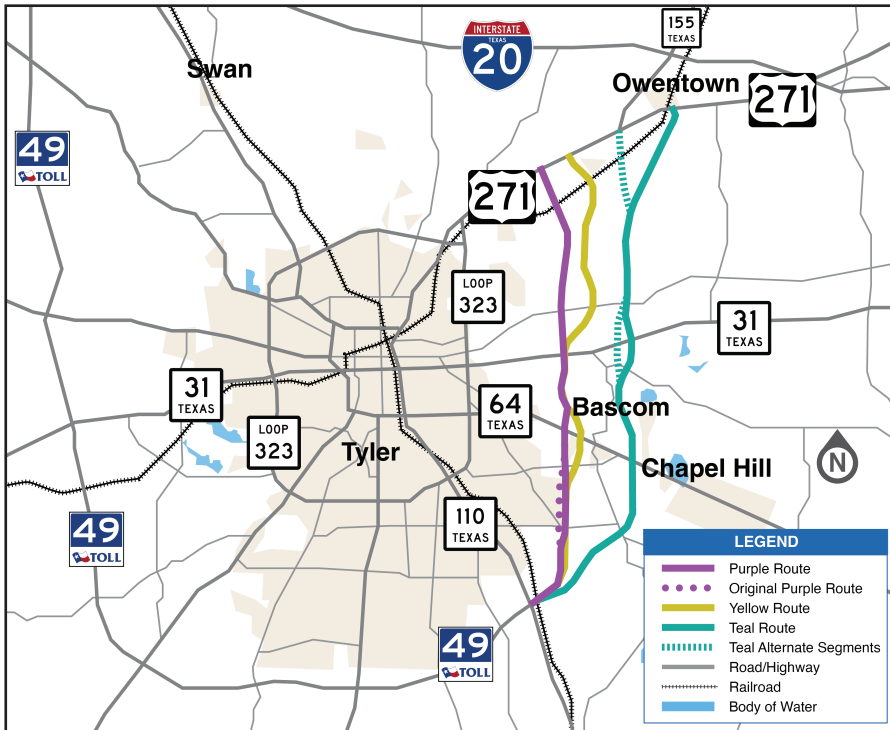


## Project Overview

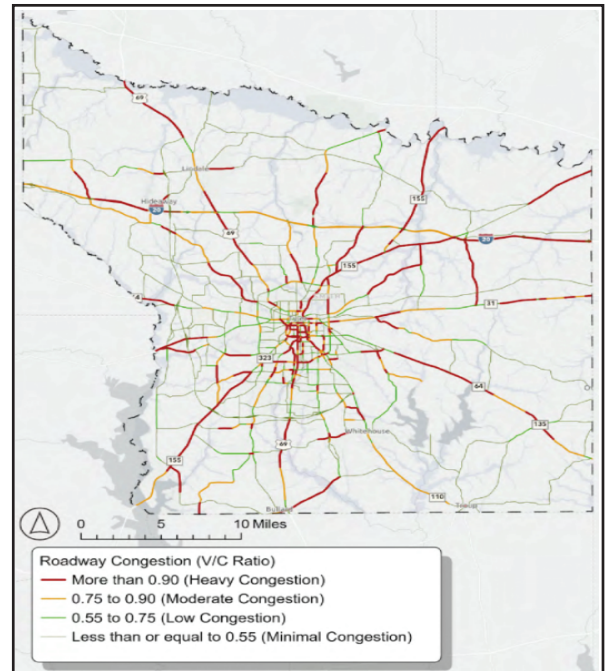
Toll 49 Segment 6 would relieve congestion and provide shorter travel times for local and regional traffic between SH 110 and US 271 northeast of Tyler. This project would extend the existing Tyler Outer Loop and connect communities along the East Texas Hourglass corridor.

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

### Study Route Options

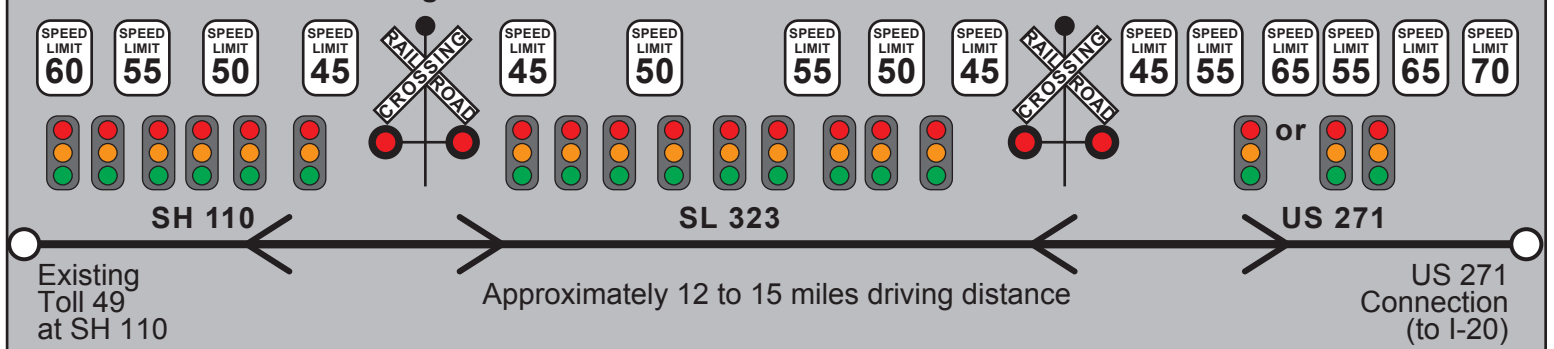


### Roadway Performance with No-Build Option

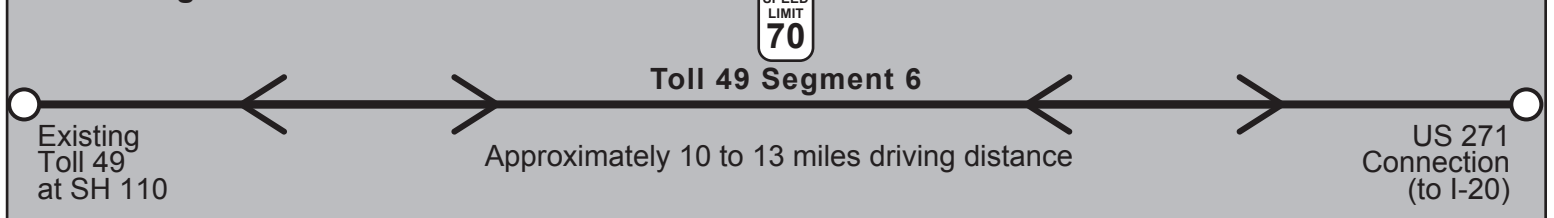


The above map shows the 2050 projected congestion on the existing regional roads (highest congestion in red) if no improvements are made in this area. (Source: Tyler Area 2050 Metropolitan Transportation Plan)

### Shortest and Fastest Existing Travel Route



### Toll 49 Segment 6 Alternative



## Environmental Study

The EIS for this project will include a hard look investigation into many different environmental and community resources in the project area including:



Air Quality



Community Impacts



Hazardous Material Sites



Historical and Archaeological Resources



Indirect and Cumulative Impacts



Land Use and Parkland



Threatened and Endangered Species



Traffic Noise



Vegetation and Wildlife



Water Resources

## What is an Environmental Impact Statement?

An EIS is an environmental study process that is regulated by the National Environmental Policy Act of 1969 (NEPA). "NEPA requires Federal agencies to prepare environmental impact statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process is completed in the following ordered steps: Notice of Intent (NOI), draft EIS, public hearing, and final EIS and Record of Decision (ROD)." (Source: [www.environment.fhwa.dot.gov/nepa/classes\\_of\\_action](http://www.environment.fhwa.dot.gov/nepa/classes_of_action)). This EIS will look at the feasibility study routes and potential variations of those routes to determine the best alternative that will both meet the purpose and need of the project as well as avoid and minimize impacts to the maximum practicable extent.

## Environmental Impact Statement Process



Dates are approximate and subject to change.

The public involvement activities within the EIS for Segment 6 of Toll 49 include a public scoping meeting, a public meeting, and a public hearing.

**Public Scoping Meeting:** Refined information from the three routes that resulted from the feasibility study would be presented to the public. The project team will request input on the purpose and need of the project, coordination plan, public involvement plan, and alternatives evaluation criteria and methodology; present environmental constraints; present refinement of alternatives; and provide an explanation of the no-build alternative.

**Public Meeting:** At this meeting, the preliminary evaluation of impacts from the environmental and community resources studied would be presented for all alternatives that have advanced to detailed evaluation. The project team will seek input on the results of the alternatives analysis.

**Public Hearing:** The draft EIS would be published at this stage in project development and would include all environmental studies and technical reports related to the project. The public would be invited to provide comments on the EIS and the recommended preferred alternative, whether that be a build alternative or the no-build alternative.

The final step of the EIS process includes the final EIS and ROD. After the completion of the environmental study, which includes consideration of public input, the final combined EIS/ROD will be published. The ROD would identify the selected alternative that would move forward, and if a build alternative is selected, a timeline for construction would be determined.

## How Can I Provide Input and My Comments on the Project?

The Toll 49 Segment 6 project will take a regional effort with input from the local communities, property owners and the traveling public. A major element of work going forward is public involvement. Not only is public input welcome, it is also necessary to determine the best possible regional transportation solution.

The NET RMA is sponsoring the project, and the NET RMA and its board members will follow the federal NEPA guidelines for an environmental impact statement. This work will be completed by an engineering/environmental consulting team, contracted through the NET RMA. As such, comments about the study should go to the engineering and environmental team overseeing the process in order to be formally incorporated into the environmental study.

**The team has set up a variety of ways for stakeholders to provide comments that will be part of the study process:**

Formal comments on the project will be requested during comment periods of the public meetings and the public hearing as a part of the environmental process. The public will be notified of each of those formal comment periods through a wide array of notifications including newspaper ads, letters, social media, etc.

Comments and questions that are received outside of the formal comment periods will be addressed by the project team but will not be added into the formal record of the environmental process.

### Comments/Questions



[toll49seg6@gmail.com](mailto:toll49seg6@gmail.com)



903-284-5332



Nancy Ledbetter & Associates  
Attn: Toll 49  
P.O. Box 14622  
Austin, TX 78761

### Project Updates



NET RMA Website:  
[www.netrma.org/projects/segment-6](http://www.netrma.org/projects/segment-6)