Documentation of Public Meeting Comment/Response Matrix

Project Location
Smith County

Toll 49 Segment 6
CSJ: 0910-00-129

Project Limits
From SH 110 and US 271

Meeting Locations
Virtual Option: www.netrma.org/projects/segment-6
In-Person Option (Tyler): W. T. Brookshire Conference Center, 2000 W. Front St., Tyler, TX 75702
In-Person Option (Longview): Maude Cobb Convention Center, 100 Grand Blvd., Longview, TX 75604

Meeting Dates and Time
Virtual Option: Tuesday, June 2, 2026, at 5 p.m. – Wednesday, June 24, 2026, at 11:59 p.m.
In-Person Option (Tyler): Tuesday, June 2, 2026, 5 - 7 p.m.
In-Person Option (Longview): Tuesday, June 9, 2026, 5 - 7 p.m.

Translation Services
Spanish speaking staff available at in-person meetings

Elected Officials in Attendance
June 2 (Tyler)
Alderman Rita Turner, City of New Chapel Hill
Councilmember Petra Hawkins, City of Tyler, District 2
Robert Bennett, Office of State Representative Daniel Alders
Commissioner Christina Drewry, Smith County, Precinct 1
Mayor James Wansley, City of Whitehouse

Total Number of Attendees (approx.)
June 2 (Tyler) – 141
June 9 (Longview) – 12

Total Number of Commenters
67

Toll 49 Segment 6 - Comment / Response Matrix
Public Meetings: June 2 and June 9, 2026

#	Commenter Name	Date Received	Source	Comment (Verbatim)	Response
1	Bill Bala, PE	6/9/26	Comment Form	You need to put an item on the upcoming agenda to install jersey barriers from US69 south past 155 between opposing lanes of traffic. DPS shows at least 38 fatalities since 2013, 60% are head on collisions, 24 fatalities. Barriers currently exist on I-20 between Tyler and Longview. Esthetics is not a reasonable objection. People will feel safer with the barriers.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
2	Brad Briggs	6/2/26	Comment Form	TEAL: Please consider minimizing impacts to existing residences, barns & other structures, where feasible, please consider preserving/adding tree cover and/or noise mitigation. Rural property owners that are not large land owners live there for the peace/quiet and way of life. The current route would displace my neighbors. COMMENTS: In addition, the teal route could be moved slightly east to avoid the body of water to the north - while also avoiding a residential displacement - and preserving the character of my property. Win-win-win!	Thank you for expressing the desire to minimize impacts to structures, preserve the natural environment, and mitigate noise impacts. Noise studies will be performed to evaluate potential noise impacts and identify appropriate mitigation measures. Design adjustments to the Teal Alternative as suggested will be investigated. Your comment has been noted.
3	Brittany Folden	6/10/26	Online	YELLOW: Before expanding the road, safety concerns need to be addressed. Too many accidents happen on this road that can be prevented by installing medians. Safety should come before expansion. TEAL: Before expanding the road, safety concerns need to be addressed. Too many accidents happen on this road that	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49.

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				can be prevented by installing medians. Safety should come before expansion COMMENT: Before expanding the road, safety concerns need to be addressed. Too many accidents happen on this road that can be prevented by installing medians. Safety should come before expansion	Your comment has been noted.
4	Brooke Murie	6/10/26	Online	Make what toll we have safer!	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
5	Buddy Furqueron *(Cornerstone Dental)*	6/4/26	Voicemail	yes I would like I guess I want to pose a question is I have a dental office along the teal route located at 12050 County Road 219 Tyler Texas and I would like to know how that teal route is going to affect my dental office its a new office weve only been open 5 months and I just need to know Im moving forward how thats going to affect my office the other thing is if if no questions are allowed Id like to make a statement and say that it looks very much like the teal route is going to mean the demolition of my brand new dental office that I just completed in I just completed in December of 2025 weve only been open 5 months its a big facility that sits on cut back theres a land and Id like for it to be known that this dental office is looks to be negatively impacted by the teal route and that is not going to be a good thing please call me back [PHONE NUMBER REDACTED] thank you my name	Thank you for describing the potential impacts to you and your property on the Teal Alternative. If the Teal Alternative is selected to be the Preferred Alternative, current design would require acquisition of the dental office. If a build alternative is selected, property appraisals, compensation and relocation support for property acquisitions would be addressed during the final design and right-of-way acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Your comment has been noted.

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				is Buddy Franklin f u r q u e r o n Cornerstone Dental Tyler the land is owned by Althea Limited LLC a l t h e a stuff to go on the tax roll and try to find the land on the appraisal district its under Althea Limited LLC thank you	
6	Christina Allen	6/9/26	Email	No build Segment 6. Make Toll 49 safe!	Thank you for noting your support for the No-Build Alternative and interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
7	Christy Simmons	6/10/26	Online	No expansion until safety concerns for existing road are remediated. Center barriers, more lighting, protect human lives.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
8	Colleen Swain	6/15/26	Online	Please make sure the Tollway is safe. I will not use it because it is not. Too many have died on our short and small Tollway in Tyler. It should not be this way.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49.

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					Your comment has been noted.
9	D. M. Edwards	6/24/26	Online	TEAL: I favor the teal route, and request expedited construction. COMMENT: This is a vitally needed project for increased public safety and to relieve congestion.	Thank you for sharing your support for the project based on the reasons provided with highest support for the Teal Alternative. Your comment has been noted.
10	D. Spurrier	6/9/26	Comment Form	TEAL: I fully support this route	Thank you for sharing your support for the Teal Alternative. Your comment has been noted.
11	Dani Brown	6/11/26	Email	Good Afternoon! I work with Dodge Construction Network, a firm that researches publicly-funded infrastructure projects and contracts for professional services. I wanted to reach out to you about Toll 49 Segment 6 Extension project. Do you already have a designer for the project, and if so, who was selected? Will you be soliciting for a Construction Manager at Risk? What Project Delivery System (Design-Build or Design-Bid-Build) this project is? Do you know when you're planning to go out for a bid? Do you know when you're planning to start construction? What is the estimated construction cost for the project? Will you be going out for any other professional services for this project, like structural engineering or geotechnical services? Thank you so much for your help!	Preliminary designs are currently being prepared by the current General Engineering Consultant. A designer for the final design has not been selected. A project delivery method has not been determined at this time, however it is likely the NET RMA will use a Design-Bid-Build method. Although the schedule is tentative and subject to change based on the progress of the Environmental Impact Statement (EIS) and funding considerations, bidding for initial phased construction is anticipated no earlier than 2033. Construction would start after the construction contract is awarded. The range of project construction costs from the 2019 Feasibility Study Report, using planning level estimates, showed an estimated cost ranging from $254 million to $318 million. Structural engineering and geotechnical services are anticipated professional services needed for project design.

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					Your comment has been noted.
		6/11/26	Voicemail	Hi good afternoon this is Dani Brown from Dodge Construction Network, my phone number is [PHONE NUMBER REDACTED] and I was calling to get an update on that Toll 49 Segment 6 extension project. I just wanted to know the current status of this project. Id appreciate it if you could get back to me at [PHONE NUMBER REDACTED] or you can also send an email to [EMAIL ADDRESS REDACTED]. Thank you and have a great day bye bye.	The project is currently in the Environmental Impact Statement (EIS) phase, during which potential environmental impacts to the natural and human environment are being evaluated to determine whether to move forward with the proposed project (the Build Alternative) or not proceed with construction (the No-Build Alternative). Your comment has been noted.
12	Danielle Bailey	6/2/26	Comment Form	COMMENTS: If we have enough money to expand the road, we have enough money to fix it it safely first. My daughter Alex Bailey, 21 yo, was killed in a head on collision that could have been prevented with a physical divider/median. We deserve a safe road. No one should have to lose their child when it was preventable!	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
13	Darrell Forster	6/2/26	Comment Form	TEAL: Perhaps dual use of right of way if overpass, can we at DQ keep our aerobic system on R.O.W. and 1/4 of our parking spaces? Or State can move aerobic to code nearby? COMMENTS: Dairy Queen has 1 acre: please check new aerobic requirements for how much land is need if state move our sewer system.	Thank you for describing the potential impacts to you and your property on the Teal Alternative. If the Teal Alternative is selected as the Preferred Alternative, subsequent right-of-way negotiations may consider a joint-use agreement to allow continued use of parking and aerobic system areas. If a build alternative is selected, property appraisals, compensation and relocation support for property acquisitions will be addressed during the final design and right-of-way acquisition process in accordance

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					with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. If applicable, compensation to the property owner will include the cost to relocate the aerobic sewer system by the property owner. Your comment has been noted.
14	Debbie Peterson	6/2/26	Comment Form	YELLOW: The yellow route looks like to much expense having to move relocate a cematary is a huge undertaking; unless you go over using overpass materials. TEAL: To us the Teal route looks like the best route for the project to contine to completion. COMMENTS: Thank you for time and expense that was taking to present a very detailed layout of the proposed routes.	Thank you for expressing your concerns about potential cemetery impacts. The Yellow Alternative is located 0.04 miles east of Pleasant Grove Cemetery and would not intersect this cemetery, or other known cemeteries in the vicinity. If the Yellow Alternative is selected, no known cemeteries would require relocation. Thank you for expressing your support for the Teal Alternative based on the reasons given. Your comment has been noted.
15	Delane Moehring	6/17/26	Online	I really think some consideration about more safety measures on existing roadway is imperative. I drive on this roadway often, and have had two scares where someone is crossing the center line and I have no where to go that is safe to avoid being hit. I have been fearful that a head-on collision at those speeds would be deadly, but driving off into the ditch or off the overpass to avoid collision would be just as deadly. I think there are many people in the community who would rather see center medians on the existing roadway (or something else that protects both drivers) before an expansion.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.

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16	Don Noland	6/2/26	Comment Form	YELLOW: Please consider the Chapel Hill community in general Do you live in any of these affected areas?	Thank you for expressing concerns about the Chapel Hill community. A community impact assessment will be conducted to evaluate potential impacts on the local community. This assessment will be reported in the Environmental Impact Statement (EIS). Your comment has been noted.
17	Donna Judalet	6/10/26	Online	YELLOW: I feel this is too close to the area where there already is issues with traffic accidents on the inside of Bascom area in Chapel Hill. TEAL: I feel this is a better choice to help alleviate traffic around the Bascom/Chapel Hill area and possibly prevent accidents at Bascom Road and Hwy 64 which has had fatality accidents I feel this road needs to be fixed that is already cost over 40 lives un-necessarily. I refuse to drive this road due to the hazards and accidents that have occurred. I would love to take advantage of it for time and getting to my destination sooner, but at the risk of my or my families lives, I take the longer route to know my chances of living longer are greater. Fix what's broken before you open a new can of worms/issues. Please save lives instead of make it where more lives are at risk.	Thank you for expressing your preference for the Teal Alternative based on the reasons given and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
18	Donnie Noland	6/21/26	Online	I think that the money that would be spent on this segment should be used to make the existing parts of the loop safer. This whole section needs to be put on hold until the existing portions are safe. It already one of the deadliest roads in the	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for

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				state. There's no point in extending it until that's fixed. I think it's highly negligent to do so.	traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
19	Eddie Updike	6/7/26	Online	YELLOW: There are a couple Bald Eagles that have a habitat within the Yellow option. TEAL: Best route by far COMMENT: The Teal option is the best, even though I believe it should be even further East. The common-sense issue is when putting a Loop around a population center that already has a Loop, you would want to get as far out due to future growth. This would also catch traffic traveling West quicker and allow them to get to their destination, without traveling further West getting to the Loop quicker. However, the Teal is the best option for several reasons: 1. impacts the fewest home owners 2. Impacts fewest land owners 3. Impacts fewest businesses 4. Connects on the northside further East to US 271 and 155 5. It is approximately 4 miles from Loop 323 (again wish it was like 6 to 7 miles to the east of Loop 323), this gives the City of Tyler and the communities East of Tyler the potential to grow responsibly and provide residence with the best option to keep out of Tyler traffic. Overall, Teal just makes the most common-sense.	Thank you for expressing preference of the Teal Alternative based on reasons given and pointing out bald eagles with habitat along the Yellow Alternative. Impacts to bald eagles, migratory birds, and threatened and endangered species and their habitat will be investigated and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.
20	Edward Wong	6/9/26	Email	*Article Attached: See Full Summary Report* All alternatives traverse the Upshur Rural Electric Coop's high-voltage power lines. The powerlines have historical significance and will need to be considered as a Section 4(f)	Thank you for pointing out potential historic resources related to the Upshur Rural Electric Coop high-voltage power lines. This potential impact to historic properties will be investigated and reported on in the Environmental Impact Statement (EIS).

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				resource in the environmental process. In my view, the power lines are eligible for NRHP listing under both Criteria A and Criteria C. With respect to NRHP Criteria A, the power lines are associated with the electrification of rural east Texas, embodying a broad pattern of historics changes to the social and economic structure of east Texas, as outlined in Holley 2024.[1] More specifically, the Upshur electric cooperative management of rural electrification was nationally acclaimed as "pattern for the future", an acknowledgement of how east Texas's rural electrification shaped nationwide historic trends. [2] Turning to NRHP Criteria C, some of the power pylons appear constructed with a riveted beam process. This construction process required in place application of rivets to form structural members from metal plates. Riveted structures reflect the limitation of early industrial steelmaking inability to forge beams of sufficient torsional strength to bear pylon loads, forcing Upshur to assemble its pylons in-place via arsenal riveting. Even if the Upshur Coop's power infrastructure is found not qualify as a Section 4(f) resource, NET RMA would not meet NEPA requirements without specifically discussing the power lines in the EIS as a potential NRHP eligible property. References: [1] Holley, Joe Power: How the Electric Co-op Movement	Your comment has been noted.

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				Energized the Lone Star State (2024) Texas A&M University Press 9781648431562 [2] Attached press clipping from the Tyler Courier Times (December 7 1947)	
21	Eric Hughes	6/23/26	Online	YELLOW: With the proximity being so close to the loop, it seems a waste of time and money. Not to mention the potential traffic congestion. TEAL: Considering you used old environmental data, how can we make an informed observation? There are two.private lake communities that could experience negative impacts. Given the safety issues that exist on the current leg on the southwest side of Tyler, those should be resolved before additional roadway is built. COMMENT: At the June meeting in Longview, it was shared the environmental data used was 5 years old. Why are you cutting corners?	Thank you for sharing your thoughts concerning the Yellow and Teal Alternatives and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. The environmental data presented at the public meetings in June 2026 and included in the Preliminary Alternatives Screening Matrices is based on the most up to date publicly available sources. Evaluations conducted in the Environmental Impact Statement (EIS) will also be based on the most current publicly available information. Your comment has been noted.
22	Fred Carl	6/2/26	Comment Form	I am continually disappointed by the inclomplete loop as it exists. We fought to get a 4 lane, divided highway and got this. It is not what we were promised. Don't start another section until you complete what is there.	Thank you for your comments. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
23	Fred & Penny Everett	6/23/26	Email	Do not start toll49seg6! The road has shown to be a death trap. Spend the money on correcting all the safety issues first. The Teal route through our neighborhood will diminish	Thank you for expressing your opposition to the project and the Teal Alternative based on the reasons given and your interest in safety. For safety,

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				our quality of life and community. Please listen to all the citizens that are against this project!	a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
24	Gary & Teresa Bradberry	6/10/26	Online	YELLOW: It is an unnecessary highway. Expand what is already established. TEAL: Please do not build this highway. There is so much wildlife and forest being destroyed. COMMENT: This highway is unnecessary. Update the highways already existing. Destroying wildlife habitat is ruining our country.	Thank you for expressing opposition to the project for the reasons provided and support for improvements to existing highway facilities. Potential impacts to wildlife, including threatened and endangered species and their habitat, will be investigated and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.
25	Gayle Caruthers	6/23/26	Email	First off I'm opposed to further building of toll 49 until all safety measures are resolved . So many accidents and fatalities it is ridiculous. I won't even get on it anymore. I vote NO to Teal route and Segment 6. Thank you .	Thank you for noting your opposition of the project and your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
26	Harold Doty	6/3/26	Online	YELLOW: Looks a little more disruptive both before and after construction	Thank you for noting your support of the project with preference for the Teal Alternative based on reasons given.

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				TEAL: Hate to lose any wetlands, but that is the price of progress COMMENT: Looked reasonable to me, but I'm not an expert. I prefer the Teal option, but prefer both options to doing nothing.	Your comment has been noted.
27	Jennifer Brooks	6/10/26	Online	YELLOW: Please consider safety with physical barriers and independent safety consultants. The death toll is already too high on the already established portion of 49. TEAL: Please consider safety with physical barriers and independent safety consultants. The death toll is already too high on the already established portion of 49. COMMENT: Please consider upgrade of existing 49 before expansion. There are huge safety considerations related to the absence of physical barriers between oncoming lanes traffic. The death toll is too high from accidents occurring on 49. Please consider safety upgrades before expansion.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
28	Jenny Sue McCoy	6/4/26	Email	My vote on this is definitely the no-build alternative. I feel that there have been way too many fatalities on the existing Loop 49. In my opinion the state messed up by not building the existing loop with four lanes and slowing the speed down. I am 80 years old and Tyler has some of the worst drivers in the state anyway. Also, I do not want to lose my 24.5 pasture acreage. I don't think anyone on FM 2767 is in favor of this additional segment. Please consider the no-build choice.	Thank you for expressing your support for the No-Build Alternative based on reasons given and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.

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29	Jeremiah Wilson	6/24/26	Online	I am writing as a constituent and affected landowner in Smith County and on behalf of Save Kids from Toll49, regarding the Toll 49 Segment 6 Environmental Impact Statement (EIS) currently underway. I have submitted the attached formal scoping comment to TxDOT's Environmental Affairs Division, and I wanted you to be aware of the issue it raises, given its potential implications for residents in your district and for the integrity of a federally required environmental review. The concern, in brief: The 2019 Feasibility Study used a scoring matrix to rank thirteen route options and select three (Purple, Yellow Adjusted, Teal Adjusted) to carry forward into the EIS. The study's own stated methodology treats “adjusted” routes and “combination” routes differently for public preference scoring: adjusted routes inherit the score of their original; combination routes receive the average of their constituent routes' scores. The Teal Adjusted route was scored as an adjusted route, inheriting Teal's most-favorable public preference rating. However, the Teal Adjusted alignment combines segments from both the Teal and Pink routes — functionally a combination route. Under the study's own averaging rule, Teal Adjusted's preference score should have been roughly 70, not 100. Applying the correction propagates through the final ranking and drops Teal Adjusted from third place to fifth, replacing it on the shortlist with a different route (Gray, Y-P-Y-T) that the study itself confirms has no disqualifying factors. A handwritten annotation visible in the publicly available copy of the 2019 study appears to flag this same issue and recalculate the rank, suggesting it was identified internally but never resolved. The May 2024 Feasibility Study Addendum	Thank you for expressing your concerns regarding the scoring matrix used in the 2019 Feasibility Study. The data, scoring criteria, and screening matrix from the 2019 Feasibility Study were not used in the Preliminary Alternatives Analysis and will not be used to evaluate alternatives as part of the Environmental Impact Statement (EIS). Reviewing or revisiting the Feasibility Study methodology would not provide results that would have a bearing on the reasonable range of alternatives to be evaluated in the EIS. The EIS Scoping process was initiated in May 2025, and the NET RMA used the recommendations from the Feasibility Study to present the Purple, Yellow, and Teal routes as initial Preliminary Alternatives for consideration by Participating and Cooperating agencies and the public. The EIS Scoping process is an opportunity for federal, State, and tribal agencies and the public to provide feedback on the range of alternatives to be considered in the EIS and does not preclude the inclusion of other alternatives to meet the purpose and need for the project. Other alternatives in addition to the Preliminary Alternatives presented during scoping can and will be considered in the EIS. Alternatives based on the Gray and Maroon routes from the 2019 Feasibility Study will be included as Preliminary Alternatives in the EIS to study further. If a build alternative is selected, property appraisals, compensation and relocation support for property acquisitions will be addressed during the final design

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				updated displacement counts but did not revisit the scoring methodology. Why this matters now: The EIS is mid-stream. The Agency Scoping Meeting was held August 27, 2025, the public meeting materials are scheduled for release June 2, 2026, and the preferred-route decision is not expected until 2029. This is the window where the range of alternatives evaluated can still be corrected without disrupting the EIS timeline. Under 40 C.F.R. § 1502.14, the EIS must rigorously evaluate all reasonable alternatives; an alternative excluded through a scoring inconsistency is precisely the kind of issue NEPA expects to be addressed at scoping rather than after the Draft EIS is published. What I am asking: • Awareness of the issue as you engage with NET RMA, TxDOT, and constituents on this project. • If you find it appropriate, an inquiry to TxDOT or NET RMA asking how the Teal Adjusted classification was determined and whether the methodology will be reviewed. • Consideration of whether to support the requests in my formal scoping comment: a precomputation of the scoring matrix and the addition of Gray (Y-P-Y-T) and Maroon (Y,T) as a reasonable alternative in the Draft EIS • CRIS reports on traffic fatalities • Explain why the Gray and Maroon routes were removed since they are reasonable alternatives. The scoring of these two routes were inconsistent with other routes in the study. • Provide a Deed of Compensation for all current and future damages to any and all parties affected by the construction of Toll49 along the Teal Alternative route and any future adjusted route that now contains or may in the future contain a portion of the currently proposed Teal Alternative route. I am not asking you to take a position on which route should	and right-of-way acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Your comment has been noted.

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				ultimately be selected. My concern is procedural: that the EIS proceed on a methodologically defensible foundation, so that whatever route is ultimately chosen withstands scrutiny and reflects a fair evaluation of the alternatives. The full technical comment, submitted to TxDOT and copied to NET RMA and FHWA, is attached. I am available to discuss this further at your convenience and would welcome the opportunity to brief your staff if that would be helpful. Thank you for your attention to this matter and for your service to Smith County. Respectfully, Jeremy Wilson Save Kids from Toll49	
30	Jim Shipman	6/10/26	Online	From what I understand both look good. However, I think before new expansion of Toll 49, new safety measures need to be implemented for existing Toll 49. Just traveling on Toll 49, the safety problems can be easily identified. (no need to be a safety engineer) The accidents / fatalities do not lie. Fix the problems on existing Tollway first.	Thank you for expressing that the Yellow and Teal Alternatives look good to you and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
31	Joan Ford	6/22/26	Mailed (Comment Form)	YELLOW: This alternative is extremely close to a significant number of communities on the south end of Old Omen Rd. I am concerned that the increase in traffic will cause reduced air quality, increased noise pollution, and potentially worsened health for all living in the area. This would be especially of concern to the seniors at The Hamptons, Del Coronado (55+ community) and Hospice of East Texas (due to their deceased immune systems which occurs with age).	Thank you for expressing health concerns related to air quality and noise to community facilities on the Yellow Alternative. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed as a part of the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Noise studies will be performed to evaluate

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					potential noise impacts and identify appropriate mitigation measures. A community impact assessment will also be conducted to evaluate potential impacts on the local community. This assessment will be reported on in the EIS. Your comment has been noted.
32	John D. Sage	6/6/26	Email	Let's compare the Toll 49 with the original West Virginia Turnpike. The similarities are striking except for the need for tunnels and crossing mountains. "What was to be a four-lane road would now be two lanes." (Toll 49 still is.) In West Virginia, before ground broke in 1952, cost considerations had made Charleston the new northern terminus of the Turnpike (and still is). (Toll 49 has stopped at SR 110 for the time being) Construction on the West Virginia Turnpike project began in 1952. The construction cost five workers their lives and mountains literally had to be moved to complete the job.13 Nevertheless, within two years the turnpike was complete and opened for automobile travel. It was nicknamed "the engineering marvel that beat the mountains," "a motorists' dream," "a highway through the clouds," and "88 miles of miracle."14 Soon after the completion of the Turnpike, the Federal government authorized the creation of the Interstate Highway System. New four lane highways began to create a new transportation infrastructure across the United States. Though not operating at Interstate standards, the Turnpike	Thank you for sharing the history of the West Virginia Turnpike Project and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.

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				increased the flow of traffic though West Virginia. It was no longer necessary to go around West Virginia to avoid its bad roads. (Now with Toll 49 it is no longer necessary to go through the Tyler city traffic.) The Turnpike brought more business and industry to the state as well as linking the Southern states with the Industrial areas of the Mid-west and Lake region. The growing Interstate system brought more traffic to West Virginia than the Turnpike could bear (Beginning to sound familiar with Toll 49). With the increased traffic came increased auto and truck accidents resulting in fatalities. By 1975 the death toll for the 21-year-old highway was at 278 and in one year - 1979, 28 fatalities occurred on the Turnpike.15 Under increasing public pressure, studies were conducted to ascertain the cost of upgrading the Turnpike. A 1974 study put the cost at $350 million. When work on the project had not been begun by the next year, a flood of articles in local newspapers castigated state officials for their lack of action and questioned their competence. Turnpike officials themselves were concerned abut [sic] the inaction and feared that continued postponement of the work would allow the price tag on the project to "soar out of sight."16” Except for parenthesis and underlining, taken from: West Virginia Historical Society Quarterly, THE WEST VIRGINIA TURNPIKE: "88 MILES OF MIRACLE" By Christopher R. Monday	

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				Please, Texas should not repeat the West Virginia error! At least here in Texas you do not have to move mountains or bore tunnels! Finish the present sections of Toll 49 as they WERE DESIGNED: a four lane divided highway. You have the land; you have the overpasses already built for four lanes. BUILD IT before it gets any more expensive and any more fatalities occur! As for the "Section 6" of Toll 49, if you're going to build it, build it correctly! FOUR LANES. No more cost cutting at the expense of driver's lives!	
33	Johnny Caruthers	6/23/26	Email	I say No to Teal route and seg 6 until further safety measures are resolved . I am for Blue or Orange route with highway dividers Thank you	Thank you for expressing opposition to the project and the Teal Alternative, showing support for using current connection routes, and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. The blue and orange map lines displayed at the June 2026 Public Meeting illustrated the existing routes connecting Toll 49 to US 271 and east of Tyler. These existing connections would not meet the project's stated need and purpose of relieving congestion and providing shorter travel times for local and regional travel. Your comment has been noted.

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34	Josh Langston	6/2/26	Comment Form	Regarding either proposed route which methods of communication will be used to work with public utility companies	Thank you for expressing interest in potential communication methods with public utility companies. Anticipated communications with the utility company include regular mail, email, phone, and continued use of the project webpage as a reference for the most current information regarding the project. Utility adjustments for a build alternative would be made during the final design, right of way, and utility phases of project development. Your comment has been noted.
35	Judith Smith	6/24/26	Email	I am writing to express my strong opposition to the proposed Toll 49 Segment 6 project. I join many members of our community in urging NETRMA to reject this proposal and pursue alternative transportation solutions that better serve the public without causing irreversible harm to our families, landowners, wildlife, and rural communities. One of the greatest concerns is the destruction of farmland that has been owned and worked by local families for generations. These properties represent more than acreage on a map; they are family legacies, sources of livelihood, and an important part of our area's history and identity. Once this land is taken for the roadway, it can never be restored. The proposed project would also permanently alter the peaceful character and serenity of the countryside. Residents who chose to live in these rural areas did so	Thank you for expressing your opposition to the Toll 49 Segment 6 project based on the reasons given, being in favor of making improvements to existing highway facilities and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Evaluations will be conducted to identify potential impacts to farmland, threatened and endangered species and their habitats, and water features. These evaluations will be reported on in the Environmental Impact Statement (EIS).

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				because of the open spaces, natural beauty, and quiet environment. Construction and operation of a major toll road would fundamentally change that way of life. Safety is another major concern. The existing Toll 49 segments have experienced approximately 40 fatalities since opening in 2013, with a concerning number of those fatalities occurring in recent years. The current roadway design lacks sufficient barriers to prevent vehicles from crossing into oncoming traffic. Segment 6 is proposed with a similar design, raising serious questions about whether adequate safety improvements have been considered. Before expanding the tollway, NETRMA should address the safety deficiencies of the existing roadway and implement proven measures that reduce the risk of fatal crashes. The environmental impacts of Segment 6 cannot be overlooked. The project would displace wildlife, fragment habitats, and disrupt ecosystems that have developed over many years. Additionally, there has been insufficient study regarding the potential effects of roadway construction on underground water systems. These environmental consequences deserve thorough analysis before any further action is taken. The use of eminent domain and land acquisition for this project would impose significant hardships on affected property owners. Many landowners would lose property that cannot realistically be replaced. Compensation offered by the authority may not reflect the true value of the land, particularly when considering its long-term significance to	If a build alternative is selected, property appraisals, compensation and relocation support for property acquisitions will be addressed during the final design and right-of-way acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Your comment has been noted.

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				families, agricultural operations, and future generations. Elderly residents may be forced to leave homes and properties where they have spent much of their lives, relocating to smaller and less desirable housing options. This is not simply a financial loss—it is a loss of heritage, stability, and community. Furthermore, properties located near the proposed tollway are likely to experience reduced value, diminishing the generational wealth that families have worked for decades to build. The economic burden extends beyond individual landowners. Taxpayers may ultimately bear costs that outweigh any projected benefits of the roadway. As Tyler continues to grow, there are alternative transportation solutions available to relieve traffic congestion. Many local residents already avoid using the existing tollway due to toll costs and other concerns. Expanding a roadway that many citizens choose not to use is not the most effective or responsible approach to addressing future transportation needs. Existing roads can be improved and alternative routes developed without causing the widespread impacts associated with Segment 6. For these reasons, I respectfully urge NETRMA to reject the proposed Toll 49 Segment 6 project. Our community values its farmland, natural resources, property rights, safety, and quality of life. We believe there are better solutions available that do not require sacrificing the very things that make our area unique. Our message is clear: We vote NO on the construction of	

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				Toll 49 Segment 6, and many others throughout our community share this position.	
36	Katie Ethridge	6/2/26	Comment Form	I'm not against expansion, but I am against building new road when the current road is not safe. It wouldn't take much to put up barriers, lights, etc just to make the road safer. If our lives are so important, why not build safer roads?	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
37	Kay Phillips	6/10/26	Online	Safety on existing 49 Toll should come first. We need a center median to avoid/separate head on collisions for this high speed highway!!!!!!	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
38	Laura D. Jackson	6/24/26	Online	TEAL: The Teal option was moved to miss a number of identified places. However, it was moved closer to the City of Tyler. Loop 49 should provide for room to grow, not become another "inner loop" with lights popping up every block or two in the next 20 years. Loop 49 should be pushed out beyond the Chapel Hill High School if Section 6 is to actually be installed. Otherwise, discontinue plans at this point, and work on expanding what has already been created and make it safer. COMMENT: Ultimately, NO BUILD Section 6 of Loop 49.	Thank you for expressing your thoughts about the Teal Alternative and support for the No-Build Alternative based on reasons given as well as noting your interest in safety. Toll 49 is being designed as a controlled-access facility without the need for signal lights for the mainlanes. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6

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				Make what currently exists of Loop 49 safer for those traveling it. Widen it to 2 lanes in each direction with a grass median or concrete median. Provide full shoulders on both sides. Highway 80 is a good example even, and it is a State Highway, not so-called toll road that looks more like a Farm-to-Market road. Take a look at FM 2908 in Smith County, and describe the difference between Loop 49 and FM 2908 and then tell the public why we are paying for Loop 49. NO BUILD SECTION 6!	Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
39	Max Hale	6/2/26	Online	YELLOW: This is the preferred route by far. TEAL: I strongly oppose this route due to potential encroachment and other factors.	Thank you for noting support of the Yellow Alternative and opposition of the Teal Alternative based on reasons given. Your comment has been noted.
40	Micah Bailey	6/2/26	Comment Form	My niece Alexandrya Bailey was killed on Toll 49 12-9-2025. I had her on Life360 and had to see the scene of the accident in person. NO ONE should have to see their family like that. This accident could have been prevented by cement barriers between lanes and we wouldn't be suffering this tragic loss. Please dont build until you make safety changes to what is already existing.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
41	Michael Beaver	6/18/26	Online	I prefer the teal option - fewer environmental impacts, the proposed route is farther to the east from Tyler allowing growth and development from both Tyler and New Chapel Hill, and I like the northern tie-in location at SH 155 near UT Health and ER.	Thank you for expressing your preference for the Teal Alternative based on reasons given. Your comment has been noted.
42	Michael Chambers	6/24/26	Online	i think you should widen the existing road firts	Thank you for noting your interest in existing Toll 49. The Segment 6 Project scope does not include changing existing segments of Toll 49.

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					Your comment has been noted.
43	Michael Seger	6/2/26	Comment Form	Based on the lack of due dilligence of Environmental Impact Study and non-adherence to 23 USC, demonstated in the attachment, when will the flooding Toll 49 has caused be remedied? When will damages to Hill Creek Baptist Church be remedied? Thus far over $100k in damages has occurred to non compliance with USC 23. Attached Hill Creek Baptist Church document	Thank you for noting the flooding concerns at Hill Creek Baptist Church. The Hill Creek Baptist Church parking lot and buildings are located within a FEMA-designated flood insurance risk zone for the one percent annual exceedance probability flood, commonly referred to as the 100-year flood. The FEMA detailed study flood profile for Hill Creek shows that water overtops the vehicular bridge on the property during the 10-year flood (10% annual exceedance probability flood). Toll 49 Segment 6 will be designed in accordance with federal highway requirements, including FEMA requirements, to adequately convey design flood flows. Drainage studies for FEMA compliance will be conducted and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.
44	Michael Terry	6/10/26	Mailed (Comment Form)	YELLOW: No build TEAL: No Build COMMENT: I have had to deal with the NetRMA and TxDOT for over 20 yrs. I can say from experience that they have ignored data on flooding, maintenance, and safety. When pressed by the poor woman who lost her daughter in an accident, your representative stated "people should just slow down." It is the NetRMA that needs to slow down with	Thank you for expressing your support for the No-Build Alternative and your opinion regarding your dealings with the NET RMA and TxDOT concerning flooding, maintenance, and safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for

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				expansion plans and try to fix some of the mess they created. And that woman deserves an -APOLOGY-	traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
45	Mike Ford	6/2/26	Comment Form	I pastor the Hill Creek Baptist Church just off of the current end of 49 or St. Hwy 110 the end of your last extension. The effect of not planning for drainage into Hill Creek causes our grounds to flood making it impossible to reach our parking lot or church or to leave if caught at church during this flooding not able to enter or leave church grounds occurs at least once per year -	Thank you for noting the flooding concerns at Hill Creek Baptist Church. The Hill Creek Baptist Church parking lot and buildings are located within a FEMA-designated flood insurance risk zone for the one percent annual exceedance probability flood, commonly referred to as the 100-year flood. The FEMA detailed study flood profile for Hill Creek shows that water overtops the vehicular bridge on the property during the 10-year flood (10% annual exceedance probability flood). Toll 49 Segment 6 will be designed in accordance with federal highway requirements, including FEMA requirements, to adequately convey design flood flows. Drainage studies for FEMA compliance will be conducted and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.
46	NA	6/17/26	Online	Loved ones drive these roads daily. Lord forbid the unexpected happen. Please prioritize implementing Safety measures FIRST before Expansion.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49.

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					Your comment has been noted.
47	Patricia Vincent	6/9/26	Online	Need jersey barrier or something on first segment I've stopped using it because it's deadly	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
48	Paul H. Dolton	6/2/26	Comment Form	YELLOW: The Present Watershed Redirections Puts Hill Creek Baptist Church Parking Lot And Front 1/4 Of the Sanctuary Under Water As Well As Eroding The Creek Bed. Diverting Yet More Water To The Creek Will Cost Enormous Money. TEAL: ^ Same COMMENTS: Engineering Need To Redirect Flows	Thank you for noting the flooding concerns at Hill Creek Baptist Church. The Hill Creek Baptist Church parking lot and buildings are located within a FEMA-designated flood insurance risk zone for the one percent annual exceedance probability flood, commonly referred to as the 100-year flood. The FEMA detailed study flood profile for Hill Creek shows that water overtops the vehicular bridge on the property during the 10-year flood (10% annual exceedance probability flood). Toll 49 Segment 6 will be designed in accordance with federal highway requirements, including FEMA requirements, to adequately convey design flood flows. Drainage studies for FEMA compliance will be conducted and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.

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49	Petra Hawkins	6/2/26	Comment Form	YELLOW: Not at this time COMMENT: Great job on the displays, maps & having personnel available to answer questions	Thank you for expressing your thoughts concerning the Yellow Alternative and appreciating the displays, maps, and personnel. Your comment has been noted.
50	Randy Gouldthorpe	6/2/26	Comment Form	Even though I am on the yellow route I would prefer this option	Thank you for expressing your preference for the Yellow Alternative. Your comment has been noted.
51	Reagan Fair	6/2/26	Comment Form	YELLOW: This whole project seems like a lot of work to save one mile of travel. TEAL: I'm shocked that this route is even being considered given the destruction of people's homes, new businesses, waterways, animals, and historical sites. The road would ruin the very things that make East Texas special.	Thank you for expressing your thoughts concerning travel savings on the Yellow Alternative and the social and natural environment impacts on the Teal Alternative. The environmental study will evaluate these potential impacts as part of the decision-making process between the Reasonable Alternatives including the No-Build Alternative. Your comment has been noted.
52	Rebecca Jackson	6/10/26	Mailed (Comment Form)	TEAL: At the creek, fluds & soft land across the creek. There are aprox 3 eagles nest around lake. come every summer. Bottom fluds every hard rain. COMMENT: My husband & I worked all our lives to buy this property. I don't care about your greater good. I own this property out right & not going to give any of it up. You need to move it west more to get it off my land. This is my sanctuary, my Place of Peace!	Thank you for identifying eagle nests and expressing your concerns about the potential effects of the Teal Alternative on your property. We also acknowledge your request to shift the alignment west to avoid impacts to your property. Your comment has been noted.
53	Robert Reese	6/12/26	Mailed (Comment Form)	YELLOW: Roadway should be four lanes separated by a 68' grassy median. TEAL: Roadway should be four lanes separated by a 68'	Thank you for expressing your thoughts concerning the design for the Yellow and Teal Alternatives and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and

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				grassy median. COMMENT: Proof of the above design requirement is that existing 49 toll road is unsafe at any speed. There is a one to one ratio of accidents to deaths on the exisiting toll road. Cost cannot be the only factor in designing this segment.	ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
54	Robert Wilson	6/22/26	Online	YELLOW: Preference is NO BUILD any more toll 49. but if NETRMA ignores the public in this request, then it makes sense to use the Yellow route to do so. The stated intent was to relieve traffic off of Loop 323, therefore it makes sense to build a road closer in and closer to Loop 323. This alternative has a more direct route and will see more residents using it rather than going around town to get to town. The stated purpose of the project is to relieve congestion and provide shorter travel times of which the yellow route would be more aligned with thier purpose than the Teal. TEAL: Preference is NO BUILD but if NETRMA ignores the public in this request, then it makes sense to use the Yellow route to do so. The stated intent was to relieve traffic off of Loop 323, therefore it makes sense to build a road closer in and closer to Loop 323. This alternative has a more direct route and will see more residents using it rather than going around town to get to town. The stated purpose of the project is to relieve congestion and provide shorter travel times of which the yellow route would be more aligned with their purpose than the Teal. . COMMENT: I am submitting this comment in connection	Thank you for expressing your preference for the No-Build Alternative overall and preference of the Yellow Alternative over the Teal Alternative for the reasons stated and for expressing your concerns regarding the scoring matrix used in the 2019 Feasibility Study. The data, scoring criteria, and screening matrix from the 2019 Feasibility Study were not used in the Preliminary Alternatives Analysis and will not be used to evaluate alternatives as part of the Environmental Impact Statement (EIS). Reviewing or revisiting the Feasibility Study methodology would not provide results that would have a bearing on the reasonable range of alternatives to be evaluated in the EIS. The EIS Scoping process was initiated in May 2025, and the NET RMA used the recommendations from the Feasibility Study to present the Purple, Yellow, and Teal routes as initial Preliminary Alternatives for consideration by participating and cooperating agencies and the public. The EIS Scoping process is an opportunity for federal, State, and tribal agencies and the public to provide feedback on the range of alternatives to be considered in the EIS and does not preclude the inclusion of other alternatives to meet the purpose and need for the project. Alternatives

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				with the Environmental Impact Statement (EIS) being prepared under 23 U.S.C. § 327 for Toll 49 Segment 6, pursuant to the Notice of Intent published at 85 Fed. Reg. 17376 (Mar. 27, 2020) and the Agency Scoping Meeting held August 27, 2025. I submit this comment as an affected landowner within the project study area, and on behalf of Save Kids from Toll 49, a group of affected residents and stakeholders in Smith County. I appreciate the work the project team has done to date and the opportunity to engage during scoping. My intent is to constructively flag a specific issue that, if left unaddressed, could undermine the defensibility of the alternatives analysis under NEPA. The 2019 Toll 49 Segment 6 Feasibility Study identifies three route options (Purple, Yellow Adjusted, and Teal Adjusted) to carry forward into the EIS. The Feasibility Study Addendum dated May 2024 reaffirms that shortlist with only minor alignment refinements driven by post-2019 development. After careful review of both documents, I have identified an internal methodological inconsistency in the 2019 study's scoring of public preference that, when corrected using the study's own stated methodology, materially changes the ranking of route options and therefore the composition of the shortlist carried into the EIS. 1. The Methodological Inconsistency Table 4 of the 2019 Feasibility Study scores thirteen proposed route options across four equally weighted categories: (i) the original 22 evaluation criteria, (ii) public preference, (iii) overall construction cost, and (iv) average annual daily traffic. The study sets out two explicit rules for assigning public preference scores to derivative routes: • Adjusted routes inherit the public preference score of the original	based on the Gray and Maroon routes from the 2019 Feasibility Study will be included as a Preliminary Alternative in the EIS to study further. The text presented on the *Preliminary Alternatives Screening* board under "Engineering Considerations" is a simplified statement reflecting a comparison of the Purple, Yellow, and Teal Alternatives with respect to crossings of existing highway facilities in the study area and whether the alternative would introduce a signalized (or four-way stop) at an intersection where a stop condition does not currently exist. For the Teal Alternative, the location of the crossing of SH 64 currently has a signalized stop condition at Spur 248, and the Teal Alternative would not add a new (meaning additional) signal at this intersection. Similarly, Old Henderson Hwy currently has a stop sign at the intersection with Spur 248, and the Teal Alternative would not include an additional stop condition at this intersection. For the Yellow Alternative crossing of SH 64, the intersection would require a new traffic signal (or a four-way stop condition) where one does not currently exist, which would affect through-travelers on SH 64. The same result would occur at Spur 248 with the Yellow Alternative, and at Old Henderson Hwy, through traffic would be directed onto a service road and a turn-around to a service road in the opposite direction to continue east or west along Old Henderson Hwy.

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				route from which they are derived (p. 19: “The public preference score for the adjusted routes was assumed to be the same as its corresponding original proposed route.”). • Combination routes receive the average of the public preference scores of their constituent routes (p. 19: the example given is the Maroon route, scored as the average of Yellow and Teal preference values). The Teal Adjusted route is classified and scored as an adjusted route, inheriting Teal's preference value of 2.95 (the most favorable score, yielding a proportional preference score of 100.0). However, the Teal Adjusted alignment combines segments from both the original Teal route and the original Pink route. By the study's own classification logic, Teal Adjusted is functionally a combination route, and the averaging rule should apply: the public preference value would be (2.95 + 3.54) / 2 = 3.25, yielding a proportional preference score of approximately 70.3 rather than 100.0. This is not a marginal distinction. The public never rated the Teal Adjusted alignment. Inheriting Teal's overwhelming public support, rather than averaging Teal's and Pink's, attributes to Teal Adjusted a level of community endorsement that the survey data does not support. 2. Effect on the Ranking Public preference contributes 25% of each route's combined score. Applying the study's combination-route rule consistently to Teal Adjusted produces the following corrected ranking among non-disqualified routes: Route Original Pref. Score Corrected Pref. Score Original Combined Corrected Combined / Rank Purple 85.1 85.1 (unchanged) 86.3 (1st) 86.3 (1st) Yellow Adjusted 81.2 81.2 (unchanged) 78.0 (3rd)	Changes in access and travel patterns and the effects on the community will be analyzed in more detail as the design progresses, and this analysis will be included in the EIS. The engineering considerations included on the *Preliminary Alternatives Screening* boards were intended to evaluate the effect of each alternative on existing traffic patterns. For the Teal Alternative, SH 31 was the only location identified where a new traffic signal and intersection would be required where one does not currently exist. At SH 64, Spur 248, and Old Henderson Highway, it was determined that the Teal Alternative would not change the existing stopping conditions. The previous response to Elizabeth Chryst's question following the 2025 Public Scoping Meetings, "Is one of the three options more favorable than the other two?" was, “Besides the routes presented at the Public Scoping Meeting, the No-Build Alternative and potentially other recommended engineering options to minimize impacts would be studied. Currently, no route is more favored." This response was not intended to convey that the overwhelming comments were No Build, only that the No Build is being considered and none of the routes were more favored. Your comment has been noted.

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				78.0 (2nd) Teal Adjusted100.0 70.3 (recomputed) 70.3 (4th → ranked 3rd after disqualifications) 62.9 (5th) Gray (Y-P-Y-T) 87.1 87.1 (unchanged) 68.9 (6th → ranked 4th) 68.9 (3rd) Maroon (Y-T) 88.1 88.1 (unchanged) 64.3 (7th → ranked 5th) 64.3 (4th) After correction, Teal Adjusted falls from third to fifth among non-disqualified routes. The three highest-ranked routes without disqualifying factors become Purple, Yellow Adjusted, and Gray (Y-P-Y-T). Under the study's own “top three” selection rule, Gray (Y-P-Y-T) should have replaced Teal Adjusted on the shortlist carried into the EIS. I would note that a handwritten annotation visible in the publicly available copy of the 2019 Feasibility Study appears to flag this same issue at Table 4, computing the 3.25 averaged value and recalculating Teal Adjusted's final rank as 5. This suggests the inconsistency was identified internally but not resolved in the published report or in the 2024 Addendum. 3. The 2024 Addendum Did Not Cure This Issue The May 2024 Feasibility Study Addendum updated only two evaluation criteria (residential and business displacements) and only for the three already-selected routes. It did not revisit the scoring methodology, did not re-evaluate eliminated routes against current conditions, and did not address the Teal Adjusted classification question. Notably, Purple's potential residential displacements increased from 36 to 50 between 2019 and 2024, a 39% increase that would propagate through the proportional scoring against the original range if the matrix were re-run — but no scores were recalculated. The shortlist is treated as settled. 4. NEPA Implications Under 40 C.F.R. § 1502.14 (and its post-2020 revisions, as applicable	

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				through TxDOT's assumed responsibilities under 23 U.S.C. § 327), the EIS must rigorously explore and objectively evaluate all reasonable alternatives, and must briefly discuss the reasons for eliminating alternatives that were not carried forward. The Feasibility Study functions as the screening record that justifies the range of alternatives evaluated in the EIS. If the screening contains a methodological inconsistency that materially affects which alternatives advanced, the EIS's alternatives analysis rests on an unreliable foundation. Courts have remanded EIS documents for failure to consider reasonable alternatives that were excluded through flawed or inadequately explained screening processes. Correcting this issue at the scoping stage — before the Draft EIS is prepared — is substantially less costly than addressing it later through supplementation, comment on the Draft EIS, or litigation. Resolving it now also better serves the community-driven process that NET RMA has consistently identified as a central commitment of this project. 5. Requested Actions I respectfully request that TxDOT and NET RMA take both of the following actions, which I view as complementary rather than alternative: • Recompute the proposed route options scoring matrix in Table 4 of the 2019 Feasibility Study, applying the combination-route averaging rule consistently to the Teal Adjusted alignment (and to any other adjusted route whose alignment combines segments from differently-rated original routes), and incorporating the updated displacement data reflected in the 2024 Addendum. Publish the recomputed matrix and revised ranking in a supplement to the Addendum or as part of the Draft EIS administrative record. • Add the Gray (Y-P-Y-T) route as a	

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				reasonable alternative to be evaluated in the Draft EIS under 40 C.F.R. § 1502.14. Gray ranks third under the corrected methodology, has no disqualifying factors identified in the 2019 study, and adding it would cure the alternatives-range concern without disturbing the alternatives already under evaluation. If the agencies decline either request, I would ask that the administrative record explain, with specific reference to the scoring methodology described on page 19 of the 2019 Feasibility Study, why the Teal Adjusted alignment was treated as an adjusted route rather than a combination route for public preference scoring purposes. 6. Conclusion The Toll 49 Segment 6 project is a generational infrastructure decision for Smith County, and the integrity of the alternatives analysis is foundational to public confidence in the outcome. I also reference presentation material presented by NETRMA regarding the number of signals required for each route alternative. NETRMA has this data available on their website currently as Preliminary Alternatives Screening Matrix. They have no defense except to ignore the public. Lastly, look at the 2025 Public Scoping meeting public comments where NETRMA informed Elizabeth Chryst that the overwhelming comments were NO Build. By their own admission, the public gave a preference. Why does the public have to continue to answer this basic question?	
		6/23/26	Online	YELLOW: Yes. this ok. A better, cheaper more straighter cost effective route with less stream crossings, less bridges to build and less wetlands to cross. TEAL: Not good.	Thank you for expressing preference for the Yellow Alternative over the Teal Alternative based on reasons given. The teal, magenta, orange, pink, red, and white color scheme used in the KMZ file for the *Reasonable Alternatives Map on Aerial* Image were chosen for map contrast purposes. The position of

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				COMMENT: This statement is in addendum to my previously filed comments on June 22, 2026. I protest NETRMA and Lochner using leading maps, publications, and other methods to influence the public to choose the teal route. For instance, in the Reasonable Alternatives Map on Aerial Image (see directions below for alternate means of viewing in Google Earth using KMZ file). Lochner uses the Teal color to identify both alternatives leading the public even if they want the western route, to say Teal mistakenly. Did you run out of ink when mapping the yellow alternative? Secondly in other publications including the map of the three alternatives, the Teal route was positioned on the page so that the Teal was center with the other routes far to the left of center visually causing the public to focus on the Teal route. This is subtle but misleading. It is not the first time that they have used this method to deceive the public. When the Teal alternative was selected by NETRMA, they should have used another new color as it was not the original Teal. Why didn't they use another color to identify the new route? Our assumption was again to mislead the public because it focuses on the Teal as rather than a new route. In the Toll 49 Exhibit Boards exhibit, NETRMA states Purpose and Need board, NetRMA states Gregg, Harrison, Smith, and Upshur counties traffic volumes will increase by 22%. How is the loop around Tyler going to affect traffic in Gregg and Harrison counties and for that matter other cities in Smith County? This is a red herring argument. Toll 49 will not influence any traffic volume in other counties, nor other cities in Smith County. In the Current Connection Routes board, NETRMA states Current Connection Routes Existing Routes Connecting Toll 49 to USA 271 East of Tyler. This is	the Teal Alternative on various maps is based on showing key map features or points of reference on the map. The NET RMA has not selected any route or alternative at this time in the project development process. Toll 49 is a regionally significant project supported by the NET RMA as part of the East Texas Hourglass affecting multiple counties. The *Current Connection Routes* board shows reasonable existing routes from the end of existing Toll 49 at SH 110 to US 271 northeast of Tyler, using a common ending point at the FM 2908 intersection with US 271 for existing travel route comparison purposes. It is important to note that no proposed alternatives are referenced or shown on that board. Toll 49 is intended to ultimately be a four-lane facility. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. The text presented on the *Preliminary Alternatives Screening* board under “Engineering Considerations” is a simplified statement reflecting a comparison of the Purple, Yellow, and Teal Alternatives with respect to crossings of existing highway facilities in the study area and whether the alternative would introduce a

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				also a biased map toward the Teal route mapping only the Teal as an alternative east of Loop 323. There are multiple avenues to get to 271, whether it starts near Wolfe Lane, or many other connecting avenues too numerous to mention in this post. NETRMA purposefully used only the Teal route path as an exhibit for any road east of Loop 323. When I challenged it at the Tyler Scoping meeting, Lochner proxy stated that there would have been too many to list, so they just listed the one. Again, NETRMA used a biased selection. NETRMA discusses a four-lane proposal, which has been discussed for over 12 years, and they plan Segment 6 to be complete in 2033, meaning another 7 years making it 19 years in concept stage, a one-half life of a roadway. NETRMA misleads the public in the four-lane conceptual fallacy that may never happen and if so, after many more head on collisions. Stop building and make the existing four lane now before more head-on collisions. On the Preliminary Alternatives Screening board, Net RMA misleads the public by indicating the new signal and intersections at SH 31 only for the Teal route and multiple other signals and intersections required at Spur 248, Old Henderson Hwy, SH 64, SH 31, and US 271. However, this is deceiving as their long map showed signals on the Teal route at other locations. We were previously told by NETRMA there would not be any signals at Spur 248 and if you look at previous presentations, they indicated only Highway 110, SH 64, SH 31 and 271 as having off ramps. Why now do they add this for Spur 248 if they previously did not have any intention to intersect with Spur 248 and have the road cross over 248. In the Teal Alternative Screening Matrix, NETRMA claims that in other Engineering	signalized (or four-way stop) at an intersection where a stop condition does not currently exist. For the Teal Alternative, the location of the crossing of SH 64 currently has a signalized stop condition at Spur 248, and the Teal Alternative would not add a new (meaning additional) signal at this intersection. Similarly, Old Henderson Hwy currently has a stop sign at the intersection with Spur 248, and the Teal Alternative would not include an additional stop condition at this intersection. For the Yellow Alternative crossing of SH 64, the intersection would require a new traffic signal (or a four-way stop condition) where one does not currently exist, which would affect through-travelers on SH 64. The same result would occur at Spur 248 with the Yellow Alternative, and at Old Henderson Hwy, through traffic would be directed onto a service road and a turn-around to a service road in the opposite direction to continue east or west along Old Henderson Hwy. Changes in access and travel patterns and the effects on the community will be analyzed in more detail as the design progresses, and this analysis will be included in the Environmental Impact Statement (EIS). The schematics shown were intended to only show existing signals on the preliminary design layouts since new anticipated signals are based on engineering opinion. Interchange locations have

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				Considerations they would need a traffic signal at SH 31, regardless which Teal alternative they choose, a contradiction to the communication board as well as potentially needing a new one at Hwy 64. This is a new fabrication by NETRMA and at the least a diversion from prior public promises. On the Teal Alternative Screening Matrix, NETRMA cites in other engineering considerations that the West option improves emergency response times due to proximity to UT Health North Tyler on 271 but UT Health North Tyler is not a Trauma 1 center. The yellow alternative puts traffic closer to UT Main Hospital and Christus Main Hospital both Trauma 1 centers and better aligned with the units that may save lives best. Yet NETRMA failed to use that argument as a reason for the yellow alternative, again showing bias toward the Teal selection. By their own admission NETRMA admitted that a qualified biologist conducted a desktop-level analysis to determine potential impact to these species. Field verification was not conducted for the preliminary alternative screening. This is in direct contradiction to previous communications from NETRMA and its then proxy Adkins Engineering. The community was told repeatedly they would conduct a rigorous field verification on all three routes then they abbreviated the environmental review and dropped Purple before they finished the EIS. They did not perform as promised and residents were misled to believe a review would take place. In addition, there was no review of red breasted woodpeckers and bald eagles, both of which have been spotted along the Teal route. This is gross neglect as this was pointed out to them by several people who have seen these endangered species more than once. They	been consistent over time, with recommended design for ramps, access roads and side road improvements at interchange locations presented in schematics for public review and comment. Emergency service access is one of the evaluation measures for all of the alternatives being studied in the environmental process. The proximity to emergency related services was noted as an engineering consideration, but not as a deciding factor for determining the Reasonable Alternatives. Changes to access and travel patterns, as well as emergency response times, will be evaluated and reported on in the EIS. A review of the Texas Department of State Health Services Texas Trauma Facilities (July 2026) lists the UT Health Science Center at Tyler (UT Health North Campus) as a Basic (Level IV) trauma facility. This campus has a 24-hour emergency room and provides outpatient and rehabilitation services, among other services and specialties. The trauma facility designation for UT Health North Campus will be corrected in subsequent documentation. Dismissing preliminary alternatives from further consideration is allowed based on desktop-level screenings during the environmental process. Field investigations will be conducted on the Preferred Alternative in areas where access is granted.

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				reside here and it is an abomination to restrict endangered species review to only certain species. Water features included in the preliminary analysis were based only on dated desktop databases and there were no field delineations conducted on these routes as promised. This too would have affected the EIS outcome, and I feel the EIS should have included field delineations on all three routes as promised. Bascom East/West Cemetery is located .15 miles west of ROW and is too close to the highway. The Teal route should be eliminated as traffic will create a distraction to folks being interred. On the Preliminary Alternative Screening Matrix board, NETRMA falsely claims that the Teal Alternative could improve emergency response times due to proximity to UT Health North Campus Tyler ER as the only level 1 Trauma center in Tyler. This is false. It is not a level 1 Trauma center. UT Health Man campus and Christus are level I trauma centers, and it is the yellow alternative that is closer to level 1 trauma centers. The yellow is also loser to a Tyler fire Station between UT Tyler and State Hwy 64 East. This is false and again misleading to the public. On the same board they do not mention the Teal as having property impacts on the new Dental offices built behind the Dairy Queen. If it takes the Dairy Queen parking lot, it will take some of the dentist parking lot as well. On Preliminary Alternative Screening Matrix, NETRMA mentions potential impacts to federally listed species within Smith County, Lake Tyler is close to the Teal route, yet they claim the Lake Tyler snapping turtle population is impacted by all three routes. I challenge this assumption and challenge you to admit that it impacts the Teal route more. In previous discussions NETRMA ruled out going adjacent	Potential impacts to threatened and endangered species and their habitat will be further investigated and reported on in the EIS. In terms of potential impacts to properties, the project is not anticipated to adversely impact Bascom Cemetery. New Dental Office was included as a potential commercial displacement in impacts comparing east and west SH 64 Crossing Option for Teal Alternative. Rerouting the Teal Alternative to be adjacent to the Texas Parks and Wildlife Department Nature Center Facilities as suggested would be impractical due to interchange conflicts between FM 848, Spur 248, and SH 64 as well as impacts to Old Omen Road and FM 848 development. Your comment has been noted.

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				to the Parks and Wildlife Center Nature Center. However, there is ample undeveloped land adjacent to the western fence line of the facility and ample room to lay the road next to the property line. I challenge the team to re-review that property line as it straightens out the road and keeps it from doing a horseshoe to capture my and my son's land. Our speaking out caused you to increase the land you plan to seize from us because of pointing out your fallacies and misrepresentations. Choosing the first part of the yellow path, avoiding a horseshoe diversion avoids crossing an undocumented creek that the desk review missed and it shortens the distance to travel, a stated goal and it decreases the cost of a build out. NO Build Teal. Stop building segment six until you remediate safety issues on the existing roadway.	
		6/24/26	Email	Toll 49 in Tyler, Texas has been dubbed the distinction of the most dangerous road in Smith County and it may very well be one of the most dangerous toll roads in the nation. According to KETK news data from TX DPS, the fatality rate on Toll 49 is 4X the average of other roads. The main criticism is design and the recurring design criticism on Toll 49 is consistent: a 75 mph speed limit with no center median and no concrete barrier, so vehicles pass within a few feet of each other at interstate speeds. That's our core "dangerous design" argument. While they also are reports of vehicles hydroplaning excessively when wet and that there is not adequate shoulder pull off area if a vehicle breaks down, NETRMA's counter is that the serious and fatal wrecks were caused by distracted or drunk driving, weather, or other outside factors — not the road itself, and the director has argued the road is no less safe than comparable TxDOT	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections (the interim two-lane facility will be divided, not an undivided "Super 2" design). Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Segment 6 design safety will be met following the design criteria requirements for the project, and a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections.

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				roads. Segment 6 is planned as an interim two-lane facility, one lane each direction with an intermittent passing lane that alternates direction (a "Super 2"), with an ultimate four-lane divided highway. That interim "Super 2" configuration — two-way traffic, no median, passing lanes, high speed — is essentially the same design that's producing the head-on and crossover fatalities on the existing segments. You can argue NETRMA is proposing to build the exact conditions that earned Toll 49 its reputation, on a brand-new road, with the deadly version coming first and the "ultimate" safe version deferred indefinitely. That's a concrete, documentable design objection, not a vague safety worry. Currently thee is an Environmental Impact Study (EIS) underway for this project. This is where we ask for your help to insure the EIS includes a few things: The EIS must analyze whether the Super 2 interim design imports that same risk. The EIS must include a crash modeling and a design-safety evaluation be part of the "human environment" impacts and the alternatives comparison. If they don't study it, that's a NEPA gap. • the no-build alternative is our position. However, should NETRMA ultimately pick a "proposed route" route, a requirement that any build alternative include a divided cross-section with median/barrier from day one, not a deferred "ultimate" phase. • WE challenge the stated purpose and need. The project's stated purpose is to relieve congestion and provide shorter travel times. If congestion data is thin, a weak purpose-and-need statement is vulnerable, because it's the foundation	Relieving congestion and providing shorter travel times for regional and local traffic properly states the purpose and need for the project. The Segment 6 Project scope does not include changing existing segments of Toll 49; as a result, crash or design modeling or auditing of existing segments of Toll 49 is not proposed. The data, scoring criteria, and screening matrix from the 2019 Feasibility Study were not used in the Preliminary Alternatives Analysis and will not be used to evaluate alternatives as part of the Environmental Impact Statement (EIS). Reviewing or revisiting the Feasibility Study methodology would not provide results that would have a bearing on the reasonable range of alternatives to be evaluated in the EIS. The EIS Scoping process was initiated in May 2025, and the NET RMA used the recommendations from the Feasibility Study to present the Purple, Yellow, and Teal routes as initial Preliminary Alternatives for consideration by participating and cooperating agencies and the public. The EIS Scoping process is an opportunity for federal, State, and tribal agencies and the public to provide feedback on the range of alternatives to be considered in the EIS and does not preclude the inclusion of other alternatives to meet the purpose and need for the project. Alternatives based on the Gray and Maroon routes from the 2019 Feasibility Study will be included as a Preliminary Alternative in the EIS to study further.

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				that justifies building at all. We ask NETRMA to review the following in rough order of impact and reply: Please provide Crash data that isolates design. Please provide a dataset showing crashes clustering by type and location and design restraints, along with head-on/cross-median crashes (which a median or barrier would prevent), run-off-road crashes at their specific curves, and merge-point collisions. Please state whether this is from TxDOT's CRIS database and cross-reference the data with DPS reports. A drunk driver crossing into oncoming traffic still doesn't kill anyone if there's a barrier there. A comparison NETRMA can't dismiss. They claim parity with TxDOT roads. Other Texas tollways, like those run by the North Texas Tollway Authority, have implemented safety measures to reduce crashes. Peer toll authorities added medians, barriers, and wrong-way countermeasures — and Toll 49 didn't — reframes this as a choice NETRMA made, not an unavoidable condition. Please consider this in the EIS review. A formal Road Safety Audit request. This is a recognized engineering process. Please have TxDOT or an independent firm conduct one to creates an official record that either backs the citizens belief that Toll 49 is more dangerous than other roads or forces NETRMA to respond to specific findings. We feel NETRMA needs to stop building this dangerous road and fix what has already been built to reduce the number of fatalities and injuries. Your attention to this matter is very much appreciated and in focusing on this important issue, you sir may help prevent	Dismissing preliminary alternatives from further consideration is allowed based on desktop-level screenings during the environmental process. Field investigations will be conducted on the Preferred Alternative in areas where access is granted. The text presented on the *Preliminary Alternatives Screening* board under "Engineering Considerations" is a simplified statement reflecting a comparison of the Purple, Yellow, and Teal Alternatives with respect to crossings of existing highway facilities in the study area and whether the alternative would introduce a signalized (or four-way stop) at an intersection where a stop condition does not currently exist. For the Teal Alternative, the location of the crossing of SH 64 currently has a signalized stop condition at Spur 248, and the Teal Alternative would not add a new (meaning additional) signal at this intersection. Similarly, Old Henderson Hwy currently has a stop sign at the intersection with Spur 248, and the Teal Alternative would not include an additional stop condition at this intersection. For the Yellow Alternative crossing of SH 64, the intersection would require a new traffic signal (or a four-way stop condition) where one does not currently exist, which would affect through-travelers on SH 64. The same result would occur at Spur 248 with the Yellow Alternative, and at Old Henderson Hwy, through traffic would be directed onto a service road and a turn-around to a service road in the opposite

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				other fatalities. I am submitting these comments: (A). In connection with the Environmental Impact Statement (EIS) being prepared under 23 U.S.C. § 327 for Toll 49 Segment 6, pursuant to the Notice of Intent published at 85 Fed. Reg. 17376 (Mar. 27, 2020) and the Agency Scoping Meeting held August 27, 2025. I submit this comment as an affected landowner within the project study area, as well as, on behalf of Save Kids from Toll 49, a group of affected residents and stakeholders in Smith County. We feel NETRMA and its proxy General Contractor has misled the local citizen, has operated in a biased fashion that is discriminatory to a faction along this route and caused harm to our community. We feel the methods used are unethical and detrimental to certain residents in this area. While it has been noted that Toll 49 began as a experiment to place a toll road in a predominantly rural area, the experiment has failed. Here are a few things to back up my claim: The 2019 Toll 49 Segment 6 Feasibility Study identifies three route options (Purple, Yellow Adjusted, and Teal Adjusted) to carry forward into the EIS. The Feasibility Study Addendum dated May 2024 reaffirms that shortlist with only minor alignment refinements driven by post-2019 development. After careful review of both documents, I want to bring to your attention, a methodological inconsistency in the 2019 study's scoring of public preference that, when corrected using the study's own stated methodology, materially changes the ranking of route options and therefore the composition of the shortlist carried into the EIS.	direction to continue east or west along Old Henderson Hwy. Changes in access and travel patterns and the effects on the community will be analyzed in more detail as the design progresses, and this analysis will be included in the EIS. The position of the Teal Alternative on various maps is based on showing key map features or points of reference on the map. In response to Elizabeth Chryst's question "Is one of the three options more favorable than the other two?"" stated as "Besides the routes presented at the Public Scoping Meeting, the No-Build Alternative and potentially other recommended engineering options to minimize impacts would be studied. Currently, no route is more favored." was not intended to convey that the overwhelming comments were No-Build, only that the No-Build is being considered and none of the routes were more favored. Constructive public comments that serve to build, improve, or advance understanding of project concerns are welcomed and encouraged as noted in the meeting presentation materials. The Segment 6 Project scope does not include changing existing segments of Toll 49. This confirms receipt of your comment and its incorporation into the EIS project file.

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				1. The Methodological Inconsistency Table 4 of the 2019 Feasibility Study scores thirteen proposed route options across four equally weighted categories: (i) the original 22 evaluation criteria, (ii) public preference, (iii) overall construction cost, and (iv) average annual daily traffic. The study sets out two explicit rules for assigning public preference scores to derivative routes: • Adjusted routes inherit the public preference score of the original route from which they are derived (p. 19: "The public preference score for the adjusted routes was assumed to be the same as its corresponding original proposed route."). • Combination routes receive the average of the public preference scores of their constituent routes (p. 19: the example given is the Maroon route, scored as the average of Yellow and Teal preference values). The Teal Adjusted route is classified and scored as an adjusted route, inheriting Teal's preference value of 2.95 (the most favorable score, yielding a proportional preference score of 100.0). However, the Teal Adjusted alignment combines segments from both the original Teal route and the original Pink route. By the study's own classification logic, Teal Adjusted is functionally a combination route, and the averaging rule should apply: the public preference value would be (2.95 + 3.54) / 2 = 3.25, yielding a proportional preference score of	Your comment has been noted.

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				approximately 70.3 rather than 100.0. This is not a marginal distinction. The public never rated the Teal Adjusted alignment. Inheriting Teal's overwhelming public support, rather than averaging Teal's and Pink's, attributes to Teal Adjusted a level of community endorsement that the survey data does not support. 2. Effect on the Ranking Public preference contributes 25% of each route's combined score. Applying the study's combination-route rule consistently to Teal Adjusted produces the following corrected ranking among non-disqualified routes: (TABLE & REFERENCE IN ORIGINAL COMMENT) After correction, Teal Adjusted falls from third to fifth among non-disqualified routes. The three highest-ranked routes without disqualifying factors become Purple, Yellow Adjusted, and Gray (Y-P-Y-T). Under the study's own “top three” selection rule, Gray (Y-P-Y-T) should have replaced Teal Adjusted on the shortlist carried into the EIS. I would note that a handwritten annotation visible in the publicly available copy of the 2019 Feasibility Study appears to flag this same issue at Table 4, computing the 3.25 averaged value and recalculating Teal Adjusted's final rank as 5. This suggests the inconsistency was identified internally but not resolved in the published report or in the 2024 Addendum. 3. The 2024 Addendum Did Not Cure This Issue The May 2024 Feasibility Study Addendum updated only two evaluation criteria (residential and business	

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				displacements) and only for the three already-selected routes. It did not revisit the scoring methodology, did not re-evaluate eliminated routes against current conditions, and did not address the Teal Adjusted classification question. Notably, Purple's potential residential displacements increased from 36 to 50 between 2019 and 2024, a 39% increase that would propagate through the proportional scoring against the original range if the matrix were re-run — but no scores were recalculated. The shortlist was treated as settled. 4. NEPA Implications Under 40 C.F.R. § 1502.14 (and its post-2020 revisions, as applicable through TxDOT's assumed responsibilities under 23 U.S.C. § 327), the EIS must rigorously explore and objectively evaluate all reasonable alternatives, and must briefly discuss the reasons for eliminating alternatives that were not carried forward. The Feasibility Study functions as the screening record that justifies the range of alternatives evaluated in the EIS. If the screening contains a methodological inconsistency that materially affects which alternatives advanced, the EIS's alternatives analysis rests on an unreliable foundation. Courts have remanded EIS documents for failure to consider reasonable alternatives that were excluded through flawed or inadequately explained screening processes. Correcting this issue at the scoping stage — before the Draft EIS is prepared — is substantially less costly than addressing it later through supplementation, comment on the Draft EIS, or litigation. Resolving it now also better serves the community-driven process that NET RMA has consistently identified as a central commitment of this	

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				project. 5. Requested Actions I respectfully request that TxDOT and NET RMA take both of the following actions, which I view as complementary rather than alternative: • Recompute the proposed route options scoring matrix in Table 4 of the 2019 Feasibility Study, applying the combination-route averaging rule consistently to the Teal Adjusted alignment (and to any other adjusted route whose alignment combines segments from differently-rated original routes), and incorporating the updated displacement data reflected in the 2024 Addendum. Publish the recomputed matrix and revised ranking in a supplement to the Addendum or as part of the Draft EIS administrative record. • Add the Gray (Y-P-Y-T) route as a reasonable alternative to be evaluated in the Draft EIS under 40 C.F.R. § 1502.14. Gray ranks third under the corrected methodology, has no disqualifying factors identified in the 2019 study, and adding it would cure the alternatives-range concern without disturbing the alternatives already under evaluation. If the agencies decline either request, I would ask that the administrative record explain, with specific reference to the scoring methodology described on page 19 of the 2019 Feasibility Study, why the Teal Adjusted alignment was treated as an adjusted route rather than a combination route for public preference scoring purposes. I would note that when asked for explanation, a proxy of NETRMA admitted it was "An executive decision", rather than based on any factual analysis. (B) NETRMA contractor Adkins informed us in multiple meetings including in board meetings with NERMA and with	

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				the public present, claimed an environmental Impact Study would be initiated on all the three routes they chose in 2024. NETRMA published the same claim in its communication with the public. However, we recently learned that the current General Contractor called off the study for the Purple Route, claiming it has environmental issues yet the environmental study has not been completed. It was truncated before finishing. In addition, then GC Adkins and in communications from NETRMA, claimed the environmental impact study for all three routes would include "boots on the ground" and they would count the lizards, snakes and birds". This was communicated many times over. However, we have now been told by Hicks Consulting, a contractor for NETRMA, that thie impact study will only be a desk audit of past years information, and not boots on the ground. We were told all three would have the same rigorous study yet that is not the case and certainly not what the public was led to believe. A desk audit is not a rigorous environmental impact study. Google earth is flawed in many ways and no confirmation of google earth data has been conducted. While they say a "report" will be filed, it will be a partial study, not what they promised the public in multiple settings. (C) In the recent June 2026 public scoping meetings in Tyler, TX and in Longview, TX, NETRMA created posters alleging that the purple route and the yellow route had multiple signal technology requirements yet the teal only needed one signal connection at the terminus. This was an outright public deception. When I called it out to the NETRMA and its proxy contractors, John Goodwin, Lochner Engineering admitted there would need be more and the	

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				document may "need updating". I pointed this discrepancy out by referencing another map they had on a table that directly contradicted the poster. I pointed this out at the Tyler meeting yet approx 9 days later at the Longview, TX scoping meeting, the public deception was still evident and no data had been changed. We have seen NETRMA place the Teal route strategically in the middle of a page to draw the public's eye to it with the other routes over to the side in many communications and has focused all communication toward enticing the public to select the Teal route. I had called this out in multiple NETRMA board meetings yet they continue to do it. (D). NETRMA continues to claim public preference yet in the last scoping meeting in 2024, the results clearly showed and in NETRMA's response to citizen, Elizabeth Chryst, that the overwhelming response from that last scoping meeting was NO Build. How many times does the public have to speak out for them to note that the public currently clearly prefers NO Build? Where did public preference go. According to John Goodman, Lochner, public comments do not mean anything as its just opinion. Yet, NETRMA created the facade that the public input was important. It apparently isn't as they ignored the NO Build from the last scoping meeting. . (D). Toll49 has been labeled Terrible Toll 49 by the public. From 2017-2021, 0.84% of wrecks in Smith County were fatalities. On Toll 49 in that same time frame, 3.56% of crashes were fatalities, per data given to KETK News from DPS. There were 292 crashes on Toll 49 from 2017-2022 and many more since with multiple fatalities. In the past 12 years, Toll 49 experienced approx 40 fatalities with over 1/2	

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				as head on crashes. it is 4 times as many fatalities. There have been approx 40 additional life threatening injuries and approx 80 additional non life threatening injuries during the same 12 years. Why is this road much more accident prone than other roads? NETRMA needs to stop, add safety features to the existing roadway before considering any more construction. Could it be that they are incapable of obtaining bond funding if they had to meet a 4 lane safety requirement? Things can be done just as pharma did with child proof caps. Child-resistant medicine caps have saved tens of thousands of young lives. Following the passage of the Poison Prevention Packaging Act of 1970, accidental poisoning deaths among children under 5 dropped by roughly 40% to 45%. NETRMA can do a number of things to make the road more foolproof and safer too but they are headstrong to keep building a racetrack with few guardrails. You have the ability to impact this high accident rate. Conclusion The Toll 49 Segment 6 project is a generational infrastructure decision for Smith County, and the integrity of the alternatives analysis is foundational to public confidence in the outcome. I appreciate that the methodological issue raised here is technical, and I recognize the substantial work that went into the 2019 study and 2024 Addendum. My intent is not to second-guess that work but to ensure that the EIS proceeds on a defensible foundation. I would welcome the opportunity to discuss this comment with project staff and am available to provide additional analysis on request. I also pray for all the people injured and their loved ones due to what we feel is an unsafe roadway. NO	

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				Build. Please confirm receipt of this comment and its incorporation into the EIS administrative record. Robert Wilson Enclosures: • Annotated excerpt of Table 4, 2019 Feasibility Study (showing Teal Adjusted public preference inconsistency) • Recomputed scoring matrix applying combination-route averaging rule • Alignment overlap exhibit showing Teal Adjusted route as a combination of Teal and Pink alignments	
55	Rose Montoya	6/11/26	Online	My family and I use Toll Road 49 often, but truthfully I am scared to get behind the wheel every time I know we are going to travel via "49" and I am a nervous wreck when my daughter uses it a few times a week to get to work. The Proposed extension of toll road 49, which currently includes a stretch of highway that currently poses a significant safety risk to motorists is a major concern! As you are aware, the existing TWO-LANE highway is not divided by a barrier creating a hazardous environment for drivers. There have been numerous motor vehicle crashes and, regrettably numerous fatalities reported on this roadway. Before considering any extension of Toll Road 49, We as a community strongly urge you to prioritize safety improvements on the existing section first. Investing in the safety of the current toll road should be our primary focus! it is essential to ensure that this roadway is safe for everyone who relies on it daily as well as travelers alike. Before moving forward with the new extension please consider conducting a thorough safety assessment and improvement	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.

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				plan with the current toll road before moving on to extend it. Thank you for your attention to this matter! We look forward to seeing proactive steps taken to enhance the safety of our transportation infrastructure.	
56	Ruth Brooks	6/23/26	Online	YELLOW: There have been several deaths in this stretch of toll rd. How many deaths is enough for y'all to actually do something to fix it? Make it safer and stop adding more to this until it's fixed.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
57	Sarah Sorensen	6/10/26	Online	TEAL: This seems like the best option. COMMENT: Before expansion, the original segment needs to be finished into the planned 4 lane divided road that it was originally meant to be. At the very least, the original segment needs a solid and/or reflective barrier on the entire stretch. On and off ramps and right turn lanes also need to be added at 110 and 49. This would also improve safety to prevent turn around traffic on 49 and to help Lindale area residents better navigate the area as it grows.	Thank you for sharing that the Teal Alternative seems to be the best option and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
58	Scott & Ardelia Goff	6/2/26	Comment Form	YELLOW: No concern TEAL: too close to my property. Decreases value And if this is for the benefit of the citizens of Tyler, then why are you charging to drive on it?	Thank you for expressing preference of the Yellow Alternative and opposition to the Teal Alternative based on reasons given. Your comment has been noted.

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59	Sharon Emmert	6/22/26	Email	Thank you NET RMA for the June 2 public meeting and especially for all of the professionals who have continued to make themselves available to provide information and answer questions. Significantly, the display board titled "Preliminary Alternatives Screening Matrix" gives a clear picture supporting the decision to eliminate the purple corridor from further consideration. It confirms the position put forth in my May 9, 2025 letter submitted to Ledbetter & Associates after the May 6, 2025 public meeting. The following is a restating of two paragraphs from my May 9 letter (copy attached): "Two corridors labeled purple and yellow were drawn contiguous to and actually running through the eastern section of the Chapel Woods East Subdivision, which had been fully platted for many years and was probably 2/3 built out at the time. The fifth and final section, an additional 30-plus platted lots, now sets idle. Just south of Chapel Woods East are the following: three gated communities with 75 or more homes; The Hamptons -- a retirement and memory care center made up of 150-plus independent living apartments and about 100 assisted living and memory-care residences; Summerwood Apts w/204 units; and numerous recently-built townhouses". The potential residential displacements are virtually the same for the purple and yellow corridors; an area this densely populated should never have been considered. Repeating, "I wholeheartedly support completion of Loop 49,	Thank you for expressing gratitude for the public meeting, support of the Teal Alternative, and opposition to the Purple and Yellow Alternatives based on reasons given. Your comment has been noted.

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				more specifically the teal corridor. Too much time has passed; it is time for this project to be completed as promised decades ago." ATTACHED LETTER: For reasons I will set out below, please record my strong opposition to the purple and yellow corridors under consideration for Segment 6 of the Loop 49 project. The NET RMA put together what they described as a "stakeholder working group" which met at least six times in late 2018 into 2019. During the course of the meetings, a dozen or more corridors for consideration were drawn on the map of the Segment 6 area. Two corridors labeled purple and yellow were drawn contiguous to and actually running through the eastern section of the Chapel Woods East Subdivision, which had been fully platted for many years and was probably 2/3 built out at the time. The fifth and final section, an additional 30-plus platted lots, now sets idle. Just south of Chapel Woods East are the following: three gated communities with 75 or more homes; The Hamptons -- a retirement and memory care center made up of 150-plus independent living apartments and about 100 assisted living and memory-care residences; Summerwood Apts w/204 units; and numerous recently-built townhouses. Of the 20-member so-called "stakeholder" group, nine of them (45%) were employees of or had close ties to the city	

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				of Tyler. I believe all of them should have or could have known how damaging the purple and yellow corridors would be to well-established neighborhoods near by. Was it oversight, lack of due diligence, negligence, or something else? We will never know, but I believe it is beyond irresponsible for those two corridors to be given any further consideration! Of the dozen or more corridors that have been under consideration, not one of them has a contiguous area so densely populated as this. More than 30 yrs ago, Loop 49 was sold to the public as an "outer loop" around the city of Tyler. What ultimately became the "teal" corridor was to take the loop to the east side of town and make the connection to complete the "hour glass" concept to Gregg County and beyond. Consideration of anything west of the teal corridor, especially as close to town as the purple and yellow corridors, is clearly abandonment of the outer loop concept. I wholeheartedly support completion of Loop 49, more specifically the teal corridor. Too much time has passed; it is time for this project to be completed as promised decades ago. From its early struggles to get the project off the ground, I have a long history with Loop 49. TXDOT's failure to address widespread community concerns, as well as ignoring some federal statutes, put the project on hold. A large group of citizens took grievances to a public meeting of the Texas Transportation Commission. The result was a negotiated compromise eliminating frontage roads to	

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				minimize commercial invasion into adjacent neighborhoods. My being recruited to run for county commissioner in 1996 was a direct result of being a part of this widespread community participation. For eight years (1997-2004), I served on the Smith County Commissioners Court representing Precinct 1, which encompasses Segments 1 & 2 of Loop 49. About 5 years ago, my husband and I bought 22 acres just outside the city limits of Tyler next to the areas discussed earlier. Before the purchase, we confirmed through phone calls and emails with the mayor and city manager that connecting to city services would not be a problem. We were unaware of the purple and yellow corridors, but interestingly, neither gentleman mentioned it to us even though both of them were a part of the stakeholder working group. Here I am today going to bat again but for our “new” neighbors. What my husband and I first perceived as our mistake was obviously something else. The plans God often has for our lives can be challenging -- “For I know the plans that I have for you, declares the Lord …” Jeremiah 29:11 NLT	
60	Sherri Randall	6/23/26	Email	I have lived in the Chapel Hill area for over 40 years. The proposed route of Segment 6 may impact my property as well as our local businesses. I have supported "NO BUILD" since the beginning. However, the main reason I vote to "No Build" is based on	Thank you for expressing your support for the No-Build Alternative based on reasons given and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and

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				the number of severe and fatal crashes that have occurred on the existing segments of this tollway. I believe that current Toll 49 design is deficient when it comes to the prevention of head-on collisions. I believe that we should push NETRMA to correct the safety deficiencies of the existing segments of this tollway before even considering construction of segment 6. The speed limit on the existing tollway is comparable to that of I-20 but there is no median of any sort to prevent or minimize the number of head-on collisions this tollway has experienced since its opening. Currently there are approximately 32 miles of Toll 49 available for use. This short roadway has accounted for a disproportionate number of fatalities, as compared to other roadways in our area. Another problem that needs consideration is the use of county tax revenue for the construction of a tollway. I believe that county commissioners must refrain from spending any and all county revenue toward the construction of any tollway. Why should my tax dollars go toward the construction of any roadway that I would have to pay for the privilege to use it?	FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. County tax revenue is currently not planned for project funding. Your comment has been noted.
61	Sherry Wilson	6/23/26	Online	YELLOW: Presence is No Build any more Toll 49! The reason was to relieve traffic off of loop 323 so it makes since to build closer to loop 323. The yellow route yellow route would relieve more congestion and provide shorter travel times and more aligned to their purpose than the Teal Route! TEAL: No Build on Teal Route. The Teal Route does little to provide safety for our school children because it is still close	Thank you for expressing your support for the No-Build Alternative and opposition to the Yellow and Teal Alternatives based on reasons given. The project is not anticipated to adversely impact Bascom Cemetery, Bascom Road Methodist Church, or Kissam Elementary. A community impact assessment will be conducted to evaluate potential impacts on the local community. This assessment

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				to Chapel Hills Schools. The Teal Route is close to Kissam Elementary. It is also close to Bascom Road Methodist Church and Cemetries. The Teal route is farther out than the yellow route. It doesn't provide a shorter distant for commutes. No Build on the Teal Route! COMMENT: The toll 49 is a generational infrastructure decision for Smith County. The public gives their opinions which is No Build more of Toll 49 and No Build On Teal Route!	will be reported on in the Environmental Impact Statement (EIS). Your comment has been noted.
62	Shirley Herron	6/10/26	Online	YELLOW: My concerns are in regards to the entire loop 49 project. Ever since it opened I can understand a 2 lane road, traffic moving at 70 to 75 mph with almost no regard for accident prevention. Giving you credit for the yellow poles. I cannot find another recently constructed loop with the same disregard for travelers safety. Please fix what is obviously broken before you start an expansion TEAL: Same concerns as in #3 COMMENT: Please make travel safety more important than revenue expansion.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.
63	Susan Rossman	6/13/26	Online	Please make tollway safer before expanding. Too many people are dying.	Thank you for noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Your comment has been noted.

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64	Traci Weishuhn	6/24/26	Online	YELLOW: No build. Too close to residential, would create significant loss of wildlife, cause more noise, pollution and, flooding. TEAL: No build. Too close to residential, would create significant loss of wildlife, cause more noise, pollution, and flooding. COMMENT: No build. Need to fix current toll to make safe before starting another segment 6. Cannot continue to take all the natural beauty to make faster.	Thank you for expressing your support for the No-Build Alternative with opposition to the Yellow and Teal Alternatives based on reasons given and noting your interest in safety. For safety, a wide median is proposed for the interim two-lane and ultimate four-lane roadway sections. Dogbone-style roundabouts are also proposed at intersections with FM 848 and FM 850 to provide for traffic safety. The Segment 6 Project scope does not include changing existing segments of Toll 49. Evaluations will be conducted to identify potential impacts to threatened and endangered species and their habitats, water features, and floodplains. Noise studies will also be performed to evaluate potential noise impacts and identify appropriate mitigation measures. These evaluations will be reported on as part of the Environmental Impact Statement (EIS). Your comment has been noted.
65	WM Ferrell	6/2/26	Comment Form	YELLOW: Better access to hospitals, higher education, lodging and government. TEAL: Too far out to benefit access to hospitals, higher education, lodging and government. COMMENT: Neither routes benefit local travel since toll fee involved	Thank you for expressing your preference of the Yellow Alternative over the Teal Alternative based on reasons given. A community impact assessment will be conducted to evaluate potential impacts on the local community. This assessment will be reported on in the Environmental Impact Statement (EIS). Your comment has been noted.

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66	Zach Giardini	6/2/26	Comment Form	TEAL: This route will create more traffic near Chapel Hill HS. Building the road will disrupt turtle habitats and potentially the Bascom Cemetary with graves from the 1800's.	Thank you for noting traffic, turtle habitat, and cemetery concerns associated with the Teal Alternative. The Teal Alternative is located 0.15 miles east of the Bascom Cemetery and is not anticipated to displace this or other known cemeteries in the vicinity. A community impact assessment will be conducted to evaluate potential impacts to Chapel Hill High School and the local community. This assessment will be reported on in the Environmental Impact Statement (EIS). Further environmental studies relating to traffic, habitat, and historic resources will also be evaluated and reported on in the EIS. Your comment has been noted.
67	Zachary Sawyer	6/24/26	Online	I am against any Toll 49 expansion. As a lifelong resident of the section 6 area, I do not believe this project will be of any benefit to the people who actually reside in the area. I felt during the public meeting, this was not taken into consideration. As per usual, the South Tyler elites and other proponents of this project view rural and working class areas as sacrifice zones for their economic "progress." When studying the design at the public meeting, both the yellow and teal routes require deforestation and habitat loss among other environmental issues. One route even borders a mobile home community on 271. The same people supporting this project would likely protest if a road was built through Hollytree or the Azalea District. The only beneficiaries of this project are the developers and	Thank you for expressing your opposition to the project based on the reasons given. Toll 49 is a regionally significant project supported by the NET RMA as part of the East Texas Hourglass affecting multiple counties. If a build alternative is selected, property appraisals, compensation and relocation support for property acquisitions will be addressed during the final design and right-of-way acquisition process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Potential impacts to threatened and endangered species and their habitat, among other environmental

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				the Wall Street bond purchasers who have no ties to the community. Using eminent domain for this "public/private" that is not for the public benefit is a travesty. My family has lived in the segment 6 zone for over 50 years. My great grandmother even had newspaper clippings from the 1980s with previously proposed outer loop projects worrying about her land being seized for this project. Unfortunately, now I am the one having to fight for my family's land. Again, I oppose any Toll 49 expansion.	studies, will be investigated and reported on in the Environmental Impact Statement (EIS). Your comment has been noted.