

## MEETING AGENDA

**MEETING TITLE:** City of Seguin – Cordova Rd Reconstruction      **DATE:** 09/15/2023  
 30% Review Meeting

**PROJECT NUMBER:** 12775-00

Attendees: See attached sign-in sheet

**Meeting minutes, discussions, and action items are shown in bold**

### AGENDA TOPICS:

General Project

- 1) Schedule
  - a) 60% DDRT – 11/9/23
    - i) 10/26/23 submittal
  - b) 90% - 3/14/24
  - c) ROW/Utility pause\*
  - d) 100%-7/3/25
  - e) Letting – 11/3/25

**TxDOT’s revised specification book was mentioned. Project should not be impacted since it began prior to release. Grace period to be confirmed once the update is released.**

- 2) \*ROW/utility pause is dependent on ENV clearance and ROW acquisition. In depth discussion later
- 3) Funding
  - a) AFA- \$24,704,302
  - b) 30% OPCC- \$37,914,677.62
    - i) Includes \$1.8 M in ROW
    - ii) Does not include utility or easement acquisition cost
  - c) Overrun- \$13,210,375.62
  - d) TIP amendment
    - i) CoS stated the MPO (Mark Mosley) has additional funding request**
    - ii) May require AFA revision**

**AGENDA**

City of Seguin – Cordova Rd Reconstruction

Page 2 of 12

General Project	<ul style="list-style-type: none"><li>4) TxDOT Projects<ul style="list-style-type: none"><li>a) SH 46 – CSJ 0216-02-067<ul style="list-style-type: none"><li>i) Let Date: 09/01/2034 – TxDOT has stated this is not an approved project and should not be shown on any documents</li><li>ii) Scope: Construct Freeway Facility</li><li>iii) Limits: IH 35 to IH 10</li><li>iv) Provided public meeting comments and design files<ul style="list-style-type: none"><li>(1) <b>PD to provide latest files to Halff</b></li></ul></li></ul></li><li>b) SH 123- CSJ 0366-02-089<ul style="list-style-type: none"><li>i) Let Date: 09/04/2025<ul style="list-style-type: none"><li>(1) Design schedule has been request without receipt</li></ul></li><li>ii) Scope: Reconstruct Roadway from Two-Lane to Four-Lane Divided Highway</li><li>iii) Limits: Cordova Rd to IH 10</li></ul></li></ul></li></ul>
Studies	<ul style="list-style-type: none"><li>1) Traffic study and projections<ul style="list-style-type: none"><li>a) TxDOT agreed to methodology</li><li>b) Only comment was to revise design year from letting year to opening year</li><li>c) Projections will now be 2048, 2058</li><li>d) Report is currently in review and will be submitted to TxDOT within two weeks</li><li>e) TxDOT has Option C approval letter drafted</li><li>f) SAT to request ESAL from Austin (~6 months).</li></ul></li></ul>

**AGENDA**

<p>Studies</p>	<p>2) Geotechnical</p> <p>a) Draft pavement sections in use, pending finalization of ESALs</p> <p>b) TxDOT offered PDCC meeting- CoS preference?</p> <p>i) <b>CoS is willing to participate in PDCC</b></p> <p>c) 30% design pavement section- Flexible</p> <table border="1" data-bbox="662 527 1403 747"> <tr> <td>HMA Type C or D</td> <td>3.0 in.</td> </tr> <tr> <td>HMA Type B</td> <td>5.0 in.</td> </tr> <tr> <td>Flexible Base with Geogrid</td> <td>12.0 in.</td> </tr> <tr> <td>Stabilized Subgrade</td> <td><u>6.0 in.</u></td> </tr> <tr> <td><b>Combined Total</b></td> <td><b>26.0 in.</b></td> </tr> </table> <p>i)</p> <p>ii) With this pavement section the geotechnical engineer recommends extending curb and gutter section through flexible base (20" thickness- not in 30% plans)</p> <p>iii) Geotech recommends this to prevent lateral moisture infiltration</p> <p>(1) Shallow ditches</p> <p>(2) Standing water</p> <p>iv) 30% design has curb and gutter extending through HMAC TY-B (8" thickness)</p> <p>v) Alternatives</p> <p>(1) Provided 2' flex base offset from BOC</p> <p>(2) Lateral moisture barriers</p> <p>(3) Concrete pavement (eliminate untreated flex base)</p> <p>d) Concrete pavement option</p> <table border="1" data-bbox="662 1220 1362 1415"> <tr> <td>Concrete<sup>(3)</sup></td> <td>8.5 in.</td> </tr> <tr> <td>HMA Bond Breaker</td> <td>1.0 in.</td> </tr> <tr> <td>Cement Treated Base</td> <td>6.0 in.</td> </tr> <tr> <td>Treated Subgrade</td> <td><u>6.0 in.</u></td> </tr> <tr> <td><b>Combined Total</b></td> <td><b>21.5 in.</b></td> </tr> </table> <p>i)</p> <p>e) Cost comparison</p> <p>i) HMAC section - \$11 M (without extended curb and gutter)</p> <p>(1) ~\$1M addition for extending curb and gutter through base</p> <p>ii) Concrete section - \$12 M</p> <p>iii) Life cycle cost</p> <p>(1) HMAC vs CONC routine maintenance- even (crack seal/seal coat vs joint sealing, etc)</p> <p>(2) 30-year life cycle</p> <p>(a) HMAC- 2- 3" mill and overlays- \$6 M (Today dollars) (excluding engineering, inspection, mobilization, etc)</p> <p>(b) Conc- Minimal</p>	HMA Type C or D	3.0 in.	HMA Type B	5.0 in.	Flexible Base with Geogrid	12.0 in.	Stabilized Subgrade	<u>6.0 in.</u>	<b>Combined Total</b>	<b>26.0 in.</b>	Concrete <sup>(3)</sup>	8.5 in.	HMA Bond Breaker	1.0 in.	Cement Treated Base	6.0 in.	Treated Subgrade	<u>6.0 in.</u>	<b>Combined Total</b>	<b>21.5 in.</b>
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**AGENDA**

City of Seguin – Cordova Rd Reconstruction

Page 4 of 12

There was an in-depth discussion regarding HMAC vs concrete pavement options. Below is a summary:

- a) CoS Engineering prefers concrete pavement for this project due to the highly expansive subgrade material
- b) CoS City Management will need to be briefed on the life cycle cost analysis. City Management will provide final approval if concrete pavement is selected.
- c) CoS does not currently have concrete maintenance crews or specific equipment
  - i) With a 30 year design and minimal routine maintenance, it is likely the CoS could have a trained crew or hire contractor externally by the time maintenance is needed
- d) Rigid pavement types would be JRCP or CRCP
- e) Guadalupe Counties preference would be JRCP due to ease of maintenance (joint sealing) and panel replacement if needed with failures.
  - i) Guadalupe County concedes pavement preferences to CoS as the City will have maintenance responsibility
- f) JRCP will be easier to maintain but will have bumpier ride quality
- g) CoS wants to get as many competitive and qualified bidders as possible
- h) Need to investigate possibility of thicker lime and concrete with no base/bond breaker
- i) Need to review sulfates and inquire impacts with Geotech.

AGENDA

City of Seguin – Cordova Rd Reconstruction

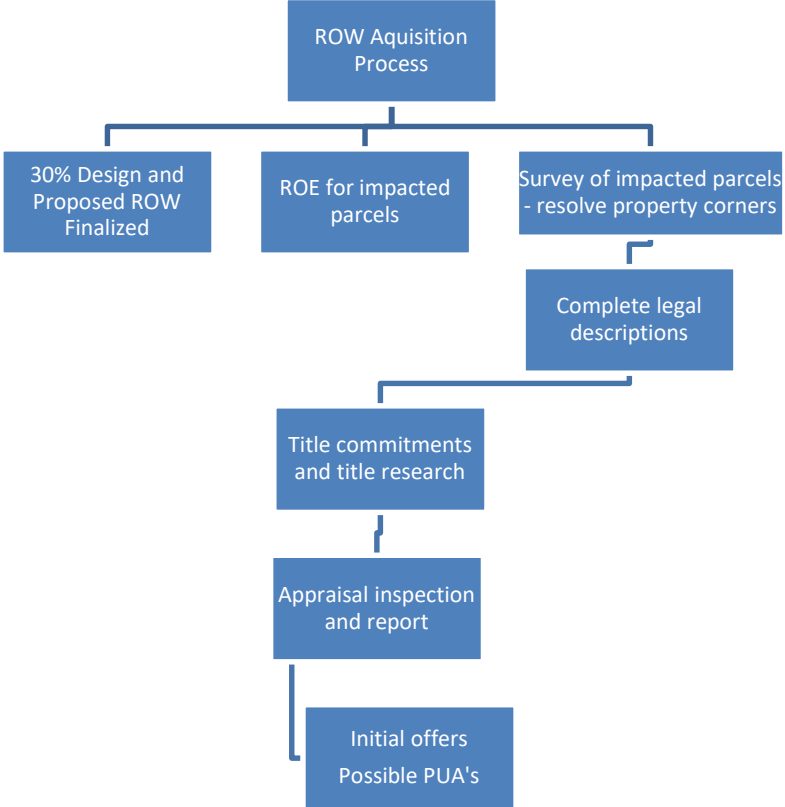
Page 5 of 12

ENV / Public Involvement	<ul style="list-style-type: none"><li>1) Environmental<ul style="list-style-type: none"><li>a) Design team has submitted to TxDOT:<ul style="list-style-type: none"><li>i) Project descriptions for ECOS scoping</li><li>ii) CE classification request (&gt;30 AC)<ul style="list-style-type: none"><li>(1) District approved</li><li>(2) Submitted to ENV Division for final approval: “Behind”</li></ul></li><li>iii) Historical Project Coordination Request (PCR)<ul style="list-style-type: none"><li>(1) District verbal approval</li><li>(2) Cannot submit to ENV Division until CE is approved</li><li>(3) TxDOT suggested not holding public meeting until 4F properties are clear<ul style="list-style-type: none"><li>(a) ENV partner has studied and does not anticipate 4F impacts</li></ul></li></ul></li><li>iv) CE- Supporting studies have been started, pending acceptance of CE</li></ul></li></ul></li><li>2) Public Involvement<ul style="list-style-type: none"><li>a) Public meeting<ul style="list-style-type: none"><li>i) Must submit notice to TxDOT at least 30 days prior</li><li>ii) Tentatively identified 10/26 and 11/2 for public meeting<ul style="list-style-type: none"><li>(a) <b>Definitive date is dependent on TxDOT requirements and timelines</b></li></ul></li><li>(2) CoS reserved operations center</li></ul></li><li>iii) Other planned outreach by city<ul style="list-style-type: none"><li>(1) Webpage, mail notices, email campaigns, social media posts, etc</li></ul></li><li>iv) Public meeting materials<ul style="list-style-type: none"><li>(1) Schematic</li><li>(2) PowerPoint, etc?<ul style="list-style-type: none"><li>(a) <b>CoS stated that TxDOT required a pre-recorded presentation and TxDOT approval of all materials 30-days prior to the Rudeloff Rd public meeting.</b></li></ul></li></ul></li></ul></li><li>b) Stakeholder engagement<ul style="list-style-type: none"><li>i) Coordinate meeting with Mr. Bartoskewitz prior to public meeting<ul style="list-style-type: none"><li>(1) <b>CoS suggested having Connie Real contact Mr. Bartoskewitz</b></li><li>(2) <b>Need to present alternative analysis at “Old Cordova” alignment</b></li></ul></li></ul></li></ul>
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**AGENDA**

City of Seguin – Cordova Rd Reconstruction

Page 6 of 12

<p>ROW Acquisition</p>	 <pre> graph TD     A[ROW Acquisition Process] --&gt; B[30% Design and Proposed ROW Finalized]     A --&gt; C[ROE for impacted parcels]     A --&gt; D[Survey of impacted parcels - resolve property corners]     D --&gt; E[Complete legal descriptions]     E --&gt; F[Title commitments and title research]     F --&gt; G[Appraisal inspection and report]     G --&gt; H[Initial offers Possible PUA's]             </pre> <ol style="list-style-type: none"> <li>1) Final TROE’s received and special instructions for restricted parcels received this week.</li> <li>2) Survey Progress             <ol style="list-style-type: none"> <li>a) 44 impacted parcels, 1 drainage easement</li> <li>b) 36 have completed survey (remaining will be completed with recent TROE)</li> <li>c) 6 legal descriptions in in QAQC- will send one for city review/approval</li> </ol> </li> <li>3) Survey/Legal description scope             <ol style="list-style-type: none"> <li>a) 30 parcels were scoped as an assumption</li> <li>b) 45 known and being processed at this time                     <ol style="list-style-type: none"> <li>i) Potential for additional with utility easement impacts</li> </ol> </li> </ol> </li> </ol>
<p>Schedule</p>	<ol style="list-style-type: none"> <li>1) Discuss multi-discipline schedule (separate attachment)             <ol style="list-style-type: none"> <li>a) Discuss PUA usage                     <ol style="list-style-type: none"> <li>i) <b>PUA discussion needed with Connie Real</b></li> <li>ii) <b>Need to discuss water projects with Terri Ruckstuhl and consultant team</b></li> </ol> </li> </ol> </li> </ol>

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Roadway Design

- 1) ROW
  - a) Acquisition- 37.5 AC
  - b) Width- 120' min, typically varies 120'-160', 190' max (substation)
  - c) At SH 46
    - i) Triangle and "Old Cordova"
      - (1) Utilities are curious about old Cordova ROW
      - (2) **Dedicate back ROW to landowners where possible**
  - d) At GVEC/SH 123
    - i) Triangles and "Old Cordova"
      - (1) **Dedicate back ROW to landowners where possible**
    - ii) Cul-de-sac vs leave open
    - iii) Leave exist pavement vs reconstruct
    - iv) **PD to develop alternatives for "Old Cordova"**
- 2) TxDOT Comments
  - a) Primarily information added with future submittal (traffic signals, sidewalk details, detailed curb ramps, etc)
  - b) Turn lane taper lengths- criteria for 40 mph is 50', TxDOT recommends 100'- CoS preference?
  - c) Super elevation
    - i) CoS criteria for 40 mph is 770' min radius with no super- this meets TxDOT/AASHTO for low speed urban with no super. RDM table 2-3
    - ii) TxDOT continues to request super elevation

Table 2-3: Minimum Radii and Superelevation Rates<sup>1</sup> for Low-Speed Urban Facilities

e (%)	Design Speed						
	15 mph R (ft)	20 mph R (ft)	25 mph R (ft)	30 mph R (ft)	35 mph R (ft)	40 mph R (ft)	45 mph R (ft)
-2.2 <sup>2</sup>	50	108	200	337	517	773	1,055
-2.0	50	107	198	333	510	762	1,039

- iii)
- iv) Requested removal of curb and gutter (curb)- maintaining curb and gutter per CoS criteria
- v) Requested vertical curves for 1% grade break- meets criteria

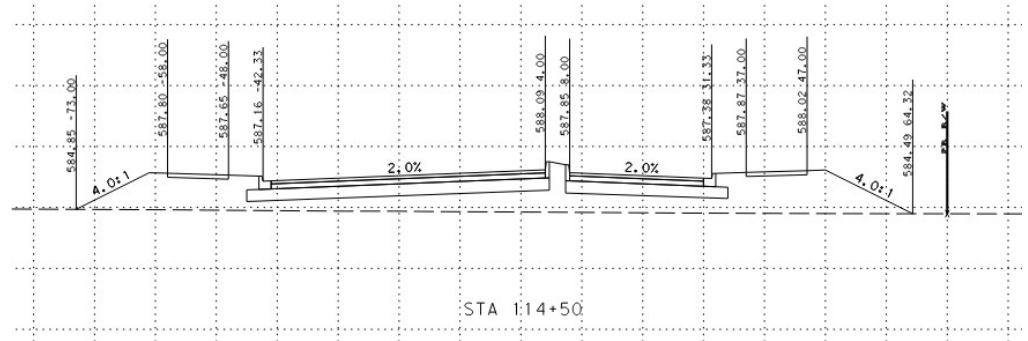
**AGENDA**

3) CoS Comments

a) Shared use path placement

i) Culvert crossings

- (1) At SH 46. Tying into SH 46 raises PGL well above ROW elevation and requires fill slope. Review cross sections



- (2) Shared use path buffer decreased to 5' to reduce culvert length and increase hydraulic efficiency.

- (3) Areas where ditch flow > capacity with SUP at ROW..typically at culvert approaches. Also allow water to get into upstream end of culvert without storm drain

4) Profile

- a) Currently meeting CoS 0.5% min every where except near Huber/The Summit

- b) Saw tooth design due to the flat terrain (0.3% typ)

- i) Interval is currently 150'-200', preference is to get 300' minimum

- ii) Reduced longitudinal slopes in areas

5) Right turn lanes

- a) Design workshop- direction was to plan row/drainage for all needed turn lanes

- b) In 30% plans all turn lanes/development connections are shown as proposed

- c) With multiple delays with development (water-2026), should we show as proposed, greyed back as future, or not show with potential change order during construction?

6) Raised median will be grass except in reduced width areas.



**AGENDA**

Drainage	<ol style="list-style-type: none"><li>1) Design criteria<ol style="list-style-type: none"><li>a) Ditches/driveway culvers- 10 yr</li><li>b) Crossings- 25 yr with 6" freeboard</li><li>c) Proposed conditions- ultimate development ignoring upstream detention</li></ol></li><li>2) Driveways<ol style="list-style-type: none"><li>a) Cover is difficult</li><li>b) 18" pipe in cases to fit (24" arch equivalent in cases)</li></ol></li><li>3) The Summit and Cordova Trails drainage issues<ol style="list-style-type: none"><li>a) Near drainage area high</li><li>b) Cordova Trails channel does not drain The Summit</li><li>c) Storm drain installations at The Summit outfall and Cordova trails and eliminate ditches will drain 10 year event. Ditches also do not work at turn lanes due to constrained ROW with development</li><li>d) Evaluated parallel channel, too deep to outfall/excessive length</li><li>e) The Summit detention- recommend to include analysis of existing detention to avoid oversizing storm drain. Ignoring detention requires storm drain that conflicts with pavement. Initial dentition analysis shows reducing in box size, but this is still under review</li></ol></li><li>4) Discuss splitting flows at "Old Cordova"</li><li>5) SH 123<ol style="list-style-type: none"><li>a) Extending crossing north of Cordova in interim (TxDOT replacing)</li><li>b) New proposed crossing south of Cordova (Similar to TxDOT's plan, locations/length coordination)</li><li>c) Additional coordination required-<b>PD to request meeting with Richard De La Cruz</b></li></ol></li><li>6) Bridge class culverts<ol style="list-style-type: none"><li>a) Will require bridge rail/pedestrian rail</li><li>b) Require PBLR review at 60% (PBLR now requiring drainage report)</li></ol></li></ol>
Traffic Signals	<ol style="list-style-type: none"><li>1) SH 46<ol style="list-style-type: none"><li>a) TxDOT project 2034 letting</li><li>b) Design and construct permanent traffic signal</li><li>c) Include in 60% plans</li></ol></li><li>2) SH 123<ol style="list-style-type: none"><li>a) Cordova/SH 123 have end of 2025 letting</li><li>b) Further coordination with TxDOT needed- <b>PD to request meeting with Richard De La Cruz</b></li><li>c) Potential for temporary signal</li><li>d) 60% plans TBD</li></ol></li></ol>

**AGENDA**

City of Seguin – Cordova Rd Reconstruction

Page 10 of 12

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Misc Design	<ul style="list-style-type: none"><li>1) TCP<ul style="list-style-type: none"><li>a) Adding additional details going into 60%<ul style="list-style-type: none"><li>i) Intersection phasing<ul style="list-style-type: none"><li>(1) Detours/quad phasing</li></ul></li><li>ii) Temp drainage<ul style="list-style-type: none"><li>(1) 2-year design</li></ul></li><li>iii) Temp shoring needs</li></ul></li></ul></li><li>2) SW3P<ul style="list-style-type: none"><li>a) Being developed for 60%</li><li>b) City/County preferences?<ul style="list-style-type: none"><li>i) Sod vs seeding vs hydro-mulch, etc<ul style="list-style-type: none"><li>(1) <b>Drilled seeding is preference</b></li></ul></li></ul></li></ul></li><li>3) Construction schedule<ul style="list-style-type: none"><li>a) Standard work week</li><li>b) Running at 17 working days per month (holidays/weather)</li><li>c) 426 working days (25 months)<ul style="list-style-type: none"><li>i) May lengthen slightly with intersection phasing, more defined TCP</li></ul></li></ul></li></ul>
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AGENDA

Utilities	<ol style="list-style-type: none"><li>1) Completed kickoff meeting<ol style="list-style-type: none"><li>a) Requested owner information (easement documentation, conflict redlines)</li></ol></li><li>2) Held one-on-one follow up meetings with GVEC, ATT, CoS<ol style="list-style-type: none"><li>a) GVEC<ol style="list-style-type: none"><li>i) GVEC will not begin design until NORA letter or equivalent is in place.</li><li>ii) Long lead time on engineered poles</li><li>iii) Potential major impacts to underground fiber/manholes</li></ol></li><li>b) <u>Discuss NORAs</u><ol style="list-style-type: none"><li>i) <b>CoS to send template</b></li><li>ii) <b>CoS agrees to send at 60%</b></li></ol></li><li>c) AT&amp;T<ol style="list-style-type: none"><li>i) AT&amp;T stated cabinet replacement has an 18-24 month lead time.</li><li>ii) 7+ cabinets in project limits, most in private easements</li><li>iii) Most are in direct conflict with proposed roadway. May be able to design around 2</li><li>iv) AT&amp;T may elect to purchase new easements- extends relocation timeline<ol style="list-style-type: none"><li>(1) <b>CoS is open to the idea of purchasing easement for utilities during ROW process and then selling to utility owners to speed up the process</b></li></ol></li></ol></li></ol></li><li>3) Summary of owners<ol style="list-style-type: none"><li>a) GVEC- Received easement documents, as-builts, redlines</li><li>b) LCRA- Received easement documents, as-builts. <u>No redlines</u></li><li>c) CPS- Still cannot identify ownership of pipeline. Awaiting transmission line information</li><li>d) Springs Hill- Received easement documents. <u>No redlines</u></li><li>e) AT&amp;T- Awaiting all documents, had one-on-one to discuss concerns, working with planning</li><li>f) Spectrum- Difficulty establishing contact, making progress. Documents expected 9/15/23</li><li>g) Brightspeed/Lumen- No information provided, was recently informed Lumen purchased, in contact with Lumen</li><li>h) Zayo- Received as-builts and redlines</li><li>i) Centerpoint Gas- Block maps received. <u>No redlines</u></li><li>j) Exxon- Received depth and material information</li></ol></li><li>4) Path forward<ol style="list-style-type: none"><li>a) Review/determine compensable easements (reimbursable)</li><li>b) Process redline information</li><li>c) Evaluate conflict mitigation</li><li>d) Have final hard conflicts requiring relocation at 60%- implementation of NORAs/Utility design begins</li></ol></li></ol>
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**AGENDA**

City of Seguin – Cordova Rd Reconstruction

Page 12 of 12

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Action Items	<p>PD</p> <ul style="list-style-type: none"><li>• Send updated Cordova Rd files to Halff</li><li>• Request additional rigid pavement options from geotechnical engineer for no base/bond breaker.</li><li>• Schedule public meeting coordination call with TxDOT</li><li>• Coordinate with Connie Real to contact Mr. Batoskewitz</li><li>• Discuss PUA usage with Connie Real</li><li>• Schedule meeting with Terri Ruckstuhl and water project design consultant (Freese and Nichols)</li><li>• Request SH 123 meeting with TxDOT and Richard De La Cruz</li></ul> <p>CoS</p> <ul style="list-style-type: none"><li>• Provide \$/SF cost from similar land usage</li><li>• Present pavement alternatives to City Management and determine preferred type</li><li>• Supply Huber Rd Schematic</li><li>• Supply NORA letter</li><li>• Supply Rudeloff Rd pavement section</li></ul>
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## MEETING SIGN-IN

**PROJECT:** Cordova Rd (SH 46 to SH 123)      **DATE:** 9/15/2023  
**CONFERENCE LOCATION:** City of Seguin      **CONFERENCE DATE:** 09/15/2022  
**PURPOSE OF MEETING:** 30% Review Meeting  
**FROM:** John Tyler, P.E., RAS      **PROJECT NO.:** 12775-00

cc:

Initial	Name	Company / Agency / Group	Email
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