



# Documentation of Public Workshop

## Project Location

Smith County

## Toll 49 Segment 6

### Project Limits

From the terminus of Toll 49 Segment 5 at SH 110 to US 271/IH-20

### Meeting Location

Chapel Hill High School, Gymnasium  
13172 SH 64 East, Tyler, TX 75707

### Meeting Date and Time

Dec. 11, 2018 from 5:30 to 7:30 p.m.

### Elected Officials in Attendance

Riley Harris, New Chapel Hill Mayor

### Total Number of Attendees (approx.)

271

### Total Number of Commenters

60

### Contents

- A. Comment/response matrix
- B. Notices
- C. Sign-in sheets
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## ▶ Project Overview

The North East Texas Regional Mobility Authority (NET RMA) is exploring route options for a proposed extension of Toll 49 north towards I-20. At the time of the first public workshop, the limits of the proposed Toll 49 Segment 6 were from the Toll 49 Segment 5 eastern terminus at SH 110 to I-20 in Smith County, Texas. A defined alignment has not yet been proposed.

The study began in the fall of 2018.

*NOTE: After the first public workshop the project team determined that the logical northern terminus of the study area is US 271, rather than I-20. Please note that this does not mean that a connection between US 271 and I-20 cannot be developed in the future if there is a need and funding is available.*

## ▶ Notices and Public Outreach

- **E-Blast to Stakeholders** – Email and email list is available in **Appendix B**.
- **Flyer to Stakeholders** – More than 2,000 flyers were delivered to area churches, businesses and municipal buildings. Flyer is available in **Appendix B**.
- **Newspaper Advertisement** – An advertisement was published in the Tyler Morning Telegraph on November 26, 2018. Advertisement is available in **Appendix B**.
- **Press Release** – Release is available in **Appendix B**.
- **Elected Official Letters** – Letters are available in **Appendix B**.

## ▶ Public Workshop Information

### **Open House Date, Location and Format**

On December 11, 2018, NET RMA hosted a public workshop from 5:30 to 7:30 p.m. on Dec. 11, 2018 in the Chapel Hill High School Gymnasium, 13172 SH 64 East, Tyler, TX 75707. The purpose of the public workshop was to provide the public with an opportunity to review and comment on the project development process, provide route suggestions, comment on the study area map and take a survey about project priorities moving forward. The meeting was held in an open house format with no formal presentation.

A total of 256 public attendees signed in, along with one elected official. Additionally, 12 staff members and two members of the media were present. A full summary of results is included in **Appendix C**.

Ten informational boards were displayed around the room for public viewing, including a board describing the typical project development process, a board explaining the purpose of the study and boards showing conceptual cross sections.



There were also four stations set up throughout the room with copies of the constraints map. Attendees were invited to use permanent markers to draw route suggestions on the maps as well as Post-It Notes to attach their comments on the map. Attendees were also invited to share their questions and concerns with project team members. Copies of the boards and constraints maps are included in **Appendix E**.

### **Handouts**

Stakeholders were provided with a fact sheet, welcome guide, and comment/survey form. Copies of the handouts are included in **Appendix E**.

### **Comments**

A total of 65 comments were received via the comment form, survey and NET RMA website. A summary of comments received is included in **Appendices A and D**.

### **Survey**

Along with the survey provided on the back of the comment forms, an online survey with identical questions was also made available at and after the public workshop. An in-depth review of the survey is included in **Appendix F**.

## **► Post-Workshop Outreach**

On December 17, 2018, a follow-up email was sent to members of the public who provided their emails to the project team at the public workshop. The email provided an overview of the event and directed the recipient to the project website and the online survey. In addition, the email provided the contact information and advised the recipient that all comments and surveys should be submitted or postmarked by January 2, 2019. The email and a post-workshop press release are included in **Appendix G**.



**A.**

## **Comment Response Matrix**

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Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Bobby Bonnett	12/11/2018	Comment Form	At the recent meeting of the Horseshoe Lake HOA Board, the consensus was that this project was not needed and definitely not wanted. Given the momentum that the NET RMA seems to have accumulated in Austin, it seems inevitable, but it is definitely not desired to be anywhere near Horseshoe Club Lake! Bobby Bonnett Treasurer Horseshoe Club Lake HOA	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
2	Brian Epperson	12/28/2018	NET RMA Website	I would like Segment 6 of the Toll 49 project to be routed as far east as practical. There are already several good roads available going north to Interstate 20 near Tyler. I does not make sense to build a new good road so close to loop 323 north.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
3	Caitlin Covey	12/11/2018	Comment Form	I would likely use the road if it were nearer to the spur and maybe never if it is past the high school. I would like to though. I like the route that leads to the hospital a lot!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of

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					<p>routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.</p>
4	Carla Hicks Davis	12/17/2018	Online Survey	<p>I didn't attend the workshop but my sister did. From what she said y'all didn't have much information about where you think it's going. You had a good idea in 1998 because you had an x painted in our dead-end road and survey stakes showing where you planned to go and in 2005 you had names of property owners that would be affected on a website that I can no longer find. We already know you're not going to get near southern utilities and Bascom Cemetery nor will you bother Texas parks and wildlife. So that being said, i live between the cemetery an Tx parks and wildlife. I'm pretty sure where that x was is still where you plan to go. I wish you wouldn't. Its family land. My Daddy cleared that land and he is buried in the cemetery at Bascom. You haven't even done a good job with the rest of the roads y'all have built. I NEVER drive on the toll road but i hear all about how</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.</p>

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				the speeds are too high for 2 lanes and I hear that you have had to patch the roads a lot. Unless you're giving a fortune for 2 acres and a 1975 trailer house leave me alone please.	
5	Carol Loughmiller	12/11/2018	Survey Form	Safety is extremely important!! Please build barriers so oncoming traffic is less likely to make head-on collisions!!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The cross sections under consideration for this project, which were shown at the public workshop, all include safety measures. These measures will continue to be an important consideration throughout the feasibility study and design of the project.
6	David Epperson	12/27/2018	Comment Form	This segment should go east of Chapel Hill to avoid populated areas. It should also avoid the area around FM 850/Hwy 31 & County Road 210 due to producing oil & gas wells in the area. A route east of Chapel Hill & east of Horseshoe Lake & the low spots to the NE would also allow adequate spacing for exits from Toll 49 to both FM 850 and Hwy 31, providing better access to people who live along bptj 850 & 31. A route west of Horseshoe Lake would not allow exits to both 850 & 31 given how close the roads (850 & 31) are to each other as one travels west towards Tyler. Also, a western	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.

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				routing for Toll 49 would be too close to the existing Loop 323. Toll 49 should not be too close to Bascom Cemetery or Bascom United Methodist Church, either.	
7	Dawn Washburn	12/27/2018	Comment Form	I don't travel on Loop 49 and don't think I will when its in my area. I've only been on one toll rd, going to Galveston – didn't like it – would rather go thru small towns and such.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
8	Dawn Washburn	12/27/2018	Survey Form	No. I wanted to see a route that <u>you</u> had decided on or an area you think would be best, I wanted to see what its going to be close to and if it would affect me.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
9	Deborah Cheney	12/11/2018	Online Survey	Would like a copy of the map used to propose routes to post in my business, Big Earl's (restaurant and bait and tackle shop)	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The study area map is posted on the project website at: <a href="https://www.netrma.org/projects/segment-6/">https://www.netrma.org/projects/segment-6/</a>
10	Debra Holder	12/12/2018	NET RMA Website	Please send me updates and future info on this please	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. We have added you to the email update list for the project.



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11	Debra Holder	12/13/2018	NET RMA Website	Please send me updates and future info on this please	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. We have added you to the email update list for the project.
12	Diana Johnson	12/22/2018	Online Survey	I am most concerned that Loop 49 not impact residential areas.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to residential areas to the maximum extent feasible.

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13	Diana Moore	12/11/2018	Survey Form	<p>Minimize impacts to communities, schools with less focus on economic development along corridor. First responders would most likely use county roads anyway. Toll roads have one purpose - To get from point a to point b quickly. This seems to be change/growth for the sake of change/growth with no real practical purpose. There area existing state highways/county roads to get to I-20. Don't understand the purpose, use the money where it would provide more practical benefit. I believe you have already determined your route &amp; this is just for public comments so property owners feel they had a "say" in the process. Earlier segments are quite dangerous. Look at fatality statistics.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project is needed to improve long-term mobility and connectivity needs in east Tyler, by providing drivers with a faster, more reliable route around Tyler, as well as providing quick access to I-20. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. The cross sections under consideration for this project, which were shown at the public workshop, all include safety measures. These measures will continue to be an important consideration throughout the feasibility study and design of the project.</p>

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14	Don & LeAnn Spike	12/11/2018	Survey Form	You're looking at too broad an area, which will just cause more confusion. Your lack of information makes it extremely hard for possibility impacted people to make their own future with regards to property development and building. Likewise, as we improve our property, it will increase the cost of acquisition on your end.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. A large study area was developed so that a route would not be selected without providing the public an opportunity for input. The study area provides an opportunity to create a route that will minimize impacts to the human and natural environment, while also achieving the goals and objectives of the project. At this time, we are creating preliminary routes based on public input received at the workshop. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
15	Don Noland	12/11/2018	Online Survey	I would like to see this roadway proceed with as minimal impact to residential areas as possible. I would also like to see it as far to the east as possible within the proposed area.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to

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					residential areas to the maximum extent feasible.
16	Donna	12/11/2018	Survey Form	All of these issues are so important – Thank you for providing us the chance to voice our opinions	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
17	Earl Cheney	12/11/2018	Online Survey	Survey on the internet show this is a project that is not needed or wanted by the citizens of Smith County. Take a vote by the people.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. As part of the agency’s mission, the NET RMA aims to improve long-term mobility and connectivity needs in east Tyler. If approved for construction, the project would provide drivers a faster, more reliable route around Tyler, as well as providing quick access to I-20.
18	Gary Epperson	12/27/2018	Online Survey	Several potential routes discussed at Workshop. I prefer suggested routes thru the middle of the study area (tying into FM 2908) or east side (tying into FM 757) as more practical options. Potential routes on the west side of the study area near CR210 seem too close to existing loop 323 and would have more conflicts with existing commercial/residential areas.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.

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19	Gary Moore	12/3/2018, *Note: received before comment period, not an official comment.	NET RMA Website	FM 757 and FM 2607 already have basic roadway right of way which could be expanded. That area is rural, a new road could open that area to development and it is a straight shot north-south to I-20. Continuing Toll 49 below Chapel Hill to meet FM 757 and FM 2607 seems to be a viable option.	Thank you for your inquiry regarding the proposed Toll 49 Segment 6 project. I have provided this comment to the project team for consideration in the study. You are welcome to join us for a public workshop on Tuesday, December 11. Details are at <a href="https://www.netrma.org/projects/segment-6">https://www.netrma.org/projects/segment-6</a> .
20	Grover C. Loughmiller	12/11/2018	Comment Form	Very helpful!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
21	Grover C. Loughmiller	12/11/2018	Survey Form	Very helpful	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
22	H.R. Fender	12/11/2018	Comment Form	The least expensive route is a straight line extending north from the end of segment 5 to the junction of 271. This route avoids most lowlands/wetlands and residential areas. And is the route which has historically been represented as the future route (for the last 15-20 years). This route is the shortest, most direct, less environmentally impactful, and is my view would be the least expensive. It also avoids most oil and gas sites.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
23	Jamie Glasgow	12/17/2018	NET RMA Website	Absolutely NOT. I F YOU DO THIS I LOSE MY HOME I HAVE WORKED SO HARD FOR. How can you come in and take away someone's home	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental,

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				for a stupid road that no one wants anyways.	engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to residential areas to the maximum extent feasible.
24	Jo McMahan	12/16/2018	Online Survey	I want to emphasize the point that local roads not be used because I do not want to pay to use the routes that I use now. I am already paying for these with the taxes I pay. If I want to use the faster loop 49 route, that is my choice to use it and pay.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. Texas state law prohibits adding tolls to existing, taxpayer-funded roadways. While the Toll 49 Segment 6 may potentially be constructed in existing corridors, the existing capacity must be preserved or enhanced. Toll lanes would be built in the middle of or alongside the existing roadway, which will remain non-tolled. Use of the Toll 49 roadways is completely voluntary and is intended to give drivers a reliable option to get around east Tyler and up to I-20 without delay.
25	John Hendrick	12/11/2018	Hand Delivered Letter	We live at [REDACTED]. Our daughter lives at [REDACTED]. We inherited land at [REDACTED] from parents. We have seen a map showing all our land would be affected. At the end of Phoenix, there is an electric line right-of-way and our suggestion would be like Grande in Tyler and run 49 along the right-of-way. This would effect less	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The purpose of the first public workshop was to present the project study area and to obtain input on possible routes within that study area. Based on that input, we are creating preliminary routes, which will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				people than going across Yancy. At least 8 families would be affected on Nancy, probably more depending on right-of-way for 49. If this route was followed to Big Oak Bay and then turn you could get back to the north and not destroy as many family homes. There are 350+ acres at the end of the addition that would be a good alternative not to destroy the neighborhood.	public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain additional public input on those refined routes.
26	John Silovsky	12/11/2018	NET RMA Website	The article in the Tyler paper indicates the meeting will be on both Tuesday & Thursday. Which is correct?	Thank you for your inquiry regarding the proposed Toll 49 Segment 6 project. The meeting is Tuesday, December 11, 2018.
27	John Soules	12/11/2018	Survey Form	For goodness sake, do a better job of erosion control than you have done so far	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project team will explore design options for reducing erosion on Segment 6.
28	Johnny Strong	12/11/2018	NET RMA Website	I am out town and would like updates on the meeting. Thank you	Thank you for your inquiry regarding the proposed Toll 49 Segment 6 project. We have added you to the email update list for the project. Details from the meeting are at <a href="https://www.netrma.org/projects/segment-6">https://www.netrma.org/projects/segment-6</a> .
29	Justin Jackson	12/11/2018	Comment Form	Thank you for asking & considering our input!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
30	Kay M. Smith	12/12/2018	NET RMA Website	I would appreciate updates regarding this project	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. We have added you to the email update list for the project.

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31	Kay M. Smith	12/22/2018	Survey Form	There's a lot of difference between "extremely" and "slightly" – hard to properly answer the questions. The staff there was very helpful and tried to make clear they wanted public input and ideas.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. We appreciate your input on the survey and answering the questions that were provided.
32	Kenneth Boren	12/12/2018	NET RMA Website	What is the most likely route of segment 6? What was the majority consensus from last night's meeting in Chapel Hill? I own property in the large area marked for the route and am wondering how it will adversely affect me. Thanks for the info!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The routes drawn by the public at the workshop covered a large portion within the study area, with no majority consensus. At this time, we are creating preliminary routes based on the public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to residential areas to the maximum extent feasible.
33	L. Taylor	12/18/2018	Comment Form	Thank you for taking the time to express the plan & help us understand the goals. I am excited for the additional access to navigate our city!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.



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34	Laura Jackson	12/11/2018	Comment Form	Thank you for putting on the workshop. I did not draw on the map. I am relatively neutral on the route, though I might suggest a route to the east of FM 2908, maybe 10-20 acres from FM 2908.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
35	Laura Jackson	12/11/2018	Survey Form	I appreciate the opportunity to learn more and ask questions	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
36	Lisa Shelton	12/12/2018	NET RMA Website	I live at [REDACTED]. Your study area looks to be very close to my home. How is this going to affect my home? Btw there are 3 wells dug on this property, 2 on the property to my left and one at the house to my right. Every house on cr 2248 has a well on their property as well. I do not know of the other homes on 2246. Go somewhere that makes more sense. Or tell me how this will not adversely affect me and my husband, both disabled with no where else to go. LL Shelton	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The study area presented at the public workshop provides an opportunity to create a route that will minimize impacts to the human and natural environment, while also achieving the goals and objectives of the project. The selected route will be constructed somewhere in the study area, which could include along the study area boundary. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental (including impacts to water wells, engineering, cost, and private property) considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
					that will be carried forward for further evaluation and to obtain public input on those routes.
37	Mary Moore	12/11/2018	Comment Form	Too little information. Should have at least an idea where road will go.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
38	Megan Tudor	12/15/2018	NET RMA Website	The property at [REDACTED] is in the area of section 6 being looked at. We currently have three wells and a large holding tank that are not shown on maps. Please do yalls best to minimally impact this	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental (including waters of the U.S. and water wells),

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				property as much as possible. It is home to two families and been in our family since the 1800s. Thank you	engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
39	Melinda Hermans	12/11/2018	Survey Form	Recommend seeing the traffic congestion on Hwy 64. Strongly urge that you do not pass through Chapel Hill High School and Kissam. Hwy 64 E is already dangerous enough for pedestrians and children. Safety should be the primary concern/consideration. Thank You!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. The cross sections under consideration for this project, which were shown at the December 11 <sup>th</sup> public workshop, all included safety measures. These measures will continue to be an important consideration throughout the feasibility study and design of the project.

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40	Mike Adams	12/11/2018	Survey Form	Looking to know proposed route as soon as possible	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
41	N/A	12/11/2018	Comment Form	Can we do better at getting grass to grow and not lose soil to erosion?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project team will explore design options for reducing erosion on Segment 6.
42	N/A	12/11/2018	Survey Form	Please reduce the humps and drops in the new road, coming off bridges	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project team will explore design options for reducing humps and drops on Segment 6.
43	N/A	12/11/2018	Survey Form	Interchanges on TX 64, TX 31 & I-20	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. Interchanges would be included at state and federal highway crossings, including TX 64, TX 31, and either US 271 or I-20.
44	N/A	12/11/2018	Survey Form	There needs to be passing lane or dividers to start with to prevent accidents	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The cross sections under consideration for this project, which were shown at the public workshop, all included safety measures. These measures will

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
					continue to be an important consideration throughout the feasibility study and design of the project. Passing lanes would be included in any alternative that may be selected.
45	N/A	12/11/2018	Survey Form	The reason we live out here in the country is because the country is away from the big roads like this! WE do NOT want this cutting through our farms and lands that have been in our families for years. Keep it out! Utilize the current roadways that are used and people live near. There is no need to bring that much traffic and noise and crime out here to this peaceful area!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to residential areas to the maximum extent feasible.
46	N/A	12/11/2018	Online Survey	or the toll road coming through our neighborhood no exceptions....	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
47	N/A	12/14/2018	Online Survey	I believe this is a waste of money and you are taking away 100 year old inheritance properties from families for a 5-10 minute faster route when what should be done is fixing the current county roads or making them larger. We live [REDACTED] and will have our property probably split in thirds with this new project, when this property is home to many animals, horses, hay development, and	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. One of the goals in developing the preliminary routes is to draw the alignment as close as possible to property lines to avoid bisecting properties. When complete, these preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation.

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				growing crops. Having a route that doesn't effect a ton of farms and families should be the most important thing to do. Also when you build the toll, are you buying all the property or just the amount you need and then the citizens get to keep the remaining amount?	Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. Regarding property acquisition, NET RMA would typically just purchase the portion of properties needed for the project right-of-way. However, if there are any portions of a property that are rendered useless (areas referred to as 'uneconomic remainders') and not available for a property owner to maintain livestock or other agricultural operations for business purposes, the NET RMA may purchase those portions of the property also. The decision to purchase uneconomic remainders would be made during the right-of-way acquisition stage of the project, and in discussion with the property owner.
48	N/A	12/17/2018	Online Survey	Well done	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
49	N/A	12/17/2018	Online Survey	Stay closer to Tyler and the loop	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
50	N/A	12/26/2018	Online Survey	18 wheelers are not allowed to use this loop 49 because of the amount of deaths and collisions	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. Currently 18-wheel trucks are not prohibited from operating on other Toll 49 segments.
51	N/A	12/27/2018	Online Survey	Biggest waste of money for a 2-lane road. Never should have been tolled either	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. With limited state and federal funding available, innovative financing options are considered viable solutions to funding new projects. If approved for construction, the roadway could initially be constructed as a 2-lane road. The roadway would be widened to a 4-lane facility when traffic demand warrants it and funding becomes available.
52	N/A	12/19/2018	Comment Form	I can use the existing road to I-20 from my house and not have to pay a toll!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.
53	N/A	12/19/2018	Survey Form	You are using the community to plan your project. We don't need a <u>toll road</u> to increase accidents in our area. Improve the existing roads before you take land for a project that won't spur growth in our area.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project is needed to improve long-term mobility and connectivity needs in east Tyler. If approved for construction, the project will provide drivers a faster, more reliable route around Tyler, as well as providing quick access to I-20.

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
54	Paula Hagan	1/2/2019	NET RMA Website	<p>Bascom United Methodist Church is located on a hill on Hwy 848 by the intersection of Old Omen Road. When pulling out of the church parking lot, it is difficult to see cars going northbound on 848 near the church. Please do not plan for Hwy 49 to run near the church or the cemetery located adjacent to it as this would add more traffic and make it even more dangerous when people are leaving the church or the cemetery. Thank you for considering our comment.</p> <p>Paula Hagan, Chair, Board of Trustees Bascom United Methodist Church</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. The selected route will be designed to include proper sight distance based on TxDOT criteria.</p>
55	Rob Reese	12/21/2018	NET RMA Website	<p>I RECOMMEND THAT THE SEGMENT 6 PROJECT BE DESIGNED INITIALLY AS A FOUR LANE DIVIDED HIGHWAY. THIS IS CLEARLY THE SAFEST APPROACH FOR THIS ROAD. THE NUMBER OF DRIVERS AND THE FREQUENCY OF FATALITIES ON THE EXISTING SEGMENT PROVES THIS POINT. GIVEN THAT THE TOLLS NEVER END ON TEXAS TOLL ROADS, THERE IS NO MONETARY JUSTIFICATION TO CONSTRUCT A SMALLER ROAD.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The ultimate project configuration is a four-lane facility. The interim configuration is a two-lane facility with intermittent passing lanes in each direction. The ultimate facility would be constructed when traffic demand warrants the additional lanes. The cross sections under consideration for this project, which were shown at the public workshop, all include safety measures. These measures will continue to be an important consideration throughout the feasibility study and design of the project.</p>



Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
56	Robert Wilson	12/11/2018	Comment Form	Go a distance southeast of Bascom Methodist Church and Cemetery! That hill is treacherous. Build far enough away to avoid the costs.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. The selected route will be designed to include proper sight distance based on TxDOT criteria.
57	Samuel Young	12/11/2018	Comment Form	Toll 49 shouldn't be built. It impacts a lot of farming lands and water systems. If it shall be built, it needs to run from existing US 49 to Longview.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental (including farmlands and water supply systems), engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes. After completion of this study, the NET RMA may move forward with a study for Segment 7, which would continue Toll 49 to the east/northeast as part of a regional roadway

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					improving mobility throughout northeast Texas.
58	Scott	12/13/2018	Online Survey	Who ever had the idea to allow citizens to come and draw on a map "their" suggested route is absolutely unqualified to partake in this process. Of course every single person is going to draw a route that doesn't impact their home. You put OUR homes and properties on a PAPER MAP and acted as if they were legos, easily able to be torn down and moved. You thought it was a good idea to allow us to witness other people drawing lines over our properties so that you could "examine" these suggestions for worthiness. You can't speak for the motivations and knowledge level of the people who attended and drew lines on the maps. Furthermore, the fact we have spent our money and many years of our lives building these homes, and your ability to use eminent domain on a "for profit" roadway is disappointing. Toll 49 has been an extremely dangerous roadway and thus far mostly only benefited those in private industry. Now, so you don't think I am only filled with	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. All preliminary routes will meet TxDOT design criteria and will use professional engineering judgement to determine if the route is feasible and should be carried forward for further evaluation. Routes that are carried forward for further evaluation will be presented at additional public workshops, where the public will have the opportunity to provide input on those routes.

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>contrition towards this project, I will add that the sections completed prior have been fairly attractive to the eye and the surrounding properties for the most part have been pleasantly incorporated. I hope that will continue to be the case. Additionally, my issue is not necessarily that the road will be built, because that is inevitable, but more so with the process in which this has been done. Most specifically allowing random citizens, non engineers to draw lines on a map. You don't even truly know that the people that attended and drew on the maps even live in the impacted area. More beneficial would have been a presentation outlining the timeline, introduction of the leadership team (so we could gain confidence in what I hope is a highly educated group of professionals) and the objectives would have been far more beneficial than having four tables with name tagged employees standing at each suggesting people draw on the map where they think the route should go. I</p>	

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				depend on my land to make my living and have worked hard to assemble a property that could be income producing. Our home is filled with valuable memories and years of work. The Lord has blessed us with an opportunity to raise our family here and provide for that family off this land. It is personal and insulting that no one had the common sense to think letting people mark all over our properties is insensitive and quite unnecessary.	
59	Todd Robertson	12/15/2018	Online Survey	recommend not to build where crosses Yancey Lane CR292 which is near a neighborhood.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. It is the goal of the NET RMA to select a route that will best achieve the goals and objectives of the project, while minimizing impacts to residential areas to the maximum extent feasible.
60	Vincent Ates	12/17/2018	NET RMA Website	Will the addresses effected be contacted at least 2 years in advance to allow for them to move? And will only the acreage needed be used and the owner	Thank you for your questions regarding the proposed Toll 49 Segment 6 project. Right-of-way acquisition will follow the Uniform Relocation Assistance and Real Property Acquisition Act (1970). In accordance with the

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				keep intact the rest like going from 5 acres to 3 acres.	Act, any persons that are displaced by the project will be ensured that there is "...decent, safe, and sanitary housing available within the displaced person's financial means." NET RMA would typically just purchase the portion of properties needed for the project right-of-way, so a displaced property owner can keep the rest of their property if they so desire.
61	William Dowdy	12/17/2018	Online Survey	It was "obvious" to all at the NETRMA workshop had no intent of providing it's possible routes in a public forum. Only a show to be able to say the public and land owners were consulted and given an opportunity for input. To check off a DOT or TxDOT block for your Company.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The purpose of the first public workshop was to present the project study area and to obtain input on possible routes from people who live in and are familiar with the study area. Based on that input, we are creating preliminary routes, which will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain additional public input on those refined routes. Aligned with the agency's mission, the NET RMA is committed to understanding community values and incorporating or addressing them in the evolution of this project. The community's participation in meetings and workshops is critical in shaping the proposal to improve mobility in east Tyler.

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
62	William Gowen (Bill)	12/11/2018	Comment Form	Please make segment 6 project get completed as soon as possible. The east side of Tyler is growing population wise and the small access roads are flooded with traffic. Small county access roads in need of relief on the east side by the lake and need the tollway as soon as possible.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. Depending on funding, the project could take eight years or more before it is completed.
63	William Gowen (Bill)	12/11/2018	Survey Form	Routing close to NW road by Lake Tyler is one of my suggestions. The city owns most of the land closer to the lake. Give better access to all of us to the recreation of Lake Tyler. And gives us access to jobs, etc..	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward for further evaluation and to obtain public input on those routes.
64	Yvonne & Kevin Newman	12/11/2018	Survey Form	More comments when alignment narrowed down	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are creating preliminary routes based on public input. These preliminary routes will be evaluated based on environmental, engineering, cost, and private property considerations to determine which set of routes to carry forward for further evaluation. Additional public workshops will be held to present the routes that will be carried forward

Toll 49 Study  
Public Workshop 1  
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					for further evaluation and to obtain public input on those routes.
65	Yvonne Newman	12/11/2018	Survey Form	What is the purpose of Segment 6 – Is it just to get to Longview? Have several ways now.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The project is needed to improve long-term mobility and connectivity needs in east Tyler. will provide drivers a faster, more reliable route around Tyler, as well as providing quick access to I-20. After completion of this study, the NET RMA may move forward with a study for Segment 7, which would continue Toll 49 to the east/northeast as part of a regional roadway improving mobility throughout northeast Texas.



**F.**

## **Survey Results Summary**





# NET RMA Toll 49 Segment 6 Survey Summary

## Introduction:

The North East Texas Regional Mobility Authority (NET RMA) utilized an online survey and paper survey to gather public input for the Toll 49 Study from December 11, 2018 to January 2, 2019. Those desiring to submit a written survey were provided with a survey form in person at the December 11, 2018 public workshop. Additionally, a link to the survey was provided on NET RMA's website. The final day to take the survey online, or mail a completed paper survey to NET RMA, was Jan. 2, 2019.

At the public workshop, computers were made available for those interested in taking the online survey in person. All attendees were also provided with a paper version of the survey upon entering the meeting space. A reminder to complete the survey was sent to stakeholders via email on Dec. 17, 2018.

In total, 82 people responded to the survey. Thirty-four respondents (41%) completed the survey while at the public workshop, either turning in a paper survey or taking the survey online. Eight respondents (10%) mailed paper surveys to the project team. Forty respondents (49%) completed the survey online after the public workshop.

All questions, individual survey results and comments are included in **Survey Summary Appendix A**. Responses to each question are summarized below.

## Question Response Summary

Participants were asked the following 11 questions:

1. How important or unimportant is utilizing existing roadways as much as possible?
2. How important or unimportant is minimizing community impacts to neighborhoods, schools, and activity centers?
3. How important or unimportant is reducing impacts to the natural environment?
4. How important or unimportant is developing the most direct route with the shortest travel times?
5. How important or unimportant is routing large truck traffic away from residential areas?
6. How important or unimportant is spurring economic development along the corridor and its surroundings?
7. How important or unimportant is providing more reliable travel times?



8. How important or unimportant is providing good access and reliability for first responders?
9. How important or unimportant is ensuring good local access?
10. Do you have any comments about the Goals & Objectives presented at the workshop?
11. If you would like to sign up to receive email regarding the project, please provide your contact information (not required to complete the survey)

Questions 1-9 allowed for the following responses:

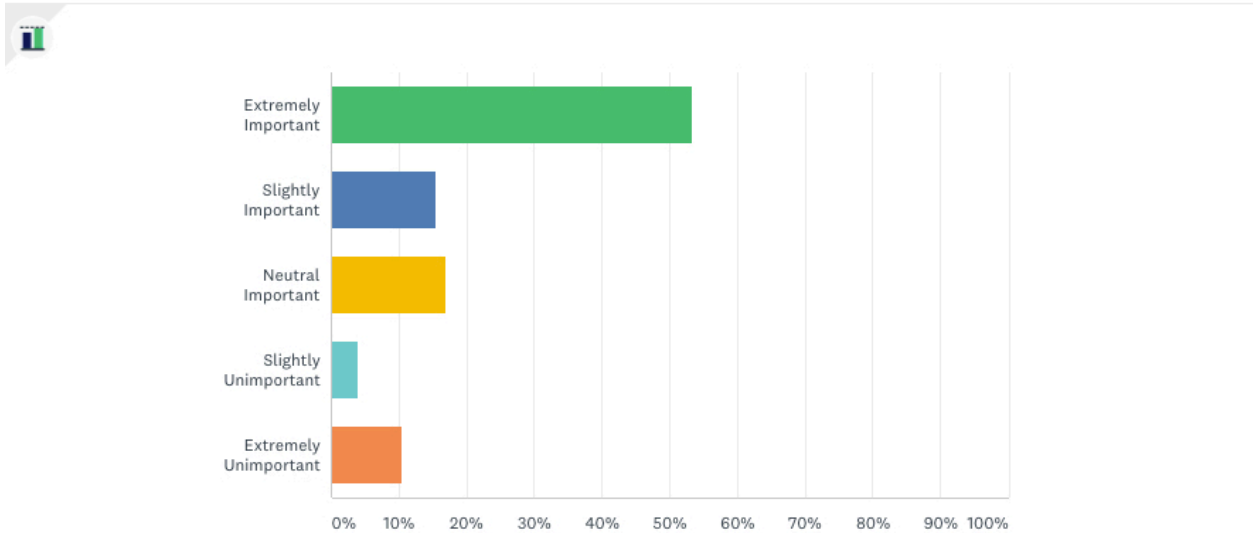
- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

Question 10 allowed for an open-ended response. Question 11 allowed the respondent to provide a name and email for future communications.

## Question 1

How important or unimportant is utilizing existing roadways as much as possible?

Answered: 77 Skipped: 5



ANSWER CHOICES	RESPONSES
Extremely Important	53.25% 41
Slightly Important	15.58% 12
Neutral Important	16.88% 13
Slightly Unimportant	3.90% 3
Extremely Unimportant	10.39% 8
<b>TOTAL</b>	<b>77</b>

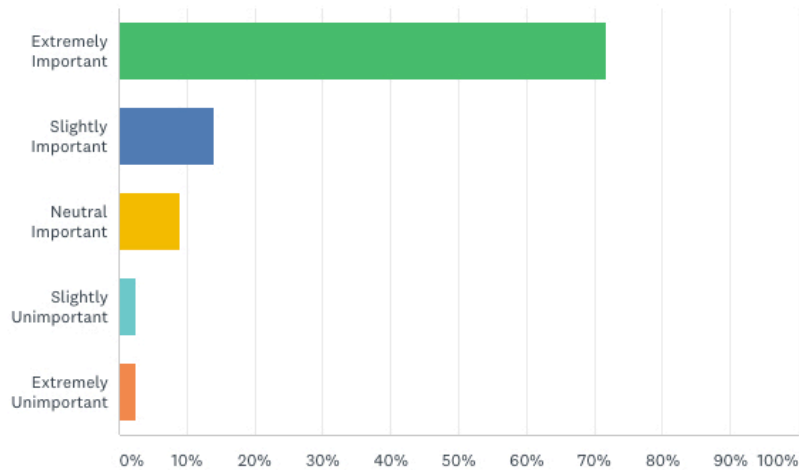
- Nearly 69% of respondents indicated that utilizing existing roadways as much as possible is either extremely or slightly important.
- Slightly more than 14% of respondents indicated that it is either slightly or extremely unimportant.



## Question 2

How important or unimportant is minimizing community impacts to neighborhoods, schools, and activity centers?

Answered: 78 Skipped: 4



ANSWER CHOICES	RESPONSES
Extremely Important	71.79% 56
Slightly Important	14.10% 11
Neutral Important	8.97% 7
Slightly Unimportant	2.56% 2
Extremely Unimportant	2.56% 2
<b>TOTAL</b>	<b>78</b>

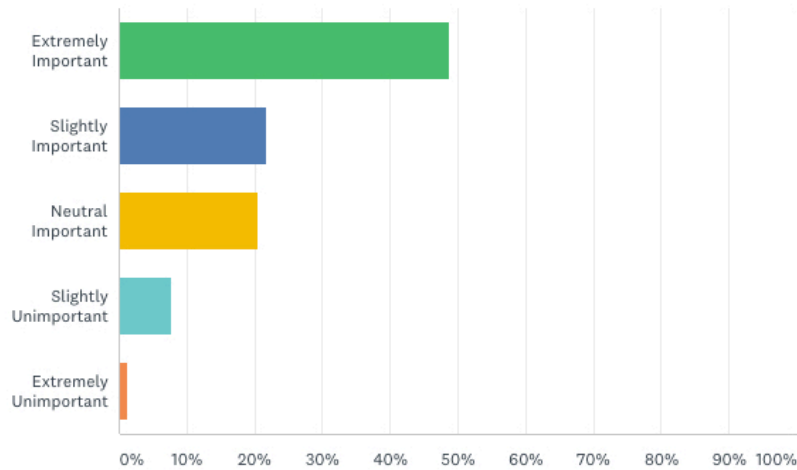
- More than 85% of respondents indicated that minimizing community impacts to neighborhoods, schools, and activity centers is either extremely or slightly important.
- Slightly more than 5% of respondents indicated that it is either slightly or extremely unimportant.



### Question 3

How important or unimportant is reducing impacts to the natural environment?

Answered: 78 Skipped: 4



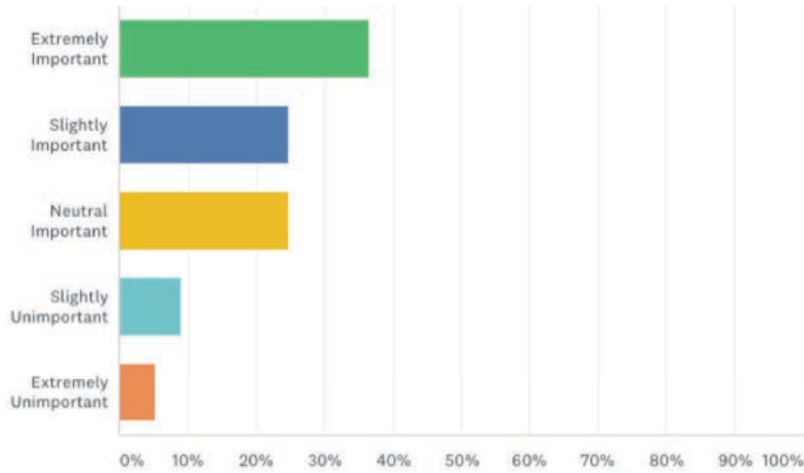
ANSWER CHOICES	RESPONSES
Extremely Important	48.72% 38
Slightly Important	21.79% 17
Neutral Important	20.51% 16
Slightly Unimportant	7.69% 6
Extremely Unimportant	1.28% 1
<b>TOTAL</b>	<b>78</b>

- Slightly more than 70% of respondents indicated that reducing impacts to the natural environment is either extremely or slightly important.
- Almost 9% of respondents indicated that it is either slightly or extremely unimportant.

**Question 4**

How important or unimportant is developing the most direct route with the shortest travel times?

Answered: 77 Skipped: 5



ANSWER CHOICES	RESPONSES
Extremely Important	36.36% 28
Slightly Important	24.68% 19
Neutral Important	24.68% 19
Slightly Unimportant	9.09% 7
Extremely Unimportant	5.19% 4
<b>TOTAL</b>	<b>77</b>

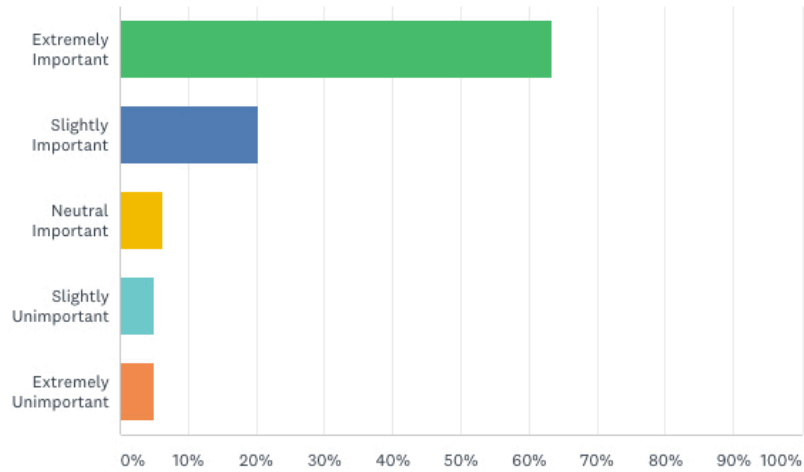
- Slightly more than 61% of respondents indicated that it was important to develop the most direct route with the shortest travel times.
- Slightly more than 14% of respondents indicated that it is either slightly or extremely unimportant.



### Question 5

How important or unimportant is routing large truck traffic away from residential areas?

Answered: 79 Skipped: 3



ANSWER CHOICES	RESPONSES
Extremely Important	63.29% 50
Slightly Important	20.25% 16
Neutral Important	6.33% 5
Slightly Unimportant	5.06% 4
Extremely Unimportant	5.06% 4
<b>TOTAL</b>	<b>79</b>

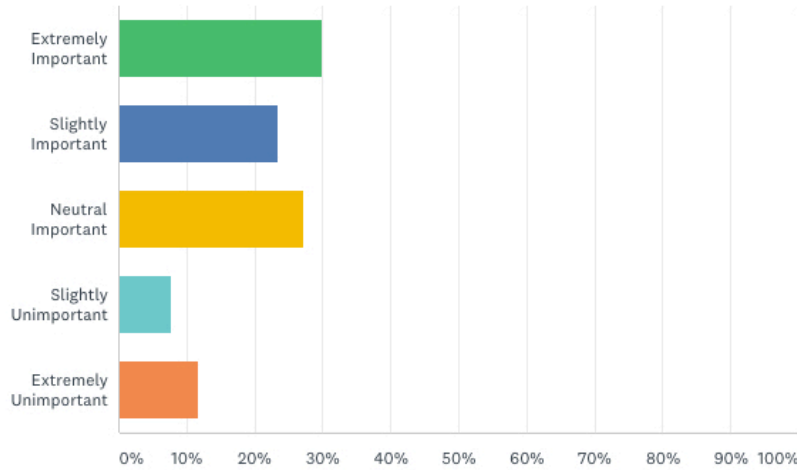
- More than 83% of respondents indicated that routing large truck traffic away from residential areas is either extremely or slightly important.
- A little more than 10% of respondents indicated that it is either slightly or extremely unimportant.



**Question 6**

How important or unimportant is spurring economic development along the corridor and its surroundings?

Answered: 77 Skipped: 5



ANSWER CHOICES	RESPONSES
Extremely Important	29.87% 23
Slightly Important	23.38% 18
Neutral Important	27.27% 21
Slightly Unimportant	7.79% 6
Extremely Unimportant	11.69% 9
<b>TOTAL</b>	<b>77</b>

- Slightly less than 54% of respondents indicated that spurring economic development along the corridor and its surroundings is either extremely or slightly important.
- Slightly more than 22% of respondents indicated that it is either slightly or extremely unimportant.

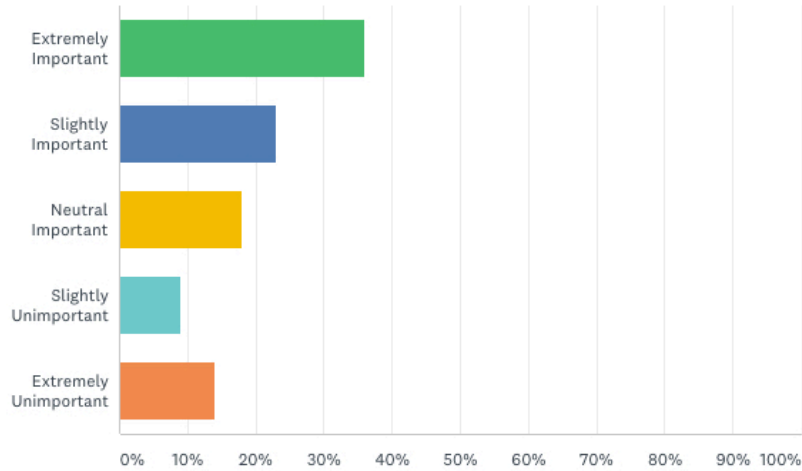




**Question 7**

How important or unimportant is providing more reliable travel times?

Answered: 78 Skipped: 4



ANSWER CHOICES	RESPONSES	
Extremely Important	35.90%	28
Slightly Important	23.08%	18
Neutral Important	17.95%	14
Slightly Unimportant	8.97%	7
Extremely Unimportant	14.10%	11
<b>TOTAL</b>		<b>78</b>

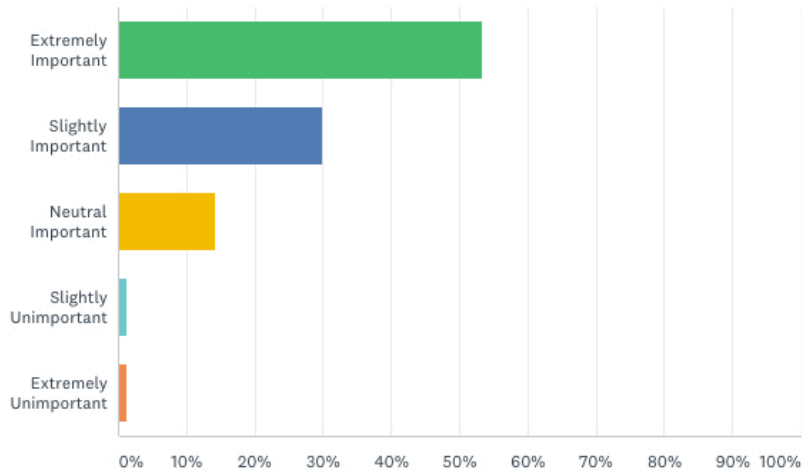
- Nearly 60% of respondents indicated that providing more reliable travel times is either extremely or slightly important.
- Slightly more than 23% of respondents indicated that it is either slightly or extremely unimportant.



### Question 8

How important or unimportant is providing good access and reliability for first responders?

Answered: 77 Skipped: 5



ANSWER CHOICES	RESPONSES
Extremely Important	53.25% 41
Slightly Important	29.87% 23
Neutral Important	14.29% 11
Slightly Unimportant	1.30% 1
Extremely Unimportant	1.30% 1
<b>TOTAL</b>	<b>77</b>

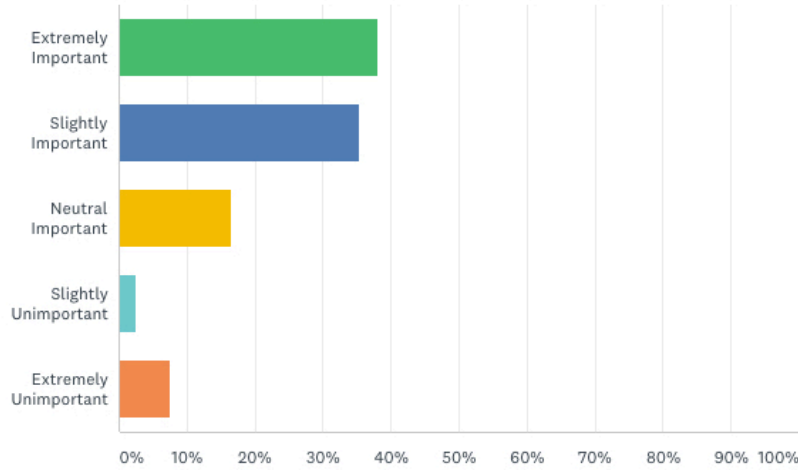
- Slightly more than 83% of respondents indicated that providing good access and reliability for first responders is either extremely or slightly important.
- Slightly less than 3% of respondents indicated that it is either slightly or extremely unimportant.



**Question 9**

How important or unimportant is ensuring good local access?

Answered: 79 Skipped: 3



ANSWER CHOICES	RESPONSES
Extremely Important	37.97% 30
Slightly Important	35.44% 28
Neutral Important	16.46% 13
Slightly Unimportant	2.53% 2
Extremely Unimportant	7.59% 6
<b>TOTAL</b>	<b>79</b>

- Slightly more than 75% of respondents indicated that ensuring good local access is either extremely or slightly important.
- Slightly more than 10% of respondents indicated that it is either slightly or extremely unimportant.



## **Question 10**

Twenty-two of the 82 respondents left additional comments. While some comments addressed multiple concerns, they were in the following categories:

- 9 comments referenced the alignment
- 4 comments referenced the process being used
- 3 comments referenced safety
- 3 comments expressed thanks for the event
- 2 comments referenced the project not being needed or wanted
- 1 comment asked for more information when available.

The majority of comments given were opinions on the alignment of Toll 49. These included:

- Staying east of Chapel Hill to avoid populated areas, the lake and other impediments
  - I would like to see this roadway proceed with as minimal impact to residential areas as possible. I would also like to see it as far to the east as possible within the proposed area. – Don Noland
  - This segment should go east of Chapel Hill to avoid populated areas. – David Epperson
  - We dont care for the toll road coming through our neighborhood no exceptions.... – Anonymous
  - I am most concerned that Loop 49 not impact residential areas. – Diana Johnson
- A route through the middle of the study area
  - I prefer suggested routes thru the middle of the study area (tying into FM 2908) or east side (tying into FM 757) as more practical options. Potential routes on the west side of the study area near CR210 seem too close to existing loop 323 and would have more conflicts with existing commercial/residential areas. – Gary Epperson
- Avoiding cemeteries, churches and generationally owned farm land
  - I believe this is a waste of money and you are taking away 100-year-old inheritance properties from families for a 5-10-minute faster route when what should be done is fixing the current county roads or making them larger. – Anonymous
  - I wish you wouldn't. Its family lands. My Daddy cleared that land and he is buried in the cemetery at Bascom. – Carla Hicks Davis
- Staying closer to Tyler
  - Stay closer to Tyler and the loop – Anonymous
- Do not use local roads



- I want to emphasize the point that local roads not be used because I do not want to pay to use the routes that I use now. I am already paying for these with the taxes I pay. If I want to use the faster loop 49 route, that is my choice to use it and pay. – Jo McMahan

#### Other comments included

- Concerns about the process
  - It was "obvious" to all at the NETRMA workshop had no intent of providing its possible routes in a public forum. Only a show to be able to say the public and land owners were consulted and given an opportunity for input. – William Dowdy
  - Survey on the internet show this is a project that is not needed or wanted by the citizens of Smith County. Take a vote by the people. – Earl Cheney
  - Biggest waste of money for a 2-lane road. Never should have been toll either. – Anonymous
  - If you would have designated on your map that the dotted line was the boundary and not Loop 49, it would have been much less confusing to the community. – Lohn Lee Hendrick
- Concerns about safety
  - Toll 49 has been an extremely dangerous roadway and thus far mostly only benefited those in private industry... - Scott
  - We don't need a toll road to increase accidents in our area. – Anonymous
  - 18 wheelers are not allowed to use this loop 49 because of the amount of deaths and collisions. – Anonymous
- Message of thanks for the process
  - The staff there was very helpful and tried to make clear they wanted public input and ideas. – Kim M. Smith
  - Well done. – Anonymous
  - Thank you for taking the time to express the plan & help us understand the goals. I am excited for the additional access to navigate our city! – L. Taylor
- Project not wanted/needed
  - Recommend not to build where crosses Yancey Lane CR292 which is near a neighborhood. – Todd Robertson
  - Survey on the internet show this is a project that is not needed or wanted by the citizens of Smith County. Take a vote by the people. – Earl Cheney
- Need more information
  - Would like a copy of the map used to propose routes to post in my business, Big Earl's (restaurant and bait and tackle shop) – Deborah Cheney

All individual survey results and comments are included in **Summary Appendix A**.



### **Question 11**

Participants were asked to provide a name and email address on the survey to receive information regarding the project. Participants were not required to provide this information. Sixty-six participants provided a name, 57 provided an email address.

### **Conclusion**

Issues ranking highest in importance included:

- minimizing impacts to neighborhoods, schools and activity centers (86%)
- routing large truck traffic away from residential areas (84%)
- providing good access and reliability for first responders (83%)

While all questions received a majority of either “Extremely Important” or “Slightly Important: responses, the issues that ranked highest in unimportance included:

- providing reliable travel times (23%)
- spurring economic development along the corridor and its surroundings (19%)

Twenty-two people responded when asked if they had any additional comments.

- 9 comments referenced the alignment
- 4 comments referenced the process being used
- 3 comments referenced safety concerns
- 3 comments expressed thanks for the event
- 2 comments referenced the project not being needed or wanted
- 1 comment asked for more information when available.

## **Attachment 1**



### Regarding the proposed Toll 49 Segment 6:

1. How important or unimportant is utilizing existing roadways as much as possible?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

2. How important or unimportant is minimizing community impacts to neighborhoods, schools, and activity centers?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

3. How important or unimportant is reducing impacts to the natural environment?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant



4. How important or unimportant is developing the most direct route with the shortest travel times?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

5. How important or unimportant is routing large truck traffic away from residential areas?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

6. How important or unimportant is spurring economic development along the corridor and its surroundings?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

7. How important or unimportant is providing more reliable travel times?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

8. How important or unimportant is providing good access and reliability for first responders?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

9. How important or unimportant is ensuring good local access?

- Extremely Important
- Slightly Important
- Neutral Important
- Slightly Unimportant
- Extremely Unimportant

10. Do you have any comments about the Goals & Objectives presented at the Workshop?

11. If you would like to sign up to receive e-mail regarding the project, please provide your contact information. (not required to complete survey)

Name

Email Address

Done



**The following appendices to this report are available upon request – B, C, D, E, G.**