



11/6/2025

# State Highway (SH) 105 Sour Lake

From 0.1 miles East of SH 326 to Pine Island Bayou  
CSJ: 0339-04-036

## Virtual Public Hearing with In-Person Option

Thursday, November 13, 2025  
Sour Lake Elementary School Cafeteria  
1055 SH 326, Sour Lake, TX 77659  
Available online through Monday, December 15, 2025



**Scan Me**  
or visit  
[www.txdot.gov](http://www.txdot.gov),  
keyword search:  
"SH 105 Sour Lake"

### Script:

Welcome to the Texas Department of Transportation Beaumont District's State Highway 105 Improvements Project Virtual Public Hearing with In-Person Option. The project limits are from 0.1 miles East of SH 326 to Pine Island Bayou, and the Control Section Job number is 0339-04-036.

This virtual public hearing with in-person option is being held on Thursday, November 13th, 2025, at Sour Lake Elementary School Cafeteria, located at 1055 SH 326, Sour Lake, TX 77659. This virtual public hearing will be available online through Monday, December 15th, 2025. The virtual public hearing can be accessed by scanning the QR code, or by going to [txdot.gov](http://txdot.gov) and searching keywords "SH 105 Sour Lake".

During this public hearing, you will learn about the project and have the opportunity to provide comments.

# HELP MAKE TEXAS SAFER FOR EVERYONE

## DRIVE *like a* TEXAN.

Kind. Courteous. Safe.

DriveLikeATexan.com



### Script:

Help make Texas safer for everyone by Driving Like a Texan.

Texans carry themselves with a kind of pride you can spot a mile away. From the way we hold the door for a stranger to the way we say “thank you” with a smile, we treat everyone with respect and patience. It’s time to bring our Texas pride and courtesy on the road and make every mile safer.

Texans who value responsibility and community can set the standard for kindness, courtesy, and safety on the road. Commit to being that driver by embracing these three powerful values that make our state great.

Be kind. Wave someone through at a stop sign. Let a pedestrian cross safely. Show the same patience on the road that you would with family.

Be courteous. Stay focused and mindful. Set your phone aside, avoid rushing, and keep your attention on the road.

Be safe. Buckle up, be cautious, obey speed limits, and never drive under the influence. It’s never just about following the law — it’s about saving lives.

## Language Accommodations

The virtual public hearing with in-person option will be conducted in English, with Spanish-language materials available.

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La audiencia pública virtual con opción en persona se llevará a cabo en inglés, con materiales disponibles en español.

## Adaptaciones de Idioma

### Para un Traductor de Español:

Si habla español y necesita ayuda o un traductor,

**SOLICITE** un miembro del equipo que hable español en la mesa de registro.

**ESCUCHE** los videos en español en la estación de videos.

**VISITE** nuestro sitio web para ver los materiales de la reunión en español. Visite [www.TxDOT.gov](http://www.TxDOT.gov) y busque las palabras clave "SH 105 Sour Lake".

### Script:

The virtual public hearing with in-person option will be conducted in English, with Spanish-language materials available.

## NEPA Assignment to TxDOT

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 July 17, 2025, and executed by FHWA and TxDOT.

## Asignación de NEPA a TxDOT

La revisión medioambiental, consulta, y otras acciones requeridas por las leyes medioambientales federales aplicables para este proyecto están siendo, o han sido, realizadas por TxDOT conforme a la Sección 23 U.S.C. 327 y al Memorando de Entendimiento fechado el 17 de julio de 2025, y ejecutado por FHWA y TxDOT.

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### Script:

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 United States Code 327 and a Memorandum of Understanding dated July 17, 2025, and executed by FHWA and TxDOT.

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## Why Am I Here?

What is the purpose of this virtual public hearing with in-person option?



Learn about the project



Talk to project staff



Provide comments

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### Script:

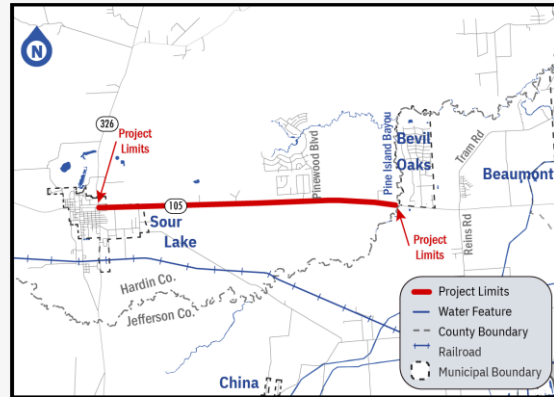
The purpose of this virtual public hearing with a in-person option is to give you the opportunity to learn more about the project, talk to the project staff if you are joining us in person, and provide comments.

The information in this virtual public hearing is the same information being shown at the in-person public hearing.

## Project Limits

- East of Sour Lake, Hardin County, TX
- From 0.1 miles east of SH 326 to Pine Island Bayou
- Approximately 7.3 miles project length

Figure 1 – SH 105 Sour Lake Project Limits.



This map shows the project limits for SH 105 Sour Lake project.

### Script:

The proposed project limit is approximately 7.3 miles long and extends from 0.1 miles east of SH 326 in the City of Sour Like to Pine Island Bayou, in Hardin County, Texas.

## Project Goals

*What are we trying to do?*

- Enhance traffic operations
- Improve safety
- Upgrade drainage



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Script:

The project goals are to:

- Enhance traffic operations
- Improve safety
- Upgrade drainage.

## Proposed Improvements

### *How we are doing it:*

- **Traffic Operations** – Expand existing two-lane undivided highway to a four-lane undivided highway with a two-way center turn lane and isolated raised medians.
- **Safety** – construct new isolated raised center medians and improve multiple intersecting streets and driveways.
- **Drainage** – construct three new detention basins and three new bridges.



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#### Script:

The proposed improvements include enhancing traffic operations by reconstructing and expanding the existing two-lane undivided highway to a four-lane undivided highway, improving safety by constructing new isolated raised center medians and improving multiple intersecting streets and driveways, and upgrading drainage with three new bridges and three new detention basins.

## Environmental Constraints

- 28 total water features
  - 13 streams
  - 12 wetlands
  - 2 open water ponds
  - Numerous roadside drainage ditches
- Approximately 11,081 linear feet of SH 105 in Federal Emergency Management Agency 100-year Floodplain

Figure 2 – SH 105 Sour Lake Environmental Constraints.



This map shows the streams, wetlands, and 100-year FEMA floodplain crossing the SH 105 project area.

### Script:

This map depicts the environmental constraints which include 28 total water features, numerous roadside drainage ditches, and approximately 11,081 linear feet of SH 105 within the Federal Emergency Management Agency 100-year floodplain.

## Existing and Future Traffic Volume

- Traffic growth rates of:
  - 42% (2022-2030)
  - 93% (2022-2050)
  - 117% (2022-2060)
- Existing roadway lacks capacity to carry larger traffic volumes, which increases congestion

Table 1 – SH 105 Sour Lake Future Traffic Projections.

Year	Average Daily Traffic	Percent Increase from 2022
2022	10,350	--
2030	14,700	42%
2050	20,000	93%
2060	22,500	117%

Table shows projected traffic growth from 2022-2060.

**Script:**

The State Highway 105 corridor is projected to experience traffic growth. Traffic volumes on SH 105 are projected to grow by 42% from 2022-2030, by 93% from 2022-2050, and 117% from 2022-2060. The existing roadway is inadequate to carry these traffic volumes.

## Crash Statistics

- From 2019-2023, crash rates ranged from 1.7 - 3.4 times more than the statewide average
- From 2019-2023, average crash rate is more than double statewide average

Table 2 – SH 105 Sour Lake Crash Data.

Year	Total Crashes	Crash Rate (per 100 million vehicle miles traveled)	Statewide Average Crash Rate for Rural State Highways
2019	38	167	88
2020	62	267	79
2021	53	200	89
2022	57	197	86
2023	52	176	--
Average	52	197.2	85.5

Table of SH 105 crash data and statewide average crash rates for rural state highways from 2019-2023.

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Script:

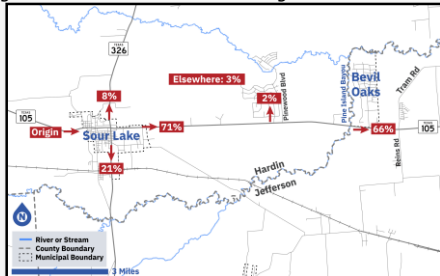
The State Highway 105 corridor averaged 197 crashes per year between 2019 and 2023.

SH 105 currently has experienced a crash rate more than double the statewide average for a similar type of roadway.

## Traffic Patterns

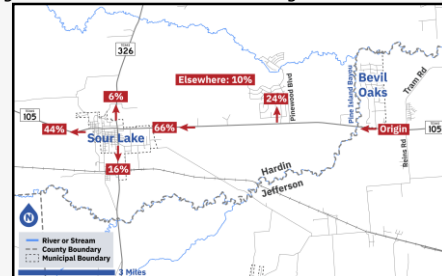
- Most traffic is non-local
  - 66% of eastbound traffic is pass-through
  - 66% of westbound traffic is pass-through

Figure 3 – SH 105 Eastbound Origin-Destination data.



This image shows the origin-destination of eastbound SH 105 traffic with 66% as pass-through

Figure 4 – SH 105 Westbound Origin-Destination data.



This image shows the origin-destination of westbound SH 105 traffic with 66% as pass-through

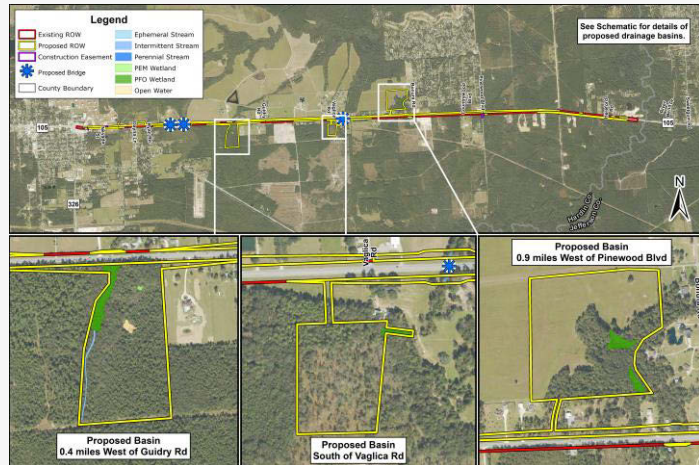
### Script:

Most traffic in the SH 105 corridor is pass-through, with 66 percent westbound and 66 percent eastbound.

## Proposed Drainage

- Upgrade drainage infrastructure
  - 3 proposed new bridges\*
  - 3 proposed new detention basins

Figure 5 – Proposed Bridges and Drainage Basins.



This image shows the locations of the three proposed bridges and three proposed drainage basins along SH 105.

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Script:

To help fix the drainage issues currently experienced, three new detention basins and three new bridges are proposed.

The top image shows the locations of the 3 proposed new bridges. The lower left image shows the proposed detention basin approximately 0.4 miles west of Guidry Road. The lower center image shows the proposed detention basin south of Vaglica Drive. The lower right image shows the proposed detention basin approximately 0.9 miles west of Pinewood Boulevard.

## Existing Typical Section

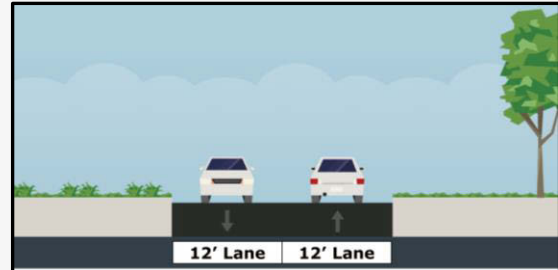
- Two 12-ft-wide travel lanes
- Few center left-turn lanes
- No raised medians

Figure 7 – SH 105 Existing Roadway.



This photo shows the existing SH 105 roadway consisting of two 12-foot-wide travel lanes.

Figure 6 – SH 105 Existing Typical Section.



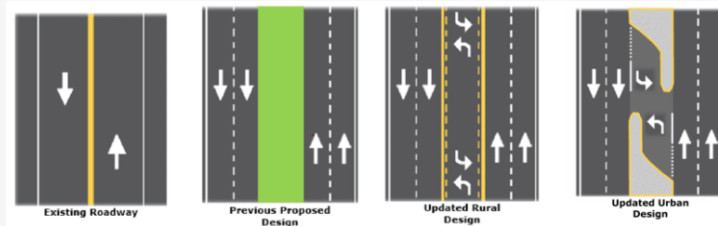
This image shows the existing SH 105 roadway consisting of two 12-foot-wide travel lanes.

### Script:

The existing roadway typical section at State Highway 105 includes one 12-foot-wide travel lane in each direction, a 15-foot-wide center left turn lane at Vaglica Drive, Countrywood Boulevard, and Pinewood Boulevard, and no raised medians.

## Updated Design

Figure 8 – SH 105 Existing Roadway Design, Previously Proposed Design, Updated Rural Design, and Updated Urban Design.



This image shows the existing, previously proposed, updated rural, and updated urban designs.

- Matches existing designs at eastern and western project limits
- Maintains property access
- Requires no median crossovers
- Raised medians and controlled left-turn lanes improve safety
- Four-lane undivided design implemented due to public and stakeholder input

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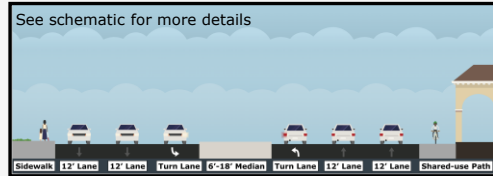
### Script:

The SH 105 corridor has been under study since early 2018. The first proposed design was a 4-lane divided highway with a grassy median. Based on public feedback in 2019 and 2021, the design was revised to a 4-lane undivided highway with a two-way-center-turn-lane in the rural portion of the project and raised center medians with dedicated left-turn lanes in the urban portion of the project in Sour Lake. A sidewalk and shared use path is also proposed in the urban portion of the project in Sour Lake.

## Proposed Typical Section

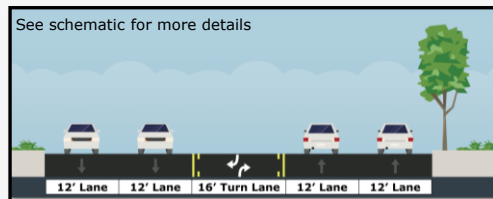
- Proposed Urban Section
  - Four 12-ft-wide travel lanes
  - Dedicated U-turns or left-turn lanes at intersections
  - Raised medians limiting left-turn access
  - Sidewalks and shared-use paths
- Proposed Rural Section
  - Four 12-ft-wide travel lanes
  - 16-ft-wide center left-turn lane
  - No medians, sidewalks, shared-use paths

Figure 9 – SH 105 Proposed Urban Typical Section.



This image shows the proposed urban roadway consisting of four 12-foot-wide travel lanes, two left-turn lanes, variable width median, and a sidewalk or a shared-use path.

Figure 10 – SH 105 Proposed Rural Typical Section.



This image shows the proposed rural roadway consisting of four 12-foot-wide travel lanes and a 16-foot wide continuous two-way-left-turn lane.

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### Script:

The proposed typical urban section includes four 12-foot-wide travel lanes, dedicated U-turns or left-turn lanes at intersections, raised medians limiting left-turn access, and sidewalks and shared-use paths.

The proposed rural typical section includes four 12-foot-wide travel lanes, a 16-foot-wide two-way-center-left-turn lane, with no raised medians, sidewalks, or shared-use paths.

## Timeline

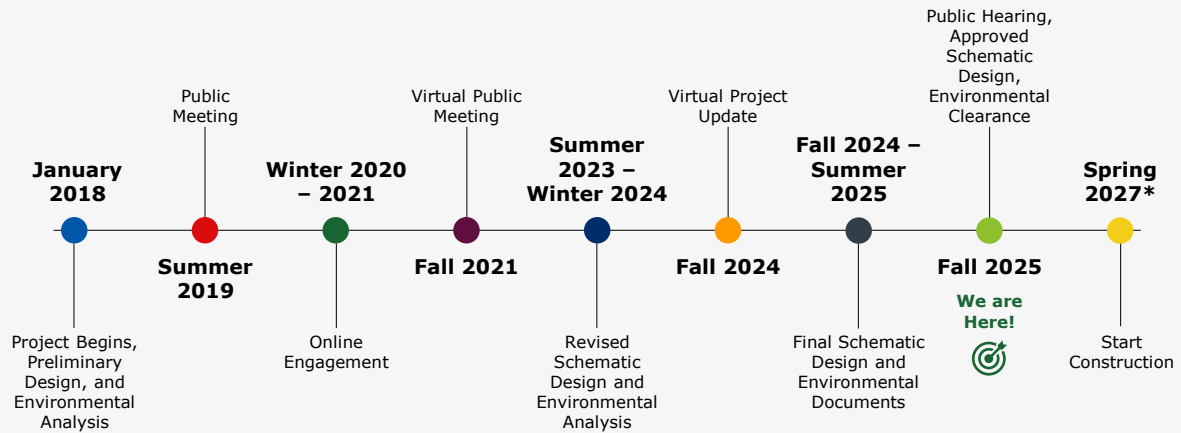


Figure 11 – Project timeline.

\*Project timeline is preliminary and subject to change.

### Script:

This is the estimated project timeline. We are currently in Fall 2025. Once the final design is approved and environmental clearance is received, construction is anticipated in Spring 2027. However, the project schedule and dates are preliminary and subject to change.

## Next Steps

- Document, evaluate, and address public input
- Refine proposed roadway design, where feasible
- Finalize design schematic, obtain environmental clearance, and begin right-of-way acquisition

## TxDOT encourages and requests public input on:

- Recommended traffic operation changes
- Planned safety enhancements
- Proposed drainage improvements
- Any additional environmental issues

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### Script:

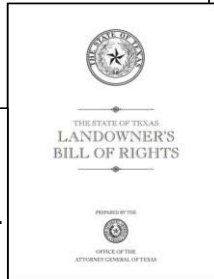
The next steps include TxDOT documenting, evaluating, and addressing public input, and refining the proposed roadway design where feasible. We will then finalize the design schematic, obtain environmental clearance, and begin right-of-way acquisition.

TxDOT encourages and requests public input on the proposed drainage improvements, planned safety enhancements, recommended traffic operation changes, bicycle and pedestrian accommodations, and any additional environmental issues.

## Right of Way

42 USC Ch. 61: UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS From Title 42—THE PUBLIC HEALTH AND WELFARE	
CHAPTER 61—UNIFORM RELOCATION ASSISTANCE AND REAL PROPERTY ACQUISITION POLICIES FOR FEDERAL AND FEDERALLY ASSISTED PROGRAMS	
SUBCHAPTER I.—GENERAL PROVISIONS	
4601.	Definitions.
4602.	Effect upon property acquisition.
4603.	Additional appropriations for moving costs, relocation benefits and other expenses incurred in acquisition of lands for National Park System; waiver of benefits.
4604.	Certification.
4605.	Displaced persons not eligible for assistance.
SUBCHAPTER II.—UNIFORM RELOCATION ASSISTANCE	
4621.	Declaration of findings and policy.
4622.	Moving and related expenses.

Please visit [txdot.gov](http://txdot.gov) for more information about the TxDOT Landowner's Bill of Rights.



**Uniform Act**

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Public Law 91-646)

- Right of way acquisition is required for the proposed project
- Acquisitions would be conducted in accordance with TxDOT's Landowner's Bill of Rights and the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970

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Script - Right of way for this project would be acquired in accordance with the Uniform Relocation Assistance and Real Properties Acquisitions Policies Act of 1970, as amended. TxDOT has three documents which provide additional general information on the right-of-way purchasing process, including topics such as appraisal, compensation, and relocation assistance. These documents may be found at the website address shown here.

The Texas Department of Transportation will be responsible for acquiring the necessary right of way for this project. Once an approved right of way map is produced, State Certified Appraisers will be hired to appraise the individual parcels. During the appraisal process, each landowner will be mailed a letter identifying the appraiser. Also, a copy of the Landowner's Bill of Rights will be sent certified mail to all affected property owners. The appraiser will contact the landowner to set up an appointment to inspect the property. It is highly recommended that landowners meet with the appraiser. This will allow the landowners to point out improvements, such as sprinkler systems, septic systems, as well as other property improvements. The landowner can also provide the appraiser information regarding tenants or easement holders. Once the appraisal is completed, the TxDOT representative will make an appointment to meet with the landowner and present a copy of the appraisal and a written offer on the property.

If you are displaced or have personal property that is displaced by the project, you will be notified of your eligibility for relocation assistance. Relocation eligibility begins upon delivery of the initial written offer to purchase right of way, and no person lawfully occupying real property will be required to move from their home, farm, or business without at least 90 days written notice. Please make sure you pick up the brochure titled State Purchase of Right of Way. It will give you more information about the process we go through to acquire property.

## How to Comment



### Comment Form

Submit a comment form in-person or by mail. You can access the comment form by scanning the QR code or visiting [www.txdot.gov](http://www.txdot.gov) and searching for keywords "SH 105 Sour Lake"



### Mail

Submit a comment by mail to:  
TxDOT Beaumont District Office  
8350 Eastex Freeway  
Beaumont, TX 77708

Please submit or postmark comments by:  
**Monday**  
**December 15, 2025**



### Email

Submit a comment to:  
[BMTprojects@TxDOT.gov](mailto:BMTprojects@TxDOT.gov)



### Voicemail

Call 210-570-9576 and leave a voicemail with your comments.



VISIT [www.TxDOT.gov](http://www.TxDOT.gov) and keyword search "SH 105 Sour Lake" for more information and to submit a comment.

SCAN the QR code to the left to access the comment form!

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### Script:

TxDOT encourages you to review the materials regarding the proposed project and provide feedback.

You may submit a comment form in-person or by mail.

You can access the comment form by scanning the QR code or by visiting the project webpage at [www.txdot.gov](http://www.txdot.gov) and using keyword search "SH 105 Sour Lake"

You have three additional options to submit comments.

Option one - mail the comment form to:

TxDOT Beaumont District Office  
8350 Eastex Freeway  
Beaumont, TX 77708

Option two - email the comment form to [BMTprojects@TxDOT.gov](mailto:BMTprojects@TxDOT.gov)

Or Option three - leave a voicemail by calling 210-570-9576.

Comments must be received or postmarked by Monday, December 15th, 2025, to be included in the public hearing documentation. Responses to verbal and written comments received during the comment period will be included in the public hearing documentation that will be posted to the project webpage when complete.



## Thank you for attending!

Please submit your comments by  
no later than Monday, December 15, 2025

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**Script:**

Thank you for attending this public hearing. Please remember to submit your comments no later Monday, December 15, 2025, to be included in the official public hearing documentation. This concludes the presentation.