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COMMENT / RESPONSE MATRIX

Toll 49 Segment 6 - Public Scoping Meeting #1 Comment/Response Matrix

#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
1	Aaron Purvis	5/19/25	Email	<p>I am writing to express my strong opposition to the proposed Toll 49 teal route, which comes alarmingly close to our primary residence—less than 100 feet from our home. This proximity poses an immediate safety concern for my family and threatens the integrity of our property.</p> <p>We are a licensed agricultural operation, and the proposed route would significantly disrupt the current configuration and functionality of our farm. Beyond the operational impact, the toll road would result in substantial financial loss by devaluing our property and undermining the significant investment we have made in building a million-dollar homestead.</p> <p>Furthermore, the construction of the toll road so close to our residence would severely diminish the resale value of our property, effectively erasing the vision and dream we worked so hard to achieve.</p> <p>For these reasons, we are firmly opposed to the teal route option and urge decision-makers to reconsider this alignment.</p>	Thank you for describing the potential impacts to you and your property, and sharing your opposition of the Teal route based on the reasons provided. Your comment has been noted.
2	Adrienne Leach	5/20/25	Online Comment	I prefer the Teal Route and the Alternate Teal Routes due to their connectivity and proximity to the UT Tyler Health Center/Hospital. I support the proposed typical section with a depressed median, as it addresses some of the safety concerns and issues present on the existing Loop 49 segments. Additionally, I recommend realigning the Teal Route where it crosses SH 64 to avoid the main development area of Chapel Hill.	Thank you for sharing your preferences of the Teal route options and support for the depressed median design based on the reasons provided; and the recommendation to study realigning the Teal route crossing SH 64. Your comment has been noted.
3	Alysia Wilson	5/21/25	Email	No teal Yes to purple	Thank you for sharing your opposition to the Teal route and support for the Purple route. Your comment has been noted.
		5/21/25	Email	No teal Yes to purple	
4	Amanda Bolton	5/21/25	Email	No, teal Yes, purple	Thank you for sharing your opposition to the Teal route and support for the Purple route. Your comment has been noted.
5	Amanda Mills	5/21/25	Email	No teal Yes purple	Thank you for sharing your opposition to the Teal route and support for the Purple route. Your comment has been noted.

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6	Angela Castaneda	5/22/25	Voicemail	My name is Angela Castaneda and my comment is no build through Chapel Hill.	Thank you for sharing your support of the No-Build alternative. Your comment has been noted.
7	Angela Marson	5/6/25	Comment Form	<p>I live on Betty Drive, CR 2206. The road is a shortcut from Morris Rd. to 64 East. I am half a mile from Chapel Hill schools. In the morning and afternoon, 64 is highly congested with traffic. Buses leaving and coming back. To put a Toll Road anywhere close is a huge safety concern for all traffic. I am disturbed with the speed of traffic on Betty Drive now. To have any interchange exits off a Toll Road at the speeds coming off will be a source for many injuries and deaths of law abiding citizens trying to get home, transport children to and from school after school activities, is asking for many accidents. This toll road will be a huge danger to all who travel on and off.</p> <p>Please: NO BUILD NO TEAL</p> <p>The existing Toll 49 tells the story NOW. Too many deaths & injuries.</p>	Thank you for describing the potential impacts to you and your property, and sharing your opposition of the Teal route with support for the No-Build alternative based on the reasons provided. Your comment has been noted.
8	Anonymous	5/10/25	Voicemail	<p>Thank you for giving me the opportunity to comment. I'm completely against this project. It is both a waste of money and nothing but a way to have the construction people and the industries that have bought Governor Abbott get money and take land away from the taxpayer on the southeast end of Smith County. There is only Troup and White House, two very small communities will be the only people who would want to use this toll road and to do what, cut 5 minutes or 10 minutes off their journey to get to highway 271 or Interstate Highway 20? And it's expensive. The current toll road on the west side of town is obscenely expensive. Even a rag like the Tyler Morning Telegraph did research and proved the western portion only saves 15 minutes time getting from south Tyler to Interstate Highway 20. I'm completely against the project and I hope that it will be abandoned in favor of more pressing needs, especially the intersection of Broadway and Loop 323 in south Tyler. Thank you.</p>	Thank you for sharing your opposition. Your comment has been noted.
9	Ardelia & Scott Goff	5/6/25	Comment Form	<p>Our vote is NO BUILD!!! The current toll 49 road is not used now. The advertisement heard on the radio is proof of that. There is not any advertisements in the Dallas/Fort Worth or Houston or Austin to use those toll roads because they are being used.</p> <p>The teal route will take out our lovely custom built home with 5</p>	Thank you for describing the potential impacts to you and your property, and sharing your opposition based on the reasons provided. Your comment has been noted.

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				<p>acres.</p> <p>Also with the economy the way it is people cannot afford. The average income in this area is not what it is in the larger populated areas.</p> <p>Travelers from the South can opt to use the Toll 49 that is already built to reach I20.</p>	
10	Beau Johnson	5/15/25	Email	<p>My name is Beau Johnson. I am a future (4th Generation) property owner of a family farm. The property ID is R015391 which is located on the proposed</p> <p>Yellow route between FM 2767 and Old Longview Road. This property is owned now by my mother, Mary Jacqueline Johnson (Tate). This Farm has been used</p> <p>For hay production and cattle for years and is currently being used as a tree farm. We raise chickens and have a large family garden each year.</p> <p>The property has a 2-acre pond that was built by my grandfather in the early 50's. It is spring feed by several springs that run year-round into this pond. Also</p> <p>On the property is a small family church that me and my wife built for family worship. We have Easter celebrations every year for our families here.</p> <p>I have concerns of the impact that this road will have on our pond and the natural springs that feed it. The route shows in to be touching and running parallel to the pond and these springs. I hope your Environmental Impact study will not overlook this impact of this situation. My hope is to have the route moved to save this treasure from God. Another concern is the drainage from the proposed loop into this pond and the natural springs. What will be done to keep the drainage away from the pond?</p> <p>I also have concern of access to our property if the yellow route is chosen . Currently our access is from CR 384. How will we and the other property owners get to the our properties?</p> <p>If the Enviromental Impact Study team need to see these springs, I am available to show them.</p>	<p>Thank you for describing the potential impacts to you and your property and sharing your concerns. Project roadway and access design will be based on traffic studies during the design process and impacts to waters, such as springs, will be addressed during the Environmental Impact Statement (EIS) process. Your comment has been noted.</p>
11	Ben Carpenter	5/8/25	Online Comment	<p>I fully support the Light Blue route, but it MUST connect to the 155 intersection as most effective in the long term. This route option avoids traffic congestion, additional signals, and fuel burned.</p>	<p>Thank you for sharing your support preferences for the Teal route based on the reasons provided. Your comment has been noted.</p>

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12	Beth Edwards	5/22/25	Email	I oppose the teal route of the loop extension as it would b dangerously close to 2 public schools & a day care, causing traffic congestion, more stops & lights. Also we need to keep our businesses in Chapel Hill, not destroy them. The safety of children & saving businesses should B a priority in the decision A concerned Citizen	Thank you for sharing your concerns and your opposition to the Teal route based on the reasons provided. Your comment has been noted.
13	Bill Bala	5/6/25	Comment Form	Are you planning a timeline to upgrade the existing right of way to the proposed divided highway configurations on display at this mtg? If so, please publish. Can concrete barriers between opposing lanes particularly along the west side of Tyler between 155 & 4569 be installed on an interim basis since this area is where the bulk of the head on fatalities have occurred.	Thank you for sharing your interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.
14	Blake Buller	5/22/25	Email	Hello. My name is Blake Buller and my wife, Bethany, and I live at [REDACTED]. I'm writing with regard to Toll 49 Segment 6. If chosen, the Teal Route would go through the edge of our property, specifically the end of our driveway near FM 850. Thus, I'm writing to express our concern for how we would access our property and home from FM 850, if the Teal Route is the one selected. Also, the portion of the Teal Route to the south of our driveway would run parallel to our property and be fairly close to our home. Thus, we are also concerned about the proximity of the road to our home and the corresponding road/traffic noise, if this route is chosen. Please let me know if you need any further information from me regarding this issue. If so, I can be reached at this email address or the telephone number below. Thank you for your time and consideration of my input.	Thank you for sharing the potential impacts to you and your property on the Teal route. Project roadway and access design will be based on traffic studies during the design process and noise studies will be performed during the Environmental Impact Statement (EIS) process. Your comment has been noted.
15	Bobby Bonnett	5/21/25	Email	NO BUILD. NOT WANTED. The proposed segment will NOT benefit this area of Smith County in any way. The west side toll road has provided all the necessary access to the MetroPlex. Segment 6 will only provide Eastside/Eastbound residents an out-of-the-way route at extra cost while displacing landowners and businesses for NO benefit!!	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.

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16	Brandy Elliot	5/22/25	Online Comment	Please consider the NO BUILD option for segment 6.	Thank you for sharing your support for the No-Build alternative. The No-Build option will be considered during the Environmental Impact Statement (EIS) process. Your comment has been noted.
17	Brennan McCoy	5/21/25	Email	<p><i>(Included as an attachment to Marcie Parker's Email on 5/21/25)</i></p> <p>I'm Brennan McCoy a co-owner and steward of our family's 44-acre property located along the proposed Spur 49 Segment 6 route. I'm writing to ask you to reconsider the current proposed alignment and instead choose the teal route, which avoids cutting through and fragmenting our land.</p> <p>Our property is designated for wildlife management under Texas's wildlife exemption program. Over the years, we've taken care to preserve the land's natural state, fostering a safe habitat for native animals, birds, and plants. This land isn't just acreage to us — it's a living space for wildlife and a part of our family's values. If the proposed route moves forward as planned, it would divide our property in a way that would make continued conservation nearly impossible. It would destroy decades of care and disrupt sensitive ecosystems.</p> <p>We understand the teal route may come at a higher cost, but it offers a more responsible option — one that protects both private land and the wildlife Texas works to preserve. We respectfully urge you to protect our land and choose the teal route.</p>	Thank you for sharing the potential impacts to you and your property and sharing your support for the Teal route. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental Impact Statement (EIS) process. Your comment has been noted.
18	Brian Epperson	5/23/25	Email	<p>I favor either the Yellow or Purple options.</p> <p>The Yellow and Purple options are lower cost, have higher projected usages and higher favorability scores.</p> <p>The Yellow and Purple options would provide better usage as well as spend less taxpayer money.</p>	Thank you for sharing your support and preference for the Yellow and Purple routes based on the reasons provided. Your comment has been noted.
19	Brian Flens	5/8/25	Online Comment	Toll 49 does not need to be expanded. Plenty of routes from south Tyler to Longview currently exist. NET RMA and TxDOT need to fix the safety issues on the current Loop 49 rather than expanding a flawed toll road. Many families avoid the existing sections of Loop 49 (including myself) due to safety concerns so why would we use the expansion of an already unsafe toll road? Move forward with segment 6 before correcting the safety issues of the existing Loop 49 makes zero business sense. Fix the current flaws and then ask the public's opinion on expanding.	Thank you for sharing your opposition with support for the No-Build alternative based on reasons provided and expressed interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.

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20	Brian George	5/23/25	Online Comment	As a property owner that will sit right on the edge of all three Segment 6 options (██████████--the County plat map is actually incorrect on the east side, our property line extends to the creek along the eastern edge), I would like to know the following details, since we are about to construct our new home well ahead of the Segment 6 timelines: 1) Where will the highway easement go in relation to our property line? All three segment options overlap at the North West corner of our property, so we need to understand how close the right of way will be to our property lines. 2)What will be done for sound attenuation for properties along the edges of the easement / right of way? 3)Where will the eastbound onramp from 110 to the toll road be routed? Again, how far off of our property corner is it most likely to be? 4)How will permanent final access to County Road 2123 off of 110 be routed or altered? Will we no longer be able to access our property off of CR 2123 and Hwy 110? 5)Currently, the powerlines to our property are all overhead. What will be done with the overhead powerlines that are impacted by the construction? Will they be buried underground? Will our property power be back-fed? At this time I do not see how we maintain power during construction. 6)Will taxpayer funds be used to construct this toll road? If so, it should not be a toll road, but open to everyone for free since it was funded with our tax dollars. 7) How will water be rerouted or diverted along 110 and along the toll road easements as well? The roadway may ultimately sit higher than our property, and we do not want to ultimately end up in a flood zone where we currently have no floodplain issues. Thank you for your responses.	Thank you for sharing the potential impacts to you and your property. (1, 2, 3, 4, & 7) Project roadway and access design will be based on traffic studies during the design process; right-of-way and drainage needs will be determined during the design process; noise studies will be performed during the Environmental Impact Statement (EIS) process. (5 & 6) Project funding and utility relocations will be addressed during the final design and right-of-way acquisition process if a build alternative is selected. Your comment has been noted.
21	Brian Irwin	5/21/25	Online Comment	Until the portion of the toll 49 roadway that has already been built is SAFE and MAINTAINED, there should be no further extension of the toll road.	Thank you for sharing your interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.
22	Brittnee Cagle	5/9/25	Email	No build in chapel hill. 49 has already taken more lives from freak accidents due to poor construction already. Not worth it.	Thank you for sharing your opposition of routes in Chapel Hill. Your comment has been noted.
23	Brittnee Cagle-White	5/9/25	Online Comment	No build. Not worth it. Keep People's homes and land safe.	Thank you for sharing your support for the No-Build alternative. Your comment has been noted.
24	Bryan Jacobs	5/6/25	Comment Form	The teal route my family property/residences. It currently is routed directly on my street & consumes my 84 yr. old mother's house, my niece and nephew (3 kids), and my family & 1 house. The route dissects over 20 acre property. I am opposed to the teal route.	Thank you for describing the potential impacts and sharing your opposition of the Teal route. Your comment has been noted.

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25	C. Andrew Miller	5/6/25	Comment Form	The routes are miss leading it does not show the access ramps at major highways	Thank you for your interest in the project. Project roadway and access design will be based on traffic studies during the design process. Your comment has been noted.
26	Cameron Williams	5/6/25	Comment Form	<p>I support the segment 6 extension of Toll 49 to benefit existing and future mobility for the region.</p> <p>The City of Tyler does have an extension of Grande Boulevard east to FM 848. The potential alignment of this should be considered in any of the alignments. If Grande extended to intersect with Old Omed Rd/FM 848 intersection it might parallel the Teal Route.</p> <p>Also consideration should be given to perserving part of the selected corridor for other modes such as rail or trails.</p>	Thank you for sharing your support and sharing city plans to extend Grande Boulevard. Accommodating other transportation modes of travel will be addressed in partnership with those interested in funding those accommodations as appropriate. Your comment has been noted.
27	Carolyn Moss	5/21/25	Email	The route is wrong! Please rethink what you are about to DESTROY! Livelihoods of people and danger for children. All for a darn shortcut!	Thank you for sharing your opposition. Your comment has been noted.
28	Charles Reid	5/6/25	Comment Form	It's Needed.	Thank you for sharing your support. Your comment has been noted.
29	Christina Allen	5/23/25	Email	<p>We are submitting this comment to clearly express our unified position regarding Toll 49: NO BUILD FOR SEGMENT 6. NO Teal, NO Yellow. PRIORITIZE SAFETY IMPROVEMENTS.</p> <p>Given the high number of serious incidents on Toll 49—including approximately 23 fatal head-on collisions and at least 37 total fatalities—it is evident that major safety enhancements are urgently needed. Public sentiment, gathered extensively during the 2019 public comment period and ongoing community feedback, strongly favors immediate and comprehensive safety upgrades. To improve safety, we propose two potential solutions:</p> <ol style="list-style-type: none"> No-build option for Segment 6: <ul style="list-style-type: none"> Improve the existing road by installing concrete “jersey” barriers to separate opposing traffic lanes. Expand shoulder widths to a minimum of 12 feet. Resolve known issues contributing to frequent accidents on the west side of Tyler. Restore the road surface profile and enhance drainage to prevent hydroplaning. <p>OR</p> <ol style="list-style-type: none"> No-build option for Segment 6: 	Thank you for sharing your opposition with support for the No-Build alternative based on reasons provided and expressing interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.

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				<ul style="list-style-type: none"> Fully complete the original design for the existing roadway—constructing a four-lane divided highway with a median and jersey barriers. Ensure 12-foot shoulders are provided. Address and correct the specific causes of accidents along the western segment of Toll 49. Restore proper road surface drainage to eliminate hydroplaning risks. <p>Community support for these safety improvements is well documented:</p> <ul style="list-style-type: none"> The “Terrible Toll 49” Facebook page, advocating for these safety enhancements, has approximately 1,300 followers and longstanding community engagement. A 2019 petition, signed by over 450 individuals, specifically opposed outer route options (blue, orange, and pink routes), requested safety upgrades, including jersey barriers. [The outer route options during that comment period were the blue, orange, and pink routes. It is baffling how part of the original pink route was still included in the current “adjusted” teal route. The blue, orange, pink routes were eliminated in 2019.] Numerous citizens have publicly expressed their concerns through media outlets about the urgent need for improved safety measures. A recent petition explicitly supporting the “no-build” option, opposition to the new outer routes, and demanding immediate safety improvements has gathered 68 signatures and continues to grow. NETRMA has requested public input, and the community’s voice has been clear and consistent. Safety should never be compromised. There is much opposition to the outer routes. 'No Build' option for Segment 6 of Toll 49! Please make our community’s safety the top priority and implement the necessary improvements on Toll 49 without further delay. <p>Thank you for your attention to this critical matter.</p>	
		5/23/25	Email	<p><i>Includes 2 Attachments (see Attachment D)</i></p> <p>I have just checked the 2025 petition. It is up to 83 signees. Please see attached.</p>	
		5/23/25	Email	<p>Yes to the 'No build' Toll 49 Segment 6 option.</p> <p>No to the outer routes. Make Toll 49 safe. The funds to build Segment 6 should instead be used to make the existing Toll 49 road safe.</p>	

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				<p>To improve safety, we propose two potential solutions:</p> <ol style="list-style-type: none"> 1. No-build option for Segment 6: <ul style="list-style-type: none"> • Improve the existing road by installing concrete “jersey” barriers to separate opposing traffic lanes. • Expand shoulder widths to a minimum of 12 feet. • Resolve known issues contributing to frequent accidents on the west side of Tyler. • Restore the road surface profile and enhance drainage to prevent hydroplaning. <p>OR</p> <ol style="list-style-type: none"> 2. No-build option for Segment 6: <ul style="list-style-type: none"> • Fully complete the original design for the existing roadway—constructing a four-lane divided highway with a median and jersey barriers. • Ensure 12-foot shoulders are provided. • Address and correct the specific causes of accidents along the western segment of Toll 49. • Restore proper road surface drainage to eliminate hydroplaning risks. 	
30	Christine Hicks	5/23/25	Email	<p>I am praying you will NOT GO WITH THE TEAL ROUTE for TOLL 49 SEG 6. Using this route is dangerous for our children, whose schools are right next to the route. It will pollute the air and environment for children and all of us in this area. It's not going to help traffic in places it really needs. Tyler is so congested as it is... try moving the Toll 49 to an area that will truly help TYLERS TRAFFIC. Please take heed from all of us that live in NEW CHAPEL HILL. Especially for our children!!! Thank You!</p>	<p>Thank you for expressing your concerns and sharing your opposition of the Teal route based on the reasons provided. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.</p>
31	Cindy Curry	5/12/25	Online Comment	<p>The teal route is the only logical route. The other routes are not helpful/do not make a difference of any significance. I DO NOT THINK THAT THE PURPLE/YELLOW ROUTES WILL BE OF ANY USE. The teal route would be more advantageous if connected to I 20.</p>	<p>Thank you for sharing your support for the Teal route. Your comment has been noted.</p>
32	Clifton Wingfield	5/21/25	Online Comment	<p>I live on the proposed Segment 6 Teal Route, just to the north of Highway 64, where the proposed route runs between CR 2206 (Betty Drive) and Morris Road. My residence lies on the west side of Betty Drive and the proposed route would run just to the west of our property. The proposed Teal Route bisects the entire length of Betty Drive and the north-south portion of Morris Road and would affect every house along these two roads. According to my best estimates, the distance between Betty Drive and Morris road is</p>	<p>Thank you for describing the potential impacts to you and your property and sharing your opposition to the Teal route. Project roadway and access design will be based on traffic studies during the design process; right-of-way and drainage needs will be determined during the design process; noise studies will be performed during the Environmental Impact Statement (EIS) process. If a build alternative is selected, property values, compensation</p>

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				<p>approximately 1400'. Factoring in the proposed 450' width of the Right of Way, the proposed route would leave only a scant 275' of separation between the route and the rear edge of my property.* Every other house on the west side of Betty Drive would face a similar situation. Because of the proximity of the proposed route, I am concerned about several different issues: - Road noise would be an ever-present problem. - Air quality would suffer due to the volume of traffic and proximity to the new route. - Traffic congestion and safety are also major issues. The proposed route would cross Highway 64 roughly 1400 feet from the entrance to Kissam Intermediate School, as measured from the center of the proposed new route. If the intersection with Highway 64 takes up the standard 650 feet, this places the edge of the interchange roughly 1075 feet from Kissam Intermediate School.** This will result in a high volume of Teal Route traffic in the immediate vicinity of the school, which already has its own periods on high volume traffic. This strikes me as unacceptably dangerous. - There is also the issue of drainage, which would affect my own property more than some others. There is a large drainage ditch near the north edge of my property which collects water from a sizable slope to the west. The amount of water that already moves through this ditch during a heavy rain is truly shocking, sometimes flooding a portion of my yard, occasionally rising almost to the level of the road surface on Betty Drive and threatening to erode and undercut physical structures on my own property as well as that of my neighbor to the north. Flooding potential is even greater for the lower-lying properties on the east side of Betty Drive which already experience significant flooding during heavy rains. If the drainage situation is made any worse by the new route, I am concerned about damage to all of these properties. - Finally, there is the matter of decreased property value due to the above issues. I know of no way to quantify this, but the potential clearly exists and will be a concern to every home owner along this section of the proposed Teal Route. This was supposed to be our retirement home. I am dismayed at the idea of having to sell, potentially at a significant loss, and relocate yet again. *All distance figures were taken from a Google Earth satellite photo and represent my best estimates of the actual distances. ** I have been unable to find any information as to how far to the north and south of Highway 64 the 650'</p>	<p>and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. Your comment has been noted.</p>

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				Intersection Right of Way would extend. This would be useful information for anyone living or doing business in the affected area.	
33	Clinton D. Pruitt	5/7/25	Email	Fix current road as 4 lane as originally proposed. Quit wasting our money and lives there is no need for another death trap road. For what you charge loop 49 should be a 4 lane concrete road, not another oil top 2 lane.	Thank you for sharing your opposition. Your comment has been noted.
		5/9/25	Email	No Build because the original toll 49 on west side is a death trap. Is was build substandard two lane black top. It needs to be a 4 lane divided Hwy as originally proposed. I would not trust you with my family on anything you build. There is no excuse for a 2 lane Toll road in todays traffic, must less by the time you get around to trying to build in another 20 to 30 years. Do Not Build This Road. No Build, No Build, No Build,	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.
34	Cole Hamilton	5/9/25	Online Comment	I support Toll 49 Segment 6 from SH 110 to US 271. I would like to see the route use the Purple or Yellow Routes. Ideally I would like to see Toll 49 connect directly to I20, like it does on the West side, but if it can only go to 271, that will enhance Whitehouse's ability to get to I20 East.	Thank you for sharing your support and preference for the Yellow and Purple routes. Your comment has been noted.
35	Craig Schoenberger	5/6/25	Comment Form	We support basically everything except the original Teal. The Teal w/ the ALT 31 crossing is good. Prefere Purple Yellow Teal Alternative (ALT 31 crossing) NOT - Original Teal Please	Thank you for sharing your support for all of the routes except the original Teal route. Your comment has been noted.
36	D. Harold Doty	5/8/25	Email	I strongly support this project and the 3 alternative options. I have a preference for the Teal alternative, but any of them is better than none of them!	Thank you for sharing your support and preference for the Teal route. Your comment has been noted.
37	D. M. Edwards, Ph.D	5/12/25	Mailed	I write in support of the completion of Segment 6 in the near term. As a long-time Tylerite, I understand the importance of this for improved traffic flow and public safety. Tyler and Smith County continue to outpace the rest of Texas in population growth, thus necessitating substantial additional traffic capacity. Please keep our office apprised of what we may do in the furtherance of this critically needed capacity improvement.	Thank you for sharing your support. Your comment has been noted.

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38	Danny Selvdige	5/6/25	Comment Form	I am in favor of the teal route. Traffic on Hwy 271 already has to much traffic from Loop 323 to Hwy 155 & Hwy 271. Current Loop 49 is good distance from Loop 323 and that seems to be a good route. Purple or yellow route would cause to much traffic on Hwy 271.	Thank you for sharing your support preference for the Teal route. Your comment has been noted.
39	David Epperson	5/23/25	Email	<p>Thank you for holding the public hearings on May 6 and May 8 and for making personnel available to hear our concerns.</p> <p>I would like to express my opposition to the Teal route, especially the "Alt 31 Crossing" for the Teal route. This alternate route, in particular, would not have sufficient room for an exit to both Hwy 31 and to FM 850, which would be inconvenient to anyone who lived along FM 850. The "Alt 31 Crossing" Teal route would also displace more property owners, as well as split more tracts, including my own.</p> <p>As I review the materials from the previous feasibility study (2018-19), I would also highlight the fact that the Teal route came in a distant third place when compared to the Purple or Yellow routes. The Teal route's estimated traffic counts are lower, and the Teal route's estimated total costs are more than \$60 million higher than either the Purple or Yellow options.</p> <p>In fact, the Teal route's score was only a tiny bit higher than the #4 option, the Gray route.</p> <p>It is for these reasons that I would urge you to discard the Teal route in favor of the much more economically favorable Purple or Yellow routes.</p>	Thank you for describing the potential impacts to you and your property and sharing your opposition of the Teal route, especially the SH 31 crossing option. Your comment has been noted.
40	David Post	5/6/25	Comment Form	<p>1) 1st Choice - NO BUILD!</p> <p>2) 2nd choice - Renew look at wider routes around town, similar to distance from town as was done on west side of 49.</p> <p>3) I have grave concerns about unfair pricing of property taken, and reduced value of remaining property - all uncompensated.</p> <p>4) Of existing proposals - I favor yellow or purple routes. They have less impact on Chapel Hill schools.</p>	Thank you for sharing your support for the No-Build alternative, favoring the Yellow and Purple routes, and supporting the concept of locating Segment 6 the same distance from town as was done on the west side of Toll 49. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. Your comment has been noted.
41	David Ramirez	5/23/25	Online Comment	We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety,	Thank you for describing the potential impacts to you and your property, expressing your concerns, and sharing your opposition with support for the No-Build alternative based on the reasons provided. A wide median is being proposed for the interim 2-lane and ultimate 4-lane


#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
				<p>environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment. Community and Safety Concerns: The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous. Environmental Risks: Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone. Challenging the "Purpose & Need": NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it. The Purpose & Need statement heavily relies on: Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning. There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands.</p>	<p>roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and would include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability and NETRMA financial stewardship. Project roadway and access design will be based on traffic studies during the design process and noise studies will be performed during the EIS process. Your comment has been noted.</p>

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				<p>Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact. Economic and Social Consequences: The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> • Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. <p>Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful</p>	

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				safeguards. Alternative Solutions and No-Build Justification:We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion. Conclusion and Call to Action:We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process. Our neighborhoods matter. Our families matter. Our community matters.	
42	David Scarbrough	5/22/25	Email	<p>I am writing to voice my strong opposition to the proposed toll road near our neighborhood. While infrastructure improvements are important, this project poses serious risks to the safety, health, and well-being of our community—particularly to some of its most vulnerable members.</p> <p>1. Traffic Noise Impacts: The addition of a toll road will significantly increase traffic volume, bringing with it elevated noise levels that will disrupt the quality of life for nearby residents. Prolonged exposure to traffic noise has been linked to negative health effects including increased stress, sleep disturbances, and even cardiovascular issues. Our neighborhood, composed largely of older homes with thinner insulation, is especially susceptible to such disturbances. My grandson with autism lives on Betty drive and this causes me a great amount of stress.</p> <p>2. Increased Traffic Near Schools: The proposed toll road would divert or increase traffic flow through areas adjacent to three local schools. This surge in vehicle volume would pose a serious danger to children walking or biking to school, raise the likelihood of traffic-related accidents, and reduce air quality in zones where young lungs are especially vulnerable. School zones should be protected, not surrounded by congestion. This congestion will also make it unsafe for the high-school age</p>	Thank you for describing the potential impacts to you and your property and sharing your opposition of the Teal route based on the reasons provided. Noise studies will be performed during the Environmental Impact Statement (EIS) process. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970.Your comment has been noted.

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				<p>drivers and the elderly that live in these older houses.</p> <p>3. Displacement and Risk to the Elderly: Our neighborhood includes a significant population of elderly residents, many of whom have lived here for decades. The construction of a toll road may result in displacement through eminent domain or rising property taxes driven by increased land value. Even those who remain will face greater challenges, such as: Increased traffic making it more hazardous for elderly drivers to navigate local roads. Reduced access to critical services due to rerouted roads or construction blockages. Mental and emotional stress from major changes to a once-quiet, familiar environment.</p> <p>4. Decreased Safety and Mobility for Seniors: The elderly already face increased risks behind the wheel. Higher traffic volumes and altered road patterns compound these risks. Many seniors rely on routine, predictable routes for errands, medical appointments, and social visits. Introducing a fast-moving toll road disrupts this sense of safety and may isolate those who are less confident navigating changing traffic conditions. In light of these concerns, I urge decision-makers to reconsider the current toll road plan and pursue alternatives that improve transportation without endangering our schools, displacing longtime residents, or putting undue strain on elderly community members.</p>	
		5/23/25	Online Comment	<p>I emailed earlier my reasons against the teal line, but this is my reasons for the yellow line. The people living in the path of the yellow line are almost all younger than those on the teal line. It's not easy for anyone to have to move, but it has to be easier on younger people to move. Also, loop 49 has no other easy entrances near Tyler. All the entrances are a good drive outside of the loop and having at least one closer to the loop would make it easier for more people to get on it.</p>	Thank you for sharing your support for the Yellow route based on the reasons provided. Your comment has been noted.
43	Dawn Morley	5/21/25	Email	<p>I don't want the adjusted teal route as it's to close to the schools Also I shop at Family Dollar daily The gas station next to the Family Dollar that has a Whataburger accepts Walmart plus for discounts on gas</p> <p>I don't want Toll 49 extension 6 built at all because people could</p>	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.

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				lose their homes and we could lose businesses in the area and that's not right at all.	
44	Delayne Renaud	5/23/25	Email	I oppose teal line in segment 6 thru chapel Hill . the others are ok	Thank you for sharing your opposition of the Teal route. Your comment has been noted.
45	Delilah Salas	5/8/25	Online Comment	I believe the Teal Route would be the best. My reasoning is people will not use the purple or yellow route; because, it is too close to Hwy 110 and Loop 323. Why pay to use that route when they can use Hwy 110 and Loop 323 for free. People in the West side, South side, and East of Tyler would use the Teal Route 49 to get to I-20. They would take I-20 to go to Louisiana to visit the Casinos, River Walk to go shopping or watch a game, etc. And, when returning home take I-20 to Hwy 49.	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.
46	Dessie Camp	5/23/25	Online Comment	NO SEGMENT 6! I live near proposed route yellow and we do not want it here!	Thank you for sharing your opposition. Your comment has been noted.
47	DS	5/8/25	Comment Form	I support the Alt 271 Teal Route & Toll 49 in general	Thank you for sharing your support with preference for the Teal route (Alt 271). Your comment has been noted.
48	Eddie Updike	5/6/25	Email	<p>After attending the in-person meeting at the Tyler Rose Garden Center on May 6th, 2025, please accept the below comments.</p> <ol style="list-style-type: none"> 1. The presentation, story boards, maps, etc were very helpful and well done. 2. Both NETRMA and Lochner were very well represented and assisted with many questions. 3. The teal route makes the most sense for a few reasons: <ol style="list-style-type: none"> a.) It is the farthest from Loop 323 keeping traffic off Loop 323 b.) By being further East it provides better access and time for traffic traveling West towards Tyler. This greatly impacts the time it would take someone to get from 31 or 64 to South Tyler and US 69, SH 155. c.) The inverse is also the same providing a better route going to the East towards Longview, Kilgore, Henderson, Overton, etc. 4. The teal route would give more space for Tyler growth as it moves to the East. 5. It appears as if it would impact fewer residents, this I am not positive of, but looked like it on the large maps. <p>We would be impacted by the yellow route. Which like the purple route doesn't move traffic far enough from Loop 323. There are some bald eagles that frequent our pond and our neighbors pond for hunting and fishing.</p> <p>So, in conclusion the teal route is in our opinion the best route. In</p>	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.

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				reality we wished it were another 2 miles East of the teal route to just gather traffic further from Loop323.	
49	Edwin Portier	5/20/25	Email	I own property as RLP Properties and I am in favor of this segment option	Thank you for sharing your support. Your comment has been noted.
50	Efrayim Levenson	5/11/25	Email	Hello. I read about the proposed extension of Toll 49 today. If the City of Tyler did something constructive - coordinating traffic lights - this wouldn't be an issue.	Thank you for your interest. Your comment has been noted.
51	Elizabeth Chryst	5/13/25	Email	<p>I'd like to understand the odds of the new 49 toll extension being proposed including one of the following route sections: (see image below)</p> <p>Teal Yellow Purple</p> <p>Will the extension positively include one of those three (3) route options for the proposed extension?</p> <p>Is one of the three options more favorable than the other two? Any information you can give me would be greatly appreciated</p> 	Thank you for sharing your concerns of the Teal route and preference for the Purple route based on the reasons provided and your recommendation to reconsider the path of the Teal route. Besides the routes presented at the Public Scoping Meeting, the No-Build alternative and potentially other recommended engineering options to minimize impacts are being studied. Currently, no route is more favored. The National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.
		5/20/25	Email	<p>Rhode Island has one of the highest childhood asthma rates in the nation—an alarming 11 percent. In Providence alone, 24 schools are located within 1,000 feet of major roads, including three schools dedicated to students with special needs.</p> <p>Now, the construction of the Teal route of Toll Road 49 is set to proceed less than 800 feet from three schools or daycare facilities where hundreds of children attend daily. This presents a serious and preventable public health risk.</p> <p>Vehicle emissions are a leading cause of air pollution and are particularly dangerous near roadways. These emissions release harmful pollutants, including: Particulate matter (PM2.5): tiny particles like soot that penetrate deep into the lungs.</p>	

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				<p>Volatile organic compounds (VOCs): many of which are carcinogenic and contribute to ground-level ozone.</p> <p>Carbon monoxide and sulfur dioxide: both of which are hazardous to respiratory health.</p> <p>Exposure to these pollutants is strongly linked to stunted lung development, aggravated asthma symptoms, increased risks of heart disease and cancer, and even learning disabilities in children.</p> <p>Children are especially vulnerable: they breathe faster than adults and spend more time outdoors. Their lungs are still developing, making them more susceptible to the effects of pollution.</p> <p>Given this, we urge you to reconsider the current path of the Teal route. The Purple route, which intersects with Highway 64, presents a safer and more community-friendly alternative. It would reduce direct exposure of schoolchildren to harmful emissions while still meeting infrastructure goals.</p> <p>Protecting the health of Smith County's children must be our top priority. Rerouting the toll road is not only a reasonable adjustment—it's a necessary one for the well-being of our most vulnerable residents.</p>	
		5/23/25	Email	<p>Now, the construction of the Teal route of Toll Road 49 is set to proceed less than 800 feet from three schools or daycare facilities—locations where hundreds of children learn and play each day. This proximity to a major roadway poses a serious and entirely preventable public health risk.</p> <p>Vehicle emissions are a major contributor to air pollution, especially near heavily trafficked roads. These emissions contain a dangerous mix of pollutants, including:</p> <p>Particulate matter (PM2.5): tiny particles, like soot, that can penetrate deep into the lungs and bloodstream.</p> <p>Volatile organic compounds (VOCs): many are carcinogenic and contribute to harmful ground-level ozone.</p> <p>Carbon monoxide and sulfur dioxide: both are known to harm</p>	

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				<p>respiratory and cardiovascular health.</p> <p>Exposure to these pollutants is strongly associated with stunted lung development, worsened asthma symptoms, higher risks of heart disease and cancer, and learning disabilities in children.</p> <p>Children are particularly vulnerable. They breathe faster than adults, spend more time outdoors, and have developing lungs, which makes them more susceptible to long-term damage from air pollution.</p> <p>Given these serious concerns, we urge you to reconsider the proposed Teal route. The Purple route, which intersects with Highway 64, provides a safer, more community-conscious alternative. It would significantly reduce children's exposure to harmful emissions while still achieving the transportation objectives.</p> <p>The health and safety of Smith County's children must come first. Rerouting Toll Road 49 is not just a reasonable option—it is a critical decision for protecting public health and the future of our community.</p>	
52	Ellen Reynolds	5/22/25	Online Comment	<p>Thank you for the information you have provided about Segment 6 of Toll 49 and for the opportunity for community members to be heard. Please note that, although I have a toll tag, I have rarely used Toll 49 and have not done so in several years due primarily to serious safety concerns. I respectfully request consideration for Segment 6 either to be removed as an option or for the shortest possible route to SH 271 to be selected. The Chapel Hill area comprises vast wooded areas, wetlands and ecosystems that we must all strive to protect. To preserve natural and financial resources, thank you for considering the shortest possible route for completing Segment 6. Thank you.</p>	Thank you for sharing your support for the shortest (Purple) route based on the reasons provided. Your comment has been noted.
53	Fred Carl	5/21/25	Email	<p>I have followed the building of the highway since it was a single U shaped idea on the Chamber of Commerce annual report. That's a long time. We originally were going to have a multiple lane divided highway.</p> <p>The project went through rigorous public discussion and finally was approved. Due to financial constraints, instead of a loop system that Athens has, it became a toll system.</p> <p>The segment building plan was limited by TxDot funding and local</p>	Thank you for sharing your opposition. Your comment has been noted.

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				<p>contributions.</p> <p>Fast forward decades to the piecemeal system we have now. The several lane alterations cause bottlenecks and can catch an unfamiliar driver in a bad situation.</p> <p>In conclusion— finish the existing segments to original design before another foot of construction on another piecemeal project.</p>	
54	Frieda Jetter	5/12/25	Email	<p>This is so needed for Tyler. To get to Longview, Gladewater, or Gilmer, north or east, there is so much traffic and so dangerous. Tyler has not planned for its growth with sufficient traffic movement. Please continue with the tollway project as soon as possible.</p>	Thank you for sharing your support. Your comment has been noted.
		5/13/25	Mailed	<p>I am writing to encourage the further development of Tollway 49 in Tyler. It is time for an easier route east out of Tyler to travel to Longview, Gladewater, Gilmer, and other cities. With so much traffic congestion, it is difficult and dangerous.</p> <p>Each of the planned routes sound great! We use the west bound Tollway frequently and it is so nice!</p> <p>I know this will not be completed in my lifetime (I am 74), but this will be such a benefit to our younger citizens from this area needing to travel north and east. Thank you for working on this much needed project.</p>	
55	fs.kofc1502	5/23/25	Email	<p>I am writing as a concerned grandfather of two children who attend schools within Chapel Hill ISD. My oldest grandson is set to begin attending Kissam Intermediate School next year. As such, I feel compelled to express my deep concern regarding the proposed TEAL route of Toll Road 49, specifically its intersection with Highway 64 near the Kissam school zone.</p> <p>As you are undoubtedly aware, a substantial body of research has demonstrated the harmful effects of noise and air pollution on children who attend schools located near major highways. These environmental hazards are linked to a variety of negative outcomes, including respiratory issues, reduced cognitive performance, and hindered academic achievement. The potential consequences of placing a high-traffic toll road near Kissam Intermediate School are, therefore, troubling.</p> <p>In light of these risks, I respectfully urge you to consider revising the TEAL route in favor of either the Yellow or Purple alternative routes as it crosses Highway 64. These alternatives have already been evaluated and deemed feasible, and they would significantly</p>	Thank you for sharing your opposition to the Teal route and support for the Purple or Yellow routes based on the reasons provided and your recommendation to revise the Teal route crossing at SH 64. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during 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 during the EIS process. Your comment has been noted.

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				<p>reduce the environmental impact on students and staff at Kissam Intermediate.</p> <p>A minor adjustment to the TEAL route could offer a substantial benefit to the health, safety, and educational experience of the children in our community. I trust that you will prioritize their well-being and the long-term integrity of our schools as this project moves forward.</p> <p>Thank you for your attention to this matter and your commitment to protecting the future of our children.</p>	
56	George Brigman	5/6/25	Comment Form	<p>I am opposed to the Teal route. It would effect my property value. It would greatly effect some of my friends and total eliminate the property of others</p> <p>I would support the Purple Route</p> <p>No To Teal Route</p>	Thank you for sharing your opposition to the Teal route and support for the Purple route based on the reasons provided. Your comment has been noted.
57	Harris R. Fender, Jr.	5/14/25	Email	<p>My name is Harris R Fender, Jr. Address: [REDACTED] [REDACTED]. I am not employed by, nor do business with TxDOT. I will have no financial benefit from the project, whether or not it is built.</p> <p>Email : [REDACTED]</p> <p>I am a lifelong resident of Tyler and a thirty year resident of the Chapel Hill area near the proposed route 6 segment. Thank you for seeking public input. Completion of Segment 6 is critical to the infrastructure needs of the general metropolitan area as well as the city of Tyler.</p> <p>In 2020, I attended all Loop 49 public sessions and studied the route options. It was my impression that the purple route was favored by NETRMA and a majority of the public comments, the reasoning being it was the most direct, the straightest, and most likely, the least expensive option. It also minimized the number of property owners impacted by comparison to other options. I believe the same is true today.</p> <p>No one can objectively argue against the need for the extension, unless one's home or property is impacted by one of the routes. Property owners were informally "put on notice" in 2020, and they have had over five years to consider options for the future possibility of Loop 49. Any route selected will have it's detractors, but the number of such critics will be lessened by the shortest</p>	Thank you for sharing your support. Your comment has been noted.

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				route, i.e., the Purple Route. I remain in support and rapid construction of the Segment 6 Extension (no matter which of the three routes are ultimately selected) and its future positive impact on our collective infrastructure needs	
58	Jack & Bettie Thompson	5/13/25	Email	My wife and I make frequent trips to Longview from Tyler. We just want the road finished. Would prefer it would go directly to I-20 but will take teal to 271 if that is our only choice. We also make trips to Aledo and Abilene so we have been using toll 49 since its inception. Just get done !!!	Thank you for sharing your support. Your comment has been noted.
59	Jack & Vanessa Germeroth	5/23/25	Email	<i>Includes Attachment (see Attachment D)</i> We regrettably were unable to attend the recent public meeting regarding the Toll 49 Segment 6 plan. We wish to express our support for the teal option, as indicated on the attached map. The teal option serves the greatest number of currently disadvantaged citizens and others east of the greater Tyler area. In addition, the teal option best meets the needs of future population growth. It seems logical that NetRMA will gain the greatest ROI with the easternmost option due to serving a greater number of citizens and travelers, including UT Tyler students, staff, and guests; visitors to Lake Tyler recreation areas; and other tourist areas. Another benefit is increased access for rapid commercial and emergency traffic to and from eastern Smith County. The other two options provide little to no benefit for the eastern areas. The nearby Loop 323, Hwy 31, Hwy 64, and southside east/west routes. For example, Grande and Shiloh, which we use often because the current Toll 49 access is indirect being further south and therefore only beneficial if we are going to west Tyler. This is true for us and those further east, and thereby results in lost revenue for NetRMA. The teal route with access off Old Omen Rd is ideal for all of us to the east. We would use that new tollway access frequently. Precisely, the teal option makes the most sense for optimal connectivity, usage, and ROI for we easterners and NetRMA.	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.
60	Jack Thompson	5/21/25	Email	Just build it you guys take way too long. Just get it done !!	Thank you for sharing your support. Your comment has been noted.

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61	Jackson Hurst	5/9/25	Online Comment	I approve and support NET RMA's Toll 49 Segment 6 Project. The aspect that I love about NET RMA's Toll 49 Segment 6 Project is that Toll-49 will be extended from TX-110 to US-271 which will improve safety and reduce congestion in Smith County, TX. The route option that I support for NET RMA's Toll 49 Segment 6 Project is the Yellow Route because it has the least amount of impacts to oil and gas wells.	Thank you for sharing your support, with highest support for the Yellow route based on the reason provided. Your comment has been noted.
62	James & Christine Edamatsu	5/6/25	Comment Form	<p>We are deeply concerned about the potential impact of the proposed toll road routes on our property (teal route). Our home is not just a structure - it holds personal & generational values.</p> <p>We urge decision makers to prioritize routes that minimizes displacement of families and preserves communities.</p> <p>If eminent domain becomes unavoidable, we request transparency, fair compensation, and robust relocation support. We also ask for more community input and regular updates as project progresses</p> <p>Please consider the human cost of each proposed route, and make decisions that honor the well-being & health of the people affected. We especially want to raise concerns about noise, pollution, traffic, and disruption of community life during the years of construction. Regardless of the route chosen, all of these factors are a concern for us. We'd like to request a clear communication of the time line and route decisions and make careful consideration of the well fair of all people involved.</p>	Thank you for describing the potential impacts to you and your property and sharing your opposition to the Teal route. Minimizing displacements, preserving communities, and factoring human and environmental cost will be addressed in the Environmental Impact Statement (EIS) process. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. Project updates will be posted on the project webpage, www.netrma.org/projects/segment-6 . Your comment has been noted.
63	James S. Floyd	5/13/25	Online Comment	NO BUILD is the only viable solution. Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway. There is heavy traffic at all times. These two hours happen again every evening. Hundreds of cars from all over east Smith County are on there way to work, school, Doctor appointments and shopping. Three schools are so near the location where the proposed Teal Route would cross Highway 64 that congestion would be terrible. School bus stops along this route slows traffic considerably. There is an elementary school near Yellow/Purple Routes crossing Highway. There is a new Junior High School on Highway 64 near loop 323 set to open next year that would also bring more traffic problems. Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.

#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
				School and Loop 323 will only make a bad situation much worse. Traffic that must by pass Tyler currently. and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler. NO BUILD is the only viable solution.	
		5/14/25	Mailed	NO BUILD is the only viable solution. Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway. There is heavy traffic all the time. These two hours happen again every evening. Hundreds of cars from all over east Smith County are on their way to work, school, shopping etc. in Tyler. And doctor appointments. Three schools are so near the location where the proposed Teal route would cross Highway 64 that congestion would be terrible. There is a new CH Junior High School on Highway 64 near Loop 323 set to to open next year that would also bring more traffic problems. Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High School and Loop 323 will only make a bad situation much worse. Traffic that must by pass Tyler currently, and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler. NO BUILD is the only viable solution.	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.
64	James Thomas Brohard	5/11/25	Online Comment	Toll roads should not be funded by our government and taxes. We are forced to help pay for a road and then have to pay to drive on it, on top of gas and vehicle maintenance and annual vehicle taxes. I believe just getting from 20 to Tyler Pounds is \$3.64 each way with a tag. If your tag's payment should get messed up when, lets say, your account is sold off to another company, then it costs you much more than that. 49 should have been 4 lanes all the way down,with full emergency lanes, and either divided lanes, or concrete baracdes. Having to pay so much to drive it, then getting stuck behind someone going under the minimum posted speed is maddening when the next passing lane is over half your trip. If I recall correctly the road had to be re-asphalted a few years after it opened, and they used a mix with metal slag aggregate, and it damaged a lot of vehicles. Which does not instill a lot of trust.	Thank you for your interest. Your comment has been noted.
65	Jason Balser	5/6/25	Comment Form	Highly object to proposed yellow route. Will disrupt my access to home and increase traffic. It will also de-value my property. My property also contains a lake built over 100 years ago by the Bergfield family. There is over a mile of handbuilt levee and brick	Thank you for describing the potential impacts to you and your property and resulting opposition of the Yellow route of Toll 49 Segment 6. Your comment has been noted.

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				retaining wall. Both are built with Tyler Street bricks. A steam engine pump is also on the property.	
66	Jeff & Tammie Stewart	5/6/25	Email	We are HIGHLY AGAINST the new Toll section 6 in any way, shape or direction.	Thank you for sharing your opposition. Your comment has been noted.
67	Jeff Austin III, Austin Bank	5/6/25	Mailed	<p>I want to take a moment to voice my support of the continuation of the Loop 49 Segment 6 Project specifically, the outer Teal Route. Using this route will allow for more space between Loop 323 and the Tollway and will allow for the expansion UT Tyler without crowding that area. It will also have minimal or reduced impact on current housing developments, businesses, waterways and it will help the mobility for the region and provide the East Texas region greater access to medical care, airports and remove dangerous traffic from congested residential and business areas. The continued completion of Segment 6 Teal Route, has been long promised and it is overdue and much needed.</p> <p>Segment 6, Teal Route will bring visibility to the east side of the county and will have minimal impact on the population and major water sources such as Lake Tyler.</p> <p>Please give full for consideration to constructing Segment 6 as a 4-lane highway. This will be more economical in the long run and will provide much needed safety measures. With the large amount of truck and freight traffic in the east portions of Tyler and Smith County, a 4-lane road will be more efficient, it will provide a safer movement of traffic, and it will help reduce emissions and improve air quality for a more efficient movement of traffic. Specifically, since the right of way acquired will be sufficient for a 4-lane roadway, it is encouraged to save long-term cost by constructing the entire segment with 4-lanes. Waiting will most likely cost the public and users much more in the long run.</p> <p>I would also like to encourage the NETRMA to look at widening other sections to 4-lanes such as Hwy. 69 and Hwy. 31, instead of sending funds to other counties. Perhaps the RMA should consider reducing the allocation to other counties and preserve those funds for the construction and operation of the existing and future segments of Toll 49.</p>	Thank you for expressing your concerns and sharing your support, with highest support for the Teal route based on the reasons provided. Constructing Segment 6 initially as a 4-lane highway will be considered and addressed during the final design and right-of-way acquisition process if a build alternative is selected. Your comment has been noted.

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				<p>The process is positive and I applaud the NETRMA for keeping the initial vision and moving forward. This is so important for growth and development for the long range in Smith, Gregg, and Harrison counties.</p> <p>The need for this roadway has been defined by increased population to the Smith County and Tyler areas. Given that the current TXDOT Commission is primarily focused on the major metropolitan areas, they have reduced rural maintenance and construction funding. In addition, the funding allocated for these regions results in fewer projects. The cause of that has been primarily due to increasing construction and material and labor costs. Since the State cannot keep up with the demands of the rural areas, the NET RMA will need to use other financing methods supported by revenue to pay for the much needed construction. I support the use of tolls specifically for the construction and maintenance of this system as long as the funds are properly managed and the NET RMA operates in a transparent manner.</p> <p>It should be further noted, that while TXDOT will not provide funds to construct this project, TX DOT is going to let contract for US Highway 271 expand to 4-lanes from Interstate 20 up to Gladewater. This major improvement will be a part of the Toll 49 Hourglass and will provide ultimate connectivity to Gregg and Harrison counties. The section of 271 will not be a tolled facility and will be a great safety improvement for the region.</p> <p>As the first and former Chairman of the NETRMA and as a former TXDOT Commissioner, I fully support this infrastructure project that will greatly help economic development, safety, mobility and quality of life for the Smith County and East Texas region. Not only will this project bring a long-term promised completion of Toll 49 in Smith County, it will help retain businesses and allow for citizens to have greater access to Interstate 20, UT Tyler and destinations south of Smith County. Toll 49 also has connectivity to not just Interstate 20 in two locations, but also to major US Highways on the Texas Trunk system roads of US 31 and US 69, in addition to major Texas Highways 64, 100 and 155. Connectivity is key and an expedited planning process is greatly encouraged.</p>	

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				<p>Finally, as Chairman of Austin Bank, headquartered in Cherokee County TX, we have offices scattered around East Texas and our employees currently use Toll 49 and their usage will be much greater as they get closer to Gregg and Upshur counties.</p> <p>Thank you for your consideration in SUPPORT OF THE CONSTRUCTION OF SEGMENT 6 AS A 4 LANE RELIEF ROUTE.</p>	
68	Jennifer LaFountain	5/9/25	Online Comment	Do not build	Thank you for sharing your support of the No-Build alternative. Your comment has been noted.
69	Jenny McCoy	5/20/25	Email	<p>I am against any extension of toll 49 as there have been too many fatalities on existing toll 49 & that segment alone should have been 4 lanes when built. We don't need extension of the existing problems. I'm in the purple part of your proposal & I surely don't want to lose property for more accidents & deaths caused by an unnecessary toll road. It's not that far for college students to get on I-20 going another route. I'm 79 & have lived in Tyler my entire life & yes, I've seen lots of changes but Toll 49 in my opinion has been the worst project for our area Texas has done yet.</p> <p>I vote NO to any addition to toll 49.</p>	Thank you for sharing your opposition to the project and support of the No-Build alternative. Your comment has been noted.
70	Jeremey D. Ables	5/20/25	Email	<p>My property is located in the yellow zone off of CR 2767. This property is commonly used for Boy scout training, camping and hiking.</p> <p>Several years back we built a 10 acre pond that is a common hunting ground for Bald Eagles and occasionally Endangered Wood Storks.</p> <p>I hope this will be considered as you try to make your final decision for Loop 49.</p>	Thank you for describing the potential impacts to you and your property on the Yellow route. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental Impact Statement (EIS) process. Your comment has been noted.
71	Jeremy Wilson	5/23/25	Email	<p>Since It has become glaringly clear, via the feasibility study, of the deceit portrayed on the citizens of East Texas, I am adamantly against the Adjusted Teal route of the Toll49 Segment 6 project. This Toll road has been designed and built in a very dangerous way. Toll 49 has quickly become one of the deadliest toll roads in Texas.</p> <p>I have confirmed via Lochner, that the feasibility study was manipulated when scoring the public preference portion of the criteria. The Feasibility study states that "Public Preference" would be a large component (25%) of the final score when determine the final three route options. Boy correcting this one item, the Adjusted</p>	Thank you for sharing your opposition of the Teal route, support for the No-Build alternative and your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. Your comment has been noted.

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				Teal route would rank fifth, with two other routes (Gray + Maroon) scoring more preferentially	
		5/23/25	Email	<i>Includes Attachment (see Attachment D)</i> Please submit following petition against the Adjusted Teal route of Toll 49 Segment 6. We support "No Build", "No Teal"	
		5/23/25	Email	<i>Includes Attachment (see Attachment D)</i> Please include following in public comments of Toll 49 Segment 6	
72	Jerry A. Lewis	5/6/25	Comment Form	(1) Build a safe road (four lane)	Thank you for your interest. Your comment has been noted.
73	Jerry Turner	5/14/25	Mailed	<p>I am a long-time resident of Tyler, having moved here in 1999, when I retired. I am now residing in the Del Coronado subdivision, an over-55 community off of the south end of Old Omen Road. In regards to the proposed routes for Toll 49 Segment 6, I am strongly in favor of the Teal Route (or the No-Build Option) for the eastern extension of Loop 49 around the city. The Teal Route would allow for greater expansion of the city as Tyler continues to grow in population. Because the purpose of Segment 6 is to address the population growth of a 4-county area including Gregg, Harrison, Upshur & Smith, it would clearly be more useful to build the additional section of Toll 49 as far east as possible to increase the access of those living east of Tyler. The west segment was built on the far west side of Tyler, and the east segment should be built as far east as feasible. The west side was built about seven miles from Loop 323 and the east side should be built about seven miles from Loop 323.</p> <p>I have listed the numerous reasons for my decision below:</p> <ol style="list-style-type: none"> 1. We bought our current home because it isolated in an extremely quiet, peaceful neighborhood of other seniors. This is a heavily-treed area and our home backs up to a 6-acre green space owned by our HOA. Our subdivision is adjacent to The Hampton, an assisted living/memory facility, which is also a quiet population and which backs up to more wooded acreage. 2. Studies have shown the benefits of being in nature to the physical, emotional & mental health of people. 3. Numerous individuals of all ages from several neighborhoods in our area walk regularly on the sidewalks along the south end Old Omen Road, the west side of which is undeveloped and heavily 	Thank you for describing the potential impacts to you and your property and sharing your support of the Teal and No-Build options based on the reasons provided. Noise studies will be performed during the Environmental Impact Statement (EIS) process. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the EIS process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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				<p>treed in many areas.</p> <p>4. The south end of Old Omen Road is home to a fairly concentrated population and thus, changes in this area would impact quite a significant number of people.</p> <p>5. We are concerned that both the Yellow & Purple Routes, both of which would be located closely behind our subdivision, will:</p> <p>a. Significantly increase the traffic & congestion along Old Omen Road since the access to Segment 6 would be at the intersection with Old Bascom Road (approximately 0.5 mile from my home).</p> <p>b. Increased vehicle traffic leads to reduced a quality, increased noise pollution, and thus, potential harm to the health of those living in the area. Seniors, in particular, are more susceptible to these negative health impacts as our immune systems have decreased with age.</p> <p>c. People are less likely to want to walk along busy street which will negatively impact their health by reducing their exercise. Even walking across Old Omen Rd. will become more dangerous (and some of us walk slowly).</p> <p>d. Noise and air pollution in our neighborhood will also increase from the vehicles traveling along either the Yellow or Purple Routes, regardless of their point of entry onto Segment 6.</p> <p>e. The overall quality of life of all those residing in the area will be diminished if the Yellow or Purple Routes are selected based on all the factors identified above.</p> <p>I hope that you will take all of my concerns into account as the final route (or no-build option) is selected.</p>	
74	Jim & Molly Bodenhamer	5/21/25	Email	<p><i>Includes 7 Attachments (see Attachment D)</i></p> <p>Please find attached our comments regarding the proposed yellow route that goes through our property.</p> <p>I attended the May 6 meeting at the Tyler Rose Garden with my sweet mom, Ethel Bodenhamer Allison. My wife Molly was not able to attend so my mom attended for “moral support.” I was very glad I took time to attend, and my mom enjoyed the people too. The meeting was well organized, and everyone was helpful and friendly. I was able to speak directly with John Goodwin, Lochner https://www.hwlochner.com/about/, Jeff Baum, Lochner, Steve Evans, Lochner and Deanne Simmons, NETRMA</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Yellow route. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental Impact Statement (EIS) process. Your comment has been noted.

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				<p>https://www.netrma.org/north-east-texas-rma/. All four individuals were caring and listened to my concerns. This meant a lot to me.</p> <p>I am writing to express concerns regarding the proposed Segment 6 expansion of Loop 49, as the yellow route goes directly through my property at [REDACTED]. The yellow route is only 2.7 miles from Loop 323, which seems remarkably close. See attached picture taken at the meeting where my finger is pointing to our 6.25-acre tract of land. This is not only our home for the past 23 years but also serves as the operational base for our dog breeding business, Sunnybelle Shih Tzus https://akcchocolateshihtzus.com/. We started the business back in 2012. Our business is our livelihood and has been carefully established with significant financial investment over years of hard work. Also, my son and daughter both work from home so all of our work requires high speed internet which was hard to acquire at this location. In addition, I sell firewood harvested from the dead oak trees on our property as a supplemental income. The proposed route would necessitate the relocation of both our home and business, which poses significant challenges, including:</p> <p>1. Relocation Challenges: Relocating a specialized dog breeding operation involves substantial costs, including acquiring a new property with adequate space, kennel facilities, and compliance with local zoning and animal welfare regulations. The financial burden of rebuilding our business infrastructure could jeopardize its viability. Note: I did understand in the meeting that we would have the option, if our route is chosen, for NETRMA to purchase our property and then lease back the property at a reasonable cost while we build a new home. The challenge would be to find a smaller acreage adequate for the unique needs we have. Now we enjoy a peaceful environment with a private easement road and approximately six acres of land. Having a private and peaceful property is key for our dog breeding business. Our moms and babies need a quiet place to reduce stress. If they hear neighbors and cars constantly, they do stress. If they hear neighbors and cars constantly, they do not relax and feed their babies. Milk supply is reduced when they are stressed causing other complications such as diarrhea and moms not eating or drinking well which leads to hypoglycemia. Parvo is also a concern. Parvo is a deadly virus that lives in the ground for over ten years. We are parvo free on our</p>	

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				<p>current property. Moving somewhere else puts our puppies at risk. If relocated, we would need time to find the raw land and then time to build. This could take over a year. I heard in the meeting that this would be acceptable. Other features we like about our home include being outside the Tyler city limits but still only 2.7 miles from Loop 323. We can have burn piles, a garden, and plenty of room with a buffer of woods between us and our neighbors. Our house is 3,174 sf heated and cooled with 4 bedrooms, 4.5 bathrooms with a covered front and back porch and two car garage. It has all the special accommodations and space needed to run our dog business. This includes multiple spaces in our home for our adult dogs, nursing mothers and babies, a grooming area, and fenced dog runs. We also have a 30' x 30' workshop with a full bathroom, an RV with a pad and access to water and electrical hook ups, a 24' x 21' two stall horse barn with a water line and electrical running to it and a tack and feed room on the back. I have attached pictures of the horse, barn, garden, workshop, and RV.</p> <p>2. Disruption to Operations: Our breeding program relies on a stable, stress-free environment for the health and well-being of our dogs. The construction and moving process, including noise, vibration, and potential environmental changes, could adversely affect our animals, even before relocation. Note: The leaseback option noted above could be a solution to prevent disruption.</p> <p>3. Personal Impact: Our homestead and this land are special to not only my wife and me, but also to our kids and grandkids because of the wonderful memories shared raising our family. Uprooting our family and moving our business because of the proposed route creates many logistical challenges and is unsettling. We have invested 23 years of hard work in our home and property. Just the thought of moving five adults, twenty adult chocolate Shih Tzu dogs and fifteen puppies, a horse and RV is very overwhelming. Not to mention refencing and planting grass for the dogs and horse pasture, rebuilding the barn, garden, and workshop.</p> <p>4. Impact to wildlife: Over the years we have seen all sorts of resident wildlife including whitetail deer, foxes, bobcats, coyotes,</p>	

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				<p>armadillos, possums, skunks, racoons, snakes, many types of toads and tree frogs, lizards, skinks, squirrels, hogs, many varieties of migratory songbirds, great horned owls, barn owls, pileated woodpeckers and other varieties of woodpeckers, red shouldered hawks. We have also seen bald eagles flying over our house on two separate occasions in 2024. I keep a deer feeder down by our creek and we can see it from our kitchen window. I have attached some trail camera pictures taken last year (2024) at my feeder.</p> <p>I did serve on the Tyler Chamber of commerce for five years from 2013 to 2018 representing Brookshire Grocery Company where I was employed for 35 years, so I do I understand the importance of improving regional mobility and the potential benefits of Loop 49's expansion. I do feel you have provided clear, accessible information about the criteria used to select routes and how public input will influence the final decision. I assume that employees of NETRMA and Lochner have a home and family. I ask that you give consideration to all families impacted as if it were your own property being affected. The unsettling part about this project is the way it has been going on since 2018. I understood in the meeting that Covid derailed the project as it did many others. I thought the "No-Build" option had been selected since nothing had been communicated. I understood these key points in the meeting. I did not take notes, but this is what I remember.</p> <ul style="list-style-type: none"> -Environmental study will begin soon. I'm not sure how soon. o We will be contacted and someone conducting the environmental study will come to our property to take pictures and survey. o This study will take four years. o The study does consider how many homes, churches and other businesses are impacted along the route. o After the study is completed, you will then pick a route, and we will be notified. - Relocation assistance will be provided. - Compensation for our land, home, and business would be provided based on a current appraisal done just prior to the purchase of the property. It was mentioned that it is important to know the worth of our property ahead of time and that we could make one or two counter offers based on research and current real estate market information. · The estimated time frame to start construction is 2030 to 2033 	


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				<p>range.</p> <p>In closing, I want to say that we are believers in Jesus Christ. That means we know He provided this land years ago when we were not even looking. He allows us to steward the land daily. We will not fret or worry about the route that will be chosen but we will trust in the Lord with all of our heart and know that if our route is chosen He is able to lead us to our next home and help us through the moving process. Thank you for your time and consideration.</p>	
75	Jim Nipp	5/6/25	Comment Form	I am team TEAL all the way! I really appreciate the large table-top maps and all of the transparency. Thank You!	Thank you for sharing your support for the Teal route. Your comment has been noted.
76	Jim S. Floyd	5/12/25	Email	<p>NO BUILD is the only viable solution.</p> <p>Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway.</p> <p>There is heavy traffic all the time. These two hours happen again every evening.</p> <p>Hundreds of cars from all over east Smith County are on their way to work, school, shopping etc. in Tyler.</p> <p>Three schools are so near the location where the proposed Teal route would cross Highway 64 that congestion would be terrible.</p> <p>There is a new CH Junior High School on Highway 64 near Loop 323 set to to open next year that would also bring more traffic problems.</p> <p>Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High School and Loop 323 will only make a bad situation much worse.</p> <p>Traffic that must by pass Tyler currently, and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler.</p> <p>NO BUILD is the only viable solution.</p>	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.
77	JoAnn Fleming (Grassroots America)	5/23/25	Email	<p>Please see our statement attached in both Word and PDF formats. Thank you for the opportunity to submit our statement.</p> <p><i>Attachment:</i></p> <p>Priority#: Public Safety</p> <p>DPS records show 36 fatalities on Toll 49 between 2013 and August 3, 2024, with 22 fatalities as the result of head-on collisions. In addition, DPS records show 36 serious injuries. Most of these accidents took place on Toll 49 West. We strongly recommend prioritizing human life by:</p>	Thank you for expressing your concerns and recommendations regarding safety, connectivity, cost efficiency, and private property rights based on the reasons provided and for expressing interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. The logical terminus at US 271 is based on traffic study results and developing an east Texas hourglass corridor using existing US 271 as the connecting link between existing Toll 49 with Segment 6 and envisioned Longview Outer Loop with an

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				<p>1) immediately addressing the existing and ongoing safety hazards on Toll 49. Without question, concrete barriers should be erected between opposing lanes. This is long overdue and should be the top priority of the NETRMA. Toll 49 should have been a four-lane highway from the very beginning and if public safety were the top priority, planning would have commenced long ago to correct this mistake.</p> <p>2) planning Segment 6 as a four-lane highway. This will provide a far safer highway and with the already high (and growing) volume of truck and freight traffic in eastern Tyler and Smith County, a four-lane roadway will provide far more efficient movement of traffic.</p> <p>3) carefully avoiding Toll 49 off-ramp proximity to schools. Avoid adding safety hazards to already congested school traffic with vehicles exiting Toll 49 at high rates of speed.</p> <p>Priority #2: Make Good on the Promise to Connect Toll 49 to 1-20 Segment 6 must connect to 1-20. In the 90s, the "Loop 49" project was sold to Smith County citizens as the way to "get all the truck traffic off Broadway and Loop 323." These promises were based on "Loop 49" east and west corridors connecting to 1-20. That promise must be kept with Segment 6. Citizens should not have to wait another decade for this promise to be completed.</p> <p>Priority #3: Prioritize Cost Efficiency and Private Property Rights Constructing the entire segment as four lanes will save money in the long-term.</p> <p>We request the NETRMA provide complete transparency regarding all cost considerations for each studied corridor. This should include - but is not limited to - the following cost drivers:</p> <ul style="list-style-type: none"> • Topography, soils, wetlands, and other natural factors; • Management or impairment of ground and surface water resources; • Erosion mitigation; and, • Criteria to avoid demolishing existing infrastructure and built-up areas. 	extension to Marshall for improving east Texas regional mobility. Constructing Segment 6 initially as a 4-lane highway will be considered and addressed during the final design and right-of-way acquisition process if a build alternative is selected. Your comment has been noted.
78	Joe & Charline Camero III	5/21/25	Email & Mailed	<p><i>Includes 2 Attachments (see Attachment D)</i></p> <p>This email is to inform you regarding the impact that the Toll 49 Segment 6 project has on our personal investment endeavors. We currently own an 18.76 acre tract (Chapel Woods East Subdivision</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Purple and Yellow routes. Your comment has been noted.

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				<p>Unit 5) that lies directly in the path of the “yellow” and “purple” route options.</p> <p>These route options pose a significant issue because of our intention to develop the tract into a subdivision with a minimum of 32 lots. We are currently working on conceptual site plans and budgeting plans to prepare the land for city streets and utilities. Please see the attachment for the most recent site plan (which is still susceptible to revisions) that we intend to pursue. Based on current market values, we project that the total value of the vacant lots to exceed \$3.6 million when completed. This amount does not include the market value of any homes that are to be built. Homes in this desirable area regularly exceed \$200 per square foot. Furthermore, the lack or delay of decision-making continues to impede our ability to proceed without reservation, which has additional financial implications. All of these matters would have to be compensated in the event of the “yellow” or “purple” routes.</p> <p>As you can ascertain from this brief synopsis, the yellow and purple options have substantial financial impact not only for ourselves, but the surrounding community as well. We would like this information to be taken into account when timely decisions are made regarding the route options. We appreciate your understanding and are available to be contacted at any time.</p>	
79	Joe Camero III	5/21/25	Online Comment	<p>We currently own an 18.76 acre tract (Chapel Woods East Subdivision Unit 5) that lies directly in the path of the “yellow” and “purple” route options. These route options pose a significant issue because of our intention to develop the tract into a subdivision with a minimum of 32 lots. We are currently working on conceptual site plans and budgeting plans to prepare the land for city streets and utilities. Based on current market values, we project that the total value of the vacant lots to exceed \$3.6 million when completed. This amount does not include the market value of any homes that are to be built. Homes in this desirable area regularly exceed \$200 per square foot. Furthermore, the lack or delay of decision-making continues to impede our ability to proceed without reservation, which has additional financial implications. All of these matters would have to be compensated in the event of the “yellow” or “purple” routes. As you can ascertain from this brief synopsis, the yellow and purple options have substantial financial</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Purple and Yellow routes. Your comment has been noted.

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				impact not only for ourselves, but the surrounding community as well. We would like this information to be taken into account when timely decisions are made regarding the route options. We appreciate your understanding and are available to be contacted at any time.	
80	John & Mary Ferguson	5/10/25	Email	<p>The proposed purple original/new and the yellow routes are right adjacent to if not in our community of del Coronado, a 55+ retirement community. There are many other residences in the very close neighborhoods, i.e. Chapel Woods East just to name one. The Hamptons, an independent/assisted living/memory care facility is also adjacent to our community on the south. The entrance to our community is off Old Omen road and the street on which we live ends at the east end of the city limits. Across the fence is outside the city limits.</p> <p>Old Omen Rd is now lined with single family as well as multiple family apartment buildings, therefore impacting thousands of Tyler residents.</p> <p>All these homes could be either destroyed or devalued causing great upheaval and distress to thousands of city residents. These people worked very hard to acquire the money needed to build/buy these very nice homes. It would be devastating! The noise level for one thing would be unbearable and the aesthetic view we now have would be destroyed.</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Purple and Yellow routes. Your comment has been noted.
81	John Ray	5/8/25	Comment Form	I appreciate this public forum to learn more about plans for the Toll 49 Segment 6 Project. The information was presented well and the fact sheet was well done. There was discussion of alternative routes, so the public had an opportunity to be informed.	Thank you for your interest. Your comment has been noted.
82	Joseph Lopez	5/6/25	Comment Form	<p>I realize this is premature but when possible it would be very informative to know where the proposed on/off ramps would tentatively be</p> <p>* the aerial maps was a great visual thank you for that.</p>	Thank you for your interest. Project roadway and access design will be based on traffic studies during the design process. Your comment has been noted.
83	Judith Smith	5/6/25	Comment Form	<p>I own two properties my home at [REDACTED] and a 48 acre parcel of land on CR 388.</p> <p>We are HIGHLY OPPOSED TO THE 49 SEGMENT 6.</p> <p>All 3 proposed routes, especially the Teal Route will affect thousands of people, many that will not get current market values for their properties leaving them with little options to buy another</p>	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.

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				<p>home with current price of housing an interest rates. This affects farm land that has been in families for generations. It will destroy the Chapel Hill community. It will decrease property, value increase taxes and destroy the beautiful countryside that many people call and have called home for years.</p> <p>WE SUPPORT A NO BUILD. We will fight. We will contact our State Representatives, contact lawyers - whatever we can to stop this from happening.</p>	
84	Julie Farias	5/9/25	Email	<p>I have reviewed the Google Earth drawings of proposed routes. My thoughts are, if all disruptions to people along the 3 proposed routes are equal, the one that makes the most sense to me is the aqua route that ends near the UT Tyler North campus. That's a good intersection for access to IH 20 and seems like it would help many people commute to and from campus. I also think something is needed to alleviate the traffic that is currently using Troupe & Loop 323. It makes sense to move non-local traffic out of the Tyler city center and have it loop around to avoid congestion.</p> <p>Problems are merely solutions waiting to be found</p>	Thank you for sharing your support for the Teal route ending at the UT Tyler North campus. Your comment has been noted.
85	Justin Jackson	5/6/25	Comment Form	Clark family are burried on or near the Pine Haven Mobile Home Park on Highway 64 very close to the Yellow Route. Owned the Variskkle Survey & died in 1882. Left it to his 10 kids, 100 acres each. My dad, Rodney Jackson saw the headstones in 1969. I discovered this during family tree research. I have no documentation of this other than a copy of his ownership from the historical society & my dad's testimony. He is still living.	Thank you for sharing the presence of a family cemetery near the Yellow route. This will be investigated during the Environmental Impact Statement (EIS) process. Your comment has been noted.
		5/6/25	Comment Form	<p>My house is 2 lots away from the yellow route.</p> <p>1. Will my property value be affected? If so, how could I be compensated if at all?</p> <p>2. What are the noise levels I'd expect? I can hear cars on 64 from inside my house at times at night</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Yellow route. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. Noise studies will be performed during the Environmental Impact Statement (EIS) process. Your comment has been noted.

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86	Karista Baldwin	5/23/25	Email	<p>I'm writing to express my displeasure at the possibility of Smith County adopting the Teal route for the development of Toll49. This choice could disrupt the safety, peace, and well-being of the residential areas and schools it will affect.</p> <p>As a Tylerite in her 20s, highway developments through residential areas do not encourage me to plan my future here. My friends and the young families I know here value walkability and safety in the city, and peace and nature preservation in the country.</p> <p>I urge you to reconsider the adoption of the Teal route for this segment of Toll 49. I'm happy to share more of my perspective and love for the area if you're interested.</p>	Thank you for sharing your opposition of the Teal route for the reasons provided. Your comment has been noted.
87	Kelly Kilpatrick	5/7/25	Email	<p>This is my and my two neighbors' properties. The TEAL route will be too close to our homes, and will cut off the only route out that the Southern neighbor (who just purchased the property a few months ago) will have. The Alternate Teal would be "more" acceptable, but none of this route is truly acceptable. If you're set on this extension, please at least place more weight to the Purple route or, if you're set on Teal, use Alternate Teal.</p> 	Thank you for sharing your opposition of the Teal route, support for the Purple route, and less support for the Alternate Teal route for the reasons provided. Your comment has been noted.
88	Kelly Reif	5/23/25	Email	Please do not build Segment 6 on the Teal Route. This area is already very busy with traffic and close to too many schools. For the safety of everyone, please NO BUILD.	Thank you for sharing your opposition of the Teal route and support for the No-Build alternative for the reasons provided. Your comment has been noted.
89	Kendria Murry	5/20/25	Email	<p>No teal</p> <p>Yes purple</p>	Thank you for sharing your opposition of the Teal route and support for the Purple route. Your comment has been noted.
90	Kenneth Cagle	5/6/25	Comment Form	<p>I have property on 850 and CR 210. all of my property on 850 will be taken. I will have around 40 acres land locked. I will not be able to get to it. How Will This Be Fixed?</p> <p>No Toll Road at all.</p>	Thank you for expressing your concerns and describing the potential impacts to you and your property and sharing your opposition. Project roadway and access design will be based on traffic studies during the design process. Your comment has been noted.

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91	Kevin Littlefield	5/9/25	Online Comment	No build	Thank you for sharing your support for the No-Build alternative. Your comment has been noted.
92	Kim Updike	5/14/25	Email	<p>My husband and I own two parcels of land off of 31 in Tyler. If the purple route were built, it would divide it in two. We own a home at the FM 850 address and hunt and fish on the FM 2767 property. Our access would be completely cut off to the 44 acres off of FM 2767. Bald Eagles have been spotted on this property as well. For these reasons we are completely against the purple route. In addition to our personal reasons, though it would just make more sense for Loop 49 to be further away from Loop 323. Our property is only 2.5 miles from Loop 323, so it doesn't make sense that another loop would be placed so close to the existing one. We are most in favor of the Teal route, which just makes more sense when looking at the map. We searched for many years for the perfect property for us and have only lived here for a year and a half. It would be devastating for this road to be built right through it. Thank you for your consideration.</p>	Thank you for describing the potential impacts to you and your property, and sharing your opposition of the Purple route and support for the Teal route based on the reasons provided. Your comment has been noted.
93	Krystal Castle	5/23/25	Email	<p>As a pediatrician practicing in Smith County and a mother of young children, I am writing to express my deep concern regarding the proposed TEAL route for the Toll 49 expansion. Specifically, I am alarmed by the proximity of this route to three schools, a daycare center, and areas where children regularly engage in outdoor activities</p> <p>I am interested to know if any environmental studies have been done on the level of pollution this may bring to the area around the toll road. Children are uniquely vulnerable to air pollution. Their lungs and immune systems are still developing, and they tend to spend more time outdoors than adults—particularly during school and play. These factors increase their exposure to traffic-related pollutants, which are typically more concentrated near major roadways.</p> <p>While it has long been recognized that air pollution can exacerbate minor acute illnesses, more recent studies have shown far more serious and lasting consequences. Traffic-related pollution has been linked to increased rates of asthma, atopy, and even infant mortality. Particulate pollution is also associated with acute bronchitis, chronic cough, and other respiratory conditions in</p>	Thank you for sharing your opposition of the Teal route for Toll 49 Segment 6 for the reasons provided and your recommendation to revise the Teal route crossing SH 64. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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				<p>children. Encouragingly, research has shown that reductions in particulate matter can lead to significant improvements in children's respiratory health.</p> <p>Given the growing body of evidence, it is imperative that we consider the health of our children in transportation planning decisions. I urge you to reconsider the current TEAL alignment—particularly the portion that crosses Highway 64—and instead explore alternatives, such as either the “no build” option or the PURPLE or YELLOW routes, which would provide greater distance from schools and child-centered facilities.</p> <p>Our children’s health must be a top priority. Thank you for your attention to this critical issue, and for your service to our community.</p>	
94	Kyle McGough	5/8/25	Comment Form	I prefer the teal route furthest from Tyler	Thank you for sharing your support for the Teal route. Your comment has been noted.
95	Larry B. Morse	5/21/25	Online Comment	As an Upshur County Resident, Segment 6 will allow easier access to the highways that are south and west bound from Tyler, making it easier to go to cities such as Palestine, Rusk, Huntsville, and College Station.	Thank you for sharing your support. Your comment has been noted.
96	Laura Jackson	5/23/25	Mailed	<p><i>Includes Images (see Attachment D)</i></p> <p>I am submitting the enclosed information for your consideration regarding Section 6 of Toll 49 m Tyler, Texas. My ultimate decision is an election of NO BUILD. However, I have several thought out reasons that I want to share other than just a vote one way or another. I have taken a fair amount of time to put this together, and I would appreciate the courtesy of your attention in reading through this letter to better understand my reasons.</p> <p>I do understand the stated purpose and need stated by NET RMA. The population growth in East Texas is exploding. The Transportation system is under more demand than ever, and drivers are seeing longer commute times, higher stress, more traffic accidents, and taking more risks while driving. However, a simple two-lane road that is costly to use will not be used on a daily basis by the average working commuter. This will in no way alleviate anywhere near as much congestion and longer travel times as expected.</p> <p>There are better means of dealing with the increasing amount of</p>	Thank you for sharing your opposition of Toll 49 Segment 6 based on the reasons provided. Toll 49 Segment 6 is being planned as a 4-lane facility with provisions to initially construct a 2-lane facility with strategically placed passing lanes. (A & B) Means to minimizing traffic disruptions and delays on side streets (such as SH 64) will be evaluated during the Environmental Impact Statement (EIS) process to avoid or minimize school/community division with additional traffic controls such as signals. (C) Business displacements will be evaluated in the EIS process and (D) Drainage studies will be performed to accommodate water flows and size drainage structures during the design process to meet applicable TxDOT and FEMA drainage requirements for the project (with drainage structures maintained by the NETRMA after construction). (E) Impacts to affected existing county roads will be coordinated with the county. (F) The basis for the decision made in 2006 to develop Toll 49 (aka LP 49 in 2006 or the Tyler Outer Loop

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				<p>traffic other than adding a toll road that no one wants to pay more to drive on. Until NET RMA and the Texas Department of Transportation actually started construction of Toll 49, the City of Tyler had plans to in its Master Street to extend some roadways in order to alleviate traffic concerns.</p> <p>A. Division in the School District and Soaring Fuel Costs</p> <p>My family and I live in the Chapel Hill ISD school district. Though my children have graduated, we are all very familiar with the school. As a bit of history, the Chapel Hill ISD School District (the "District") was formed in the 1950-1951 school year. The District was located on Highway 64 from the consolidation of the Bascom and Murph school districts in 1945. Additionally, a third school was added and consolidated into the new Chapel Hill ISD by 1952. This school was located on a dirt road between Highway 31 and Farm Road 2767 east of Tyler. It was the Jackson school system and was the only high school for black students in Smith County other than Tyler ISD. If you note the date, the consolidation taking place by 1952 is two years before the Supreme Court case of Brown v. Board a/Education, 1954.</p> <p>New Chapel Hill incorporated as a city in 1968 and covers only 2.5 square miles. However, the community of New Chapel Hill is much larger and refers to itself as Chapel Hill, taken from the school name. The community exists because of, for, and in support of the school.</p> <p>Currently, the District has over 3,000 students enrolled in grades Pre-K through 12. The University Interscholastic League has rated the District as a 4A Division 1. The District covers a large part of eastern Smith County, Texas - 118 square miles. This area includes a small portion of the City of Tyler, the University of Texas at Tyler, the community of Jackson, and the city of New Chapel Hill. The District runs its buses twice a day to pick up students and to drop off students. This is not necessarily a straightforward description, as has become the norm with many districts, there are multiple campuses and students must sit on the buses for extended periods of time and visit multiple campuses to drop off/pick up other students. At the time of this letter, the District has four campuses</p>	<p>approved by TxDOT [SDHPT] Commission in 1985) as a Toll Road is acknowledged. (G) The public and elected leaders for the public have had and will continue to have a voice and to provide input throughout the process; the City of Tyler Master Street Plan appears to continue to evolve based on development and public engagement over the years. Your comment has been noted.</p>

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				<p>and a fifth under construction, with plans to open as early as this Fall.</p> <p>Four campuses, including the new campus under construction, are all located on Highway 64; the fifth campus is at or close to its original location, on Farm Road 2767 in the Jackson community. The District uses the Jackson campus and buses students to and from it daily.</p> <p>There is one traffic signal at a busy intersection on Highway 64. At present, the only other traffic signals on Highway 64, are located in front of the school campuses, along with a school zone. That is, there are only four other traffic signals on Highway 64. These are all located where a school campus is along with a school zone, except for the fourth one. Since it is still under construction, school zone signs have not been erected yet.</p> <p>Placing Toll 49 anywhere between Loop 323 and Farm Road 757 will create more traffic signals that will come with an overpass, it will significantly impede the flow of traffic for the District's buses. They will not be able to take advantage of the new Toll 49, if it would even provide any advantage, and will spend extra time at traffic signals on the other roads used, such as Highway 31, Farm Road 2767, and any possible other East/West roads, using precious fuel, paid for by the residents that live in the District. The fuel costs to the District are already high because there is not a direct route from Highway 64 to Farm Road 2762 or even anything close to a direct route for the buses to travel. I note that on the 2005 Map with Proposed Extensions (see PAGE 14), there is a "Proposed Major Arterial" road in New Chapel Hill traveling North/South that branches off of the "Proposed Major Arterial" extension of Grande. However, these two "Proposed" roads are not in future Master Street Plans for the City of Tyler. Just the one extension, even if it only began on Highway 64, traveling North/South would be a tremendous benefit for the District in terms of fuel costs for buses, District personnel that travel to multiple campuses, and other needs.</p> <p>For the reasons above, I elect NO BUILD.</p>	

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				<p>B. Placement of Traffic Signals</p> <p>This is closely related to A above. Section 6 of Toll 49 will come with two traffic signals placed on Highway 64. Should the Teal Route be chosen, these traffic signals will obviously be placed on either side of Toll 49 where it crosses Highway 64. This is in very close proximity to the District's intermediate school campus. It is also close to the only daycare in the District.</p> <p>The numbers are oddly uniform, but beginning with the traffic light at the District's main campus on Highway 64 and traveling approximately 1,550 feet west, you come to the traffic signal at the Kissam Intermediate campus. The daycare is right across the street from Kissam Intermediate. Continuing to travel west for another 1,550 feet, you come to the Exxon, Whataburger, Family Dollar that will all be destroyed by Toll 49 and a traffic signal placed on the each side. Traveling west approximately 1,550 more feet and you will come to the intersection of Highway 64 and University Blvd. (Spur 248). This means that within a span of about nine tenths of a mile, the community will go from three traffic signals to five traffic signals.</p> <p>I fail to comprehend how this will alleviate overcrowding on our road and dangerous traffic situations, especially in the morning hours of the hustle and bustle of trying to get kids to multiple campuses and then to work on time. The traffic congestion will persist and only create more frustration, not help ease the flow of traffic as it is intended to do. It will just be one more obstacle on everyone's morning and evening commute.</p> <p>For the reasons above, I elect NO BUILD.</p> <p>C. Loss of Community Growth</p> <p>The community has had little growth in terms of retail, industrial, warehouse, distribution or manufacturing facilities. The primary employer is the District for those who stay within the community to work. Almost all others leave the community and go to other areas for work -Tyler, Kilgore, Longview, etc.</p>	

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				<p>This has been the case up until the past 10-15 years. Slowly, businesses have moved in, and some entrepreneurs have tried to gain a foothold in the community. Unfortunately, for those businesses with direct face-to-face customer interaction, one of the drawbacks that must be overcome is the fact that there is no city sewer to connect to when building a new building. Therefore, new buildings, and old buildings alike, must have an anaerobic system for dealing with waste. These are costly and not as simple as just being able to connect to a city's waste system</p> <p>For those businesses that manage to overcome this, the community has benefitted from the arrival of a Dairy Queen and then a Subway. Soon after, a Family Dollar arrived. Several years after the only gas station burned and did not rebuild, an Exxon with a Whataburger built in the community. It has been here only 5 years. There are also various other businesses - some used frequently and some not so frequently - an oil change station, a nutrition shop, two donut shops, a t-shirt screen printer, an ice cream and coffee shop, churches, a stone memorial business, a lawn and fencing company, a veterinary, a daycare, a flower wholesaler, and a bank to name some.</p> <p>Closer to the elementary school campus is a Dollar General. And then, of course, what dots the landscape almost every direction you look - storage building facilities. Some of these have business run out of them and some of these are used solely for storage.</p> <p>One of the most recent additions to the community is definitely the Exxon and Whataburger, and with it sitting next to the Family Dollar often makes for a convenient one stop shopping trip. Not to mention the additional employment the Whataburger has brought to the community. It is open 24 hours, so it accommodates night owls both as employees and patrons.</p> <p>Losing this stretch of growth - the Exxon, Whataburger, and Family Dollar - to the proposed Section 6 of Toll 49 could easily set the community a decade. These businesses are unlikely to rebuild in New Chapel Hill. They have a great location where they are now, just before the intersection to either take Highway 64 into Tyler or take University Blvd. (Spur 248) into Tyler/UT Tyler. After this</p>	

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				<p>intersection, about 2/3 of the traffic takes Highway 64 and about 1/3 of the traffic takes University Blvd.</p> <p>From these two screen grabs, taken from Google Maps, you can see how popular these places are. The Whataburger has cars in both drive-thru lanes. The Exxon has vehicles getting gas in almost every pull-thru. Mornings at the Exxon is extremely busy. The two entrances/exits allow not only for the fuel tanker, but also for the many truck and trailer crews that come through before beginning their workdays. The Family Dollar is full as well. These businesses have come to be relied upon by many in the community. This section of Highway 64 is in the path of the Teal Route and in danger of being lost to the community.</p> <p>The proposed Section 6 of Toll 49 Section 6 will not bring new growth to the community. There are no areas around Toll 49 where on/off ramps exist that have any sort of new growth springing up around them. Instead of helping our community, this would destroy a large portion of what progress has been made in recent years.</p> <p>For the reasons above, I elect NO BUILD.</p> <p>D. Damage to Residents' Property Due to Erosion and Run-Off</p> <p>Per FEMA's website, Zones A and AE (see FEMA Map below) refer to Special Flood Hazard Areas that are high-risk areas and indicate significant risk of flooding. In the FEMA Map below, this is the same area of the community that has been discussed thus far, Highway 64 at the intersection with University Blvd. (Spur 248) and the portion of Highway 64 at risk of losing the Exxon, Whataburger, and Family Dollar. This is all at the lower portion of the image. Branching off from Highway 64, on each side of this area of businesses, is Morris Road (CR 214) and Betty Drive (CR 2206).</p> <p>The Smith County Road and Bridge Department has been rather diligent the past couple of years in working to alleviate flooding issues on Morris Road (CR 214) in the area where the flooding is prone to happen. There is a small creek that originates somewhere west of Morris Road (CR 214) and drains down to the road and through a culvert under the road. The creek continues through the</p>	

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				<p>pasture and through a culvert under Betty Drive (CR 2206) until it reaches the larger body of water named Pleasure Acres Lake in the next neighborhood over from Betty Drive (CR 2206). The creek is at the lowest point of both Morris Road and Betty Drive, so during heavy rainfall, all water drains downhill to the creek and flooding across the road can be dangerous. The fast-moving water has also been known to significantly clog up the culverts and thus slow down the movement of water along its path even more so.</p> <p>If Toll 49 goes through this area, it will cover much of the pasture and the creek as well. Being that this is a lower-lying area, the roadbed will need to be raised. The Teal Route undeniably bi-sects the flood plains indicated on the FEMA map below for this area. In doing so, the natural flow of water is arrested and has not been addressed. Will it be crossed with bridges, culverts, ignored and the best hoped for? If a culvert or multiple culverts are installed, who has the responsibility of monitoring and maintaining the culvert(s)? The county? Texas Department of Transportation? NET RMA? Furthermore, what will happen to the run-off from the raised roadbed and the paved road itself? The road will be designed to shed water, as this is expected in order to make the road safer to drive. This creates additional water to flood directly into the residents' yards and causes more erosion and rising water problems.</p> <p>The creek appears innocuous on a sunny day. It is barely a trickle, just a few feet wide in most places. But the power of fast-moving water is something else altogether. When we experience flash flooding and torrential rains, the water will have nowhere to go and the disruption to the natural flow will be damaging.</p> <p>This is also a source, if not the only source of water for the lake. The lake will lose water, during heavy times of rain if access to the creek is cut off, the community residents could have more flood water in their yards and possibly homes if it has nowhere to drain to, the street could become more dangerous to drive on.</p> <p>The creek is teeming with a variety of insects, lizards, turtles, frogs, occasionally small fish even. Wild animals come here to drink. To damage this creek is to damage the wildlife that has flourished here</p>	

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				<p>for years.</p> <p>There is also another water feature on the north side of Morris (CR 214). This is shown on the FEMA map below as a rectangle with a purple dashed border. The source of this water is unknown and where it goes is unknown. However, small it is, it sustains a multitude of wildlife, from lizards and frogs to toads and turtles. Toll 49 will completely obliterate this little ecosystem.</p> <p>For the reasons above, I elect NO BUILD.</p> <p>E. Morris Road (CR 214) and Betty Drive (CR 2206) are NOT the Same</p> <p>Should Section 6 of Toll 49 be built along the Teal Route, the end result affecting these two roads would be to turn Morris Road (CR 214) into a dead end street and require all traffic to use Betty Drive (CR 2206). This will obviously put much more wear and tear on Betty Drive (CR 2206) while eliminating almost all use of Morris Road (CR 214). Just as an aside, a HUGE turnaround will need to be provided at the end of Morris Road (CR 214) for District buses to turn around. There are children on this road that are picked up and dropped off daily.</p> <p>Betty Drive (CR 2206) is not the preferred road for most people unless they actually live on it. Once again going to the statistics provided by TPP Statewide Traffic Count only years 2022 and 2023 are available, please see the map and information provided on the next page.</p> <p>This information shows that in 2023, 1,310 vehicles drove on Morris Road (CR 214) during the traffic count time frame while only 759 chose Betty Drive (CR 2206), with 553 vehicles entering/exiting from/onto Farm Market Road 850 at the north end of this area. Once Toll 49 is in place all vehicles that once traveled on Morris Road (CR 214) will be routed onto Betty Drive (CR 2206), thus tripling its traffic. As it is now, Betty Drive (CR 2206) is in need of overdue attention and work. Tripling its traffic is not a means of helping alleviate congestion and high traffic concerns.</p>	

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				<p>Forcing the majority of the vehicles currently using Morris Road (CR 214) into using Betty Drive (CR 2206) will create its own set of problems. Betty Drive is not hardy enough. With the freezing rain and cold weather and then large amount of rain this spring, it is not in any sort of condition to support this type of traffic.</p> <p>Following the TPP Statewide Traffic Count information on the next page are a number of photos that are screen grabs from Google showing the differences between the two roads. These are fairly recent, as they include the new work on the culvert on Morns Road (CR 214).</p> <p>Here are some photos that show the differences between Morris Road (CR 214) and Betty Drive (CR 2206):</p> <p>F. Toll Road Status is Not Even Necessary</p> <p>We have been told time and time again that the toll road is necessary to help recoup some of the cost required in building Toll 49 so that it could be built faster than the originally planned loop.</p> <p>From a January 10, 2006, KLTv.com article, "We're using the tolling revenue to help build it quicker and if we didn't have these funds available, we'd be looking at 20, 30 years down the road, hoping that the state would give us money," said [[Jeff] Austin III. (source: https://www.kltv.com/st01y/4346080/federal-highway-administration-approves-loop-49-as-toll-way/).</p> <p>That means, that using traditional funding with no toll road, we would be looking at a completed loop somewhere in the neighborhood of possibly 2026 to 2036.</p> <p>In reading NET RMA's own website:</p> <p>The TxDOT Tyler District has done a great deal of work on the planning and design of this loop. However, due to limited finances, TxDOT projected that construction on Toll 49 might not be completed until 2033. In January, 2006, the Texas Transportation Commission designated the new Tyler loop as a Toll Road, and provided the NET RMA with a \$12.25 million Toll Equity Grant to</p>	

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				<p>assist TxDOT in advancing the design and construction of Toll 49. With assistance from NET RMA, and based upon the concept of using toll revenue to help finance the roadway design and construction, the road connecting SH 110 to IH 20 was opened in 2013. [Emphasis added.] source:</p> <p>https://www.netrma.org/projects/toll-and-ethg/</p> <p>Clearly, we are reaching the same destination at about the same time frame. Designating Loop 49 as Toll 49 was never necessary and should be removed.</p> <p>For the reasons above, I elect NO BUILD.</p> <p>G. Did the Public Ever REALLY Have a Voice?</p> <p>Finally, I have reservations as to whether the residents of New Chapel Hill ever REALLY had an option or if this has all been an elaborate farce of a "show" to make it seem as if the City of Tyler, the Texas Department of Transportation, NET RMA, and whatever other agencies in charge of Toll 49 are actually concerned with our input.</p> <p>Looking all the way back to the beginning, the very first map that is now brown and weathered with age, the 1984 map that hangs in the hallway at the North East Texas Regional Mobility Authority office in Tyler shows that the "Original" route was on the Road (CR 214) as the Tea</p> <p>The next map available is from 1985, from the City of Tyler, Texas Master Street Plan:</p> <p>Once again, this route is on the west side of Morris Road (CR 214) instead of the east side of Morris Road (CR 214) as the Teal Route is now. [I have added the highlighting and text regarding Morris Road.] As you can see, the location of the proposed Loop has not changed.</p> <p>Twenty years later, in 2005, the City of Tyler released its 2005 Master Street Plan. This street plan also included, in place of an</p>	

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				<p>outer loop, a toll road. Also included were proposed extension roads.</p> <p>Following Toll 49 around the south side and then northeast to the proposed Section 6, the portion between Highway 64 and Farm Market Road 850 is set - in 2005 - to run really close to the same area as being proposed by the Teal Route now, 20 years later. At the same time, Grande Blvd. is proposed to be extended beyond New Chapel Hill, towards Henderson, Texas. From the Grande Blvd. extension, one can follow it out past the Toll 49 turn into New Chapel Hill and turn north, traveling towards Gladewater. These two options would be a tremendous boon to the residents of Tyler, New Chapel Hill, East Texas, and anyone else using these roads. They would be highly traveled and would help achieve the goals of less congestion and reduction in commuter time. They would most likely NOT have a toll attached to them. And therein lies the crux of the issue. No money could be made off of them. Unsurprisingly, in future Master Street Plans for the City of Tyler, these extensions no longer appear!</p> <p>In 2012, The City of Tyler released its 2012 Master Street Plan with proposed toll road and no extensions.</p> <p>The 2012 Master Street Plan for the City of Tyler follows a similar route as the previous proposed routes in that it intersects Highway 64 in about the same place. In this scenario, it takes an easterly path along the west side of Pleasure Acres Lake. The plan here must either be to:</p> <ul style="list-style-type: none"> a. drain the lake, which is a focal point in this neighborhood; b. move Toll 49 west and remove a few residential homes on Betty Drive (CR 2206); or c. ultimately move Toll 49 to the actual Teal Route. <p>The next map is from a 2016 Face book post. Where the "Conceptual Alignment" of Toll 49 crosses Highway 64 is denoted with a red circle. This seems to be the approximate location of where the Teal Route crosses Highway 64 in the most recent proposed route.</p>	

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				<p>The next Master Street Plan from the City of Tyler, Texas is from 2021 and has Toll 49 included on it as only 3 routes for Toll 49, all within the distance from Betty Drive (CR 2206) to CR 272 - approximately 2 miles and definitely not much space in between for options.</p> <p>This is the last map. It is a portion of the map provided at the May 2025 Public Meetings. It shows the Teal Route going through the Exxon, Whataburger and Family Dollar.</p> <p>The overwhelming theme in all of these maps, from 1984 to 2025, is that the route for the loop/toll road is always right around Morris Road (CR 214) / Betty Drive (CR 2206). It looks like the placement of this road has always been selected to run through this area for the last 41 years and we never really had a choice, any sort of option, input or voice in whether it would.</p> <p>For the reasons above, I elect NO BUILD.</p> <p>Thank you for your time and consideration in reviewing the above and my reasons for electing the option of NO BUILD. To sum them up in a brief list:</p> <ul style="list-style-type: none"> • Division in the School District and Soaring Fuel Costs • Placement of Traffic Signals • Loss of Community Growth • Damage to Residents' Property Due to Erosion and Run-Off • Morris Road (CR 214) and Betty Drive (CR 2206) are NOT the Same • Toll Road Status is Not Even Necessary • Did the Public Ever REALLY Have a Voice? 	
97	Macy Luis	5/21/25	Email	<p>Yes purple No teal</p>	Thank you for sharing your opposition of the Teal route and support for the Purple route. Your comment has been noted.
98	Malisa McCoy	5/6/25	Email	<p>My name is Malisa McCoy, and I am writing as a lifelong East Texas resident and landowner directly impacted by the proposed route of Spur 49 Segment 6. My family and I respectfully urge you to select the teal route alternative over the currently proposed route, which would divide our 44-acre property.</p>	Thank you for describing the potential impacts to you and your property, and sharing your support for the Teal route based on the reasons provided. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental

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				<p>Our land has held a wildlife exemption status for several years and is home to a diverse range of native species including [list wildlife — e.g., white-tailed deer, foxes, owls, migratory birds, ducks and rare box turtles. We have carefully maintained and protected this land not just as property, but as a vital habitat and ecosystem.</p> <p>The proposed route would sever this acreage, fragmenting the forest and damaging the carefully preserved wilderness that supports these species. As you know, habitat fragmentation has a cascading impact on biodiversity, and once disrupted, these ecosystems rarely recover.</p> <p>This property is more than a natural space — it is a generational investment in conservation and land stewardship. Dividing it would not only reduce its ecological value, but it would also deeply affect our family's ability to continue preserving this area for wildlife and future generations.</p> <p>We understand that the teal route is longer and may incur higher construction costs, but it spares the most ecologically sensitive land and avoids cutting through wildlife-exempt private property. Choosing this route reflects a commitment to the values TxDOT and NET RMA promote — including responsible development, conservation, and respect for rural landowners.</p> <p>We ask that you consider not just what is expedient, but what is right. Please select the teal route. In doing so, you will help protect irreplaceable land and the species that rely on it, while honoring the families who have dedicated themselves to its care.</p> <p>Property address [REDACTED] (Vansickle abstract)</p>	Impact Statement (EIS) process. Your comment has been noted.
		5/21/25	Email	<p><i>(Included as an attachment to Marcie Parker's Email on 5/21/25)</i></p> <p>My name is Malisa McCoy and I am writing as a lifelong East Texas resident and landowner directly impacted by the proposed route of Spur 49 Segment 6. My family and I respectfully urge you to select the teal route alternative over the currently proposed route, which would divide our 44-acre property.</p> <p>Our land holds a wildlife exemption status and is home to a diverse range of native species including deer, foxes, owls, and migratory</p>	Thank you for describing the potential impacts to you and your property, and sharing your support for the Teal route based on the reasons provided. Your comment has been noted.

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				<p>birds. We have carefully maintained and protected this land not just as property, but as a vital habitat and ecosystem.</p> <p>The proposed route would sever this acreage, fragmenting the forest and damaging the carefully preserved wilderness that supports these species. As you know, habitat fragmentation has a cascading impact on biodiversity, and once disrupted, these ecosystems rarely recover.</p> <p>The current proposed route would split this land in half. That means tearing through woods, wildlife corridors, and a part of our family's legacy. I can't imagine seeing that land — where my children and grandchildren have walked, worked, and watched wildlife — turned into a construction site.</p> <p>We understand that the teal route is longer and may incur higher construction costs, but it spares the most ecologically sensitive land and avoids cutting through wildlife-exempt private property. Choosing this route reflects a commitment to the values TxDOT and NET RMA promote — including responsible development, conservation, and respect for rural landowners.</p> <p>We ask that you consider not just what is expedient, but what is right. Please select the teal route. In doing so, you will help protect irreplaceable land and the species that rely on it, while honoring the families who have dedicated themselves to its care.</p>	
99	Marcie Parker	5/21/25	Email	<p><i>Includes Comment Attachments for Malisa McCoy and Brennan McCoy</i></p> <p>I am attaching 3 letters from 3 different family members. Thanks so much.</p> <p><i>Attached</i></p> <p>My name is Marcie Parker, and I'm a longtime resident of Smith County. My mother and brother own a 44-acre wildlife-exempt property that will be directly impacted by the proposed Spur 49 Segment 6.</p> <p>This land has been in our family for years. We've cared for it not just as owners but as guardians of its natural beauty. Under Texas's wildlife exemption program, we've worked to preserve native plants, care for wildlife, and maintain the land's natural health.</p> <p>This property is more than a natural space — it is a generational investment in conservation and land stewardship. Dividing it would not only reduce its ecological value, but it would also deeply affect</p>	<p>Thank you for describing the potential impacts to you and your property, and sharing your support for the Teal route based on the reasons provided. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental Impact Statement (EIS) process. Your comment has been noted.</p>

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				<p>our family's ability to continue preserving this area for wildlife and future generations.</p> <p>I understand infrastructure is necessary. But the teal route offers an alternative that does not destroy sensitive habitat or private conservation land. I respectfully urge the decision-makers to take the longer view — and protect what cannot be replaced.</p>	
100	Marianna Trzeciak	5/22/25	Email	<p>It is very discouraging to learn that political authorities are attempting to extend one of the most dangerous roads on which I have ever driven, Toll Highway 49. There could not possibly be pressure from members of the community for such an expensive, intrusive and possibly dangerous undertaking! And, if the populace is not initiating this action, who is? Developers? Corporations? Are these the entities which govern us, a.k.a, "we, the people"? We do not want elite "experts" driving the growth of the area. Let truly caring experts observe the organic growth of East Texas instead! For example, what is going on with Lake Tyler? Its wave pattern sometimes seems to show an underwater disturbance. Is anyone looking into this phenomenon, especially with respect to highway construction?</p> <p>For another example, just because Tyler began with a French influence of circular and diagonal roadways, has anyone studied whether it is useful to continue this pattern? After all, the organic development which we may easily observe is that drivers favor the grid pattern around Broadway/Highway 69. So, why would we need another circle?</p> <p>And why disturb that which makes East Texas so delightful, its natural development of homes and schools, some large and some small? There is something for everyone here! We need to continue with people-driven development!</p> <p>In conclusion, I copy another person's very important letter, because I agree with its contents:</p> <p>I am writing as a concerned member of the Smith County community to respectfully request the reconsideration of the proposed TEAL route of Toll 49, particularly where it intersects Hwy 64 near Kissam Intermediate School and the Cuddlebugs daycare center in Chapel Hill.</p> <p>Noise, often defined as unwanted or disruptive sound, is measured in decibels (dB). Even low-level noise—starting at just 35 dB—can have significant consequences, particularly for children. These</p>	<p>Thank you for sharing your opposition of the Teal route and your recommendation to reconsider the Teal route crossing SH 64. The NETRMA is initiating and developing this project. Noise studies will be performed during the Environmental Impact Statement (EIS) process. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. Your comment has been noted.</p>

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				<p>include:</p> <p>Learning Disruption: Noise can impede concentration and cognitive development in school-aged children.</p> <p>Stress and Anxiety: Chronic exposure to elevated noise levels can lead to heightened stress and anxiety among students and staff.</p> <p>Hearing Loss: Extended exposure to noise levels above 70 dB, which are typical near busy roads, can result in long-term hearing damage.</p> <p>The TEAL route, as currently proposed by NETRMA, would place the tollway approximately 800 feet from Kissam Intermediate and the nearby Cuddlebugs daycare center. This violates the recommended 1000-foot buffer between highways and schools, a guideline intended to protect children's health and learning environments. With approximately 80 children attending the daycare daily, the impact of prolonged exposure to traffic noise and pollution cannot be overlooked.</p> <p>Children's auditory systems are especially vulnerable, and exposure to traffic noise over 70 dB poses a significant risk. Given that road noise in such proximity could reach this threshold, the proposed TEAL route raises substantial concerns for public health and child safety.</p> <p>I respectfully request that the TEAL route be altered as it crossed highway 64 and would ask that it be moved to match the purple route when it crosses highway 64..</p>	
101	Marilynn McKinley	5/23/25	Email	<p>I am writing to urge you to stop the Toll extension through Chapel Hill Area. The Loop 49 toll south of Tyler to Lindale has been a travesty. Far too many numerous deaths and accidents have occurred on a two lane road that does not properly serve the public. If the toll road can't be a divided highway, it shouldn't be built. The number of homes/businesses/schools that will be destroyed for this unneeded debacle is unfair to those that live in this area. The money for this project would be better spent in maintaining and upgrading the existing roads in the area.</p>	<p>Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.</p>
102	Marina Baldwin	5/20/25	Email	<p>I am a young adult resident of Smith County voicing my concern about the proposed Teal Route for the Toll 49 extension, particularly where it crosses Highway 64 in the Chapel Hill area. This route comes alarmingly close to multiple schools and daycare centers—places where children regularly participate in outdoor</p>	<p>Thank you for sharing your opposition of the Teal route for the reasons provided and your recommendation to reconsider the alignment of the Toll 49 extension. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the</p>

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				<p>activities, including recess, sports, and learning in nature. The proximity of the Teal Route to these educational facilities raises serious concerns about air quality and its impact on children's health.</p> <p>Traffic emissions are a major source of urban air pollution and have been consistently linked to a wide range of adverse health effects. When these effects become present—particularly for individuals with asthma and other respiratory conditions—medical advice often includes limiting outdoor exposure. This is especially troubling for children, who are more vulnerable to pollution and whose healthy development depends on regular outdoor activity.</p> <p>Near-road air pollution includes elevated levels of nitrogen oxides (NOx), carbon monoxide (CO), black carbon (BC), fine particulate matter (PM2.5), ultrafine particles (UFPs), and ozone (O3)—many of which are directly traced to vehicle emissions. These pollutants are known to aggravate respiratory diseases like asthma, reduce lung function, and increase the risk of long-term cardiovascular and respiratory issues.</p> <p>Subjecting young children, including those from underserved communities, to increased air pollution from a toll road they neither use nor benefit from is an environmental and public health injustice. It is unacceptable to place the burden of vehicular pollution on our most vulnerable populations.</p> <p>As a resident and someone personally affected by asthma, I urge you to reconsider the alignment of the Toll 49 extension.</p>	Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.
103	Mark	5/21/25	Online Comment	I think the Teal route with alternate option aligning to Hwy 155 makes the most sense. With all the growth in the 271/155 area this would allow for better traffic flow and would probably get more usage.	Thank you for sharing your support for the Teal route aligning with Highway 155 based on the reasons provided. Your comment has been noted.
104	Mark Alexander	5/8/25	Online Comment	Actually I think all proposed routes are to close to existing roads but if I had to pick it would be the teal route	Thank you for sharing your support for the Teal route. Your comment has been noted.
105	Marsha Lucas	5/23/25	Email	My name is Marsha Lucas and I own my home at Horseshoe Club Lake. This small community has been here since 1967. I have owned this property since 1993. My home is surrounded by a beautiful ecosystem that has taken decades to grow. The home owners of Horseshoe Club Lake is a diversified small community of widows and widowers and couples, some of us do not have family that lives here and our neighborhood provides this precious gift of trust and caring. Most of us have lived and or owned a home in a larger city or 'concrete city'. We understand what traffic really is.	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided and expressing interest in existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.

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				<p>We understand the annoyance of noisy vehicle traffic and screaming sirens, noisy air traffic, and high rate of crime.</p> <p>Also, the majority of the folks that live in Chapel Hill live paycheck to paycheck; especially Horseshoe Club Lake many retired and elderly people. This unnecessary project would destroy our community and take away from us all we have worked so many years to now enjoy.</p> <p>Chapel Hill has never been a fast growing community, this is not where the growing population is!</p> <p>I wish to express my thoughts for the No Build Toll 49. This project would drop the value of our homes. The State of Texas, I know, has a great concern for its Ecosystem to stay in tack and not be destroyed by infrastructure or be swayed by political forces. One of the best things about living in Horseshoe Club Lake community is I don't have to drive very far to go in to Tyler for groceries, go to church, go to the doctor, go to eat at DQ or Whataburger or a nice restaurant.</p> <p>Now for the rest of my thoughts, please read below. Thank you for taking time to read each of our thoughts, our deepest concerns to save our community of New Chapel Hill.</p> <p>2)'No-build' option for Segment 6! Complete the original design for what is already built and no build segment 6, a 4 lane divided highway with median and jersey barriers, 12 ft. shoulders, resolve what's causing accidents along west side segment of 49, and restore the road surface profile for adequate drainage (to eliminate hydroplaning)</p>	
106	Marvin Schoenberger	5/6/25	Email	<p>I live at [REDACTED]</p> <p>The route I choose is Purple, yellow, or teal</p>	Thank you for sharing your support. Your comment has been noted.
107	Mary Johnson	5/20/25	Email	<p>My name is Mary Jacqueline Johnson - owner of a property affected</p> <p>We have a beautiful pond full of bass-crappie-catfish that we stocked several years ago - my son (Beau Johnson) manages the land Tyler tries to act big- shot with 49 but in my opinion it is a very dangerous toll road that does not serve in our best interest. Too many have lost their lives traveling on 49- too fast and head- ons — Tyler could best spend their money on improving roads around the city</p> <p>(OVERPASSES WOULD HELP) I see that segment 6 includes a</p>	Thank you for describing the potential impacts to you and your property and for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.

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				divided median so it seems that you acknowledge past mistakes . I am a NO BUILD PATRIOT! We have a beautiful wide highway in 69N that has provided access to I-20 for years	
108	Maureen & John Chinakos	5/22/25	Email	Please do not build the proposed TEAL route through our neighborhood. We have traveled the Toll Road and found that it isn't a safe drive or a time saver. There are plenty of other roads connecting destinations in Tyler that are safer to drive. We don't need our neighborhood destroyed by a noisy roadway where people are speeding above the legal limit. The Toll Road is not carefully monitored to the point where we would feel safe using it to travel. We also object to the destruction of our neighborhood and the displacement of people who have lived in the area for generations. Further, the toll road would disrupt the local creeks and watershed areas, and the wild life we enjoy seeing in our neighborhood would disappear. We are entitled to the quiet enjoyment of our homes. A busy toll road does not add to that enjoyment, rather, it takes it away,	Thank you for describing the potential impacts to you and your property and for sharing your opposition to the Teal route based on the reasons provided. Your comment has been noted.
109	Max Hale	5/20/25	Email	I am writing to declare that I am strongly opposed to the teal route for the Toll 49 expansion.	Thank you for sharing your opposition to the Teal route. Your comment has been noted.
110	Melissa Brigman	5/6/25	Comment Form	Our home is one street away from the proposed TEAL ROUTE. I am concerned about the noise, the additional traffic so close to Chapel Hill schools, and the loss of woods and trees. I am not opposed to Section 6, but I would like to see the teal or yellow route selected.	Thank you for describing the potential impacts to you and your property and for sharing your opposition to the Teal route based on the reasons provided. Your comment has been noted.
111	Michael Martin	5/22/25	Online Comment	I would like to see Toll 49 be completed as shown along the Teal route. Much of our travel takes us through Tyler proper, or towards Whitehouse. If you choose one of the more western routes then it erodes away at the benefit. The further East it goes, the more beneficial it would be.	Thank you for sharing your support for the Teal route. Your comment has been noted.
112	Michael Terry	5/15/25	Mailed	Not enough room on this page to list all that is wrong with this proposal, but people would be damaged for profit. A two-lane undivided 75 mph roadway is inherently unsafe. At least a traveller has the option to avoid it, even though they ultimately paid to construct it. Property owners have no choice. They are faced with eminent domain, where a commissioners court sets the value of their property. It can then be condemned and taken before they are even paid. Especially grievous is the NetRMA no access policy, damages from construction, poor maintenance, flooding, and	Thank you for sharing your opposition and expressing interest in existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.

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				<p>trespass are also a concern. Government taking under the guise of improved transportation, and it then being given to a group to make a profit is a mockery of the law. Transportation could be expedited by using the existing multiple lanes of SH 110 and Loop 323 and ramping at intersections. The Net RMA should take the No Build option and concentrate on righting the wrongs they have put on landowners and improving the existing highway.</p> <p>Thank for the opportunity to comment. Landowners are not allowed to speak at a Net RMA meeting unless it is about their agenda.</p>	
113	Michele DeLaRoche	5/21/25	Email	No to teal. Yes to purple	Thank you for sharing your opposition to the Teal route and support for the Purple route. Your comment has been noted.
114	Mike Randall /James Randall	5/10/25	Email	<p><i>(Email from Mike Randall, Attachment from James Randall)</i></p> <p>See attached</p> <p><i>Attachment:</i></p> <p>We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.</p> <p>Community and Safety Concerns:</p> <p>The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.</p> <p>Environmental Risks:</p> <p>Beyond community safety, the environmental repercussions of this</p>	Thank you for describing the potential impacts to you and your property, expressing your concerns, and sharing your opposition with support for the No-Build alternative based on the reasons provided. A wide median is proposed for the interim 2-lane and ultimate 4-lane roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and would include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability and NETRMA financial stewardship. Your comment has been noted.

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				<p>project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.</p> <p>Challenging the "Purpose & Need":</p> <p>NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it. The Purpose & Need statement heavily relies on:</p> <ul style="list-style-type: none"> • Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. • Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. • Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well documented concept in urban planning. <p>There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.</p> <p>Economic and Social Consequences:</p> <p>The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.</p> <p>Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid,</p>	

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				<p>continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.</p> <p>Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> • Ongoing Debt Obligations: Toll 49, operated by the Northeast Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. <p>Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.</p> <p>We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.</p> <p>Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.</p> <p>Conclusion and Call to Action:</p>	

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				<p>We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.</p> <p>Our neighborhoods matter. Our families matter. Our community matters.</p>	
115	Myrna Lewis	5/6/25	Comment Form	<p>I know it would be helpful with traffic</p> <p>The teal would come close to school Kissam - That may be a hazzard -</p> <p>Noise could be a problem.</p> <p>Taking out Family Dollars & Convenience Store is a important part of our community. We really have nothing else there -</p> <p>It sure should be 4 lane & much safer than the other side of town.</p>	Thank you for acknowledging the project as being helpful and expressing your concerns. Your comment has been noted.
116	Nathan Saucedo	5/8/25	Comment Form	<p>I, Nathan Saucedo suggest the teal route option due to the end point on 271. The Yellow route would directly impact our development of 59 new homes. It has been subdivide and all civil plan have been completed. The new development of "Palo Verde" would benefit the best with the teal route. Land clearing for the new 39 lot is due to start within the next half year with homes Construction starting in next year. For any question or concerns call me @ [REDACTED] or email me at [REDACTED]</p>	Thank you for describing the potential impacts to you and your property (including planned development), and sharing your opposition of the Yellow route and support for the Teal route based on the reasons provided. Your comment has been noted.
117	Neil & Joan Ford	5/13/25	Mailed	<p>We are long-time residents of Tyler, having moved here in 1979, when Dr. Ford accepted a position as Biology Professor at the University of Texas at Tyler. Now as retired seniors, we are residing in the Del Coronado subdivision, an over-55 community off of the south end of Old Omen Road.</p> <p>In regards to the proposed routes for Toll 49 Segment 6, we are both strongly in favor of the Teal Route (or the No-Build Option) for the eastern extension of Loop 49 around the city. We have listed the numerous reasons for our decision below:</p> <p>1. Following retirement, we bought our current home because it is located in an extremely quiet, peaceful neighborhood of other seniors. This is a heavily-treed area and our home backs up to a 6-acre greenspace owned by our HOA. Our subdivision is adjacent to</p>	Thank you for describing the potential impacts to you and your property, and sharing your support of the Teal option (or the No-Build option) based on the reasons provided. Noise studies will be performed during the Environmental Impact Statement (EIS) process. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed in the EIS process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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				<p>The Hamptons, an assisted living/memory facility, which is also a quiet population and which backs up to more wooded acreage.</p> <p>2. Studies have shown the benefits of being in nature to the physical, emotional & mental health of people.</p> <p>3. Numerous individuals of all ages from several neighborhoods in our area walk regularly on the sidewalks along the south end Old Omen Road, the west side of which is undeveloped and heavily treed in many areas.</p> <p>4. The south end of Old Omen Road is home to a fairly concentrated population and thus, changes in this area would impact quite a significant number of people.</p> <p>5. We are concerned that both the Yellow & Purple Routes, both of which would be located closely behind our subdivision, will:</p> <p>a. Significantly increase the traffic & congestion along Old Omen Road since the access to Segment 6 would be at the intersection with Old Bascom Road (approximately 0.5 mile from our home).</p> <p>b. Increased vehicle traffic leads to reduced air quality, increased noise pollution, and thus, potential harm to the health of those living in the area. Seniors, in particular, are more susceptible to these negative health impacts as our immune systems have decreased with age.</p> <p>c. People are less likely to want to walk along a busy street which will negatively impact their health by reducing their exercise. Even walking across Old Omen Rd. will become more dangerous (and some of us walk slowly).</p> <p>d. Noise and air pollution in our neighborhood will also increase from the vehicles traveling along either the Yellow or Purple Routes, regardless of their point of entry onto Segment 6.</p> <p>e. The overall quality of life of all those residing in the area will be diminished if the Yellow or Purple Routes are selected based on all the factors identified above.</p> <p>6. The Teal Route would allow for greater expansion of the city as Tyler continues to grow in population.</p> <p>7. Because the purpose of Segment 6 is to address the population growth of a 4-county area including Gregg, Harrison, Upshur & Smith, it would clearly be more useful to build the additional section of Toll 49 as far east as possible to increase the access of those living east of Tyler.</p>	

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				We hope that you will take all of our concerns into account as the final route (or no-build option) is selected.	
118	Nicholas Castle	5/19/25	Email	<p>Please see the attached comments for Segment 6, and please acknowledge receipt. Thank you.</p> <p><i>Attachment</i></p> <p>I am writing these comments regarding the proposed NETRMA Segment 6 preliminary routes. My main concerns are about overall Toll 49 safety, environmental, and quality of life issues related to all of the options but most specifically to the Adjusted Teal route. I am opposed to construction of the Adjust Teal Route for Toll 49 Segment 6 for the following reasons:</p> <ul style="list-style-type: none"> - There are multiple public schools and daycare/learning center complexes near this route. As such, the potential impact on traffic flow and the potential for hazardous spills from through CMV traffic needs to be looked at critically from both a traffic flow standpoint and a safety standard. Specifically, adding the Adjusted Teal route would require additional stop signals near the Chapel Hill Kissam Elementary School. This area is already congested, and this will do nothing to alleviate the congestion, likely making it worse during peak traffic hours. Dropping a highway interchange near this area increases the risk for our children, teachers, administrators, school bus drivers, parents, and daily commuters passing by the schools on SH 64. The interchange will be adjacent to the schools and will not relieve traffic congestion as designed. It will practically increase the already worrisome congestion. Not only will this create additional traffic congestion for the school, but it will also increase noise and air pollution, which is not what the citizens of Smith County want. In reviewing the Purple and Yellow routes, fewer schools are close to those than on the Adjusted Teal route. - The Yellow and Purple routes would also improve access to UT Tyler, Tyler Junior College, and the area medical providers. Direct access to UT North would be negligible due to the intersections of all three proposed routes with US 271. I would add the same for where the different routes cross SH 31 and SH 64. To turn east or west, to Tyler or Longview, the distance is negligible in all cases. <p>At the onset of the proposed routes, The Adjusted Teal route was estimated to cost taxpayers significantly more than the Yellow and</p>	<p>Thank you for expressing your concerns and describing the potential impacts to you and your property and sharing your opposition to the Teal (old Adjusted Teal) route and support for the No-Build option based on the reasons provided. Project roadway and access design will be based on traffic studies during the design process. Means to minimizing traffic disruptions and delays on side streets (such as SH 64) will be evaluated during the Environmental Impact Statement (EIS) process to avoid or minimize traffic flow disruptions due to additional traffic controls such as signals. Project cost, number of parcels affected, natural environment impacts, historic property surveys, and number of business displacements will be evaluated during the EIS process. Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. Your comment has been noted.</p>

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				<p>Purple routes. Due to inflation, that number is predictably much higher now. Selecting the Yellow or Purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for the Toll Road right of way) would be better spent on other regional transportation projects.</p> <p>- Reviewing the proposed routes, the Adjusted Teal route crosses more tax parcels than the purple and yellow routes. Additionally, the Adjusted Teal route destroys Chapel Hill businesses. The Chapel Hill school district needs additional funds, not less, and this will reduce the tax base for the schools more than the Purple or Yellow routes.</p> <p>- The Adjusted Teal route is the least environmentally friendly route in that its length and route obviously impact more waterways, water runoff, and natural animal habitats. Its specific proximity to Horseshoe Club Lake is just one of many examples of this impact.</p> <p>- The southern half of the Adjusted Teal route appears to be the original Pink route (proposed in early 2019), which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study). For some reason NETRMA, and its then proxies, did not include these numbers in the H148 "Adjusted Teal" public input count (at least not that I could find), which is an unexplained deviation from the rest of their feasibility study methodology. Had they used a consistent methodology across the board, this route would likely have been impacted negatively by the input from the original incorporated Pink route. It also appears that NETRMA "split the difference in real estate" between the original Pink and Teal routes for much of the Adjusted Teal route. On their website, it appears NETRMA only cites the original Teal data without including input from the original Pink route. Regarding this entire issue, I would like to see how this alternate route was determined, why we see the deviation in their protocol, and what the reasoning was in replacing the original Teal route.</p> <p>The Adjusted Teal route comes extremely close to the historic Bascom Road Church and Bascom Cemetery, one of the oldest</p>	

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				<p>churches and cemeteries in Smith County (a literal historic landmark site). This is a sensitive site, and traffic issues and noise pollution would disrupt church services and funeral services for those who continue to be interred here.</p> <p>- Overall, I believe the “no build” option must be negated before any routes are considered. In other words, the building displaces homes and businesses (many of which are generationally owned) to provide a service that is not as apparently necessary as some may believe. When considering the cost of driving on the toll road, especially considering the cost to benefit of the I20 to US69 project recoupment to this point, is it worth it? Add to that the fact that NETRMA has cut corners on past projects, refusing to widen existing stretches properly and refusing to place proper barriers in locations reflecting high wreck/hazardous driving behaviors. You reach a point where it appears the bottom dollar for a large corporate entity is being placed above public safety and the wishes of actual Smith County residents.</p> <p>- On a personal note, my family and I recently moved to Chapel Hill on a piece of property and into a home, which is a literal dream come true for us. Should the Adjusted Teal route be chosen, that will all be turned to rubble. I understand every route has someone who can make the same argument, so I do not present it as a strong point of contention. I would point out that ALL of the families and generational farms/businesses affected deserve a dose of humanity injected into this process. Please say no to the Adjusted Teal Route and consider the “no build” option, at least until it makes sense to move forward.</p> <p>Thanks for your time.</p>	
119	Paul E. Welch	5/21/25	Online Comment	<p>I am very much in favor of completing Segment 6 through the Chapel Hill area as soon as possible. I am a local business owner (Property Management) in the area, and I can see numerous benefits to having Loop 49 connected to Whitehouse and Interstate 20. I travel both directions for business and personal reasons and the loop would make my time more efficient and benefit my customers. With over 18,000 cars a day on Hwy 64 and over 17,000 a day on Hwy 31, the loop would lessen the load on those corridors. I want Chapel Hill to grow and the loop would assist in that growth. While I am aware that there are several vocal opponents to the project, these same people are opposed to</p>	Thank you for sharing your support based on the reasons provided. Your comment has been noted.

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				development of any sort. The same opponents were against the recent school bond issue and are speaking out against bringing infrastructure and business to Chapel Hill. Attempts to explain the benefits of the loop fall on deaf ears, and their reasons for opposing it hold no merit. These people are the loudest, but in the minority by far, as evidenced by the recent school bond that was loudly opposed, but passed by a handsome margin. Those who were for progress in Chapel Hill schools will be in favor of progress with the loop. I hope they have taken the time to communicate their support to you.	
120	Paul Hickey	5/23/25	Online Comment	Having traveled Hwy 31 for 20 years the amount of vehicles going from Tyler to Kilgore/Longview has steadily increased and vice versa. Many in those communities desire to travel to south Tyler for shopping at the outdoor mall complex. This would assist along with those traveling to Gilmer and further north. I like the teal option personally and would see it being a large time saver.	Thank you for sharing your support with preference to the Teal route based on the reasons provided. Your comment has been noted.
121	Paula Jackson	5/20/25	Email	<p>I was unable to attend the presentation in person, but I did watch the video and read all accompanying materials about the project. I do understand that there are questions that can't be addressed at this time, but I do have some that I believe can be answered. We live in the middle route choice, and my questions are:</p> <p>1- I am a pro-active person, and searched for housing and/or land available at this time. The housing and lots (close to what we have now) are very expensive. We are willing to downsize, but even that is expensive. Question to ease my mind is, "will home owners be offered enough money to feel comfortable when trying to locate to a new home or for building a new house?" We have a 1,400 sq' for home, and from what I see at this time housing costs are double to triple the appraised value of our home and property.</p> <p>2- If our route is chosen and the state will be paying us for our property, "what is the time frame between getting paid, being able to pay for a home and moving?"</p> <p>Hopefully, these questions are just basic ones that can be answered. I do understand that nothing will be determined for another 4-6 years and could go as long as 10. At that time, my husband and I will be close to the age of 80 which will be a determining factor for what we will do.</p> <p>Thank you ahead of time for answering my questions.</p>	<p>Thank you for your interest in the project. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970.</p> <p><i>5/27 email response from Gary Leuba:</i> My name is Gary Leuba with Lochner in Tyler. I am a Right of Way Agent and attended both Public Meetings earlier this month. I wanted to reach out to you regarding your inquiries in your email below concerning right of way acquisition and relocation assistance.</p> <p>Attached are the following booklets for your reference:</p> <ul style="list-style-type: none"> • State Purchase of Right of Way • Landowner's Bill of Rights • Relocation Assistance (Residential) <p>Please note: even though booklets show TxDOT branding, the acquisition would be administered by the NETRMA. However, the processes are the same and are</p>

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					<p>based on Federal Guidelines.</p> <p>Please feel free to call me at 903-486-3088. I can help to answer your questions regarding the right of way acquisition process and the relocation assistance process and benefits (depending on eligibility).</p>
122	Peggy Ray	5/23/25	Online Comment	<p>I feel that this segment 6 of the expansion of Toll 49 will have a negative financial impact on the value of my property. Each of the 3 proposed routes will come very close to my property, one may possibly (I am not certain) go directly across the back corner of my property I think and one within 100 ft of the 2nd structure on my property where my daughter lives. I am very upset and worried over this. I have lived here for many years and I love love love my quite country home. I also have great concern of the negative effect this is going to have on the wildlife that call this area home. It is going to push them out of their home by damaging or destroying their habitat. We just keep giving them smaller and smaller areas to live and it can have NO positive impact whatsoever for the deer, raccoon, fox, rabbits and so much more that live in these proposed routes. We should be protecting them rather than killing them because they will no longer have the land or resources needed for them all to survive. Not to mention how many will get killed on the toll road itself. I know it will definitely put an end to being able to look out from the front of my house and witness upwards of 8 or more deer feeding and just walking around on the property relaxed and enjoying themselves. The noise from the traffic alone will spook them and take away their confidence that they are safe to come out and feed and wander. I am just sick over the thought of this expansion and how it is going to change my home and property from what I have known and loved for so many years. My quite country home will now be a source of visions and sounds of traffic and the noise that comes with it. It will take away the joy I get to experience regularly by sitting on my porch and watching the deer and other animals that venture out. One of the routes will actually make my new vision from my front porch a toll road and traffic. This is not something that anyone wants to see or hear on a daily basis. It will definitely be life altering for me and not for the better. My property value will go down, my peaceful country home will be no more and it will not have any positive effects of any kind on the wildlife that will have their habitats destroyed and made smaller. It</p>	<p>Thank you for describing the potential impacts to you and your property, and sharing your opposition based on the reasons provided. Your comment has been noted.</p>

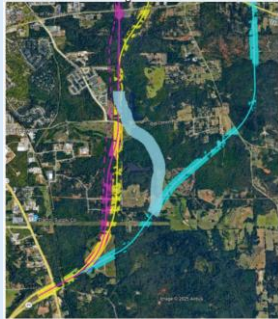
#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
				WILL cause loss of life for many animals who will be displaced. My vote is a HUGE NO on this segment 6 expansion. NO BUILD!!!	
123	Randy Gouldthorpe	5/22/25	Email	<p>My name is Randy Gouldthorpe, and I reside at [REDACTED]. I am writing in regard to the proposed yellow route for the extension of Loop 49. While I understand that this route directly affects my property, I would like to express that I am not opposed to the project.</p> <p>That said, the prospect of relocating from my home of over 30 years is understandably overwhelming. The idea of packing up a lifetime's worth of belongings and memories is not one I take lightly. However, I recognize the broader benefits this infrastructure project would bring to our community and the long-term improvement it represents for regional traffic flow and accessibility.</p> <p>As a frequent user of Loop 49 for work-related travel, I strongly support the continuation and completion of the loop, particularly its extension to Highway 271. In its current form, Loop 49 does not provide the full functionality or relief that East Texas drivers desperately need. Tyler's Loop 323 is already highly congested, and that situation is only projected to worsen over time. Extending Loop 49 would significantly alleviate traffic burdens, reduce travel times, and improve safety for daily commuters like me.</p> <p>It is my sincere hope that the route selection process will be expedited, and that construction can begin in the near future. I firmly believe this project is a vital step toward modernizing our transportation infrastructure and meeting the growing needs of our region.</p> <p>Thank you for your time and consideration.</p>	Thank you for describing the potential impacts to you and your property, and sharing your support based on the reasons provided. Your comment has been noted.
124	Reagan Fair	5/20/25	Email	<p>My primary concern with Toll 49 is the risk it poses to the health and safety of both people and wildlife. The existing Toll 49 road is known for having many serious accidents due to cars crossing into oncoming traffic for various reasons, one of them being wildlife in the road. Texas is already considered a Medium Risk state for wildlife-related collisions (Car vs. Deer, 2024). I feel this new segment of Toll 49 needs to have something in place to reduce the risk of wildlife-related collisions given that the road will pass through very rural areas. Culverts, buried bridges, and underpasses/overpasses have all been shown to reduce the</p>	Thank you for expressing your concerns related to wildlife-related collisions. Potential wildlife passages will be studied during the Environmental Impact Statement (EIS) process for potential accommodation in design. Your comment has been noted.

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				<p>number of accidents and still provide some safe crossing for wildlife. As Tyler continues to grow outward, new construction of homes and businesses will force wildlife out of their current habitats, into new areas, and inevitably onto roadways. With the commuting population surrounding Smith County projected to be about 500,000 in the next twenty-five years, the likelihood of collisions increases dramatically. The current expense of wildlife-related collisions, especially with deer, can be very costly to the county and local governments. Implementing passages like the ones mentioned above have been proven to significantly reduce the number of collisions and therefore costs (Miller et al, 2018). Culverts have also been shown to give wildlife safe passage as well as providing added benefits such as nesting spots for birds and roosts for bats (Leivers, 2021). An underpass with fencing was built in the Dead Man's Flats project on the Trans-Canada Highway which reduced Wildlife Vehicle Collisions so much that the project paid for itself within five years. If added construction cost is a concern, the US Department of Transportation has a pilot program (Wildlife Crossings Pilot Program) that offers grants geared directly towards reducing Wildlife Vehicle Collisions. Texas should be a leader in this nation for ensuring our roadways are safe for both people and wildlife, now and in the future. I feel this aspect of safety should be thoroughly researched and seriously considered as the Toll 49 project continues.</p> <p>Resources:</p> <p>Wildlife Crossings Pilot Program https://highways.dot.gov/federal-lands/wildlife-crossings/pilot-program</p> <p>Wildlife Vehicle Collision Reduction Study: Best Practices Manual (2008). US Department of Transportation. https://rosap.ntl.bts.gov/view/dot/48824/dot_48824_DS1.pdf</p> <p>References:</p> <p>Car vs. Deer: Drivers in East Texas should be mindful that deer are on the move this time of year (2024, October 30). The Lufkin Daily News. https://lufkindailynews.com/news/community/editorial-car-vs-deer-drivers-in-east-texas-should-be-mindful-that-deer-are-on/article_6cd2a924-7f2d-5da9-8770-4d1365953715.html</p> <p>Leivers, S. J. (2021, January 7) Wildlife Behavior at Culverts in East Texas. The Texas Journal of Science (2021). 73 (1): Note 1. https://doi.org/10.32011/tjxsci_73_1_Note1</p>	

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				Miller, T., Jambor, M., & Wasniak, D. (2018 December). Design Considerations for Wildlife Crossings. Contech. https://www.conteches.com/knowledge-center/archived-pdh-articles/design-considerations-for-wildlife-crossings/	
125	Reba Miller	5/6/25	Comment Form	Our proper is impacted by the aqua route. One problem the route doesn't show the on/off ramps which takes even more of our property. This presentation route misrepresents the routes therefore it is hard to trust or believe what is being presented.	Thank you for your interest. Project roadway and access design will be based on traffic studies during the design process. Your comment has been noted.
126	Rebecca Ferrell	5/23/25	Online Comment	My husband and I are homeowners living on Betty Drive / County Road 2206 for many years. Over eight or more households around us have enjoyed our quiet tree lined street. The busiest traffic time is early mornings on HWY 64 during school starting and for those going into Tyler. Over the many years or neighbors, young and old, have been hard workers. They have put what money they have into their families and homes. Across from our home I have so enjoyed seeing my newest neighbors of about five years work hard from the time they moved in their home make improvements inside and out. So American! Now like many others they could will have a Toll Road right behind them. It makes me so sad. It seems no one will care about all their time, and money invested or the joy they must have in making a house their home. I like many others, are requesting a NO BUILD to stop further disruption of people's present and future lives. If neighbors stay, they are forced to live in a place they really didn't choose for themselves or if leaving this time would be most assuredly made harder financially. This Project Toll 49 Segment 6, is not just digging up dirt, it's digging up lives of real people with life changing consequences. Can we really afford the cost? For many the peace and joy of their families have already been disrupted but we can say NO to more disruption for families. Being older, I have planned on being here till we die, but these younger families deserve to make their own choice to stay on the quiet tree lined street where they have invested their time and resources. They like most Americans have had to over come a lot the last few years to keep their homes and families going. This Project would change their lives forever -emotionally, physically, and financially. Please stop this project, choose NO BUILD. Consider the real cost on Betty Drive/ County Road 2206.	Thank you for describing the potential impacts to you and your property and sharing your opposition to the project and support for the No-Build option based on the reasons provided. Your comment has been noted.

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127	Rebecca Jackson	5/6/25	Comment Form	<p>I have 26 acres. Brick Home, Guest House and 2 Barns. Several out buildings, fenced & crost fence. 3 creeks, 2 of witch comes together about half way across. 1 creek goes across back fence In heavy rains the bottoms accross creek do flood. The back side stays marshy all year.</p> <p>There are 2-3 Eagles nesting in the bottoms. One landed in my yard and is magnificent. It was an adult bird.</p> <p>I am too old to start over. I will not give it up. My husband & I worked all our lives to have this property. He passed away w/ cancer in December 2024. I have been keeping it up mowing, cleaning debre etc.</p> <p>I will not give up this property. It is my legacy. I'm 74+ years old. I have way too much to move by myself. If I could but I don't. I'm not moving. It will not be pretty if you force me to fight.</p> <p>2nd page! (I vote No Bill - Give it up.) I have major complaints and reasons why you can't have my hous.</p> <p>Again we have Eagles nesting in bottoms & heavy rain does flood bottoms. You can find an alternate route I will join a group to fight this! Class action suit I too old to start over! And I don't have a place to go. I will join a class action suit</p>	Thank you for describing the potential impacts to you and your property, and sharing your opposition based on the reasons provided. Impacts to wildlife and wildlife habitat, including the bald eagle, will be considered, among other environmental concerns, during the Environmental Impact Statement (EIS) process. Your comment has been noted.
128	Rex Buie	5/6/25	Comment Form	<p>Teal Route - Please Otherwise won't be used! Loop to Yellow - 1 mile (illegible) Also go through and we will lose 1 total hill top! Make Teal Route more usable for all and (illegible) for all OR NO ROUTE</p>	Thank you for sharing your support for the Teal route. Your comment has been noted.
129	Richard Prouty	5/8/25	Voicemail	<p>Hello my name is Richard Prouty, p as in Peter-r-o-u-t-y. I'm a resident of Tyler. I live in the Woods which is just west of your proposed lines here for purple and the green are the two that I think that are the most viable. Although I think the green is is much more viable than the purple to go ahead and look at future needs and future of the area in here. We've already got Loop 49 up to a point we've already got Loop 323 which brings it around and to go ahead and add get to get us to get the traffic out of the local area keep the heavy traffic coming in from 49 from the south and have them get</p>	Thank you for sharing your support for the Teal route, perceived to be the most viable route. Your comment has been noted.

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				up to Highway 20 by 271, seems to be the most viable one there. It also provides a border, it would be the right hand border while the purple would be the left hand border of an area in there with Chapel Hill is, that would provide them with an area to go ahead and look at for their own development in that region of Tyler. But yeah, I just want to do I missed the meeting on the other night on the 6th due to my own failure to go ahead and log it, in other words I would have been there then. My phone number if you need to is [REDACTED], [REDACTED] Richard Prouty, p as in Peter-r-o-u-t-y, [REDACTED]. Thank you much. Bye bye.	
130	Richard Wixom	5/6/25	Comment Form	To close to schools. Drop property value. Move further out.	Thank you for expressing your concerns. Your comment has been noted.
131	Rick Chryst	5/20/25	Email	<p>As a licensed HVAC contractor with over 50 years of experience and owner of two successful HVAC businesses, I am deeply concerned about the proposed Toll 49 TEAL route and the air pollutants generated by increased vehicle traffic.</p> <p>The TEAL route passes dangerously close to several schools, daycare centers, and other venues frequently attended by children. Children play outside daily as part of their routine, and their developing lungs and shorter stature make them especially vulnerable to air pollution.</p> <p>Many HVAC contractors, including myself, take extensive measures to ensure indoor air quality for buildings near major roadways. However, even the most advanced and costly systems cannot mitigate the harmful effects of outdoor air pollution resulting from high-traffic highways.</p> <p>Studies have shown that NO₂ concentrations can reach as high as 700 µg/m³ near schools situated along high-traffic routes. This is nearly 30 times the World Health Organization's recommended short-term exposure limit of 25 µg/m³. This level of exposure poses a serious and unacceptable risk to children's health.</p> <p>I believe the link between traffic intensity and pollutant concentrations is beyond dispute. I can provide irrefutable evidence supporting the urgent need to reconsider the current route. Children are far more affected than adults due to their physiology, and we must act in their best interest.</p>	Thank you for expressing your concerns and recommending to move the Teal route based on the reasons provided. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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				<p>I respectfully urge decision-makers to move the TEAL route to either the purple or yellow alternative routes, particularly where they cross Highway 64. This adjustment addresses both the root causes and immediate impacts of traffic-related air pollution and presents a scalable, sustainable solution for urban mobility while prioritizing children's health.</p> <p>Thank you for your consideration in making a decision that protects our most vulnerable citizens.</p>	
132	Robert Ireland	5/6/25	Email	<p>1 - When passing through Oakdale Dr. and Oak Hill Dr. these both pass through about 30 home lots. These are low income housing and will be hard for some to find another spot.</p> <p>2.- There are a lot of new housing at/near Huntingtower Dr, Macnab Dr and nearby roads in recent time .. I have been there recently.</p> <p>I realize that no one likes to move but I think minimal impact for Teal and Yellow routes, in this southern part of the route , if selected, should be a little eastern. Suggest considering starting with teal route and turn in to just north of the northern end on Mackey Rd. Shown on attached map.</p> <p>Overall I think teal route is better.</p> 	Thank you for expressing your concerns, recommending a crossover from the Teal route to the other routes south of Old Omen Road, and expressing the Teal route as being better. Your comment has been noted.
133	Robert Wilson	5/14/25	Email	<p>In response to your published article on Wednesday, May 14: Public Input, East Texas mobility group still seeking comments for proposed Toll 49, I would appreciate your consideration for the following points:</p> <p>(1). You quoted a NETRMA spokesperson, Randall Dillard, "The study takes into account air quality, traffic noise, effects on water quality, sensitive sites such as historic cemeteries and other</p>	Thank you for the points provided and for sharing your support for a No-Build and opposition of the Teal route for Toll 49 Segment 6. (1)The Environmental Impact Statement (EIS) process will identify project impacts as well as potential permits and mitigation. (2) No deception was intended by referring to the EIS Study routes simply as Purple, Yellow, and Teal instead of Adjusted Yellow

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				<p>impacts.”</p> <p>The public should know that “taking into account” means looked at, not a disqualifying decider. An EPA Director in the TX state office in Austin told me that he has reviewed many of these Environmental Impact Studies, (EIS) for the past 35 years and while these things are taken into consideration, the Board (NETRMA) will ultimately make a decision on which route regardless of the findings.</p> <p>For example: if you are in the market for a used car and you narrow the search to three cars and you take the three cars to a reliable mechanic and you ask “What are the issues with each car to help in my selection”?</p> <p>The mechanic tells you one has a faulty A/C, the second auto has a transmission that slips, and the 3rd auto’s suspension is shot. You then have some data to decide which to select, or, to not select any of the three. (This is a similar analogy to choosing which of the three routes to build on, or no build). The EIS will only tell you the environmental issues, not whether you can or can not choose and the Director also said, “They (NETRMA) will decide regardless how good or bad the environmental impact. The EPA Director added, “I remember years ago in Ft Worth, they spent millions relocating a cemetery to finish a road.” If they remove dead loved ones for a new road, they will do most anything. The EIS only tells them the impact, not whether to build or not.”</p> <p>(2). You wrote that NETRMA is exploring 3 routes. However, the Teal route they mention is not the original Teal route. It is a combination of the original Pink and the original Teal and should continued to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA “split the difference in real estate” between the original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal. This is an extremely contentious point with the Save Kids from Loop49 (SKfLoop49) as NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, It had a favorable public input but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a “complicated” construction point and impossible to safely build an exit ramp there. The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the</p>	<p>and Adjusted Teal routes from the Feasibility Study and a Purple route that was subsequently adjusted due to recent development, and for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. (3) The number of businesses and homes as well as other social and environmental impacts will be quantified in the EIS following NEPA and TxDOT standards. (4) Thank you for expressing interest in existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. (5) Potential impacts to municipal water supply sources and bridge needs with associated costs will be addressed in the EIS process. (6) The meeting held in Longview was a regional outreach effort for input in a NETRMA member county. (7) NETRMA cameras are used for toll collection purposes. (8) The No-Build alternative has not been eliminated and is being considered in the EIS process. Your comment has been noted.</p>

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				<p>Adjusted Teal included much of the Pink Route issues but on their website, they only cite the original Teal data, which is most disingenous. Please check thsi out. Not only does the Adjusted Teal include the original Pink route, it also connects at Hwy 64 east approximately 800 feet from the entrance (it will be even closer to the school property line) to the Kissam Elementary School bus entrance/exit and where people drop off handicapped children, at the largest Elementary school in the Chapel Hill School District, and across the street from the Cuddle Bugs Day Care Center with approx. 80 little kids. The area is one of, if not the most congested areas of the Chapel Hill Community and is near the Chapel Hill High School, with many kids walking to/from the schools to the nearby Whataburger, Gas Station, Dairy Queen, and other local businesses and across the path where the toll road entrances/exits will be located. This will drastically affect an already highly congested area. Had NETRMA used consistent methodology as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with 2 other alternative routes scoring higher during the feasibility study. When we approached them about this inconsistent scoring (of which they said public input was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a "Judgement Call" to keep this route in play. Now they only show statistics on the old teal which is disingenous.</p> <p>(3). Samuel, please, please, please ask them why. We know this is a sleigh of hand by their consultants and we also found other inconsistencies in their feasibility study. Another example was when counting the number of businesses on each route, they undercounted the businesses on our route by 6 and over counted the Yellow by at least 2. When we delved into it, they counted Cherokee Electric on Hwy 64 as 3 businesses. When I called the Operations Manager at Cherokee Electric, he said no, we only have one location. He said when we built here, we bought 3 lots so maybe they called it 3 businesses instead of one. We asked that be corrected but they have never acknowledged us. Another sleigh of hand was counting the number of 1st responders on the routes. They did not include them all and we know how important</p>	

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				<p>1st responders are and time saves lives. 1st responders need the shortest route to get to an area hospital, not a road that goes around town and further out which adds time to the transport. There were more, including not counting the Cuddle Bugs Day care as a school facility. When asked, they said we only consider school age children, not younger children. Many, many, more examples when they used a flawed analysis to keep the Adjusted Teal in consideration. Ask whose policy they used to combine routes. Was it NEPA, TxDOT, NETRMA's or their own "Judgement call" to pick a number. You may uncover a huge cover up. Thanks.</p> <p>(4). We are also extremely concerned that NETRMA refuses to add safety features on the current segments of Toll49 and only plan for grass medians vs Jersey (concrete) barriers. It has been confirmed that Toll 49 has a higher rate of fatal crashes than other roadways in Smith County. Jersey barriers may not stop a wreck, but they would drop the number of head on crashes, of which are almost ½ of the Toll 49 fatalities. Much of the existing toll road has an approx. 2-foot pullover shoulder and adding a full pullover shoulder may stop folks parked partially on the roadway. We feel they need to stop building and fix the existing safety issues. They promised a 4-lane road and built a cheaper 2 lane road for the most part. It was easier to get approval for a 2-lane road and a 2-lane road does not have the full safety requirements of a 4-lane road. A 4-lane fix would help reduce crashes when people try to go around a car in a blind spot or a no passing area. Some of us are old enough to remember the term "K-mart Blue Light Special", a cheap sale of items to get them moving out the store. We feel NETRMA is building Toll49 using a "K-Mart Blue Light Special build" vs say a Dillard's quality style build. After all, NETRMA has already spent over \$200M of Federal, State and County monies, all taxpayer money, to build the existing Toll 49, while charging folks to ride on it and in spite of all of us paying 25 cents a gallon for each gallon of fuel we buy as a gas tax to build and maintain TX roads. We are very concerned about safety and think a better idea would be to fix existing issues before considering any new construction. I used to work in manufacturing, and we used a term "poke-a-yoke", a Japanese term meaning foolproof. They can poke-a-yoke by fixing existing issues to help them foolproof from accidents as much as possible.</p>	

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				<p>(5). The Teal route is near another route that was removed from consideration for good reasons, including the fact that the route crosses over several creeks that feed into Lake Tyler and the route is in the Lake Tyler watershed. As such, if there is an accident that spills dangerous chemicals, it could affect the Tyler water supply that depends on Lake Tyler water. There are also more bridges that will require additional construction on the Teal Route and since it is longer, more cost and while they have not provided estimates, we know that during the feasibility study, they said it would cost over \$60M than the Purple Route. It will be much more now.</p> <p>(6). We feel that NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal. Why else would they have a meeting in another town for input? Why not in Canton or Mineola or other city? We believe it was an attempt to slide the Teal route in with Longview support. Their effort failed miserably with 10 visitors signed in with several of these from the Teal Route.</p> <p>(7). There has been huge public pushback from city residents when the City of Tyler attempted to contract with a firm collecting driver info with cameras at red lights. The city ended the red light cameras, yet NEToll49 uses cameras to gather driver data. This is an infringement on the public who overwhelmingly pushed back. If the Adjusted Teal route will have cameras gathering info near a school, it may photo school children. Why a double standard?</p> <p>(8). Lastly, Dillard said he was not aware of any local democratic process that could intervene with the project, but please read old news stories, NETRMA website and all of their publications which state, the NETRMA can choose a no build and has said so many times if enough of the public chooses. Obviously, this is another sleight of hand of NETRMA to say one thing and now exclude NO build from discussion, or at least make the public feel it is not possible. Check out TexasTURF.org for statewide toll road opposition. No Build. No Teal. Ribert Wilson</p>	

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		5/21/25	Email	<p>I am concerned about Toll 49 safety, environmental, and quality of life issues especially for our kids. I also want to share with you, for the record, my concerns on the proposed Adjusted Teal Route and the biased selection due to using the inconsistent methodology to select this route. We are opposed to construction of the "Adjusted Teal" route for Toll 49 Segment 6 for the following reasons:</p> <p>(1). SAFETY - The student safety issue will only get worse with the addition of the adjusted Teal Route. With approximately 3,000 folks entering/exiting extremely close three public schools plus one eighty student day care/learning center complexes within one city block, beginning eight hundred feet from the interchange of Hwy 64 and the Toll 49 Teal Route, this makes a dire situation worst. Hwy 64 had approx. 16,000 cars a day in 2019 at this point and it has almost doubled since. Many high school and junior high school children walk to/from school in the path of the proposed Adjusted Teal Route and to/from the extremely close nearby business establishments, including the popular Whataburger, Dairy Queen, and gas station/food mart businesses. Putting a toll road near here will increase injury risks for our students.</p> <p>With construction of the Adjusted Teal route, there will be an additional two stop signals near the Chapel Hill Kissam Elementary School plus a major highway interchange. I join others in our community who believe this adjusted route will endanger students in the Chapel Hill ISD.</p> <p>I have been told that according to TXDOT signal guidance, and for health concerns, no major new roads should be built less than 1,000 feet from a school. The eight hundred feet to the bus loop entrance (also where autistic and disabled kids are dropped off and picked up) is less than this TXDOT's signal guidance. The school property line and the school's playground are even much closer than this.</p> <p>Not only will this create additional traffic congestion for the school, but it also increases noise and air pollution which will waft into the school filtration system. Studies consistently show that proximity to major highways negatively impacts student health, academic performance, and social-emotional well-being. Schools close to highways experience higher levels of air and noise pollution, leading to decreased test scores, increased behavioral issues, and higher absenteeism. This proximity falls short of TXDOT's own signalization guidelines, which recommend that no major new road</p>	<p>Thank you for sharing your opposition with support for the No-Build or no-Teal options for Toll 49 Segment 6 and expressing your concerns. (1) Means to minimizing traffic disruptions and delays on side streets (such as SH 64) will be evaluated during the Environmental Impact Statement (EIS) process to avoid or minimize traffic flow disruptions due to additional traffic controls such as signals. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly location. (2)The Purple route and access to UT Tyler will be considered during the EIS process.(3) Reduced net travel distance and net travel time will factor into design traffic projections and toll viability. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the EIS process for a new facility with less than 140,000 vehicles per day for the design-year traffic. (4, 5, 6, 8 14, 15, & 17) Project cost, number of parcels crossed, number of creek crossings, number of businesses, historic property surveys, habitats and wetlands, threatened and endangered species, and other social and natural environmental impacts will be quantified or studied in the EIS process. (7 & 11) Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. (9) No deception was intended by referring to the EIS Study routes simply as Purple, Yellow, and Teal instead of Adjusted Yellow and Adjusted Teal routes from the Feasibility Study and a Purple route that was subsequently adjusted due to recent development. (12) The No-Build alternative has not been eliminated and is being considered during the EIS process. (13) The meeting held in Longview was a regional outreach effort for input in a NETRMA member county. (16) Additional</p>

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				<p>be built within 1,000 feet of a school. This comes from the TXDOT Project 0-5470 titled: Comprehensive Guide to Traffic Control Near Schools. (Source: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5470-1-AppendixA.pdf)</p> <p>Dropping a highway interchange near this area increases risk for our children, teachers, administrators, school bus drivers and parents. The interchange will be adjacent to the schools, and therefore not relieving traffic congestion, as it is designed to do. It increases congestion. An alternative, the purple route has less schools within one mile than the Teal Route. The school near that route is further away than the "Adjusted Teal" route from any school and has 20% of the student population of the "Adjusted Teal" route.</p> <p>(2). The purple route is optimal for facilitating UT Tyler's expected growth as it is in closer proximity to UT Tyler. Dr. Tidwell, UT Tyler President at the time of the feasibility study has publicly said he wants it close to UT Tyler. It will also improve access to Tyler Junior College and the area medical providers. No one wants to drive miles around a location but may be willing to drive on a shorter route that relieves traffic off Loop 323. The shorter purple route decreases truck travel distance 20 – 25%, reducing accordingly the amount of fuel, road wear and pollution costs, as well as freight costs to taxpayers.</p> <p>(3). The Adjusted Teal route will have negative impacts on regional air quality and vehicle costs by furthering a highway infrastructure that induces increased auto travel and impacts a rural setting. This will worsen fragmentation of habitat, and create air, noise, and light pollution, alter hydrology, and worsen the introduction of non-native species. The mitigation should consider the range of all additional ecosystems which will be lost to the Adjusted Teal route including additional farmland, rangeland, forest, and riparian land over and above the purple route.</p> <p>We do not need to further exacerbate regional air quality issues and energy consumption by encouraging longer commutes and increased vehicle travel miles. The Adjusted Teal route is approx. 2.3 miles longer than the purple route. Our region needs transportation and development approaches that will protect air and water resources, and reduce overall energy use. Ask any company transportation director whether they want to have their trucks drive</p>	<p>ongoing development along the study routes is acknowledged. (18) Public goodwill will be pursued. (19) Design would meet requirements. (20) The No-Build alternative will be selected if the project does not meet NETRMA goals or the Purpose and Need of the project. Your comment has been noted.</p>

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				<p>additional miles or less miles to get around town. The shorter route means less wear and tear on vehicles, less fuel consumed and less driver expense.</p> <p>One of the largest companies in town with one of the largest fleet of vehicles (The Brookshires Grocery company) has told drivers not to get on Toll 49, due to cost and safety concerns, going so far as threatening drivers to pay the toll themselves if they use the road or face disciplinary action. Other companies have voiced the same concern to me. Smith County Sherriff office reportedly told officers to only use the Toll Road when responding to an emergency call and otherwise do not travel on the road.</p> <p>(4). In 2019, The Adjusted Teal route was estimated to cost taxpayers \$57.4M more than the purple route. Due to inflation, that number is much higher now. Selecting the purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for Toll Road right of way) would be better spent on other regional transportation projects. Picking another route will be a violation of the NETRMA's goal to be a wise steward of the public's money by allowing less cost-effective routes to remain in consideration.</p> <p>(5). The adjusted teal route crosses more tax parcels than the purple (Adjusted Teal +2.38 miles and adjusted Yellow +0.97 miles) and destroys Chapel Hill businesses. The Chapel Hill school district needs to fund additional schools, and this will reduce more of the tax base for the schools than the purple.</p> <p>(6). The adjusted Teal route is the least environmentally friendly route. It crosses ten more creeks than the purple route. The teal route is lower in drainage and more likely to cause upstream flooding than the purple. (National Flood Insurance Program). Secondary costs impacts' that have not been quantified is the subsequent increase in downstream run off (the Teal route is the closest remaining route to Lake Tyler, its feeder streams and tributaries) and increased flooding potential as much of the Adjusted Teal route is in the Lake Tyler watershed valley.</p> <p>(7). The southern half of the adjusted teal route is the Pink Route, (proposed early 2019) which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study) which the public opposed. For some reason NETRMA, and its then proxies, did not include these numbers in the "Adjusted Teal" public input count</p>	

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				<p>which is an unexplained deviation from the rest of their feasibility study methodology. Had they used a consistent methodology across the board, this route would no longer be in consideration. This is an egregious deviation from their stated policy for public preference, and a blatant abuse of NEPA regulation's requirement for public preferences ignoring a huge swath of the public and their preference.</p> <p>(8). The feasibility study included errors that undercounted businesses directly in the path of the Teal Route and over counted the businesses directly in the path of the Purple Route. When asked for details, we found at least six businesses not counted (of which two ag/farming related) in the Teal Route and found an overcount in the number of businesses on the Purple route. For example, on the Purple Route, they counted the Cherokee Electric Co-op as three businesses. When I contacted the Operations Director of Cherokee Electric, he said, "No, we have one business. When we bought here, we bought three adjoining lots so maybe they called it three businesses instead of one." Another example was Summitt Glass. The owner stated to me that he had one business. He had two buildings on the property with one as an office and the other as a warehouse but just one business. We asked that be corrected but they have never acknowledged us as have other request for corrections, even when they verbally acknowledged the inaccuracies.</p> <p>(9). The Adjusted Teal route is not the original Teal route. It is a combination of the original Pink and the original Teal and should continue to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA "split the difference in real estate" between these original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal.</p> <p>This is an extremely contentious point, and we feel NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, it had a favorable public preference but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a "complicated" construction point and impossible to safely build an exit ramp there.</p> <p>(10). The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the Adjusted Teal included much of the Pink Route</p>	

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				<p>issues and, on their website, they only cite the original Teal data, which is most disingenuous.</p> <p>(11). Had NETRMA used consistent methodology in scoring its own designated feasibility study criteria, as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with two other alternative routes scoring higher during the feasibility study. In fact, the correct calculation alone would have placed Gray as #3 route, Maroon #4 and Teal Adjusted #5 in the final ranking.</p> <p>When we approached NETRMA about this inconsistent scoring (of which they said public preference was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a “Judgement Call” to keep this route in play. On their website and in public meetings, NETRMA only show statistics on the old teal which is disingenuous.</p> <p>(12). NETRMA dropped the option of NO BUILD from public discussion on or after March 2025 following the feasibility study and the EIS re- start. A spokesperson on behalf of NETRMA told the Tyler Morning News during an interview and published in the May 14 edition of the paper, that they were not aware of any local democratic process that could intervene with the project which would mean a NO BUILD, a blatant contradiction to their prior public statements stating NO BUILD was an option.</p> <p>(13). We feel that NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal. Why else would they have a meeting in another town for input? Why not in other cities closer than Longview like Canton, Mineola, Gladewater, or Jacksonville? We believe it was an attempt to influence public support for the Teal route with Longview (the next largest city in the area after Tyler) and resident support. While they may say the eventual hourglass connector will eventually connect to Longview, it will not do so until an estimated 15 or more years and after completion of Segment 7 and Segment 8 and then connect to I 20 and through, or, around the city of Gladewater. Again, we feel this was an attempt to influence public preference for the Adjusted Teal Route.</p>	

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				<p>(14). The Teal route comes extremely close to the historic Bascom Road Church, and Bascom Cemetery, one of the oldest churches and cemeteries in Smith County, including folks interred from before the civil war. This is a sensitive site and traffic issues, and noise and pollution would disrupt church services, as well as last-rite services for those who continue to be interred here.</p> <p>(15). The Tel Route Threaten sensitive natural habitats along Big Timber Creek and surrounding wetlands.</p> <p>(16). Addendum to feasibility study the feasibility study was completed in 2019 and the data used to justify keeping the Adjusted Teal in play has changed drastically. While NETRMA published an addendum, less than ¼ mile from me I see two new businesses that were not included in the 2024 addendum and at least one large expensive home behind me all in the path of the proposed Teal Route but also not in the addendum, in spite of its construction completed long before the addendum was created.. For such an impactful project, you would think NETRMA would have more accurate data. Again, this is another attempt to bias the selection for the Adjusted Teal route.</p> <p>(17). Red breasted woodpecker, on the endangered species list was spotted by two people at two different residences on the Adjusted Teal Route. A bald eagle has been seen nesting at the Hwy 850 intersection of where the teal route crosses 850.</p> <p>(18). The Teal Route is a violation of the working group goal of maintaining public goodwill because there is a large public outcry against the Adjusted Teal remaining.</p> <p>(19). Decreased public safety by placing a dangerous interchange near Bascom Road Methodist Church Hill with multiple blind spots near the hill crest. This hill is the fifth highest point in the county, yet it will require an interchange near the crest of a hill with two roads (CR 262 and FM 848) intersecting with blind spots on each side of the intersection, creating six blind spots for interchange interaction.</p> <p>(20). Violation of NETRMA's goal to accelerate the development of transportation projects in NE Texas, by selecting a route 30% longer and with ten additional bridges than closer routes.</p> <p>Please say no to the Adjusted Teal Route. Make Toll 49 Segment 6 safe for all of us, and especially our children and their future.</p> <p>Please review the environmental impact on this proposed route and the safety of our kids.</p>	

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		5/23/25	Email	I believe It is prudent and owed to the citizens of our local community, the patrons who utilize Toll 49, and to the Taxpayers who are all contributing to the cost of this road, and whom will be taxed again to use the road. The corrected "Public Prefrence" score would have Maroon and Gray ahead of Adjusted Teal. Those routes make more sense secondary to overall cost, parcels of land crossed, and for "relieving congestion".	Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. Your comment has been noted.
134	Robin Schumacher	5/23/25	Email	<p>I am writing to express my serious concerns about the proposed TEAL Route of the Toll 49 project, particularly as it relates to the safety and well-being of students at Kissam Elementary, nearby day care centers and Chapel Hill High School.</p> <p>As a grandmother of a student entering Kissam next year—and another soon to follow—I am deeply troubled by the potential safety risks posed by the TEAL Route's proximity to these school campuses. This proposed route poses a clear hazard at the entrance of the bus loop, which is essential for the loading and unloading of students, including those with autism and other disabilities.</p> <p>I understand that TXDOT recommends a 1,000-foot buffer between new construction and school properties. The TEAL Route appears to fall short of this guidance. In fact, the playground and school property lines are even closer to the proposed roadway, placing our youngest and most vulnerable students at risk.</p> <p>Moreover, increased traffic will inevitably result in elevated levels of noise and air pollution. These pollutants can enter school HVAC systems, potentially affecting the health of students—especially those with asthma, allergies, and other respiratory conditions.</p> <p>Request for Route Adjustment: I respectfully urge TXDOT to reconsider the current alignment of the TEAL Route near Highway 64 in Chapel Hill. A more responsible alternative would be to shift the route to align with the Purple and Yellow route options at this junction. This adjustment would substantially reduce the risks to student safety and environmental health while still meeting the overall objectives of the</p>	Thank you for sharing your opposition to the Teal route based on the reasons provided and your recommendation to revise the Teal route crossing SH 64. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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				Toll 49 project. Thank you for your time and consideration. The safety and health of our children should be a top priority in any infrastructure planning.	
135	Roger & Glenda Howell	5/20/25	Email	We like the purple route for three reasons. It's the shortest route to I-20, it would give excellent access from the college, and it would be an extension of the already existing 4 lane highway. Thank you for your consideration.	Thank you for sharing your support for the Purple route based on the reasons provided. Your comment has been noted.
136	Ronny Ruyle	5/6/25	Comment Form	There is no need to add to the traffic problems added to the school traffic. I come home in the afternoons from work around 3:30 pm have seen many many wrecks down in front of the schools. It will make for a dangerous situation.	Thank you for sharing your opposition due to adding to existing school traffic problems. Your comment has been noted.
137	Roy R. Reynolds	5/6/25	Comment Form	Segment 6 should end in entrance and exit ramps on I-20 between TX 155 and US 271 interchanges. The teal route. This is good for traffic flow as a bypass of Tyler. Truck traffic needs to flow (not stop) until it gets to US 69; similar to the connection to I-20 & Toll 49 west of Tyler. I am a civil engineer, graduate of La Tech BSCE 1969. I have done feasibility studies and layouts. I am 78 and retired now. If you need any answers to questions about railroad alignment, construction, and needs, call me. [REDACTED]	Thank you for sharing your support for the Teal route based on the reasons provided.. The logical terminus at US 271 is based on traffic study results and developing an east Texas hourglass corridor using existing US 271 as the connecting link between existing Toll 49 with Segment 6 and envisioned Longview Outer Loop with an extension to Marshall for improving east Texas regional mobility. Your comment has been noted.
138	Save Kids From Loop 49	5/23/25	Email	<i>Includes Attachment</i> Attached are the signatures of the petition against Toll 49 Segment 6. SKFL49 is adamantly against the Adjusted Teal route option for Toll 49 Segment 6. 1. It has been confirmed (via Lochner representative) that NET RMA deceptively manipulated the feasibility study to keep the Adjusted Teal route included as one of the route options. We intend to press forward with remedies to rectify the deceit, and to hold accountable those who participated in this fraud. 2. The Adjusted Teal route is dangerously close to schools.	Thank you for sharing your opposition to the Teal (Teal adjusted) route and submitting signatures of the petition. Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly location. Your comment and petition have been noted.
139	Sgw1	5/22/25	Email	I am concerned about Toll 49 safety, environmental, and quality of life issues for the Chapel Hill kids. I have concerns about the proposed Adjusted Teal Route and the biased selection using inconsistent methodology to select the adjusted teal route. We are	Thank you for sharing your opposition of the current Teal route based on the reasons provided. (1 & 3) Means to minimizing traffic disruptions and delays on side streets (such as SH 64) will be evaluated during the

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				<p>opposed to construction of the "Adjusted Teal" route for Toll 49 Segment 6 for the following reasons:</p> <p>(1). SAFETY - The student safety issue will only get worse with the addition of the adjusted Teal Route. With approximately 3,000 folks entering/exiting extremely close three public schools plus one eighty student day care/learning center complexes within one city block, beginning eight hundred feet from the interchange of Hwy 64 and the Toll 49 Teal Route, this makes a dire situation worst. Hwy 64 had approx. 16,000 cars a day in 2019 at this point and it has almost doubled since.</p> <p>Many high school and junior high school children walk to/from school in the path of the proposed Adjusted Teal Route and to/from the extremely close nearby business establishments, including the popular Whataburger, Dairy Queen, and gas station/food mart businesses. Putting a toll road near here will increase injury risks for our students.</p> <p>With construction of the Adjusted Teal route, there will be an additional two stop signals near the Chapel Hill Kissam Elementary School plus a major highway interchange. I join others in our community who believe this adjusted route will endanger students in the Chapel Hill ISD.</p> <p>I have been told that according to TXDOT signal guidance, and for health concerns, no major new roads should be built less than 1,000 feet from a school. The eight hundred feet to the bus loop entrance (also where autistic and disabled kids are dropped off and picked up) is less than this TXDOT's signal guidance. The school property line and the school's playground are even much closer than this.</p> <p>Not only will this create additional traffic congestion for the school, but it also increases noise and air pollution which will waft into the school filtration system. Studies consistently show that proximity to major highways negatively impacts student health, academic performance, and social-emotional well-being. Schools close to highways experience higher levels of air and noise pollution, leading to decreased test scores, increased behavioral issues, and higher absenteeism. This proximity falls short of TXDOT's own signalization guidelines, which recommend that no major new road be built within 1,000 feet of a school. This comes from the TXDOT Project 0-5470 titled: Comprehensive Guide to Traffic Control Near Schools.</p>	<p>Environmental Impact Statement (EIS) process to avoid or minimize traffic flow disruptions due to additional traffic controls such as signals. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly location. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed in the EIS process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Noise studies will be performed during the EIS process. (2) The Purple route and access to UT Tyler will be considered in the EIS process. (3, 4, 5, 6, 8, 14, 15, & 17) Noise, project cost, number of parcels crossed, number of creek crossings, number of businesses, historic property surveys, habitats and wetlands, threatened and endangered species, and other social and natural environmental impacts will be quantified and studied during the EIS process. (7, 10, & 11) Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. (9) No deception was intended by referring to the EIS Study routes simply as Purple, Yellow, and Teal instead of Adjusted Yellow and Adjusted Teal routes from the Feasibility Study and a Purple route that was subsequently adjusted due to recent development. (12) The No-Build alternative has not been eliminated and is being considered in the EIS process. (13) The meeting held in Longview was a regional outreach effort for input in a NETRMA member county. (16) Additional ongoing development along the study routes is acknowledged. (18) Public goodwill will be pursued. (19) Design would meet requirements. (20) The No-Build alternative will be selected if the build alternatives are not feasible and reasonable. Your comment has been noted.</p>

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				<p>Dropping a highway interchange near this area increases risk for our children, teachers, administrators, school bus drivers and parents. The interchange will be adjacent to the schools, and therefore not relieving traffic congestion, as it is designed to do. It increases congestion. An alternative, the purple route has less schools within one mile than the Teal Route. The school near that route is further away than the "Adjusted Teal" route from any school and has 20% of the student population of the "Adjusted Teal" route.</p> <p>(2). The purple route is optimal for facilitating UT Tyler's expected growth as it is in closer proximity to UT Tyler. Dr. Tidwell, UT Tyler President at the time of the feasibility study has publicly said he wants it close to UT Tyler. It will also improve access to Tyler Junior College and the area medical providers. No one wants to drive miles around a location but may be willing to drive on a shorter route that relieves traffic off Loop 323. The shorter purple route decreases truck travel distance 20 – 25%, reducing accordingly the amount of fuel, road wear and pollution costs, as well as freight costs to taxpayers.</p> <p>(3). The Adjusted Teal route will have negative impacts on regional air quality and vehicle costs by furthering a highway infrastructure that induces increased auto travel and impacts a rural setting. This will worsen fragmentation of habitat, and create air, noise, and light pollution, alter hydrology, and worsen the introduction of non-native species. The mitigation should consider the range of all additional ecosystems which will be lost to the Adjusted Teal route including additional farmland, rangeland, forest, and riparian land over and above the purple route.</p> <p>We do not need to further exacerbate regional air quality issues and energy consumption by encouraging longer commutes and increased vehicle travel miles. The Adjusted Teal route is approx. 2.3 miles longer than the purple route. Our region needs transportation and development approaches that will protect air and water resources, and reduce overall energy use. Ask any company transportation director whether they want to have their trucks drive additional miles or less miles to get around town. The shorter route means less wear and tear on vehicles, less fuel consumed and less driver expense.</p> <p>One of the largest companies in town with one of the largest fleet of vehicles (The Brookshires Grocery company) has told drivers not to get on Toll 49, due to cost and safety concerns, going so far as</p>	

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				<p>threatening drivers to pay the toll themselves if they use the road or face disciplinary action. Other companies have voiced the same concern to me. Smith County Sherriff office reportedly told officers to only use the Toll Road when responding to an emergency call and otherwise do not travel on the road.</p> <p>(4). In 2019, The Adjusted Teal route was estimated to cost taxpayers \$57.4M more than the purple route. Due to inflation, that number is much higher now. Selecting the purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for Toll Road right of way) would be better spent on other regional transportation projects. Picking another route will be a violation of the NETRMA's goal to be a wise steward of the public's money by allowing less cost-effective routes to remain in consideration.</p> <p>(5). The adjusted teal route crosses more tax parcels than the purple (Adjusted Teal +2.38 miles and adjusted Yellow +0.97 miles) and destroys Chapel Hill businesses. The Chapel Hill school district needs to fund additional schools, and this will reduce more of the tax base for the schools than the purple.</p> <p>(6). The adjusted Teal route is the least environmentally friendly route. It crosses ten more creeks than the purple route. The teal route is lower in drainage and more likely to cause upstream flooding than the purple. (National Flood Insurance Program). Secondary costs impacts' that have not been quantified is the subsequent increase in downstream run off (the Teal route is the closest remaining route to Lake Tyler, its feeder streams and tributaries) and increased flooding potential as much of the Adjusted Teal route is in the Lake Tyler watershed valley.</p> <p>(7). The southern half of the adjusted teal route is the Pink Route, (proposed early 2019) which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study) which the public opposed. For some reason NETRMA, and its then proxies, did not include these numbers in the "Adjusted Teal" public input count which is an unexplained deviation from the rest of their feasibility study methodology. Had they used a consistent methodology across the board, this route would no longer be in consideration. This is an egregious deviation from their stated policy for public preference, and a blatant abuse of NEPA regulation's requirement</p>	

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				<p>for public preferences ignoring a huge swath of the public and their preference.</p> <p>(8). The feasibility study included errors that undercounted businesses directly in the path of the Teal Route and over counted the businesses directly in the path of the Purple Route. When asked for details, we found at least six businesses not counted (of which two ag/farming related) in the Teal Route and found an overcount in the number of businesses on the Purple route. For example, on the Purple Route, they counted the Cherokee Electric Co-op as three businesses. When I contacted the Operations Director of Cherokee Electric, he said, "No, we have one business. When we bought here, we bought three adjoining lots so maybe they called it three businesses instead of one." Another example was Summitt Glass. The owner stated to me that he had one business. He had two buildings on the property with one as an office and the other as a warehouse but just one business. We asked that be corrected but they have never acknowledged us as have other request for corrections, even when they verbally acknowledged the inaccuracies. (9). The Adjusted Teal route is not the original Teal route. It is a combination of the original Pink and the original Teal and should continue to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA "split the difference in real estate" between these original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal.</p> <p>This is an extremely contentious point, and we feel NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, it had a favorable public preference but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a "complicated" construction point and impossible to safely build an exit ramp there. (10). The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the Adjusted Teal included much of the Pink Route issues and, on their website, they only cite the original Teal data, which is most disingenuous.</p> <p>(11). Had NETRMA used consistent methodology in scoring its own designated feasibility study criteria, as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with two other alternative routes scoring higher during</p>	

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				<p>the feasibility study. In fact, the correct calculation alone would have placed Gray as #3 route, Maroon #4 and Teal Adjusted #5 in the final ranking.</p> <p>When we approached NETRMA about this inconsistent scoring (of which they said public preference was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a "Judgement Call" to keep this route in play. On their website and in public meetings, NETRMA only show statistics on the old teal which is disingenuous.</p> <p>(12). NETRMA dropped the option of NO BUILD from public discussion on or after March 2025 following the feasibility study and the EIS re- start. A spokesperson on behalf of NETRMA told the Tyler Morning News during an interview and published in the May 14 edition of the paper, that they were not aware of any local democratic process that could intervene with the project which would mean a NO BUILD, a blatant contradiction to their prior public statements stating NO BUILD was an option.</p> <p>(13). We feel that NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal. Why else would they have a meeting in another town for input? Why not in other cities closer than Longview like Canton, Mineola, Gladewater, or Jacksonville? We believe it was an attempt to influence public support for the Teal route with Longview (the next largest city in the area after Tyler) and resident support. While they may say the eventual hourglass connector will eventually connect to Longview, it will not do so until an estimated 15 or more years and after completion of Segment 7 and Segment 8 and then connect to I 20 and through, or, around the city of Gladewater. Again, we feel this was an attempt to influence public preference for the Adjusted Teal Route.</p> <p>(14). The Teal route comes extremely close to the historic Bascom Road Church, and Bascom Cemetery, one of the oldest churches and cemeteries in Smith County, including folks interred from before the civil war. This is a sensitive site and traffic issues, and noise and pollution would disrupt church services, as well as last-rite services for those who continue to be interred here.</p>	

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				<p>(15). The Tel Route Threaten sensitive natural habitats along Big Timber Creek and surrounding wetlands.</p> <p>(16). Addendum to feasibility study the feasibility study was completed in 2019 and the data used to justify keeping the Adjusted Teal in play has changed drastically. While NETRMA published an addendum, less than ¼ mile from me I see two new businesses that were not included in the 2024 addendum and at least one large expensive home behind me all in the path of the proposed Teal Route but also not in the addendum, in spite of its construction completed long before the addendum was created.. For such an impactful project, you would think NETRMA would have more accurate data. Again, this is another attempt to bias the selection for the Adjusted Teal route.</p> <p>(17). Red breasted woodpecker, on the endangered species list was spotted by two people at two different residences on the Adjusted Teal Route. A bald eagle has been seen nesting at the Hwy 850 intersection of where the teal route crosses 850.</p> <p>(18). The Teal Route is a violation of the working group goal of maintaining public goodwill because there is a large public outcry against the Adjusted Teal remaining.</p> <p>(19). Decreased public safety by placing a dangerous interchange near Bascom Road Methodist Church Hill with multiple blind spots near the hill crest. This hill is the fifth highest point in the county, yet it will require an interchange near the crest of a hill with two roads (CR 262 and FM 848) intersecting with blind spots on each side of the intersection, creating six blind spots for interchange interaction.</p> <p>(20). Violation of NETRMA's goal to accelerate the development of transportation projects in NE Texas, by selecting a route 30% longer and with ten additional bridges than closer routes.</p> <p>Please say no to the Adjusted Teal Route. Make Toll 49 Segment 6 safe for all of us, and especially our children and their future.</p> <p>Please review the environmental impact on this proposed route and the safety of our kids.</p>	
140	Sharla Ward	5/6/25	Comment Form	<p>We need to get a better understanding of the timeline of this project. We are sort of in limbo on making decisions for our future. Our property maybe in the route of the 49 loop and we are just waiting to hear. And we are aging fast.</p>	<p>Thank you for your interest in Toll 49 Segment 6. Please stay up to date on the project by visiting www.netrma.org/projects/segment-6. Your comment has been noted.</p>
141	Sharon Emmert	5/10/25	Mailed	<p>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.</p>	<p>Thank you for sharing your support for the Teal route and opposition to the Purple and Yellow routes based on the reasons provided. Your comment has been noted.</p>

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				<p>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.</p> <p>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 152 independent living apartments and about 100 assisted living and memory-care residences; Summerwood Apts w/204 units; and numerous recently-built townhouses.</p> <p>Of the 20-member so-called "stakeholder" group, nine of them (45%) were employees of or had close ties to the city 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.</p> <p>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.</p> <p>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.</p>	

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				<p>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 minimize commercial invasion into adjacent neighborhoods.</p> <p>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.</p> <p>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.</p> <p>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, but he is faithful - "For I know the plans that t have for you. They are plans for good and not for disaster, to give you a future and a hope." Jeremiah 29:11 NLT</p>	
142	Sharon Price	5/22/25	Online Comment	No Build on Segment 6	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.
143	Sheila	5/10/25	Online Comment	I feel this needs to be tabled until the existing Loop 49 has extensive safety improvements. We do not need another deadly road added at the expense of tax dollars plus high tolls.	Thank you for sharing your opposition with support for the No-Build alternative and expressing interest in existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.
144	Shelli Dunning	5/22/25	Online Comment	I, as well as my mother, live in an area that would be NEGATIVELY impacted by this expansion whether it be any of the routes. Years ago the sale of the property was entertained since my mother was	Thank you for describing the potential impacts to you and your property, and sharing your opposition with support

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				<p>getting older and not as able to take care of everything after her husband, my stepfather, passed. She had a serious buyer...until they found out about the possibility of the toll expansion that could come through or very close to the property and they backed out. This was long before this section of expansion even had possible routes picked. It was just talk that one day it would expand and possibly come close or through the property and the potential buyer was gone quick. Instead of selling, I moved here to help my mom take care of the homes and the property so she didn't have to worry that she was getting older and not able to keep up with the tasks required here. This afforded her the ability to stay and this made her quite happy that she didn't have to leave. Now her happiness is clouded and the thought of this coming so close or possibly across the back corner of the property has now been of great worry for us since the talk of this segment expansion first began around 2019-2020 I believe. It got put on hold after due to Covid and we so hoped that we would never hear another thing about it. We have been here for many years and love our country living and the wildlife that is here, along with the tranquil quite that we have. We have deer, fox, rabbits, owls and raccoons and more that wander our property. It is such a joy to look out and see 8-12 deer gathered and eating in your front yard which happens frequently. It is also wonderful to have such serene and quite surroundings. The toll coming through here will endanger/destroy the wildlife's habitat, put an end to our peaceful and quite country home as we know it and strip us of enjoying the wildlife that we so frequently enjoy seeing and will be replaced by visions of cars racing by. Wildlife will lose their habitat and/or be hit and killed by cars further taxing our ecosystem. They are here for a reason and people are slowing cutting down their home and pushing them out and they end up dying out. Quite frankly we DO NOT want it, nor does anyone on our little road here. My mom is near distraught over the thought of this expansion and what it will do to the life she has known here for so many years, as am I. This is the home that would be mine when my mother passes and the thought of this expansion just makes me physically sick. My mom worries now that she will be leaving me with a home that would no longer have what we both are so used to and love so very much. At her age she shouldn't have to be faced with the sleepless nights and worries and tears this expansion is creating for her...all so people can shave a few</p>	<p>for the No-Build alternative based on the reasons provided. Your comment has been noted.</p>

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				minutes off their commute and supposedly help traffic congestion which I doubt will help. Most people do not want to pay or cannot afford the costly tolls just to drive from one side of town to the other. Most of the time I choose to drive out of my way to avoid getting on the toll. It costs too much and it is dangerous also. Many lives have been lost on your toll 49!! This expansion is not worth destroying wildlife habitats, the wildlife, people's lives and putting an end to the tranquil and quite living we love so much. This is creating distress and worry not just for us, but for so many people in it's path that will negatively be impacted by this expansion. I vote DO NOT BUILD! WE DO NOT WANT IT!! I wouldn't want it even if it saved me 15 minutes on a commute one way. Our world is already in chaos and everyday you hear or read about nothing but bad in this world and your project is going to create more bad and negative than it will good. Our world needs "Good things" for a change.	
145	Sherri Randall	5/11/25	Email	<p>We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.</p> <p>Community and Safety Concerns:</p> <p>The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.</p> <p>Environmental Risks:</p> <p>Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks</p>	Thank you for describing the potential impacts to you and your property, expressing your concerns, and sharing your opposition with support for the No-Build alternative based on the reasons provided. A wide median is proposed for the interim 2-lane and ultimate 4-lane roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and will include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability and NETRMA financial stewardship. Your comment has been noted.

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				<p>and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.</p> <p>Challenging the "Purpose & Need":</p> <p>NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.</p> <p>The Purpose & Need statement heavily relies on:</p> <ul style="list-style-type: none"> · Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. · Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. · Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well documented concept in urban planning. <p>There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.</p> <p>Economic and Social Consequences:</p> <p>The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.</p> <p>Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid,</p>	

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				<p>continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.</p> <p>Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> · Ongoing Debt Obligations: Toll 49, operated by the Northeast Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. <p>Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.</p> <p>We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.</p> <p>Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.</p>	

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				<p>Conclusion and Call to Action:</p> <p>We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.</p> <p>Our neighborhoods matter. Our families matter. Our community matters.</p>	
146	Sherry Wilson	5/6/25	Comment Form	The interchange is too close to schools. The water from the toll will flood our homes. I believe we should not have the toll at all. There is no need for it.	Thank you for expressing your concerns and sharing your opposition based on the reasons provided. Your comment has been noted.
147	Sheryl Moore	5/8/25	Email	<p>As a driver, I think the extension is an excellent idea. I think it should connect directly with I-20 rather than Hwy 271. Get ahead of the influx of growing population and get the road completed as soon as possible.</p> <p>I am a property owner in The Woods section of Tyler. The construction will not be anywhere near my property. I do understand the concerns of the property owners that are in the construction area. I just think we have to see ahead for the oncoming traffic before it gets too heavy.</p>	Thank you for sharing your support. Your comment has been noted.
148	Stephanie Foster	5/11/25	Online Comment	I support the expansion of Toll 49 to the Segment 6 project. I don't have a preference for the road path from the current end point of Toll 49. I strongly recommend the Teal Alternative Segments end point at SH155 interminous. I live in Winona and have lived in Longview. This path would greatly improve traffic flow and decrease travel time from I20 to South Tyler. Loop 323E and, even more so Broadway, are so congested. Segment 6 would relieve some of the congestion. One key point, that may be outside the scope of this project, is SH155 and the intersection at SH155 and I20. SH155 (from 271 to I20) may need to be widened and the intersection (at SH155 and I20) will definitely need to be rebuilt. The intersection is already congested with increased traffic for the Tyler Interstate Commerce Park. If this intersection is updated and Toll 49 Segment 6 built, traffic coming from Hawkins, Gladewater, Longview, Kilgore, and Arp will all improve for personal and commercial traffic. Improved roadways allow for improved commerce, which is good for the community.	Thank you for sharing your support, with highest support for the Teal route connecting to SH 155 based on the reasons provided. Your comment has been noted.

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149	Stephen Ward	5/6/25	Comment Form	Please Read! We need a decision to be made ASAP. Having meetings after meetings is a waste of time and money! Also as a farmer I need to know where the road going because I have to fertilize and lime and what and where do I plant. Where to I plant my fruit trees and blueberries blackberries and grapes.	Thank you for describing the potential impacts to you and your property and expressing your concerns to have a decision as soon as possible. Please stay up to date on the project by visiting www.netrma.org/projects/segment-6 . Your comment has been noted.
150	Steve Roosh	5/7/25	Email	We strongly support the Teal Route. The Teal Route goes through less populated areas and will impact fewer landowners than the Yellow or Purple Routes.	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.
151	Steven A. Pickett	5/16/25	Email	I am Steve Pickett and I object to the "Teal Route" of Segment 6 which will run through my property. The "Purple Route" is best choice as it is shorter in length, a much more direct route north and will be cheaper to construct. The qualities listed above are the goal of the route NET RMA chooses. The shortest route, the most direct path and a more economical solution. Should you need further feedback, please advise.	Thank you for describing the potential impacts to you and your property, and sharing your opposition of the Teal route with support for the Purple route based on the reasons provided. Your comment has been noted.
152	Steven M. Hudson	5/8/25	Mailed	I just want to state I am only in favor of the No Build option. To allow UT Tyler to try and force this on the City of Tyler is a disgrace. I bet nobody at UT Tyler pushing this has property being affected. Isn't that odd. If you have so much money available take it and make the toll 49 already built a 4 lane divided highway to cut down in so many fatalities. Tyler is not building or expanding where this seg 6 is proposed. It will not relieve traffic congestion even a little. It makes NO sense to bring seg 6 back into Hwy 271 - That goes away from Longview, Marshall & Shreveport. If you are trying to build a OUTER loop only a idiot would look at this and call it that. Take the money, widen Hwy 31 east, that road goes the correct direction. There is no common sense reasoning for Seg 6. I know yall have already made up you're mind and you don't care what anyone thinks but UT Tyler. This is all underhanded & political. Everyone involved should be ashamed.	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.
153	Sue Adams	5/7/25	Email	In reviewing the suggested routes for toll 49 the one that best meets the traffic congestion would be the teal route connecting to hwy 155.	Thank you for sharing your support for the Teal route connecting to SH 155 based on the reason provided. Your comment has been noted.
154	Tad Dominey	5/14/25	Online Comment	1 / 3 We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety,	Thank you for describing the potential impacts to you and your property, expressing your concerns, and sharing your opposition with support for the No-Build alternative based on the reasons provided. A wide median is proposed for the interim 2-lane and ultimate 4-lane

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				<p>environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment. Community and Safety Concerns: The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous. Environmental Risks: Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone. Challenging the "Purpose & Need": NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it. The Purpose & Need statement heavily relies on:</p> <ul style="list-style-type: none"> · Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. · Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. · Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning. There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. 	<p>roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and will include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability and NETRMA financial stewardship. Your comment has been noted.</p>

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				<p>Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact. 2 / 3 Economic and Social Consequences: The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> · Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. <p>Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful</p>	

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				safeguards. Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion. Conclusion and Call to Action: We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, 3 / 3 environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process. Our neighborhoods matter. Our families matter. Our community matters.	
155	Tambra Hobbs	5/12/25	Online Comment	No Build on Teal color. Not really sure if our house would be taken or looking right at this ugly toll road, which will create nothing but noise, pollution and safety concerns. We have enough issues with safety around our schools and this road will make it worse for all children who attend. Our Road could possibly be a dead-end would also create issues with only one road, Betty Dr. The only access into this neighborhood creating more congested traffic and safety concerns. It seems the existing toll 49 is not safe and needed to be addressed. This whole idea would be an abomination to our neighborhood. We can all access easily to Hwy 271 or I20 on the existing roads without this destroying our livelihood.	Thank you for describing the potential impacts to you and your property, and sharing your opposition to the Teal route based on the reasons provided. Your comment has been noted.
156	Tammie Stewart	5/8/25	Email	I reside in Smith County and drive into Gregg County every day. My family and I DO NOT- DO NOT- DO NOT want any part of this toll expansion.	Thank you for sharing your opposition. Your comment has been noted.
		5/12/25	Email	The people in the Chapel Hill area are vehemently AGAINST the segment 6 project. We specifically live in those areas to be further away from traffic and the problems with increased population.	
		5/12/25	Email	Good morning. The community members in the segment 6 area are NOT in favor of this project.	
157	Taylor Fox	5/9/25	Online Comment	I vote no build. Every route will take out multiple homes. No one in chapel hill wants a toll road running through our back yards.	Thank you for sharing your opposition with support for the No-Build alternative based on the reasons provided. Your comment has been noted.
158	Teresa Hetrick	5/6/25	Comment Form	I am a resident of Lake Tyler and would like to better understand the "Alternative" Evaluation process. 1) What triggers it and when	Thank you for your comment regarding the alternative evaluation process and the potential impacts to people

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				<p>would it be considered? Or maybe it is the "Alternatives" Eval process and just worded weird.</p> <p>I have people around me that are "no build" because of how it will effect traffic on Old Omen or at least NO TEAL. Also know people on the route that might be displaced. Its hard when you are older.</p>	<p>you know. Alternatives will be screened multiple times during the Environmental Impact Statement (EIS) process as the method to identify the preferred alternative. Screening criteria such as number of homes or businesses displaced, acres of wetland impacted, etc. will be used to follow State and Federal guidelines. Your comment has been noted.</p>
159	Teresa Wilson	5/15/25	Mailed	<p>I hope you do a no-build, but if you absolutely have to have more loop 49 out this way please, please please go with teal where theres less housing! We are very very happy here and have done alot of work out here and to our home. Its been in the family for many years!!!</p> <p>Please Please - dont take my home from me or get right on me with this Loop 49!!! AND WHAT? FOR A COUPLE OF MILES DIFFERENCE?!!?</p> <p>Id rather it be a no-build!!! No Loop 49 thru here!!! No build!!! OR FURTHER OUT WHERE THERE'S LESS HOMES!!! PLEASE DONT TAKE MY HOME FROM ME!</p>	<p>Thank you for describing the potential impacts to you and your property, and noting your opposition to the Teal route and support for the No-Build alternative based on the reasons provided. Your comment has been noted.</p>
160	Thomas Alford	5/14/25	Online Comment	<p>We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.</p> <p>Community and Safety Concerns: The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and</p>	<p>Thank you for describing the potential impacts to you and your property, expressing your concerns, and noting your opposition with support for the No-Build alternative based on the reasons provided. A wide median is proposed for the interim 2-lane and ultimate 4-lane roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and will include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability</p>

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				<p>dangerous.</p> <p>Environmental Risks: Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone. Challenging the "Purpose & Need": NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it. The Purpose & Need statement heavily relies on: • Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. • Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. • Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning. There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact. Economic and Social Consequences: The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49</p>	and NETRMA financial stewardship. Your comment has been noted.

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				<p>remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> • Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. <p>Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.</p> <p>Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.</p> <p>Conclusion and Call to Action: We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed</p>	

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				by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process. Our neighborhoods matter. Our families matter. Our community matters.	
161	Tim Klingler	5/9/25	Online Comment	In general, I favor the proposed Teal routing, as modified, due to the lessened environmental and residential/commercial displacements. That said, I would recommend considering combining with the routing of the proposed Grande Avenue extension being considered by the City of Tyler, which essentially follows the path of the existing high capacity powerlines, thereby reducing further the environmental impact.	Thank you for noting your support for the Teal route based on the reasons provided and noting the city's plans to extend Grande Boulevard along the existing high-capacity power lines. Your comment has been noted.
162	Tina Schoenberger	5/6/25	Comment Form	I prefer the Purple, Yellow, or Teal Alternative w/ Alt 31 crossing. Do not want original teal to be built! Thank you!	Thank you for noting your support for the Purple, Yellow, or Teal Alternative route with opposition to the Original Teal route. Your comment has been noted.
163	Tommy Alford	5/8/25	Email	<i>(Duplicate comment attached to email as comment form and letter)</i> We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment. Community and Safety Concerns: The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous. Environmental Risks: Beyond community safety, the environmental repercussions of this	Thank you for describing the potential impacts to you and your property, expressing your concerns, and noting your opposition with support for the No-Build alternative based on the reasons provided. A wide median is proposed for the interim 2-lane and ultimate 4-lane roadway section. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. The Environmental Impact Statement (EIS) process will evaluate impacts to the social and natural environment following State and Federal guidelines and will include project permit and mitigation needs (as well as evaluating the No-Build alternative). The project need is supported by population projections from the US Census Bureau and the Texas Demographic Center and by Level of Service analysis and travel time projections with and without the project, as well as congestion shown in the Tyler Area Metropolitan Planning Organization's Metropolitan Transportation Plan. Travel demand with tolling analysis using standard industry practices will be evaluated during the EIS process for financial viability and NETRMA financial stewardship. Your comment has been noted.

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				<p>project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.</p> <p>Challenging the "Purpose & Need": NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.</p> <p>The Purpose & Need statement heavily relies on: · Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities. · Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim. · Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning.</p> <p>There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.</p> <p>Economic and Social Consequences: The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local</p>	

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				<p>residents.</p> <p>Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.</p> <p>Financial Concerns of Toll 49:</p> <ul style="list-style-type: none"> · Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. <p>Environmental Impact Study (EIS) and Accountability:</p> <p>NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.</p> <p>We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.</p> <p>Alternative Solutions and No-Build Justification:</p> <p>We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to</p>	

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				<p>major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.</p> <p>Conclusion and Call to Action: We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process. Our neighborhoods matter. Our families matter. Our community matters.</p>	
164	Tommy R.	5/23/25	Email	<p>Our group feels that the Adjusted Teal Route should not be built and should be removed from consideration. We have met numerous times with the press in 2019 and most recently in 2024 that has published our safety concerns for Toll49 Seg 6 Teal Route where we believe the kids are at risk if the Teal route is kept in proposal. This is with KETK TV, Tyler Morning Telegraph and The Longview News Journal. We have submitted via separate email from one member one petition of 180 signatures from people opposing the teal route and a 2nd petition with at least 80 people signing in opposition to the teal route. Many of us opposed to the Teal Route have spoken in person at NETRMA board meetings opposed to the Teal route. We firmly believe another route such as the purple route would better serve the public and meet Tylers economic expansion plans as well as meet the objectives of NETRMA. The adjusted Teal route is not the original Teal route and it includes a portion of the original Pink route that was highly opposed by the public. However, for some reason public preference opposing the Pink route portion that was combined with the Teal were not published by NETRMA causing the public to not see the actual opposition on part of the adjusted Teal route. The public would be better served by eliminating the Adjusted Teal and Adjusted Yellow from consideration.</p>	<p>Thank you for noting your opposition of the Teal route (Teal adjusted route from the Feasibility Study) and the Yellow route (Yellow adjusted route from the Feasibility Study) with support for the Purple route (adjusted from the Feasibility Study) based on the reasons provided and petitions cited. Your comment has been noted.</p>
165	Tony Rhorer	5/6/25	Comment Form	<p>Thank you for taking time to educate the public and listen to us. From my perspective the purple route makes the best economic sense for Tyler. It will feed traffic to the critical and growing medical</p>	<p>Thank you for noting your support for the Purple route based on the reasons provided. Your comment has been noted.</p>

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				district. I don't really see the point of an artery like 49 going "around" Tyler rather than through it. Thank you again.	
166	Twyla Selvidge	5/6/25	Comment Form	Due to the growth of Tyler in the past 5-10 years -> the TEAL route is a No-Brainer. The original Purple route is actually "Out-of-Date" b/c of population growth.	Thank you for noting your support for the Teal route. Your comment has been noted.
167	Veronica Veach	5/6/25	Comment Form	I recently built a semi custom home and have a big metal shop. I would like the teal route since it would avoid my property. I already have to deal with the trash trucks & companies taking trash to the dump - which is 6 days a week and a lot of traffic. I would assume that the yellow route would have a ramp on 2767 for the dump & jake brakes would definitely affect the quality of life for me and my neighbors. They throw out a lot of trash daily, so now if that ramp happens, I would have trash not only in my front yard but along the side yard too. Since the trash blows with the wind it wouldn't stay on the right of ways!!!	Thank you for describing the potential impacts to you and your property and noting your support for the Teal route. Your comment has been noted.
168	Virgil Wilson	5/15/25	Mailed	<p>I vote No Build!!! But if you cant live without Loop 49 through this area, I say go with the Teal because theres not near as many homes and businesses youll have to take away from people!!! Ive worked hard on my home to make it even better and Im happier than Ive ever been in a home!!! You need to go further out anyway!!! Makes no sense to take people's homes when theres not that much traffic this way anyway!</p> <p>Please, please, please dont come through here and take away what Ive worked so hard on!!!</p> <p>NO BUILD!!! And what? For a couple of miles difference??!</p> <p>Please dont take my home Ive worked so hard on!!! I love it here!!!</p>	Thank you for describing the potential impacts to you and your property and noting your support for the No-Build or Teal route as a build alternative for Toll 49 Segment 6 based on the reasons provided. Your comment has been noted.
169	W.V. Ferrell	5/20/25	Mailed	<p>Collateral Damage. Teal: No Deal!</p> <p>I am an Air Force veteran. SAC. Our B-52s could carry various payloads from conventional 500 and 1,000-pound bombs to missile ordinance to nuclear weapons. The blast radius of each device was known and calculated. Collateral damage was yet another given. Insidious, it always yielded more devastation with painful residual consequences.</p> <p>Ops Orders for Code Teal, the Toll 49 Segment 6 bombing run, are now in the works. If it stands, the land between Morris Rd and Betty</p>	Thank you for describing the potential impacts to you and your property, expressing your concerns, and noting your opposition based on the reasons provided. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than

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				<p>Dr. off Hwy 64 will be obliterated, with homes destroyed and families displaced. Compensation will be less than market value and nowhere near replacement costs.</p> <p>Yet, the 50 properties and 150+ folks on Betty Drive who are outside the blast radius are destined to become collateral damage ... with NO compensation. Instead, Betty residents will face a nuclear winter of noise, air pollution, traffic hazards and congestion, depreciated land value and water runoff with high water and flooding.</p> <p>I have already experienced the effects of an altered watershed after land and trees were cleared to build a house on the property west of CR 2206 at [REDACTED]</p> <p>In these past 18 months, water in the drainage ditch running through my property on the north end of Betty has been higher during rains. This deposits more sand and sediment, which has blocked, diverted, and backed up water that would normally drain onto the pastureland east of me.</p> <p>Texas Water Code Section 11.086 addresses the prohibition of diverting or impounding surface water that damages another's property with remedies. This is an issue that should be taken seriously for all Betty residents, especially for the eight properties facing the greatest impact.</p> <p>Already deemed the most dangerous road in Smith County, Toll 49 is a transportation boondoggle that must use taxpayer dollars to stay afloat. It is a mismanaged and wasteful enterprise that squanders money and threatens human life in a way that's reminiscent of the self-serving back channel subterfuge of the D.C. Swamp.</p> <p>Oh, DOGE, where art thou?</p>	<p>140,000 vehicles per day for the design-year traffic. Noise studies will be performed during the EIS process. Drainage studies will be performed to accommodate water flows and size drainage structures during the design process to meet applicable TxDOT and FEMA drainage requirements for the project (with drainage structures maintained by the NETRMA after construction). Your comment has been noted.</p>
		5/23/25	Online Comment	<p>I am an Air Force veteran. SAC. Our B-52s could carry various payloads from conventional 500 and 1,000-pound bombs to missile ordinance to nuclear weapons. The blast radius of each device was known and calculated. Collateral damage was yet another given. Insidious, collateral damage always yields more devastation with</p>	<p>Thank you for describing the potential impacts to you and your property, expressing your concerns, and noting your opposition based on the reasons provided. Your comment has been noted.</p>

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				<p>painful residual consequences.</p> <p>Ops Orders for Code Teal, the Toll 49 Segment 6 bombing run, are now in the works. If executed as planned, the land between Morris Rd and Betty Dr. off Hwy 64 will be obliterated, with homes destroyed and families displaced. Compensation will be less than market value and nowhere near replacement costs.</p> <p>Yet, the 50 properties and 150+ folks on Betty Drive who are outside the blast radius are destined to become collateral damage...with NO compensation. Instead, Betty residents will face a nuclear winter of noise, air pollution, traffic hazards and congestion, depreciated land value and water runoff with high water and flooding. My family has already experienced the effects of an altered watershed after land and trees were cleared to build a house on the property west of CR 2206 at [REDACTED]. As a result in these past 18 months, water in the drainage ditch running through our property on the north end of Betty has been higher during recent rains. This has deposited more sand and sediment, which has blocked, diverted, and backed up water that would normally drain onto the pastureland east of us. Texas Water Code Section 11.086 addresses the prohibition of diverting or impounding surface water that damages another's property with remedies. This is an issue that should be taken seriously for all Betty residents, especially for the eight properties facing the greatest impact. Already deemed the most dangerous road in Smith County, Toll 49 is a transportation boondoggle that must use taxpayer dollars to stay afloat. It is a mismanaged and wasteful enterprise that squanders money and threatens human life in a way that's reminiscent of the self-serving back channel subterfuge of the D.C. Swamp. Oh, DOGE, where art thou?</p>	
170	Wesley Blalock	5/8/25	Email	As a concerned citizen of Chapel Hill, I would like to voice that we the citizens of Chapel Hill do NOT want this terrible road running through our community. I know that you are solely focused on money and will not listen to us but I can't say that I didn't try.	Thank you for noting your opposition of the project running through the Chapel Hill community. Your comment has been noted.