



North East Texas
Regional Mobility Authority

Toll 49 Segment 6 Feasibility Study Addendum

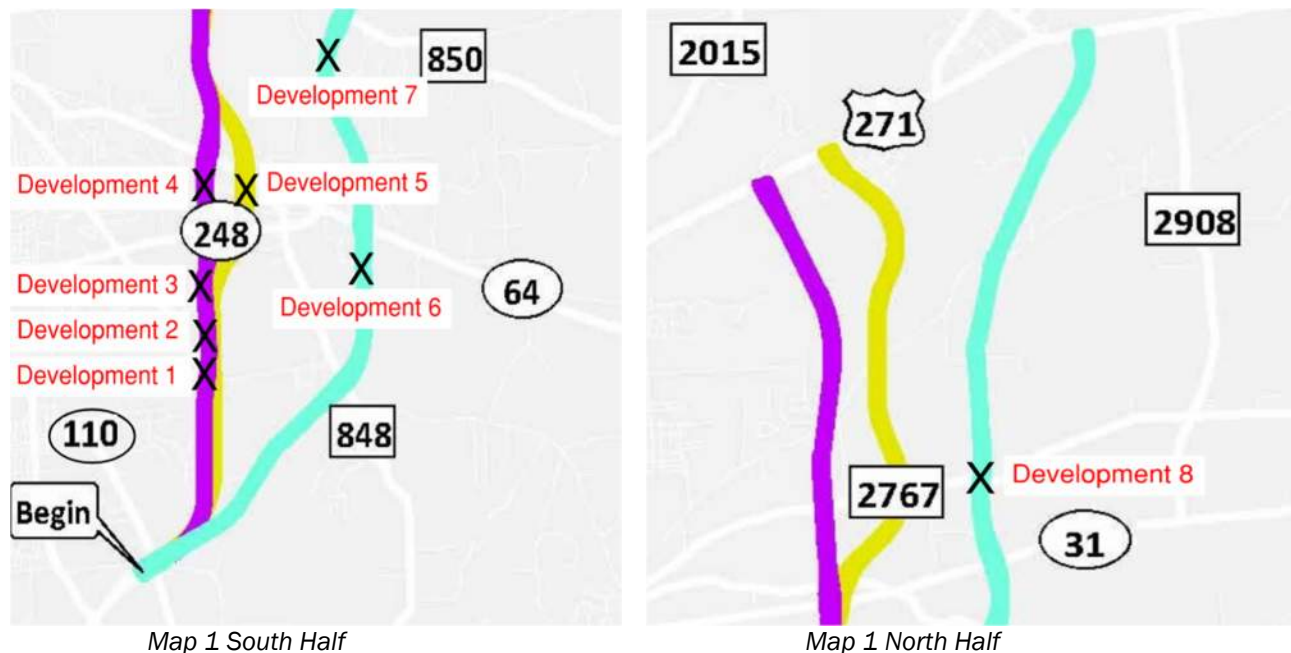
From State Highway (SH) 110 to
United States Highway (US) 271 in
Smith County

May 2024

2024 Feasibility Study Addendum

In 2018 the North East Texas Regional Mobility Authority (NET RMA) launched the Toll 49 Segment 6 Feasibility Study to evaluate the feasibility of extending Toll 49 North from the Toll Segment 5 Eastern terminus at State Highway 110 to US 271. At the first public workshop in 2018 there were 50 route suggestions provided by the public, out of these routes six were identified as proposed route options for further study and were presented at the second workshop in 2019. The proposed routes options were identified from West to East as Purple, Yellow, Teal, Pink, Blue, and Orange. As a result of the 2019 workshop the study team evaluated suggested route options and developed adjusted and new combination route options. It was subsequently determined that five out of the proposed route options had disqualifying considerations. As a result of this data-driven evaluation process, three routes were identified for further study: Purple, Yellow Adjusted, and Teal Adjusted.

This report is an addendum to the 2019 feasibility study to account for substantial development changes along the routes recommended for further study. The Purple, Yellow Adjusted, and Teal Adjusted routes have all experienced development since 2019. See **Map 1**.



Map 1: Development after 2019 along routes identified for further study in Feasibility Study

This report documents these subsequent substantial development changes along these routes. A KMZ file depicting the location of these three proposed routes was used to check and analyzed development changes between 2019 and 2024 using aerial images corresponding to these time limits. Exhibits showing 2019 conditions and 2024 conditions were developed to show development changes over this time frame and used to update information presented in the 2019 route evaluation with updated numbers of potential residential displacements and potential business displacements. A summary of these development changes from the 2019 report is included in this addendum with recommendations regarding updated Environmental Impact Statement (EIS) study routes.

2019-2024 Development Changes

Development #1

Nine (9) new residential structures at Macnab Drive and Old Omen Road have recently been developed (Development #1). These structures are located within the Purple route and near the Yellow Adjusted route (within 500'). **Figure 1a** shows an aerial image from 2019 prior to Development #1 and **Figure 1b** shows Development #1 on an aerial image from 2024 showing the relationship of this development to the Purple route. **Figure 1c** shows an aerial image from 2019 prior to Development #1 and **Figure 1d** shows Development #1 on an aerial image from 2024 showing the relationship of this development to the Yellow route.



Figure 1a: 2019 aerial view of Development #1 prior to development (Macnab Drive at Old Omen Road) within Purple route.



Figure 1b: 2024 aerial view of Development #1 (Macnab Drive at Old Omen Road) within Purple route.



Figure 1c: 2019 aerial view of Development #1 prior to development (Macnab Drive at Old Omen Road) near Yellow Adjusted route.



Figure 1d: 2024 aerial view of Development #1 (Macnab Drive at Old Omen Road). 9 new residential structures near Yellow Adjusted route.

Development #2

Multiple duplex apartment units along Huntingtower Drive have recently been developed (Development #2). These structures are located adjacent to the Purple route and near the Yellow Adjusted route (within 500'). **Figure 2a** shows an aerial image from 2019 prior to Development #2 and **Figure 2b** shows Development #2 on an aerial image from 2024 showing the relationship of this development to the Purple route. **Figure 2c** shows an aerial image from 2019 prior to Development #2 and **Figure 2d** shows Development #2 on an aerial image from 2024 showing the relationship of this development to the Yellow route.

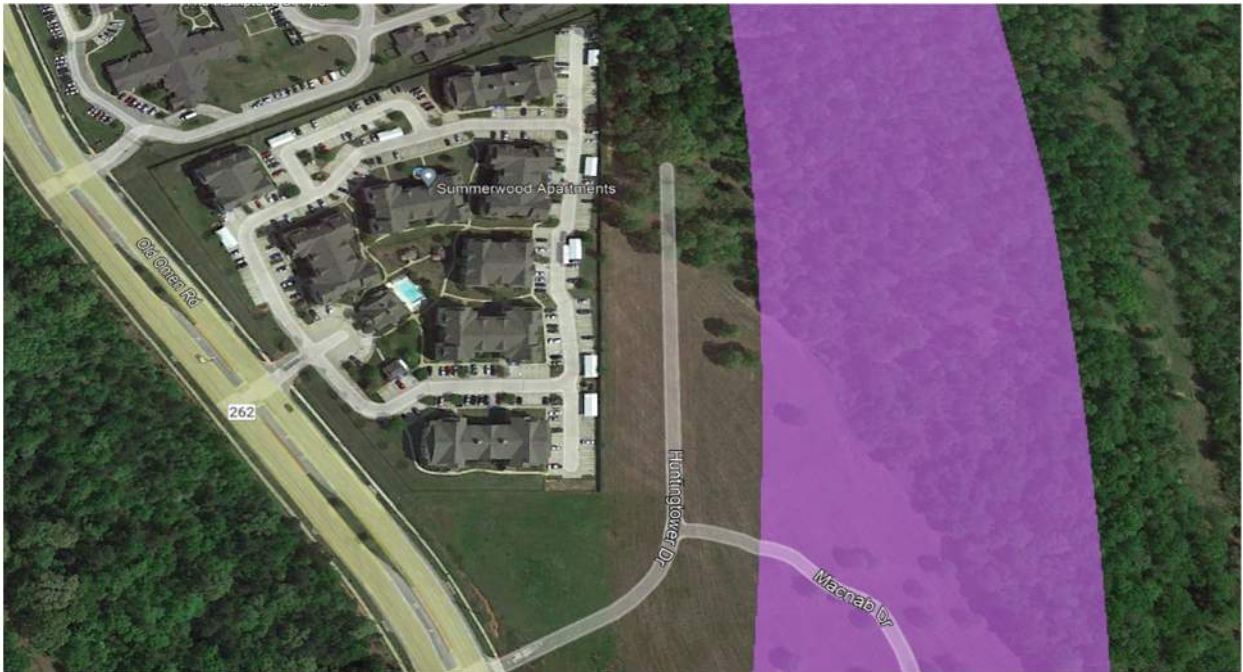


Figure 2a: 2019 aerial view of Development #2 prior to development (Huntingtower Drive) adjacent to Purple route.



Figure 2b: 2024 aerial view of Development #2 (Huntingtower Drive) adjacent to Purple Route.

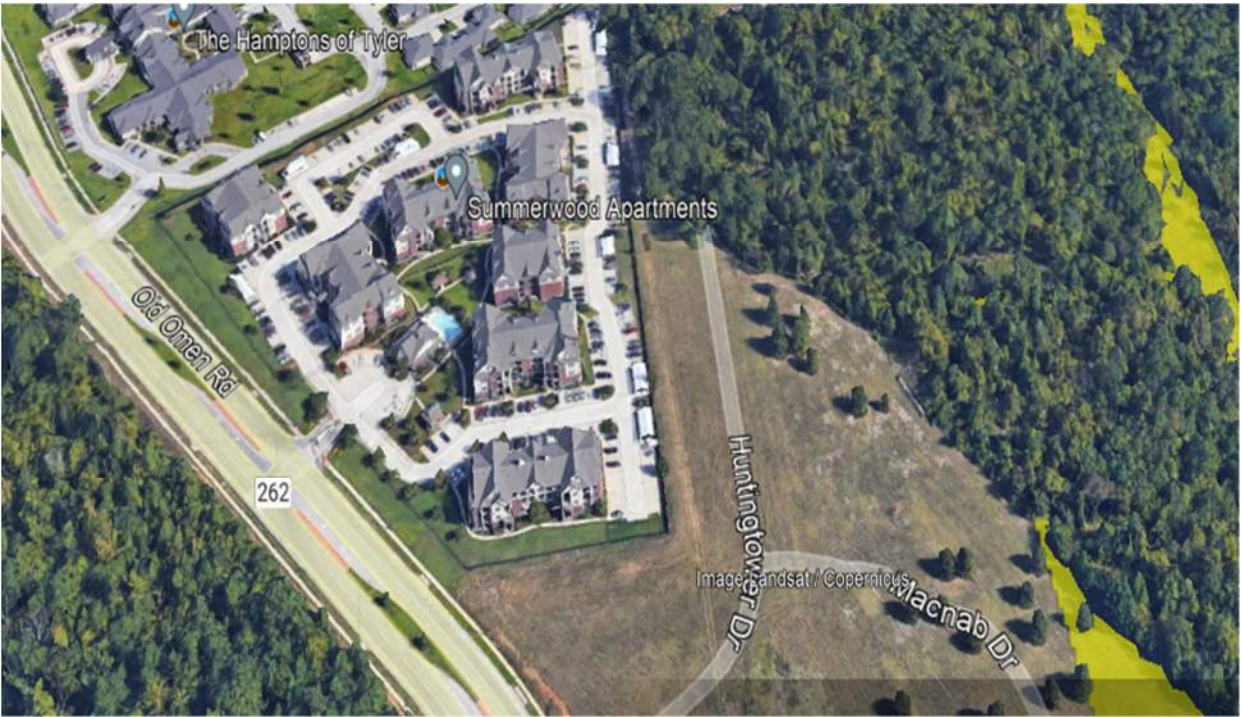


Figure 2c: 2019 aerial view of Development #2 prior to development (Huntingtower Drive) near Yellow Adjusted route.



Figure 2d: 2024 aerial view of Development #2 (Huntingtower Drive) near Yellow Adjusted route.

Development #3

Two (2) new residential structures in the Chapel Woods East Subdivision have recently been developed (Development #3). These two residences are within the Purple route and near the Yellow Adjusted route (within 500'). **Figure 3a** shows an aerial image from 2019 prior to Development #3 and **Figure 3b** shows Development #3 on an aerial image from 2024 showing the relationship of this development to the Purple route. **Figure 3c** shows an aerial image from 2019 prior to Development #3 and **Figure 3d** shows Development #3 on an aerial image from 2024 showing the relationship of this development to the Yellow Adjusted route.



Figure 3a: 2019 aerial view of Development #3 prior to development (Chapel Woods East Subdivision) within Purple route.

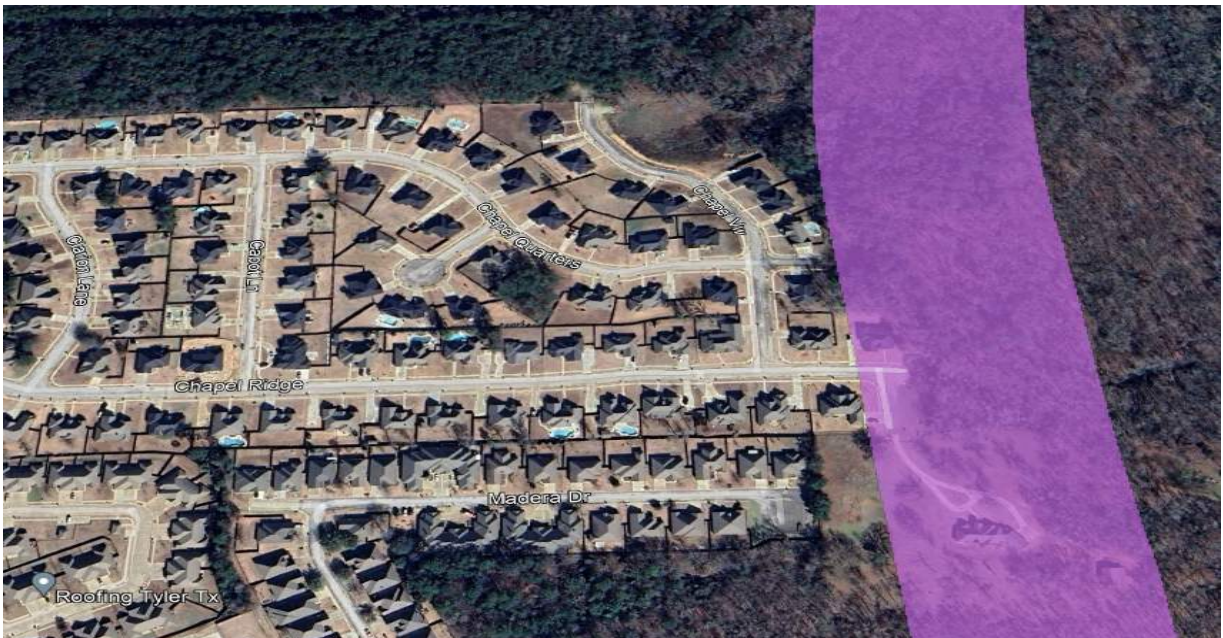


Figure 3b: 2024 aerial view of Development #3 (Chapel Woods East Subdivision) within Purple Route.



Figure 3c: 2019 aerial view of Development #3 prior to development (Chapel Woods East Subdivision) near Yellow Adjusted route.



Figure 3d: 2024 aerial view of Development #3 (Chapel Woods East Subdivision) near Yellow Adjusted route.

Development #4

Three (3) new residential structures at Old Henderson Highway and County Road 2335 have recently been developed (Development #4). These structures are within the Purple route. **Figure 4a** shows an aerial image from 2019 prior to Development #4 and **Figure 4b** shows Development #4 on an aerial image from 2024 showing the relationship of this development to the Purple route.

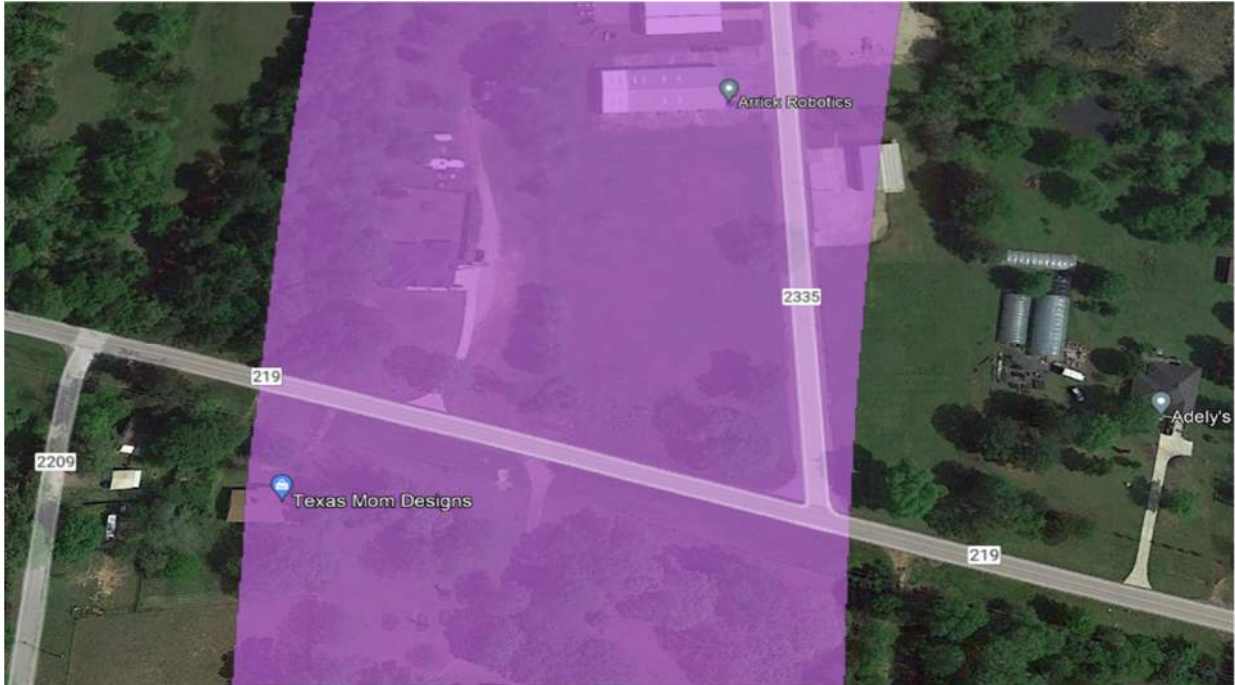


Figure 4a: 2019 aerial view of Development #4 prior to development (Old Henderson Highway and CR 2335) within Purple route.

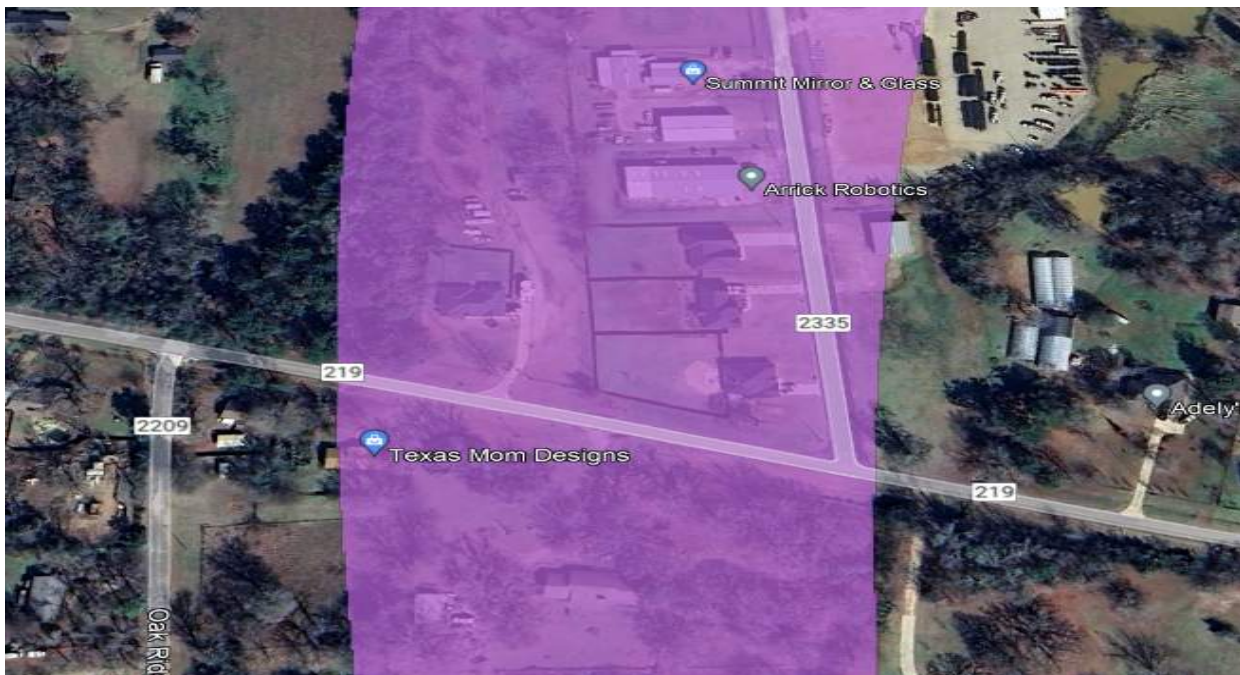


Figure 4b: 2024 aerial view of Development #4 (Old Henderson Highway and CR 2335) within Purple Route.

Development #5

One (1) new business structure, Landmark Baptist Church, located at SH 64 and CR 210 has recently been developed (Development #5). This structure is within the Yellow Adjusted route. **Figure 5a** shows an aerial image from 2019 prior to Development #5 and **Figure 5b** shows Development #5 on an aerial image from 2024 showing the relationship of this development to the Yellow Adjusted route.

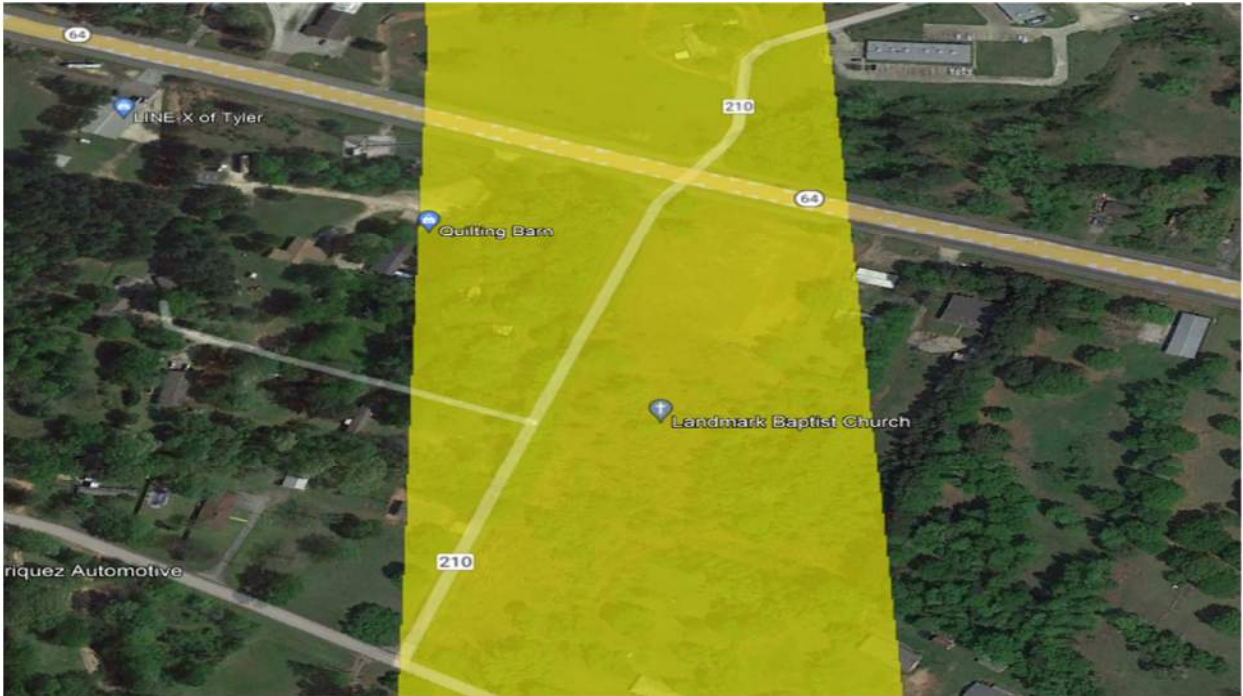


Figure 5a: 2019 aerial view of Development #5 prior to development (SH 64 and CR 210) within Yellow Adjusted route.



Figure 5b: 2024 aerial view of Development #5 (SH 64 and CR 210) within Yellow Adjusted Route.

Development #6

One (1) residential structure along CR 2245 has recently been developed (Development #6). This structure is within the Teal Adjusted route. **Figure 6a** shows an aerial image from 2019 prior to Development #6 and **Figure 6b** shows Development #6 on an aerial image from 2024 showing the relationship of this development to the Teal Adjusted route.



Figure 6a: 2019 aerial view of Development #6 prior to development (CR 2245) within Teal Adjusted route.



Figure 6b: 2024 aerial view of Development #6 (CR 2245) within Teal Adjusted route.

Development #7

One (1) residential structure along CR 213 has recently been developed (Development #7). This structure is within the Teal Adjusted route. **Figure 7a** shows an aerial image from 2019 prior to Development #7 and **Figure 7b** shows Development #7 on an aerial image from 2024 showing the relationship of this development to the Teal Adjusted route.



Figure 7a: 2019 aerial view of Development #7 prior to development (CR 213) within Teal Adjusted route.



Figure 7b: 2024 aerial view of Development #7 (CR 213) within Teal Adjusted route.

Development #8

One (1) residential structure along FM 2767 has recently been developed (Development #8). This structure is within the Teal Adjusted route. **Figure 8a** shows an aerial image from 2019 prior to Development #8 and **Figure 8b** shows Development #8 on an aerial image from 2024 showing the relationship of this development to the Teal Adjusted route.



Figure 8a: 2019 aerial view of Development #8 prior to development (FM 2767) within Teal Adjusted route.



Figure 8b: 2024 aerial view of Development #8 (FM 2767) within Teal Adjusted route.

2024 Updated Route Evaluations

Table 1 below, based on Table 8 in the 2019 Feasibility Study, shows the results of development displacement evaluation criteria for 2019 and current 2024 conditions. A comparison between 2019 and 2024 shows the Purple Route having fourteen (14) additional potential residential displacements, the Yellow Adjusted route having one (1) additional potential business displacement, and the Teal Adjusted route having three (3) additional potential residential displacements.

EVALUATION CRITERIA	PURPLE		YELLOW ADJUSTED		TEAL ADJUSTED	
	2019	2024	2019	2024	2019	2024
Potential residential displacements (residences within ROW)	36	50	42	42	16	19
Number of businesses displaced within the ROW	8	8	3	4	2	2

Table 1: Potential displacements along proposed routes for 2019 and 2024 conditions

Feasibility Study Addendum Conclusions and Recommendations

Due to a large concentration of recent development (Development #1, #2, and #3) in the vicinity of Old Omen Road along the Purple route, it is recommended to shift the alignment for the Purple Route slightly east to avoid impacting nine (9) residential structures at Development #1, two (2) residential structures at Development #3, as well as to provide a buffer to multiple apartment units at Development #2. This recommended shift, the Purple Adjusted route, is shown in **Map 2**.



Map 2: Purple Adjusted route deviation from Purple route

The resulting development related criteria evaluation comparing the Purple route to the Purple Adjusted route is shown in **Table 2**. Table 2 indicates that the Purple Adjusted route has 22% fewer potential residential displacements than the Purple route based on 2024 development conditions.

Potential Displacements

EVALUATION CRITERIA	PURPLE		PURPLE ADJUSTED	
	2019	2024	2019	2024
Potential residential displacements (residences within ROW)	36	50	N/A	39
Number of businesses displaced within the ROW	8	8	N/A	8

Table 2: Potential displacements along Purple route and Adjusted Purple route

Figure 9a shows an aerial image from 2024 with Development #1, #2, and #3 along the Purple route and **Figure 9b** shows an aerial image from 2024 with Development #1, #2, and #3 along the Purple Adjusted route showing fewer potential displacements.



Figure 9a: Purple route potential displacements north of Old Omen Road



Figure 9b: Purple Adjusted route potential displacements north of Old Omen Road

Recent development along the Yellow Adjusted route (Development 5) and along the Teal Adjusted route (Development 6, 7, and 8) are isolated in nature and do not warrant substantial route adjustments at this time. The Purple Adjusted, Yellow Adjusted, and Teal Adjusted routes are recommended to be studied in more detail during the EIS process while continuing to avoid, minimize, and mitigate negative project impacts.