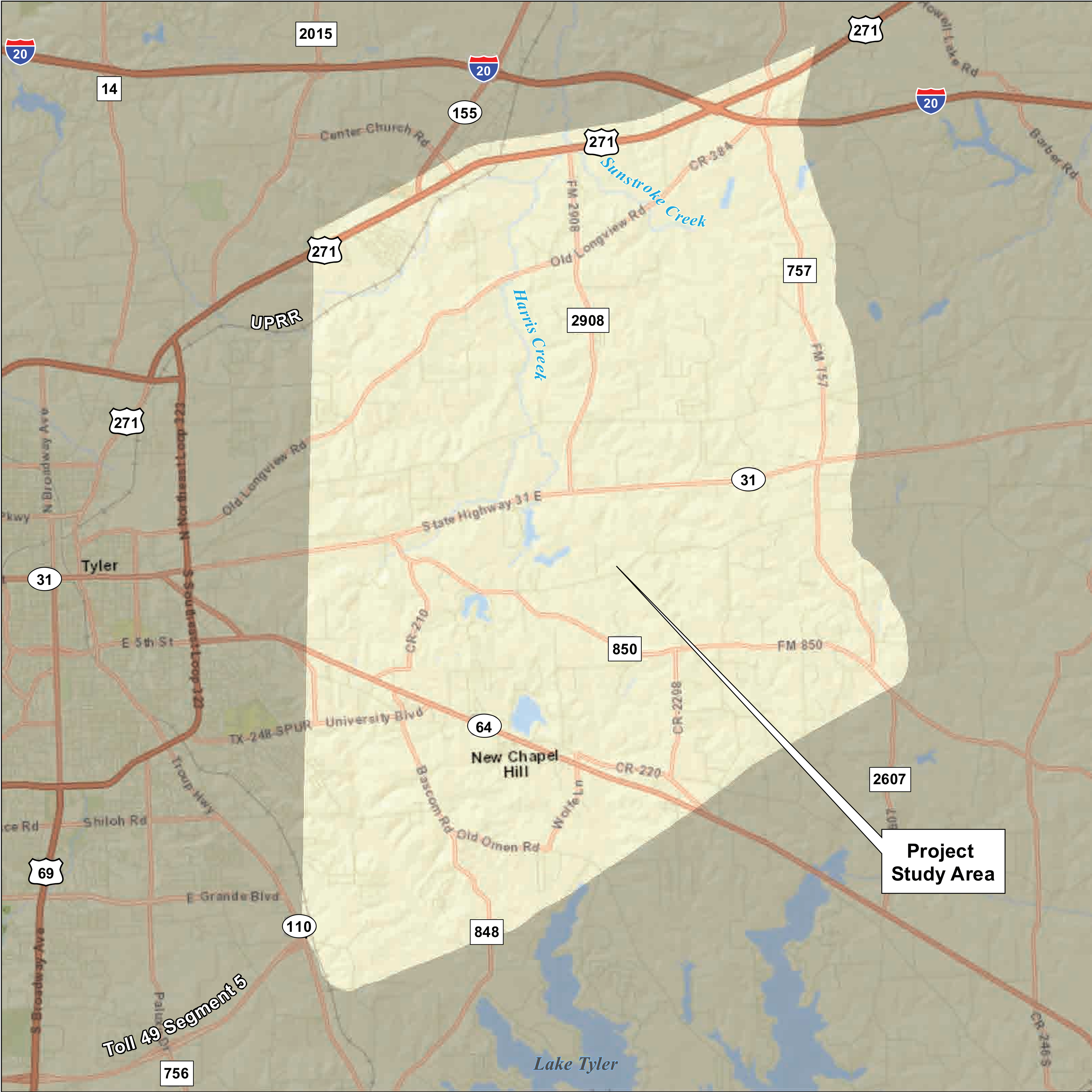


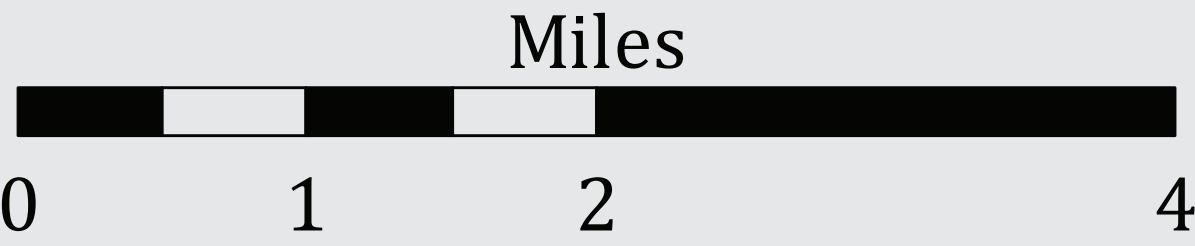
# **WELCOME**

**Toll 49 Segment 6 Meeting**

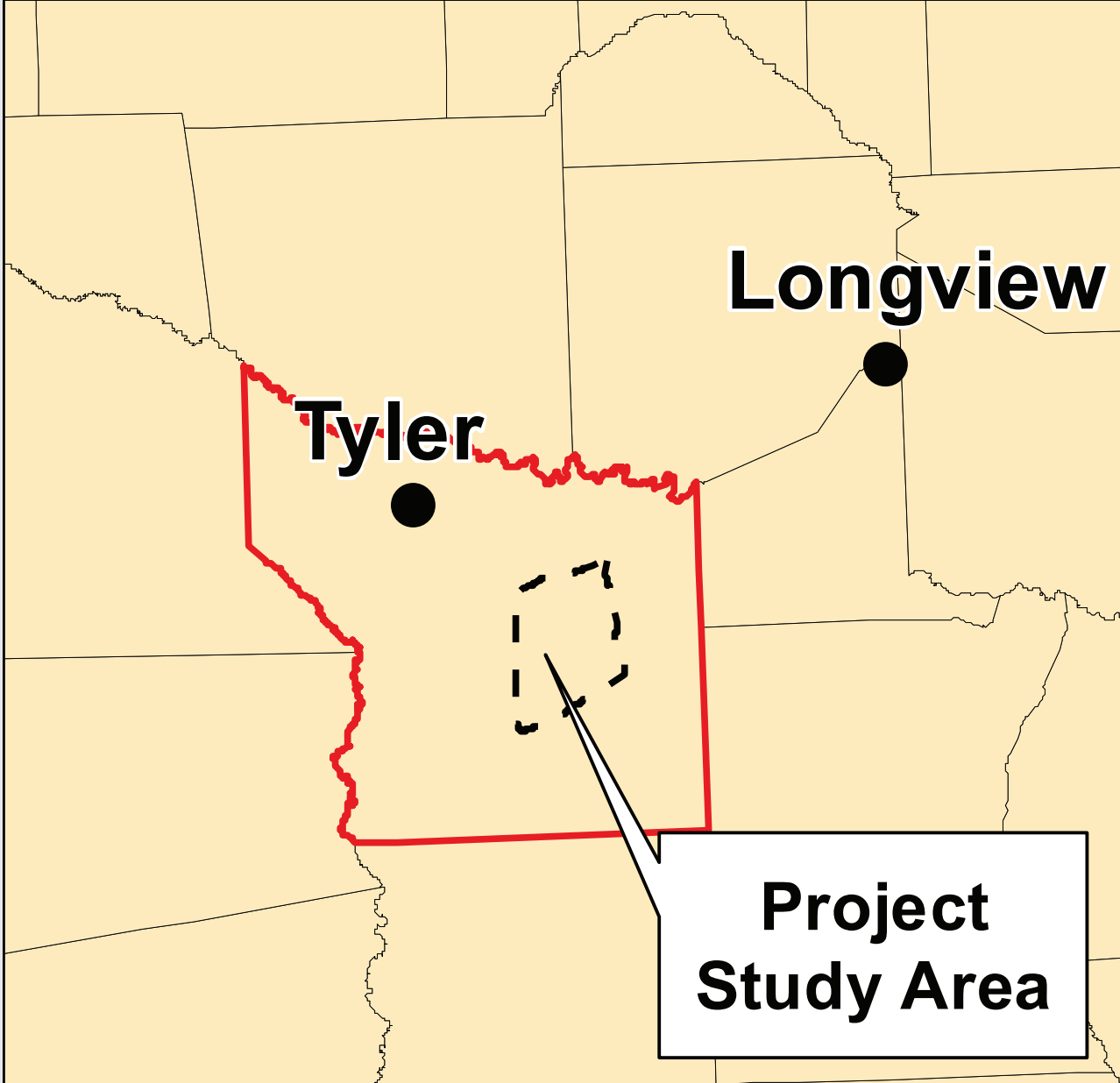
# Toll 49 Segment 6 • Study Area Map



**Toll 49: Study Area Map**  
Smith County, TX



Source: ESRI World Street Map 2018



# Toll 49 Segment 6 • Project Development Process



*\* Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.*

## PROJECT GOALS AND OBJECTIVES

### Enhance Accessibility and Mobility

- Develop the most direct route with the shortest travel time
- Provide access to local communities
- Provide access at existing federal and state highways
- Improve access for first responders

### Minimize Impacts to the Community and Natural Environment

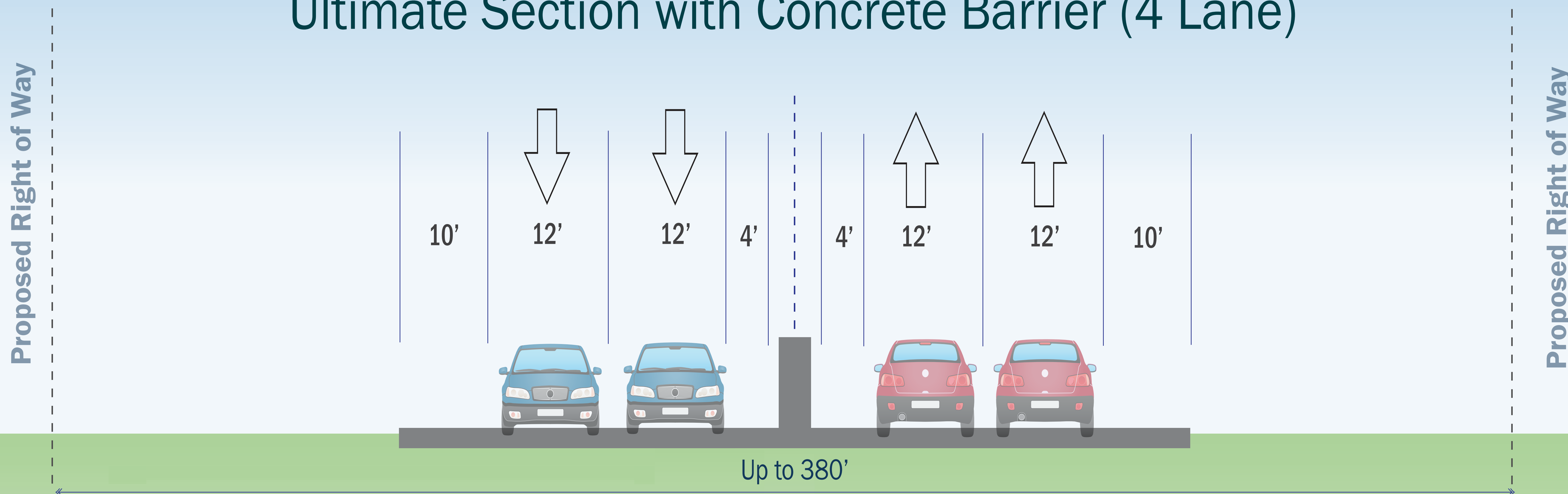
- Minimize impacts to private property
- Protect water quality
- Minimize impacts to parks, schools and other community resources

### Support Economic Development

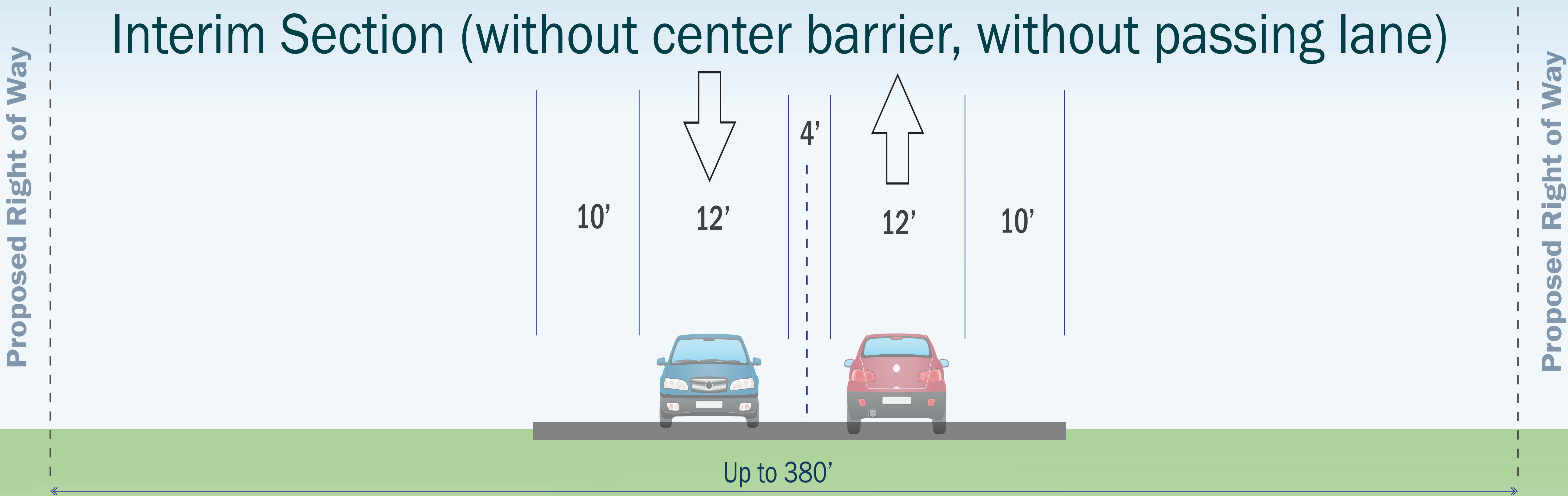
- Minimize negative impacts to existing businesses
- Enhance access for commerce and business development

# Toll 49 Segment 6 • Conceptual Cross Sections

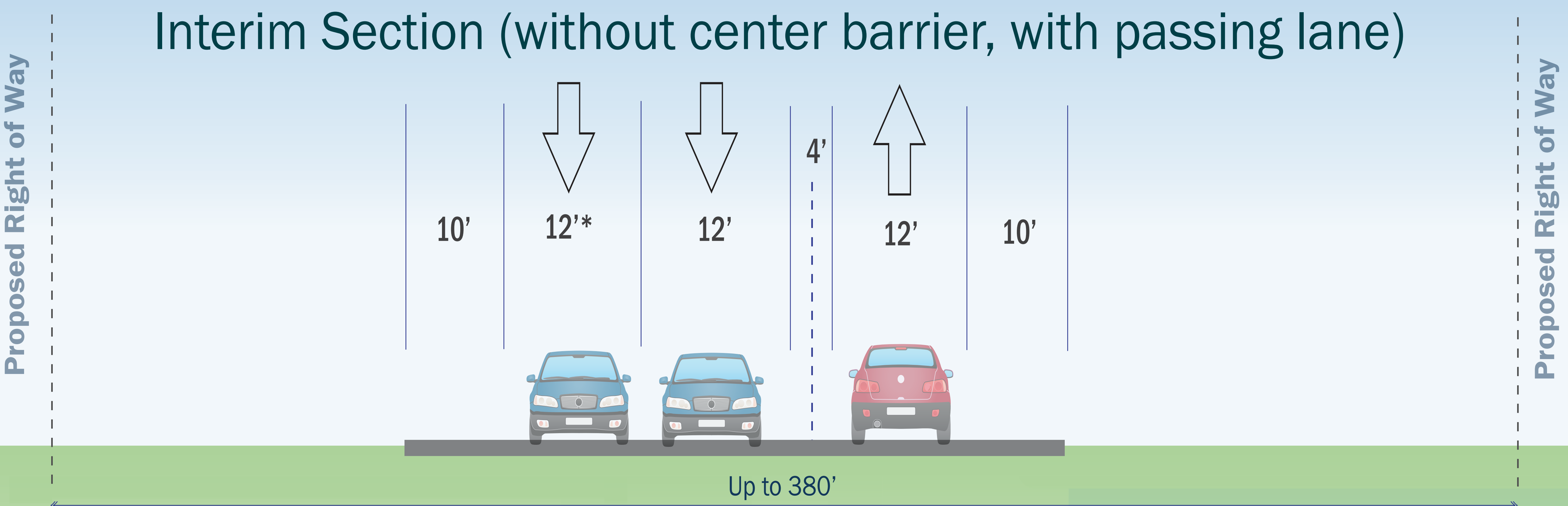
Ultimate Section with Concrete Barrier (4 Lane)



Interim Section (without center barrier, without passing lane)



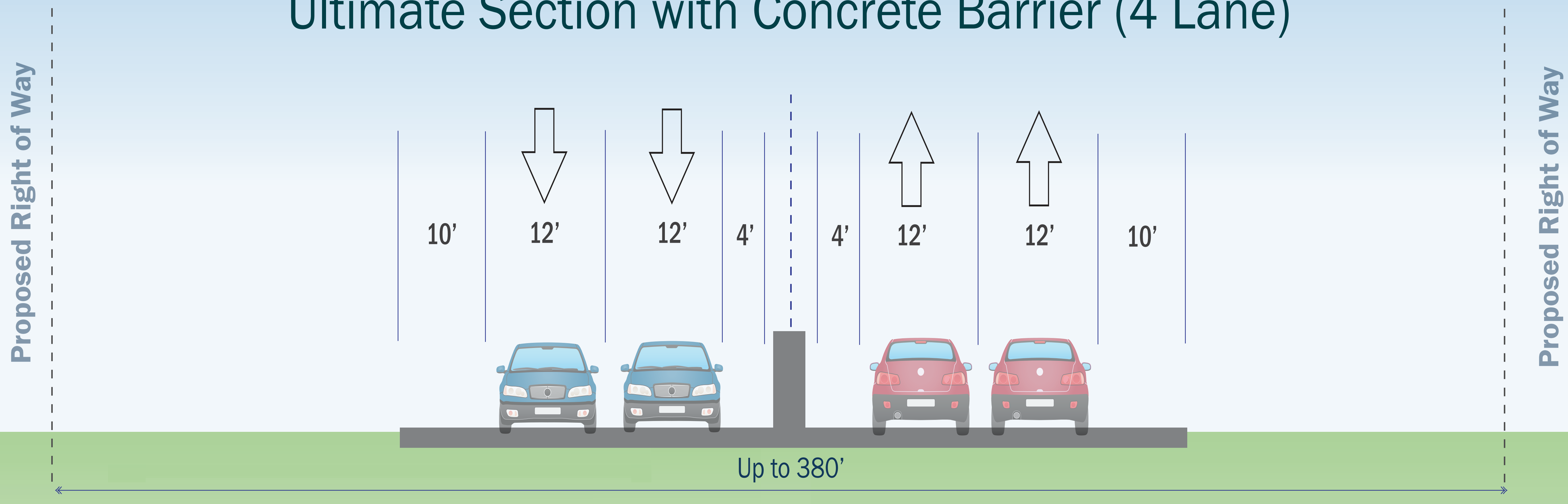
Interim Section (without center barrier, with passing lane)



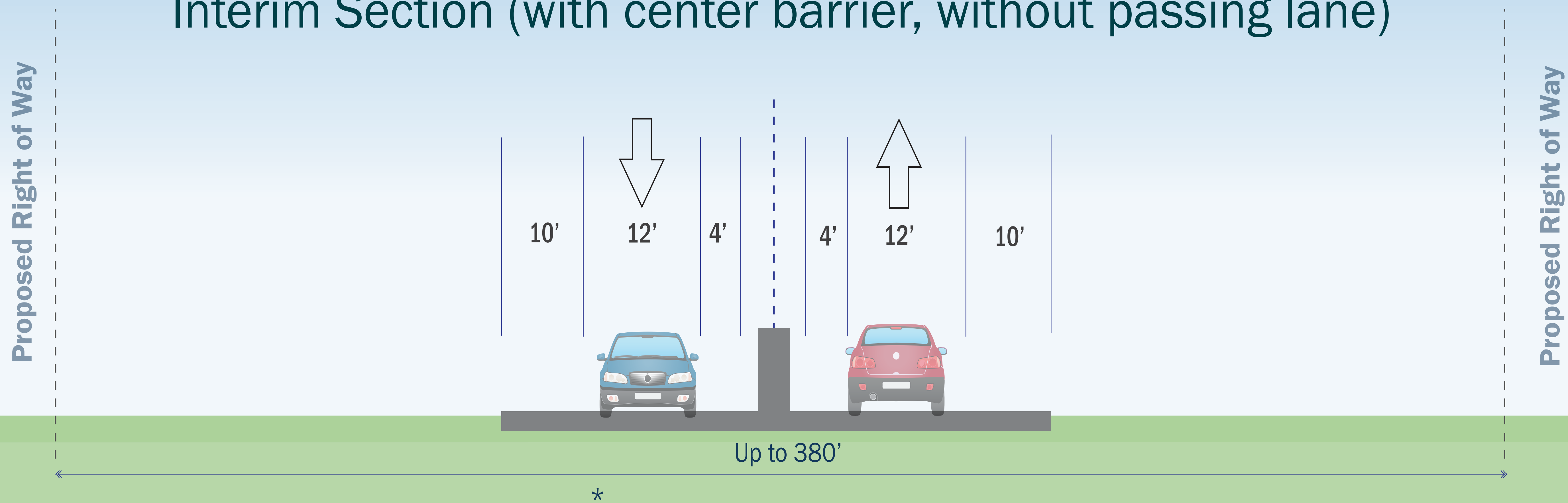
\* Passing lane would alternate sides.

# Toll 49 Segment 6 • Conceptual Cross Sections

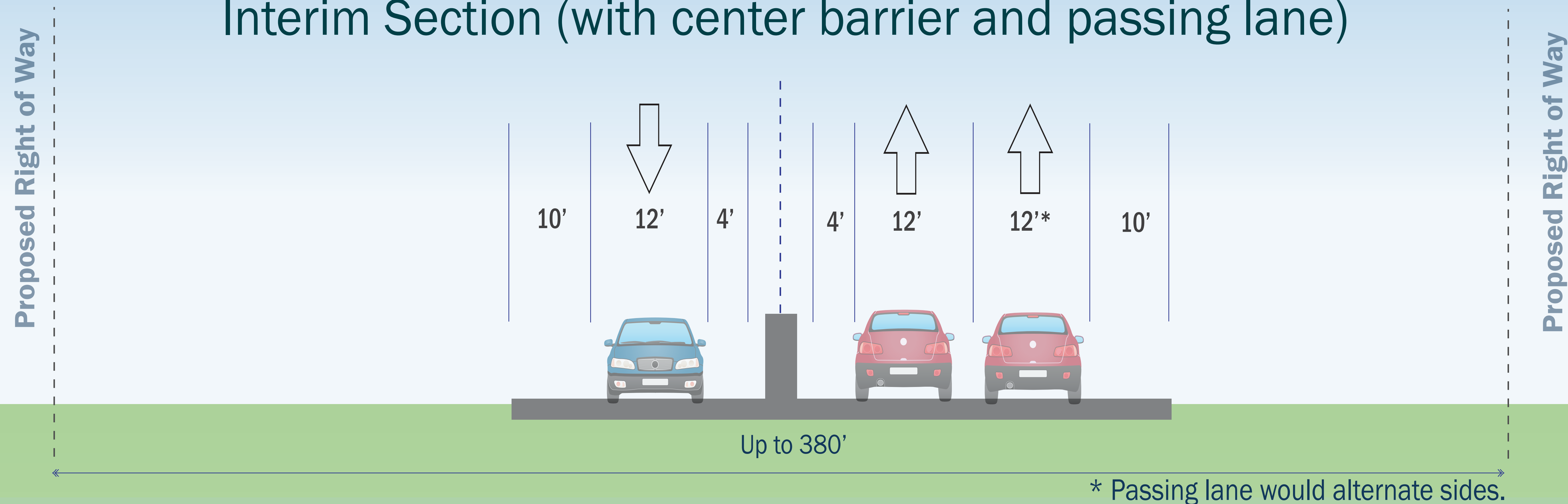
Ultimate Section with Concrete Barrier (4 Lane)



Interim Section (with center barrier, without passing lane)



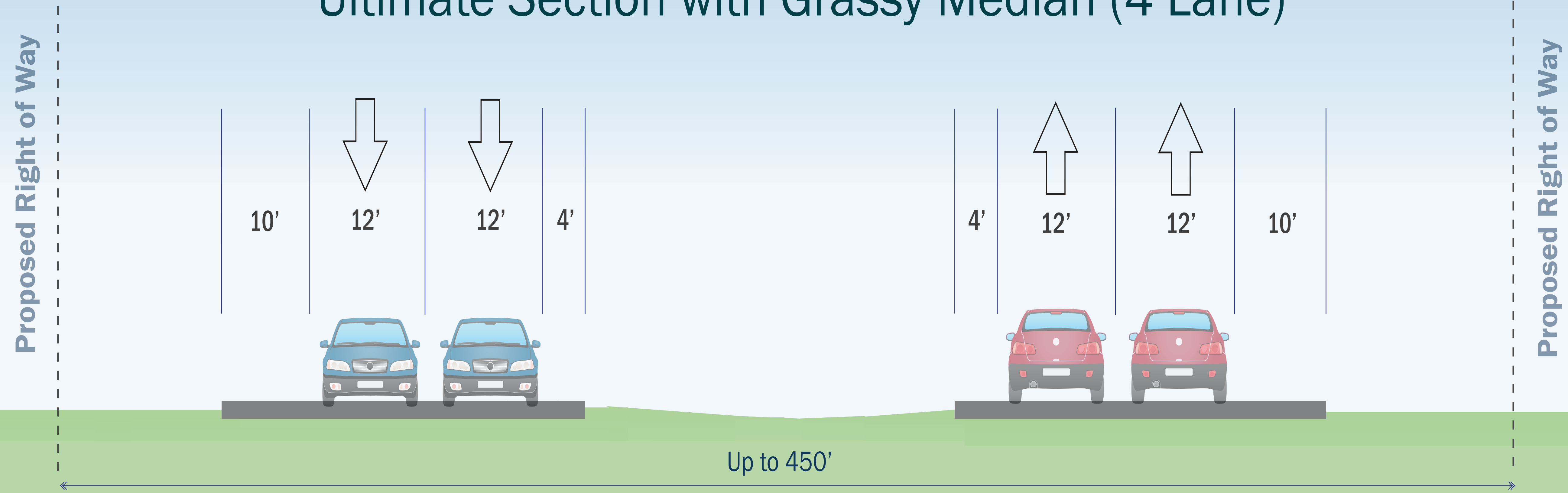
Interim Section (with center barrier and passing lane)



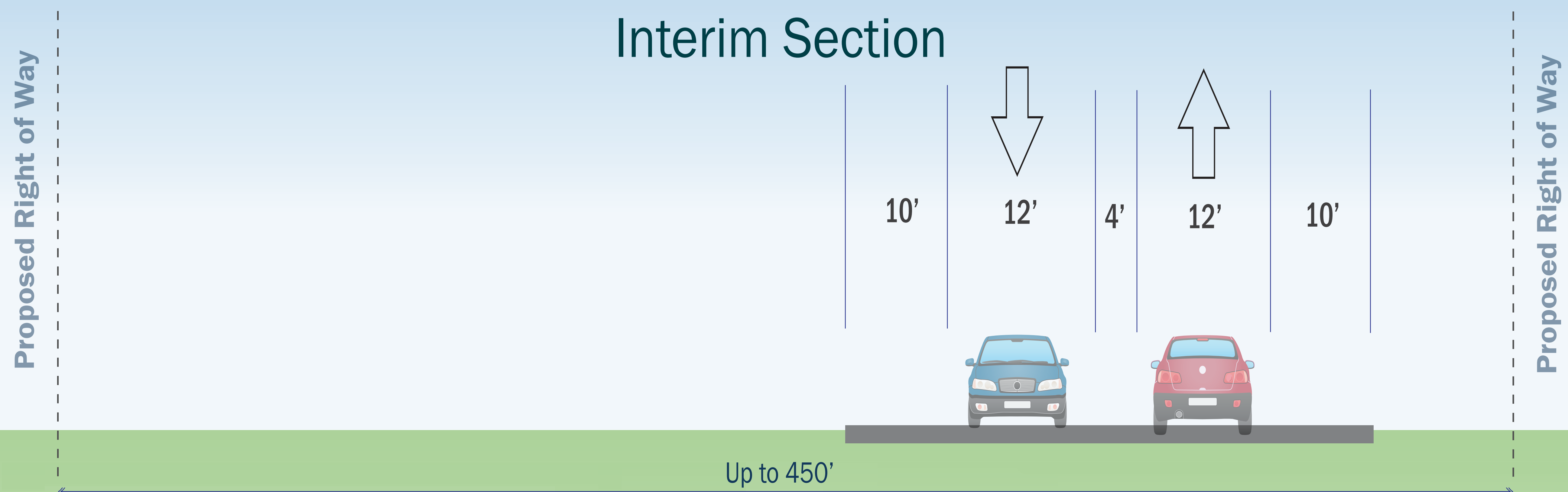
\* Passing lane would alternate sides.

# Toll 49 Segment 6 • Conceptual Cross Sections

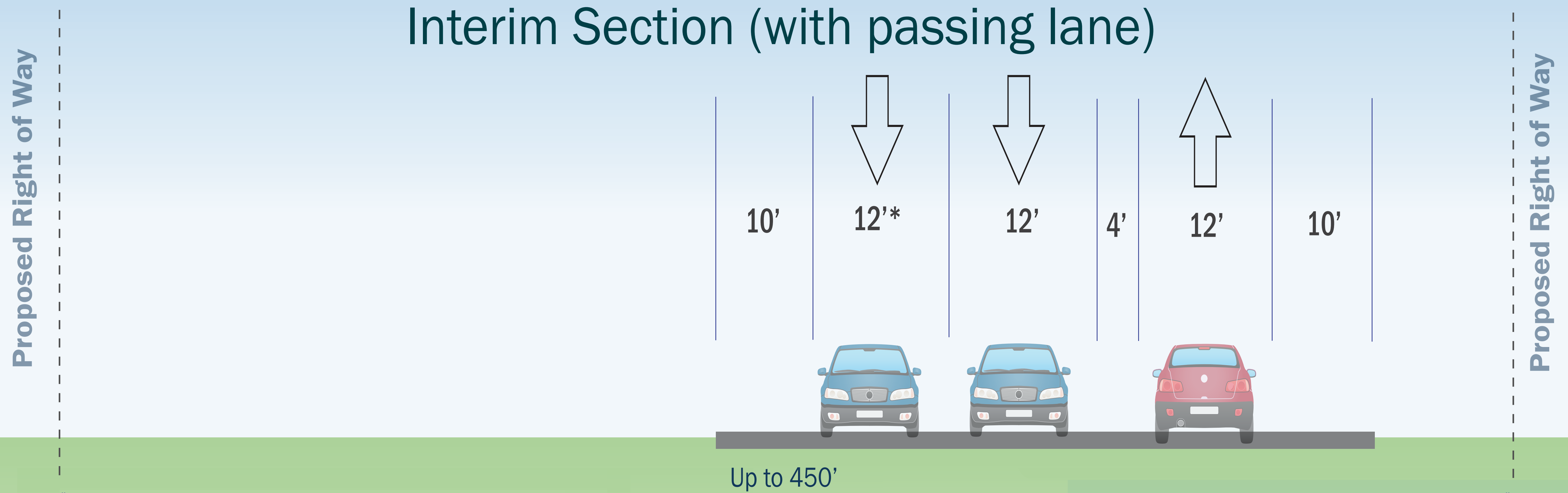
Ultimate Section with Grassy Median (4 Lane)



Interim Section

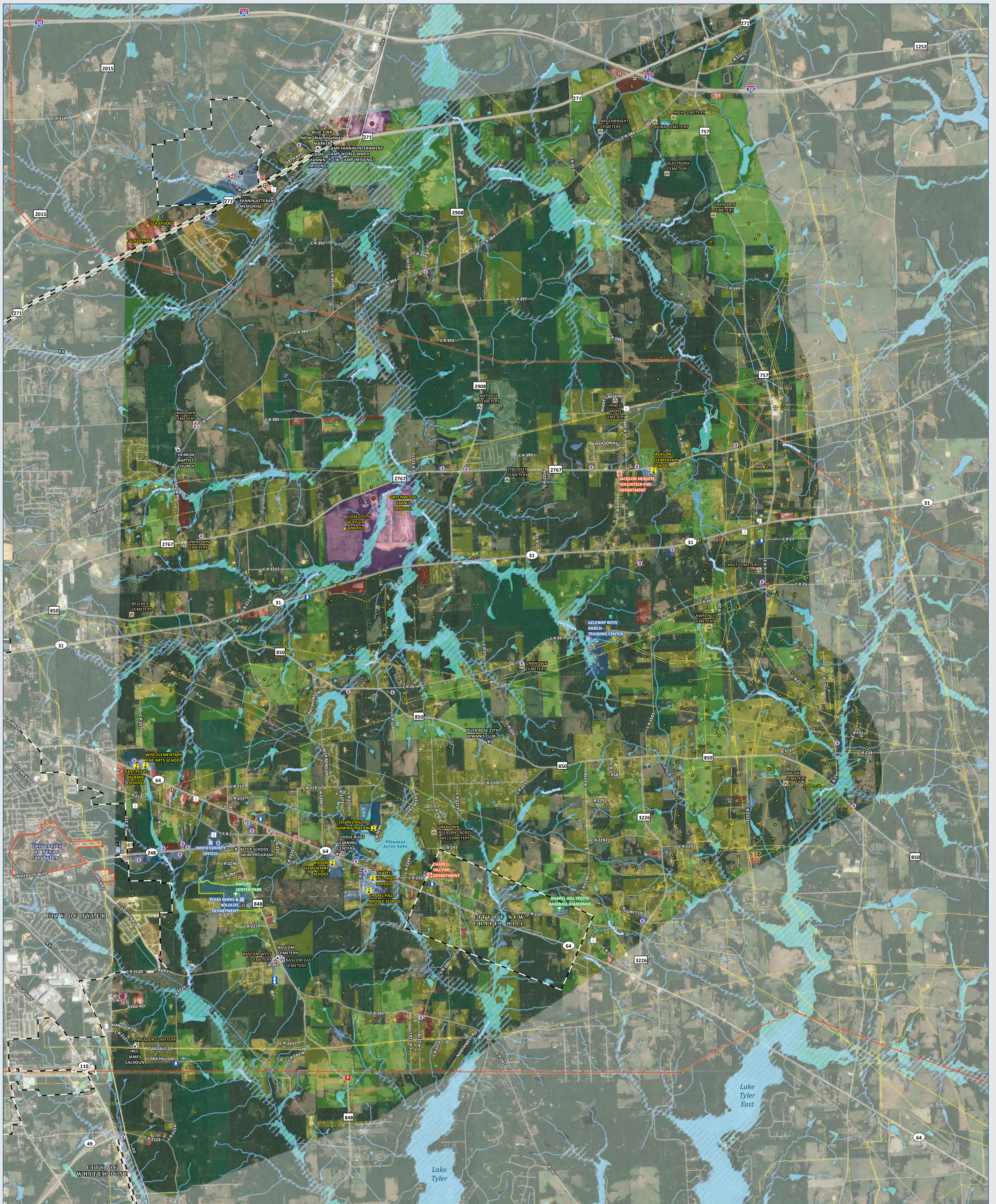


Interim Section (with passing lane)



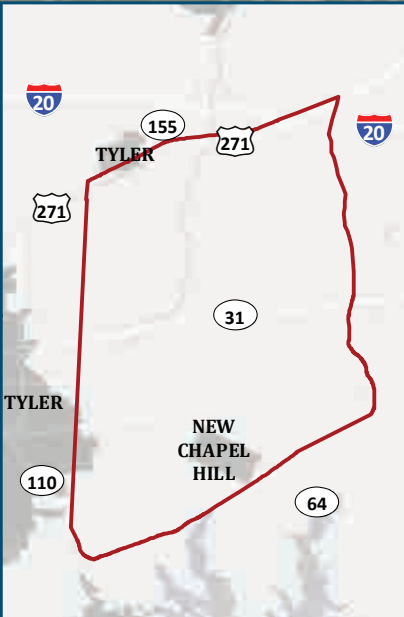
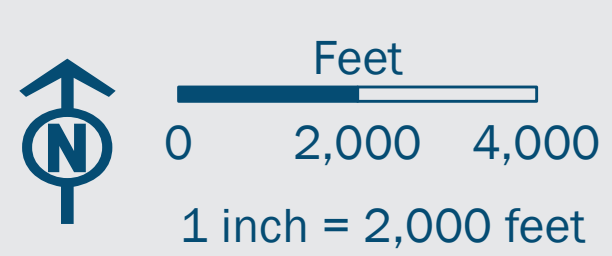
\* Passing lane would alternate sides.







# Toll 49 Segment 6 • Environmental Constraints



# TOLL 49 - SEGMENT 6

## Smith County, Texas



-  City Boundary
-  Parcel
-  Cemetery
-  School
-  Recreational Facility
-  Place of Worship

- Community Facility
- Institutional
- Fire Station
- Hospital
- Heliport
- Historical Marker

- UT Tyler Campus
- Land Use
  - Single Family Residential
  - Multi-Family Residential
  - Commercial
  - Civic

## LEGEND

**LEGEND**

- Industrial
- Agricultural
- Timberland
- Utility
- Undeveloped

- Communications Tower
- Water Tower
- Electric Substation
- Major Power Line
- Oil/Gas Well (Surface)

er — Oil/Gas Pipeline

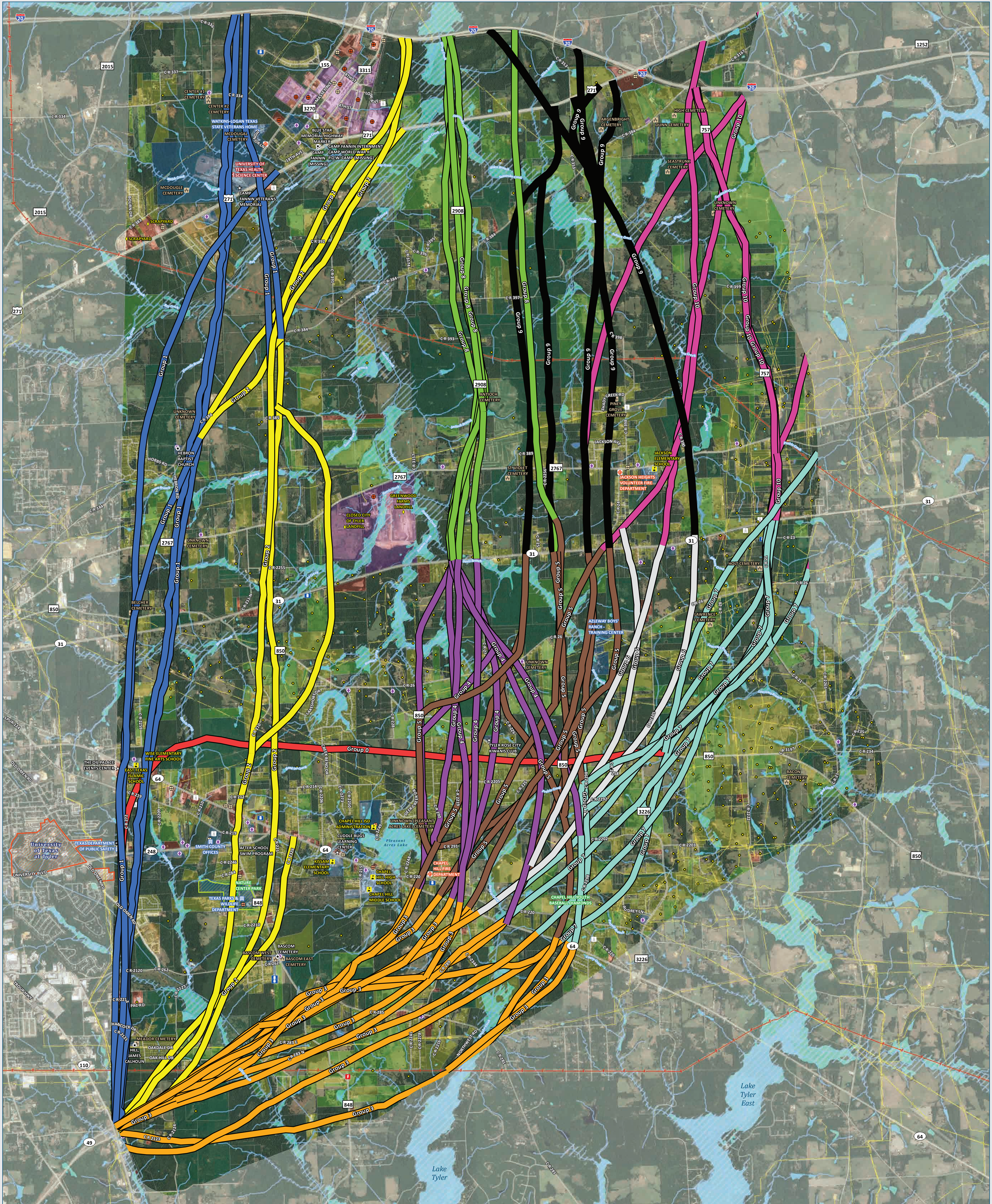
Potential HazMat Site

- IHW
- LPST
- PST
- Landfill

- NHD Flowline
- NHD Waterbody
- Potential Wetland (NWI)
- 100 Year Floodplain
- Wildlife Management Area


Data Sources: Smith County Appraisal District, City of Tyler, United States Fish & Wildlife Service, Texas Commission on Environmental Quality, Federal Emergency Management Agency, United States Geological Survey, Google Imagery (2018)

# Toll 49 Segment 6 • Routes Drawn By Public at Dec. 2018 Public Workshop



### TOLL 49 - SEGMENT 6

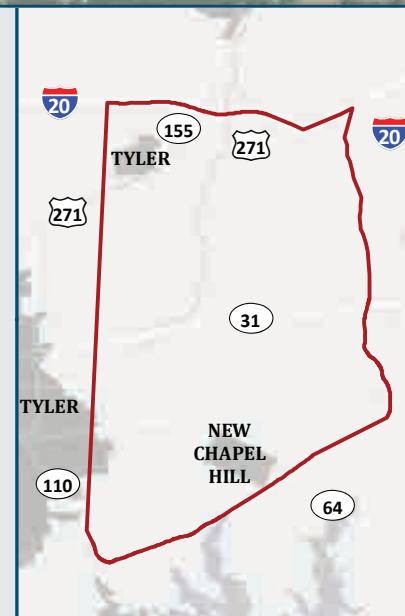
Smith County, Texas



Feet

0 2,000 4,000

1 inch = 2,000 feet



City Boundary

Parcel

Cemetery

School

Recreational Facility

Place of Worship

Community Facility

Institutional

Fire Station

Hospital

Helipoint

Historical Marker

UT Tyler Campus

Land Use

Single Family Residential

Multi-Family Residential

Commercial

Civic

Industrial

Agricultural

Timberland

Utility

Undeveloped / Vacant

Communications Tower

Water Tower

Electric Substation

Major Power Line

Oil/Gas Well (Surface)

Potential HazMat Site

IHW

LPST

PST

Landfill

NHD Flowline

NHD Waterbody

Potential Wetland (NWI)

100 Year Floodplain

Wildlife Management Area

Data Sources: Smith County Appraisal District, City of Tyler, United States Fish & Wildlife Service, Texas Commission on Environmental Quality, Federal Emergency Management Agency, United States Geological Survey, Google Imagery (2018)

# Toll 49 Segment 6 • Evaluation Criteria

Enhance Accessibility and Mobility	
Objective	Evaluation Criteria
Develop the most direct route with the shortest travel time	Travel time
Provide access to local communities	Percentage of facility on new location roadway (will provide access to communities that currently do not have access to a high-speed north/south roadway)
Provide access at existing federal and state highways	Number of intersections at federal and state highways
Provide access for first responders	Number of first responders & hospitals within five miles of each alternative
Develop a route with desirable curve radii	Number of curves with less than desirable radius

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# Toll 49 Segment 6 • Evaluation Criteria

Minimize Impacts to the Community and Natural Environment	
Objective	Evaluation Criteria
Minimize impacts to private property	Number of parcels crossed by the right-of-way
	Number of divided (bisected) parcels
	Residences within the right-of-way
	Potential for indirect effects (visual and noise) based on total number of residences, schools, parks, and cemeteries within 500' of the right-of-way edge
	Population density along the route
	Number of environmental justice communities crossed
Protect water quality	Number of creek crossings within the right-of-way
	Floodplain acreage within the right-of-way
	Acreage of National Wetlands Inventory polygons within the right-of-way
	Number of water wells within the right-of-way
Minimize impacts to parks, schools and other community resources	Number of parks, schools, cemeteries, and other community resources within the right-of-way
	Number of schools within 1 mile of each route

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# Toll 49 Segment 6 • Evaluation Criteria

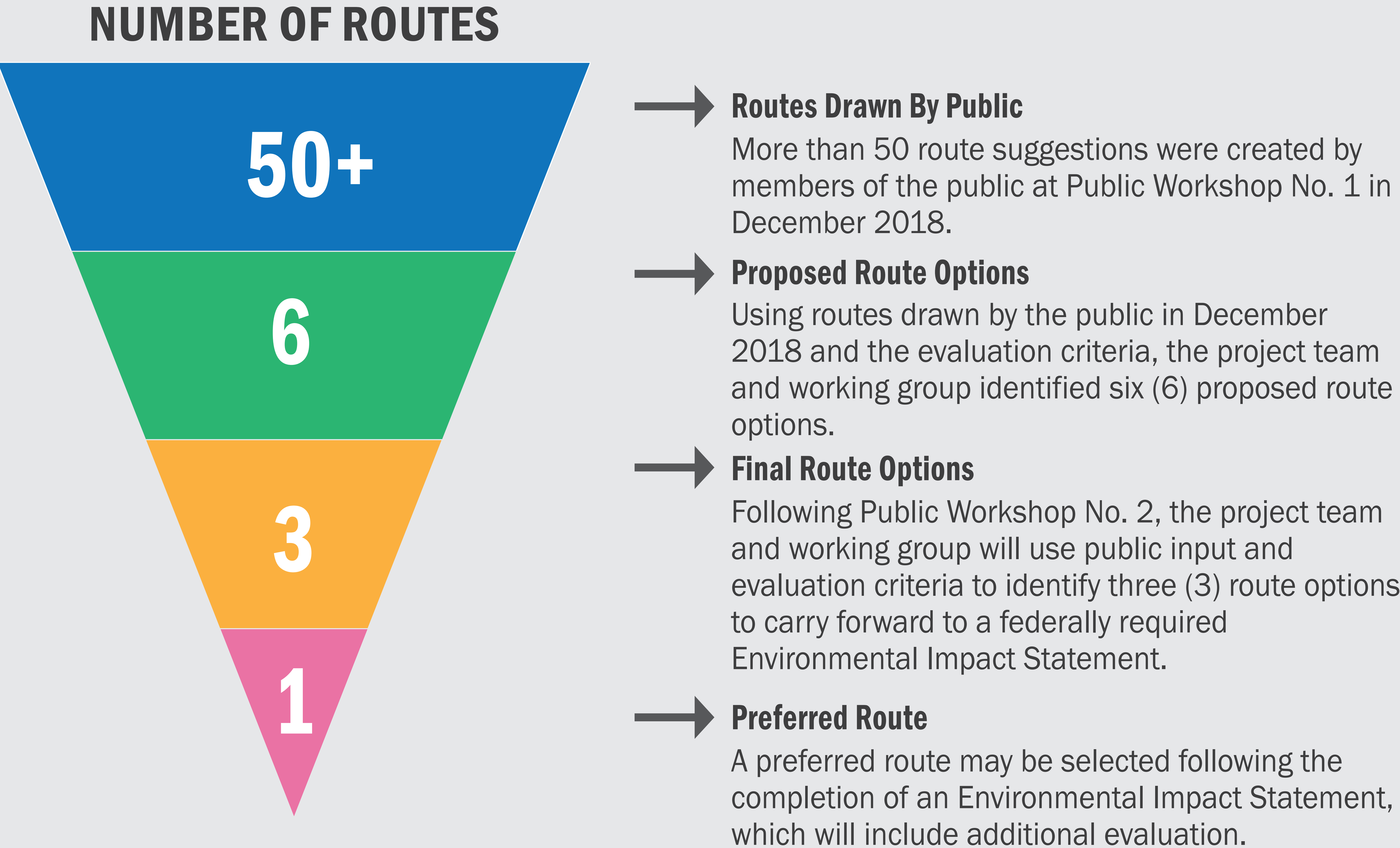
Support Economic Development	
Objective	Evaluation Criteria
Protect existing businesses/sources of income	Number of businesses within the right-of-way
	Number of oil and/or gas wells within the right-of-way
	Number of cellular towers and electric substations within the right-of-way
Enhance access for commerce and business development	Number of employment centers within 1 mile of each route

Additional Evaluation Criteria*	
Objective	Evaluation Criteria
Provide a cost-efficient route	Construction cost estimate
Identify a locally preferred route option	Consider public preference of the route options
Improve regional mobility	Average daily traffic

\* Will be added in evaluation to identify three (3) route options to carry forward to a federally required Environmental Impact Statement.

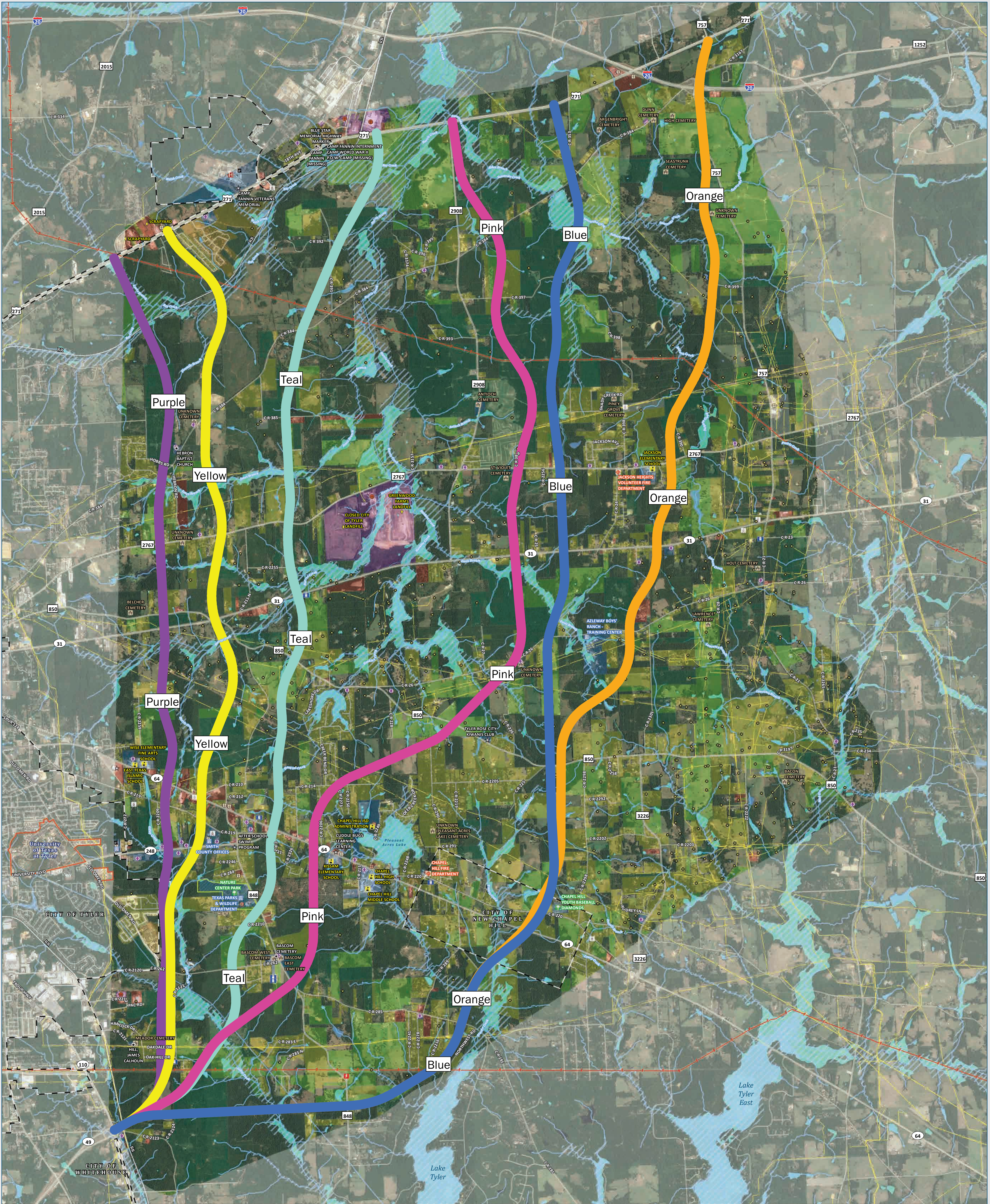
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# Toll 49 Segment 6 • Route Evaluation Process



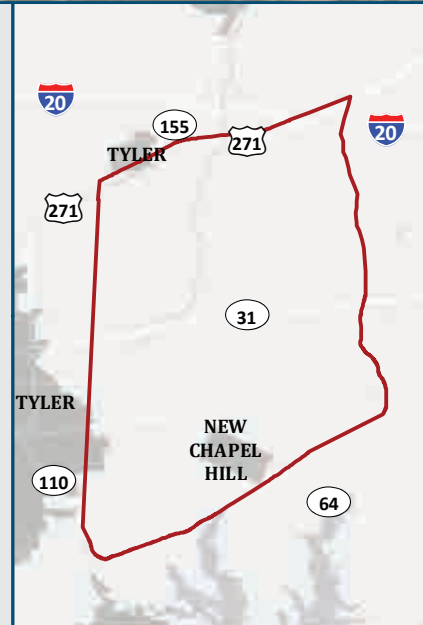
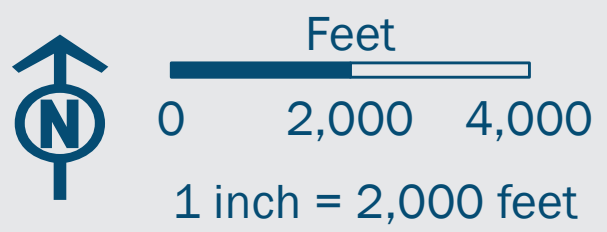
**DRAFT - SUBJECT TO CHANGE**

# Toll 49 Segment 6 • Proposed Route Options



## TOLL 49 - SEGMENT 6

### Smith County, Texas




Data Sources: Smith County Appraisal District, City of Tyler, United States Fish & Wildlife Service, Texas Commission on Environmental Quality, Federal Emergency Management Agency, United States Geological Survey, Google Imagery (2018)