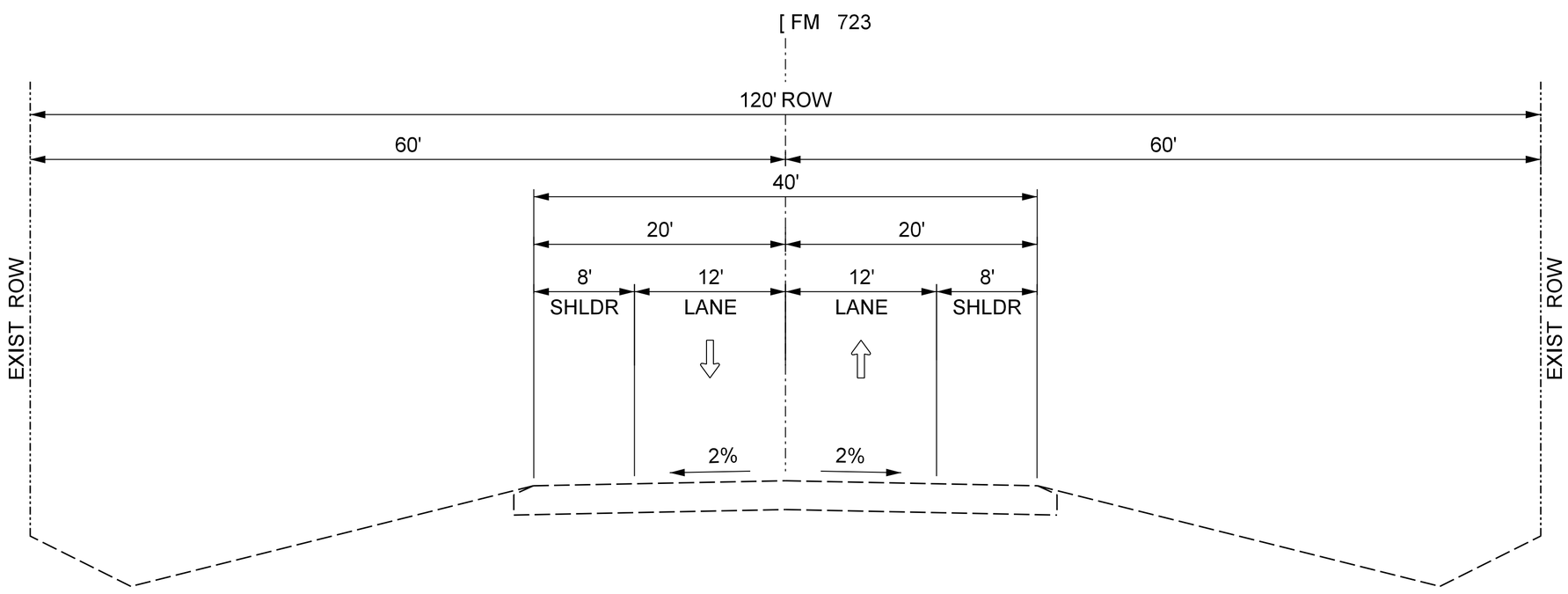
APPENDIX D: TYPICAL SECTIONS

EXISTING TYPICAL SECTIONS



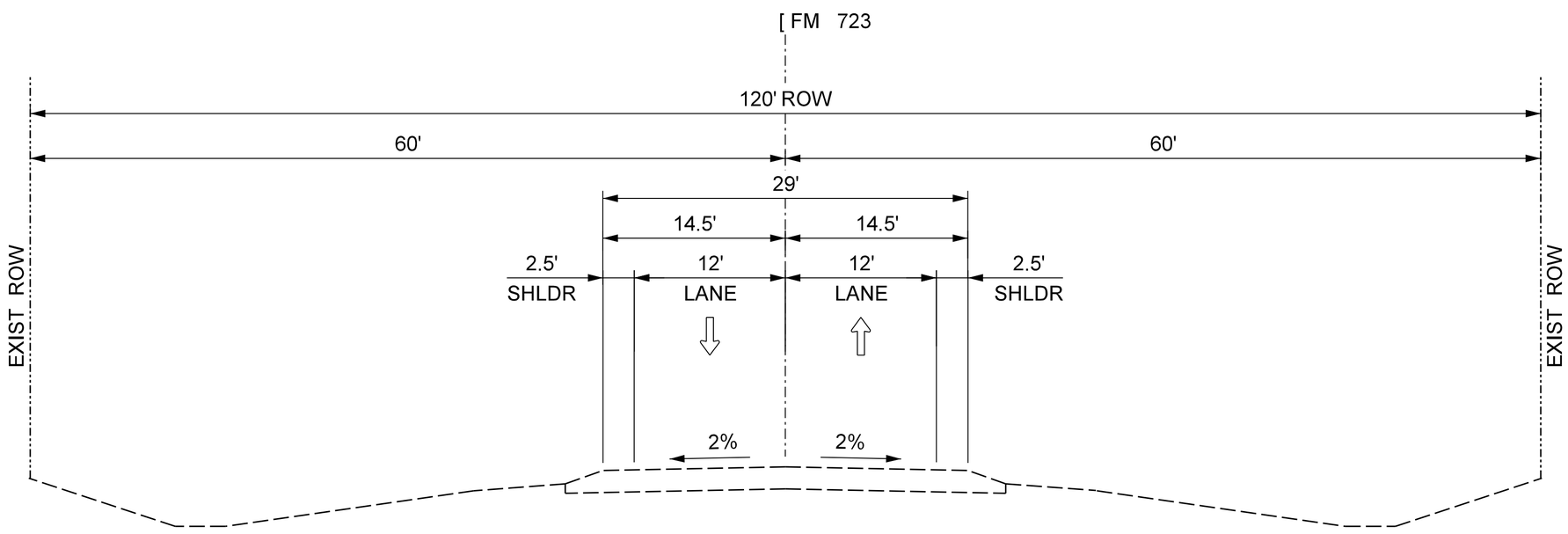
EXISTING TYPICAL SECTION

FROM AVE D TO SOUTH
OF THE BRAZOS RIVER BRIDGE



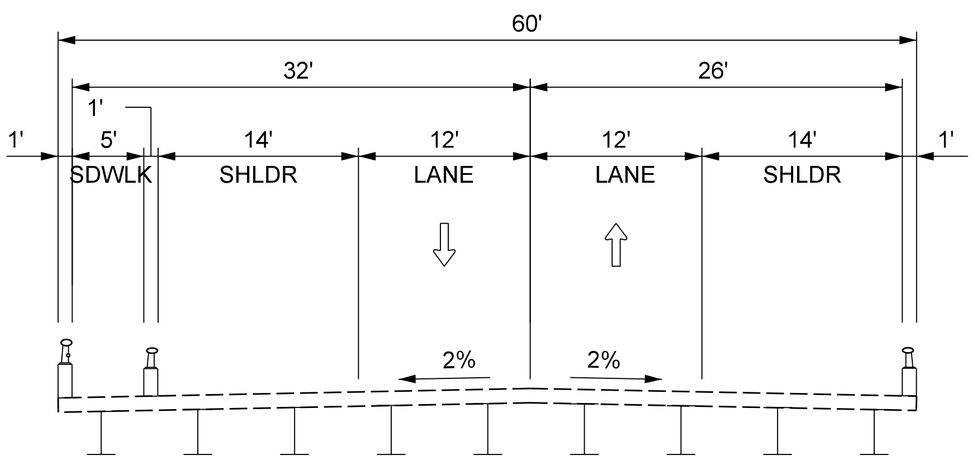
EXISTING TYPICAL SECTION

FROM BAKER ROAD TO FM 359



EXISTING TYPICAL SECTION

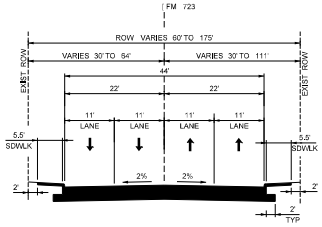
FROM FM 359 TO FM 1093



EXISTING TYPICAL SECTION

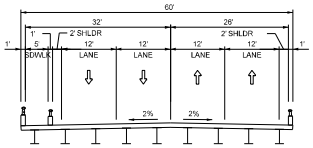
BRAZOS RIVER BRIDGE

TYPICAL SECTIONS



PROPOSED TYPICAL SECTION
FROM AVE D TO SOUTH
OF THE BRAZOS RIVER BRIDGE

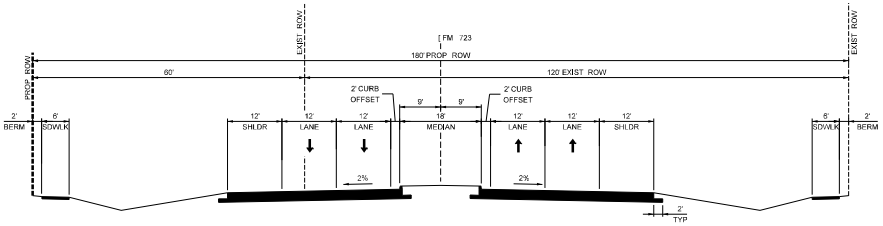
PROPOSED BRAZOS RIVER BRIDGE TYPICAL SECTION



PROPOSED TYPICAL SECTION
BRAZOS RIVER BRIDGE

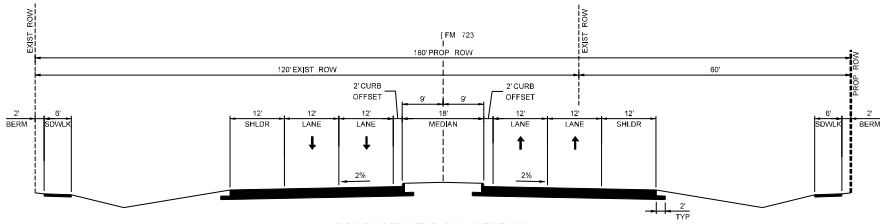
Proposed Typical Sections from north of the Brazos River to FM 1093

NOTE:
The lane configuration of the typical sections from North of the Brazos River to FM 1093 are the same for each proposed typical section. The side of the FM 723 that the additional ROW will be aquired from varies throughout the project.



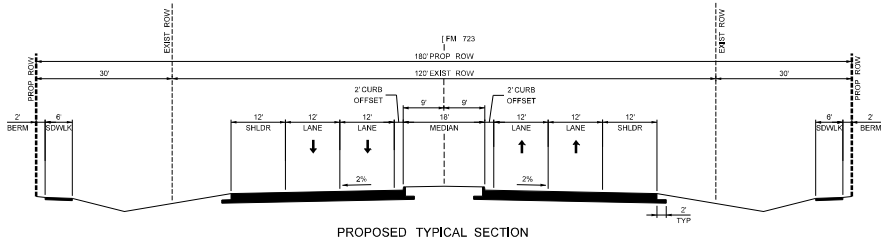
PROPOSED TYPICAL SECTION

60 feet of additional ROW on the east side of th FM 723



PROPOSED TYPICAL SECTION

60 feet of additional ROW on the west side of th FM 723



PROPOSED TYPICAL SECTION

30 feet of additional ROW on the east and west side of FM 723

APPENDIX E: PLAN AND PROGRAM EXCERPTS

REGIONAL INVESTMENT PROGRAMS, EXEMPT AND NOT REGIONALLY SIGNIFICANT PROJECTS IN FIRST TEN YEARS (FY2015-2025)

MPOID	CSJ	County	Sponsor	Facility	From	To	Description	Fiscal Year	Total Project Cost (M, YOE)
THOROUGHFARE DEVELOPMENT									
15	2105-01-020	Fort Bend	TXDOT HOUSTON DISTRICT	FM 2234	FORT BEND PARKWAY	FM 521	WIDEN 2 LANES TO 4-LANE DIVIDED RURAL SECTION	2015	$ 25.60
981	0188-09-040	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	FM 1093	N OF BRAZOS RIVER	WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS	2020	$ 135.10
17068	0188-09-042	Fort Bend	TXDOT HOUSTON DISTRICT	FM 723	N OF BRAZOS RIVER	AVENUE D	WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS	2019	$ 19.40
2381		Fort Bend	FORT BEND COUNTY	GUBBELS RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	2023	$ .55
14753		Fort Bend	FORT BEND COUNTY	HARLEM RD	SH 99	PLANTATION DR	RECONSTRUCT EXISTING 2-LANE TO 4-LANE CURB & GUTTER WITH OPEN DITCH DRAINAGE.	2015	$ 5.95
15487	0912-34-182	Fort Bend	CITY OF MISSOURI CITY	HURRICANE LN AND LAKE OLYMPIA	FORT BEND PKWY	TRAMMEL-FRESNO RD	CONSTRUCT 2-LANE CONCRETE ROADWAY TO EXISTING INTERCHANGE AT FORT BEND PKWY	2016	$ 5.91
652		Fort Bend	FORT BEND COUNTY	LAKE OLYMPIA	FORT BEND PARKWAY TOLL RD	CHIMNEY ROCK RD	CONSTRUCT 4-LANE UNDIVIDED ROAD	2018	$ 5.80
2387		Fort Bend	FORT BEND COUNTY	OLD NEEDVILLE FAIRCHILD RD	SH 36	FM 361	UPGRADE 2-LANE ROADWAY	2023	$ 5.82
2392		Fort Bend	FORT BEND COUNTY	SAWMILL RD	AT WATERS LAKE BAYOU		REPLACE BRIDGE	2023	$ .18
475		Fort Bend	CITY OF SUGAR LAND	STADIUM DR	N OF OYSTER CREEK	BURNEY RD	CONSTRUCT 4-LANE ROADWAY	2015	$ 17.00
13637		Fort Bend	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	LEXINGTON BLVD	CARTWRIGHT RD	WIDEN 4 TO 6-LANES DIVIDED	2020	$ 9.55
13733		Fort Bend	CITY OF MISSOURI CITY	TEXAS PKWY/FM 2234	AT INDEPENDENCE BLVD		ADDITION OF ON NB RIGHT TURN LANE	2015	$ .33
408	0912-34-143	Fort Bend	CITY OF MISSOURI CITY	TRAMMEL FRESNO RD	VICKSBURG BLVD	FORT BEND PKWY	CONSTRUCT 4-LANE CONCRETE DIVIDED W/ STORM SEWERS, ESPLANADES, CURB & GUTTER, STREET LIGHTS & LANDSCAPING	2017	$ 4.20
7803	0912-34-144	Fort Bend	FORT BEND COUNTY	TRAMMEL FRESNO RD	FORT BEND PKWY	FM 521	WIDEN EXISTING ROADWAY FROM 2 TO 4-LANES RURAL ROADWAY	2015	$ 25.44
2394		Fort Bend	FORT BEND COUNTY	TRINITY RD	AT BIG CREEK		REPLACE BRIDGE	2023	$ .09
36		Galveston	CITY OF LEAGUE CITY	FM 270	FM 518	FM 646	WIDEN TO 4-LANE DIVIDED	2020	$ 19.56
39		Galveston	GALVESTON COUNTY	FM 517	FM 3436	SH 146	WIDEN TO 4-LANE DIVIDED W/ CURB & GUTTER	2020	$ 14.91

Projects shaded in GRAY are exempt from conformity or are not considered regionally significant under H-GAC regional emissions analysis.

HOUSTON DISTRICT
FY 2020 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	2093-01-010	FM 2218	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$35,228,000**

REV DATE: 07/2018

STREET: FM 2218
LIMITS FROM: US 59
LIMITS TO: SH 36
TIP DESCRIPTION: WIDEN FROM 2 LANES TO 4-LANE DIVIDED
REMARKS:

MPO PROJECT ID: 13
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$1,726,172
Right Of Way:	$15,280,000
Construction:	$35,228,000
Construction Engineering:	$1,409,120
Contingencies:	$3,522,800
Indirects:	$1,789,582
Bond Financing:	---
Total Project Cost:	**$58,955,674**

Cost of Approved Phases: $35,228,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$28,182,400	$7,045,600	---	---	---	$35,228,000
Funding by Share:	$28,182,400	$7,045,600	---	---	---	$35,228,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-040	FM 723	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$80,000,000**

REV DATE: 07/2018

STREET: FM 723
LIMITS FROM: N OF BRAZOS RIVER
LIMITS TO: FM 1093
TIP DESCRIPTION: WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS
REMARKS:

MPO PROJECT ID: 981
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$3,920,000
Right Of Way:	$24,000,000
Construction:	$80,000,000
Construction Engineering:	$3,200,000
Contingencies:	$8,000,000
Indirects:	$4,064,000
Bond Financing:	---
Total Project Cost:	**$123,184,000**

Cost of Approved Phases: $80,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$64,000,000	$16,000,000	---	---	---	$80,000,000
Funding by Share:	$64,000,000	$16,000,000	---	---	---	$80,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0192-01-099	SH 6	C	ARCOLA	TXDOT HOUSTON DISTRICT	**$5,826,000**

REV DATE: 07/2018

STREET: SH 6
LIMITS FROM: FORT BEND PARKWAY TOLLWAY
LIMITS TO: SH 288
TIP DESCRIPTION: INSTALL ITS EQUIPMENT AND INFRASTRUCTURE (144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DYNAMIC MESSAGE SIGNS AND TRAVEL TIME READERS)
REMARKS:

MPO PROJECT ID: 17044
FUNDING CATEGORY: 5
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$285,474
Right Of Way:	---
Construction:	$5,826,000
Construction Engineering:	$291,300
Contingencies:	$582,600
Indirects:	$295,961
Bond Financing:	---
Total Project Cost:	**$7,281,335**

Cost of Approved Phases: $5,826,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
5-CMAO:	$4,660,800	$1,165,200	---	---	---	$5,826,000
Funding by Share:	$4,660,800	$1,165,200	---	---	---	$5,826,000

HOUSTON DISTRICT
FY 2019 (SEPT - AUG)

Projects grouped by TxDOT District and Fiscal Year, sorted by County, Hwy, Street and CSJ/MPOID

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0543-02-065	FM 359	C	NONE	TXDOT HOUSTON DISTRICT	**$13,300,000**

REV DATE: 07/2018

STREET: FM 359
LIMITS FROM: FM 1093/FM 359
LIMITS TO: W OF CROSS CREEK RANCH BLVD
TIP DESCRIPTION: WIDEN TO 4 LANES ARTERIAL, NON TOLL
REMARKS:

MPO PROJECT ID: 14737
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$651,700
Right Of Way:	$2,374,645
Construction:	$13,300,000
Construction Engineering:	$665,000
Contingencies:	$1,330,000
Indirects:	$675,640
Bond Financing:	---
Total Project Cost:	**$18,996,985**

Cost of Approved Phases: $13,300,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	---	$13,300,000	---	---	---	$13,300,000
Funding by Share:	---	$13,300,000	---	---	---	$13,300,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-09-042	FM 723	C	ROSENBERG	TXDOT HOUSTON DISTRICT	**$10,000,000**

REV DATE: 07/2018

STREET: FM 723
LIMITS FROM: AVENUE D
LIMITS TO: N OF BRAZOS RIVER
TIP DESCRIPTION: WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS
REMARKS:

MPO PROJECT ID: 17068
FUNDING CATEGORY: 2
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$490,000
Right Of Way:	$3,001,000
Construction:	$10,000,000
Construction Engineering:	$500,000
Contingencies:	$1,000,000
Indirects:	$508,000
Bond Financing:	---
Total Project Cost:	**$15,499,000**

Cost of Approved Phases: $10,000,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
2-METRO-TMA:	$8,000,000	$2,000,000	---	---	---	$10,000,000
Funding by Share:	$8,000,000	$2,000,000	---	---	---	$10,000,000

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
HOUSTON	FORT BEND	0188-02-029	SH 36	C		TXDOT HOUSTON DISTRICT	**$59,400,000**

REV DATE: 07/2018

STREET: SH 36
LIMITS FROM: FM 2218
LIMITS TO: S OF NEEDVILLE FAIRCHILDS RD
TIP DESCRIPTION: WIDEN TO 4-LANE DIVIDED ROADWAY (CONTINUOUS LEFT TURN LANE AND RURAL IN SECTIONS) WITH INTERSECTION IMPROVEMENTS AND BICYCLE ACCOMMODATIONS
REMARKS:

MPO PROJECT ID: 262
FUNDING CATEGORY: 4
MTP REFERENCE:

Project History:

Total Project Cost Information:

Preliminary Engineering:	$2,910,600
Right Of Way:	$21,400,000
Construction:	$59,400,000
Construction Engineering:	$2,376,000
Contingencies:	$5,940,000
Indirects:	$3,017,520
Bond Financing:	---
Total Project Cost:	**$95,044,120**

Cost of Approved Phases: $59,400,000

Authorized Funding by Category/Share:

	Federal	State	Regional	Local	Local Contribution	Funding By Category
4-ST-WIDE:	$47,520,000	$11,880,000	---	---	---	$59,400,000
Funding by Share:	$47,520,000	$11,880,000	---	---	---	$59,400,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	FORT BEND	0000-00-000	2020	CS	C,E,R	RICHMOND	$ 10,939,400

LIMITS FROM BRAZOS RIVER NORTH BANK
LIMITS TO US 90A
PROJECT SPONSOR CITY OF RICHMOND
REVISION DATE 07/2018
PROJECT DESCR CONSTRUCT 2-LANE CONCRETE DIVIDED W/ CURB & GUTTER (IN SECTIONS)
MPO PROJ NUM 7741
FUNDING CAT(S) 3LC
REMARKS Facility: 10TH ST
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 357,401		
ROW PURCH	$ 1,823,476	COST OF APPROVED PHASES	
CONSTR	$ 7,293,906		
CONST ENG	$ 364,695		
CONTING	$ 729,391		$ 10,939,400
INDIRECT	$ 370,530		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 10,939,399		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
3LC	$ 0	$ 0	$ 0	$ 10,939,400	$ 0	$ 10,939,400
TOTAL	$ 0	$ 0	$ 0	$ 10,939,400	$ 0	$ 10,939,400

2019-2022 STIP — **07/2018 Revision: Not Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	HARRIS	0912-72-393	2020	CS	C	HOUSTON	$ 1,562,000

LIMITS FROM SS 527
LIMITS TO CAROLINE ST
PROJECT SPONSOR MIDTOWN MD
REVISION DATE 07/2018
PROJECT DESCR RECONSTRUCT BACK OF CURB INFRASTRUCTURE (SIDEWALKS, CURBS, ADA RAMPS, PEDESTRIAN LIGHTING AND LANDSCAPING)
MPO PROJ NUM 5050
FUNDING CAT(S) 5
REMARKS Facility: WHEELER ST
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.

HISTORICAL

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 76,538		
ROW PURCH	$ 0	COST OF APPROVED PHASES	
CONSTR	$ 1,562,000		
CONST ENG	$ 93,720		
CONTING	$ 156,200		$ 1,562,000
INDIRECT	$ 79,350		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 1,967,808		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
5	$ 1,249,600	$ 0	$ 0	$ 312,400	$ 0	$ 1,562,000
TOTAL	$ 1,249,600	$ 0	$ 0	$ 312,400	$ 0	$ 1,562,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	FORT BEND	0188-09-040	2020	FM 723	C	ROSENBERG	$ 80,000,000

LIMITS FROM N OF BRAZOS RIVER
LIMITS TO FM 1093
PROJECT SPONSOR TXDOT
REVISION DATE 07/2018
PROJECT DESCR WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS
MPO PROJ NUM 981
FUNDING CAT(S) 2M
REMARKS
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 3,920,000		
ROW PURCH	$ 24,000,000	COST OF APPROVED PHASES	
CONSTR	$ 80,000,000		
CONST ENG	$ 3,200,000		
CONTING	$ 8,000,000		$ 80,000,000
INDIRECT	$ 4,064,000		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 123,184,000		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2M	$ 64,000,000	$ 16,000,000	$ 0	$ 0	$ 0	$ 80,000,000
TOTAL	$ 64,000,000	$ 16,000,000	$ 0	$ 0	$ 0	$ 80,000,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	HARRIS	0912-72-360	2019	CS	C	WEST UNIVERSITY PLACE	$ 10,075,000

LIMITS FROM BISSONNET ST
LIMITS TO HOLCOMBE ST
PROJECT SPONSOR West Univ Place
REVISION DATE 07/2018
PROJECT DESCR RECONSTRUCT ROADWAY INCLUDING INTERSECTION AND DRAINAGE IMPROVEMENTS
MPO PROJ NUM 17070
FUNDING CAT(S) 7
REMARKS Facility: BUFFALO SPEEDWAY
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 493,675		
ROW PURCH	$ 0	COST OF	
CONSTR	$ 10,075,000	APPROVED	
CONST ENG	$ 503,750	PHASES	
CONTING	$ 1,007,500	$ 10,075,000	
INDIRECT	$ 511,810		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 12,591,735		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
7	$ 8,060,000	$ 0	$ 0	$ 2,015,000	$ 0	$ 10,075,000
TOTAL	$ 8,060,000	$ 0	$ 0	$ 2,015,000	$ 0	$ 10,075,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	FORT BEND	0188-09-042	2019	FM 723	C	ROSENBERG	$ 10,000,000

LIMITS FROM AVENUE D
LIMITS TO N OF BRAZOS RIVER
PROJECT SPONSOR TXDOT
REVISION DATE 07/2018
PROJECT DESCR WIDEN FROM 2-LANE TO 4-LANE DIVIDED ROADWAY WITH SHOULDERS AND SIDEWALKS
MPO PROJ NUM 17068
FUNDING CAT(S) 2M
REMARKS
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 490,000		
ROW PURCH	$ 3,001,000	COST OF	
CONSTR	$ 10,000,000	APPROVED	
CONST ENG	$ 500,000	PHASES	
CONTING	$ 1,000,000	$ 10,000,000	
INDIRECT	$ 508,000		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 15,499,000		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
2M	$ 8,000,000	$ 2,000,000	$ 0	$ 0	$ 0	$ 10,000,000
TOTAL	$ 8,000,000	$ 2,000,000	$ 0	$ 0	$ 0	$ 10,000,000

2019-2022 STIP — **07/2018 Revision: Approved 09/28/2018**

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
HOUSTON	HOUSTON-GALVESTON	HARRIS	0912-72-340	2019	CR	C,E	SEABROOK	$ 19,892,000

LIMITS FROM KIRBY BLVD
LIMITS TO SH 146
PROJECT SPONSOR HARRIS COUNTY
REVISION DATE 07/2018
PROJECT DESCR WIDEN TO 4-LANE DIVIDED ROADWAY INCLUDING BRIDGE AGROSS TAYLOR LAKE AND PEDESTRI AN AND BICYCLE ACCOMODATIONS
MPO PROJ NUM 17066
FUNDING CAT(S) 7
REMARKS Facility: RED BLUFF RD
P7
PROJECT HISTORY Amendment #MAY-2018 - 5/25/18 - Program projects in the 2 019-2022 TIP.(Engineering phase authorized for design rev iew costs only)

TOTAL PROJECT COST INFORMATION

PREL ENG	$ 1,049,708		
ROW PURCH	$ 0	COST OF	
CONSTR	$ 19,817,000	APPROVED	
CONST ENG	$ 994,600	PHASES	
CONTING	$ 1,989,200	$ 19,892,000	
INDIRECT	$ 1,010,514		
BOND FIN	$ 0		
PT CHG ORD	$ 0		
TOTAL CST	$ 24,861,022		

AUTHORIZED FUNDING BY CATEGORY/SHARE

CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
7	$ 15,913,600	$ 0	$ 0	$ 3,978,400	$ 0	$ 19,892,000
TOTAL	$ 15,913,600	$ 0	$ 0	$ 3,978,400	$ 0	$ 19,892,000

APPENDIX F: RESOURCE SPECIFIC MAPS

Figure 1: ROW Acquisition Map
Figure 2: Land Use Map
Figure 3: Minority Density Map
Figure 4: Median Household Income Map
Figure 5: Wetlands and Waters Map
Figure 6: 303(d) Map
Figure 7: FEMA Floodplain Map
Figure 8: HAZMAT Map
Figure 9: Noise Receptor Map

0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

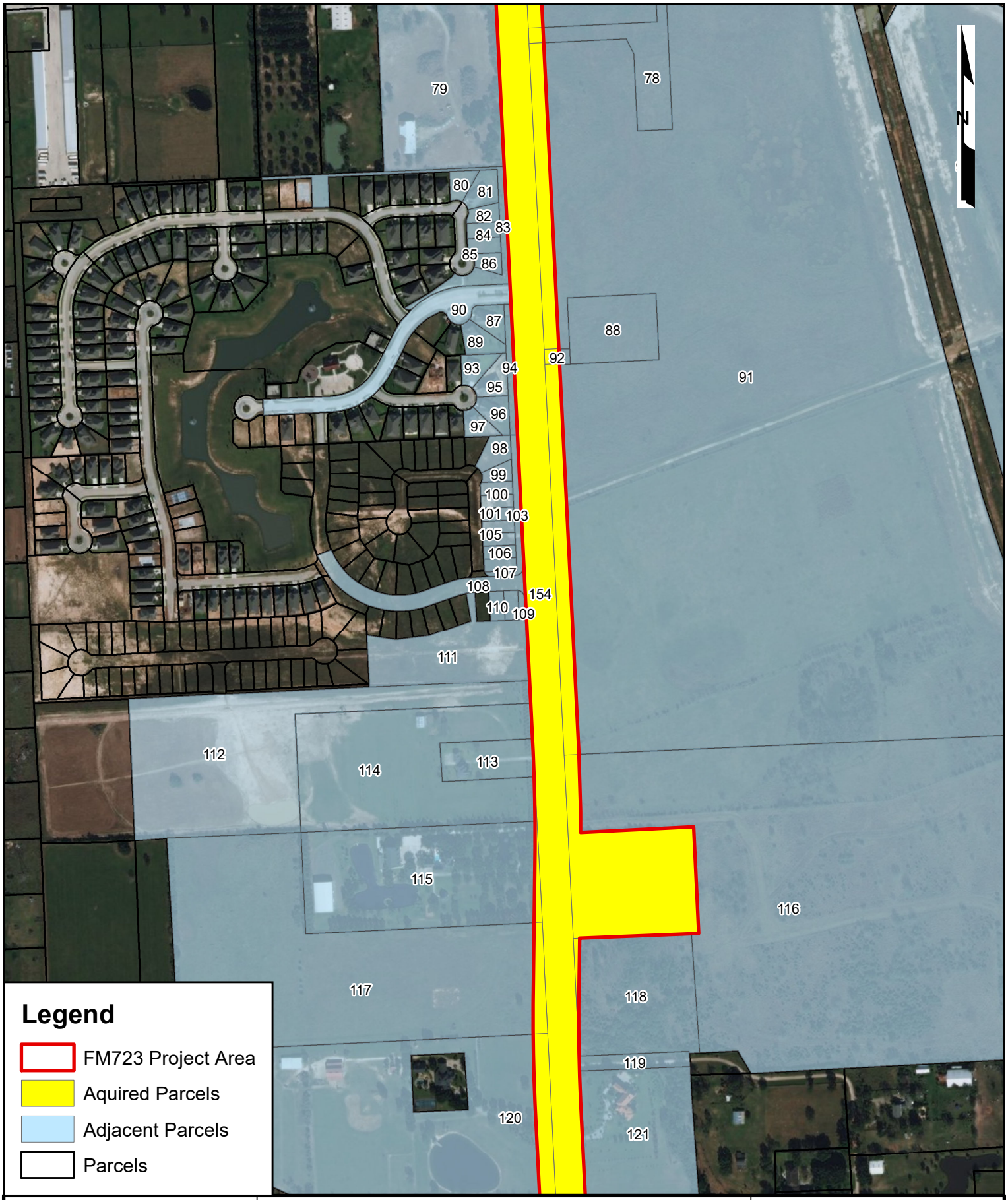
Texas Department of Transportation

FIGURE 1A

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

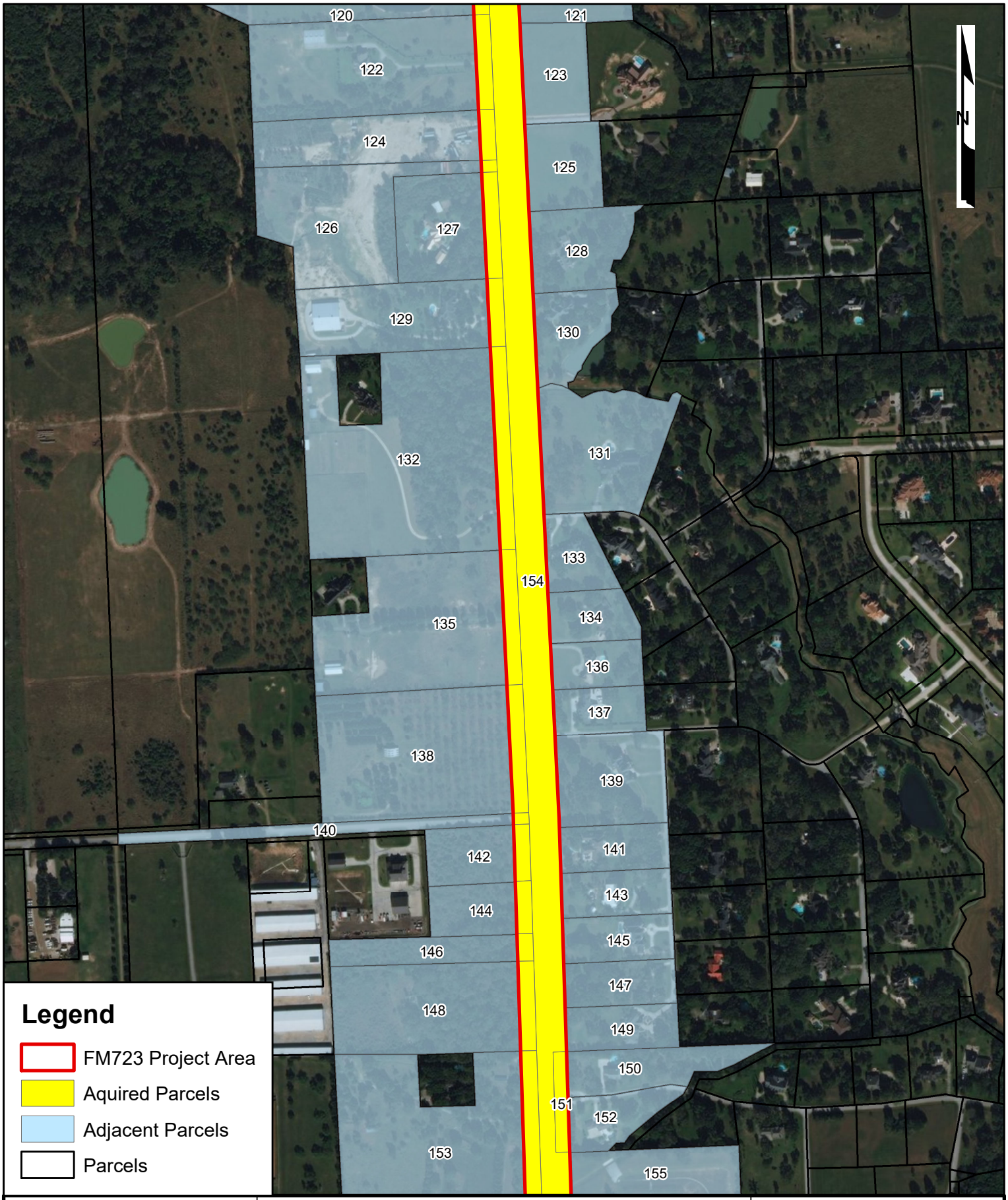
Texas Department of Transportation

FIGURE 1B

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

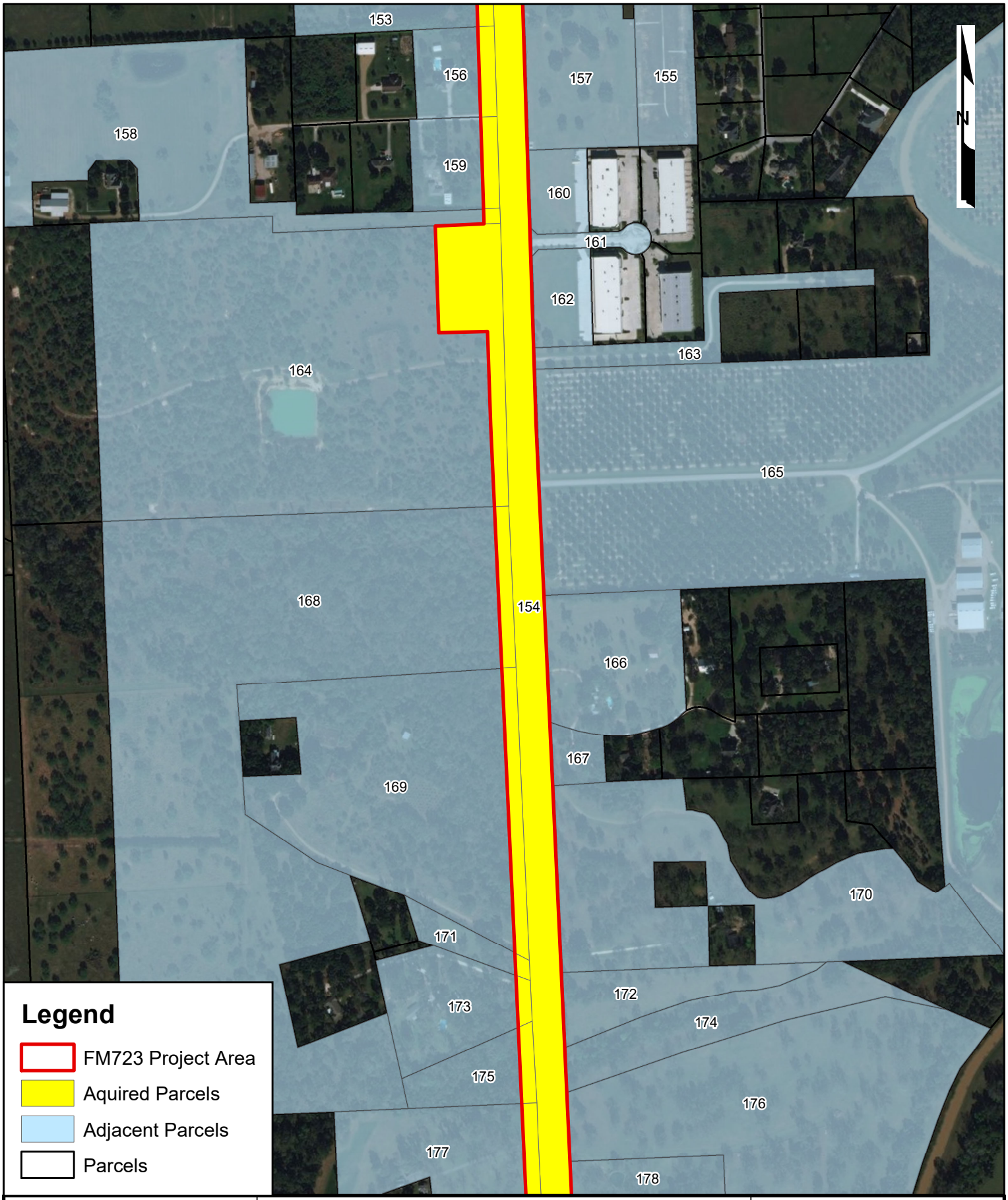
Texas Department of Transportation

FIGURE 1C

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

Texas Department of Transportation

FIGURE 1D

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018

0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

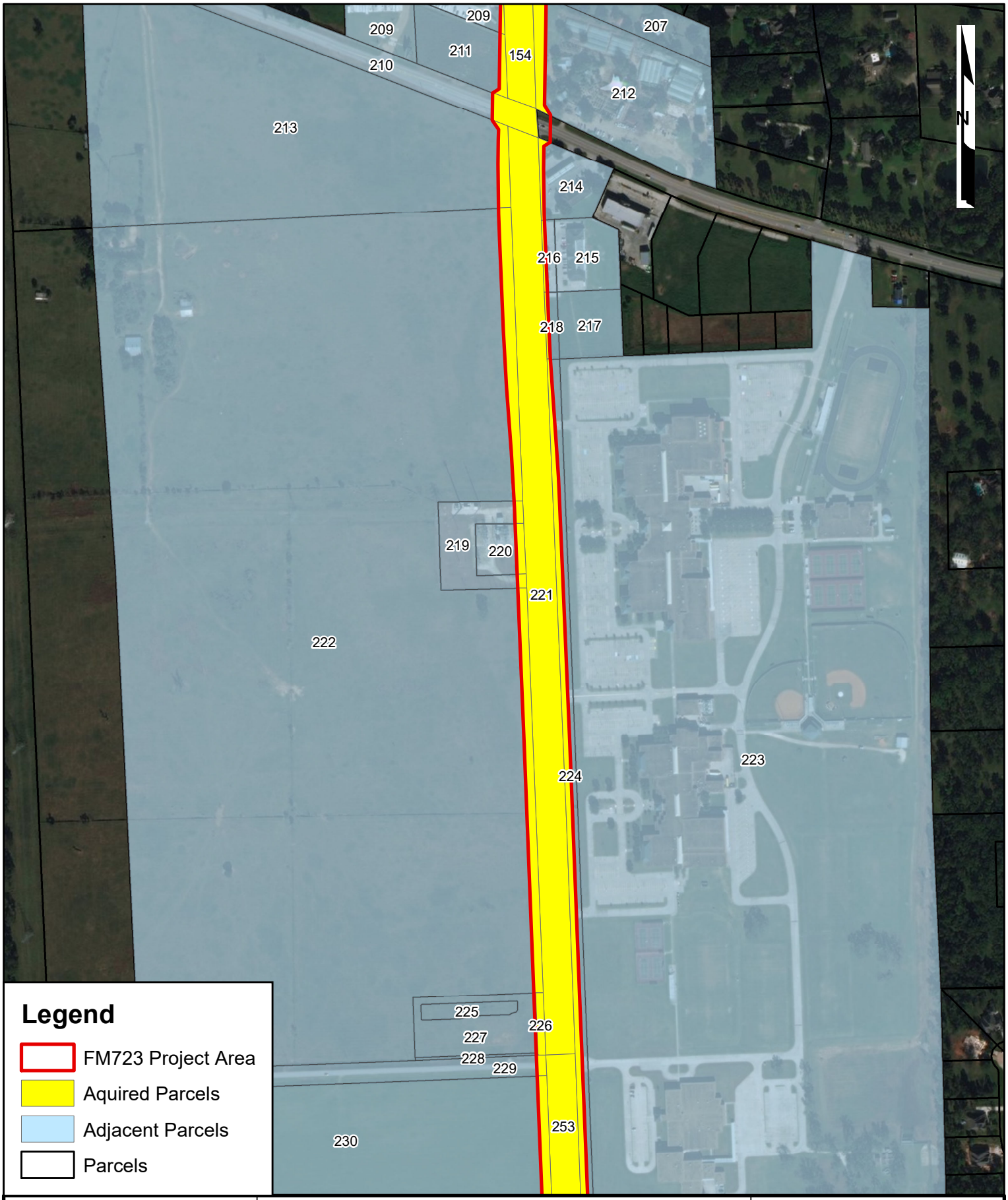
Texas Department of Transportation

FIGURE 1E

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

Texas Department of Transportation

FIGURE 1F

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018

0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

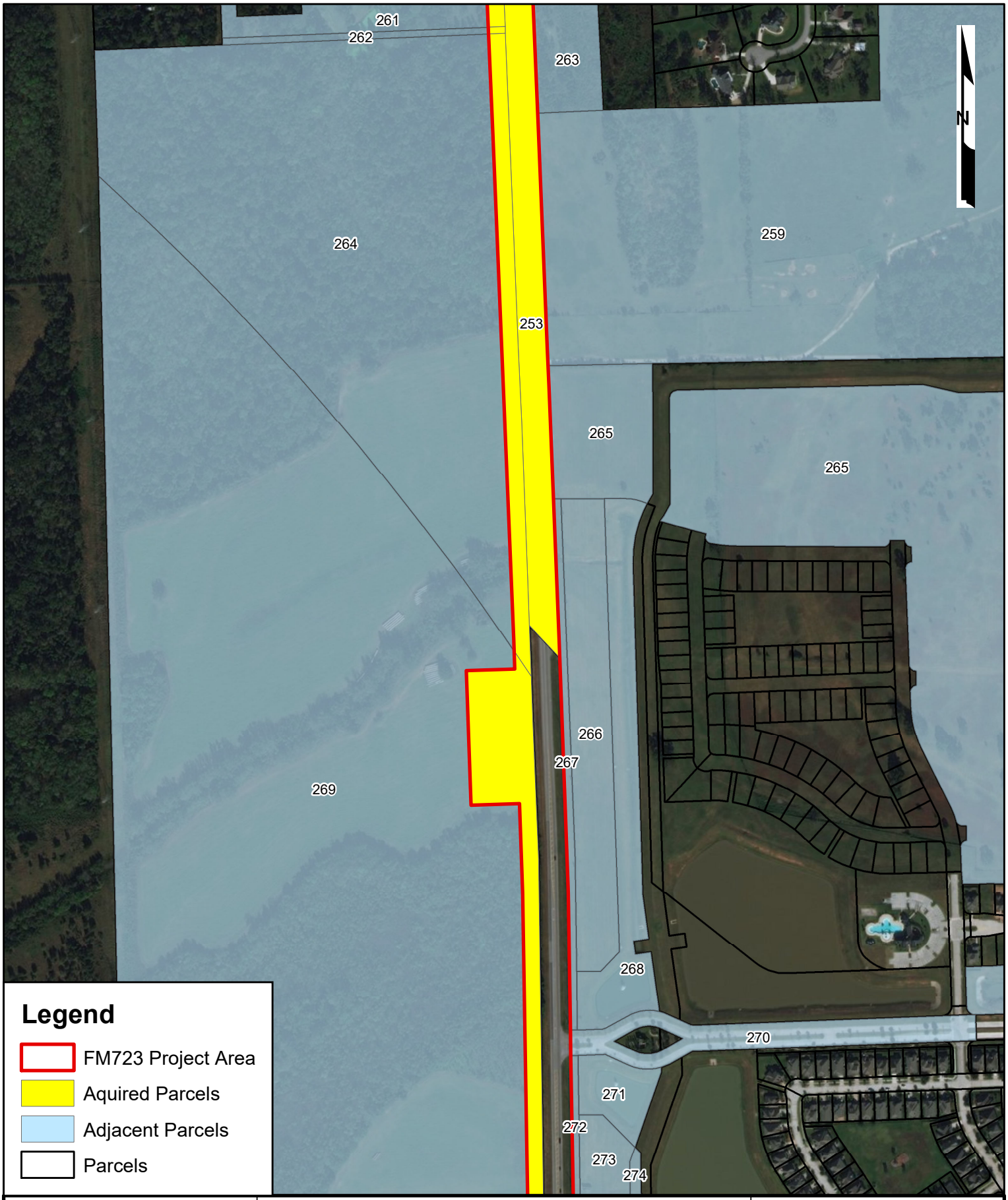
Texas Department of Transportation

FIGURE 1G

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

Texas Department of Transportation

FIGURE 1H

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018

0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

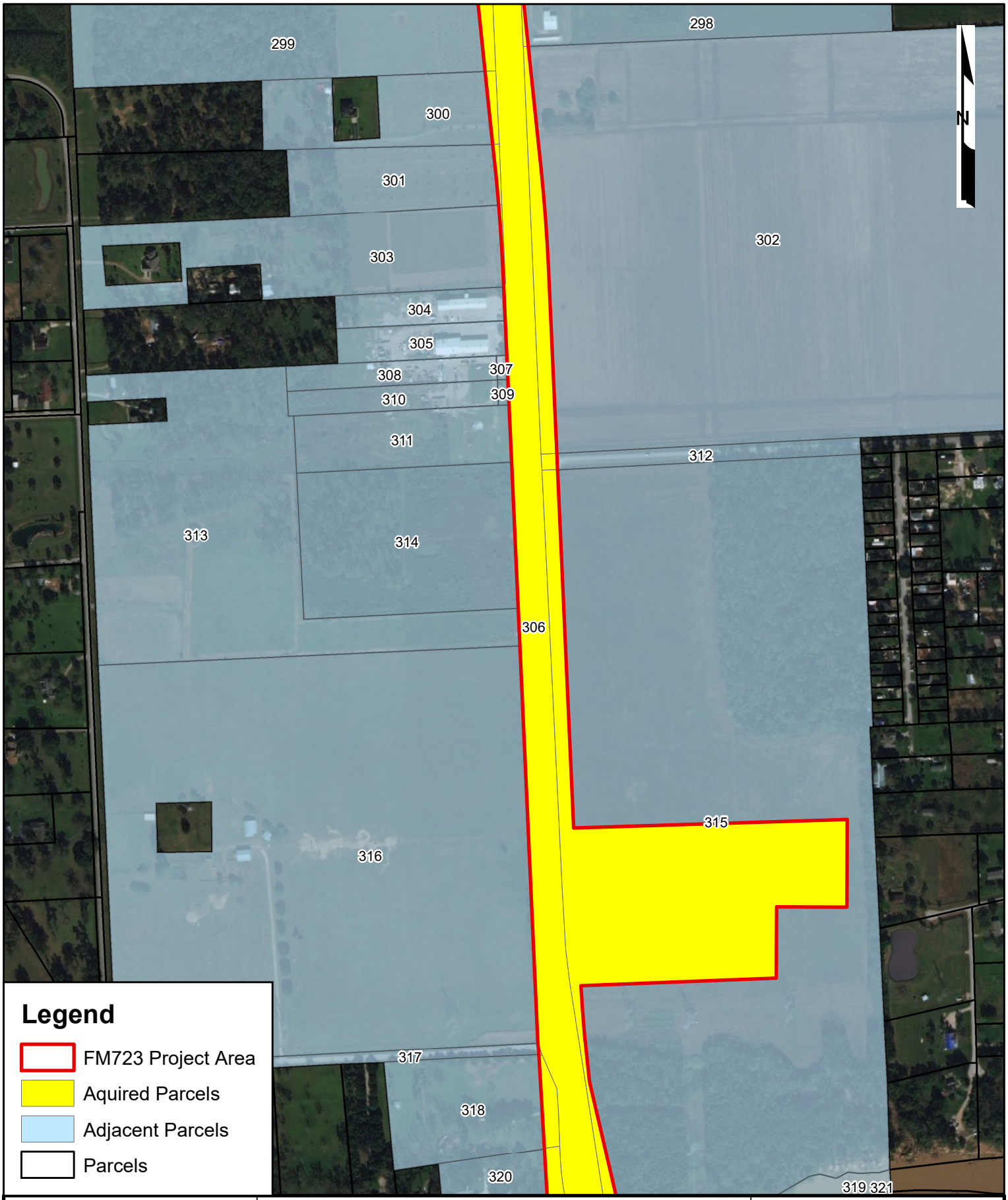
Texas Department of Transportation

FIGURE 11

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

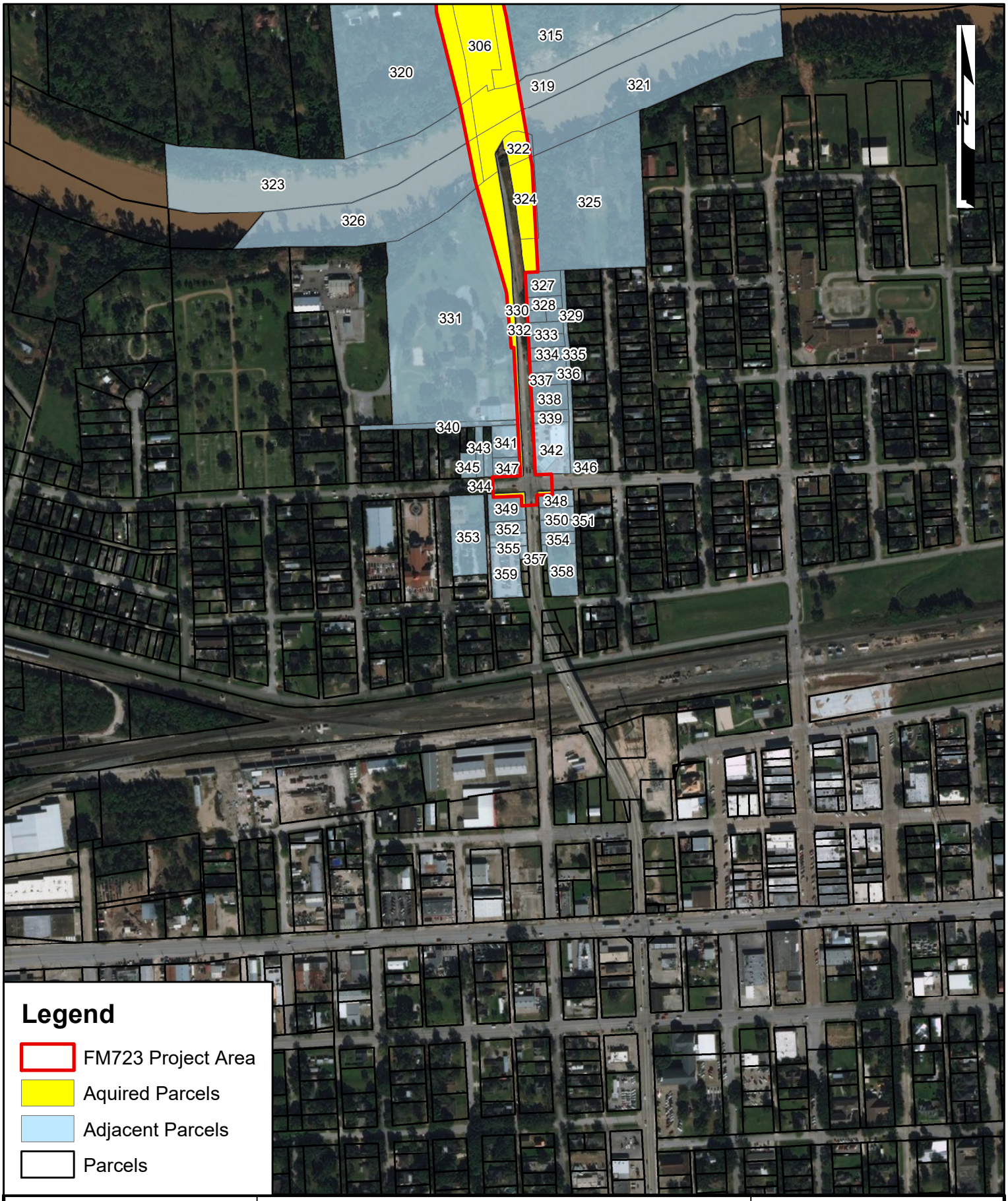
Texas Department of Transportation

FIGURE 1J

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 250 500 Feet

FM723

RIGHT-OF-WAY ACQUISITION MAP

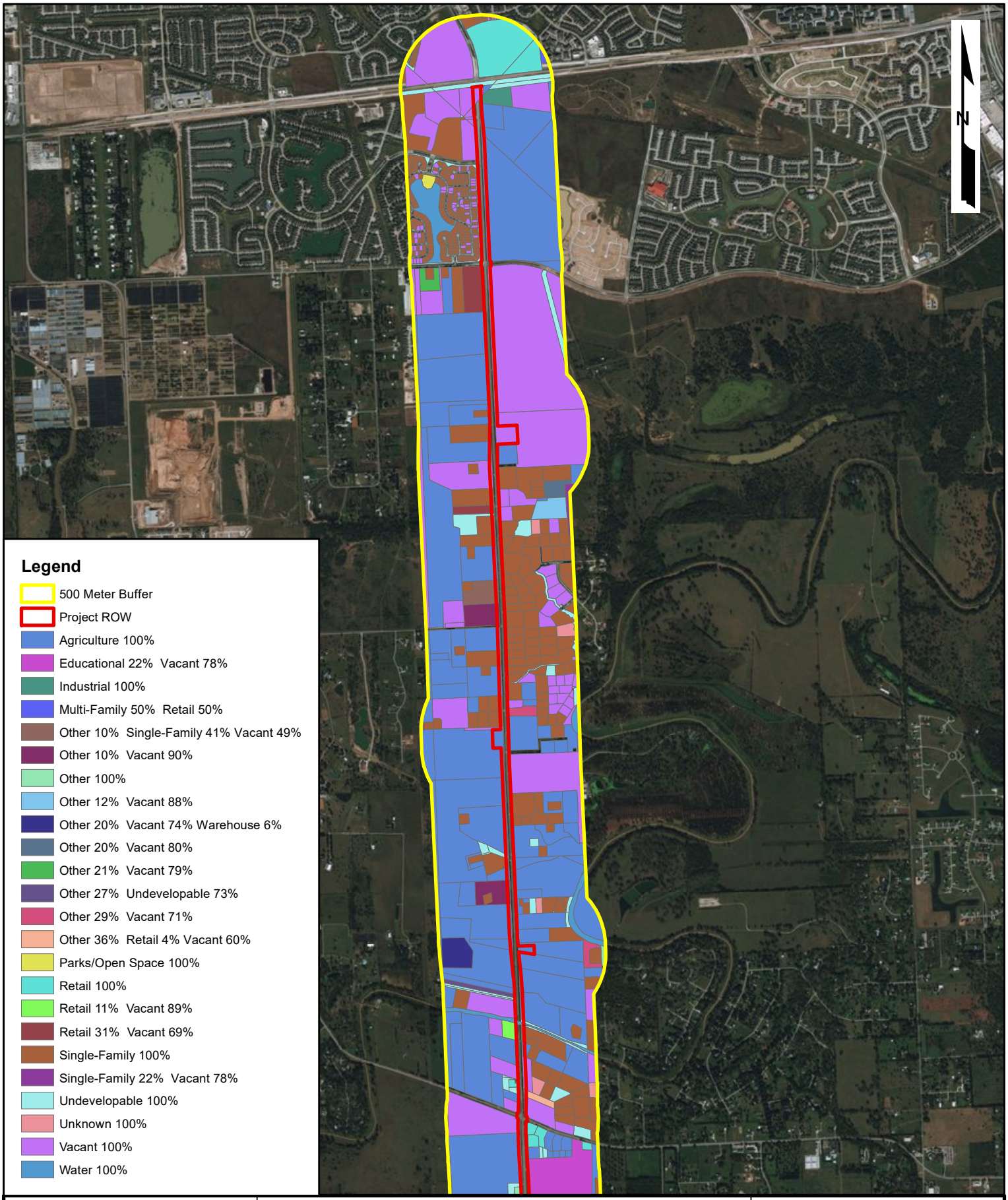
Texas Department of Transportation

FIGURE 1K

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: NOV. 2018



0 0.25 0.5 Miles

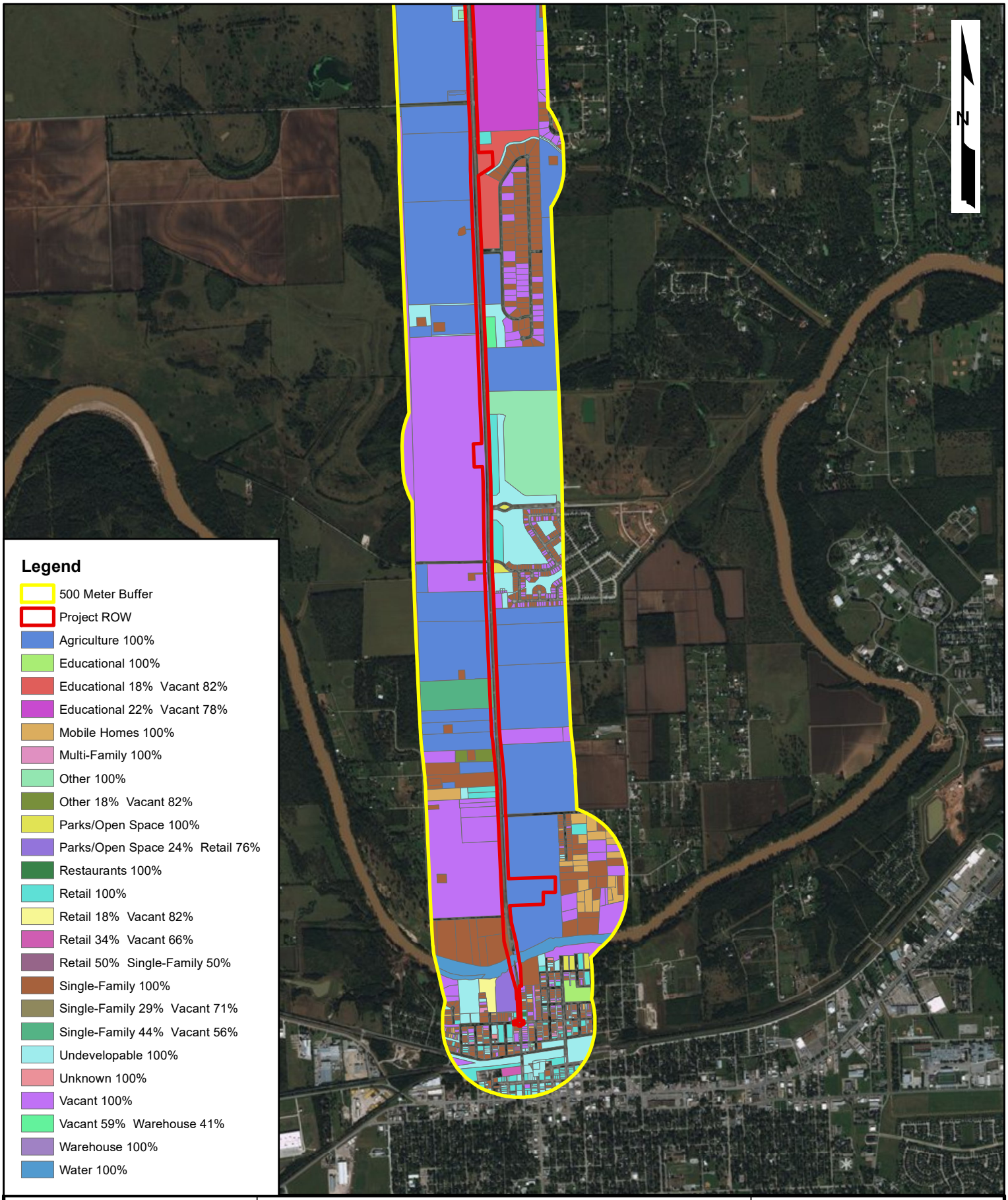
FM723
LANDUSE MAP
(500 METER RADIUS)

Texas Department of Transportation

FIGURE 2A

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 0.25 0.5 Miles

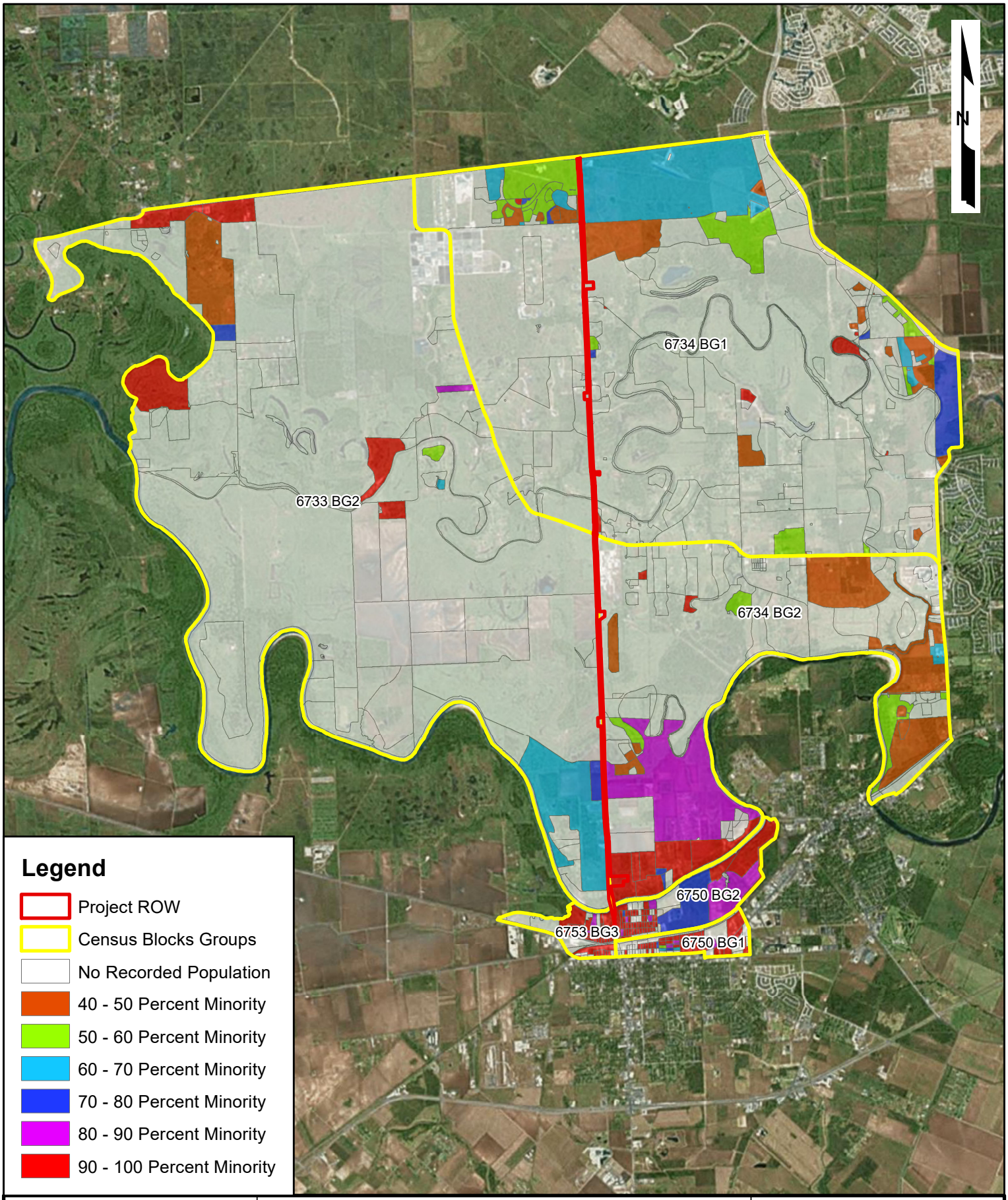
FM723
LANDUSE MAP
(500 METER RADIUS)

Texas Department of Transportation

FIGURE 2B

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 4,000 8,000 Feet

FM 723 (AVENUE D TO FM 1093)

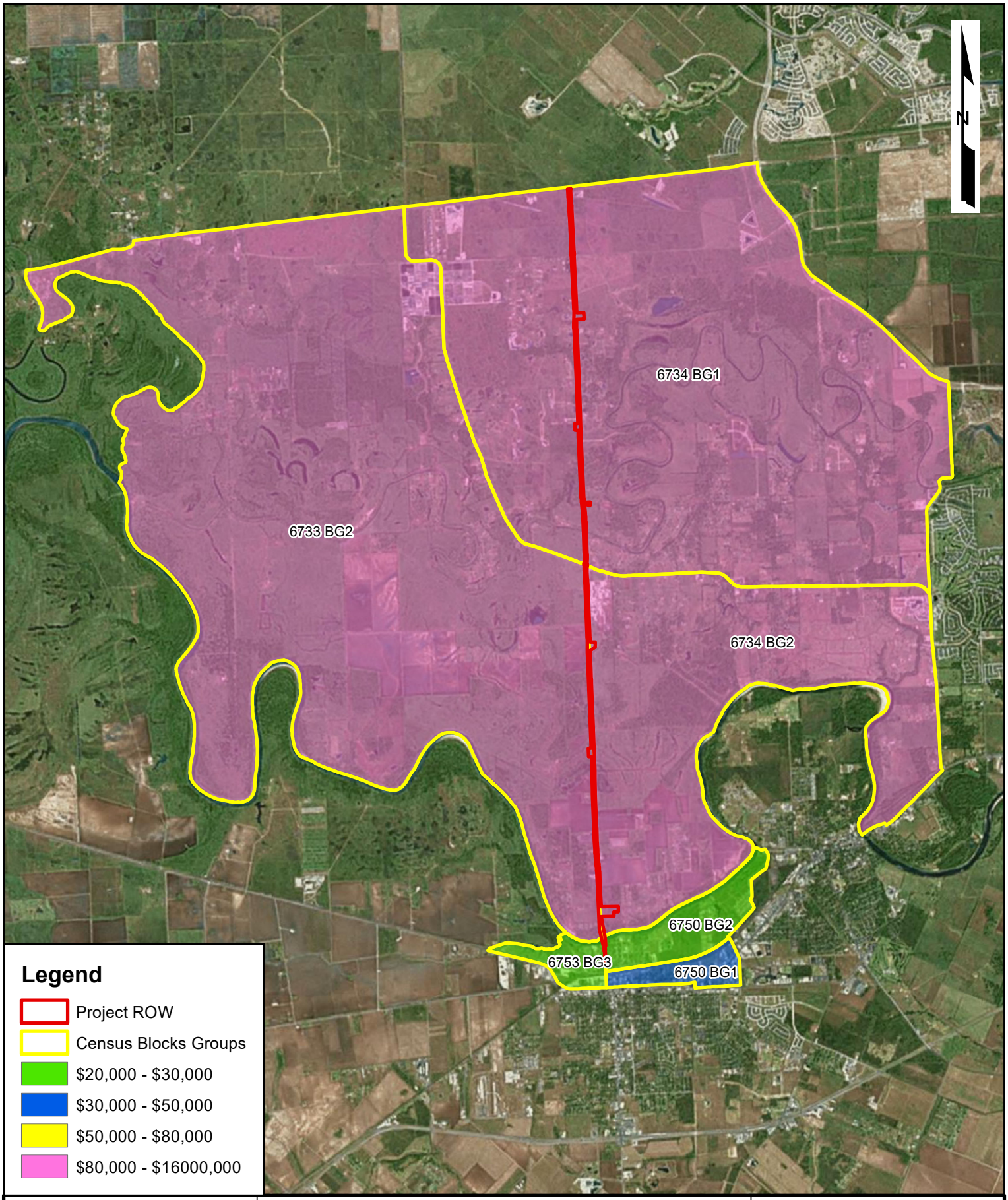
MINORITY DENSITY MAP

Texas Department of Transportation

FIGURE 3

FORT BEND COUNTY, TEXAS

DATE: NOV.. 2017



0 4,000 8,000 Feet

FM 723 (AVENUE D TO FM 1093)

MEDIAN HOUSEHOLD INCOME MAP

Texas Department of Transportation

FIGURE 4

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017

0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

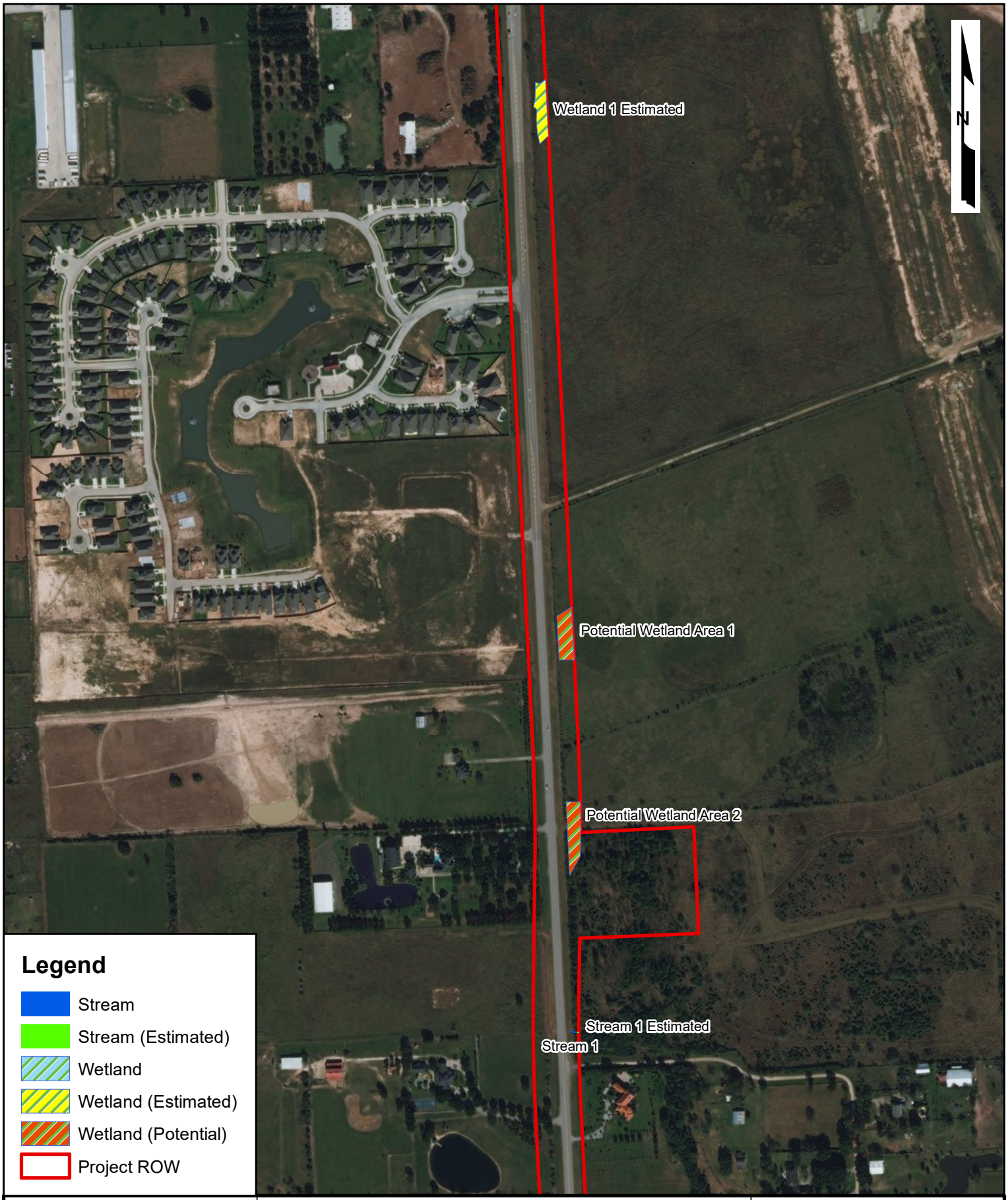
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5A

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

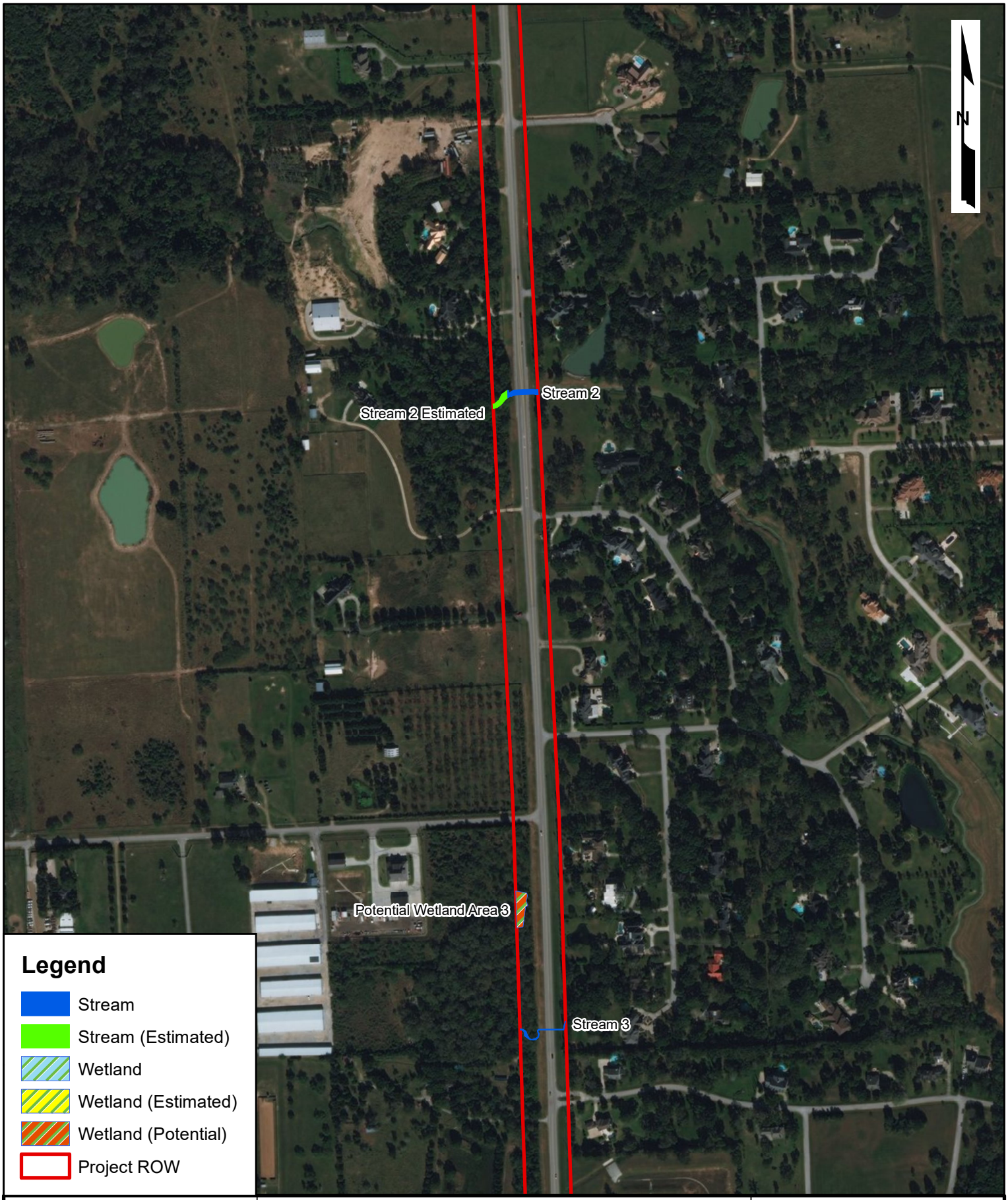
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5B

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

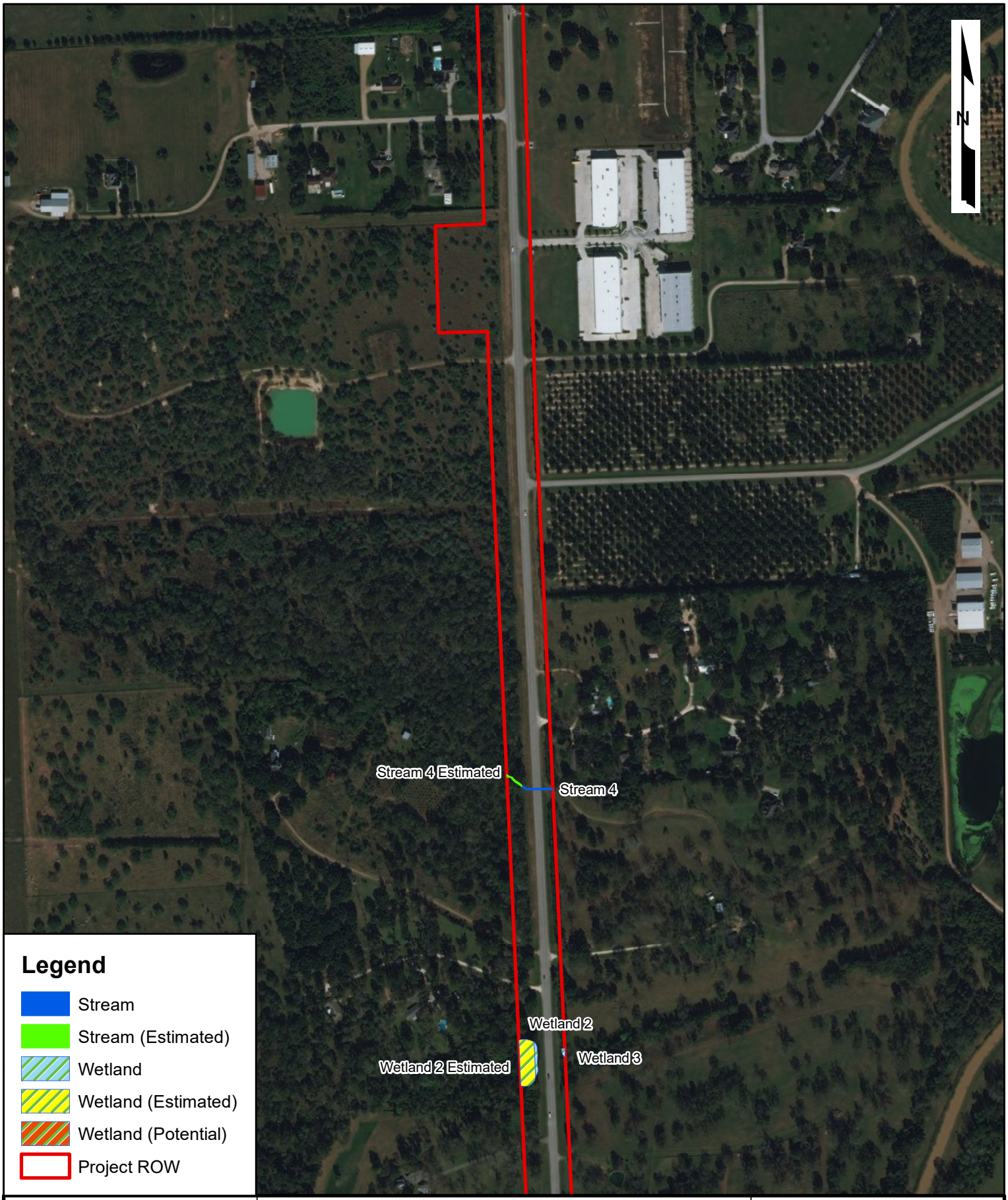
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5C

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

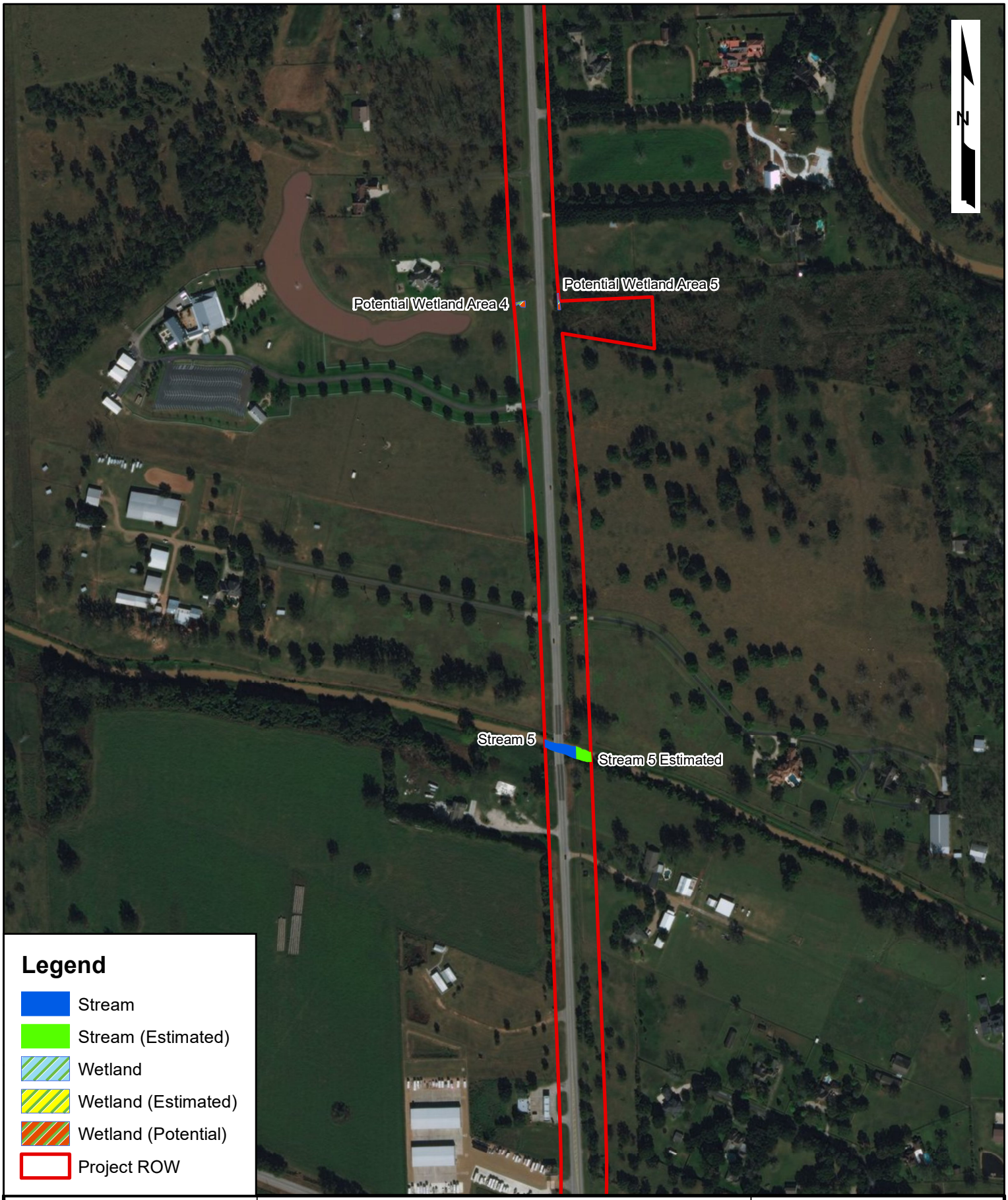
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5D

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

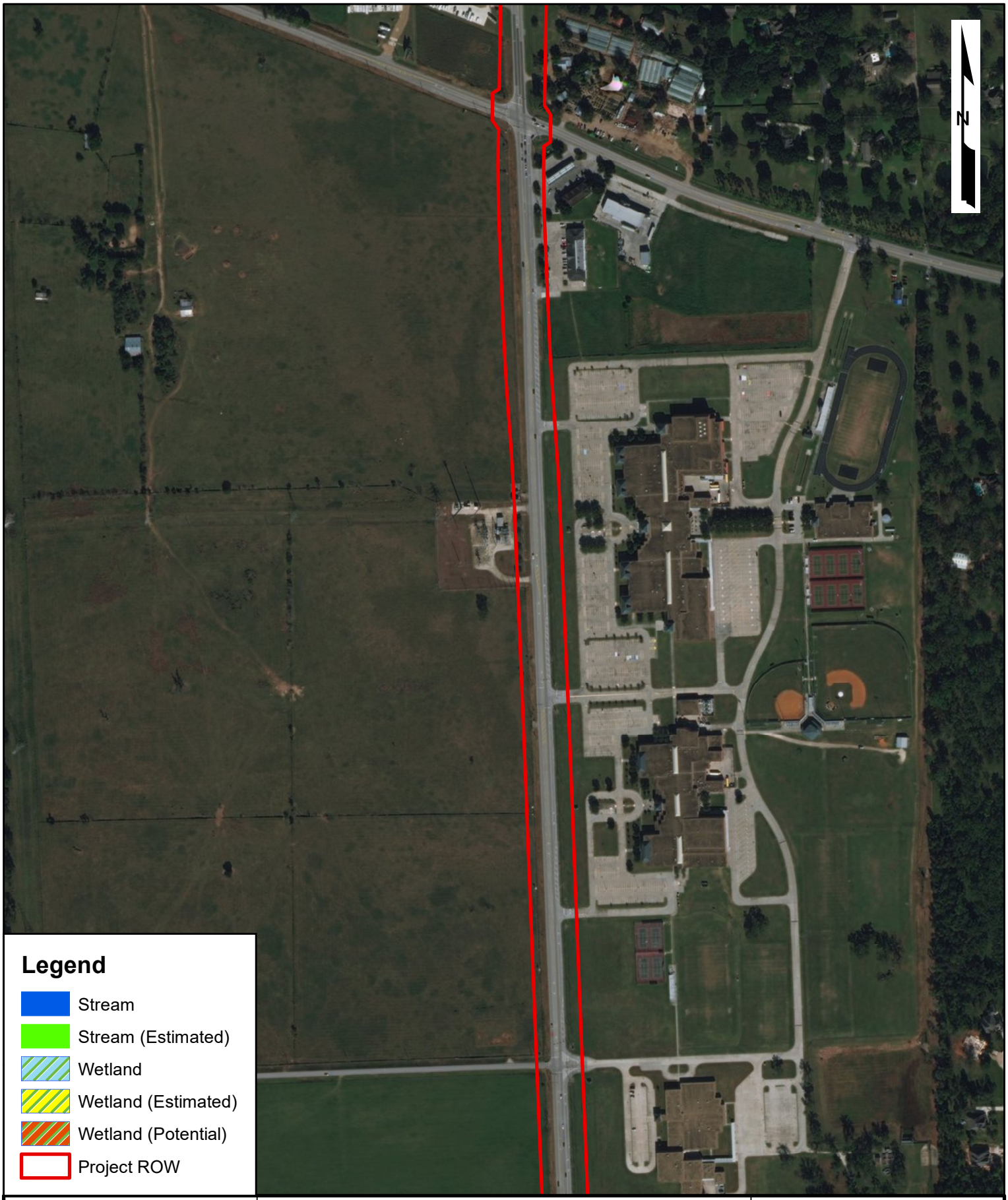
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5E

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

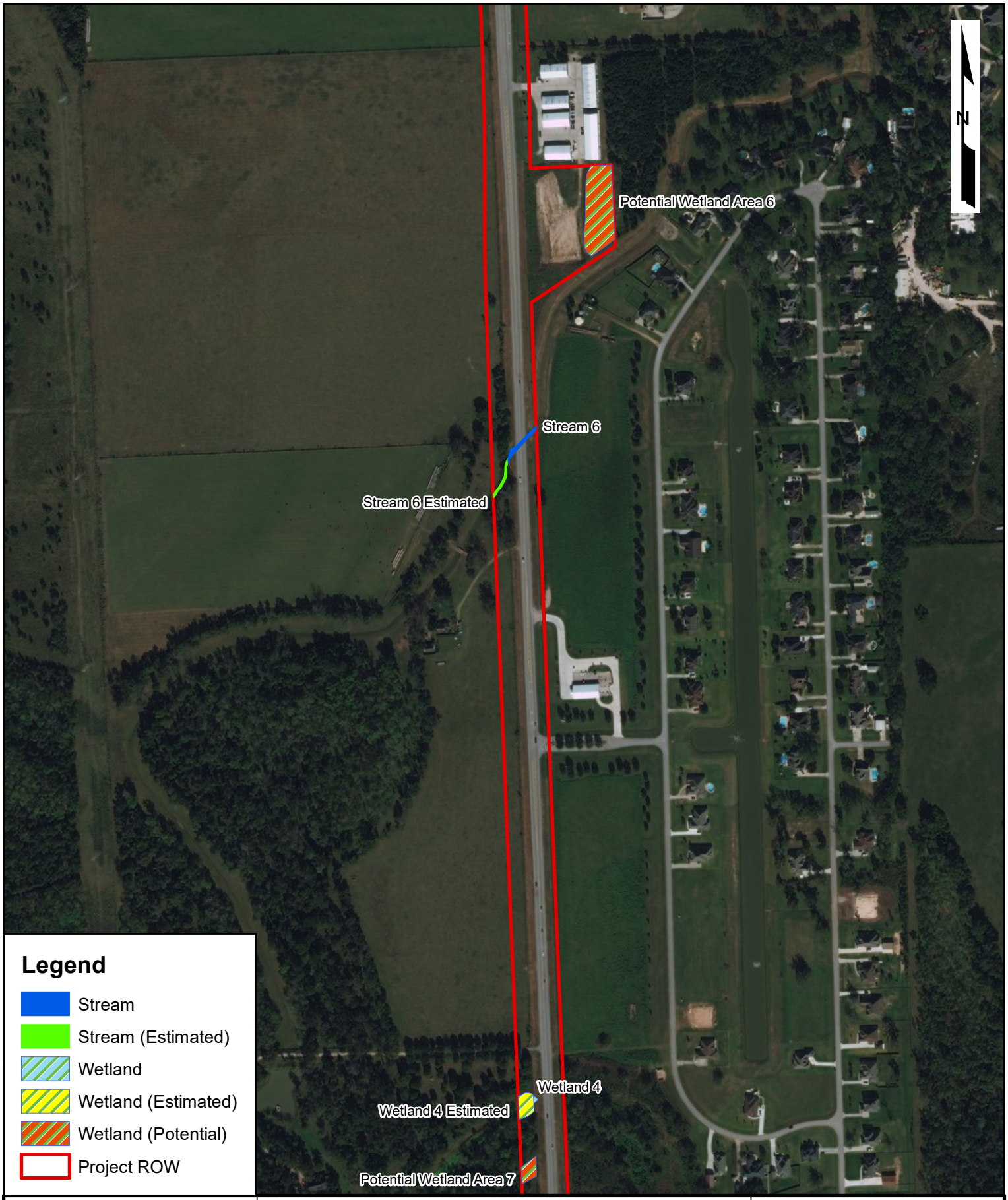
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5F

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

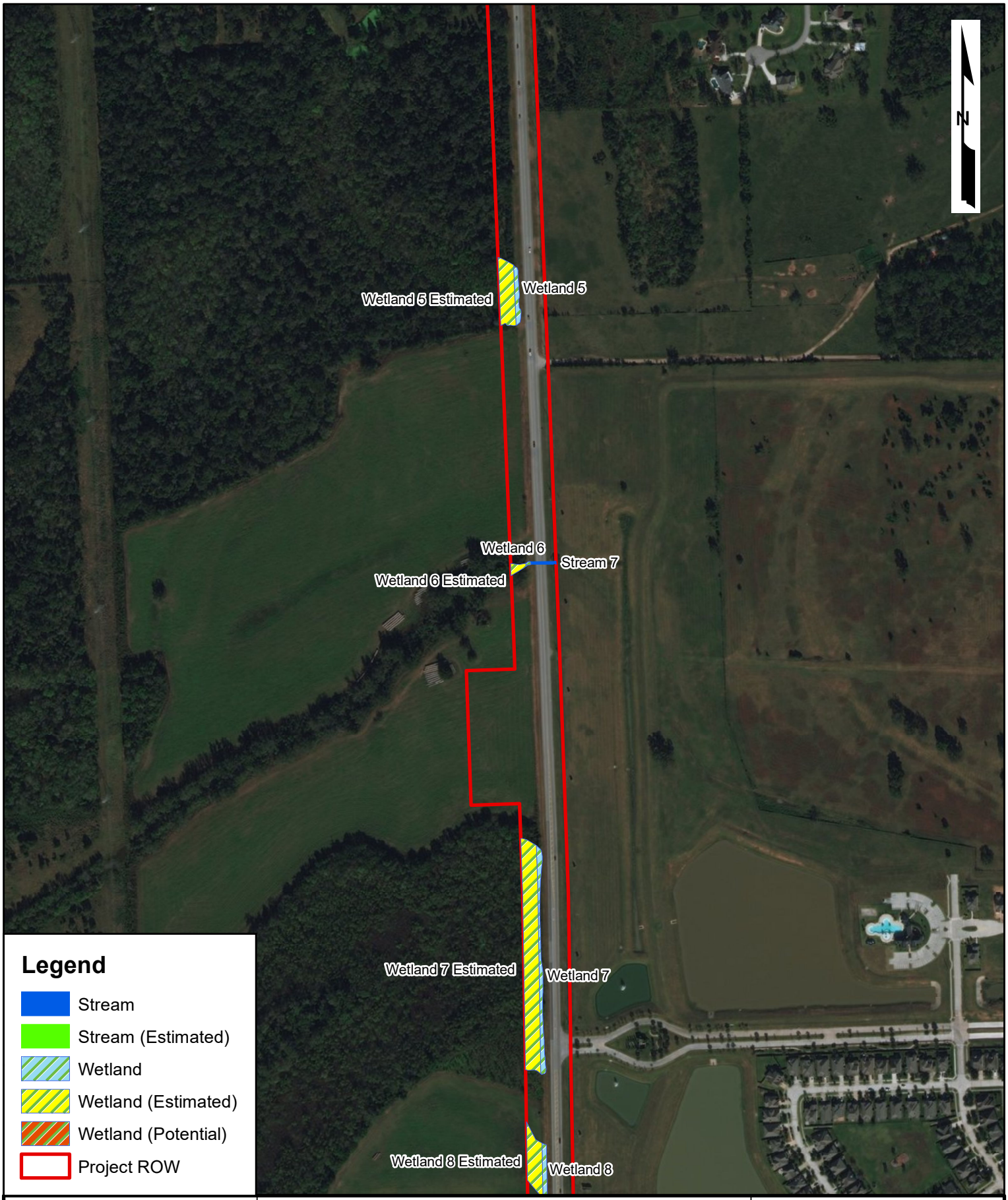
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5G

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

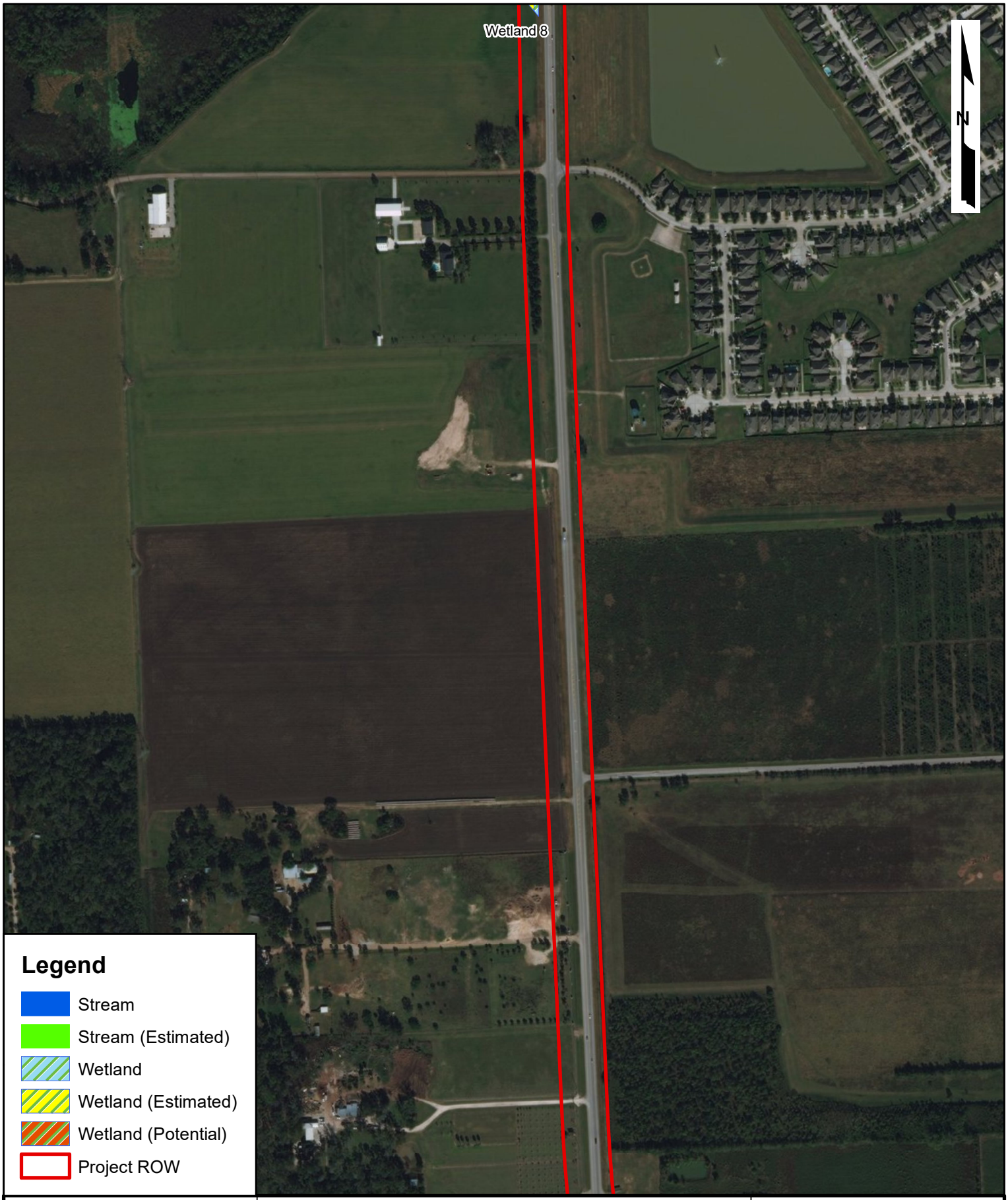
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5H

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

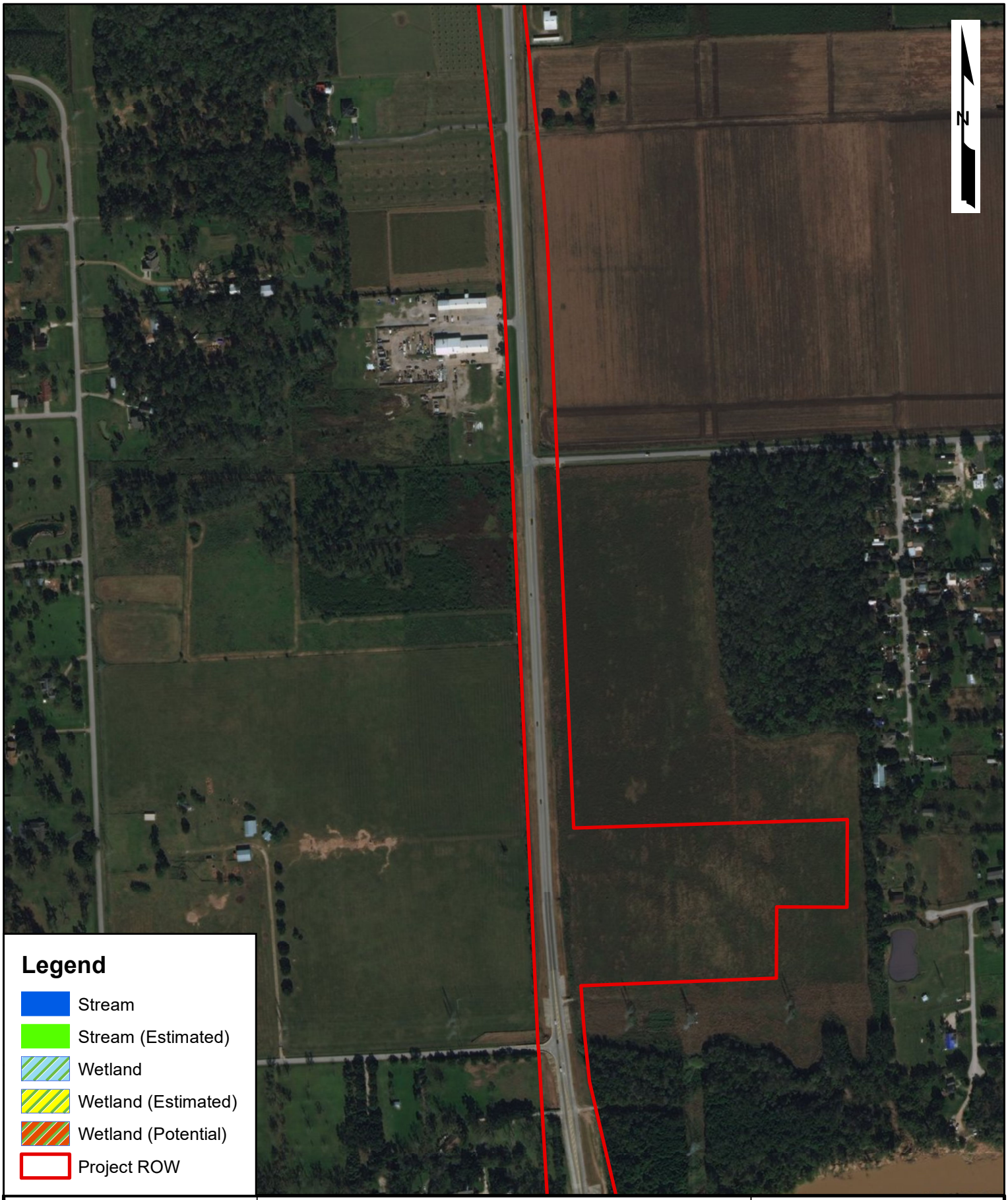
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5I

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5J

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017

0 250 500 Feet

FM 723 (AVENUE D TO FM 1093)

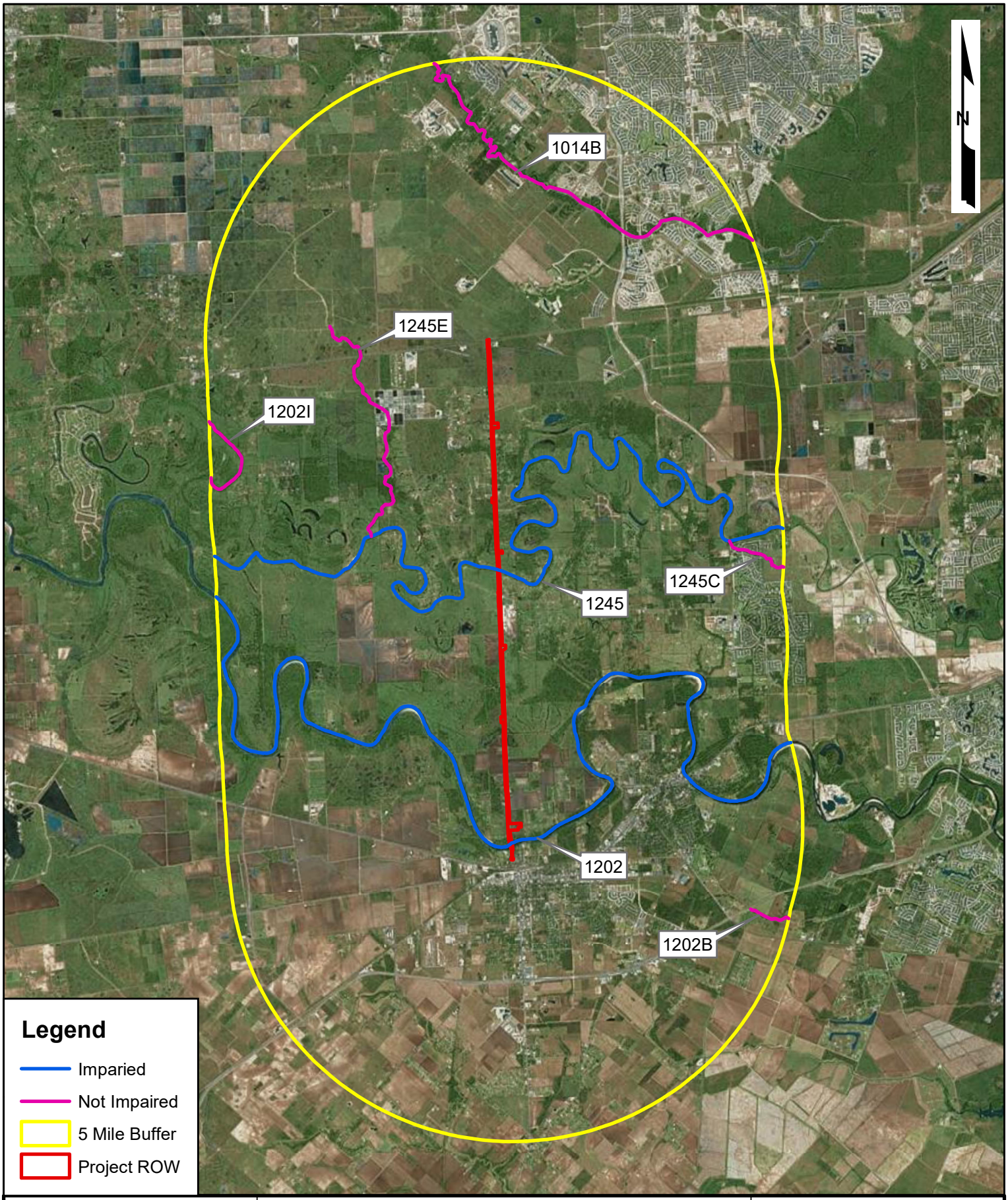
WATERS OF THE U.S. MAP

Texas Department of Transportation

FIGURE 5K

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 1 2 Miles

FM 723 (AVENUE D TO FM 1093)

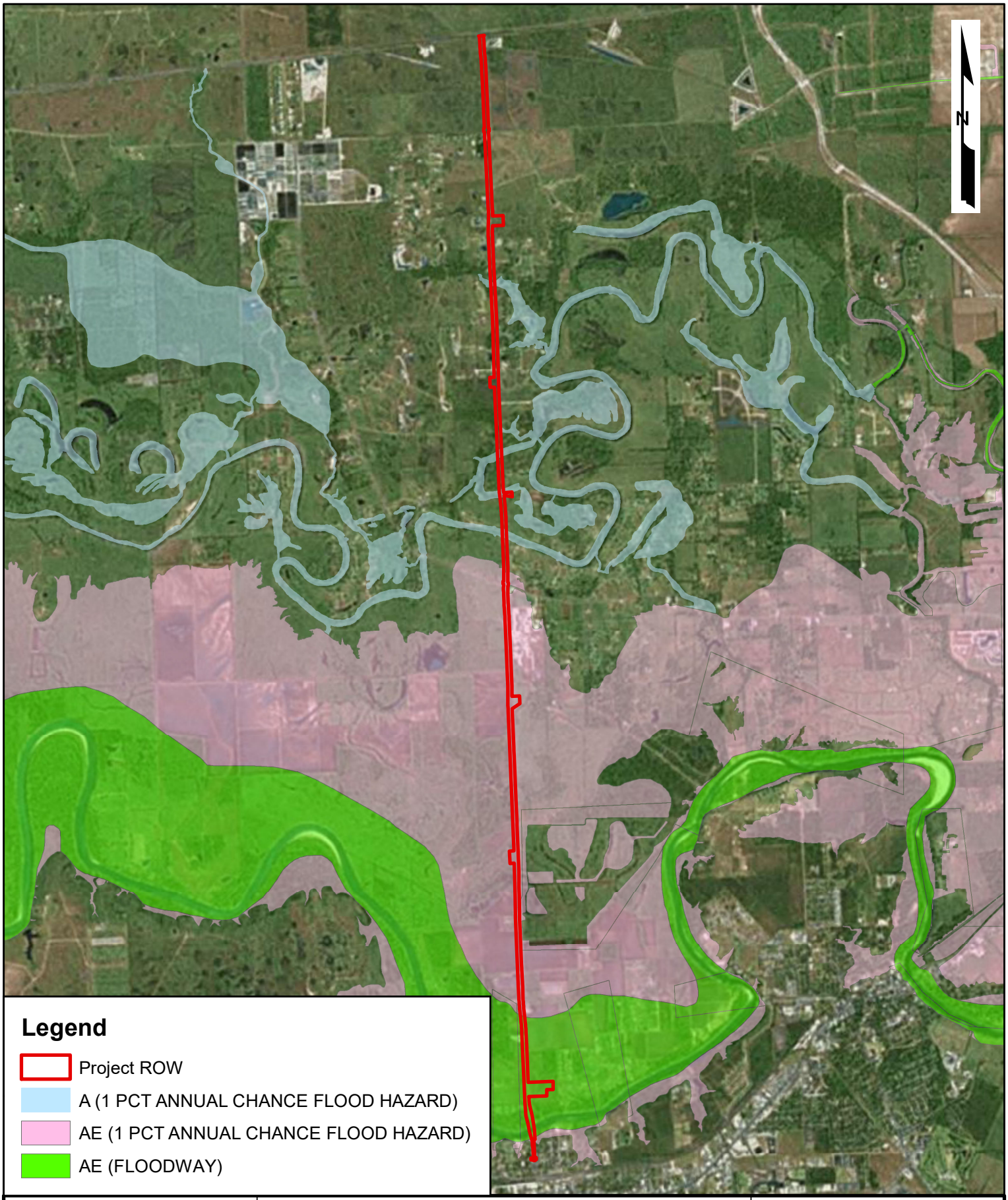
303(D) LIST MAP

Texas Department of Transportation

FIGURE 6

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 0.5 1 Miles

FM723

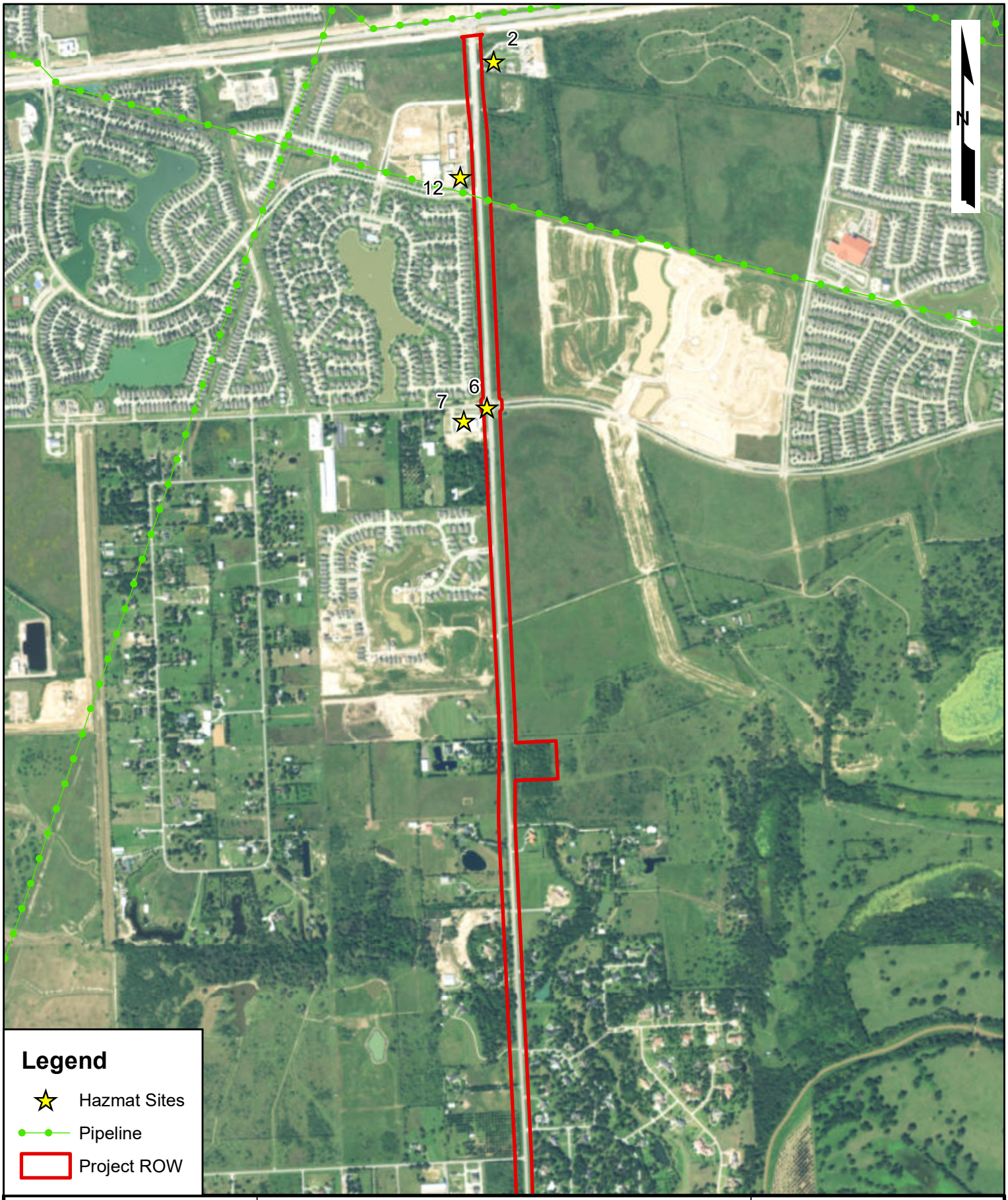
FEMA FLOODPLAIN MAP

Texas Department of Transportation

FIGURE 7

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 700 1,400 Feet

FM 723 (AVENUE D TO FM 1093)

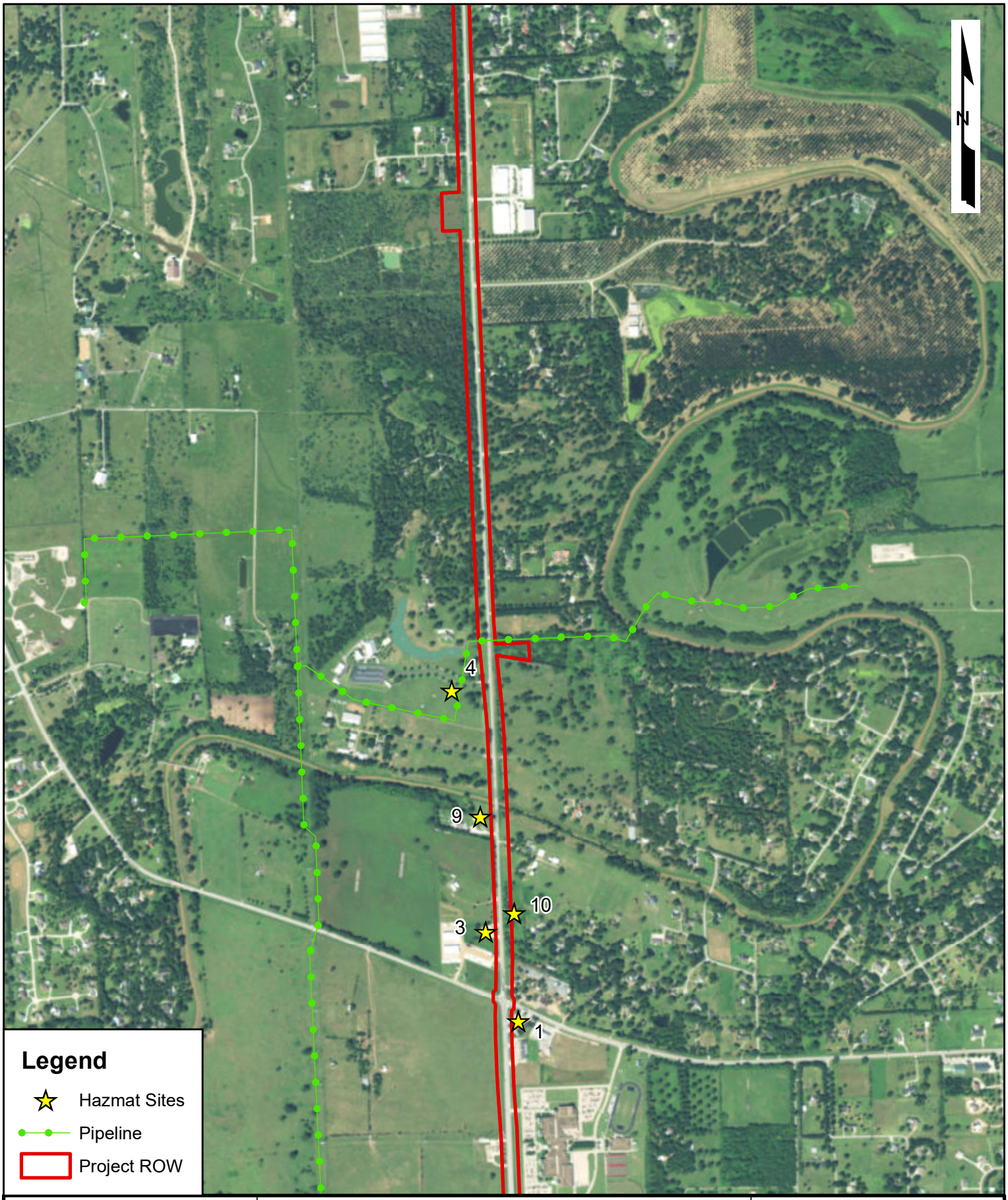
HAZMAT MAP

Texas Department of Transportation

FIGURE 8A

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 700 1,400 Feet

FM 723 (AVENUE D TO FM 1093)

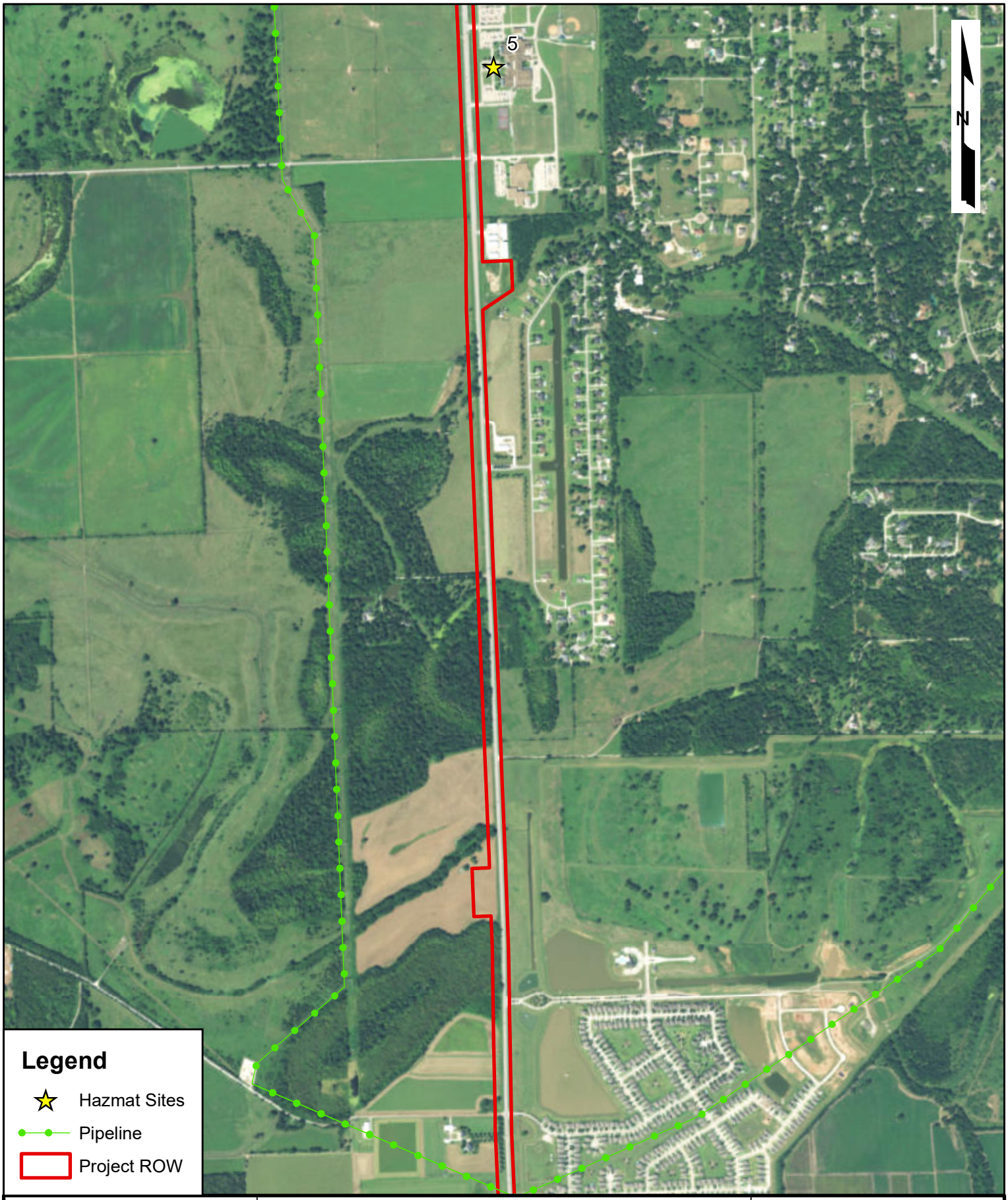
HAZMAT MAP

Texas Department of Transportation

FIGURE 8B

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 700 1,400 Feet

FM 723 (AVENUE D TO FM 1093)

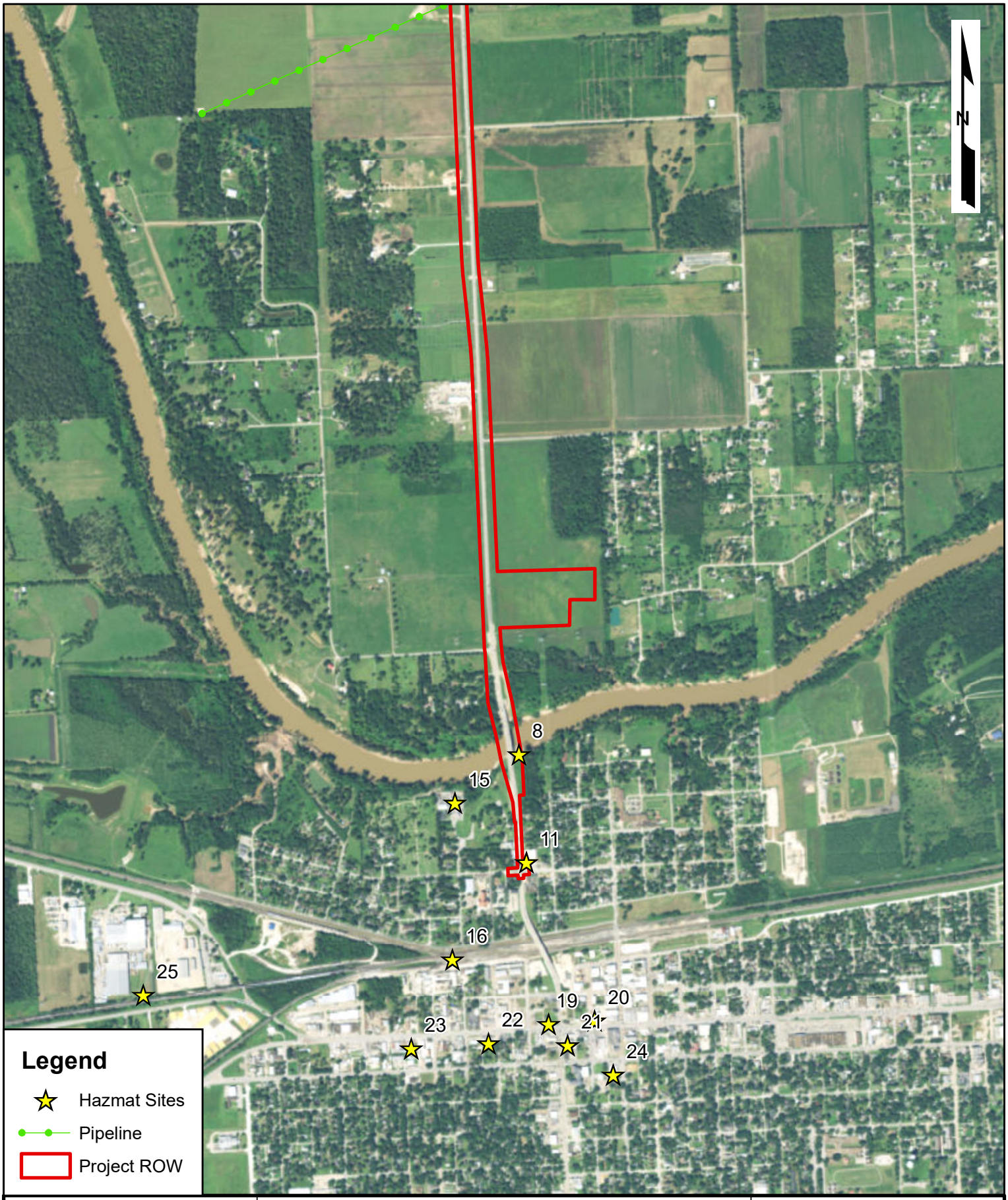
HAZMAT MAP

Texas Department of Transportation

FIGURE 8C

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 700 1,400 Feet

FM 723 (AVENUE D TO FM 1093)

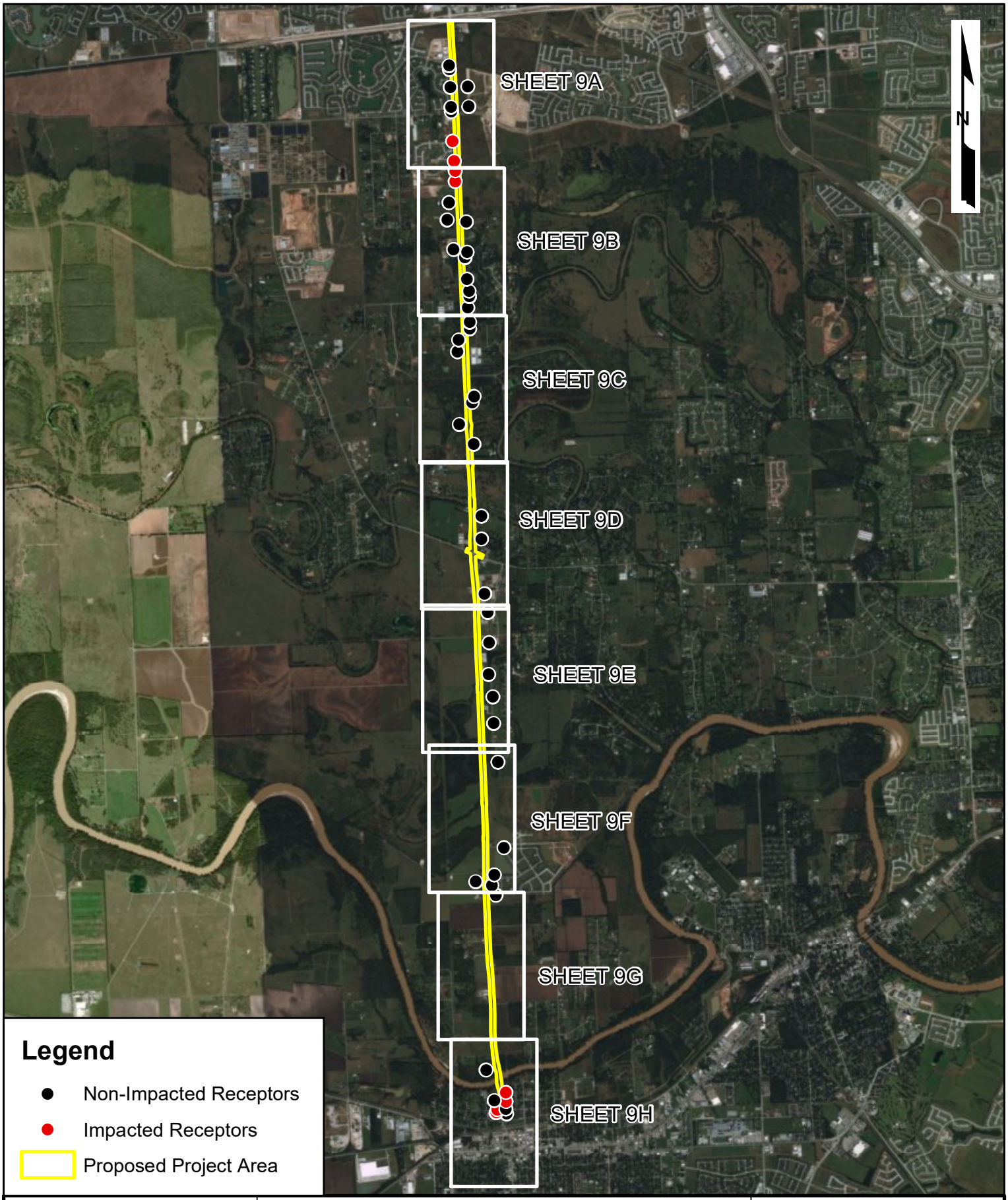
HAZMAT MAP

Texas Department of Transportation

FIGURE 8D

FORT BEND COUNTY, TEXAS

DATE: NOV. 2017



0 0.5 1 Miles

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

Texas Department of Transportation

FIGURE 9

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018

0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

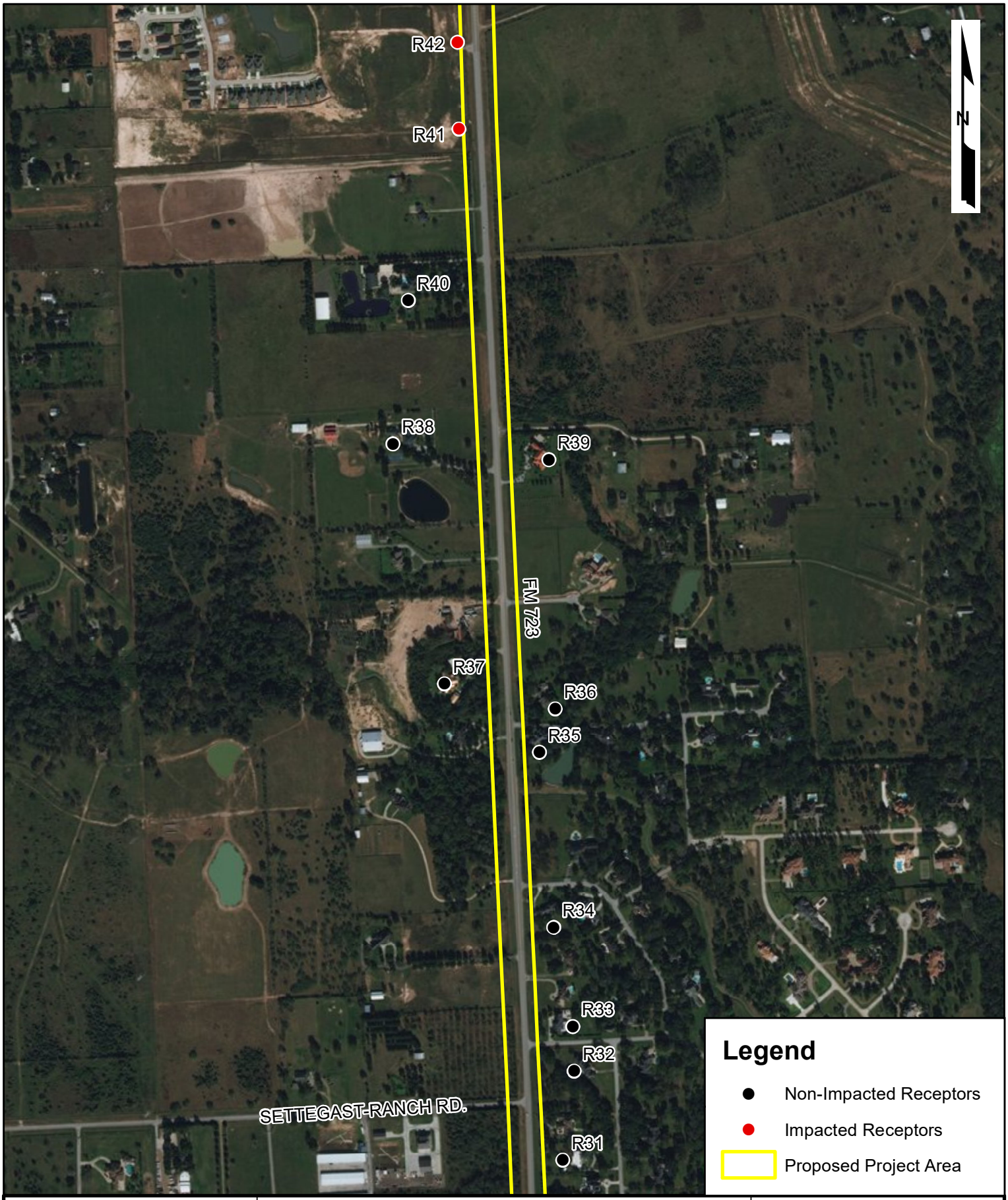
Texas Department of Transportation

FIGURE 9A

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018



0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

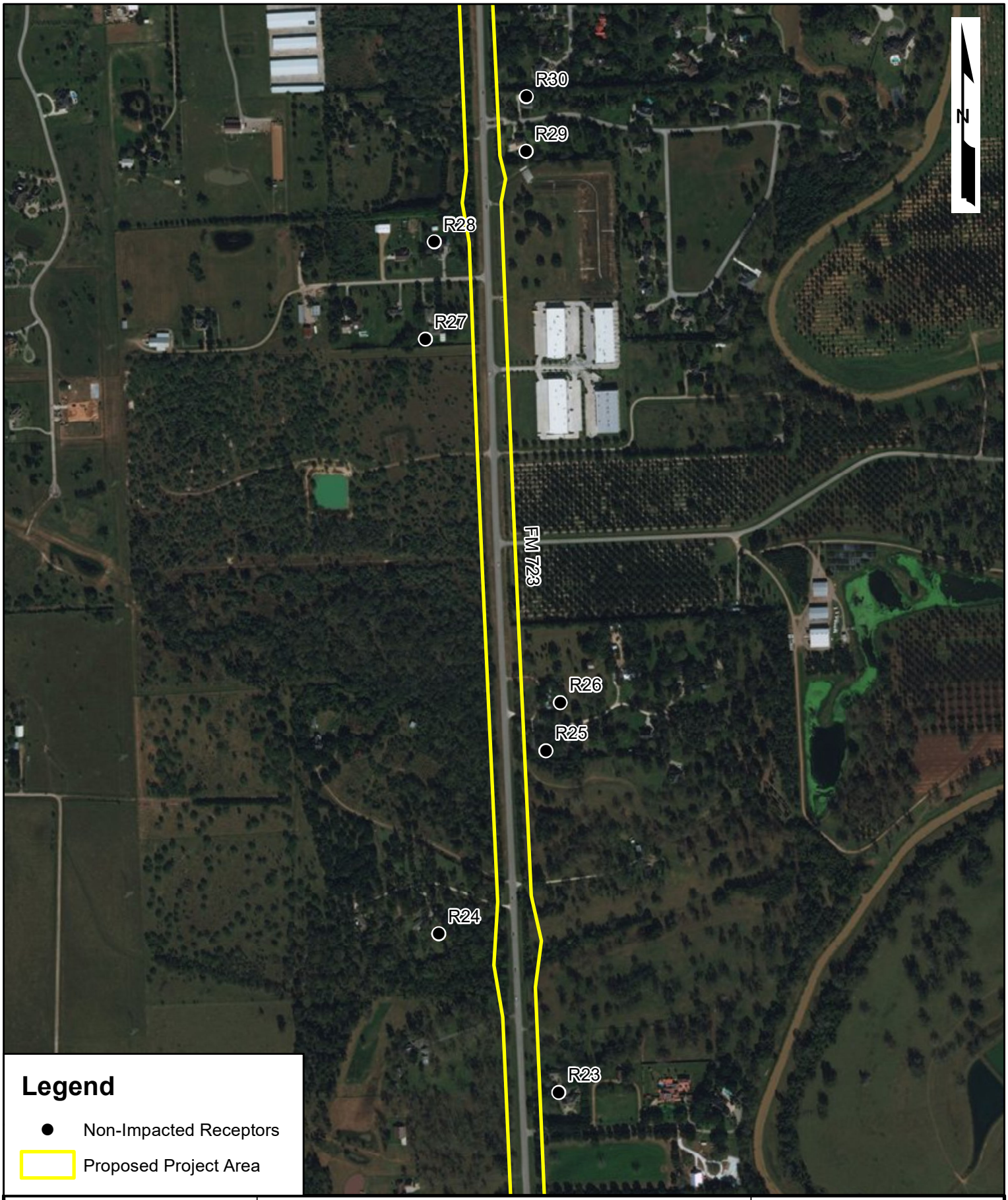
Texas Department of Transportation

FIGURE 9B

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018



0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

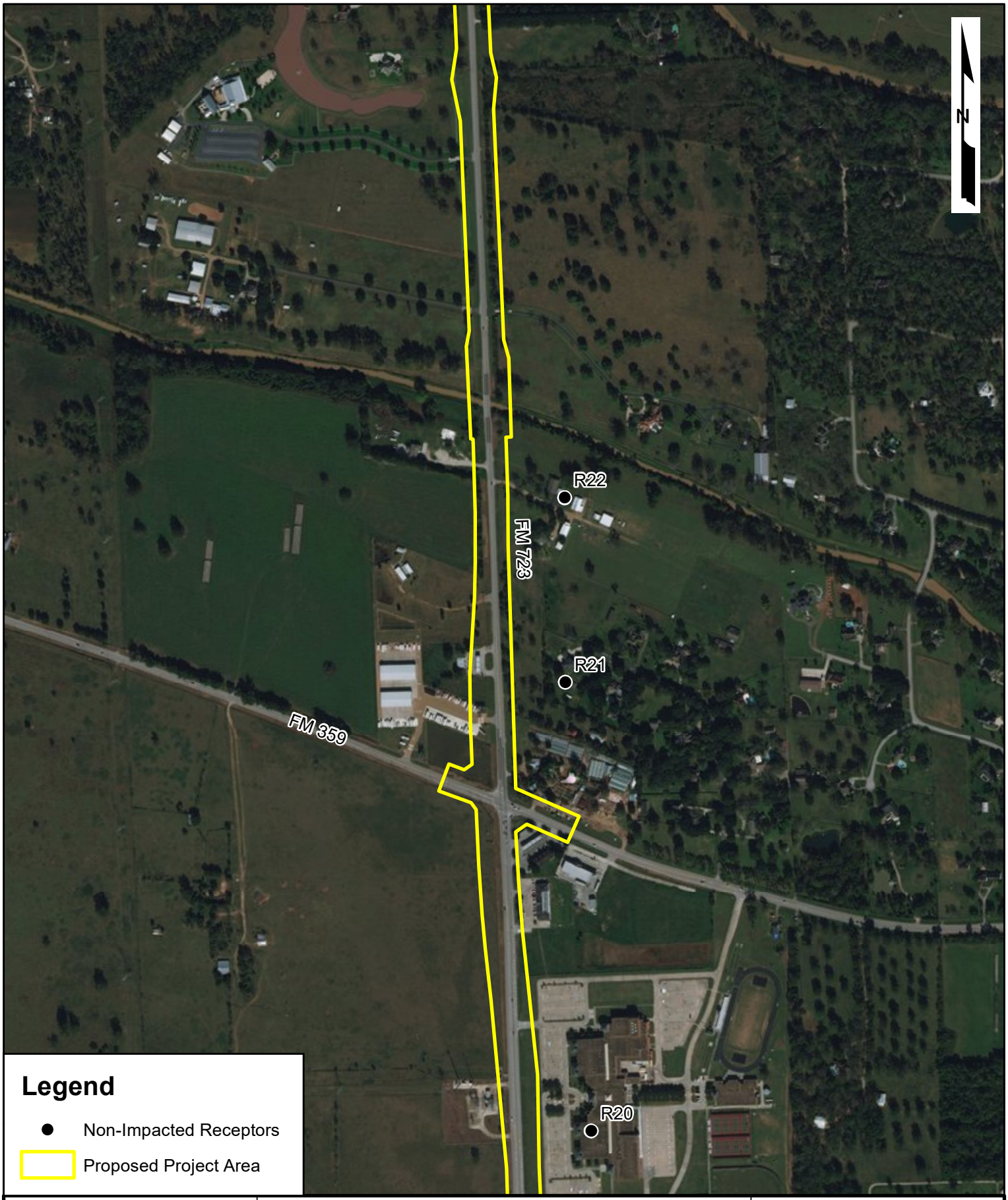
Texas Department of Transportation

FIGURE 9C

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018



0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

Texas Department of Transportation

FIGURE 9D

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018

0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

Texas Department of Transportation

FIGURE 9E

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018

0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

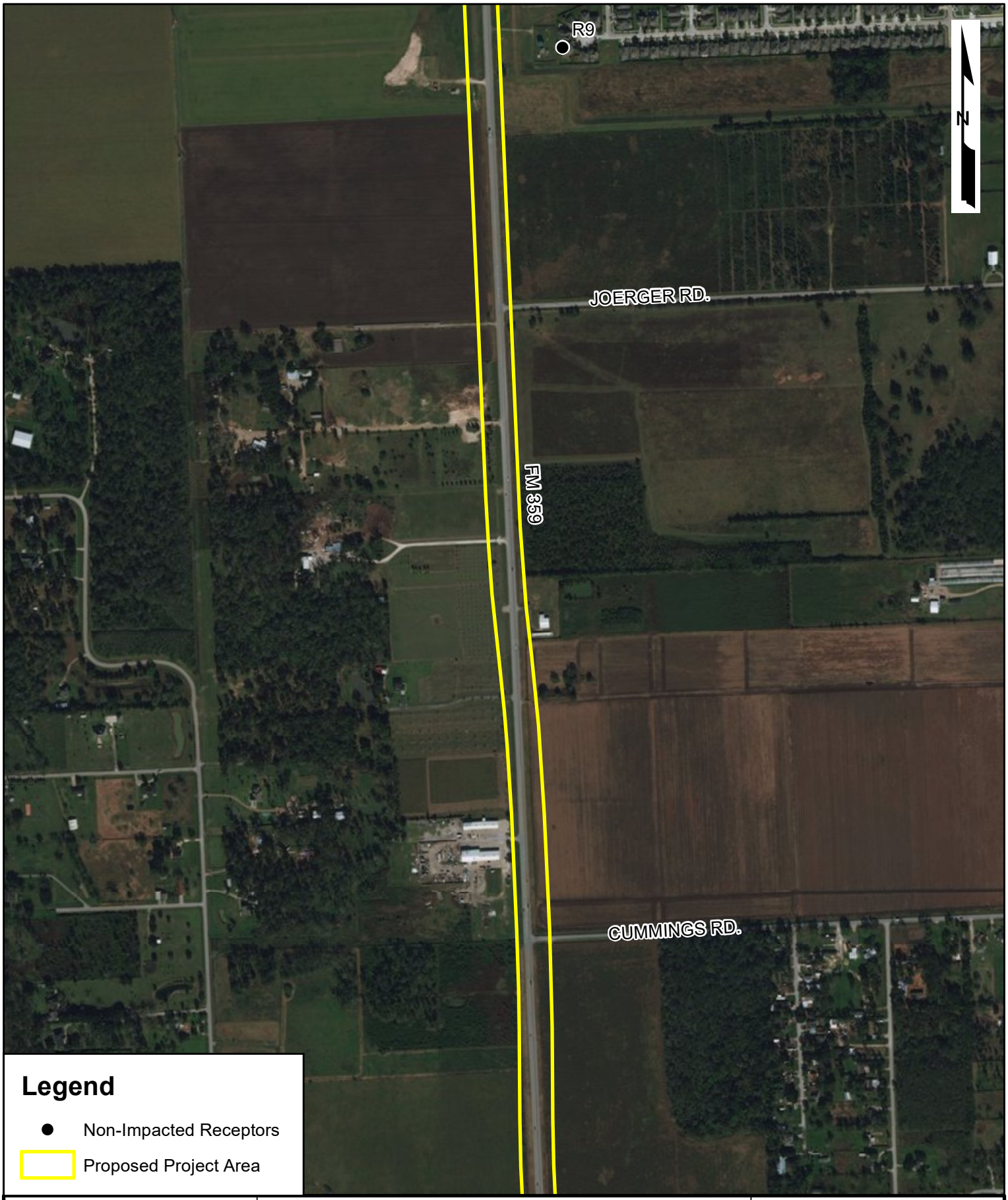
Texas Department of Transportation

FIGURE 9F

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018



0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

Texas Department of Transportation

FIGURE 9G

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018

0 350 700 Feet

FM723 FROM AVENUE D TO FM1093

NOISE RECEPTOR MAP

Texas Department of Transportation

FIGURE 9H

FORT BEND COUNTY, TEXAS

PREPARED BY: Ecosystem Planning & Restoration

DATE: MAY 2018

APPENDIX G: RESOURCE AGENCY COORDINATION

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

RECEIVED
JAN - 4 2017

January 3, 2018

Section 106/Antiquities Code of Texas: Archeological Review (Permit #7293)
Farm-to-Market Road (FM) 723: Avenue D – FM 1093 Road Expansion
Houston District; Fort Bend County (**0188-09-040**)

Ms. Patricia A. Mercado-Allinger
Division Director/State Archeologist
Archeology Division
Texas Historical Commission
PO Box 12276
Austin, TX 78711-2276

Dear Ms. Mercado-Allinger:

The proposed project will be undertaken with Federal funding. In accordance with Section 106 (and the First Amended Programmatic Agreement among the Texas Department of Transportation [TxDOT], the Texas State Historical Preservation Officer [TSHPO], the Federal Highway Administration [FHWA], and the Advisory Council on Historic Preservation) and the Antiquities Code of Texas (and the Memorandum of Understanding between the Texas Historical Commission [THC] and TxDOT), this letter initiates consultation for the proposed undertaking.

The following proposed project would improve an on-system facility, FM 723 between Avenue D and FM 1093 (CSJ: 0188-09-040), in Fort Bend County, Texas in TxDOT's Houston District. The proposed 9.3 mile long road expansion project would expand the existing roadway along FM 7233 between Avenue D and the Brazos River from a two-lane rural roadway to a four-lane divided roadway with 11-foot wide travel lanes and 5.5-foot wide sidewalks within a 60 to 175-foot wide ROW. The Brazos River Bridge would not be modified. From the north end of the Brazos River Bridge to FM 1093, FM 723 would be expanded into four 12-foot wide travel lanes, with 12-foot outside shoulders. The roadway would be divided by an 18-foot raised median and have two-foot curb offsets. In addition, six detention pond locations are proposed along the ROW. The existing facility covers 32.31 acres; the proposed improvements would require a total of approximately 97.9 acres of new ROW. The area of potential effect (APE) is defined as the project length, the existing ROW width, the proposed ROW (97.9 acres), the total acreage 130.21 acres, and the depth of impact (4 feet usual for the roadway and approximately 25 feet in depth for the construction of piers for bridge expansion).

Archeologists from AmaTerra Environmental, Inc. (AmaTerra) conducted an intensive survey, on behalf of TxDOT, of the above proposed project that was completed in August 2017. Archival review determined that no recorded archeological properties were located within the APE for the proposed project. The nearest recorded site is 41FB252 and is reported to located approximately 540 feet (165 meters) west of the current APE. Three archeological surveys either cross or abut the APE. These include a 1987 Environmental Protection Agency survey, a 2003 Texas Commission of Environmental Quality survey, and a 2011 TxDOT survey. AmaTerra performed 100 percent pedestrian survey with shovel-testing and mechanical trenching of the APE; access was available to 93 percent of the parcels within the

APE. The deposits within the APE were disturbed to varying depths by a variety of developmental activities including transportation, commercial/agricultural, utilities, and residential development. Two archeological sites were recorded, 41FB352 and 41FB353, the former a prehistoric lithic scatter and the latter a historic-age scatter. Personal Communication from a landowner suggest the potential for burials outside the Briscoe Family Cemetery and the need form scraping in the proposed ROW adjacent to this cemetery. AmaTerra recommended that no further inventory was needed within the parcels where access was granted and neither of the sites recorded warranted eligibility testing. They further recommend survey for the parcels denied right-of-entry (ROE) and scraping in the proposed ROW adjacent to the Briscoe Cemetery. Based on the above information, ***TxDOT recommends that the archeological inventory is adequate and complete and a finding of no effect for the areas surveyed by AmaTerra. TxDOT further recommends that construction should be allowed to proceed in those areas cleared by survey. TxDOT requests permission to defer the remainder of the inventory to allow NEPA and property acquisition to proceed. Once access to the parcels denied ROE has been acquired, TxDOT shall be obligated to complete the archeological inventory and all coordination with your office prior to proceeding to construction in those areas***.

Please find attached for your review and comments the AmaTerra draft survey report; *Archeological Survey of the FM 723 Expansion Project from Avenue D to FM 1093, Fort Bend County, Texas, CSJs 0188-09-040*. If you have no objections to the recommendations made or any comments on this report and find it acceptable, please sign below to indicate your concurrence and stamp the draft cover as acceptable.

Thank you for your consideration in this matter. If you have any questions or further need of assistance, please contact Allen Bettis of the TxDOT Archeological Studies Program at (512) 416-2747.

Sincerely,

Allen C. Bettis Jr.
Archeological Studies Program
Environmental Affairs Division

Attachment
cc w/o attachments: Rachel Feit, AmaTerra Environmental, Inc. - Austin
Sarah Wyckoff, Houston District Office
ACB PA File

Concurrence by: 1/4/18 Date:
for Mark S. Wolfe, State Historic Preservation Officer

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 16, 2014, and executed by FHWA and TxDOT.

1/4/18

Archeological Survey of the FM 723 Expansion Project from Avenue D to FM 1093, Fort Bend County, Texas

CSJs: 0188-09-040

Permit No. 7293

Prepared by: Bruce A. Darnell, Julian A. Sitters, and Heath Bentley, AmaTerra Environmental, Inc.

Date: October 2017

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 16, 2014, and executed by FHWA and TxDOT.

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

January 4, 2018

SECTION 106 REVIEW: DETERMINATION OF NO ADVERSE EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER *DE MINIMIS* SECTION 4(f) FINDING
District: Houston
County: Fort Bend
CSJ#: 0188-09-040
Highway: FM 723
Project Limits: Avenue D in Rosenberg to FM 1093 (Nine miles)
Section 4(f) Property: Briscoe Family Farmstead

Ms. Linda Henderson

History Programs

Texas Historical Commission

Austin, Texas 78711

Dear Ms Henderson:

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 16, 2014, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a National Register of Historic Places (NRHP) eligible property in the area of potential effects (APE) for the project.

Project Description

The proposed project from Avenue D in Rosenberg to the Brazos River includes four, 11 foot lanes (two in each direction) and 5.5 foot wide sidewalks on both sides of the road within the existing 60 foot to 175 foot right - of - way (ROW). TxDOT would not modify the Brazos River Bridge.

From North of the Brazos River to FM 1093 TxDOT would widen the roadway to four 12 - foot lanes (two in each direction) and 12 - foot outside shoulders. An 18' raised median would divide the roadway. The typical proposed ROW width between the Brazos River Bridge and FM 1093 is 180 feet. TxDOT would construct six foot sidewalks on both sides of the roadway. In addition, the proposed project includes the construction of six detention ponds located adjacent to the roadway. TxDOT requires 98 acres of new ROW to construct the project.

Survey Methods
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE). The TxDOT Section 106 Programmatic Agreement defines the APE for this project as 150' from the current or proposed ROW north of the Brazos River bridge, and the current ROW south of the Brazos River bridge. A historic resources survey revealed 12 historic-age (built prior to 1974) properties located within the APE.

Not NRHP-eligible properties
There are 11 historic-age (pre-1974) properties (consisting of residential, transportation and agricultural types) within the APE determined **not eligible** for NRHP-listing under any criteria. TxDOT ENV historians determined that the properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons.

NRHP-eligible property

TxDOT historians determined one property within the APE eligible for NRHP-listing, the Briscoe Family Farmstead.

The Briscoe family played an integral part in the history of Fort Bend County. In 1835, General Parmenas Briscoe, a Mississippi Congressman, bought the William Andrus (Andrews) land grant which consisted of 5,000 acres of land in Fort Bend County. William Andrus was one of Stephen F. Austin's "Old Three Hundred." The land stretched from the Brazos River to approximately the current location of FM 1093 (essentially the entire project length). James Montgomery Briscoe and his wife Susan Mason Briscoe moved to Texas in 1838 to the Fort Bend County property, known in the family as the Homeplace. James and Susan built a home and began a corn and cotton plantation. Upon their death in 1852, James Montgomery and Susan Briscoe divided the land among their four children. Their son William Montgomery Briscoe inherited the family Homeplace. William Montgomery Briscoe built the current 1898 home at 5831 FM 723. One of William Montgomery Briscoe's daughters, Georgia Garvey Briscoe, married Dolph Briscoe in 1913, moved to Uvalde and later had their son, future Governor Dolph Briscoe, Jr.

As an intact farmstead dating from the mid-nineteenth century, Map ID #3 is significant and determined **NRHP-eligible** under Criterion A in the area of Agriculture and Early Settlement. The land use for Map ID #3 was historically farming as is evidenced by the large barn/ former corn crib and the plots of formerly cultivated land. The spatial relationship includes a domestic and work zone. The house (#3A), the wells and cistern (#3C-3E), the smokehouse (#3G), the workshop (#3H) and the sheds (#3I-J) are all part of the domestic work zone. Map ID #3B (barn/ corn crib) and #3F (goat shed) are the agricultural work zone. A family cemetery (Map ID #3K) lies southeast of Map ID #3A. It contains family graves dating back to 1881 as well as a gazebo housing the ca. 1660 family seal, brought from Crofton Hall in the United Kingdom in 1958. Vegetation such as pasture land, fruit orchards, and forested land fill the rest of the property along with the trees full of Spanish moss surrounding the house and cemetery.

According to the TxDOT "Agricultural Theme Study for Central Texas," to meet the minimum requirement for a property to be eligible under Criterion A, a property must retain a high degree of integrity of location, setting, feeling and association and sufficient integrity of design, workmanship and materials to be a "visible and tangible link to the past and represent the significant historical agricultural operations" of the property and the main building should be on its original site (Moore, Jr, et al: 2013, 6-31). The complex containing the house, outbuildings and cemetery are significant resources demonstrating the history of mid-nineteenth century Fort Bend County agriculture and early settlement and provide a tangible link to that past.

Map ID #3B, an intact c. 1850 log barn, was covered with a metal roof c. 1920 and the family added a side addition in the historic period. The interior structure of the barn reveals the log construction. While the alterations detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. Map ID #3B is determined **NRHP-eligible** under Criterion C. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

TxDOT historians considered whether the property is also eligible under Criterion B for important persons. The Briscoe Family was the first to settle in the project area, and their plantation and ranch shaped the agrarian economy. The property serves as the seat of an important family. A succession of family members lived in the house or on the property and impacted the community. However TxDOT cannot document the significant accomplishments of individual family members and possible direct links to this property from the information found at the reconnaissance survey level effort. If future adverse impacts to the property warrant an intensive survey, TxDOT will pursue Criterion B research at that time.

The proposed NRHP boundaries are the three parcels containing the house (Map ID #3A), the barn (Map ID #3B) and the cemetery (Map ID #3K). TxDOT historians determined the period of significance is c.1850 to 1974, encompassing the dates when the earliest standing resource was constructed to the historic-age cut off date, as the land use surrounding the property remained the same until that time.

Determination of No Adverse Effect

Direct Effect:

Property #3 Briscoe Family Farmstead- As shown on Figure 8, TxDOT proposes to take a minor amount of ROW (approximately 1.56 acres or approximately seven percent) from the 22.2 acre NRHP-eligible property, constituting a *de minimis* use of the historic property. The land on which TxDOT would construct the widened roadway, shoulders, and sidewalk is currently grass, trees, and a non-contributing fence (see photos page 200-201 of the HRSR). These changes pose no adverse effect as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: The new ROW will be over 400' away from contributing features of the property and would not affect or diminish the qualities and characteristics that contribute to the historic significance of the Briscoe Family Farmstead. Potential visual impacts, vibration, and noise

impacts are unlikely because the proposed widened roadway is at grade and a buffer of mature trees separates the contributing resources from the highway.

Cumulative Effect: The project area has witnessed significant suburban growth either adjacent to FM 723 or off intersecting roads over the past decade such that no rural historic landscape is present in the project area due to intrusions caused by modern development. TxDOT historians visited the project area and confirmed this finding. Project activities pose no foreseeable cumulative adverse effects to the Briscoe Family Farmstead.

Determination of *De Minimis* Finding

As part of this coordination, TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT based its determination on the fact that the use for the Briscoe Family Farmstead amounts to less than 10% of the property's overall acreage and the project will have **no adverse effect** on the NRHP-eligible property. The function of the property will not be impaired, nor will it cease. The work would take place on what is currently grass and uncultivated trees and the closest NRHP-eligible resource is located approximately 400' from the proposed roadway. This de minimis finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's finding of **no adverse effect** to the NRHP-eligible Briscoe Family Farmstead. We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2611 or Renee.Benn@txdot.gov.

Sincerely,

Renee Benn, MS

Historic Preservation Specialist

Cc: Bruce Jensen, Cultural Resource Management Section Director: BJ

Rebekah Dobrasko, Lead Historian: RMD

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT: NRHP-ELIGIBLE BRISCOE FAMILY FARMSTEAD
NO ADVERSE EFFECT: NRHP-ELIGIBLE BRISCOE FAMILY FARMSTEAD

NAME: _____ DATE: 1/22/18
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(F) REGULATIONS

NAME: _____ DATE: 1/22/18
for Mark Wolfe, State Historic Preservation Officer

From: NEPA
To: Michelle Lueck
Subject: RE: EA Review - FM 723 - Fort Bend County (CSJ 0188-09-040)
Date: Thursday, April 26, 2018 3:57:51 PM

Re: Response to Request for TCEQ Environmental Review

The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: EA Review - FM 723 - Fort Bend County (CSJ 0188-09-040).

In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.

This project is in an area of Texas classified by the United States Environmental Protection Agency as moderate nonattainment for the 2008 ozone National Ambient Air Quality Standard. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.

We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.

TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.

If you have any questions, please feel free to contact the NEPA Coordinator at (512) 239-3500 or NEPA@tceq.texas.gov.

Violet Mendoza
NEPA Coordinator
TCEQ, MC-119
NEPA@tceq.texas.gov

From: Michelle Lueck [mailto:Michelle.Lueck@txdot.gov]
Sent: Friday, April 13, 2018 1:41 PM
To: NEPA <NEPA@tceq.texas.gov>
Subject: EA Review - FM 723 - Fort Bend County (CSJ 0188-09-040)

TxDOT requests the TCEQ review the FM 723 project per 43 TAC 2.305. The proposed project would include reconstruction and widening of existing FM 723 from a two-lane

undivided to a four-lane divided roadway in Fort Bend County, Texas. We are requesting TCEQ review since the project meets MOU triggers related to **water and air quality**.

An electronic version of the Draft Environmental Assessment will be transmitted to your office using our FTP system. Let me know if you have any questions.

Michelle Lueck
TxDOT-Environmental Affairs Division
Project Delivery Section
512-416-2644

From: Sue Reilly
To: Sarah Wyckoff
Cc: Celeste Wyble; Callie Barnes
Subject: RE: FM 723, CSJ 0188-09-040 ID # 38834.
Date: Thursday, December 14, 2017 3:14:06 PM

Sarah,

Thank you for re-coordinating the project. I do not have any further comments on the project with the changes included in this coordination.

Thank you for submitting the following project for early coordination: FM 723 re-coordination for additional ROW (CSJ 0188-09-040). TPWD appreciates TxDOT's commitment to implement the practices listed in the Tier I Assessment submitted on November 9, 2017. Based on a review of the documentation, the avoidance and mitigation efforts described, and provided that project plans do not change, TPWD considers coordination to be complete. However, please note it is the responsibility of the project proponent to comply with all federal, state, and local laws that protect plants, fish, and wildlife.
According to §2.204(g) of the 2013 TxDOT-TPWD MOU, TxDOT agreed to provide TXNDD reporting forms for observations of tracked SGCN (which includes federal- and state-listed species) occurrences within TxDOT project areas. Please keep this mind when completing project due diligence tasks. For TXNDD submission guidelines, please visit the following link:
http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/txndd/submit.phtml

Thank you,

Sue Reilly
Transportation Assessment Liaison
TPWD Wildlife Division
512-389-8021

From: Sarah Wyckoff [mailto:Sarah.Wyckoff@txdot.gov]
Sent: Wednesday, December 13, 2017 2:00 PM
To: Sue Reilly <Sue.Reilly@tpwd.texas.gov>
Cc: Celeste Wyble <cwyble@eprusa.net>; Callie Barnes <Callie.Barnes@txdot.gov>
Subject: RE: FM 723, CSJ 0188-09-040 ID # 38834.

Sue,

Per you request, attached are changes in the ROW that was previously coordinated vs. the additional ROW chosen as part of the preferred alternative. Per your request. Please let me know if there is anything else that you need to recoordinate FM 723 0188-09-040.

Thank you.

Sarah

APPENDIX H: SECTION 4(f) DOCUMENTATION

Checklist for Section 4(f) *De Minimis* for Public Parks, Recreation Lands, Wildlife & Waterfowl Refuges, and Historic Properties

Main CSJ: 0188-09-040

District(s): Houston

Select applicable counties from this list. To select multiple counties hold "Ctrl" when you click. When you are finished making your selection, press the "Tab" key.

Brazoria
Fort Bend
Galveston
Harris
Montgomery
Waller

Property ID: #3

Property Name: Briscoe Family Homeplace

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 16, 2014, and executed by FHWA and TxDOT.

The following checklist was developed as a tool to assist in streamlining the Section 4(f) *De Minimis* process and to ensure that all necessary information is documented in the File of Record (ECOS).

What Type of Property is Being Evaluated?

☐ A park, recreation land, or wildlife/waterfowl refuge

☒ A historic property

Section 4(f) Defining Criteria for Historic Properties

1. Yes — Is the property listed or eligible for the NRHP or NHL?

Establishing Section 4(f) Use of the Property

1. Yes — Does the project require a use (i.e., new right of way, new easement(s), etc.)?

Establishing Section 4(f) *De Minimis* Eligibility

1. Yes — Was it determined that the project will not adversely affect the activities features, or attributes that make the property eligible for Section 4(f) protection?

2. Yes — Did the Official with Jurisdiction concur that the project will not adversely affect the features or attributes that make the property eligible for Section 4(f) protection?

Documentation

The following **MUST** be attached to this checklist to ensure proper documentation of the Section 4(f) *De Minimis*:

1. Brief project description
2. Explanation of how the property will be used.
3. A detailed map of the Section 4(f) property including:
   a. Current and proposed ROW
   b. Property boundaries
   c. Existing and planned facilities
4. Concurrence letter with the Official with Jurisdiction

TxDOT Approval Signatures

ENV Technical Expert Reviewer Certification

I reviewed this checklist and all attached documentation and confirm that the above property and proposed project meet the requirements of 23 CFR 774 for a Section 4(f) *De Minimis* finding.

ENV Personnel Name _____ Date 1.29.18

TxDOT-ENV Section 4(f) *De Minimis* Final Approval

Based upon the above considerations, this Section 4(f) *De Minimis* satisfies the requirements of 23 CFR 774.

TxDOT-ENV, PD Director or designee _____ Date 1/31/18

Project description- FM 723, Fort Bend Co

FM 723 north of the city of Rosenburg currently consists of a two lane roadway with variable shoulders and no sidewalk. Open ditches drain the roadway.

The proposed project from Avenue D in Rosenberg to the Brazos River includes four, 11 foot lanes (two in each direction) and 5.5 foot wide sidewalks on both sides of the road within the existing 60 foot to 175 foot right-of-way (ROW). TxDOT would not modify the Brazos River Bridge.

From North of the Brazos River to FM 1093 TxDOT would widen the roadway to four 12-foot lanes (two in each direction) and 12-foot outside shoulders. An 18' raised median would divide the roadway. The typical proposed ROW width between the Brazos River Bridge and FM 1093 is 180 feet. TxDOT would construct six foot sidewalks on both sides of the roadway. In addition, the proposed project includes the construction of six detention ponds located adjacent to the roadway. TxDOT requires 98 acres of new ROW to construct the project.

NRHP eligible property

TxDOT historians determined one property within the APE eligible for NRHP-listing, the Briscoe Family Farmstead, property #3. The Briscoe family played an integral part in the history of Fort Bend County (see pages 16-18 of the HRSR). As an intact farmstead dating from the mid-nineteenth century, property #3 is significant and determined **NRHP-eligible** under Criterion A in the area of Agriculture and Early Settlement. The land use for property #3 was historically farming as is evidenced by the large barn/ former corn crib and the plots of formerly cultivated land. The spatial relationship includes a domestic and work zone. The house (#3A), the wells and cistern (#3C-3E), the smokehouse (#3G), the workshop (#3H) and the sheds (#3I-J) are all part of the domestic work zone. Map ID #3B (barn/ corn crib) and #3F (goat shed) are the agricultural work zone. A family cemetery (Map ID #3K) lies southeast of Map ID #3A. It contains family graves dating back to 1881 as well as a gazebo housing the ca. 1660 family seal, brought from Crofton Hall in the United Kingdom in 1958. Vegetation such as pasture land, fruit orchards, and forested land fill the rest of the property along with the trees full of Spanish moss surrounding the house and cemetery. The complex containing the house, outbuildings and cemetery are significant resources demonstrating the history of mid-nineteenth century Fort Bend County agriculture and early settlement and provide a tangible link to that past.

Property #3B, an intact c. 1850 log barn, was covered with a metal roof c. 1920 and the family added a side addition in the historic period. The interior structure of the barn

reveals the log construction. While the alterations detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. Property #3B is determined **NRHP-eligible** under Criterion C. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

The proposed NRHP boundaries are the three parcels containing the house (Map ID #3A), the barn (Map ID #3B) and the cemetery (Map ID #3K). TxDOT historians determined the period of significance is c.1850 to 1974, encompassing the dates when the earliest standing resource was constructed to the historic-age cut off date, as the land use surrounding the property remained the same until that time.

De Minimis Impact Finding

As shown on Figure 8 (pg 202 of HRSR), TxDOT proposes to take a minor amount of ROW (approximately 1.56 acres or approximately seven percent) from the 22.2 acre NRHP-eligible property, constituting a *de minimis* use of the historic property. The land on which TxDOT would construct the widened roadway, shoulders, and sidewalk is currently grass, trees, and a non-contributing fence (see photos page 200-201 of the HRSR). These changes pose no adverse effect as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT is basing its determination on the fact that the use for Property #3 amounts to less than 10% of the property's overall acreage and the project will have **no adverse effect** on the NRHP-eligible property. The Texas SHPO concurred with this determination and TxDOT notified SHPO of their OWJ role accordingly (see attached correspondence). The function of the farmstead will not be impaired, nor will it cease. TxDOT work would take place on what is currently grass and trees, and the closest NRHP-eligible resource (#3k) is located approximately 400' from the proposed new ROW line. This de minimis finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

January 4, 2018

SECTION 106 REVIEW: DETERMINATION OF NO ADVERSE EFFECT
SECTION 4(f) REVIEW: NOTIFICATION OF INTENT TO RENDER *DE MINIMIS* SECTION 4(f) FINDING
District: Houston
County: Fort Bend
CSJ#: 0188-09-040
Highway: FM 723
Project Limits: Avenue D in Rosenberg to FM 1093 (Nine miles)
Section 4(f) Property: Briscoe Family Farmstead

Ms. Linda Henderson

History Programs

Texas Historical Commission

Austin, Texas 78711

Dear Ms Henderson:

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 16, 2014, and executed by FHWA and TxDOT. As a consequence of these agreements, TxDOT's regulatory role for this project is that of the Federal action agency. In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), this letter initiates Section 106 consultation on the effect the proposed undertaking poses for a National Register of Historic Places (NRHP) eligible property in the area of potential effects (APE) for the project.

Project Description

The proposed project from Avenue D in Rosenberg to the Brazos River includes four, 11 foot lanes (two in each direction) and 5.5 foot wide sidewalks on both sides of the road within the existing 60 foot to 175 foot right - of - way (ROW). TxDOT would not modify the Brazos River Bridge.

From North of the Brazos River to FM 1093 TxDOT would widen the roadway to four 12 - foot lanes (two in each direction) and 12 - foot outside shoulders. An 18' raised median would divide the roadway. The typical proposed ROW width between the Brazos River Bridge and FM 1093 is 180 feet. TxDOT would construct six foot sidewalks on both sides of the roadway. In addition, the proposed project includes the construction of six detention ponds located adjacent to the roadway. TxDOT requires 98 acres of new ROW to construct the project.

Survey Methods
TxDOT historians reviewed the National Register of Historic Places (NRHP), the list of State Antiquities Landmarks (SAL), the list of Recorded Texas Historic Landmarks (RTHL), and TxDOT files and found no historically significant resources previously documented within the area of potential effects (APE). The TxDOT Section 106 Programmatic Agreement defines the APE for this project as 150' from the current or proposed ROW north of the Brazos River bridge, and the current ROW south of the Brazos River bridge. A historic resources survey revealed 12 historic-age (built prior to 1974) properties located within the APE.

Not NRHP-eligible properties
There are 11 historic-age (pre-1974) properties (consisting of residential, transportation and agricultural types) within the APE determined **not eligible** for NRHP-listing under any criteria. TxDOT ENV historians determined that the properties are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons.

NRHP-eligible property

TxDOT historians determined one property within the APE eligible for NRHP-listing, the Briscoe Family Farmstead.

The Briscoe family played an integral part in the history of Fort Bend County. In 1835, General Parmenas Briscoe, a Mississippi Congressman, bought the William Andrus (Andrews) land grant which consisted of 5,000 acres of land in Fort Bend County. William Andrus was one of Stephen F. Austin's "Old Three Hundred." The land stretched from the Brazos River to approximately the current location of FM 1093 (essentially the entire project length). James Montgomery Briscoe and his wife Susan Mason Briscoe moved to Texas in 1838 to the Fort Bend County property, known in the family as the Homeplace. James and Susan built a home and began a corn and cotton plantation. Upon their death in 1852, James Montgomery and Susan Briscoe divided the land among their four children. Their son William Montgomery Briscoe inherited the family Homeplace. William Montgomery Briscoe built the current 1898 home at 5831 FM 723. One of William Montgomery Briscoe's daughters, Georgia Garvey Briscoe, married Dolph Briscoe in 1913, moved to Uvalde and later had their son, future Governor Dolph Briscoe, Jr.

As an intact farmstead dating from the mid-nineteenth century, Map ID #3 is significant and determined **NRHP-eligible** under Criterion A in the area of Agriculture and Early Settlement. The land use for Map ID #3 was historically farming as is evidenced by the large barn/ former corn crib and the plots of formerly cultivated land. The spatial relationship includes a domestic and work zone. The house (#3A), the wells and cistern (#3C-3E), the smokehouse (#3G), the workshop (#3H) and the sheds (#3I-J) are all part of the domestic work zone. Map ID #3B (barn/ corn crib) and #3F (goat shed) are the agricultural work zone. A family cemetery (Map ID #3K) lies southeast of Map ID #3A. It contains family graves dating back to 1881 as well as a gazebo housing the ca. 1660 family seal, brought from Crofton Hall in the United Kingdom in 1958. Vegetation such as pasture land, fruit orchards, and forested land fill the rest of the property along with the trees full of Spanish moss surrounding the house and cemetery.

According to the TxDOT "Agricultural Theme Study for Central Texas," to meet the minimum requirement for a property to be eligible under Criterion A, a property must retain a high degree of integrity of location, setting, feeling and association and sufficient integrity of design, workmanship and materials to be a "visible and tangible link to the past and represent the significant historical agricultural operations" of the property and the main building should be on its original site (Moore, Jr, et al: 2013, 6-31). The complex containing the house, outbuildings and cemetery are significant resources demonstrating the history of mid-nineteenth century Fort Bend County agriculture and early settlement and provide a tangible link to that past.

Map ID #3B, an intact c. 1850 log barn, was covered with a metal roof c. 1920 and the family added a side addition in the historic period. The interior structure of the barn reveals the log construction. While the alterations detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. Map ID #3B is determined **NRHP-eligible** under Criterion C. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

TxDOT historians considered whether the property is also eligible under Criterion B for important persons. The Briscoe Family was the first to settle in the project area, and their plantation and ranch shaped the agrarian economy. The property serves as the seat of an important family. A succession of family members lived in the house or on the property and impacted the community. However TxDOT cannot document the significant accomplishments of individual family members and possible direct links to this property from the information found at the reconnaissance survey level effort. If future adverse impacts to the property warrant an intensive survey, TxDOT will pursue Criterion B research at that time.

The proposed NRHP boundaries are the three parcels containing the house (Map ID #3A), the barn (Map ID #3B) and the cemetery (Map ID #3K). TxDOT historians determined the period of significance is c.1850 to 1974, encompassing the dates when the earliest standing resource was constructed to the historic-age cut off date, as the land use surrounding the property remained the same until that time.

Determination of No Adverse Effect

Direct Effect:

Property #3 Briscoe Family Farmstead- As shown on Figure 8, TxDOT proposes to take a minor amount of ROW (approximately 1.56 acres or approximately seven percent) from the 22.2 acre NRHP-eligible property, constituting a *de minimis* use of the historic property. The land on which TxDOT would construct the widened roadway, shoulders, and sidewalk is currently grass, trees, and a non-contributing fence (see photos page 200-201 of the HRSR). These changes pose no adverse effect as the property would still possess its significance following completion of the project. The proposed project would not adversely affect the property's integrity of location, setting, feeling, association, design, materials or workmanship.

Indirect Effect: The new ROW will be over 400' away from contributing features of the property and would not affect or diminish the qualities and characteristics that contribute to the historic significance of the Briscoe Family Farmstead. Potential visual impacts, vibration, and noise

impacts are unlikely because the proposed widened roadway is at grade and a buffer of mature trees separates the contributing resources from the highway.

Cumulative Effect: The project area has witnessed significant suburban growth either adjacent to FM 723 or off intersecting roads over the past decade such that no rural historic landscape is present in the project area due to intrusions caused by modern development. TxDOT historians visited the project area and confirmed this finding. Project activities pose no foreseeable cumulative adverse effects to the Briscoe Family Farmstead.

Determination of *De Minimis* Finding

As part of this coordination, TxDOT determined that the proposed project meets the requirements for a Section 4(f) *de minimis* impact finding under 23 CFR 774. TxDOT based its determination on the fact that the use for the Briscoe Family Farmstead amounts to less than 10% of the property's overall acreage and the project will have **no adverse effect** on the NRHP-eligible property. The function of the property will not be impaired, nor will it cease. The work would take place on what is currently grass and uncultivated trees and the closest NRHP-eligible resource is located approximately 400' from the proposed roadway. This de minimis finding does not require the traditional second step of including all possible planning to minimize harm because avoidance, minimization, mitigation, or enhancement measures are included as part of this determination.

Conclusion

In accordance with 36 CFR 800 and our Section 106 Programmatic Agreement for Transportation Undertakings (December 2015), I hereby request your signed concurrence with TxDOT's finding of **no adverse effect** to the NRHP-eligible Briscoe Family Farmstead. We additionally notify you that SHPO is the designated official with jurisdiction over Section 4(f) resources protected under the provisions of 23 CFR 774 and that your comments on our Section 106 findings will be integrated into decision-making regarding prudent and feasible alternatives for purposes of Section 4(f) evaluations. Final determinations for the Section 4(f) process will be rendered by TxDOT pursuant to 23 U.S.C. 327 and the afore-mentioned MOU dated December 16, 2014.

We look forward to further consultation with your staff and hope to maintain a partnership that will foster effective and responsible solutions for improving transportation, safety and mobility in the state of Texas. Thank you for your cooperation in this federal review process. If you have any questions or comments concerning these evaluations, please contact me at (512) 416-2611 or Renee.Benn@txdot.gov.

Sincerely,

Renee Benn, MS

Historic Preservation Specialist

Cc: Bruce Jensen, Cultural Resource Management Section Director: BJ

Rebekah Dobrasko, Lead Historian: RMD

CONCURRENCE WITH NON-ARCHEOLOGICAL SECTION 106 FINDINGS:
HISTORIC PROPERTIES PRESENT: NRHP-ELIGIBLE BRISCOE FAMILY FARMSTEAD
NO ADVERSE EFFECT: NRHP-ELIGIBLE BRISCOE FAMILY FARMSTEAD

NAME: _____ DATE: 1/22/18
for Mark Wolfe, State Historic Preservation Officer

NO COMMENTS ON DETERMINATION OF DE MINIMIS IMPACT UNDER SECTION 4(F) REGULATIONS

NAME: _____ DATE: 1/22/18
for Mark Wolfe, State Historic Preservation Officer

property at FM 359 is currently used for cattle and hay but no longer used for cotton or corn. (Briscoe Mahler, Amelia Belle, 1997; *The Herald-Coaster*, 1998 and Briscoe Center for American History, 2014; Briscoe Manor, nd).

National Registry of Eligibility Recommendations

- **Eligible Properties/Districts**

Agricultural Properties

Agricultural resources include a variety of buildings, objects, and structures with varying roles in the production of crops and livestock. The form of individual elements, as well as the arrangement of the buildings, fields, fence lines, and vehicular access, often reflects the type of farming or ranching originally practiced. A historic farmstead for example is generally composed of a farmhouse, associated outbuildings (such as crib barns, tractor sheds, pole barns, and storage sheds), fencing, and associated fields. These resources are divided up into three distinct work zones, depending on function: domestic, agricultural, and fields/pastures (Moore, et. al, 2013: 5-1). A direct connection between all the work zones is important, as it helps to establish both association and circulation patterns within the farmstead. It is not vital that a farmstead remain in agricultural use to be considered eligible, although active cultivation does improve its integrity. However, it must retain its components in order to convey its significance. Demolition of or missing outbuildings, subdivision of the fields, modern buildings, and alterations to the main house can all negatively impact historic integrity.

Agricultural resources may be eligible under Criterion A if they have known associations with a historic event, trend, or ethnic group, or under Criterion B for association with a significant person or family. To be considered eligible in the area of Agriculture, they must show a clear association with historic agricultural methods and retain sufficient integrity to convey how such methods were used. Agricultural resources are usually evaluated under Criterion C for the architecture of the primary residence or building.

Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus (Andrews) land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). Map ID #3A was constructed in 1898 by William Montgomery Briscoe. It has Queen Anne influences. The Queen Anne style is one of the quintessential "Victorian" architectural styles, common throughout the country in the late decades of the nineteenth century, and into the first decade of the twentieth century. Popularized by a group of nineteenth century English architects, the style's primary defining characteristics include an irregularly shaped, steeply pitched roof with a dominant forward gable, patterned shingles, bay windows, partial to full width porch that may wrap around a corner, and fanciful detailing. Other common features include a single pointed tower to emphasize

the asymmetrical façade, patterned masonry chimneys, parapets, recessed upper story porches, and finials. Map ID #3A displays the steeply-pitched roof and dominant forward gable, partial width porch, and fanciful detailing such as a sunburst gable decoration and decorative porch supports. Additionally, it has two brick chimneys and 4/4 windows. The house has had alterations, such as a rear additions, replacement siding, some window replacement, some window additions, shutter removal, foundation lattice addition and added dormers. A comparison of the original house and the current house can be found in **Appendix C, Figure 4**. The alterations detract from the integrity of design, materials and workmanship; therefore, Map ID #3A is recommended as **not eligible** for the NRHP under Criterion C.

As an intact farmstead dating from the mid-nineteenth century, Map ID #3 is significant under Criterion A in the area of Agriculture and Early Settlement. As a historic-age farm, it is necessary to evaluate the property as a rural historic landscape. According to the "*National Register Bulletin: Guidelines for Evaluating and Documenting Rural Historic Landscapes (#30),*" a rural historic landscape is a "geographical area that historically has been used by people or shaped or modified by human activity, occupancy, or intervention and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features" (McClelland et. al, 1999). The evidence of human use or activity is examined through eleven landscape characteristics: land uses and activities, patterns of spatial organization, response to the natural environment, cultural traditions, circulation networks, boundary demarcations, vegetation related to land use, buildings, structures, and objects, clusters, archeological sites, and small-scale elements. The land use for Map ID #3 was historically farming as is evidenced by the large barn/ former corn crib and the plots of formerly cultivated land. The spatial relationship includes a domestic and work zone. The house (#3A), the wells and cistern (#3C-3E), the smokehouse (#3G), the workshop (#3H) and the sheds (#3I-J) are all part of the domestic work zone. Map ID #3B (barn/ corn crib) and #3F (goat shed) are the agricultural work zone. A family cemetery (Map ID #3K) lies southeast of Map ID #3A. It contains family graves dating back to 1881 as well as a gazebo housing the ca. 1660 family seal which was brought from Crofton Hall in the United Kingdom in 1958. Vegetation such as pasture land, fruit orchards, and forested land fill the rest of the parcel along with the trees full of Spanish moss surrounding the house and cemetery. The response to the natural environment is demonstrated by the farming performed on the parcel and the use of trees for shade around the house. The circulation network includes an unpaved driveway from FM 723 and foot paths connecting the buildings. Boundaries between the work zones are marked by a fence separating Map ID #3B and #3F from the rest of the parcel. Fences run along the ROW of FM 723 and between the cemetery (Map ID #3K) and the driveway. Cultural traditions include farming and family gatherings. The family cemetery is a central component to the family history and the house was the gathering place for the family as can be seen in Amelia Belle Briscoe Mahler's family history. Many family photos were taken on the porch of Map ID #3A. According to the

TxDOT "Agricultural Theme Study for Central Texas," the minimum requirement for a property to be eligible under Criterion A, a property must retain a high degree of integrity of location, setting, feeling and association and sufficient integrity of design, workmanship and materials to be a "visible and tangible link to the past and represent the significant historical agricultural operations" of the property and the main building should be on its original site (Moore, Jr, et al: 2013, 6-31). The complex of the house, outbuildings and cemetery are significant resources of the history of mid-nineteenth century Fort Bend County agriculture and early settlement and do provide a tangible link to that past. They are recommended as **eligible** under Criterion A. The proposed NRHP boundaries are the three parcels containing the house (Map ID #3A), the barn (Map ID #3B) and the cemetery (Map ID #3K). While the entire project length was once owned by the Briscoes and some parcels remain agricultural, they do not retain sufficient integrity to be included in the NRHP boundary.

A property can be eligible under Criterion B, if it is associated with the lives or persons significant in our past. The Briscoe Family was the first to settle along what is now FM 723 from FM 1093 to the Brazos River. Their plantation and ranch shaped the agrarian economy of the project area. Map ID #3 serves as the seat of an important family. A succession of family members has lived in the house and impacted the community. However the significant accomplishments of individual family members cannot be documented from the information found for the reconnaissance survey level effort. If future intensive survey is necessary, Criterion B research may be pursued at that time (National Park Service, 1997: 15).

Map ID #3B, an intact ca. 1850 barn. It was covered with a metal roof in ca. 1920 and there is a side addition. While the alterations detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. The barn predates the associated 1898 house that is technically on a separate parcel and outside of the APE. Map ID #3B is a recommended as **eligible** under Criterion C. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

- **Ineligible Properties/Districts**

<u>Residential Properties</u>

Five of the properties identified by the survey are non-eligible residential properties. Residential properties are often the most common building type encountered during a survey. Most are single-family houses, but residential resources may also include multi-family dwellings such as duplexes, townhomes, condominiums, and apartment buildings. Style and form vary greatly depending on time, period, and region. Prior to the advent of the railroad, regional differences were far more pronounced, but as transportation and communication methods improved in the late nineteenth and twentieth centuries,

constructed in the rural area. The historic building stock, already limited by historic land use patterns, has declined due to modern development.

The evidence of human use or activity is examined through eleven landscape characteristics: land uses and activities, patterns of spatial organization, response to the natural environment, cultural traditions, circulation networks, boundary demarcations, vegetation related to land use, buildings, structures, and objects, clusters, archeological sites, and small-scale elements. Historically, the land use and activities were farming and ranching, which remains evident in the surveyed parcels. The historic-parcels within the APE range from 0.4 to 1.5 miles apart. Many of the large agricultural parcels have been subdivided into smaller residential parcels located within modern subdivisions. Spatially, settlement and farms/ranches were organized near the Jones Creek and the Brazos River, which also reflects the response to the natural environment. The cultural traditions have shifted from a rural ranching area to a commuter culture. Due to improved circulation networks, the lengthening of FM 723 and the introduction of new roads and neighborhoods, commuting to Houston is common among Rosenberg residents. The boundary demarcations of fencing, creeks, and roadways and the vegetation has remained intact since the historic period. However, the majority of buildings, structures and objects are not historic age. Clusters have historically been concentrated around FM 723 and the City of Rosenberg. Subdivisions off of FM 723 introduce new clusters. The only small scale element surveyed was Map I.D. #9D, the foot bridge associated with the *Craftsman* bungalow (Map ID #9A) at 3511 FM 723. Lastly, archeological sites are covered in the archeological survey report of the project area.

All in all, the project area no longer retains the necessary character-defining features for a rural historic landscape, and project historians found no evidence for an intact rural historic landscape within the project APE.

- **Recommendations for Further Study**

A Section 4(f) evalutation is recommended for Map ID #3, the Briscoe Family Homeplace.

Determination of Section 106 Effects Recommendations

- **Direct Effects**

Map ID #3, located at 5831 FM 723, is recommended as eligible for NRHP listing under Criterion C for Architecture and Criterion A for Agriculture and Early Settlement. Direct effects include the taking of ROW and the removal of the fence. The proposed project would require approximately 1.56 acres of new ROW from the parcel, which is approximately 7 percent of the recommended NRHP boundary. The proposed ROW is an approximate 60-foot strip of land on the eastern boundary of the parcel. The closest historic-age resource, the cemetery (Map ID #3K) is approximately 400 feet from the proposed ROW. A modern

ca 2011 outbuilding is approximately 375 feet from the proposed ROW, and a non-historic-age orchard lies approximately 240 feet from the proposed ROW. The proposed take of land from the parcel and increased proximity of the proposed ROW to the resources would not significantly impact the character-defining features, nor significantly impact the overall integrity due to a buffer of uncultivated tree growth. The proposed improvements would not directly impact the resources themselves, leading to no change in integrity of location, design, materials, workmanship, or association. The setting and feeling would be not altered by the closer ROW and would not impact the property's ability to convey its significance under Criteria A or C. Photographs of the ROW are included in **Appendix C, Figure 6**. The current fence would have to be removed because it is located in the clear zone for the proposed project. The fence is modern and as a wooden fence requires regular maintenance and replacement of materials. It is not a contributing resource to the Criteria A or C significance. A photograph of the fence is included in **Appendix C, Figure 7**. Its removal would not be considered an adverse effect on the historic property. Roadside vegetation would be removed. The vegetation is not a design or ornamental landscape feature of Map ID #3 but rather uncultivated tree growth. It is not considered a historic resource for the purposes of an HRSR. Since the proposed project would not impact Map ID #3's integrity or ability to convey its historic significance the proposed undertaking would have **No Adverse Effect** on the historic property.

- **Indirect, Cumulative or Reasonable Foreseeable Effects**

Indirect Effects

A noise analysis has not been completed for the proposed project, but with no elevation change it is not anticipated that noise levels would change. The proposed project would not introduce new visual intrusions to the setting not already presented by the existing alignment of FM 723.

Cumulative Effects

The project area has witnessed significant suburban growth either adjacent to FM 723 or off intersecting roads over the past decade. While the current design of the proposed undertaking would have no adverse effect on historic properties, further development may erode existing historic-age building stock.

Foreseeable Effects

There are no other foreseeable effects to Map ID #3 anticipated.

U.S. DOT Section 4(f) Applicability Statement

Because the proposed undertaking would require ROW from the boundaries of an NRHP-eligible property and constitute a use of a historic property, a Section 4(f) analysis would be required. However, the proposed take is 7 percent of the parcel acreage and would not result in an adverse effect to the historic property; a *de minimis* argument is thus recommended. The proposed NRHP boundaries include two parcels at 5831 FM 723 and the Briscoe Family Cemetery.

A. Property Name: Briscoe Family Homeplace (5831 FM 723)

B. Inventory/Survey ID Number: #3

C. Size in Acres of the Property Parcel or the Historic District: approximately 22.2 acres

D. Size in Acres of the Proposed new ROW and or temporary/permanent easement(s): approximately 1.56 acres

E. Percentage of Total impact by the Proposed Use: 7%

Additionally, there is a parcel adjacent to the cemetery (Map ID #3K) owned by the Briscoe Family Cemetery Association that is undeveloped with no structures, objects or buildings. It is in the APE and approximately 1.22 acres. The proposed ROW from this parcel is 0.12 acres, which is approximately 10%. If this is included with the other calculations, the total acreage is 23.42 acres of the property parcels and 1.68 acres of propose new ROW. The percentage of total impact would remain at 7%.A map of the parcels with acreage may be found in **Appendix C, Figure 8**.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3A
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650525°, -95.815356°
▪ **Function/Sub-function:**	Agriculture/ single dwelling
▪ **Form/Type**	Hipped roof, rectangular plan
▪ **Architectural Style:**	Queen Anne influences
▪ **Construction Date:**	1898
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). The first two houses on the parcel are no longer present. Map ID #3A was constructed in 1898 by William Montgomery Briscoe. Integrity issues include a rear addition, replacement siding, some window replacement, some window additions, shutter removal, added lattice, and added dormers. The alterations detract from the integrity of design and materials, but the integrity of workmanship, association, feeling, location and setting are intact. Farming and ranching remained the primary livelihood for the family through up until the 1970s. According to a compiled family history, some of the land was still farmed at that time. Map ID #3A is recommended as eligible under Criterion A for agriculture and early settlement with a period of significance of 1850-1975.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3A
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650525°, -95.815356°
▪ **Function/Sub-function:**	Agriculture/ single dwelling
▪ **Form/Type**	Hipped roof, rectangular plan
▪ **Architectural Style:**	Queen Anne influences
▪ **Construction Date:**	1898
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). The first two houses on the parcel are no longer present. Map ID #3A was constructed in 1898 by William Montgomery Briscoe. Integrity issues include a rear addition, replacement siding, some window replacement, some window additions, shutter removal, added lattice, and added dormers. The alterations detract from the integrity of design and materials, but the integrity of workmanship, association, feeling, location and setting are intact. Farming and ranching remained the primary livelihood for the family through up until the 1970s. According to a compiled family history, some of the land was still farmed at that time. Map ID #3A is recommended as eligible under Criterion A for agriculture and early settlement with a period of significance of 1850-1975.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3A
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650525°, -95.815356°
▪ **Function/Sub-function:**	Agriculture/ single dwelling
▪ **Form/Type**	Hipped roof, rectangular plan
▪ **Architectural Style:**	Queen Anne influences
▪ **Construction Date:**	1898
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). The first two houses on the parcel are no longer present. Map ID #3A was constructed in 1898 by William Montgomery Briscoe. Integrity issues include a rear addition, replacement siding, some window replacement, some window additions, shutter removal, added lattice, and added dormers. The alterations detract from the integrity of design and materials, but the integrity of workmanship, association, feeling, location and setting are intact. Farming and ranching remained the primary livelihood for the family through up until the 1970s. According to a compiled family history, some of the land was still farmed at that time. Map ID #3A is recommended as eligible under Criterion A for agriculture and early settlement with a period of significance of 1850-1975.

Camera facing southwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3A
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650525°, -95.815356°
▪ **Function/Sub-function:**	Agriculture/ single dwelling
▪ **Form/Type**	Hipped roof, rectangular plan
▪ **Architectural Style:**	Queen Anne influences
▪ **Construction Date:**	1898
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). The first two houses on the parcel are no longer present. Map ID #3A was constructed in 1898 by William Montgomery Briscoe. Integrity issues include a rear addition, replacement siding, some window replacement, some window additions, shutter removal, added lattice, and added dormers. The alterations detract from the integrity of design and materials, but the integrity of workmanship, association, feeling, location and setting are intact. Farming and ranching remained the primary livelihood for the family through up until the 1970s. According to a compiled family history, some of the land was still farmed at that time. Map ID #3A is recommended as eligible under Criterion A for agriculture and early settlement with a period of significance of 1850-1975.

Camera facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3A
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650525°, -95.815356°
▪ **Function/Sub-function:**	Agriculture/ single dwelling
▪ **Form/Type**	Hipped roof, rectangular plan
▪ **Architectural Style:**	Queen Anne influences
▪ **Construction Date:**	1898
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3A is a farmhouse known as the Briscoe Family Homeplace. The parcel is part of the Andrus land grant, which was purchased by the Briscoe family in 1835. The original 5,000 acres extended from the Brazos River to Westheimer Road (FM 1093). The first two houses on the parcel are no longer present. Map ID #3A was constructed in 1898 by William Montgomery Briscoe. Integrity issues include a rear addition, replacement siding, some window replacement, some window additions, shutter removal, added lattice, and added dormers. The alterations detract from the integrity of design and materials, but the integrity of workmanship, association, feeling, location and setting are intact. Farming and ranching remained the primary livelihood for the family through up until the 1970s. According to a compiled family history, some of the land was still farmed at that time. Map ID #3A is recommended as eligible under Criterion A for agriculture and early settlement with a period of significance of 1850-1975.

Camera facing southeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing southwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing southwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3B
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ storage
▪ **Form/Type**	Log barn with hipped metal roof, rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3B is a ca. 1850 log barn/ former corn crib that has been covered with a metal roof in ca. 1920, and there is a side addition. It has undergone sympathetic restoration. While the alterations slightly detract from the integrity of design and materials, the integrity of workmanship, association, feeling, location and setting are intact. The interior structure of the barn reveals the log construction. Map ID #3B barn predates an associated 1898 house(Map ID #3A) that is technically on a separate parcel and outside of the APE. Map ID #3B is a contributing resource to the eligible Briscoe family farm with a period of significance of 1850-1975 under Criterion A for agriculture and early settlement and under Criterion C for architecture with a period of significance of 1850. It is an example and remnant of the mid-nineteenth century agriculture in Fort Bend County.

Camera facing southwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3C
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650479°, -95.814941°
▪ **Function/Sub-function:**	Agriculture/ cistern
▪ **Form/Type**	Brick cistern/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1875
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3C is a brick cistern. Integrity issues include some missing bricks. It is no longer in use and surrounded by vegetation. It is located to the east of the farmhouse. According to a 1972 article in a compiled family history, this cistern was built along with the second house on parcel in ca. 1875. Map ID #3C is a contributing resource to the eligible Briscoe family farm.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3C
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650479°, -95.814941°
▪ **Function/Sub-function:**	Agriculture/ cistern
▪ **Form/Type**	Brick cistern/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1875
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3C is a brick cistern. Integrity issues include some missing bricks. It is no longer in use and surrounded by vegetation. It is located to the east of the farmhouse. According to a 1972 article in a compiled family history, this cistern was built along with the second house on parcel in ca. 1875. Map ID #3C is a contributing resource to the eligible Briscoe family farm.

Camera facing west.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3D
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650461°, -95.814939°
▪ **Function/Sub-function:**	Agriculture/ well
▪ **Form/Type**	Concrete well/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1930
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3D is a cylindrical concrete well that has been sealed. The crank pump is still present but surrounded by ivy. It is no longer in use and surrounded by vegetation. It is located to the east of the farmhouse. Map ID #3D is a contributing resource to the eligible Briscoe family farm.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3D
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650461°, -95.814939°
▪ **Function/Sub-function:**	Agriculture/ well
▪ **Form/Type**	Concrete well/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1930
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3D is a cylindrical concrete well that has been sealed. The crank pump is still present but surrounded by ivy. It is no longer in use and surrounded by vegetation. It is located to the east of the farmhouse. Map ID #3D is a contributing resource to the eligible Briscoe family farm.

Camera facing southeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3E
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650577°, -95.814961°
▪ **Function/Sub-function:**	Agriculture/ well
▪ **Form/Type**	Concrete well/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1930
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3E is a cylindrical concrete well. It is no longer in use. It is located to the east of the farmhouse. Map ID #3E is a contributing resource to the eligible Briscoe family farm.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3E
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650577°, -95.814961°
▪ **Function/Sub-function:**	Agriculture/ well
▪ **Form/Type**	Concrete well/ cylindrical plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1930
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3E is a cylindrical concrete well. It is no longer in use. It is located to the east of the farmhouse. Map ID #3E is a contributing resource to the eligible Briscoe family farm.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017 (Unable to locate in 2017 without owner escort, photo from July 9, 2015)
▪ **Resource No:**	3F
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650876°, -95.814320°
▪ **Function/Sub-function:**	Agriculture/ animal facility
▪ **Form/Type**	Gabled-roof goat shed/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1910
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3F is a former goat shed with a corrugated metal roof. By 2015, it had collapsed and was surrounded by vegetation. Only one photo angle was possible. It is located to the east of the farmhouse.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3G
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.651080°, -95.815373°
▪ **Function/Sub-function:**	Agriculture/ smokehouse
▪ **Form/Type**	Side-gabled roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1910
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3G is a wooden shingle building that was originally used as a smokehouse. Integrity issues include missing doors and windows and missing siding from one facade. Map ID #3G sits to the rear of Map ID #3A. Map ID #3G is a contributing resource to the eligible Briscoe family farm.

Camera facing west.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3G
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.651080°, -95.815373°
▪ **Function/Sub-function:**	Agriculture/ smokehouse
▪ **Form/Type**	Side-gabled roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1910
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3G is a wooden shingle building that was originally used as a smokehouse. Integrity issues include missing doors and windows and missing siding from one facade. Map ID #3G sits to the rear of Map ID #3A. Map ID #3G is a contributing resource to the eligible Briscoe family farm.

Camera facing southwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3H
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650819°, -95.815432°
▪ **Function/Sub-function:**	Agriculture/ workshop
▪ **Form/Type**	Hipped roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1975
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3H is a workshop located to the rear of Map ID #3A. It has wooden siding, a sliding wooden door and a hipped roof. It is missing siding from the rear facade, and a rear addition is under construction. It does not appear on the 1970 aerial. It is on a parcel that is not in the APE.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3H
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650819°, -95.815432°
▪ **Function/Sub-function:**	Agriculture/ workshop
▪ **Form/Type**	Hipped roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1975
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3H is a workshop located to the rear of Map ID #3A. It has wooden siding, a sliding wooden door and a hipped roof. It is missing siding from the rear facade, and a rear addition is under construction. It does not appear on the 1970 aerial. Its parcel is technically outside of the APE.

Camera facing northeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3I
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650860°, -95.815536°
▪ **Function/Sub-function:**	Agriculture/ shed
▪ **Form/Type**	Shed roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1975
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3I is a farm implement shed located to the rear of Map ID #3A. It has corrugated metal siding and a shed roof. It is greatly deteriorated and falling down. It does not appear on the 1970 aerial. It is on a parcel that is not in the APE.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3I
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650860°, -95.815536°
▪ **Function/Sub-function:**	Agriculture/ shed
▪ **Form/Type**	Shed roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1975
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3I is a farm implement shed located to the rear of Map ID #3A. It has corrugated metal siding and a shed roof. It is greatly deteriorated and falling down. It does not appear on the 1970 aerial. It is on a parcel that is not in the APE.

Camera facing north.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3J
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650807°, -95.815549°
▪ **Function/Sub-function:**	Agriculture/ shed
▪ **Form/Type**	Front-gabled roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1950
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3J is a shed located to the rear of Map ID #3A. It has corrugated metal siding and a gabled roof. It is on a parcel that is not in the APE.

Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

Camera facing southeast.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3J
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650807°, -95.815549°
▪ **Function/Sub-function:**	Agriculture/ shed
▪ **Form/Type**	Front-gabled roof/ rectangular plan
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1950
▪ **NRHP Eligibility:**	Non-contributing
▪ **Integrity/Comments:**	Map ID #3J is a shed located to the rear of Map ID #3A. It has corrugated metal siding and a gabled roof. It is on a parcel that is not in the APE.

Camera facing west.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

Camera facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

Camera facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

Camera facing south.

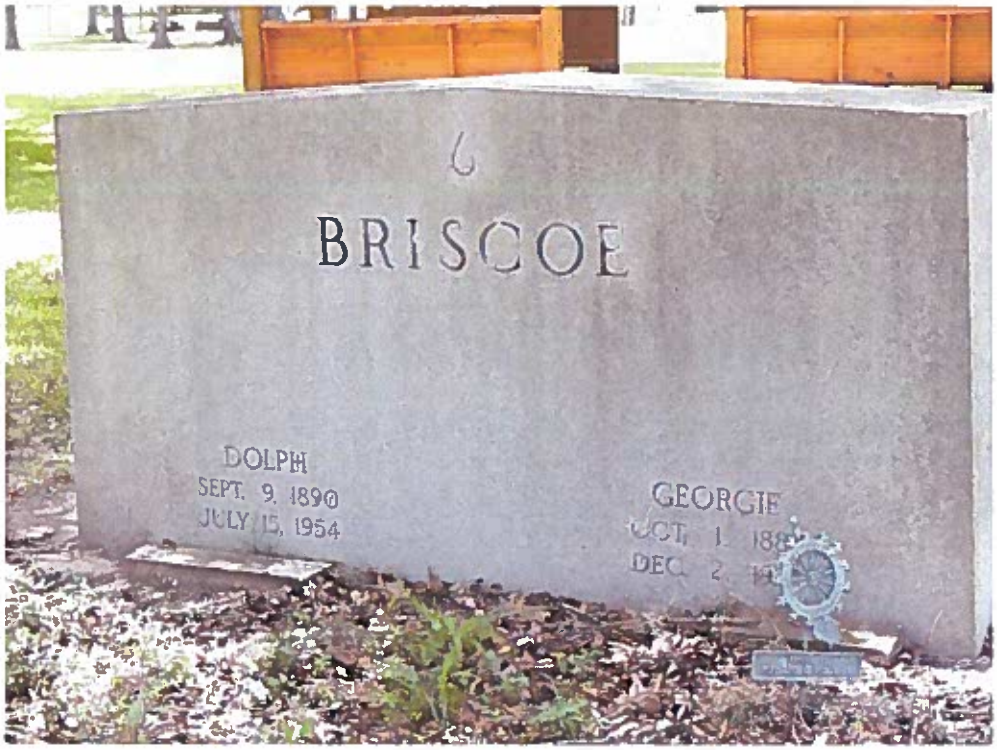
▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

Camera facing west.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.

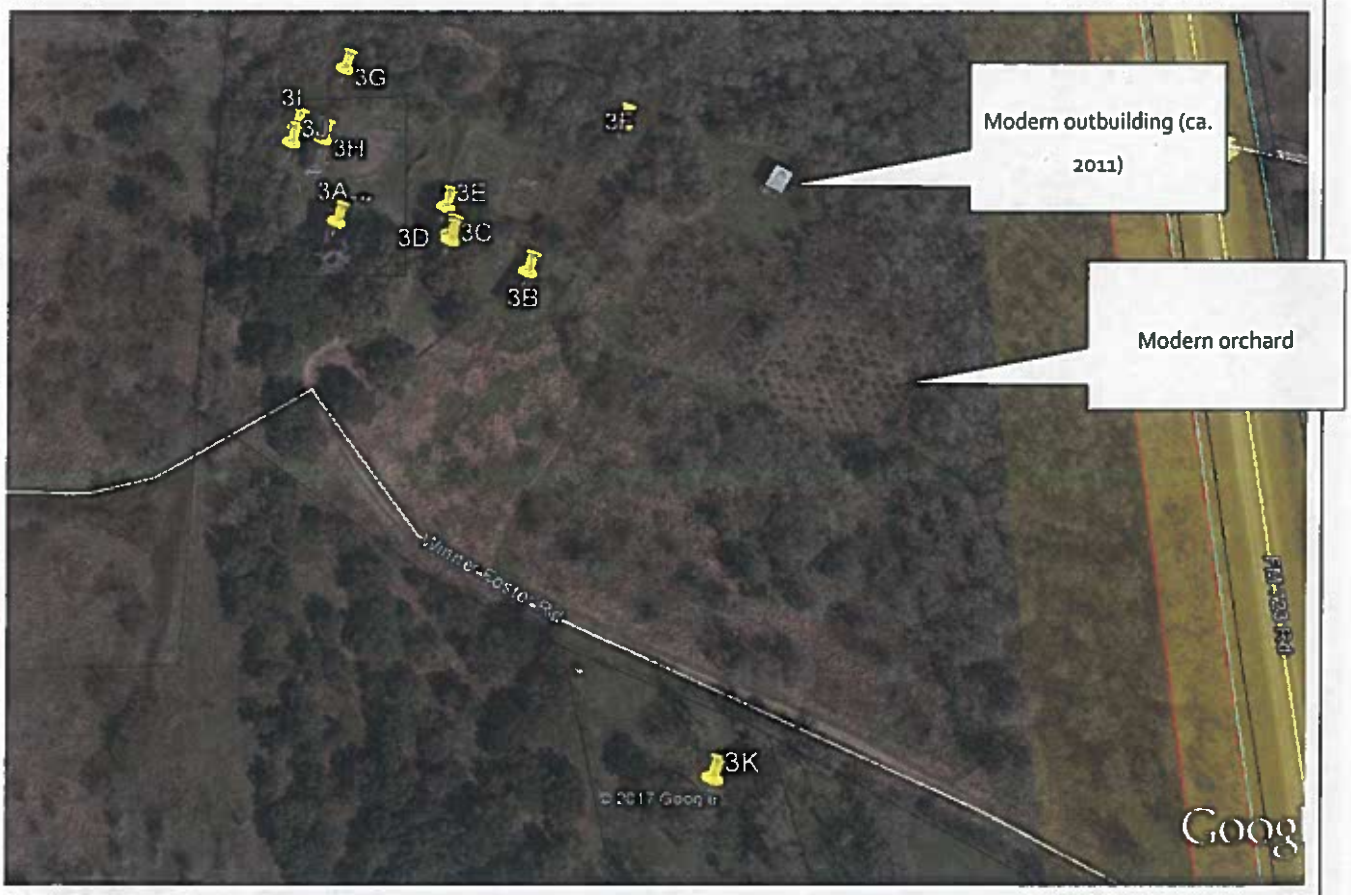
Camera facing northwest.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3K
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	Located between 5831 and 5819 FM 723. Lat/Long: 29.648811°, -95.814003°
▪ **Function/Sub-function:**	Funerary/ cemetery
▪ **Form/Type**	Cemetery
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1881
▪ **NRHP Eligibility:**	Eligible, A
▪ **Integrity/Comments:**	Map ID #3K is the Briscoe Family Cemetery. Its parcel is technically outside of the APE, but it is included as a contributing resource to Map ID #3A. The oldest burial is from 1881. In 1958 the Briscoe family purchased their 1660 family seal from the United Kingdom and placed it at the center of the cemetery under a gazebo. The cemetery association also owns the adjacent parcel within the APE, but there does not appear to be any structures, objects, funerary art or marked burials in that parcel. Two family members brought up the possibility of unmarked graves in the ROW during the public meeting. Archeologists performed shovel tests in the cemetery association's parcel within the APE and found no indication of burials. Since the cemetery is a contributing element to a larger district (the Briscoe Family Homeplace) and not the focal point of the district, it does not need to meet Criteria Consideration D for Cemeteries.



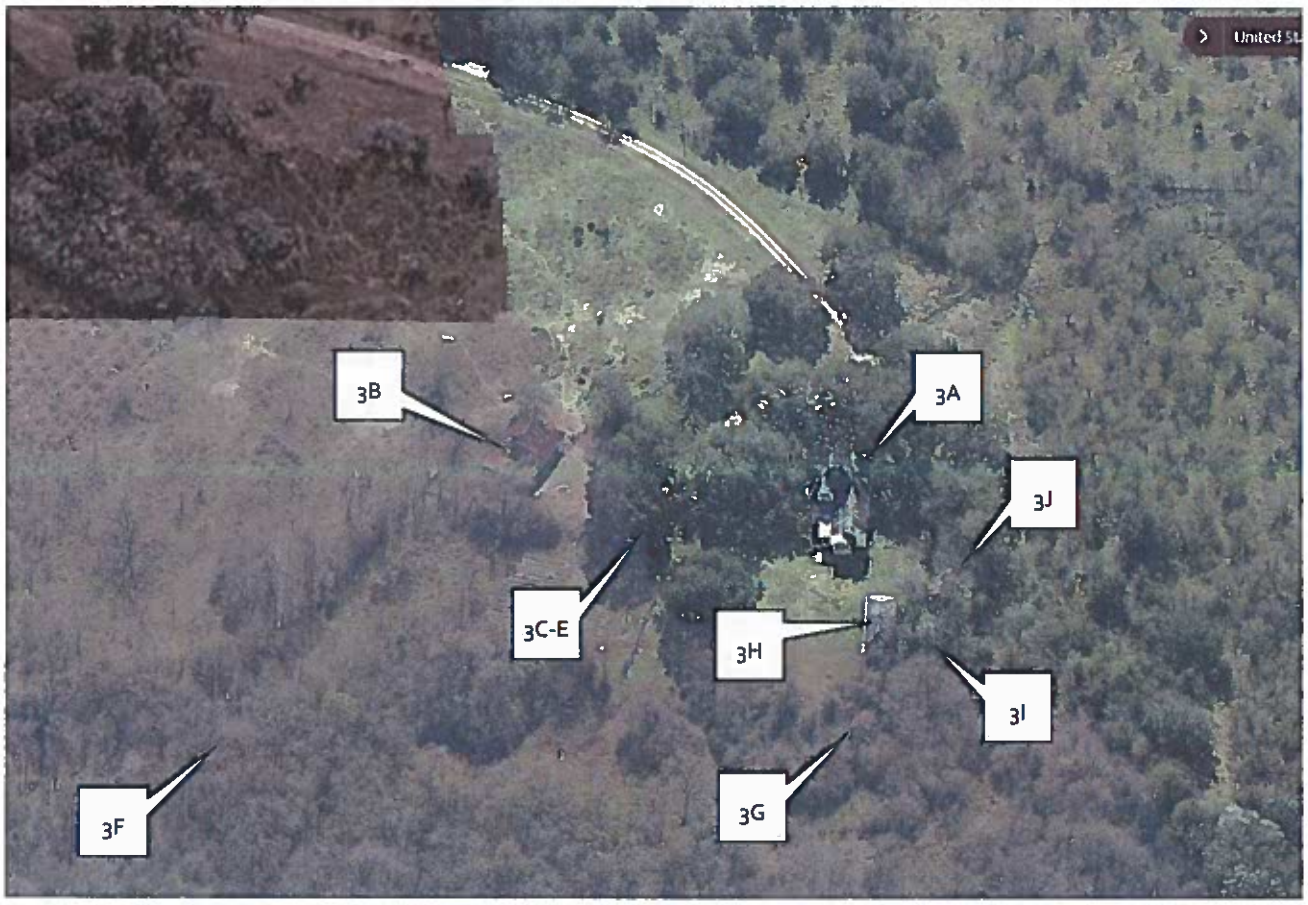
Camera facing west.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ single residence and agricultural outbuildings
▪ **Form/Type**	Multiple
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3 consists of the 1898 Briscoe family home and associated outbuildings. The Briscoe Family Cemetery is adjacent to the property driveway but outside of the APE.



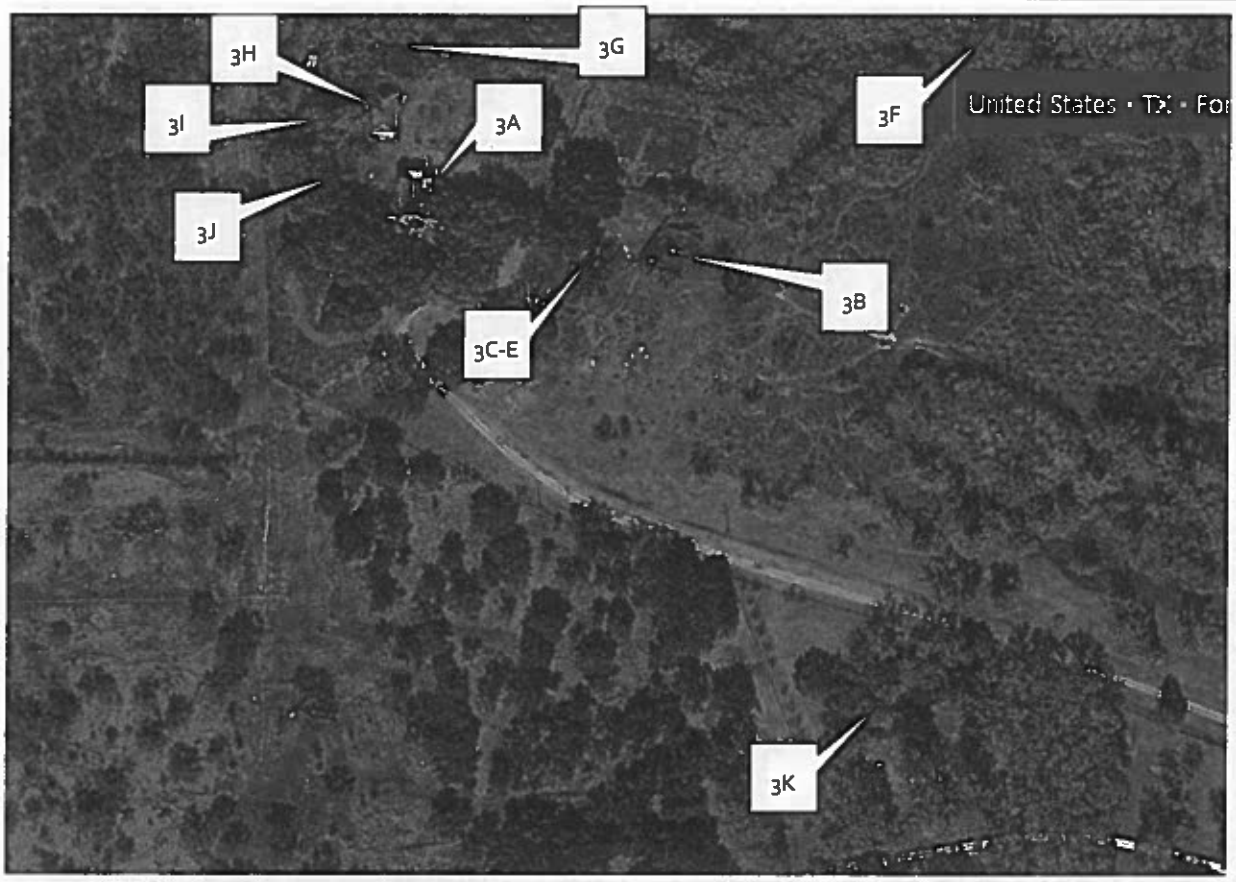
Google Earth, February 2017, facing north.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ single residence and agricultural outbuildings and Funerary/ cemetery
▪ **Form/Type**	Multiple
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3 consists of some of the outbuildings associated with the 1898 Briscoe family home. The Briscoe Family Cemetery is adjacent to the property driveway but outside of the APE.



Bing Aerial, ca. 2009, facing south.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ single residence and agricultural outbuildings and Funerary/ cemetery
▪ **Form/Type**	Multiple
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3 consists of some of the outbuildings associated with the 1898 Briscoe family home. The Briscoe Family Cemetery is adjacent to the property driveway but outside of the APE.



Bing Aerial, ca. 2009, facing north.

▪ **Survey Date:**	08/22/2017
▪ **Resource No:**	3
▪ **Project Location:**	Fort Bend County
▪ **Project Name and CSJ:**	FM 723: From Avenue D in Rosenberg to FM 1093 CSJ: 0188-09-040, 0188-09-042
▪ **Address:**	5831 FM 723. Lat/Long: 29.650353°, -95.814656°
▪ **Function/Sub-function:**	Agriculture/ single residence and agricultural outbuildings and Funerary/ cemetery
▪ **Form/Type**	Multiple
▪ **Architectural Style:**	No Style
▪ **Construction Date:**	ca. 1850
▪ **NRHP Eligibility:**	Eligible, A and C
▪ **Integrity/Comments:**	Map ID #3 consists of some of the outbuildings associated with the 1898 Briscoe family home. The Briscoe Family Cemetery is adjacent to the property driveway but outside of the APE.

1970 Aerial, (historicaerial.com), facing north.

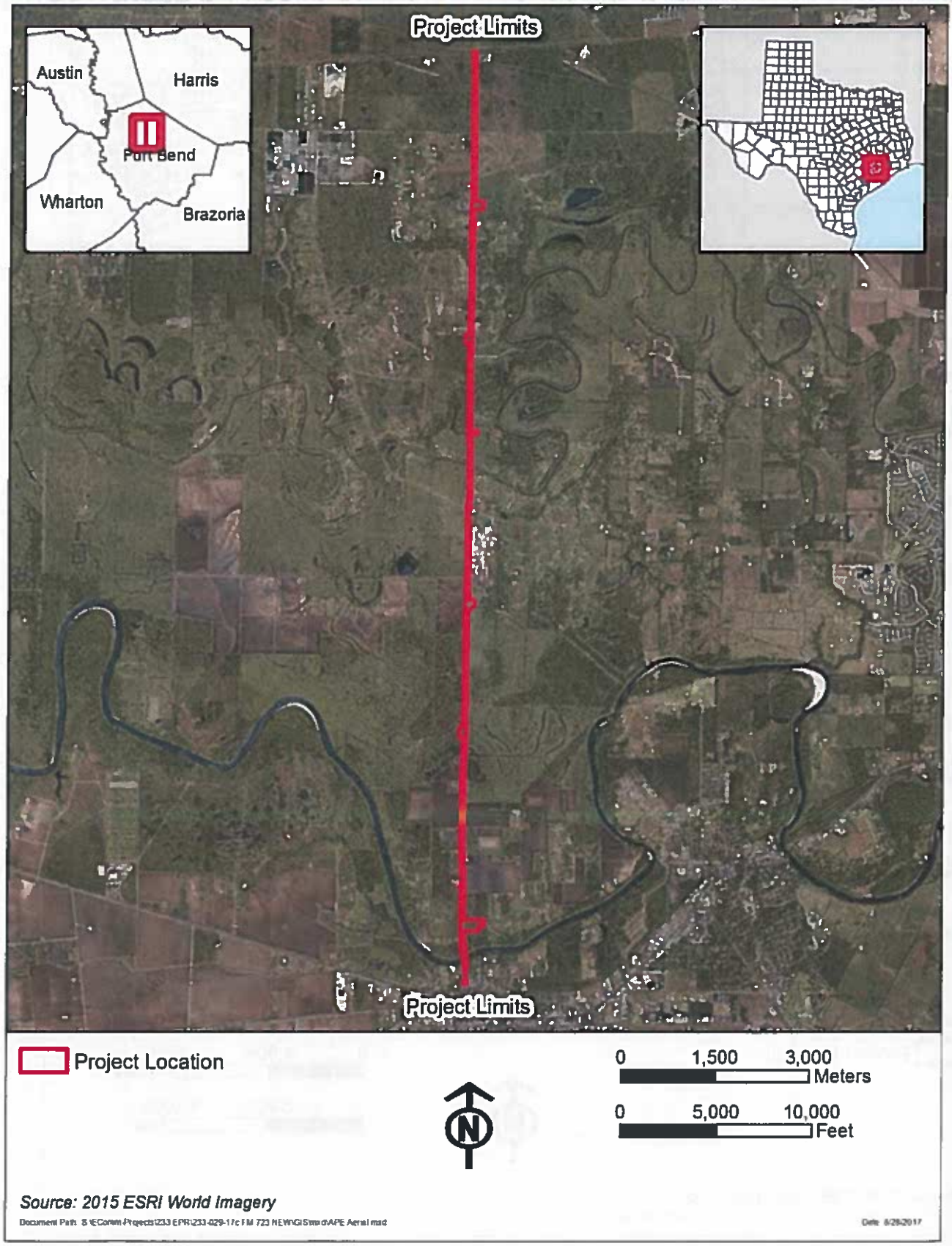


Figure 1.1. Project Location Map.

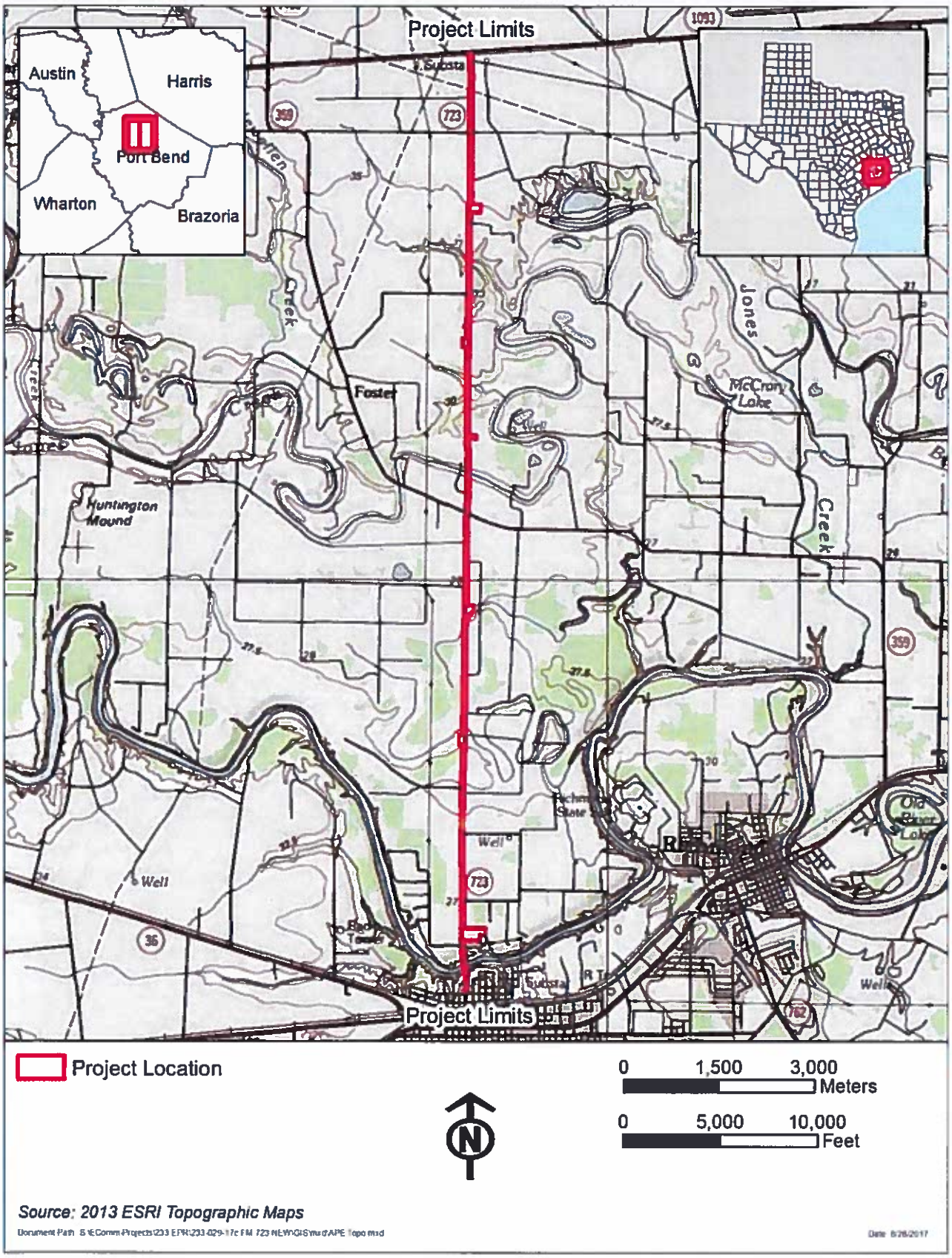
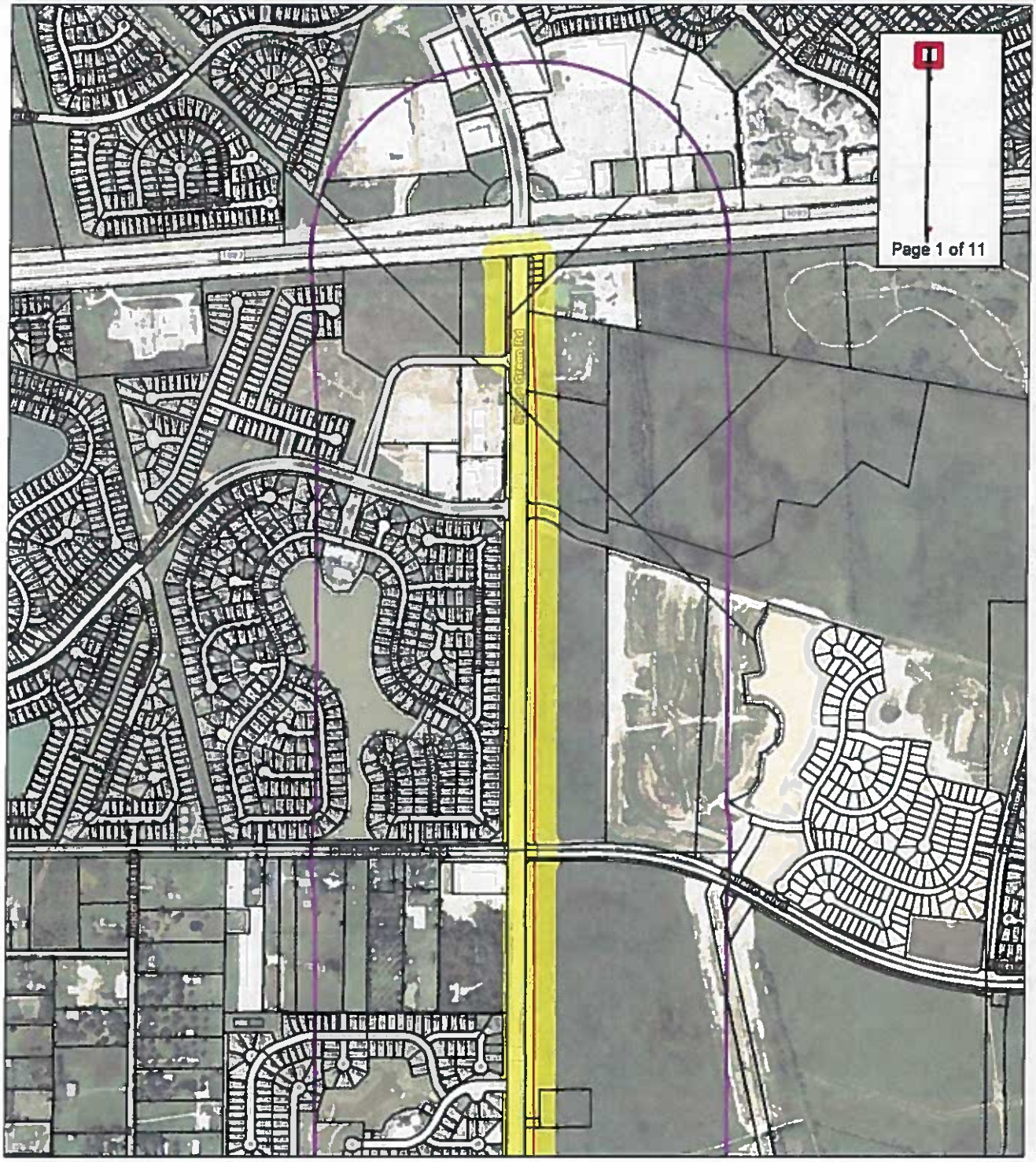


Figure 1.2. Project Location Map.



Parcel
Existing ROW
Proposed ROW
APE
Study Area

N

0 250 500 Meters
0 1,000 2,000 Feet

Source: 2015 ESRI World Imagery

Figure 2.1. Historic-Age Resource Map

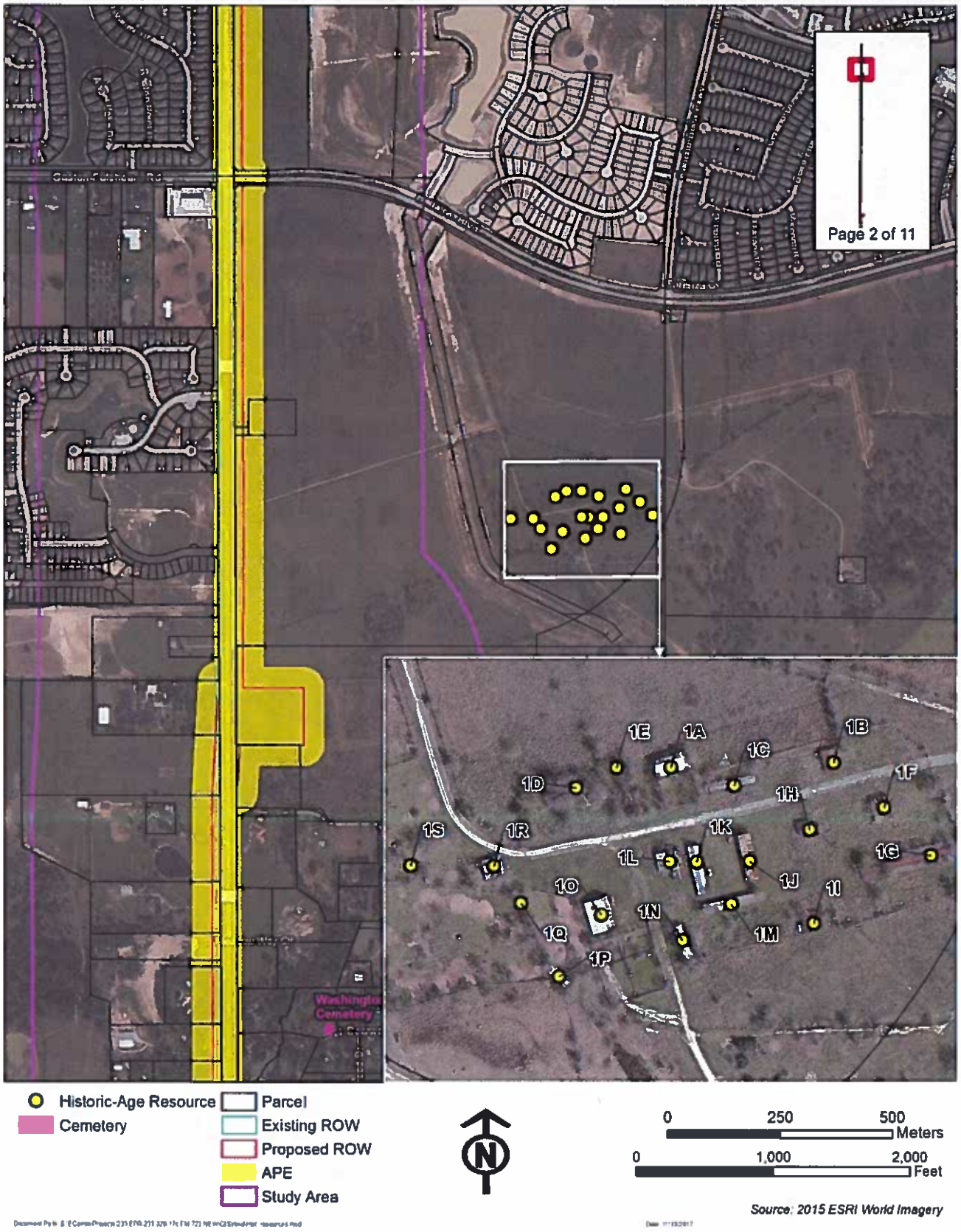


Figure 2.2. Historic-Age Resource Map

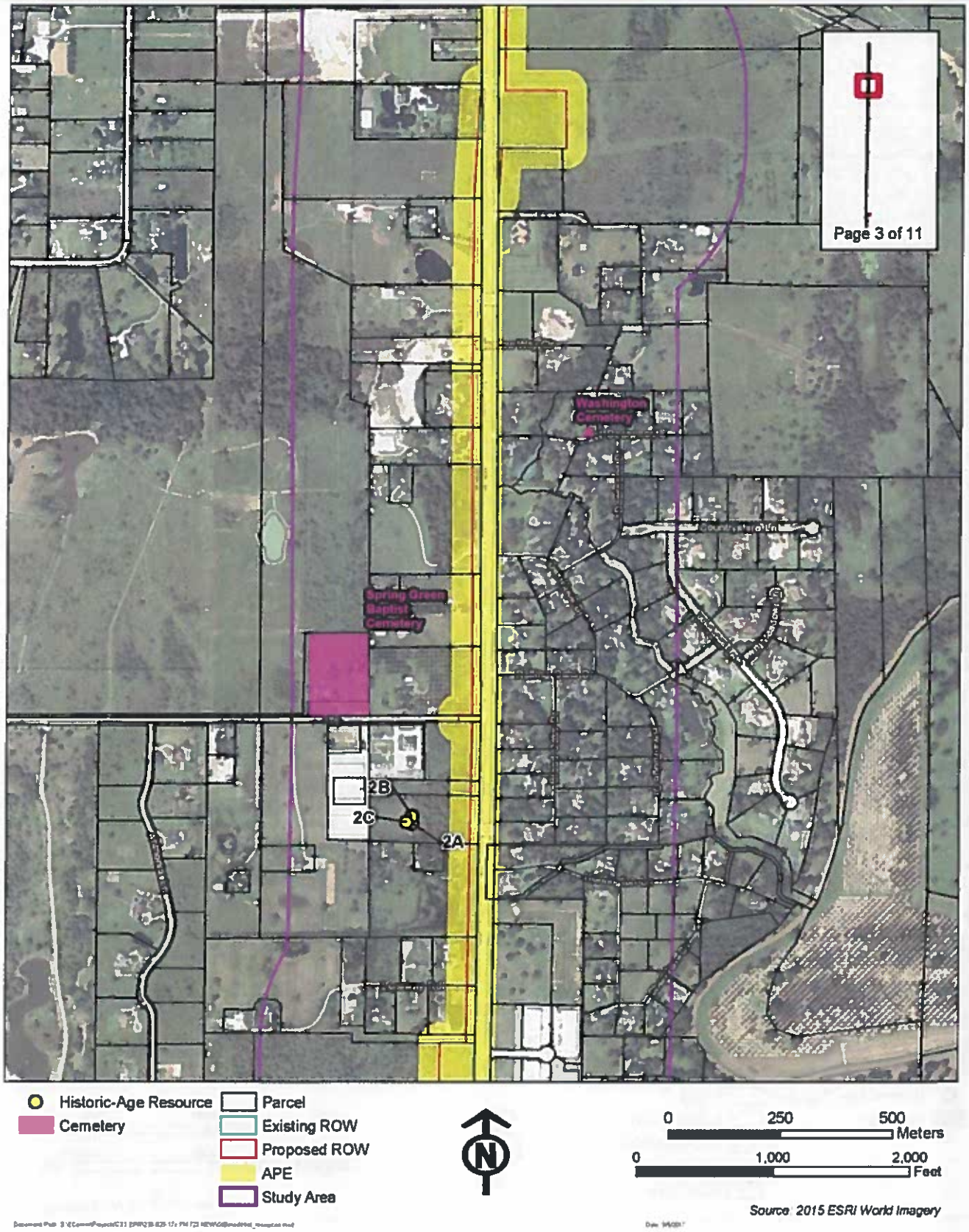


Figure 2.3. Historic-Age Resource Map

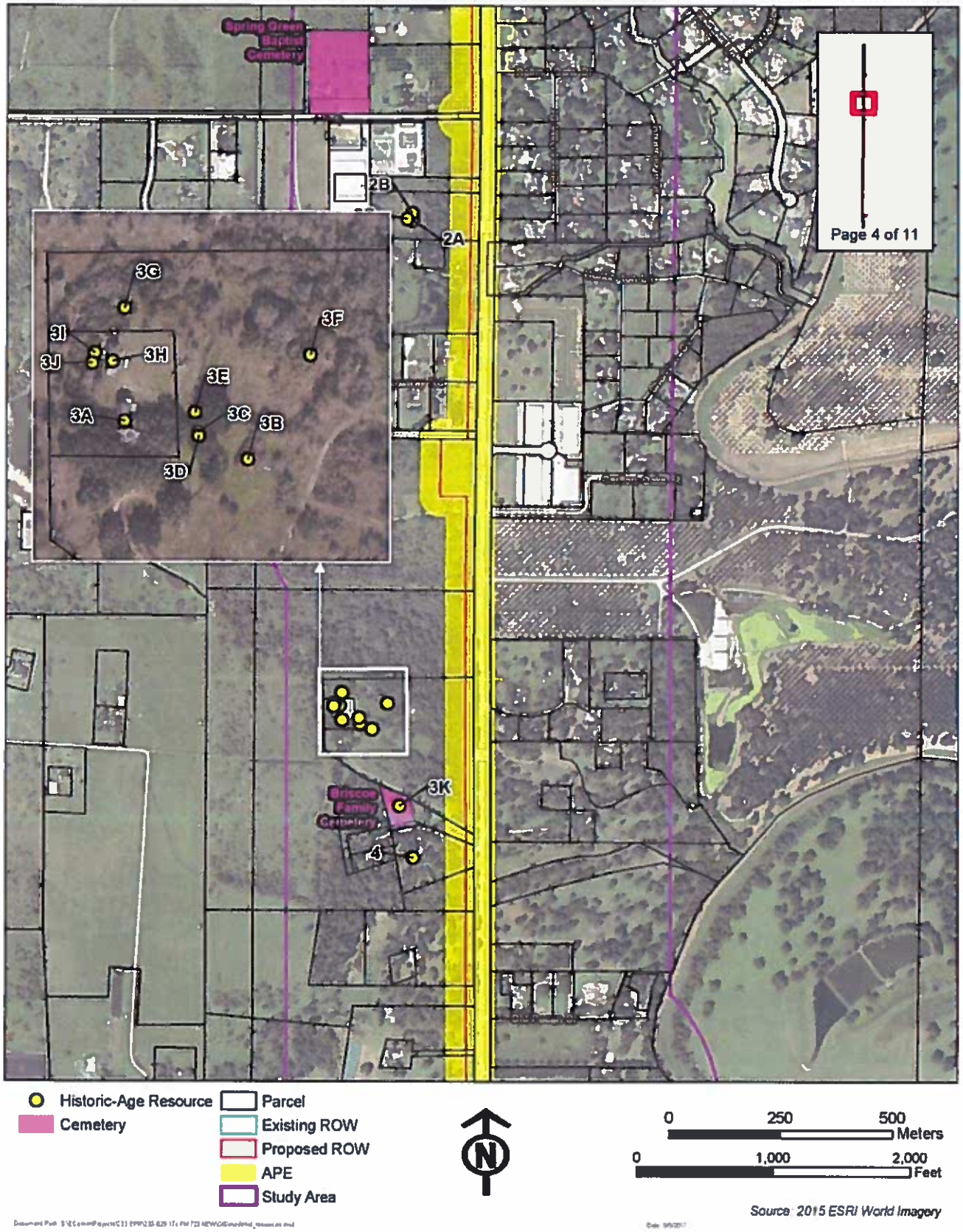


Figure 2.4. Historic-Age Resource Map

Figure 4.1. 1898 photo of Map ID #3A with William Briscoe Family. Photo courtesy of Frank Briscoe, emailed to Erin Mace on July 6, 2015.

Figure 4.2. 2017 photo of Map ID #3A.

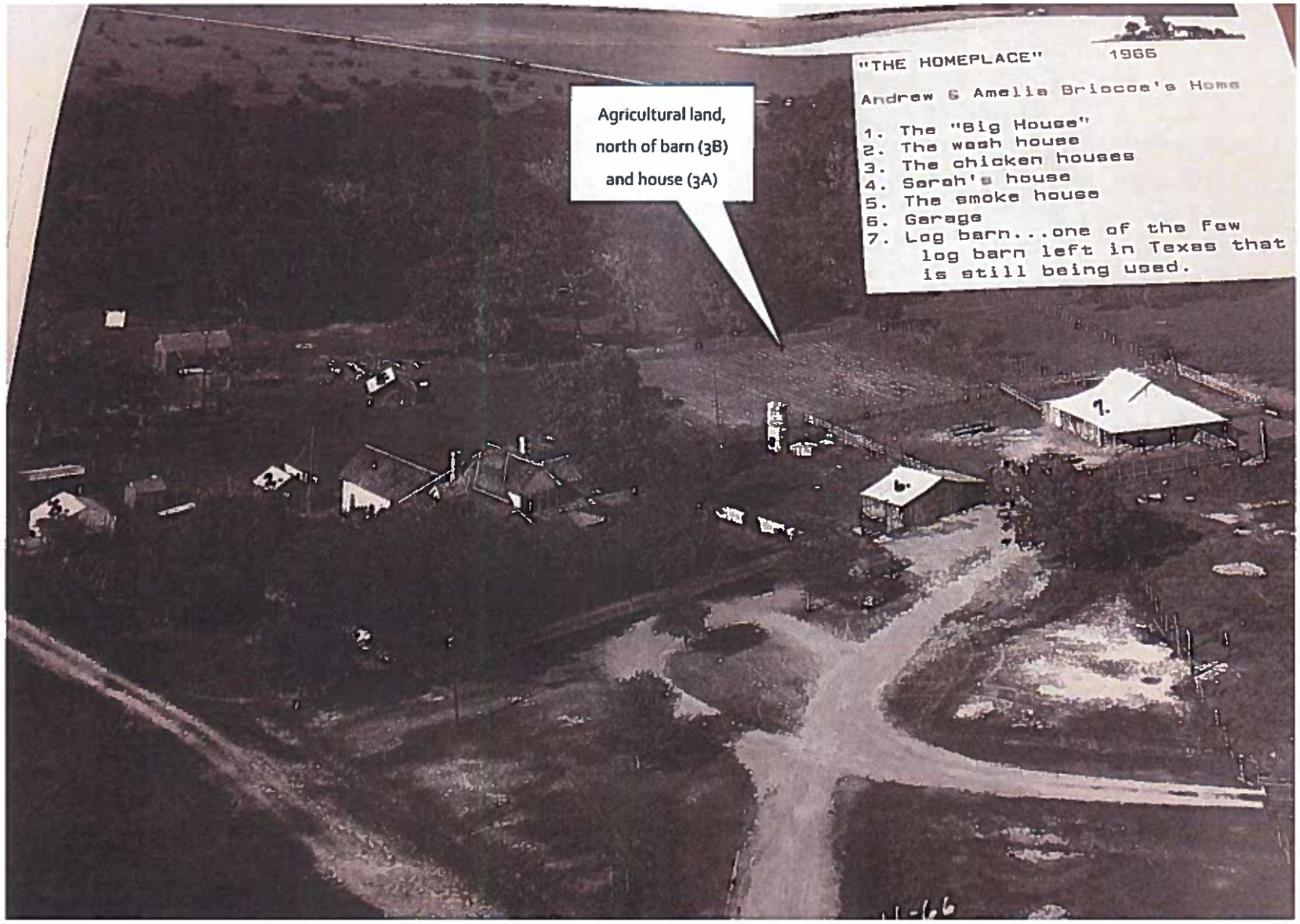


Figure 5. 1966 Aerial photograph (Source:

Figure 6.1. View of ROW north of driveway at Map ID #3, facing south.

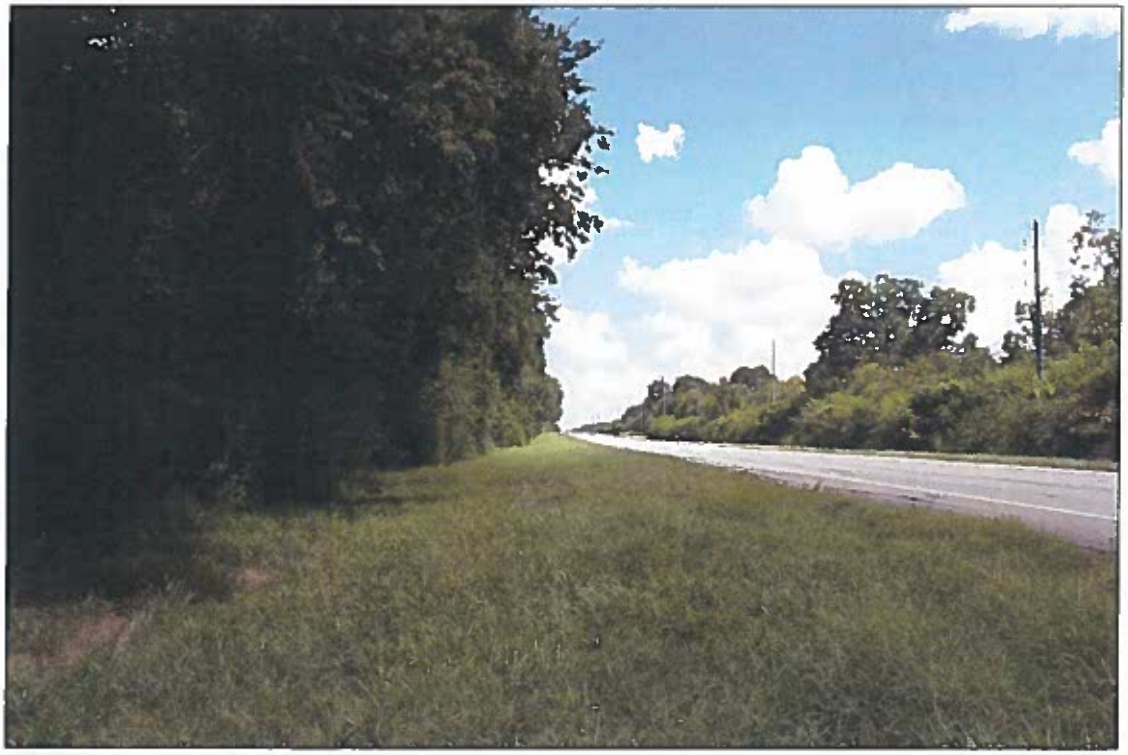


Figure 6.2. View of ROW at Map ID #3 from driveway, facing north.

Figure 7. View of fence at Map ID #3.

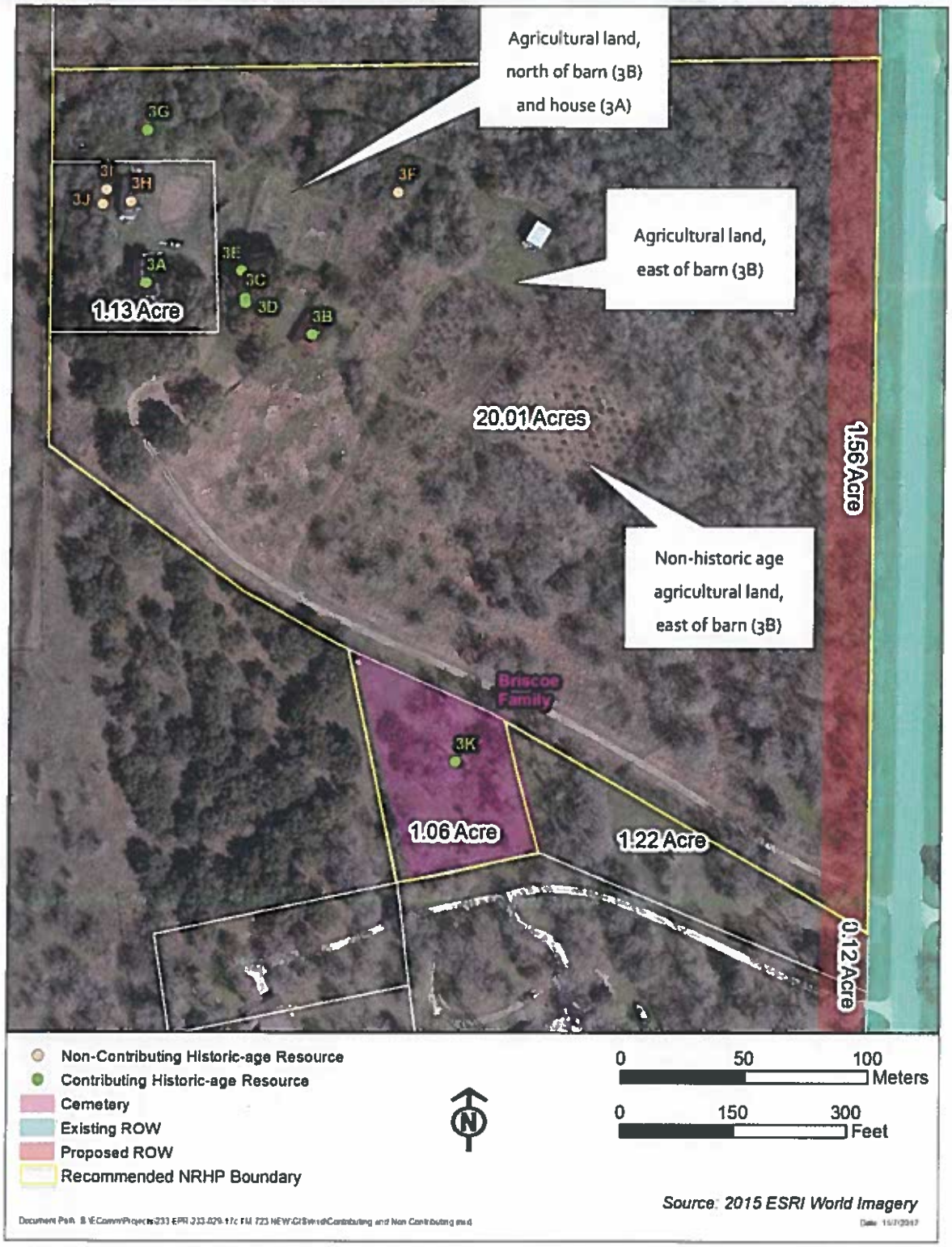


Figure 8. Map and acreage of Briscoe Family Homeplace parcels.