Documentation of Public Scoping Meeting

Project Location
Smith County

Toll 49 Segment 6
CSJ: 0910-00-129

Project Limits
From SH 110 and US 271

Meeting Locations
Virtual Option: www.netrma.org/projects/segment-6
In-Person Option (Tyler): Tyler Rose Garden Center, 420 Rose Park Dr., Tyler, TX 75702
In-Person Option (Longview): Longview Exhibit Center, 1123 Jaycee Dr., Longview, TX 75604

Meeting Dates and Time
Virtual Option: Tuesday, May 6, 2025, by 5 p.m. – Friday, May 23, 2025, at 11:59 p.m.
In-Person Option (Tyler): Tuesday, May 6, 2025, 5 - 7 p.m.
In-Person Option (Longview): Thursday, May 8, 2025, 5 - 7 p.m.

Presenters
NA

Translation Services
Spanish speaking staff available at in-person meetings

Elected Officials in Attendance
May 6 (Tyler)
Jalam Lewis, Office of Congressman Nathaniel Moran
Jack Short, Office of State Representative Daniel Alders
Judge Neal Franklin, Smith County
Commissioner Christina Drewry, Smith County, Precinct 1
Commissioner J. Scott Herod, Smith County, Precinct 3
Mayor Riley Harris, City of New Chapel Hill
Mayor James Wansley, City of Whitehouse
Mayor Don Warren, City of Tyler
Councilmember Shirley McKellar, City of Tyler, District 3
Councilmember Lloyd Nichols, City of Tyler, District 5

May 8 (Longview)
NA

Total Number of Attendees (approx.)

May 6 (Tyler) – 211

May 8 (Longview) – 11

Total Number of Commenters

170

Contents

A. Comment/Response Matrix
B. Notices Provided
C. Sign-in Sheets
D. Comments Received
E. Figures (includes meeting materials, photos, media coverage, etc.)

A.

COMMENT / RESPONSE MATRIX

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

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

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

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

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

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

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

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25	C. Andrew Miller	5/6/25	Comment Form	The routes are miss leading it does not show the access ramps at major highways	Thank you for your interest in the project. Project roadway and access design will be based on traffic studies during the design process. Your comment has been noted.
26	Cameron Williams	5/6/25	Comment Form	I support the segment 6 extension of Toll 49 to benefit existing and future mobility for the region. The City of Tyler does have an extension of Grande Boulevard east to FM 848. The potential alignment of this should be considered in any of the alignments. If Grande extended to intersect with Old Omed Rd/FM 848 intersection it might parallel the Teal Route. Also consideration should be given to perserving part of the selected corridor for other modes such as rail or trails.	Thank you for sharing your support and sharing city plans to extend Grande Boulevard. Accommodating other transportation modes of travel will be addressed in partnership with those interested in funding those accommodations as appropriate. Your comment has been noted.
27	Carolyn Moss	5/21/25	Email	The route is wrong! Please rethink what you are about to DESTROY! Livelihoods of people and danger for children. All for a darn shortcut!	Thank you for sharing your opposition. Your comment has been noted.
28	Charles Reid	5/6/25	Comment Form	It's Needed.	Thank you for sharing your support. Your comment has been noted.
29	Christina Allen	5/23/25	Email	We are submitting this comment to clearly express our unified position regarding Toll 49: NO BUILD FOR SEGMENT 6. NO Teal, NO Yellow. PRIORITIZE SAFETY IMPROVEMENTS. Given the high number of serious incidents on Toll 49—including approximately 23 fatal head-on collisions and at least 37 total fatalities—it is evident that major safety enhancements are urgently needed. Public sentiment, gathered extensively during the 2019 public comment period and ongoing community feedback, strongly favors immediate and comprehensive safety upgrades. To improve safety, we propose two potential solutions: 1. No-build option for Segment 6: • Improve the existing road by installing concrete “jersey” barriers to separate opposing traffic lanes. • Expand shoulder widths to a minimum of 12 feet. • Resolve known issues contributing to frequent accidents on the west side of Tyler. • Restore the road surface profile and enhance drainage to prevent hydroplaning. OR 2. No-build option for Segment 6:	Thank you for sharing your opposition with support for the No-Build alternative based on reasons provided and expressing interest in the existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.

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				• Fully complete the original design for the existing roadway—constructing a four-lane divided highway with a median and jersey barriers. • Ensure 12-foot shoulders are provided. • Address and correct the specific causes of accidents along the western segment of Toll 49. • Restore proper road surface drainage to eliminate hydroplaning risks. Community support for these safety improvements is well documented: • The "Terrible Toll 49" Facebook page, advocating for these safety enhancements, has approximately 1,300 followers and longstanding community engagement. • A 2019 petition, signed by over 450 individuals, specifically opposed outer route options (blue, orange, and pink routes), requested safety upgrades, including jersey barriers. [The outer route options during that comment period were the blue, orange, and pink routes. It is baffling how part of the original pink route was still included in the current "adjusted" teal route. The blue, orange, pink routes were eliminated in 2019.] • Numerous citizens have publicly expressed their concerns through media outlets about the urgent need for improved safety measures. • A recent petition explicitly supporting the "no-build" option, opposition to the new outer routes, and demanding immediate safety improvements has gathered 68 signatures and continues to grow. NETRMA has requested public input, and the community's voice has been clear and consistent. Safety should never be compromised. There is much opposition to the outer routes. 'No Build' option for Segment 6 of Toll 49! Please make our community's safety the top priority and implement the necessary improvements on Toll 49 without further delay. Thank you for your attention to this critical matter.	
		5/23/25	Email	***Includes 2 Attachments (see Attachment D)*** I have just checked the 2025 petition. It is up to 83 signees. Please see attached.	
		5/23/25	Email	Yes to the 'No build' Toll 49 Segment 6 option. No to the outer routes. Make Toll 49 safe. The funds to build Segment 6 should instead be used to make the existing Toll 49 road safe.	

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				To improve safety, we propose two potential solutions: 1. No-build option for Segment 6: • Improve the existing road by installing concrete "jersey" barriers to separate opposing traffic lanes. • Expand shoulder widths to a minimum of 12 feet. • Resolve known issues contributing to frequent accidents on the west side of Tyler. • Restore the road surface profile and enhance drainage to prevent hydroplaning. OR 2. No-build option for Segment 6: • Fully complete the original design for the existing roadway—constructing a four-lane divided highway with a median and jersey barriers. • Ensure 12-foot shoulders are provided. • Address and correct the specific causes of accidents along the western segment of Toll 49. • Restore proper road surface drainage to eliminate hydroplaning risks.	
30	Christine Hicks	5/23/25	Email	I am praying you will NOT GO WITH THE TEAL ROUTE for TOLL 49 SEG 6. Using this route is dangerous for our children, whose schools are right next to the route. It will pollute the air and environment for children and all of us in this area. It's not going to help traffic in places it really needs. Tyler is so congested as it is… try moving the Toll 49 to an area that will truly help TYLERS TRAFFIC. Please take heed from all of us that live in NEW CHAPEL HILL. Especially for our children!!! Thank You!	Thank you for expressing your concerns and sharing your opposition of the Teal route based on the reasons provided. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.
31	Cindy Curry	5/12/25	Online Comment	The teal route is the only logical route. The other routes are not helpful/do not make a difference of any significance. I DO NOT THINK THAT THE PURPLE/YELLOW ROUTES WILL BE OF ANY USE. The teal route would be more advantageous if connected to I 20.	Thank you for sharing your support for the Teal route. Your comment has been noted.
32	Clifton Wingfield	5/21/25	Online Comment	I live on the proposed Segment 6 Teal Route, just to the north of Highway 64, where the proposed route runs between CR 2206 (Betty Drive) and Morris Road. My residence lies on the west side of Betty Drive and the proposed route would run just to the west of our property. The proposed Teal Route bisects the entire length of Betty Drive and the north-south portion of Morris Road and would affect every house along these two roads. According to my best estimates, the distance between Betty Drive and Morris road is	Thank you for describing the potential impacts to you and your property and sharing your opposition to the Teal route. Project roadway and access design will be based on traffic studies during the design process; right-of-way and drainage needs will be determined during the design process; noise studies will be performed during the Environmental Impact Statement (EIS) process. If a build alternative is selected, property values, compensation

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

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

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

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

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				Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact. Economic and Social Consequences:The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: • Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. Environmental Impact Study (EIS) and Accountability:NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful	

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

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

#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
				lose their homes and we could lose businesses in the area and that's not right at all.	
44	Delayne Renaud	5/23/25	Email	I oppose teal line in segment 6 thru chapel Hill . the others are ok	Thank you for sharing your opposition of the Teal route. Your comment has been noted.
45	Delilah Salas	5/8/25	Online Comment	I believe the Teal Route would be the best. My reasoning is people will not use the purple or yellow route; because, it is too close to Hwy 110 and Loop 323. Why pay to use that route when they can use Hwy 110 and Loop 323 for free. People in the West side, South side, and East of Tyler would use the Teal Route 49 to get to I-20. They would take I-20 to go to Louisiana to visit the Casinos, River Walk to go shopping or watch a game, etc. And, when returning home take I-20 to Hwy 49.	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.
46	Dessie Camp	5/23/25	Online Comment	NO SEGMENT 6! I live near proposed route yellow and we do not want it here!	Thank you for sharing your opposition. Your comment has been noted.
47	DS	5/8/25	Comment Form	I support the Alt 271 Teal Route & Toll 49 in general	Thank you for sharing your support with preference for the Teal route (Alt 271). Your comment has been noted.
48	Eddie Updike	5/6/25	Email	After attending the in-person meeting at the Tyler Rose Garden Center on May 6th, 2025, please accept the below comments. 1. The presentation, story boards, maps, etc were very helpful and well done. 2. Both NETRMA and Lochner were very well represented and assisted with many questions. 3. The teal route makes the most sense for a few reasons: a.) It is the farthest from Loop 323 keeping traffic off Loop 323 b.) By being further East it provides better access and time for traffic traveling West towards Tyler. This greatly impacts the time it would take someone to get from 31 or 64 to South Tyler and US 69, SH 155. c.) The inverse is also the same providing a better route going to the East towards Longview, Kilgore, Henderson, Overton, etc. 4. The teal route would give more space for Tyler growth as it moves to the East. 5. It appears as if it would impact fewer residents, this I am not positive of, but looked like it on the large maps. We would be impacted by the yellow route. Which like the purple route doesn't move traffic far enough from Loop 323. There are some bald eagles that frequent our pond and our neighbors pond for hunting and fishing. So, in conclusion the teal route is in our opinion the best route. In	Thank you for sharing your support for the Teal route based on the reasons provided. Your comment has been noted.

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

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

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

#	Commentor Name	Date Received	Source	Comment (Verbatim)	Response
				contributions. Fast forward decades to the piecemeal system we have now. The several lane alterations cause bottlenecks and can catch an unfamiliar driver in a bad situation. In conclusion—- finish the existing segments to original design before another foot of construction on another piecemeal project.	
54	Frieda Jetter	5/12/25	Email	This is so needed for Tyler. To get to Longview, Gladewater, or Gilmer, north or east, there is so much traffic and so dangerous. Tyler has not planned for its growth with sufficient traffic movement. Please continue with the tollway project as soon as possible.	Thank you for sharing your support. Your comment has been noted.
		5/13/25	Mailed	I am writing to encourage the further development of Tollway 49 in Tyler. It is time for an easier route east out of Tyler to travel to Longview, Gladewater, Gilmer, and other cities. With so much traffic congestion, it is difficult and dangerous. Each of the planned routes sound great! We use the west bound Tollway frequently and it is so nice! I know this will not be completed in my lifetime (I am 74), but this will be such a benefit to our younger citizens from this area needing to travel north and east. Thank you for working on this much needed project.	
55	fs.kofc1502	5/23/25	Email	I am writing as a concerned grandfather of two children who attend schools within Chapel Hill ISD. My oldest grandson is set to begin attending Kissam Intermediate School next year. As such, I feel compelled to express my deep concern regarding the proposed TEAL route of Toll Road 49, specifically its intersection with Highway 64 near the Kissam school zone. As you are undoubtedly aware, a substantial body of research has demonstrated the harmful effects of noise and air pollution on children who attend schools located near major highways. These environmental hazards are linked to a variety of negative outcomes, including respiratory issues, reduced cognitive performance, and hindered academic achievement. The potential consequences of placing a high-traffic toll road near Kissam Intermediate School are, therefore, troubling. In light of these risks, I respectfully urge you to consider revising the TEAL route in favor of either the Yellow or Purple alternative routes as it crosses Highway 64. These alternatives have already been evaluated and deemed feasible, and they would significantly	Thank you for sharing your opposition to the Teal route and support for the Purple or Yellow routes based on the reasons provided and your recommendation to revise the Teal route crossing at SH 64. The proposed Teal interchange location on SH 64 is located outside of existing school speed zones and school advance crossing assembly locations. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Noise studies will be performed during the EIS process. Your comment has been noted.

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

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

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

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

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

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

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

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				Teal route would rank fifth, with two other routes (Gray + Maroon) scoring more preferentially	
		5/23/25	Email	***Includes Attachment (see Attachment D)*** Please submit following petition against the Adjusted Teal route of Toll 49 Segment 6. We support "No Build", "No Teal"	
		5/23/25	Email	***Includes Attachment (see Attachment D)*** Please include following in public comments of Toll 49 Segment 6	
72	Jerry A. Lewis	5/6/25	Comment Form	(1) Build a safe road (four lane)	Thank you for your interest. Your comment has been noted.
73	Jerry Turner	5/14/25	Mailed	I am a long-time resident of Tyler, having moved here in 1999, when I retired. I am now residing in the Del Coronado subdivision, an over-55 community off of the south end of Old Omen Road. In regards to the proposed routes for Toll 49 Segment 6, I am strongly in favor of the Teal Route (or the No-Build Option) for the eastern extension of Loop 49 around the city. The Teal Route would allow for greater expansion of the city as Tyler continues to grow in population. Because the purpose of Segment 6 is to address the population growth of a 4-county area including Gregg, Harrison, Upshur & Smith, it would clearly be more useful to build the additional section of Toll 49 as far east as possible to increase the access of those living east of Tyler. The west segment was built on the far west side of Tyler, and the east segment should be built as far east as feasible, The west side was built about seven miles from Loop 323 and the east side should be built about seven miles from Loop 323. I have listed the numerous reasons for my decision below: 1. We bought our current home because it isolated in an extremely quiet, peaceful neighborhood of other seniors. This is a heavily-treed area and our home backs up to a 6-acre green space owned by our HOA. Our subdivision is adjacent to The Hampton, an assisted living/memory facility, which is also a quiet population and which backs up to more wooded acreage. 2. Studies have shown the benefits of being in nature to the physical, emotional & mental health of people. 3. Numerous individuals of all ages from several neighborhoods in our area walk regularly on the sidewalks along the south end Old Omen Road, the west side of which is undeveloped and heavily	Thank you for describing the potential impacts to you and your property and sharing your support of the Teal and No-Build options based on the reasons provided. Noise studies will be performed during the Environmental Impact Statement (EIS) process. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the EIS process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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

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

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

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				armadillos, possums, skunks, racoons, snakes, many types of toads and tree frogs, lizards, skinks, squirrels, hogs, many varieties of migratory songbirds, great horned owls, barn owls, pileated woodpeckers and other varieties of woodpeckers, red shouldered hawks. We have also seen bald eagles flying over our house on two separate occasions in 2024. I keep a deer feeder down by our creek and we can see it from our kitchen window. I have attached some trail camera pictures taken last year (2024) at my feeder. I did serve on the Tyler Chamber of commerce for five years from 2013 to 2018 representing Brookshire Grocery Company where I was employed for 35 years, so I do I understand the importance of improving regional mobility and the potential benefits of Loop 49's expansion. I do feel you have provided clear, accessible information about the criteria used to select routes and how public input will influence the final decision. I assume that employees of NETRMA and Lochner have a home and family. I ask that you give consideration to all families impacted as if it were your own property being affected. The unsettling part about this project is the way it has been going on since 2018. I understood in the meeting that Covid derailed the project as it did many others. I thought the "No-Build" option had been selected since nothing had been communicated. I understood these key points in the meeting. I did not take notes, but this is what I remember. -Environmental study will begin soon. I'm not sure how soon. o We will be contacted and someone conducting the environmental study will come to our property to take pictures and survey. o This study will take four years. o The study does consider how many homes, churches and other businesses are impacted along the route. o After the study is completed, you will then pick a route, and we will be notified. - Relocation assistance will be provided. - Compensation for our land, home, and business would be provided based on a current appraisal done just prior to the purchase of the property. It was mentioned that it is important to know the worth of our property ahead of time and that we could make one or two counter offers based on research and current real estate market information. · The estimated time frame to start construction is 2030 to 2033	

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

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				1) immediately addressing the existing and ongoing safety hazards on Toll 49. Without question, concrete barriers should be erected between opposing lanes. This is long overdue and should be the top priority of the NETRMA. Toll 49 should have been a four-lane highway from the very beginning and if public safety were the top priority, planning would have commenced long ago to correct this mistake. 2) planning Segment 6 as a four-lane highway. This will provide a far safer highway and with the already high (and growing) volume of truck and freight traffic in eastern Tyler and Smith County, a four-lane roadway will provide far more efficient movement of traffic. 3) carefully avoiding Toll 49 off-ramp proximity to schools. Avoid adding safety hazards to already congested school traffic with vehicles exiting Toll 49 at high rates of speed. Priority #2: Make Good on the Promise to Connect Toll 49 to 1-20 Segment 6 must connect to 1-20. In the 90s, the "Loop 49" project was sold to Smith County citizens as the way to "get all the truck traffic off Broadway and Loop 323." These promises were based on "Loop 49" east and west corridors connecting to 1-20. That promise must be kept with Segment 6. Citizens should not have to wait another decade for this promise to be completed. Priority #3: Prioritize Cost Efficiency and Private Property Rights Constructing the entire segment as four lanes will save money in the long-term. We request the NETRMA provide complete transparency regarding all cost considerations for each studied corridor. This should include - but is not limited to - the following cost drivers: • Topography, soils, wetlands, and other natural factors; • Management or impairment of ground and surface water resources; • Erosion mitigation; and, • Criteria to avoid demolishing existing infrastructure and built-up areas.	extension to Marshall for improving east Texas regional mobility. Constructing Segment 6 initially as a 4-lane highway will be considered and addressed during the final design and right-of-way acquisition process if a build alternative is selected. Your comment has been noted.
78	Joe & Charline Camero III	5/21/25	Email & Mailed	***Includes 2 Attachments (see Attachment D)*** This email is to inform you regarding the impact that the Toll 49 Segment 6 project has on our personal investment endeavors. We currently own an 18.76 acre tract (Chapel Woods East Subdivision	Thank you for expressing your concerns and describing the potential impacts to you and your property located on the Purple and Yellow routes. Your comment has been noted.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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				outer loop, a toll road. Also included were proposed extension roads. Following Toll 49 around the south side and then northeast to the proposed Section 6, the portion between Highway 64 and Farm Market Road 850 is set - in 2005 - to run really close to the same area as being proposed by the Teal Route now, 20 years later. At the same time, Grande Blvd. is proposed to be extended beyond New Chapel Hill, towards Henderson, Texas. From the Grande Blvd. extension, one can follow it out past the Toll 49 tum into New Chapel Hill and tum north, traveling towards Gladewater. These two options would be a tremendous boon to the residents of Tyler, New Chapel Hill, East Texas, and anyone else using these roads. They would be highly traveled and would help achieve the goals of less congestion and reduction in commuter time. They would most likely NOT have a toll attached to them. And therein lies the crux of the issue. No money could be made off of them. Unsurprisingly, in future Master Street Plans for the City of Tyler, these extensions no longer appear! In 2012, The City of Tyler released its 2012 Master Street Plan with proposed toll road and no extensions. The 2012 Master Street Plan for the City of Tyler follows a similar route as the previous proposed routes in that it intersects Highway 64 in about the same place. In this scenario, it takes an easterly path along the west side of Pleasure Acres Lake. The plan here must either be to: a. drain the lake, which is a focal point in this neighborhood; b. move Toll 49 west and remove a few residential homes on Betty Drive (CR 2206); or c. ultimately move Toll 49 to the actual Teal Route. The next map is from a 2016 Face book post. Where the "Conceptual Alignment" of Toll 49 crosses Highway 64 is denoted with a red circle. This seems to be the approximate location of where the Teal Route crosses Highway 64 in the most recent proposed route.	

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				The next Master Street Plan from the City of Tyler, Texas is from 2021 and has Toll 49 included on it as only 3 routes for Toll 49, all within the distance from Betty Drive (CR 2206) to CR 272 - approximately 2 miles and definitely not much space in between for options. This is the last map. It is a portion of the map provided at the May 2025 Public Meetings. It shows the Teal Route going through the Exxon, Whataburger and Family Dollar. The overwhelming theme in all of these maps, from 1984 to 2025, is that the route for the loop/toll road is always right around Morris Road (CR 214) / Betty Drive (CR 2206). It looks like the placement of this road has always been selected to run through this area for the last 41 years and we never really had a choice, any sort of option, input or voice in whether it would. For the reasons above, I elect NO BUILD. Thank you for your time and consideration in reviewing the above and my reasons for electing the option of NO BUILD. To sum them up in a brief list: • Division in the School District and Soaring Fuel Costs • Placement of Traffic Signals • Loss of Community Growth • Damage to Residents' Property Due to Erosion and Run-Off • Morris Road (CR 214) and Betty Drive (CR 2206) are NOT the Same • Toll Road Status is Not Even Necessary • Did the Public Ever REALLY Have a Voice?	
97	Macy Luis	5/21/25	Email	Yes purple No teal	Thank you for sharing your opposition of the Teal route and support for the Purple route. Your comment has been noted.
98	Malisa McCoy	5/6/25	Email	My name is Malisa Mccoy, and I am writing as a lifelong East Texas resident and landowner directly impacted by the proposed route of Spur 49 Segment 6. My family and I respectfully urge you to select the teal route alternative over the currently proposed route, which would divide our 44-acre property.	Thank you for describing the potential impacts to you and your property, and sharing your support for the Teal route based on the reasons provided. Impacts to wildlife and wildlife habitat will be considered, among other environmental concerns, during the Environmental

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

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

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

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

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

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

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

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

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

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				continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: • Ongoing Debt Obligations: Toll 49, operated by the Northeast Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards. Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion. Conclusion and Call to Action:	

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

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

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				We hope that you will take all of our concerns into account as the final route (or no-build option) is selected.	
118	Nicholas Castle	5/19/25	Email	Please see the attached comments for Segment 6, and please acknowledge receipt. Thank you. *Attachment* I am writing these comments regarding the proposed NETRMA Segment 6 preliminary routes. My main concerns are about overall Toll 49 safety, environmental, and quality of life issues related to all of the options but most specifically to the Adjusted Teal route. I am opposed to construction of the Adjust Teal Route for Toll 49 Segment 6 for the following reasons: - There are multiple public schools and daycare/learning center complexes near this route. As such, the potential impact on traffic flow and the potential for hazardous spills from through CMV traffic needs to be looked at critically from both a traffic flow standpoint and a safety standard. Specifically, adding the Adjusted Teal route would require additional stop signals near the Chapel Hill Kissam Elementary School. This area is already congested, and this will do nothing to alleviate the congestion, likely making it worse during peak traffic hours. Dropping a highway interchange near this area increases the risk for our children, teachers, administrators, school bus drivers, parents, and daily commuters passing by the schools on SH 64. The interchange will be adjacent to the schools and will not relieve traffic congestion as designed. It will practically increase the already worrisome congestion. Not only will this create additional traffic congestion for the school, but it will also increase noise and air pollution, which is not what the citizens of Smith County want. In reviewing the Purple and Yellow routes, fewer schools are close to those than on the Adjusted Teal route. - The Yellow and Purple routes would also improve access to UT Tyler, Tyler Junior College, and the area medical providers. Direct access to UT North would be negligible due to the intersections of all three proposed routes with US 271. I would add the same for where the different routes cross SH 31 and SH 64. To turn east or west, to Tyler or Longview, the distance is negligible in all cases. At the onset of the proposed routes, The Adjusted Teal route was estimated to cost taxpayers significantly more than the Yellow and	Thank you for expressing your concerns and describing the potential impacts to you and your property and sharing your opposition to the Teal (old Adjusted Teal) route and support for the No-Build option based on the reasons provided. Project roadway and access design will be based on traffic studies during the design process. Means to minimizing traffic disruptions and delays on side streets (such as SH 64) will be evaluated during the Environmental Impact Statement (EIS) process to avoid or minimize traffic flow disruptions due to additional traffic controls such as signals. Project cost, number of parcels affected, natural environment impacts, historic property surveys, and number of business displacements will be evaluated during the EIS process. Thank you for pointing out your concerns with the public preference score for the Teal Adjusted route (current Teal route) in the Feasibility Study. The Feasibility Study is a part of NETRMA's planning process for Toll 49; however, the National Environmental Policy Act (NEPA) process will evaluate all Reasonable Alternatives for Segment 6 equally, and perceived preferences from the Feasibility Study will not be a factor in that evaluation. Your comment has been noted.

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

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

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				development of any sort. The same opponents were against the recent school bond issue and are speaking out against bringing infrastructure and business to Chapel Hill. Attempts to explain the benefits of the loop fall on deaf ears, and their reasons for opposing it hold no merit. These people are the loudest, but in the minority by far, as evidenced by the recent school bond that was loudly opposed, but passed by a handsome margin. Those who were for progress in Chapel Hill schools will be in favor of progress with the loop. I hope they have taken the time to communicate their support to you.	
120	Paul Hickey	5/23/25	Online Comment	Having traveled Hwy 31 for 20 years the amount of vehicles going from Tyler to Kilgore/Longview has steadily increased and vice versa. Many in those communities desire to travel to south Tyler for shopping at the outdoor mall complex. This would assist along with those traveling to Gilmer and further north. I like the teal option personally and would see it being a large time saver.	Thank you for sharing your support with preference to the Teal route based on the reasons provided. Your comment has been noted.
121	Paula Jackson	5/20/25	Email	I was unable to attend the presentation in person, but I did watch the video and read all accompanying materials about the project. I do understand that there are questions that can't be addressed at this time, but I do have some that I believe can be answered. We live in the middle route choice, and my questions are: 1- I am a pro-active person, and searched for housing and/or land available at this time. The housing and lots (close to what we have now) are very expensive. We are willing to downsize, but even that is expensive. Question to ease my mind is, "will home owners be offered enough money to feel comfortable when trying to locate to a new home or for building a new house?" We have a 1,400 sq' for home, and from what I see at this time housing costs are double to triple the appraised value of our home and property. 2- If our route is chosen and the state will be paying us for our property, "what is the time frame between getting paid, being able to pay for a home and moving?" Hopefully, these questions are just basic ones that can be answered. I do understand that nothing will be determined for another 4-6 years and could go as long as 10. At that time, my husband and I will be close to the age of 80 which will be a determining factor for what we will do. Thank you ahead of time for answering my questions.	Thank you for your interest in the project. If a build alternative is selected, property values, compensation and relocation support will be addressed during the final design and right-of-way acquisition process following the Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970. *5/27 email response from Gary Leuba:* My name is Gary Leuba with Lochner in Tyler. I am a Right of Way Agent and attended both Public Meetings earlier this month. I wanted to reach out to you regarding your inquiries in your email below concerning right of way acquisition and relocation assistance. Attached are the following booklets for your reference: • State Purchase of Right of Way • Landowner's Bill of Rights • Relocation Assistance (Residential) Please note: even though booklets show TxDOT branding, the acquisition would be administered by the NETRMA. However, the processes are the same and are

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

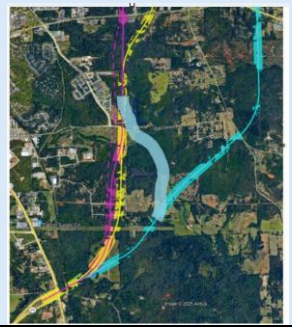
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				WILL cause loss of life for many animals who will be displaced. My vote is a HUGE NO on this segment 6 expansion. NO BUILD!!!	
123	Randy Gouldthorpe	5/22/25	Email	My name is Randy Gouldthorpe, and I reside at [redacted]. I am writing in regard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

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				number of accidents and still provide some safe crossing for wildlife. As Tyler continues to grow outward, new construction of homes and businesses will force wildlife out of their current habitats, into new areas, and inevitably onto roadways. With the commuting population surrounding Smith County projected to be about 500,000 in the next twenty-five years, the likelihood of collisions increases dramatically. The current expense of wildlife-related collisions, especially with deer, can be very costly to the county and local governments. Implementing passages like the ones mentioned above have been proven to significantly reduce the number of collisions and therefore costs (Miller et al, 2018). Culverts have also been shown to give wildlife safe passage as well as providing added benefits such as nesting spots for birds and roosts for bats (Leivers, 2021). An underpass with fencing was built in the Dead Man's Flats project on the Trans-Canada Highway which reduced Wildlife Vehicle Collisions so much that the project paid for itself within five years. If added construction cost is a concern, the US Department of Transportation has a pilot program (Wildlife Crossings Pilot Program) that offers grants geared directly towards reducing Wildlife Vehicle Collisions. Texas should be a leader in this nation for ensuring our roadways are safe for both people and wildlife, now and in the future. I feel this aspect of safety should be thoroughly researched and seriously considered as the Toll 49 project continues. Resources: Wildlife Crossings Pilot Program https://highways.dot.gov/federal-lands/wildlife-crossings/pilot-program Wildlife Vehicle Collision Reduction Study: Best Practices Manual (2008). US Department of Transportation. https://rosap.ntl.bts.gov/view/dot/48824/dot_48824_DS1.pdf References: Car vs. Deer: Drivers in East Texas should be mindful that deer are on the move this time of year (2024, October 30). The Lufkin Daily News. https://lufkindailynews.com/news/community/editorial-car-vs-deer-drivers-in-east-texas-should-be-mindful-that-deer-are-on/article_6cd2a924-7f2d-5da9-8770-4d1365953715.html Leivers, S. J. (2021, January 7) Wildlife Behavior at Culverts in East Texas. The Texas Journal of Science (2021). 73 (1): Note 1. https://doi.org/10.32011/txjsci_73_1_Note1	

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

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

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				up to Highway 20 by 271, seems to be the most viable one there. It also provides a border, it would be the right hand border while the purple would be the left hand border of an area in there with Chapel Hill is, that would provide them with an area to go ahead and look at for their own development in that region of Tyler. But yeah, I just want to do I missed the meeting on the other night on the 6th due to my own failure to go ahead and log it, in other words I would have been there then. My phone number if you need to is [redacted], [redacted]Richard Prouty, p as in Peter-r-o-u-t-y, [redacted]. Thank you much. Bye bye.	
130	Richard Wixom	5/6/25	Comment Form	To close to schools. Drop property value. Move further out.	Thank you for expressing your concerns. Your comment has been noted.
131	Rick Chryst	5/20/25	Email	As a licensed HVAC contractor with over 50 years of experience and owner of two successful HVAC businesses, I am deeply concerned about the proposed Toll 49 TEAL route and the air pollutants generated by increased vehicle traffic. The TEAL route passes dangerously close to several schools, daycare centers, and other venues frequently attended by children. Children play outside daily as part of their routine, and their developing lungs and shorter stature make them especially vulnerable to air pollution. Many HVAC contractors, including myself, take extensive measures to ensure indoor air quality for buildings near major roadways. However, even the most advanced and costly systems cannot mitigate the harmful effects of outdoor air pollution resulting from high-traffic highways. Studies have shown that NO_2 concentrations can reach as high as 700 µg/m³ near schools situated along high-traffic routes. This is nearly 30 times the World Health Organization's recommended short-term exposure limit of 25 µg/m³. This level of exposure poses a serious and unacceptable risk to children's health. I believe the link between traffic intensity and pollutant concentrations is beyond dispute. I can provide irrefutable evidence supporting the urgent need to reconsider the current route. Children are far more affected than adults due to their physiology, and we must act in their best interest.	Thank you for expressing your concerns and recommending to move the Teal route based on the reasons provided. A qualitative analysis of vehicle emissions, Mobile Source Air Toxics (MSAT), will be performed during the Environmental Impact Statement (EIS) process for a new facility with less than 140,000 vehicles per day for the design-year traffic. Your comment has been noted.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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				The NET RMA put together what they described as a "stakeholder working group" which met at least six times in late 2018 into 2019. During the course of the meetings, a dozen or more corridors for consideration were drawn on the map of the Segment 6 area. Two corridors labeled purple and yellow were drawn contiguous to and actually running through the eastern section of the Chapel Woods East Subdivision, which had been fully platted for many years and was probably 2/3 built out at the time. The fifth and final section, an additional 30-plus platted lots, now sets idle. Just south of Chapel Woods East are the following: three gated communities with 75 or more homes; The Hamptons -- a retirement and memory care center made up of 152 independent living apartments and about 100 assisted living and memory-care residences; Summerwood Apts w/204 units; and numerous recently-built townhouses. Of the 20-member so-called "stakeholder" group, nine of them (45%) were employees of or had close ties to the city of Tyler. I believe all of them should have or could have known how damaging the purple and yellow corridors would be to well-established neighborhoods near by. Was it oversight, lack of due diligence, negligence, or something else? We will never know, but I believe it is beyond irresponsible for those two corridors to be given any further consideration! Of the dozen or more corridors that have been under consideration, not one of them has a contiguous area so densely populated as this. More than 30 yrs ago, Loop 49 was sold to the public as an "outer loop" around the city of Tyler. What ultimately became the "teal" corridor was to take the loop to the east side of town and make the connection to complete the "hour glass" concept to Gregg County and beyond. Consideration of anything west of the teal corridor, especially as close to town as the purple and yellow corridors, is clearly abandonment of the outer loop concept. I wholeheartedly support completion of Loop 49, more specifically the teal corridor. Too much time has passed; it is time for this project to be completed as promised decades ago.	

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				From its early struggles to get the project off the ground, I have a long history with Loop 49. TXDOT's failure to address widespread community concerns, as well as ignoring some federal statutes, put the project on hold. A large group of citizens took grievances to a public meeting of the Texas Transportation Commission. The result was a negotiated compromise eliminating frontage roads to minimize commercial invasion into adjacent neighborhoods. My being recruited to run for county commissioner in 1996 was a direct result of being a part of this widespread community participation. For eight years (1997-2004),I served on the Smith County Commissioners Court representing Precinct 1, which encompasses Segments 1 & 2 of Loop 49. About 5 years ago, my husband and I bought 22 acres just outside the city limits of Tyler next to the areas discussed earlier. Before the purchase, we confirmed through phone calls and emails with the mayor and city manager that connecting to city services would not be a problem. We were unaware of the purple and yellow corridors, but interestingly, neither gentleman mentioned it to us even though both of them were a part of the stakeholder working group. Here I am today going to bat again but for our "new" neighbors. What my husband and I first perceived as our mistake was obviously something else. The plans God often has for our lives can be challenging, but he is faithful - "For I know the plans that t have for you. They are plans for good and not for disaster, to give you a future and a hope." Jeremiah 29:11 NLT	
142	Sharon Price	5/22/25	Online Comment	No Build on Segment 6	Thank you for sharing your opposition with support for the No-Build alternative. Your comment has been noted.
143	Sheila	5/10/25	Online Comment	I feel this needs to be tabled until the existing Loop 49 has extensive safety improvements. We do not need another deadly road added at the expense of tax dollars plus high tolls.	Thank you for sharing your opposition with support for the No-Build alternative and expressing interest in existing Toll 49. The Segment 6 Project does not include existing segments of Toll 49. Your comment has been noted.
144	Shelli Dunning	5/22/25	Online Comment	I, as well as my mother, live in an area that would be NEGATIVELY impacted by this expansion whether it be any of the routes. Years ago the sale of the property was entertained since my mother was	Thank you for describing the potential impacts to you and your property, and sharing your opposition with support

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

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

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

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				continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: · Ongoing Debt Obligations: Toll 49, operated by the Northeast Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards. Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.	

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

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

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				Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact. 2 / 3 Economic and Social Consequences: The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: · Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful	

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

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

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

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				remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: • Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. • Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. • Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards. Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion. Conclusion and Call to Action: We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed	

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

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

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				residents. Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations. Financial Concerns of Toll 49: · Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt. · Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years. · Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain. Environmental Impact Study (EIS) and Accountability: NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment. We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards. Alternative Solutions and No-Build Justification: We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to	

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164	Tommy R.	5/23/25	Email	Our group feels that the Adjusted Teal Route should not be built and should be removed from consideration. We have met numerous times with the press in 2019 and most recently in 2024 that has published our safety concerns for Toll49 Seg 6 Teal Route where we believe the kids are at risk if the Teal route is kept in proposal. This is with KETK TV, Tyler Morning Telegraph and The Longview News Journal. We have submitted via separate email from one member one petition of 180 signatures from people opposing the teal route and a 2nd petition with at least 80 people signing in opposition to the teal route. Many of us opposed to the Teal Route have spoken in person at NETRMA board meetings opposed to the Teal route. We firmly believe another route such as the purple route would better serve the public and meet Tylers economic expansion plans as well as meet the objectives of NETRMA. The adjusted Teal route is not the original Teal route and it includes a portion of the original Pink route that was highly opposed by the public. However, for some reason public preference opposing the Pink route portion that was combined with the Teal were not published by NETRMA causing the public to not see the actual opposition on part of the adjusted Teal route. The public would be better served by eliminating the Adjusted Teal and Adjusted Yellow from consideration.	Thank you for noting your opposition of the Teal route (Teal adjusted route from the Feasibility Study) and the Yellow route (Yellow adjusted route from the Feasibility Study) with support for the Purple route (adjusted from the Feasibility Study) based on the reasons provided and petitions cited. Your comment has been noted.
165	Tony Rhorer	5/6/25	Comment Form	Thank you for taking time to educate the public and listen to us. From my perspective the purple route makes the best economic sense for Tyler. It will feed traffic to the critical and growing medical	Thank you for noting your support for the Purple route based on the reasons provided. Your comment has been noted.

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

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

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

NET RMA
North East Texas
Regional Mobility Authority

B.
NOTICES

Display Ads

Newspaper	Publish Type	Publish Date
Longview News-Journal	Print	April 20, 2025
Tyler Morning Telegraph	Print	April 20, 2025

Longview News-Journal

320 E. Methvin
Longview, TX 75601

Phone:903-757-3311 Fax: Email:

AFFIDAVIT OF PUBLICATION

State of Texas)

County of Gregg)

This Affidavit of Publication for the Longview News-Journal, a daily newspaper of general circulation, printed and published at Longview, hereby certifies that the attached legal notice, ad # 1831907, was published in said newspaper on 4/20/25, and that copies of each paper in which said Public Notice was published were delivered by carriers to the subscribers of said paper, according to their accustomed mode of business in this office.

Josette Garrett
for the Longview News-Journal

The above Affidavit and Certificate of Publication was subscribed and sworn to before me by the above-named Josette Garrett, who is personally known to me to be the identical person in the above certificate on this 25 day of April, 2025

Kimberly A Brockwell
Notary Public in and for
State of Texas)
County of Gregg)

My commission expires 07-13-28

KIMBERLY A BROCKWELL
NOTARY PUBLIC
STATE OF TEXAS
MY COMM. EXP. 07/13/28
NOTARY ID 132580134

Water

From Page 1A

Northeast Texas Municipal Water District regarding a water purchase from Lake O' the Pines, we continue to believe a future agreement for the sale of water could make sense for North Texas and Northeast Texas."

Dean, R-Longview, clarified his remarks this week.

He said the post was responding to multiple developments around the negotiations that have all but assured the sale of water to customers outside of the Cypress River Basin (encompassing Lake O' the Pines and Caddo Lake) will not occur in the near future, as opponents feared earlier this year.

One factor, Dean said, was the March resignation of former NETMWD Executive Director Wayne Owen, who championed the water sale.

Another was a conversation he had this month with Jenna Covington, the executive director of the North Texas water district.

"My discussion with her was that we're not interested, nor will we be interested, in any contract that would include the sale of water rights to Lake O the pines," Dean said. "My understanding is that the deal is pretty much on hold and on the back burner for (NTMWD)."

Dean also touched on two pieces of legislation he recently introduced in Austin that aim to keep water from leaving East Texas for the next two years and shift control of NETMWD's water away from its board members and back to the city councils that appoint them.

The first piece of legislation was a rider attached to the new state budget.

"It basically says that the Texas Commission on Environmental Quality, who is the permitting authority for any transfer of water between basins, cannot spend any resources on transfers from the Cypress River Basin (to another)," Dean said.

House Bill 5659, Dean's other effort to prevent a water sale to the Dallas area, intends to reduce the authority of NETMWD board members and devolve decision making on water sales back to the seven city councils who appoint them.

The district's member cities are Avinger, Daingerfield, Hughes Springs, Jefferson, Lone Star, Ore City and Pittsburg.

If the legislation passes, board members will be responsible for collecting and distributing information back to the member cities, "but they will have no voting rights," Dean said. "That power remains the right of each city council."

A simple majority of city council members and their mayors would be required to initiate a water sale going forward.

The bill responds to concerns among many residents and Northeast Texas officials who viewed board members as unaccountable to the communities they represented.

A Texas House committee soon will consider HB 5659.

"So the deal as we know it is pretty much dead. Now is (a sale) off forever? No," Dean said. "I think we're heading in the right direction… once we get our legislation in place and authority goes back to where it was always intended to be."

Samuel Shaw is a Report for America corps member for the News-Journal, covering East Texas' rural to urban transformation. Reach him at sam.shaw@news-journal.com .

Measles

From Page 1A

Shepherd Medical Center in Longview is one of the 19 cases.

"All affected persons are isolated from the public and are in quarantine at this same location and are in daily contact with (Department of State Health Services) and are following all the appropriate guidelines," Tefteller said.

He did not identify the location in Upshur County where the patients are isolated.

Tefteller added that none of the cases are critical, none have required hospitalization and all patients are older than 17.

"There are no reports of measles in any of our Upshur County public schools, public buildings, county operations or medical facilities, Tefteller said. "I have been assured by state officials that any risk of further spread is minimal and that they are monitoring the situation daily.

Texas health officials reported 36 new measles cases Friday, bringing the total number of confirmed cases since late January to 597.

The state's public health department estimates that fewer than 30 of the confirmed cases — about 4% — are "actively infectious."

Ten counties remain under "ongoing measles transmission" status: Cochran, Dallam, Dawson, Gaines, Garza, Lynn, Lamar, Lubbock, Terry and Yoakum.

Lamar County has reported 11 measles cases. Gaines County, near the New Mexico border, where the measles outbreak began, has reported the majority of measles cases, with 371.

During the outbreak, 62 people in Texas have been hospitalized, and two school-aged children have died, according to the state's public health department. Both children were unvaccinated and had no underlying health conditions.

The West Texas outbreak spans two other states — New Mexico and Oklahoma. As of Friday, New Mexico has reported 63 cases. Oklahoma has reported 12 cases as of April 15. Together, the three states involved in the outbreak have reported a total of 672 cases.

The U.S. Centers for Disease Control and Prevention reported 800 confirmed measles cases across the country in its most recent update from April 18. The vast majority of total cases are connected to the outbreak that began in Gaines County.

WHAT'S HAPPENING

Datebook

SATURDAY

The Historic Longview Farmers Market is open 7:30 a.m. to 11:30 a.m. today at 105 West Cotton St.

VFW Post 4002 will host karaoke from 8 to 11 p.m. Saturday at 401 Ambassador Row in Longview. For more information, call (903) 753-2413.

Alcoholics Anonymous Noon and Nite Group meets daily at 704 Glencrest Ln. in Longview. Meetings are at 12:15 p.m., 5:15 p.m. and 8 p.m. For information, call (903) 242-8104.

SUNDAY

Longview-Greggton Alcoholics Anonymous meets at 10 a.m. Sunday at 4614 W. Loop 281 in Longview.

Alcoholics Anonymous Noon and Nite Group meets daily at 704 Glencrest Ln. in Longview. Meetings are at 12:15 p.m., 5:15 p.m. and 8 p.m. For information, call (903) 242-8104.

LOCAL SUNDAY BIRTHDAYS

Stephen Fitch, Teresa Salazar

LOCAL SUNDAY ANNIVERSARY

Mike and Carla Ford

– East Texas Datebook appears Tuesday through Sunday. Submissions including birthday and anniversary listings must reach the newspaper before noon at least three working days before the desired publication date to be included in the Datebook. Email releases to clerks@news-journal.com .

Engagements



Spencer Smith & Elizabeth Turner

Turner - Smith

The parents of Elizabeth G. Turner and Spencer A. Smith are pleased to announce the engagement of their children. The couple were engaged under The Kissing Tree in Wimberly, TX on September 14, 2024.

Parents of the bride are Jenica Turner and the late James Turner. Parents of the groom are Suzanne Smith and Michael Smith.

Elizabeth is a graduate of Quitman High School and also Tyler Junior College's Dental Hygiene School. She is a dental hygienist at LaGrone and Adcock DDS in Longview.

Spencer is a graduate of Pine Tree High School and Texas A&M University. He is an insurance agent at Legacy Insurance, a family owned independent insurance agency in Longview.

The couple are planning a fall wedding at The Emerson in Kaufman on September 14, 2025. They will make their home in Longview.

Births

Oh BABY! Birth Announcements

Santiago Isai Gonzales
April 8, 2025 (8lb, 7oz)
Parents: Nancy Perez & Trae Gonzales-Dennis

Contact us today to place your announcement! (903)232-7291

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LOCAL NEWS YOU CAN TRUST!
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AZALEA ORTHOPEDICS ALL STARS
East Texas Annual High School Basketball Classic
EAST TEAMS VS WEST TEAMS
SHOWDOWN!
April 26, 2025
TJC Wagstaff Gymnasium





GIRLS GAME 5:30 PM
BOYS GAME 8:00 PM
Scan to buy your tickets in advance
Game proceeds benefit Bethesda Health Clinic

NETRMA North East Texas Regional Mobility Authority
Toll 49 Segment 6 Project from SH 110 to US 271
49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!
The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. The same information will be available at the virtual and in-person options.

Virtual Public Meeting
Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m. Visit www.netrma.org/projects/segment-6

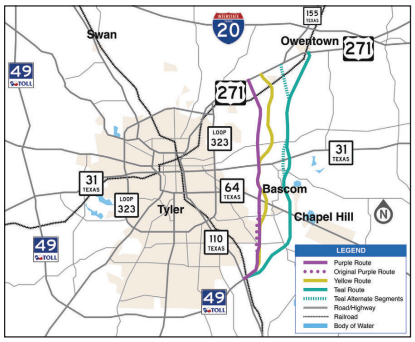
In-Person Public Meetings
Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting
• Learn about the Toll 49 Segment 6 project
• View a pre-recorded presentation and supporting project exhibits
• Ask questions of project staff
• Submit comments

The public is encouraged to submit comments in the following ways:
toll49seg6@gmail.com
903-284-5332
Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

To be included in the official public meeting record, please submit comments by May 23, 2025.



Study Route Options

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Tyler Morning Telegraph

100 E. Ferguson, Suite 501
Tyler, TX 75702

Phone:903-597-8111 Fax: Email:

AFFIDAVIT OF PUBLICATION

State of Texas)

County of Smith)

This Affidavit of Publication for the Tyler Morning Telegraph, a daily newspaper of general circulation, printed and published at Tyler hereby certifies that the attached legal notice, ad # 1831905, was published in said newspaper on 4/20/25, and that copies of each paper in which said Public Notice was published were delivered by carriers to the subscribers of said paper, according to their accustomed mode of business in this office.

Josette Garrett
for the Tyler Morning Telegraph

The above Affidavit and Certificate of Publication was subscribed and sworn to before me by the above-named Josette Garrett, who is personally known to me to be the identical person in the above certificate on this 21st day of April, 2025

Kimberly A Brockwell
Notary Public in and for
State of Texas)
County of Smith)

My commission expires 07-13-28

KIMBERLY A BROCKWELL
NOTARY PUBLIC
STATE OF TEXAS
MY COMM. EXP. 07/13/28
NOTARY ID 132580134

Hideaway

From Page 3A

If elected to the city council, Monholland said his problem-solving skills and ability to work with others would be valuable. He described himself as a calm listener who can help find solutions. He also focuses on getting things done efficiently.

One of the challenges he sees for Hideaway is keeping the town affordable for both young families and retired residents. He believes it's important to keep fees and taxes reasonable, especially for those on fixed incomes, so no one is pushed out of the community.

Monholland's top three priorities if elected are to preserve the community's unique atmosphere, find new ways to raise money without relying only on property and city taxes and keep communication open with residents. He plans to work directly with the community, making decisions based on research and input from residents. He also wants to increase public involvement through town halls and make sure residents understand the roles of the city council and the board.

Monholland believes these efforts will help make Hideaway a place that remains welcoming to everyone.

PLACE 2

PAT BONDS



Pat Bonds

Bonds grew up in New Mexico and Texas. He went to Hardin-Simmons University in Abilene, where he earned a degree in political science and communications. After college, he served in the Vietnam War. When he returned, he worked in the insurance business in Dallas for 47 years.

Bonds met his wife, Valerie, in Hideaway. The couple married in 2000. After retiring, Bonds chose to live in Hideaway full time. He said he loves the trees and lakes and says it's the best place he's ever lived.

He served on the Hideaway City Council for four years and then as mayor for another four years. He said he still feels honored when people call him "Mayor." Bonds believes his time in office gives him insight into what the city needs.

His main concerns are disaster preparedness, fire protection and the water company's services. He believes the city should do more to prepare for fires. He's also concerned about the rising costs for the volunteer fire department and said the city should make sure hydrants stay in working condition. He suggested the city appoint a volunteer fire marshal to help.

Bonds said his leadership style is about choosing the right people to help solve problems. He likes to meet with people, explain the issue and encourage them to come up with a plan. He disagrees with those who think the city does nothing, saying those people may not understand what goes on behind the scenes.

He also supports holding regular meetings between residents and city officials to talk about public safety. He hopes the mayor will keep those going. Bonds has tried to get more people involved in elections by mailing letters to community members, encouraging them to vote.

"Hideaway is the best place to live," he said. "So get out and vote to help protect it."

JAMES "JIM" CALDWELL



Jim Caldwell

Caldwell is a longtime East Texas resident with a background in project management. He moved to Hideaway in 2021 from New Mexico, where he had lived after growing up in Southern California.

Caldwell worked as a truck driver and industrial painter before becoming a project manager. He now oversees projects across the country for a company that refurbishes water tanks. In 2023, he managed the refurbishment of a water tank in Lindale.

He and his wife lead the Community Emergency Response Team (CERT) in Hideaway. The group helps with local emergencies, such as a recent power outage in Winona. He's also led church security teams in California and New Mexico.

Caldwell is running for city council to improve communication and keep costs low for residents. He said it's important to be open and clear about how decisions are made and how the city uses money. He wants to help reduce homeowners' dues, especially for older residents on fixed incomes.

If elected, Caldwell said his top goals will be to make sure people know what's going on in city government, encourage public feedback and protect the city's finances. He said using local contractors and making smart choices could lower costs without lowering quality.

He also wants to improve the connection between the board of directors, the city council and the residents. He believes better communication can bring the community together.

Caldwell said his experience with planning and managing projects has helped him learn how to work with teams and stick to budgets. He believes his skills would help the council make better decisions for the city.

"People want to know how their money is being spent," he said. "That starts with being honest, answering questions and including the public."

MARK REID

Reid has lived in Hideaway full time since retiring. He and his wife had visited for years before deciding to settle down in the community. Reid said they were drawn to the area's beauty and sense of peace.

He grew up in Richardson and graduated from Texas Tech University with a degree in industrial engineering. After college, he worked for Texas Instruments and later started his own construction business. He also served in several leadership roles in college and in construction groups.



Mark Reid

Reid has served as an election judge, helped at his church and worked on local and county committees. He was once a county commissioner and has remained active in local politics. He said he enjoys learning about government and finding ways to help.

Reid said his leadership skills and business background make him a strong candidate. He believes city leaders must be careful with how they spend taxpayer money. He said his time as a commissioner taught him to ask questions, find solutions and stick to a budget.

He decided to run after seeing some recent city decisions he didn't agree with. He said the city council is a good place to serve and make changes.

If elected, Reid wants to work on road repairs, building upkeep and finding ways to raise money without raising taxes. He's also interested in helping improve internet and cell phone service in the area.

He said voters should choose candidates based on experience and actions, not name recognition. He welcomes anyone who wants to talk or ask him about why he's running.

"I'm not here to do this on my own," Reid said. "I want to help lead in a way that brings the community together and keeps Hideaway moving forward."

– Harrell can be reached at kate-cey.harrell@tylerpaper.com.

Voting

From Page 1A

Here's a list of candidates in the city and school races:

Cities

CITY OF TROUP

Four city council seats are up for election but only two are contested. In Place 4, Nolan Jeske will face Kaston Kincade, while Susan Adams and Amy Louis Murawski will vie for the Place 5 seat.

Dianne Layne is running unopposed for Place 1, and Brandi Barton is unopposed for Place 3.

CITY OF TYLER

Two city council seats are up for election.

In District 1, incumbent Stuart Hene will face challenger Max Stewart, while newcomers Shonda Marsh and Christian Gooden will vie for the District 3 seat currently held by Shirley McKellar, who has termed out on the council and announced her intent to run for mayor next year.

Lloyd Nichols, the incumbent for District 5, filed for reelection and is unopposed in the race.

CITY OF HIDEAWAY

Three city council seats are up for election. Chet Thomas and Rob Wheelock are in the mayoral race. In Place 1, incumbent Laura George will face Allen Monholland, while Pat Bonds, Jim Caldwell and Mark Reid will vie for the Place 2 seat.

CITY OF WINONA

Luis Diaz, Terry Cole, Gary Fox and Craig Attaway are running for one of the five alderman positions.

School districts

TYLER ISD

Two board of trustees seats are up for election. In District 1, Eleno Licea will challenge incumbent R. Wade Washmon, while incumbent Yvonne Atkins faces challenger Carolyn Jones Davis for the District 3 seat.

WINONA ISD

Three board of trustees seats are up for election. In Place 1, Dexter Jones will face William Allen, while Luis Hernandez and Randy Hawkins each look to fill Place 3. Baylen Lee, Headlee Daniels and Diane Newman will vie for Place 7.

Mark Winnters is running unopposed for Place 5.

BULLARD ISD

Susie Turner Saxion, Cody Whitehead and John Turner will compete for Place 6, while Brian K. Herbert and Gerald Hawkins will vie for Place 7.

LINDALE ISD

James Edwards Sr. and incumbent Robert McGee are in the race for Place 1, while Jeremy Strickland is uncontested for Place 2 after Mark Smith dropped out of the race. Smith will remain on the ballot for Place 2 due to missing the withdrawal deadline.

Early voting times, locations

Early voting will be held 8 a.m. to 5 p.m. April 22-25 and April 28-29. Voters can cast their ballot early at any of the following locations:

Heritage Building: 1900 Bellwood Road, Tyler

Lindale Kinzie Community Center: 912 Mt. Sylvan St., Lindale

Main Location The HUB: 304 E. Ferguson Street, Tyler

Whitehouse Methodist Church: 405 W. Main Street, Whitehouse

Winona Community Center: 520 Dallas St., Winona

Several additional polling places will be open on May 3 Election Day, when polls will be open from 7 a.m. to 7 p.m.

April 22 is the last day to submit an application for ballot by mail (received, not postmarked). May 5 is the last day to receive ballot by mail.

For more information, visit smith-county.com.

– Harrell can be reached at kharrell@tylerpaper.com.

PUT YOUR$ WHERE YOUR ♥ IS BUY LOCAL



NETRMA North East Texas Regional Mobility Authority
Toll 49 Segment 6 Project from SH 110 to US 271 49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

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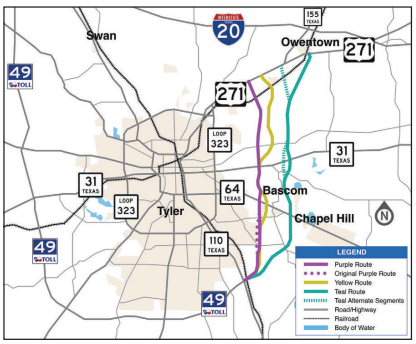
In-Person Public Meetings

Tuesday, May 6, 2025	Thursday, May 8, 2025
5 - 7 p.m.	5 - 7 p.m.
Tyler Rose Garden Center	Longview Exhibit Center
420 Rose Park Dr.	1123 Jaycee Dr.
Tyler, TX 76207	Longview, TX 75604

What to Expect at the Meeting
- Learn about the Toll 49 Segment 6 project
- View a pre-recorded presentation and supporting project exhibits
- Ask questions of project staff
- Submit comments

The public is encouraged to submit comments in the following ways:
toll49seg6@gmail.com
903-284-5332
Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

To be included in the official public meeting record, please submit comments by May 23, 2025.



Study Route Options

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Elected Official Notifications

Mailed & Emailed on April 7, 2025

- Senior Elected Official Letter Sample
  - Flyer
  - Mailing List
- Local Elected Official Letter Sample
  - Flyer
  - Mailing List
- Email Sample

Gary Halbrooks
Chairman

Andrea Williams-McCoy
Vice-chair

Board Members

Bowie County
Cory Floyd
Andrea Williams-McCoy

Camp County
Curtis Rath

Cass County
Matthew A. Nelson

Cherokee County
Ben Hamilton

Gregg County
Dan Droege
Keith Honey
Dave Spurrier

Harrison County
Rush Harris
Mac Abney

Kaufman County
Robert Messer

Panola County
Dr. John Ray

Rusk County
John Cloutier

Smith County
Marcia Daughtrey
Howard Patterson
Matthew Watts

Titus County
Nathan Tafoya

Upshur County
Larry Morse

Van Zandt County
Chet Clayton

Wood County
Jason Ray

April 7, 2025

RE: Toll 49 Segment 6 Public Scoping Meeting

The Honorable Neal Franklin
Smith County Judge
200 E Ferguson, Ste 100
Tyler, TX 75702

Dear Judge Franklin:

You are cordially invited to attend the North East Texas Regional Mobility Authority (NET RMA) virtual public scoping meeting with an in-person option for the Toll 49 Segment 6 Project. Both the virtual and in-person options will consist of a pre-recorded video presentation and will include both the same audio and visual materials. There will not be a live presentation at the in-person event, and it will be held in an open-house format, where attendees may come and go at their convenience.

Virtual Option: Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
www.netrma.org/projects/segment-6

In-Person Options: Tuesday, May 6, 2025, from 5 – 7 p.m.
Tyler Rose Garden
420 Rose Park Dr.
Tyler, TX 76027

Thursday, May 8, 2025, from 5 – 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

Please share this information with your constituents as appropriate.

If you would like additional information regarding the project, please contact Glenn Green, NET RMA Executive Director at 903-405-4777 or Glenn.Green@netrma.org.

Sincerely,

Gary Halbrooks
Chairman
NET RMA Board of Directors

Enclosures: Public Meeting Flyer

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

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- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

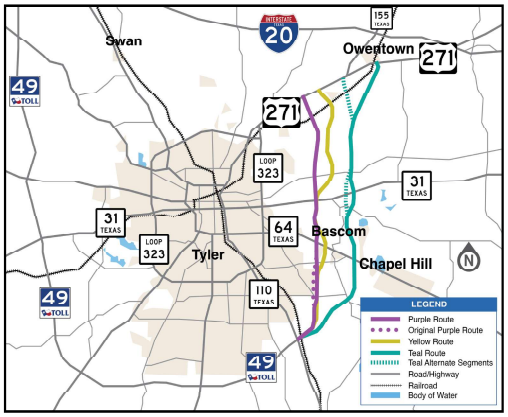
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Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



Letter Salutation	First Name	Last Name	Company/Organization	Mailing Address 1	City	State	Zip	Email
Judge	Carey	McKinney	Anderson County	703 N Mallard, Ste 101	Palestine	TX	75801	cmckinney@co.anderson.tx.us; kstarkey@co.anderson.tx.us
Judge	Bobby	Howell	Bowie County	710 James Bowie Dr	New Boston	TX	75570	bobby.howell@txkusa.org
Judge	James "AJ"	Mason	Camp County	126 Church St, Rm 303	Pittsburg	TX	75686	aj.mason@co.camp.tx.us
Judge	Travis	Ransom	Cass County	PO Box 825	Linden	TX	75563	transom@casscounty.org; countyjudge.assistant@gmail.com
Judge	Chris	Davis	Cherokee County	135 S Main St, 3rd Floor	Rusk	TX	75785	cojudge@cocherokee.org
Judge	Bill	Stoudt	Gregg County	101 E Methvin, Ste 300	Longview	TX	75601	ginny.methvin@co.gregg.tx.us
Judge	Chad	Sims	Harrison County	#1 Peter Whetstone Square, Rm 314	Marshall	TX	75670	chads@co.harrison.tx.us
Judge	Wade	McKinney	Henderson County	125 N Prairieville St, Rm 100	Athens	TX	75751	countyjudgesoffice@henderson-county.com
Judge	Jakie	Allen	Kaufman County	1902 E US Hwy 175	Kaufman	TX	75142	ashley.kirby@kaufmancounty.net
Judge	Leward J.	La Fleur	Marion County	119 W Lafayette, Ste 1	Jefferson	TX	75657	leward.lafleur@co.marion.tx.us; sandra.wright@co.marion.tx.us
Judge	Doug	Reeder	Morris County	500 Broadnax	Dangerfield	TX	75638	doug.reeder@co.morris.tx.us
Judge	Rodger	McLane	Panola County	110 S Sycamore, Rm 216-A	Carthage	TX	75633	Rodger.McLane@co.panola.tx.us
Judge	Joel	Hale	Rusk County	115 N Main St, Ste 104	Henderson	TX	75652	jhale@ruskcountytx.gov
Judge	Neal	Franklin	Smith County	200 E Ferguson, Ste 100	Tyler	TX	75702	nfranklin@smith-county.com
Representative	Daniel	Alders	Texas House of Representatives	PO Box 2910, Rm E2.402	Austin	TX	78768	Daniel.Alders@house.texas.gov; jack.short@house.texas.gov
Representative	Keith	Bell	Texas House of Representatives	100 E Corsicana St, Ste 204	Athens	TX	75751	keith.bell@house.texas.gov; georgeanne.palmer@house.texas.gov
Representative	Jay	Dean	Texas House of Representatives	101 E Methvin, Ste 103	Longview	TX	75601	jay.dean@house.texas.gov; ashley.troy@house.texas.gov
Representative	Cody	Harris	Texas House of Representatives	519 Sycamore St	Palestine	TX	75801	cody.harris@house.texas.gov; Amy.french@house.texas.gov
Representative	Cole	Hefner	Texas House of Representatives	520 N Main St, Ste A-3	Lindale	TX	75771	cole.hefner@house.texas.gov; David.Nicholson@house.texas.gov
Representative	Brent	Money	Texas House of Representatives	PO Box 2910, Rm E2.414	Austin	TX	78768	brent.money@house.texas.gov; cheston.henry@house.texas.gov
Representative	Joanne	Shofner	Texas House of Representatives	PO Box 2910, Rm E1.208	Austin	TX	78768	joanne.shofner@house.texas.gov; misty.nixon@house.texas.gov
Senator	Bob	Hall	Texas Senate	17585 SH 19, Ste 200	Canton	TX	75103	bob.hall@senate.texas.gov; shannon.johnson@senate.texas.gov
Senator	Bryan	Hughes	Texas Senate	110 N College Ave, Ste 208	Tyler	TX	75702	bryan.hughes@senate.texas.gov; reece.dewoody@senate.texas.gov
Senator	Robert	Nichols	Texas Senate	329 Neches St	Jacksonville	TX	75766	robert.nichols@senate.texas.gov; Angus.Lupton@senate.texas.gov
Judge	Kent	Cooper	Titus County	100 W First St, Ste 200	Mount Pleasant	TX	75455	kcooper@co.titus.tx.us
Congressman	Jake	Ellzey	United States House of Representatives	122 N Beaton St	Corsicana	TX	75110	jake.ellzey@mail.house.gov; julie.loose@mail.house.gov
Congressman	Lance	Gooden	United States House of Representatives	220 Burnett Trl	Canton	TX	75103	lance.gooden@mail.house.gov; chavezderemerpress@gmail.com.
Congressman	Nathaniel	Moran	United States House of Representatives	1121 E SE Loop 323, Ste 206	Tyler	TX	75701	nathaniel.moran@mail.house.gov; Robbin.Bass@mail.house.gov
Senator	John	Cornyn	United States Senate	100 E Ferguson St, Ste 1004	Tyler	TX	75702	alexandria_desimone@cornyn.senate.gov
Senator	Ted	Cruz	United States Senate	305 S Broadway, Ste 501	Tyler	TX	75702	east_texas@cruz.senate.gov
Judge	Todd	Tefteller	Upshur County	PO Box 730	Gilmer	TX	75744	todd.tefteller@countyofupshur.com
Judge	Andy	Reese	Van Zandt County	121 E Dallas St, Ste 206	Canton	TX	76103	judgereese@vanzandtcounty.org
Judge	Kevin	White	Wood County	PO Box 938	Quitman	TX	75783	countyjudge@mywoodcounty.com

Local Elected Official Sample Letter

Gary Halbrooks
Chairman

Andrea Williams-McCoy
Vice-chair

Board Members

Bowie County
Cory Floyd
Andrea Williams-McCoy

Camp County
Curtis Rath

Cass County
Matthew A. Nelson

Cherokee County
Ben Hamilton

Gregg County
Dan Droege
Keith Honey
Dave Spurrier

Harrison County
Rush Harris
Mac Abney

Kaufman County
Robert Messer

Panola County
Dr. John Ray

Rusk County
John Cloutier

Smith County
Marcia Daughtrey
Howard Patterson
Matthew Watts

Titus County
Nathan Tafoya

Upshur County
Larry Morse

Van Zandt County
Chet Clayton

Wood County
Jason Ray

April 7, 2025

RE: Toll 49 Segment 6 Public Scoping Meeting

The Honorable Don Warren
Mayor, City of Tyler
PO Box 2039
Tyler, TX 75710

Dear Mayor Warren:

You are cordially invited to attend the North East Texas Regional Mobility Authority (NET RMA) virtual public scoping meeting with an in-person option for the Toll 49 Segment 6 Project. Both the virtual and in-person options will consist of a pre-recorded video presentation and will include both the same audio and visual materials. There will not be a live presentation at the in-person event, and it will be held in an open-house format, where attendees may come and go at their convenience.

Virtual Option: Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
www.netrma.org/projects/segment-6

In-Person Options: Tuesday, May 6, 2025, from 5 – 7 p.m.
Tyler Rose Garden
420 Rose Park Dr.
Tyler, TX 76027

Thursday, May 8, 2025, from 5 – 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

Please share this information with your constituents as appropriate.

If you would like additional information regarding the project, please contact John Goodwin, Toll 49 Project Manager at 903-581-7844 or JGoodwin@hwlochner.com.

Sincerely,

Glenn H. Green

Glenn H. Green
Executive Director
NET RMA

Enclosures: Public Meeting Flyer

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

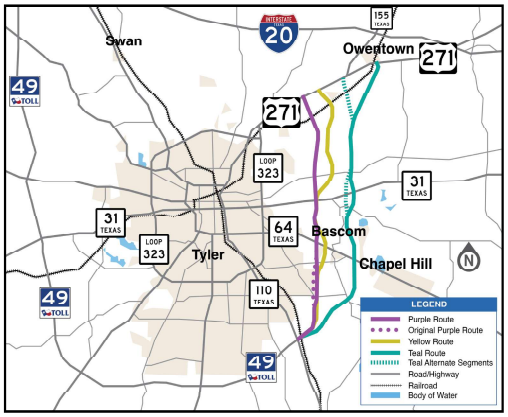
To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



Letter Salutation	First Name	Last Name	Title/Position	Company/Organization	Contact Type	Mailing Address 1	City	State	Zip	Email
Councilmember	Derrick	Conley	Councilmember, Dist 1	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Councilmember	Shannon	Moore	Councilmember, Dist 2	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Councilmember	Wray	Wade	Councilmember, Dist 3	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Councilmember	John	Nustad	Councilmember, Dist 4	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Councilmember	Steve	Pirtle	Councilmember, Dist 6	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Mayor	Kristen	Ishihara	Mayor	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Mayor Pro Tem	Michelle	Gamboa	Mayor Pro Tem	City of Longview	City-Elect	PO Box 1952	Longview	TX	75606	bbooth@longviewtexas.gov
Mr.	Rolin	McPhee	City Manager	City of Longview	City-Staff	PO Box 1952	Longview	TX	75606	rmcphee@longviewtexas.gov
Mayor	Riley	Harris	Mayor	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Alderman	Kenneth	Carnes	Alderman	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Alderman	Henry	Falgoust	Alderman	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Alderworman	Nicole	Mathis	Alderwoman	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Alderman	Jason	Pinkerton	Alderman	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Alderwoman	Rita	Turner	Alderwoman	City of New Chapel Hill	City-Elect	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Mr.	Marvin	Harman, Jr.	City Secretary	City of New Chapel Hill	City-Staff	PO Box 132717	Tyler	TX	75713	riley@rileyharris.com
Mayor	Don	Warren	Mayor	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Mayor Pro Tem	Stuart	Hene	Mayor Pro Tem	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Councilmember	Petra	Hawkins	Councilmember, Dist 2	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Councilmember	Shirley	McKellar	Councilmember, Dist 3	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Councilmember	James	Wynne	Councilmember, Dist 4	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Councilmember	Lloyd	Nichols	Councilmember, Dist 5	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Councilmember	Brad	Curtis	Councilmember, Dist 6	City of Tyler	City-Elect	PO Box 2039	Tyler	TX	75710	citymanagersofficestaff@tylertexas.com
Mr.	Edward	Broussard	City Manager	City of Tyler	City-Staff	PO Box 2039	Tyler	TX	75710	ebroussard@tylertexas.com
Mayor	James	Wansley	Mayor	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Councilmember	Zack	Briscoe	Councilmember, Pl 1	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Councilmember	Froncel	Burnes	Councilmember, Pl 2	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Councilmember	John	Chambers	Councilmember, Pl 3	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Councilmember	Michael	Lowe	Councilmember, Pl 4	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Councilmember	Matt	Lazarine	Councilmember, Pl 5	City of Whitehouse	City-Elect	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Ms.	Leslie	Black	City Manager	City of Whitehouse	City-Staff	PO Box 776	Whitehouse	TX	75791	lblack@whitehousetx.org
Commissioner	Ronnie	McKinney	Commissioner, Pct 1	Gregg County	County-Elect	1179 FM 449	Longview	TX	75605	patti.harrison@co.gregg.tx.us
Commissioner	Ray	Bostick, Jr.	Commissioner, Pct 2	Gregg County	County-Elect	3211-C W Marshall	Longview	TX	75604	pam.lowe@co.gregg.tx.us
Commissioner	Floyd	Wingo	Commissioner, Pct 3	Gregg County	County-Elect	6174 FM 2206	Longview	TX	75604	angela.payne@co.gregg.tx.us
Commissioner	Danny	Craig, Sr.	Commissioner, Pct 4	Gregg County	County-Elect	PO Box 1898	Longview	TX	75663	idela.murry@co.gregg.tx.us
Commissioner	Christina	Drewry	Commissioner, Pct 1	Smith County	County-Elect	200 E Ferguson, Ste 100	Tyler	TX	75702	cdrewry@smith-county.com
Commissioner	John	Moore	Commissioner, Pct 2	Smith County	County-Elect	200 E Ferguson, Ste 100	Tyler	TX	75702	johnmoore@smith-county.com
Commissioner	J. Scott	Herod	Commissioner, Pct 3	Smith County	County-Elect	200 E Ferguson, Ste 100	Tyler	TX	75702	jherod@smith-county.com
Commissioner	Ralph	Caraway, Sr.	Commissioner, Pct 4	Smith County	County-Elect	200 E Ferguson, Ste 100	Tyler	TX	75702	RCarawaySr@smith-county.com

Toll 49 Segment 6 <toll49seg6@gmail.com>

Toll 49 Segment 6 Public Scoping Meeting - May 6 & May 8

1 message

Toll 49 Segment 6 <toll49seg6@gmail.com> Mon, Apr 7, 2025 at 2:19 PM
To: jack.short@house.texas.gov, Daniel.Alders@house.texas.gov
Bcc: jen@nancyledbetter.com

Dear Representative Alders:

You are cordially invited to attend the North East Texas Regional Mobility Authority (NET RMA) virtual public scoping meeting with an in-person option for the Toll 49 Segment 6 Project.
Please find additional information in the attached letter and project flyer.

Sincerely,

Toll 49 Segment 6 Project Team
On behalf of North East Texas Regional Mobility Authority

2 attachments

AldersDaniel_Toll49_Letter.pdf
192K

NETRMA__Toll49Seg6_PSM Flyer.pdf
3350K

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

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Longview, TX 75604

What to Expect at the Meeting

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- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

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toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

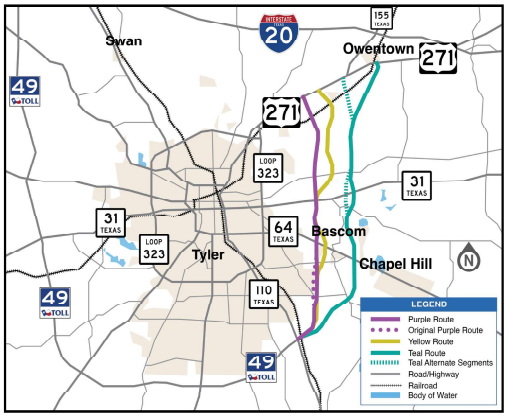
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Study Route Options



Public Officials and Stakeholder Notifications

Mailed & Emailed on April 15, 2025

- Flyer
- Email Sample
- Mailing List

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

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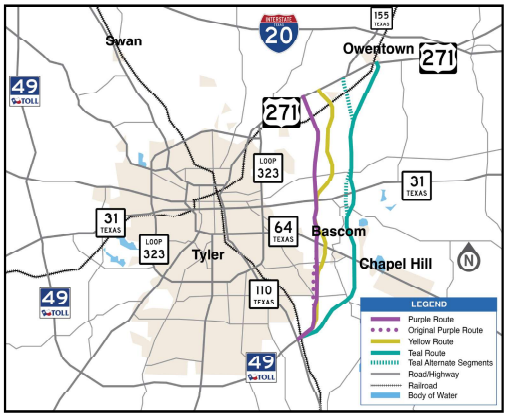
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Study Route Options



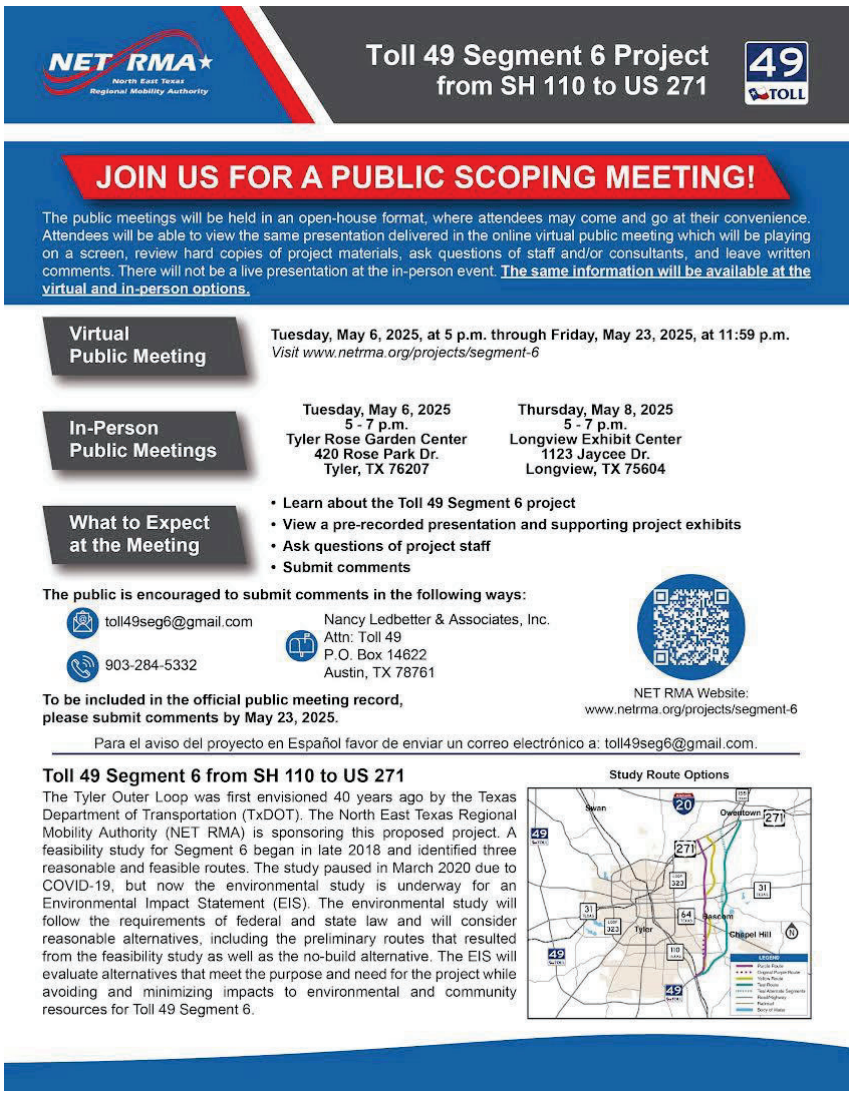
Toll 49 Segment 6 Public Scoping Meeting

5 messages

Toll 49 Segment 6 <toll49seg6@gmail.com> Tue, Apr 15, 2025 at 10:44 AM

Bc [redacted]

Please join us for the Toll 49 Segment 6 public scoping meeting on Tuesday, May 6 or Thursday, May 8. See details below and attached. Alternatively, you may attend the virtual public scoping meeting at www.netrma.org/projects/segment-6



--

Sincerely,

First Name	Last Name	Title/Position	Company/Organization	Mailing Address 1	City	State	Zip	Email
Toni	Reynolds	Administrative Assistant	Tyler Department of Public Safety	4700 University Blvd	Tyler	TX	75713	[redacted]
MaryAnn	Hagenbucher	Assistant City Manager	City of Longview	PO Box 1952	Longview	TX	75606	
Courtney	Smith	Associate Vice President for Government Relations	The University of Texas at Tyler	3900 University Blvd	Tyler	TX	75799	
Danny	Henderson, P.E.	Athens Area Engineer	TxDOT Tyler District	2400 NE Loop 7	Athens	TX	75752	
Cory	Floyd	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Curtis	Rath	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Matthew A.	Nelson	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Ben	Hamilton	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Dan	Droege	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Mac	Abney	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Rush	Harris	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
John	Ray	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Howard	Patterson	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Matthew	Watts	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Marcia O.	Daughtrey	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Nathan	Tafoya	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Chet	Clayton	Board Member	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Johnny	Brown	Board President, Emergency Services District 2	Smith County	14128 Hwy 110 S	Whitehouse	TX	75791	
Kelly	Dyer	Campus Director	UT Tyler University Academy - Tyler Campus	3900 University Blvd	Tyler	TX	75799	
Gary	Halbrooks	Chair	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Dave	Spurrier	Chair of ETHG Committee	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
John	Cloutier	Chair of Outreach Committee	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Jason	Ray	Chair of Personnel Committee	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Larry	Morse	Chair of Project Development & Implementation Committee	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Robert	Carlson	Chief Deputy, Sheriff's Office	Smith County	227 N Spring Ave	Tyler	TX	75702	
Darin	Jennings, P.E.	City Engineer	City of Tyler	PO Box 2039	Tyler	TX	75710	
Michelle	Gilley	County Clerk	Gregg County	101 E Methvin, Ste 200	Longview	TX	75601	
Karen	Phillips	County Clerk	Smith County	200 E Ferguson, Ste 300	Tyler	TX	75702	
Frank	Davis, P.E.	County Engineer	Smith County	200 E Ferguson St	Tyler	TX	75702	
Stephanie	Franklin	Deputy City Manager	City of Tyler	PO Box 2039	Tyler	TX	75710	
Shane	Cunningham, P.E.	Deputy District Engineer	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Michael	Howell, AICP	Director	Tyler Area MPO	23 W Ferguson St	Tyler	TX	75702	
Bryan	McBride	Director	Longview MPO	PO Box 1952	Longview	TX	75606	
Bryan	Lutz, P.E.	Director of Construction	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Stuart	Withington, P.E.	Director of Maintenance	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Julie	Goodgame	Director of Marketing and Communications	City of Tyler	PO Box 2039	Tyler	TX	75710	
David	Huerta	Director of Transportation	East Texas Council of Governments	3800 Stone Rd	Kilgore	TX	75662	
John	Bagert	Director of Transportation	Tyler ISD	1319 Earl Campbell Pkwy	Tyler	TX	75701	
Juanita	Daniels-West, P.E.	Director of Transportation Operations	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Katie	Martin, P.E.	Director of Transportation Planning & Development	TxDOT Atlanta District	701 E Main St	Atlanta	TX	75551	
Eric	Fisher, P.E.	Director of Transportation Planning & Development	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Katie	Dietz	Director of Utilities	City of Tyler	PO Box 2039	Tyler	TX	75710	
Dwayne	Archer	Director, Public Works	City of Longview	PO Box 1952	Longview	TX	75606	
Rebecca	Wells, P.E.	District Engineer	TxDOT Atlanta District	701 E Main St	Atlanta	TX	75551	
Vernon	Webb, P.E.	District Engineer	TxDOT Tyler District	2709 W Front St	Tyler	TX	75702	
Brandon	Moore	Emergency Management Coordinator	Smith County	11325 Spur 248	Tyler	TX	75707	

First Name	Last Name	Title/Position	Company/Organization	Mailing Address 1	City	State	Zip	Email
David	Cleveland	Executive Director	East Texas Council of Governments	3800 Stone Rd	Kilgore	TX	75662	
Ashley	Westerfield	Executive Director	Whitehouse Area Chamber of Commerce	PO Box 1041	Whitehouse	TX	75791	
Mark	Ferrer	Executive Director of Operations	Chapel Hill ISD	11134 CR 2249	Tyler	TX	75707	
Erik	Edstrom	Executive Director, Emergency Services District 2	Smith County	14128 Hwy 110 S	Whitehouse	TX	75791	
J.P.	Steelman	Fire Chief	City of Longview	PO Box 1952	Longview	TX	75606	
David	Coble	Fire Chief	City of Tyler Fire Department	1520 W Front St	Tyler	TX	75702	
Madison	Johnson	Fire Chief	City of Whitehouse Fire Department	PO Box 776	Whitehouse	TX	75791	
Joey	Hooten	Fire Marshal	City of Tyler Fire Department	1520 W Front St	Tyler	TX	75702	
Mark	Moore	Fire Marshal	Gregg County	101 E Methvin, Ste 559	Longview	TX	75601	
Chad	Hogue	Fire Marshal	Smith County	11325 Spur 248	Tyler	TX	75707	
Kyle	Dykes, P.E.	Longview Area Engineer	TxDOT Tyler District	4549A W Loop 281	Longview	TX	75604	
Lance	Pomykal, P.E.	Mineola Area Engineer	TxDOT Tyler District	205 NE Loop 564	Mineola	TX	75773	
Wendy	Starkes, P.E.	Mount Pleasant Area Engineer	TxDOT Atlanta District	2210 W Ferguson	Mount Pleasant	TX	75455	
Marcus	Lockett	Pastor	New St. Matthew Baptist Church	14589 TX-110	Whitehouse	TX	75791	
Payton	Weidman	PIO	City of Tyler	PO Box 2039	Tyler	TX	75710	
Kyle	Kingma, AICP, CFM	Planning Director	City of Tyler	423 W Ferguson St	Tyler	TX	75702	
Anthony	Boone	Police Chief	City of Longview	518 W South St	Longview	TX	75601	
Jimmy	Toler	Police Chief	City of Tyler	711 W Ferguson St	Tyler	TX	75702	
Paul	Robeson	Police Chief	City of Whitehouse	PO Box 776	Whitehouse	TX	75791	
Paul	Welch	President	The Reserve at Lake Tyler HOA	15302 Reserve Blvd	Tyler	TX	75707	
Henry	Bell	President	Tyler Area Chamber of Commerce	315 N Broadway Ave	Tyler	TX	75702	
Juan	Mejia	President	Tyler Junior College	PO Box 9020	Tyler	TX	75711	
Donna	Dozier	President	Woods Garden Club HOA	PO Box 131987	Tyler	TX	75713	
Julie V	Philley	President	The University of Texas at Tyler	3900 University Blvd	Tyler	TX	75799	
Kelly	Hall	President & CEO	Longview Chamber of Commerce	410 N Center St	Longview	TX	75601	
Wayne	Mansfield	President & CEO	Longview Economic Development Corporation	400 N Second St	Longview	TX	75601	
Scott	Martinez, CEcD	President & CEO	Tyler Economic Development Council	315 N Broadway Ave, Ste 300	Tyler	TX	75702	
Regnal	McGowan	Principal	Chapel Hill High School	13172 SH 64 E	Tyler	TX	75707	
Ashley	Loyd	Principal	Chapel Hill Junior High School	13174 SH 64E	Tyler	TX	75707	
Bethany	Moody	Principal	Kissam Intermediate School	12800 Hwy 64 E	Tyler	TX	75707	
Kathryn	Wimberley	Principal	Wise Elementary	10659 SH 64 E	Tyler	TX	75707	
Heather	Deaton	Public Information Officer	TxDOT Atlanta District	701 E Main St	Atlanta	TX	75551	
Jeff	Williford	Public Information Officer	TxDOT Tyler District	2710 W Front St	Tyler	TX	75702	
Jason	Wright	Public Works Director	City of Whitehouse	PO Box 776	Whitehouse	TX	75791	
Stacy	Shepperd	Region 3 Office	TPWD	11942 FM 848	Tyler	TX	75707	
Doug	Nicholson	Road & Bridge Administrator, Road & Bridge Department	Smith County	200 E Ferguson St	Tyler	TX	75702	
Keith	Honey	Secretary	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
Maxey	Cerliano	Sheriff	Gregg County	101 E Methvin, Ste 559	Longview	TX	75601	
Larry	Smith	Sheriff	Smith County	227 N Spring Ave	Tyler	TX	75702	
Richard	Zientek	Sr. Director, Public Affairs	Union Pacific Railroad	24125 Aldine Westfield Rd	Spring	TX	77373	
Lamond	Dean	Superintendent	Chapel Hill ISD	11134 CR 2249	Tyler	TX	75707	
Marla	Sheppard	Superintendent	Longview ISD	1301 E Young St	Longview	TX	75602	
Marty	Crawford	Superintendent	Tyler ISD	1319 Earl Campbell Pkwy	Tyler	TX	75701	
Casey	Whittle	Superintendent	Whitehouse ISD	104 Hwy 110 N	Whitehouse	TX	75791	
Cameron	Williams, P.E.	Traffic Engineer	City of Tyler	PO Box 2039	Tyler	TX	75710	

First Name	Last Name	Title/Position	Company/Organization	Mailing Address 1	City	State	Zip	Email
Robert R.	Messer	Treasurer	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	[redacted]
Paul	Schneider, P.E.	Tyler Area Engineer	TxDOT Tyler District	15986 SH 155	Tyler	TX	75703	
Andrea	Williams-McCoy	Vice Chair	NET RMA Board of Directors	1011 Pruitt Pl	Tyler	TX	75701	
			CuddleBugs Learning Center	12765 State Hwy 64 E	Tyler	TX	75707	
			Save Kids from Loop 49					

Property Owner Notifications

Mailed on April 15, 2025

- Flyer
- Mailing List

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

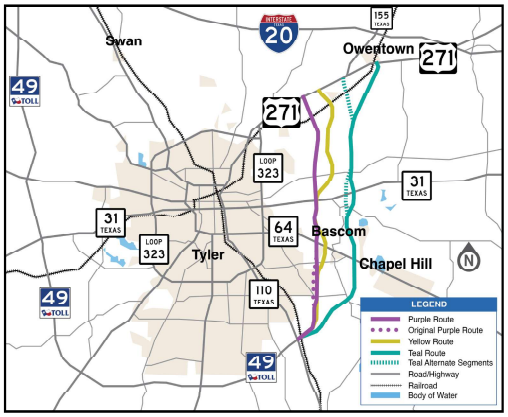
To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Willie Jean	Hill Etal	% Hurbert M Dean		[redacted]	Altadena	CA	91001
Shirley Williamson	Pickett	% Steven Pickett			Tyler	TX	75702
Albert	Dean Etal	% Veronica Hines			Altadena	CA	91001
Michel A	Zwan	%Carol Zwan			Tyler	TX	75703
Mike & Catherine Trust	Mitchell	%Michael Graham & Catherine Elaine Mitchell Tr			Tyler	TX	75709
		3T Exploration Inc			Wichita Falls	TX	76308
		Adams Property Group LLC			Tyler	TX	75703
		Ahac LLC			Grand Rapids	MN	55744
		Anderson Malissa D Estate	%James W Simmons		Houston	TX	77061
		Bbr Farm LLC			Tyler	TX	75703
		Belcher Robert Estate	% J W Clayton		Tyler	TX	75702
Sheila K Campbell & Murl L Stafford		Betty A Stafford			Tyler	TX	75713
		Boren Enterprises Inc			Tyler	TX	75713
		Boyd Family Partnership III Ltd			Houston	TX	77056
		Branch Towers II LLC	% ATC Ponderosa B-II LLC - Property Tax		Atlanta	GA	31139
		Brookshire Grocery Co	Attn: Real Estate Dept		Tyler	TX	75710
		Bullard Teresa -Life Estate-			Tyler	TX	75712
		Buster B Trust			Chicago	IL	60615
		Carter Hill Ranch LLC			Parker	TX	75002
		Chapel Hill C-Store Properties LLC			Whitehouse	TX	75791
		Chapel Hill ISD			Tyler	TX	75707
		Chapel Hill Property LLC			Whitehouse	TX	75791
		Chemas Real Estate LLC & Jose Ma Saucedo &	Anahi E Hernandez & Nathan Saucedo		Tyler	TX	75701
		Cherokee County Electric	% Duff & Phelps Llc		Addison	TX	75001
		Cherokee County Electric Cooperative Association			Rusk	TX	75785
		Csfd LLC			Waco	TX	76712
		C-Star Qoz Gp LLC			Tyler	TX	75707
		Delgra-Almeg Inc			Tyler	TX	75707
		East Hwy 64 LLC			Flint	TX	75762
		East Texas Water Co			Tyler	TX	75702
		Ehf Pine Creek Propco Lp			Kansas City	MO	64111
Jerick & Christina	Bignell	Elrick L Bignell			Tyler	TX	75707
		Epix Management LLC			Bakersfield	CA	93311
		Epperson David Marcus Descendants Trust Et Al			Tyler	TX	75701
Ivan	Rodriguez & Rafae	Erubey Rodriguez & Enmanuel Cornelio			Tyler	TX	75708
		Farm Times Inc			Tyler	TX	75707
Flavio Arellano	Martinez	Felicitas Flores Arellano			Tyler	TX	75702
		Forster & Giles Investments			Tyler	TX	75703
		Francisco Yanez & Reyna Benitez Jaimes			Tyler	TX	75708
Jennifer Lynn	Gardner	Gary Lee Christian			Mount Vernon	WA	98273
		Gennesaret Properties Inc			Tyler	TX	75707
Catalino Escobar & Maria J Rodriguez Gomez	Garcia	Guadalupe Yanez Escobar & Domingo Escobar Benitez			Tyler	TX	75708
		H & M Buie Investments Ltd			Tyler	TX	75710
		Hall Betty Ruth Revocable Trust & James R Cagle & Norman M Cagle Estate	% Geraldine Cagle		Midlothian	TX	76065
		Hancock Revocable Living Trust			Tyler	TX	75707
		Hanks Properties LLC			Flint	TX	75762
		Hebron Baptist Church			Tyler	TX	75708
		Henry C O Dr Et Al			Tyler	TX	75701
		Hicks Dorothy L Estate	% Daniel R Hicks Independent Administrator		Elgin	TX	78621
		Hideaway Investments LLC Series F			Tyler	TX	75713
		Hntdev1 LLC & Reid Properties Inc			Tyler	TX	75703
		Hugo Jaimes & Rubi Yanez & Nayeli Yanez			Tyler	TX	75708
		Hunt Gloria Anne -Life Estate-			Tyler	TX	75708

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Truman	Dean	Hurbert Dean		[redacted]	Altadena	CA	91001
		J K Goodman Properties LLC			Colorado Springs	CO	80904
Juan Alberto Lomas &	Bueno	Jessenia Carolina Aguilar Granda			Tyler	TX	75702
		Josserand Earl Thomas Et Al	% Eric Wayne Josserand		Euless	TX	76039
		Kidd Herman L Est	% Patricia Kidd Boyd		Corpus Christi	TX	78466
		Kidd Hubert E Jr Estate			Tyler	TX	75705
		Kidd Opal L Trustee			Tyler	TX	75702
		Kkm Family Partners Ltd			Tyler	TX	75702
		Kowalik Family LLC			Tyler	TX	75703
		Land Mark Baptist Church			Tyler	TX	75707
		Lc Qozb Lp			Flint	TX	75762
Sandra Davis	Duke	Life Estate			Tyler	TX	75707
Janice Arnett	Johnson	Life Estate			Tyler	TX	75707
Peggy J	Ray	Life Estate			Tyler	TX	75707
Doyle Wayne	Rowland	Life Estate			Tyler	TX	75708
Leslie D	Shipp	Life Estate			Tyler	TX	75708
Willie E	Williams Sr	Life Estate			Bullard	TX	75757
Floyd & Sally	Williford	Life Estate			Tyler	TX	75707
		Lilly Roy H Etal			Tyler	TX	75701
		Locos Pick & Pull LLC			Tyler	TX	75708
		Lynn Foster Dvm PLLC			Tyler	TX	75707
		Maddox Kimberly Kay Kidd Special Trust	Kimberly Kay Kidd Maddox Trustee		Tyler	TX	75702
Mariana Vazquez	Valencia	Maria Monica GallegosValencia			Tyler	TX	75708
		Mccoy Malisa Separate Property Trust	Malisa Mccoy Trustee		Tyler	TX	75706
Lois Mae	Terry	Michael Terry			Whitehouse	TX	75791
		Mobile Home Masters			Tyler	TX	75705
		Mrp Texas LLC			Tyler	TX	75705
		Munoz Properties LLC			Tyler	TX	75703
		Murphy Jimmy W Etal			Houston	TX	77229
		New St Matthew Baptist Church			Whitehouse	TX	75791
		Newman Kevin & Yvonne Living Trust	Kevin D & Yvonne Irvine Newman Trustees		Whitehouse	TX	75791
		Nosarita Properties LLC			Georgetown	TX	78626
		Oakdalemulti Dl LLC			Tyler	TX	75707
		Page Charles Md Pa Profit Sharing Plan And Trust	Charles W & Jo Anna Page Trustees		Nacogdoches	TX	75961
		Page Family Investments			Nacogdoches	TX	75961
		Parker Constance Faye Life Estate			Tyler	TX	75707
		Post Family Revocable Trust			Tyler	TX	75707
		Pthwy LLC			Tyler	TX	75701
		Railsback Donald E Estate	% Janis Railsback		Tyler	TX	75703
		Ramblin Rose Properties LLC			Tyler	TX	75703
Clifton Ray	Wingfield	Resa Carol Edmonson Wingfield			Tyler	TX	75707
Harvy Lee Jr & Jane Baker Roten	Baker	Revenor Cornelius Baker			Weatherford	TX	76087
		Rlp Properties LLC			Tyler	TX	75706
		Robbins Osborn Road Island Inc	Dba Road Island Exxon		Whitehouse	TX	75791
Raquel Ortiz Bustos & Tosha March &		Rodney Walton & Camelia Walton			Tyler	TX	75708
Luis Fernando Sandoval & Ortencia	Flores	Romeo Sandoval			Dallas	TX	75230
		Roosth Heirs 870 LLC	Re1129-A-870 Cagle		Tyler	TX	75711
		Roy Road Ventures LLC			Tyler	TX	75703
		Rpn Properties Il LLC			Whitehouse	TX	75791
		Rrv Qozb LLC			Tyler	TX	75703
John Joseph III	Doyle	Shari Marie Hazzard-Doyle			Tyler	TX	75707
Leonard William Jr & Carolyn Liles	Liles	Sherry Gail Johnson			Tyler	TX	75707
		Smith County Texas			Tyler	TX	75701

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line		City	State	Zip
		Southern Utilities Company		[redacted]		Tyler	TX	75707
		Southern Utilities Company				Tyler	TX	75702
		Standard Modular LLC				Sugarland	TX	77478
		Star Rose Development Group Lp				Dallas	TX	75244
		Stunkard Family Trust	Lawrence Allen & Janice Ruth Stunkard Trustees			Tyler	TX	75707
		T F W Golf Holdings LLC				Tyler	TX	75711
		Tate Of & By Living Trust	Otis F or Bobbie Y Tate Trustees			Tyler	TX	75708
		Texas Growth Advisors LLC				Tyler	TX	75703
		Thyens Glass LLC				Waco	TX	76703
Camelia	Walton	Tosha Walton Marsh				Mesquite	TX	75181
		Tvg Capital Lp				Grapevine	TX	76051
		University Baptist Church				Tyler	TX	75707
		University Ch of Christ				Tyler	TX	75707
		University of Texas Health Center				Tyler	TX	75708
		Webb Sharon K Trust				Tyler	TX	75707
		Wilkerson Jana Renea Irrevocable Trust	Texas Bank And Trust Company As Trustee			Longview	TX	75606
		Williford Living Trust	Floyd Lynn & Sally Ann Williford Co-Trustees			Tyler	TX	75707
		Wisenbaker Royce E Jr Trustee				Tyler	TX	75702
		Witt Capital LLC - 12140W Capital Series				Lewisville	TX	75056
		Wpc Vlc Ltd	% Property Tax Dept		0	Houston	TX	77064
		Wynelle Epperson Trustee				Tyler	TX	75703
		Yancy Family Revocable Trust	John I Yancy Tr			Tyler	TX	75707
		Yes Eagle Creek LLC	Attn: Property Accounting			Denver	CO	80237
Hurbert	Dean Etal					Altadena	CA	91001
Genaro Alvia & Delio Alberto Avila Moreno	Velarde & Hector Isacc					Tyler	TX	75705
Trant L	Kidd & Hubert E Kidd Jr					Tyler	TX	75702
Fred Wayne	Atwood & Johnny Paul					Tyler	TX	75708
Martin	Viramontes & Jose L Viramontes					Costa Mesa	CA	92627
Jose D	Campos & Juan M Campos					Tyler	TX	75702
Bryan	Jacobe & Kenneth Jacobe					Tyler	TX	75702
Jessica	Godfrey & Ledaryton Keon Pettigrew					Tyler	TX	75708
Jeremy D & Angela K	Ables					Tyler	TX	75703
B Wright	Adams					Tyler	TX	75707
Mary	Adams					Tyler	TX	75707
James E & Kim E	Allums					Tyler	TX	75708
Bernardo	Alvarado					Tyler	TX	75708
Juan Antonio & Gloria	Anaya					Tyler	TX	75708
Jacqueline Lydia	Anderson					Tyler	TX	75707
Kyle	Anderson					Tyler	TX	75711
Jose & Miriam Saray	Arellano					Tyler	TX	75707
Alberto & Julia	Argote					Tyler	TX	75701
Robert	Arroyo					Tyler	TX	75701
Angel Hernandez	Arroyo					Tyler	TX	75702
Bolivar	Arroyo					Tyler	TX	75708
Scott T	Athay					Tyler	TX	75708
Richard Terry & Charlotte Kay	Aycock					Tyler	TX	75707
Antonio & Genoveva Barrera	Bahena					Tyler	TX	75703
Jason G	Balser					Tyler	TX	75701
Juan & Prisca	Barron					Tyler	TX	75702
Alejandro & Rosita Vasquez	Barron					Tyler	TX	75702
Wesley	Beard					Jacksonville	TX	75766
David & Deborah	Beasley					Tyler	TX	75707
James	Bell					Tyler	TX	75707

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
James	Bell			1	Tyler	TX	75707
Roy	Bell			1	Tyler	TX	75708
Evelyn	Bell			7	Anna	TX	75409
Jose & Maria G Martinez	Benitez			1	Tyler	TX	75707
Rebecca Lanae	Blalock			1	Tyler	TX	75707
Wesley Michael & Erin Michelle	Blalock			1	Tyler	TX	75707
John Hugh	Blanks			1	Garland	TX	75044
Mark	Blanks Jr				Longview	TX	75608
Jimmy Lee & Molly Kay	Bodenhamer			1	Tyler	TX	75707
Kenneth & Carolyn	Bolton			1	Tyler	TX	75707
John L	Boney			1	Tyler	TX	75707
Robert C	Borah				Tyler	TX	75713
Travis J Jr & Judy L	Bowins			1	Tyler	TX	75708
Nancy Etal	Bracken				Tyler	TX	75711
Eugene E	Brawdy			1	Tyler	TX	75707
Lori	Brown			5	Tyler	TX	75708
Glenda Sue	Buell			1	Tyler	TX	75707
Tam & Anh-Dao Pham	Bui			1	Tyler	TX	75707
David & Delores	Burleson			1	Tyler	TX	75707
Danny V	Burnett				Fairfield	TX	75840
Dennis & Rebecca	Cali			1	Tyler	TX	75703
Anthony & Andre	Calloway				Inglewood	CA	90309
Joe III & Charline Lee	Camero			3	Tyler	TX	75701
Paul	Campbell			4	Tyler	TX	75712
Carlos & Dina	Campos			1	Carrolton	TX	75006
Wilmer Angenis Pagoada & Lilia Oneyda	Canales			1	Tyler	TX	75708
Pedro & Maria	Caraballo			5	N Las Vegas	NV	89031
Nicholas Edward & Krystal Leigh	Castle			1	Tyler	TX	75703
Michael C & Tina Kay	Chambless			4	Flint	TX	75762
William	Chester			1	Tyler	TX	75705
Elizabeth & Raymond Richard	Chryst			2	Dunnellon	FL	34431
Genenvene	Clark			1	Tyler	TX	75707
Helyn	Colvin			1	Tyler	TX	75707
Dustin Gregory	Conine			1	Tyler	TX	75707
Keneth Ted & Tammy	Cope			1	Tyler	TX	75707
Victor & Maria	Covarrubias			1	Tyler	TX	75705
Janice Ruth	Crowder			1	Whitehouse	TX	75791
Gilma & David Mejia	Davila			1	Tyler	TX	75708
Roderich & Sherry	Davis			1	Tyler	TX	75707
Madeline & Taylor	Dawsey			1	Tyler	TX	75707
Juan Bernardo & Maria Asucena	Diaz			1	Tyler	TX	75707
Yovania	Diego			1	Tyler	TX	75707
George	Dyess			1	Tyler	TX	75707
Richard Bryan	Dykes			1	Tyler	TX	75708
Caroline J	Easton				Trophy Club	TX	76262
James & Chrstine	Edamatsu			1	Tyler	TX	75707
David	Emmert			3	Tyler	TX	75707
David & Sharon	Emmert			3	Tyler	TX	75707
Fructoso & Maria	Escobedo			1	Tyler	TX	75708
Ricardo & Martha	Estrada			1	Tyler	TX	75707
Thomas M & Trisha	Fitzgerald			1	Tyler	TX	75707
Jairo E Solares & Betty F Solares	Flores				Tyler	TX	75712
James Sterling	Floyd			1	Tyler	TX	75707

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Deborah Lynn Axtell	Folks			[redacted]	Tyler	TX	75708
Bennett & Deloria	Ford				Tyler	TX	75708
Barbara Ann Gamblin	Foreman				Whitehouse	TX	75791
Taylor & Haley	Fox				Tyler	TX	75707
Marsha	Francis				Tyler	TX	75708
Kenneth E & Norma D	Free				Tyler	TX	75713
Romero Raudel & Eloisa Gaona Valdez	Gaona				Winona	TX	75792
William Jr & Teresa L	Garcia				Tyler	TX	75707
Nohe Duran & Maria Del Carmen Duran	Garcia				Tyler	TX	75707
Jennifer Lynn	Gardner				Mount Vernon	WA	98273
Jose Alfredo & Esther Vasquez	Garfias				Tyler	TX	75708
Kenneth	Garrison				Tyler	TX	75707
Jose J & Dolores	Garza				Tyler	TX	75708
Gary L	Gebhart				Tyler	TX	75708
William R	Gilpin				Tyler	TX	75708
William & Gail	Gilpin				Tyler	TX	75708
William & Teresa	Gilpin				Tyler	TX	75707
William	Gilpin				Tyler	TX	75708
Vicki Sue	Glover				Tyler	TX	75707
Scott & Ardelia	Goff				Tyler	TX	75707
Olegario & Denise	Gomez				Tyler	TX	75702
Agustin	Gomez-Reyes				Tyler	TX	75702
Sarai	Gonzalez				Troup	TX	75789
Randolph W & Carolyn J	Gouldthorpe				Tyler	TX	75708
David G & Nancy L	Gray				Bullard	TX	75757
Russell Edward & Karen Sue	Greenlee				Tyler	TX	75707
Johnny A	Grubbs				Tyler	TX	75708
Ryan & Amy	Grubbs				Tyler	TX	75708
Alejandro B & Maurine B Davis	Gutierrez				Tyler	TX	75707
Dakota	Hadin				Tyler	TX	75707
Rick	Hale				Whitehouse	TX	75791
Stephen	Hall				Tyler	TX	75707
Mark	Harris				Tyler	TX	75707
Thomas & Graciela	Harrison				Tyler	TX	75707
Ethan M	Harvey				Tyler	TX	75705
Harold & Shirley	Henderson				Tyler	TX	75713
Harold & Shirley	Henderson				Tyler	TX	75711
Harold E	Henderson				Tyler	TX	75711
Rolando Chores & Citlali M Buenaventura	Hernandez				Arp	TX	75750
Oseas	Hernandez				Tyler	TX	75708
Mark & Jennifer	Hett				Tyler	TX	75709
William Edward	Hill				Tyler	TX	75701
David S & Tambra Lynn	Hobbs				Tyler	TX	75707
Mary Beth Taylor	Holmes				Henderson	TX	75652
Jane Kidd & Hubert Kidd	Homolka				Tyler	TX	75702
Krystal D	Hood				Tyler	TX	75707
William F & Lana D	Hopson Jr				Tyler	TX	75708
William F	Hopson Jr				Tyler	TX	75703
Troy Scott	Horinek				Troup	TX	75789
Billy & Robin	Hunt				Tyler	TX	75707
Lonnie A & Paula D	Jackson				Tyler	TX	75707
Rebecca K & Tommy C	Jackson				Tyler	TX	75708
Bryan W & Kimberly M	Jacobe				Tyler	TX	75707

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Kenneth W & Ouida F	Jacobe			[redacted]	Tyler	TX	75707
Billy Jo & Kimeshia Nicole	Johnson				Tyler	TX	75707
Mary Jacqueline Tate	Johnson				Tyler	TX	75701
Elva Pool	Jones				Tyler	TX	75707
Betty Faye	Jordan				Tyler	TX	75701
Kathy Janette & Ronnie Glen	Kelley				Tyler	TX	75707
Dennis Charles	Kendall				Tyler	TX	75707
Josh	Kendrick				Tyler	TX	75708
Cary Edwin	Kent				Tyler	TX	75707
Trant L	Kidd				Tyler	TX	75702
Kelly & Cheryl	Kilpatrick				Tyler	TX	75707
Charles & Carolyn	King				Tyler	TX	75708
Wayne E	Kittle				Tyler	TX	75708
Jonathan Matthew & Melony Andres	Knight				Tyler	TX	75707
Benjamin Oliver & Haley Brooke	Krebs				Whitehouse	TX	75791
Justin	Lackey				Tyler	TX	75708
David A & Shirley	Lake				Tyler	TX	75711
Joseph M	Lamb				Menifee	CA	92584
Tina Gay Terry	Landfair				Tyler	TX	75707
Courtney	Latham				Tyler	TX	75707
Mark Bennett & Roxey Ann	Lowry				Tyler	TX	75707
Armando E & Guadalupe	Lua				Tyler	TX	75708
Tim & Kimberly K	Maddox				Tyler	TX	75708
Gregory G	Majors				Tyler	TX	75701
Michael	Martin				Tyler	TX	75707
Roy Gilbert	McCloure				Tyler	TX	75707
Jenny Sue Tate	McCoy				Tyler	TX	75708
James E	McGraw				Tyler	TX	75707
Michael S & Latisha	McGuire				Tyler	TX	75701
Bruce F & Victoria S	McLouth				Tyler	TX	75707
Robert Wesley	McMillan				Tyler	TX	75708
Frederick Gary	Mears				Tyler	TX	75713
Jose	Medina				Tyler	TX	75709
Rolando & Vincente Mendez	Mendez				Tyler	TX	75708
Rolando	Mendez				Tyler	TX	75708
Nheil Alexander & Nena Gregorio	Mendoza				Tyler	TX	75708
Jimmy L	Miles				Tyler	TX	75708
Matthew	Miller				Tyler	TX	75707
Stacey L	Miller				Tyler	TX	75707
Charles Arden & Reba J	Miller				Tyler	TX	75707
Mary Lee	Miller				Tyler	TX	75706
Rangel & Maria Perez	Mojica				Tyler	TX	75707
Calista Janeen	Moore				Tyler	TX	75707
Bruce Markham	Moore				Tyler	TX	75707
Bradley & Kendall	Moore				Tyler	TX	75707
Clinton Jack	Morrison				Tyler	TX	75701
Benny Wayne & Patricia Diane	Mott				Tyler	TX	75707
Ralph Gerald	Mugan				Tyler	TX	75708
James R & Patricia A	Newell				Tyler	TX	75707
Martha Lee Smith	Nicholson				Tyler	TX	75706
Mckenneth	Odom				Tyler	TX	75705
Dennis W & Elissa M	Oefinger				Tyler	TX	75707
Scott	Offerle				Tyler	TX	75707

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Daniel & Adiana	Olalde-Elias			[redacted]	Tyler	TX	75706
David A & Adrian	Ovlera				Tyler	TX	75703
Elmer J & Virginia L	Owens				Frankston	TX	75763
Gloria Elena Quintero	Page				Tyler	TX	75707
Gloria	Page				Tyler	TX	75707
Anna G	Pavlova				Tyler	TX	75707
Kristen Etal	Pence				Irving	TX	75014
Darrell	Penny				Tyler	TX	75708
Griselda & Tereso Lopez	Peralta				Tyler	TX	75707
Heriberto Reyes & Maria Alicia Garcia	Perez				Tyler	TX	75708
Shawn L	Phelps				Tyler	TX	75708
James Lendell & Nicole	Pierce				Tyler	TX	75707
John A	Pinkcard				Tyler	TX	75708
Patrick	Pinkerton				Magnolia	TX	77354
Gregory J	Pool				San Antonio	TX	78253
David	Post				Tyler	TX	75707
Kimberly K & Dennis J	Pridgin				Tyler	TX	75707
Christopher Jordan	Proctor				Tyler	TX	75707
Amelia	Proctor				Tyler	TX	75703
Leslie Dale & Sally Ann	Pruitt				Tyler	TX	75708
Juan Alberto & Rosa M	Puentes				Tyler	TX	75707
Aaron Joseph	Purvis				Tyler	TX	75707
Janis L	Railsback				Tyler	TX	75703
Martha	Ramos				Tyler	TX	75708
Gary L	Rayson				Tyler	TX	75703
Shane R & Kelly E	Reif				Tyler	TX	75707
Benjamin E	Reiter				Tyler	TX	75707
Yan Zijah	Reyes-Rodriguez				Tyler	TX	75708
Frank	Robbins				Tyler	TX	75713
John M & Frank H Robbins	Robbins				Whitehouse	TX	75791
Jose Sosa & Romana Galvan	Rodriguez				Tyler	TX	75702
Adan Sosa	Rodriguez				Tyler	TX	75713
Humberto	Romero				Tyler	TX	75708
Mark A & Melinda L	Ross				Tyler	TX	75707
Salvador & Antonia	Rubalcava				Tyler	TX	75705
Richard D & Sylvia R	Rudy				Tyler	TX	75713
Francisco	Ruiz				Tyler	TX	75702
Maria & Angel Arroyo Hernandez	Ruiz				Tyler	TX	75702
Eddie Eugene	Russell				Tyler	TX	75707
Ronald E & Charlotte	Ruyle				Tyler	TX	75713
Delilah M & Jose A	Salas				Tyler	TX	75707
Daniel	Saleh				Tyler	TX	75701
Yesenia	Sanchez				Tyler	TX	75707
Haroldo Vieria & Joan Marie	Santos				Tyler	TX	75707
Brian & April	Scarbrough				Tyler	TX	75707
Dennis J & Jennifer A	Scott				Tyler	TX	75707
Frankie & Teresa	Senter				Tyler	TX	75707
Roberto & Esmerlada Velez Renteria	Serrano				Tyler	TX	75708
Adam	Shabaan				Tyler	TX	75707
Bobby Joe	Shaddox				Tyler	TX	75707
Paula Suzanne	Sheridan				Tyler	TX	75708
David W & Karen	Showalter				Richmond	TX	77469
Elizabeth	Sianez				Tyler	TX	75701

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Ashley Robin	Smart			[redacted]	Tyler	TX	75707
Frances Elaine & Alfred Edward	Smith				Tyler	TX	75707
Stacy	Smith				Tyler	TX	75713
Wendy C & Kristine	Spainhower				Tyler	TX	75707
Joe A & Genita	Sparkman				Whitehouse	TX	75791
Rebecca Sue	Spencer				Whitehouse	TX	75791
Murl L & Betty A	Stafford				Tyler	TX	75713
Matthew	Stamps				Tyler	TX	75708
Rebecca & Cliff	Staples				Tyler	TX	75707
Marculas & Magen	Starks				Tyler	TX	75707
Jeff & Tammie	Stewart				Tyler	TX	75707
Leslie	Stith				Tyler	TX	75708
Steven L & Jane A	Stone				Tyler	TX	75707
Lawrence A & Janice R	Stunkard				Tyler	TX	75707
Dick & Jeanine	Sulser				Tyler	TX	75707
Rick R & Rae Lynn	Sutsch				Tyler	TX	75707
Amy Elizabeth & Damon Shane	Swan				Tyler	TX	75707
Magda M & Ibrahim A Shabaan	Swayeh				Cypress	TX	77433
Moises Arreguin & Maria Elena Munoz	Tamayo				Tyler	TX	75704
Moises Arreguin & Maria Elena Munoz	Tamayo				Waukegan	IL	60085
Christopher	Taylor				Tyler	TX	75707
Michael L Jr & Carroll L	Tennison				Tyler	TX	75713
Pay	Tevy				Tyler	TX	75707
Michael D	Thompson Sr				Tyler	TX	75707
Christopher Josue & Magalli Jazmin Amaro	Torres				Tyler	TX	75707
Josue & Concepcion Mendoza	Torres				Tyler	TX	75708
Christopher Josue & Magalli Jazmin Amaro	Torres				Tyler	TX	75708
Luis & Micaela A Perez Avila	Torres				Tyler	TX	75708
Esther Vasquez	Tovar				Tyler	TX	75708
Nancy Kidd	Turman				Tyler	TX	75703
Edward S III & Kimberly L	Updike				Tyler	TX	75705
Enrique & Marisela O Cornejo	Vaca				Tyler	TX	75707
Juan P & Margarita Duran-Garcia	Vanegas				Overton	TX	75684
Joel	Vargas				Tyler	TX	75707
John M & Maria Angelica	Vasquez				Tyler	TX	75708
Veronica	Veach				Tyler	TX	75713
Jesus	Vega				Tyler	TX	75708
Ana Lilia Delgado	Velazquez				Tyler	TX	75701
Guadalupe Martinez	Villa				Tyler	TX	75708
Ricardo & Esthela	Viramontes				Tyler	TX	75706
Jesse James	Wade				Tyler	TX	75701
Linda P	Walker				Tyler	TX	75707
Dennis H	Walker				Tyler	TX	75706
Tyler Randall & Shelby Lynn	Wallace				Tyler	TX	75708
Stephen	Ward				Tyler	TX	75707
Terry D	Warren				Tyler	TX	75708
Gary R & Jode	Weikel				Tyler	TX	75707
James E	Welch				Tyler	TX	75708
Richard & Jennifer	Wilcox				Tyler	TX	75707
Adelle Marie	Willett				Gladewater	TX	75647
Herbert T	Williams				Tyler	TX	75707
Robert L & Sherry	Wilson				Tyler	TX	75707
Teresa Mae	Wilson				Tyler	TX	75705

First Name	Last Name	Business Line 1	Business Line 2	Owner Address Line	City	State	Zip
Jeremiah B	Wilson			[redacted]	Tyler	TX	75707
Ronald C & Cheryl L	Wilson				Tyler	TX	75707
Michael T	Wintters				Tyler	TX	75701
Richard & Laquetta	Wixom				Tyler	TX	75707
Michael J & Sherry	Wood				Tyler	TX	75707
Ricky	Wood				Tyler	TX	75708
Barbara	Woods				Tyler	TX	75707
William M & Michelle L	Worley				Tyler	TX	75708
Charles D	Young				Tyler	TX	75702
Patricia M	Zaidle				Tyler	TX	75708
Antonio & Leticia	Zavala				Tyler	TX	75707

Interested Parties Notifications

Mailed & Emailed on April 21, 2025

- Flyer
- Mailing List
- Email Sample
- Email Recipients – 1,103

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

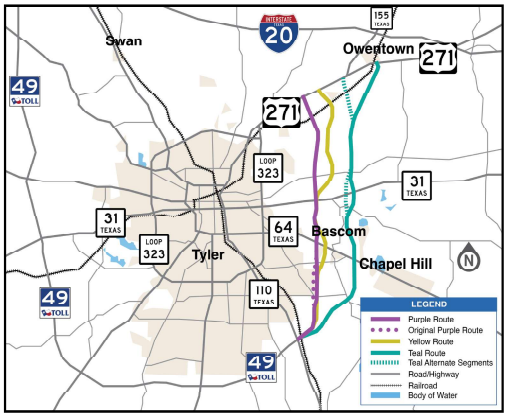
To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



Toll 49 Segment 6

Interested Parties Mailing List

FIRST	LAST	TITLE	COMPANY/BUSINESS	ADDRESS	CITY	ST	ZIP
			Avalon Place	[redacted]	Tyler	TX	75707
Jim	Gambill	Pastor	Azalea Gardens Church of God		Tyler	TX	75707
			God's Will Missionary Baptist Church		Tyler	TX	75701
			Hebron Baptist Church		Tyler	TX	75708
			Industrial Lubricant Company		Tyler	TX	75708
			Locos Gringos Pick 'N Pull		Tyler	TX	75708
			Pleasant Grove Baptist Church		Tyler	TX	75702
			Sharon Shriners		Tyler	TX	75707
Larry	Wade	President	Smith County Historical Society	e	Tyler	TX	75702
			Summerwood Apartments		Tyler	TX	75707
			The Foundry		Tyler	TX	75701
			The Oil Palace		Tyler	TX	75707
Kerry	Kirkwood	Senior Pastor	Trinity Fellowship Church of Tyler		Tyler	TX	75705
			Tyler Gospel Chapel		Tyler	TX	75705
Lymuel	Gowem				Tyler	TX	75707

Sample Email

Toll 49 Segment 6 <toll49seg6@gmail.com>

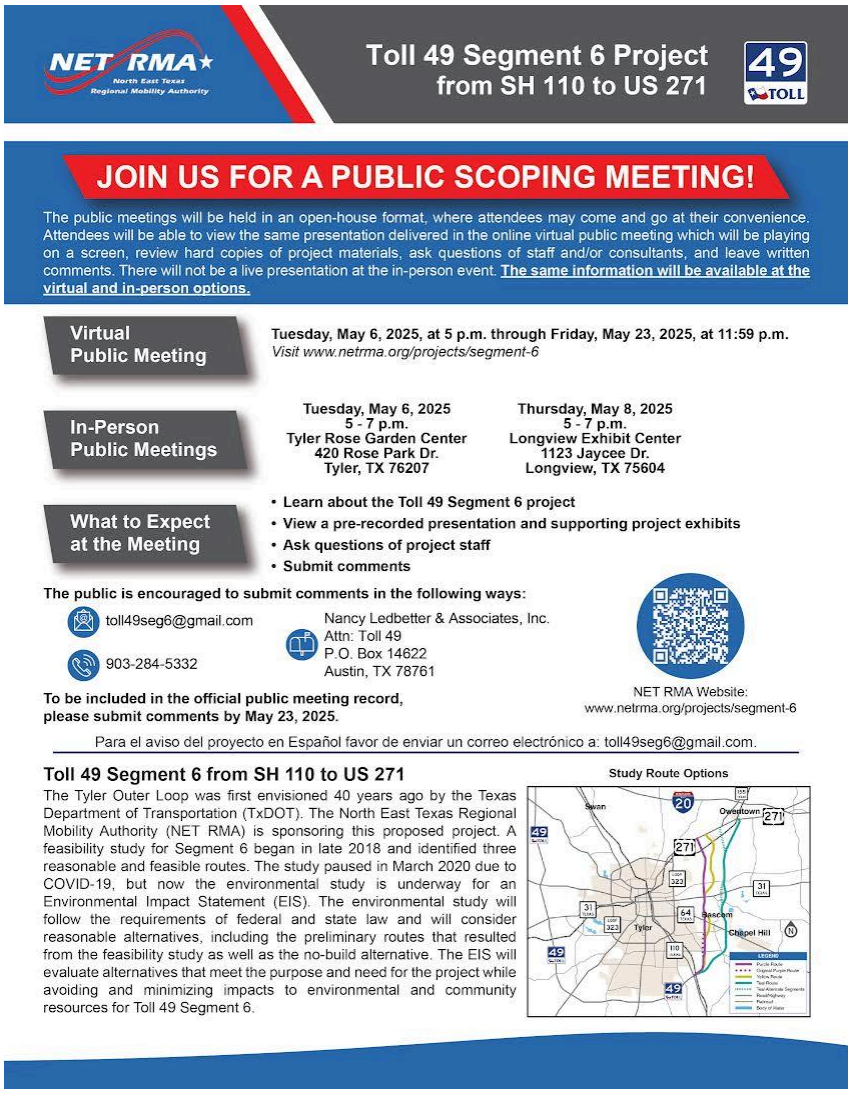
Toll 49 Segment 6 Public Scoping Meeting

5 messages

Toll 49 Segment 6 <toll49seg6@gmail.com> Mon, Apr 21, 2025 at 10:20 AM

Bcc: [redacted]

Please join us for the Toll 49 Segment 6 public scoping meeting on Tuesday, May 6 or Thursday, May 8. See details below and attached. Alternatively, you may attend the virtual public scoping meeting at www.netrma.org/projects/segment-6



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Sincerely,

Toll 49 Segment 6 Project Team

Reminder Email Notifications

Emailed on May 19, 20 & 21, 2025

- Email Sample
- Recipients:
  - Interested Parties – 1,130 recipients
  - Elected Officials Mailing List
  - Public Officials and Stakeholders Mailing List

Sample Reminder Email

From: Toll 49 Segment 6
Subject: COMMENT PERIOD DEADLINE
Date: Monday, May 19, 2025 4:52:59 PM

As a reminder, **Friday, May 23, 2025**, is the final day to submit comments to be included in the official meeting record for this first round of public meetings. All comments must be postmarked or received by Friday, May 23, 2025.

- Email: toll49seg6@gmail.com
- Online: www.netrma.org/projects/segment-6
- Voicemail: 903-284-5332
- Mail:

Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761

You may view meeting materials by visiting www.netrma.org/projects/segment-6. Thank you for your time and interest in the Toll 49 Segment 6 project.

Sincerely,

Toll 49 Segment 6 Project Team
On behalf of North East Texas Regional Mobility Authority

Elected Officials Email Contact List

First Name	Last Name	Title/Position	Company/Organization	Email
Carey	McKinney	Judge	Anderson County	cmckinney@co.anderson.tx.us; kstarkey@co.anderson.tx.us
Travis	Ransom	Judge	Cass County	transom@casscounty.org; countyjudge.assistant@gmail.com
Derrick	Conley	Councilmember, Dist 1	City of Longview	bbooth@longviewtexas.gov
Shannon	Moore	Councilmember, Dist 2	City of Longview	bbooth@longviewtexas.gov
Wray	Wade	Councilmember, Dist 3	City of Longview	bbooth@longviewtexas.gov
John	Nustad	Councilmember, Dist 4	City of Longview	bbooth@longviewtexas.gov
Steve	Pirtle	Councilmember, Dist 6	City of Longview	bbooth@longviewtexas.gov
Kristen	Ishihara	Mayor	City of Longview	bbooth@longviewtexas.gov
Michelle	Gamboa	Mayor Pro Tem	City of Longview	bbooth@longviewtexas.gov
Brent	Money	District 2	Texas House of Representatives	brent.money@house.texas.gov; cheston.henry@house.texas.gov
Keith	Bell	District 4	Texas House of Representatives	keith.bell@house.texas.gov; georgeanne.palmer@house.texas.gov
Leward J.	La Fleur	Judge	Marion County	leward.lafleur@co.marion.tx.us; sandra.wright@co.marion.tx.us
Doug	Reeder	Judge	Morris County	doug.reeder@co.morris.tx.us
Christina	Drewry	Commissioner, Pct 1	Smith County	cdrewry@smith-county.com
J. Scott	Herod	Commissioner, Pct 3	Smith County	jherod@smith-county.com
Bobby	Howell	Judge	Bowie County	bobby.howell@txkusa.org
James "AJ"	Mason	Judge	Camp County	aj.mason@co.camp.tx.us
Zack	Briscoe	Councilmember, Pl 1	City of Whitehouse	lblack@whitehousetx.org
Froncel	Burnes	Councilmember, Pl 2	City of Whitehouse	lblack@whitehousetx.org
John	Chambers	Councilmember, Pl 3	City of Whitehouse	lblack@whitehousetx.org
Michael	Lowe	Councilmember, Pl 4	City of Whitehouse	lblack@whitehousetx.org
Matt	Lazarine	Councilmember, Pl 5	City of Whitehouse	lblack@whitehousetx.org
James	Wansley	Mayor	City of Whitehouse	lblack@whitehousetx.org
Chad	Sims	Judge	Harrison County	chads@co.harrison.tx.us
Jakie	Allen	Judge	Kaufman County	ashley.kirby@kaufmancounty.net
Rodger	McLane	Judge	Panola County	Rodger.McLane@co.panola.tx.us
Kent	Cooper	Judge	Titus County	kcooper@co.titus.tx.us

First Name	Last Name	Title/Position	Company/Organization	Email
Joanne	Shofner	District 11	Texas House of Representatives	joanne.shofner@house.texas.gov; misty.nixon@house.texas.gov
Cody	Harris	District 8	Texas House of Representatives	cody.harris@house.texas.gov; Amy.french@house.texas.gov
Bob	Hall	District 2	Texas Senate	bob.hall@senate.texas.gov; shannon.johnson@senate.texas.gov
Robert	Nichols	District 3	Texas Senate	robert.nichols@senate.texas.gov; Angus.Lupton@senate.texas.gov
Lance	Gooden	District 5	United States House of Representatives	lance.gooden@mail.house.gov; chavezderemerpress@gmail.com.
Jake	Ellzey	District 6	United States House of Representatives	jake.ellzey@mail.house.gov; julie.loose@mail.house.gov
Chris	Davis	Judge	Cherokee County	cojudge@cocherokee.org
Wade	McKinney	Judge	Henderson County	countyjudgesoffice@henderson-county.com
Joel	Hale	Judge	Rusk County	jhale@ruskcountytx.gov
Jay	Dean	District 7	Texas House of Representatives	jay.dean@house.texas.gov; ashley.troy@house.texas.gov
Todd	Tefteller	Judge	Upshur County	todd.tefteller@countyofupshur.com
Andy	Reese	Judge	Van Zandt County	judgereese@vanzandtcounty.org
Kevin	White	Judge	Wood County	countyjudge@mywoodcounty.com
Ronnie	McKinney	Commissioner, Pct 1	Gregg County	patti.harrison@co.gregg.tx.us
Ray	Bostick, Jr.	Commissioner, Pct 2	Gregg County	pam.lowe@co.gregg.tx.us
Floyd	Wingo	Commissioner, Pct 3	Gregg County	angela.payne@co.gregg.tx.us
Danny	Craig, Sr.	Commissioner, Pct 4	Gregg County	idela.murry@co.gregg.tx.us
Bill	Stoudt	Judge	Gregg County	ginny.methvin@co.gregg.tx.us
Kenneth	Carnes	Alderman	City of New Chapel Hill	riley@rileyharris.com
Henry	Falgoust	Alderman	City of New Chapel Hill	riley@rileyharris.com
Nicole	Mathis	Alderwoman	City of New Chapel Hill	riley@rileyharris.com
Jason	Pinkerton	Alderman	City of New Chapel Hill	riley@rileyharris.com
Rita	Turner	Alderwoman	City of New Chapel Hill	riley@rileyharris.com
Riley	Harris	Mayor	City of New Chapel Hill	riley@rileyharris.com
Cole	Hefner	District 5	Texas House of Representatives	cole.hefner@house.texas.gov; David.Nicholson@house.texas.gov

First Name	Last Name	Title/Position	Company/Organization	Email
Daniel	Alders	District 6	Texas House of Representatives	Daniel.Alders@house.texas.gov; jack.short@house.texas.gov
Bryan	Hughes	District 1	Texas Senate	bryan.hughes@senate.texas.gov; reece.dewoody@senate.texas.gov
Nathaniel	Moran	District 1	United States House of Representatives	nathaniel.moran@mail.house.gov; Robbin.Bass@mail.house.gov
John	Cornyn		United States Senate	alexandria_desimone@cornyn.senate.gov
Ted	Cruz		United States Senate	east_texas@cruz.senate.gov
Petra	Hawkins	Councilmember, Dist 2	City of Tyler	citymanagersofficestaff@tylertexas.com
Shirley	McKellar	Councilmember, Dist 3	City of Tyler	citymanagersofficestaff@tylertexas.com
James	Wynne	Councilmember, Dist 4	City of Tyler	citymanagersofficestaff@tylertexas.com
Lloyd	Nichols	Councilmember, Dist 5	City of Tyler	citymanagersofficestaff@tylertexas.com
Brad	Curtis	Councilmember, Dist 6	City of Tyler	citymanagersofficestaff@tylertexas.com
Don	Warren	Mayor	City of Tyler	citymanagersofficestaff@tylertexas.com
Stuart	Hene	Mayor Pro Tem	City of Tyler	citymanagersofficestaff@tylertexas.com
John	Moore	Commissioner, Pct 2	Smith County	johnmoore@smith-county.com
Ralph	Caraway, Sr.	Commissioner, Pct 4	Smith County	RCarawaySr@smith-county.com
Neal	Franklin	Judge	Smith County	nfranklin@smith-county.com

Public Officials / Stakeholders Email Contact List

First Name	Last Name	Title/Position	Company/Organization	Email
Mac	Abney	Board Member	NET RMA Board of Directors	
John	Bagert	Director of Transportation	Tyler ISD	j
Henry	Bell	President	Tyler Area Chamber of Commerce	
Leslie	Black	City Manager	City of Whitehouse	l
Edward	Broussard	City Manager	City of Tyler	
Johnny	Brown	Board President, Emergency Services District 2	Smith County	j
Robert	Carlson	Chief Deputy, Sheriff's Office	Smith County	r
Maxey	Cerliano	Sheriff	Gregg County	
Chet	Clayton	Board Member	NET RMA Board of Directors	
David	Cleveland	Executive Director	East Texas Council of Governments	
John	Cloutier	Chair of Outreach Committee	NET RMA Board of Directors	j
David	Coble	Fire Chief	City of Tyler Fire Department	f
Marty	Crawford	Superintendent	Tyler ISD	
Shane	Cunningham, P.E.	Deputy District Engineer	TxDOT Tyler District	
Juanita	Daniels-West, P.E.	Director of Transportation Operations	TxDOT Tyler District	
Marcia O.	Daughtrey	Board Member	NET RMA Board of Directors	
Frank	Davis, P.E.	County Engineer	Smith County	f
Lamond	Dean	Superintendent	Chapel Hill ISD	
Heather	Deaton	Public Information Officer	TxDOT Atlanta District	
Katie	Dietz	Director of Utilities	City of Tyler	
Donna	Dozier	President	Woods Garden Club HOA	
Dan	Droege	Board Member	NET RMA Board of Directors	
Kelly	Dyer	Campus Director	UT Tyler University Academy - Tyler Campus	
Kyle	Dykes, P.E.	Longview Area Engineer	TxDOT Tyler District	
Erik	Edstrom	Executive Director, Emergency Services District 2	Smith County	j
Eric	Fisher, P.E.	Director of Transportation Planning & Development	TxDOT Tyler District	
Cory	Floyd	Board Member	NET RMA Board of Directors	
Stephanie	Franklin	Deputy City Manager	City of Tyler	
Michelle	Gilley	County Clerk	Gregg County	
Julie	Goodgame	Director of Marketing and Communications	City of Tyler	j
Gary	Halbrooks	Chair	NET RMA Board of Directors	
Kelly	Hall	President & CEO	Longview Chamber of Commerce	
Ben	Hamilton	Board Member	NET RMA Board of Directors	
Marvin	Harman, Jr.	City Secretary	City of New Chapel Hill	r
Rush	Harris	Board Member	NET RMA Board of Directors	r
Danny	Henderson, P.E.	Athens Area Engineer	TxDOT Tyler District	
Keith	Honey	Secretary	NET RMA Board of Directors	
Joey	Hooten	Fire Marshal	City of Tyler Fire Department	f

First Name	Last Name	Title/Position	Company/Organization	Email
Michael	Howell, AICP	Director	Tyler Area MPO	[redacted]
David	Huerta	Director of Transportation	East Texas Council of Governments	
Darin	Jennings, P.E.	City Engineer	City of Tyler	
Kyle	Kingma, AICP, CFM	Planning Director	City of Tyler	
Marcus	Lockett	Pastor	New St. Matthew Baptist Church	
Ashley	Loyd	Principal	Chapel Hill Junior High School	
Bryan	Lutz, P.E.	Director of Construction	TxDOT Tyler District	
Wayne	Mansfield	President & CEO	Longview Economic Development Corporation	
Katie	Martin, P.E.	Director of Transportation Planning & Development	TxDOT Atlanta District	
Scott	Martinez, CEcD	President & CEO	Tyler Economic Development Council	
Bryan	McBride	Director	Longview MPO	
Rolin	McPhee	City Manager	City of Longview	
Juan	Mejia	President	Tyler Junior College	
Robert R.	Messer	Treasurer	NET RMA Board of Directors	
Mark	Moore	Fire Marshal	Gregg County	
Larry	Morse	Chair of Project Development & Implementation Committee	NET RMA Board of Directors	
Matthew A.	Nelson	Board Member	NET RMA Board of Directors	
Howard	Patterson	Board Member	NET RMA Board of Directors	
Julie V	Philley	President	The University of Texas at Tyler	
Karen	Phillips	County Clerk	Smith County	
Lance	Pomykal, P.E.	Mineola Area Engineer	TxDOT Tyler District	
Curtis	Rath	Board Member	NET RMA Board of Directors	
John	Ray	Board Member	NET RMA Board of Directors	
Jason	Ray	Chair of Personnel Committee	NET RMA Board of Directors	
Paul	Schneider, P.E.	Tyler Area Engineer	TxDOT Tyler District	
Marla	Sheppard	Superintendent	Longview ISD	
Stacy	Shepperd	Region 3 Office	TPWD	
Courtney	Smith	Associate Vice President for Government Relations	The University of Texas at Tyler	
Larry	Smith	Sheriff	Smith County	
Dave	Spurrier	Chair of ETHG Committee	NET RMA Board of Directors	
Wendy	Starkes, P.E.	Mount Pleasant Area Engineer	TxDOT Atlanta District	
Nathan	Tafoya	Board Member	NET RMA Board of Directors	
Matthew	Watts	Board Member	NET RMA Board of Directors	
Vernon	Webb, P.E.	District Engineer	TxDOT Tyler District	
Payton	Weidman	PIO	City of Tyler	
Paul	Welch	President	The Reserve at Lake Tyler HOA	
Rebecca	Wells, P.E.	District Engineer	TxDOT Atlanta District	
Ashley	Westerfield	Executive Director	Whitehouse Area Chamber of Commerce	
Casey	Whittle	Superintendent	Whitehouse ISD	

First Name	Last Name	Title/Position	Company/Organization	Email
Cameron	Williams, P.E.	Traffic Engineer	City of Tyler	c
Andrea	Williams-McCoy	Vice Chair	NET RMA Board of Directors	a
Jeff	Williford	Public Information Officer	TxDOT Tyler District	j
Stuart	Withington, P.E.	Director of Maintenance	TxDOT Tyler District	S
			Cuddle Bugs Learning Center	t
			Save Kids from Loop 49	c

NET RMA Media Advisory

MEDIA ADVISORY

Contact: Mitzi Ellison
512-761-2711
mitzi@nancyledbetter.com

(Tyler & Longview, Texas)

NET RMA to Host Virtual and In-Person Public Scoping Meeting Toll 49, Segment 6

WHAT: The North East Texas Regional Mobility Authority (NET RMA) is hosting a virtual and in-person public scoping meeting for the proposed extension of Toll 49 from SH 110 to US 271 as the next step in the Environmental Impact Statement (EIS) process. Attendees will have the opportunity to learn about the EIS process and provide input on draft documents, including the draft purpose and need for the project, the range of preliminary alternatives, the project's development schedule, the methodology used for the alternatives analysis, and the agency coordination plan. The NET RMA also requests comments on any expected environmental impacts. All meeting materials will be available for both virtual and in-person attendees and feedback will be accepted through both.

WHO: The public scoping meeting is open to anyone interested in learning more about Toll 49 Segment 6 and the EIS process. The project team will be on hand to answer questions.

WHEN: VIRTUAL: Available online from 5 p.m. Tuesday, May 6, 2025, through Friday, May 23, 2025.
IN-PERSON: Tuesday, May 6, 2025, from 5-7 p.m. in Tyler and Thursday, May 8, 2025, from 5-7 p.m. in Longview.

WHERE: VIRTUAL: www.netrma.org/projects/segment-6
IN-PERSON: Tyler Rose Garden Center, 420 Rose Park Dr, Tyler, TX 75702 and Longview Exhibit Center, 1123 Jaycee Dr., Longview, TX 75604

For more project information visit www.netrma.org/projects/segment-6.

About the Toll 49 Project

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. The intent of the project is to identify a route that improves the efficiency of the regional transportation network and enhances mobility throughout Northeast Texas. A feasibility study was conducted from Fall

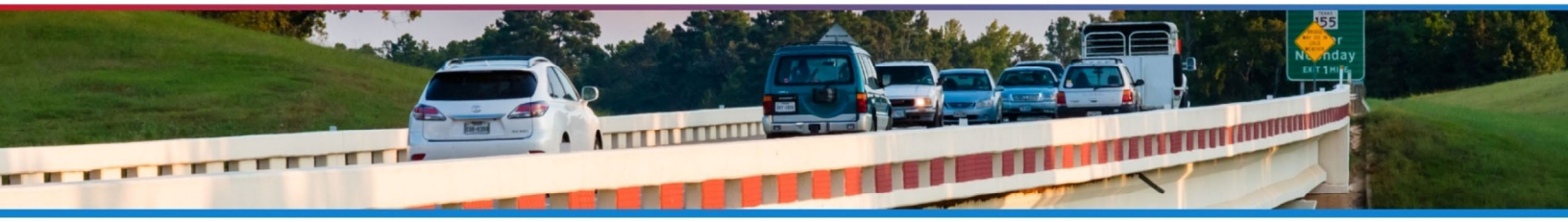
2018 to Fall 2019 to evaluate route options and identify the three, final route options to carry forward into the EIS.

As currently proposed, Toll 49 Segment 6 would consist of the design and construction of an interim two-lane (one lane in each direction) roadway with intermittent passing lanes. The ultimate design includes four lanes (two in each direction) with a grassy median. Following the meeting, the project team will evaluate the public input and include the data with the research moving forward. The NET RMA will be evaluating alternatives and conducting an environmental study to document potential impacts to the natural and human environment, and public involvement is a critical component to this effort.

About the North East Texas Regional Mobility Authority (NET RMA)
The NET RMA is an independent government agency created to accelerate the development of transportation projects in Northeast Texas. The agency's mission is in cooperation with its regional partners to provide solutions to expedite infrastructure and mobility projects that will improve the quality of life, enhance the regional economy and assure efficient mobility in the North East Texas Region. The NET RMA is governed by a 21-member board of directors that represents each of the 14-member counties: Bowie, Camp, Cass, Cherokee, Gregg, Harrison, Kaufman, Panola, Rusk, Smith, Titus, Upshur, Van Zandt and Wood. Texas RMAs were made possible through an initiative passed by the State Legislature in 2001. The NET RMA was established in October 2004. For more information, visit NETRMA.org.

###

NET RMA Website



SEGMENT 6

NET RMA North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



Contact us here:

Email
toll49seg6@gmail.com

Voicemail
903-284-5332

Current and Upcoming Road Enhancements
Toll 49 and ETHG
East Texas Hourglass
Segment 1-2
Segment 3A
Segment 3B
Segment 4 (Lindale Bypass Route)
Segment 5
Segment 6
Segment 7
Segment 8
NORTH EAST 49 PROPOSED CONNECTOR PROJECT
Other NET RMA Priority Projects

Every Door Direct Mail Postcards

Mailed April 18, 2025

- Zip Codes:
  - 75707 – 8,203 mail pieces
  - 75708 – 3,627 mail pieces

Postcard (front)

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

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Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

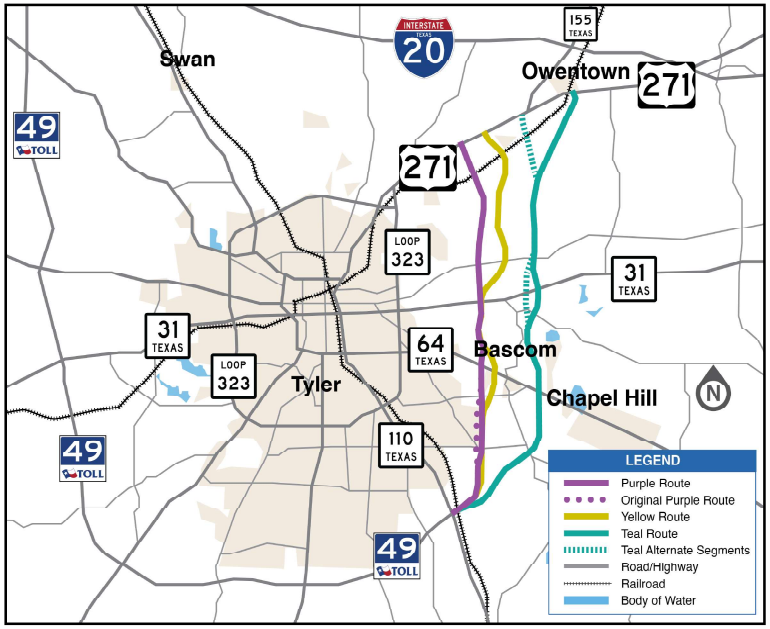
Tuesday, May 6, 2025
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Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

Study Route Options



Postcard (back)

NET RMA
North East Texas Regional Mobility Authority

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

To be included in the official public meeting record, please submit comments by May 23, 2025.

NET RMA Website: www.netrma.org/projects/segment-6

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

PRSRT STD
ECRWSS
U.S. POSTAGE
PAID
EDDM RETAIL

LOCAL
POSTAL CUSTOMER

Every Door Direct Mail®

Select Routes / Find a Printer / Using EDDM

Step 1: **Search for Routes**

Use the EDDM® Online Tool to search for neighborhoods where your customers live. Then, use the filters to target customers by specific demographics such as age, household size, and income.

Search for Routes

75707

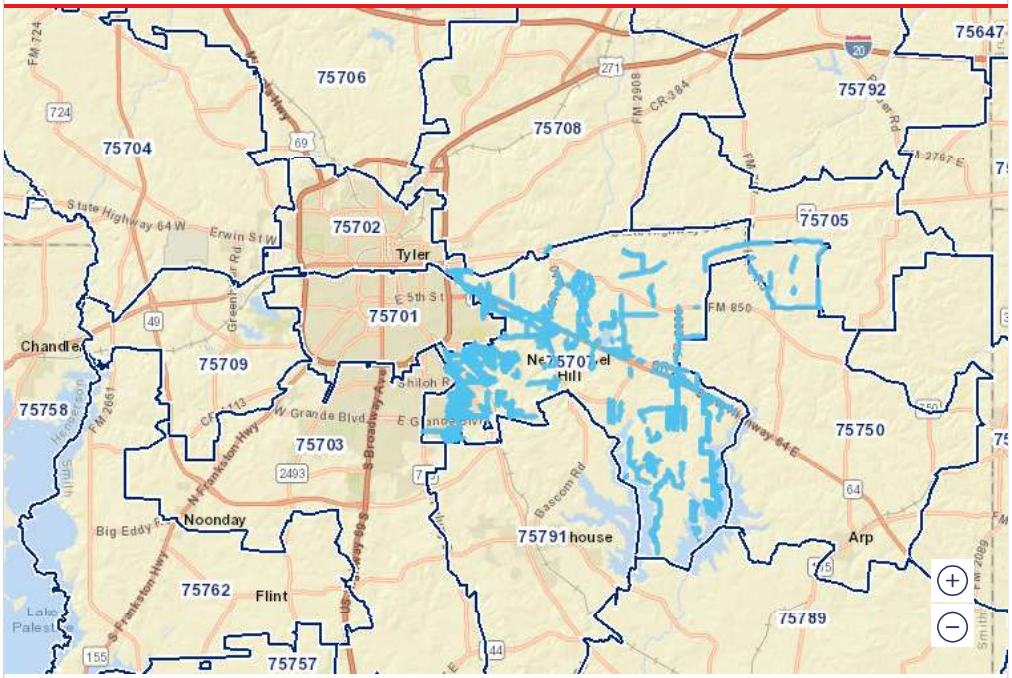
Search | Clear

Mailpiece Size Checker

Refine Search

View as: Map | Table

Route	Residential	Business	Total	Age: 25-34	Size	Income	Cost
–	–	–	–	–	–	–	–



Map Key

Show

Order Summary

Selected Routes
13

Post Office™ Drop-Offs
1

Total Mailpieces
8203

Your order cannot exceed 5000 mailpieces.

Please reduce your order amount to continue.

Approximate Cost [redacted]

Next Step

Clear Routes

Feedback

75707 Distribution Map

Every Door Direct Mail®

Select Routes / Find a Printer / Using EDDM

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75708

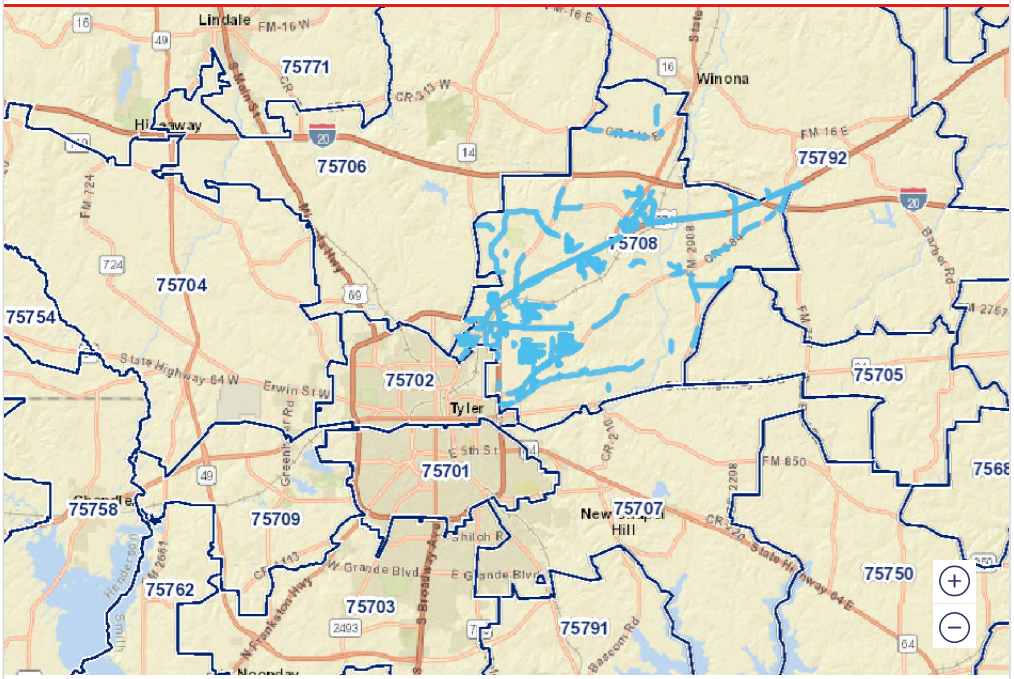
Search | Clear

Mailpiece Size Checker

Refine Search

View as: Map | Table

Route	Residential	Business	Total	Age: 25-34	Size	Income	Cost
–	–	–	–	–	–	–	–



Map Key Show

Order Summary

Selected Routes
5

Post Office™ Drop-Offs
1

Total Mailpieces
3627

Approximate Cost [redacted]

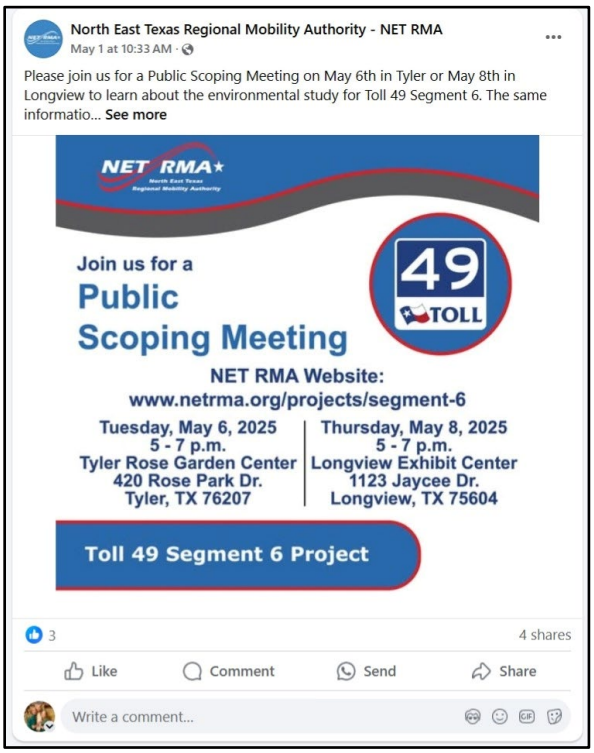
Next Step

Clear Routes

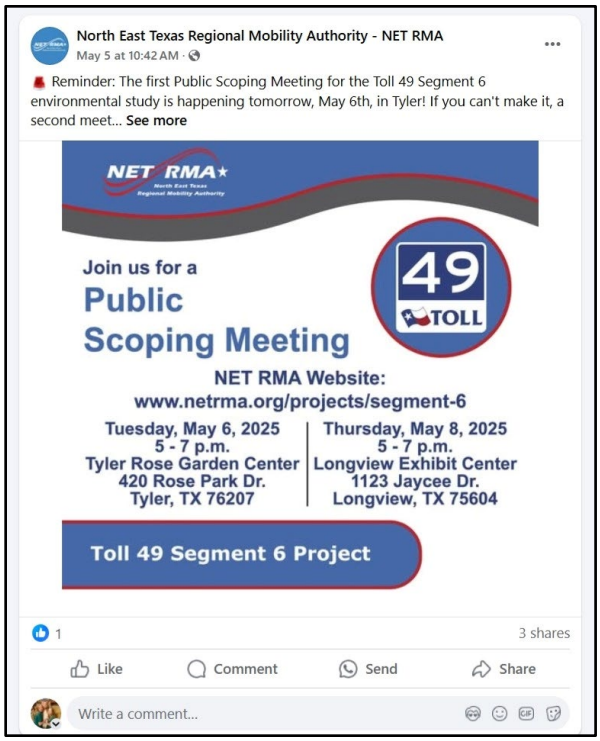
Feedback

Social Media

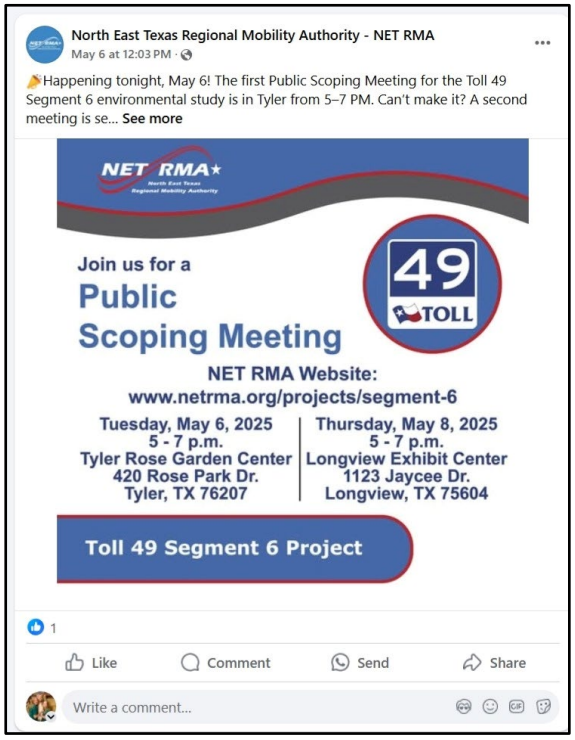
North East Texas Regional Mobility Authority - Facebook



Posted May 1, 2025



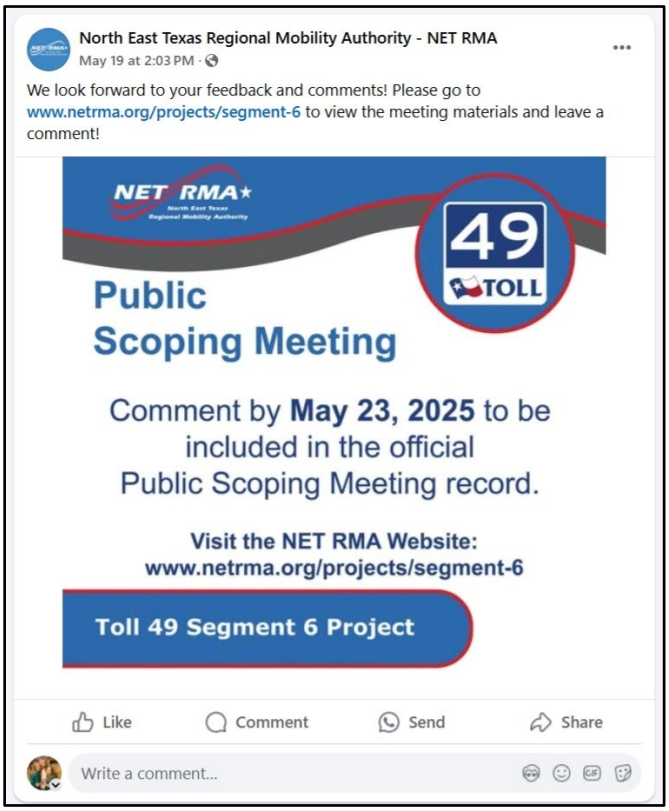
Posted May 5, 2025



Posted May 6, 2025

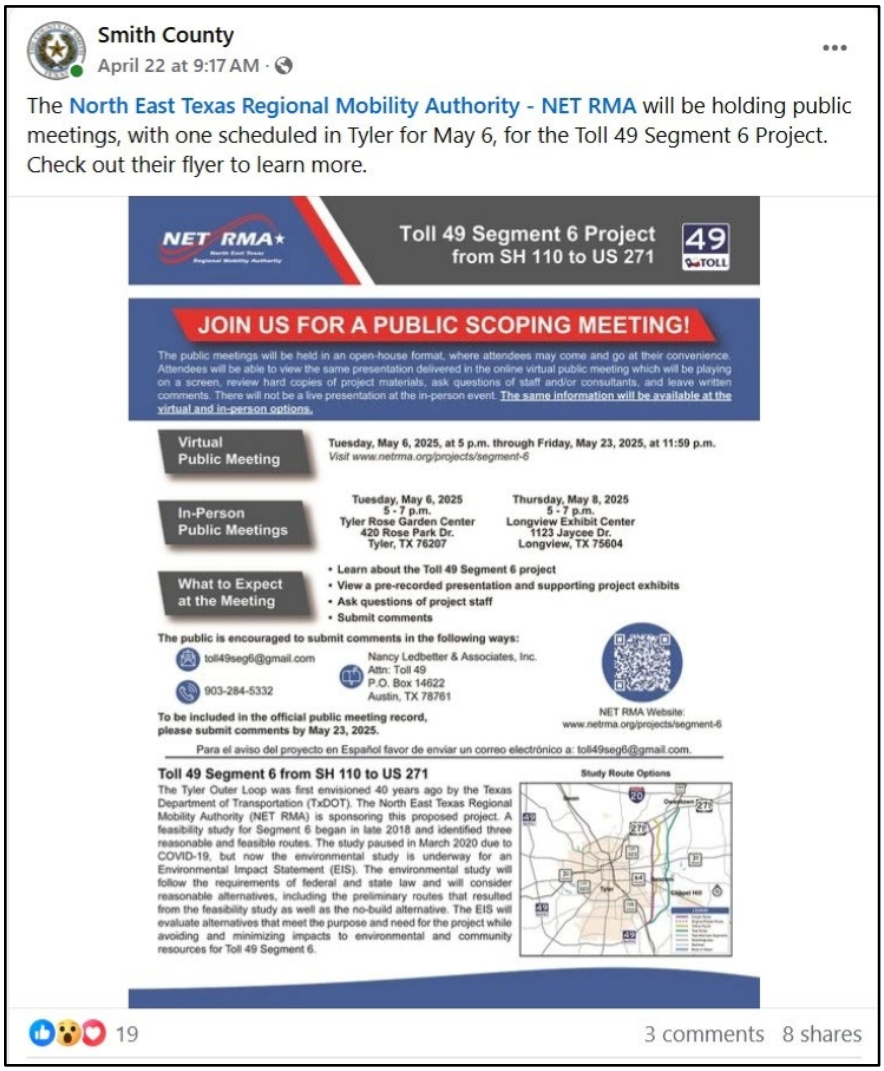


Posted May 9, 2025

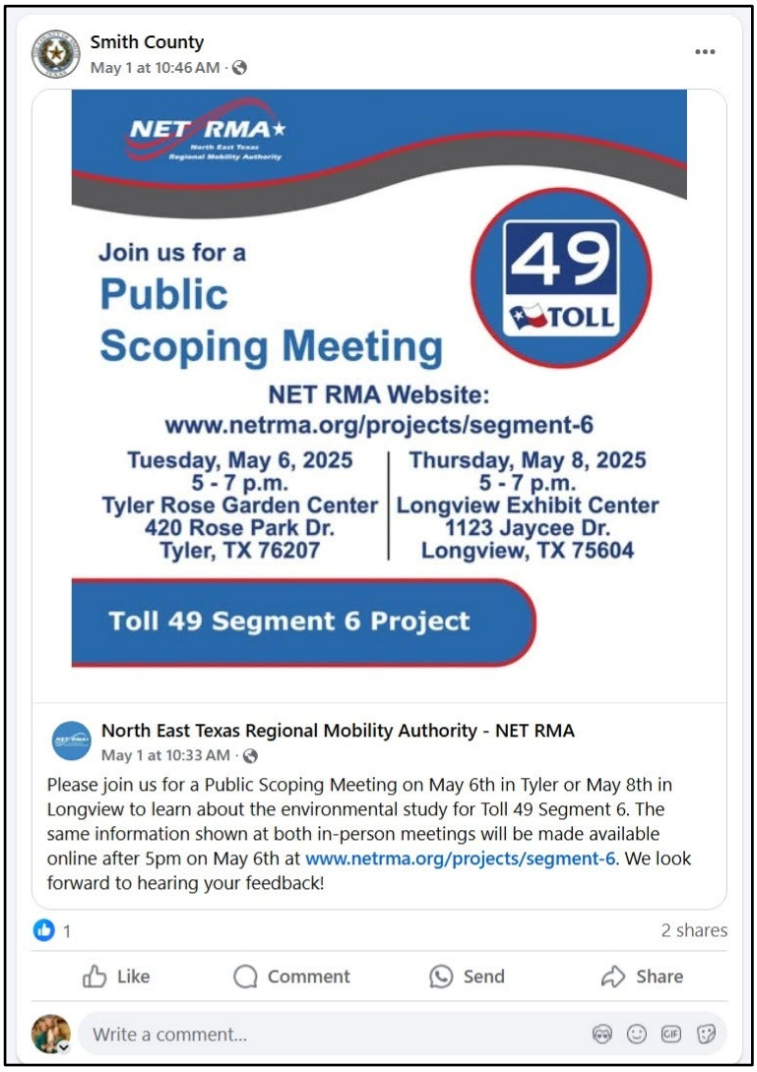


**Posted May 19, 2025*

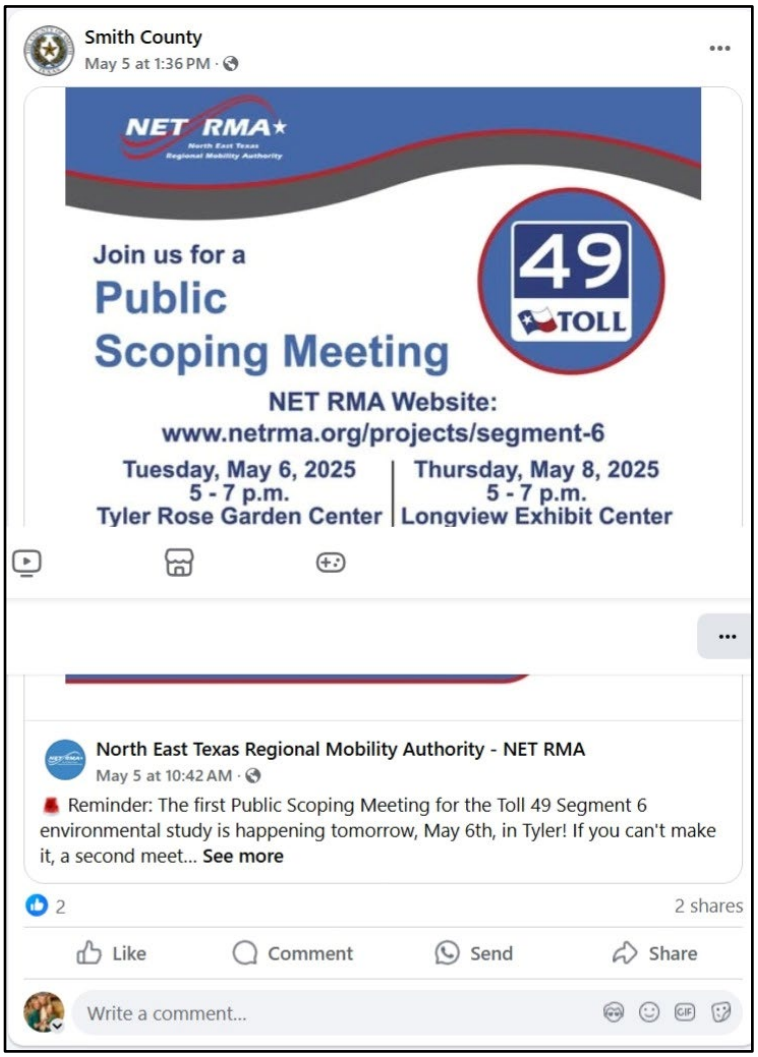
Smith County - Facebook



**Posted April 22, 2025*



**Posted May 1, 2025*



**Posted May 5, 2025*

From: Tyler Area Chamber of Commerce
Sent: Thursday, May 1, 2025 8:38 AM
To: Goodwin, John
Subject: The latest news for you



May 1, 2025

As we continue 2025, we embark on a year-long celebration of the Chamber's 125th year. The Tyler Commercial Club was formed in 1900 by local business leaders in response to the growing demand for an organized group to support the economic development and promotion of Tyler and its businesses. In 1918, the Tyler Commercial Club transitioned to become the Tyler Chamber of Commerce.

Moments in History:

1980-The Chamber asked TXDOT to build an underpass at the railroad tracts on North Broadway. The project was completed in 1999, almost 20 years ago.

1974- The Chamber's annual report featured on its cover a proposed outer loop that would run from I-20 east around south Smith County and rejoin I-20 west near Hwy 271. The first section was completed in 2006. Subsequent sections opened in 2011 and 2013. A Lindale Relief route was completed in 2018. The east segment from Hwy 110 south to I-20 west is still under development. Public hearings on this phase are scheduled for May, and members are encouraged to participate. See below.

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

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What to Expect at the Meeting

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toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

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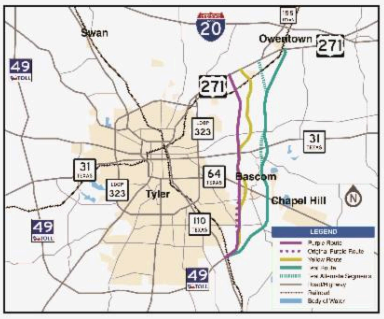
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Toll 49 Segment 6 from SH 110 to US 271

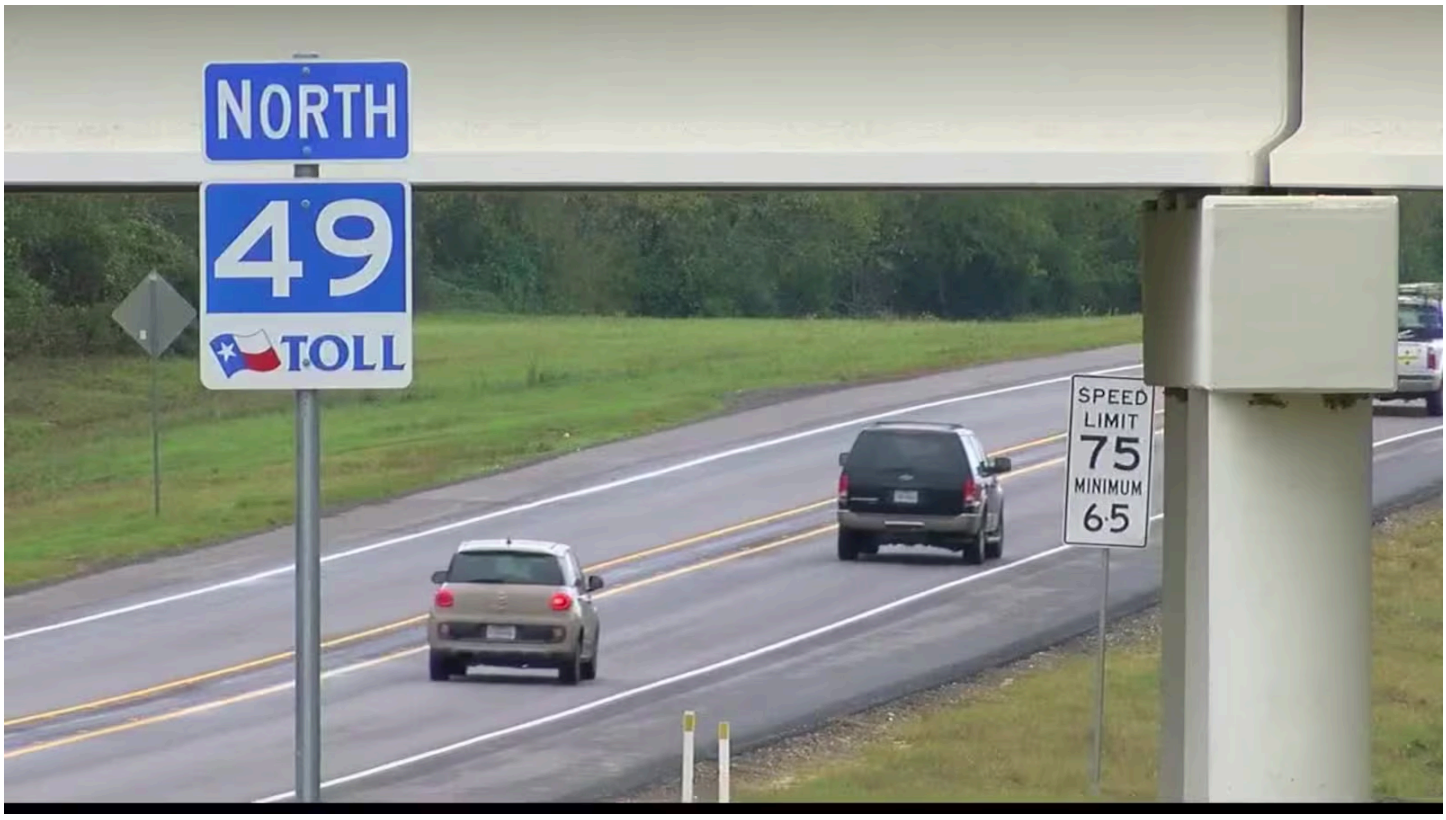
The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



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Public meetings to be held for Toll 49 Project 6 Project in Tyler



By KLTV Digital Media Staff
Published: Apr. 19, 2025 at 1:10 PM CDT

TYLER, Texas (KLTV) - Meeting dates have been set for community members to leave comments and learn more about a planned extension to Toll 49.

The North East Texas Regional Mobility Authority (NET RMA) said they will accept comments on possible route options for Toll 49's Segment 6 extension.

The public is invited to attend an in-person meeting on May 6 from 5-7 p.m. in the Tyler Rose Garden Center at 420 Rose Park Drive. A second meeting will be held on May 8 from 5-7 p.m. in the Longview Exhibit Center at 1123 Jaycee Drive.

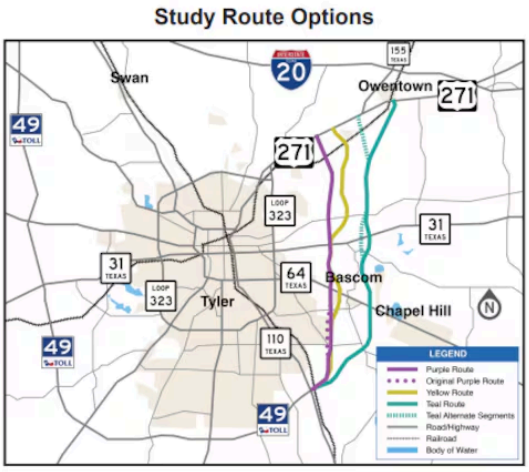
The meetings are come-and-go, and a pre-filmed presentation will be played, NET RMA said. However, staff will be present to answer questions and accept comments.

ADVERTISEMENT

The same presentation will be available online from May 6 to May 23 on their website.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.



Toll 49 (NET RMA)

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NET RMA
North East Texas
Regional Mobility Authority

C.
SIGN-IN SHEETS

Elected & Public Official Sign-in Sheet

Tyler Meeting

May 6, 2025

ELECTED AND PUBLIC OFFICIAL

SIGN-IN SHEET
Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Office Location and Title	Phone Number
County Judge Neal Franklin	Smith County	903-590-4625
Councilwoman Shirley McKellar	City Council Tyler	903-258-0882
Jalen Lewis, Rep Nathaniel Moran	US Rep Dist 1	903-561-6349
Lloyd Nichols	City Council Tyler Dist 5	903.312.6598
Christina Drewry	Smith County Commissioner Pct 1	903-571-2292
Riley Harris	Mayor, Chappel Hill	903-288-0700
Jack Short, Rep. Daniel Alders	Texas House of Representatives, Dist 6	512-463-0584
J Scott Herod	Smith County Commissioner, Pct 3	903-590-4603
Don Warren	Mayor, City of Tyler	903-531-1250
James Wansley	Mayor, City of Whitehouse	903-510-7500

Page 1 of 1

Public Sign-in Sheet

Tyler Meeting

May 6, 2025

Public Sign-In Sheet Metrics
Question: How did you hear about the meeting?

Option	Count
Letter	49
Newspaper Ad	3
News Article	13
Postcard	35
Friend/Family	34
Social Media	25
Website	16 *(2 NET RMA)*
Other	20 *(1 TEDC; 2 phone; 1 neighbor; 1 online; 4 email; 1 newsletter; 1 media, 2 TV)*

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Joey Wilson	75705	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Teresa Wilson	75705	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Braxton Wilson	75705	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Glenn Cooper	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ✓ Friend/Family; ___ Social Media; ___ Website; ___ Other
Cody Belanger	75707	___ Letter; ___ Newspaper Ad; X News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Joe Camero III	75701 + 75705	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; X Friend/Family; ___ Social Media; ___ Website; ___ Other
Ralph Cacciagora	75704	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Samuel Parry	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; X Website yours; ___ Other

Page 1 of 24

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Tammy & David Hobbs	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ X Postcard ___Other _____
Mike & Danabelle & Skyler Geer	75707	___Letter X Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Tony Rhorer	75791	___Letter ___Friend/Family X Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
JASON MALSEK	75707	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Judith Smith	75908	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Juliana Smith	75708	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Laura Jackson	75707	___Letter ✓ Friend/Family ___Newspaper Ad ✓ Social Media ___News Article ✓ Website_____ ___Postcard ___Other _____
Tina Schoenberger	75707	___Letter X Friend/Family ___Newspaper Ad X Social Media ___News Article X Website_____ ___Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Rea Boudreaux	75703	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard X Other TEDC
Shane Cunningham	75703	✓ Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Gary Rayser	75703	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Mark Blanks	7505	✓ Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Cece Allen	75791	___Letter ✓ Friend/Family ___Newspaper Ad ✓ Social Media ___News Article ___Website ___Postcard ___Other
Shmakoff	75702	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Pat Boak	75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ✓ Postcard ___Other
Scott + Adelia Goff	75707	✓ Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Kenneth Moore	75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Carolyn Anderson	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Sherri + Mike Randall	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
BILL BALA	75765	___Letter ___Friend/Family ___Newspaper Ad X Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Keith Youngblood	75707	___Letter ___Friend/Family ___Newspaper Ad ✓ Social Media ___News Article ___Website_____ ___Postcard ___Other _____
JIM MASTEN	25701	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard X Other Phone
Robert Wilson	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Steven M. Hudson	75707	___Letter ✓ Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Klaire White	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ✓Friend/Family ___Social Media ___Website ___Other
Mike White	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
RONNY RUYLE	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
GEORGE BRIGMAN	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
MELISSA BRIGMAN	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
Twyla & Dan Selvidge	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
JOHN M. HARDY	75707	___Letter ___Newspaper Ad ✓News Article ___Postcard ___Friend/Family ___Social Media ✓Website ___Other
Mark R Alexander	75707	✓Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

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Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Jeremy Ables	75703	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Myrna Lewis	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Jerry Lewis	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Dennis Oefinger	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ✓ Social Media; ___ Website; ___ Other
Becky Jackson	75708	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Jeff Austin IV	7591	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ✓ Website; ___ Other
Tammy & Bill Tinsley	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Jay Mathews	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ✓ Friend/Family; ___ Social Media; ___ Website; ___ Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Troy + Delia Rainey	75702	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ___Website_____ ___Postcard ___Other _____
Paul Welch	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ✓Website_____ ___Postcard ___Other _____
Jonny R Davis	75707	✓Letter ___Friend/Family ___Newspaper Ad ✓Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Deborah Mathews	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ___Website_____ ___Postcard ___Other _____
Lucio Lopez III	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Kevin Kennedy	75707	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Lori Brown	75706 & 75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Ray R. Reynolds	75750	___Letter ___Friend/Family ___Newspaper Ad X Social Media ___News Article ___Website_____ ___Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
C. Arden Miller	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Charles Reid	75703	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Rolando Mendez	75708	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Jerry Warren	75708	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Caitlin Covey	75707	___Letter ✓Friend/Family ___Newspaper Ad ✓Social Media ___News Article ___Website_____ ___Postcard ✓Other Neighbor
Cynthia Curry	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Sherri Wunschel	75701	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Pat Whitaker	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Emanuel Flores	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓ News Article ___Website_____ ___Postcard ___Other _____
~~County Judge~~ ~~NEAL FRANKLIN~~ *	~~75757~~	___Letter ___Friend/Family ___Newspaper Ad ✓ Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Lymuel Gowen	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
William Hill	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Gary Moore	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ✓ Postcard ___Other _____
James Floyd	75707	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Enmanuel Cornelio	75708	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Steve Roostl	75701	X Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

Moved to ED sign-in

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SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Michael & Sherry Wood	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website __x__Postcard ___Other online
Wayne Boon	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website __x__Postcard ___Other
Robert H. Johnson	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website __✓__Postcard ___Other
Gerbert C Buie	75701	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Lex Buie	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Mark Ross	15707	__✓__Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Angela Marson	75707	___Letter __✓__Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Kenneth & Amy Fritcher	75703	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other

Page ~~10~~ of ~~24~~

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
DARRELL FORSTER, DQ OF TYLER.	75703	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other E-MAIL
LES HEARD	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Kim & Eddie Updike	75705	✓Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ✓Other
Dennis Kirkland	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
[signature]	75701	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
BRYAN JACOBS	75707	✓Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Thomas Alford + Shannon Alford	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Jim Nipp	75791	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ✓Social Media ___Website ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Francisca Escamilla	75707	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Benjamin Jauregui	75707	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Daniela Lopez	75707	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Lamond Dean	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Brian Hitt	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Shelli Dunning	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
[illegible]	75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Scott Affeld	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Elva & Terry Jones	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Stephen & Sharla Ward	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Marsha Lucas	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ✓ Social Media; ___ Website; ___ Other
LARRY STUNKARD	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
JUSTIN JACKSON	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ✓ Website; ___ Other
Stephen & Heather Hall	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ✗ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Zach & Reegan Giardini	75707	___ Letter; ✗ Newspaper Ad; ✗ News Article; ✗ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Ben Reed	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Ray & Jacqueline Anderson	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Lorraine & David Scarbrough	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
FRANK ROBBINS	75708	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
PAM FIELDS	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ✓ Friend/Family; ___ Social Media; ___ Website; ___ Other
Craig Schoenberger	75707	___ Letter; ___ Newspaper Ad; ___ News Article; X Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Resa Wingfield	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; X Friend/Family; ___ Social Media; ___ Website; ___ Other
CLIFTON WINGFIELD	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ✓ Friend/Family; ___ Social Media; ___ Website; ___ Other
Scott Martinez	75701	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ✓ Social Media; ___ Website; ___ Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Wayne Kirksey Jr	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ✓Social Media ___Website ___Other
Cheryl Sartain	75750	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ✓Social Media ___Website ___Other
Dana Moore	75703	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Tanner Wright	75708	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website TV ___Other
Rachel Boon	75707.	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
Adrienne Leach	75703	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ✓Other Newsletter ✓
James Edamatsu	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
John & Diana Johnson	75791	✗Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
David Post	75707	X Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
David Scarbrough	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ✓ Friend/Family; ___ Social Media; ___ Website; ___ Other
Keri + Bob Fender	75707	___ Letter; ___ Newspaper Ad; ___ News Article; ✓ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Joseon Lopez	75703	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; X Friend/Family; ___ Social Media; ___ Website; ___ Other
Stephen Lange	75707	___ Letter; ___ Newspaper Ad; ___ News Article; X Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Steve Wade	75707	✓ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; X Social Media; ___ Website; ___ Other
Dale Booth	75701	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; ___ Social Media; ___ Website; ___ Other
Cameron Williams	75789	___ Letter; ___ Newspaper Ad; ___ News Article; ___ Postcard; ___ Friend/Family; X Social Media; ___ Website; ___ Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Peggy Ray	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ✓Website ___Other
Sharon + David Emmert	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Jeremiah + Brenda Crow	75707	✓Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Brian Van Swoorenburg	75771	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
John Nix	75703	✓Letter ___Newspaper Ad ✓News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Teresa Hetrick	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ✓Friend/Family ___Social Media ___Website ___Other
Josh Barton	75703	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ✓Website ___Other
Toni & Tom Fabry	75703	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ✓Other Club Annora

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Mario Mendez.	75708	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Antonio Zavala	75707	___Letter ___Newspaper Ad X News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Mike Whitaker	75707	___Letter ___Newspaper Ad ___News Article ___Postcard X Friend/Family ___Social Media ___Website ___Other
DAVID RAMIREZ	75707	___Letter ___Newspaper Ad ___News Article ___Postcard X Friend/Family ___Social Media ___Website ___Other
Michelle Murguia	75707	___Letter ___Newspaper Ad ___News Article ___Postcard X Friend/Family ___Social Media ___Website ___Other
LORRAINE SCARBROUGH	75707	___Letter ___Newspaper Ad ___News Article ___Postcard X Friend/Family ___Social Media ___Website ___Other
Jamell Ford	75708	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ✓ Other Media
Christopher Smith	75708	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Bill & Rebecca Ferrell	75707	___Letter ✓ Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Jeremy Wilson	75709	___Letter ___Friend/Family ___Newspaper Ad / Social Media ___News Article ___Website ___Postcard ___Other
Whitney Cleveland	75701	___Letter ___Friend/Family ___Newspaper Ad / Social Media ___News Article ___Website ___Postcard ___Other
Debra Laroche	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website TV ___Postcard ___Other
Michael Terry	75791	/ Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard ___Other
Robert Turner	75750	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article X Website NET RMA ___Postcard ___Other
Shannon & Veronica Veach	75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website X Postcard ___Other
Roy Martinez	75703	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website ___Postcard – Other EMAIL

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Lafane & Keffie Battles	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ___Website_____ ___Postcard ___Other _____
Brian Allen	75791	___Letter ✓Friend/Family ___Newspaper Ad ✓Social Media ___News Article ___Website_____ ___Postcard ✓Other email
Maria Escobar Catalina Escobar	75708	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ✓Postcard ✓Other email
Dr. D. M. Edwards	75701	___Letter ___Friend/Family ✓Newspaper Ad ___Social Media ✓News Article ✓Website_____ ___Postcard ___Other _____
Chris Drew	75762	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Hugh McDonsen	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Olivia Rose Wade	77426	✓Letter ✓Friend/Family ✓Newspaper Ad ✓Social Media ✓News Article ✓Website_____ ✓Postcard ✓Other _____
Jim Bodenhamer	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ✓Website_____ ✓Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
David Faircloth	75707	___Letter ___Friend/Family ___Newspaper Ad ✓Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Grant Russell	75701	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ___Website_____ ___Postcard ___Other _____
David Wicks	75703	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓News Article ___Website_____ ___Postcard ___Other _____
Ethel Allison	75703	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Randy Gouldthorp	75708	___Letter ✓Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ✓Postcard ___Other _____
Ken N. Jones	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other Flyer
David Pena	75707	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ✓Website_____ ___Postcard ___Other _____
Sherry Wilson	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
Austin Russell	75791	___Letter ___Newspaper Ad ___News Article ___Postcard ✓Friend/Family ___Social Media ✓Website ___Other
Don Noland	75707	___Letter ___Newspaper Ad ___News Article X Postcard ___Friend/Family X Social Media ___Website ___Other
BRUCE McLOUTH	75707	✓Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
Gary Simmons	75707	___Letter ___Newspaper Ad ✓News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Jennifer Rose	75707	___Letter ___Newspaper Ad ___News Article ✓Postcard ___Friend/Family ___Social Media ___Website ___Other
Dylan McCord	75707	✓Letter ___Newspaper Ad ✓News Article ✓Postcard ✓Friend/Family ✓Social Media ✓Website ___Other
Kenneth Cagle	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
REBA MILLER	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Moved to Elected Official Sign In Sheet

Name	Zip Code	How did you hear about the meeting?
[signature]	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Richard Wixom	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
~~J Scott [illegible] Hilton~~	~~75702~~	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
~~James Wardley~~	~~75791~~	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Zip Code	How did you hear about the meeting?
James L Jurecki	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Manuel Romero	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Cheryl Turner	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Louise Rowland	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Curtis Rowland	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Neil Boitnott	75762	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
Alexander Perez	75707	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website ___Other

Media Sign-in Sheet

Tyler Meeting

May 6, 2025

MEDIA SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Publication/Network	Email
Kateey Harrell	Tyler Paper	kateey.harrell@tylerpaper.com

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Staff Sign-in Sheet

Tyler Meeting

May 6, 2025

STAFF

SIGN-IN SHEET
Toll 49 – Segment 6 Public Scoping Meeting
Tuesday, May 6, 2025
Tyler Rose Garden Center – 420 Rose Park Dr., Tyler, TX 76207

Name	Organization/Company
Cameron Hunn	Hicks & Company
Jenise Scherff	Hicks & Company
John Goodwin	Lochner
Mitzi Ellison	NLA
Rick Mathis	Lochner
Joe Moore	Lochner
Diane Johnston	NETRMA
Megan Page	NETRMA
Daisy Nuñez	NETRMA
Mark McCloskey	NETRMA
Corey Hogue	Lochner
Heather Parscal	NLA
Liza Ross	NLA
Randall Dillard	NLA
Glenn H. Green	NETRMA
Colleen Colby	NETRMA
Dennis R Cooley	Lochner
Deanne Simmons	NETRMA
Stuecar	Lochner
Gary Leuba	Lochner
Danielle Bradbury	Lochner
LEONARD GUEVARA	Lochner
Roberto Morales	Lochner
~~DYLAN MCCORD~~	
Daniel Wood	Lochner
Mark Sturrock	Lochner

Elected & Public Official Sign-in Sheet

Longview Meeting

May 8, 2025

Name	Office Location and Title	Phone Number

NO ELECTED OR PUBLIC OFFICIALS ATTENDED

Public Sign-in Sheet

Longview Meeting

May 8, 2025

Public Sign-In Sheet Metrics
Question: How did you hear about the meeting?

Option	Count
Letter	2
Newspaper Ad	1
News Article	2
Postcard	1
Friend/Family	3
Social Media	0
Website	2 *(1 NET RMA)*
Other	1 *(Work – MPO)*

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Zip Code	How did you hear about the meeting?
arthur Kyle Forth	75604	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ✓ News Article ___Website_____ ___Postcard ___Other _____
Mark Armstrong	75647	___Letter ✓ Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Marlen Esparza	75701	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Kenneth Cagle	75707	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Kyle McGough	75604	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ✓ Other work-mpo
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

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SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Zip Code	How did you hear about the meeting?
Nathan Sawcedo	75701	___Letter X Newspaper Ad X News Article ___Postcard X Friend/Family ___Social Media ___Website_____ ___Other _____
Anahi Hernandez	75701	___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____
Bryan McBride	75605	~~___Letter~~ ___Newspaper Ad ___News Article ~~___Postcard~~ ___Friend/Family ___Social Media ~~___Website~~ Herman ___Other _____
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____
		___Letter ___Newspaper Ad ___News Article ___Postcard ___Friend/Family ___Social Media ___Website_____ ___Other _____

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SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Zip Code	How did you hear about the meeting?
Dave Spurrier	75605	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
Robert Wilson	75207	___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

Page ___ of ___

SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Zip Code	How did you hear about the meeting?
David Epperson	75701	✓Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____
		___Letter ___Friend/Family ___Newspaper Ad ___Social Media ___News Article ___Website_____ ___Postcard ___Other _____

Page ___ of ___

Media Sign-in Sheet

Longview Meeting

May 8, 2025

MEDIA SIGN-IN SHEET

Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Publication/Network	Email
Sam Shaw	LNJ	Sam.Shaw@news-journal.com

Page ___ of ___

Staff Sign-in Sheet

Longview Meeting

May 8, 2025

STAFF

SIGN-IN SHEET
Toll 49 – Segment 6 Public Scoping Meeting
Thursday, May 8, 2025
Longview Exhibit Center – 1123 Jaycee Dr., Longview, TX 75604

Name	Organization/Company
John Goodwin	Lochner
Roberto Morales	Lochner
Deanne Simmons	NETRMA
Nima Valles	NLA
Greg Evans	Lochner
Stephanie Tonis	NLA
Glenn Green	NETRMA
Mark McClendon	NETRMA
Dennis R Cooley	Lochner
Heather Parsal	NLA
Jenise Scherff	Hicks & Company
JASON BENTZ	HICKS & COMPANY
Gary Leuba	Lochner, Inc.
Daniel Wood	Lochner
John Ray	NETRMA
Colleen Colby	NETRMA

D.
COMMENTS RECEIVED

Comment Forms
May 6, 2025

Angela Marson

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Angela Marson

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I Live on Betty Drive CR 2206. The road is a shortcut from Morris Rd to 64 East. I am half a mile from Chapel Hill Schools. In the mornings and afternoon 64 is highly congested with traffic. Buses Leaving and coming back. To put a Toll Road anywhere close is a huge safety concern for all traffic. I am disturbed with the speed of traffic on Betty Drive now. To have any interchange exits off a Toll Road at the speeds coming off will be a source for many injuries and deaths of the law abiding citizens trying to get home, transport children to and from school after school activities, is asking for many accidents. This toll road will be a huge danger to all who travel on and off.

Please:

Sincerely

Angela Marson

[redacted]

NO Build

NO TEAL

The existing Toll 49 tells the story NOW. Too MANY deaths + INJURIES

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Ardelia & Scott Goff

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Ardelia & Scott Goff

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

Our vote is NO BUILD!!!
The current toll 49 road is not used now. The advertisement heard on the radio is proof of that. There is not any advertisements in the Dallas/Fort Worth or Houston or Austin to use those toll roads because they are being used.

The teal route will take out our lovely custom built home with 5 acres.

Also with the economy the way it is, people can not afford. The average income in this area is not what it is in the larges populated areas.

Travelers from the South can opt to use the Toll 49 that is already built to reach I-20.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Bill Bala

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: BILL BALA

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

ARE YOU PLANNING A TIMELINE TO UPGRADE THE EXISTING RIGHT OF WAY TO THE PROPOSED DIVIDED HIGHWAY CONFIGURATIONS ON DISPLAY AT THIS MTG.? IF SO, Please Publish.

CAN CONCRETE BARRIERS between opposing lanes particularly along the west side of Tyler between 155 & US69 be installed on an interim basis since this area is where the bulk of the head on fatalities have occurred.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Bryan Jacobs

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: BRYAN JACOBS

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

THE TOLL ROUTE AFFECTS MY FAMILY PROPERTY / RESIDENCES. IT CURRENTLY IS ROUTED DIRECTLY ON MY STREET & CONSUMES MY 84 YR. OLD MOTHERS HOUSE, MY NIECE & NEPHEW (3 KIDS) AND MY ~~HOUSE~~ FAMILY & I HOUSE. THE ROUTE DISECTS OVER 20 ACRES PROPERTY. I AM OPPOSED TO THE TOLL ROUTE.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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C. Andrew Miller

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: C. Andrew Miller

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

The routes are miss leading it does not show the access ramps at major highways

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Cameron Williams

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Cameron Williams

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

- I support the segment 6 extension of Toll 49 to benefit existing and future mobility for the region.

- The City of Tyler does have an extension of Grande Boulevard east to FM 848. The potential alignment of this should be ~~considered~~ considered in any of the alignments. ~~If~~ If ~~the~~ Grande extended to intersect w/ old Onard Rd / FM 848 intersection it might parallel the Toll Route

- Also consideration should be given to preserving part of the selected ~~other~~ corridor for other modes such as rail or trails.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Charles Reid

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Charles Reid

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I'd Nailed.

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Craig Schoenberger

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Craig Schoenberger

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

We support basically everything except the original Teal. The Teal w/ the ALT 31 crossing is good.

Prefere

Purple
Yellow
Teal Alternative (ALT 31 Crossing)

NOT - Original Teal Please

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Danny Selvidge

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: DANNY SELVIDGE

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

I AM IN FAVOR OF THE TEAL ROUTE.
TRAFFIC ON HWY 271 ALREADY HAS TO MUCH TRAFFIC FROM LOOP 323 TO HWY 155 & HWY 271. COMENT LOOP 49 IS GOOD DISTANCE FROM LOOP 323 AND THAT SEEMS TO BE A GOOD ROUTE.
PURPLE OR YELLOW ROUTE WOULD CAUSE TO MUCH TRAFFIC ON HWY 271.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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David Post

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: DAVID POST

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

1) ~~1st Choice~~ - NO BUILD!

2) 2nd choice - Renew look at wider routes around town, similar to distance from town as ~~was~~ was done on West side of 49.

3) I have grave concerns about unfair pricing of property taken, and reduced value of remaining property - all uncompensated.

4) Of existing proposals - I favor yellow or purple Routes. They have less impact on Chapel Hill schools.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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George Brigman

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: GEORGE BRIGMAN

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I am opposed to the Teal route. It would effect my property value. It would greatly effect some of my friends and total eliminate the property of others

I would support the PURPLE ROUTE

NO TO TEAL ROUTE

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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James & Christine Edamatsu

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: James & Christine Edamatsu

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025**, to be included in the official record of this public meeting.

COMMENT

We are deeply concerned about the potential impact of the proposed toll road routes on our property (teal route). Our home is not just a structure - it holds personal & generational values.

We urge decision makers to prioritize routes that minimizes displacement of families and preserves communities.

If eminent domain becomes unavoidable, we request transparency, fair compensation, and robust relocation support. We also ask for more community input and regular updates as project progresses.

Please consider the human cost of each proposed route, and make decisions that honor the well-being & health of the people affected. We especially want to raise concerns about noise pollution, traffic, and disruption of community life during the years of construction. ~~that~~ Regardless of the route chosen, all of these factors are a concern for us. We'd like to request a clear communication on the time line and route decisions and make careful consideration of the well fair of all people involved.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Jason Balser

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: JASON BALSER

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

HIGHLY OBJECT TO PROPOSED YELLOW ROUTE. WILL DISRUPT MY ACCESS TO HOME AND INCREASE TRAFFIC. IT WILL ALSO DE-VALUE MY PROPERTY. MY PROPERTY ALSO CONTAINS A LATE BUILT OVER 100 YEARS AGO BY THE BERGFIELD FAMILY. THERE IS OVER A MILE OF HANDBUILT LEVEE AND BRICK RETAINING WALL. ~~THE~~ BOTH ARE BUILT WITH TYLER STREET BRICKS. A STEAM ENGINE PUMP IS ALSO ON THE PROPERTY.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Jerry A. Lewis

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: JERRY A. LEWIS

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address [redacted]

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COMMENT

(1) Build A SAFE Road (FOUR LANE)

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Jim Nipp

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Jim Nipp

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I am from TEAL all the way! I really appreciate the large table-top maps and all of the transparency.

Thank You!

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Joseph Lopez

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Joseph Lopez

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

I realize this is premature but when possible it would be very informative to know where the proposed on/off Ramps would tentatively Be

* the aerial maps was a great visual thanks you for that.

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Judith Smith

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Judith Smith

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I own two properties my home at [redacted] and a 48 acre parcel of land on CR 388.

We are HIGHLY OPPOSED TO THE 49 SEGMENT 6

All 3 proposed routes, especially the Teal Route will affect thousands of people, many that will not get current market values for their properties leaving them with little options to buy another home with current price of housing an interest rates. This affects farm land that has been in families for generations. It will destroy the Chapel Hill community. It will decrease property value, increase taxes and destroy the beautiful countryside that many people call and have called home for years.

WE SUPPORT A NO BUILD. We will fight. We will contact our State Representatives, contact lawyers- whatever we can to stop this from happening

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: JUSTIN JACKSON

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

CLARK FAMILY ARE BURRIED ON OR NEAR THE PINE HAVEN MOBILE HOME PARK ON HIGHWAY 64 VERY CLOSE TO THE YELLOW ROSE. OWNED THE WARISKKLE SURVEY & DIED IN 1882. LEFT IT TO HIS 10 KIDS, 100 ACRES EACH. MY DAD, RHODNEY JACKSON SAW THE HEADSTONES IN 1969. I DISCOVERED THIS DURING FAMILY TREE RESEARCH. I HAVE NO DOCUMENTATION OF THIS OTHER THAN A COPY OF HIS OWNERSHIP FROM THE HISTORKAL SOCIETY & MY DAD'S TESTIMONY. HE IS STILL LIVING.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

MY HOUSE IS 2 LOTS AWAY FROM THE YELLOW ROUTE.

1. WILL MY PROPERTY VALUE BE AFFECTED? IF SO, HOW COULD I BE COMPENSATED IF AT ALL?

2. WHAT ARE THE NOISE LEVELS I'D EXPECT? I CAN HEAR CARS ON 64 FROM INSIDE MY HOUSE AT TIMES AT NIGHT

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Kenneth Cagle

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Kenneth Cagle

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

I have property on 850 and cr 210. all of my property on 850 will be Taken. I will have around 40 acres Land Locked. I will not Be abel To get To it. How will This be Fixed [redacted]

No Toll Road at all.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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Melissa Brigman

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: MELISSA BRIGMAN

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

Our home is one street away from the proposed TEAL ROUTE, I am concerned about the noise, the additional traffic so close to Chapel Hill schools, and the loss of woods and trees.

I am not opposed to Section 6, but I would like to see the teal or yellow route selected.

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Myrna Lewis

Public Scoping Meeting Comment Form

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CONTACT INFORMATION *(please print)*

Name: MYRNA LEWIS

Email: _____ Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

I know it would be helpful with traffic

The teal would come close to school Kissam. That maybe a hazzard —

Noise could be a problem.

Taking out Family Dollars & Convience Store is a important part of our Comunity. We really have nothing else there —

It sure should be 4 lane & much Safer than the other side of town —

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Reba Miller

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CONTACT INFORMATION *(please print)*

Name: Reba Miller

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

Our proper is impacted by the aqua route. One problem the route doesn't show the on/off ramps which takes even more of our property.

This presentation route misrepresents the routes therefore it is hard to trust or believe what is being presented.

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Rebecca Jackson

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Rebecca Jackson

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I have 26 acres. Brick Home, Guest House and 2 Barns. Several out buildings, fenced + cross fence. 3 creeks, 2 of which (one) witch comes together about half way across. 1 creek goes across back fence to heavy trees the bottoms across creek do flood. The back side stays marshy all year.

There are 2-3 Eagles nesting in the bottoms. One landed in my yard and is magnificent. It was an adult bird.

I am too old to start over. I will not give it up. My husband + I worked all our lives to have this property. He passed away w/ cancer in December 2024. I have been keeping it up mowing, cleaning debris etc.

I will not give up this property. It is my legacy. I'm 74+ years old. I have very way too much to move by myself. If I could buy but I don't. I'm not moving. It will not be pretty if you force me to fight.

Becky Jackson

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Page 2

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Rebecca Jackson

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

2nd page!

I vote No Bill - Give it up.

I have major complaints and reasons why you can't have my home.

Again we ~~have~~ have Eagles nestings in bottoms.

+ ~~heavy~~ heavy rain does flood bottoms.

You can find an alternate route

I will join a group to fight this!
Class action Suit

I too old to start over! And I don't have a place to go. I will join a class action suit

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Becky Jackson

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Rex Buie

Public Scoping Meeting Comment Form

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CONTACT INFORMATION *(please print)*

Name: Rex Buie

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

X FEAL Route — Please X

Otherwise won't be used. Loop To Tyler - 7 mile

Also Goes Through and we will Lose 1 Total

Hill Top.

Make Feal Route more usable for all and

possible For All

OR

X No Route X

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Richard Wixom

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CONTACT INFORMATION *(please print)*

Name: Richard Wixom

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

To close to schools. Drop property values. Move further out.

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Ronny Ruyle

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CONTACT INFORMATION *(please print)*

Name: RONNY RUYLE

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

THERE IS NO NEED TO ADD TO THE TRAFFIC PROBLEMS ADDED TO THE SCHOOL TRAFFIC. I COME HOME IN THE AFTERNOONS FROM WORK ARDUND 3:30PM AND HAVE SEEN MANY MANY WRECKS DOWN IN FRONT OF THE SCHOOLS. IT WILL MAKE FOR A DANGEROUS SITUATION.

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Roy R. Reynolds

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CONTACT INFORMATION *(please print)*

Name: Roy R. Reynolds

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

Segment 6 should end in entrance and exit ramps on I-20 between TX 155 and US 271 interchanges. The teal route. This is for good traffic flow as a bypass of Tyler. Truck traffic needs to flow (not stop) until it gets to US 69; similar to the connection to I-20 & Toll 49 west of Tyler.

I am a Civil Engineer, La Tech BSCE 1969. I have done feasibity studies and layouts. I am 78 and retired now.

If you need any answers to questions about railroad alignment, construction, and needs, call me, [redacted]

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Sharla Ward

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CONTACT INFORMATION *(please print)*

Name: Sharla Ward

Email: [redacted] Subscribe to email list? ☐ YES ☒ NO

Address: [redacted]

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COMMENT

We need to get a better understanding of the timeline of this project. We are sort of in limbo on making decisions for our future. Our property maybe on the route of the 49 loop and we are just waiting to hear. And we are aging fast!

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Sherry Wilson

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CONTACT INFORMATION *(please print)*

Name: Sherry Wilson

Email: [redacted] Subscribe to email list? ☐ YES ☑ NO

Address: [redacted]

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COMMENT

The interchange is too close to schools. The water from the toll will flood my homes. I believe we should not have the toll at all. There is no need for it.

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Stephen Ward

Please Read!

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CONTACT INFORMATION *(please print)*

Name: Stephen Ward

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

We need a decision to be Made ASAP. Having meetings after meetings is a waste of time and money!
Also as a farmer I need to know where the road going because I have to fertilize and time and what and where do I plant, Where to I plant my fruit trees and blueberries Blackberries and grapes.

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Stephen Ward

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Teresa Hetrick

Public Scoping Meeting Comment Form

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CONTACT INFORMATION *(please print)*

Name: JERESA Hetrick

Email: _____ Subscribe to email list? ☐ YES ☒ NO

Address: [redacted]

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COMMENT

I Am A Resident of LAKE tyler And would LIKE to better understand the "Alternative" Evaluation Process. 1) what triggers it and when would it be considered? OR Maybe it is the "Alternatives" Eval Process And Just wanted Input.

I Have People AROUND Me that ARE "NO BUILD" Because of How it will effect TRAFFIC on OLD Owens. OR AT LEAST NO TEAL.

Also Know people on the route that might be displaced. Its HARD when you ARE Older.

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Tina Schoenberger

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CONTACT INFORMATION *(please print)*

Name: Tina Schoenberger

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

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COMMENT

I prefer the Purple, Yellow, or Teal Alternate w/ ATT 31 Crossing

* Do not want ~~the~~ orginal teal to be built!

Thank You!

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Tony Rhorer

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CONTACT INFORMATION *(please print)*

Name: Tony Rhorer

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

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COMMENT

Thank you for taking time to educate the public and listen to us. From my perspective the purple route makes the best economic sense for Tyler. It will feed traffic to the central and growing medical district. I don't really see ~~the~~ part of an artery like 49 going "around" Tyler other than through it. Thank you again.

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Twyla Selvidge

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CONTACT INFORMATION *(please print)*

Name: Twyla Selvidge

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

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COMMENT

Due to the growth of Tyler in the past 5-10 yrs → the TEAL route is a NO-Brainer. The original purple route is actually "Out-of-Date b/c of population growth.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Veronica Veach

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Veronica Veach

Email: _____ Subscribe to email list? ☐ YES ☑ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I recently built a semi custom home and have a big metal shop. I would like the teal route since it would avoid my property. I already have to deal with the trash trucks & companies taking trash to the dump - which is 6 days a week and a lot of traffic. I would assume that the yellow route would have a ramp on 2767 for the dump & the jake brakes would defnitly affect the quality of life for me and my neighbors. They throw out a lot of trash daily, so now if that ramp happens, I would have trash not only in my front yard but along the side yard too, since the trash blows with the wind it wouldn't stay on the right of ways !!!

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

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Comment Forms
May 8, 2025

DS

NET RMA

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

49 TOLL

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: DS

Email: _____ Subscribe to email list? ☐ YES ☐ NO

Address: _____

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I support the Alt 271 Tex/
Rex & Toll 49 Segment

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

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SUBMIT COMMENT

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John Ray

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: John Ray

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I appreciate this public forum to learn more about plans for the Toll 49 Segment 6 Project. The information was presented well and the fact sheet was well done. There was discussion of alternate routes, so the public had an opportunity to be informed.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

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IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Kyle McGough

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Kyle McGough

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I Prefer the teal route furthest from Tyler

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

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IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Nathan Saucedo

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Nathan Saucedo

Email: [redacted] Subscribe to email list? ☐ YES ☑ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I, Nathan Saucedo Suggest the teal route option due to the end point on 271. The Yellow Route would directly impact our Current development of 59 New homes. It has been Subdivide and all Civil plan have been Completed. The new development of "Palo Verde" would benefit the best with the teal Route. Land Clearing for the new 59 lot is due to start within the next half year with [redacted] homes Construction starting in the next year. For any question or concerns Call me @ [redacted] or email me @ [redacted]

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

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IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to **Toll49Seg6@gmail.com**	Leave voicemail at 903-284-5332

Email Comments

Opposition to Proposed Toll 49 Teal Route

GM007 - Aaron Purvis <[redacted]> Mon, May 19, 2025 at 4:27 PM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>
Cc: '[redacted]

To Whom it may concern:

I am writing to express my strong opposition to the proposed Toll 49 teal route, which comes alarmingly close to our primary residence—less than 100 feet from our home. This proximity poses an immediate safety concern for my family and threatens the integrity of our property.

We are a licensed agricultural operation, and the proposed route would significantly disrupt the current configuration and functionality of our farm. Beyond the operational impact, the toll road would result in substantial financial loss by devaluing our property and undermining the significant investment we have made in building a million-dollar homestead.

Furthermore, the construction of the toll road so close to our residence would severely diminish the resale value of our property, effectively erasing the vision and dream we worked so hard to achieve.

For these reasons, we are firmly opposed to the teal route option and urge decision-makers to reconsider this alignment.

Aaron Purvis, Home Owner
[redacted]

From: Aaron Purvis [redacted]>
Sent: Monday, May 19, 2025 2:05 PM
To: GM007 - Aaron Purvis <[redacted]>
Subject: [EXTERNAL EMAIL]: Fw: COMMENT PERIOD DEADLINE

CAUTION: This email originated from outside of the organization. Do NOT click links or open attachments unless you recognize the sender and know the content is safe.

Sent from Yahoo Mail for iPhone

Begin forwarded message:

On Monday, May 19, 2025, 1:54 PM, Toll 49 Segment 6 <toll49seg6@gmail.com> wrote:

> As a reminder, **Friday, May 23, 2025**, is the final day to submit comments to be included in the official meeting record for this first round of public meetings. All comments must be postmarked or received by Friday, May 23, 2025.

- Email: toll49seg6@gmail.com
- Online: www.netrma.org/projects/segment-6
- Voicemail: 903-284-5332
- Mail:

Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761

You may view meeting materials by visiting www.netrma.org/projects/segment-6.
Thank you for your time and interest in the Toll 49 Segment 6 project.

Sincerely,

Toll 49 Segment 6 Project Team
On behalf of North East Texas Regional Mobility Authority

This email may contain confidential and privileged material for the sole use of the intended recipient(s). Any review, use, distribution or disclosure by others is strictly prohibited. If you are not the intended recipient (or authorized to receive for the recipient), please contact the sender by reply email and delete all copies of this message.

Toll 49 way.

1 message

Alysia Wilson <[redacted]> Wed, May 21, 2025 at 2:25 PM
To: toll49seg6@gmail.com

No teal
Yes to purple

Alysia

Toll49

1 message

Alysia Wilson <[redacted]> Wed, May 21, 2025 at 3:05 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

No to real
Yes to purple

Get Outlook for iOS

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing, or taking any action in reliance on the contents of this information is strictly prohibited.

Toll 49

1 message

Amanda Bolton <[redacted]> Wed, May 21, 2025 at 2:26 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

No, teal
Yes, purple

Toll49

1 message

Amanda Mills <[redacted]> Wed, May 21, 2025 at 2:24 PM
To: toll49seg6@gmail.com

No teal
Yes purple

Concern and comments

Beau Johnson [redacted] > Thu, May 15, 2025 at 9:02 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>
Cc: Beau Johnson [redacted] >

To whom it concerns,

My name is Beau Johnson. I am a future (4th Generation) property owner of a family farm. The [redacted] which is located on the proposed

Yellow route between FM 2767 and Old Longview Road. This property is owned now by my mother, Mary Jacueline Johnson (Tate). This Farm has been used

For hay production and cattle for years and is currently being used as a tree farm. We raise chickens and have a large family garden each year.

The property has a 2-acre pond that was built by my grandfather in the early 50's. It is spring feed by several springs that run year-round into this pond. Also

On the property is a small family church that me and my wife built for family worship. We have Easter celebrations every year for our families here.

I have concerns of the impact that this road will have on our pond and the natural springs that feed it. The route shows in to be touching and running parallel

to the pond and these springs. I hope your Environmental Impact study will not overlook this impact of this situation. My hope is to have the route moved to

save this treasure from God. Another concern is the drainage from the proposed loop into this pond and the natural springs. What will be done to keep the

drainage away from the pond?

I also have concern of access to our property if the yellow route is chosen . Currently our access is from CR 384. How will we and the other property owners get to the our properties?

If the Enviromental Impact Study team need to see these springs, I am available to show them.

Beau Johnson

Technical Services Manager

Tyler Building Systems, LP

[redacted]

Website: www.tylerbuilding.com



Loop 49 extension

1 message

Beth Edwards <[redacted]> Thu, May 22, 2025 at 2:36 PM
To: Toll49seg6@gmail.com

I oppose the teal route of the loop extension as it would b dangerously close to 2 public schools & a day care, causing traffic congestion, more stops & lights. Also we need to keep our businesses in Chapel Hill, not destroy them. The safety of children & saving businesses should B a priority in the decision

A concerned Citizen

Toll 49 Segment 6 Input

1 message

Blake Buller <[redacted]> Thu, May 22, 2025 at 7:15 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

To Whom It May Concern:

Hello. My name is Blake Buller and my wife, Bethany, and I live at [redacted]. I'm writing with regard to Toll 49 Segment 6. If chosen, the Teal Route would go through the edge of our property, specifically the end of our driveway near FM 850. Thus, I'm writing to express our concern for how we would access our property and home from FM 850, if the Teal Route is the one selected.

Also, the portion of the Teal Route to the south of our driveway would run parallel to our property and be fairly close to our home. Thus, we are also concerned about the proximity of the road to our home and the corresponding road/traffic noise, if this route is chosen.

Please let me know if you need any further information from me regarding this issue. If so, I can be reached at this email address or the telephone number below.

Thank you for your time and consideration of my input.

Respectfully,
Blake Buller
[redacted]

segment 6

1 message

Bobby Bonnett [redacted]> Wed, May 21, 2025 at 8:52 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

NO BUILD.
NOT WANTED.

The proposed segment will NOT benefit this area of Smith County in any way. The west side toll road has provided all the necessary access to the MetroPlex. Segment 6 will only provide Eastside/Eastbound residents an out-of-the-way route at extra cost while displacing landowners and businesses for NO benefit!!

Bobby Bonnett

Brennan McCoy
(attached to Marcie Parker's email)

To Whom It May Concern,
I'm Brennan McCoy a co-owner and steward of our family's 44-acre property located along the proposed Spur 49 Segment 6 route. I'm writing to ask you to reconsider the current proposed alignment and instead choose the teal route, which avoids cutting through and fragmenting our land.
Our property is designated for wildlife management under Texas's wildlife exemption program. Over the years, we've taken care to preserve the land's natural state, fostering a safe habitat for native animals, birds, and plants. This land isn't just acreage to us — it's a living space for wildlife and a part of our family's values.
If the proposed route moves forward as planned, it would divide our property in a way that would make continued conservation nearly impossible. It would destroy decades of care and disrupt sensitive ecosystems.
We understand the teal route may come at a higher cost, but it offers a more responsible option — one that protects both private land and the wildlife Texas works to preserve. We respectfully urge you to protect our land and choose the teal route.
Sincerely,
Brennan McCoy

I would like to express my opposition to the Teal route(s)..

1 message

Brian E <[redacted]> Fri, May 23, 2025 at 3:41 PM
To: Toll49Seg6@gmail.com

I favor either the Yellow or Purple options.

The Yellow and Purple options are lower cost, have higher projected usages and higher favorability scores.

The Yellow and Purple options would provide better usage as well as spend less taxpayer money.

--
Brian Epperson

Told 49

Britt Cagle [redacted] > Fri, May 9, 2025 at 11:46 AM
To: Toll49Seg6@gmail.com

No build in chapel hill. 49 has already taken more lives from freak accidents due to poor construction already. Not worth it.
-Brittnee Cagle

Sent from Yahoo Mail for iPhone

Carolyn Moss

LOOP 49 ROUTE

1 message

Carolyn Moss <[redacted]> Wed, May 21, 2025 at 2:12 PM
To: Toll49seg6@gmail.com

The route is wrong! Please rethink what you are about to DESTROY! Livelihoods of people and danger for children. All for a darn shortcut!
Sent from my iPhone

'No Build' Segment 61 Not Teall No Yellow! Make Toll 49 safe!

2 messages

Christina Allen <[redacted]> Fri, May 23, 2025 at 8:36 PM
To: toll49seg6@gmail.com
Cc: Jeremy Wilson <J[redacted]>, Robert Wilson <[redacted]>, Brian Allen <[redacted]>

To Whom It May Concern:

We are submitting this comment to clearly express our unified position regarding Toll 49:

NO BUILD FOR SEGMENT 6. NO Teal, NO Yellow. PRIORITIZE SAFETY IMPROVEMENTS.

Given the high number of serious incidents on Toll 49-including approximately 23 fatal head-on collisions and at least 37 total fatalities-it is evident that major safety enhancements are urgently needed. Public sentiment, gathered extensively during the 2019 public comment period and ongoing community feedback, strongly favors immediate and comprehensive safety upgrades.

To improve safety, we propose two potential solutions:

1. No-build option for Segment 6:
   - Improve the existing road by installing concrete "jersey" barriers to separate opposing traffic lanes.
   - Expand shoulder widths to a minimum of 12 feet.
   - Resolve known issues contributing to frequent accidents on the west side of Tyler.
   - Restore the road surface profile and enhance drainage to prevent hydroplaning.

OR

2. No-build option for Segment 6:
   - Fully complete the original design for the existing roadway-constructing a four-lane divided highway with a median and jersey barriers.
   - Ensure 12-foot shoulders are provided.
   - Address and correct the specific causes of accidents along the western segment of Toll 49.
   - Restore proper road surface drainage to eliminate hydroplaning risks.

Community support for these safety improvements is well documented:

- The "Terrible Toll 49" Facebook page, advocating for these safety enhancements, has approximately 1,300 followers and longstanding community engagement.
- A 2019 petition, signed by over 450 individuals, specifically opposed outer route options (blue, orange, and pink routes), requested safety upgrades, including jersey barriers. [The outer route options during that comment period were the blue, orange, and pink routes. It is baffling how part of the original pink route was still included in the current "adjusted" teal route. The blue, orange, pink routes were eliminated in 2019.]
- Numerous citizens have publicly expressed their concerns through media outlets about the urgent need for improved safety measures.
- A recent petition explicitly supporting the "no-build" option, opposition to the new outer routes, and demanding immediate safety improvements has gathered 68 signatures and continues to grow.

NETRMA has requested public input, and the community's voice has been clear and consistent. Safety should never be compromised. There is much opposition to the outer routes. 'No Build' option for Segment 6 of Toll 49! Please make our community's safety the top priority and implement the necessary improvements on Toll 49 without further delay.

Thank you for your attention to this critical matter.

Sincerely,
Save Kids From Loop 49, Terrible Toll 49, Keep Loop Off Lake Coalition

'No Build' Segment 6! Not Teal! No Yellow! Make Toll 49 safe!

Christina Allen <[redacted]> Fri, May 23, 2025 at 11:02 PM
To: toll49seg6@gmail.com
Cc: Robert Wilson <[redacted]>, Brian Allen <[redacted]>

I have just checked the 2025 petition. It is up to 83 signees. Please see attached.

Christina Allen
Phone. [redacted]
Email. [redacted]

[Quoted text hidden]

2 attachments



Petition as of May_23_2025 .png
653K

2025 Petition as of May 23 2025.pdf
1029K

ipetitions
YOUR VOICE COUNTS

Terrible Toll 49, Save Kids From Loop, KLOL Coalition Logout

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

83 people have signed this petition. Add your name now!

Terrible Toll 49, Save Kids From Loop, KLOL Coalition 50 Comments



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

How to make it safe? Here are our asks:

(1) 'No-build' option for Segment 6! Fix what is already built by adding concrete "jersey" barriers between opposing lanes, expand shoulder width to at least 12 ft, resolve problems causing so many accidents on 49 along the west side of Tyler, restore road surface profile drainage (to eliminate hydroplaning)

OR

(2) 'No-build' option for Segment 6! Complete the original design for what is already built and no build segment 6, a 4 lane divided highway with median and jersey barriers, 12 ft. shoulders, resolve what's causing accidents along west side segment of 49, and restore the road surface profile for adequate drainage (to eliminate hydroplaning)**

Share for Success

Share on Facebook | Share on Twitter | Share in Messenger

SIGN THIS PETITION

83 people have signed. Add your voice!

9%

Renee Grenda signed 11 hours ago

Tambra Hobbs signed 11 hours ago

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

Not Terrible Toll 49, Save Kids From Loop, KLOL? Click here to logout

Visit your dashboard to track your petitions and other activities.

Comments

Show my name in the online signature list

Keep me informed on this and similar petitions

SIGN PETITION

Have a cause?



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
83	Pamela Carroll	-	May 24, 2025, 3:46 AM	
82	Brett Langenbau	Do not extend this poorly designed and built dangerous road. I avoid the existing toll road because of the unusually high number of accidents and deaths.	May 24, 2025, 2:43 AM	
81	Crystal Burton	Existing toll road isn't safe. Ridiculous to okay to drive down a 2 lane highway. Tollroads need to be 4 lanes. They would be alot safer. Fix current part of 49 and don't extend.	May 24, 2025, 12:30 AM	
80	Kirk Bynum	-	May 23, 2025, 11:26 PM	
79	Tiffany	-	May 23, 2025, 9:35 PM	
78	Tammy Humes	Take care of yourself safety problems on the existing toll road first!	May 23, 2025, 9:02 PM	
77	Christine Curran	-	May 23, 2025, 8:57 PM	
76	Les heard	No build	May 23, 2025, 8:45 PM	
75	David Hoehler	-	May 23, 2025, 7:31 PM	
74	Bob Bond	Sacrifice of peoples ' homes cannot be justified based on the limited travel on current 49.	May 23, 2025, 7:08 PM	

1 2 3 4 5 ... 8 9 next →

Signature History

35

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

Manage Petition | Download Signatures | More | Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! N



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
73	Save Kids From Loop 49	-	May 23, 2025, 5:13 PM	
72	David hobbs	No, build, save kids lives	May 23, 2025, 4:22 PM	
71	Tambra Hobbs	No Build for the Teal loop. Not safe for this to be drop ping in front of our schools.	May 23, 2025, 4:15 PM	
70	Renee Grenda	-	May 23, 2025, 4:03 PM	
69	Peggy Edmunds	-	May 23, 2025, 3:37 PM	
68	Jacque Kiehne	-	May 23, 2025, 2:04 PM	
67	Jessica Luke	-	May 23, 2025, 6:49 AM	
66	Miranda Potter	-	May 23, 2025, 5:16 AM	
65	Ashley Thron	Please fix this road.	May 23, 2025, 4:27 AM	
64	Mike Reyes	For my son who was killed on this road 3 years ago.	May 23, 2025, 4:19 AM	

← prev | 1 | 2 | 3 | 4 | 5 | ... | 8 | 9 | next →

ipetitions
YOUR VOICE COUNTS

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

Manage Petition | Download Signatures | More | Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! N



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
63	Rose APPLEGATE	This is so important!	May 23, 2025, 4:06 AM	
62	Michelle Hamilton	-	May 23, 2025, 3:07 AM	
61	Michele Watkins	-	May 23, 2025, 2:47 AM	
60	Kirsten Hoehler	My husband lost his life on this road and mine has never been the same	May 23, 2025, 2:47 AM	
59	Betty Boyce	My friend Taylor Reyes lost his life on this road. Thank you for putting safety first.	May 23, 2025, 2:34 AM	
58	Morgan Sievert	-	May 23, 2025, 2:32 AM	
57	Austin Thron	RIP Taylor!!	May 23, 2025, 2:22 AM	
56	Shabronda Peal	Make this road safer!!	May 23, 2025, 2:21 AM	
55	Tina Cordero	-	May 23, 2025, 2:16 AM	
54	Anthony Hoehler	Lost my Brother in Law on this road, get it fixed so others don't have to suffer!	May 23, 2025, 2:13 AM	

← prev | 1 | 2 | 3 | 4 | 5 | ... | 8 | 9 | next →

Signature History

35

ipetitions
YOUR VOICE COUNTS

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

Manage Petition | Download Signatures | More

Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! N



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
53	Kathy Culpepper	-	May 23, 2025, 2:07 AM	
52	Misty Edington	Taylor was an amazing human and family and deserves to s till be with us	May 23, 2025, 2:07 AM	
51	Kathy Reyes	Please make this road safer with barriers down the middle	May 23, 2025, 1:55 AM	
50	Sharon Price	No Build for Segment 6	May 22, 2025, 9:31 PM	
49	Roxey Lowry	-	May 20, 2025, 2:03 PM	
48	Mark Lowry	No teal route. To close to schools	May 20, 2025, 2:02 PM	
47	Andrea Heard	No build is my option	May 19, 2025, 6:20 PM	
46	Christina Allen	-	May 18, 2025, 8:14 AM	

			8:14 AM	
45	Robert L Wilson	The proposed Teal route drops near Kissam Elementary School, the largest elementary school in the Chapel School System and across from Cuddlebugs Day care of approx 80 toddlers. The adjusted Teal route is not the original Teal route and NETRMA has falsly claimed Teal is the old Teal route. This is disingenous,as is NETRMA's attempt to gain public support by hosting a Longview scoping meeting for Segment 6, in the hopes Longview people will see the 1st route they encounter and choose that one. ThAdjusted Teal is a combination of the originally Teal and Pink routes which had much more adverse public support. The board also deviously refuses to address our concers about using inconsistent methodology to complete the feasibility study. NETRMA appears to not be concerned about safety as Toll49 has been cited by officials as the most dangerous road in Smith County, yet NETRMA wants a road nearby the school and where many kids walk to /from school. In addition, this road corsses more bridges thant he other routes and thsi road is very near the Lake Tyler path that was dropped due to environmental concerns. This route is very near that route and has the same emvironment al issues as the Lake Tyler route that was eliminated. I think there should be a NO Build as NETRMA needs to fix all safety concerns on the existing road before contemplating any expansion. Full stop. No Build, No Teal	May 15, 2025, 3:47 AM	
44	Mary Harris	-	May 13, 2025, 2:57 PM	



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
43	Sheila Campbell	No build! The existing roadway needs to be made safe first!	May 10, 2025, 7:36 PM	
42	Sherry Wilson	No Build, No Teal, No toll	May 9, 2025, 11:00 PM	
41	Martha Tatum	-	May 9, 2025, 7:04 PM	
40	Brittnee Cagle-White	No build	May 9, 2025, 4:44 PM	
39	Mark Rowden Flynn	Toll 49, fix this Chinese death trap before you expand it.	May 9, 2025, 4:41 PM	
38	Terry Wall	All of the proposed options for connecting with I-20 have drivers driving farther East before connecting with I-20. Given that most drivers from our area that connect with I-20 are going West to Dallas, it makes NO SENSE to force drivers to drive many miles to the East out of their way to connect with I-20!	May 9, 2025, 5:31 AM	
37	Chad McNeil	-	May 9, 2025, 2:10 AM	
36	Sherry Fuller	NO BUILD	May 9, 2025, 1:33 AM	
35	Jo	I do not travel on Loop 49 due to the number of accidents that occur on this route. The existing segments need to be made safe before spending money on new segments.	May 8, 2025, 6:14 PM	
34	Morgan Taylor	-	May 8, 2025, 6:13 PM	

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Signature History



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

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#	Name	Comments	Created On	Actions
33	Laverna Walton	-	May 8, 2025, 6:11 PM	
32	William Cooper	-	May 8, 2025, 6:10 PM	
31	Brett Wells	-	May 8, 2025, 5:16 PM	
30	Robert T Lane	-	May 8, 2025, 4:48 PM	
29	Brian Flens	-	May 8, 2025, 4:08 PM	
28	David K Niles	-	May 8, 2025, 4:06 PM	
27	Marion Miller	Absolutely no consideration for using teal route. That this route is even being considered is totally egregious!!!	May 8, 2025, 4:04 PM	
26	Ronald Wall	This segment 6 project is unnecessary and the money would be better spent on addressing deferred maintenance and improving overall existing roadways in this area.	May 8, 2025, 12:13 PM	
25	Jeanne Holloway	-	May 8, 2025, 3:31 AM	
24	Kelly Kilpatrick	The TEAL route will be only about 150' from my property. Unacceptable! Not to mention that we don't need this extension at all!	May 8, 2025, 12:23 AM	

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Signature History

Select Petition: 'NO-BUILD' SEGMENT 6! N



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
23	Marilynn McKinley	Unnecessary expanse and dangerous travel method. Two-lane tolls are killers.	May 7, 2025, 10:14 PM	
22	Kelly Reif	NO BUILD - Toll 49 - Segment Six! Our town doesn't need it, our neighborhood doesn't need it. Make Toll 49 safe! Don't continue to build more segments.	May 7, 2025, 7:23 PM	
21	Bobby Bonnett	No Build! Not needed and not wanted!	May 7, 2025, 5:18 PM	
20	Clinton D Pruitt	Fix the original correctly and safely. Make it a 4 lane and quit robbing us for substandard road.	May 7, 2025, 2:36 PM	
19	Tammy Tinsley	No Build I do not feel the toll road is in the right place for our community, needs more thought. Growth for us in Chapel Hill will be greatly impacted. No Build please	May 7, 2025, 1:10 PM	
18	Gary Moore	NO BUILD	May 7, 2025, 11:53 AM	
17	Linda Meeks	-	May 7, 2025, 3:33 AM	
16	Christine Hicks	NO BUILD 6 TollRoad 49 NO TEAL NO YELLOW MAKE IT SAFE	May 7, 2025, 1:24 AM	
15	Traci West	Keep our kids safe!!!	May 7, 2025, 1:03 AM	
14	Kate Welchly	-	May 7, 2025, 12:39 AM	

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Signature History



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
13	Jana Wilkerson	The toll road has been endangering wildlife from when it started to where it might end. I am also concerned about the safety of our children and our homes.	May 7, 2025, 12:25 AM	
12	Michael Meeks	I support the "No-Build for Segment 6. How many lives need to be lost until it's corrected!! How many is to many!	May 7, 2025, 12:11 AM	
11	Lana Herriman	Keep loop off lake	May 6, 2025, 10:54 PM	
10	Kevin Herriman	I support the "No-build' option for Segment 6. I support completing the original design for what is already built, designing a 4 lane divided highway with median and jersey barriers, 12 ft. shoulders, resolve what's causing accidents along west side segment of 49, and restore the road surface profile for adequate drainage to eliminate hydroplaning risks.	May 6, 2025, 10:48 PM	
9	Brieannah Cagle	No more	May 6, 2025, 10:26 PM	
8	Maria Cagle	No more no set 6	May 6, 2025, 10:24 PM	
7	Whitney Cleveland	No Build, No Teal, No Yellow	May 6, 2025, 9:56 PM	
6	Jeremy Wilson	No Build No Teal NET RMA board members are complicit in continuing this unwanted dangerous toll road. Double taxation. How can they be proud of that?	May 6, 2025, 9:50 PM	
5	Patrick Burton	No build.	May 6, 2025, 9:49 PM	
4	Charlotte Jeanine Ruyle	-	May 6, 2025, 9:00 PM	

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Signature History

ipetitions
YOUR VOICE COUNTS

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

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'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 83 (goal: 1000)
Signatures in last 24 hours: 18

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
3	Don Noland	A true toll road should be at least 2 lanes in each direction a nd a solid barrier between opposing lanes. Stay away from school zones and look for much less invasive areas to build with less impact to established neighborhoods.	May 6, 2025, 8:41 PM	
2	James Gardner	-	May 6, 2025, 6:45 PM	
1	Madeline Tucke r	-	May 6, 2025, 6:38 PM	

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Signature History

Comment on Toll 49 Segment 6

1 message

Christina Allen < [redacted] Fri, May 23, 2025 at 11:32 PM
To: toll49seg6@gmail.com

To Whom It May Concern,

Yes to the 'No build' Toll 49 Segment 6 option.
No to the outer routes. Make Toll 49 safe. The funds to build segment 6 should instead be used to make the existing Toll 49 road safe.

To improve safety, here are two options:

1. **No-build option for Segment 6:**

- **Improve the existing road by installing concrete "jersey" barriers to separate opposing traffic lanes.**
- **Expand shoulder widths to a minimum of 12 feet.**
- **Resolve known issues contributing to frequent accidents on the west side of Tyler.**
- **Restore the road surface profile and enhance drainage to prevent hydroplaning.**

OR

2. **No-build option for Segment 6:**

- **Fully complete the original design for the existing roadway—constructing a four-lane divided highway with a median and jersey barriers.**
- **Ensure 12-foot shoulders are provided.**
- **Address and correct the specific causes of accidents along the western segment of Toll 49.**
- **Restore proper road surface drainage to eliminate hydroplaning risks.**

Thank you,

Christina Allen

Toll 49

1 message

used <[redacted] Fri, May 23, 2025 at 10:11 AM
To: toll49seg6@gmail.com

To whom it may concern:
I am praying you will NOT GO WITH THE TEAL ROUTE for TOLL 49 SEG 6. Using this route is dangerous for our children, whose schools are right next to the route. It will pollute the air and environment for children and all of us in this area. It's not going to help traffic in places it really needs. Tyler is so congested as it is… try moving the Toll 49 to an area that will truly help TYLERS TRAFFIC. Please take heed from all of us that live in NEW CHAPEL HILL. Especially for our children!!! Thank You!

Christine Hicks
[redacted]

Sent from AT&T Yahoo Mail for iPhone

No build

1 message

CLINT & JO PRUITT [redacted] Wed, May 7, 2025 at 9:42 AM
To: Toll49Seg6@gmail.com

Fix current road as 4 lane as originally proposed. Quit wasting our money and lives there is no need for another death trap road. For what you charge loop 49 should be a 4 lane concrete road, not another oil top 2 lane.
Clinton D Pruitt
Sent from Clint's iPhone

Tool 49 segment 6

1 message

Clinton D Pruitt [redacted] > Fri, May 9, 2025 at 9:12 PM
Reply-To: Clinton D Pruitt [redacted]>
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

No Build because the original toll 49 on west side is a death trap. Is was build substandard two lane black top. It needs to be a 4 lane divided Hwy as originally proposed. I would not trust you with my family on anything you build. There is no excuse for a 2 lane Toll road in todays traffic, must less by the time you get around to trying to build in another 20 to 30 years. Do Not Build This Road.
No Build, No Build, No Build,
Clinton D Pruitt

Support for Toll 46 Segment 6

1 message

Harold Doty <[redacted]> Thu, May 8, 2025 at 10:30 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

I strongly support this project and the 3 alternative options. I have a preference for the Teal alternative, but any of them is better than none of them!

D. Harold Doty
[redacted]

Toll 49 public comments

1 message

David Epperson <[redacted]> Fri, May 23, 2025 at 1:56 PM
To: Toll49Seg6@gmail.com

Thank you for holding the public hearings on May 6 and May 8 and for making personnel available to hear our concerns.

I would like to express my opposition to the Teal route, especially the "Alt 31 Crossing" for the Teal route. This alternate route, in particular, would not have sufficient room for an exit to both Hwy 31 and to FM 850, which would be inconvenient to anyone who lived along FM 850. The "Alt 31 Crossing" Teal route would also displace more property owners, as well as split more tracts, including my own.

As I review the materials from the previous feasibility study (2018-19), I would also highlight the fact that the Teal route came in a distant third place when compared to the Purple or Yellow routes. The Teal route's estimated traffic counts are lower, and the Teal route's estimated total costs are more than $60 million higher than either the Purple or Yellow options.

In fact, the Teal route's score was only a tiny bit higher than the #4 option, the Gray route.

It is for these reasons that I would urge you to discard the Teal route in favor of the much more economically favorable Purple or Yellow routes.

Best regards,

David Epperson

[redacted]

[redacted]

Opposition to Proposed Teal segment 6 / Community and Safety Concerns

2 messages

Dave <[redacted]> Thu, May 22, 2025 at 9:42 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

To Whom It May Concern,

I am writing to voice my strong opposition to the proposed toll road near our neighborhood. While infrastructure improvements are important, this project poses serious risks to the safety, health, and well-being of our community—particularly to some of its most vulnerable members.

1. Traffic Noise Impacts:
The addition of a toll road will significantly increase traffic volume, bringing with it elevated noise levels that will disrupt the quality of life for nearby residents. Prolonged exposure to traffic noise has been linked to negative health effects including increased stress, sleep disturbances, and even cardiovascular issues. Our neighborhood, composed largely of older homes with thinner insulation, is especially susceptible to such disturbances. My grandson with autism lives on Betty drive and this causes me a great amount of stress.

2. Increased Traffic Near Schools:
The proposed toll road would divert or increase traffic flow through areas adjacent to three local schools. This surge in vehicle volume would pose a serious danger to children walking or biking to school, raise the likelihood of traffic-related accidents, and reduce air quality in zones where young lungs are especially vulnerable. School zones should be protected, not surrounded by congestion. This congestion will also make it unsafe for the high-school age drivers and the elderly that live in these older houses.

3. Displacement and Risk to the Elderly:
Our neighborhood includes a significant population of elderly residents, many of whom have lived here for decades. The construction of a toll road may result in displacement through eminent domain or rising property taxes driven by increased land value. Even those who remain will face greater challenges, such as:

Increased traffic making it more hazardous for elderly drivers to navigate local roads.

Reduced access to critical services due to rerouted roads or construction blockages.

Mental and emotional stress from major changes to a once-quiet, familiar environment.

4. Decreased Safety and Mobility for Seniors:
The elderly already face increased risks behind the wheel. Higher traffic volumes and altered road patterns compound these risks. Many seniors rely on routine, predictable routes for errands, medical appointments, and social visits. Introducing a fast-moving toll road disrupts this sense of safety and may isolate those who are less confident navigating changing traffic conditions.

In light of these concerns, I urge decision-makers to reconsider the current toll road plan and pursue alternatives that improve transportation without endangering our schools, displacing longtime residents, or putting undue strain on elderly community members.

Thank you for your attention to this matter.

Sincerely,
David Scarbrough
[redacted]

Dave <[redacted]> Mon, May 26, 2025 at 12:42 PM
To: toll49seg6@gmail.com

I realize this message is after the cut off date, but I meant to include this statement with my earlier comment and forgot to.

Almost all the people on the teal route like Betty drive or the areas the teal route will go through have been there for more years than your planned route has existed.

Those on pink or yellow route are younger and do not have near the longevity in those houses, and either the builder or buyer could have known of the possibility of loop 49 going through there as opposed to when those around the teal route bought their homes, there was no plans at all for them to way out whether or not to buy.

If possible, please add this comment to my earlier message copied below.
[Quoted text hidden]

Toll 49 extension 6

1 message

Dawn Morley <[redacted]> Wed, May 21, 2025 at 10:00 PM
To: Toll49seg6@gmail.com

I don't want the adjusted teal route as it's to close to the schools
Also I shop at Family Dollar daily
The gas station next to the Family Dollar that has a Whataburger accepts Walmart plus for discounts on gas

I don't want Toll 49 extension 6 built at all because people could lose their homes and we could lose businesses in the area and that's not right at all.

oppose teal line in segment 6 thru chapel Hill

1 message

jmt <[redacted]> Fri, May 23, 2025 at 1:01 PM
To: toll49seg6@gmail.com

I oppose teal line in segment 6 thru chapel Hill .
the others are ok.
Delayne Renaud

Segment 6 - Routes

1 message

Eddie Updi [redacted]> Tue, May 6, 2025 at 8:00 PM
Reply-To: Eddie Updik [redacted] >
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

After attending the in-person meeting at the Tyler Rose Garden Center on May 6th, 2025, please accept the below comments.

1. The presentation, story boards, maps, etc were very helpful and well done.
2. Both NETRMA and Lochner were very well represented and assisted with many questions.
3. The teal route makes the most sense for a few reasons:
   a.) It is the farthest from Loop 323 keeping traffic off Loop 323
   b.) By being further East it provides better access and time for traffic traveling West towards Tyler. This greatly impacts the time it would take someone to get from 31 or 64 to South Tyler and US 69, SH 155.
   c.) The inverse is also the same providing a better route going to the East towards Longview, Kilgore, Henderson, Overton, etc.
4. The teal route would give more space for Tyler growth as it moves to the East.
5. It appears as if it would impact fewer residents, this I am not positive of, but looked like it on the large maps.

We would be impacted by the yellow route. Which like the purple route doesn't move traffic far enough from Loop 323. There are some bald eagles that frequent our pond and our neighbors pond for hunting and fishing.

So, in conclusion the teal route is in our opinion the best route. In reality we wished it were another 2 miles East of the teal route to just gather traffic further from Loop323.

Best regards,
Eddie Updike
[redacted]

Yahoo Mail: Search, Organize, Conquer

Segment 6 Yellow Option

Edwin Portier <[redacted]> Tue, May 20, 2025 at 5:19 PM
To: toll49seg6@gmail.com

I own property as RLP Properties and I am in favor of this segment option
Thank you
Edwin Portier

Sent from my iPhone

Toll 49 extension

1 message

Efrayim Levenson <[redacted]> Sun, May 11, 2025 at 3:02 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Hello. I read about the proposed extension of Toll 49 today. If the City of Tyler did something constructive - coordinating traffic lights - this wouldn't be an issue.

Efrayim Levenson

Teal sec vs yellow or purple routes of 49 Toll

1 message

Elizabeth Chryst [redacted]> Tue, May 13, 2025 at 9:39 PM
To: toll49seg6@gmail.com

Dear Sir or Madam,

I'd like to understand the odds of the new 49 toll extension being proposed including one of the following route sections: (see image below)

Teal
Yellow
Purple

Will the extension positively include one of those three (3) route options for the proposed extension?

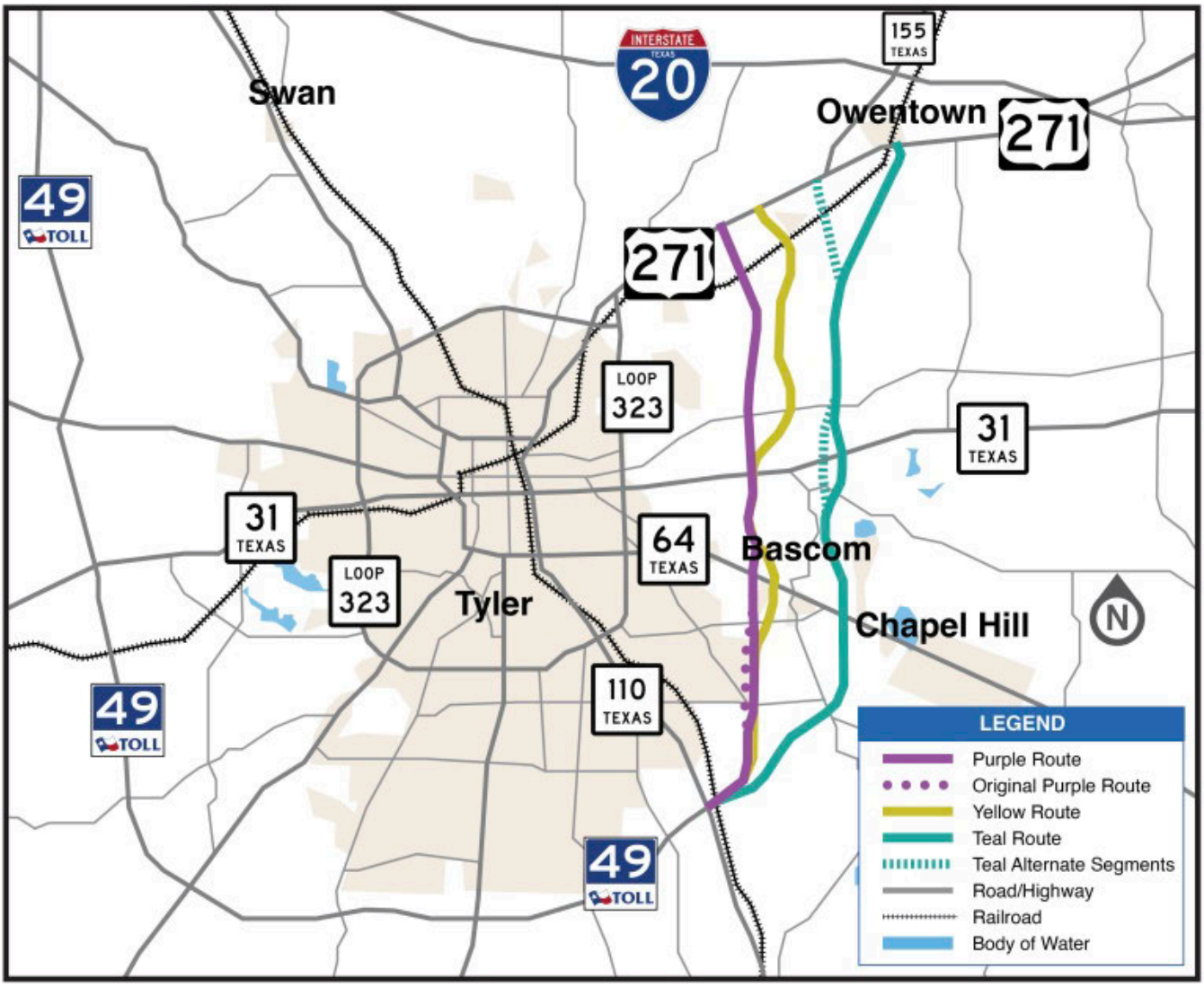
Is one of the three options more favorable than the other two? Any information you can give me would be greatly appreciated.

Thank you in advance,
Blessings,
Elizabeth Chryst



Image 5-13-25 at 9.22 PM.jpeg
164K

Study Route Options



Move Teal route away from kids

Elizabeth Chryst <[redacted]> Tue, May 20, 2025 at 8:46 PM
To: toll49seg6@gmail.com

Rhode Island has one of the highest childhood asthma rates in the nation—an alarming 11 percent. In Providence alone, 24 schools are located within 1,000 feet of major roads, including three schools dedicated to students with special needs.

Now, the construction of the **Teal route of Toll Road 49** is set to proceed less than 800 feet from three schools or daycare facilities where **hundreds of children** attend daily. This presents a serious and preventable public health risk.

Vehicle emissions are a leading cause of air pollution and are particularly dangerous near roadways. These emissions release harmful pollutants, including:

- **Particulate matter (PM2.5)**: tiny particles like soot that penetrate deep into the lungs.
- **Volatile organic compounds (VOCs)**: many of which are carcinogenic and contribute to ground-level ozone.
- **Carbon monoxide and sulfur dioxide**: both of which are hazardous to respiratory health.

Exposure to these pollutants is strongly linked to **stunted lung development, aggravated asthma symptoms, increased risks of heart disease and cancer**, and even **learning disabilities** in children.

Children are especially vulnerable: they breathe faster than adults and spend more time outdoors. Their lungs are still developing, making them more susceptible to the effects of pollution.

Given this, we urge you to **reconsider the current path of the Teal route**. The **Purple route**, which intersects with Highway 64, presents a safer and more community-friendly alternative. It would reduce direct exposure of schoolchildren to harmful emissions while still meeting infrastructure goals.

Protecting the health of Smith County's children must be our top priority. Rerouting the toll road is not only a reasonable adjustment—it's a necessary one for the well-being of our most vulnerable residents.

letter

1 message

Elizabeth Chryst <[redacted]> Fri, May 23, 2025 at 9:57 PM
To: toll49seg6@gmail.com

Now, the construction of the Teal route of Toll Road 49 is set to proceed less than 800 feet from three schools or daycare facilities—locations where hundreds of children learn and play each day. This proximity to a major roadway poses a serious and entirely preventable public health risk.

Vehicle emissions are a major contributor to air pollution, especially near heavily trafficked roads. These emissions contain a dangerous mix of pollutants, including:

- **Particulate matter (PM2.5):** tiny particles, like soot, that can penetrate deep into the lungs and bloodstream.
- **Volatile organic compounds (VOCs):** many are carcinogenic and contribute to harmful ground-level ozone.
- **Carbon monoxide and sulfur dioxide:** both are known to harm respiratory and cardiovascular health.

Exposure to these pollutants is strongly associated with **stunted lung development, worsened asthma symptoms, higher risks of heart disease and cancer, and learning disabilities in children.**

Children are particularly vulnerable. They breathe faster than adults, spend more time outdoors, and have developing lungs, which makes them more susceptible to long-term damage from air pollution.

Given these serious concerns, we urge you to reconsider the proposed Teal route. The **Purple route**, which intersects with Highway 64, provides a safer, more community-conscious alternative. It would significantly reduce children's exposure to harmful emissions while still achieving the transportation objectives.

The health and safety of Smith County's children must come first. Rerouting Toll Road 49 is not just a reasonable option—it is a critical decision for protecting public health and the future of our community.

New section

1 message

Fred Carl <[redacted]> Wed, May 21, 2025 at 6:04 PM
To: toll49seg6@gmail.com

I have followed the building of the highway since it was a single U shaped idea on the Chamber of Commerce annual report. That's a long time. We originally were going to have a multiple lane divided highway.
The project went through rigorous public discussion and finally was approved. Due to financial constraints, instead of a loop system that Athens has, it became a toll system.
The segment building plan was limited by TxDot funding and local contributions.
Fast forward decades to the piecemeal system we have now. The several lane alterations cause bottlenecks and can catch an unfamiliar driver in a bad situation.
In conclusion— finish the existing segments to original design before another foot of construction on another piecemeal project.

Fred Carl
[redacted]
Cell [redacted]

Toll 49 Around Tyler

1 message

Frieda Jetter [redacted] Mon, May 12, 2025 at 11:44 AM
To: toll49seg6@gmail.com

Toll 49 Project:

This is so needed for Tyler. To get to Longview, Gladewater, or Gilmer, north or east, there is so much traffic and so dangerous. Tyler has not planned for its growth with sufficient traffic movement. Please continue with the tollway project as soon as possible.

Thank you.

Frieda Jetter

Sent from my iPad

Re: toll 49

1 message

FS 1502 <[redacted]> Fri, May 23, 2025 at 1:18 PM
To: toll49seg6@gmail.com

I am writing as a concerned grandfather of two children who attend schools within Chapel Hill ISD. My oldest grandson is set to begin attending Kissam Intermediate School next year. As such, I feel compelled to express my deep concern regarding the proposed TEAL route of Toll Road 49, specifically its intersection with Highway 64 near the Kissam school zone.

As you are undoubtedly aware, a substantial body of research has demonstrated the harmful effects of noise and air pollution on children who attend schools located near major highways. These environmental hazards are linked to a variety of negative outcomes, including respiratory issues, reduced cognitive performance, and hindered academic achievement. The potential consequences of placing a high-traffic toll road near Kissam Intermediate School are, therefore, troubling.

In light of these risks, I respectfully urge you to consider revising the TEAL route in favor of either the Yellow or Purple alternative routes as it crosses Highway 64. These alternatives have already been evaluated and deemed feasible, and they would significantly reduce the environmental impact on students and staff at Kissam Intermediate.

A minor adjustment to the TEAL route could offer a substantial benefit to the health, safety, and educational experience of the children in our community. I trust that you will prioritize their well-being and the long-term integrity of our schools as this project moves forward.

Thank you for your attention to this matter and your commitment to protecting the future of our children.

Sent from my iPhone

Segment 6 of Loop 49 Proposed Routes

1 message

bob fende [redacted] Wed, May 14, 2025 at 10:46 AM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>, bob fender [redacted]

Dear Sirs,

My name is Harris R Fender, Jr. Address [redacted] I am not employed by, nor do business with TxDOT. I will have no financial benefit from the project, whether or not it is built.
Emai [redacted]

I am a lifelong resident of Tyler and a thirty year resident of the Chapel Hill area near the proposed route 6 segment. Thank you for seeking public input. Completion of Segment 6 is critical to the infrastructure needs of the general metropolitan area as well as the city of Tyler.

In 2020, I attended all Loop 49 public sessions and studied the route options. It was my impression that the purple route was favored by NETRMA and a majority of the public comments, the reasoning being it was the most direct, the straightest, and most likely, the least expensive option. It also minimized the number of property owners impacted by comparison to other options. I believe the same is true today.

No one can objectively argue against the need for the extension, unless one's home or property is impacted by one of the routes. Property owners were informally "put on notice" in 2020, and they have had over five years to consider options for the future possibility of Loop 49. Any route selected will have it's detractors, but the number of such critics will be lessened by the shortest route, i.e., the Purple Route.

I remain in support and rapid construction of the Segment 6 Extension (no matter which of the three routes are ultimately selected) and its future positive impact on our collective infrastructure needs.... H R Fender, Jr.

Toll 49 extension 6

1 message

Jack Thompson <[redacted]> Tue, May 13, 2025 at 4:14 PM
To: toll49seg6@gmail.com

Gentlemen
My wife and I make frequent trips to Longview from Tyler. We just want the road finished. Would prefer it would go directly to I-20 but will take teal to 271 if that is our only choice. We also make trips to Aledo and Abilene so we have been using toll 49 since its inception. Just get done !!!
Jack & Bettie Thompson
[redacted]

Sent from my iPhone

Regarding the teal extension

1 message

vgermeroth <[redacted]> Fri, May 23, 2025 at 6:54 PM
To: toll49seg6@gmail.com
Cc: [redacted]

Hello,

We regrettably were unable to attend the recent public meeting regarding the Toll 49 Segment 6 plan. We wish to express our support for the teal option, as indicated on the attached map. The teal option serves the greatest number of currently disadvantaged citizens and others east of the greater Tyler area. In addition, the teal option best meets the needs of future population growth. It seems logical that NetRMA will gain the greatest ROI with the easternmost option due to serving a greater number of citizens and travelers, including UT Tyler students, staff, and guests; visitors to Lake Tyler recreation areas; and other tourist areas. Another benefit is increased access for rapid commercial and emergency traffic to and from eastern Smith County.

The other two options provide little to no benefit for the eastern areas. The nearby Loop 323, Hwy 31, Hwy 64, and southside east/west routes. For example, Grande and Shiloh, which we use often because the current Toll 49 access is indirect being further south and therefore only beneficial if we are going to west Tyler. This is true for us and those further east, and thereby results in lost revenue for NetRMA. The teal route with access off Old Omen Rd is ideal for all of us to the east. We would use that new tollway access frequently.

Precisely, the teal option makes the most sense for optimal connectivity, usage, and ROI for we easterners and NetRMA.

Thank you for your consideration.

Best regards,

Jack and Vanessa Germeroth
[redacted]Jack
[redacted]Vanessa
[redacted]

NETRMA-Toll-49-Seg-6-detailed-map-with-CR-labels_24_051425-1.pdf
7045K

Toll 49 Section 6

1 message

Jack Thompson [redacted] > Wed, May 21, 2025 at 8:31 AM
To: toll49seg6@gmail.com

Just build it you guys take way too long. Just get it done !!

Sent from my iPhone

New toll roads

1 message

Tammie Stewr [redacted] Tue, May 6, 2025 at 5:55 PM
To: Toll49Seg6@gmail.com

We are HIGHLY AGAINST the new Toll section 6 in any way, shape or direction.
Jeff and Tammie Stewart

Sent from Yahoo Mail for iPhone

Toll 49

Jenny McCoy [redacted]> Tue, May 20, 2025 at 10:32 AM
To: toll49seg6@gmail.com

I am against any extension of toll 49 as there have been too many fatalities on existing toll 49 & that segment alone should have been 4 lanes when built. We don't need extension of the existing problems. I'm in the purple part of your proposal & I surely don't want to lose property for more accidents & deaths caused by an unnecessary toll road. It's not that far for college students to get on I-20 going another route. I'm 79 & have lived in Tyler my entire life & yes, I've seen lots of changes but Toll 49 in my opinion has been the worst project for our area Texas has done yet.
I vote NO to any addition to toll 49.

Sent from Jenny Sue McCoy's iPhone

Loop 49

1 message

Ables,Jeremy D <[redacted]> Tue, May 20, 2025 at 10:29 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Nancy Ledbetter & Associates:

My property is located in the yellow zone off of CR 2767.

This property is commonly used for Boy scout training, camping and hiking.

Several years back we built a 10 acre pond that is a common hunting ground for Bald Eagles and occasionally Endangered Wood Storks.

I hope this will be considered as you try to make your final decision for Loop 49.

Thanks,

Jeremy D. Ables, CFP®

Financial Advisor



[redacted]

Bus. [redacted]

[redacted]

Edward Jones

Jeremy Ables
Financial Advisor
Edward Jones
[redacted]
www.edwardjones.com

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Toll 49 Segment 6

1 message

Jeremy Wilson <[redacted] Fri, May 23, 2025 at 5:28 PM
To: Toll49Seg6@gmail.com

Since It has become glaringly clear, via the feasibility study, of the deceit portrayed on the citizens of East Texas, I am adamantly against the Adjusted Teal route of the Toll49 Segment 6 project. This Toll road has been designed and built in a very dangerous way. Toll 49 has quickly become one of the deadliest toll roads in Texas.

I have confirmed via Lochner, that the feasibility study was manipulated when scoring the public preference portion of the criteria. The Feasibility study states that "Public Preference" would be a large component (25%) of the final score when determine the final three route options. Boy correcting this one item, the Adjusted Teal route would rank fifth, with two other routes (Gray + Maroon) scoring more preferentially.

Jeremy Wilson
Triton Anesthesia Group
[redacted]

Petition against Toll 49 Segment 6 Adjusted Teal

1 message

Jeremy Wilson <[redacted]> Fri, May 23, 2025 at 5:32 PM
To: toll49seg6@gmail.com

Please submit following petition against the Adjusted Teal route of Toll 49 Segment 6.

We support “No Build”, “No Teal”

2025 Petition_No Build Segment 6_No Teal and Yellow_Make Safe.pdf
392K



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

Signatures: 49 (goal: 1000)
Signatures in last 24 hours: 2

We're preparing your file and it will be sent as a link to savekidsfromloop@gmail.com

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
49	Roxey Lowry	-	May 20, 2025, 2:03 PM	
48	Mark Lowry	No teal route. To close to schools	May 20, 2025, 2:02 PM	
47	Andrea Heard	No build is my option	May 19, 2025, 6:20 PM	
46	Christina Allen	-	May 18, 2025, 8:14 AM	
45	Robert L Wilson	The proposed Teal route drops near Kissam Elementary School, the largest elementary school in the Chapel School System and across f rom Cuddlebugs Day care of approx 80 toddlers. The adjusted Teal r oute is not the original Teal route and NETRMA has falsly claimed Te al is the old Teal route. This is disingenous,as is NETRMA's attempt t o gain public support by hosting a Longview scoping meeting for Se gment 6, in the hopes Longview people will see the 1st route they e ncounter and choose that one. ThAdjusted Teal is a combination of t he originally Teal and Pink routes which had much more adverse pu blic support. The board also deviously refuses to address our concer s about using inconsistent methodology to complete the feasibility study. NETRMA appears to not be concerned about safety as Toll49 has been cited by officials as the most dangerous road in Smith Cou nty, yet NETRMA wants a road nearby the school and where many k ids walk to /from school. In addition, this road corsses more bridges thant he other routes and thsi road is very near the Lake Tyler path t hat was dropped due to environmental concerns. This route is very near that route and has the same emvironment al issues as the Lake Tyler route that was eliminated. I think there should be a NO Build a s NETRMA needs to fix all safety concerns on the existing road befo re contemplating any expansion. Full stop. No Build, No Teal	May 15, 2025, 3:47 AM	
44	Mary Harris	-	May 13, 2025, 2:57 PM	
43	Sheila Campbell	No build! The existing roadway needs to be made safe first!	May 10, 2025, 7:36 PM	
42	Sherry Wilson	No Build, No Teal, No toll	May 9, 2025, 11:00 PM	
41	Martha Tatum	-	May 9, 2025, 7:04 PM	
40	Brittnee Cagle-White	No build	May 9, 2025, 4:44 PM	

1 2 3 4 5 next →

Signature History

ipetitions

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

Manage Petition | Download Signatures | More

Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! No Teal! No '



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

Signatures: 49 (goal: 1000)

Signatures in last 24 hours: 2

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
39	Mark Rowden Flynn	Toll 49, fix this Chinese death trap before you expand it.	May 9, 2025, 4:41 PM	
38	Terry Wall	All of the proposed options for connecting with I-20 have drivers driving farther East before connecting with I-20. Given that most drivers from our area that connect with I-20 are going West to Dallas, it makes NO SENSE to force drivers to drive many miles to the East out of their way to connect with I-20!	May 9, 2025, 5:31 AM	
37	Chad McNeil	-	May 9, 2025, 2:10 AM	
36	Sherry Fuller	NO BUILD	May 9, 2025, 1:33 AM	
35	Jo	I do not travel on Loop 49 due to the number of accidents that occur on this route. The existing segments need to be made safe before spending money on new segments.	May 8, 2025, 6:14 PM	
34	Morgan Taylor	-	May 8, 2025, 6:13 PM	
33	Laverna Walton	-	May 8, 2025, 6:11 PM	
32	William Cooper	-	May 8, 2025, 6:10 PM	
31	Brett Wells	-	May 8, 2025, 5:16 PM	
30	Robert T Lane	-	May 8, 2025, 4:48 PM	

← prev | 1 | 2 | 3 | 4 | 5 | next →

Signature History

ipetitions
YOUR VOICE COUNTS

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

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Select Petition: 'NO-BUILD' SEGMENT 6! No Teal! No '



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 49 (goal: 1000)
Signatures in last 24 hours: 2

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
29	Brian Flens	-	May 8, 2025, 4:08 PM	
28	David K Niles	-	May 8, 2025, 4:06 PM	
27	Marion Miller	Absolutely no consideration for using teal route. That this route is even being considered is totally egregious!!!	May 8, 2025, 4:04 PM	
26	Ronald Wall	This segment 6 project is unnecessary and the money would be better spent on addressing deferred maintenance and improving overall existing roadways in this area.	May 8, 2025, 12:13 PM	
25	Jeanne Holloway	-	May 8, 2025, 3:31 AM	
24	Kelly Kilpatrick	The TEAL route will be only about 150' from my property. Unacc eptable! Not to mention that we don't need this extension at all!	May 8, 2025, 12:23 AM	
23	Marilynn McKinle y	Unnecessary expanse and dangerous travel method. Two-lane t olls are killers.	May 7, 2025, 10:14 PM	
22	Kelly Reif	NO BUILD - Toll 49 - Segment Six! Our town doesn't need it, our neighborhood doesn't need it. Make Toll 49 safe! Don't continue t o build more segments.	May 7, 2025, 7:23 PM	
21	Bobby Bonnett	No Build! Not needed and not wanted!	May 7, 2025, 5:18 PM	
20	Clinton D Pruitt	Fix the original correctly and safely. Make it a 4 lane and quit rob bing us for substandard road.	May 7, 2025, 2:36 PM	

← prev | 1 | 2 | 3 | 4 | 5 | next →

Signature History



ipetitions

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

View Petition

Manage Petition | Download Signatures | More | Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! No Teal! No



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!
Signatures: 49 (goal: 1000)
Signatures in last 24 hours: 2

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
19	Tammy Tinsley	No Build I do not feel the toll road is in the right place for our com munity, needs more thought. Growth for us in Chapel Hill will be gr eatly impacted. No Build please	May 7, 2025, 1:10 PM	
18	Gary Moore	NO BUILD	May 7, 2025, 11:53 AM	
17	Linda Meeks	-	May 7, 2025, 3:33 AM	
16	Christine Hicks	NO BUILD 6 TollRoad 49 NO TEAL NO YELLOW MAKE IT SAFE	May 7, 2025, 1:24 AM	
15	Traci West	Keep our kids safe!!!	May 7, 2025, 1:03 AM	
14	Kate Welchly	-	May 7, 2025, 12:39 AM	
13	Jana Wilkerson	The toll road has been endangering wildlife from when it started to where it might end. I am also concerned about the safety of our chi ldren and our homes.	May 7, 2025, 12:25 AM	
12	Michael Meeks	I support the "No-Build for Segment 6. How many lives need to be lost until it's corrected!! How many is to many!	May 7, 2025, 12:11 AM	
11	Lana Herriman	Keep loop off lake	May 6, 2025, 10:54 PM	
10	Kevin Herriman	I support the "No-build" option for Segment 6. I support completin g the original design for what is already built. designing a 4 lane divi ded highway with median and jersey barriers, 12 ft. shoulders, resol ve what's causing accidents along west side segment of 49, and res tore the road surface profile for adequate drainage to eliminate hy droplaning risks.	May 6, 2025, 10:48 PM	

← prev | 1 | 2 | 3 | 4 | 5 | next →

Signature History



ipetitions

Terrible Toll 49, Save Kids From Loop, KLOL Coalition

'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

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Share for Success!

Select Petition: 'NO-BUILD' SEGMENT 6! No Teal! No '



'NO-BUILD' SEGMENT 6! No Teal! No Yellow! Make Toll 49 safe!

Signatures: 49 (goal: 1000)

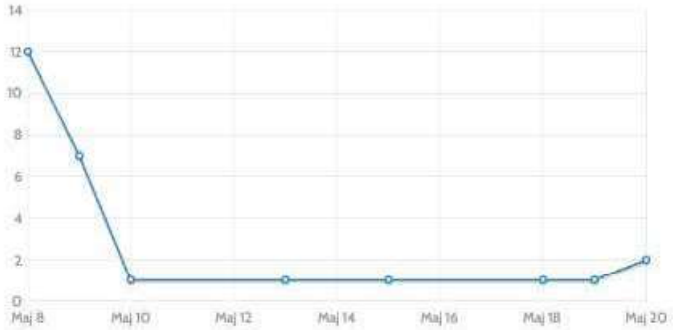
Signatures in last 24 hours: 2

Export signatures as a CSV file | Export for print (PDF)

#	Name	Comments	Created On	Actions
9	Brieannah Cagle	No more	May 6, 2025, 10:26 PM	
8	Maria Cagle	No more no set 6	May 6, 2025, 10:24 PM	
7	Whitney Cleveland	No Build, No Teal, No Yellow	May 6, 2025, 9:56 PM	
6	Jeremy Wilson	No Build No Teal NET RMA board members are complicit in cont inuing this unwanted dangerous toll road. Double taxation. How can they be proud of that?	May 6, 2025, 9:50 PM	
5	Patrick Burton	No build.	May 6, 2025, 9:49 PM	
4	Charlotte Jeanine R uyle	-	May 6, 2025, 9:00 PM	
3	Don Noland	A true toll road should be at least 2 lanes in each direction and a solid barrier between opposing lanes. Stay away from school zon es and look for much less invasive areas to build with less impact to established neighborhoods.	May 6, 2025, 8:41 PM	
2	James Gardner	-	May 6, 2025, 6:45 PM	
1	Madeline Tucker	-	May 6, 2025, 6:38 PM	

← prev | 1 | 2 | 3 | 4 | 5

Signature History



Public comment showing manipulation

1 message

Jeremy Wilson <[redacted]> Fri, May 23, 2025 at 5:38 PM
To: toll49seg6@gmail.com

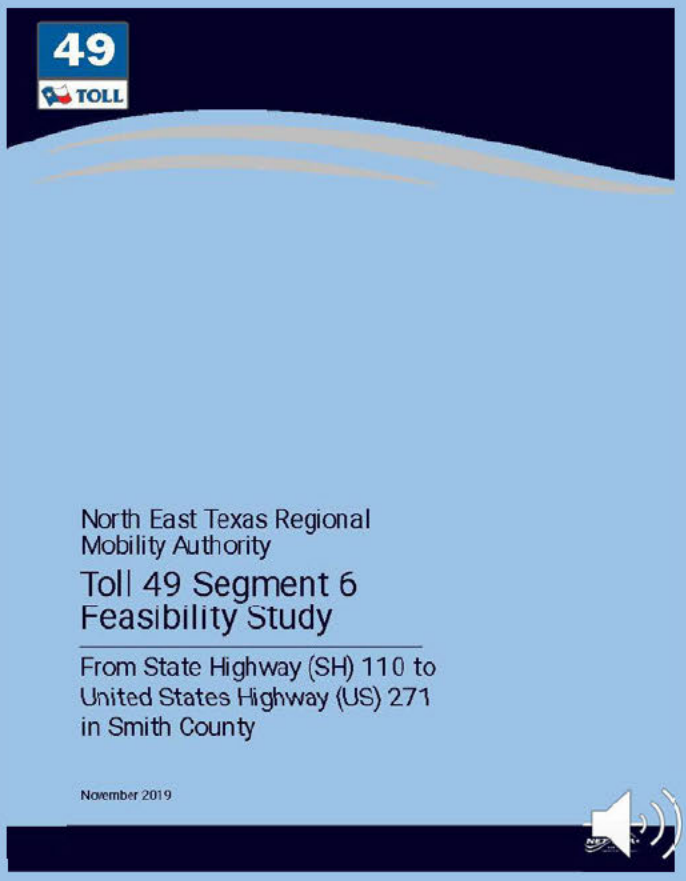
Please include following in public comments of Toll 49 Segment 6

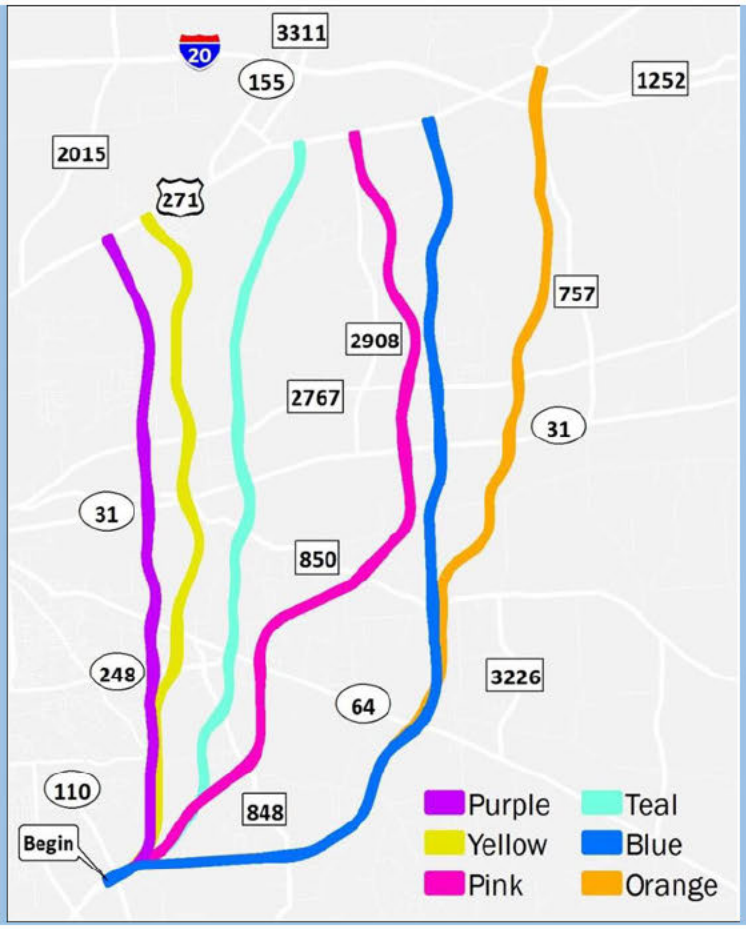
Manipulation used to Deceive Public on potential routes.pptx
14543K

Manipulation used to Deceive Public on TEAL Adjusted route

Feasibility Study performed and/or approved by CP&Y, Atkins Engineering, and NET RMA

https://www.netrma.org/assets/Toll49_Seg6_FeasibilityStudy_FINAL.pdf




3311
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Begin
Purple
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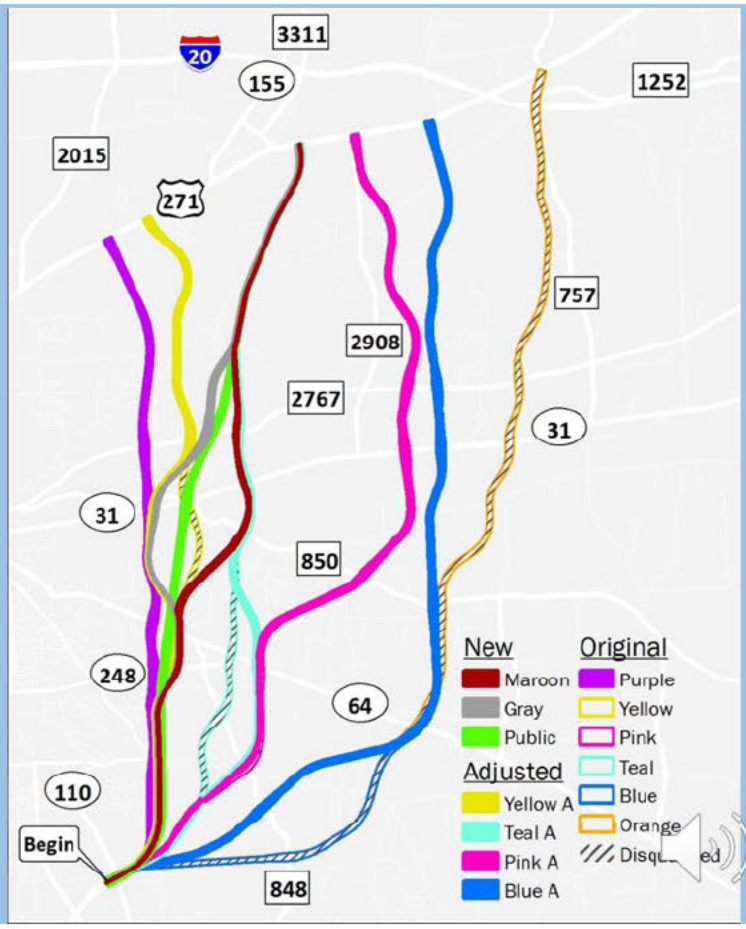

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Maroon
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Teal A
Pink A
Blue A
Original
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Pink
Teal
Blue
Orange

Figure 11 • Proposed Adjusted Routes & Combin

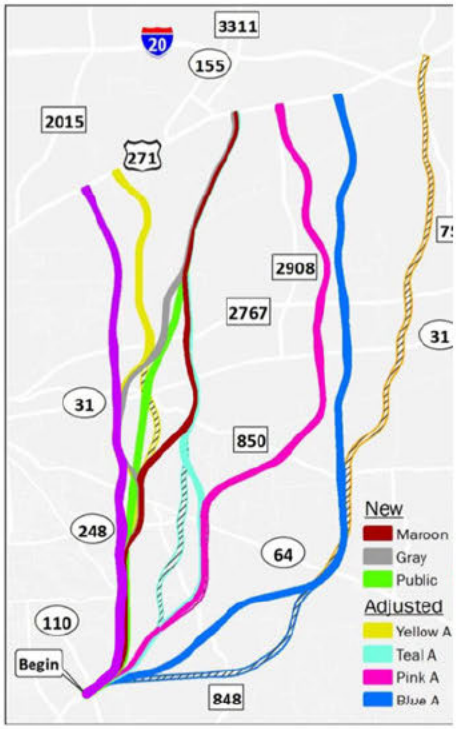


Figure 11 • Proposed Adjusted Routes & Combin

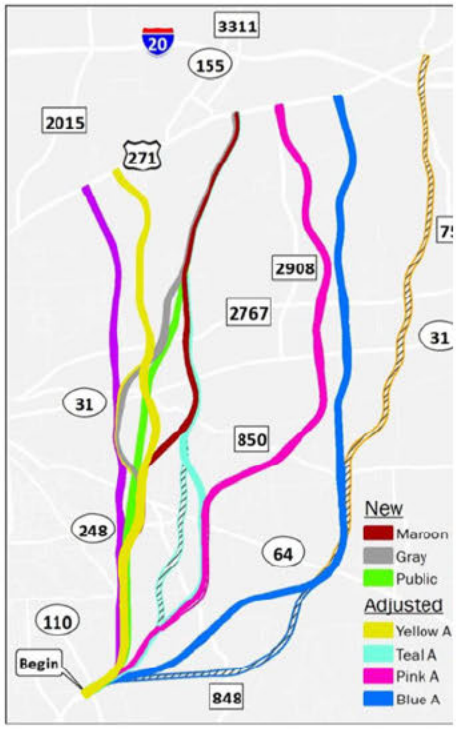


Figure 11 • Proposed Adjusted Routes & Combination Routes

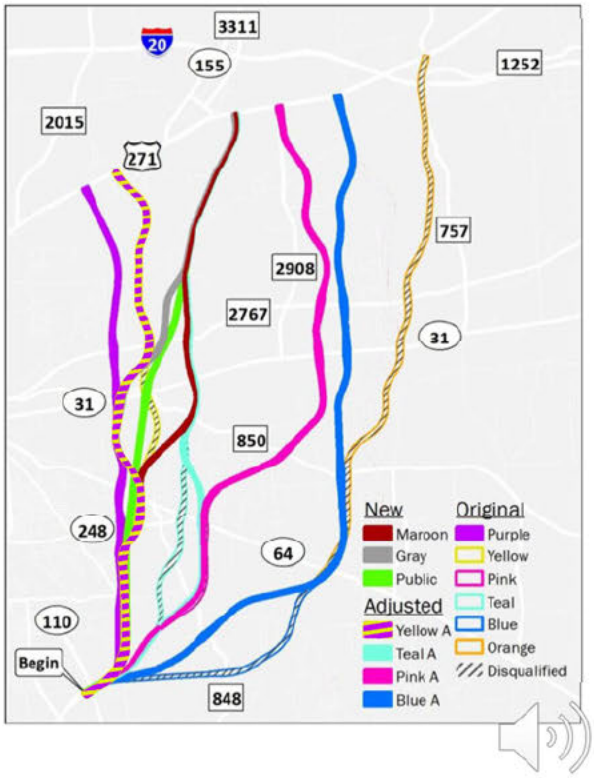


Figure 11 • Proposed Adjusted Routes & Combin

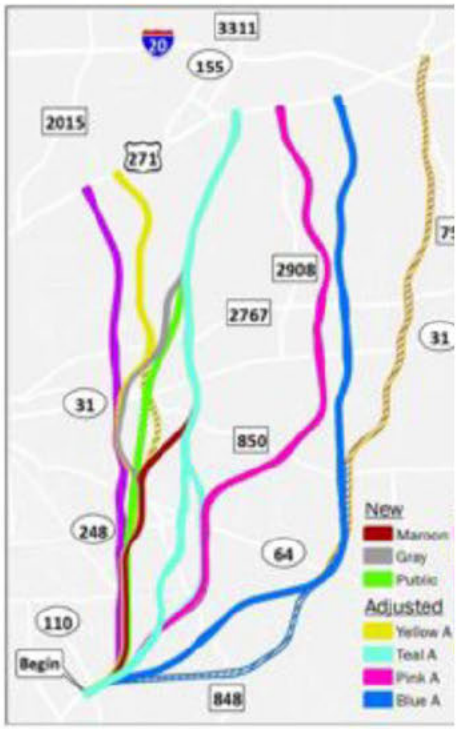


Figure 11 • Proposed Adjusted Routes & Combin

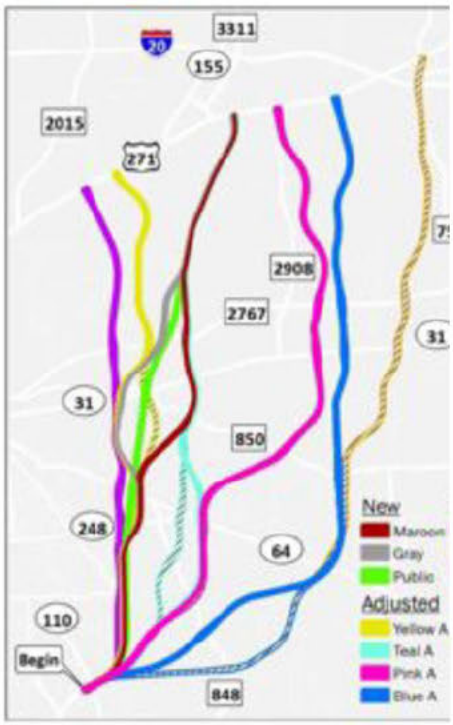


Figure 11 • Proposed Adjusted Routes & Combination Routes

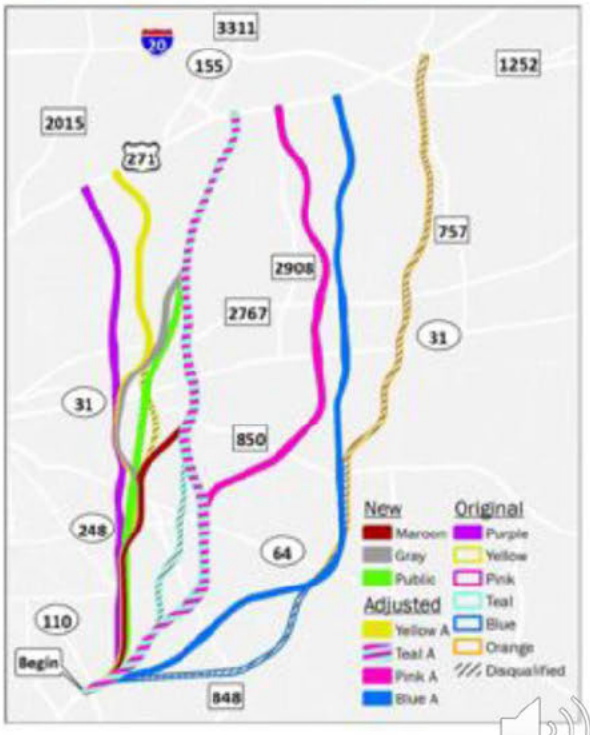


Table 4-8 Proposed Route Options - Detailed Evaluation Matrix (continued)

EVALUATION CRITERIA	Range	Least Desirable	Most Desirable	PURPLE		YELLOW ADJUSTED		YELLOW		GRAY (Y-PA-Y-T)		MAROON (Y-T)		TEAL		TEAL ADJUSTED		PINK		PINK ADJUSTED		BLUE		BLUE ADJUSTED		ORANGE		PUBLIC	
				Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Number of employment centers within 1 mile of each route	5.00	0.00	5.00	2	40.00	4	80.00	4	80.00	5	100.00	5	100.00	5	100.00	5	100.00	5	100.00	5	100.00	1	20.00	2	40.00	1	20.00	5	100.00
AVERAGE SCORE FROM ORIGINAL CRITERIA				64.5		67.9		76.1		66.5		69.1		74.0		69.3		56.7		59.1		55.9		62.2		57.7		48.4	
Public Preference	1.01	3.96	2.95	31	85.1	31.4	81.2	31.9	76.2	30.8	87.1	30.7	88.1	29.5	100.0	29.5	100.0	35.4	41.6	35.4	41.6	39.6	0.0	39.6	0.0	38.4	11.9	30.7	88.1
Overall Cost (ROW, Const., O&M) in Millions	$ 124.70	$407.0	$282.3	$288.0	95.4	$297.2	88.1	$282.3	100.0	$332.7	59.6	$352.3	42.9	$352.6	42.6	$345.4	49.4	$362.8	35.4	$364.8	33.8	$382.3	19.8	$375.3	25.4	$407.0	0.0	$360.7	30.7
Average Annual Daily Traffic	-3,200	11,500	14,700	14,700	100.0	13,900	75.0	13,600	65.6	13,500	62.5	13,300	56.3	13,500	62.5	13,500	62.5	11,900	12.5	11,900	12.5	11,700	6.3	11,700	6.3	11,500	0.0	13,500	62.5
FINAL AVERAGE SCORE & RANK				86.3		78.0		79.5		68.9		64.3		70.0		70.3		36.6		36.7		20.5		23.5		17.4		57.4	
				1		3		2		6		7		5		4		10		9		12		11		13		8	
HAS DISQUALIFYING FACTOR?				N		N		Y		N		N		Y		N		Y		N		Y		N		Y		N	
FINAL RANK				1		2		X		4		5		X		3		X		7		X		8		X		6	

* The data in this matrix is current as of Fall 2019. The study team will continue to gather and analyze data during the Environmental Impact Statement process.

Table 4-8 Proposed Route Options - Detailed Evaluation Matrix (continued)

EVALUATION CRITERIA	Range	Least Desirable	Most Desirable	PURPLE		YELLOW ADJUSTED		YELLOW		GRAY (Y-P-Y-T)		MAROON (Y-T)		TEAL		TEAL ADJUSTED		PINK		PINK ADJUSTED		BLUE		BLUE ADJUSTED		ORANGE		PUBLIC	
				Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Number of employment centers within 1 mile of each route	-5.00	0.00	5.00	2	40.00	4	80.00	4	80.00	5	100.00	5	100.00	5	100.00	5	100.00	5	100.00	5	100.00	1	20.00	2	40.00	1	20.00	5	100.00
AVERAGE SCORE FROM ORIGINAL CRITERIA				64.5		67.9		76.1		66.5		69.1		74.0		69.3		56.7		59.1		55.9		62.2		57.7		48.4	
Public Preference	1.01	3.96	2.95	31	85.1	31.4	81.2	31.9	76.2	30.8	87.1	30.7	88.1	29.5	100.0	29.5	100.0	35.4	41.6	35.4	41.6	39.6	0.0	39.6	0.0	38.4	11.9	30.7	88.1
Overall Cost (ROW, Const, O/G) in Millions	$ 124.70	$407.0	$282.3	$288.0	95.4	$297.2	88.1	$282.3	100.0	$332.7	59.6	$352.3	43.9	$352.6	43.6	$345.4	49.4	$362.8	35.4	$364.8	33.8	$382.3	19.8	$375.3	25.4	$487.0	0.0	$368.7	30.7
Average Annual Daily Traffic	-3.200	11,500	14,700	14,700	100.0	13,900	75.0	13,600	65.6	13,500	62.5	13,300	56.3	13,500	62.5	13,500	62.5	11,900	12.5	11,900	12.5	11,700	6.3	11,700	6.3	11,500	0.0	13,500	62.5
FINAL AVERAGE SCORE & RANK				86.3		78.0		79.5		68.9		64.3		70.0		70.3		36.6		36.7		20.5		23.5		17.4		57.4	
				1		3		2		6		7		5		4		10		9		12		11		13		8	
HAS DISQUALIFYING FACTOR?				N		N		Y		N		N		Y		N		Y		N		Y		N		Y		N	
FINAL RANK				1		2		X		4		5		X		3		X		7		X		8		X		6	

* The data in this matrix is current as of Fall 2019. The study team will continue to gather and analyze data during the Environmental Impact Statement process.

Table 4 – Proposed Route Options - Detailed Evaluation Matrix*

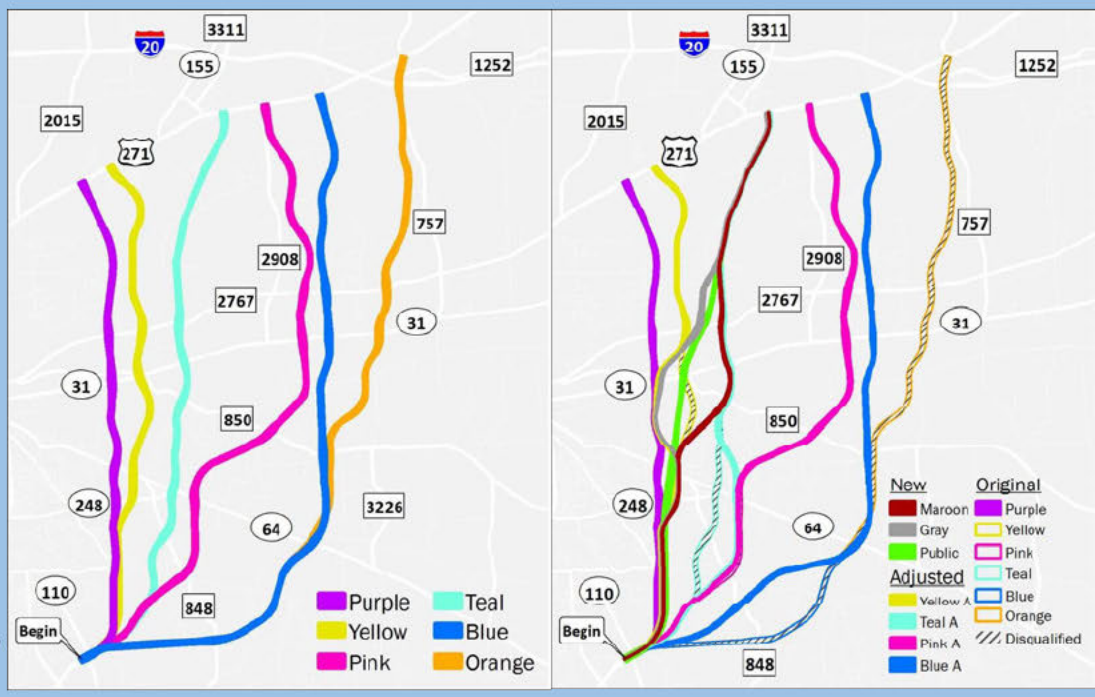
EVALUATION CRITERIA	Range	Least Desirable	Most Desirable	PURPLE		YELLOW ADJUSTED		YELLOW		GRAY (Y-PY-T)		MAROON (Y-T)		TEAL		TEAL ADJUSTED		PINK		PINK ADJUSTED		BLUE		BLUE ADJUSTED		ORANGE		PUBLIC	
				Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Length of alternative (in miles)	6.12	16.49	10.37	10.37	100.00	11.34	84.15	11.05	88.89	12.62	63.24	12.52	64.87	12.50	65.20	12.75	61.11	14.04	40.03	14.05	39.87	15.31	19.28	15.13	22.22	16.49	0.00	11.85	75.82
Percentage of facility on new location roadway	-1.00	0.00	1.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	100%	100.00	92%	91.75	100%	100.00
Number of intersections at federal and state highways	-4.00	0.00	4.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	3	75.00	4	100.00	3	75.00
Improve access for first responders (# of first responders and hospitals within five miles of each alternative)	-4.00	0.00	4.00	3	75.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	4	100.00	3	75.00	4	100.00
Number of curve radii below desired radius	0.00	0.00	0.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00
Number of parcels crossed by ROW	87.00	208.00	121.00	130	89.66	142	75.86	131	88.51	147	70.11	140	78.16	121	100.00	132	87.36	208	0.00	201	8.05	161	54.02	179	33.33	188	22.99	133	86.21
Number of divided (bisected) parcels	16.00	36.00	20.00	30	37.50	34	12.50	21	93.75	35	68.75	30	100.00	31	31.25	34	12.50	33	18.75	36	0.00	33	18.75	32	25.00	28	50.00	30	37.50
Potential residential displacements (residences within ROW)	43.00	59.00	16.00	56	53.49	42	39.53	40	44.19	44	34.88	45	32.56	18	93.35	16	100.00	51	18.60	51	18.60	18	93.35	20	90.70	25	79.07	59	0.00
Potential for indirect effects (visual and noise) to residences, schools, parks and cemeteries within 500 ft of the ROW	146.00	204.00	58.00	171	22.60	204	0.00	191	10.27	183	48.63	123	55.48	58	100.00	85	81.51	185	13.01	182	15.07	83	82.88	71	91.10	108	69.18	150	36.99

Table 4.8 Proposed Route Options - Detailed Evaluation Matrix (continued)

EVALUATION CRITERIA	Range	Least Desirable	Most Desirable	PURPLE		YELLOW ADJUSTED		YELLOW		GRAY (Y-P-Y-T)		MAROON (Y-T)		TEAL		TEAL ADJUSTED		PINK		PINK ADJUSTED		BLUE		BLUE ADJUSTED		ORANGE		PUBLIC	
				Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score	Value	Score
Population density along the route	0.48	0.61	0.13	0.61	0.00	0.50	33.45	0.48	36.52	0.52	16.22	0.51	28.41	0.15	87.88	0.12	97.96	0.41	46.83	0.29	44.90	0.14	85.83	0.14	85.83	0.12	100.00	0.29	44.90
Number of environmental justice communities crossed	4.00	4.00	0.00	2	50.00	1	75.00	1	75.00	0	100.00	1	75.00	1	75.00	1	75.00	3	25.00	3	25.00	4	0.00	4	0.00	4	0.00	1	75.00
Number of creek crossings	13.00	27.00	14.00	14	100.00	16	84.62	14	100.00	18	69.23	19	61.54	27	0.00	24	23.08	17	76.92	17	76.92	26	7.69	25	15.38	25	15.38	19	61.54
Floodplain acreage within ROW	60.82	85.69	28.87	70.18	32.08	50.05	65.16	40.67	89.60	65.21	40.18	58.00	52.10	52.84	58.59	57.25	51.34	31.01	96.48	28.87	100.00	39.72	48.28	60.13	48.60	31.41	93.81	39.69	0.00
Acreage of NWI polygons within ROW	23.82	41.30	17.48	19.12	93.12	19.28	92.44	17.72	98.98	25.81	64.86	29.02	51.55	23.86	64.82	23.74	71.72	18.25	96.77	17.48	100.00	25.39	64.79	20.95	83.43	20.47	87.40	41.50	0.00
Number of water wells within ROW	2.00	2.00	0.00	0	100.00	0	100.00	1	50.00	1	50.00	1	50.00	1	50.00	1	50.00	2	0.00	1	50.00	2	0.00	2	0.00	1	50.00	2	0.00
Number of parks, schools, cemeteries and other community resources within the ROW	3.00	3.00	0.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	1	66.67	0	100.00	1	66.67	3	0.00
Number of schools within 1 mile of each route	3.00	3.00	0.00	2	33.33	2	33.33	2	33.33	2	33.33	2	33.33	2	33.33	3	0.00	3	0.00	3	0.00	1	66.67	2	33.33	1	66.67	2	33.33
Number of businesses displaced within the ROW	8.00	8.00	0.00	8	0.00	3	62.50	1	87.50	3	62.50	1	87.50	2	75.00	2	75.00	3	62.50	3	62.50	1	87.50	0	100.00	1	87.50	3	62.50
Number of ACTIVE O/G wells displaced within the ROW	3.00	3.00	0.00	1	66.67	1	66.67	1	66.67	1	66.67	2	33.33	2	33.33	2	33.33	2	33.33	2	33.33	0	100.00	0	100.00	1	66.67	3	0.00
Number of INACTIVE O/G wells displaced within the ROW	8.00	8.00	0.00	4	50.00	6	25.00	2	75.00	8	0.00	4	50.00	2	75.00	6	25.00	4	50.00	4	50.00	6	25.00	7	12.50	6	25.00	2	75.00
Number of cell towers and electric substations within the ROW	1.00	1.00	0.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	0	100.00	1	0.00	0	100.00	1	0.00	1	0.00

TAKE ACTION NOW

- Notify everyone on the contact list and demand they correct the errors before moving forward with EIS
- Attend NET RMA meeting
  Tuesday, March 17, 1:30 pm
  1218 US-271
  Gilmer, TX 75644
- Attend CHISD Board Meeting
  Monday, March 23, 7:00 pm
  11134 CR 2249
  Tyler, TX 75707
- Check for updates – public scoping meeting – spring 2020
- SKFL49.com
- https://www.facebook.com/SKFL49/



Do all the above to try to stop the feasibility study from being locked in.

If we are unsuccessful changing the Feasibility Study results, after the Notice of Intent publishes in the next few weeks, then we all need to submit comments online webform, email, or mail as follows:

ONLINE WEBFORM: www.netrma.org/projects/segment-6/#contact

EMAIL : [redacted]

MAIL:
North East Texas Regional Mobility Authority
Attn: Elizabeth Story, Toll 49 Segment 6 Project Manager
1001 ESE Loop 323 Suite 420
Tyler, TX 75701



Official comment for NETRMA Public Meeting on Loop 49 Segment 6 Extension - Jim and Molly Bodenhamer 11328 Spur 248 Tyler TX 75707

2 messages

[redacted] <[redacted]> Wed, May 21, 2025 at 3:13 PM
To: toll49seg6@gmail.com
Cc: Jim Bodenhamer [redacted], Molly Bodenhamer <[redacted]>, Sunnybelle Shih Tzus [redacted]

Please find attached our comments regarding the proposed yellow route that goes through our property.

I attended the May 6 meeting at the Tyler Rose Garden with my sweet mom, Ethel Bodenhamer Allison. My wife Molly was not able to attend so my mom attended for "moral support." I was very glad I took time to attend, and my mom enjoyed the people too. The meeting was well organized, and everyone was helpful and friendly. I was able to speak directly with **John Goodwin**, Lochner https://www.hwlochner.com/about/, **Jeff Baum**, Lochner, **Steve Evans**, Lochner and **Deanne Simmons**, NETRMA https://www.netrma.org/north-east-texas-rma/. All four individuals were caring and listened to my concerns. This meant a lot to me.

Sincerely,

Jim Bodenhamer

[redacted]

7 attachments



Bodenhamer garden.jpg
2035K



Bodenhamer horse and barn.jpg
1972K



Bodenhamer workshop & RV.jpg
2013K



Bodenhamer deer by creek.jpg
1050K



Bodenhamer deer pic 2.jpg
850K



Jim finger on our property at mtg.jpg
1261K

Official Comment for NETRMA Public Meeting on Loop 49 Expansion Final 5.21.25.docx
24K

Toll 49 Segment 6 <toll49seg6@gmail.com> Thu, May 22, 2025 at 5:08 PM

Official Comment for NETRMA Public Meeting on Loop 49 Segment 6 Extension
Date: May 21, 2025 Emailed to: toll49seg6@gmail.com
Submitted by: Jim Bodenhamer
Address: [redacted]

Dear Members of the Northeast Texas Regional Mobility Authority and City Officials,

I attended the May 6 meeting at the Tyler Rose Garden with my sweet mom, Ethel Bodenhamer Allison. My wife Molly was not able to attend so my mom attended for "moral support." I was very glad I took time to attend, and my mom enjoyed the people too. The meeting was well organized, and everyone was helpful and friendly. I was able to speak directly with **John Goodwin**, Lochner https://www.hwlochner.com/about/, **Jeff Baum**, Lochner, **Steve Evans**, Lochner and **Deanne Simmons**, NETRMA https://www.netrma.org/north-east-texas-rma/. All four individuals were caring and listened to my concerns. This meant a lot to me.

I am writing to express concerns regarding the proposed Segment 6 expansion of Loop 49, as the **yellow route** goes directly through my property at [redacted] The yellow route is only 2.7 miles from Loop 323, which seems remarkably close. See attached picture taken at the meeting where my finger is pointing to our 6.25-acre tract of land. This is not only our home for the past 23 years but also serves as the operational base for our dog breeding business, Sunnybelle Shih Tzus https://akcchocolateshihtzus.com/. We started the business back in 2012. Our business is our livelihood and has been carefully established with significant financial investment over years of hard work. Also, my son and daughter both work from home so all of our work requires high speed internet which was hard to acquire at this location. In addition, I sell firewood harvested from the dead oak trees on our property as a supplemental income. The proposed route would necessitate the relocation of both our home and business, which poses significant challenges, including:

1. **Relocation Challenges**: Relocating a specialized dog breeding operation involves substantial costs, including acquiring a new property with adequate space, kennel facilities, and compliance with local zoning and animal welfare regulations. The financial burden of rebuilding our business infrastructure could jeopardize its viability. Note: I did understand in the meeting that we would have the option, if our route is chosen, for NETRMA to purchase our property and then lease back the property at a reasonable cost while we build a new home. The challenge would be to find a smaller acreage adequate for the unique needs we have. Now we enjoy a peaceful environment with a private easement road and approximately six acres of land. Having a private and peaceful property is key for our dog breeding business. Our moms and babies need a quiet place to reduce

stress. If they hear neighbors and cars constantly, they do not relax and feed their babies. Milk supply is reduced when they are stressed causing other complications such as diarrhea and moms not eating or drinking well which leads to hypoglycemia. Parvo is also a concern. Parvo is a deadly virus that lives in the ground for over ten years. We are parvo free on our current property. Moving somewhere else puts our puppies at risk. If relocated, we would need time to find the raw land and then time to build. This could take over a year. I heard in the meeting that this would be acceptable. Other features we like about our home include being outside the Tyler city limits but still only 2.7 miles from Loop 323. We can have burn piles, a garden, and plenty of room with a buffer of woods between us and our neighbors. Our house is 3,174 sf heated and cooled with 4 bedrooms, 4.5 bathrooms with a covered front and back porch and two car garage. It has all the special accommodations and space needed to run our dog business. This includes multiple spaces in our home for our adult dogs, nursing mothers and babies, a grooming area, and fenced dog runs. We also have a 30' x 30' workshop with a full bathroom, an RV with a pad and access to water and electrical hook ups, a 24' x 21' two stall horse barn with a water line and electrical running to it and a tack and feed room on the back. I have attached pictures of the horse, barn, garden, workshop, and RV.

2. **Disruption to Operations**: Our breeding program relies on a stable, stress-free environment for the health and well-being of our dogs. The construction and moving process, including noise, vibration, and potential environmental changes, could adversely affect our animals, even before relocation. Note: The leaseback option noted above could be a solution to prevent disruption.
3. **Personal Impact**: Our homestead and this land are special to not only my wife and me, but also to our kids and grandkids because of the wonderful memories shared raising our family. Uprooting our family and moving our business because of the proposed route creates many logistical challenges and is unsettling. We have invested 23 years of hard work in our home and property. Just the thought of moving five adults, twenty adult chocolate Shih Tzu dogs and fifteen puppies, a horse and RV is very overwhelming. Not to mention refencing and planting grass for the dogs and horse pasture, rebuilding the barn, garden, and workshop.
4. **Impact to wildlife**: Over the years we have seen all sorts of resident wildlife including whitetail deer, foxes, bobcats, coyotes, armadillos, possums, skunks, racoons, snakes, many types of toads and tree frogs, lizards, skinks, squirrels, hogs, many varieties of migratory songbirds, great horned owls, barn owls, pileated woodpeckers and other varieties of woodpeckers, red shouldered hawks. We have also seen bald eagles flying over our house on two separate occasions in 2024. I keep a deer feeder down by our creek and we can see it

from our kitchen window. I have attached some trail camera pictures taken last year (2024) at my feeder.

I did serve on the Tyler Chamber of commerce for five years from 2013 to 2018 representing Brookshire Grocery Company where I was employed for 35 years, so I do I understand the importance of improving regional mobility and the potential benefits of Loop 49's expansion. I do feel you have provided clear, accessible information about the criteria used to select routes and how public input will influence the final decision. I assume that employees of NETRMA and Lochner have a home and family. I ask that you give consideration to all families impacted as if it were your own property being affected. The unsettling part about this project is the way it has been going on since 2018. I understood in the meeting that Covid derailed the project as it did many others. I thought the "No-Build" option had been selected since nothing had been communicated. I understood these key points in the meeting. I did not take notes, but this is what I remember.

- Environmental study will begin soon. I'm not sure how soon.
    - We will be contacted and someone conducting the environmental study will come to our property to take pictures and survey.
    - This study will take four years.
    - The study does consider how many homes, churches and other businesses are impacted along the route.
    - After the study is completed, you will then pick a route, and we will be notified.
- Relocation assistance will be provided.
- Compensation for our land, home, and business would be provided based on a current appraisal done just prior to the purchase of the property. It was mentioned that it is important to know the worth of our property ahead of time and that we could make one or two counter offers based on research and current real estate market information.
- The estimated time frame to start construction is 2030 to 2033 range.

In closing, I want to say that we are believers in Jesus Christ. That means we know He provided this land years ago when we were not even looking. He allows us to steward the land daily. We will not fret or worry about the route that will be chosen but we will trust in the Lord with all of our heart and know that if our route is chosen He is able to lead us to our next home and help us through the moving process. Thank you for your time and consideration.

Sincerely,

Jim and Molly Bodenhamer
Owners, Sunnybelle Shih Tzus

[redacted]

[redacted]

Toll 49 Segment 6

1 message

Jim Floy [redacted]> Mon, May 12, 2025 at 1:05 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Name: James S. Floyd (no connection to TxDOT or any profit)
Ema [redacted]
Addres [redacted]

Re: Toll 49 Segment 6

NO BUILD is the only viable solution.
Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway.
There is heavy traffic all the time. These two hours happen again every evening.
Hundreds of cars from all over east Smith County are on their way to work, school, shopping etc. in Tyler.
Three schools are so near the location where the proposed
Teal route would cross Highway 64 that congestion would be terrible. There is a new CH Junior High School on Highway 64 near Loop 323 set to to open next year that would also bring more traffic problems.
Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High School and Loop 323 will only make a bad situation much worse.
Traffic that must by pass Tyler currently, and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler.
NO BUILD is the only viable solution.

Sent from Outlook

Segment 6 Comment | Grassroots America - We the People PAC

1 message

JoAnn Fleming <[redacted]> Fri, May 23, 2025 at 7:37 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Please see our statement attached in both Word and PDF formats.

Thank you for the opportunity to submit our statement.

Best regards,



JoAnn Fleming
Executive Director
Grassroots America - We the People PAC
Texas Conservative Grassroots Coalition
GrassrootsPriorities.com | The Legislative Transparency Tool
HouseofBadCards.com

Where applicable, political advertising paid for by Grassroots America - We the People PAC.

2 attachments

NETRMA Toll 49 Segment 6 Public Statement 5.23.25.pdf
147K

NETRMA Toll 49 Segment 6 Public Statement 5.23.25.docx
121K

GRASSROOTS AMERICA
WE THE PEOPLE
UNITE ★ EDUCATE ★ EMPOWER ™
Political Action Committee
Paid for by Grassroots America – We the People PAC ©

JoAnn Fleming,
Executive Director
[redacted]

5/23/25 Statement | Toll 49 Segment 6 project

Priority#: Public Safety

DPS records show 36 fatalities on Toll 49 between 2013 and August 3, 2024, with 22 fatalities as the result of head-on collisions. In addition, DPS records show 36 serious injuries. Most of these accidents took place on Toll 49 West.

We strongly recommend **prioritizing human life** by:

1) immediately addressing the existing and ongoing safety hazards on Toll 49. Without question, concrete barriers should be erected between opposing lanes. ***This is long overdue and should be the top priority of the NETRMA.*** Toll 49 should have been a four-lane highway from the very beginning and if public safety were the top priority, planning would have commenced long ago to correct this mistake.
2) planning Segment 6 as a four-lane highway. This will provide a far safer highway and with the already high (and growing) volume of truck and freight traffic in eastern Tyler and Smith County, a four-lane roadway will provide far more efficient movement of traffic.
3) carefully avoiding Toll 49 off-ramp proximity to schools. Avoid adding safety hazards to already congested school traffic with vehicles exiting Toll 49 at high rates of speed.

Priority #2: Make Good on the Promise to Connect Toll 49 to I-20

Segment 6 ***must*** connect to I-20. In the 90s, the "Loop 49" project was sold to Smith County citizens as **the way** to "get all the truck traffic off Broadway and Loop 323." These promises were based on "Loop 49" east and west corridors connecting to I-20. That promise must be kept with Segment 6. Citizens should not have to wait another decade for this promise to be completed.

Priority #3: Prioritize Cost Efficiency and Private Property Rights

Constructing the entire segment as four lanes will save money in the long-term.

We request the NETRMA provide complete transparency regarding all cost considerations for each studied corridor. This should include – but is not limited to – the following cost drivers:

- Topography, soils, wetlands, and other natural factors;
- Management or impairment of ground and surface water resources;
- Erosion mitigation; and,
- Criteria to avoid demolishing existing infrastructure and built-up areas.

Sincerely,

JoAnn Fleming, Executive Director

Chapel Woods East Unit 5 Subdivision

1 message

Joe Camero <[redacted]> Wed, May 21, 2025 at 11:14 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Dear NET RMA Representatives,

This email is to inform you regarding the impact that the Toll 49 Segment 6 project has on our personal investment endeavors. We currently own an 18.76 acre tract (Chapel Woods East Subdivision Unit 5) that lies directly in the path of the “yellow” and “purple” route options.

These route options pose a significant issue because of our intention to develop the tract into a subdivision with a minimum of 32 lots. We are currently working on conceptual site plans and budgeting plans to prepare the land for city streets and utilities. Please see the attachment for the most recent site plan (which is still susceptible to revisions) that we intend to pursue. Based on current market values, we project that the total value of the vacant lots to exceed $3.6 million when completed. This amount does not include the market value of any homes that are to be built. Homes in this desirable area regularly exceed $200 per square foot. Furthermore, the lack or delay of decision-making continues to impede our ability to proceed without reservation, which has additional financial implications. All of these matters would have to be compensated in the event of the “yellow” or “purple” routes.

As you can ascertain from this brief synopsis, the yellow and purple options have substantial financial impact not only for ourselves, but the surrounding community as well. We would like this information to be taken into account when timely decisions are made regarding the route options. We appreciate your understanding and are available to be contacted at any time.

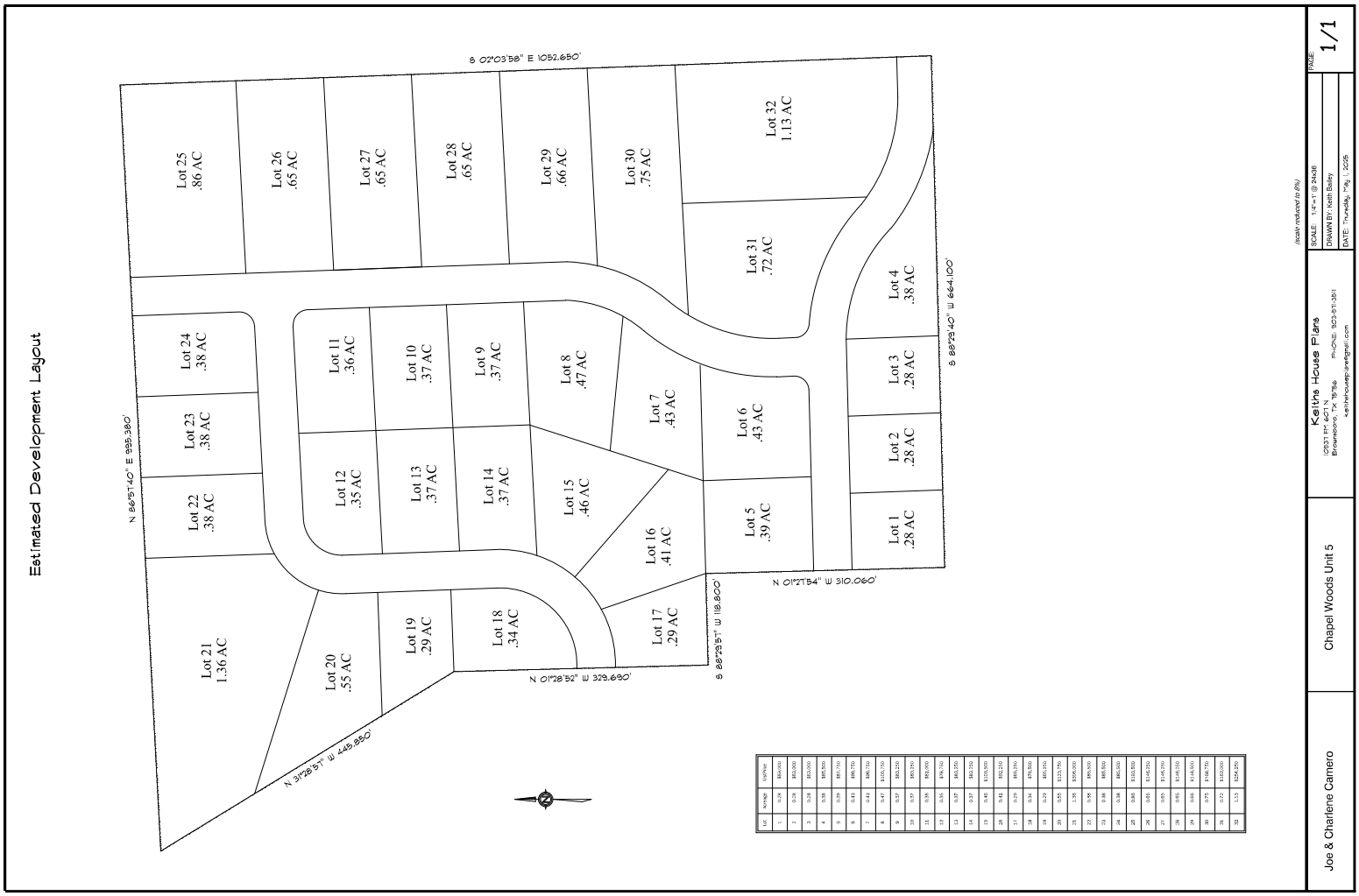
Respectfully,

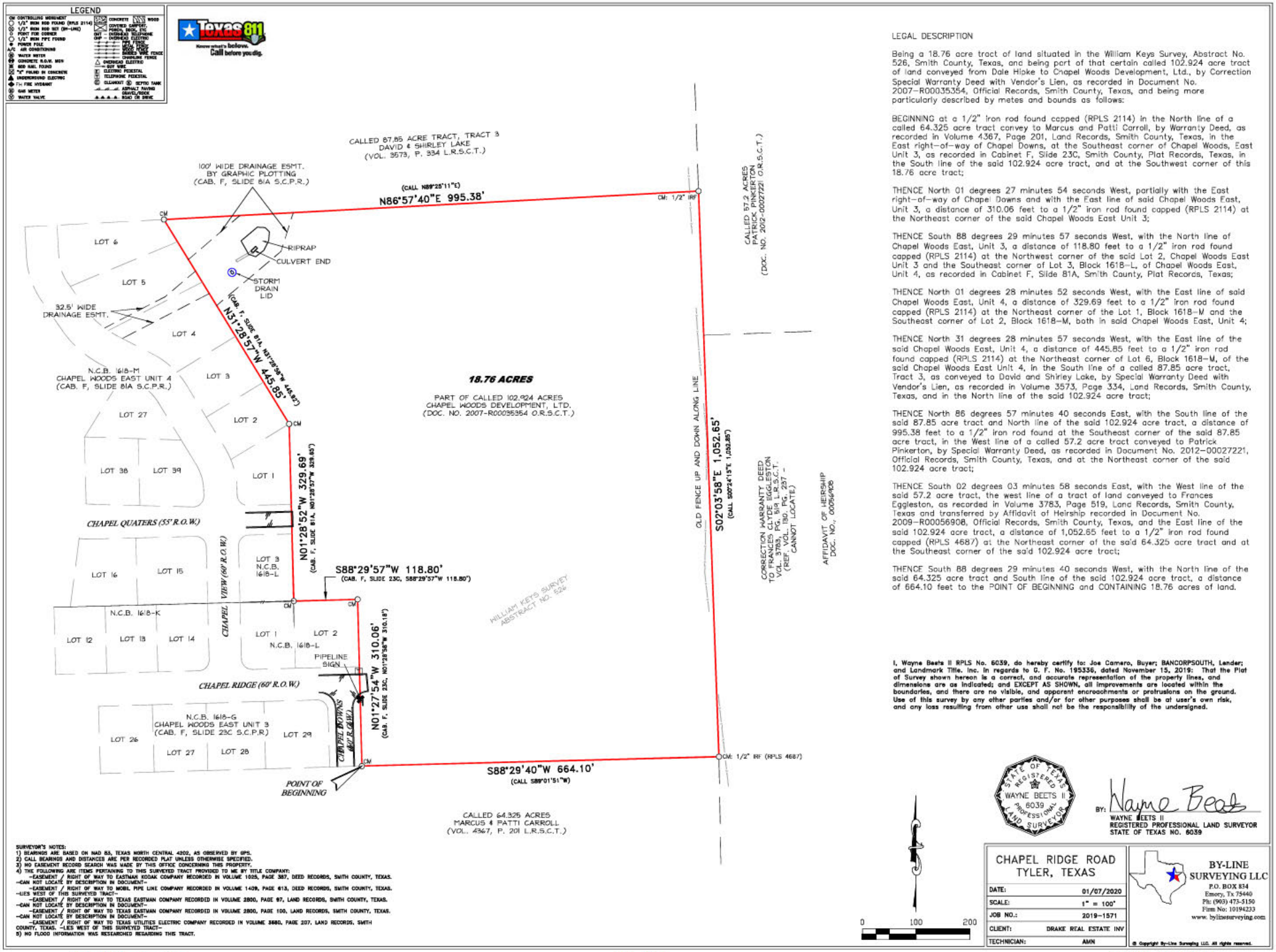
Joe & Charline Camero III
[redacted]

2 attachments

Chapel Woods East Unit 5 Site Plan.pdf
262K

Survey - Chapel Woods East Unit 5.pdf
423K


Estimated Development Layout
S 02°03'58" E 1052.650'
Lot 25 .86 AC
Lot 26 .65 AC
Lot 27 .65 AC
Lot 28 .65 AC
Lot 29 .66 AC
Lot 30 .75 AC
Lot 32 1.13 AC
Lot 31 .72 AC
Lot 4 .38 AC
Lot 3 .28 AC
Lot 2 .28 AC
Lot 1 .28 AC
S 88°23'40" W 664.100'
N 01°21'54" E 310.060'
S 88°23'51" W 118.800'
N 01°28'52" E 329.690'
N 31°28'51" W 445.850'
N 86°51'40" E 999.380'
Lot 24 .38 AC
Lot 23 .38 AC
Lot 22 .38 AC
Lot 11 .36 AC
Lot 10 .37 AC
Lot 9 .37 AC
Lot 8 .47 AC
Lot 7 .43 AC
Lot 6 .43 AC
Lot 5 .39 AC
Lot 12 .35 AC
Lot 13 .37 AC
Lot 14 .37 AC
Lot 15 .46 AC
Lot 16 .41 AC
Lot 17 .29 AC
Lot 18 .34 AC
Lot 19 .29 AC
Lot 20 .55 AC
Lot 21 1.36 AC
(scale reduced to 8%)
SCALE: 1/4"=1'-0" @ 24x36
DRAWN BY: Keith Bailey
DATE: Thursday, May 1, 2025
PAGE 1/1
Keith House Plans
12631 FM 2154
Brownsboro, Tx. 75756
PHONE: 903-871-3911
keithhouseplans@gmail.com
Joe & Charlene Camero
Chapel Woods Unit 5



SURVEYOR'S NOTES:
1) BEARINGS ARE BASED ON NAD 83, TEXAS NORTH CENTRAL 4202, AS OBSERVED BY GPS.
2) CALL BEARINGS AND DISTANCES ARE PER RECORDED PLAT UNLESS OTHERWISE SPECIFIED.
3) NO EASEMENT RECORD SEARCH WAS MADE BY THIS OFFICE CONCERNING THIS PROPERTY.
4) THE FOLLOWING ARE ITEMS PERTAINING TO THIS SURVEYED TRACT PROVIDED TO ME BY TITLE COMPANY:
–EASEMENT / RIGHT OF WAY TO EASTMAN KODAK COMPANY RECORDED IN VOLUME 1025, PAGE 387, DEED RECORDS, SMITH COUNTY, TEXAS.
–CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT–
–EASEMENT / RIGHT OF WAY TO MOBIL PIPE LINE COMPANY RECORDED IN VOLUME 1409, PAGE 613, DEED RECORDS, SMITH COUNTY, TEXAS.
–LIES WEST OF THIS SURVEYED TRACT–
–EASEMENT / RIGHT OF WAY TO TEXAS EASTMAN COMPANY RECORDED IN VOLUME 2800, PAGE 97, LAND RECORDS, SMITH COUNTY, TEXAS.
–CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT–
–EASEMENT / RIGHT OF WAY TO TEXAS EASTMAN COMPANY RECORDED IN VOLUME 2800, PAGE 100, LAND RECORDS, SMITH COUNTY, TEXAS.
–CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT–
–EASEMENT / RIGHT OF WAY TO TEXAS UTILITIES ELECTRIC COMPANY RECORDED IN VOLUME 3680, PAGE 207, LAND RECORDS, SMITH COUNTY, TEXAS. –LIES WEST OF THIS SURVEYED TRACT–
5) NO FLOOD INFORMATION WAS RESEARCHED REGARDING THIS TRACT.

LEGAL DESCRIPTION

Being a 18.76 acre tract of land situated in the William Keys Survey, Abstract No. 526, Smith County, Texas, and being part of that certain called 102.924 acre tract of land conveyed from Dale Hipke to Chapel Woods Development, Ltd., by Correction Special Warranty Deed with Vendor's Lien, as recorded in Document No. 2007-R00035354, Official Records, Smith County, Texas, and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2" iron rod found capped (RPLS 2114) in the North line of a called 64.325 acre tract convey to Marcus and Patti Carroll, by Warranty Deed, as recorded in Volume 4367, Page 201, Land Records, Smith County, Texas, in the East right-of-way of Chapel Downs, at the Southeast corner of Chapel Woods, East Unit 3, as recorded in Cabinet F, Slide 23C, Smith County, Plat Records, Texas, in the South line of the said 102.924 acre tract, and at the Southwest corner of this 18.76 acre tract;

THENCE North 01 degrees 27 minutes 54 seconds West, partially with the East right-of-way of Chapel Downs and with the East line of said Chapel Woods East, Unit 3, a distance of 310.06 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of the said Chapel Woods East Unit 3;

THENCE South 88 degrees 29 minutes 57 seconds West, with the North line of Chapel Woods East, Unit 3, a distance of 118.80 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northwest corner of the said Lot 2, Chapel Woods East Unit 3 and the Southeast corner of Lot 3, Block 1618-L, of Chapel Woods East, Unit 4, as recorded in Cabinet F, Slide 81A, Smith County, Plat Records, Texas;

THENCE North 01 degrees 28 minutes 52 seconds West, with the East line of said Chapel Woods East, Unit 4, a distance of 329.69 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of the Lot 1, Block 1618-M and the Southeast corner of Lot 2, Block 1618-M, both in said Chapel Woods East, Unit 4;

THENCE North 31 degrees 28 minutes 57 seconds West, with the East line of the said Chapel Woods East, Unit 4, a distance of 445.85 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of Lot 6, Block 1618-M, of the said Chapel Woods East Unit 4, in the South line of a called 87.85 acre tract, Tract 3, as conveyed to David and Shirley Lake, by Special Warranty Deed with Vendor's Lien, as recorded in Volume 3573, Page 334, Land Records, Smith County, Texas, and in the North line of the said 102.924 acre tract;

THENCE North 86 degrees 57 minutes 40 seconds East, with the South line of the said 87.85 acre tract and North line of the said 102.924 acre tract, a distance of 995.38 feet to a 1/2" iron rod found at the Southeast corner of the said 87.85 acre tract, in the West line of a called 57.2 acre tract conveyed to Patrick Pinkerton, by Special Warranty Deed, as recorded in Document No. 2012-00027221, Official Records, Smith County, Texas, and at the Northeast corner of the said 102.924 acre tract;

THENCE South 02 degrees 03 minutes 58 seconds East, with the West line of the said 57.2 acre tract, the west line of a tract of land conveyed to Frances Eggleston, as recorded in Volume 3783, Page 519, Land Records, Smith County, Texas and transferred by Affidavit of Heirship recorded in Document No. 2009-R00056908, Official Records, Smith County, Texas, and the East line of the said 102.924 acre tract, a distance of 1,052.65 feet to a 1/2" iron rod found capped (RPLS 4687) at the Northeast corner of the said 64.325 acre tract and at the Southeast corner of the said 102.924 acre tract;

THENCE South 88 degrees 29 minutes 40 seconds West, with the North line of the said 64.325 acre tract and South line of the said 102.924 acre tract, a distance of 664.10 feet to the POINT OF BEGINNING and CONTAINING 18.76 acres of land.

I, Wayne Beets II RPLS No. 6039, do hereby certify to: Joe Camero, Buyer; BANCORPSOUTH, Lender; and Landmark Title, Inc. in regards to G. F. No. 195336, dated November 15, 2019: That the Plat of Survey shown hereon is a correct, and accurate representation of the property lines, and dimensions are as indicated; and EXCEPT AS SHOWN, all improvements are located within the boundaries, and there are no visible, and apparent encroachments or protrusions on the ground. Use of this survey by any other parties and/or for other purposes shall be at user's own risk, and any loss resulting from other use shall not be the responsibility of the undersigned.

STATE OF TEXAS REGISTERED WAYNE BEETS II 6039 PROFESSIONAL LAND SURVEYOR

BY: Wayne Beets

WAYNE BEETS II
REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF TEXAS NO. 6039

CHAPEL RIDGE ROAD TYLER, TEXAS	
DATE:	01/07/2020
SCALE:	1" = 100'
JOB NO.:	2019-1571
CLIENT:	DRAKE REAL ESTATE INV
TECHNICIAN:	AMN

BY-LINE SURVEYING LLC
P.O. BOX 834
Emory, Tx 75440
Ph: (903) 473-5150
Firm No: 10194233
www.bylinesurveying.com

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Toll 49 proposed extension

1 message

John & Mary Ferguso [redacted]> Sat, May 10, 2025 at 3:06 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

5/10/2025

The proposed purple original/new and the yellow routes are right adjacent to if not in our community of del Coronado, a 55+ retirement community. There are many other residences in the very close neighborhoods, i.e. Chapel Woods East just to name one. The Hamptons, an independent/assisted living/memory care facility is also adjacent to our community on the south. The entrance to our community is off Old Omen road and the street on which we live ends at the east end of the city limits. Across the fence is outside the city limits.

Old Omen Rd is now lined with single family as well as multiple family apartment buildings, therefore impacting thousands of Tyler residents.

All these homes could be either destroyed or devalued causing great upheaval and distress to thousands of city residents. These people worked very hard to acquire the money needed to build/buy these very nice homes. **It would be devastating!** The noise level for one thing would be unbearable and the aesthetic view we now have would be destroyed.

Sincerely,

John and Mary Ferguson
[redacted]

Feedback on continuation of Loop 49

1 message

Julie Faria [redacted]> Fri, May 9, 2025 at 1:57 PM
To: "Toll49Seg6@gmail.com" <Toll49Seg6@gmail.com>

I have reviewed the Google Earth drawings of proposed routes. My thoughts are, if all disruptions to people along the 3 proposed routes are equal, the one that makes the most sense to me is the aqua route that ends near the UT Tyler North campus. That's a good intersection for access to IH 20 and seems like it would help many people commute to and from campus. I also think something is needed to alleviate the traffic that is currently using Troupe & Loop 323. It makes sense to move non-local traffic out of the Tyler city center and have it loop around to avoid congestion.

Problems are merely solutions waiting to be found... jaf

Julie Farias, CPA, SCPM

Julie Farias, CPA / LinkedIn

Sent from my iPhone

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We Don't Want the Teal Route of Toll49

1 message

Karista Baldwin <[redacted]> Fri, May 23, 2025 at 10:50 AM
To: toll49seg6@gmail.com

Hi,

I'm writing to express my displeasure at the possibility of Smith County adopting the Teal route for the development of Toll49. This choice could disrupt the safety, peace, and well-being of the residential areas and schools it will affect.

As a Tylerite in her 20s, highway developments through residential areas do not encourage me to plan my future here. My friends and the young families I know here value walkability and safety in the city, and peace and nature preservation in the country.

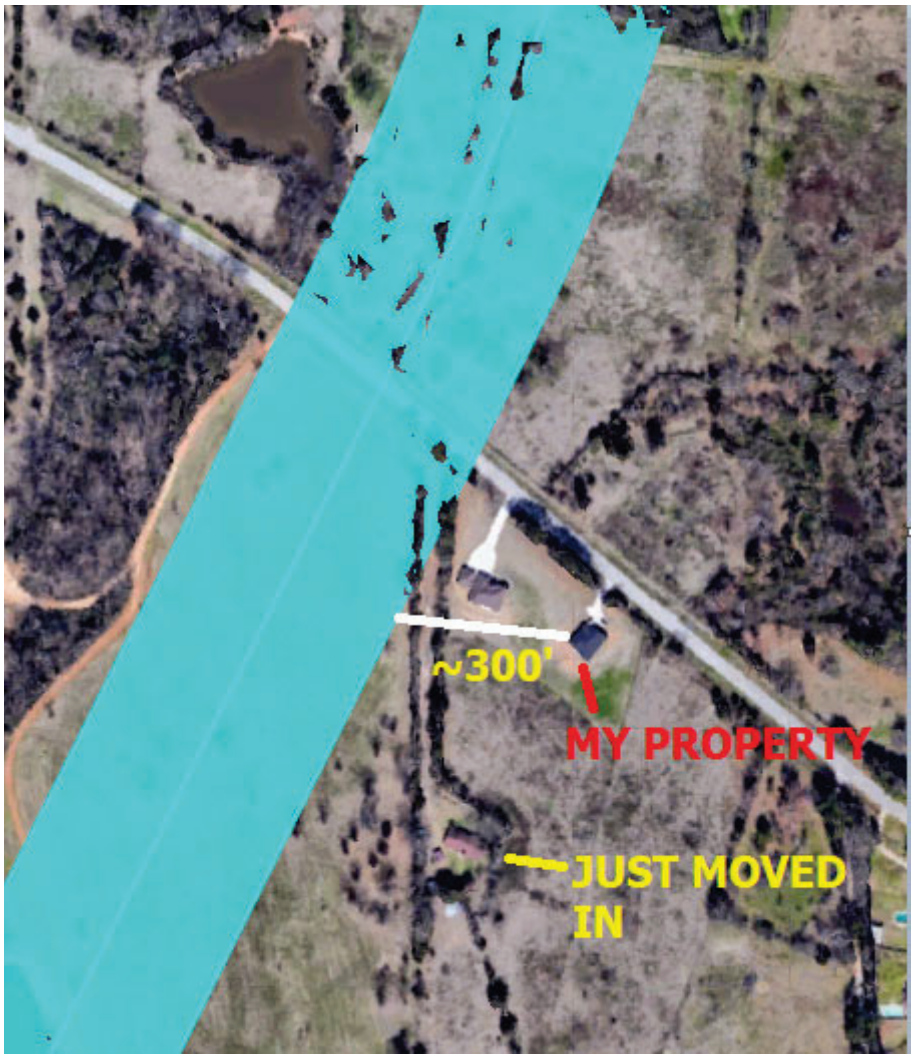
I urge you to reconsider the adoption of the Teal route for this segment of Toll 49. I'm happy to share more of my perspective and love for the area if you're interested.

Best,
Karista

Toll 49 Segment 6 Public Scoping Meeting

Kelly Kilpatrick [redacted]> Wed, May 7, 2025 at 7:51 PM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>

This is my and my two neighbors' properties. The TEAL route will be too close to our homes, and will cut off the only route out that the Southern neighbor (who just purchased the property a few months ago) will have. The Alternate Teal would be "more" acceptable, but none of this route is truly acceptable. If you're set on this extension, please at least place more weight to the Purple route or, if you're set on Teal, use Alternate Teal.



Regards,

Kelly Kilpatrick
[Quoted text hidden]

Toll 49 - Segment 6 - NO BUILD on Teal

1 message

Kelly Reif <[redacted]> Fri, May 23, 2025 at 2:38 PM
To: Toll49Seg6@gmail.com

Please do not build Segment 6 on the Teal Route. This area is already very busy with traffic and close to too many schools. For the safety of everyone, please NO BUILD.

Thank you,
Kelly Reif

Toll 49

1 message

Kendria Murry <[redacted] Wed, May 21, 2025 at 3:05 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

No teal
Yes purple

Kim Updike

Public Scoping Meeting Comment Form

Kimberly Updike <[redacted]> Wed, May 14, 2025 at 3:23 PM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>

Sent from my iPhone

attachment 1.pdf
1130K

NET RMA

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

49 TOLL

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Kim Updike

Email: [redacted] Subscribe to email list? ☒ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

My husband and I own two parcels of land off of 31 in Tyler. If the purple route were built, it would divide it in two. We own a home at the Fm 850 address and hunt and fish on the Fm 2767 property. Our access would be completely cut off to the 44 acres off of Fm 2767. Bald Eagles have been spotted on this property as well. For these reasons we are completely against the purple route. In addition to our personal reasons, though, it would just make more sense for Loop 49 to be further away from Loop 323. Our property is only 2.5 miles from Loop 323, so it does not make sense that another loop would be placed so close to the existing one. We are most in favor of the Teal route, which just makes more sense when looking at the map.

We searched for many years for the perfect property for us and have only lived here for a year and a half. It would be devastating for this road to be built right through it. Thank you for your consideration.

Kim Updike

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at www.NETRMA.org	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Toll road concerns

1 message

Krystal Castle <[redacted]> Fri, May 23, 2025 at 6:38 PM
To: toll49seg6@gmail.com

To Whom It May Concern:

As a pediatrician practicing in Smith County and a mother of young children, I am writing to express my deep concern regarding the proposed TEAL route for the Toll 49 expansion. Specifically, I am alarmed by the proximity of this route to three schools, a daycare center, and areas where children regularly engage in outdoor activities

I am interested to know if any environmental studies have been done on the level of pollution this may bring to the area around the toll road. Children are uniquely vulnerable to air pollution. Their lungs and immune systems are still developing, and they tend to spend more time outdoors than adults—particularly during school and play. These factors increase their exposure to traffic-related pollutants, which are typically more concentrated near major roadways.

While it has long been recognized that air pollution can exacerbate minor acute illnesses, more recent studies have shown far more serious and lasting consequences. Traffic-related pollution has been linked to increased rates of asthma, atopy, and even infant mortality. Particulate pollution is also associated with acute bronchitis, chronic cough, and other respiratory conditions in children. Encouragingly, research has shown that reductions in particulate matter can lead to significant improvements in children's respiratory health.

Given the growing body of evidence, it is imperative that we consider the health of our children in transportation planning decisions. I urge you to reconsider the current TEAL alignment—particularly the portion that crosses Highway 64—and instead explore alternatives, such as either the “no build” option or the PURPLE or YELLOW routes, which would provide greater distance from schools and child-centered facilities.

Our children’s health must be a top priority. Thank you for your attention to this critical issue, and for your service to our community.

Krystal Castle
Sent from my iPhone

Macy Luis

Toll 49

1 message

Macy Luis <[redacted]> Wed, May 21, 2025 at 2:25 PM
To: toll49seg6@gmail.com

Yes purple
No teal

Fw: letter

1 message

Malisa McCo [redacted]> Tue, May 6, 2025 at 11:48 AM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>

Sent from Yahoo Mail for iPhone

Begin forwarded message:

On Tuesday, May 6, 2025, 11:11 AM, Marcie Parke [redacted] wrote:

My name is Malisa Mccoy, and I am writing as a lifelong East Texas resident and landowner directly impacted by the proposed route of Spur 49 Segment 6. My family and I respectfully urge you to select the *teal route* alternative over the currently proposed route, which would divide our 44-acre property.

Our land has held a **wildlife exemption** status for several years and is home to a diverse range of native species including [list wildlife — e.g., white-tailed deer, foxes, owls, migratory birds, ducks and rare box turtles. We have carefully maintained and protected this land not just as property, but as a vital habitat and ecosystem.

The proposed route would **sever this acreage**, fragmenting the forest and damaging the carefully preserved wilderness that supports these species. As you know, habitat fragmentation has a cascading impact on biodiversity, and once disrupted, these ecosystems rarely recover.

This property is more than a natural space — it is a generational investment in conservation and land stewardship. Dividing it would not only reduce its ecological value, but it would also deeply affect our family's ability to continue preserving this area for wildlife and future generations.

We understand that the **teal route** is longer and may incur higher construction costs, but it **spares the most ecologically sensitive land** and avoids cutting through wildlife-exempt private property. Choosing this route reflects a commitment to the values TxDOT and NET RMA promote — including responsible development, conservation, and respect for rural landowners.

We ask that you consider not just what is expedient, but what is right. Please select the teal route. In doing so, you will help protect irreplaceable land and the species that rely on it, while honoring the families who have dedicated themselves to its care.

Sincerely,
Malisa McCoy
[redacted]

Malisa McCoy (2 of 2)
(attached to Marcie Parker's email)

To Whom It May Concern,

My name is Malisa McCoy and I am writing as a lifelong East Texas resident and landowner directly impacted by the proposed route of Spur 49 Segment 6. My family and I respectfully urge you to select the teal route alternative over the currently proposed route, which would divide our 44-acre property.

Our land holds a wildlife exemption status and is home to a diverse range of native species including deer, foxes, owls, and migratory birds. We have carefully maintained and protected this land not just as property, but as a vital habitat and ecosystem.

The proposed route would sever this acreage, fragmenting the forest and damaging the carefully preserved wilderness that supports these species. As you know, habitat fragmentation has a cascading impact on biodiversity, and once disrupted, these ecosystems rarely recover.

The current proposed route would split this land in half. That means tearing through woods, wildlife corridors, and a part of our family's legacy. I can't imagine seeing that land — where my children and grandchildren have walked, worked, and watched wildlife — turned into a construction site.

We understand that the teal route is longer and may incur higher construction costs, but it spares the most ecologically sensitive land and avoids cutting through wildlife-exempt private property. Choosing this route reflects a commitment to the values TxDOT and NET RMA promote — including responsible development, conservation, and respect for rural landowners.

We ask that you consider not just what is expedient, but what is right. Please select the teal route. In doing so, you will help protect irreplaceable land and the species that rely on it, while honoring the families who have dedicated themselves to its care.

Sincerely,
Malisa McCoy

Letters About Seg. 6

1 message

Marcie Parker <[redacted] Wed, May 21, 2025 at 7:36 PM
To: toll49seg6@gmail.com

I am attaching 3 letters from 3 different family members.
Thanks so much.
Marcie

3 attachments

From Brennan McCoy.pdf
37K

From Malisa McCoy.pdf
42K

From Marcie Parker .pdf
38K

To Whom It May Concern,
My name is Marcie Parker, and I'm a longtime resident of Smith County. My mother and brother own a 44-acre wildlife-exempt property that will be directly impacted by the proposed Spur 49 Segment 6.
This land has been in our family for years. We've cared for it not just as owners but as guardians of its natural beauty. Under Texas's wildlife exemption program, we've worked to preserve native plants, care for wildlife, and maintain the land's natural health.
This property is more than a natural space — it is a generational investment in conservation and land stewardship. Dividing it would not only reduce its ecological value, but it would also deeply affect our family's ability to continue preserving this area for wildlife and future generations.

I understand infrastructure is necessary. But the teal route offers an alternative that does not destroy sensitive habitat or private conservation land. I respectfully urge the decision-makers to take the longer view — and protect what cannot be replaced.
Sincerely,
Marcie Parker

Extension of Toll Highway 49

1 message

Marianna Trzeciak <[redacted]> Thu, May 22, 2025 at 8:39 PM
To: toll49seg6@gmail.com

Dear Messieurs and Mesdames,

It is very discouraging to learn that political authorities are attempting to extend one of the most dangerous roads on which I have ever driven, Toll Highway 49. There could not possibly be pressure from members of the community for such an expensive, intrusive and possibly dangerous undertaking! And, if the populace is not initiating this action, who is? Developers? Corporations? Are these the entities which govern us, a.k.a, "we, the people"?

We do not want elite "experts" driving the growth of the area. Let truly caring experts observe the organic growth of East Texas instead! For example, what is going on with Lake Tyler? Its wave pattern sometimes seems to show an underwater disturbance. Is anyone looking into this phenomenon, especially with respect to highway construction?

For another example, just because Tyler began with a French influence of circular and diagonal roadways, has anyone studied whether it is useful to continue this pattern? After all, the organic development which we may easily observe is that drivers favor the grid pattern around Broadway/Highway 69. So, why would we need another circle?

And why disturb that which makes East Texas so delightful, its natural development of homes and schools, some large and some small? There is something for everyone here! We need to continue with people-driven development!

In conclusion, I copy another person's very important letter, because I agree with its contents:

I am writing as a concerned member of the Smith County community to respectfully request the reconsideration of the proposed TEAL route of Toll 49, particularly where it intersects Hwy 64 near Kissam Intermediate School and the Cuddlebugs daycare center in Chapel Hill.

Noise, often defined as unwanted or disruptive sound, is measured in decibels (dB). Even low-level noise—starting at just 35 dB—can have significant consequences, particularly for children. These include:

- **Learning Disruption:** Noise can impede concentration and cognitive development in school-aged children.
- **Stress and Anxiety:** Chronic exposure to elevated noise levels can lead to heightened stress and anxiety among students and staff.
- **Hearing Loss:** Extended exposure to noise levels above 70 dB, which are typical near busy roads, can result in long-term hearing damage.

The TEAL route, as currently proposed by NETRMA, would place the tollway approximately **800 feet** from Kissam Intermediate and the nearby Cuddlebugs daycare center. This violates the **recommended 1000-foot buffer** between highways and schools, a guideline intended to protect children's health and learning environments. With approximately 80 children attending the daycare daily, the impact of prolonged exposure to traffic noise and pollution cannot be overlooked.

Children's auditory systems are especially vulnerable, and exposure to traffic noise over 70 dB poses a significant risk. Given that road noise in such proximity could reach this threshold, the proposed TEAL route raises substantial concerns for public health and child safety.

I respectfully request that the TEAL route be altered as it crossed highway 64 and would ask that it be moved to match the purple route when it crosses highway 64..

Marianna Trzeciak, JD
Whitehouse, Texas

No Toll extension

1 message

Marilynn McKinley <[redacted] Fri, May 23, 2025 at 12:28 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

I am writing to urge you to stop the Toll extension through Chapel Hill Area. The Loop 49 toll south of Tyler to Lindale has been a travesty. Far too many numerous deaths and accidents have occurred on a two lane road that does not properly serve the public. If the toll road can't be a divided highway, it shouldn't be built. The number of homes/businesses/schools that will be destroyed for this unneeded debacle is unfair to those that live in this area. The money for this project would be better spent in maintaining and upgrading the existing roads in the area.

Marilynn McKinley
[redacted]

Marina Baldwin

Toll 49 Extension

1 message

Marina Baldwin <[redacted]> Tue, May 20, 2025 at 10:22 PM
To: toll49seg6@gmail.com

To Whom It May Concern,

I am a young adult resident of Smith County voicing my concern about the proposed Teal Route for the Toll 49 extension, particularly where it crosses Highway 64 in the Chapel Hill area.

This route comes alarmingly close to multiple schools and daycare centers—places where children regularly participate in outdoor activities, including recess, sports, and learning in nature. The proximity of the Teal Route to these educational facilities raises serious concerns about air quality and its impact on children's health.

Traffic emissions are a major source of urban air pollution and have been consistently linked to a wide range of adverse health effects. When these effects become present—particularly for individuals with asthma and other respiratory conditions—medical advice often includes limiting outdoor exposure. This is especially troubling for children, who are more vulnerable to pollution and whose healthy development depends on regular outdoor activity.

Near-road air pollution includes elevated levels of nitrogen oxides (NOx), carbon monoxide (CO), black carbon (BC), fine particulate matter (PM2.5), ultrafine particles (UFPs), and ozone (O3)—many of which are directly traced to vehicle emissions. These pollutants are known to aggravate respiratory diseases like asthma, reduce lung function, and increase the risk of long-term cardiovascular and respiratory issues.

Subjecting young children, including those from underserved communities, to increased air pollution from a toll road they neither use nor benefit from is an environmental and public health injustice. It is unacceptable to place the burden of vehicular pollution on our most vulnerable populations.

As a resident and someone personally affected by asthma, I urge you to reconsider the alignment of the Toll 49 extension.

Sincerely,

Marina Baldwin

Marsha Lucas

NO BUILD ⛔ 🚫

1 message

Marsha Lucas <[redacted]> Fri, May 23, 2025 at 11:41 PM
To: Toll49Seg6@gmail.com

My name is Marsha Lucas and I own my home at Horseshoe Club Lake. This small community has been here since 1967. I have owned this property since 1993. My home is surrounded by a beautiful ecosystem that has taken decades to grow. The home owners of Horseshoe Club Lake is a diversified small community of widows and widowers and couples, some of us do not have family that lives here and our neighborhood provides this precious gift of trust and caring. Most of us have lived and or owned a home in a larger city or 'concrete city'. We understand what traffic really is. We understand the annoyance of noisy vehicle traffic and screaming sirens, noisy air traffic, and high rate of crime.

Also, the majority of the folks that live in Chapel Hill live paycheck to paycheck; especially Horseshoe Club Lake many retired and elderly people. This unnecessary project would destroy our community and take away from us all we have worked so many years to now enjoy.

Chapel Hill has never been a fast growing community, this is not where the growing population is!

I wish to express my thoughts for the No Build Toll 49. This project would drop the value of our homes. The State of Texas, I know, has a great concern for its Ecosystem to stay in tack and not be destroyed by infrastructure or be swayed by political forces. One of the best things about living in Horseshoe Club Lake community is I don't have to drive very far to go in to Tyler for groceries, go to church, go to the doctor, go to eat at DQ or Whataburger or a nice restaurant.

Now for the rest of my thoughts, please read below. Thank you for taking time to read each of our thoughts, our deepest concerns to save our community of New Chapel Hill.

2)'No-build' option for Segment 6! Complete the original design for what is already built and no build segment 6, a 4 lane divided highway with median and jersey barriers, 12 ft. shoulders, resolve what's causing accidents along west side segment of 49, and restore the road surface profile for adequate drainage (to eliminate hydroplaning)

Sent from my iPhone

Marvin Schoenberger

Toll 49 route

1 message

Marvin Schoenberger [redacted] Tue, May 6, 2025 at 5:36 PM
To: toll49seg6@gmail.com

I live a [redacted]

The route I choose is
Purple, yellow, or teal

Thanks
Marvin Schoenberger

Segment 6 expansion

MARY JOHNSON <[redacted]> Tue, May 20, 2025 at 9:44 AM
To: toll49seg6@gmail.com

Sent from my iPhone
My name is Mary Jacqueline Johnson - owner of a property affected
We have a beautiful pond full of bass-crappie-catfish that we stocked several years ago - my son(Beau Johnson) manages the land
Tyler tries to act big- shot with 49 but in my opinion it is a very dangerous toll road that does not serve in our best interest. Too many have lost their lives traveling on 49- too fast and head- ons — Tyler could best spend their money on improving roads around the city
(OVERPASSES WOULD HELP) I see that segment 6 includes a divided median so it seems that you acknowledge past mistakes . I am a NO BUILD PATRIOT!
We have a beautiful wide highway in 69N that has provided access to I-20 for years
Thank you!

Toll 49 Segment 6 NO BUILD

1 message

john chinakos [redacted]> Thu, May 22, 2025 at 12:02 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Please do not build the proposed TEAL route through our neighborhood. We have traveled the Toll Road and found that it isn't a safe drive or a time saver. There are plenty of other roads connecting destinations in Tyler that are safer to drive. We don't need our neighborhood destroyed by a noisy roadway where people are speeding above the legal limit. The Toll Road is not carefully monitored to the point where we would feel safe using it to travel. We also object to the destruction of our neighborhood and the displacement of people who have lived in the area for generations. Further, the toll road would disrupt the local creeks and watershed areas, and the wild life we enjoy seeing in our neighborhood would disappear. We are entitled to the quiet enjoyment of our homes. A busy toll road does not add to that enjoyment, rather, it takes it away,

Maureen and John Chinakos
[redacted]

Toll 49 Teal Route

Max Hale <[redacted]> Tue, May 20, 2025 at 9:00 AM
To: toll49seg6@gmail.com

Good morning,

I am writing to declare that I am strongly opposed to the teal route for the Toll 49 expansion.

Thank you,
Max Hale

Toll 49

1 message

Michele DeLaRoche <[redacted]> Wed, May 21, 2025 at 3:04 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

No to teal. Yes to purple

Chapel Hill Toll Section 6

1 message

mike randall [redacted] Sun, May 11, 2025 at 2:44 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

See attached

Regards,

Mike Randall

Toll49Seg6_CommentForm (2).docx
39K

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: James Randall

Email: [redacted] Subscribe to email list? **X** YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the of cial record of this public meeting.

COMMENT:

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

Community and Safety Concerns:

The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.

Environmental Risks:

Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need":

NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.

The Purpose & Need statement heavily relies on:

- **Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities.**
- **Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.**
- **Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well documented concept in urban planning.**

There is no public data proving the current roadway network is insufficient, nor evidence that existing

infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

Economic and Social Consequences:

The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.

Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

- **Ongoing Debt Obligations: Toll 49, operated by the Northeast Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt.**
- **Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.**
- **Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain.**

Environmental Impact Study (EIS) and Accountability:

NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.

We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.

Alternative Solutions and No-Build Justification:

We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.

Conclusion and Call to Action:

We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.

Our neighborhoods matter. Our families matter. Our community matters.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could bene t monetarily from the project or other item about which I am commenting

Public Comments - Toll 49 Segment 6

Nicholas Castle <[redacted]> Mon, May 19, 2025 at 4:38 PM
To: toll49seg6@gmail.com
Cc: Nicholas Castle [redacted]

Please see the attached comments for Segment 6, and please acknowledge receipt. Thank you.

Nic Castle

CASTLE TOLL ROAD COMMENTS.pdf
135K

May 19, 2025

To Whom It May Concern:

I am writing these comments regarding the proposed NETRMA Segment 6 preliminary routes. My main concerns are about overall Toll 49 safety, environmental, and quality of life issues related to all of the options but most specifically to the Adjusted Teal route. I am opposed to construction of the Adjust Teal Route for Toll 49 Segment 6 for the following reasons:

- There are multiple public schools and daycare/learning center complexes near this route. As such, the potential impact on traffic flow and the potential for hazardous spills from through CMV traffic needs to be looked at critically from both a traffic flow standpoint and a safety standard. Specifically, adding the Adjusted Teal route would require additional stop signals near the Chapel Hill Kissam Elementary School. This area is already congested, and this will do nothing to alleviate the congestion, likely making it worse during peak traffic hours. Dropping a highway interchange near this area increases the risk for our children, teachers, administrators, school bus drivers, parents, and daily commuters passing by the schools on SH 64. The interchange will be adjacent to the schools and will not relieve traffic congestion as designed. It will practically increase the already worrisome congestion. Not only will this create additional traffic congestion for the school, but it will also increase noise and air pollution, which is not what the citizens of Smith County want. In reviewing the Purple and Yellow routes, fewer schools are close to those than on the Adjusted Teal route.

- The Yellow and Purple routes would also improve access to UT Tyler, Tyler Junior College, and the area medical providers. Direct access to UT North would be negligible due to the intersections of all three proposed routes with US 271. I would add the same for where the different routes cross SH 31 and SH 64. To turn east or west, to Tyler or Longview, the distance is negligible in all cases.

- At the onset of the proposed routes, The Adjusted Teal route was estimated to cost taxpayers significantly more than the Yellow and Purple routes. Due to inflation, that number is predictably much higher now. Selecting the Yellow or Purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for the Toll Road right of way) would be better spent on other regional transportation projects.

- Reviewing the proposed routes, the Adjusted Teal route crosses more tax parcels than the purple and yellow routes. Additionally, the Adjusted Teal route destroys Chapel Hill businesses. The Chapel Hill school district needs additional funds, not less, and this will reduce the tax base for the schools more than the Purple or Yellow routes.

- The Adjusted Teal route is the least environmentally friendly route in that its length and route obviously impact more waterways, water runoff, and natural animal habitats. Its specific proximity to Horseshoe Club Lake is just one of many examples of this impact.

- The southern half of the Adjusted Teal route appears to be the original Pink route (proposed in early 2019), which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study). For some reason NETRMA, and its then proxies, did not include these numbers in the "Adjusted Teal" public input count (at least not that I could find), which is an unexplained

deviation from the rest of their feasibility study methodology. Had they used a consistent methodology across the board, this route would likely have been impacted negatively by the input from the original incorporated Pink route. It also appears that NETRMA "split the difference in real estate" between the original Pink and Teal routes for much of the Adjusted Teal route. On their website, it appears NETRMA only cites the original Teal data without including input from the original Pink route. Regarding this entire issue, I would like to see how this alternate route was determined, why we see the deviation in their protocol, and what the reasoning was in replacing the original Teal route.

- The Adjusted Teal route comes extremely close to the historic Bascom Road Church and Bascom Cemetery, one of the oldest churches and cemeteries in Smith County (a literal historic landmark site). This is a sensitive site, and traffic issues and noise pollution would disrupt church services and funeral services for those who continue to be interred here.

- Overall, I believe the "no build" option must be negated before any routes are considered. In other words, the building displaces homes and businesses (many of which are generationally owned) to provide a service that is not as apparently necessary as some may believe. When considering the cost of driving on the toll road, especially considering the cost to benefit of the I20 to US69 project recoupment to this point, is it worth it? Add to that the fact that NETRMA has cut corners on past projects, refusing to widen existing stretches properly and refusing to place proper barriers in locations reflecting high wreck/hazardous driving behaviors. You reach a point where it appears the bottom dollar for a large corporate entity is being placed above public safety and the wishes of actual Smith County residents.

- On a personal note, my family and I recently moved to Chapel Hill on a piece of property and into a home, which is a literal dream come true for us. Should the Adjusted Teal route be chosen, that will all be turned to rubble. I understand every route has someone who can make the same argument, so I do not present it as a strong point of contention. I would point out that ALL of the families and generational farms/businesses affected deserve a dose of humanity injected into this process. Please say no to the Adjusted Teal Route and consider the "no build" option, at least until it makes sense to move forward.

Thanks for your time.

Sincerely,



Nicholas Castle
[redacted]

Questions from video presentation

Paula Jackson [redacted] > Tue, May 20, 2025 at 9:28 AM
To: toll49seg6@gmail.com

Good morning,
I was unable to attend the presentation in person, but I did watch the video and read all accompanying materials about the project.
I do understand that there are questions that can't be addressed at this time, but I do have some that I believe can be answered.
We live in the middle route choice, and my questions are:
1- I am a pro-active person, and searched for housing and/or land available at this time. The housing and lots (close to what we have now) are very expensive. We are willing to downsize, but even that is expensive. Question to ease my mind is, "will home owners be offered enough money to feel comfortable when trying to locate to a new home or for building a new house?" We have a 1,400 sq' for home, and from what I see at this time housing costs are double to triple the appraised value of our home and property.
2- If our route is chosen and the state will be paying us for our property, "what is the time frame between getting paid, being able to pay for a home and moving?"
Hopefully, these questions are just basic ones that can be answered. I do understand that nothing will be determined for another 4-6 years and could go as long as 10. At that time, my husband and I will be close to the age of 80 which will be a determining factor for what we will do.
Thank you ahead of time for answering my questions.
Paula Jackson
[redacted]
Sent from my iPad

Comments on meeting Held 5-6-2025

1 message

Randy Gouldthorpe <[redacted]> Thu, May 22, 2025 at 3:57 PM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>

To Whom It May Concern,

My name is Randy Gouldthorpe, and I reside at [redacted] I am writing in regard to the proposed yellow route for the extension of Loop 49. While I understand that this route directly affects my property, I would like to express that I am not opposed to the project.

That said, the prospect of relocating from my home of over 30 years is understandably overwhelming. The idea of packing up a lifetime's worth of belongings and memories is not one I take lightly. However, I recognize the broader benefits this infrastructure project would bring to our community and the long-term improvement it represents for regional traffic flow and accessibility.

As a frequent user of Loop 49 for work-related travel, I strongly support the continuation and completion of the loop, particularly its extension to Highway 271. In its current form, Loop 49 does not provide the full functionality or relief that East Texas drivers desperately need. Tyler's Loop 323 is already highly congested, and that situation is only projected to worsen over time. Extending Loop 49 would significantly alleviate traffic burdens, reduce travel times, and improve safety for daily commuters like me.

It is my sincere hope that the route selection process will be expedited, and that construction can begin in the near future. I firmly believe this project is a vital step toward modernizing our transportation infrastructure and meeting the growing needs of our region.

Thank you for your time and consideration.

Sincerely,
Randy Gouldthorpe

Secured by Paubox - HITRUST certified

Comments from the Public Scoping Meeting

R Fair [redacted] Tue, May 20, 2025 at 4:43 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

To NET RMA team, regarding Segment 6 of Toll 49,

My primary concern with Toll 49 is the risk it poses to the health and safety of both people and wildlife. The existing Toll 49 road is known for having many serious accidents due to cars crossing into oncoming traffic for various reasons, one of them being wildlife in the road. Texas is already considered a Medium Risk state for wildlife-related collisions (Car vs. Deer, 2024). I feel this new segment of Toll 49 needs to have something in place to reduce the risk of wildlife-related collisions given that the road will pass through very rural areas. Culverts, buried bridges, and underpasses/overpasses have all been shown to reduce the number of accidents and still provide some safe crossing for wildlife. As Tyler continues to grow outward, new construction of homes and businesses will force wildlife out of their current habitats, into new areas, and inevitably onto roadways. With the commuting population surrounding Smith County projected to be about 500,000 in the next twenty-five years, the likelihood of collisions increases dramatically. The current expense of wildlife-related collisions, especially with deer, can be very costly to the county and local governments. Implementing passages like the ones mentioned above have been proven to significantly reduce the number of collisions and therefore costs (Miller et al, 2018). Culverts have also been shown to give wildlife safe passage as well as providing added benefits such as nesting spots for birds and roosts for bats (Leivers, 2021). An underpass with fencing was built in the Dead Man's Flats project on the Trans-Canada Highway which reduced Wildlife Vehicle Collisions so much that the project paid for itself within five years. If added construction cost is a concern, the US Department of Transportation has a pilot program (Wildlife Crossings Pilot Program) that offers grants geared directly towards reducing Wildlife Vehicle Collisions. Texas should be a leader in this nation for ensuring our roadways are safe for both people and wildlife, now and in the future. I feel this aspect of safety should be thoroughly researched and seriously considered as the Toll 49 project continues.

Resources:

Wildlife Crossings Pilot Program
https://highways.dot.gov/federal-lands/wildlife-crossings/pilot-program

Wildlife Vehicle Collision Reduction Study: Best Practices Manual (2008). US Department of Transportation. https://rosap.ntl.bts.gov/view/dot/48824/dot_48824_DS1.pdf

References:

Car vs. Deer: Drivers in East Texas should be mindful that deer are on the move this time of year (2024, October 30). *The Lufkin Daily News.* https://lufkindailynews.com/news/community/editorial-car-

vs-deer-drivers-in-east-texas-should-be-mindful-that-deer-are-on/article_6cd2a924-7f2d-5da9-8770-4d1365953715.html

Leivers, S. J. (2021, January 7) Wildlife Behavior at Culverts in East Texas. *The Texas Journal of Science* (2021). 73 (1): Note 1. https://doi.org/10.32011/txjsci_73_1_Note1

Miller, T., Jambor, M., & Wasniak, D. (2018 December). Design Considerations for Wildlife Crossings. Contech. https://www.conteches.com/knowledge-center/archived-pdh-articles/design-considerations-for-wildlife-crossings/

Thank you,

Reagan Fair

[redacted]

Move Teal to purple

Rick Chryst <r[redacted]> Tue, May 20, 2025 at 8:35 PM
To: toll49seg6@gmail.com

As a licensed HVAC contractor with over 50 years of experience and owner of two successful HVAC businesses, I am deeply concerned about the proposed Toll 49 TEAL route and the air pollutants generated by increased vehicle traffic.

The TEAL route passes dangerously close to several schools, daycare centers, and other venues frequently attended by children. Children play outside daily as part of their routine, and their developing lungs and shorter stature make them especially vulnerable to air pollution.

Many HVAC contractors, including myself, take extensive measures to ensure indoor air quality for buildings near major roadways. However, even the most advanced and costly systems cannot mitigate the harmful effects of outdoor air pollution resulting from high-traffic highways.

Studies have shown that **NO_2 concentrations can reach as high as 700 µg/m³** near schools situated along high-traffic routes. This is **nearly 30 times** the World Health Organization's recommended short-term exposure limit of **25 µg/m³**. This level of exposure poses a serious and unacceptable risk to children's health.

I believe the link between traffic intensity and pollutant concentrations is beyond dispute. I can provide irrefutable evidence supporting the urgent need to reconsider the current route. Children are far more affected than adults due to their physiology, and we must act in their best interest.

I respectfully urge decision-makers to move the TEAL route to either the purple or yellow alternative routes, particularly where they cross Highway 64. This adjustment addresses both the root causes and immediate impacts of traffic-related air pollution and presents a scalable, sustainable solution for urban mobility while prioritizing children's health.

Thank you for your consideration in making a decision that protects our most vulnerable citizens.

Early part of routes for Teal and Yellow - concerns.

1 message

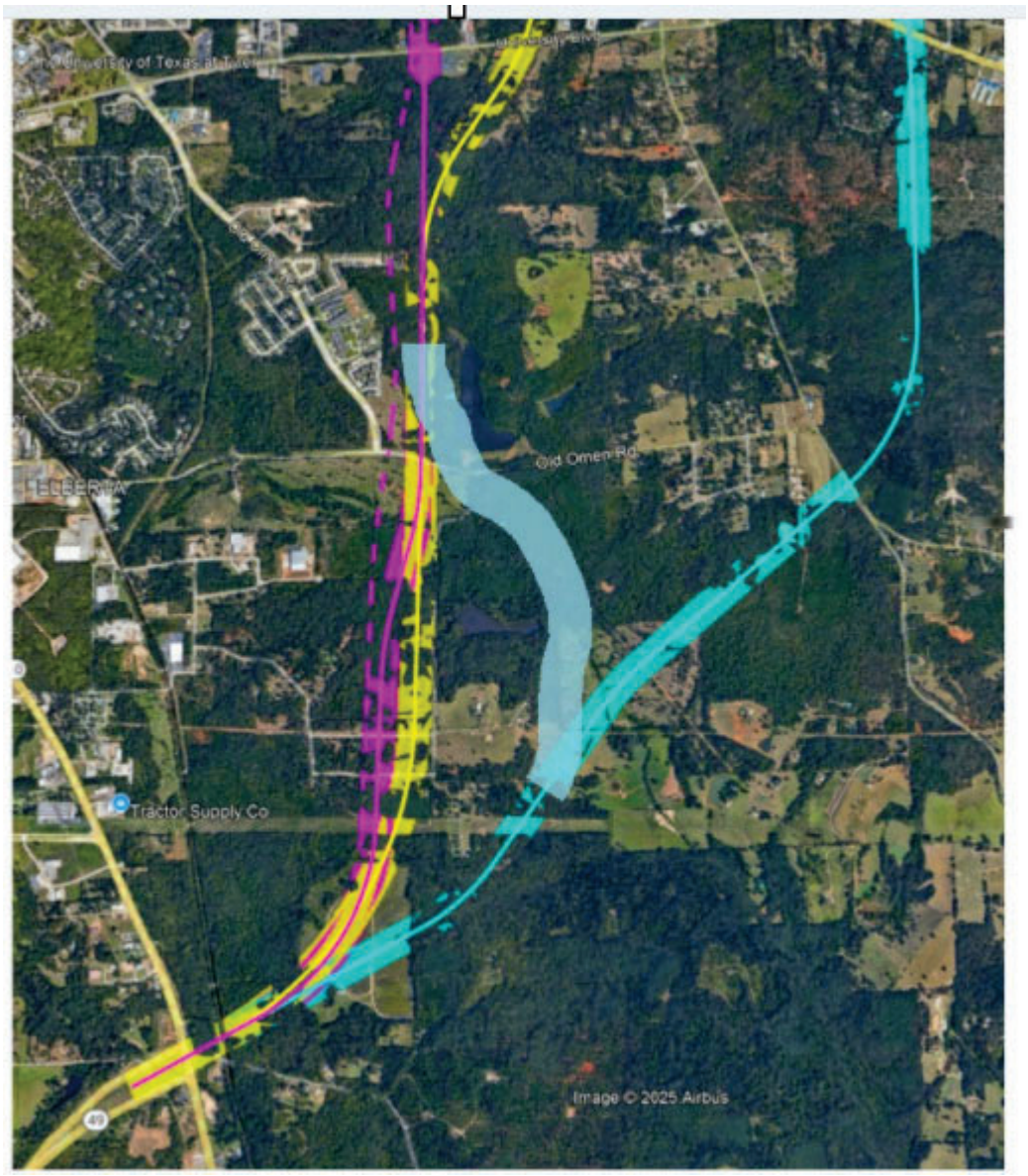
robert ireland [redacted] > Tue, May 6, 2025 at 4:57 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

1 - When passing through Oakdale Dr. and Oak Hill Dr. these both pass through about 30 home lots. These are low income housing and will be hard for some to find another spot.
2.- There are a lot of new housing at/near Huntingtower Dr, Macnab Dr and nearby roads in recent time .. I have been there recently.

I realize that no one likes to move but I think minimal impact for Teal and Yellow routes, in this southern part of the route , if selected, should be a little eastern. Suggest considering starting with teal route and turn in to just north of the northern end on Mackey Rd. Shown on attached map.

Overall I think teal route is better.

Regards
Robert Ireland
[redacted]


Old Omen Rd
LEBERIA
Tractor Supply Co
Image © 2025 Airbus

Feedback and additional info from Samual's Public Input article in theTyler paper on T ll49

1 message

[redacted] Wed, May 14, 2025 at 11:47 PM
To: toll49seg6@gmail.com [redacted]

Sam and others ,

In response to your published article on Wednesday, May 14: Public Input, East Texas mobility group still seeking comments for proposed Toll 49, I would appreciate your consideration for the following points:

(1). You quoted a NETRMA spokesperson, Randall Dillard, "The study takes into account air quality, traffic noise, effects on water quality, sensitive sites such as historic cemeteries and other impacts."

The public should know that "taking into account" means looked at, not a disqualifying decider. An EPA Director in the TX state office in Austin told me that he has reviewed many of these Environmental Impact Studies, (EIS) for the past 35 years and while these things are taken into consideration, the Board (NETRMA) will ultimately make a decision on which route regardless of the findings.

For example: if you are in the market for a used car and you narrow the search to three cars and you take the three cars to a reliable mechanic and you ask "What are the issues with each car to help in my selection"?

The mechanic tells you one has a faulty A/C, the second auto has a transmission that slips, and the 3rd auto's suspension is shot.

You then have some data to decide which to select, or, to not select any of the three.

(This is a similar analogy to choosing which of the three routes to build on, or no build).

The EIS will only tell you the environmental issues, not whether you can or can not choose and the Director also said, "They (NETRMA) will decide regardless how good or bad the environmental impact.

The EPA Director added, "I remember years ago in Ft Worth, they spent millions relocating a cemetery to finish a road." If they remove dead loved ones for a new road, they will do most anything. The EIS only tells them the impact, not whether to build or not."

(2). You wrote that NETRMA is exploring 3 routes. However, the Teal route they mention is not the original Teal route. It is a combination of the original Pink and the original Teal and should continued to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA "split the difference in real estate" between the original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal.

This is an extremely contentious point with the Save Kids from Loop49 (SKfLoop49) as NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, It had a favorable public input but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a "complicated" construction point and impossible to safely build an exit ramp there. The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the Adjusted Teal included much of the Pink Route issues but on their website, they only cite the original Teal data, which is most disingenous. Please check thsi out.

Not only does the Adjusted Teal include the original Pink route, it also connects at Hwy 64 east approximately 800 feet from the entrance (it will be even closer to the school property line) to the Kissam Elementary School bus entrance/exit and where people drop off handicapped children, at the largest Elementary school in the Chapel Hill School District, and across the street from the Cuddle Bugs Day Care Center with approx. 80 little kids. The area is one of, if not the most congested areas of the Chapel Hill Community and is near the Chapel Hill High School, with many kids walking to/from the schools to the nearby Whataburger, Gas Station, Dairy Queen, and other local businesses and across the path where the toll road entrances/exits will be located. This will drastically affect an already highly congested area.

Had NETRMA used consistent methodology as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with 2 other alternative routes scoring higher during the feasibility study. When we approached them about this inconsistent scoring (of which they said public input was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a "Judgement Call" to keep this route in play. Now they only show statistics on the old teal which is disingenous.

(3). Samuel, please, please, please ask them why. We know this is a sleigh of hand by their consultants and we also found other inconsistencies in their feasibility study. Another example was when counting the number of businesses on each route, they undercounted the businesses on our route by 6 and over counted the Yellow by at least 2. When we delved into it, they counted Cherokee Electric on Hwy 64 as 3 businesses. When I called the Operations Manager at Cherokee Electric, he said no, we only have one location. He said when we built here, we bought 3 lots so maybe they called it 3 businesses instead of one. We asked that be corrected but they have never acknowledged us. Another sleigh of hand was counting the number of 1st responders on the routes. They did not include them all and we know how important 1st responders are and time saves lives. 1st responders need the shortest route to get to an area hospital, not a road that goes around town and further out which adds time to the transport. There were more, including not counting the Cuddle Bugs Day care as a school facility. When asked, they said we only consider school age children, not younger children. Many, many, more examples when they used a flawed analysis to keep the Adjusted Teal in consideration. Ask whose policy they used to combine routes. Was it NEPA, TxDOT, NETRMA's or their own "Judgement call" to pick a number. You may uncover a huge cover up. Thanks.

(4). We are also extremely concerned that NETRMA refuses to add safety features on the current segments of Toll49 and only plan for grass medians vs Jersey (concrete) barriers. It has been confirmed that Toll 49 has a higher rate of fatal crashes than other roadways in Smith County. Jersey barriers may not stop a wreck, but they would drop the number of head on crashes, of which are almost ½ of the Toll 49 fatalities.

Much of the existing toll road has an approx. 2-foot pullover shoulder and adding a full pullover shoulder may stop folks parked partially on the roadway. We feel they need to stop building and fix the existing safety issues. They promised a 4-lane road and built a cheaper 2 lane road for the most part. It was easier to get approval for a 2-lane road and a 2-lane road does not have the full safety requirements of a 4-lane road. A 4-lane fix would help reduce crashes when people try to go around a car in a blind spot or a no passing area.

Some of us are old enough to remember the term "K-mart Blue Light Special", a cheap sale of items to get them moving out the store. We feel NETRMA is building Toll49 using a "K-Mart Blue Light Special build" vs say a Dillard's quality style build. After all, NETRMA has already spent over $200M of Federal, State and County monies, all taxpayer money, to build the existing Toll 49, while charging folks to ride on it and in spite of all of us paying 25 cents a gallon for each gallon of fuel we buy as a gas tax to build and maintain TX roads. We are very concerned about safety and think a better idea would be to fix existing issues before considering any new construction.

I used to work in manufacturing, and we used a term "poke-a-yoke", a Japanese term meaning foolproof. They can poke-a-yoke by fixing existing issues to help them foolproof from accidents as much as possible.

(5). The Teal route is near another route that was removed from consideration for good reasons, including the fact that the route crosses over several creeks that feed into Lake Tyler and the route is in the Lake Tyler watershed. As such, if there is an accident that spills dangerous chemicals, it could affect the Tyler water supply that depends on Lake Tyler water. There are also more bridges that will require additional construction on the Teal Route and since it is longer, more cost and while they have not provided estimates, we know that during the feasibility study, they said it would cost over $60M than the Purple Route. It will be much more now.

(6). We feel that NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal. Why else would they have a meeting in another town for input? Why not in Canton or Mineola or other city? We believe it was anattempt to slide the Teal route in with Longview support. Their effort failed miserably with 10 visiters signed in with several of these from the Teal Route.

(7). There has been huge public pushback from city residents when the City of Tyler attempted to contract with a firm collecting driver info with cameras at red lights. The city ended the red ligh cameras, yet NEToll49 uses cameras to gather driver data. This is an infringement on the public who overwhelmingly pushed back. If the Adjusted Teal route will have cameras gathering info near a school, it may photo school children. Why a double standard?

(8). Lastly, Dillard said he was not aware of any local democratic process that could intervene with the project, but please read old news stories, NETRMA website and all of their publications which state, the NETRMA can choose a no build and has said so many times if enough of the public chooses. Obviously, this is another sleight of hand of NETRMA to say one thing and now exclude NO build from discussion, or at least make the public feel it is nto possible. Check out TexasTURF.org for statewide toll road opposition.

No Build

No Teal.

Robert Wilson

Comments for sbmission to count

1 message

rlw1@[redacted]
To: toll49seg6@gmail.com, [redacted]

Wed, May 21, 2025 at 3:00 PM

I am concerned about Toll 49 safety, environmental, and quality of life issues especially for our kids. I also want to share with you, for the record, my concerns on the proposed Adjusted Teal Route and the biased selection due to using the inconsistent methodology to select this route. We are opposed to construction of the "Adjusted Teal" route for Toll 49 Segment 6 for the following reasons:

(1). SAFETY - The student safety issue will only get worse with the addition of the adjusted Teal Route. With approximately 3,000 folks entering/exiting extremely close **three public schools plus one eighty student day care/learning center complexes within one city block, beginning eight hundred feet from the interchange of Hwy 64 and the Toll 49 Teal Route**, this makes a dire situation worst. Hwy 64 had approx. 16,000 cars a day in 2019 at this point and it has almost doubled since.

Many high school and junior high school children walk to/from school in the path of the proposed Adjusted Teal Route and to/from the extremely close nearby business establishments, including the popular Whataburger, Dairy Queen, and gas station/food mart businesses. Putting a toll road near here will increase injury risks for our students.

With construction of the Adjusted Teal route, there will be an additional two stop signals near the Chapel Hill Kissam Elementary School plus a major highway interchange. I join others in our community who believe this adjusted route will endanger students in the Chapel Hill ISD.

I have been told that according to TXDOT signal guidance, and for health concerns, no major new roads should be built less than 1,000 feet from a school. The eight hundred feet to the bus loop entrance (also where autistic and disabled kids are dropped off and picked up) is less than this TXDOT's signal guidance. **The school property line and the school's playground are even much closer** than this.

Not only will this create additional traffic congestion for the school, but it also increases noise and air pollution which will waft into the school filtration system. **Studies consistently show that proximity to major highways negatively impacts student health, academic performance, and social-emotional well-being. Schools close to highways experience higher levels of air and noise pollution, leading to decreased test scores, increased behavioral issues, and higher absenteeism. This proximity falls short of TXDOT's own signalization guidelines, which recommend that no major new road be built within 1,000 feet of a school. This comes from the TXDOT Project 0-5470 titled: Comprehensive Guide to Traffic Control Near Schools. (Source: https://static.tti.tamu.edu/tti.tamu.edu/documents/0-5470-1-AppendixA.pdf)**

Dropping a highway interchange near this area increases risk for our children, teachers, administrators, school bus drivers and parents. The interchange will be adjacent to the schools, and therefore not relieving traffic congestion, as it is designed to do. It increases congestion. An alternative, the purple route has less schools within one mile than the Teal Route. The school near that route is further away than the "Adjusted Teal" route from any school and has 20% of the student population of the "Adjusted Teal" route.

(2). **The purple route is optimal for facilitating UT Tyler's expected growth** as it is in closer proximity to UT Tyler. Dr. Tidwell, UT Tyler President at the time of the feasibility study has publicly said he wants it close to UT Tyler. It will also improve access to Tyler Junior College and the area medical providers. No one wants to drive miles around a location but may be willing to drive on a shorter route that relieves traffic off Loop 323. The shorter purple route decreases truck travel distance 20 – 25%, reducing accordingly the amount of fuel, road wear and pollution costs, as well as freight costs to taxpayers.

(3). **The Adjusted Teal route will have negative impacts on regional air quality and vehicle costs by furthering a highway infrastructure that induces increased auto travel and impacts a rural setting.** This will worsen fragmentation of habitat, and create air, noise, and light pollution, alter hydrology, and worsen the introduction of non-native species. The mitigation should consider the range of all additional ecosystems which will be lost to the Adjusted Teal route including additional farmland, rangeland, forest, and riparian land over and above the purple route.

We do not need to further exacerbate regional air quality issues and energy consumption by encouraging longer commutes and increased vehicle travel miles. The Adjusted Teal route is approx. 2.3 miles longer than the purple route. Our region needs transportation and development approaches that will protect air and water resources, and reduce overall energy use. Ask any company transportation director whether they want to have their trucks drive additional miles

or less miles to get around town. The shorter route means less wear and tear on vehicles, less fuel consumed and less driver expense.

One of the largest companies in town with one of the largest fleet of vehicles (The Brookshires Grocery company) has told drivers not to get on Toll 49, due to cost and safety concerns, going so far as threatening drivers to pay the toll themselves if they use the road or face disciplinary action. Other companies have voiced the same concern to me. Smith County Sherriff office reportedly told officers to only use the Toll Road when responding to an emergency call and otherwise do not travel on the road.

(4). In 2019, **The Adjusted Teal route was estimated to cost taxpayers $57.4M more than the purple route**. Due to inflation, that number is much higher now. Selecting the purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for Toll Road right of way) would be better spent on other regional transportation projects. Picking another route will be a violation of the NETRMA's goal to be a wise stewart of the public's money by allowing less cost-effective routes to remain in consideration.

(5). **The adjusted teal route crosses more tax parcels than the purple** (Adjusted Teal +2.38 miles and adjusted Yellow +0.97 miles) and destroys Chapel Hill businesses. The Chapel Hill school district needs to fund additional schools, and this will reduce more of the tax base for the schools than the purple.

(6). **The adjusted Teal route is the least environmentally friendly route.** It crosses ten more creeks than the purple route. The teal route is lower in drainage and more likely to cause upstream flooding than the purple. (National Flood Insurance Program). Secondary costs impacts' that have not been quantified is the subsequent increase in downstream run off (the Teal route is the closest remaining route to Lake Tyler, its feeder streams and tributaries) and increased flooding potential as much of the Adjusted Teal route is in the Lake Tyler watershed valley.

(7). **The southern half of the adjusted teal route is the Pink Route**, (proposed early 2019) which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study) which the public opposed. For some reason NETRMA, and its then proxies, did not include these numbers in the "Adjusted Teal" public input count which is **an unexplained deviation from the rest of their feasibility study methodology**. Had they used a consistent methodology across the board, this route would no longer be in consideration. This is an egregious deviation from their stated policy for public preference, and a blatant abuse of NEPA regulation's requirement for public preferences ignoring a huge swath of the public and their preference.

(8). **The feasibility study included errors that undercounted businesses directly in the path of the Teal Route and over counted the businesses directly in the path of the Purple Route.**

When asked for details, we found at least six businesses not counted (of which two ag/farming related) in the Teal Route and found an overcount in the number of businesses on the Purple route. For example, on the Purple Route, they counted the Cherokee Electric Co-op as three businesses. When I contacted the Operations Director of Cherokee Electric, he said, "No, we have one business. When we bought here, we bought three adjoining lots so maybe they called it three businesses instead of one." Another example was Summitt Glass. The owner stated to me that he had one business. He had two buildings on the property with one as an office and the other as a warehouse but just one business**.** We asked that be corrected but they have never acknowledged us as have other request for corrections, even when they verbally acknowledged the inaccuracies.

(9). The Adjusted Teal route is not the original Teal route. It is a combination of the original Pink and the original Teal and should continue to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA "split the difference in real estate" between these original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal.

This is an extremely contentious point, and we feel NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, it had a favorable public preference but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a "complicated" construction point and impossible to safely build an exit ramp there.

(10). The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the Adjusted Teal included much of the Pink Route issues and, on their website, they only cite the original Teal data, which is most disingenuous.

(11). **Had NETRMA used consistent methodology in scoring its own designated feasibility study criteria, as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with two other alternative routes scoring higher during the feasibility study. In fact, the correct calculation alone would have placed Gray as #3 route, Maroon #4 and Teal Adjusted #5 in the final ranking.**

When we approached NETRMA about this inconsistent scoring (of which they said public preference was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a **"Judgement Call"** to keep this route in play. On their website and in public meetings, NETRMA only show statistics on the old teal which is disingenuous.

(12). NETRMA dropped the option of NO BUILD from public discussion on or after March 2025 following the feasibility study and the EIS re- start. A spokesperson on behalf of NETRMA told the Tyler Morning News during an interview and published in the May 14 edition of the paper, that they were not aware of any local democratic process that could intervene with the project which would mean a NO BUILD, a blatant contradiction to their prior public statements stating NO BUILD was an option.

(13). We feel that **NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal.** Why else would they have a meeting in another town for input? Why not in other cities closer than Longview like Canton, Mineola, Gladewater, or Jacksonville? We believe it was an attempt to influence public support for the Teal route with Longview (the next largest city in the area after Tyler) and resident support. While they may say the eventual hourglass connector will eventually connect to Longview, it will not do so until an estimated 15 or more years and after completion of Segment 7 and Segment 8 and then connect to I 20 and through, or, around the city of Gladewater. Again, we feel this was an attempt to influence public preference for the Adjusted Teal Route.

(14). **The Teal route comes extremely close to the historic Bascom Road Church, and Bascom Cemetery, one of the oldest churches and cemeteries in Smith County**, including folks interred from before the civil war. This is a sensitive site and traffic issues, and noise and pollution would disrupt church services, as well as last-rite services for those who continue to be interred here.

(15). The Tel Route Threaten **sensitive natural habitats along Big Timber Creek** and surrounding wetlands.

(16). **Addendum to feasibility study** the feasibility study was completed in 2019 and the data used to justify keeping the Adjusted Teal in play has changed drastically. While NETRMA published an addendum, less than ¼ mile from me I see **two new businesses that were not included in the 2024 addendum and at least one large expensive home behind me all in the path of the proposed Teal Route but also not in the addendum, in spite of its construction completed long before the addendum was created..** For such an impactful project, you would think NETRMA would have more accurate data. Again, this is another attempt to bias the selection for the Adjusted Teal route.

(17). R**ed breasted woodpecker**, on the endangered species list was spotted by two people at two different residences on the Adjusted Teal Route. A **bald eagle has been seen nesting at the Hwy 850** intersection of where the teal route crosses 850.

(18). The Teal Route is a violation of the working group goal of maintaining public goodwill because there is a large public outcry against the Adjusted Teal remaining.

(19). **Decreased public safety by placing a dangerous interchange near Bascom Road Methodist Church Hill with multiple blind spots near the hill crest. This hill is the fifth highest point in the county**, yet it will require an interchange **near the crest of a hill with two** roads (CR 262 and FM 848) intersecting with blind spots on each side of the intersection, creating six blind spots for interchange interaction.

(20**). Violation of NETRMA's goal to accelerate the development of transportation projects in NE Texas**, by selecting a route 30% longer and with ten additional bridges than closer routes.

Please say no to the Adjusted Teal Route. Make Toll 49 Segment 6 safe for all of us, and especially our children and their future. Please review the environmental impact on this proposed route and the safety of our kids.

Addendum to previous sent email asking to no build the Teal route.

1 message

Robert Wilson <[redacted]> Fri, May 23, 2025 at 10:49 PM
To: "Toll49Seg6@gmail.com" <Toll49Seg6@gmail.com>

I believe It is prudent and owed to the citizens of our local community, the patrons who utilize Toll 49, and to the Taxpayers who are all contributing to the cost of this road, and whom will be taxed again to use the road. The corrected “Public Prefrence” score would have Maroon and Gray ahead of Adjusted Teal. Those routes make more sense secondary to overall cost, parcels of land crossed, and for “relieving congestion”.

Reference Toll 49

1 message

Robin Schumacher <[redacted]> Fri, May 23, 2025 at 1:15 PM
To: toll49seg6@gmail.com

I am writing to express my serious concerns about the proposed TEAL Route of the Toll 49 project, particularly as it relates to the safety and well-being of students at Kissam Elementary, nearby day care centers

and Chapel Hill High School.

As a grandmother of a student entering Kissam next year—and another soon to follow—I am deeply troubled by the potential safety risks posed by the TEAL Route's proximity to these school campuses. This proposed route poses a clear hazard at the entrance of the bus loop, which is essential for the loading and unloading of students, including those with autism and other disabilities.

I understand that TXDOT recommends a 1,000-foot buffer between new construction and school properties. The TEAL Route appears to fall short of this guidance. In fact, the playground and school property lines are even closer to the proposed roadway, placing our youngest and most vulnerable students at risk.

Moreover, increased traffic will inevitably result in elevated levels of noise and air pollution. These pollutants can enter school HVAC systems, potentially affecting the health of students—especially those with asthma, allergies, and other respiratory conditions.

Request for Route Adjustment:
I respectfully urge TXDOT to reconsider the current alignment of the TEAL Route near Highway 64 in Chapel Hill. A more responsible alternative would be to shift the route to align with the Purple and Yellow route options at this junction. This adjustment would substantially reduce the risks to student safety and environmental health while still meeting the overall objectives of the Toll 49 project.

Thank you for your time and consideration. The safety and health of our children should be a top priority in any infrastructure planning.

Sent from my iPhone

Toll 49

Glenda Howell <[redacted]> Tue, May 20, 2025 at 11:27 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

We like the purple route for three reasons. It's the shortest route to I-20, it would give excellent access from the college, and it would be an extension of the already existing 4 lane highway.

Thank you for your consideration.

Roger & Glenda Howell

Petition against TOLL 49 Segment 6

1 message

Save Kids From Loop 49 <[redacted]> Fri, May 23, 2025 at 5:21 PM
To: Toll49Seg6@gmail.com

Attached are the signatures of the petition against Toll 49 Segment 6. SKFL49 is adamantly against the Adjusted Teal route option for Toll 49 Segment 6.

1. It has been confirmed (via Lochner representative) that NET RMA deceptively manipulated the feasibility study to keep the Adjusted Teal route included as one of the route options. We intend to press forward with remedies to rectify the deceit, and to hold accountable those who participated in this fraud.

2. The Adjusted Teal route is dangerously close to schools.

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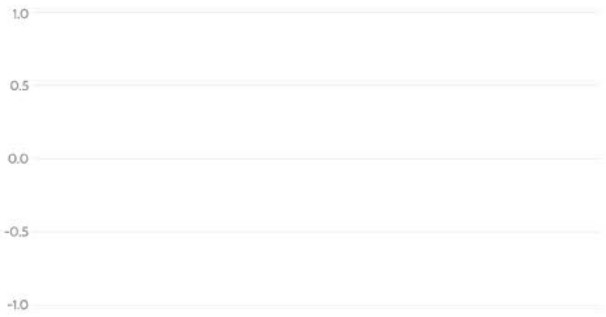
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#	Name	Comments	Created On	Actions
184	Whitney Cleveland	-	May 5, 2025, 9:45 PM	
183	Save Kids From Loop 49	-	May 5, 2025, 5:58 PM	
182	Doug McGough	-	February 5, 2021, 11:36 AM	
181	Juan Gonzalez	YES to PURPLE route option. NO TO TEAL route. Protect our Chapel Hill School children.	October 20, 2020, 2:00 PM	
180	Craig Schoenberger	-	April 30, 2020, 5:49 PM	
179	Teresa Whittaker	-	March 16, 2020, 1:48 PM	
178	Shelly	-	March 15, 2020, 4:16 PM	
177	Rebecca Williams	-	March 15, 2020, 2:40 PM	
176	Christina Hill	Not necessary and would be a burden to community.	March 15, 2020, 2:34 PM	
175	Ashton Tarpley	-	March 15, 2020, 12:24 AM	

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#	Name	Comments	Created On	Actions
174	Dee Bradshaw	-	March 14, 2020, 6:18 PM	
173	Shawna Siller	-	March 14, 2020, 5:56 PM	
172	Kassidy Robertson	-	March 14, 2020, 5:14 PM	
171	Shannon Trudo	-	March 14, 2020, 5:02 PM	
170	Sally Harper	-	March 14, 2020, 4:53 PM	
169	Parker Smith	-	March 14, 2020, 4:12 PM	
168	Jennifer Roach	-	March 14, 2020, 3:41 PM	
167	Heather Smith	It is horrifying that they are looking at taking my home! My home that was passed down to me by my mother & father! It is all I have left. It's where I am raising my children as a single mother. How is it safe to put the toll so close to our children?	March 14, 2020, 3:10 PM	
166	Jason Montier	-	January 28, 2020, 6:27 PM	
165	ROBERT WILSON	this is the worst segment to choose. It cost more, transverses over 10 more streams many of which ultimately feed into Lake Tyler and the city of Tyler;s main water source. It is too close to the Chapel Hill schools (Kissam and a block away the middle and high schools) and creates an unsafe area where approx 3000 kids and school administrators enter/exit daily. The purple route is the closest route with a better traffic flow. The adjusted Teal is actually a combination of the Teal and Pink routes, and the pink was the most opposed route of all.	December 28, 2019, 6:50 PM	

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#	Name	Comments	Created On	Actions
164	Sandra Rankin	-	December 27, 2019, 12:14 AM	
163	Billy Hunt	-	December 22, 2019, 12:53 PM	
162	Marvin Schoenberger	Go purple route	December 5, 2019, 11:57 AM	
161	Wesley Blalock	-	December 2, 2019, 5:19 PM	
160	Jeff Stewart	no to adjusted teal	December 2, 2019, 4:14 PM	
159	Lori Harvell	-	December 2, 2019, 3:54 PM	
158	Vicki bailey	-	November 23, 2019, 2:35 AM	
157	Kristal Baith	-	November 22, 2019, 7:34 PM	
156	Kathleen Watson	-	November 22, 2019, 5:48 PM	
155	Cindy Grimes	-	November 22, 2019, 1:07 PM	

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#	Name	Comments	Created On	Actions
154	Angie Steinbach	-	November 22, 2019, 6:43 AM	
153	austin owens	-	November 22, 2019, 4:20 AM	
152	Don Loper	-	November 22, 2019, 4:19 AM	
151	Nicole Wilkerson	-	November 22, 2019, 3:51 AM	
150	Lyn ortiz	Keep loop/heavy buse traffic from schools area and homes, causing danger to kids.	November 22, 2019, 3:34 AM	
149	Ashlia Lankford	Don't believe Loop 49 should be expanded	November 22, 2019, 1:18 AM	
148	Janice Riza	-	November 22, 2019, 12:44 AM	
147	Linda Loggins	I do not want this.. save the children!	November 22, 2019, 12:42 AM	
146	Renea gerdes	save our family land.	November 22, 2019, 12:42 AM	
145	Kim Maddox	-	November 22, 2019, 12:17 AM	

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#	Name	Comments	Created On	Actions
144	Chris Freeman	-	November 21, 2019, 11:31 PM	
143	Loyalann Hidalgo	-	November 21, 2019, 11:27 PM	
142	Beverly Turman C hapman	-	November 21, 2019, 11:07 PM	
141	Sandra Ward	Save the children	November 21, 2019, 10:09 PM	
140	Robin Stewart	-	November 21, 2019, 6:39 PM	
139	Nancy Jones	-	November 21, 2019, 5:32 PM	
138	LISA Mauch Gray	-	November 21, 2019, 4:57 PM	
137	Kim Hall	I support my friends who would lose a great deal financially if Loop 49 follows these routes.	November 21, 2019, 4:53 PM	
136	Deanna Adams	-	November 21, 2019, 4:49 PM	
135	Lisa Carlile	-	November 21, 2019, 4:46 PM	

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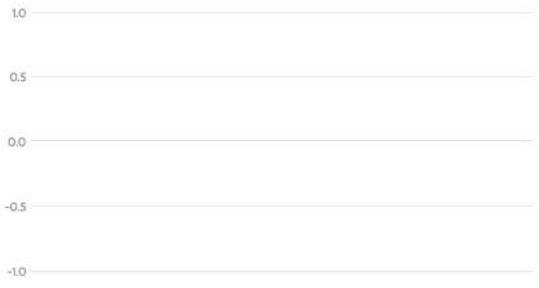
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#	Name	Comments	Created On	Actions
134	Genie Terry	-	November 21, 2019, 4:38 PM	
133	Bobby burnett	These are people's homes	November 21, 2019, 4:31 PM	
132	Renae Mueck	Yes to Purple. NO TO TEAL. Purple seems to be the least disruptive r oute. Change is inevitable but the effects of the teal route on the dail y lives of people in this community far outweigh any benefits. The c ost of the less direct route would also be greater. NO TO TEAL.	November 21, 2019, 4:25 PM	
131	Tammy Thompso n	Save this land	November 21, 2019, 4:23 PM	
130	alison rader	-	November 21, 2019, 4:23 PM	
129	April Crowley	-	November 21, 2019, 4:22 PM	
128	Monica Bigler	-	November 21, 2019, 4:21 PM	
127	Maria Karlson	-	November 21, 2019, 4:21 PM	
126	Becky Clawson	No to teal route Yes to purple route	November 21, 2019, 4:21 PM	
125	Vicki Shope	-	November 21, 2019, 4:20 PM	

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#	Name	Comments	Created On	Actions
124	Larry watson	The purple route is the best route because of several fa ctors	November 21, 2019, 4:17 PM	
123	Debi	-	November 21, 2019, 4:17 PM	
122	Cindy Bowers	this is for the children of the future	November 21, 2019, 4:17 PM	
121	Mary jacobe	Please save our homes and schools.	November 21, 2019, 4:15 PM	
120	tomlin	-	November 21, 2019, 4:11 PM	
119	Kathryn Varnell	-	November 21, 2019, 4:05 PM	
118	Lisa Villarreal	Please change the route	November 21, 2019, 3:58 PM	
117	Joanna Barnes	-	November 21, 2019, 3:47 PM	
116	tammy meadows	-	November 21, 2019, 3:05 PM	
115	Regena Garrett	No to teal!	November 21, 2019, 2:53 PM	

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#	Name	Comments	Created On	Actions
114	JUSTIN CROWLEY	No to teal route	November 21, 2019, 2:32 PM	
113	Robin Hunt	-	November 21, 2019, 2:06 PM	
112	Matthew Hett	-	November 21, 2019, 1:53 AM	
111	Shawna	-	November 20, 2019, 4:41 PM	
110	Billy Hunt	-	November 20, 2019, 10:24 AM	
109	Stephen M Losiewicz	-	November 20, 2019, 6:16 AM	
108	Eric Yates	-	November 20, 2019, 2:21 AM	
107	RichardCounts	-	November 20, 2019, 2:06 AM	
106	Deedee laney	-	November 19, 2019, 4:07 PM	
105	darell abrahams	-	November 18, 2019, 12:18 AM	

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#	Name	Comments	Created On	Actions
104	cassidy degrio	Dont tear peoples houses down like seriously	November 17, 2019, 5:45 PM	
103	Sabrina Fields	-	November 17, 2019, 5:40 PM	
102	Sabrina Fields	-	November 17, 2019, 5:38 PM	
101	Sabrina Fields	-	November 17, 2019, 5:36 PM	
100	Sabrina Fields	-	November 17, 2019, 5:35 PM	
99	Sabrina Fields	-	November 17, 2019, 5:34 PM	
98	Nancy Redman	Certainly do not want Teal route due to dangerous traffic corridor at hwy 64 for planned route	November 17, 2019, 5:26 PM	
97	Jennifer Hett	Yes to Purple No to Teal & Yellow	November 16, 2019, 1:09 PM	
96	Shirley Jureski	Save our children from the loop .They are our future .	November 15, 2019, 11:02 PM	
95	Ashlie Aguilar	The purple route is not only in the best interest for our kids, but it is way more feasible. It makes much more sense and will be extremely more cost effective than the other two routes.	November 14, 2019, 10:45 PM	

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#	Name	Comments	Created On	Actions
94	Joseph Seibert	-	November 14, 2019, 10:22 PM	
93	Kay Vaughan	-	November 14, 2019, 9:55 PM	
92	Kelly Breedlove	No to teal and yellow routes.	November 14, 2019, 9:21 PM	
91	Kawanna Berry	I have a 7 year old that will be going there soon. If this goes through it will be fully functional once he's there. Haven't anyone been watchin g the news.. kids, babies are dying now. So with any means necessary we have to keep our future safe. Please for the love of them. Reconsi der! Or find a better solution!! Please!!	November 13, 2019, 4:34 AM	
90	Andres Angeles	-	November 9, 2019, 2:30 PM	
89	Tommy Fails	The part that has been completed is a dangerous road - why add mor e.	November 6, 2019, 9:10 PM	
88	rienherdt	for glory for honor	November 6, 2019, 6:38 PM	
87	Jennifer Newton	-	November 3, 2019, 7:51 PM	
86	Daniel Newton	-	November 3, 2019, 7:48 PM	
85	JUSTIN W BULLA RD	The stretch of Hwy 64E where the proposed teal route crosses is alre ady congested with school traffice between University and the high s chools. This stretch already has 3 stop lights and 2 public schools. Ad ding additional lights or any traffic from off ramps would majorly co mplicate this area even more.	October 30, 2019, 3:27 AM	

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#	Name	Comments	Created On	Actions
84	Manu S-M	-	October 28, 2019, 3:34 PM	
83	Colette Murrell	-	October 28, 2019, 3:35 AM	
82	George Thomasson	-	October 27, 2019, 2:58 PM	
81	Robert Robertson	-	October 27, 2019, 2:49 PM	
80	Binyam Solomon	-	October 25, 2019, 4:25 PM	
79	Binyam Solomon	-	October 25, 2019, 4:25 PM	
78	Mekonnen	The most disgusting media ever	October 25, 2019, 10:47 AM	
77	Debra Freeman	Need to go back with original route where it goes out further.	October 24, 2019, 11:53 PM	
76	sonali perera	-	October 24, 2019, 4:07 PM	
75	Charles M'biro	-	October 21, 2019, 1:29 AM	

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#	Name	Comments	Created On	Actions
74	George Brigman	-	October 20, 2019, 6:36 PM	
73	iship adriennette etc	-	October 20, 2019, 3:00 PM	
72	Zully Lopez	-	October 20, 2019, 1:00 AM	
71	Brody B	-	October 19, 2019, 9:00 PM	
70	Sherry Fuller	-	October 19, 2019, 1:16 AM	
69	Shelbi Stinecipher	NO to TEAL!!!	October 18, 2019, 2:41 PM	
68	Barbara Opstedal	-	October 18, 2019, 1:49 PM	
67	Tori Sandoval	-	October 18, 2019, 1:07 PM	
66	John Antes	-	October 18, 2019, 2:11 AM	
65	Tonya Brumley	-	October 17, 2019, 3:32 PM	

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#	Name	Comments	Created On	Actions
64	Frank Harden	-	October 17, 2019, 2:11 PM	
63	Angela Campbell	-	October 17, 2019, 11:16 AM	
62	James Jureski	No teal Yes purple	October 17, 2019, 4:10 AM	
61	Reform Maldives Cri cket	-	October 15, 2019, 8:00 AM	
60	Lex	-	October 15, 2019, 7:59 AM	
59	Jill Lovelady	-	October 15, 2019, 2:48 AM	
58	Zachery Hatchett	.	October 14, 2019, 3:15 PM	
57	Randall Johnston	-	October 14, 2019, 1:59 AM	
56	LEWIS COBB	Save chapple hill middle school kids	October 14, 2019, 12:57 AM	
55	Jeannie Cobb	Save Horseshoe Club Lake. Save chapple hill middle sc hool kids	October 14, 2019, 12:56 AM	

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#	Name	Comments	Created On	Actions
54	Bobby Bonnett	-	October 13, 2019, 8:54 PM	
53	Marilynn McKinley	-	October 13, 2019, 8:50 PM	
52	Gwen Stauffer	-	October 13, 2019, 7:20 PM	
51	Joy Johnston	-	October 13, 2019, 6:52 PM	
50	Dixie Hester	-	October 13, 2019, 6:30 PM	
49	Joyce Jopin	-	October 13, 2019, 6:05 PM	
48	Austin carter	No teal	October 13, 2019, 4:23 PM	
47	Kelsey tinsley	No teal route	October 13, 2019, 4:22 PM	
46	Carolyn Moss	Loop 49 is a death trap. I've had several friends who were involved in accidents on one segment of Loop 49 which resulted in their deaths. We DO NOT NEED THIS SECTION OF THIS DEATH TRAP IN OUR BACKYARDS!	October 13, 2019, 2:43 PM	
45	Les Heard	Our Chapel Hill school kids safety and learning environment would be severly impacted in the most negative way by the close proximity of this toll road proposal. Moving it westward closer to Tyler is a solution that best serves the majority of Tyler's population.	October 13, 2019, 2:26 PM	

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#	Name	Comments	Created On	Actions
44	Andrea Heard	Our children do not need their safety threatened by placing the teal t oll route	October 13, 2019, 2:16 PM	
43	betsy lachowsky	-	October 13, 2019, 12:57 PM	
42	mike lachowsky	-	October 13, 2019, 12:56 PM	
41	Shirley Prihoda	I strongly oppose the Teal route for many reasons: safety of school ch ildren due to close proximity of the school, large concentration of eld erly in the proposed site, noise pollution, and destroying the serenity of Horseshoe Lake. It make more sense to place the route closer to to wn to facilitate movement of emergency vehicles to care centers and movement of workers to and from their jobs. As stated, I strongly op pose the Teal path.	October 13, 2019, 11:08 AM	
40	Angela Hayes	-	October 13, 2019, 7:57 AM	
39	Gary Moore	-	October 13, 2019, 2:47 AM	
38	J seely	-	October 13, 2019, 2:05 AM	
37	Robin Seely	-	October 13, 2019, 2:03 AM	
36	Autumn Rainey	-	October 13, 2019, 1:57 AM	
35	Billie Moore	-	October 13, 2019, 1:46 AM	

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#	Name	Comments	Created On	Actions
34	Tammy Humes	-	October 13, 2019, 1:42 AM	
33	Elizabeth Tinsley	No real route!!!	October 13, 2019, 1:39 AM	
32	Tammy Tinsley	No teal	October 13, 2019, 1:32 AM	
31	Jerry Creekmore	-	October 12, 2019, 10:55 PM	
30	Alyssa Bieniek	Voting NO to Teal route. Keep the toll road away from our sc hools and children.	October 12, 2019, 10:48 PM	
29	Brady Bieniek	I don't know how this makes economic or social sense.	October 12, 2019, 10:36 PM	
28	Kailee T	-	October 12, 2019, 10:36 PM	
27	Kerri Antes	It is smarter to have it closer into town	October 12, 2019, 10:30 PM	
26	Bobye Creekmore	Save my home and community!	October 12, 2019, 10:25 PM	
25	Brandi Jones	-	October 11, 2019, 1:53 PM	

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#	Name	Comments	Created On	Actions
24	Donnie	-	October 11, 2019, 11:54 AM	
23	Shane Reif	Let's keep this ridiculous route option away from our children and ho mes. The teal route is a major safety issue. Let's fight this and also ex pose the sneaky non-advertised meetings that have gone on this far.	October 11, 2019, 3:36 AM	
22	Bailee Joyner	-	October 11, 2019, 2:35 AM	
21	Jay Butler	-	October 11, 2019, 1:35 AM	
20	Susan Devinney	-	October 11, 2019, 1:21 AM	
19	Alyssa Hearon	Dumb ass idea get it together.	October 11, 2019, 1:12 AM	
18	Alysia Wilson	I want to send my regards to beg to change the loop 49 proposal to t ake away the TEAL line. I grew up there, it is my family line. Both my parents and brother have homes in the Teal, for 30 years my dad has raised a family and has put so much hard work into his home. This isn' t a time for him to move. My brother as well has a home along the te al line, and together have a farm that the loop will divide in half. This i s a very large area of a community of young children. I definitely wan t you to consider to do away with the teal route. I would hate to see e verything my parents and brother have worked for just be taken awa y.	October 11, 2019, 1:04 AM	
17	Paula S Butler	-	October 11, 2019, 12:51 AM	
16	Krystal Wilson	-	October 11, 2019, 12:43 AM	
15	Holley butler	Put it farther east. Near 747.	October 11, 2019, 12:33 AM	

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#	Name	Comments	Created On	Actions
14	Wayne hicks	Interchange near schools would be very dangerous for children .super congestion during beginning and end of school day. Logic would prov e the purple route would be the best	October 11, 2019, 12:11 AM	
13	Christine S Hicks	NO to the TEAL Route. We need to keep our children safe. We alread y have more than enough traffic congestion.	October 10, 2019, 10:52 PM	
12	Laura Mayo	-	October 10, 2019, 10:32 PM	
11	Justin Jackson	Orange	October 10, 2019, 10:24 PM	
10	Kelly Reif	This Teal Route MUST be stopped! It makes no fiscal sense, it makes no sense for the sake of safety.	October 10, 2019, 8:56 PM	
9	Bill ONeal	-	October 10, 2019, 8:42 PM	
8	Preston Hill	-	October 10, 2019, 8:21 PM	
7	Wayne Murphy	-	October 10, 2019, 8:13 PM	
6	Walt Carnes	It doesn't need to be that close to the school kids would die sooner or later there is ALWAYS a wreck on it anyways	October 10, 2019, 8:01 PM	
5	Melissa Fowler	-	October 10, 2019, 7:58 PM	

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#	Name	Comments	Created On	Actions
4	Keith johnson	No real route	October 10, 2019, 7:53 PM	
3	Kelly Ellis	-	October 10, 2019, 6:55 PM	
2	Cynthia Allen	-	October 10, 2019, 6:10 PM	
1	Jeremy Wilson	-	October 10, 2019, 6:07 PM	

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Comments

1 message

SHERRI RANDALL [redacted]> Sun, May 11, 2025 at 2:46 PM
Reply-To: SHERRI RANDALL [redacted]
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Name: Sherri Randall
Email [redacted] Subscribe to email list? YES
Address [redacted]

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

Community and Safety Concerns:
The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.

Environmental Risks:
Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need":
NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often **increases traffic congestion over time** rather than alleviating it.

The **Purpose & Need** statement heavily relies on:

- **Projections for 2050** that predict increased travel times, yet these are assumptions based on models, not observed realities.
- Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.
- Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning.

There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

Economic and Social Consequences:
The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.

Furthermore, it is important to recognize that **toll roads rarely pay themselves off**. In fact, previous sections of Toll 49 remain **unpaid**, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

- **Ongoing Debt Obligations:** Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt.

- **Toll Rate Increases:** To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.

- **Questionable Financial Viability:** The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain.

Environmental Impact Study (EIS) and Accountability:
NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the **National Environmental Policy Act (NEPA)**, the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.

We must hold NET RMA accountable to more than just documentation. We demand **real solutions, not just environmental paperwork** that greenlights construction without meaningful safeguards.

Alternative Solutions and No-Build Justification:
We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.

Conclusion and Call to Action:
We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.

Our neighborhoods matter. Our families matter. Our community matters.

Sherry Wilson

comments for the official record of the public meeting

1 message

[redacted] Thu, May 22, 2025 at 9:25 PM
To: Toll49Seg6@gmail.com

I am concerned about Toll 49 safety, environmental, and quality of life issues for the Chapel Hill kids. I have concerns about the proposed Adjusted Teal Route and the biased selection using inconsistent methodology to select the adjusted teal route. We are opposed to construction of the "Adjusted Teal" route for Toll 49 Segment 6 for the following reasons:

(1). SAFETY - The student safety issue will only get worse with the addition of the adjusted Teal Route. With approximately 3,000 folks entering/exiting extremely close **three public schools plus one eighty student day care/learning center complexes within one city block, beginning eight hundred feet from the interchange of Hwy 64 and the Toll 49 Teal Route**, this makes a dire situation worst. Hwy 64 had approx. 16,000 cars a day in 2019 at this point and it has almost doubled since.

Many high school and junior high school children walk to/from school in the path of the proposed Adjusted Teal Route and to/from the extremely close nearby business establishments, including the popular Whataburger, Dairy Queen, and gas station/food mart businesses. Putting a toll road near here will increase injury risks for our students.

With construction of the Adjusted Teal route, there will be an additional two stop signals near the Chapel Hill Kissam Elementary School plus a major highway interchange. I join others in our community who believe this adjusted route will endanger students in the Chapel Hill ISD.

I have been told that according to TXDOT signal guidance, and for health concerns, no major new roads should be built less than 1,000 feet from a school. The eight hundred feet to the bus loop entrance (also where autistic and disabled kids are dropped off and picked up) is less than this TXDOT's signal guidance. **The school property line and the school's playground are even much closer** than this.

Not only will this create additional traffic congestion for the school, but it also increases noise and air pollution which will waft into the school filtration system. **Studies consistently show that proximity to major highways negatively impacts student health, academic performance, and social-emotional well-being. Schools close to highways experience higher levels of air and noise pollution, leading to decreased test scores, increased behavioral issues, and higher absenteeism. This proximity falls short of TXDOT's own signalization guidelines, which recommend that no major new road be built within 1,000 feet of a school. This comes from the TXDOT Project 0-5470 titled: Comprehensive Guide to Traffic Control Near Schools.**

Dropping a highway interchange near this area increases risk for our children, teachers, administrators, school bus drivers and parents. The interchange will be adjacent to the schools, and therefore not relieving traffic congestion, as it is designed to do. It increases congestion. An alternative, the purple route has less schools within one mile than the Teal Route. The school near that route is further away than the "Adjusted Teal" route from any school and has 20% of the student population of the "Adjusted Teal" route.

(2). **The purple route is optimal for facilitating UT Tyler's expected growth** as it is in closer proximity to UT Tyler. Dr. Tidwell, UT Tyler President at the time of the feasibility study has publicly said he wants it close to UT Tyler. It will also improve access to Tyler Junior College and the area medical providers. No one wants to drive miles around a location but may be willing to drive on a shorter route that relieves traffic off Loop 323. The shorter purple route decreases truck travel distance 20 – 25%, reducing accordingly the amount of fuel, road wear and pollution costs, as well as freight costs to taxpayers.

(3). **The Adjusted Teal route will have negative impacts on regional air quality and vehicle costs by furthering a highway infrastructure that induces increased auto travel and impacts a rural setting.** This will worsen fragmentation of habitat, and create air, noise, and light pollution, alter hydrology, and worsen the introduction of non-native species. The mitigation should consider the range of all additional ecosystems which will be lost to the Adjusted Teal route including additional farmland, rangeland, forest, and riparian land over and above the purple route.

We do not need to further exacerbate regional air quality issues and energy consumption by encouraging longer commutes and increased vehicle travel miles. The Adjusted Teal route is approx. 2.3 miles longer than the purple route. Our region needs transportation and development approaches that will protect air and water resources, and reduce overall energy use. Ask any company transportation director whether they want to have their trucks drive additional miles or less miles to get around town. The shorter route means less wear and tear on vehicles, less fuel consumed and less driver expense.

One of the largest companies in town with one of the largest fleet of vehicles (The Brookshires Grocery company) has told drivers not to get on Toll 49, due to cost and safety concerns, going so far as threatening drivers to pay the toll themselves if they use the road or face disciplinary action. Other companies have voiced the same concern to me. Smith County Sherriff office reportedly told officers to only use the Toll Road when responding to an emergency call and otherwise do not travel on the road.

(4). In 2019, **The Adjusted Teal route was estimated to cost taxpayers $57.4M more than the purple route**. Due to inflation, that number is much higher now. Selecting the purple route will allow for cost savings that can be used to enhance the safety of the existing portions of the Toll 49. In addition, transportation dollars (including the cumulative millions from Smith County Road funds used for Toll Road right of way) would be better spent on other regional transportation projects. Picking another route will be a violation of the NETRMA's goal to be a wise stewart of the public's money by allowing less cost-effective routes to remain in consideration.

(5). **The adjusted teal route crosses more tax parcels than the purple** (Adjusted Teal +2.38 miles and adjusted Yellow +0.97 miles) and destroys Chapel Hill businesses. The Chapel Hill school district needs to fund additional schools, and this will reduce more of the tax base for the schools than the purple.

(6). **The adjusted Teal route is the least environmentally friendly route.** It crosses ten more creeks than the purple route. The teal route is lower in drainage and more likely to cause upstream flooding than the purple. (National Flood Insurance Program). Secondary costs impacts' that have not been quantified is the subsequent increase in downstream run off (the Teal route is the closest remaining route to Lake Tyler, its feeder streams and tributaries) and increased flooding potential as much of the Adjusted Teal route is in the Lake Tyler watershed valley.

(7). **The southern half of the adjusted teal route is the Pink Route**, (proposed early 2019) which received much public opposition (NETRMA Toll 49 Segment 6 Feasibility Study) which the public opposed. For some reason NETRMA, and its then proxies, did not include these numbers in the "Adjusted Teal" public input count which is **an unexplained deviation from the rest of their feasibility study methodology**. Had they used a consistent methodology across the board, this route would no longer be in consideration. This is an egregious deviation from their stated policy for public preference, and a blatant abuse of NEPA regulation's requirement for public preferences ignoring a huge swath of the public and their preference.

(8). **The feasibility study included errors that undercounted businesses directly in the path of the Teal Route and over counted the businesses directly in the path of the Purple Route.**

When asked for details, we found at least six businesses not counted (of which two ag/farming related) in the Teal Route and found an overcount in the number of businesses on the Purple route. For example, on the Purple Route, they counted the Cherokee Electric Co-op as three businesses. When I contacted the Operations Director of Cherokee Electric, he said, "No, we have one business. When we bought here, we bought three adjoining lots so maybe they called it three businesses instead of one." Another example was Summitt Glass. The owner stated to me that he had one business. He had two buildings on the property with one as an office and the other as a warehouse but just one business**.** We asked that be corrected but they have never acknowledged us as have other request for corrections, even when they verbally acknowledged the inaccuracies.

(9). The Adjusted Teal route is not the original Teal route. It is a combination of the original Pink and the original Teal and should continue to be called the Adjusted Teal route as it is not the original Teal route. For much of the path, NETRMA "split the difference in real estate" between these original two routes. It is disingenuous to call this the Teal, as it is not the same real estate as the Original Teal.

This is an extremely contentious point, and we feel NETRMA wants the public to think this route is the Original Teal that originally was proposed. At the time, it had a favorable public preference but was removed from consideration with NETRMA claiming the point it crossed at, or near, Spur 248 would result in a "complicated" construction point and impossible to safely build an exit ramp there.

(10). The Adjusted Teal also includes the original Pink Route of which the public was in extreme opposition. NETRMA wants to paper over that the Adjusted Teal included much of the Pink Route issues and, on their website, they only cite the original Teal data, which is most disingenuous.

(11). **Had NETRMA used consistent methodology in scoring its own designated feasibility study criteria, as they did in other route combinations, the Adjusted Teal route would not have been still in consideration with two other alternative routes scoring higher during the feasibility study. In fact, the correct calculation alone would have placed Gray as #3 route, Maroon #4 and Teal Adjusted #5 in the final ranking.**

When we approached NETRMA about this inconsistent scoring (of which they said public preference was worth 25%) NETRMA refused to reply, instead directing all questions to the then Design Build Contractor, Adkins, who gave us a cut/paste boiler plate summary of their plan and never explained why. Only recently did we learn that the NETRMA Board made a **"Judgement Call"** to keep this route in play. On their website and in public meetings, NETRMA only show statistics on the old teal which is disingenuous.

(12). NETRMA dropped the option of NO BUILD from public discussion on or after March 2025 following the feasibility study and the EIS re- start. A spokesperson on behalf of NETRMA told the Tyler Morning News during an interview and published in the May 14 edition of the paper, that they were not aware of any local democratic process that could intervene with the project which would mean a NO BUILD, a blatant contradiction to their prior public statements stating NO BUILD was an option.

(13). We feel that **NETRMA held a scoping meeting in Longview for Segment 6, for the sole purpose to gain support from Longview residents, as the 1st route they see coming from Longview would be the Adjusted Teal and NETRMA wanted Longview folks to help choose the Adjusted Teal.** Why else would they have a meeting in another town for input? Why not in other cities closer than Longview like Canton, Mineola, Gladewater, or Jacksonville? We believe it was an attempt to influence public support for the Teal route with Longview (the next largest city in the area after Tyler) and resident support. While they may say the eventual hourglass connector will eventually connect to Longview, it will not do so until an estimated 15 or more years and after completion of Segment 7 and Segment 8 and then connect to I 20 and through, or, around the city of Gladewater. Again, we feel this was an attempt to influence public preference for the Adjusted Teal Route.

(14). **The Teal route comes extremely close to the historic Bascom Road Church, and Bascom Cemetery, one of the oldest churches and cemeteries in Smith County**, including folks interred from before the civil war. This is a sensitive site and traffic issues, and noise and pollution would disrupt church services, as well as last-rite services for those who continue to be interred here.

(15). The Tel Route Threaten **sensitive natural habitats along Big Timber Creek** and surrounding wetlands.

(16). **Addendum to feasibility study** the feasibility study was completed in 2019 and the data used to justify keeping the Adjusted Teal in play has changed drastically. While NETRMA published an addendum, less than ¼ mile from me I see **two new businesses that were not included in the 2024 addendum and at least one large expensive home behind me all in the path of the proposed Teal Route but also not in the addendum, in spite of its construction completed long before the addendum was created..** For such an impactful project, you would think NETRMA would have more accurate data. Again, this is another attempt to bias the selection for the Adjusted Teal route.

(17). R**ed breasted woodpecker**, on the endangered species list was spotted by two people at two different residences on the Adjusted Teal Route. A **bald eagle has been seen nesting at the Hwy 850** intersection of where the teal route crosses 850.

(18). The Teal Route is a violation of the working group goal of maintaining public goodwill because there is a large public outcry against the Adjusted Teal remaining.

(19). **Decreased public safety by placing a dangerous interchange near Bascom Road Methodist Church Hill with multiple blind spots near the hill crest. This hill is the fifth highest point in the county**, yet it will require an interchange **near the crest of a hill with two** roads (CR 262 and FM 848) intersecting with blind spots on each side of the intersection, creating six blind spots for interchange interaction.

(20**). Violation of NETRMA's goal to accelerate the development of transportation projects in NE Texas**, by selecting a route 30% longer and with ten additional bridges than closer routes.

Please say no to the Adjusted Teal Route. Make Toll 49 Segment 6 safe for all of us, and especially our children and their future. Please review the environmental impact on this proposed route and the safety of our kids.

Toll 49 extension

1 message

Sheryl Moore [redacted] Thu, May 8, 2025 at 5:18 PM
To: "Toll49Seg6@gmail.com" <Toll49Seg6@gmail.com>

As a driver, I think the extension is an excellent idea. I think it should connect directly with I-20 rather than Hwy 271. Get ahead of the influx of growing population and get the road completed as soon as possible.

I am a property owner in The Woods section of Tyler. The construction will not be anywhere near my property. I do understand the concerns of the property owners that are in the construction area. I just think we have to see ahead for the oncoming traffic before it gets too heavy.

Sheryl Moore

Segment 6

1 message

Steve Roost [redacted] Wed, May 7, 2025 at 9:21 AM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

We strongly support the Teal Route. The Teal Route goes through less populated areas and will impact fewer landowners than the Yellow or Purple Routes.

Thank you.

Steve Roosth

Roosth Properties | [redacted]

[redacted]x

This message, as well as any attached document, contains information that is confidential and/or privileged. The information is intended only for the use of the addressee named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on the contents of this message or its attachments is strictly prohibited, and may be unlawful. If you have received this message in error, please delete all electronic copies of this message and its attachments, if any, destroy any hard copies you may have created, without disclosing the contents, and notify the sender immediately. Unintended transmission does not constitute waiver.

Unless expressly stated otherwise, nothing contained in this message should be construed as a digital or electronic signature, nor is it intended to reflect an intention to make an agreement by electronic means.

Objection to Segment 6 of Toll 49

1 message

steven pickett [redacted]> Fri, May 16, 2025 at 4:06 PM
To: Toll 49 Segment 6 <toll49seg6@gmail.com>

Gentlemen,

I am Steve Pickett and I object to the "Teal Route" of Segment 6 which will run through my property. The "Purple Route" is best choice as it is shorter in length, a much more direct route north and will be cheaper to construct.

The qualities listed above are the goal of the route NET RMA chooses. The shortest route, the most direct path and a more economical solution.

Should yhou need further feedback, please advise.

Yours truly,

Steven A. Pickett

Toll 49

1 message

Sue Adams [redacted]> Wed, May 7, 2025 at 9:27 PM
To: toll49seg6@gmail.com

In reviewing the suggested routes for toll 49 the one that best meets the traffic congestion would be the teal route connecting to hwy 155.

Sue Adams

Sent from my iPad

Section 6

1 message

Tammie Stewart [redacted] Thu, May 8, 2025 at 9:48 AM
To: toll49seg6@gmail.com

I reside in Smith County and drive into Gregg County every day. My family and ***I DO NOT- DO NOT- DO NOT*** want any part of this toll expansion.

Tammie Stewart R.T.(R) Health Science Technology
Kilgore College Adjunct
Overton High School
Northeast Texas Career and Technology Center

Comments

1 message

Tammie Stewrt < [redacted] > Mon, May 12, 2025 at 8:15 AM
To: Toll49Seg6@gmail.com

The people in the Chapel Hill area are vehemently AGAINST the segment 6 project. We specifically live in those areas to be further away from traffic and the problems with increased population.

Sent from Yahoo Mail for iPhone

Segment 6

1 message

Tammie Stewar [redacted] Mon, May 12, 2025 at 8:17 AM
To: Toll49Seg6@gmail.com

Good morning. The community members in the segment 6 area are NOT in favor of this project.
Sent from my iPhone

No Build Statement for Toll 49 Segment 6 Expansion

1 message

Tommy Alford <[redacted]> Thu, May 8, 2025 at 10:21 AM
To: toll49seg6@gmail.com

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

Community and Safety Concerns:
The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.

Environmental Risks:
Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need":
NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often **increases traffic congestion over time** rather than alleviating it.

The **Purpose & Need** statement heavily relies on:

- **Projections for 2050** that predict increased travel times, yet these are assumptions based on models, not observed realities.
- Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.
- Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning.

There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

Economic and Social Consequences:
The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.

Furthermore, it is important to recognize that **toll roads rarely pay themselves off**. In fact, previous sections of Toll 49 remain **unpaid**, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

- **Ongoing Debt Obligations:** Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt.

- **Toll Rate Increases:** To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.

- **Questionable Financial Viability:** The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain.

Environmental Impact Study (EIS) and Accountability:
NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the **National Environmental Policy Act (NEPA)**, the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.

We must hold NET RMA accountable to more than just documentation. We demand **real solutions, not just environmental paperwork** that greenlights construction without meaningful safeguards.

Alternative Solutions and No-Build Justification:
We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.

Conclusion and Call to Action:
We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.

Our neighborhoods matter. Our families matter. Our community matters.

Thomas Alford

2 attachments

No Build for Toll 49 Segment 6 Expansion.docx
19K

No Build Toll4 9 Seg 6 CommentForm.pdf
169K

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Our neighborhoods matter. Our families matter. Our community matters.

Tommy Alford (Attachment 2)

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Thomas Alford

Email: [redacted] Subscribe to email list? ☐ YES ☒ NO

Address: [redacted]

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COMMENT

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Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON

Submit comments in person at meeting.

ONLINE

Fill out an online webform at **www.NETRMA.org**

MAIL

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761
D - 213

EMAIL

Send an email to
Toll49Seg6@gmail.com

PHONE

Leave voicemail at
903-284-5332

Toll 49 Segment 6
Public Scoping Meeting

May 6 - 23, 2025

Tommy R.

Group message from Save Kids from Toll49

1 message

Robert Wilson <[redacted] Fri, May 23, 2025 at 8:32 PM
To: "toll49seg6@gmail.com" <toll49seg6@gmail.com>

Our group feels that the Adjusted Teal Route should not be built and should be removed from consideration. We have met numerous times with the press in 2019 and most recently in 2024 that has published our safety concerns for Toll49 Seg 6 Teal Route where we believe the kids are at risk if the Teal route is kept in proposal. This is with KETK TV, Tyler Morning Telegraph and The Longview News Journal. We have submitted via separate email from one member one petition of 180 signatures from people opposing the teal route and a 2nd petition with at least 80 people signing in opposition to the teal route. Many of us opposed to the Teal Route have spoken in person at NETRMA board meetings opposed to the Teal route. We firmly believe another route such as the purple route would better serve the public and meet Tylers economic expansion plans as well as meet the objectives of NETRMA. The adjusted Teal route is not the original Teal route and it includes a portion of the original Pink route that was highly opposed by the public. However, for some reason public preference opposing the Pink route portion that was combined with the Teal were not published by NETRMA causing the public to not see the actual opposition on part of the adjusted Teal route. The public would be better served by eliminating the Adjusted Teal and Adjusted Yellow from consideration.
Tommy R

Fwd: [EXTERNAL]New submission from Request an Appointment

2 messages

Wesley Blaloc [redacted] Thu, May 8, 2025 at 7:49 AM
To: toll49seg6@gmail.com

Name

Wesley Blalock

Phone

[redacted]

Email

[redacted]n

Message/Appointment Request

To whom it may concern:

As a concerned citizen of Chapel Hill, I would like to voice that we the citizens of Chapel Hill do NOT want this terrible road running through our community. I know that you are solely focused on money and will not listen to us but I can't say that I didn't try.

Mailed Comments

DR. D. M. EDWARDS - INVESTMENTS
3600 JILL CIRCLE
TYLER, TEXAS 75701

OFFICE: [redacted] FAX: 903-592-3723 RESIDENCE: [redacted]

NATIONWIDE TOLL-FREE: [redacted]

LOCATIONS IN TYLER, HOUSTON, ODESSA, AND SHREVEPORT, LA

Thursday
April 24th, 2025

NET RMA
Tyler, Texas

Re: Completion of Toll 49 segment 6 from SH 110 to US 271 in Tyler, Texas

I write in support of the completion of Segment 6 in the near term. As a long-time Tylerite, I understand the importance of this for improved traffic flow and public safety.

Tyler and Smith County continue to outpace the rest of Texas in population growth, thus necessitating substantial additional traffic capacity.

Please keep our office apprised of what we may do in the furtherance of this critically needed capacity improvement.

Sincerely,

Dr. D. M. Edwards, Ph.D
CEO, Edwards Investments

DME/gh

Copy: Judge Neal Franklin
Smith County
Mayor Don Warren
City of Tyler
Dr. Julie Philley
President, U.T. Tyler
Senator Robert Nichols
Texas Senate

See Page 2

Congressman Nathaniel Moran
US House of Representatives
Senator Bryan Hughes
Texas Senate
Representative Daniel Alders
Texas House
Mr. Scott Martinez
Tyler Economic Development Corporation
Mr. Henry M. Bell, III
Tyler Area Chamber of Commerce
Honorable Kevin P. Eltife
Chair, U.T. Board of Regents

May 12, 2024

Nancy Ledbetter and associates,

I am writing to encourage the further development of Tollway 49 in Tyler.

It is time for an easier route east out of Tyler to travel to Longview, Gladewater, Gilmer, and other cities. With so much traffic congestion, it is difficult and dangerous.

Each of the planned routes sound great! We use the west bound Tollway

(over)

frequently, and it is so nice!

I know this will not be completed in my lifetime (I am 74), but this will be such a benefit to our younger citizens from this area needing to travel north and east.

Thank you for working on this much needed project.

Sincerely,
Frieda Yates

James S. Floyd

5-6-25

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: JAMES S. FLOYD

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

RE: TOLL 49 SEGMENT 6

NO BUILD is the only viable solution.
Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway. There is heavy traffic all the time. These two hours happen again every evening. Hundreds of cars from all over east Smith County are on their way to work, school, shopping etc. in Tyler. AND DOCTOR APPOINTMENTS. J.S.F.
Three schools are so near the location where the proposed Teal route would cross Highway 64 that congestion would be terrible. There is a new CH Junior High School on Highway 64 near Loop 323 set to to open next year that would also bring more traffic problems.
Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High School and Loop 323 will only make a bad situation much worse.
Traffic that must by pass Tyler currently, and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler.
NO BUILD is the only viable solution.

James S. Floyd 5-12-25

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

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To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

AUSTIN BANK

May 5, 2025

Ms. Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
PO Box 14622
Austin, TX 78761

Dear Ms. Ledbetter:

I want to take a moment to voice my support of the continuation of the Loop 49 Segment 6 Project specifically, **the outer Teal Route**. Using this route will allow for more space between Loop 323 and the Tollway and will allow for the expansion UT Tyler without crowding that area. It will also have minimal or reduced impact on current housing developments, businesses, waterways and it will help the mobility for the region and provide the East Texas region greater access to medical care, airports and remove dangerous traffic from congested residential and business areas. The continued completion of Segment 6 Teal Route, has been long promised and it is overdue and much needed.

Segment 6, Teal Route will bring visibility to the east side of the county and will have minimal impact on the population and major water sources such as Lake Tyler.

Please give full for consideration to constructing Segment 6 as a 4-lane highway. This will be more economical in the long run and will provide much needed safety measures. With the large amount of truck and freight traffic in the east portions of Tyler and Smith County, a 4-lane road will be more efficient, it will provide a safer movement of traffic, and it will help reduce emissions and improve air quality for a more efficient movement of traffic. Specifically, since the right of way acquired will be sufficient for a 4-lane roadway, it is encouraged to save long-term cost by constructing the entire segment with 4-lanes. Waiting will most likely cost the public and users much more in the long run.

I would also like to encourage the NETRMA to look at widening other sections to 4-lanes such as Hwy. 69 and Hwy. 31, instead of sending funds to other counties. Perhaps the RMA should consider reducing the allocation to other counties and preserve those funds for the construction and operation of the existing and future segments of Toll 49.

The process is positive and I applaud the NETRMA for keeping the initial vision and moving forward. This is so important for growth and development for the long range in Smith, Gregg, and Harrison counties.

The need for this roadway has been defined by increased population to the Smith County and Tyler areas. Given that the current TXDOT Commission is primarily focused on the major metropolitan areas, they have reduced rural maintenance and contruction funding. In addition, the funding allocated for these regions results in fewer projects. The cause of that has been primarily due to increasing

Member FDIC

[redacted]
903.541.2086 Fax

AustinBank.com

[redacted]

SINCE 1900

construction and material and labor costs. Since the State cannot keep up with the demands of the rural areas, the NET RMA will need to use other financing methods supported by revenue to pay for the much needed construction. I support use of tolls specifically for the construction and maintenance of this system as long as the funds are properly managed and the NET RMA operates in a transparent manner.

It should be further noted, that while TXDOT will not provide funds to construct this project, TX DOT is going to let contract for US Highway 271 expand to 4-lanes from Interstate 20 up to Gladewater. This major improvement will be a part of the Toll 49 Hourglass and will provide ultimate connectivity to Gregg and Harrison counties. The section of 271 will not be a tolled facility and will be a great safety improvement for the region.

As the first and former Chairman of the NETRMA and as a former TXDOT Commissioner, I fully support this infrastructure project that will greatly help economic development, safety, mobility and quality of life for the Smith County and East Texas region. Not only will this project bring a long-term promised completion of Toll 49 in Smith County, it will help retain businesses and allow for citizens to have greater access to Interstate 20, UT Tyler and destinations south of Smith County. Toll 49 also has connectivity to not just Interstate 20 in two locations, but also to major US Highways on the Texas Trunk system roads of US 31 and US 69, in addition to major Texas Highways 64, 110 and 155. Connectivity is key and an expedited planning process is greatly encouraged.

Finally, as Chairman of Austin Bank, headquartered in Cherokee County TX, we have offices scattered around East Texas and our employees currently use Toll 49 and their usage will be much greater as they get closer to Gregg and Upshur counties.

Thank you for your consideration in SUPPORT OF THE CONSTRUCTION OF SEGMENT 6 AS A 4 LANE RELIEF ROUTE.

Respectfully submitted,

Jeff Austin III
Chairman

JAIII/dsd

May 14, 2025

North East Texas Region Mobility Authority

I am a long-time resident of Tyler, having moved here in 1999, when I retired. I am now residing in the Del Coronado subdivision, an over-55 community off of the south end of Old Omen Road.

In regards to the proposed routes for Toll 49 Segment 6, I am strongly in favor of the Teal Route (or the No-Build Option) for the eastern extension of Loop 49 around the city. The Teal Route would allow for greater expansion of the city as Tyler continues to grow in population. Because the purpose of Segment 6 is to address the population growth of a 4-county area including Gregg, Harrison, Upshur & Smith, it would clearly be more useful to build the additional section of Toll 49 as far east as possible to increase the access of those living east of Tyler. The west segment was built on the far west side of Tyler, and the east segment should be built as far east as feasible, The west side was built about seven miles from Loop 323 and the east side should be built about seven miles from Loop 323.

I have listed the numerous reasons for my decision below:

1. We bought our current home because it is located in an extremely quiet, peaceful neighborhood of other seniors. This is a heavily-treed area and our home backs up to a 6-acre green space owned by our HOA. Our subdivision is adjacent to The Hampton, an assisted living/memory facility, which is also a quiet population and which backs up to more wooded acreage.

2. Studies have shown the benefits of being in nature to the physical, emotional & mental health of people.

3. Numerous individuals of all ages from several neighborhoods in our area walk regularly on the sidewalks along the south end Old Omen Road, the west side of which is undeveloped and heavily treed in many areas.

4. The south end of Old Omen Road is home to a fairly concentrated population and thus, changes in this area would impact quite a significant number of people.

5. We are concerned that both the Yellow & Purple Routes, both of which would be located closely behind our subdivision, will:

a. Significantly increase the traffic & congestion along Old Omen Road since the access to Segment 6 would be at the intersection with Old Bascom Road (approximately 0.5 mile from my home).

b. Increased vehicle traffic leads to reduced air quality, increased noise pollution, and thus, potential harm to the health of those living in the area. Seniors, in particular, are more susceptible to these negative health impacts as our immune systems have decreased with age.

c. People are less likely to want to walk along a busy street which will negatively impact their health by reducing their exercise. Even walking across Old Omen Rd. will become more dangerous (and some of us walk slowly).

d. Noise and air pollution in our neighborhood will also increase from the vehicles traveling along either the Yellow or Purple Routes, regardless of their point of entry onto Segment 6.

e. The overall quality of life of all those residing in the area will be diminished if the Yellow or Purple Routes are selected based on all the factors identified above.

I hope that you will take all of my concerns into account as the final route (or no-build option) is selected.

Sincerely,

Jerry Turner

[redacted]

Joe & Charline Camero III

300 E 3rd St
Tyler, TX 75701
May 13, 2025

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

Dear Ms. Ledbetter:

This letter is to inform you regarding the impact that the Toll 49 Segment 6 project has on our personal investment endeavors. We currently own an 18.76 acre tract (Chapel Woods East Subdivision Unit 5) that lies directly in the path of the "yellow" and "purple" route options. Please see the enclosure which shows our property in relation to those routes.

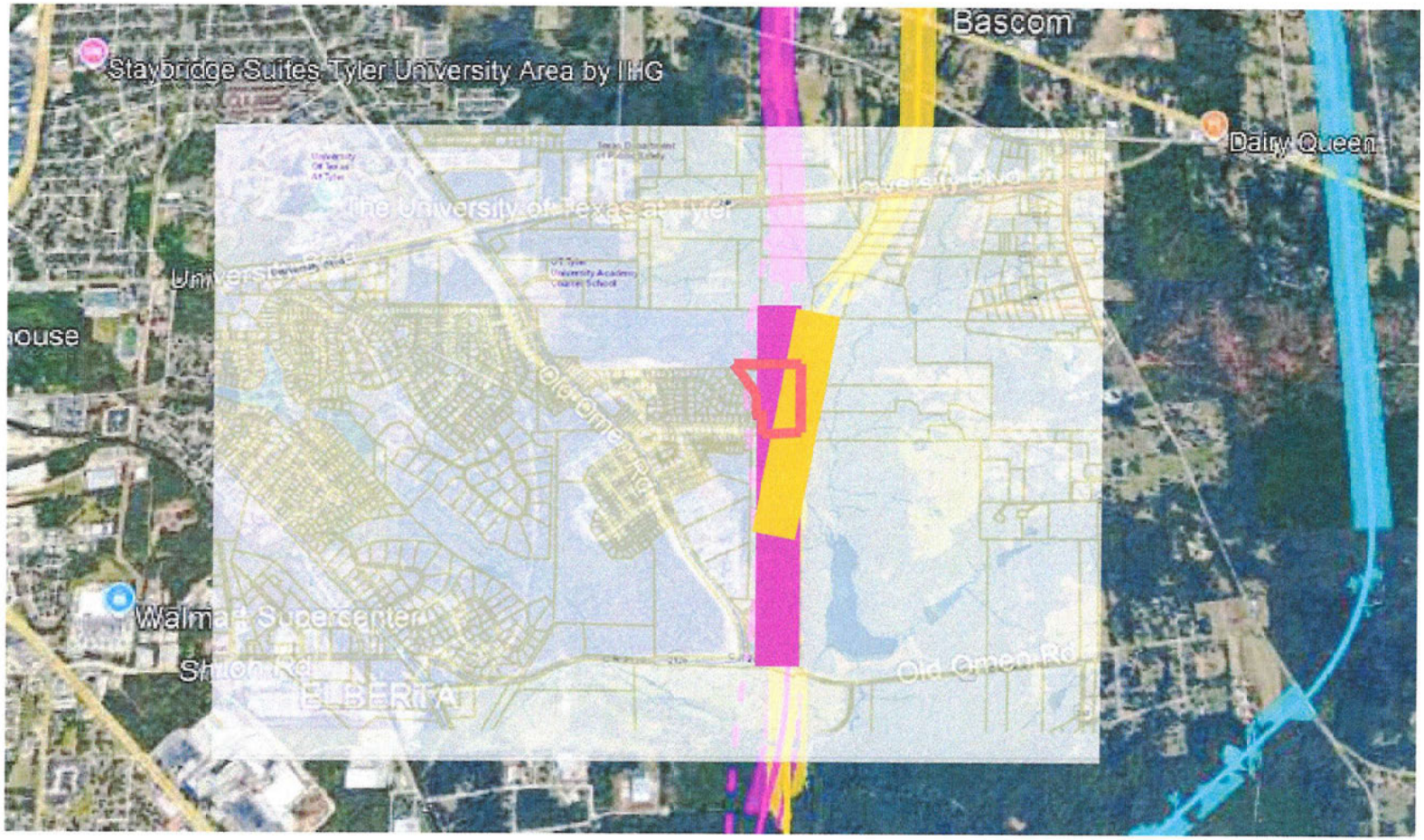
These route options pose a significant issue because of our intention to develop the tract into a subdivision with a minimum of 32 lots. We are currently working on conceptual site plans and budgeting plans to prepare the land for city streets and utilities. Please see the enclosure for the most recent site plan (which is still susceptible to revisions) that we intend to pursue. Based on current market values, we project that the total value of the vacant lots to exceed $3.6 million when completed. This amount does not include the market value of any homes that are to be built. Homes in this desirable area regularly exceed $200 per square foot. Furthermore, the lack or delay of decision-making continues to impede our ability to proceed without reservation, which has additional financial implications. All of these matters would have to be compensated in the event of the "yellow" or "purple" routes.

As you can ascertain from this brief synopsis, the yellow and purple options have substantial financial impact not only for ourselves, but the surrounding community as well. We would like this information to be taken into account when timely decisions are made regarding the route options. We appreciate your understanding and are available to be contacted at any time.

Respectfully,

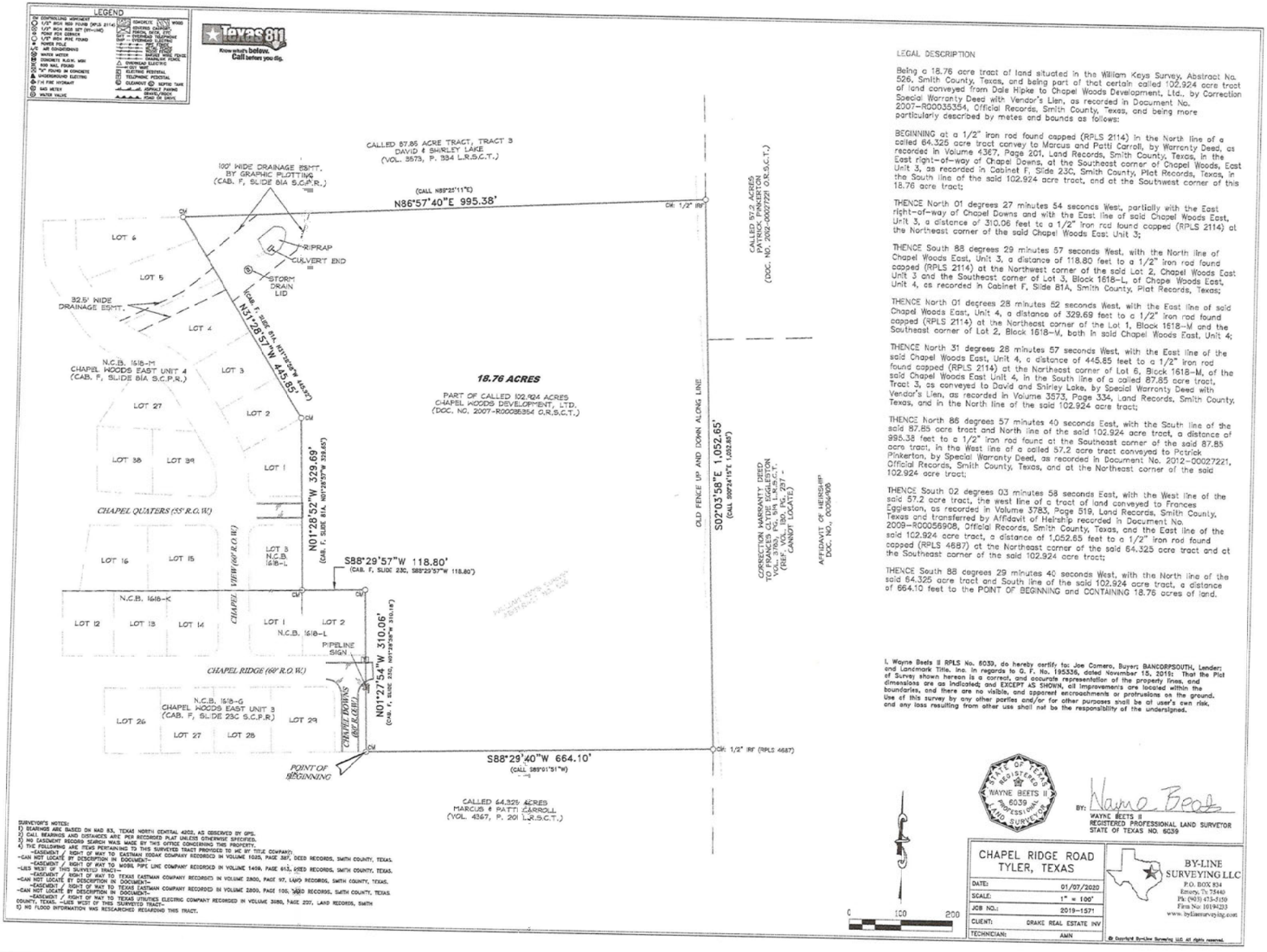
Joe & Charline Camero III
[redacted]
Enclosures

Approximate location of 18.76 acres in relation to Yellow and Purple Route Options



Joe & Charline Camero
Smith County Tax Account: 100000052600077050
Legal Description: ABST A0526 W KEYS TRACT 77E

Joe & Chaline Camero III (Attachment)



LEGAL DESCRIPTION

Being a 18.76 acre tract of land situated in the William Keys Survey, Abstract No. 526, Smith County, Texas, and being part of that certain called 102.924 acre tract of land conveyed from Dale Hipke to Chapel Woods Development, Ltd., by Correction Special Warranty Deed with Vendor's Lien, as recorded in Document No. 2007-R00035354, Official Records, Smith County, Texas, and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2" iron rod found capped (RPLS 2114) in the North line of a called 64.325 acre tract convey to Marcus and Patti Carroll, by Warranty Deed, as recorded in Volume 4367, Page 201, Land Records, Smith County, Texas, in the East right-of-way of Chapel Downs, at the Southeast corner of Chapel Woods, East Unit 3, as recorded in Cabinet F, Slide 23C, Smith County, Plat Records, Texas, in the South line of the said 102.924 acre tract, and at the Southwest corner of this 18.76 acre tract;

THENCE North 01 degrees 27 minutes 54 seconds West, partially with the East right-of-way of Chapel Downs and with the East line of said Chapel Woods East, Unit 3, a distance of 310.06 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of the said Chapel Woods East Unit 3;

THENCE South 88 degrees 29 minutes 57 seconds West, with the North line of Chapel Woods East, Unit 3, a distance of 118.80 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northwest corner of the said Lot 2, Chapel Woods East Unit 3 and the Southeast corner of Lot 3, Block 1618-L, of Chape Woods East, Unit 4, as recorded in Cabinet F, Slide 81A, Smith County, Plat Records, Texas;

THENCE North 01 degrees 28 minutes 52 seconds West, with the East line of said Chapel Woods East, Unit 4, a distance of 329.69 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of the Lot 1, Block 1618-M and the Southeast corner of Lot 2, Block 1618-M, both in said Chapel Woods East, Unit 4;

THENCE North 31 degrees 28 minutes 57 seconds West, with the East line of the said Chapel Woods East, Unit 4, a distance of 445.85 feet to a 1/2" iron rod found capped (RPLS 2114) at the Northeast corner of Lot 6, Block 1618-M, of the said Chapel Woods East Unit 4, in the South line of a called 87.85 acre tract, Tract 3, as conveyed to David and Shirley Lake, by Special Warranty Deed with Vendor's Lien, as recorded in Volume 3573, Page 334, Land Records, Smith County, Texas, and in the North line of the said 102.924 acre tract;

THENCE North 86 degrees 57 minutes 40 seconds East, with the South line of the said 87.85 acre tract and North line of the said 102.924 acre tract, a distance of 995.38 feet to a 1/2" iron rod found at the Southeast corner of the said 87.85 acre tract, in the West line of a called 57.2 acre tract conveyed to Patrick Pinkerton, by Special Warranty Deed, as recorded in Document No. 2012-00027221, Official Records, Smith County, Texas, and at the Northeast corner of the said 102.924 acre tract;

THENCE South 02 degrees 03 minutes 58 seconds East, with the West line of the said 57.2 acre tract, the west line of a tract of land conveyed to Frances Eggleston, as recorded in Volume 3783, Page 519, Land Records, Smith County, Texas and transferred by Affidavit of Heirship recorded in Document No. 2009-R00056908, Official Records, Smith County, Texas, and the East line of the said 102.924 acre tract, a distance of 1,052.65 feet to a 1/2" iron rod found capped (RPLS 4687) at the Northeast corner of the said 64.325 acre tract and at the Southeast corner of the said 102.924 acre tract;

THENCE South 88 degrees 29 minutes 40 seconds West, with the North line of the said 64.325 acre tract and South line of the said 102.924 acre tract, a distance of 664.10 feet to the POINT OF BEGINNING and CONTAINING 18.76 acres of land.

I, Wayne Beets II RPLS No. 6039, do hereby certify to: Joe Camero, Buyer; BANCORPSOUTH, Lender; and Landmark Title, Inc. in regards to G. F. No. 195336, dated November 15, 2019: That the Plat of Survey shown hereon is a correct, and accurate representation of the property lines, and dimensions are as indicated; and EXCEPT AS SHOWN, all improvements are located within the boundaries, and there are no visible, and apparent encroachments or protrusions on the ground. Use of this survey by any other parties and/or for other purposes shall be at user's own risk, and any loss resulting from other use shall not be the responsibility of the undersigned.

STATE OF TEXAS REGISTERED WAYNE BEETS II 6039 PROFESSIONAL LAND SURVEYOR

BY: Wayne Beets

WAYNE BEETS II
REGISTERED PROFESSIONAL LAND SURVEYOR
STATE OF TEXAS NO. 6039

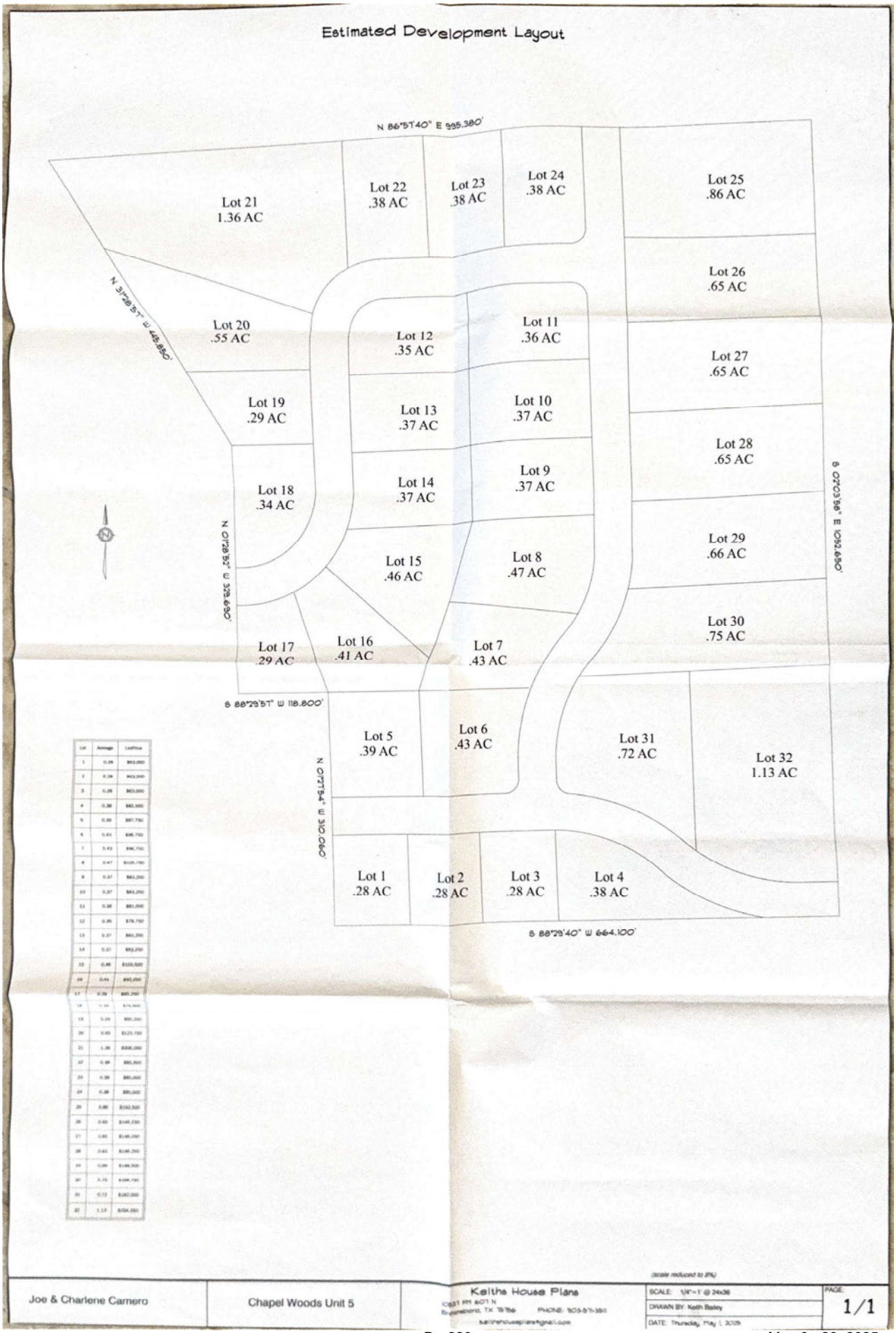
SURVEYOR'S NOTES:
1) BEARINGS ARE BASED ON NAD 83, TEXAS NORTH CENTRAL 4202, AS OBSERVED BY GPS.
2) CALL BEARINGS AND DISTANCES ARE PER RECORDED PLAT UNLESS OTHERWISE SPECIFIED.
3) NO EASEMENT RECORD SEARCH WAS MADE BY THIS OFFICE CONCERNING THIS PROPERTY.
4) THE FOLLOWING ARE ITEMS PERTAINING TO THIS SURVEYED TRACT PROVIDED TO ME BY TITLE COMPANY:
-EASEMENT / RIGHT OF WAY TO EASTMAN CODAK COMPANY RECORDED IN VOLUME 1025, PAGE 387, DEED RECORDS, SMITH COUNTY, TEXAS. -CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT-
-EASEMENT / RIGHT OF WAY TO MOBIL PIPE LINE COMPANY RECORDED IN VOLUME 1409, PAGE 613, DEED RECORDS, SMITH COUNTY, TEXAS. -LIES WEST OF THIS SURVEYED TRACT-
-EASEMENT / RIGHT OF WAY TO TEXAS EASTMAN COMPANY RECORDED IN VOLUME 2800, PAGE 97, LAND RECORDS, SMITH COUNTY, TEXAS. -CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT-
-EASEMENT / RIGHT OF WAY TO TEXAS EASTMAN COMPANY RECORDED IN VOLUME 2800, PAGE 100, LAND RECORDS, SMITH COUNTY, TEXAS. -CAN NOT LOCATE BY DESCRIPTION IN DOCUMENT-
-EASEMENT / RIGHT OF WAY TO TEXAS UTILITIES ELECTRIC COMPANY RECORDED IN VOLUME 3080, PAGE 207, LAND RECORDS, SMITH COUNTY, TEXAS. -LIES WEST OF THIS SURVEYED TRACT-
5) NO FLOOD INFORMATION WAS RESEARCHED REGARDING THIS TRACT.

CHAPEL RIDGE ROAD TYLER, TEXAS	
DATE:	01/07/2020
SCALE:	1" = 100'
JOB NO.:	2019-1571
CLIENT:	DRAKE REAL ESTATE INV
TECHNICIAN:	AMN

BY-LINE SURVEYING LLC
P.O. BOX 834
Emory, Tx 75440
Ph: (903) 473-5150
Firm No: 10194233
www.bylinesurveying.com

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Estimated Development Layout



Lot	Acreage	List Price
1	0.28	$63,000
2	0.28	$63,000
3	0.28	$63,000
4	0.38	$85,500
5	0.39	$87,750
6	0.43	$96,750
7	0.43	$96,750
8	0.47	$105,750
9	0.37	$83,250
10	0.37	$83,250
11	0.36	$81,000
12	0.35	$78,750
13	0.37	$83,250
14	0.37	$83,250
15	0.46	$103,500
16	0.41	$92,250
17	0.29	$65,250
18	0.34	$76,500
19	0.29	$65,250
20	0.55	$123,750
21	1.36	$306,000
22	0.38	$85,500
23	0.38	$85,500
24	0.38	$85,500
25	0.86	$193,500
26	0.65	$146,250
27	0.65	$146,250
28	0.65	$146,250
29	0.66	$148,500
30	0.75	$168,750
31	0.72	$162,000
32	1.13	$254,250

(Scale reduced to 8%)

Joe & Charlene Carnero	Chapel Woods Unit 5	Keiths House Plans 1031 RM 607 N Brownsboro, TX 75756 PHONE: 903-571-3911 keithshouseplans@gmail.com	SCALE: 1/4"=1' @ 24x36 DRAWN BY: Keith Bailey DATE: Thursday, May 1, 2025	PAGE 1/1

[redacted]

LAURA
JACKSON

[redacted]

May 23, 2025

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

Re: Toll 49, Section 6
Election of "No Build"

Dear Ms. Ledbetter:

I am submitting the enclosed information for your consideration regarding Section 6 of Toll 49 in Tyler, Texas. My ultimate decision is an election of NO BUILD. However, I have several thought out reasons that I want to share other than just a vote one way or another. I have taken a fair amount of time to put this together, and I would appreciate the courtesy of your attention in reading through this letter to better understand my reasons.

I do understand the stated purpose and need stated by NET RMA. The population growth in East Texas is exploding. The Transportation system is under more demand than ever, and drivers are seeing longer commute times, higher stress, more traffic accidents, and taking more risks while driving. However, a simple two-lane road that is costly to use will ***not*** be used on a daily basis by the average working commuter. This will in no way alleviate anywhere near as much congestion and longer travel times as expected.

There are better means of dealing with the increasing amount of traffic other than adding a toll road that no one wants to pay more to drive on. Until NET RMA and the Texas Department of Transportation actually started construction of Toll 49, the City of Tyler had plans to in its Master Street to extend some roadways in order to alleviate traffic concerns.

A. Division in the School District and Soaring Fuel Costs

My family and I live in the Chapel Hill ISD school district. Though my children have graduated, we are all very familiar with the school. As a bit of history, the Chapel Hill ISD School District (the "District") was formed in the 1950-1951 school year. The District was located on Highway 64 from the consolidation of the Bascom and Murph school districts in 1945. Additionally, a third school was added and consolidated into the new Chapel Hill ISD by 1952. This school was located on a dirt road between Highway 31 and Farm Road 2767 east of Tyler. It was the Jackson school system and was the only high school for black students in Smith County other than Tyler ISD. If you note the date, the consolidation taking place by 1952 is two years before the Supreme Court case of *Brown v. Board of* Education, 1954.

New Chapel Hill incorporated as a city in 1968 and covers only 2.5 square miles. However, the *community* of New Chapel Hill is much larger and refers to itself as Chapel Hill, taken from the school name. The community exists because of, for, and in support of the school.

Currently, the District has over 3,000 students enrolled in grades Pre-K through 12. The University Interscholastic League has rated the District as a 4A Division 1. The District covers a large part of eastern Smith County, Texas – 118 square miles. This area includes a small portion of the City of Tyler, the University of Texas at Tyler, the community of Jackson, and the city of New Chapel Hill. The District runs its buses twice a day to pick up students and to drop off students. This is not necessarily a straightforward description, as has become the norm with many districts, there are multiple campuses and students must sit on the buses for extended periods of time and visit multiple campuses to drop off/pick up other students. At the time of this letter, the District has four campuses and a fifth under construction, with plans to open as early as this Fall.

Four campuses, including the new campus under construction, are all located on Highway 64; the fifth campus is at or close to its original location, on Farm Road 2767 in the Jackson community. The District uses the Jackson campus and buses students to and from it daily.

There is one traffic signal at a busy intersection on Highway 64. At present, the only other traffic signals on Highway 64, are located in front of the school campuses, along with a school zone. That is, there are only four other traffic signals on Highway 64. These are all located where a school campus is along with a school zone, except for the fourth one. Since it is still under construction, school zone signs have not been erected yet.

Placing Toll 49 ***anywhere*** between Loop 323 and Farm Road 757 will create more traffic signals that will come with an overpass, it will significantly impede the flow of traffic for the District's buses. They will not be able to take advantage of the new Toll 49, if it would even provide any advantage, and will spend extra time at traffic signals on the other roads used, such as Highway 31, Farm Road 2767, and any possible other East/West roads, using precious fuel, paid for by the residents that live in the District. The fuel costs to the District are already high because there is not a direct route from Highway 64 to Farm Road 2762 or even anything close to a direct route for the buses to travel. I note that on the 2005 Map with Proposed Extensions (*see* **PAGE 14**), there is a "Proposed Major Arterial" road in New Chapel Hill traveling North/South that branches off of the "Proposed Major Arterial" extension of Grande. However, these two "Proposed" roads are not in future Master Street Plans for the City of Tyler. Just the one extension, even if it only began on Highway 64, traveling North/South would be a tremendous benefit for the District in terms of fuel costs for buses, District personnel that travel to multiple campuses, and other needs.

For the reasons above, I elect **NO BUILD**.

B. Placement of Traffic Signals

This is closely related to A above. Section 6 of Toll 49 will come with two traffic signals placed on Highway 64. Should the Teal Route be chosen, these traffic signals will obviously be placed on either side of Toll 49 where it crosses Highway 64. This is in very close proximity to the District's intermediate school campus. It is also close to the only daycare in the District.

The numbers are oddly uniform, but beginning with the traffic light at the District's main campus on Highway 64 and traveling approximately 1,550 feet west, you come to the traffic signal at the Kissam Intermediate campus. The daycare is right across the street from Kissam Intermediate. Continuing to travel west for another 1,550 feet, you come to the Exxon, Whataburger, Family Dollar that will all be destroyed by Toll 49 and a traffic signal placed on the each side. Traveling west approximately 1,550 more feet and you will come to the intersection of Highway 64 and University Blvd. (Spur 248). This means that within a span of about nine tenths of a mile, the community will go from three traffic signals to five traffic signals.

I fail to comprehend how this will alleviate overcrowding on our road and dangerous traffic situations, especially in the morning hours of the hustle and bustle of trying to get kids to multiple campuses and then to work on time. The traffic congestion will persist and only create more frustration, not help ease the flow of traffic as it is intended to do. It will just be one more obstacle on everyone's morning and evening commute.

For the reasons above, I elect **NO BUILD**.

C. Loss of Community Growth

The community has had little growth in terms of retail, industrial, warehouse, distribution or manufacturing facilities. The primary employer is the District for those who stay within the community to work. Almost all others leave the community and go to other areas for work – Tyler, Kilgore, Longview, etc.

This has been the case up until the past 10-15 years. Slowly, businesses have moved in, and some entrepreneurs have tried to gain a foothold in the community. Unfortunately, for those businesses with direct face-to-face customer interaction, one of the drawbacks that must be overcome is the fact that there is no city sewer to connect to when building a new building. Therefore, new buildings, and old buildings alike, must have an anaerobic system for dealing with waste. These are costly and not as simple as just being able to connect to a city's waste system.

For those businesses that manage to overcome this, the community has benefitted from the arrival of a Dairy Queen and then a Subway. Soon after, a Family Dollar arrived. Several years after the only gas station burned and did not rebuild, an Exxon with a Whataburger built in the community. It has been here only 5 years. There are also various other businesses – some used frequently and some not so frequently – an oil change station, a nutrition shop, two donut shops, a t-shirt screen printer, an ice cream and coffee shop, churches, a stone memorial business, a lawn and fencing company, a veterinary, a daycare, a flower wholesaler, and a bank to name some.

Closer to the elementary school campus is a Dollar General. And then, of course, what dots the landscape almost every direction you look – storage building facilities. Some of these have business run out of them and some of these are used solely for storage.

One of the most recent additions to the community is definitely the Exxon and Whataburger, and with it sitting next to the Family Dollar often makes for a convenient one stop shopping trip. Not to mention the additional employment the Whataburger has brought to the community. It is open 24 hours, so it accommodates night owls both as employees and patrons.

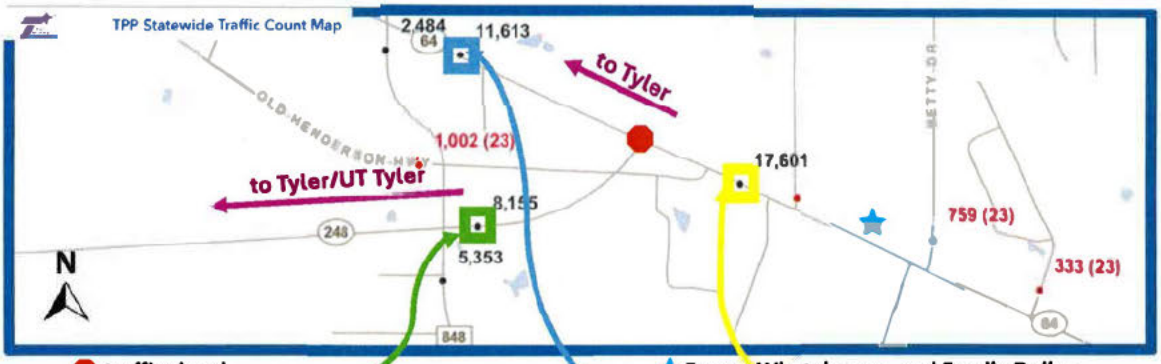
Losing this stretch of growth – the Exxon, Whataburger, and Family Dollar – to the proposed Section 6 of Toll 49 could easily set the community a decade. These businesses are unlikely to rebuild in New Chapel Hill. They have a great location where they are now, just before the intersection to either take Highway 64 into Tyler or take University Blvd. (Spur 248) into Tyler/UT Tyler. After this intersection, about 2/3 of the traffic takes Highway 64 and about 1/3 of the traffic takes University Blvd.

From these two screen grabs, taken from Google Maps, you can see how popular these places are. The Whataburger has cars in both drive-thru lanes. The Exxon has vehicles getting gas in almost every pull-thru. Mornings at the Exxon is extremely busy. The two entrances/exits allow not only for the fuel tanker, but also for the many truck and trailer crews that come through before beginning their workdays. The Family Dollar is full as well. These businesses have come to be relied upon by many in the community. This section of Highway 64 is in the path of the Teal Route and in danger of being lost to the community.





The map and tables below show the traffic count by year for road usage in New Chapel Hill:



Annual Count for 212H108

Zoom to

DISTRICT	Tyler
COUNTY	Smith
TRFC STATN ID	212H108
ON ROAD	S50248
AADT 2023	8,155
AADT 2022	7,186
AADT 2021	7,320
AADT 2020	6,978
AADT 2019	7,296
AADT 2018	6,690
AADT 2017	6,198
AADT 2016	7,342
AADT 2015	6,784
AADT 2014	6,325
AADT 2013	6,472
AADT 2012	6,200
AADT 2011	5,800
AADT 2010	6,000

Annual Count for 212H98

Zoom to

DISTRICT	Tyler
COUNTY	Smith
TRFC STATN ID	212H98
ON ROAD	SH0064
AADT 2023	11,613
AADT 2022	8,779
AADT 2021	9,239
AADT 2020	7,417
AADT 2019	11,316
AADT 2018	10,605
AADT 2017	9,521
AADT 2016	12,513
AADT 2015	9,703
AADT 2014	9,752
AADT 2013	10,874
AADT 2012	9,300
AADT 2011	9,000
AADT 2010	9,900

Annual Count for 212H97

Zoom to

DISTRICT	Tyler
COUNTY	Smith
TRFC STATN ID	212H97
ON ROAD	SH0064
AADT 2023	17,601
AADT 2022	14,009
AADT 2021	15,119
AADT 2020	12,556
AADT 2019	16,933
AADT 2018	15,827
AADT 2017	13,823
AADT 2016	18,540
AADT 2015	12,454
AADT 2014	16,020
AADT 2013	17,213
AADT 2012	14,800
AADT 2011	14,300
AADT 2010	15,500

source: https://www.txdot.gov/data-maps/traffic-count-maps.html

The proposed Section 6 of Toll 49 Section 6 will not bring new growth to the community. There are no areas around Toll 49 where on/off ramps exist that have any sort of new growth springing up around them. Instead of helping our community, this would destroy a large portion of what progress has been made in recent years.

For the reasons above, I elect **NO BUILD**.

D. Damage to Residents' Property Due to Erosion and Run-Off

Per FEMA's website, Zones A and AE (*see* **FEMA Map below**) refer to Special Flood Hazard Areas that are high-risk areas and indicate significant risk of flooding. In the **FEMA Map below**, this is the same area of the community that has been discussed thus far, Highway 64 at the intersection with University Blvd. (Spur 248) and the portion of Highway 64 at risk of losing the Exxon, Whataburger, and Family Dollar. This is all at the lower portion of the image. Branching off from Highway 64, on each side of this area of businesses, is Morris Road (CR 214) and Betty Drive (CR 2206).

The Smith County Road and Bridge Department has been rather diligent the past couple of years in working to alleviate flooding issues on Morris Road (CR 214) in the area where the flooding is prone to happen. There is a small creek that originates somewhere west of Morris Road (CR 214) and drains down to the road and through a culvert under the road. The creek continues through the pasture and through a culvert under Betty Drive (CR 2206) until it reaches the larger body of water named Pleasure Acres Lake in the next neighborhood over from Betty Drive (CR 2206). The creek is at the lowest point of both Morris Road and Betty Drive, so during heavy rainfall, all water drains downhill to the creek and flooding across the road can be dangerous. The fast-moving water has also been known to significantly clog up the culverts and thus slow down the movement of water along its path even more so.

If Toll 49 goes through this area, it will cover much of the pasture and the creek as well. Being that this is a lower-lying area, the roadbed will need to be raised. The Teal Route undeniably bi-sects the flood plains indicated on the **FEMA map below** for this area. In doing so, the natural flow of water is arrested and has not been addressed. Will it be crossed with bridges, culverts, ignored and the best hoped for? If a culvert or multiple culverts are installed, who has the responsibility of monitoring and maintaining the culvert(s)? The county? Texas Department of Transportation? NET RMA? Furthermore, what will happen to the run-off from the raised roadbed and the paved road itself? The road will be designed to shed water, as this is expected in order to make the road safer to drive. This creates additional water to flood directly into the residents' yards and causes more erosion and rising water problems.

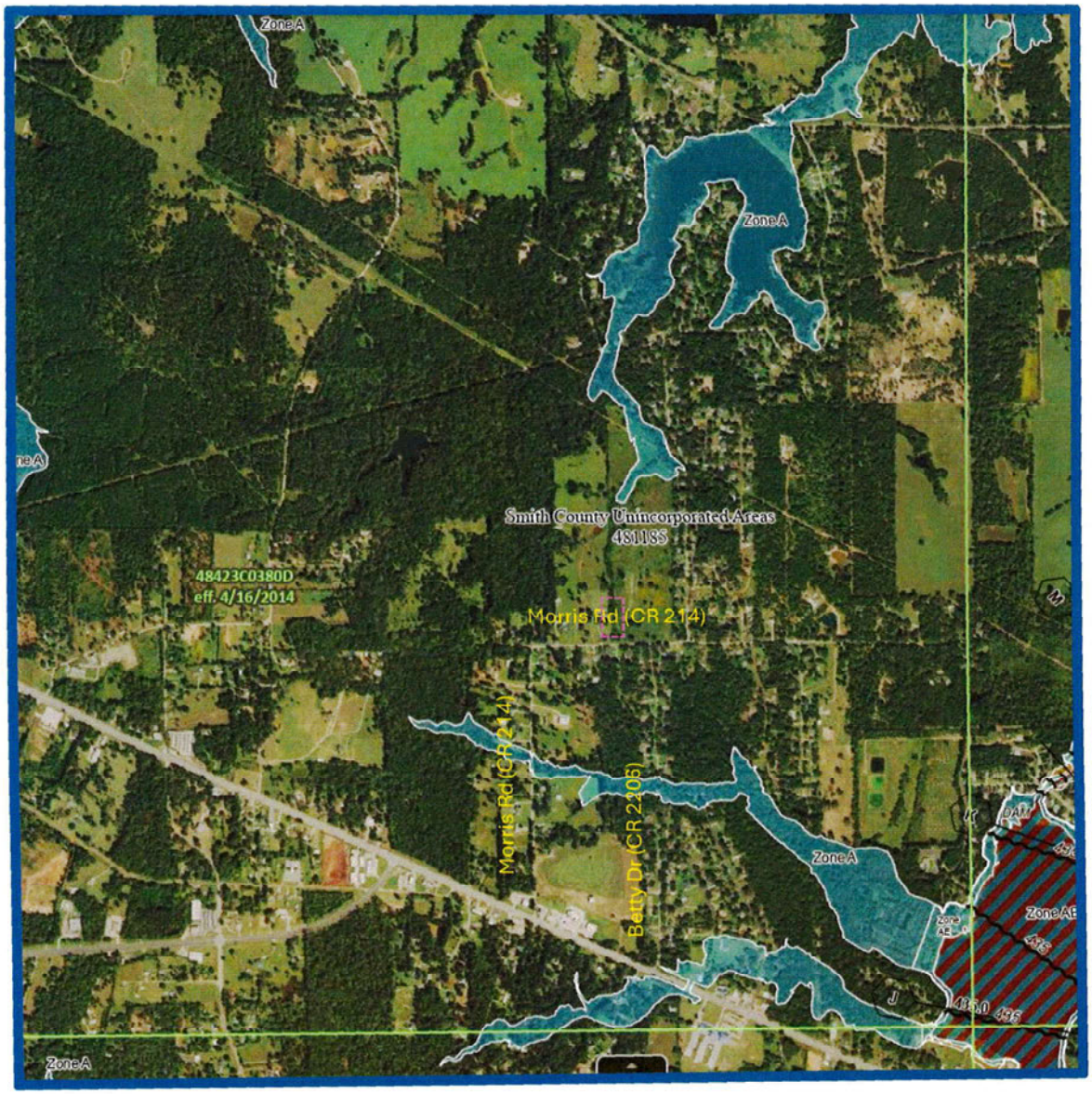
The creek appears innocuous on a sunny day. It is barely a trickle, just a few feet wide in most places. But the power of fast-moving water is something else altogether. When we experience flash flooding and torrential rains, the water will have nowhere to go and the disruption to the natural flow will be damaging.

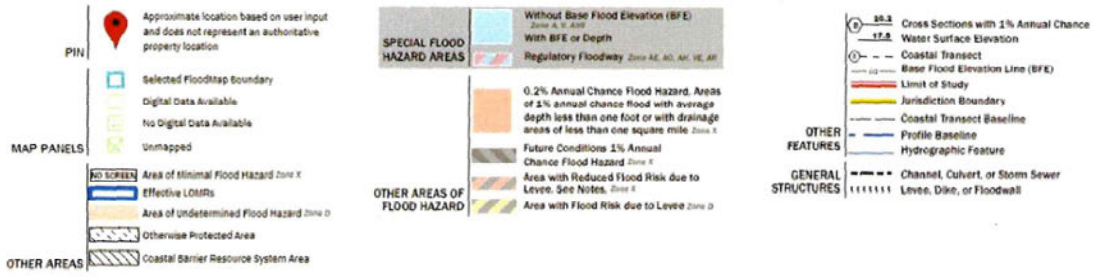
This is also a source, if not the only source of water for the lake. The lake will lose water, during heavy times of rain if access to the creek is cut off, the community residents could have more flood water in their yards and possibly homes if it has nowhere to drain to, the street could become more dangerous to drive on.

The creek is teeming with a variety of insects, lizards, turtles, frogs, occasionally small fish even. Wild animals come here to drink. To damage this creek is to damage the wildlife that has flourished here for years.

There is also another water feature on the north side of Morris Road (CR 214). This is shown on the **FEMA map below** as a rectangle with a purple dashed border – . The source of this water is unknown and where it goes is unknown. However, small it is, it sustains a multitude of wildlife, from lizards and frogs to toads and turtles. Toll 49 will completely obliterate this little ecosystem.

Flood Map from FEMA.gov





For the reasons above, I elect **NO BUILD**.

E. Morris Road (CR 214) and Betty Drive (CR 2206) are NOT the Same

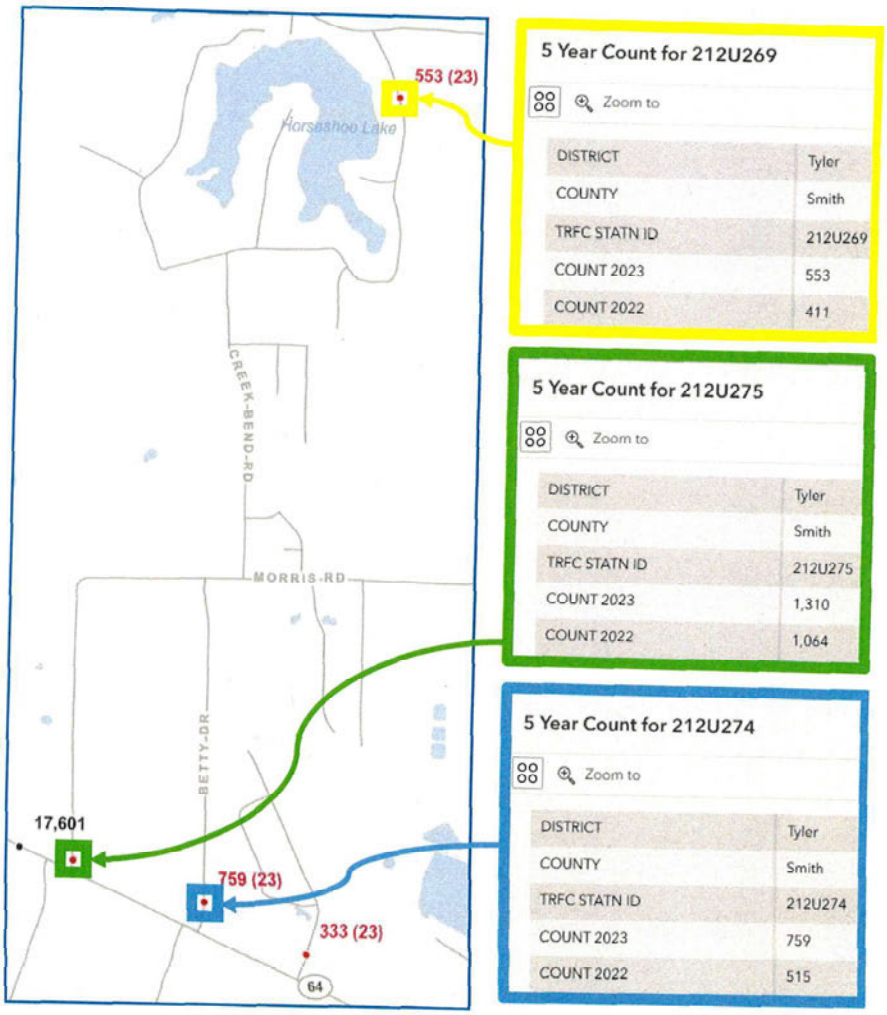
Should Section 6 of Toll 49 be built along the Teal Route, the end result affecting these two roads would be to turn Morris Road (CR 214) into a dead end street and require all traffic to use Betty Drive (CR 2206). This will obviously put much more wear and tear on Betty Drive (CR 2206) while eliminating almost all use of Morris Road (CR 214). Just as an aside, a HUGE turnaround will need to be provided at the end of Morris Road (CR 214) for District buses to turn around. There are children on this road that are picked up and dropped off daily.

Betty Drive (CR 2206) is not the preferred road for most people unless they actually live on it. Once again going to the statistics provided by TPP Statewide Traffic Count only years 2022 and 2023 are available, please see the map and information provided on the next page.

This information shows that in 2023, 1,310 vehicles drove on Morris Road (CR 214) during the traffic count time frame while only 759 chose Betty Drive (CR 2206), with 553 vehicles entering/exiting from/onto Farm Market Road 850 at the north end of this area. Once Toll 49 is in place all vehicles that once traveled on Morris Road (CR 214) will be routed onto Betty Drive (CR 2206), thus tripling its traffic. As it is now, Betty Drive (CR 2206) is in need of overdue attention and work. Tripling its traffic is not a means of helping alleviate congestion and high traffic concerns.

Forcing the majority of the vehicles currently using Morris Road (CR 214) into using Betty Drive (CR 2206) will create its own set of problems. Betty Drive is not hardy enough. With the freezing rain and cold weather and then large amount of rain this spring, it is not in any sort of condition to support this type of traffic.

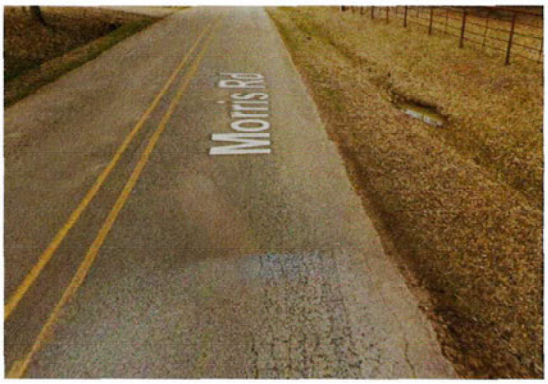
Following the TPP Statewide Traffic Count information on the next page are a number of photos that are screen grabs from Google showing the differences between the two roads. These are fairly recent, as they include the new work on the culvert on Morris Road (CR 214).



Here are some photos that show the differences between Morris Road (CR 214) and Betty Drive (CR 2206):

Morris Road (CR 214)	**Betty Drive (CR 2206)**
	

Morris Road (CR 214)	Betty Drive (CR 2206)
Intersection of Highway 64 and Morris Road (CR 214). Due to the businesses close by, this road is easy to see at night even though there is not a light pole. Double-striped yellow line – two vehicles can pass with ease.	Intersection of Highway 64 and Betty Drive (CR 2206). There are no businesses close by, so this road is not easy to see at night, and there is not a light pole. No stripe down middle of road – two vehicles pass, but with care.
	
Weight limit of 30,000 Gross Pounds	Weight limit of 30,000 Gross Pounds
	
County installed drainage for the flooding	There are so many patches for water and freezing water to get into and under. The last time it was surfaced, the contractor took off the top couple of layers but did not re-surface all the way to the edge of the road, so there are ruts forming from the mail carrier and people checking their mail.
	
Actual creek and culvert area. This has been re-done with the culvert replaced, one of the side ditches dug out twice and rock placed the second time.	Actual creek and culvert area. No work has been done on this side as yet.

Morris Road (CR 214)	Betty Drive (CR 2206)
	
Standing water from drainage issues.	Intersection of Betty Drive (CR 2206 and Morris Drive CR 214).

F. Toll Road Status is Not Even Necessary

We have been told time and time again that the toll road is necessary to help recoup some of the cost required in building Toll 49 so that it could be built faster than the originally planned loop.

From a January 10, 2006, KLTV.com article, "We're using the tolling revenue to help build it quicker and if we didn't have these funds available, we'd be looking at 20, 30 years down the road, hoping that the state would give us money," said [Jeff] Austin III. (source: https://www.kltv.com/story/4346080/federal-highway-administration-approves-loop-49-as-toll-way/).

That means, that using traditional funding with no toll road, we would be looking at a completed loop somewhere in the neighborhood of possibly 2026 to 2036.

In reading NET RMA's own website:

> The TxDOT Tyler District has done a great deal of work on the planning and design of this loop. However, **due to limited finances, TxDOT projected that construction on Toll 49 might not be completed until 2033**. In January, 2006, the Texas Transportation Commission designated the new Tyler loop as a Toll Road, and provided the NET RMA with a $12.25 million Toll Equity Grant to assist TxDOT in advancing the design and construction of Toll 49. With assistance from NET RMA, and based upon the concept of using toll revenue to help finance the roadway design and construction, the road connecting SH 110 to IH 20 was opened in 2013. [Emphasis added.]
>
> source: https://www.netrma.org/projects/toll-and-ethg/

Clearly, we are reaching the same destination at about the same time frame. Designating Loop 49 as Toll 49 was never necessary and should be removed.

For the reasons above, I elect **NO BUILD**.

G. Did the Public Ever REALLY Have a Voice?

Finally, I have reservations as to whether the residents of New Chapel Hill ever REALLY had an option or if this has all been an elaborate farce of a "show" to make it seem as if the City of Tyler, the Texas Department of Transportation, NET RMA, and whatever other agencies in charge of Toll 49 are actually concerned with our input.

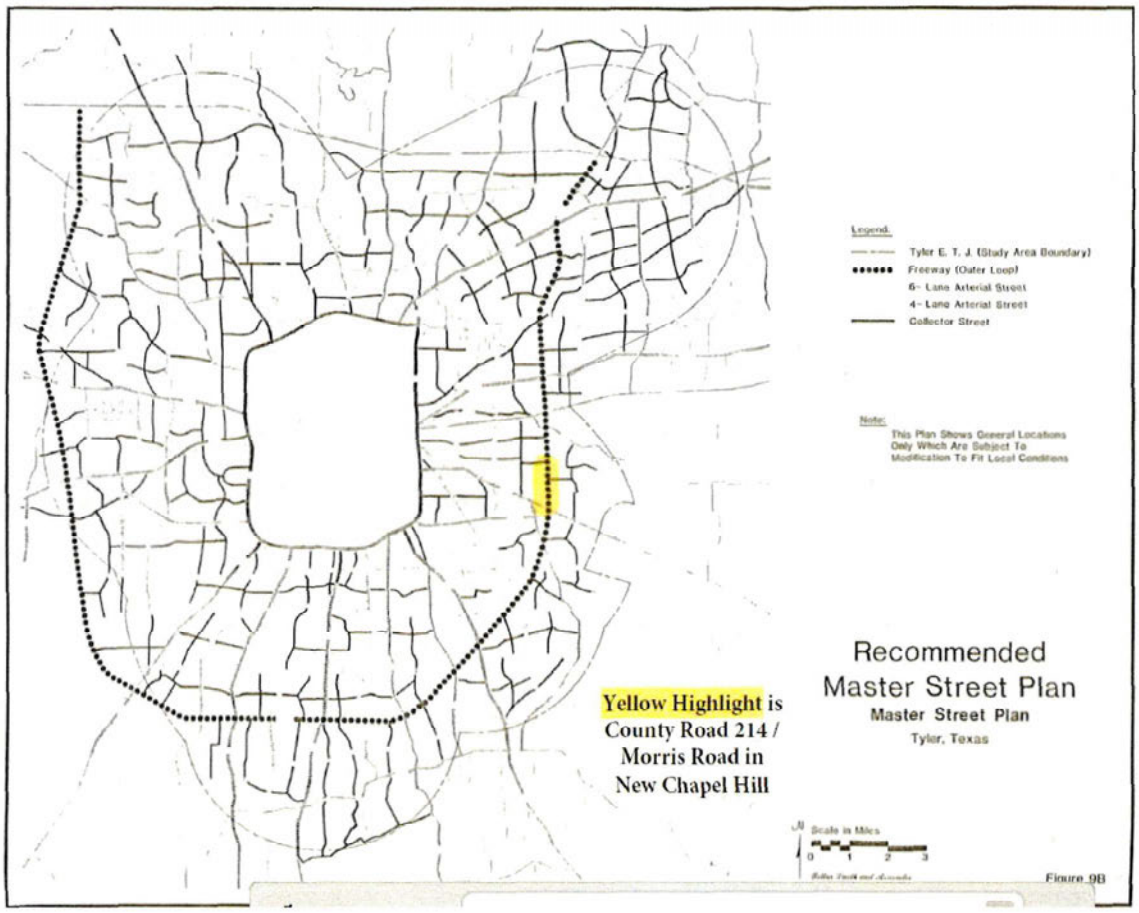


source: https://tylerpaper.com/news/local/planned-segment-of-toll-49-would-complete-tyler-s-long-awaited-outer-loop/article_3d52b078-0ae8-11e9-aacf-5785544a9b4e.html

Looking all the way back to the beginning, the very first map that is now brown and weathered with age, the 1984 map that hangs in the hallway at the North East Texas Regional Mobility Authority office in Tyler shows that the "Original" route was on t Road (CR 214) as the Tea

The next map available is from 1985, from the City of Tyler, Texas Master Street Plan:

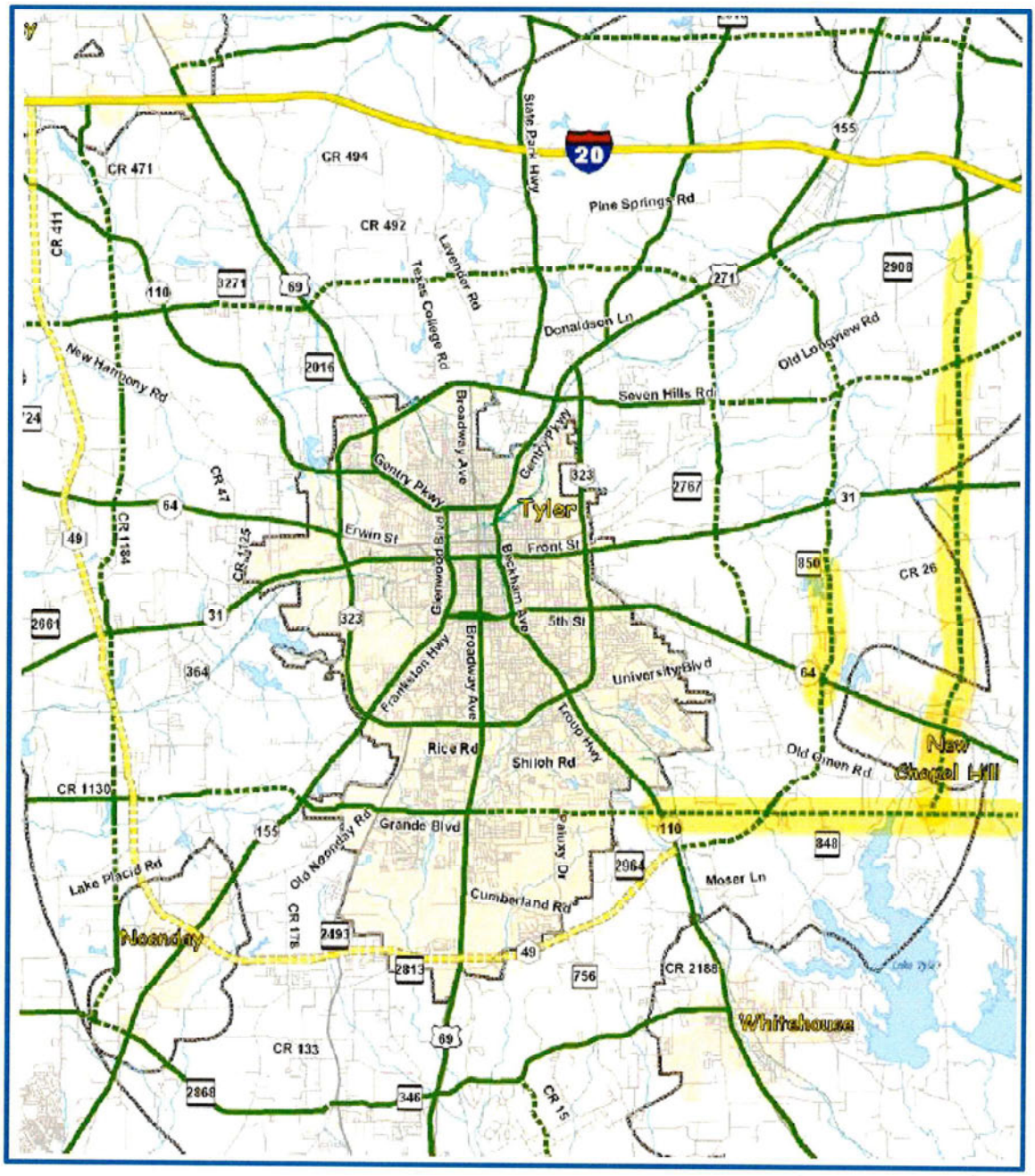
1985 Recommended Master Street Plan with Outer Loop Marked



Once again, this route is on the west side of Morris Road (CR 214) instead of the east side of Morris Road (CR 214) as the Teal Route is now. [I have added the highlighting and text regarding Morris Road.] As you can see, the location of the proposed Loop has not changed.

Twenty years later, in 2005, the City of Tyler released its 2005 Master Street Plan. This street plan also included, in place of an outer loop, a toll road. Also included were proposed extension roads.

2005 Master Street Plan with Toll Road and Proposed Extensions

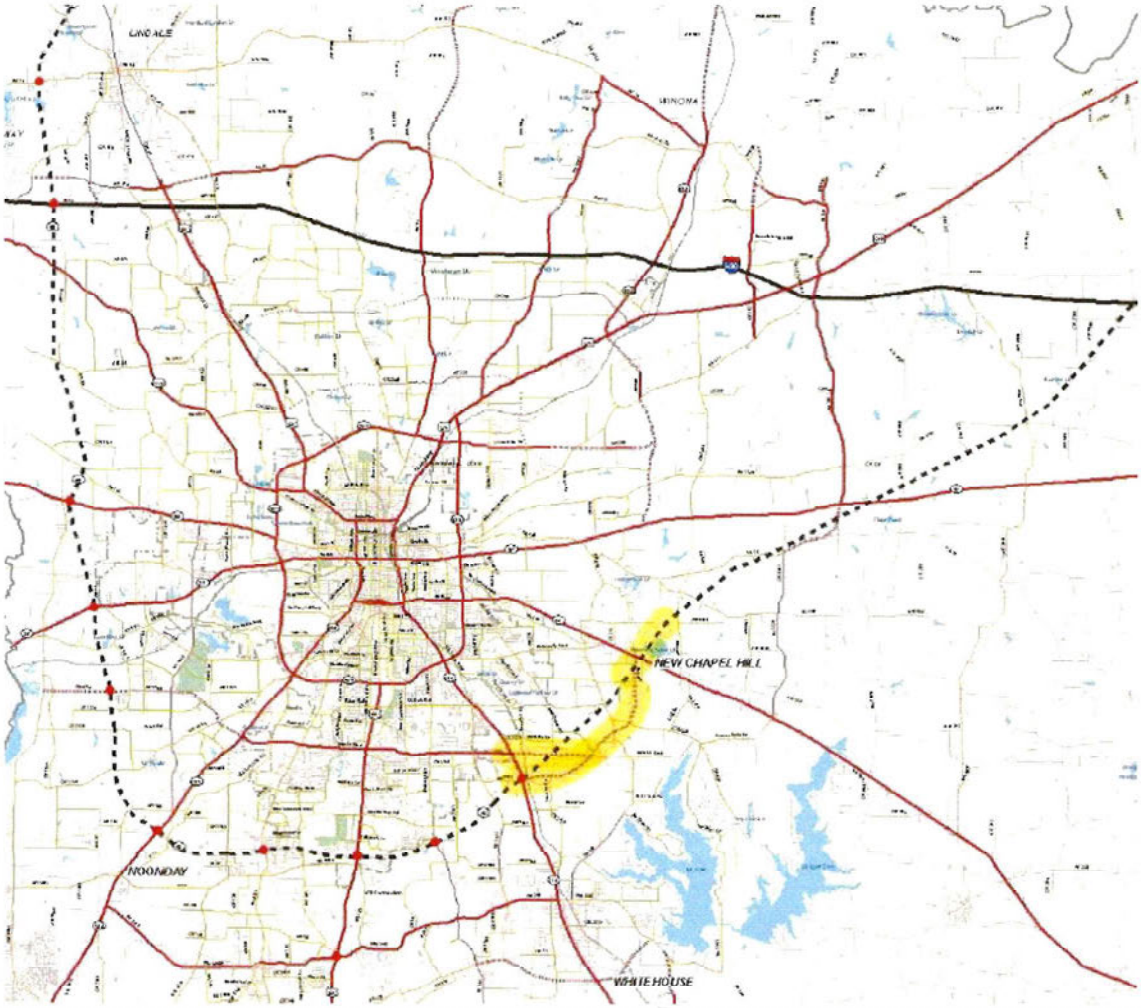


Following Toll 49 around the south side and then northeast to the proposed Section 6, the portion between Highway 64 and Farm Market Road 850 is set – in 2005 – to run really close to the same area as being proposed by the Teal Route now, 20 years later. At the same time, Grande Blvd. is

proposed to be extended beyond New Chapel Hill, towards Henderson, Texas. From the Grande Blvd. extension, one can follow it out past the Toll 49 turn into New Chapel Hill and turn north, traveling towards Gladewater. These two options would be a tremendous boon to the residents of Tyler, New Chapel Hill, East Texas, and anyone else using these roads. They would be highly traveled and would help achieve the goals of less congestion and reduction in commuter time. They would most likely NOT have a toll attached to them. And therein lies the crux of the issue. No money could be made off of them. Unsurprisingly, in future Master Street Plans for the City of Tyler, *these extensions no longer appear*!

In 2012, The City of Tyler released its 2012 Master Street Plan with proposed toll road and no extensions.

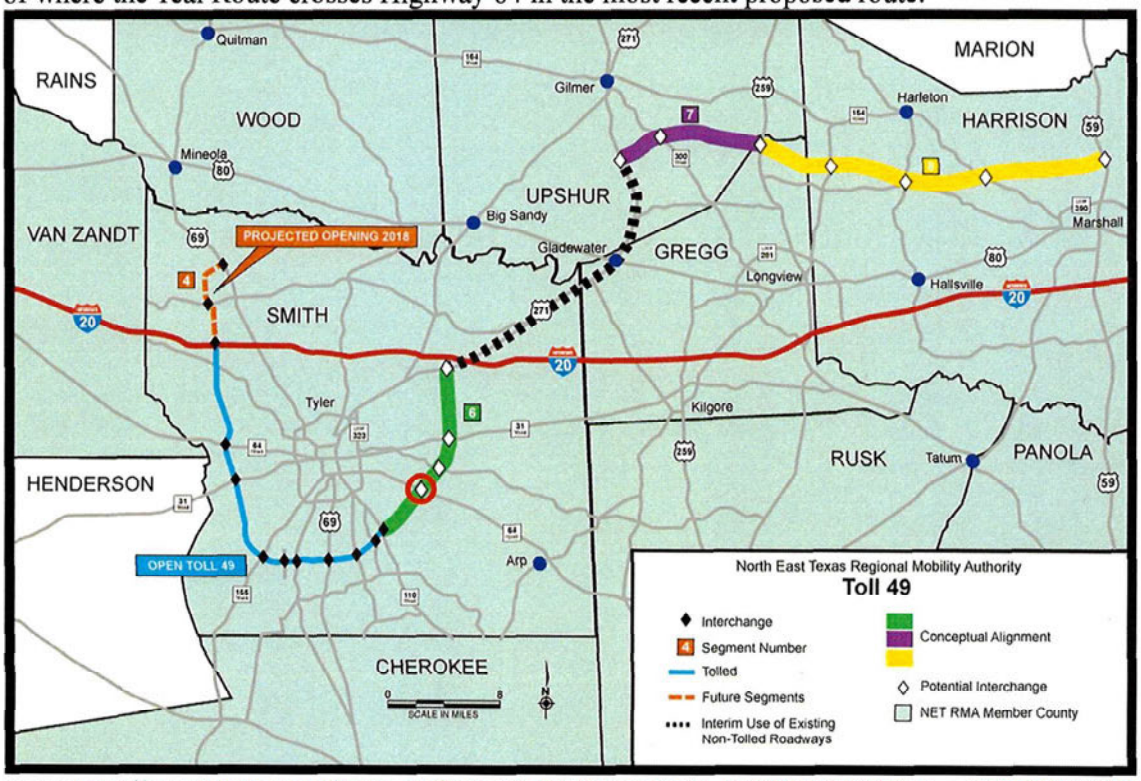
2012 Master Street Plan with Toll Road



The 2012 Master Street Plan for the City of Tyler follows a similar route as the previous proposed routes in that it intersects Highway 64 in about the same place. In this scenario, it takes an easterly path along the west side of Pleasure Acres Lake. The plan here must either be to:

a. drain the lake, which is a focal point in this neighborhood;
b. move Toll 49 west and remove a few residential homes on Betty Drive (CR 2206); or
c. ultimately move Toll 49 to the actual Teal Route.

The next map is from a 2016 Facebook post. Where the "Conceptual Alignment" of Toll 49 crosses Highway 64 is denoted with a red circle [O]. This seems to be the approximate location of where the Teal Route crosses Highway 64 in the most recent proposed route.

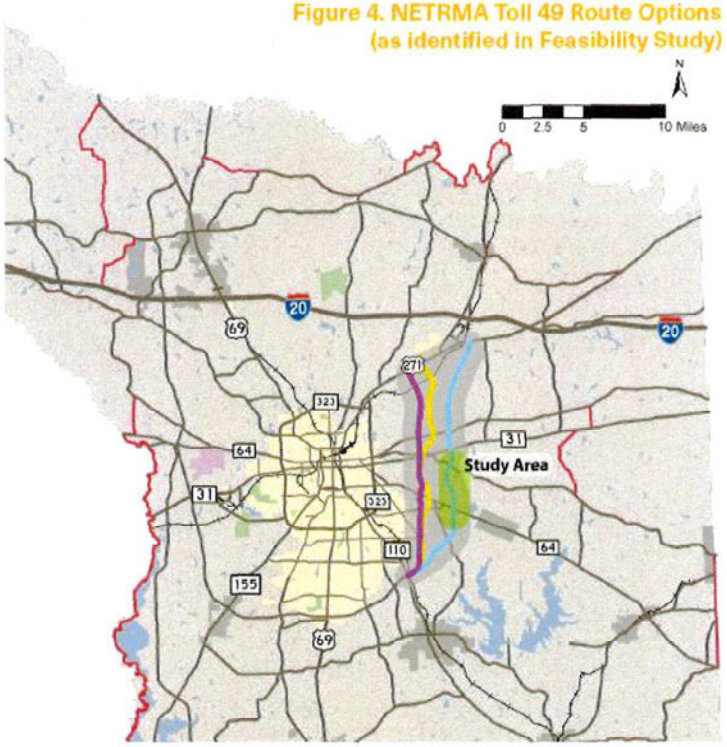


source: https://www.facebook.com/photo.php?fbid=1348528248514221&id=419077368125985&set=a.420837747949947

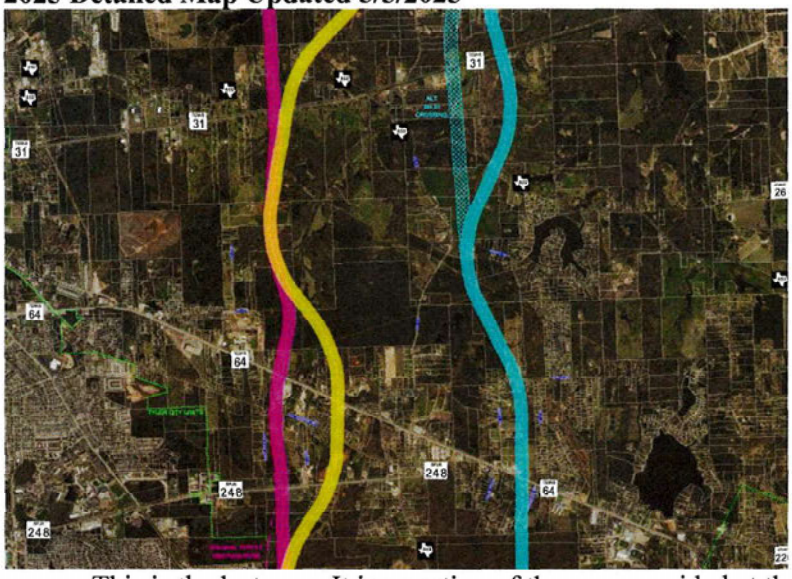
The next Master Street Plan from the City of Tyler, Texas is from 2021 and has Toll 49 included on it as only 3 routes for Toll 49, all within the distance from Betty Drive (CR 2206) to CR 272 – approximately 2 miles and definitely not much space in between for options.

2021 Master Street Plan with Toll Road

Figure 4. NETRMA Toll 49 Route Options
(as identified in Feasibility Study)



2025 Detailed Map Updated 5/5/2025



This is the last map. It is a portion of the map provided at the May 2025 Public Meetings. It shows the Teal Route going through the Exxon, Whataburger and Family Dollar.

source: https://www.netrma.org/projects/segment-6/

The overwhelming theme in all of these maps, from 1984 to 2025, is that the route for the loop/toll road is always right around Morris Road (CR 214) / Betty Drive (CR 2206). It looks like the placement of this road has always been selected to run through this area for the last 41 years and we never really had a choice, any sort of option, input or voice in whether it would.

For the reasons above, I elect **NO BUILD**.

Thank you for your time and consideration in reviewing the above and my reasons for electing the option of NO BUILD. To sum them up in a brief list:

- Division in the School District and Soaring Fuel Costs
- Placement of Traffic Signals
- Loss of Community Growth
- Damage to Residents' Property Due to Erosion and Run-Off
- Morris Road (CR 214) and Betty Drive (CR 2206) are NOT the Same
- Toll Road Status is Not Even Necessary
- Did the Public Ever REALLY Have a Voice?

Respectfully,

Laura Jackson

Laura Jackson

/lj

Michael Terry

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Michael Terry

Email: [redacted] Subscribe to email list? ☐ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

Not enough room on this page to list all that is wrong with this proposal, but people would be damaged for profit. A two-lane undivided 75 mph roadway is inherently unsafe. At least a traveller has the option to avoid it, even though they ultimately paid to construct it. Property owners have no choice. They are faced with eminent domain, where a commissioners court sets the value of their property. It can then be condemned and taken before they are even paid. Especially grievous is the NetRMA no access policy. Blockages from construction, poor maintenance, flooding, and trespass are also a concern. Government taking under the guise of improved transportation, and it then being given to a group to make a profit is a mockery of the law. Transportation could be expedited by using the existing multiple lanes of SH 130 and Loop 323 and bumping at intersections. The NetRMA should take the No Build option and concentrate on righting the wrongs they have put on landowners and improving the existing highway.

Thank you for the opportunity to comment. Landowners are not allowed to speak at a NetRMA meeting unless it is about their agenda.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

Date: May 11, 2025

To: Net RMA

From: Dr.& Mrs. Neil Ford

[redacted]

RE: Toll 49 Segment 6 Project

Dear Net RMA Officials,

We are long-time residents of Tyler, having moved here in 1979, when Dr. Ford accepted a position as Biology Professor at the University of Texas at Tyler. Now as retired seniors, we are residing in the Del Coronado subdivision, an over-55 community off of the south end of Old Omen Road.

In regards to the proposed routes for Toll 49 Segment 6, we are both strongly in favor of the Teal Route (or the No-Build Option) for the eastern extension of Loop 49 around the city. We have listed the numerous reasons for our decision below:

1. Following retirement, we bought our current home because it is located in an extremely quiet, peaceful neighborhood of other seniors. This is a heavily-treed area and our home backs up to a 6-acre greenspace owned by our HOA. Our subdivision is adjacent to The Hamptons, an assisted living/memory facility, which is also a quiet population and which backs up to more wooded acreage.
2. Studies have shown the benefits of being in nature to the physical, emotional & mental health of people.
3. Numerous individuals of all ages from several neighborhoods in our area walk regularly on the sidewalks along the south end Old Omen Road, the west side of which is undeveloped and heavily treed in many areas.
4. The south end of Old Omen Road is home to a fairly concentrated population and thus, changes in this area would impact quite a significant number of people.

5. We are concerned that both the Yellow & Purple Routes, both of which would be located closely behind our subdivision, will:
    a. Significantly increase the traffic & congestion along Old Omen Road since the access to Segment 6 would be at the intersection with Old Bascom Road (approximately 0.5 mile from our home).
    b. Increased vehicle traffic leads to reduced air quality, increased noise pollution, and thus, potential harm to the health of those living in the area. Seniors, in particular, are more susceptible to these negative health impacts as our immune systems have decreased with age.
    c. People are less likely to want to walk along a busy street which will negatively impact their health by reducing their exercise. Even walking across Old Omen Rd. will become more dangerous (and some of us walk slowly).
    d. Noise and air pollution in our neighborhood will also increase from the vehicles traveling along either the Yellow or Purple Routes, regardless of their point of entry onto Segment 6.
    e. The overall quality of life of all those residing in the area will be diminished if the Yellow or Purple Routes are selected based on all the factors identified above.

6. The Teal Route would allow for greater expansion of the city as Tyler continues to grow in population.
7. Because the purpose of Segment 6 is to address the population growth of a 4-county area including Gregg, Harrison, Upshur & Smith, it would clearly be more useful to build the additional section of Toll 49 as far east as possible to increase the access of those living east of Tyler.

We hope that you will take all of our concerns into account as the final route (or no-build option) is selected.

Sincerely,
Neil & Joan Ford

David & Sharon Emmert
3610 Chapel Downs
Tyler, TX 75707

May 9, 2025

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

Dear Ms. Ledbetter:

For reasons I will set out below, please record my strong opposition to the purple and yellow corridors under consideration for Segment 6 of the Loop 49 project.

The NET RMA put together what they described as a "stakeholder working group" which met at least six times in late 2018 into 2019. During the course of the meetings, a dozen or more corridors for consideration were drawn on the map of the Segment 6 area.

Two corridors labeled purple and yellow were drawn contiguous to and actually running through the eastern section of the Chapel Woods East Subdivision, which had been fully platted for many years and was probably 2/3 built out at the time. The fifth and final section, an additional 30-plus platted lots, now sets idle.

Just south of Chapel Woods East are the following: three gated communities with 75 or more homes; The Hamptons -- a retirement and memory care center made up of 152 independent living apartments and about 100 assisted living and memory-care residences; Summerwood Apts w/204 units; and numerous recently-built townhouses.

Of the 20-member so-called "stakeholder" group, nine of them (45%) were employees of or had close ties to the city of Tyler. I believe all of them should have or could have known how damaging the purple and yellow corridors would be to well-established neighborhoods near by. Was it oversight, lack of due diligence, negligence, or something else? We will never know, but I believe it is beyond irresponsible for those two corridors to be given any further consideration! Of the dozen or more corridors that have been under consideration, not one of them has a contiguous area so densely populated as this.

More than 30 yrs ago, Loop 49 was sold to the public as an "outer loop" around the city of Tyler. What ultimately became the "teal" corridor was to take the loop to the east side of town and make the connection to complete the "hour glass" concept to Gregg

County and beyond. Consideration of anything west of the teal corridor, especially as close to town as the purple and yellow corridors, is clearly abandonment of the outer loop concept.

I wholeheartedly support completion of Loop 49, more specifically the teal corridor. Too much time has passed; it is time for this project to be completed as promised decades ago.

From its early struggles to get the project off the ground, I have a long history with Loop 49. TXDOT's failure to address widespread community concerns, as well as ignoring some federal statutes, put the project on hold. A large group of citizens took grievances to a public meeting of the Texas Transportation Commission. The result was a negotiated compromise eliminating frontage roads to minimize commercial invasion into adjacent neighborhoods.

My being recruited to run for county commissioner in 1996 was a direct result of being a part of this widespread community participation. For eight years (1997-2004), I served on the Smith County Commissioners Court representing Precinct 1, which encompasses Segments 1 & 2 of Loop 49.

About 5 years ago, my husband and I bought 22 acres just outside the city limits of Tyler next to the areas discussed earlier. Before the purchase, we confirmed through phone calls and emails with the mayor and city manager that connecting to city services would not be a problem. We were unaware of the purple and yellow corridors, but interestingly, neither gentleman mentioned it to us even though both of them were a part of the stakeholder working group.

Here I am today going to bat again but for our "new" neighbors. What my husband and I first perceived as our mistake was obviously something else. The plans God often has for our lives can be challenging, but he is faithful -- *"For I know the plans that I have for you. They are plans for good and not for disaster, to give you a future and a hope."* Jeremiah 29:11 NLT

Best Regards,

Sharon Emmert

Sharon Emmert

Steven M. Hudson

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Steven M. Hudson

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I just want to state I am only in favor of the NO Build option. To allow UT Tyler to try and force this on the City of Tyler is a disgrace. I bet nobody at UT Tyler pushing this has property being affected. Isn't that odd. If you have so much money available take it and make the toll 49 already built a 4 lane divided highway to cut down on so many fatalities. Tyler is NOT building or expanding when this seg 6 is proposed. It will not relieve traffic congestion even a little. It makes NO sense to bring seg 6 back into Hwy 271 - That goes away from Longview, Marshall + Shreveport. If you are trying to build a outer loop only a idiot would look at this and call it that. Take the money, widen Hwy 31 East, that road goes the correct direction. There is NO common sense reasoning for seg. 6 I know y'all have already made up y'alls mind and you don't care what anyone thinks but UT Tyler. This is all underhanded + political. Everyone involved should be ashamed.

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

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Teresa Wilson

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: TERESA WILSON [redacted]

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

I hope you do a no-build, but if you absolutely have to have more loop 49 out this way please, please please go with teal where theres less housing! We are very very happy here and have done alot of work out here and to our home. Its been in the family for many years !!!

Please Please - dont take my home from me or get right on me with this Loop 49!!! AND WHAT? FOR A COUPLE OF MILES DIFFERENCE?!!?

Id rather it be a no-build !!! No Loop 49 thru here!!!

No Build!!!

OR FURTHER OUT WHERE THERES LESS HOMES!!!

Thank You

PLEASE DONT TAKE MY HOME FROM ME! Teresa Wilson

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Virgil Wilson

Public Scoping Meeting
Comment Form
Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: Virgil Wilson

Email: [redacted] Subscribe to email list? ☑ YES ☐ NO

Address: [redacted]

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025**, to be included in the official record of this public meeting.

COMMENT

I VOTE NO Build !!! But IF YOU CANT LIVE WITHOUT LOOP 49 through this area, I say go with the Teal Because THERES NOT NEAR AS many homes and Businesses YOU'll HAVE TO TAKE AWAY FROM PEOPLE!!! IVE WORKED HARD ON MY HOME TO MAKE IT EVEN BETTER AND I'M HAPPIER THAN IVE EVER BEEN IN A HOME!!! YOU NEED TO GO FURTHER OUT ANYWAY!!! MAKES NO SENSE TO TAKE PEOPLES HOMES WHEN THERES NOT THAT MUCH TRAFFIC THIS WAY ANYWAY!!!

PLEASE, PLEASE, PLEASE DONT COME THROUGH HERE AND TAKE AWAY WHAT IVE WORKED SO HARD ON !!!

No Build !!! AND WHAT? FOR A COUPLE OF MILES DIFFERENCE !?!?!

Thank You

PLEASE DONT TAKE MY HOME IVE WORKED SO HARD ON!!! I LOVE IT HERE!!!

Thank You

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON	ONLINE	MAIL	EMAIL	PHONE
Submit comments in person at meeting.	Fill out an online webform at **www.NETRMA.org**	Nancy Ledbetter & Associates Attn: Toll 49 P.O. Box 14622 Austin, TX 78761	Send an email to Toll49Seg6@gmail.com	Leave voicemail at 903-284-5332

From: William Ferrell [redacted]pm
Subject: Netrma
Date: May 19, 2025 at 12:42 PM
To: William Ferrell [redacted]

WF

NET RMA★

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

49 TOLL

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: W.V. FERRELL

Email: [redacted]

Address: [redacted]

Subscribe to email list? ☑ YES ☐ NO

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

See attached

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

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Collateral Damage. Teal: No Deal!

I am an Air Force veteran. SAC. Our B-52s could carry various payloads from conventional 500 and 1,000-pound bombs to missile ordinance to nuclear weapons. The blast radius of each device was known and calculated. Collateral damage was yet another given. Insidious, it always yielded more devastation with painful residual consequences.

Ops Orders for Code Teal, the Toll 49 Segment 6 bombing run, are now in the works. If it stands, the land between Morris Rd and Betty Dr. off Hwy 64 will be obliterated, with homes destroyed and families displaced. Compensation will be less than market value and nowhere near replacement costs.

Yet, the 50 properties and 150+ folks on Betty Drive who are *outside* the blast radius are destined to become collateral damage...with NO compensation. Instead, Betty residents will face a nuclear winter of noise, air pollution, traffic hazards and congestion, depreciated land value and water runoff with high water and flooding.

I have already experienced the effects of an altered watershed after land and trees were cleared to build a house on the property west of CR 2206 at [redacted]

In these past 18 months, water in the drainage ditch running through my property on the north end of Betty has been higher during rains. This deposits more sand and sediment, which has blocked, diverted, and backed up water that would normally drain onto the pastureland east of me.

Texas Water Code Section 11.086 addresses the prohibition of diverting or impounding surface water that damages another's property with remedies. This is an issue that should be taken seriously for all Betty residents, especially for the eight properties facing the greatest impact.

Already deemed the most dangerous road in Smith County, Toll 49 is a transportation boondoggle that must use taxpayer dollars to stay afloat. It is a mismanaged and wasteful enterprise that squanders money and threatens human life in a way that's reminiscent of the self-serving back channel subterfuge of the D.C. Swamp.

Oh, DOGE, where art thou?

Online Comments

Toll 49 Segment 6 Public Scoping Meeting - Tuesday, May 6, 2025 / Thursday, May 8, 2025

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 08, 2025 11:09:00 AM
Last Modified: Thursday, May 08, 2025 11:21:17 AM
Time Spent: 00:12:17
IP Address: 206.220.163.192

Page 1

Q1

Contact information:

Name	**Brian Flens**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

Toll 49 does not need to be expanded. Plenty of routes from south Tyler to Longview currently exist. NET RMA and TxDOT need to fix the safety issues on the current Loop 49 rather than expanding a flawed toll road. Many families avoid the existing sections of Loop 49 (including myself) due to safety concerns so why would we use the expansion of an already unsafe toll road? Move forward with segment 6 before correcting the safety issues of the existing Loop 49 makes zero business sense. Fix the current flaws and then ask the public's opinion on expanding.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 08, 2025 11:27:40 AM
Last Modified: Thursday, May 08, 2025 11:32:42 AM
Time Spent: 00:05:02
IP Address: 47.223.180.193

Page 1

Q1

Contact information:

Name	**BEN CARPENTER**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I fully support the Light Blue route, but it MUST connect to the 155 intersection as most effective in the long term. This route option avoids traffic congestion, additional signals, and fuel burned.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 08, 2025 1:36:46 PM
Last Modified: Thursday, May 08, 2025 1:52:20 PM
Time Spent: 00:15:34
IP Address: 50.24.184.85

Page 1

Q1

Contact information:

Name	**Delilah Salas**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I believe the Teal Route would be the best. My reasoning is people will not use the purple or yellow route; because, it is too close to Hwy 110 and Loop 323. Why pay to use that route when they can use Hwy 110 and Loop 323 for free. People in the West side, South side, and East of Tyler would use the Teal Route 49 to get to I-20. They would take I-20 to go to Louisiana to visit the Casinos, River Walk to go shopping or watch a game, etc. And, when returning home take I-20 to Hwy 49.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#4

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, May 08, 2025 3:36:57 PM
Last Modified:	Thursday, May 08, 2025 3:39:22 PM
Time Spent:	00:02:25
IP Address:	47.221.75.187

Page 1

Q1

Contact information:

Name	**Mark Alexander**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

Actually I think all proposed routes are to close to existing roads but if I had to pick it would be the teal route

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#5

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 09, 2025 8:29:30 AM
Last Modified:	Friday, May 09, 2025 8:32:25 AM
Time Spent:	00:02:55
IP Address:	50.24.165.179

Page 1

Q1

Contact information:

Name	**Cole Hamilton**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

I support Toll 49 Segment 6 from SH 110 to US 271. I would like to see the route use the Purple or Yellow Routes. Ideally I would like to see Toll 49 connect directly to I20, like it does on the West side, but if it can only go to 271, that will enhance Whitehouse's abilty to get to I20 East.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 09, 2025 11:49:53 AM
Last Modified: Friday, May 09, 2025 11:51:10 AM
Time Spent: 00:01:17
IP Address: 192.88.11.201

Page 1

Q1

Contact information:

Name	**Brittnee Cagle-White**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

No build. Not worth it. Keep
People's homes and land safe.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#7

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 09, 2025 12:16:26 PM
Last Modified:	Friday, May 09, 2025 12:33:32 PM
Time Spent:	00:17:06
IP Address:	99.113.165.180

Page 1

Q1

Contact information:

Name	**Jackson Hurst**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I approve and support NET RMA's Toll 49 Segment 6 Project. The aspect that I love about NET RMA's Toll 49 Segment 6 Project is that Toll-49 will be extended from TX-110 to US-271 which will improve safety and reduce congestion in Smith County, TX. The route option that I support for NET RMA's Toll 49 Segment 6 Project is the Yellow Route because it has the least amount of impacts to oil and gas wells.

Q4 **I could benefit monetarily from the project or other item about which I am commenting.**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#8

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 09, 2025 12:36:40 PM
Last Modified:	Friday, May 09, 2025 12:38:00 PM
Time Spent:	00:01:19
IP Address:	47.223.57.166

Page 1

Q1

Contact information:

Name	**Taylor Fox**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

I vote no build. Every route will take out multiple homes. No one in chapel hill wants a toll road running through our back yards.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#9

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 09, 2025 3:07:30 PM
Last Modified:	Friday, May 09, 2025 3:08:31 PM
Time Spent:	00:01:00
IP Address:	174.244.18.226

Page 1

Q1

Contact information:

Name	**Jennifer LaFountain**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

Do not build

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#10

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 09, 2025 3:13:19 PM
Last Modified:	Friday, May 09, 2025 3:14:44 PM
Time Spent:	00:01:25
IP Address:	174.244.53.13

Page 1

Q1

Contact information:

Name	**Kevin Littlefield**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

No build

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#11

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, May 10, 2025 9:48:16 AM
Last Modified:	Saturday, May 10, 2025 9:54:59 AM
Time Spent:	00:06:42
IP Address:	206.220.161.242

Page 1

Q1

Contact information:

Name	**Tim Klingler**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

In general, I favor the proposed Teal routing, as modified, due to the lessened environmental and residential/commercial displacements. That said, I would recommend considering combining with the routing of the proposed Grande Avenue extension being considered by the City of Tyler, which essentially follows the path of the existing high capacity powerlines, thereby reducing further the environmental impact.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#12

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, May 10, 2025 2:32:26 PM
Last Modified:	Saturday, May 10, 2025 2:35:06 PM
Time Spent:	00:02:39
IP Address:	50.24.162.35

Page 1

Q1

Contact information:

Name	**Sheila**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I feel this needs to be tabled until the existing Loop 49 has extensive safety improvements. We do not need another deadly road added at the expense of tax dollars plus high tolls.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#13

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, May 11, 2025 12:35:43 AM
Last Modified:	Sunday, May 11, 2025 1:01:15 AM
Time Spent:	00:25:32
IP Address:	47.222.198.243

Page 1

Q1

Contact information:

Name	**James Thomas Brohard**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

Toll roads should not be funded by our government and taxes. We are forced to help pay for a road and then have to pay to drive on it, on top of gas and vehicle maintenance and annual vehicle taxes. I believe just getting from 20 to Tyler Pounds is $3.64 each way with a tag. If your tag's payment should get messed up when, lets say, your account is sold off to another company, then it costs you much more than that.

49 should have been 4 lanes all the way down,with full emergency lanes, and either divided lanes, or concrete baracdes. Having to pay so much to drive it, then getting stuck behind someone going under the minimum posted speed is maddening when the next passing lane is over half your trip.

If I recall correctly the road had to be re-asphalted a few years after it opened, and they used a mix with metal slag aggregate, and it damaged a lot of vehicles. Which does not instill a lot of trust.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, May 11, 2025 10:36:31 PM
Last Modified:	Sunday, May 11, 2025 10:37:06 PM
Time Spent:	00:00:35
IP Address:	206.220.161.252

Page 1

Q1

Contact information:

Name	**Stephanie Foster**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I support the expansion of Toll 49 to the Segment 6 project. I don't have a preference for the road path from the current end point of Toll 49. I strongly recommend the Teal Alternative Segments end point at SH155 interminous. I live in Winona and have lived in Longview. This path would greatly improve traffic flow and decrease travel time from I20 to South Tyler. Loop 323E and, even more so Broadway, are so congested. Segment 6 would relieve some of the congestion.
One key point, that may be outside the scope of this project, is SH155 and the intersection at SH155 and I20. SH155 (from 271 to I20) may need to be widened and the intersection (at SH155 and I20) will definitely need to be rebuilt. The intersection is already congested with increased traffic for the Tyler Interstate Commerce Park. If this intersection is updated and Toll 49 Segment 6 built, traffic coming from Hawkins, Gladewater, Longview, Kilgore, and Arp will all improve for personal and commercial traffic. Improved roadways allow for improved commerce, which is good for the community.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#15

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, May 12, 2025 3:32:48 PM
Last Modified:	Monday, May 12, 2025 3:43:23 PM
Time Spent:	00:10:35
IP Address:	47.223.35.19

Page 1

Q1

Contact information:

Name	**TAMBRA HOBBS**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

No Build on Teal color. Not really sure if our house would be taken or looking right at this ugly toll road, which will create nothing but noise, pollution and safety concerns. We have enough issues with safety around our schools and this road will make it worse for all children who attend. Our Road could possibly be a dead-end would also create issues with only one road, Betty Dr. The only access into this neighborhood creating more congested traffic and safety concerns. It seems the existing toll 49 is not safe and needed to be addressed. This whole idea would be an abomination to our neighborhood. We can all access easily to Hwy 271 or I20 on the existing roads without this destroying our livelihood.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#16

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, May 12, 2025 6:57:09 PM
Last Modified:	Monday, May 12, 2025 7:05:33 PM
Time Spent:	00:08:24
IP Address:	47.221.75.187

Page 1

Q1

Contact information:

Name	**Cindy Curry**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

The teal route is the only logical route. The other routes are not helpful/do not make a difference of any significance. I DO NOT THINK THAT THE PURPLE/YELLOW ROUTES WILL BE OF ANY USE. The teal route would be more advantageous if connected to I 20.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 13, 2025 1:42:15 PM
Last Modified: Tuesday, May 13, 2025 2:01:22 PM
Time Spent: 00:19:06
IP Address: 108.204.161.177

Page 1

Q1

Contact information:

Name	**James S Floyd**
Email	[redacted]
Address	[redacted]

Q2 **Respondent skipped this question**

Subscribe to email list?

Q3

Comment:

NO BUILD is the only viable solution.
Traffic on Highway 64 from CH High School to Loop 323 is very congested and dangerous for two hours in the morning. Difficult to even enter the Highway. There is heavy traffic at all times. These two hours happen again every evening. Hundreds of cars from all over east Smith County are on there way to work, school, Doctor appointments and shopping. Three schools are so near the location where the proposed Teal Route would cross Highway 64 that congestion would be terrible. School bus stops along this route slows traffic considerably. There is an elementary school near Yellow/Purple Routes crossing Highway. There is a new Junior High School on Highway 64 near loop 323 set to open next year that would also bring more traffic problems. Segment 6 will not change this situation. Adding on ramps, off ramps and stop lights on Highway 64 between CH High School and Loop 323 will only make a bad situation much worse. Traffic that must by pass Tyler currently. and for the future, has an adequate way to do so using Toll 49 on the west side of Tyler.
NO BUILD is the only viable solution.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#18

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, May 14, 2025 4:28:45 PM
Last Modified:	Wednesday, May 14, 2025 4:32:06 PM
Time Spent:	00:03:20
IP Address:	216.45.0.161

Page 1

Q1

Contact information:

Name	**Thomas Alford**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

Community and Safety Concerns:
The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.

Environmental Risks:
Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need":
NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.
The Purpose & Need statement heavily relies on:

- Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities.
- Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.
- Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning.

There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

Economic and Social Consequences:
The toll road’s presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.
Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it’s a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

- Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry

significant debt.

- Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.
- Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain.

Environmental Impact Study (EIS) and Accountability:
NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.

We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.

Alternative Solutions and No-Build Justification:
We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.

Conclusion and Call to Action:
We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.

Our neighborhoods matter. Our families matter. Our community matters.

Q4

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

Respondent skipped this question

#19

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, May 14, 2025 4:56:46 PM
Last Modified:	Wednesday, May 14, 2025 5:01:17 PM
Time Spent:	00:04:30
IP Address:	104.28.50.178

Page 1

Q1

Contact information:

Name	**Tad Dominey**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

1 / 3

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

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Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need":

NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.

The Purpose & Need statement heavily relies on:

· Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities.

· Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.

· Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic—a well-documented concept in urban planning.

There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

2 / 3

Economic and Social Consequences:

The toll road’s presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.

Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it’s a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

· Ongoing Debt Obligations: Toll 49, operated by the North East Texas Regional Mobility Authority (NET RMA), was established with the intention of using toll revenues to finance its construction and maintenance. However, as of now, the project continues to carry significant debt.

· Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.

· Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading

to further financial strain.
Environmental Impact Study (EIS) and Accountability:
NET RMA promotes the EIS process as the "most rigorous study" for transportation projects. However, simply completing an EIS does not guarantee that community and environmental impacts will be mitigated—only documented. Following the National Environmental Policy Act (NEPA), the study is required, but it does not ensure that NET RMA will implement the changes needed to avoid harm to our community or environment.
We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.
Alternative Solutions and No-Build Justification:
We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.
Conclusion and Call to Action:
We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety,
3 / 3
environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.

Our neighborhoods matter. Our families matter. Our community matters.

Q4

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#20

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, May 20, 2025 4:03:24 PM
Last Modified:	Tuesday, May 20, 2025 4:20:36 PM
Time Spent:	00:17:12
IP Address:	204.64.21.234

Page 1

Q1

Contact information:

Name	**Adrienne Leach**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I prefer the Teal Route and the Alternate Teal Routes due to their connectivity and proximity to the UT Tyler Health Center/Hospital. I support the proposed typical section with a depressed median, as it addresses some of the safety concerns and issues present on the existing Loop 49 segments. Additionally, I recommend realigning the Teal Route where it crosses SH 64 to avoid the main development area of Chapel Hill.

Q4 **I am employed by TxDOT.**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 21, 2025 1:28:39 PM
Last Modified: Wednesday, May 21, 2025 1:45:53 PM
Time Spent: 00:17:13
IP Address: 47.223.239.83

Page 1

Q1

Contact information:

Name	**Paul E. Welch**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I am very much in favor of completing Segment 6 through the Chapel Hill area as soon as possible. I am a local business owner (Property Management) in the area, and I can see numerous benefits to having Loop 49 connected to Whitehouse and Interstate 20. I travel both directions for business and personal reasons and the loop would make my time more efficient and benefit my customers. With over 18,000 cars a day on Hwy 64 and over 17,000 a day on Hwy 31, the loop would lessen the load on those corridors. I want Chapel Hill to grow and the loop would assist in that growth.
While I am aware that there are several vocal opponents to the project, these same people are opposed to development of any sort. The same opponents were against the recent school bond issue and are speaking out against bringing infrastructure and business to Chapel Hill. Attempts to explain the benefits of the loop fall on deaf ears, and their reasons for opposing it hold no merit. These people are the loudest, but in the minority by far, as evidenced by the recent school bond that was loudly opposed, but passed by a handsome margin. Those who were for progress in Chapel Hill schools will be in favor of progress with the loop. I hope they have taken the time to communicate their support to you.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#22

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, May 21, 2025 9:55:53 AM
Last Modified:	Wednesday, May 21, 2025 2:09:15 PM
Time Spent:	04:13:21
IP Address:	50.25.224.169

Page 1

Q1

Contact information:

Name	**Clifton Wingfield**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I live on the proposed Segment 6 Teal Route, just to the north of Highway 64, where the proposed route runs between CR 2206 (Betty Drive) and Morris Road. My residence lies on the west side of Betty Drive and the proposed route would run just to the west of our property.

The proposed Teal Route bisects the entire length of Betty Drive and the north-south portion of Morris Road and would affect every house along these two roads. According to my best estimates, the distance between Betty Drive and Morris road is approximately 1400'. Factoring in the proposed 450' width of the Right of Way, the proposed route would leave only a scant 275' of separation between the route and the rear edge of my property.* Every other house on the west side of Betty Drive would face a similar situation.

Because of the proximity of the proposed route, I am concerned about several different issues:

- Road noise would be an ever-present problem.

- Air quality would suffer due to the volume of traffic and proximity to the new route.

- Traffic congestion and safety are also major issues. The proposed route would cross Highway 64 roughly 1400 feet from the entrance to Kissam Intermediate School, as measured from the center of the proposed new route. If the intersection with Highway 64 takes up the standard 650 feet, this places the edge of the interchange roughly 1075 feet from Kissam Intermediate School.** This will result in a high volume of Teal Route traffic in the immediate vicinity of the school, which already has its own periods on high volume traffic. This strikes me as unacceptably dangerous.

- There is also the issue of drainage, which would affect my own property more than some others. There is a large drainage ditch near the north edge of my property which collects water from a sizable slope to the west. The amount of water that already moves through this ditch during a heavy rain is truly shocking, sometimes flooding a portion of my yard, occasionally rising almost to the level of the road surface on Betty Drive and threatening to erode and undercut physical structures on my own property as well as that of my neighbor to the north. Flooding potential is even greater for the lower-lying properties on the east side of Betty Drive which already experience significant flooding during heavy rains. If the drainage situation is made any worse by the new route, I am concerned about damage to all of these properties.

- Finally, there is the matter of decreased property value due to the above issues. I know of no way to quantify this, but the potential clearly exists and will be a concern to every home owner along this section of the proposed Teal Route. This was supposed to be our retirement home. I am dismayed at the idea of having to sell, potentially at a significant loss, and relocate yet again.

*All distance figures were taken from a Google Earth satellite photo and represent my best estimates of the actual distances.

** I have been unable to find any information as to how far to the north and south of Highway 64 the 650' Intersection Right of Way would extend. This would be useful information for anyone living or doing business in the affected area.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 21, 2025 12:21:38 PM
Last Modified: Wednesday, May 21, 2025 5:11:23 PM
Time Spent: 04:49:44
IP Address: 74.221.149.73

Page 1

Q1

Contact information:

Name	**Larry B. Morse**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

As an Upshur County Resident, Segment 6 will allow easier access to the highways that are south and west bound from Tyler, making it easier to go to cities such as Palestine, Rusk, Huntsville, and College Station.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 21, 2025 10:05:25 PM
Last Modified: Wednesday, May 21, 2025 10:07:54 PM
Time Spent: 00:02:28
IP Address: 50.25.225.174

Page 1

Q1

Contact information:

Name	**Brian Irwin**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

Until the portion of the toll 49 roadway that has already been built is SAFE and MAINTAINED, there should be no further extension of the toll road.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 21, 2025 10:32:08 PM
Last Modified: Wednesday, May 21, 2025 10:35:07 PM
Time Spent: 00:02:59
IP Address: 166.137.19.9

Page 1

Q1

Contact information:

Name	**Mark**
Email	[redacted]
Address	**Tyler**

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I think the Teal route with alternate option aligning to Hwy 155 makes the most sense. With all the growth in the 271/155 area this would allow for better traffic flow and would probably get more usage.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 21, 2025 11:03:50 PM
Last Modified: Wednesday, May 21, 2025 11:06:17 PM
Time Spent: 00:02:27
IP Address: 172.110.27.28

Page 1

Q1

Contact information:

Name	**Joe Camero III**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

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

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 22, 2025 8:19:11 AM
Last Modified: Thursday, May 22, 2025 8:52:14 AM
Time Spent: 00:33:02
IP Address: 192.16.98.31

Page 1

Q1

Contact information:

Name	**Brandy Elliott**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

Please consider the NO BUILD option for segment 6.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 22, 2025 4:32:12 PM
Last Modified: Thursday, May 22, 2025 4:37:15 PM
Time Spent: 00:05:02
IP Address: 47.223.181.34

Page 1

Q1

Contact information:

Name	**Sharon Price**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

No Build on Segment 6

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 22, 2025 4:36:47 PM
Last Modified: Thursday, May 22, 2025 4:40:19 PM
Time Spent: 00:03:32
IP Address: 74.193.23.222

Page 1

Q1

Contact information:

Name	**Michael Martin**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I would like to see Toll 49 be completed as shown along the Teal route. Much of our travel takes us through Tyler proper, or towards Whitehouse. If you choose one of the more western routes then it erodes away at the benefit. The further East it goes, the more beneficial it would be.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 22, 2025 9:17:39 PM
Last Modified: Thursday, May 22, 2025 9:50:21 PM
Time Spent: 00:32:41
IP Address: 47.223.58.64

Page 1

Q1

Contact information:

Name	**Ellen Reynolds**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

Thank you for the information you have provided about Segment 6 of Toll 49 and for the opportunity for community members to be heard. Please note that, although I have a toll tag, I have rarely used Toll 49 and have not done so in several years due primarily to serious safety concerns. I respectfully request consideration for Segment 6 either to be removed as an option or for the shortest possible route to SH 271 to be selected. The Chapel Hill area comprises vast wooded areas, wetlands and ecosystems that we must all strive to protect. To preserve natural and financial resources, thank you for considering the shortest possible route for completing Segment 6. Thank you.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 22, 2025 11:55:44 PM
Last Modified: Friday, May 23, 2025 12:54:56 AM
Time Spent: 00:59:12
IP Address: 216.117.60.4

Page 1

Q1

Contact information:

Name	**Shelli Dunning**
Email	[redacted]
Address	

Q2 **Respondent skipped this question**

Subscribe to email list?

Q3

Comment:

I, as well as my mother, live in an area that would be NEGATIVELY impacted by this expansion whether it be any of the routes. Years ago the sale of the property was entertained since my mother was getting older and not as able to take care of everything after her husband, my stepfather, passed. She had a serious buyer...until they found out about the possibility of the toll expansion that could come through or very close to the property and they backed out. This was long before this section of expansion even had possible routes picked. It was just talk that one day it would expand and possibly come close or through the property and the potential buyer was gone quick.
Instead of selling, I moved here to help my mom take care of the homes and the property so she didn't have to worry that she was getting older and not able to keep up with the tasks required here. This afforded her the ability to stay and this made her quite happy that she didn't have to leave. Now her happiness is clouded and the thought of this coming so close or possibly across the back corner of the property has now been of great worry for us since the talk of this segment expansion first began around 2019-2020 I believe. It got put on hold after due to Covid and we so hoped that we would never hear another thing about it. We have been here for many years and love our country living and the wildlife that is here, along with the tranquil quite that we have. We have deer, fox, rabbits, owls and raccoons and more that wander our property. It is such a joy to look out and see 8-12 deer gathered and eating in your front yard which happens frequently. It is also wonderful to have such serene and quite surroundings. The toll coming through here will endanger/destroy the wildlife's habitat, put an end to our peaceful and quite country home as we know it and strip us of enjoying the wildlife that we so frequently enjoy seeing and will be replaced by visions of cars racing by. Wildlife will lose their habitat and/or be hit and killed by cars further taxing our ecosystem. They are here for a reason and people are slowing cutting down their home and pushing them out and they end up dying out.
Quite frankly we DO NOT want it, nor does anyone on our little road here.
My mom is near distraught over the thought of this expansion and what it will do to the life she has known here for so many years, as am I. This is the home that would be mine when my mother passes and the thought of this expansion just makes me physically sick. My mom worries now that she will be leaving me with a home that would no longer have what we both are so used to and love so very much. At her age she shouldn't have to be faced with the sleepless nights and worries and tears this expansion is creating for her...all so people can shave a few minutes off their commute and supposedly help traffic congestion which I doubt will help. Most people do not want to pay or cannot afford the costly tolls just to drive from one side of town to the other. Most of the time I choose to drive out of my way to avoid getting on the toll. It costs too much and it is dangerous also. Many lives have been lost on your toll 49!! This expansion is not worth destroying wildlife habitats, the wildlife, people's lives and putting an end to the tranquil and quite living we love so much. This is creating distress and worry not just for us, but for so many people in it's path that will negatively be impacted by this expansion. I vote DO NOT BUILD! WE DO NOT WANT IT!! I wouldn't want it even if it saved me 15 minutes on a commute one way. Our world is already in chaos and everyday you hear or read about nothing but bad in this world and your project is going to create more bad and negative than it will good. Our world needs "Good things" for a change.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 23, 2025 4:02:20 AM
Last Modified: Friday, May 23, 2025 4:03:51 AM
Time Spent: 00:01:30
IP Address: 47.223.70.26

Page 1

Q1

Contact information:

Name	**David Ramirez**
Email	[redacted]
Address	

Q2 **No**

Subscribe to email list?

Q3

Comment:

We, the residents of the communities directly impacted by the proposed Toll 49 Segment 6 expansion, stand united in our opposition to the development of this toll road. The project, as outlined by the North East Texas Regional Mobility Authority (NET RMA), poses significant threats to our community's safety, environmental stability, and local character. As taxpayers and stakeholders in this decision, we are deeply concerned about the irreversible impacts this expansion would have on our homes, families, and environment.

Community and Safety Concerns:The proposed TEAL route, along with other alternatives, cuts directly through established neighborhoods, bringing high-speed traffic alarmingly close to homes and schools. Most notably, the planned interchange near Kissam Intermediate School introduces unacceptable risks to children and families. Increased traffic volume, heightened noise pollution, and the looming threat of high-speed vehicles near pedestrian zones create a hazardous environment. Furthermore, the lack of proper median barriers—as currently designed for Toll 49—has resulted in multiple fatalities. Extending this model without addressing these safety issues is both irresponsible and dangerous.

Environmental Risks:Beyond community safety, the environmental repercussions of this project are considerable. Construction would disrupt local creeks and watershed areas, elevating the risk of flooding in regions that have historically been safeguarded from such threats. Alterations to the natural landscape threaten local ecosystems, impacting both wildlife and water quality. The elevation of certain road sections would amplify noise pollution, spreading it further into once-quiet residential zones. These environmental impacts are permanent, with long-term consequences that cannot be undone.

Challenging the "Purpose & Need": NET RMA justifies this expansion primarily on claims of population growth and traffic congestion. While the four-county area is projected to grow, these estimates are speculative and do not account for fluctuating growth patterns. Furthermore, induced demand theory demonstrates that building more roads often increases traffic congestion over time rather than alleviating it.

The Purpose & Need statement heavily relies on:

Projections for 2050 that predict increased travel times, yet these are assumptions based on models, not observed realities.

Claims that the current roadway between SH 110 and US 271 is inadequate, without providing transparent data to validate this claim.

Historical evidence shows that building more lanes does not reduce congestion; instead, it invites more traffic a well documented concept in urban planning.

There is no public data proving the current roadway network is insufficient, nor evidence that existing infrastructure cannot be enhanced to meet demands. Instead of a massive, environmentally damaging toll road, targeted improvements to current roads would achieve the same goals with far less impact.

Economic and Social Consequences:The toll road's presence would fundamentally alter the character of our neighborhoods. Property values are likely to decline as proximity to high-traffic roadways historically devalues residential land. Increased congestion on roads like Betty Drive, which may become the primary detour for redirected traffic, will strain local infrastructure and disrupt daily life. This toll road would prioritize convenience for through traffic at the direct expense of local residents.

Furthermore, it is important to recognize that toll roads rarely pay themselves off. In fact, previous sections of Toll 49 remain unpaid, continuing to accumulate debt and financial obligations long after construction. This lack of financial return should be a stark warning against further expansion. Adding another segment to a project that has yet to demonstrate fiscal sustainability is not only irresponsible—it's a potential burden on local taxpayers and future generations.

Financial Concerns of Toll 49:

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• Toll Rate Increases: To address financial shortfalls, toll rates on Toll 49 have been programmed to increase every two years.

• Questionable Financial Viability: The reliance on toll revenues to service debt raises concerns about the long-term financial viability of Toll 49. If traffic volumes do not meet projections, the toll revenues may be insufficient to cover debt obligations, potentially leading to further financial strain.

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that NET RMA will implement the changes needed to avoid harm to our community or environment.
We must hold NET RMA accountable to more than just documentation. We demand real solutions, not just environmental paperwork that greenlights construction without meaningful safeguards.
Alternative Solutions and No-Build Justification:We urge NET RMA and decision-makers to seriously consider the no-build option. Our community already has convenient access to major highways, including Highway 271 and I-20, without the need for expanded toll infrastructure. Investing in existing roads, enhancing public safety measures, and prioritizing environmental conservation offer more sustainable solutions than a costly and intrusive toll road expansion.
Conclusion and Call to Action:We, as residents and community stakeholders, respectfully request that the no-build alternative be chosen for Toll 49 Segment 6. We believe that preserving our community's safety, environmental stability, and character far outweighs the minimal benefits proposed by this expansion. We ask that our voices be heard, respected, and genuinely considered in this decision-making process.
Our neighborhoods matter. Our families matter. Our community matters.

Q4

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#33

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 23, 2025 12:45:36 PM
Last Modified:	Friday, May 23, 2025 1:29:31 PM
Time Spent:	00:43:55
IP Address:	47.223.59.220

Page 1

Q1

Contact information:

Name	**Rebecca Ferrell**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

My husband and I are homeowners living on Betty Drive / County Road 2206 for many years. Over eight or more households around us have enjoyed our quiet tree lined street. The busiest traffic time is early mornings on HWY 64 during school starting and for those going into Tyler.
Over the many years or neighbors, young and old, have been hard workers. They have put what money they have into their families and homes. Across form our home I have so enjoyed seeing my newest neighbors of about five years work hard from the time they moved in their home make improvements inside and out. So American!
Now like many others they could will have a Toll Road right behind them. It makes me so sad. It seems no one will care about all their time, and money invested or the joy they must have in making a house their home.
I like many others, are requesting a NO BUILD to stop further disruption of people's present and future lives. If neighbors stay, they are forced to live in a place they really didn't choose for themselves or if leaving this time would be most assuredly made harder financially.
This Project Toll 49 Segment 6, is not just digging up dirt, it's digging up lives of real people with life changing consequences. Can we really afford the cost? For many the peace and joy of their families have already been disrupted but we can say NO to more disruption for families.
Being older, I have planned on being here till we die, but these younger families deserve to make their own choice to stay on the quiet tree lined street where they have invested their time and resources.
They like most Americans have had to over come a lot the last few years to keep their homes and families going. This Project would change their lives forever -emotionally, physically, and financially.
Please stop this project, choose NO BUILD. Consider the real cost on Betty Drive/ County Road 2206.

Q4

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

Respondent skipped this question

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 23, 2025 5:53:30 PM
Last Modified: Friday, May 23, 2025 5:57:21 PM
Time Spent: 00:03:51
IP Address: 47.219.22.3

Page 1

Q1

Contact information:

Name	**Paul Hickey**
Email	[redacted]
Address	[redacted]

Q2 **No**

Subscribe to email list?

Q3

Comment:

Having traveled Hwy 31 for 20 years the amount of vehicles going from Tyler to Kilgore/Longview has steadily increased and vice versa. Many in those communities desire to travel to south Tyler for shopping at the outdoor mall complex. This would assist along with those traveling to Gilmer and further north. I like the teal option personally and would see it being a large time saver.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 23, 2025 7:37:28 PM
Last Modified: Friday, May 23, 2025 7:44:16 PM
Time Spent: 00:06:47
IP Address: 172.59.195.24

Page 1

Q1

Contact information:

Name	**David Scarbrough**
Email	[redacted]
Address	

Q2 **No**

Subscribe to email list?

Q3

Comment:

I emailed earlier my reasons against the teal line, but this is my reasons for the yellow line.
The people living in the path of the yellow line are almost all younger than those on the teal line. It's not easy for anyone to have to move, but it has to be easier on younger people to move. Also, loop 49 has no other easy entrances near Tyler. All the entrances are a good drive outside of the loop and having at least one closer to the loop would make it easier for more people to get on it.

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 23, 2025 8:23:55 PM
Last Modified: Friday, May 23, 2025 8:44:31 PM
Time Spent: 00:20:35
IP Address: 165.225.216.78

Page 1

Q1

Contact information:

Name	**Brian George**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

As a property owner that will sit right on the edge of all three Segment 6 options [redacted]-the County plat map is actually incorrect on the east side, our property line extends to the creek along the eastern edge), I would like to know the following details, since we are about to construct our new home well ahead of the Segment 6 timelines:
1) Where will the highway easement go in relation to our property line? All three segment options overlap at the North West corner of our property, so we need to understand how close the right of way will be to our property lines.
2)What will be done for sound attenuation for properties along the edges of the easement / right of way?
3)Where will the eastbound onramp from 110 to the toll road be routed? Again, how far off of our property corner is it most likely to be?
4)How will permanent final access to County Road 2123 off of 110 be routed or altered? Will we no longer be able to access our property off of CR 2123 and Hwy 110?
5)Currently, the powerlines to our property are all overhead. What will be done with the overhead powerlines that are impacted by the construction? Will they be buried underground? Will our property power be back-fed? At this time I do not see how we maintain power during construction.
6)Will taxpayer funds be used to construct this toll road? If so, it should not be a toll road, but open to everyone for free since it was funded with our tax dollars.
7) How will water be rerouted or diverted along 110 and along the toll road easements as well? The roadway may ultimately sit higher than our property, and we do not want to ultimately end up in a flood zone where we currently have no floodplain issues.
Thank you for your responses.

Q4

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

Respondent skipped this question

#37

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 23, 2025 8:52:51 PM
Last Modified:	Friday, May 23, 2025 9:06:04 PM
Time Spent:	00:13:12
IP Address:	47.223.59.220

Page 1

Q1

Contact information:

Name	**W.V. Fedrrell**
Email	[redacted]
Address	

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I am an Air Force veteran. SAC. Our B-52s could carry various payloads from conventional 500 and 1,000-pound bombs to missile ordinance to nuclear weapons. The blast radius of each device was known and calculated. Collateral damage was yet another given. Insidious, collateral damage
always yields more devastation with painful residual consequences.

Ops Orders for Code Teal, the Toll 49 Segment 6 bombing run, are now in the works. If executed as planned, the land between Morris Rd and Betty Dr. off Hwy 64 will be obliterated, with homes destroyed and families displaced. Compensation will be less than market value and nowhere near replacement costs.

Yet, the 50 properties and 150+ folks on Betty Drive who are outside the blast radius are destined to become collateral damage...with NO compensation. Instead, Betty residents will face a nuclear winter of noise, air pollution, traffic hazards and congestion, depreciated land value and water runoff with high water and flooding.

My family has already experienced the effects of an altered watershed after land and trees were cleared to build a house on the property west of CR 2206 at [redacted]

As a result in these past 18 months, water in the drainage ditch running through our property on the north end of Betty has been higher during recent rains. This has deposited more sand and sediment, which has blocked, diverted, and backed up water that would normally drain onto the pastureland east of us.

Texas Water Code Section 11.086 addresses the prohibition of diverting or impounding surface water that damages another's property with remedies. This is an issue that should be taken seriously for all Betty residents, especially for the eight properties facing the greatest impact.

Already deemed the most dangerous road in Smith County, Toll 49 is a transportation boondoggle that must use taxpayer dollars to stay afloat. It is a mismanaged and wasteful enterprise that squanders money and threatens human life in a way that's reminiscent of the self-serving back channel subterfuge of the D.C. Swamp.

Oh, DOGE, where art thou?

Q4

Respondent skipped this question

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, May 23, 2025 10:31:14 PM
Last Modified: Friday, May 23, 2025 10:33:00 PM
Time Spent: 00:01:46
IP Address: 74.196.175.140

Page 1

Q1

Contact information:

Name	**Dessie Camp**
Email	[redacted]
Address	

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

NO SEGMENT 6! I live near proposed route yellow and we do not want it here!

Q4 **Respondent skipped this question**

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

#39

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 23, 2025 10:57:25 PM
Last Modified:	Friday, May 23, 2025 11:40:57 PM
Time Spent:	00:43:32
IP Address:	206.220.160.68

Page 1

Q1

Contact information:

Name	**Peggy Ray**
Email	[redacted]
Address	[redacted]

Q2 **Yes**

Subscribe to email list?

Q3

Comment:

I feel that this segment 6 of the expansion of Toll 49 will have a negative financial impact on the value of my property. Each of the 3 proposed routes will come very close to my property, one may possibly (I am not certain) go directly across the back corner of my property I think and one within 100 ft of the 2nd structure on my property where my daughter lives. I am very upset and worried over this. I have lived here for many years and I love love love my quite country home. I also have great concern of the negative effect this is going to have on the wildlife that call this area home. It is going to push them out of their home by damaging or destroying their habitat. We just keep giving them smaller and smaller areas to live and it can have NO positive impact whatsoever for the deer, raccoon, fox, rabbits and so much more that live in these proposed routes. We should be protecting them rather than killing them because they will no longer have the land or resources needed for them all to survive. Not to mention how many will get killed on the toll road itself. I know it will definitely put an end to being able to look out from the front of my house and witness upwards of 8 or more deer feeding and just walking around on the property relaxed and enjoying themselves. The noise from the traffic alone will spook them and take away their confidence that they are safe to come out and feed and wander.
I am just sick over the thought of this expansion and how it is going to change my home and property from what I have known and loved for so many years. My quite country home will now be a source of visions and sounds of traffic and the noise that comes with it. It will take away the joy I get to experience regularly by sitting on my porch and watching the deer and other animals that venture out. One of the routes will actually make my new vision from my front porch a toll road and traffic. This is not something that anyone wants to see or hear on a daily basis. It will definitely be life altering for me and not for the better. My property value will go down, my peaceful country home will be no more and it will not have any positive effects of any kind on the wildlife that will have their habitats destroyed and made smaller. It WILL cause loss of life for many animals who will be displaced.
My vote is a HUGE NO on this segment 6 expansion. NO BUILD!!!

Q4

(Texas Transportation Code, §201.811(a)(5): Check each of the following boxes that apply to you:

Respondent skipped this question

Voicemail Comments

Angela Castaneda

From: voice-noreply@google.com <voice-noreply@google.com>
Sent: Thursday, May 22, 2025 2:22:36 PM
To: Mitzi Ellison; Stephanie Tanis
Subject: NET RMA Toll 49 Seg 6: New voicemail from [redacted]

Voice

A caller ([redacted] left a voicemail on "NET RMA Toll 49 Seg 6":

my name is Angela Castaneda and my comment is no build through Chapel Hill

YOUR ACCOUNT HELP CENTER HELP FORUM

You received this mandatory email to update you about important changes to your service.

Google

Google LLC
1600 Amphitheatre Pkwy
Mountain View, CA 94043 USA

voicemail.mp3
14K

From: voice-noreply@google.com <voice-noreply@google.com>
Date: Saturday, May 10, 2025 at 5:53 PM
To: Stephanie Tanis <stephanie@nancyledbetter.com>, Mitzi Ellison <mitzi@nancyledbetter.com>
Subject: NET RMA Toll 49 Seg 6: New voicemail from +[redacted]

Voice

A caller [redacted] left a voicemail on "NET RMA Toll 49 Seg 6":

thank you for giving me the opportunity to comment Im completely against this project it is both a waste of money and nothing but a way to have the construction people and the industries that have brought Governor Abbott get money and take land away from the taxpayer on the Southeast end of Smith County there is only truth and White House two very small communities will be the only people who would want to use this toll road and to do what cut 5 minutes or 10 minutes off their journey to get to highway 271 or Interstate Highway 20 and its expensive the current toll road on the west side of town is obscenely expensive even a rag like the Tyler Morning Telegraph did research improve that the Western portion only saves 15 minutes time getting from South Tyler to Interstate Highway 20 Im completely against the project and I hope that it will be abandoned in favor of other more pressing needs especially the intersection of Broadway and loop 323 in South Tyler thank you

YOUR ACCOUNT HELP CENTER HELP FORUM

You received this mandatory email to update you about important changes to your service.

Google

From: voice-noreply@google.com <voice-noreply@google.com>
Sent: Thursday, May 8, 2025 11:14 AM
To: Mitzi Ellison <mitzi@nancyledbetter.com>; Stephanie Tanis <stephanie@nancyledbetter.com>
Subject: NET RMA Toll 49 Seg 6: New voicemail from [redacted]

A caller [redacted] left a voicemail on "NET RMA Toll 49 Seg 6":

hello my name is Richard Prouty peas and Peter r o u t y Im a resident of Tyler I live in the woods which is just west of your proposed lines here for purple and the green are the two that I think that are the most viable although I think the green is is much more viable than the purple to go ahead and look at Future needs and Future of the area in here weve already got Ill look 49 up to a point weve already got a blue 323 which brings it around and to go ahead and add get to get us to get the traffic out of the local area keep the heavy traffic coming in from 49 from the south and have them get up to Highway 20 by 271 is seems to be the most viable one there it also provides a border it would be the right hand border while the purple would be the left hand border of an area in there with Chapel Hill is that would provide them with an area to go ahead and look at for their own development and that in that region of the of Tyler but yeah I just want to do I miss the meeting on the other night on the 6th due to my own failure to go ahead and log it in other words I would have been there then my phone number if you need to is [redacted] Richard Prouty p is in Peter r o u t y [redacted] in Tyler Texas thank you much byebye

YOUR ACCOUNT HELP CENTER HELP FORUM

You received this mandatory email to update you about important changes to your service.

NET RMA
North East Texas
Regional Mobility Authority

E.
FIGURES

Handouts

Toll 49 Segment 6 Project Fact Sheet

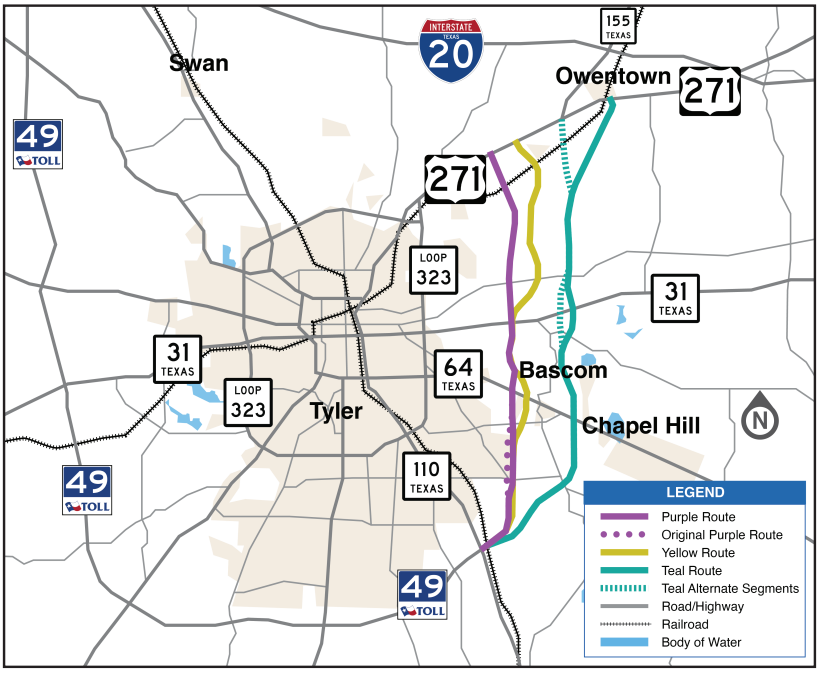
May 2025

Project Overview

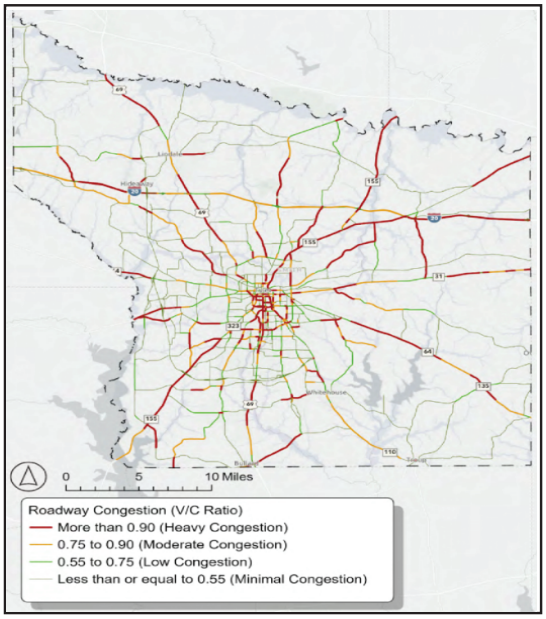
Toll 49 Segment 6 would relieve congestion and provide shorter travel times for local and regional traffic between SH 110 and US 271 northeast of Tyler. This project would extend the existing Tyler Outer Loop and connect communities along the East Texas Hourglass corridor.

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options

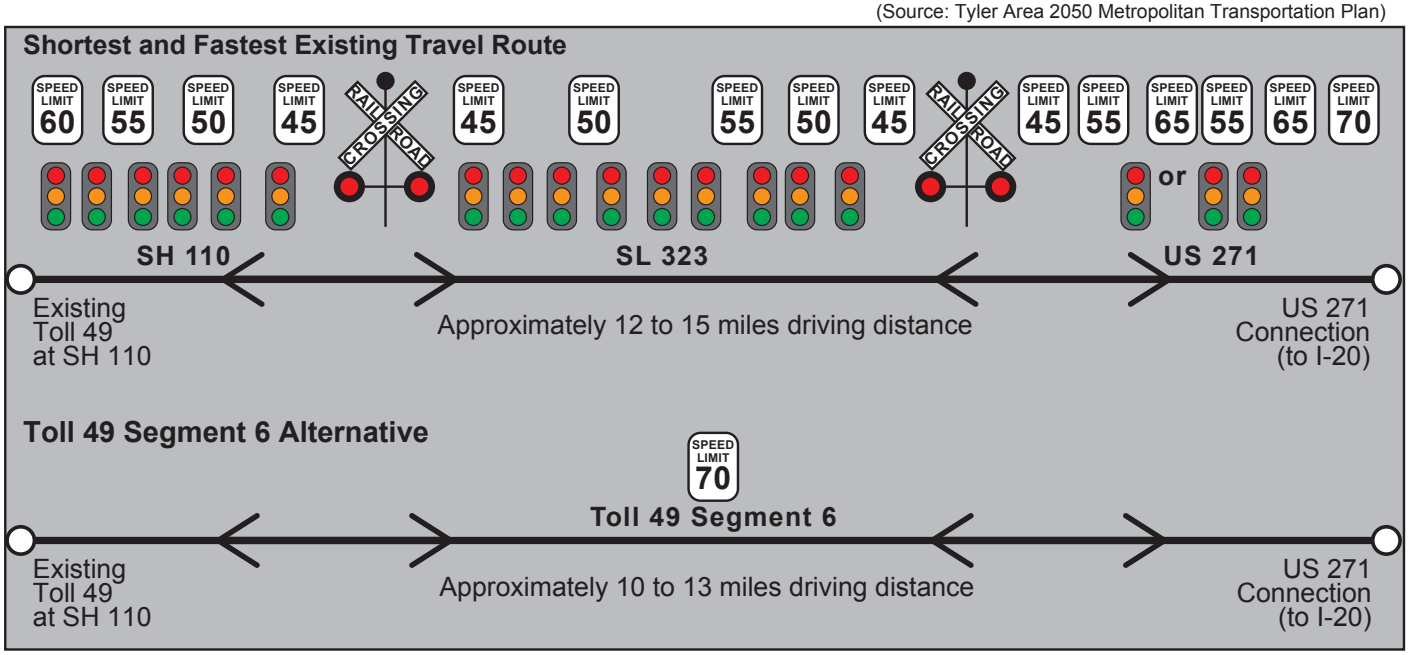


Roadway Performance with No-Build Option



The above map shows the 2050 projected congestion on the existing regional roads (highest congestion in red) if no improvements are made in this area. (Source: Tyler Area 2050 Metropolitan Transportation Plan)

Shortest and Fastest Existing Travel Route



Environmental Study

The EIS for this project will include a hard look investigation into many different environmental and community resources in the project area including:

- Air Quality
- Community Impacts
- Hazardous Material Sites
- Historical and Archaeological Resources
- Indirect and Cumulative Impacts
- Land Use and Parkland
- Threatened and Endangered Species
- Traffic Noise
- Vegetation and Wildlife
- Water Resources

What is an Environmental Impact Statement?

An EIS is an environmental study process that is regulated by the National Environmental Policy Act of 1969 (NEPA). "NEPA requires Federal agencies to prepare environmental impact statements (EISs) for major Federal actions that significantly affect the quality of the human environment. An EIS is a full disclosure document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders. The EIS process is completed in the following ordered steps: Notice of Intent (NOI), draft EIS, public hearing, and final EIS and Record of Decision (ROD)." (Source: www.environment.fhwa.dot.gov/nepa/classes_of_action). This EIS will look at the feasibility study routes and potential variations of those routes to determine the best alternative that will both meet the purpose and need of the project as well as avoid and minimize impacts to the maximum practicable extent.

Environmental Impact Statement Process



Dates are approximate and subject to change.

The public involvement activities within the EIS for Segment 6 of Toll 49 include a public scoping meeting, a public meeting, and a public hearing.

Public Scoping Meeting: Refined information from the three routes that resulted from the feasibility study would be presented to the public. The project team will request input on the purpose and need of the project, coordination plan, public involvement plan, and alternatives evaluation criteria and methodology; present environmental constraints; present refinement of alternatives; and provide an explanation of the no-build alternative.

Public Meeting: At this meeting, the preliminary evaluation of impacts from the environmental and community resources studied would be presented for all alternatives that have advanced to detailed evaluation. The project team will seek input on the results of the alternatives analysis.

Public Hearing: The draft EIS would be published at this stage in project development and would include all environmental studies and technical reports related to the project. The public would be invited to provide comments on the EIS and the recommended preferred alternative, whether that be a build alternative or the no-build alternative.

The final step of the EIS process includes the final EIS and ROD. After the completion of the environmental study, which includes consideration of public input, the final combined EIS/ROD will be published. The ROD would identify the selected alternative that would move forward, and if a build alternative is selected, a timeline for construction would be determined.

How Can I Provide Input and My Comments on the Project?

The Toll 49 Segment 6 project will take a regional effort with input from the local communities, property owners and the traveling public. A major element of work going forward is public involvement. Not only is public input welcome, it is also necessary to determine the best possible regional transportation solution.

The NET RMA is sponsoring the project, and the NET RMA and its board members will follow the federal NEPA guidelines for an environmental impact statement. This work will be completed by an engineering/environmental consulting team, contracted through the NET RMA. As such, comments about the study should go to the engineering and environmental team overseeing the process in order to be formally incorporated into the environmental study.

The team has set up a variety of ways for stakeholders to provide comments that will be part of the study process:

Formal comments on the project will be requested during comment periods of the public meetings and the public hearing as a part of the environmental process. The public will be notified of each of those formal comment periods through a wide array of notifications including newspaper ads, letters, social media, etc.

Comments and questions that are received outside of the formal comment periods will be addressed by the project team but will not be added into the formal record of the environmental process.

Comments/Questions

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

Project Updates

NET RMA Website:
www.netrma.org/projects/segment-6

Public Scoping Meeting Comment Form

Toll 49 Segment 6 Project

Tuesday, May 6, 2025 / Thursday, May 8, 2025

CONTACT INFORMATION *(please print)*

Name: _____

Email: _____ Subscribe to email list? ☐ YES ☐ NO

Address: _____

NET RMA is seeking your comments on the Toll 49 Segment 6 project. All comments are welcome and must be received or postmarked by **Friday, May 23, 2025,** to be included in the official record of this public meeting.

COMMENT

Texas Transportation Code, §201.811(a)(5)) Check each of the following boxes that apply to you:

☐ I am employed by TxDOT ☐ I do business with TxDOT ☐ I could benefit monetarily from the project or other item about which I am commenting

SUBMIT COMMENT

To be documented and considered in the Toll 49 Segment 6 EIS, submit your comments via the following methods:

IN PERSON

Submit comments in person at meeting.

ONLINE

Fill out an online webform at **www.NETRMA.org**

MAIL

Nancy Ledbetter & Associates
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

EMAIL

Send an email to **Toll49Seg6@gmail.com**

PHONE

Leave voicemail at 903-284-5332

Virtual Public Meeting
NET RMA Website Screenshots



SEGMENT 6

NET RMA — Toll 49 Segment 6 Project from SH 110 to US 271 — 49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



Current and Upcoming Road Enhancements
Toll 49 and ETHG
East Texas Hourglass
Segment 1-2
Segment 3A
Segment 3B
Segment 4 (Lindale Bypass Route)
Segment 5
Segment 6
Segment 7
Segment 8
NORTH EAST 49 PROPOSED CONNECTOR PROJECT
Other NET RMA Priority Projects

Toll 49 Segment 6 Presentation

Toll 49 Segment 6 Comment Form

Toll 49 Segment 6 Online Comment Form

Toll 49 Segment 6 Presentation Exhibit Boards

Toll 49 Segment 6 Environmental Constraints Exhibit Board

Toll 49 Segment 6 Fact Sheet

Toll 49 Segment 6 Detailed Map (with CRs labeled) Updated 5/15/25

Toll 49 Segment 6 Feasibility Study

Toll 49 Segment 6 Feasibility Study Report Addendum

Toll 49 Segment 6 Public Involvement Updated 5/19/25

Toll 49 Segment 6 Draft Purpose and Need Updated 5/19/25

Toll 49 Segment 6 Draft Coordination Plan Updated 5/19/25

Contact us here:



Email

toll49seg6@gmail.com



Voicemail

903-284-5332

SEGMENT 6

April 15, 2025 Update: After pausing in 2020 due to COVID 19, the proposed Toll 49 Segment 6 Environmental Impact Statement has resumed. A detailed environmental study will begin to look at the potential social and environmental impacts – and mitigation efforts to reduce those potential impacts for the three possible routes previously identified. The study will also consider a No-Build option in which the roadway will not be constructed.



GOOGLE EARTH

The project team has plotted the current route options under study on Google Earth to give the public a closer look. You will need to install the free Google Earth software on your computer in order to use this tool. Click here to download Google Earth . Use the link below to access and download the KMZ file.

CLICK HERE: **Google Earth (KMZ) File (dated April 15, 2025)**

Previous Updates:

CLICK HERE: February 26, 2024 Update

Sign Up for the NET RMA Newsletter

Name *(Required)*

First Name | Last Name

Email *(Required)*

Email

CAPTCHA

I'm not a robot

reCAPTCHA
Privacy - Terms

SUBMIT

Sign up for Toll 49 traffic alerts by texting TOLL49 to 444222

Exhibit Boards

WELCOME

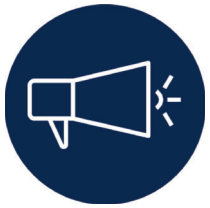
Toll 49 Segment 6
Public Scoping Meeting

May 6, 2025 – Tyler
May 8, 2025 – Longview

What is the Purpose of the Public Scoping Meeting?



Provide information about the study



Share the study status and initial considerations



Answer your questions



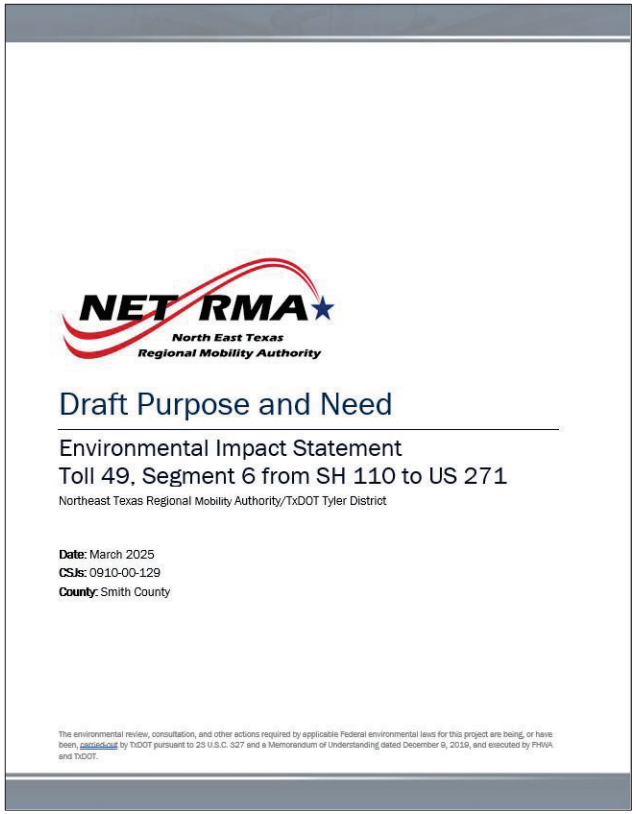
Receive your feedback

Meeting materials are available for review at www.netrma.org/projects/segment-6/

Purpose & Need

What is the purpose of the project?

- Relieve congestion
- Provide shorter travel times



Purpose & Need

Why is the project needed?

Traffic growth

Current roadway network between SH 110 and US 271 east of Tyler is inadequate to meet current and future traffic volumes.

- **Population growth** in the region is contributing to increased congestion and longer travel times on roadways.
- **Travel time** in 2050 is projected to increase during AM travel and PM periods compared to existing conditions.

Purpose & Need

Why is the project needed?

Population growth will place more demand on the transportation system both regionally and locally.

The regional population of the four-county area *(Gregg, Harrison, Smith and Upshur counties)*:

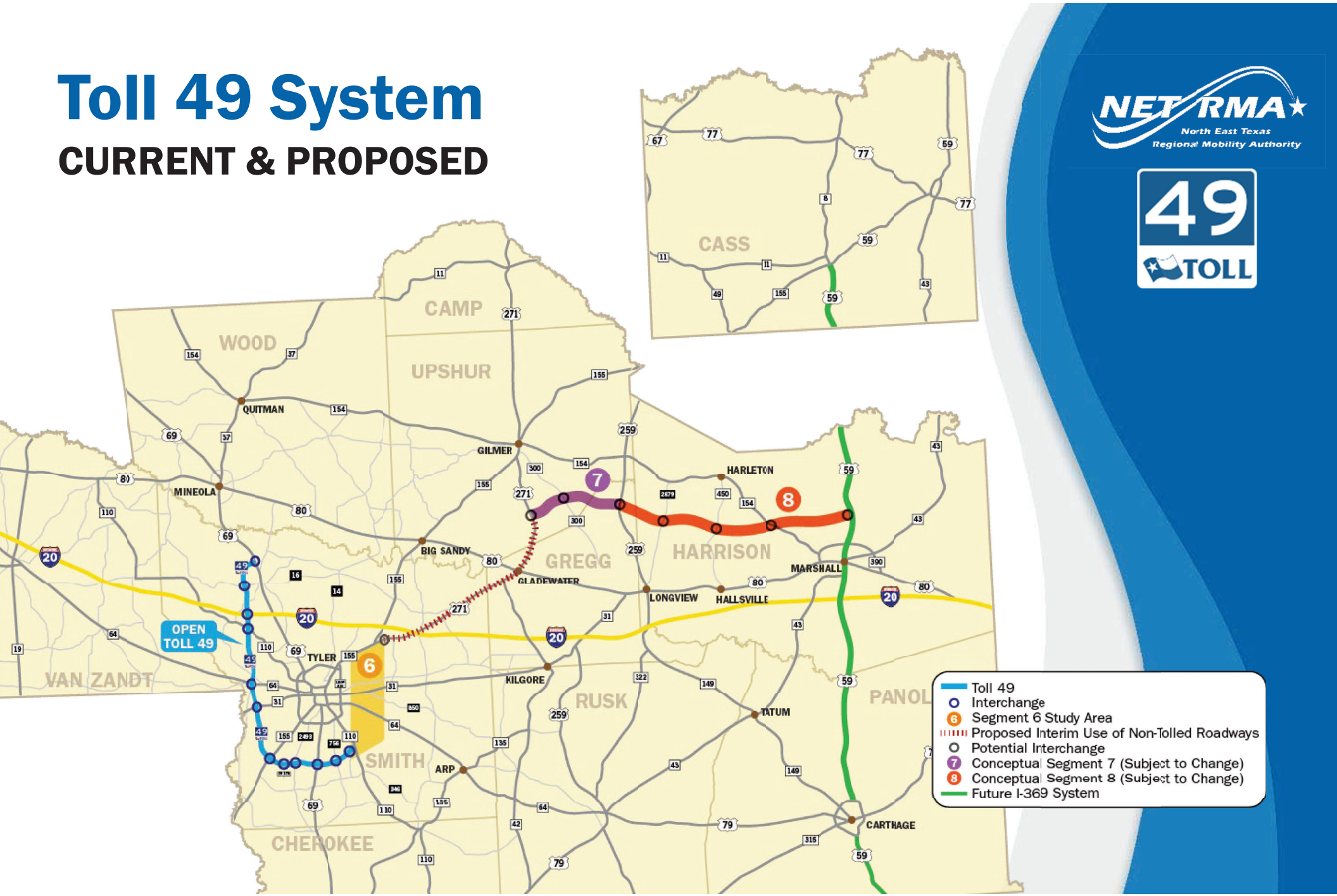
- Increased 22 percent over a 20-year period (2000 to 2020)
- Predicted to grow to more than half a million people by 2060



Sources: U.S. Census Bureau and the Texas Demographic Center-Vintage 2022 Population Projections

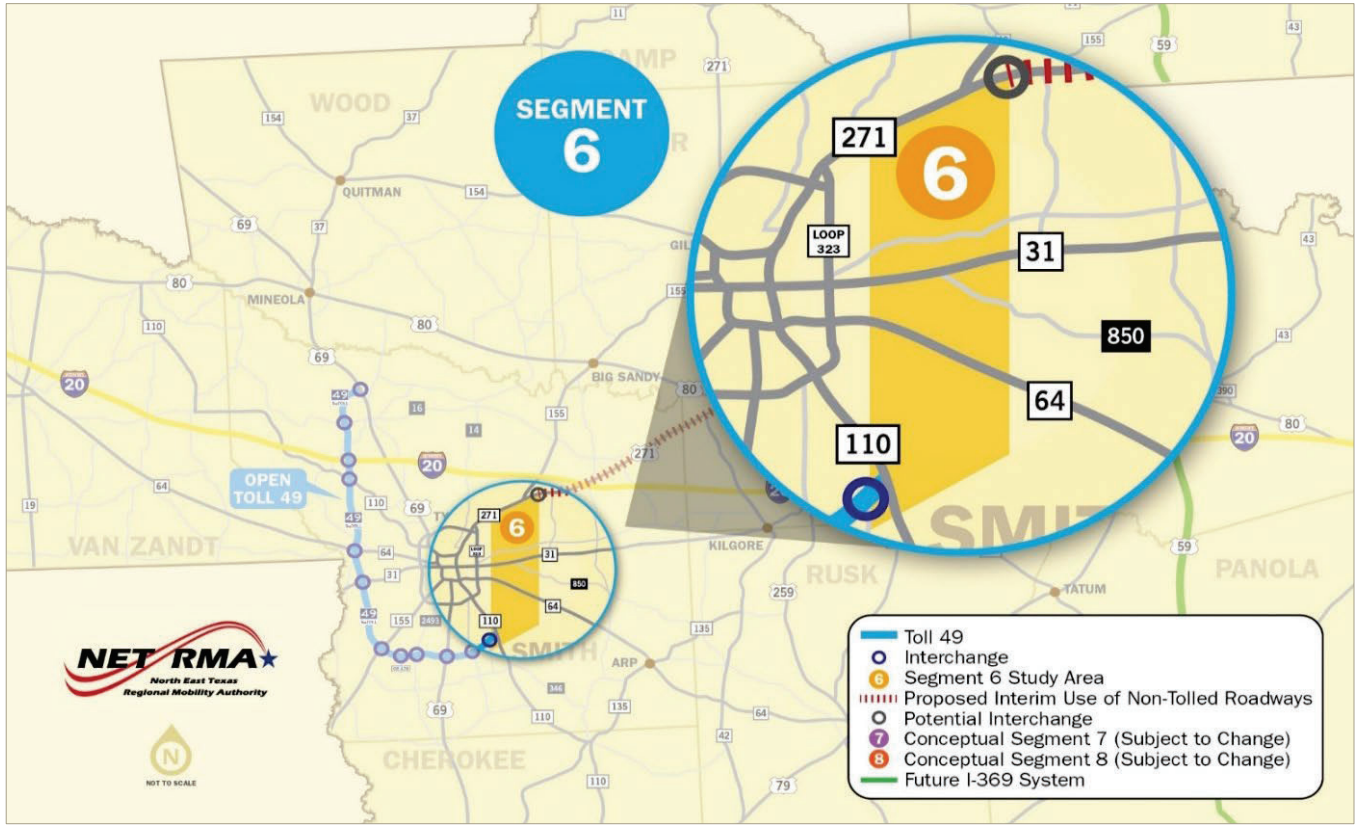
Toll 49 System

CURRENT & PROPOSED



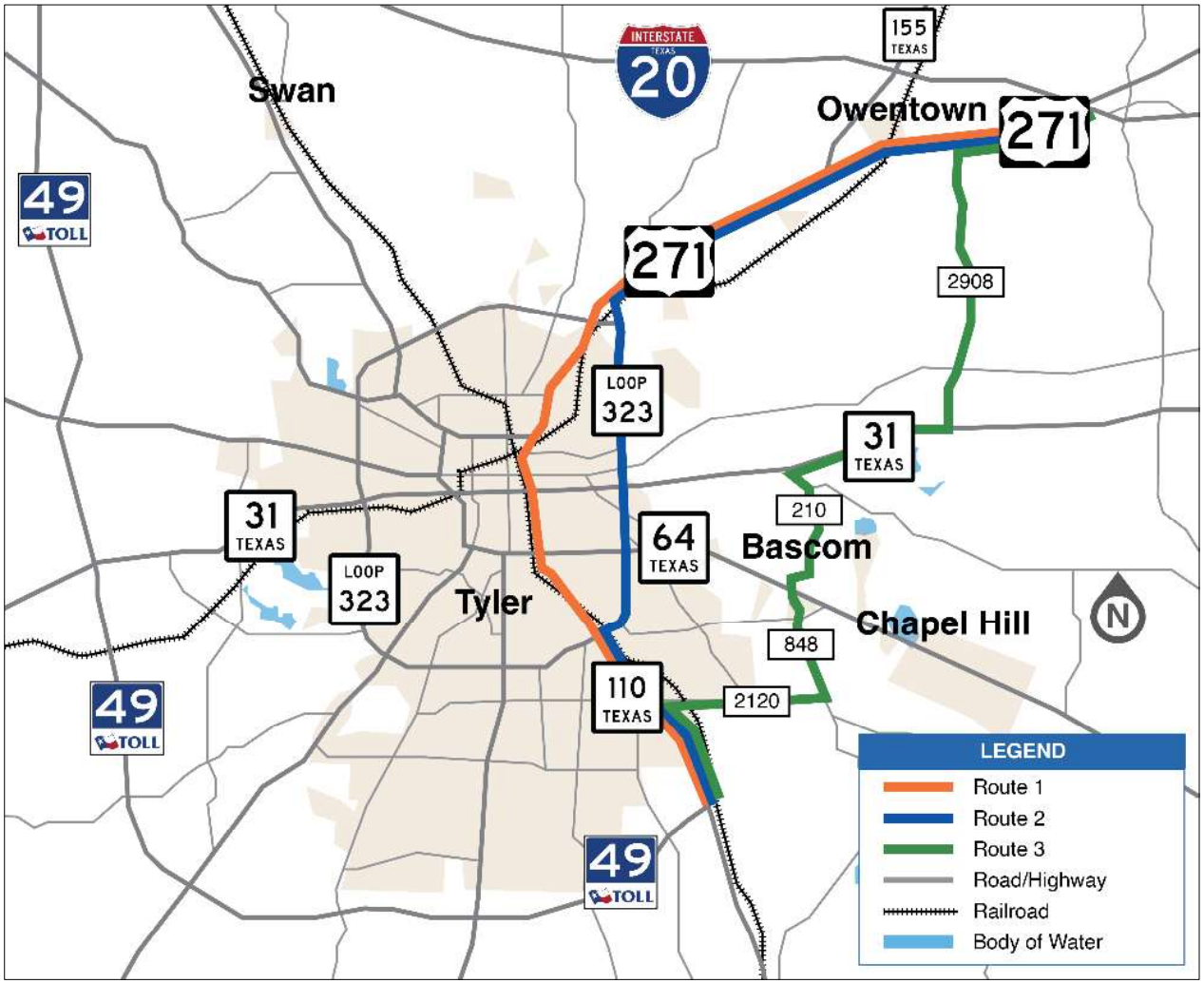
Toll 49 System

PROPOSED SEGMENT 6



Current Connection Routes

EXISTING TOLL 49 NORTH TO I-20 EAST OF TYLER



Project Development Process



Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding. Timeline is subject to change.

An Environmental Impact Statement (EIS) is the most rigorous study there is for transportation projects

- Analysis and evaluation of potential impacts to the human and natural environment
- Follows the National Environmental Policy Act of 1969 (NEPA)

Review and Approval of Environmental Document

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

EIS Study Process

- Coordination with TxDOT Environmental Affairs Division
- Data collection and evaluation
- Resource agency coordination
- Public involvement effort

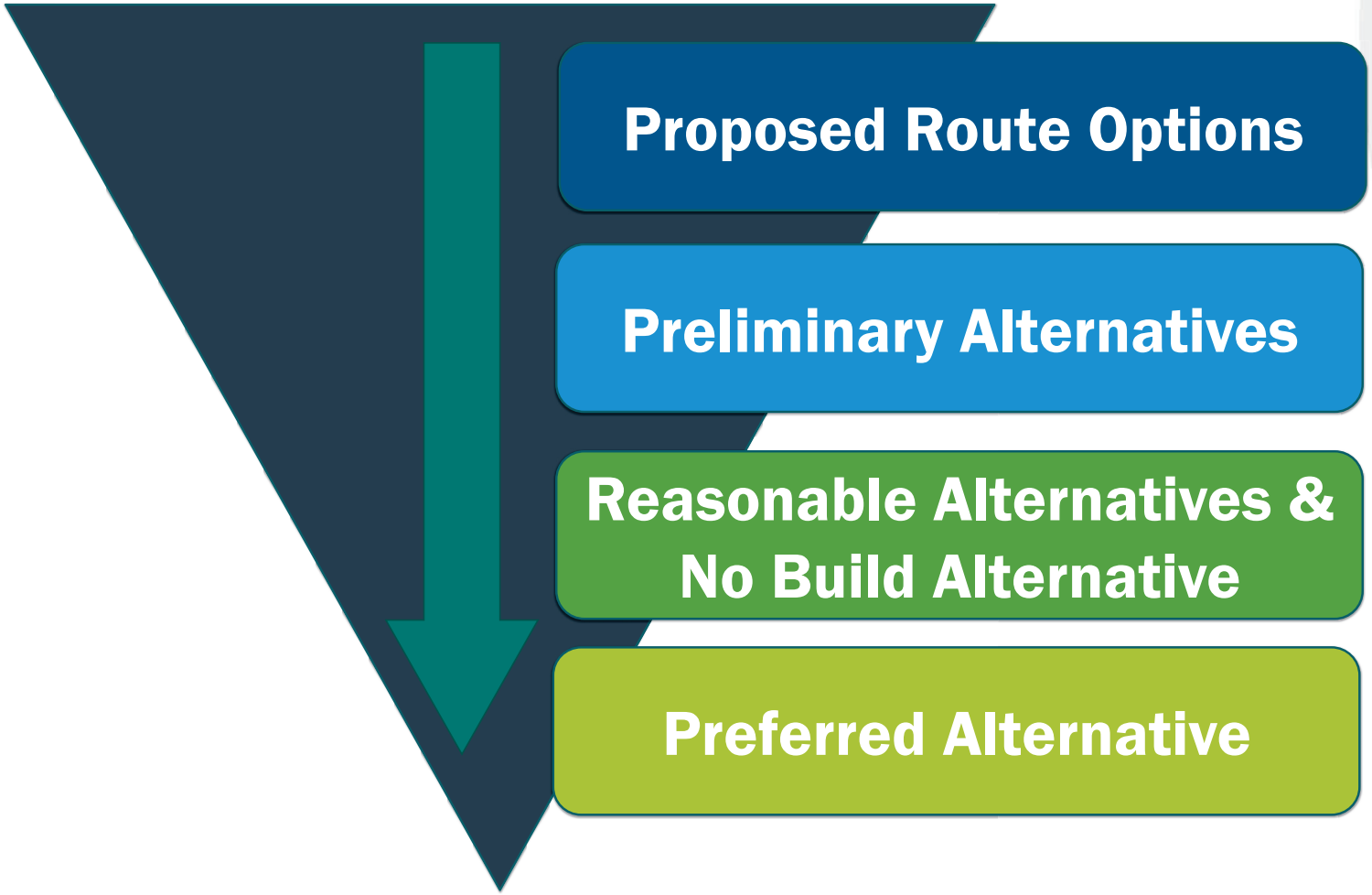
Elements of an EIS study include...



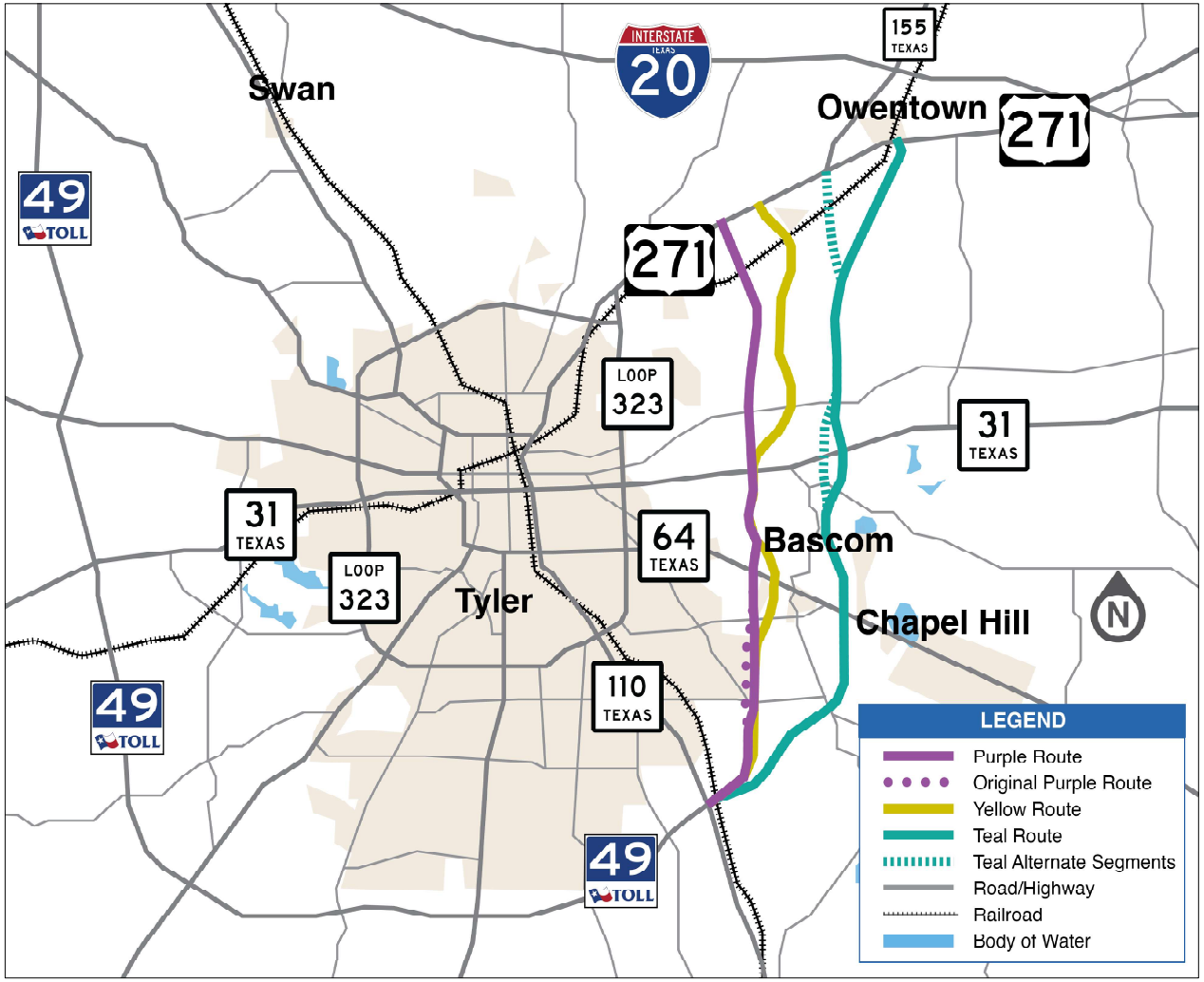
How will alternatives be evaluated?

EVALUATION CRITERIA			Alternatives					
			Purple	Yellow	Teal	Teal (SH 31 adj)	Teal (SH 155 adj)	Teal (SH 31 & SH155 adj)
		Alternative Length						
		Meets Purpose & Need						
Community Impacts		Aesthetics / Visual						
		Residential Displacement						
		Commercial Displacement						
		Community Cohesion						
		Bisected Properties / Access Issues						
		School Properties						
		Places of Worship						
		Cemeteries						
		Public Parks & Recreation Areas						
		Traffic Noise Impacts						
Natural Resources	Species	State Listed Threatened & Endangered Species						
		Federally Listed Threatened & Endangered Species						
	Vegetation	Mixed Woodlands & Forest						
		Urban						
		Disturbed Prairie						
		Agriculture						
		Riparian						
		Seep & Bog (Wetland)						
	Water Resources	100-year Floodplain						
		Wetlands						
		Streams						
Cultural Resources		Archeological Sites						
		Historic Properties						
		Potential Hazardous Material Sites						

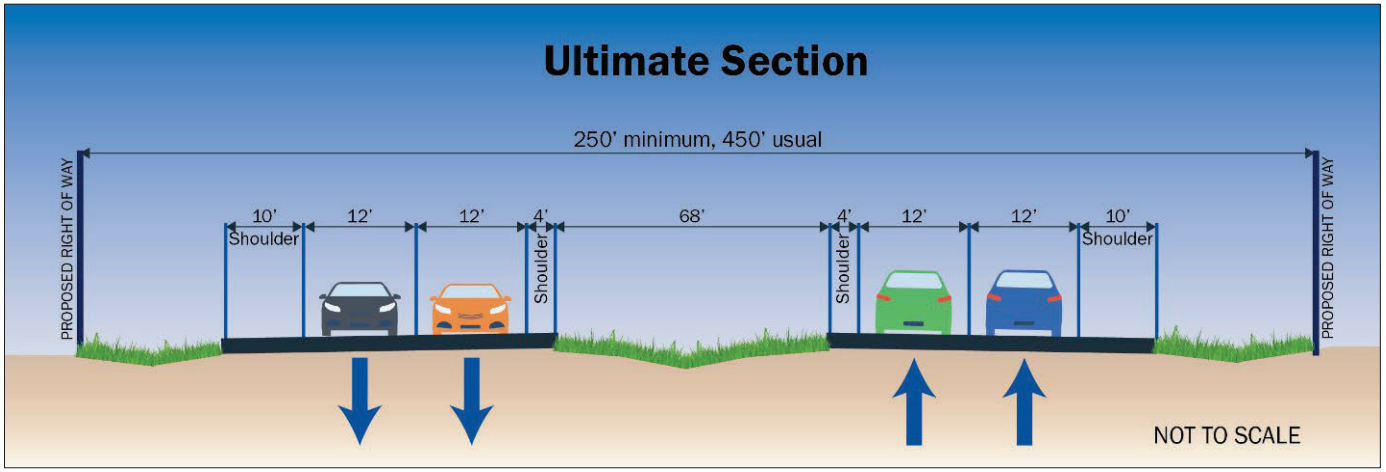
Alternative Evaluation Process



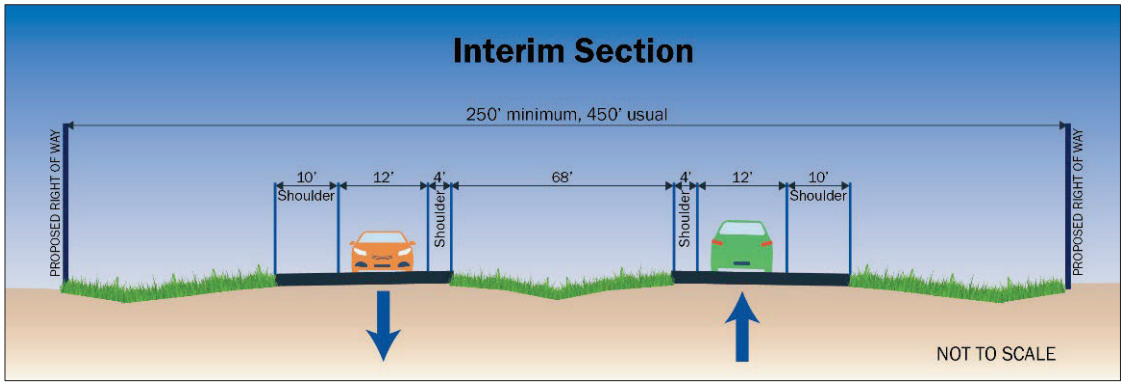
Proposed Alternatives

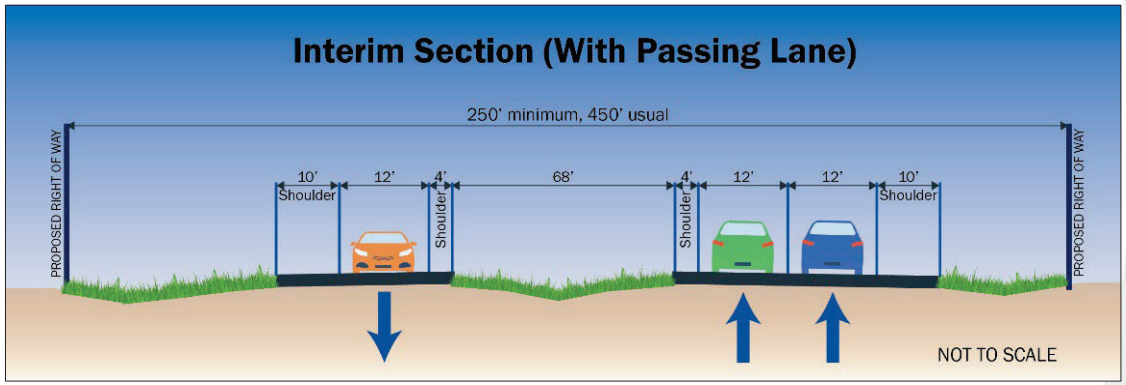


Conceptual Ultimate Cross Section



Conceptual Interim Cross Section





How To Comment

ONLINE WEBFORM
www.netrma.org/projects/segment-6/

EMAIL
Toll49Seg6@gmail.com

MAIL
Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761

VOICEMAIL
903-284-5332

IN-PERSON PUBLIC MEETING
Leave a comment form here today

SCAN TO COMMENT ONLINE

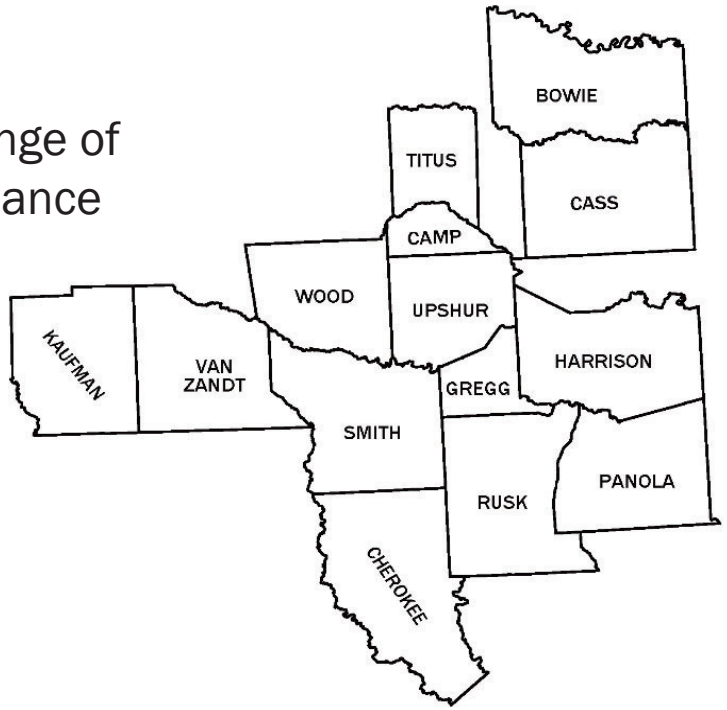
COMMENT DEADLINE

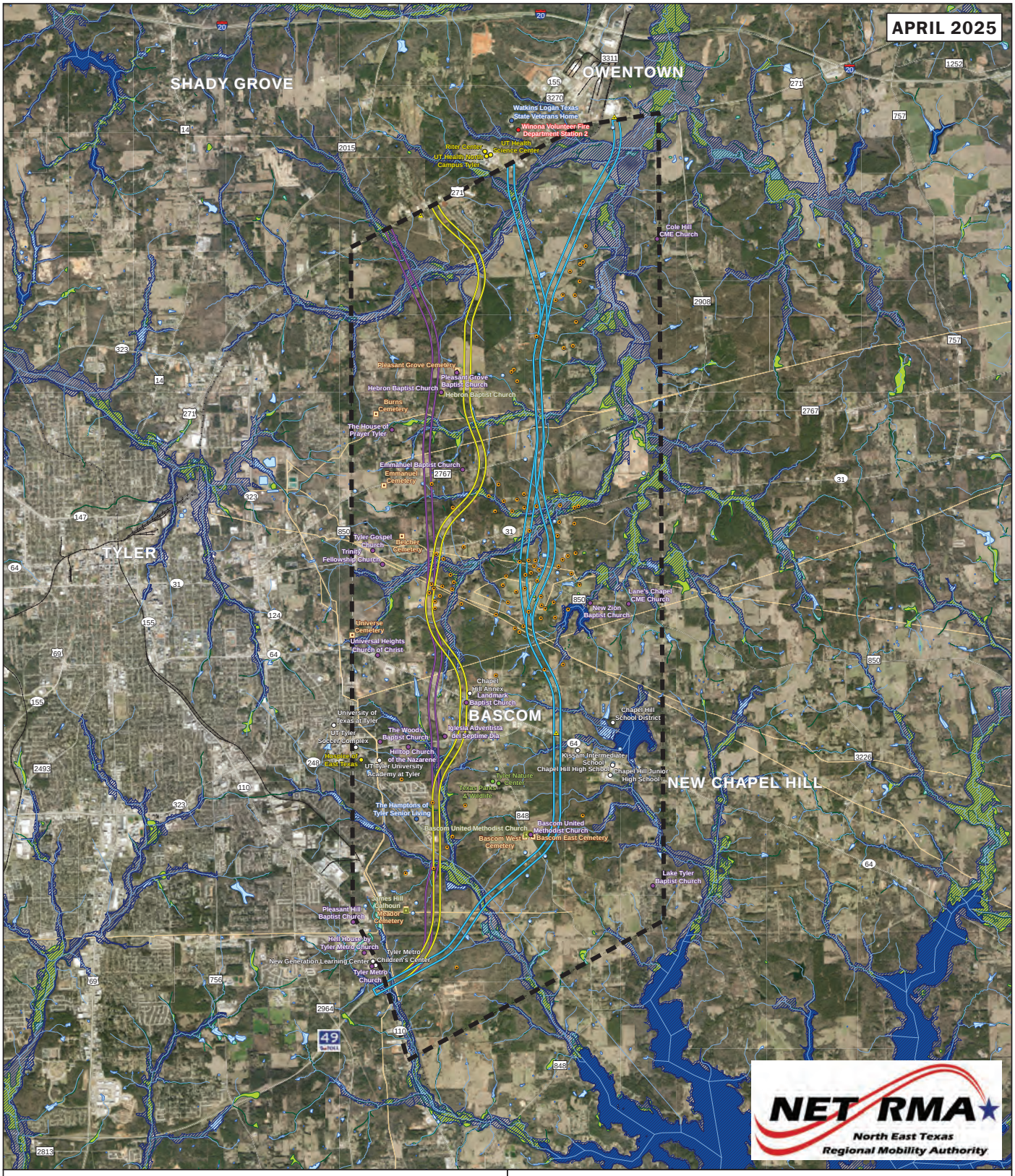
Comments must be received or postmarked by May 23, 2025 to be documented.

North East Texas Regional Mobility Authority (NET RMA)

Independent local government agency

- 21-member Board of Directors representing 14 counties
- Owns and operates Toll 49
- Authorized to implement wide range of transportation systems in accordance with Texas Transportation Code and Texas Administrative Code Provisions
- Learn more at NETRMA.org





LEGEND

- Study Area Boundary
- Purple Alternative
- Yellow Alternative
- Teal Alternative
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- 100-year FEMA Floodplain
- Official Texas Historical Marker
- Cemetery
- Potential Hazardous Materials Site
- Groundwater Well
- Oil and Gas Well
- Oil and Gas Pipeline
- Stream
- Railroad

Community Facilities

- Education
- Recreational
- Healthcare
- Assisted Living
- Place of Worship
- Emergency Services

ENVIRONMENTAL CONSTRAINTS MAP

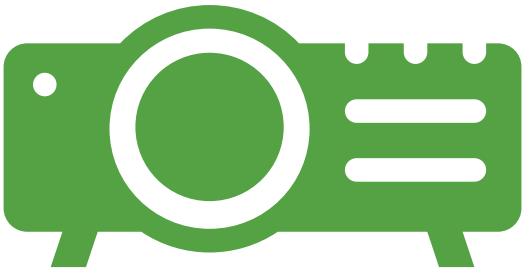
TOLL 49 SEGMENT 6
SMITH COUNTY, TEXAS

N

0 5,000 10,000 FEET

1 INCH =2,000 FEET

Pre-Recorded Presentation



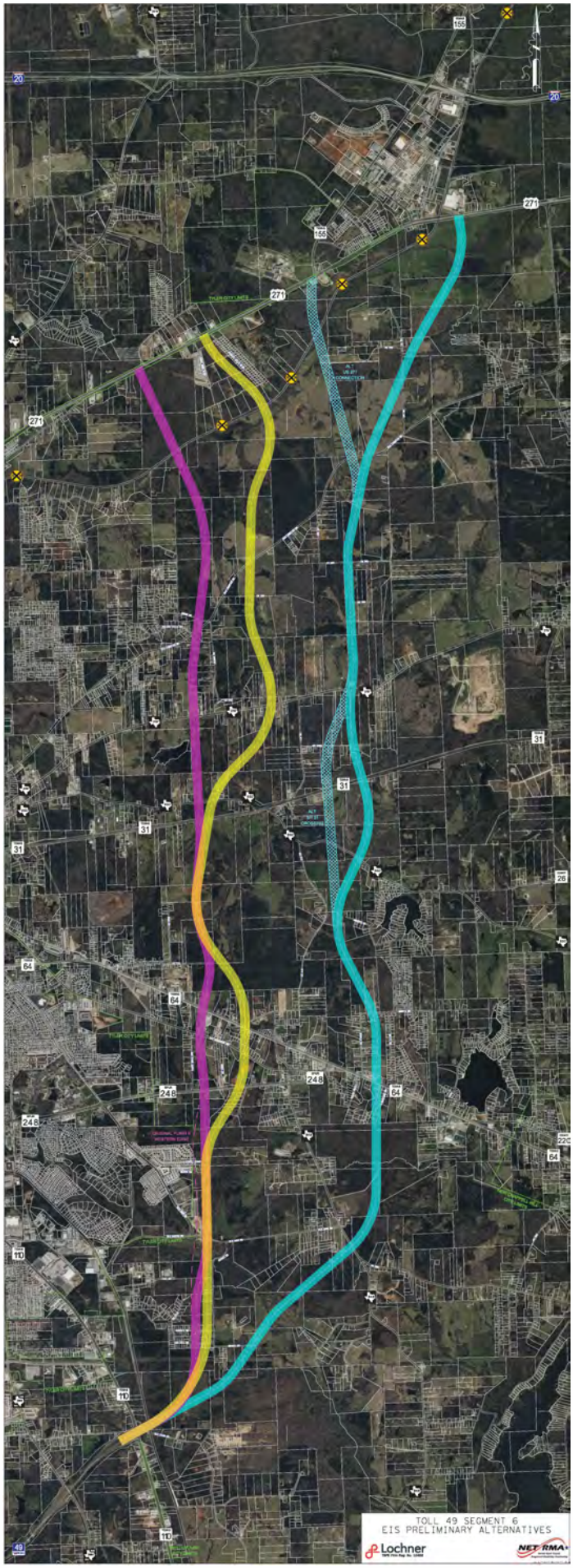
Please enjoy the pre-recorded looped presentation.

No live presentation will be given.

You may also view this presentation online by visiting www.netrma.org/projects/segment-6 or scanning the QR code.

SCAN ME

Detailed Table Map

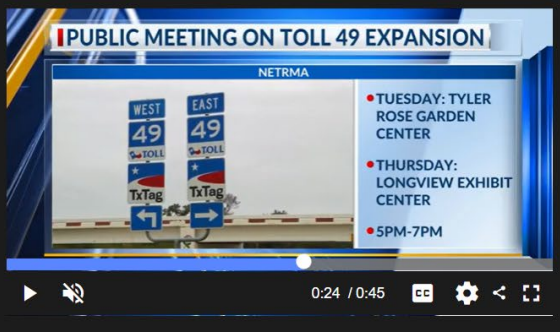

TOLL 49 SEGMENT 6
EIS PRELIMINARY ALTERNATIVES
Lochner
NCTCOG

Media Coverage

TRAFFIC & ROADS

NETRMA to host public meetings on Toll 49 extension to US 271

by: Michael Garcia
Posted: May 5, 2025 / 08:12 PM CDT
Updated: May 6, 2025 / 02:26 PM CDT



SHARE

TYLER, Texas (KETK) – The North East Texas Regional Mobility Authority (NETRMA) is hosting meetings this week to discuss a proposed extension of Toll 49 out to US Route 271.

SPECIAL REPORT: How 'terrible' is Toll 49 really? ›

The meetings will present members of the public with an opportunity to learn about the Environmental Impact Statement (EIS) process which is the next step towards extending Toll 49 to US Route 271 from State Highway 110.

> *"Attendees will have the opportunity to learn about the EIS process and provide input on draft documents, including the draft purpose and need for the project, the range of preliminary alternatives, the project's development schedule, the methodology used for the alternatives analysis and the agency coordination plan," NETRMA said.*

The project team will be available to answer any comments or questions the public may have on potential impacts of the expansion. Questions can be sent by email to toll49seg6@gmail.com or by physical mail to Nancy Ledbetter & Associates, Inc. Attn: Toll 49 P.O. Box 14622 Austin, TX 78761 or by phone to 903-284-5332.

NET RMA
North East Texas Regional Mobility Authority

Toll 49 Segment 6 Project from SH 110 to US 271

49 TOLL

JOIN US FOR A PUBLIC SCOPING MEETING!

The public meetings will be held in an open-house format, where attendees may come and go at their convenience. Attendees will be able to view the same presentation delivered in the online virtual public meeting which will be playing on a screen, review hard copies of project materials, ask questions of staff and/or consultants, and leave written comments. There will not be a live presentation at the in-person event. **The same information will be available at the virtual and in-person options.**

Virtual Public Meeting

Tuesday, May 6, 2025, at 5 p.m. through Friday, May 23, 2025, at 11:59 p.m.
Visit www.netrma.org/projects/segment-6

In-Person Public Meetings

Tuesday, May 6, 2025
5 - 7 p.m.
Tyler Rose Garden Center
420 Rose Park Dr.
Tyler, TX 76207

Thursday, May 8, 2025
5 - 7 p.m.
Longview Exhibit Center
1123 Jaycee Dr.
Longview, TX 75604

What to Expect at the Meeting

- **Learn about the Toll 49 Segment 6 project**
- **View a pre-recorded presentation and supporting project exhibits**
- **Ask questions of project staff**
- **Submit comments**

The public is encouraged to submit comments in the following ways:

toll49seg6@gmail.com

903-284-5332

Nancy Ledbetter & Associates, Inc.
Attn: Toll 49
P.O. Box 14622
Austin, TX 78761

NET RMA Website:
www.netrma.org/projects/segment-6

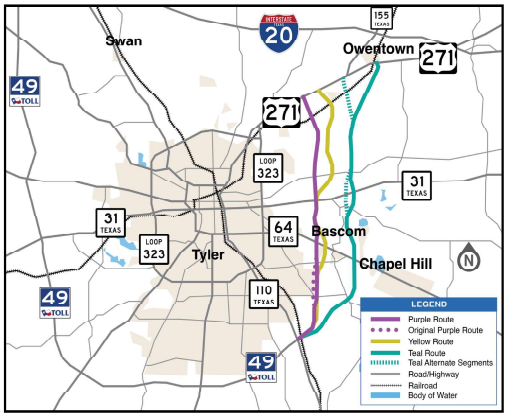
To be included in the official public meeting record, please submit comments by May 23, 2025.

Para el aviso del proyecto en Español favor de enviar un correo electrónico a: toll49seg6@gmail.com.

Toll 49 Segment 6 from SH 110 to US 271

The Tyler Outer Loop was first envisioned 40 years ago by the Texas Department of Transportation (TxDOT). The North East Texas Regional Mobility Authority (NET RMA) is sponsoring this proposed project. A feasibility study for Segment 6 began in late 2018 and identified three reasonable and feasible routes. The study paused in March 2020 due to COVID-19, but now the environmental study is underway for an Environmental Impact Statement (EIS). The environmental study will follow the requirements of federal and state law and will consider reasonable alternatives, including the preliminary routes that resulted from the feasibility study as well as the no-build alternative. The EIS will evaluate alternatives that meet the purpose and need for the project while avoiding and minimizing impacts to environmental and community resources for Toll 49 Segment 6.

Study Route Options



https://www.news-journal.com/news/local/east-texas-mobility-group-seeks-comments-for-proposed-toll-49-expansion/article_29e6aa24-2687-45e1-a7b0-ecd00c7382e0.html

Longview News-Journal

Top Story

East Texas mobility group seeks comments for proposed Toll 49 expansion

- Samuel Shaw
- May 11, 2025



Buy Now

Robert Wilson of Tyler, arrived for the Longview NET RMA Segment 6 meeting with a placard hanging from his chest reading “No Build. No Teal,” on March 8, 2025. (Samuel Shaw/Longview News-Journal Photo)

A plan 40 years in the making to extend Toll 49 along the east side of Tyler is gaining steam.

The North East Texas Regional Mobility Authority (NET RMA), which oversees planning and development of area infrastructure projects, is seeking comments for a proposed section called “Segment 6” that could connect Texas 110 to U.S. 271.

Randall Dillard, a spokesman for the project, said the toll road would reduce congestion and prepare the region for anticipated population growth. Opponents include land owners whose property could be taken to make way for the road expansion and those citing safety and environmental concerns from additional traffic.

A small group of NET RMA staff and consultants talk to residents about the Segment 6 toll road project planned for the east side of Tyler, which would extend the Toll 49 road. The informational meeting was held at the Longview Exhibit Center on Mary 8. (Samuel Shaw/Longview News-Journal Photo)

Residents have until May 23 to submit written comments on the toll road project as part of the project's federally mandated Environmental Impact Study. The study takes into account air quality, traffic noise, effects on water quality, sensitive sites such as historical cemeteries and other impacts.

NET RMA is exploring three routes through the Segment 6 study area: A purple route nearest to Tyler, a yellow route slightly east of the purple option, and a teal route further east of both.

Results from the impact study will inform which of the proposed routes are chosen — or what modification would be needed to its path to accommodate issues that arise during the study. Additional comment periods will be held before the final study is published around mid-2029.

Though a public outreach event for the project held this past week was sparsely attended in Longview, a Segment 6 event in Tyler a day earlier drew roughly 200 residents.

A small group of NET RMA staff and consultants talk to residents about the Segment 6 toll road project planned for the east side of Tyler, which would extend the Toll 49 road. The informational meeting was held at the Longview Exhibit Center on Mary 8. (Samuel Shaw/Longview News-Journal Photo)

Opponents have set up a Facebook page called "Save Kids from Loop 49."

One of the group members, Robert Wilson of Tyler, arrived for the Longview Segment 6 event with a placard hanging from his chest reading, "No Build. No Teal."

Wilson lives on property that would be directly affected by the proposed teal route.

"We created the group in response to concerns about safety for one of the routes because the toll road exits there at highway 64," he said. "It would be just 800 feet from the largest elementary school in the Chapel Hill School District, and that is a very busy area. We're concerned about 70 mile-an-hour cars dropping in right at a very congested area."

The existing portion of Toll 49 circling the south and west of Tyler has garnered a reputation for fatal accidents crashes local residents. Some refer to the road by the nickname “Terrible Toll 49,” as KETK reported in 2023.

Using state crash data, The KETK investigation found Toll 49 experienced a higher rate of fatal crashes than other roadways in Smith County.

NET RMA responded that the Segment 6 project will take those concerns into account and separate the north and south traffic flows using a wide grass median.

Smith County resident Ken Cagle said he learned about the project more than a decade ago when he was hunting on his property, which has been in his family since the late 19th century.

Smith County resident and Segment 6 project opponent Ken Cagle points to his property, which he said would be damaged and inaccessible to him if the teal route for the toll road project is approved. (Samuel Shaw/Longview News-Journal Photo)

“There were these big ol’ 'Xs' on the ground, and they were surveying from the air,” he said. Cagle also said that “NET RMA cut some trees down and didn’t talk to any landowners.”

Like Wilson, the teal route would run directly through Cagle’s property.

“This land has been in my family since 1897, so if it’s gone, it’s gonna take a part of me with it," Cagle said.

Dillard said landowners will be compensated for damage to their property or potential relocation if eminent domain is used.

“The hope is that the state would pay the landowner every penny they're due, but also make sure that they don't pay more than a single penny more of taxpayer money for the property than they have to,” Dillard said, citing the Texas Landowners Bill of Rights, which was passed by the Legislature in 2012 to ensure landowners are fairly compensated when public works run into private property.

While local residents can provide input and affect the final project plan, Dillard said he was not aware of any local democratic process that could intervene to stop the project if the public desired.

NET RMA is governed by a board of directors that represent each of the member counties: Bowie, Camp, Cass, Cherokee, Gregg, Harrison, Kaufman, Panola, Rusk, Smith, Titus, Upshur, Wood and Van Zandt. Directors are appointed by the commissioners court from each respective county.

Construction cost estimates for Segment 6 are not yet available, Dillard said. The existing Toll 49 stretch cost just less than $200 million to construct, KETK reported.

Future plans call for Segments 7 and 8 to travel north of Longview.

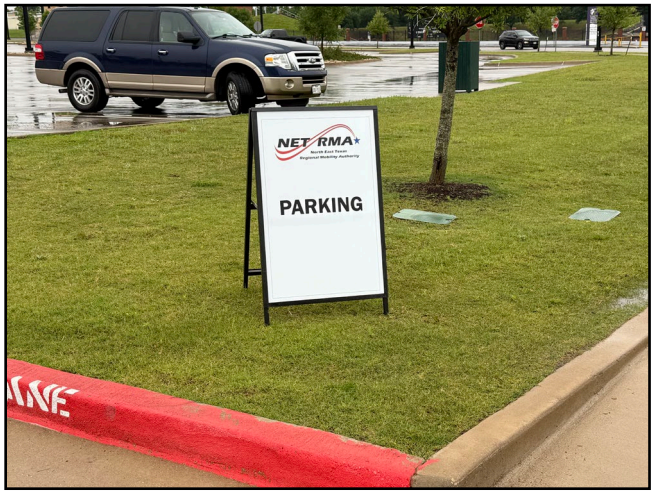
Comments can be submitted via email, phone or snail mail.
Email: toll49seg6@gmail.com Phone: (903) 284-5332. Mail: Nancy Ledbetter & Associates, P.O. Box 14622, Austin TX 78761

Toll 49 - Segment 6 Public Scoping Meeting
May 6, 2025
Tyler Rose Garden Center - 420 Rose Park Dr., Tyler, TX 75702
Meeting Photos













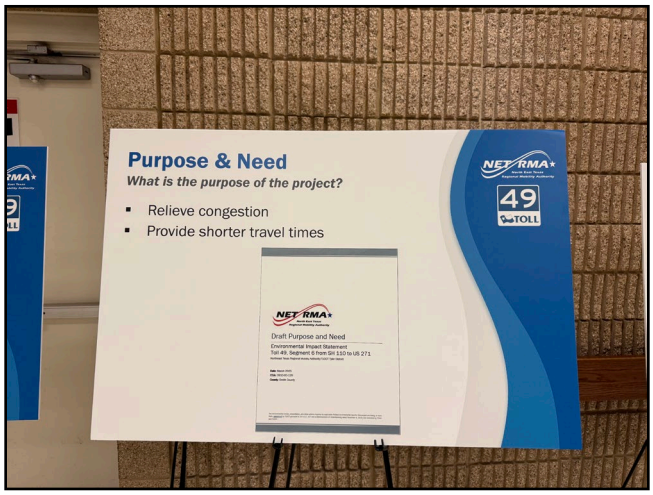

NET RMA
North East Texas
Regional Mobility Authority
PUBLIC
MEETING

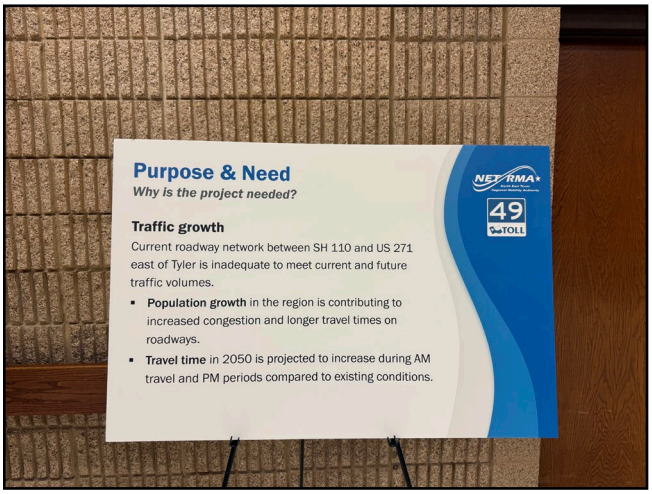

NET RMA
North East Texas
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PUBLIC
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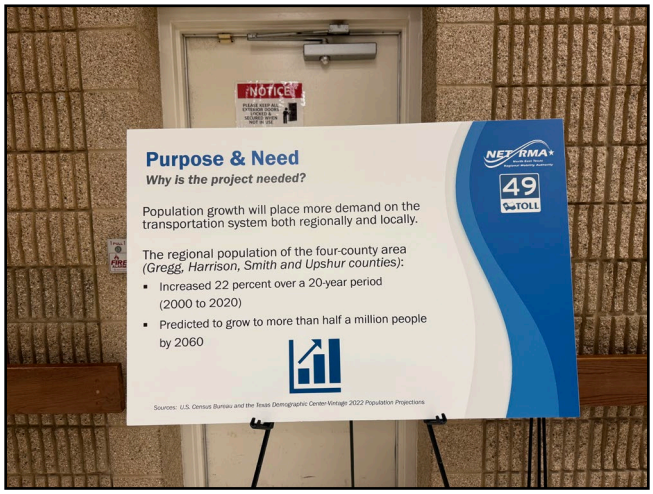

TYLER ROSE GARDEN
CENTER & ROSE MUSEUM
PUBLIC
MEETING


WELCOME
Toll 49 Segment 6
Public Scoping Meeting
May 6, 2025 - Tyler
May 8, 2025 - Longview
49
TOLL


What is the Purpose of the
Public Scoping Meeting?
Provide information about the study
Share the study status and initial considerations
Answer your questions
Receive your feedback
Meeting materials are available for review at
www.netrma.org/projects/segment-6/
49
TOLL


Purpose & Need
What is the purpose of the project?
Relieve congestion
Provide shorter travel times
Draft Purpose and Need
Environmental Impact Statement
49
TOLL

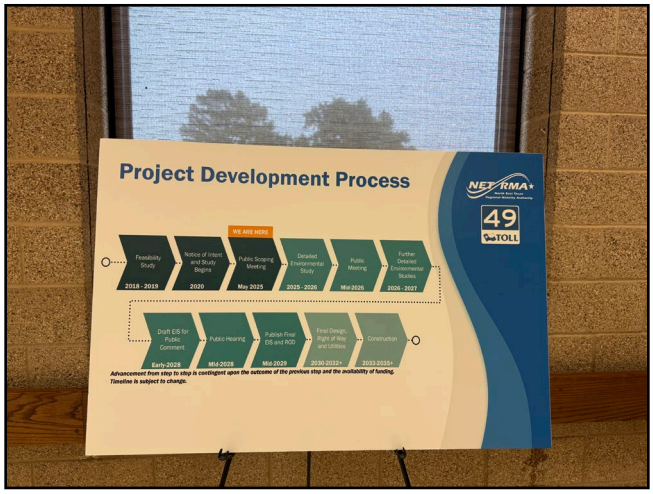

Purpose & Need
Why is the project needed?
Traffic growth
Current roadway network between SH 110 and US 271 east of Tyler is inadequate to meet current and future traffic volumes.
Population growth in the region is contributing to increased congestion and longer travel times on roadways.
Travel time in 2050 is projected to increase during AM travel and PM periods compared to existing conditions.
NET RMA
49
TOLL

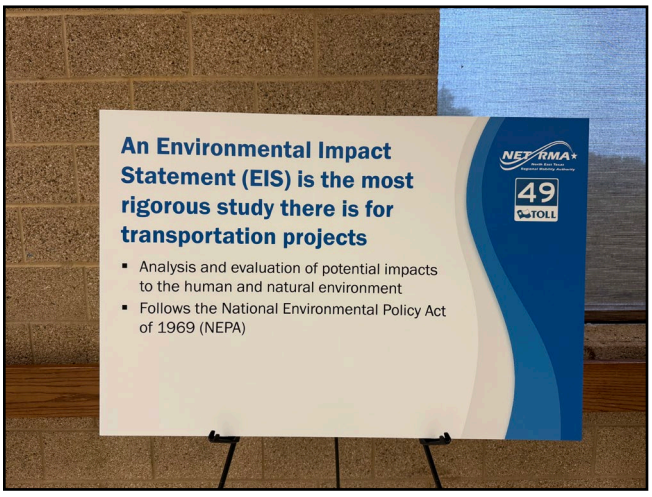

NOTICE
Purpose & Need
Why is the project needed?
Population growth will place more demand on the transportation system both regionally and locally.
The regional population of the four-county area (Gregg, Harrison, Smith and Upshur counties):
Increased 22 percent over a 20-year period (2000 to 2020)
Predicted to grow to more than half a million people by 2060
Sources: U.S. Census Bureau and the Texas Demographic Center-Vintage 2022 Population Projections
NET RMA
49
TOLL


NOTICE
Toll 49 System
CURRENT & PROPOSED
NET RMA
49
TOLL

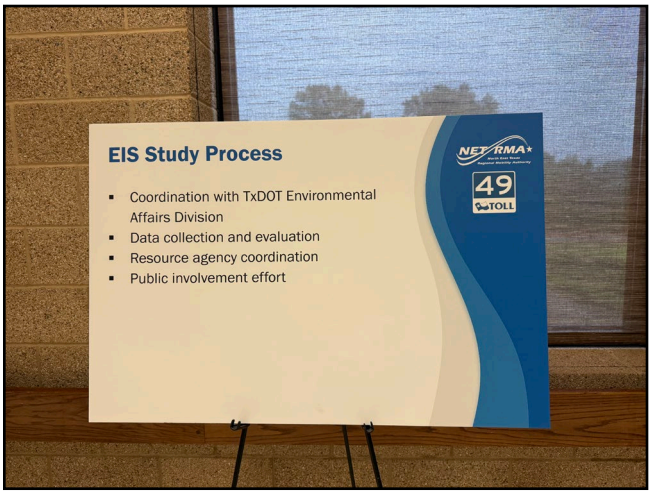

Toll 49 System
PROPOSED SEGMENT 6
SEGMENT 6
NET RMA
49
TOLL

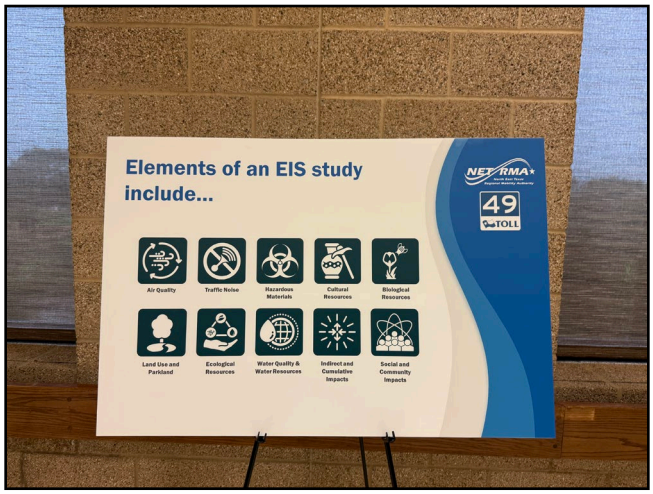

Current Connection Routes
EXISTING TOLL 49 NORTH TO I-20 EAST OF TYLER
Swan
Owentown
Tyler
Bascom
Chapel Hill
NET RMA
49
TOLL

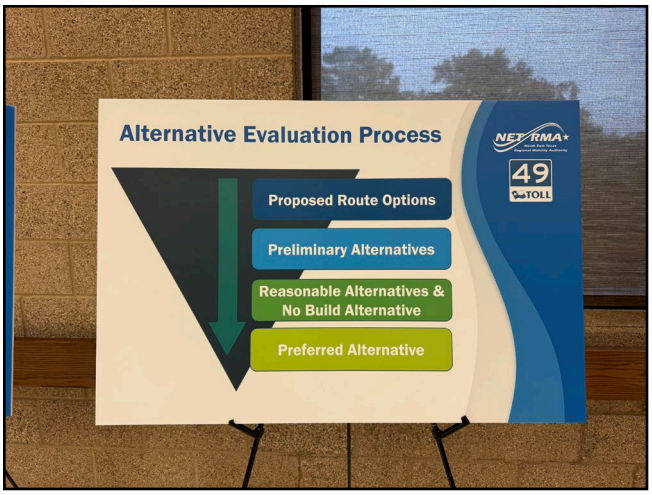

Project Development Process
WE ARE HERE
Feasibility Study
2018 - 2019
Notice of Intent and Study Begins
2020
Public Scoping Meeting
May 2025
Detailed Environmental Study
2025 - 2026
Public Meeting
Mid-2026
Further Detailed Environmental Studies
2026 - 2027
Draft EIS for Public Comment
Early-2028
Public Hearing
Mid-2028
Publish Final EIS and ROD
Mid-2029
Final Design, Right of Way and Utilities
2030-2032+
Construction
2033-2035+
Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding. Timeline is subject to change.
NET RMA
49
TOLL


An Environmental Impact Statement (EIS) is the most rigorous study there is for transportation projects
Analysis and evaluation of potential impacts to the human and natural environment
Follows the National Environmental Policy Act of 1969 (NEPA)
NTE MMA
49
TOLL

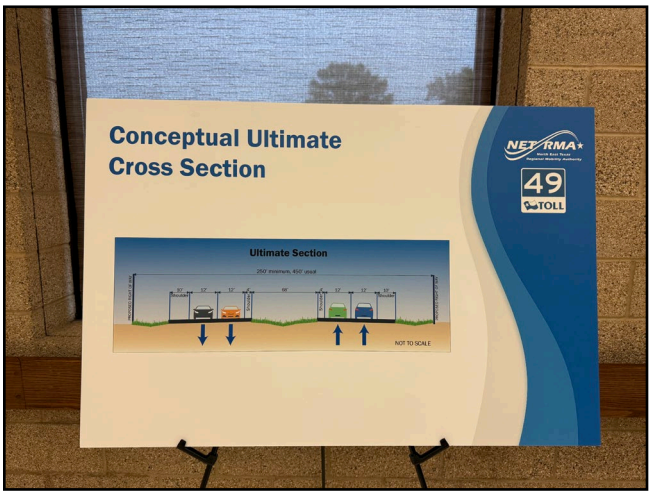

Review and Approval of Environmental Document
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.
NTE MMA
49
TOLL

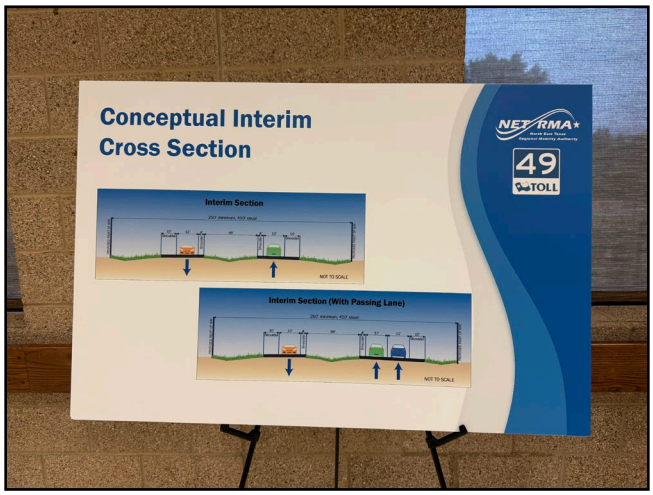

EIS Study Process
Coordination with TxDOT Environmental Affairs Division
Data collection and evaluation
Resource agency coordination
Public involvement effort
NTE MMA
49
TOLL

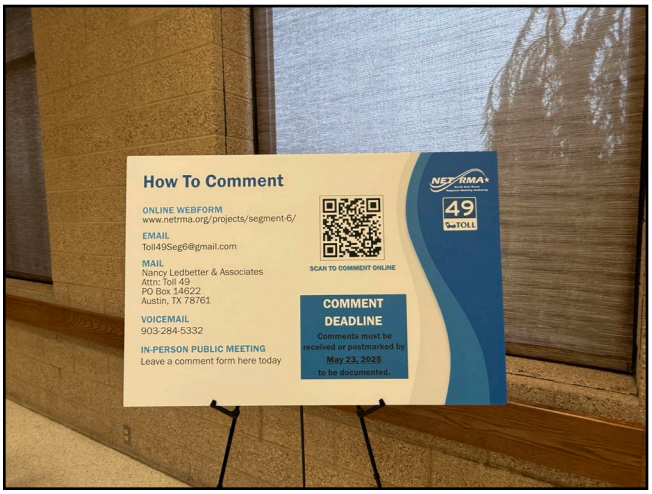

Elements of an EIS study include...
Air Quality
Traffic Noise
Hazardous Materials
Cultural Resources
Biological Resources
Land Use and Parkland
Ecological Resources
Water Quality & Water Resources
Indirect and Cumulative Impacts
Social and Community Impacts
NTE MMA
49
TOLL

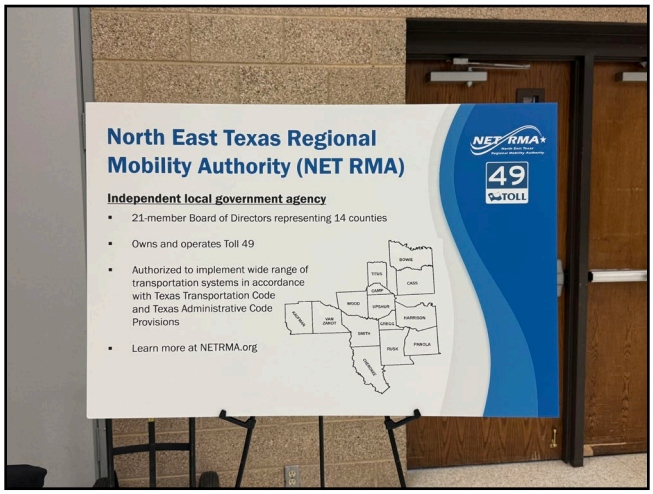

Alternative Evaluation Process
Proposed Route Options
Preliminary Alternatives
Reasonable Alternatives & No Build Alternative
Preferred Alternative
NTE MMA
49
TOLL


Proposed Alternatives
Swan
Owentown
Bascom
Tyler
Chapel Hill
LEGEND
NTE MMA
49
TOLL


Conceptual Ultimate Cross Section
Ultimate Section
NOT TO SCALE
49
TOLL


Conceptual Interim Cross Section
Interim Section
Interim Section (With Passing Lane)
NOT TO SCALE
49
TOLL


How To Comment
ONLINE WEBFORM
www.netrma.org/projects/segment-6/
EMAIL
Toll49Seg6@gmail.com
MAIL
Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761
VOICEMAIL
903-284-5332
IN-PERSON PUBLIC MEETING
Leave a comment form here today
SCAN TO COMMENT ONLINE
COMMENT DEADLINE
Comments must be received or postmarked by May 23, 2025 to be documented.
49
TOLL


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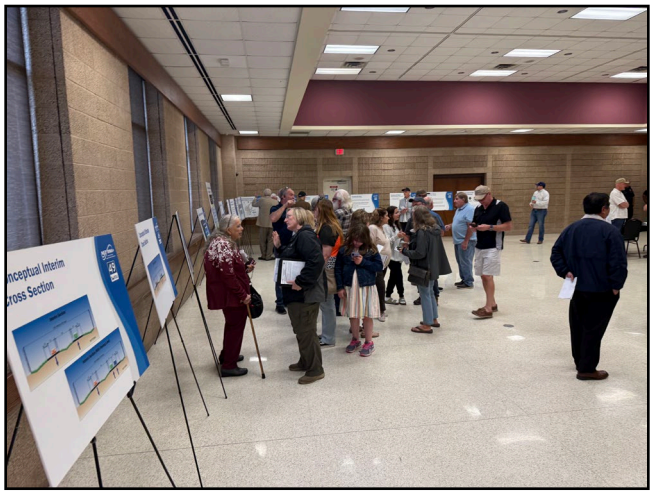

Pre-Recorded Presentation
Please enjoy the pre-recorded looped presentation. No live presentation will be given.
You may also view this presentation online by visiting www.netrma.org/projects/segment-6 or scanning the QR code.
SCAN ME
49
TOLL


RESOURCES
49
TOLL


APRIL 2025
NOTAR
NET RMA
LEGEND
ENVIRONMENTAL CONSTRAINTS MAP
TOLL 49 SEGMENT 6
SMITH COUNTY, TEXAS






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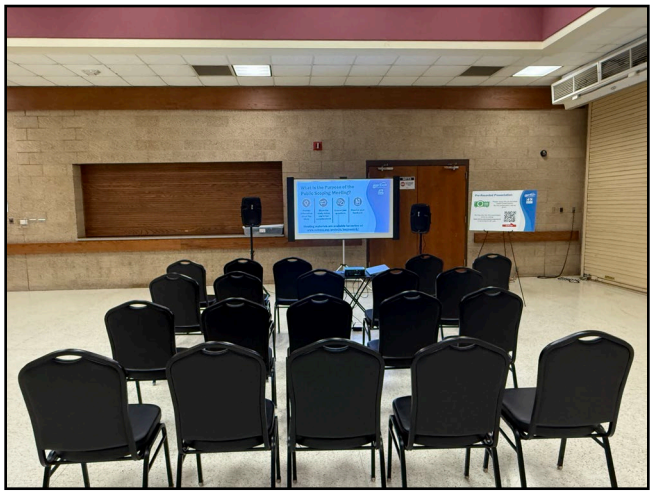




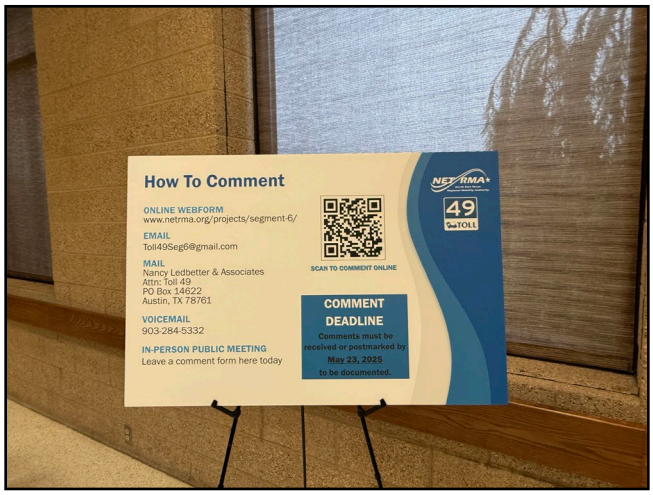


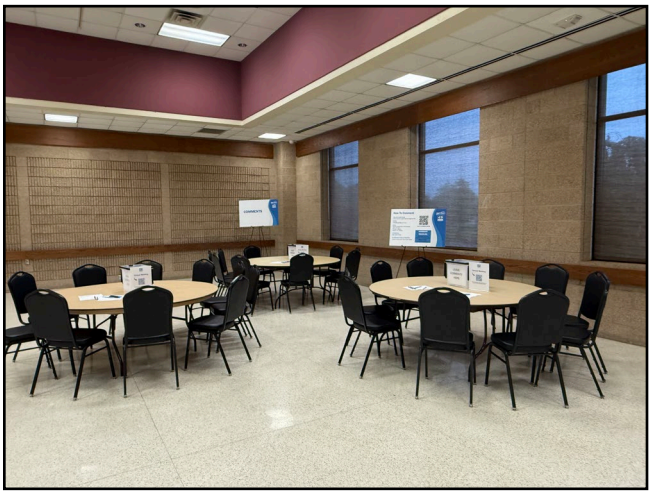


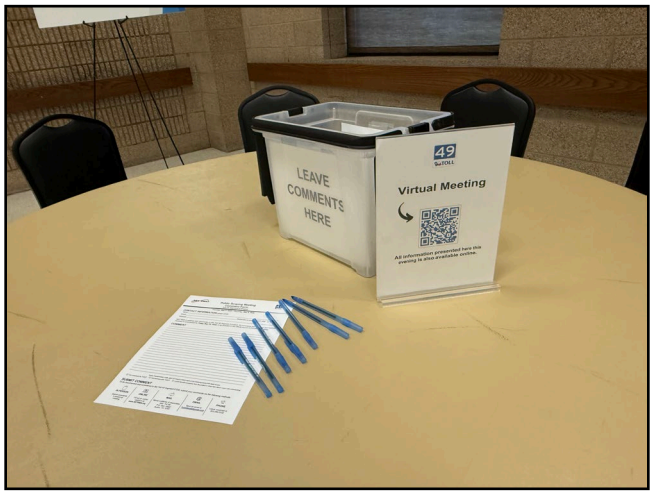

Purpose & Need
What is the purpose of the project?
NOTICE





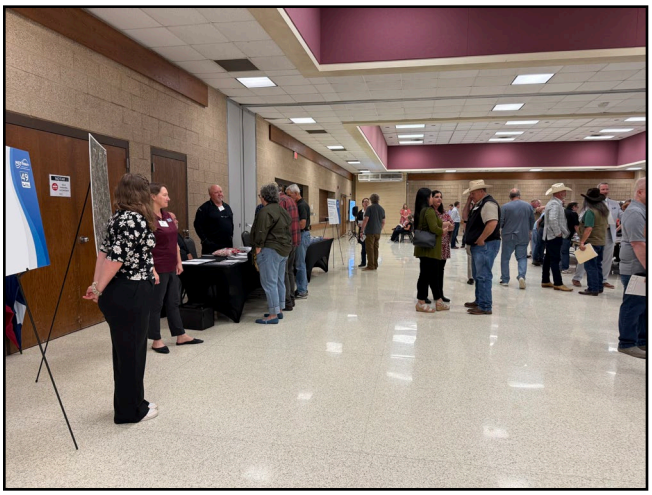

How To Comment
ONLINE WEBFORM
www.netrma.org/projects/segment-6/
EMAIL
Toll49Seg6@gmail.com
MAIL
Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761
VOICEMAIL
903-284-5332
IN-PERSON PUBLIC MEETING
Leave a comment form here today
SCAN TO COMMENT ONLINE
COMMENT DEADLINE
Comments must be received or postmarked by May 23, 2025 to be documented.
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TOLL




LEAVE
COMMENTS
HERE
Virtual Meeting









Toll 49 - Segment 6 Public Scoping Meeting
May 8, 2025
Longview Exhibit Center- 1123 Jaycee Qr., Longview, TX 75604
Meeting Photos





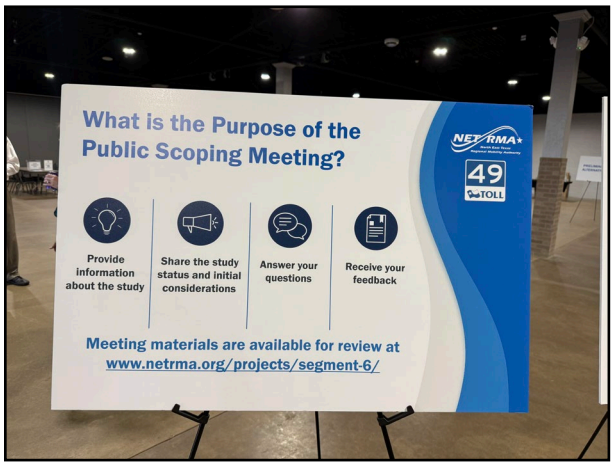


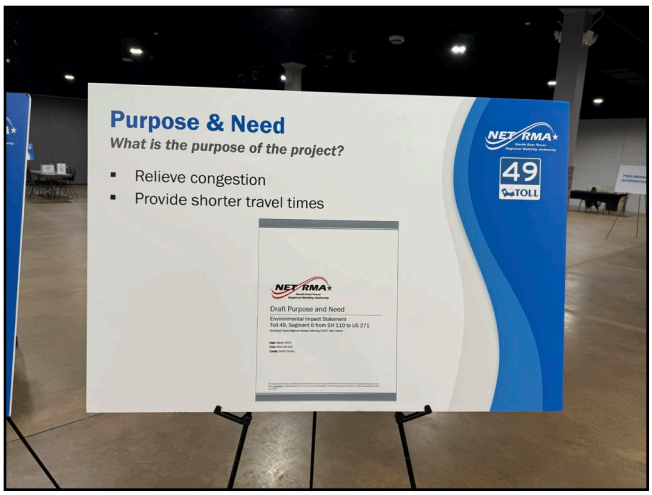


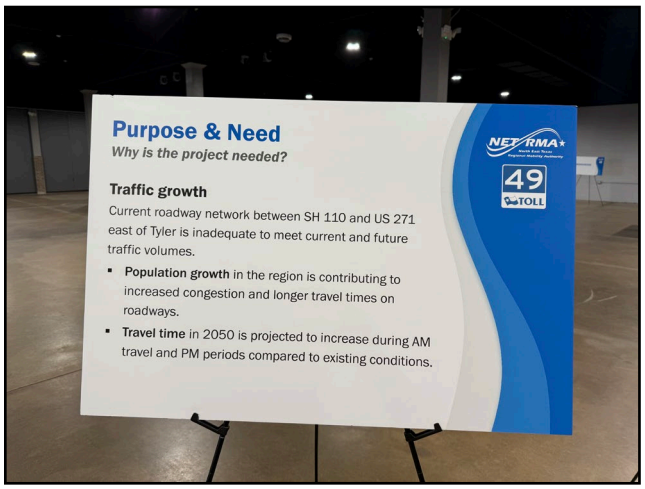


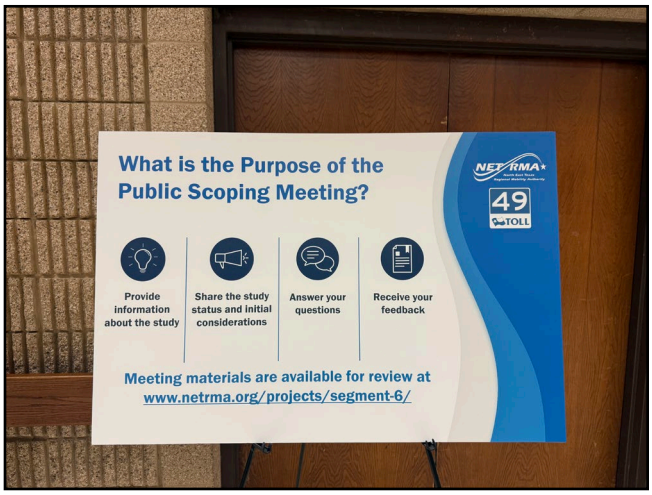


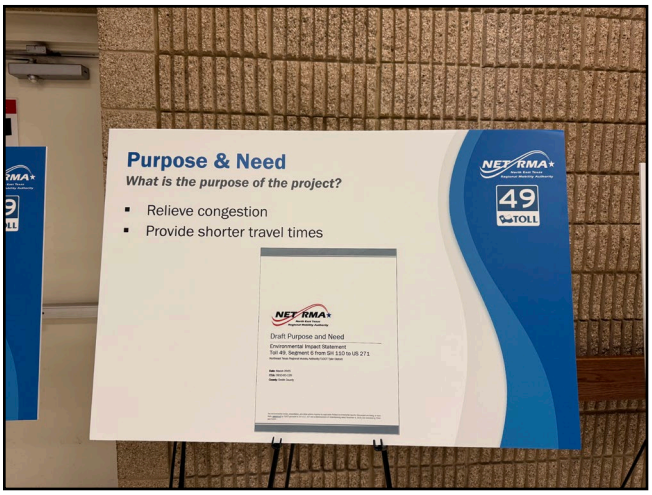

WELCOME
Toll 49 Segment 6
Public Scoping Meeting
May 6, 2025 – Tyler
May 8, 2025 – Longview

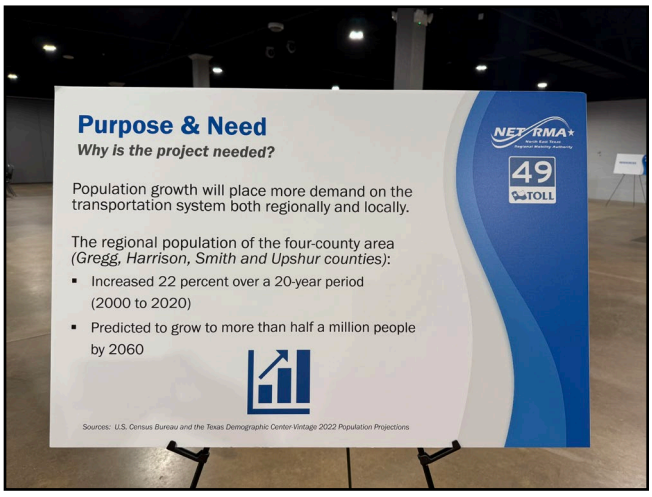

What is the Purpose of the Public Scoping Meeting?
Provide information about the study
Share the study status and initial considerations
Answer your questions
Receive your feedback
Meeting materials are available for review at
www.netrma.org/projects/segment-6/


Purpose & Need
What is the purpose of the project?
Relieve congestion
Provide shorter travel times
Draft Purpose and Need
Environmental Impact Statement

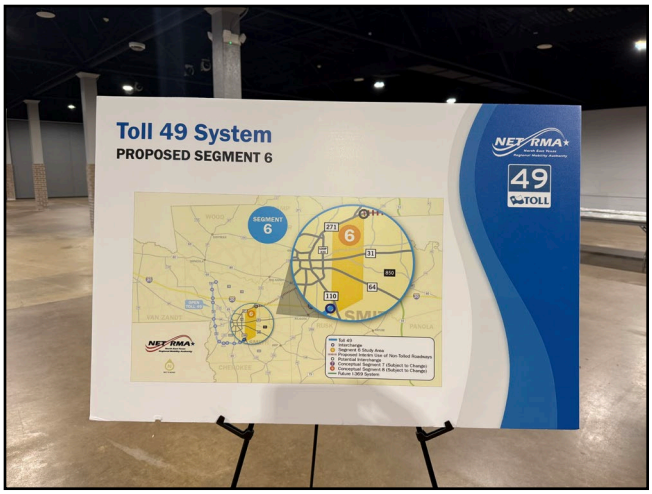

Purpose & Need
Why is the project needed?
Traffic growth
Current roadway network between SH 110 and US 271 east of Tyler is inadequate to meet current and future traffic volumes.
Population growth in the region is contributing to increased congestion and longer travel times on roadways.
Travel time in 2050 is projected to increase during AM travel and PM periods compared to existing conditions.

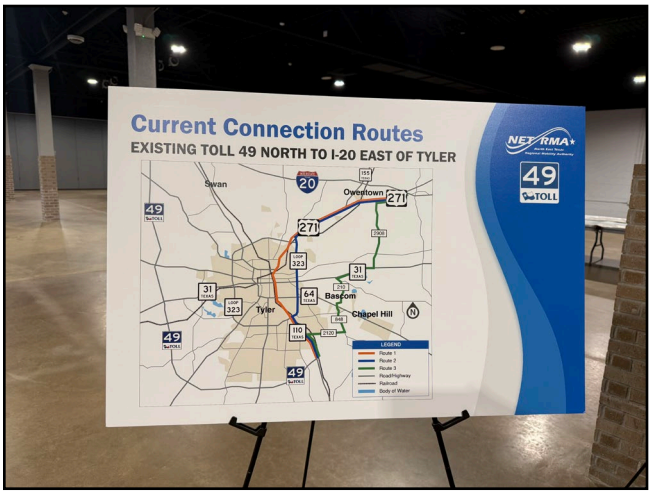

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Provide information about the study
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Purpose & Need
What is the purpose of the project?
Relieve congestion
Provide shorter travel times
Draft Purpose and Need
Environmental Impact Statement


Purpose & Need
Why is the project needed?
Population growth will place more demand on the transportation system both regionally and locally.
The regional population of the four-county area (Gregg, Harrison, Smith and Upshur counties):
Increased 22 percent over a 20-year period (2000 to 2020)
Predicted to grow to more than half a million people by 2060
Sources: U.S. Census Bureau and the Texas Demographic Center Vintage 2022 Population Projections
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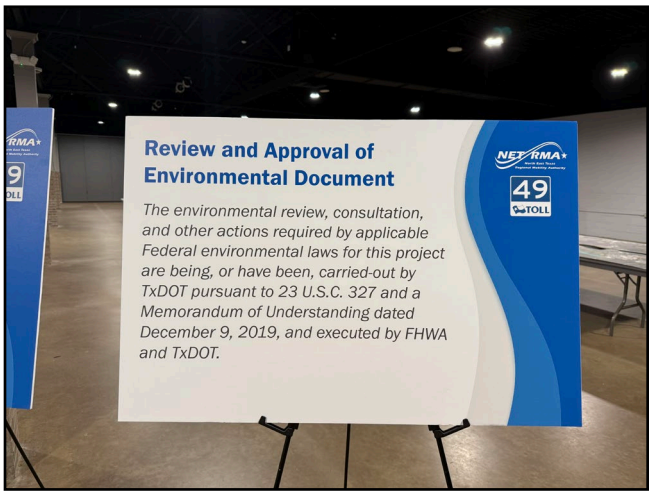

Toll 49 System
CURRENT & PROPOSED
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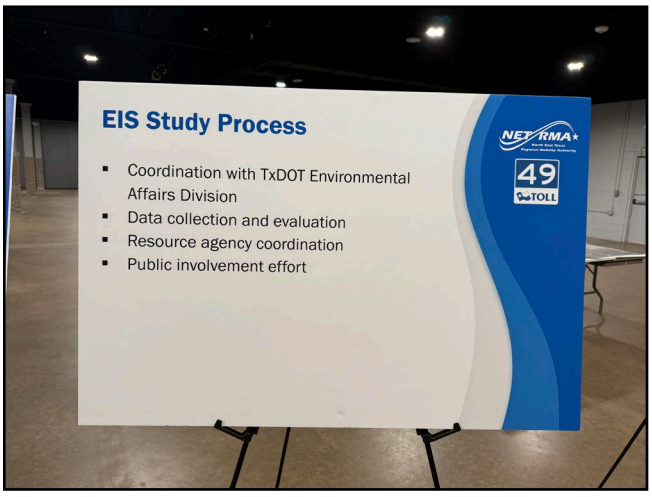

Toll 49 System
PROPOSED SEGMENT 6
SEGMENT 6
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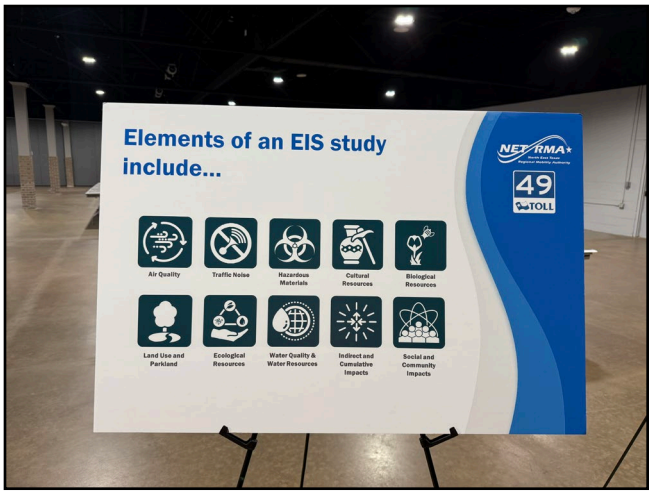

Current Connection Routes
EXISTING TOLL 49 NORTH TO I-20 EAST OF TYLER
Swan
Owentown
Bascom
Tyler
Chapel Hill
LEGEND
NETRMA
49
TOLL

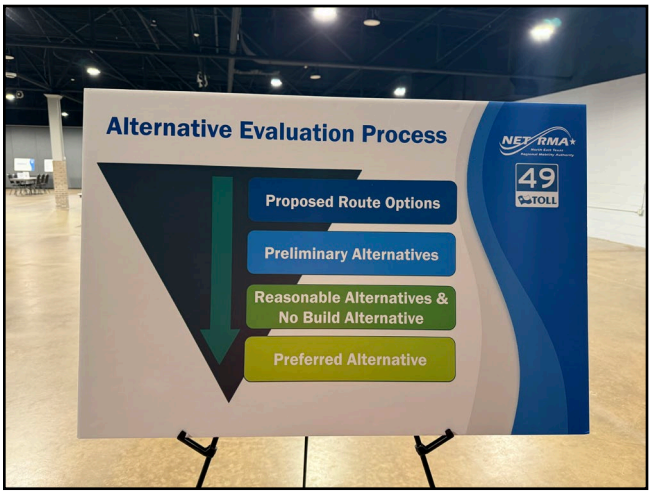

Project Development Process
WE ARE HERE
Feasibility Study
2018 - 2019
Notice of Intent and Study Begins
2020
Public Scoping Meeting
May 2025
Detailed Environmental Study
2025 - 2026
Public Meeting
Mid-2026
Further Detailed Environmental Studies
2026 - 2027
Draft EIS for Public Comment
Early 2028
Public Hearing
Mid-2028
Publish Final EIS and ROD
Mid-2029
Final Design, Right of Way and Utilities
2030-2032+
Construction
2033-2035+
Advancement from step to step is contingent upon the outcome of the previous step and the availability of funding.
Timeline is subject to change.
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An Environmental Impact Statement (EIS) is the most rigorous study there is for transportation projects
Analysis and evaluation of potential impacts to the human and natural environment
Follows the National Environmental Policy Act of 1969 (NEPA)
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Review and Approval of Environmental Document
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.
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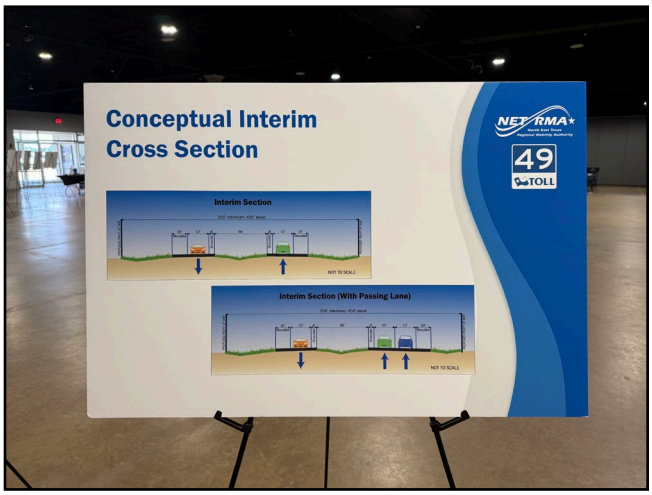

EIS Study Process
Coordination with TxDOT Environmental Affairs Division
Data collection and evaluation
Resource agency coordination
Public involvement effort
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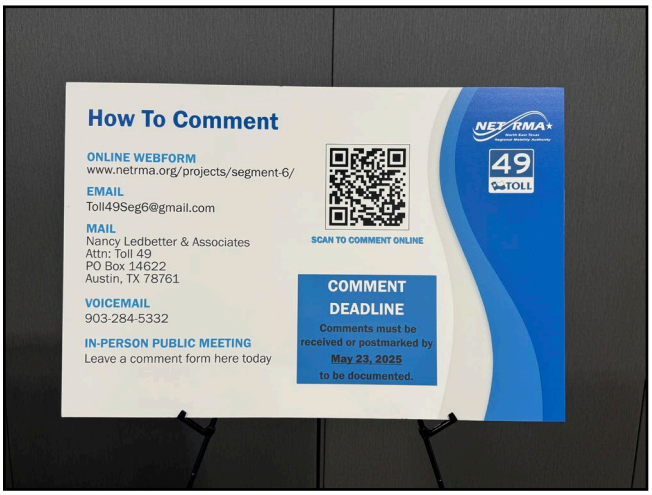

Elements of an EIS study include...
Air Quality
Traffic Noise
Hazardous Materials
Cultural Resources
Biological Resources
Land Use and Parkland
Ecological Resources
Water Quality & Water Resources
Indirect and Cumulative Impacts
Social and Community Impacts
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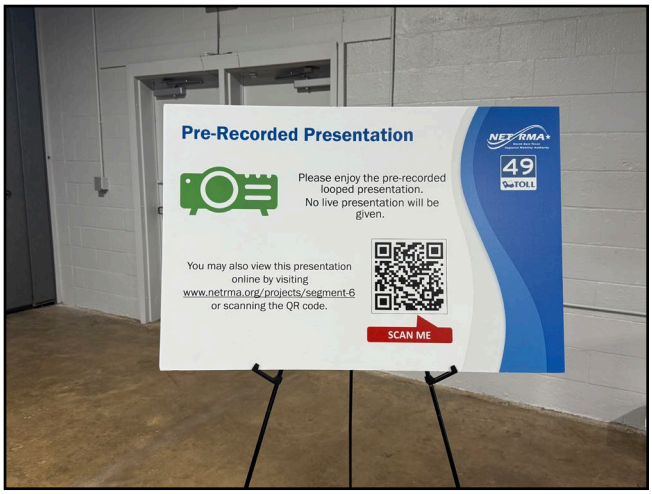

Alternative Evaluation Process
Proposed Route Options
Preliminary Alternatives
Reasonable Alternatives & No Build Alternative
Preferred Alternative
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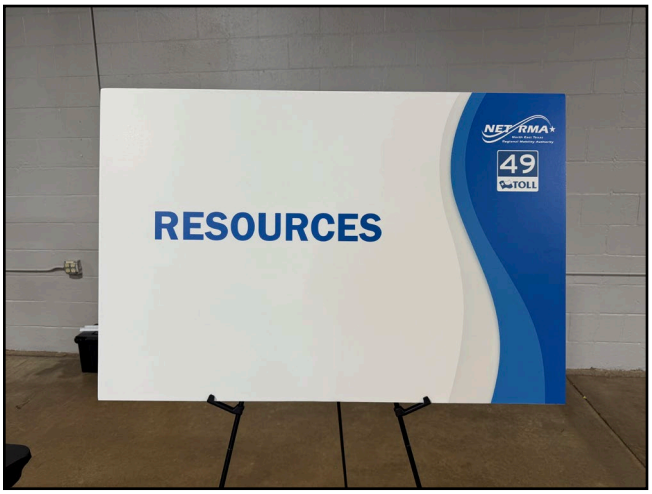

Proposed Alternatives
Swan
Owentown
Bascom
Tyler
Chapel Hill
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Conceptual Ultimate Cross Section
Ultimate Section
NOT TO SCALE
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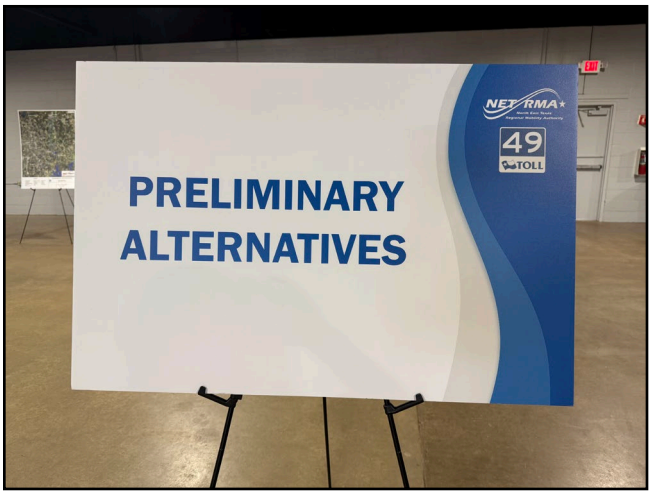

Conceptual Interim Cross Section
Interim Section
Interim Section (With Passing Lane)
NOT TO SCALE
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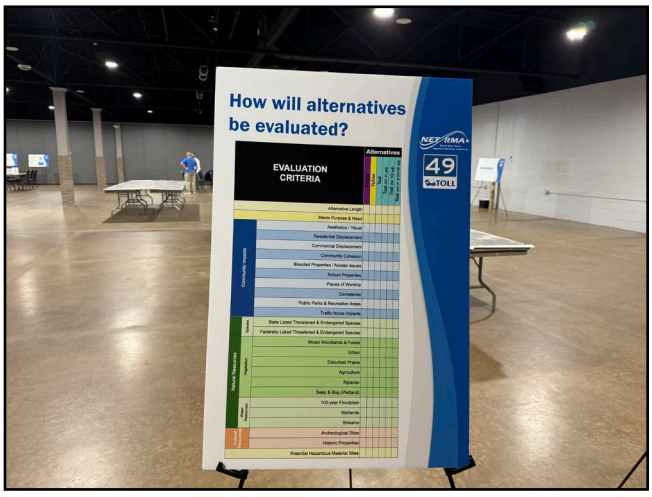

How To Comment
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www.netrma.org/projects/segment-6/
EMAIL
Toll49Seg6@gmail.com
MAIL
Nancy Ledbetter & Associates
Attn: Toll 49
PO Box 14622
Austin, TX 78761
VOICEMAIL
903-284-5332
IN-PERSON PUBLIC MEETING
Leave a comment form here today
SCAN TO COMMENT ONLINE
COMMENT DEADLINE
Comments must be received or postmarked by May 23, 2025 to be documented.
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Pre-Recorded Presentation
Please enjoy the pre-recorded looped presentation.
No live presentation will be given.
You may also view this presentation online by visiting
www.netrma.org/projects/segment-6
or scanning the QR code.
SCAN ME
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RESOURCES
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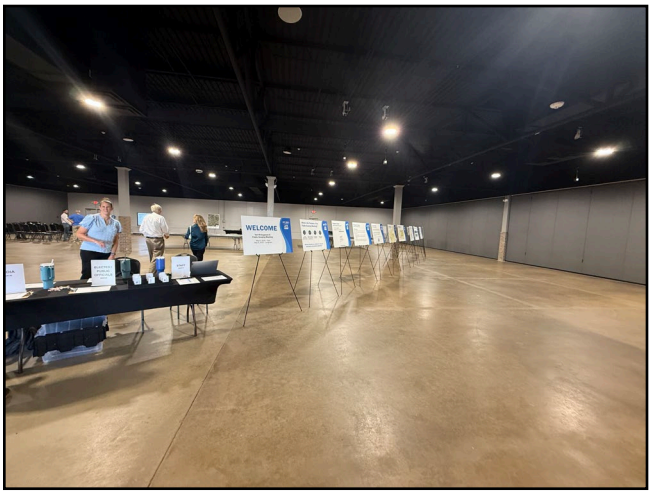

COMMENTS
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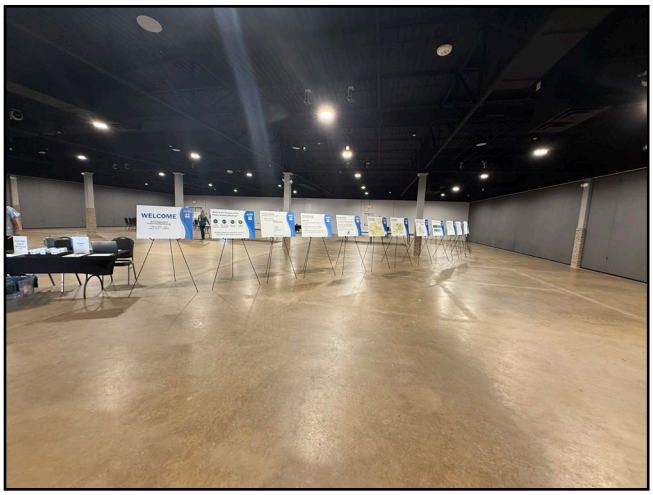

PRELIMINARY ALTERNATIVES
NETRMA
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TOLL

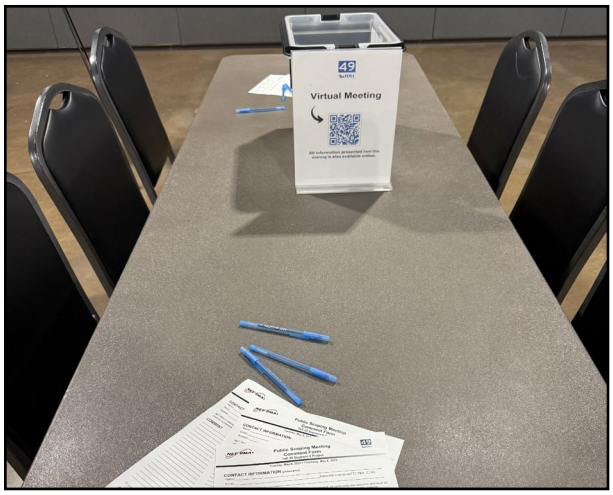

How will alternatives be evaluated?
EVALUATION CRITERIA
Alternatives
49 TOLL

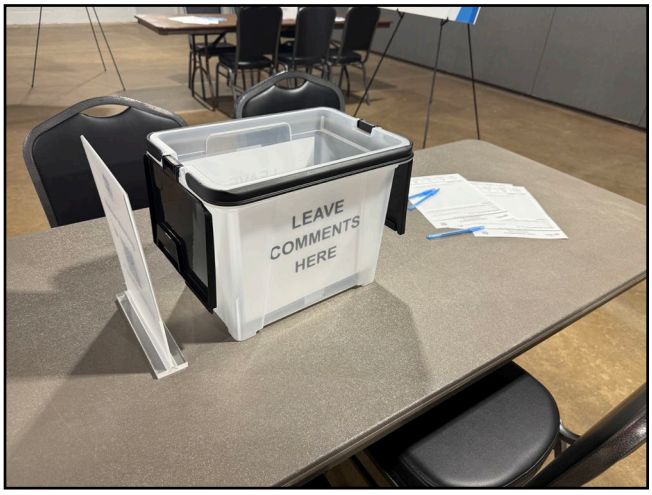

ENVIRONMENTAL CONSTRAINTS MAP
LEGEND

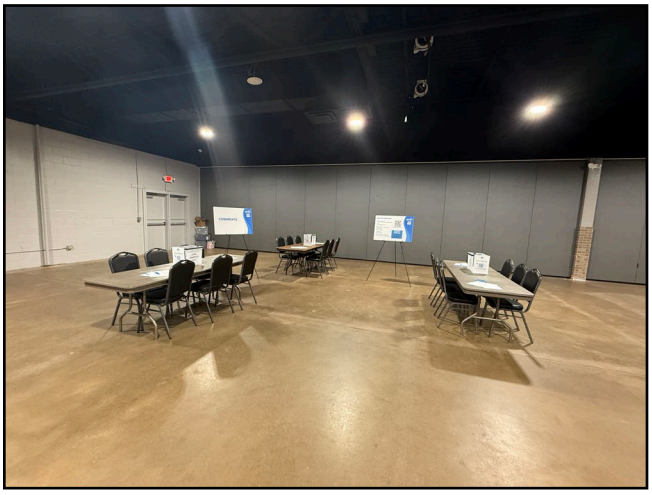

PUBLIC
SIGN IN
SIGN-IN SHEET

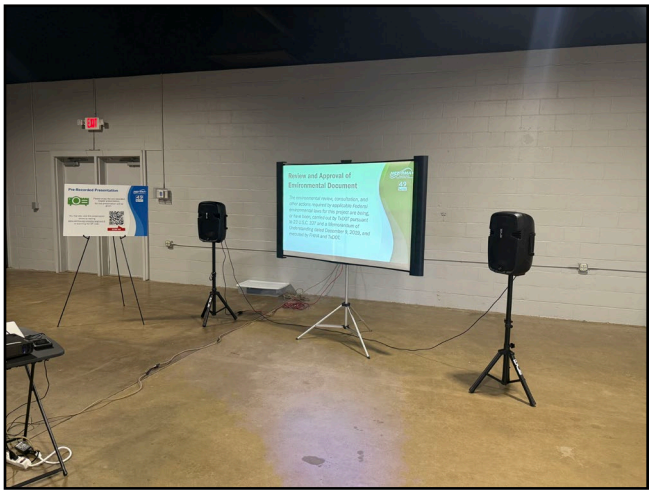

WELCOME

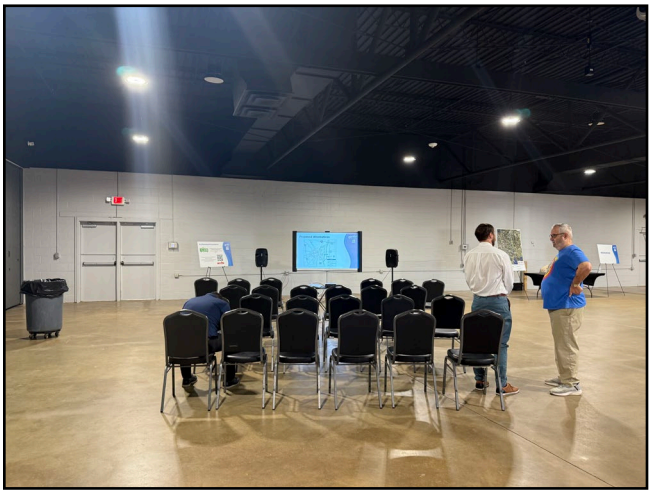

WELCOME


49 TOLL
Virtual Meeting


LEAVE
COMMENTS
HERE




Review and Approval of
Environmental Document

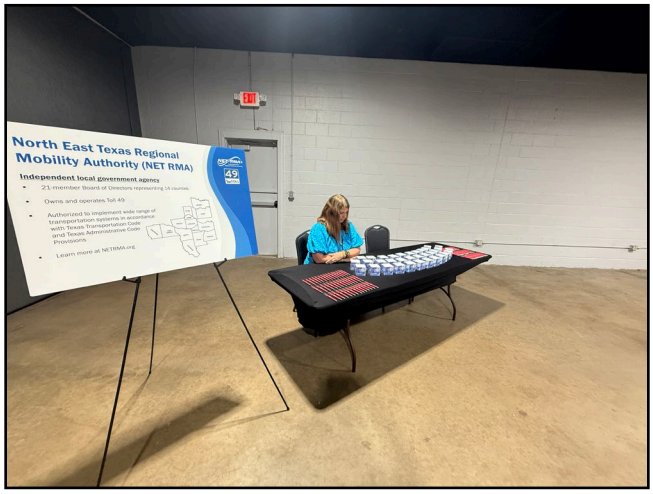









Toll 49 System
CURRENT & PROPOSED


North East Texas Regional
Mobility Authority (NET RMA)
Independent local government agency
21-member Board of Directors representing 14 counties
Owns and operates Toll 49
Authorized to implement wide range of transportation systems in accordance with Texas Transportation Code and Texas Administrative Code provisions
Learn more at NETRMA.org
EXIT