



WELCOME

Virtual Public Meeting with In-Person Open House Option

March 15, 2022

SH 123 from Cordova Road to I-10
Guadalupe County, Texas
CSJ: 0366-02-089

Welcome to the Texas Department of Transportation (TxDOT) virtual public meeting for the expansion of State Highway (SH) 123 from Cordova Road to Interstate-10 (I-10) in Guadalupe County, Texas. We appreciate your interest in the project and thank each of you for your participation.

This is a pre-recorded presentation. During the video, you may pause the presentation and navigate forward or backward using your video player. The comment process for the virtual public meeting will be described near the end of this presentation.

Access to the Virtual Public Meeting

- **Virtual Public Meeting materials are available at www.txdot.gov**
 - **Search "SH 123 from Cordova"**
- **Video presentation is in English**
 - **Presentation script available in English and Spanish**
- **For technical or language assistance, please contact us:**
 - **Via email: sh123cordova10@outlook.com**
 - **Call our public involvement consultant, Karen Coopersmith with Jacobs Engineering, at (210) 494-0088**

SH 123 from Cordova Road to I 10 2

All the materials for this public meeting are available for viewing and downloading. They can be found on the internet by navigating to www.txdot.gov and searching "SH 123 from Cordova."

The video presentation is in English. The presentation script is available in English and Spanish on the project's web page.

If you experience technical difficulties with the public meeting, please contact sh123cordova10@outlook.com or call our public involvement consultant, Karen Coopersmith with Jacobs Engineering, at (210) 494-0088. You may also request special accommodation assistance accessing public hearing materials and language interpretation needs other than English and Spanish.

Purpose of the Virtual Public Meeting

1 Inform the Public:

- Need and Purpose of the Project
- Description of the Project
- Environmental Impacts

2 Request Public Comment - March 30, 2022 deadline


SH 123 from Cordova Road to I 10 3

The purpose of this virtual public meeting is to inform you about the proposed project and to request your comments on it.

This presentation includes information on the purpose of the project; a description of the project including the design, right of way requirements, and schedule; and the environmental impacts that would result from the project.

We encourage you to submit comments on the project. Please note that discussions with the project staff will not be included in the official record of the public meeting. If you wish to submit a comment to be part of the official record, you must do so in the ways outlined at the end of this presentation. The deadline to submit comments to be included in the official project record is March 30, 2022.

Project Overview



SH 123 from Cordova Road to I-10

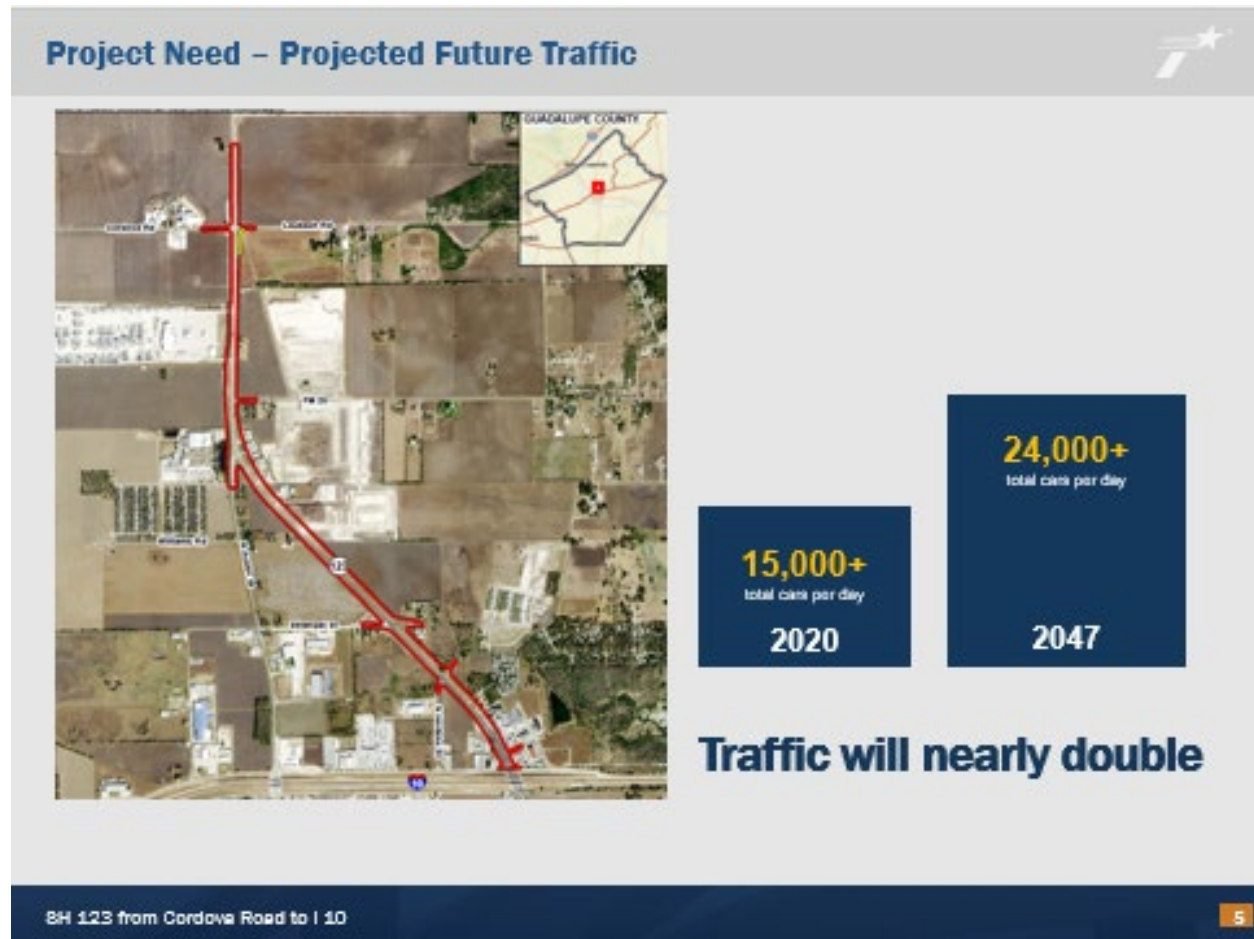
- **Existing:** Two-lane undivided
- **Proposed:** Four-lane divided
- **Cost:** \$23 Million Federal and State

SH 123 from Cordova Road to I-10

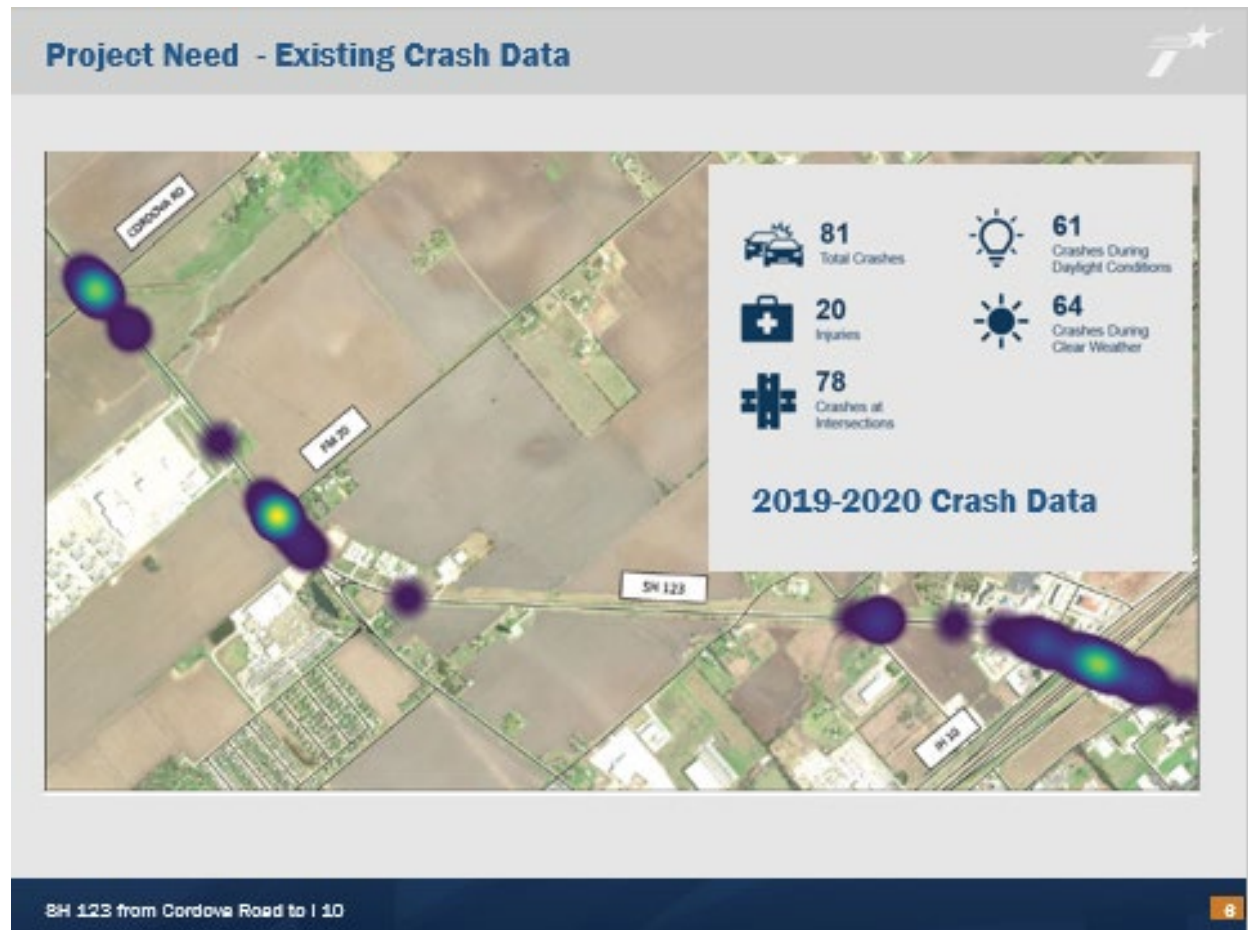
4

We will begin our discussion of the project with a brief overview and information on why the project is needed and its purpose before going into more details on the design.

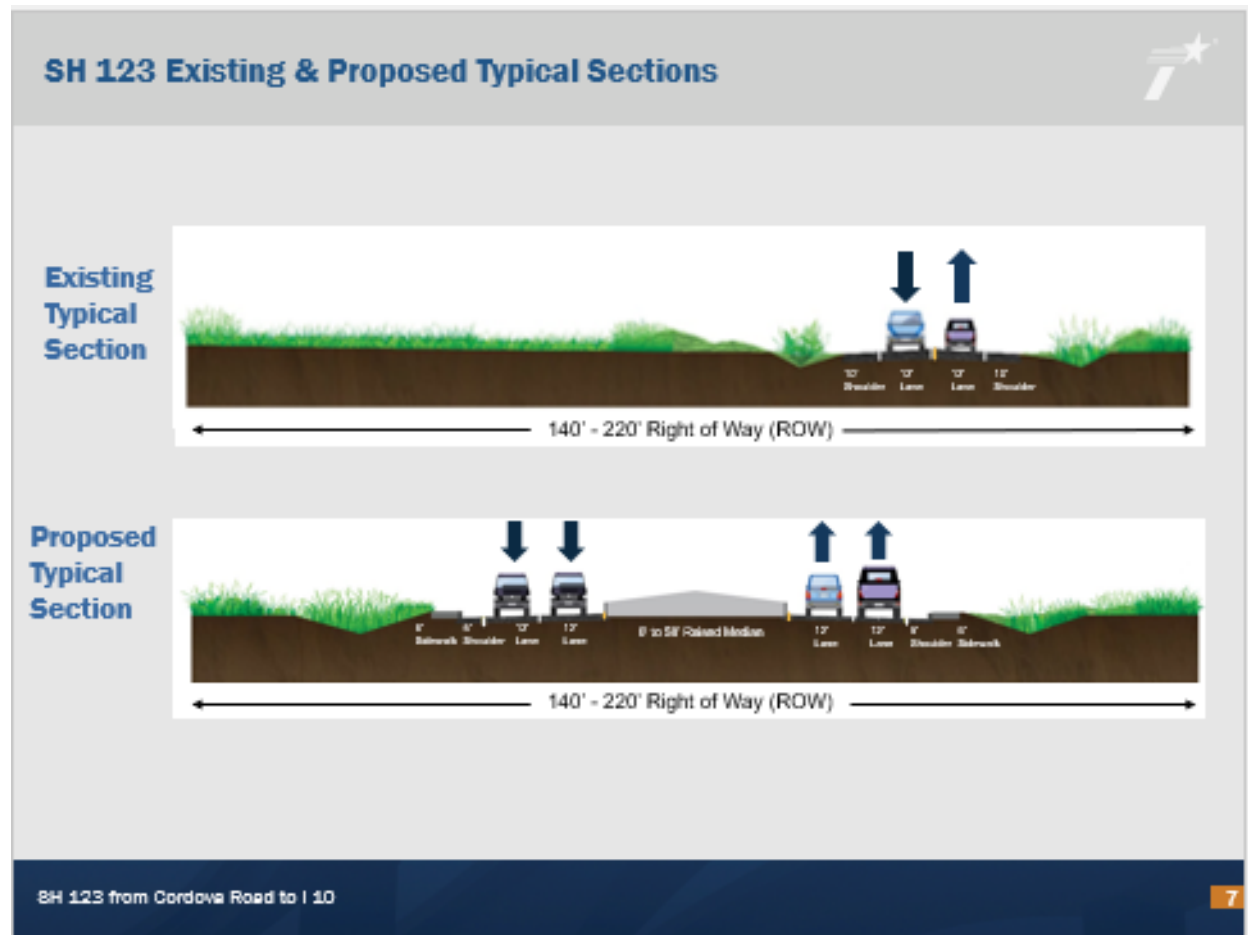
The project is located on SH 123 from Cordova Road to I-10 on the north side of the city of Seguin in Guadalupe County Texas. This section of SH 123 is typically a two-lane undivided roadway, and we are proposing to expand it to a four-lane divided roadway. The project would be constructed with Federal and State transportation funds with a total project cost of approximately 23 million dollars



The project is needed due to increasing levels of traffic which stem from ongoing increases in population and land use changes. In 2020, more than 15,000 vehicles per day traveled this section of SH 123 and our projections show this increasing to more than 24,000 vehicles per day in 2047. Traffic will nearly double during this timeframe. The existing two-lane roadway with numerous intersecting streets and increasing numbers of driveways and a mix of cars and trucks is expected to experience safety and congestion issues with these traffic volumes.



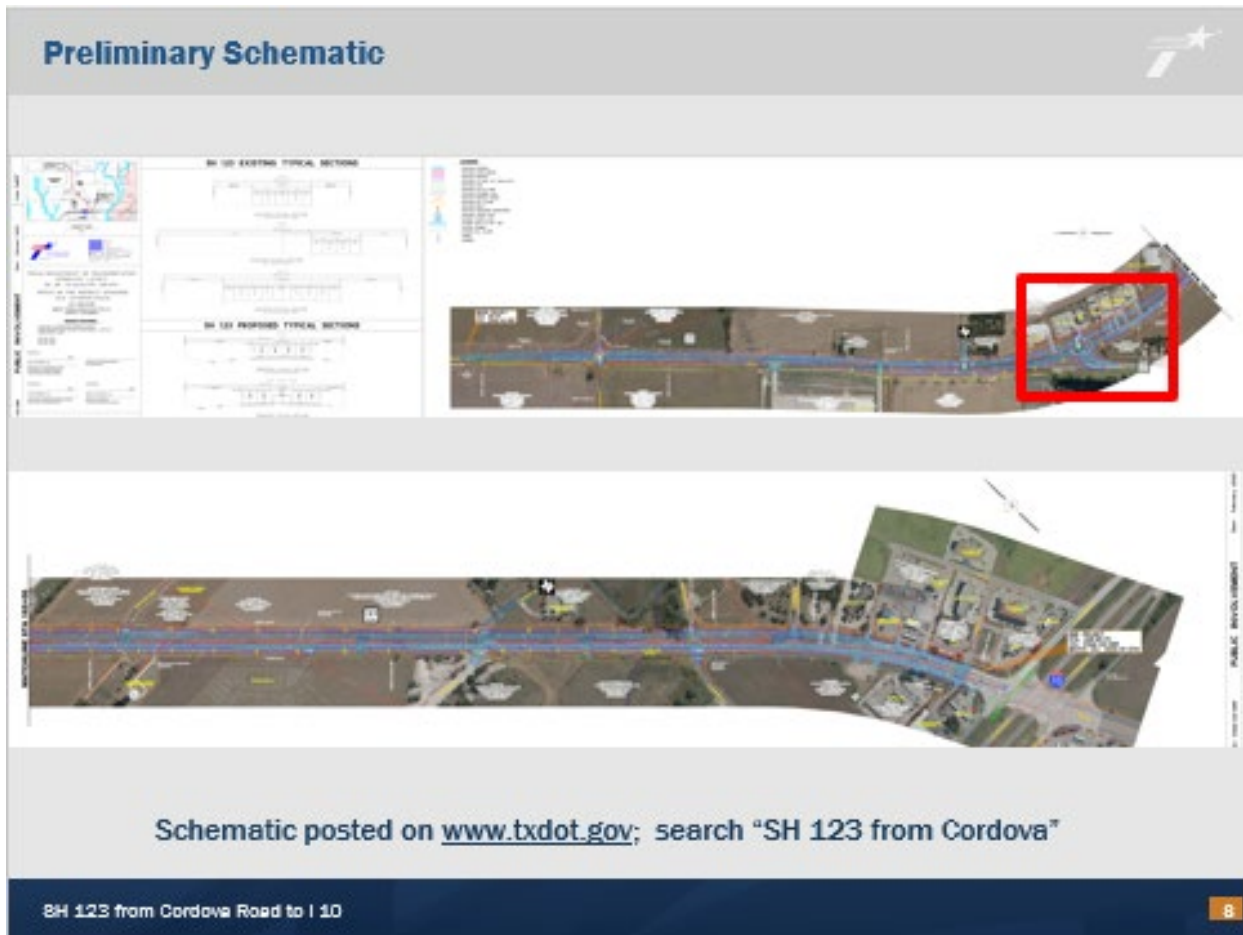
According to data collected in 2019 and 2020 there were 81 crashes and 20 injuries. 78 of the crashes occurred at intersections and the majority of these were during daylight hours in clear weather. In the future, as the number of cars using this two-lane roadway increases, the number, type and severity of crashes may also increase.



The graphic on the top of the screen shows an existing typical cross section view of SH 123, which consist of a two-lane, undivided highway with a twelve-foot-wide travel lane in each direction and ten-foot-wide outside shoulders. There are no sidewalks along the road. These features are located in a State-owned right of way that is typically 140 to 220 feet wide.

On the bottom of the screen is a typical section graphic for the proposed project. This illustrates how the roadway would look in the future once the project is complete. The roadway would consist of two (2) 12-foot-wide travel lanes in each direction separated by a raised concrete median. There would be five-foot wide shoulders for bike accommodations, outside curbs and six-foot wide sidewalks for pedestrians.

We call these images typical sections because this is what the roadway would typically look like. There would be variations in the design along the length of the corridor, which is not shown in the typical section. You can review the design schematics to see these additional details. For example, the raised median would not be continuous. There would be openings in the median at various intersections and to allow turnaround movements. There would also be left and right turn lanes at various locations. The additional travel lanes, raised medians, turn lanes, outside curbs and sidewalks would all contribute to corridor safety.



The preliminary schematic illustrates a plan view of the proposed roadway improvements and right of way requirements and was developed with input from the City of Seguin and other stakeholders.

Since the project is over two miles long, it is not practical to show the entire schematic at a reasonable scale in the presentation. We encourage you to view and download the schematic from TxDOT's website at www.txdot.gov, keyword search "SH 123 from Cordova".

We are going to take a closer look at the area shown in red to familiarize you with the different types of features which are shown on the schematic.

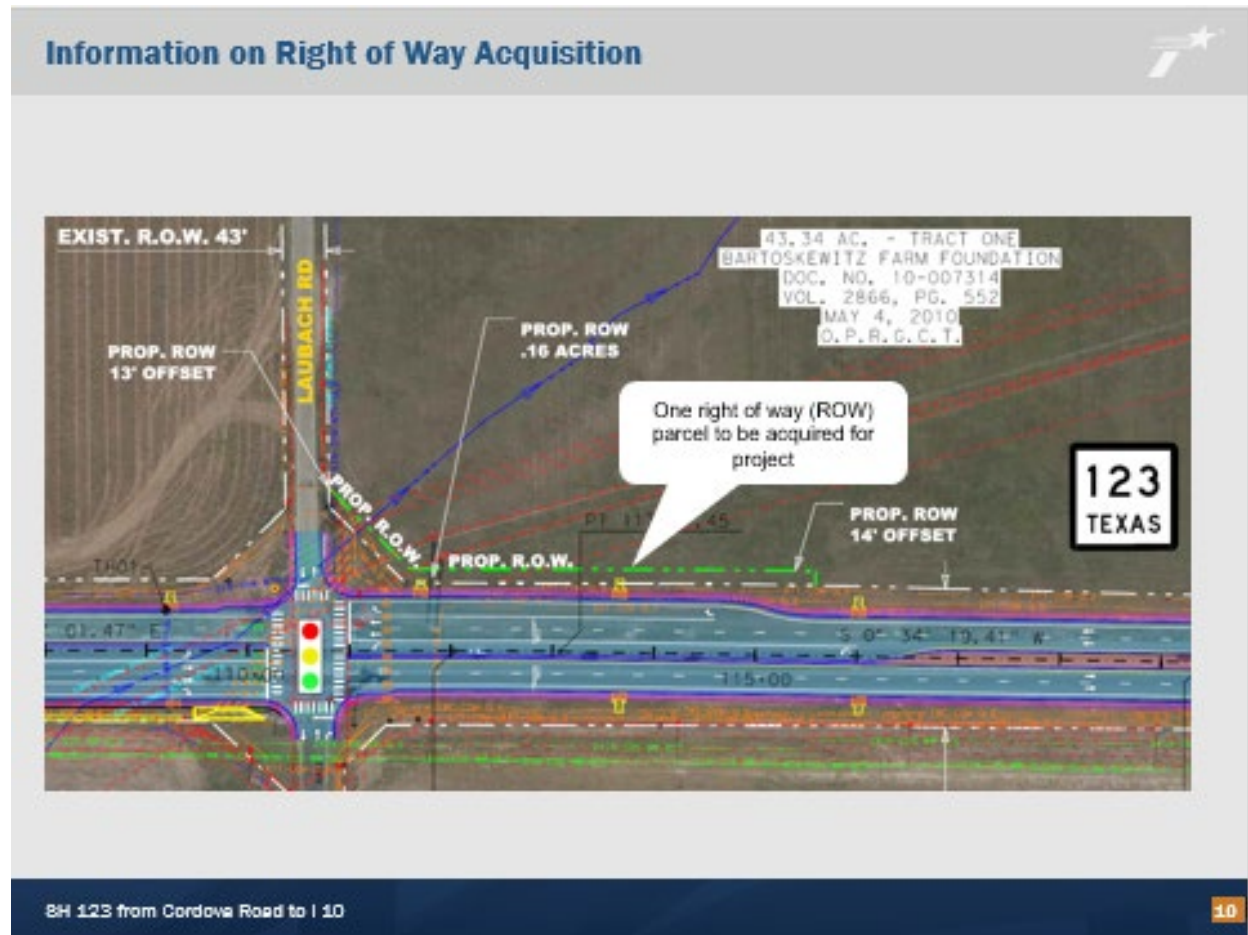


This image shows the schematic where SH 123 intersects with Business (BS) 123.

The schematic is superimposed on an aerial photo which shows existing streets and driveways. The proposed roadway areas are shown in blue. As shown in this image we would be reconstructing the portions of some of the driveways within the State right of way in conjunction with the widening of SH 123. The roadway would be bordered by curbs and sidewalks which are shown in purple.

A raised concrete median would separate the opposing lanes of traffic throughout most of the project limits and is shown in red. There would be openings in the raised median at various locations for crossover and turning movements.

The white dashed lines represent property lines between the existing publicly owned rights of way and other properties. We refer to these as right of way lines. All proposed improvements would be constructed within existing public rights of way, with the exception of one small area of proposed right-of-way for drainage improvements near the southeast corner of SH 123 and Cordova Road.



This image shows the only location where we propose to acquire any additional property for the project. It is located near the southeast corner of SH 123 and Cordova Road/Laubach Road. The area is a strip of land about 13 to 15 feet wide and totals 0.16 acre. It is illustrated by bold green dashed lines on the schematic.

Information on Right of Way Acquisition

- State Purchase of Right of Way
- Landowner's Bill of Rights
- Relocation Assistance
- Posted on project web page.
Go to www.txdot.gov and search "SH 123 from Cordova".




SH 123 from Cordova Road to I 10 11

The right of way 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.

There is only one area where we are proposing to acquire right of way for this project and there are no buildings on this area therefore no displacements or relocations are anticipated.

Flyover Visualization Video



Video on www.txdot.gov and on [YouTube.com](https://www.youtube.com)- search "SH 123 from Cordova"

SH 123 from Cordova Road to I-10

12

In addition to the typical sections and schematic, TxDOT has prepared a flyover video to help people visualize what the project would look like. This is a still image taken from the flyover visualization video showing the proposed intersection of SH 123 at BS 123.

We encourage you to watch the flyover video which is posted on TxDOT's web page and on YouTube and it can be accessed using the directions shown on this slide.

Environmental Impacts – National Environmental Policy Act (NEPA)

- **Environmental Review**
 - The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.
- **Decision pending Public Involvement**


SH 123 from Cordova Road to I 10 13

Were going to discuss the environmental impacts associated with the project. The proposed project would be funded by the Federal Highway Administration and is a major federal action subject to the National Environmental Policy Act. TxDOT conducted studies to evaluate the environmental impacts of the proposed project. The project was classified as a categorical exclusion for purposes of proceeding with the environmental review.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Upon completion of public involvement, TxDOT will make a final categorical exclusion determination if warranted.

Environmental Impacts



Environmental Findings	
Resource Category	Results
Listed threatened and endangered species	No effect
Non-listed species	Utilize best management practices during construction
Water resources	No direct effects
Archeological and Historic resources	No historic properties affected


SH 123 from Cordova Road to I 10 14

We performed a variety of environmental analyses for the project including topics such as natural and cultural resources and traffic noise. We are going to review some of the findings. We determined that the project would have no effect on any state or federally-listed threatened or endangered species. The monarch butterfly is a candidate for federal listing and if it becomes listed before the project is complete, we will consult with the USFWS to ensure compliance with the Endangered Species Act.

There is the potential habitat for some rare, non-listed species to occur in the project area. We would utilize best management practices during construction to avoid and minimize any impacts to these plants and animals.

The project would have no direct impacts to any water resources since no floodplains or Waters of the U.S. are located in the project limits.

Based on our memorandum of understanding with the Texas Historical Commission we determined the project would have no affect on any archeological or historic sites that are potentially eligible for the National Register of Historic Places.

Environmental Impacts 

Traffic Noise	
Impacts	Mitigation
Traffic Noise Impacts: 66 dBA (A-weighted decibels)	Noise barriers not feasible and reasonable
2 of 7 modeled receivers impacted	

SH 123 from Cordova Road to I 10 15

The most common questions we get about environmental issues pertain to traffic noise. TxDOT conducted a traffic noise analysis of the proposed project using computer modeling software that was created by the Federal Highway Administration (FHWA). Based on FHWA criteria, a noise level of 66 A-weighted decibels (shown as dBA), would constitute a noise impact at a residential receiver, such as a backyard.

The computer model was used to predict noise levels at seven different locations, or receivers, along the corridor. We determined that the proposed project would result in traffic noise impacts at two of the seven receivers. The computer model was then used to determine the effect that a 20-foot-tall noise barrier located near the right of way line would have on the noise levels at those receivers. The modeling shows that the noise barriers would not achieve the minimum noise reduction design goal of 7 A-weighted decibels which is necessary for a barrier to be considered feasible and reasonable. Based on this analysis, no noise barriers would be included in the project.

Our report also includes information to assist local planning officials and developers plan and construct new activity areas far enough from the roadway so that noise-sensitive land uses would not experience traffic noise impacts. We have included a copy of the traffic noise study on our website for your convenience.







This graphic illustrates the overall project timeline. The asterisk denotes that these dates are subject to change. Pending feedback from this event and completion of the projects public involvement requirements, we anticipate making a decision on the project resulting in environmental clearance in early 2022.

After that time, we may proceed with the acquisition of the right of way, and the detailed design work that is necessary to transform the project from a schematic to detailed construction plans and specifications that are necessary for bidding. Utility relocations may also occur after this milestone.

The project is funded for construction in our fiscal year 2026, and we anticipate construction beginning in the Winter of 2025/2026. Although these dates are subject to change, they are consistent with current planning documents.

Public Comment

We Request Your Feedback

 Comment Card Leave written comments at in person event	 Email Comments sh123cordova10@outlook.com	 Mail-in Comments SH 123 Project 911 Central Parkway North, Ste. 200 San Antonio, TX 78232	 Online Comments www.txdot.gov Search "SH 123 from Cordova "
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All comments must be received or postmarked no later than March 30, 2022, to be included in the public meeting document.

SH 123 from Cordova Road to I 10 17

TxDOT is asking the public to provide comments on the project in the following ways:

- Leave written comments on a comment card at the in-person event.
- E-mail your comments to: sh123cordova10@outlook.com
- Mail your comments to: Attention SH 123 Project, 911 Central Parkway North, Ste. 200, San Antonio, TX 78232
- Use the on-line comment form at www.txdot.gov, keyword search "SH 123 from Cordova"

All comments must be received or postmarked by March 30, 2022. You may also submit a combination of both verbal and written documents.

All the comments and our responses to the comments will be presented in a public meeting report, which will be posted on our website.

Find Public Meeting Materials

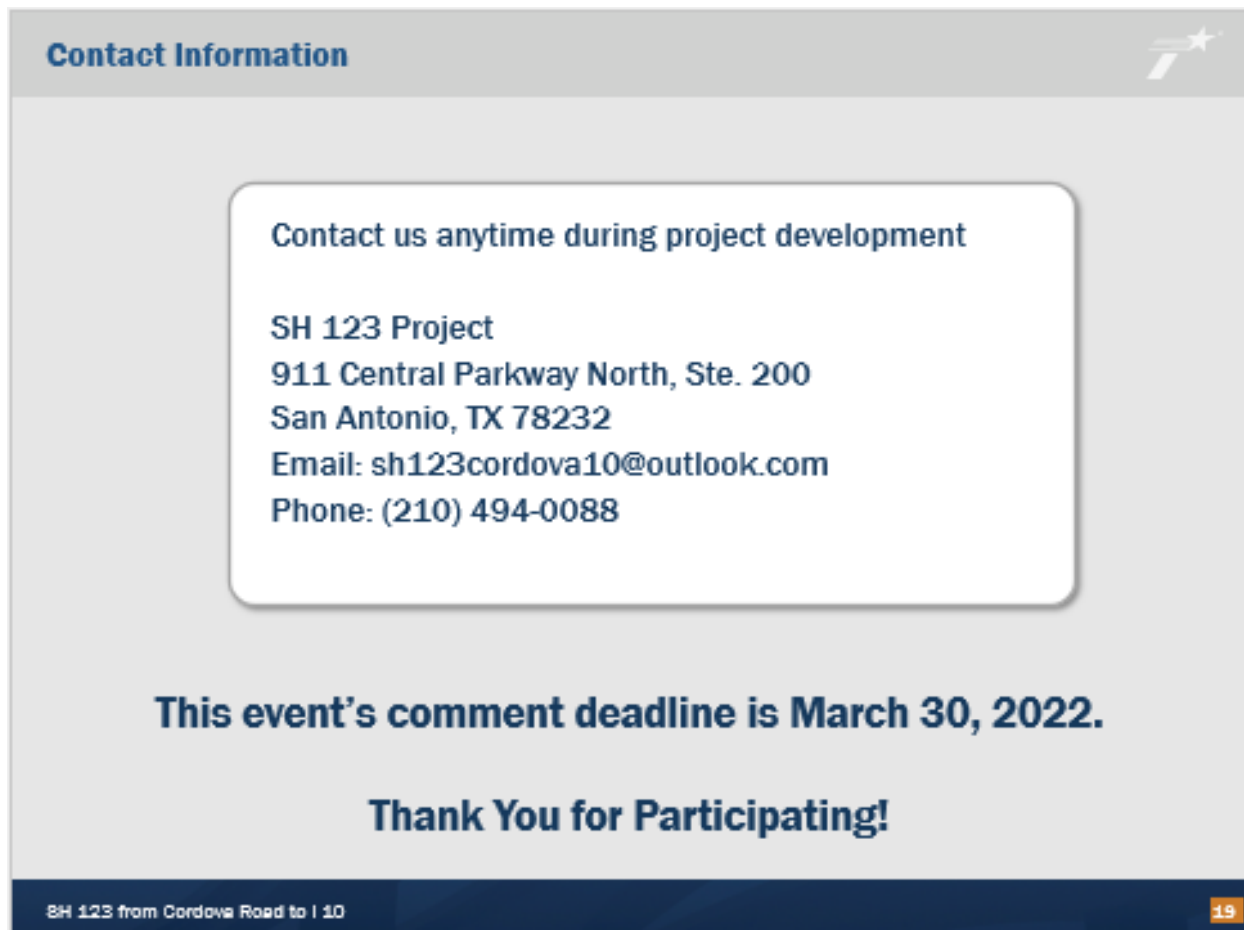


The screenshot shows the Texas Department of Transportation website. At the top right, there is a search bar. A yellow callout bubble points to the search bar with the text: "www.txdot.gov Search 'SH 123 from Cordova'". The main content area features a banner with the text "Texas has reached 20 years of daily deaths on Texas roadways." and "#EndTheStreakTX". Below the banner are four columns: "Government", "Business", and "Careers".

- Pre-recorded Presentation
- Powerpoint
- Script (English and Spanish)
- Schematic
- Flyover Visualization Video
- Traffic Noise Study
- On-Line Comment Link

SH 123 from Cordova Road to I 10 18

All the public hearing materials can be found on TxDOT's web site at www.txdot.gov by searching "SH 123 from Cordova". You are welcome to review and comment on any materials.



The slide features a grey background with a dark blue header bar on the left containing the text "Contact Information" and a white star icon on the right. A white rounded rectangle in the center contains the following text: "Contact us anytime during project development", "SH 123 Project", "911 Central Parkway North, Ste. 200", "San Antonio, TX 78232", "Email: sh123cordova10@outlook.com", and "Phone: (210) 494-0088". Below this rectangle, the text "This event's comment deadline is March 30, 2022." is displayed in bold dark blue. At the bottom, "Thank You for Participating!" is written in bold dark blue. A dark blue footer bar at the very bottom contains the text "SH 123 from Cordova Road to I 10" on the left and the number "19" in a white box on the right.

Contact Information

Contact us anytime during project development

SH 123 Project
911 Central Parkway North, Ste. 200
San Antonio, TX 78232
Email: sh123cordova10@outlook.com
Phone: (210) 494-0088

This event's comment deadline is March 30, 2022.

Thank You for Participating!

SH 123 from Cordova Road to I 10 19

The public may call project staff during regular office hours or email project staff to ask questions about the project at any time in the project development process. For questions about this project please contact our public involvement consultant using the contact information shown on this slide and in the meeting materials.

Please note that discussions with the project team members will not be included in the official record of the public meeting. If you wish to submit a comment to be part of the official record of this public meeting, you must do so formally, in the ways outlined in this presentation. The deadline to submit comments to be included in the official meeting summary is March 30, 2022.

Thank you for participating in this public meeting.