



Documentation of Public Workshop

Project Location

Smith County

Facility

Toll 49 Segment 6

Project Limits

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

Meeting Location

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

Meeting Date and Time

June 4, 2019 from 5:30–7:30 p.m.

Elected Officials in Attendance

Linda Sellers, District 1 Councilmember, Tyler
Bob Westbrook, District 5 Councilmember, Tyler
Don Warren, District 4 Councilmember, Tyler

Total Number of Attendees (approx.)

159

Total Number of Comments Received

177

Total Number of Surveys Received

886

Contents/Appendices

- A. Comment/response matrix
- B. Notices and outreach
- C. Sign-in sheets
- D. Comments received
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- F. Survey Results Summary
- G. Post-Workshop outreach



Project Overview

The Toll 49 Segment 6 Project is an initiative of the North East Texas Regional Mobility Authority (NET RMA) to explore potential route options for a proposed extension of Toll 49 north to US 271. The limits of the proposed Toll 49 Segment 6 are from the Toll 49 Segment 5 eastern terminus at SH 110 to US 271 in Smith County, Texas. Through a comprehensive evaluation process and public involvement effort, this feasibility study will identify three (3) route options to carry forward to a federally required Environmental Impact Statement.

Notices and Public Outreach

- **E-Blast To Stakeholders and Working Group Members** – An email was sent to stakeholders and working group members on Thursday, May 16, 2019. A reminder email was sent to stakeholders and working group members on Tuesday, May 28, 2019. Emails and contact list are available in **Appendix B**.
- **Newspaper Advertisement** – An advertisement was published in the Tyler Morning Telegram on Sunday, May 19, 2019. Advertisement is available in **Appendix B**.
- **Media Advisory/Press Release** – A media release was sent out to the media on Tuesday, May 28, 2019. Media Advisory is available in **Appendix B**.
- **Flyer Distribution to Stakeholders** – More than 2,000 flyers were distributed to area businesses, churches and municipal buildings. Flyer is available in **Appendix B**.

Public Workshop Information

On Tuesday, June 4, 2019, NET RMA hosted a public workshop from 5:30 p.m. to 7:30 p.m. in the Chapel High School Gymnasium, 13172 SH 63 East, Tyler, TX 75707. The purpose was to provide attendees with an opportunity to review and provide input on six (6) proposed route options and learn more about the evaluation process.

Participants began arriving at the event around 4:45 p.m. A total of 159 attendees signed in, including three elected officials. Additionally, 16 staff members and two members of the media were present. Workshop sign-in sheets are included in **Appendix C**.

The meeting was held in an open house format, with no formal presentation. Participants were able to visit the following stations:

- **Display boards (see Appendix E)**
 - Welcome
 - Study Area
 - Project Development Process
 - Goals and Objectives
 - Conceptual Cross Sections
 - Environmental Constraints
 - Routes Drawn by the Public



- Evaluation Criteria
- Route Evaluation Process
- Proposed Route Options
- Four map stations allowed participants to view the study area and provide comments directly on the maps
- Two comment tables allowed participants to fill out comment cards and surveys
- Two survey tables, with two computers, allowed participants to complete the online survey
- One table, with two computers, allowed participants to view KMZ maps of the study area

Staff members were present at each station to answer questions and take comments. Two comment boxes were inside the presentation area and one box was available at the sign-in table to allow participants to submit their comments and paper surveys for official documentation. Comments were accepted by mail and online through June 19, 2019.

The public workshop was closed at 7:30 p.m.

A full summary of comments is included in **Appendix D**

A full summary of survey results is included in **Appendix F**

Handouts

Stakeholders were provided with a project fact sheet, comment/survey forms and Information Roadmap. Copies of the handouts are included in **Appendix E**.

Comments

A total of 175 comments were received through a variety of channels, including the comment form and NET RMA website. A summary of comments received is included in **Appendices A and D**.

Survey

Along with the survey provided at the public workshop, 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

A recap e-mail was sent to the working group and individuals who opted into the stakeholder mailing list, including those who signed up at the public workshop. The recap email gave an overview of the event and directed the recipient to the project website for more information, as well as the links to the online survey and comment form. In addition, the email provided contact information and stated that all comments must be submitted or postmarked by June 19, 2019. Email and contact list is available in **Appendix G**.



A.

Comment/Response Matrix

Comment/Response Matrix
Public Workshop 2
Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Adrienne Leach	6/4/2019	Comment Form	Prefer the Pink and Teal route. Blue and orange impact my family's property.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
2	Anna Boney	6/4/2019	Comment Form	The Teal is the best, I like the way it goes to UT Health, then it is a short jump to 20. I don't like the Blue or Orange, it already takes out a lot of our property. If the road is shifted any to the east, then it will take our home.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
3	Beverly English	6/4/2019	Comment Form	Blue is the best route option, less curves therefore hopefully less accidents. Also is farther out and not right at the other loop. Orange would be the second best as farther out just has more curves which could be more	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				accidents. Purple, Yellow, Teal are pointless as they are too close to town to the loop that already exist.	will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
4	Burlingame	6/4/2019	Comment Form	Blue route hurts houses and less damage to our property.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on public input to present the top three routes. 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.
5	Burlingame Properties	6/4/2019	Comment Form	Please do Orange route away or Blue.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
6	Carla Phillips	6/4/2019	Comment Form	I feel that the routes in Blue and Orange will congest the traffic in the school zones. We already have a very hard time, check with DPS. We also have a lot of	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input,

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				elderly people in the community that have lived here all their lives. There are working farms and lands that were passed down for generations. It's an area (Orange and Blue) that has a lot of wildlife, we have seen numerous owls and eagles! I realize you can't stop progression, but I feel the routes I mention have more hard working and dedicated people tied to their lands.	cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
7	Charlotte Galbraith	6/4/2019	Comment Form	The proposed routes are all in people's homes and neighborhoods. The Blue and Orange route looks more open. This route would save my home.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
8	Chip Simonds	6/4/2019	Comment Form	No Comment	Comment noted.
9	Chris Leach	6/4/2019	Comment Form	I like Teal and Pink they seem far enough away from town but still	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				usable for travel to 155, 271 and I-20. Blue and Orange cut through family property.	time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
10	Chuck Eubanks	6/4/2019	Comment Form	The Purple, Yellow and Teal routes seem to be the best possible routes affecting less lives. The Pink, Blue and Orange are much too close to our own property, will affect our lives and the investment we have a put into our property that we have lived at for 40 years. It has taken us 40 years to get where we are now and to the way we want our property to be like. Please choose Purple, Yellow or Teal.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
11	Danny D. Boney	6/4/2019	Comment Form	The Blue and Orange route will take out the land and home that I have spent my whole life to build. I am a year from	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				retirement and will have to move. I do not like this route at all.	environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
12	David W. Hall	6/4/2019	Comment Form	If 49 Toll will be extended north of IH20 at future date, then the most logical of the 6 proposed routes now being considered should be selected for the future extension.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
13	J Scott Herod	6/4/2019	Comment Form	Would like to request a meeting to show how the Blue and Orange routes impact a lot of agriculture.	Comment noted and Toll 49 Segment 6 project team called J. Scott. Herod.
14	Jennifer Yarberry	6/4/2019	Comment Form	Selected to be included in email subscriber list.	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
15	John B. Cephas	6/4/2019	Comment Form	When I bought my house 29 years ago I was told that the route would be 2000+ yards east of my house.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
16	Kenneth Boren	6/4/2019	Comment Form	Between Purple and Yellow at Hwy 64 is Pine Haven Mobile Home Park with low income houses.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
17	Kenneth Wallace	6/4/2019	Comment Form	Strong disagree with pink route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
18	Kindra Tiner	6/4/2019	Comment Form	Appears that the TEAL will be $\frac{1}{4}$ to $\frac{1}{2}$ mile from my property. I'm curious of the property value increase or decrease. Also I'm interested in the sale of my property when and if this route is chosen.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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19	Mario A. Mendez	6/4/2019	Comment Form	Due to the ability to not get off route "Teal and Pink" route seem to be the best. Purple and Yellow too close to town. Blue and Orange and of range.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
20	MWBE Properties LLC	6/4/2019	Comment Form	Purple, Yellow, Teal are pointless as they are too close to town to the loop that already exist. Blue is best route option, less curves therefore hopefully less accidents. Pink has a lot of curves and goes back and forth in and out of town. Orange would be the second best as further out just has more curves which could be more accidents.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
21	N/A	6/4/2019	Comment Form	Pink and Teal seem to make most sense due to landfill, traffic diverging onto Toll 49. Purple and Yellow too close to town, Blue and Orange too far from town and general Public Access.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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22	N/A	6/4/2019	Comment Form	My biggest concern is conflict with the extension and continuation of Grande Blvd. Purple, Yellow, teal and Pink routes would interfere with that proposal. There is a water well (Southern UTIL) near the Purple and Yellow routes. How far East of HWY 110 will 49 be 4-Lane? And when can we anticipate the other two lanes being added to the existing portion of 49 that already has bridge design for same?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations (including the location of water wells), public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. The right-of-way for all of the proposed route options would accommodate an ultimate 4-lane roadway. However, the decision to build a 2-lane or 4-lane roadway has yet to be made.
23	Olene Brame	6/4/2019	Comment Form	Given that the toll road impacts the tax base for the Chapel Hill School District, there should be an agreement between the Chapel Hill ISD and the toll road management to allow reduced/free use of toll road by school buses and transporting children from one school to another, before, after and during school hours.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. The Bond Indenture prohibits NET RMA from giving free or reduced tolls, except for emergency vehicles or vehicles required by law. School buses do not qualify.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
24	Paul Welch	6/4/2019	Comment Form	I'm thrilled that you are proceeding with this project. While I prefer the Orange and blue route, I would be in favor of any of the routes as long as it gets built. The area served by a new Segment 6 is ripe for more growth and the addition of Loop 49 in this area will greatly increase the potential for that growth. My preference for Orange and Blue is because I think it's your best choice for the least resistance from the people in this area.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
25	Peggy Ray	6/4/2019	Comment Form	Selected to be included in email subscriber list.	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
26	Rick Reutsch	6/4/2019	Comment Form	Selected to be included in email subscriber list.	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
27	Sam Griffith	6/4/2019	Comment Form	Purple and yellow routes seem better and shorter and leads directly to 155 and I-20 and leads to UT Hospital. A benefit for Tylerites. Do not like Orange- it seems further and it destroys my property.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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28	Shelli Dunning	6/4/2019	Comment Form	I would prefer the Blue or the Orange route, any of the other routes would come right through my mom's property and totally upset her world as she knows it. The Pink or Teal come right through her property, the Purple and Yellow would totally wipe out our longtime neighbors which is very upsetting. The Blue and Orange separates us and our neighbors.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
29	Stephen Lange	6/4/2019	Comment Form	The TPWD-Native Care facility at 11942 FM 848 is undergoing a renovation and new construction beginning in September 2019. Facility information can be provided by TPWD.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. We will look into this information.
30	Tim Smith	6/4/2019	Comment Form	I'm my opinion the Orange route makes much better for traffic going from Tyler to Longview.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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31	William Donous	6/4/2019	Comment Form	Like the Blue and Orange, less impact to property owners and county roads. Whatever solution is selected, needs to connect to I-20. Pink, Blue, Orange need full exit at FM 850. Teal and Pink may interfere with morning, afternoon and school traffic.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
32	Christina Allen	6/19/2019	Emailed Comment	<p>Christina Allen</p> <p>[REDACTED]</p> <p>June 19, 2019 Andy Atlas Vice President CP&Y</p> <p>[REDACTED]</p> <p>Dear Mr. Atlas,</p> <p>Case for the Teal or Green Route: After analyzing the six routes (minus the green route), I concluded that the blue, orange, and pink routes to be the worse options and the teal route to be the best option. This conclusion</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response																																			
				<p>was made based on comparing the length of each route (cost-effectiveness), the number of houses each route destroyed, route alignment, and any safety concerns (Figure 1).</p> <p>Figure 1: Comparative Analysis of the Toll 49 Segment 6 Routes</p> <table><thead><tr><th>Route</th><th>Length of Route (miles)</th><th>Number of Houses Destroyed</th><th>Connects to I-20 without going through U.S. 271</th><th>Safety Concerns</th></tr></thead><tbody><tr><td>Purple</td><td>10.33 miles</td><td>30 houses</td><td>No</td><td>N/A</td></tr><tr><td>Yellow</td><td>11.01 miles</td><td>29 houses</td><td>No</td><td>N/A</td></tr><tr><td>Teal</td><td>12.55 miles</td><td>33 houses</td><td>No</td><td>N/A</td></tr><tr><td>Pink</td><td>14.20 miles</td><td>52 houses</td><td>No</td><td>Chapel Hill ISDs</td></tr><tr><td>Green</td><td>14.56 miles</td><td>17 houses</td><td>Yes</td><td>N/A</td></tr><tr><td>Blue</td><td>15.19 miles</td><td>38 houses</td><td>No</td><td>Hazmat Risk for Lake Tyler (City</td></tr></tbody></table>	Route	Length of Route (miles)	Number of Houses Destroyed	Connects to I-20 without going through U.S. 271	Safety Concerns	Purple	10.33 miles	30 houses	No	N/A	Yellow	11.01 miles	29 houses	No	N/A	Teal	12.55 miles	33 houses	No	N/A	Pink	14.20 miles	52 houses	No	Chapel Hill ISDs	Green	14.56 miles	17 houses	Yes	N/A	Blue	15.19 miles	38 houses	No	Hazmat Risk for Lake Tyler (City	
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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>of Tyler's primary water source) Orange 16.51 miles 39 houses Yes Hazmat Risk for Lake Tyler (City of Tyler's primary water source)</p> <p>As we see in Figure 1, the current data support the teal route (Figure 1). The teal route was also the original planned route for Toll Road 49. In the '80s, city planners planned it out in anticipation of Tyler's growth. Thus, citizens have been planning their property purchases around the teal route for the last thirty years. For example, the Acker families on Acker Lane, County Road 282, Whitehouse, Texas 7579, have called Acker Lane their home for generations. They chose to stay at their location because they anticipated the path of the toll road to follow the teal route as originally planned. This is not an isolated case. Another supporting fact is that the teal and green routes do not cut through Chapel Hill ISD schools like</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>the pink route does which is a plus for the Chapel Hill community. was also the original planned route for Toll Road 49. In the 80s, city planners planned it out in anticipation of Tyler's growth. Thus, citizens have been planning their property purchases around the teal route for the last thirty years. For example, the Acker families on Acker Lane, County Road 282, Whitehouse, Texas 7579, have called Acker Lane their home for generations. They chose to stay at their location because they anticipated the path of the toll road to follow the teal route as originally planned. This is not an isolated case. Another supporting fact is that the teal and green routes do not cut through Chapel Hill ISD schools like the pink route does which is a plus for the Chapel Hill community.</p> <p>However, if the teal route is not an option because it does not directly go to I-20, then I would</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Case Against Blue, Orange, and Pink Routes:</p> <p>Besides the horrendous number of houses destroyed by the blue, orange, and pink routes, each negatively impacts many organizations. The pink would cut through Chapel Hill ISD schools and would bulldoze entire neighborhoods. The blue and orange routes would destroy many farms and ranches and would be detrimental to the following organizations/businesses:</p> <p>Lake Tyler, City of Tyler's primary water source</p> <p>Camp Tyler Outdoor School</p> <p>Troop 369 Boy Scout Troop</p> <p>Lake Tyler's Association of Homeowners</p> <p>KTBB (The KTBB towers are currently placed optimally on the highest point in Tyler. The orange and blue routes would require the KTBB towers to be moved to a less optimal place in terms of radio towers.)</p> <p>Cooksy's BBQ</p> <p>CRC Landscaping</p> <p>Zee Mechanical Solutions LLC</p> <p>Azleway Boys' Ranch & Training Center</p> <p>Jackson Heights Volunteer Fire</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Department Smith County ISD Jackson Elementary School</p> <p>Here are some more facts to consider against the blue, orange, and pink routes:</p> <p>1.) The blue, orange, and pink routes are significantly more destructive to homes than the teal or green route.</p> <p>2.) The blue and orange routes target more ranchers and farmers. Unfortunately, the inevitability of land-locking property will be the ruin of many cattle and agriculture businesses.</p> <p>3.) The blue and orange routes are the least cost-effective. The blue and orange route would require building bridges on Lake Tyler's floodplain and overcoming other obstacles. Considering this extravagance and the wasteful cost of adding an additional 6+ miles, it is a waste of taxpayer dollars.</p> <p>4.) The blue and orange routes would mean that an expressway would go over Prairie Creek (a primary tributary to Lake Tyler) where it meets Lake Tyler. Lake</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Tyler is City of Tyler's primary water source. Lake Tyler is filled and refilled by rain falling on local creeks like Prairie Creek that support the lake -- not springs or rivers with headwaters from miles away. We need to consider the hazmat risk.</p> <p>5.) The blue and orange routes' proximity to Lake Tyler would destroy the value of homes on Old Lake Tyler.</p> <p>6.) The blue and orange routes, proximity to the Camp Tyler Outdoor School could hurt the wildlife and aesthetic of the camp. The toll road would run 0.63 miles away from the edge of the camp which could destroy surrounding woodlands.</p> <p>7.) The pink route cuts through Chapel Hill ISD schools.</p> <p>Testimonies: My Testimony, the Allen Family My family's property, Red Oak Ranch located a [REDACTED] [REDACTED], is the last thing I have from my father who passed suddenly due to medical error in 2013. My mother and father built Red Oak Ranch together and my brother, his</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>wife, and I continue to carry the torch in running the ranch and calling it home. This land has been in our family for over thirty years and we, as humble stewards of the land, have sought out opportunities to give back to the Tyler community by volunteering Red Oak Ranch as a campground for Boy Scout Troop 369 and host weekly meetings. Hundreds of scouts have been positively impacted by this contribution, and it would be heartbreaking to have it all ended by a toll road. Besides destroying the value of our house, the blue and orange routes would ruin the camping aesthetic and would make the property unsafe for boy scouts.</p> <p>The orange and blue routes will also land-lock Red Oak Ranch and destroy our ranching and hay business. Not to mention, Red Oak Ranch leases the land north of the property for ranching purposes and the toll road would landlock that piece of property also which is essential to our cattle business.</p>	

				<p>In addition, my brother's and my lake property would be at risk of losing property value; and I am concerned about the threat to our drinking water if an expressway was to be put so close to Lake Tyler. It is also tragic that the blue and orange routes will destroy my neighbors, homes, farms, and ranches. Many of my neighbors have had their land for as long as we have and some much longer being passed down through generations.</p> <p>Concerning public opinion, it is undeniable that the blue, orange, and pink routes are the least desirable. Please see the attachments for testimonies from the following neighbors: Mary Lou Tyre John Ashcraft Lindsey and Jaymes Marion Kyle and Amy Cooksy, Cooksy' BBQ Logan Zedlitz</p> <p>Thank you again for allowing us the opportunity to be a part of this process and for considering our recommendations.</p> <p>Sincerely, Christina Allen</p>	
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Comment Number	Commenter Name	Date Received	Source	Comment	Response
33	John Hardy	6/5/2019	Emailed Comment	<p>Color me frustrated. I learned this morning that there was another “community meeting” about segment six last night. I received no notice. Do those go out by e-mail to people who have signed up on the NetRMA website? I just submitted another – at least my third – attempt to get updates on this project, particularly since one of the proposed routes appears to run straight across a million bucks worth of my property. (And that’s not counting the house plans for that property, which are currently on the architect’s drafting table!) I can’t participate in meetings I don’t know about, and I don’t have any confidence that my sign-ups on the NetRMA website actually go anywhere. Is there anyway I can verify that my information has been received so that I can at least come raise my hand at a meeting?</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. We have added you to the stakeholder email list for the project. All meeting materials provided at the meeting are available online on the project page (www.netrma.org/projects/segment-6/).</p> <p>Comments and survey responses must be received by Wednesday, June 19, 2019 to be included in the official record of the public workshop.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
34	John Hardy	6/18/2019	Emailed Comment	<p>Thank you for your e-mail and response. Colleen Colby and I have been friends for nearly ten years – I appreciate her passing my message along to you. (Somehow I always seem to time my e-mails to her when she is out of town or on vacation! As if hearing from me isn't already frustrating enough for her...but she'll tell you that deep down, I'm imminently reasonable. I'm copying her, just because we don't have enough opportunities to talk, and she has been helpful with my questions about Loop 49 expansion in my area.)</p> <p>A number of the Toll 49 proposed routes impact my property in some way, but the Teal route does so most directly – by splitting it in half. I own three contiguous tracts on [REDACTED] which total approximately 85 acres. If you examine where the Teal route crosses 262 (north of the road, and just south of the TPWD Nature Center), you'll see that the path goes through a light-green tract marked as agricultural. (My larger workshop, which either does not</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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				<p>appear on the map or is too small to discern, will apparently be obliterated if that is the highway's path.) My existing homestead is immediately to the east, and in fact we recently finished up plans with our architect for new construction on the large tract that will be in or dangerously near the proposed route. We also have one structure on our pond (on the northwest corner of the property), which is also slated for improvement and expansion as part of our homestead. I believe that all the official utility easements are at the CR 262 roadway right now, but I have seen some very old pipeline signs at my north boundary, where there is also a creek. In addition to the public utilities, I have installed a number of private lines crossing the property to carry water as well as buried fiber optic cable to serve the various structures with internet access.</p> <p>The property contains quite a high point in elevation, and drops more than 100 vertical feet from the hilltop to the construction</p>	

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				<p>(whether residential or highway), it has benefits as well: I have been approached regarding a large antenna installation there for cellular services, microwave relay, and whatever else they do with those towers. While it's not my first or preferred use for the land, it's a significantly more lucrative opportunity than I would have anticipated, and one I am seriously considering.</p> <p>As you can quickly sort out, if the Teal route winds up being chosen, this poses a number of problems for me. I believe I read that the Toll 49 right-of-way is 500' wide. Unless NETRMA purchases my entire property, I would be left with two tracts and a homestead bisected by a highway – and presumably no safe way to traverse between the sections. (Right now, I host an active club of hunters on the property, I have a long-distance shooting range set up across one pasture, and my young kids consider the whole place their personal playground.) It's uncertain whether my existing home would be affected, but our</p>	

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				<p>planned build site (survey markers have been in the ground for more than a year or two now) would be lost. As noted above, my larger and newer shop would be lost. My private utilities serving what would become the western piece of what land remains would also surely be lost, terminating my internet access and my supply of potable water to that land and the structures on it.</p> <p>It sounds dire – and to me, it is – but that’s also kind of a best-case scenario. It would be compounded by our plans for the property. You undoubtedly already have the Smith CAD tax appraisal values for every potential taking, and you know those values are below market (though they are admittedly closer than they used to be). The residential improvements we are working on will at least double the value of our property, before considering revenues from the antenna project. Mine probably isn’t the largest tract in the Teal path, and maybe not the most valuable – but I bet it’s in the top handful.</p>	

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				<p>Again, I am left with the same issue: either I forge ahead in the face of uncertainty, taking the risk of losing it all to eminent domain, or else risk the road jogging a hundred yards so NETRMA can avoid that purchase...and my multi-million dollar investment becomes unmarketable as a result of its proximity to a tollway that hasn't achieved much local popularity. The greatest question is one which no one can (or no one is willing to) answer – that of course being the ultimate route. (Has the toll viability study been completed? I assume so, since NETRMA is charging ahead into these next phases, but perhaps it just confirms the wide view that the viability question was merely a foregone conclusion / formality.) The real problem is the uncertainty and the associated timeframes for the project. From my understanding of the timelines, we're still months from NETRMA narrowing the proposal down to three routes. Then it's three years of environmental study to narrow down to one single route. Then it's three years of right-of-way</p>	

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				<p>purchases, and only then does it get down to actual construction...which will take years. All that uncertainty – being several years before there is a defined route, and probably ten years before there’s an actual road – makes it very challenging for me to make lifelong decisions that cost a great deal of money! While I understand that projects of this scale are incredibly complex and take lots of time and money, I’m sure you also understand that every family now affected by the six proposed routes cannot put their lives and plans on hold for many years to see what will ultimately happen.</p> <p>This is likely more than you have any interest in knowing. I’m meeting in the next week or two with a number of my neighbors – adjoining landowners that are affected by the Teal route, as well as a couple who face takings for the Purple and Yellow routes. There are five of us that collectively own more than 600 acres, all variously affected by the Teal, Purple, and/or Yellow, with a combined market value</p>	

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				<p>exceeding \$10MM. I don't think any of us (prior to now) were on the notification list for the community meetings, and I am certain that none of us made it to any of those public information sessions to date. I regret that, as it undoubtedly have been helpful both to learn more and to lodge our input as landowners in the path. I have shared with them the link to get registered so we don't miss any more of these events, and I really appreciate you confirming that my input was received this time. I'll be at the next meeting!</p> <p>One last relevant aside... In my work, I also serve as general counsel to Chapel Hill ISD, which is impacted by pretty much every single route, some more than others. I have had a number of conversations with the Superintendent and Board of Trustees there, as the District is facing a substantial financial impact from the loss of taxable land, a roadway that might run very near one or more school facilities, and so forth. I know that Superintendent Lamond Dean is on some committees</p>	

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				<p>related to 49, and you probably already know that he is an excellent resource in that area – he knows everyone, and he and I have a very good working relationship.</p> <p>I'd be glad to speak with you, or anyone else, concerning the views and challenges for those of us occupying the most valuable land situated on the westernmost edge of the study area. I spend all my free time outdoors there on my little ranch with my family, and I'm intimately familiar with the topography, water challenges, and so forth. I recognize that the road will face those issues no matter where it falls, but to the extent I can help – and to be entirely transparent, to the extent I can preserve property that is far too valuable and too beautiful to become a tollway – I am ready for dialogue.</p> <p>Thanks again, John</p>	

Comment Number	Commenter Name	Date Received	Source	Comment	Response
35	Catherine Robinson	6/18/2019	Mailed Comment Form	<p>Dear Ladies & Gentlemen,</p> <p>The proposed route for #6 (Blue) would be extremely detrimental to the City of Tyler. Lake Tyler residence taxes brings in a substantial amount of money. To bring Toll 49 so close to our Lake Tyler, it would ruin all value to the home owners properties. Therefore taxes would fall. A Toll Road 49 does not benefit by the beauty of Lake Tyler. For keeping the beauty of Tyler and all that this City has to offer should be kept in mind for it to continue to prosper.</p> <p>We are just one of the many residents who have invested a lot of time and money into our home. This Blue Route would be devastating to all of us. We have been proud residence of Tyler for thirty-two years in our home. Please help us all.</p> <p>You would save money as well by making Toll 49 straighter and more direct to I-20. It would be a monstrous plus by utilizing farm lands and avoiding all residence possible.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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				I sincerely thank you for your time and the consideration involved in Toll 49's placement. Sincerely Yours, Catherine Robinson	
36	Dale/Debbie Peterson	6/5/2019	Mailed Comment Form	Thank you for all the time that was put into this public workshop. We were pleased by how organized and well thought out. We liked the fact that there were many information officers at each presentation. We liked the fact that there were many opportunities for the public to put their input. Thank you again for a well-organized meeting!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project.

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37	H.R. Fender, Jr.	6/8/2019	Mailed Comment Form	<p>Since inception of the Loop 49 project, those of us living on the East side have speculated on the route which is closest to us. Ten to fifteen years ago TxDOT actually posted permanent metal signs along HW 64, FM 850, and HW 31 East denoting the points at which Loop would cross those respective roads. The signs were removed several years ago, but many of us made many important decisions regarding our ownership of property in the area based on the presence of those signs. The route which most closely replicated the information given is the Purple Route. From a cost perspective, the Purple route would appear to be the preferable option. From a distance and safety standpoint the Purple Route would be best. To minimize the number of individuals negatively impacted by the project, the shortest and straightest Purple Route is the best of the options presented.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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38	Kay M. Smith	6/6/2019	Mailed Comment Form	<p>According to the Dec 11, 2018 workshop public input, the majority of citizens drew a map that would run East of CHS high school and middle school. That is not reflected in your proposals – Four of the routes (Purple, Yellow, teal and pink) are between Loop 323 and CHHS high school. This rips our community and brings all traffic through our district to get on new Loop 49. Please consider moving traffic out of our school’s front yard and East of school is much less congested. Please consider Blue or Orange. Thank you.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
39	Marvin Carpenter	6/12/2019	Mailed Comment Form	<p>To be useful for residents of eastern Smith County, the purple and yellow routes seem best. All other routes take traffic away from town and then back. I have lived in this area for thirty years and the bulk of population is 3 or 4 miles from town. Having a route six or seven miles from town would not be useful. I-20 and Hwy 271 traffic can pick up Loop 49 anywhere so I see no need to go far east for access. The purple route is very straight so it would seem to be safer also.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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40	Perry N Miller	6/18/2019	Mailed Comment Form	<p>My address tells it all. I'm an individual that feels if I can see a major road, it is too close to my home. I can easily hear the traffic on 284, especially when having my morning coffee on our patio. If the wild life can handle it, so can I. Speaking of wild life, I doubt the deer that live there, and families that use the Nature Center will be happy to give up any of that sanctuary.</p> <p>I thought the reason for building 49 was to give traffic easy access to and from I-20 without going through Tyler. The ORANGE route will easily accommodate that traffic plus create additional revenue by adding more toll stations at major intersection. Personally, my choice of routes are in the following order, with the most preferred being number 1:</p> <p>1. Orange, 2. Blue, 3. Pink, 4. Purple, 5. Yellow, 6. Teal</p> <p>Sincerely, Perry N. Miller, Sr.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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41	Stefanie Smith	6/7/2019	Mailed Comment Form	It makes more sense to me to choose a route less populated to make disruption and displacement minimal. Plus, this is a small community with 4 routes of the 6 tearing it in half. I'm strongly against this.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
42	Alisha Holmes	6/19/2019	Online Comment Form	The state should take into consideration the amount of homes and families that will be affected by each proposed road. It is my opinion that the route with the least amount of homes to be disturbed would be the way to go.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. 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.
43	Amber Cobena	6/9/2019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
44	Amy Cooksy	6/18/2019	Online Comment Form	The blue, orange and teal routes effect our home and business, as well as my sisters home and	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and

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				business. No to teal, blue and orange.	environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
45	Angela Marson	6/5/2019	Online Comment Form	I am completely against segment 6 coming through Chapel Hill school district, homes, streets, and businesses. People here have lived in this area their whole lives and to have traffic coming right through their homes is unacceptable. Please, do not allow this to happen. My whole family lives in Chapel Hill. I myself live [REDACTED] Please do not allow this area to be affected. Thank you.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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	Angela Singer	6/9/2019	Online Comment Form	We just built a 4000 sq. ft. home in New Chapel Hill - according to my calculations, smack dab in the middle of the location where the Blue and Orange Routes begin to converge at the end of	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility.

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				CR 2344. I am alarmed that property owners were not notified in advance of the proposed routes or informed about the meetings that have been held in which community members could voice concerns. A neighbor happened to mention it to my husband today, June 10. We built the home with our own hands - every 2 x 4, every piece of Sheetrock, wiring, plumbing, everything - my husband's life work. To whom and how can we voice our concerns now that Meeting 2 has come and gone?	At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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. A concerted effort was made by the NET RMA to advertise the public workshop and encourage community involvement. Efforts included distributing more than 2,000 flyers to announce the workshop to local businesses known to be frequented by area residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on the NETRMA website; and email blasts to those who have signed up to be on our email list. If you are interested in signing up for future notifications, please visit: https://www.netrma.org/projects/segment-6/ .
47	Anne Kent	6/15/2019	Online Comment Form	Would like updates.	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
48	Ava Zoller	6/17/2019	Online Comment Form	Since you're showing a route that would go through my house and yard, what recourse do I have?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. Please note at this time, we have not identified a preferred route. We are evaluating the six

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				<p>Your proposed route would devalue my home and I would not be able to sell it. I've owned this place for 33 yrs.</p> <p>Can you please send me a plat showing the location of my house and the proposed route. It would seem like you should have done this before trying to propose a route.</p> <p>Thank you, Ava L. Zoller</p>	<p>proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
49	Beth Edwards	6/16/2019	Online Comment Form	<p>The blue & orange routes are way too close to Lk. Tyler & I feel it would definitely affect the property values of the lake properties. That is such a long way around also; why not go with one of the straighter routes; purple, yellow or teal? I personally do not use the existing toll roads because since it is only 2 lanes, it is a death trap. The state should look at the number of accidents & deaths on this roadway & consider that in making their decision. I definitely think, if they are going to do it, it should be 4 lanes with a median in the middle like most toll roads are.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>

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50	Beth Murrey	6/5/2019	Online Comment Form	I am opposed to the Teal route! It will go directly across family owned land that has been in our family for over 150 years. Not to mention it will run directly next to a cemetery that has pre-civil war history and graves and will be extremely disrespectful to anyone mourning a lost one having to hear the sound of toll road traffic.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. 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.
51	Braeden Bynum	6/17/2019	Online Comment Form	We do not want the blue or orange route!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
52	Bret Swinney	6/4/2019	Online Comment Form	I would like the link for the survey that was available at the meeting tonight.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. All meeting materials provided at the meeting are available online on the project page (www.netrma.org/projects/segment-6/). Comments and survey responses must be received by Wednesday, June 19, 2019 to be included in the official record of the public workshop.

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53	Brian Flens	6/18/2019	Online Comment Form	<p>I have 21 acres on the east side of CR 353 about 1.5 miles north of I-20. I recognize that none of the proposed 6 routes will directly impact my property but a few of the routes could have significant indirect impacts on my family's way of life. However, I also recognize that, no matter what is decided, there will be impacts to personal property. Therefore, I would like to attempt to offer my opinions on each route but with some logic as it pertains to the stated goals in the handouts. I will begin with the furthest east route and work my way west:</p> <p>- Orange Route; this one seems to make the least logical sense as I review the goals for this project. It is the longest option which I assume means it will also be the costliest. It bisects New Chapel Hill and creates this odd backtrack one would have to make to get to I-20. Unless there is a planned exit for I-20. However, if that is the case then why take this route up to 271? Why not just stop at I-20? Furthermore, it would create a</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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				<p>logistical mess trying to sort out access roads, exits, etc for 271, I-20 and Loop 49 also adding to the cost. Overall, I do not believe this option would sufficiently meet the stated goals and, on a more personal note, I would anticipate this option would have a significant impact on my family.</p> <p>- Blue route; this route is similar to Orange in that it is very long and meets 271 very close to the 271/I-20 intersection which I believe would create a similar logistical mess to the Orange route. The Blue route follows Orange on the south end and, therefore, will also bisect the community of New Chapel Hill. As with the Orange route, the Blue route appears to be rather disruptive and costly. Blue and Orange are close to Lake Tyler which could have a significant impact on personal lake-front property. Furthermore, this one would be the most disruptive to my family personally.</p> <p>- Pink Route; this one still seems rather long to me and is certainly not the most direct route nor</p>	

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				<p>would I think it would improve first responders access. I do not believe the Pink route will meet the intended goals of this project. Pink is also too close to my property for my preference.</p> <p>- Teal Route; this route seems to better meet the most direct route goal while minimizing the length of the route (and thereby minimize personal property impacts as well as cost impacts). This route also seems to support the first responder access goal easy access to I-20 and easy access to a hospital (UT Health on 271). The Teal routes seems to be a reasonable compromise that I could support.</p> <p>- Purple & Yellow Routes; these two routes are close enough that I would like to address them as one. Similar to the Teal Route, they are shorter, so I assume they would have a smallest cost and personal property impact. Another benefit of these two routes is the potential ease of access to UT Tyler for students and professors. Both routes also offer quick access to UT Health on 271. I would support either of</p>	

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				<p>these two routes as viable options.</p> <p>Overall, I believe the Orange, Blue and Pink routes would be the most disruptive to area communities and would not meet the stated goals. The Teal, Yellow and Purple routes I believe better meet the project goals and, while they would probably cause some increased traffic on 271, they would be the least disruptive to my family's property on CR 353.</p>	
54	Bruce Carter	6/10/2019	Online Comment Form	<p>Our family owns the tract at [REDACTED]</p> <p>[REDACTED] We have a lake that would be severely impacted by the Purple, Yellow and to a lesser extent Teal routes. Those routes would result in the loss of wetlands, fish and wildlife habitat. It would very likely threaten the earthen dam that we have had in place since 2004. Our property is multiuse with hay and honey production. A large number of kids from this area have caught their first fish in our lakes. Mackey Road next to our lower section of land washed out in two places this</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Development of the Toll 49 project would include analysis of the existing drainage patterns along the corridor. The proposed design would avoid adverse impacts to adjacent properties including creeks and floodplains.</p>

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				year and I would be very concerned about the additional water runoff from Loop 49 being on top of the Gilley Creek tributary from the Purple and Yellow routes. We would love the opportunity to speak with a Project Manager if that is possible. Thank you for your transparency and the opportunity to comment.	
55	Bruce Carter	6/18/2019	Online Comment Form	<p>Re: Toll 49 Segment 6 Project Our family owns [REDACTED] [REDACTED] We have made many improvements to the property including 3 lakes, 40 acres hay pasture, roads and trails. We are a registered Farm with NRCS and have completed several projects under their supervision. We engage in timber, hay and honey production. Our property has a wide variety of wildlife including migratory fowl.</p> <p>We strongly oppose the Purple and Yellow options as they are extremely close to our larger ~20 acre lake and associated wetlands. The lake appears to be contacted by the Yellow route. The additional water</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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				<p>runoff from these routes would likely damage wetlands and threaten the integrity of our earthen dam. Migratory fowl and local wood duck populations would be displaced.</p> <p>Flood plains in the area of the Purple and Yellow routes could overwhelm the threatened roads. CR 262 and Mackey Rd would have to be completely redone and elevated or risk constant threat of washout putting users of these roads at great risk We also have concerns about drainage from the Teal route based on elevation changes and the topography of CR 262.</p> <p>The Purple and Yellow routes are too close to large areas of existing development such as The Hamptons Assisted Living & Memory Care, Summerwoods Apts, Chapel Woods & Del Coronado subdivisions. The Purple & Yellow options are very close to UT Tyler and could blunt its eastern expansion plans.</p> <p>Traffic congestion could be lessened more effectively by using the Orange, Blue or Pink</p>	

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				<p>choices rerouting large numbers of people traveling to south Tyler for work, shopping or dining. Orange, Blue or Pink would give motorist east of Tyler better, quicker access to I-20. The construction costs associated with the Purple & Yellow routes would be excessive because of existing homes, businesses, roads and waterways. Thank you for your consideration. Sincerely, Judy & Bruce Carter</p>	
56	Caitlin Covey	6/5/2019	Online Comment Form	<p>I prefer Routes Purple and Yellow because it would benefit UT-Tyler staff and students; emergency personnel (up to the medical campus); commuters (easy to drive down University Blvd. and hit the inner loop); and hopefully inspire business growth down the 64 HWY. Also, those two routes make sense in the grand scheme of connecting your loop. Personally, we would be more likely to use the toll. The Teal route would upset our quiet neighborhood and seems to cross a lot of water, water that people have paid good</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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				money to enjoy at their leisure, and doesn't add value to our community, but rather detracts from it. The Pink route meanders. You add a lot of miles to the project without adding benefit to the community or the people driving. Blue and Orange are fine too, but end further away from the medical center, but I see the benefit of crossing 1-20 and connecting our northern towns to Tyler. I just wonder if it connects to HWY 64 too far East for people to perceive the benefit. Those roads, however, seem to be much favored by the residents of Chapel Hill who aren't ready for change.	
57	Calista Moore	6/4/2019	Online Comment Form	I would prefer the blue and orange routes. The purple and yellow routes go right through my house. I also have a creek running through my property. I would also want the Nature Center protected. I think the 4 western routes are too close to State Highway 110.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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58	Carl Sulser	6/15/2019	Online Comment Form	Oppose orange and blue proposals. Too close to Lake Tyler and Camp Tyler.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
59	Carol Allen	6/13/2019	Online Comment Form	We do not want the orange nor the blue routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
60	Carroll Davis	6/19/2019	Online Comment Form	The blue and orange routes are way out of the way to connect to 271. There are shorter routes that will cost much less tax money. It looks like you are interested in doing the usual waste of the tax dollar. There are other routes that will be shorter	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to

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				and more cost effective. The blue and orange routes will be the most expensive. Just look at all the additional expense going near the lake. As this area grows a four lane will make more sense, because in a few short years a two will need to be four lanes for the entire toll 49. As for myself I do not ever use a toll road.	the federally required Environmental Impact Statement.
61	Casey Praytor	6/10/2019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
62	Chelsi Drosche	6/5/2019	Online Comment Form	I am against using the "Teal" route for the proposed segment 6 of Toll 49. This goes through the middle of our community and lands that have been passed down from generation to generation. I believe it makes more sense to use the blue or orange routes as they are less "in town" and wouldn't be near any of the area schools.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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					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.
63	Chris Kent	6/16/2019	Online Comment Form	I do not wish to have the route go through blue or orange route. Runoff damage to lake Tyler would be horrific. This year I have seen a pair of bald eagle and a juvenile bald eagle. I have also seen a red tailed hawk.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations (including wildlife and endangered species), public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Roadway runoff draining into creeks would have to comply with Section 401 water quality certification standards under the Clean Water Act.
64	Christie Adams	6/13/2019	Online Comment Form	The blue and orange routes would destroy property that has been used significantly for the benefit of BSA Troup 369 for many years. Choose a route closer to town and avoid this tragedy.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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65	Christina Allen	6/11/2019	Online Comment Form	I have a new route proposal for Toll 49, Segment 6. This route is more cost-effective, direct, and appealing to motorists.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
66	Christina Allen	6/19/2019	Online Comment Form	<p>Case for the Teal or Green Route: After analyzing the six routes (minus the green route), I concluded that the blue, orange, and pink routes to be the worse options and the teal route to be the best option. This conclusion was made based on comparing the length of each route (cost-effectiveness), the number of houses each route destroyed, route alignment, and any safety concerns (Figure 1). Figure 1: Comparative Analysis of the Toll 49 Segment 6 Routes Route Length of Route (miles) **Data contributed by anonymous GIS specialist. Number of Houses Destroyed</p>	Thank you for your comment. Routes that were suggested by the public are currently being evaluated.

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				<p>**This estimate was obtained by using Google Earth software. Connects to I-20 without going through U.S. 271 Safety Concerns</p> <ul style="list-style-type: none"> •Purple 10.33 miles 30 houses No N/A •Yellow 11.01 miles 29 houses No N/A •Teal 12.55 miles 33 houses No N/A •Pink 14.20 miles 52 houses No Chapel Hill ISDs •Green 14.56 miles 17 houses Yes N/A •Blue 15.19 miles 38 houses No Hazmat Risk for Lake Tyler (City of Tyler's primary water source) Orange 16.51 miles 39 houses Yes Hazmat Risk for Lake Tyler (City of Tyler's primary water source) As we see in Figure 1, the current data support the teal route (Figure 1). The teal route was also the original planned route for Toll Road 49. In the '80s, city planners planned it out in anticipation of Tyler's growth. Thus, citizens have been planning their property purchases around the teal route for the last thirty years. For 	

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				<p>example, the Acker families on Acker Lane, County Road 282, Whitehouse, Texas 7579, have called Acker Lane their home for generations. They chose to stay at their location because they anticipated the path of the toll road to follow the teal route as originally planned. This is not an isolated case. Another supporting fact is that the teal and green routes do not cut through Chapel Hill ISD schools like the pink route does which is a plus for the Chapel Hill community. However, if the teal route is not an option because it does not directly go to I-20, then I would encourage you to take a look at the green route. The green route was originally proposed by Brian Allen at the board meeting on June 11, 2019. Taking into account cost-effectiveness, alignment, public input, and extensive research over the past week, improvements have been made to the green route. Please see Figure 2. If the green route is allowed to be considered, the green route is the best route by</p>	

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				<p>far (Figure 1). Here are some of the reasons:</p> <p>1.) The green route is more cost-effective since it is shorter with fewer bridges and obstacles to overcome which would reduce construction costs.</p> <p>2.) The green route connects to I-20 avoiding a dangerous intersection with State Highway 271. 3.) The green route destroys only 17 houses which increases public appeal.</p> <p>4.) The green route does not cut through Chapel Hill ISD schools.</p> <p>5.) The green route does not jeopardize Lake Tyler, City of Tyler's primary source of water.</p> <p>Figure 2: Green Route Case Against Blue, Orange, and Pink Routes:</p> <p>Besides the horrendous number of houses destroyed by the blue, orange, and pink routes, each negatively impacts many organizations. The pink would cut through Chapel Hill ISD schools and would bulldoze entire neighborhoods. The blue and orange routes would destroy many farms and ranches and would be detrimental to the</p>	

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				<p>following organizations/businesses:</p> <ul style="list-style-type: none"> •Lake Tyler, City of Tyler’s primary water source •Camp Tyler Outdoor School •Troop 369 Boy Scout Troop •Lake Tyler’s Association of Homeowners •KTBB (The KTBB towers are currently placed optimally on the highest point in Tyler. The orange and blue routes would require the KTBB towers to be moved to a less optimal place in terms of radio towers.) •Cooksy’s BBQ •CRC Landscaping •Zee Mechanical Solutions LLC •Azleway Boys’ Ranch & Training Center •Jackson Heights Volunteer Fire Department •Smith County ISD •Jackson Elementary School <p>Here are some more facts to consider against the blue, orange, and pink routes:</p> <p>1.) The blue, orange, and pink routes are significantly more destructive to homes than the teal or green route.</p>	

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				<p>2.) The blue and orange routes target more ranchers and farmers. Unfortunately, the inevitability of land-locking property will be the ruin of many cattle and agriculture businesses.</p> <p>3.) The blue and orange routes are the least cost-effective. The blue and orange route would require building bridges on Lake Tyler's floodplain and overcoming other obstacles. Considering this extravagance and the wasteful cost of adding an additional 6+ miles, it is a waste of taxpayer dollars.</p> <p>4.) The blue and orange routes would mean that an expressway would go over Prairie Creek (a primary tributary to Lake Tyler) where it meets Lake Tyler. Lake Tyler is City of Tyler's primary water source. Lake Tyler is filled and refilled by rain falling on local creeks like Prairie Creek that support the lake -- not springs or rivers with headwaters from miles away. We need to consider the hazmat risk.</p>	

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				<p>5.) The blue and orange routes' proximity to Lake Tyler would destroy the value of homes on Old Lake Tyler.</p> <p>6.) The blue and orange routes' proximity to the Camp Tyler Outdoor School could hurt the wildlife and aesthetic of the camp. The toll road would run 0.63 miles away from the edge of the camp which could destroy surrounding woodlands.</p> <p>7.) The pink route cuts through Chapel Hill ISD schools.</p> <p>Testimonies:</p> <p>My Testimony, the Allen Family My family's property, Red Oak Ranch located at 12551 CR 282, Whitehouse, Texas, is the last thing I have from my father who passed suddenly due to medical error in 2013. My mother and father built Red Oak Ranch together and my brother, his wife, and I continue to carry the torch in running the ranch and calling it home. This land has been in our family for over thirty years and we, as humble stewards of the land, have sought out opportunities to give back to the Tyler community by</p>	

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				<p>volunteering Red Oak Ranch as a campground for Boy Scout Troop 369 and host weekly meetings. Hundreds of scouts have been positively impacted by this contribution, and it would be heartbreaking to have it all ended by a toll road. Besides destroying the value of our house, the blue and orange routes would ruin the camping aesthetic and would make the property unsafe for boy scouts. The orange and blue routes will also land-lock Red Oak Ranch and destroy our ranching and hay business. Not to mention, Red Oak Ranch leases the land north of the property for ranching purposes and the toll road would landlock that piece of property also which is essential to our cattle business. In addition, my brother's and my lake property would be at risk of losing property value; and I am concerned about the threat to our drinking water if an expressway was to be put so close to Lake Tyler. It is also tragic that the blue and orange routes will destroy my</p>	

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				<p>neighbors' homes, farms, and ranches. Many of my neighbors have had their land for as long as we have and some much longer being passed down through generations.</p> <p>Concerning public opinion, it is undeniable that the blue, orange, and pink routes are the least desirable. Please see the attachments for testimonies from the following neighbors:</p> <ul style="list-style-type: none"> • Mary Lou Tyre • John Ashcraft • Lindsey and Jaymes Marion • Kyle and Amy Cooksy, Cooksy's BBQ • Logan Zedlitz <p>Thank you again for allowing us the opportunity to be a part of this process and for considering our recommendations.</p>	
67	Cynthia Allen	6/10/2019	Online Comment Form	<p>I think the pink or teal routes are most viable and positive for the success of loop 49.</p> <p>They cause the least disruption to properties that are actively used or can be replaced by similar properties. There is less disruption to irreplaceable agriculture based enterprises that can't be replaced</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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				the Blue & Orange routes can cause hazmat environmental concerns to the water quality of Lake Tyler where we get most of our water. You will also be destroying one of the main towers to KTBB . You are more likely to get more revenue producing traffic if it has closer access to current Tyler community like in the Pink and Teal . The Blue & Orange are to far away to encourage greater access and usage. it will cost more to build the longer routes of the blue & orange	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.
68	Cynthia Clark	6/16/2019	Online Comment Form	Blue and OrangeWAY TO CLOSE TO LAKE AND LAKE LIVING.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Roadway runoff draining into creeks would have to comply with Section 401 water quality certification standards under the Clean Water Act.

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69	Dan Hurst	6/15/2019	Online Comment Form	"We do not want the blue nor the orange route."	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
70	Dave Smith	6/15/2019	Online Comment Form	I don't like blue or orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
71	David Cook	6/13/2019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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72	David Fierbaugh	6/13/2019	Online Comment Form	Do not use the not use the blue or orange route	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
73	Dawn Morley	6/16/2019	Online Comment Form	I live in the Chapel Hill area. I am concerned about how construction will impact my access to 64. I live in the Pleasure Acre Lake area on 291. I just also attend church on University Drive. and we went through enough road construction when they widened the road to make it a 4 lane road. I just want to be able to get to and from Tyler on 64 without any problems. I would you prefer you using the blue or orange Route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Regardless of the option selected, the same number of lanes operating on SH 64 prior to construction would remain open throughout the duration of construction.

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74	DeAndrea Welch	6/6/2019	Online Comment Form	When is this project starting and which color plan have you all chosen?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
75	Deanna Schoenberger	6/8/2019	Online Comment Form	I prefer the yellow. Thanks	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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76	Debbie Dykes	6/13/2019	Online Comment Form	What 3 options are now being considered?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
77	Debbie Dykes	6/13/2019	Online Comment Form	What 3 options are now being considered?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
78	Diane Mathis	6/13/2019	Online Comment Form	Teal is the best route. It is just far away from Tyler and be very useful. Orange and blue is way too far out from Tyler to be useful. Orange and blue is too close to our water supply.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we

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					will identify three routes to carry forward to the federally required Environmental Impact Statement.
79	Dianna Lozada	6/13/2019	Online Comment Form	We do not want the Blue nor the Orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
80	Donna Dugan	6/18/2019	Online Comment Form	We do not want the blue or the orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
81	Elizabeth Shoemaker	6/6/2019	Online Comment Form	When is the estimated start date of segment 6 to begin?	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to

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					<p>the federally required Environmental Impact Statement.</p> <p>The feasibility study is expected to last until fall 2019, with the environmental study and schematic design being completed by spring 2022. The final design, ROW acquisition, and utility adjustment will take approximately three or more years. The construction phase is estimated to take another three or more years. Advancement of each step is contingent upon the outcome of the previous step and the availability of funding.</p>
82	Franxesca Karst	6/14/2019	Online Comment Form	We don't want the blue nor the orange route	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
83	Gwen Coyle	6/15/2019	Online Comment Form	<p>We have lots of wildlife & some of them are protected species - red tailed hawks, two hatched this spring. While the toll road is nice we don't have that much traffic on Wolf lane, Hwy 64 - this toll will benefit the city/county much more than it will the people who reside in the areas. We all moved to this area</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project.</p>

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				to be away from the city & lots of traffic and the last thing we want is a toll road. This is not about money to the home owners, it is about having a place to raise our families & something we can leave to our children and grand-children, our hard work put into our homes and land can't be bought & paid for, we don't want to move to another place.	
84	Halie Vance	6/5/2019	Online Comment Form	I vote against the teal route. It runs right through your family land	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>
85	Harold Doty	6/8/2019	Online Comment Form	<p>My address is [REDACTED], so I live close to the proposed routes.</p> <p>Purple and yellow routes are</p>	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input,

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				<p>really too close to existing 323 and defeat the concept of an outer loop. This will especially be true in 10 years. Compare to other distances between 323 and Toll 49. The orange route has a great advantage with a direct connection to I 20. I think the importance of this direct connection should not be underestimated. Why make drivers get off I 20 onto 271 then back onto the toll road. I don't see any user advantages of the blue route over the orange route.</p> <p>Both the pink and teal routes are fine, and may be an ideal distance from existing loop 323. The teal route may be a little better because it appears to be lower and therefore may cost less, and might fit in with existing Chapel Hill school location better.</p> <p>In sum, I think the two west most routes don't make sense for long term traffic management, and I prefer the 4 more eastern options. I think the orange route may benefit from its unique connection to I20. For me, the pink and teal routes are more convenient, but</p>	<p>cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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				that is really fairly minor in the scheme of things. Any of these 6 options will benefit the eastern side of Tyler, I support them all, and encourage you to accelerate the process as much as possible. THANK YOU!	
86	James Finley	6/12/2019	Online Comment Form	I recommend the ORANGE option. For following reasons: 1. Fastest access to I-20 2. Appears to be have less impact to residents. 3. Appears to have fewer cross-over problems with lakes and/or streams (should reduce overall cost). 4. Closer access to I-20 should encourage more drivers that want to access Tyler parts best served by the toll road.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
87	Jamie Slagle	6/10/2019	Online Comment Form	We do not want the blue nor the orange line.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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88	Jan Milford	6/19/2019	Online Comment Form	<p>None of my family uses the existing loop 49, it is too dangerous. Nor will any of us ever use it. Though segment 6, each route, will be extremely close to all of us, we will still never use it either. My husband travels i20 to and from work. He will still never use it, regardless of how much time he would save. At least on i20, he has a median. Think it is a waste of money. God forbid, you build the road properly to begin with. Plus all the families that will lose their homes. Isn't so much a concern when it isn't yours. Let your home of 50 plus years be plowed down, better yet, elderly couple with no family. What are they to do? Not your problem huh?</p> <p>Said my peace, not that it will matter. The road will still be built unsafely, people will still lose their homes, elderly forced out with no help or anywhere to go. No win situation, oh yeah, the people will get to the interstate faster, so so worth it!!! That is if they don't die on the way....</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
89	Jason Balser	6/18/2019	Online Comment Form	I object to purple, yellow and teal routes. I have property that will be extremely devalued if not ruined. My property is also a historic Tyler place that was constructed 100 years ago by the Bergfeld family. I would like to speak to someone regarding the historic nature of the property and ramifications of these routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations (including historic resources), public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
90	Jay Brooks	6/6/2019	Online Comment Form	Instead of "completing" the loop, why don't you guys do the right thing and invest in the sections (ie. complete) you already have started to make them safer. Toll 49 needs to be 4 lanes with a divider from 110 S to I20. People travel too fast, too slow (which try as I might, DPS will NOT enforce impeding), they cross the double yellow and they hydroplane. You could save lives and make more people want to travel the road which will increase revenues in the long-run. Make the road safe, then look at what to do on these sections that will not have anywhere close to the traffic of the existing sections.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.

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91	Jean Elledge	6/13/2019	Online Comment Form	We do not want the blue or orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
92	Jeff Pinkerton	6/12/2019	Online Comment Form	We are against the blue and orange proposed route. Thank you, Jeff & Connie Pinkerton	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
93	Jeffrey Harvey	6/19/2019	Online Comment Form	I grew up on CR 210, near the Quilting Barn, where part of the Yellow route is proposed. This would be a terrible option as to this day the land is mostly swampy, damp, and prone to flooding. I don't go back often but I know this would be a terrible section to build on as it	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations (including historic resources and cemeteries), public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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				<p>would need tons of build up to prevent the land from sinking. As it is tax dollars helping fund this, my personal experience makes me opposed to the yellow line. Likewise, the Teal and Pink lines run too close to Bascom cemetery. This is a historic and still active cemetery. It should be left in peace.</p> <p>Blue and Orange are the best routes to be less disruptive, better ground, and more accurately achieve the original goal of bringing us closer to our neighbors in Longview.</p>	
94	Jennifer Blakeney	6/13/2019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
95	Jennifer Carnley	6/6/2019	Online Comment Form	Do not use the teal route. Take the blue route. Go around our small community and between chapel hill and arp.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to

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					the federally required Environmental Impact Statement.
96	Jennifer Carson	6/14/2019	Online Comment Form	No to blue and orange. Thank you for asking!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
97	Jerry Gober	6/19/2019	Online Comment Form	I am totally opposed to the expansion of Loop 49. Due to the numerous accidents and deaths on the current toll 49 from Whitehouse to I 20, I and my family no longer use 49. Though we travel to Ft Worth regularly, I do not think it is worth endangering my wife, my adult children or my granddaughters to travel the Loop. The loop should have been originally constructed as a four lane divided highway. I did drive the Loop during the changes for safety which was really a nuisance and took so long. I think the changes of adding two lanes to four lanes and back and forth, have done nothing to make the highway	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>

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				safer. In fact I think the areas where two lanes change back to one near entrance ramps make it more dangerous. Loop 49 SIMPLY NOT WORTH THE RISK! Jerry Gober	
98	Jo McMahan	6/6/2019	Online Comment Form	I live on old Lake Tyler. I see that the blue and orange routes go near the Lake. How close will they be to the lots on the lake and are there any plans to take in any of the lots? We are about to build a new house on our lot and I don't want to go forward if it is going to be in the path of Loop 49.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>
99	John Edens	6/18/2019	Online Comment Form	Please send me updates Thanks John	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.

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100	John Hardy	6/5/2019	Online Comment Form	<p>I have tried and tried and tried to sign up for notices and updates on this project. Then this morning I learned that there was a workshop last night, and I once again received no notice.</p> <p>One of the proposed routes for this road runs directly across a million dollars worth of my property, so you can bet I have some feedback.</p> <p>PLEASE SIGN ME UP SO I DO NOT MISS ANY MORE OF THESE MEETINGS.</p> <p>John M. Hardy</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>
101	John Rolls	6/6/2019	Online Comment Form	<p>Orange route (end, starting point) would cross Interstate 20 and end on Highway 271. This would help folks heading west and south to bypass going through Tyler. One could get off at H-271 or I-20 to go south or get to south Tyler more easily. No comment between I - 20 and existing Toll Road. One could follow the route of CR 384 from (Purple Route) Hedron Road/Hobbs Rd to I-20 then to</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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				<p>HWY 271 if needed. Use existing right of ways.</p> <p>Purple route could connect to HWY 2908 at HWY 31 then connect to HWY 271. Use existing right of ways.</p> <p>Mirroring the west design is my suggestion. Crossing I-20 and ending at HWY 69. East end could be the same starting/ending at HWY 271 crossing I - 20 then connecting to HWY 110</p> <p>THANK YOU.</p>	
102	Joshua Carney	6/19/2019	Online Comment Form	<p>Segment six does NOT serve the Tyler area. It endlessly leads nowhere... It should be serving the communities close to the Tyler area (i.e. Winona Hawkins, Lindale...).The cost (spent vs potential earned) especially farther away from mainstream provincial monetized dispensaries (the proposed orange route is just a disturbing waste of my thoughts and you all's time). It would be way too expensive to go that far out and then cross I-20 for what reason? Please consider the impact of not keeping an infrastructure sustainable... Furthermore sustaining an existing infrastructure and providing more LOCAL opportunities.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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103	Joshua Skinner	6/9/2019	Online Comment Form	Me and my family are building new houses [REDACTED] [REDACTED] Please consider not routing threw the blue line. We have worked very hard to be able to pay for the 50 Acer track we just purchased. Don't want and Toll Roads coming threw. Thank you for allowing us to make these comments.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
104	Karen Granger	6/18/2019	Online Comment Form	I would like would like to see the current Toll 49 highway made SAFER by the construction of a barrier between east and westbound lanes. This needs to be a priority before moving forward on an expansion.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.

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105	Karen Jordan	6/18/2019	Online Comment Form	I do not think that the blue or orange routes would be good for our community!! First of all it would be coming dangerously close to Lake Tyler (the city's water source) !! Also it would take away Many peoples homes & businesses will be taken away when there are other routes that wouldn't disrupt so many people. Also we have endangered species like Red Tailed Hawks, Eagles & lots of other wildlife that would be in danger. In my opinion there are better options like the teal route that wouldn't displace so many families & wildlife. Also the safety of the Toll 49 REALLY NEEDS improved!! We don't Need an expansion until you make the current road a Safer Road!! Too many deaths have occurred because of POOR Design of Toll 49!!!!!!	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>
106	Katherine Glass	6/9/2019	Online Comment Form	Please do not use the blue and orange routes. They would destroy many peoples homes or cut their land in half. Just because someone wants to save on drive time it does not mean people should lose what they have worked so hard to build throughout the years.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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107	Katherine Milovich	6/18/2019	Online Comment Form	<p>Why are we expanding Toll 49? The current stretches of road are unsafe and quite dangerous. The number of head-on collisions on Toll 49 is astounding. I refuse to drive on Toll 49. Please make the current road safe before entertaining any discussion about expansion. Do your job. Make a safe road. You have not done your job thus far.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>
108	Kelly Acker	6/10/2019	Online Comment Form	We do not want the blue nor the orange route.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on public input to present the top three routes. 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.</p>

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109	Kelly Marshall	6/13/2019	Online Comment Form	The Blue and Orange routes affect land that is shared with our Boy Scouts of America program. These two routes will demolish land that is used regularly as a scouting resource. Topics in addition to this comment example (against the Blue & Orange routes) include: Less accessibility because of the extended distance from Tyler. Environmental concerns being so close to the main Tyler water supply, Lake Tyler. Greater expense in building these longer routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on public input. 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.
110	Kellyn Pearson	6/19/2019	Online Comment Form	I do not want the blue or orange route	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
111	Kendell Shuler	6/12/2019	Online Comment Form	We do not want the blue or orange routes. The teal or pink routes avoid the most established homes and or ranches. The yellow and purple routes are too close to town and might not provide enough of the needed relief and add more traffic to already busy parts of town.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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112	Keri Jarvis	6/9/2019	Online Comment Form	NO to blue and orange route!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
113	Kim Maddox	6/12/2019	Online Comment Form	I live on [REDACTED]. I would like to stay informed of the route 49 will take and any updates on its progress. The teal route goes right through 2 of my houses and cuts through the front yard of my home of 25 years. The property that I am concerned about has been a working farm in the same family for 150 years. It presently is running a high-fence game preserve breeding exotic wildlife with some species being extinct in their native regions. So you can possibly understand my concerns. Thank you, Kim Maddox	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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114	Kristen Pitts	6/17/2019	Online Comment Form	We do not want the orange and blue route. Teal all the way!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
115	Kyle Johns	6/14/2019	Online Comment Form	We do not want the blue nor orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
116	Lana Hopson	6/18/2019	Online Comment Form	I am a concerned home and land owner. One of the proposed routes (the yellow) for loop 49, would be going through my property. It would practically be in my backyard. We are constantly doing things to improve our property. Right now	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to

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				<p>we are putting in an in ground pool. It is devastating to imagine that the loop would be taking away our peace and tranquility, and decreasing our property value. Please do not choose the yellow route for the loop. We have lived here for 13 years. We plan to stay on this property for the rest of our lives. We have so many more things that we want to do to improve our home and land.</p> <p>Thank you. Sincerely, Lana D. Hopson</p>	<p>the federally required Environmental Impact Statement.</p> <p>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.</p>
117	Larry Frowick	6/15/2019	Online Comment Form	<p>This would be very detrimental to Boy Scouts that use this area on an almost monthly basis throughout the year. I would vote for moving it through a different area.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
118	Lee Johnson	6/17/2019	Online Comment Form	<p>The purple or teal route will allow better access to Chapel hill businesses and promote community growth. In addition it will allow better access to UT Tyler via the new spur. Straight access to 271. The other options will take out major farm land/cattle ranches and are too far out.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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119	Leslie Robbins	6/14/2019	Online Comment Form	<p>Please don't compromise our beautiful Lake Tyler. This lake is a huge part of our community, and I'm not sure that the additional traffic would help in keeping it our little treasure.</p> <p>Thanks for considering our request.</p>	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
120	Linda Hyman	6/9/2019	Online Comment Form	We do not want the blue nor the orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
121	Lisa Lovelace	6/12/122019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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122	Lisa McGehee	6/14/2019	Online Comment Form	The Blue and Orange routes affect land that is shared with our Boy Scouts of America program. These two routes will demolish land that is used regularly as a scouting resource.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
123	Lisa Shelton	6/17/2019	Online Comment Form	<p>I live in cr 2246. My husband says you are going to take our land...we are both disabled, and if we hadn't bought this land from a family member 3 years ago, we would have nowhere else to go!</p> <p>This area is full of water wells that are dried up and the swimming pool that was built up the street has been sinking ever since it was put in oh, so this area is a terrible place to even consider putting any part of this loose which none of us want. Please don't take our land and if you have to build built somewhere else there too many people in this area that don't have anywhere else to go if you take our land!</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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124	Marcus Robinson	6/15/2019	Online Comment Form	Can veterans with specialty license plates travel Toll 49 with a waiver fee.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. For information on veterans please see the NET RMA website at https://www.netrma.org/net-rma-policies/veterans-toll-49/ .
125	Mark Flynn	6/14/2019	Online Comment Form	<p>Just found out YESTERDAY (6/14) about scheduled hearings/public feedback regarding the eastward expansion of Loop 49. I think this speaks to the ineptitude of NETRMA in informing the public that decisions are about to be made that have very lasting consequences - both positive and negative.</p> <p>And that two of the six route options require building an expressway OVER Lake Tyler - the City's primary water supply. Are you people daft? One HazMat disaster at that point over the Lake and clean water is toast. Not to mention the additional cost of having to build over water as opposed to on land.</p> <p>And where is the Brian Allen</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. A concerted effort was made by the NET RMA to advertise the public workshop and encourage community involvement. Efforts included distributing more than 2,500 flyers to announcing the workshop to local businesses known to be frequented by area residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on the NETRMA website; and email blasts to those who have signed up to be on our email list. If you are interested in signing up for future notification, please visit: https://www.netrma.org/projects/segment-6/.</p> <p>At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to</p>

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				<p>proposed seventh route (that seems to make the most sense) as a consideration for the expansion? His proposal was given at a prior public hearing. Was that just a dog and pony show? Has the decision already been made by the powers that be? And how much PUBLIC MONEY, taxpayer dollars - what percentage, are being used for the expansion?</p> <p>These questions and others I would appreciate answers to.</p> <p>Thank you. Mark Flynn Whitehouse, TX</p>	<p>the federally required Environmental Impact Statement.</p> <p>Toll 49 is not a designated hazardous materials route. Roadway runoff draining into creeks would have to comply with Section 401 water quality certification standards under the Clean Water Act. Routes that were suggested by the public are currently being evaluated.</p>
126	Marvin Schoenberger	6/5/2019	Online Comment Form	I like the yellow	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
127	Mauricia Kemp	6/18/2019	Online Comment Form	Toll 49 no longer serves as useful function in Smith County, due to the high number of wrecks and deaths. Why extend this 2 lane	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and</p>

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				<p>Tollway? Kill more people in Smith County? Why not fix the present Toll road by expanding it from 2 lanes to 4 lanes and putting up a concrete barrier in the center? When the toll road first opened, I would periodically drive on it and enjoyed the quicker connections to other areas around Tyler. However, as more segments of Toll 49 were built , the speed limit was raised and traffic increased. After being pushed off onto the shoulder, while pulling a gooseneck cattle trailer, due to someone being impatient to pass- we no longer use Toll 49 EVER. The convenience is not worth dying for!! We also had TexTags for all our vehicles, now we don't. Toll 49 could help with traffic around Tyler, in both directions, if it had the proper safety features in place. The passing lanes added and the rumble strips ,on the present Toll 49 , do nothing to improve safety . I do not support adding to Toll 49 , at this point.- it doesn't matter what route is chosen., this Toll road will destroy home owner's property and land , just to make a buck! More lives will be lost because of the Toll road's faulty design. Thanks for allowing me to express my thoughts!</p>	<p>environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
128	Melissa Flens	6/17/2019	Online Comment Form	Please add me to the update list.	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
129	Michael Brannon	6/10/2019	Online Comment Form	We do not want the blue or orange route. Teal would be preferred.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
130	Michael Shaw	6/10/2019	Online Comment Form	A am strongly opposed to both the BLUE and the ORANGE proposed routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
131	Mike Collins	6/19/19	Online Comment Form	I'm most concerned about segments 1-5, before you start segment 6. There is such a small	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed

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				margin for error for vehicles traveling on Loop 49- there should be a concrete barrier separating on coming traffic on this roadway. Innocent travelers are affected and killed due to other drivers inattentive actions, which could be avoided.	<p>routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>
132	Neal Mares	6/6/2019	Online Comment Form	I have big concerns about your "BLUE" route in that it will be constructed right through my pond, through my entire house and my entire front quarter of my 39 acres that I own. It is sad that I have to hear about these proposed routes through the "Local Telegraph" aka Grapevine Traffic. None of these so called "Public Workshop" meetings I was informed about as to where & when. If mailings were sent out I did not receive anything. It appears that everything is being	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on public input to present the top three routes. 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. A concerted effort was made by the NET RMA to advertise the public workshop and encourage community involvement. Efforts included distributing more than 2,500 flyers to announcing the workshop to local businesses known to be frequented by area</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				conducted as quite as possible as if you are hiding something and lying about something. I will not just stand around and just take this because the City of Tyler wants to build a Loop Hwy. Of course it is a shame that "Money Talks" & the rest has to walk.	residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on the NETRMA website; and email blasts to those who have signed up to be on our email list. If you are interested in signing up for future notification, please visit: https://www.netrma.org/projects/segment-6/ .
133	Nora Ryan	6/10/2019	Online Comment Form	WE DO NOT WANT THE BLUE NOR ORANGE ROUTE.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
134	Novian Davis	6/17/2019	Online Comment Form	We do not want the blue nor the orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
135	Pat Kelley	6/16/2019	Online Comment Form	I have a very nice home and 24.5 acres located at [REDACTED]	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed

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				<p>██████ According to your map, it would appear that the blue and orange routes would take out not just my property but others on the north side of Northwest Road, most of which have been built within the last 20 years. The story on KETK's website is the first I have heard of the planning process; I have received no mailings, in fact nothing from NET RMA, regarding these possible routes or how far the planning process has already progressed. I am adamantly opposed to the blue and orange routes.</p>	<p>routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>A concerted effort was made by the NET RMA to advertise the public workshop and encourage community involvement. Efforts included distributing more than 2,500 flyers to announcing the workshop to local businesses known to be frequented by area residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on the NETRMA website; and email blasts to those who have signed up to be on our email list. If you are interested in signing up for future notification, please visit: https://www.netrma.org/projects/segment-6/.</p> <p>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.</p>
136	Paul Gleiser	6/14/2019	Online Comment Form	I own AM broadcast towers located on 67 acres of land that at first glance appear to be	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed

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				impinged upon by two of your proposed routes. Please keep me informed of when the proposed routes are narrowed down to 3. Relocating an AM broadcast plant is an extremely expensive and time consuming process which would require FCC approval.	routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
137	Penny Everett	6/6/2019	Online Comment Form	Should use purple route and leave all the others alone. Individuals bought their homes and property to be in the county not the city for a reason.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>
138	Peter DuBoise	6/9/2019	Online Comment Form	Don't ruin people's homes by choosing the blue or orange routes, choose the teal route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we

Comment Number	Commenter Name	Date Received	Source	Comment	Response
					<p>will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>
139	Peter Kalis	6/10/2019	Online Comment Form	We do NOT want the Blue Route or the Orange Route.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>
140	Ricky Nix	6/11/2019	Online Comment Form	<p>I would like to suggest the farthest east route (the orange route) would be the best solution to I-20 and HWY 271. As the growth of Tyler continues in all directions, it only makes sense to provide a route which would not hinder growth expansion to the east. The southern expansion near HWY 69 has already approached the southern edges of growth. The orange route just makes sense.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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141	Robert Carney	6/19/2019	Online Comment Form	Segment 6 appears cost prohibitive and correspondingly fails to serve the majority of Tyler's surrounding areas. look at options that funnel traffic to serve winona and hawkins and on to lindale. it should be a loop, if it is so wide it will serve the communities around the Tyler area.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
142	Robert Hazuka	6/18/19	Online Comment Form	Yes, I'm sure you have heard it all already. My main Concern is all the people will be losing their homes and land they worked very hard to get. And all the dangers and Exhausting noise You'll be presenting to the homes and wild life that Exist near or around the proposed routes. I don't know about you but I like the wild life peace and serenity. I watch my deer every morning Yes including a very rare black deer That presents him or herself once in a great while. Cougars squirrels raccoons etc. etc. etc. hopefully you'll take my concerns into consideration and thank you Sincerely Robert Hazuka	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>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.</p>

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143	Robert Reese	6/6/2019	Online Comment Form	Given the high incidents of fatal crashes on the existing 49 segments, the only reasonable solution is make the next segment a four lane highway. Note that the local news reporters are calling the 49 highway a "death trap".	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>
144	Ronald Warren	6/19/2019	Online Comment Form	<p>My name is Ronald Warren and my wife and I live [REDACTED] phone number [REDACTED]</p> <p>Why have we not received any notice in the mail from NETRMA on hearings or other activities concerning Toll 49 Segment 6 and options Blue and Orange? After looking at Toll 49 Segment 6, Options Blue and Orange, this proposal goes through our 25 acres, property that we have</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>A concerted effort was made by the NET RMA to advertise the public workshop and encourage community involvement. Efforts</p>

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				owned for a few years now and have a lot of money invested in. If this option goes through, it will ruin us and all we have saved to buy this property and to rebuild this old house as we move in to retirement. We have invested a lot of money in honey bees and planting fruit trees and making other costly improvement. Please respond, Sincerely, Ronald and Deborah Warren	included distributing more than 2,500 flyers to announcing the workshop to local businesses known to be frequented by area residents; placing display ads in the local newspaper; news releases about the workshop; posting notices on the NETRMA website; and email blasts to those who have signed up to be on our email list. If you are interested in signing up for future notification, please visit: https://www.netrma.org/projects/segment-6/ .
145	Shawn Carney	6/19/2019	Online Comment Form	Families reside here and this is an unnecessary project and is a poor use of taxpayer funds. The infrastructure proposed doesn't meaningfully benefit the local residents whose livelihoods you will be ruining if this gets put forth. It spends unnecessary funds! Is short sighted and is a Toll Road? (Toll Roads pay whom and for how long? What company in what state benefits from this contract or the servicing of this project long term?) These basic components would only hurt locals and the impact studies from these projects should be examined and re-examined. This infrastructure	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. As a tolled facility, the cost of the project would be largely borne by the users of the roadway. Toll revenue is used for the operations and maintenance of Toll 49 as well as to fund other mobility projects (not necessarily tolled) throughout northeast Texas. The North East Texas Regional Mobility Authority (NET RMA) is an independent

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				in an area so poorly bereft of infrastructure and even the basic utilities that our nation enjoys is insulting. This project doesn't even contain provisions that could benefit any of these mentioned missing categories for the benefit of the local populace. Going nowhere any project of this scope should have the guiding hand of local legislation only. It should benefit the communities of Tyler, Winona, Hawkins, Lindale etc. Being so expensive to accomplish to equally serve these communities actual construction should only be considered when you bring a strong plan to the table. Not the short term growth check it off the box mindset. Please don't do this.	government agency created to accelerate the development of transportation projects in North East Texas. Our mission is to implement transportation solutions that will enhance the quality of life and the economic environment in our area. The NET RMA is governed by a 19-member board of directors that represent each of the member counties: Bowie, Kaufman, Cherokee, Gregg, Harrison, Panola, Rusk, Smith, Titus, Upshur, Wood and Van Zandt. Texas RMAs were made possible through an initiative passed by State Legislature in 2001. The NET RMA was established in October 2004.
146	Shawn Wilson	6/10/2019	Online Comment Form	We do not want the blue or orange routes.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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147	Sherri Reuland	6/15/2019	Online Comment Form	I feel that this loop should continue to reside on the furthest most edge of Tyler to allow for more growth. I'm strongly prefer blue or orange for segment 6 as opposed to any other choices.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
148	Sherrie Frazier	6/10/2019	Online Comment Form	No to the blue and orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
149	Simon Webb	6/16/2019	Online Comment Form	The purple route is the most tax payer friendly route for segment 6, orange and blue are way too long and would be a waste of time and money. When is the existing west bound portion from 110- I20 going to be made into four lanes?!?!? The number of fatal head-on collisions is ridiculous and completely	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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				unavoidable with the construction of a concrete barrier or grass median. Please get on this!!!!	Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.
150	Stacey Simmons	6/15/2019	Online Comment Form	I feel that the blue route would be disruptive to the wildlife around the lake due to having to cut down trees in this area. As well as disruptive due to road noise to the people who have bought land and homes out here to have peace and quiet. If there is a wreck or accident with a chemical spill it could possibly contaminate the lake water which is where the city of Tyler gets their drinking water. People driving on roadways could also throw out trash which could get into the lake. Lake Tyler is not big enough for a road/bridge like this.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement. Toll 49 is not a designated hazardous materials route. Roadway runoff draining into creeks would have to comply with Section 401 water quality certification standards under the Clean Water Act. Further, a noise analysis will be conducted during the environmental impact statement to determine whether noise barriers are reasonable and feasible at locations where there are noise impacts.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
151	Staton R. Lottman on behalf of Cynthia Allen	6/19/2019	Online Comment Form	<p>Both the Orange Route and Blue Route will have a negative impact on myself and property owners in and around New Chapel Hill, Texas. The Orange Route and Blue Route will negatively impact my financial interests in real property situated North of the proposed Routes. The Blue Route will traverse across real property I own that I use for charitable/philanthropic purposes. Specifically, Scouting events and other youth events aimed at exposing children to the outdoors and to equestrian activities will be negatively impacted and will no longer be able to be conducted should either the Blue or Orange Route be approved.</p> <p>In terms of a larger-scale impact, both the Orange Route and Blue Route will effectively bisect the entire City of New Chapel Hill. This will undoubtedly cause immense and unnecessary traffic congestion in the City and along State Highway 64. The proposed Pink Route and Teal Route are much more appealing than either the Orange Route or Blue Route as either the Pink Route or</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

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				Blue Route will impact less populated areas of the County and will likely have a lesser detrimental impact on the natural environment than that of the Orange Route or Blue Route.	
152	Stephanie Eijsink	6/7/2019	Online Comment Form	Avoid 271 as much as possible. The route that is farthest east is the best for quick access to I-20 or so it seems.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
153	Susan Long	6/14/2019	Online Comment Form	No blue or orange	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
154	Suzanne Blakeley	6/13/2019	Online Comment Form	I do NOT want the blue or orange routes	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we

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					will identify three routes to carry forward to the federally required Environmental Impact Statement.
155	Terrie Decker	6/16/2019	Online Comment Form	In looking at your map. the blue/orange proposed route is the nearest to us. We live on Northwest Road. It doesn't seem to come that close to where we are, but would be a great benefit coming and going to I-20.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
156	Terry Westmoreland	6/10/2019	Online Comment Form	"We do not want the blue nor the orange route."	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
157	Tiffany Parker	6/15/2019	Online Comment Form	We do not want the blue or orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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158	Tim Klingler	6/16/2019	Online Comment Form	As a resident of Lake Tyler East, I would be in favor of the most easterly routings (Blue or Orange), as these would provide the most efficient access to the growing retail developments in South Tyler. This would ease traffic on the ESE section of Loop 323 and South Broadway, two of the most congested roads in the Tyler area.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
159	Tina Mullins	6/18/2019	Online Comment Form	We do not want routes Orange or Blue, please!	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
160	Tony Traweek	6/4/2019	Online Comment Form	I suggest the blue or orange routes. The orange route has the advantage of a logical start and promotion of the "hourglass" concept. The teal route has an advantage of connecting to the UT Health NE	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we

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				<p>Hospital. However, completion of Segment 6 should address traffic issues that continue to grow with traffic volume on Hwy 271.</p> <p>Thank you for this opportunity to comment as I will not be able to attend Public Workshop 2. Tony Traweck, Member TACC Surface Transportation Committee.</p>	will identify three routes to carry forward to the federally required Environmental Impact Statement.
161	Tonya Martindale	6/18/2019	Online Comment Form	<p>Loop 49 is a dangerous road. I'm sure some of the accidents and fatalities could be blamed on poor driving but not all. There is no way that the amount of accidents that have occurred can be blamed on someones lack of skill behind the wheel. I have never and will never drive on it. To expand it is a waste of time and resources. This is a personal matter for me so perhaps I am a little biased but I cannot fathom why with all of the complaints why this would be a good idea.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>

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162	Tresa Courte	6/14/2019	Online Comment Form	I own ATC Enterprise (commercial diesel repair shop) on US-271 located between the proposed yellow and purple routes. I'm very interested in receiving updates, and may also be interested in a presentation in favor of the yellow or purple route, as I feel they may positively impact my business.	Thank you for your comment and interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project. At this time, we are evaluating the six proposed routes based on public input to present the top three routes. 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.
163	Trisha Metz	6/6/2019	Online Comment Form	I would like to express my concern regarding the teal route. It goes through the heart of the community and land that has been down for generations. The blue or orange route is farther out and mostly farm land. Please do not use the teal route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
164	Troy Rainey	6/14/2019	Online Comment Form	We do not like the blue or orange route.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.

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165	Vickie Busby	6/5/2019	Online Comment Form	In ranking the 6 routes I would have chosen 6 for the pink route but my phone would not show that choice.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
166	Vincent Ates	6/16/2019	Online Comment Form	The Pink line close to waterways.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
167	Wesley Vance	6/7/2019	Online Comment Form	Would like to receive updates	Thank you for your interest in updates on the proposed Toll 49 Segment 6 project. We have added you to the stakeholder email list for the project.
168	Whit Waldo	6/17/2019	Online Comment Form	I would like to encourage you to consider the purple, yellow and teal routes for further consideration for this proposal. All three provide regional throughput improvements by allowing for access to both the north and south sides of Tyler	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>and run through lower-valued property (such as near rivers, alongside the landfill and appear to run alongside fewer business) than the other proposals. Additionally, each could be extended where they intersect higher 271 up to interstate 20 in a future project at relatively low cost providing potential throughput relief to roads not otherwise designed for such elevated traffic density. Neither the pink, blue or orange routes provide access to the northern side of Tyler, and both pink and blue bring traffic closer to the intersection of interstate 20 and highway 271. That intersection doesn't appear to be well-designed for safe left turns of potentially higher density traffic, and would likely necessitate further expense in the near future to remedy safety concerns. The orange route extends to the interstate, but the shared characteristic of distance from both the north and south sides of Tyler should disqualify all three of these routes from further consideration.\</p> <p>Thank you for your time and willingness to collect and evaluate community feedback.</p>	the federally required Environmental Impact Statement.

Comment Number	Commenter Name	Date Received	Source	Comment	Response
169	Will Burgin	6/9/2019	Online Comment Form	We do not want the blue or orange. Frankly, NO MORE TOLL ROADS. No more illegal theft of property by way of imminent domain for private companies to profit. We are being taxed more now than ever, yet you desire to add more toll roads. This is theft.	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>As a tolled facility, the cost of the project would be largely borne by the users of the roadway. Toll revenue is used for the operations and maintenance of Toll 49 as well as to fund other mobility projects (not necessarily tolled) throughout northeast Texas.</p>
170	William Drosche	6/5/2019	Online Comment Form	<p>The teal route proposed goes through several acres of family land and will force 6-11 families just at the CR 2210 area to move. If you look further into it, that route runs directly through so many homes in the chapel hill area as well. The Wiggins/Pickett families on and around CR 2210 are begging for that route not to be an option.</p> <p>Thank you for your consideration.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p>

Comment Number	Commenter Name	Date Received	Source	Comment	Response
171	William Hudson	6/11/2019	Online Comment Form	I oppose the TEAL plan as it borders closely with my property. It also would dump excessive traffic near the hospital and the highway 155 intersection which would likely lead to a sharp increase in accidents in this area. Please consider the ORANGE plan as a better alternative - it pushes traffic further from denser populated areas and does not greatly increase traffic on highway 271.	Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.
172	Fred Carl	6/19/2019	Phone Comment	<p>I was on the Tyler Chamber of Commerce Highway Committee and supported Loop 49, but it was held up and changed to a toll road.</p> <p>Until recently, I supported the road under the assumption that it would move traffic around Tyler safely. I no longer support the road because of the accidents that occur on it. I believe that the lack of separation between the travel lanes is a contributing factor to the accidents.</p> <p>If NET RMA is going to get money for expansion, you first need to complete the four-lane divided section for Segments 1-5, as designed.</p> <p>I do not support Segment 6 until Segments 1-5 are completed.</p>	<p>Thank you for your comment regarding the proposed Toll 49 Segment 6 project. At this time, we are evaluating the six proposed routes based on engineering and environmental considerations, public input, cost, and their impact on regional mobility. At the end of this evaluation process, we will identify three routes to carry forward to the federally required Environmental Impact Statement.</p> <p>Throughout the feasibility study, we will be looking at ways to address safety risks. The NET RMA has made recent improvements to enhance safety on the current segments of Toll 49, including the addition of passing lanes and rumble strips. These improvements are currently being evaluated, with additional improvements being continuously considered.</p>



F. Survey Results Summary



F-1

Summary

Introduction:

The North East Texas Regional Mobility Authority (NET RMA) utilized a survey to gather public input for the Toll 49 Segment 6 Study from June 4 to 19, 2019.

The survey period began on the day of Public Workshop No. 2 for the Toll 49 Segment 6 Study. Workshop attendees were provided with a paper copy of the survey and computers were available at the workshop for attendees to take the online version of the survey.

Although the order of the questions on the paper and online survey versions differed slightly, the questions on both versions were identical – participants were invited to choose the version that best fit their preferences. This recap will follow the same order as the online survey.

On June 6, 2019, a workshop recap email was sent to the project's stakeholder mailing list. The email included a link to the survey. The survey link was also available on NET RMA's website.

In total, the survey received 893 responses.

Questions included in the survey can be found on the online survey screen shots. Responses to each question are summarized below.

Question Response Summary

Participants were shown images of the Toll 49 Segment 6 Proposed Route Options and asked the following:

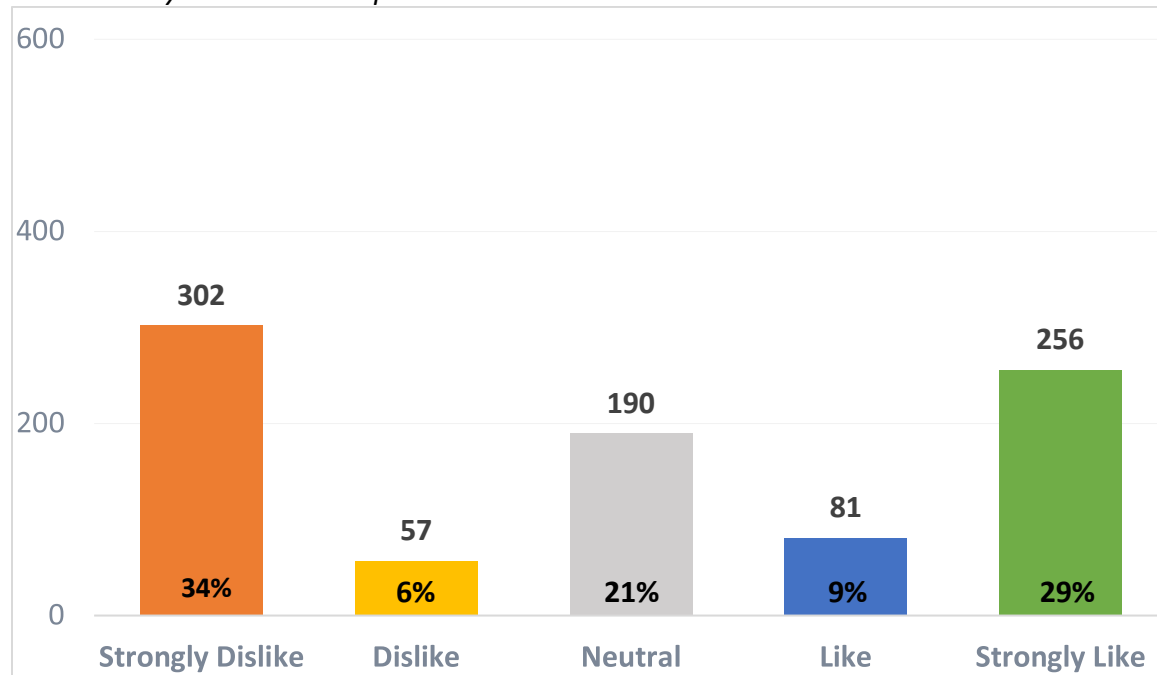
1. How would you rate the Purple Route?
2. Do you have any additional comments about the Purple Route?
3. How would you rate the Yellow Route?
4. Do you have any additional comments about the Yellow Route?
5. How would you rate the Teal Route?
6. Do you have any additional comments about the Teal Route?
7. How would you rate the Pink Route?
8. Do you have any additional comments about the Pink Route?
9. How would you rate the Blue Route?
10. Do you have any additional comments about the Blue Route?
11. How would you rate the Orange Route?
12. Do you have any additional comments about the Orange Route?
13. Please rank the routes in order of your preference, with "1" being the route you like best and "6" being the route you like least.

Routes: Purple, Yellow, Teal, Pink, Blue, Orange

Additionally, participants were asked to provide optional contact information and given the opportunity to subscribe to the stakeholder email list.

Question 1

How would you rate the Purple Route?



- Nearly 38% of respondents gave the Purple Route a “Like” or “Strongly Like” rating.
- Nearly 40% of respondents gave the Purple Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 21% of respondents gave the Purple Route a “Neutral” rating.

Question 2

Do you have any additional comments about the Purple Route?

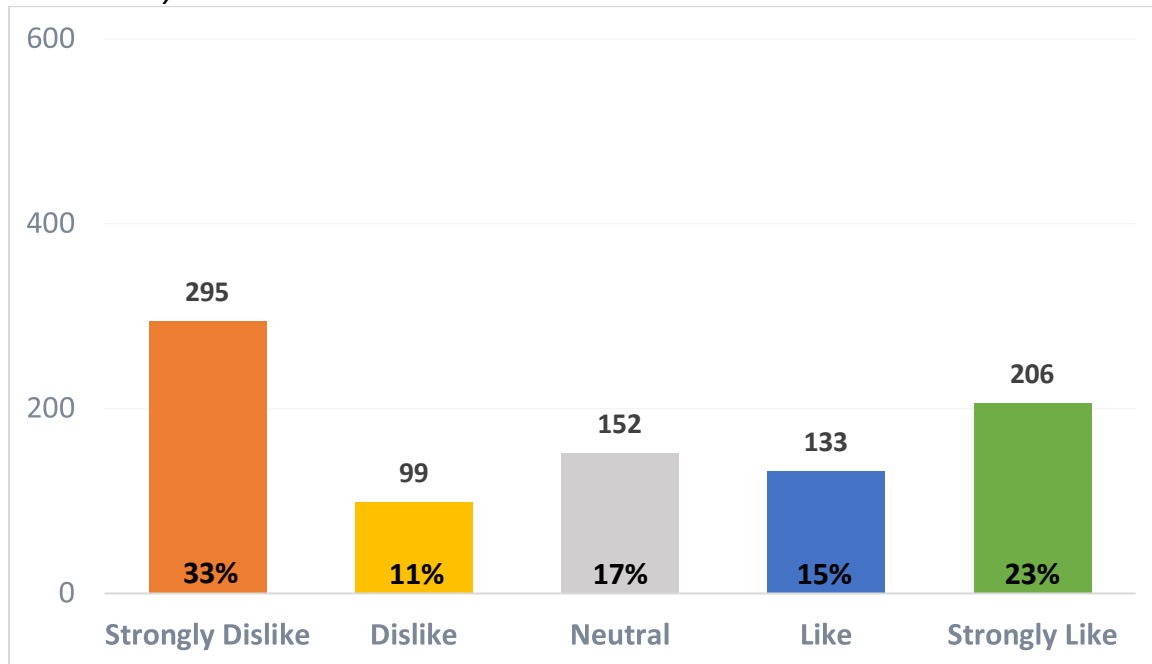
A total of 122 respondents had additional comments about the Purple Route.

The following is a sample of the most common comment themes:

- Too close to Tyler
- Too close to Loop 323
- Most direct route
- Too close to property

Question 3

How would you rate the Yellow Route?



- Nearly 38% of respondents gave the Yellow Route a “Like” or “Strongly Like” rating.
- Nearly 44% of respondents gave the Yellow Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 17% of respondents gave the Yellow Route a “Neutral” rating.

Question 4

Do you have any additional comments about the Yellow Route?

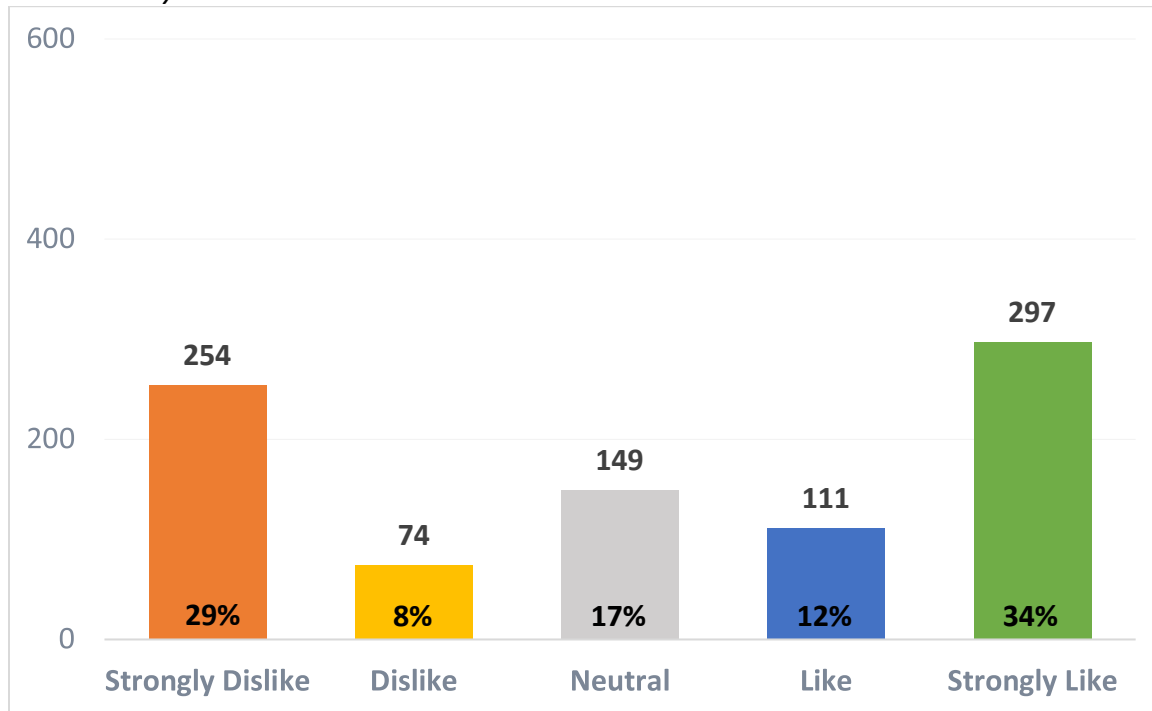
A total of 101 respondents had additional comments about the Yellow Route.

The following is a sample of the most common comment themes:

- Too close to Tyler
- Too close to Loop 323
- Direct Route
- Too close to property

Question 5

How would you rate the Teal Route?



- Nearly 46% of respondents gave the Teal Route a “Like” or “Strongly Like” rating.
- Nearly 37% of respondents gave the Teal Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 17% of respondents gave the Teal Route a “Neutral” rating.

Question 6

Do you have any additional comments about the Teal Route?

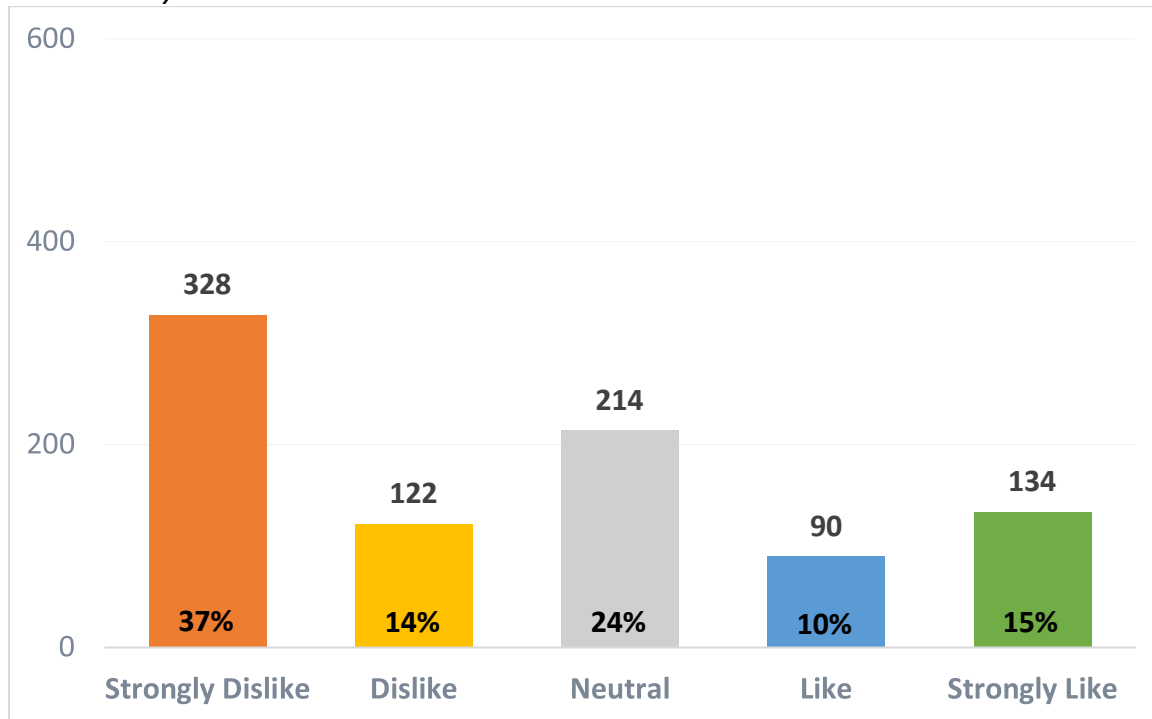
A total of 121 respondents had additional comments about the Teal Route.

The following is a sample of the most common comment themes:

- Too close to property
- Good access to hospital
- Direct route
- Too close to Tyler

Question 7

How would you rate the Pink Route?



- Nearly 25% of respondents gave the Pink Route a “Like” or “Strongly Like” rating.
- Nearly 50% of respondents gave the Pink Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 24% of respondents gave the Pink Route a “Neutral” rating.

Question 8

Do you have any additional comments about the Pink Route?

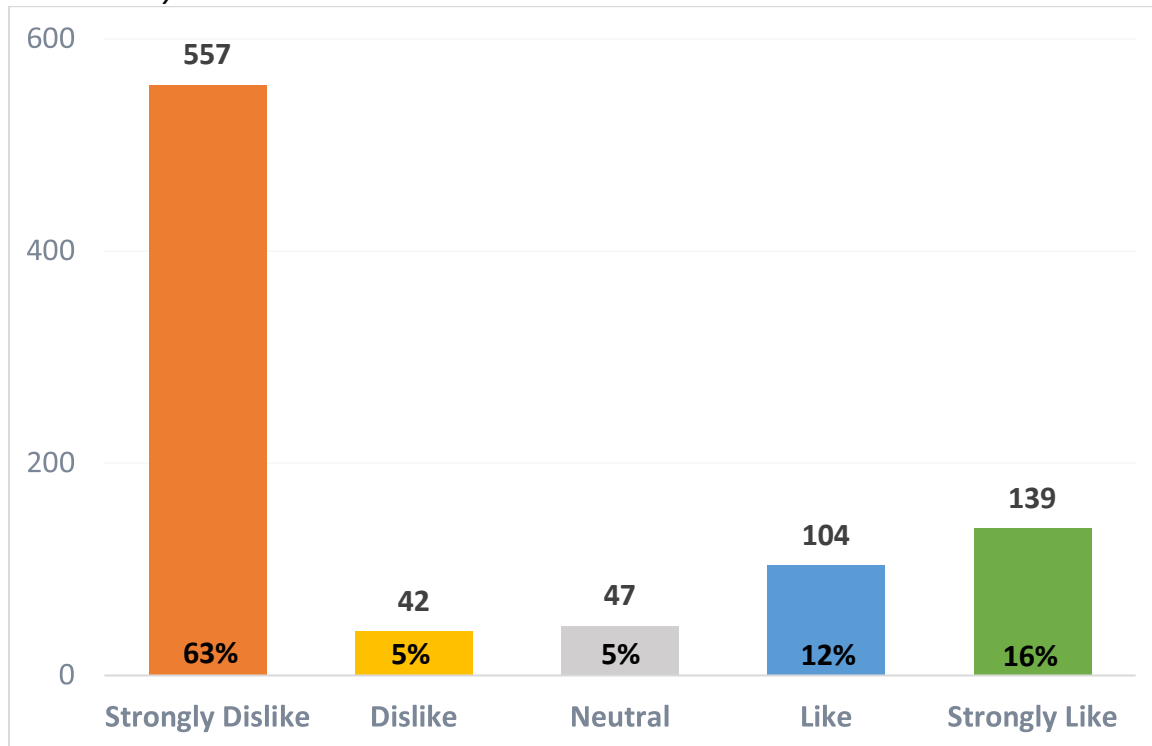
A total of 133 respondents had additional comments about the Pink Route.

The following is a sample of the most common comment themes:

- Too close to property
- Too many curves
- Too close to schools
- Too many environmental impacts

Question 9

How would you rate the Blue Route?



- Nearly 27% of respondents gave the Blue Route a “Like” or “Strongly Like” rating.
- Nearly 67% of respondents gave the Blue Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 5% of respondents gave the Blue Route a “Neutral” rating.

Question 10

Do you have any additional comments about the Blue Route?

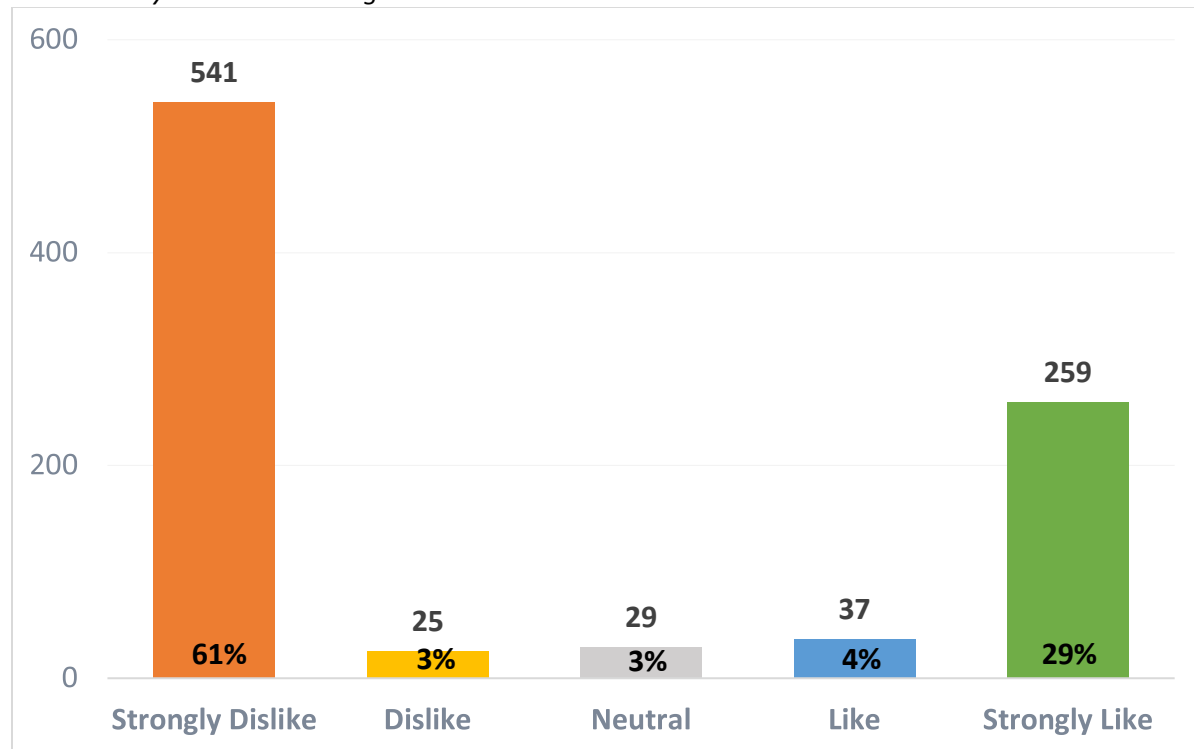
A total of 210 respondents had additional comments about the Blue Route.

The following is a sample of the most common comment themes:

- Too many environmental impacts
- Too close to property
- Too far from town
- Impacts Boy Scout land

Question 11

How would you rate the Orange Route?



- Nearly 33% of respondents gave the Orange Route a “Like” or “Strongly Like” rating.
- Nearly 63% of respondents gave the Orange Route a “Dislike” or “Strongly Dislike” rating.
- Nearly 3% of respondents gave the Orange Route a “Neutral” rating.

Question 12

Do you have any additional comments about the Orange Route?

A total of 242 respondents had additional comments about the Orange Route. The following is a sample of the most common comment themes:

- Good I-20 access
- Too many environmental impact
- Too far from town
- Impacts Boy Scout land

Question 13

Please rank the routes in order of your preference, with "1" being the route you like best and "6" being the route you like least.

The following are the results:

	1 st Choice	2 nd Choice	3 rd Choice	4 th Choice	5 th Choice	6 th Choice
PURPLE	293 (33%)	81 (9%)	162 (18%)	108 (12%)	43 (5%)	195 (22%)
YELLOW	105 (12%)	295 (33%)	145 (16%)	73 (8%)	162 (18%)	102 (11%)
TEAL	236 (26%)	88 (10%)	237 (27%)	160 (18%)	43 (5%)	118 (13%)
PINK	104 (12%)	82 (10%)	198 (22%)	307 (34%)	62 (7%)	130 (15%)
BLUE	93 (10%)	189 (21%)	50 (6%)	49 (5%)	265 (30%)	239 (27%)
ORANGE	241 (27%)	46 (5%)	38 (4%)	66 (7%)	75 (8%)	420 (47%)

Optional Portion

Participants were asked if they would like to subscribe to the project's email list, 338 opted in to the list.

Analysis

	Survey Pt. 1 (Rating)				Survey pt. 2 (Ranking)				Final Ranking	
	Score 4-5	Score 1-2	Positive-Negative	Ranking	1 st or 2 nd choice	5 th or 6 th choice	Positive-Negative	Ranking	Average	Evaluation Score
Purple	337	359	-22	2	374	238	136	2	2	2
Yellow	339	394	-55	3	400	264	136	2	2.5	3
Teal	408	328	80	1	324	161	163	1	1	1
Pink	224	450	-226	4	186	192	-6	4	4	4
Blue	243	599	-356	6	282	504	-222	6	6	6
Orange	566	296	-270	5	287	495	-208	5	5	5

	Purple			Yellow			Teal			Pink			Blue			Orange		
Ranking	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total
1st	293	1	293	105	1	105	236	1	236	104	1	104	93	1	93	241	1	241
2nd	81	2	162	295	2	590	88	2	176	82	2	164	189	2	378	46	2	92
3rd	162	3	486	145	3	435	237	3	711	198	3	594	50	3	150	38	3	114
4th	108	4	432	73	4	292	160	4	640	307	4	1228	49	4	196	66	4	264
5th	43	5	215	162	5	810	43	5	215	62	5	310	265	5	1325	75	5	375
6th	195	6	1170	102	6	612	118	6	708	130	6	780	239	6	1434	420	6	2520
Total Votes	882		2758	882		2844	882		2686	883		3180	885		3576	886		3606
Average:			3.126984			3.22449			3.045351			3.601359			4.040678			4.069977
Rating	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total	Votes	Value	Total
Strongly Like	256	1	256	206	1	206	297	1	297	134	1	134	139	1	139	259	1	259
Like	81	2	162	133	2	266	111	2	222	90	2	180	104	2	208	37	2	74
Neutral	190	3	570	152	3	456	149	3	447	214	3	642	47	3	141	29	3	87
Dislike	57	4	228	99	4	396	74	4	296	122	4	488	42	4	168	25	4	100
Strongly Dislike	302	5	1510	295	5	1475	254	5	1270	328	5	1640	557	5	2785	541	5	2705
Total Votes	886		2726	885		2799	885		2532	888		3084	889		3441	891		3225
Average			3.076749			3.162712			2.861017			3.472973			3.870641			3.619529
Total Average	3.101867			3.193601			2.953184			3.537166			3.95566			3.844753		
Average Ranking	2			3			1			4			6			5		

The overall ranking of the routes, as a result of the survey responses, is:

- Teal
- Purple
- Yellow
- Pink
- Orange
- Blue



The following appendices to this report are available upon request – B, C, D, E, G, as well as the remainder of F.