E. Grande Boulevard & Old Omen Road Route Study

Approved by the Tyler Area Metropolitan Planning Organization Transportation Policy Committee on July 23, 2026

OUR MISSION

To plan for the safe and efficient movement of people and goods within the Tyler Area MPO boundary.

FINAL REPORT

E. Grande Boulevard and
Old Omen Road Route Study

TABLE OF CONTENTS

EXECUTIVE SUMMARY

The Tyler Area Metropolitan Planning Organization (MPO) initiated the E. Grande Boulevard and Old Omen Road Route Study to identify feasible future roadway connections in the City of Tyler and Smith County. The study was conducted in coordination with the ongoing Toll 49 Segment 6 environmental process so that local roadway planning can remain flexible while regional alignment decisions continue to advance.

ROUTE STUDY FINDINGS AND HOW THE ALTERNATIVES WERE DEVELOPED AND TESTED

Study provides planning framework for future corridor development

This study does not select a Toll 49 alignment, approve construction, or initiate right-of-way acquisition.

Instead, it provides a planning-level framework for identifying local corridor options that can improve mobility, strengthen emergency response access, support future development patterns, and reduce future cost or conflict by preserving feasible roadway connections before additional growth limits available options.

Alternatives were systematically developed and evaluated using a structured, data-driven planning and stakeholder-informed process.

The study first evaluated a Baseline alignment derived from existing planning documents and three reasonable alternatives identified as Options A, B, and C. The alternatives were developed through a structured process that included previous plan review, constraints mapping, HDR's honeycomb/tessellation screening tool, route screening, stakeholder coordination, public meeting input, and a multi-criteria evaluation framework.

Alternatives were shaped by environmental, infrastructure, and development constraints.

Key factors shaping the alternatives included the Gilley Creek floodplain and floodway, stream crossings, rolling topography, potential bridge and earthwork needs, existing and planned development, railroad crossings, electric transmission infrastructure, substations, water and wastewater facilities, pipelines, emergency response coverage, and compatibility with the Toll 49 Segment 6 Yellow and Teal alternatives.

It should be noted that the NET RMA Purple Alternative was removed from consideration following the June 26, 2026, public meeting. As a result, the Purple Alternative was not carried forward and did not factor into the alternatives evaluation conducted as part of this study.

Options A and B outperformed the Baseline, with Option B testing the strongest overall.

The alternatives were compared using engineering, mobility, utility, environmental, right of way, and financial criteria. The evaluation revealed that Options A and B performed substantially better than the Baseline, with Option B providing the strongest original technical performance because of its balance of mobility, emergency response coverage, constructability, cost, and compatibility with multiple Toll 49 outcomes.

Public input guided refinements to improve alignment performance and compatibility.

Following the public meeting, public and stakeholder comments were used to refine the alternatives into Option A Modified, Option B Modified, and Option C Modified. These refinements tested whether targeted alignment changes could better address flooding and drainage, emerging development near CR 2123 and CR 2124 / Old Tyler Road, local access, parcel impacts, and Toll 49 compatibility while maintaining the study's mobility and feasibility objectives.

A phased, segment-based approach supports flexible future implementation.

Based on the technical evaluation, stakeholder input, public feedback, and post-public meeting refinement process, Option B Modified is identified as the recommended solution for continued refinement. Option B Modified was developed in direct response to public feedback and provides the strongest overall balance of mobility improvement, emergency response access, local network continuity, environmental considerations, utility coordination, right-of-way impacts, constructability, and planning-level cost.

ALTERNATIVE EVALUATION AND REFINEMENT SUMMARY

Alternative	Evaluation Score*	Summary of Findings
Baseline	12.3	Lowest overall performance due to major constraints, high cost, floodplain exposure, and limited feasibility at key connection points. Retained as a comparison point but not advanced as a preferred solution.
Option A	18.8	Strong technical performance with reduced constraints and improved feasibility compared to the Baseline.
Option A Modified	20.6	Option A Modified was reviewed after public input to test targeted refinements, but it did not provide the same overall balance of mobility and emergency response benefits as Option B Modified.
Option B	19.4	Strongest original technical alternative, with the best balance of mobility, emergency response, feasibility, cost, and Toll 49 compatibility before post-public meeting refinements were developed.
Option B Modified	22.1	Option B Modified was developed through the post-public meeting refinement process and is identified as the recommended solution for continued study.
Option C	15.1	Provided a more continuous Old Omen Road operating pattern but had lower flexibility due to Toll 49 compatibility limitations and greater right of way, cost, and selected constraint considerations.
Option C Modified	18.3	Option C Modified was reviewed after public input to test additional alignment refinements related to route location, future development, local access, and compatibility with Toll 49 scenarios. While the modified option improved its relative performance compared to the original Option C, it continued to have higher right-of-way needs, higher cost, and selected constraint impacts compared to Option B Modified.

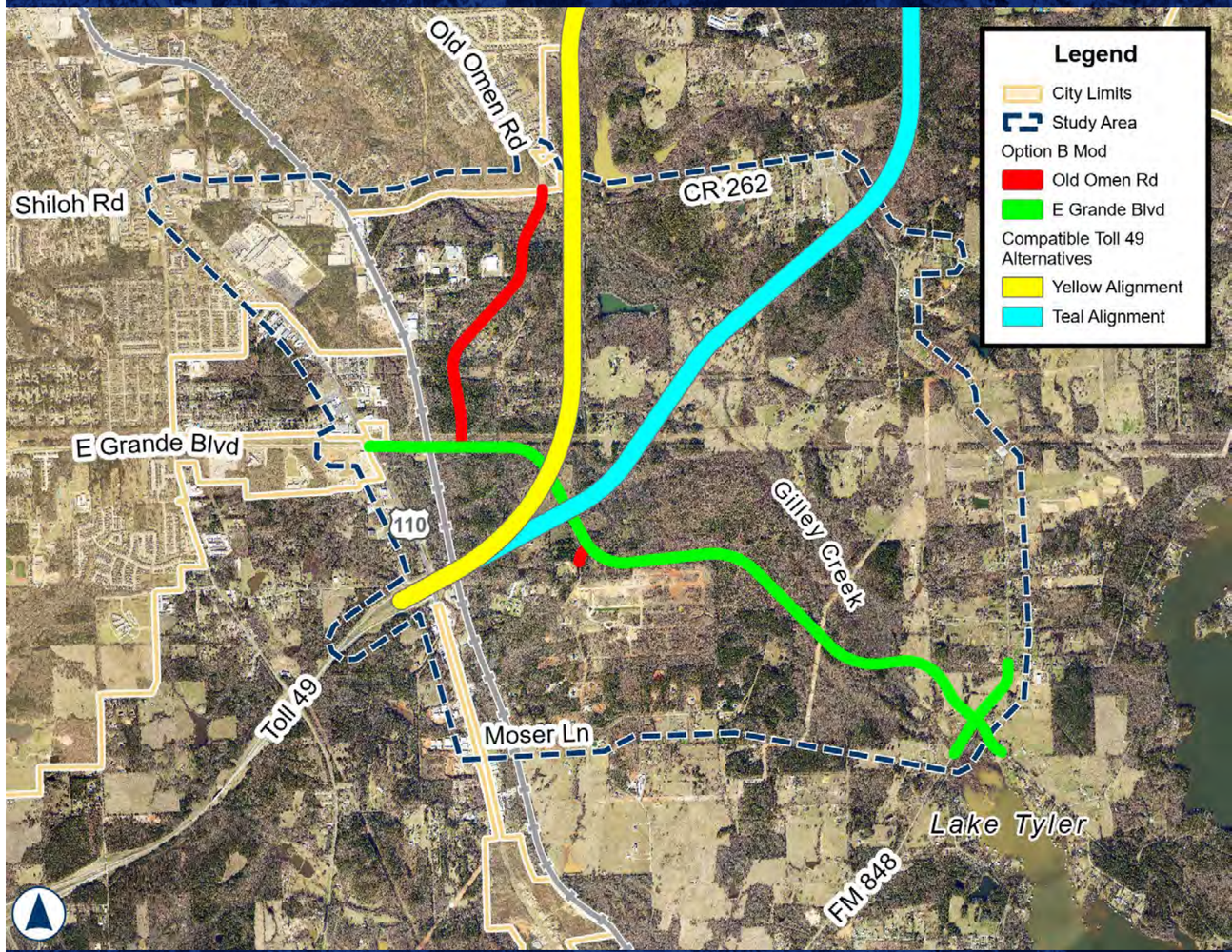
**Higher score indicates that the alternative better meets the evaluation criteria. These scores reflect the final alternatives analysis which included modified alternatives based on stakeholder and public feedback.*

RECOMMENDED ALTERNATIVE

OPTION B MODIFIED

- Compatible with Toll 49 Yellow and Teal alternatives
- Minimizes bridges at floodplain crossings
- Consolidates Toll 49 facilities grade crossings to one location
- Enhances access to nearby existing industrial and residential development
- Provides the best for Emergency Response times

Recommendation was approved by the Tyler Area MPO Transportation Policy Committee on July 23, 2026.



Recommended Alternative: Option B Modified

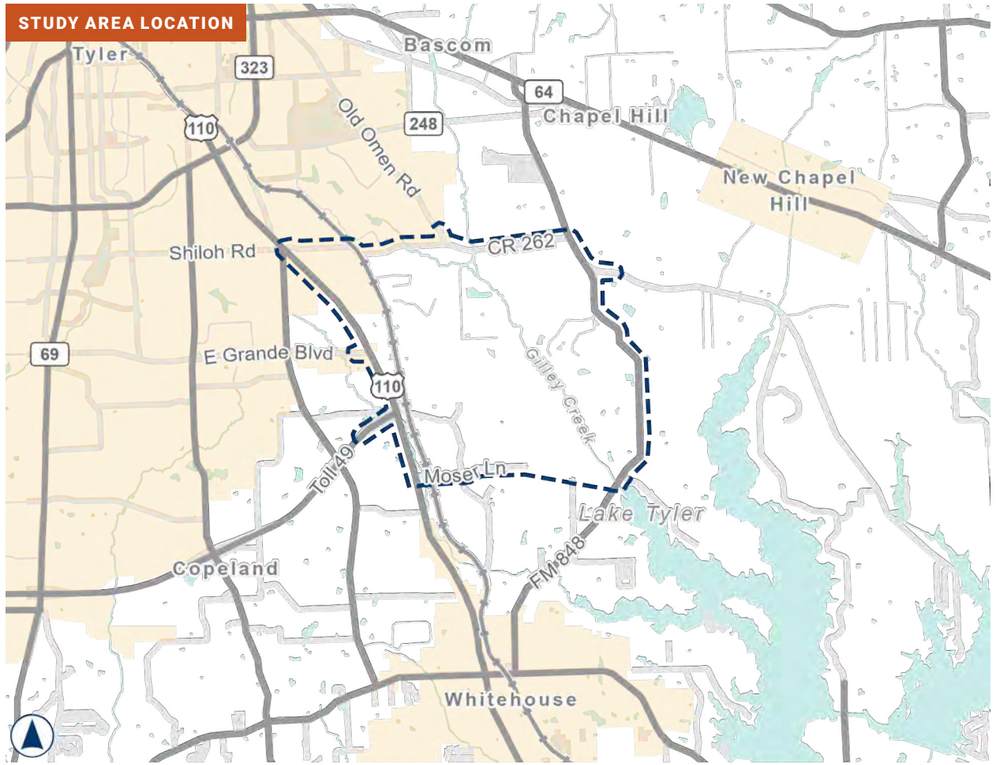
Map showing the Recommended Option B Modified Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

INTRODUCTION

The E. Grande Boulevard and Old Omen Road Route Study evaluates potential future roadway extensions in the City of Tyler and Smith County.

Because the Toll 49 Segment 6 alignment has not yet been finalized, local roadway planning must remain flexible. This study helps determine how E. Grande Boulevard and Old Omen Road could be extended in a manner that supports future mobility while avoiding conflicts with possible regional roadway investments.

The purpose of this report is to document the study process, summarize previous planning guidance, identify major constraints and opportunities, describe the alternatives development process, present evaluation results, summarize stakeholder and public input, and identify a recommended route option for continued study. Additional supporting materials are provided in the appendices, including previous plans and studies, constraints mapping, the alternatives evaluation matrix, and public engagement documentation.



Map showing the E. Grande Boulevard and Old Omen Road Route Study Area in southeast Tyler and Smith County, including major roadways and city limits.

STUDY PROCESS AND METHODOLOGY

A STEP-BY-STEP PROCESS GUIDED BY DATA AND INPUT

The study followed a step-by-step planning process intended to balance technical analysis with stakeholder and public input. The process included reviewing previous plans and studies, identifying physical, environmental, utility, and community constraints, developing initial route concepts using constraints-based mapping, screening route concepts for feasibility, identifying reasonable route options, reviewing alternatives with stakeholders, presenting reasonable options to the public, refining alternatives based on technical findings and comments, evaluating alternatives using a multi-criteria matrix, and identifying a recommended option for continued refinement. **See Appendix A for previous plans and studies reviewed and Appendix D for stakeholder and public engagement materials.**

USING CONSTRAINTS-BASED MAPPING TO DEVELOP INITIAL ROUTES

Initial routes were generated using a constraints-based "honeycomb" mapping approach that layered known environmental, infrastructure, development, and engineering constraints. Planning-level assumptions included a 140-foot right-of-way swath, 45-mile-per-hour functional design assumptions, and approximately one-quarter-mile spacing to guide intersections and grade separations. The 140-foot planning width provides flexibility for future roadway configurations, including a two-to-three lane rural roadway or a four-lane urban roadway, depending on future design needs. **See Appendix B for detailed key constraints mapping.**

STUDY PROCESS

- Identify Constraints
- Develop Route Options
- Screen Routes
- Identify Reasonable Route Options
- Hold Public Meeting
- Select Recommended Route Options(s)

GOALS AND OBJECTIVES

The study goals and objectives provided a framework for developing, screening, evaluating, and refining the route alternatives.

These goals were intended to confirm that each alternative was measured not only by its ability to create a roadway connection, but also by how well it supported mobility, emergency response, constructability, environmental stewardship, public input, and long-term implementation flexibility.

These goals and objectives were carried forward into the evaluation criteria and helped shape the measures used to compare alternatives, including travel time coverage, emergency response coverage, local network continuity, environmental and utility impacts, right-of-way needs, constructability, and planning-level cost.

STUDY GOALS AND OBJECTIVES

Improve local and regional connectivity

Strengthen east-west connectivity between SH 110 and FM 848; improve north-south access in the Old Omen Road corridor; provide additional route choices for local travel; and support network continuity between existing and planned roadway facilities.

Support emergency response and system resiliency

Improve emergency response coverage; increase route redundancy for Smith County and City of Tyler fire and emergency service providers; reduce reliance on constrained existing corridors; and improve access to rural, remote, and developing areas during incidents, flooding, construction, or other disruptions.

Maintain flexibility with Toll 49 Segment 6

Develop local roadway options that remain compatible with multiple potential Toll 49 Segment 6 outcomes; avoid presuming or selecting a Toll 49 alignment; and preserve the ability to refine local connections as the separate Toll 49 environmental process advances.

Minimize environmental, utility, and community impacts

Avoid or reduce floodplain and stream impacts where practicable; minimize conflicts with major utilities, railroads, and infrastructure; reduce impacts to neighborhoods, parcels, agricultural structures, cemeteries, and developing areas; and consider environmental and community constraints early in route development.

Evaluate constructability and cost feasibility

Use planning-level modeling to identify alternatives with excessive cut/fill, retaining wall needs, bridge lengths, utility conflicts, or other constructability risks; compare planning-level costs consistently; and identify alternatives that can reasonably advance into future engineering and environmental review.

Incorporate stakeholder and public input

Use stakeholder feedback and public comments to validate constraints, identify missing issues, refine alternatives, develop modified route options, and confirm the recommended solution reflects both technical analysis and community input.

Preserve long-term implementation options

Identify a recommended corridor that can be advanced through future preliminary engineering, environmental screening, utility coordination, right-of-way planning, funding strategy, and potential phased implementation, including consideration of interim and ultimate roadway conditions.

PLANNING CONTEXT, CONSTRAINTS, AND OPPORTUNITIES

This section summarizes the planning context, existing and future constraints, mobility and safety considerations, and opportunities that shaped route development.

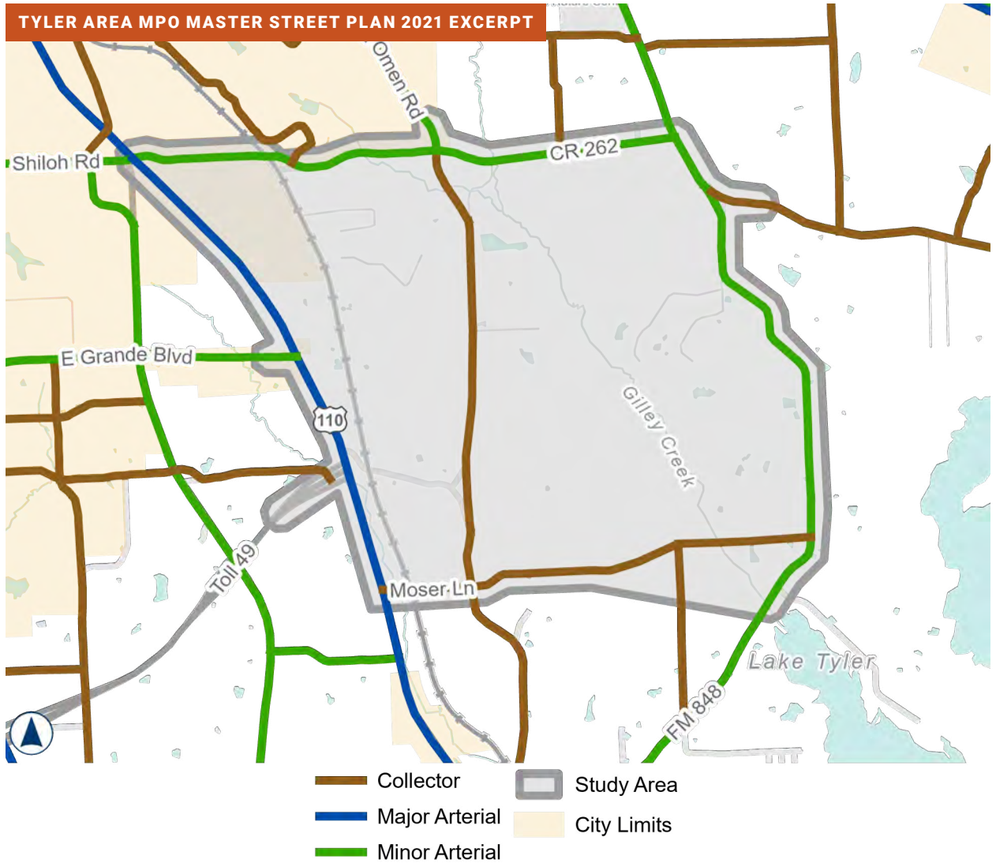
The review helped identify where future roadway connections could support regional and local mobility while avoiding or minimizing environmental, utility, topographic, development, and implementation challenges. **See Appendix A for additional previous plan excerpts and Appendix B for constraints mapping backup.**

PLANNING CONTEXT AND PREVIOUS STUDIES

Tyler Area MPO Master Street Plan 2021

The Tyler Area MPO Master Street Plan provides the long-range roadway framework within the city and identifies E. Grande Boulevard and Old Omen Road as important elements of the future roadway network. E. Grande Boulevard is identified as a minor arterial, while Old Omen Road is also identified as a minor arterial with a proposed extension southward that transitions to a collector classification in portions of the plan.

TYLER AREA MPO MASTER STREET PLAN 2021 EXCERPT



Map showing roadway classifications and future roadway connections within and adjacent to the study area as identified in the Tyler Area MPO Master Street Plan.

TYLER AREA MPO RAIL TRANSIT STUDY VISION MAP

Regional transportation vision map illustrating long-range multimodal transportation corridors and mobility connections within Smith County.

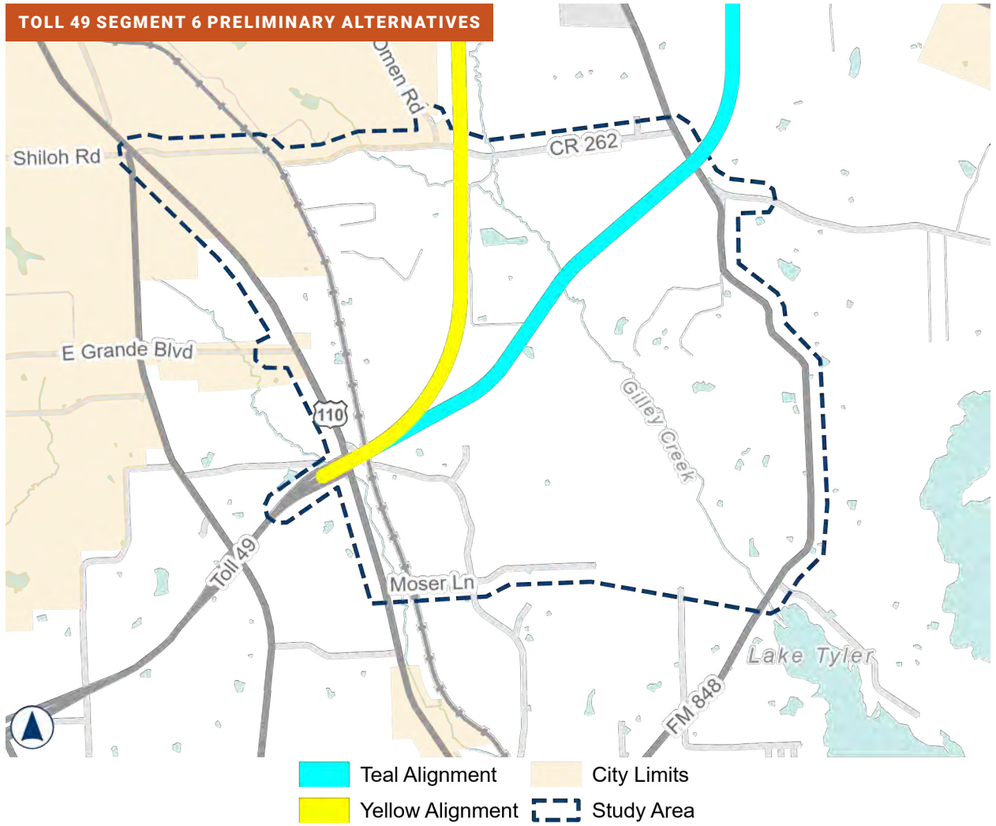
Tyler Area MPO Rail Transit Study

This study also provides useful long-term context. The study identified long-range multimodal considerations and highlighted the importance of preserving and coordinating transportation corridors as the region continues to grow.

Toll 49 Segment 6 Preliminary Alternatives

The ongoing Toll 49 Segment 6 environmental process is also a key planning consideration for the E. Grande Boulevard and Old Omen Road Route Study. Because a final Toll 49 Segment 6 alignment has not been selected, the local route study evaluated alternatives for compatibility with multiple potential Toll 49 outcomes, including the Yellow and Teal alternatives. This was important because the location of Toll 49 could affect where local roadway extensions can cross, connect, or remain continuous through the study area. As a result, the E. Grande Boulevard and Old Omen Road alternatives were developed to preserve flexibility, avoid creating conflicts with the separate Toll 49 process, and identify local roadway options that could remain viable under more than one regional alignment scenario.

TOLL 49 SEGMENT 6 PRELIMINARY ALTERNATIVES



Map depicting preliminary Toll 49 Segment 6 alignment alternatives evaluated during the process of this study.

PLANNING FUTURE REGIONAL CONNECTIVITY

Together, these plans and ongoing studies established the planning basis for evaluating future east-west and north-south connectivity while recognizing that alignments would need to be refined based on current constraints, emerging development patterns, and the unresolved Toll 49 Segment 6 alignment decision.

EXISTING CONSTRAINTS

The study area includes several major existing constraints that affect where future roadway extensions may be feasible. These constraints include environmental and drainage features, utility and infrastructure systems, topography and constructability considerations, existing development, and community resources. Understanding these constraints early in the process allowed the study team to develop routes that avoided or minimized the most significant feasibility challenges. **See Appendix B for additional existing constraints mapping and supporting exhibits.**

Environmental and drainage constraints

- Environmental constraints include the Gilley Creek floodplain and floodway, Hill Creek, tributaries, streams, ponds, wetlands, and additional drainage features.
- Floodplain crossings can substantially increase construction cost, bridge length, environmental permitting complexity, and long-term maintenance needs.

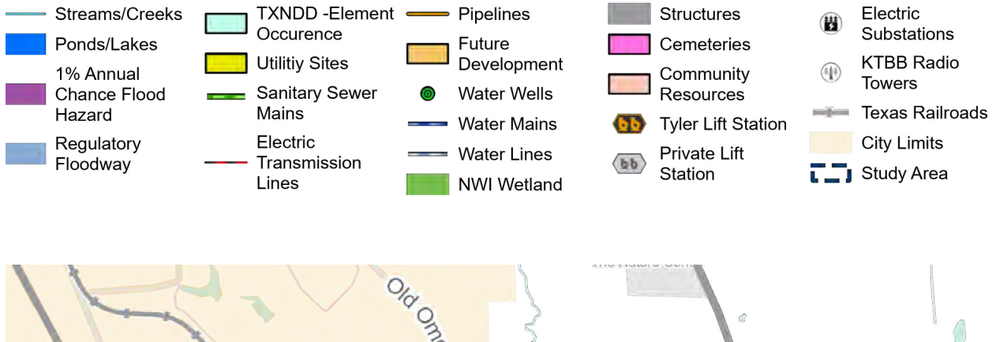
Utility and infrastructure constraints

- Infrastructure constraints include existing railroad crossings, electric transmission lines, electric substations, water and wastewater utilities, pipelines, lift stations, and utility corridors.
- A 27-inch water main runs generally along the east side of Gilley Creek from Old Omen Road toward Lake Tyler.
- Electric transmission infrastructure traverses the study area from SH 110 toward FM 848 and may create vertical and horizontal clearance issues depending on final roadway profiles.

Topography, constructability, and development constraints

- Topography constraints include rolling terrain, localized elevation changes, drainage divides, and steep grades near Gilley Creek that affect roadway design and constructability. Existing and future development patterns, including neighborhoods, businesses, agricultural structures, cemeteries, and planned growth areas, influence alignment feasibility and corridor flexibility.
- These constraints may increase earthwork, retaining wall, bridge, and right-of-way requirements while limiting opportunities to avoid impacts to existing and planned development.

EXISTING CONSTRAINTS MAP



Existing Constraints Map

Composite constraints map identifying floodplains, streams, utilities, development, railroads, environmental resources, and other factors influencing route development.

KEY STUDY AREA CONSTRAINTS

Environmental

KEY CONSTRAINT

Gilley Creek floodplain and floodway

Planning implication: May require long bridges, higher cost, drainage analysis, and environmental coordination.

KEY CONSTRAINT

Streams, wetlands, ponds, and tributaries

Planning implication: May affect permitting, drainage design, and alignment feasibility.

Infrastructure

KEY CONSTRAINT

Railroad corridors and crossings

Planning implication: May require grade separation or complex crossing coordination

Utilities

KEY CONSTRAINT

Electric transmission lines and substations

Planning implication: May constrain horizontal and vertical roadway alignment.

KEY CONSTRAINT

Water, wastewater, lift stations, and pipelines

Planning implication: May require avoidance, relocation, or early utility owner coordination.

Topography

KEY CONSTRAINT

Rolling terrain and steep grades near Gilley Creek

Planning implication: May increase earthwork, retaining needs, bridge length, and construction cost.

Community / Development

KEY CONSTRAINT

Existing neighborhoods, businesses, agricultural structures, and cemeteries

Planning implication: May affect right-of-way needs, public acceptance, and property impacts.

Regional Coordination

KEY CONSTRAINT

Toll 49 Segment 6 alignment uncertainty

Planning implication: Requires local routes to remain flexible under multiple future regional scenarios.

Constraints-based tessellation mapping

After the individual constraint layers were identified and reviewed, the study team used a constraints-based honeycomb, or tessellation, mapping approach to aggregate the data into a practical route development tool. The study area was divided into small geographic cells, and each cell was reviewed based on the presence, density, and impacts of known constraints, including floodplains, streams, wetlands, steep terrain, utility corridors, railroad crossings, existing development, cemeteries, and other community or infrastructure features.

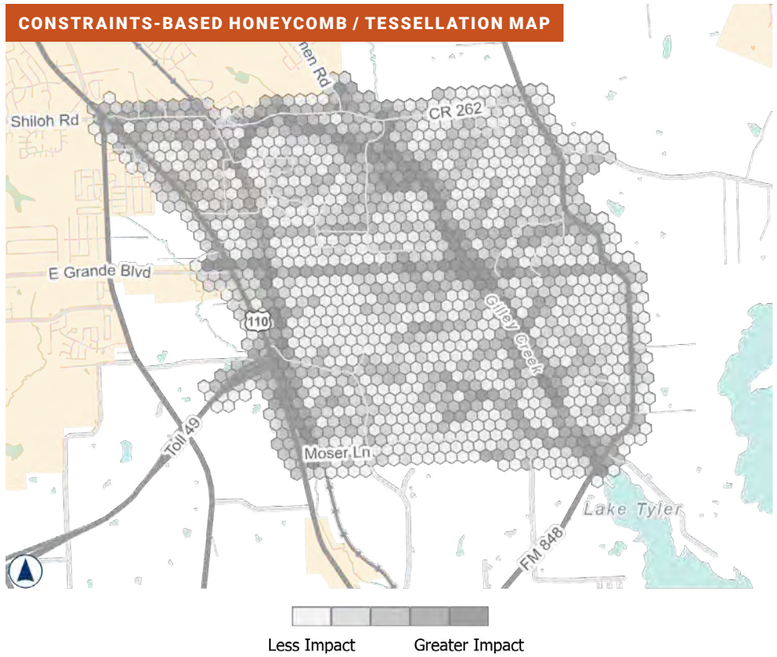
Identifying Impact Areas for Route Planning

The tessellation map helped synthesize the constraint layers by distinguishing areas with higher potential impacts from areas with lower potential impacts. High-impact cells indicated locations where a roadway alignment would be more likely to encounter environmental, utility, right-of-way, constructability, or community challenges. Lower-impact cells indicated areas where route concepts may have greater flexibility or fewer apparent conflicts. This tool did not determine the final alignment by itself, but it provided a consistent and visual method for identifying corridors that warranted further study and corridors that should generally be avoided or minimized.

Using Tessellation Mapping to Inform and Communicate Route Alternatives

Identifying High- and Low-Impact Areas for Route Planning By aggregating the constraint information into a single visual framework, the honeycomb mapping process helped guide initial route concepts, screen baseline alignments, and support the development of reasonable alternatives. It also helped communicate the constraints story to stakeholders by showing how the combination of environmental, utility, topographic, development, and community factors influenced why certain route options were refined, shifted, or removed from further consideration.

CONSTRAINTS-BASED HONEYCOMB / TESSELLATION MAP



H3 Spatial Index Grid showing relative levels of impacts based on constraints.

FUTURE GROWTH AND CORRIDOR PRESERVATION

Future planning considerations are primarily associated with regional growth, future development patterns, and the final alignment decision for Toll 49 Segment 6. Because Toll 49 remains under separate environmental review, route options for E. Grande Boulevard and Old Omen Road must remain compatible with multiple potential Toll 49 outcomes.

Future development along CR 2123, CR 2124, SH 110, and near Lake Tyler may increase travel demand and create new access needs. These growth patterns reinforce the importance of preserving feasible future corridors before development limits available options or increases the cost and complexity of future roadway improvements.

MOBILITY AND SAFETY CONTEXT

Regional mobility and network characteristics

Mobility in the study area is influenced by the rural and developing character of southeast Tyler and Smith County. The roadway network includes a mix of arterial highways, county roads, local rural routes, and developing access points. In some areas, limited roadway connectivity, long block spacing, drainage features, and constrained crossings at the railroads and floodplains increase travel distances and reduce route redundancy. These conditions are especially important for emergency response because delays or limited routing options can affect how quickly public safety providers reach homes, schools, businesses, recreational areas, and developing neighborhoods.

6,500+

incidents annually responded to by Smith County Emergency Services District 2 operations staff

Emergency response coverage and operational considerations

Emergency response in and around the study area is supported by both Smith County and the City of Tyler fire and emergency service providers. Smith County Emergency Services District 2 (ESD2) organizes response through multiple fire districts and staffs its stations 24 hours a day, seven days a week with certified career firefighters, supported by contracted volunteer fire departments. Because portions of the study area are rural, remote, or located near the edge of urban service areas, response coverage can be affected by roadway connectivity, circuitous travel paths, flood-prone crossings, rail or utility constraints, and the availability of continuous east-west and north-south routes.

Smith County ESD2 reports that its operations staff respond to more than 6,500 incidents annually and maintain a large apparatus fleet to support fire, rescue, emergency medical response support, and public service needs. In a rural-to-suburban transition area, these response demands make local roadway continuity and redundancy especially important. A future roadway connection that improves local network continuity can help provide additional routing options and reduce reliance on a limited number of existing corridors during incidents, flooding, construction, or other disruptions.

Related planning efforts and implications for connectivity improvements

The need for additional roadway connectivity is also reflected in other nearby City of Tyler planning efforts. The City of Tyler's Shiloh Road Improvements Study provides additional context for mobility and safety needs near the northern edge of the study area. That effort identified safety and operational challenges along Shiloh Road between SH 110 and Old Omen Road, including the need to realign portions of the corridor, remove sharp curves, improve the Kent Drive intersection, create a new at-grade railroad crossing, and enhance pedestrian accessibility. While the Shiloh Road improvements address a separate corridor, they highlight the existing pressure on east-west movement in this part of Tyler. The proposed E. Grande Boulevard and Old Omen Road route options could help alleviate some of that pressure by creating additional east-west and north-south connectivity, improving route redundancy, and giving local traffic and emergency responders more choices beyond Shiloh Road and other constrained existing routes. This relationship is consistent with the study's mobility criteria, which evaluated travel time coverage, emergency response coverage, and local network continuity as key indicators of how each alternative could improve access and resiliency across the broader study area.

OPPORTUNITIES

The constraints review also identified opportunities for future roadway connections to improve system performance, preserve flexibility, and support emergency response, development access, and long-term corridor planning.

- Improve east-west connectivity between SH 110 and FM 848
- Strengthen north-south access in the Old Omen Road corridor
- Improve emergency response coverage and travel time reliability
- Coordinate local roadway planning with regional Toll 49 decisions
- Reduce future public cost by avoiding known constraints where possible
- Preserve future transportation flexibility in a growing area
- Support access to developing residential, commercial, school, and recreational activity areas

ALTERNATIVES DEVELOPMENT

Alternatives were developed to reduce floodplain impacts, avoid or minimize utility conflicts, improve geometric feasibility, support local network continuity, and remain compatible with multiple Toll 49 alignment scenarios.

INITIAL ROUTES AND SCREENING

Initial route concepts were developed based on existing planned alignments from the Tyler Area MPO Master Street Plan and Smith County Thoroughfare Plan, as well as conceptual connections identified during early coordination with project stakeholders. These initial concepts were evaluated at a planning level to understand feasibility and identify key constraints.

Early screening findings and key constraints

Early screening identified several critical challenges associated with baseline alignments, including extensive floodplain crossings, proximity to major utility corridors, and conflicts with existing infrastructure such as transmission lines and railroad crossings. In particular, baseline routes were found to traverse large areas of floodplain, which would significantly increase construction costs and potentially limit feasibility.

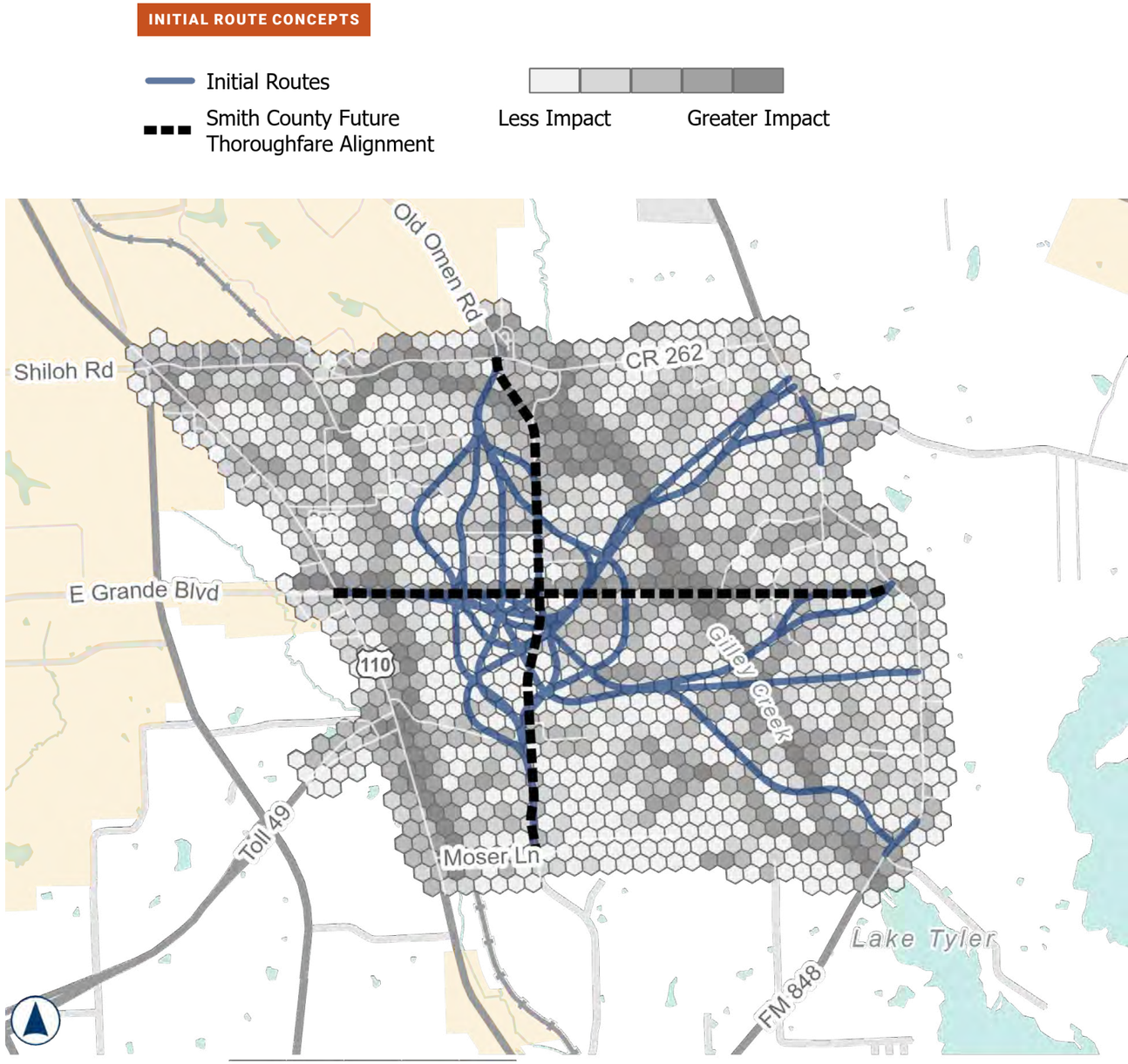
Railroad Crossing evaluation and planning assumptions

Railroad crossing feasibility was reviewed as a common screening factor for all alternatives, and the planning-level evaluation assumed a grade-separated railroad crossing for E. Grande Blvd. This assumption was applied consistently because wetlands and a Zone A floodplain west of the railroad, associated with an unnamed tributary to Hill Creek, may require a bridge or grade-separated crossing to reduce impacts to anticipated wetlands, floodplain areas, and drainage features. Although the wetlands may ultimately be determined non-jurisdictional, field delineation and coordination with the U.S. Army Corps of Engineers would be required. An at-grade railroad crossing would require significant railroad coordination and is expected to be a major implementation consideration if considered during future design; however, for purposes of this route study, a grade-separated crossing was assumed for all alternatives.

ALIGNMENT REFINEMENTS

Based on this screening, alternative alignments were iteratively refined to:

- **Minimize floodplain impacts and associated costs**
- **Avoid or reduce conflicts with utilities and transmission infrastructure**
- **Improve geometric feasibility and intersection operations**
- **Maintain flexibility with multiple Toll 49 alignment scenarios**



Initial Route Concepts

Map showing preliminary route concepts developed from existing plans, stakeholder input, and constraints-based screening.

REASONABLE ROUTE PROCESS

Develop Route Options

- Initial creation of routes
- Apply constraints (environmental and engineering)

Screen Routes

- Review with stakeholders
- Refine route options
- Receive public input

REASONABLE ALTERNATIVES

Refinement through stakeholder coordination

Additional concepts, including modified corridor connections and transitional alignments between E. Grande Boulevard and Old Omen Road, were evaluated and refined during stakeholder coordination and technical workshops. These iterative refinements resulted in a set of "reasonable alternatives" that balanced feasibility and performance across the study criteria.

Development of reasonable alternatives

The reasonable alternatives carried forward for detailed evaluation included Options A, B, and C. Each option was developed to address the baseline route challenges while maintaining compatibility with one or more potential Toll 49 Segment 6 alternatives.

Planning-level evaluation framework

The options were not intended to represent final design alignments; rather, they provided planning-level corridors for comparing feasibility, mobility benefits, environmental and utility impacts, right-of-way needs, and implementation considerations. **See Appendix C for the full alternatives evaluation matrix and supporting exhibits.**

BASELINE

The Baseline represented the general planned alignment concept identified through previous local planning documents and was used as the comparison point for the reasonable alternatives.

E. Grande Boulevard alignment

For E. Grande Boulevard, the Baseline concept generally followed the planned eastward extension toward FM 848.

Old Omen Road alignment

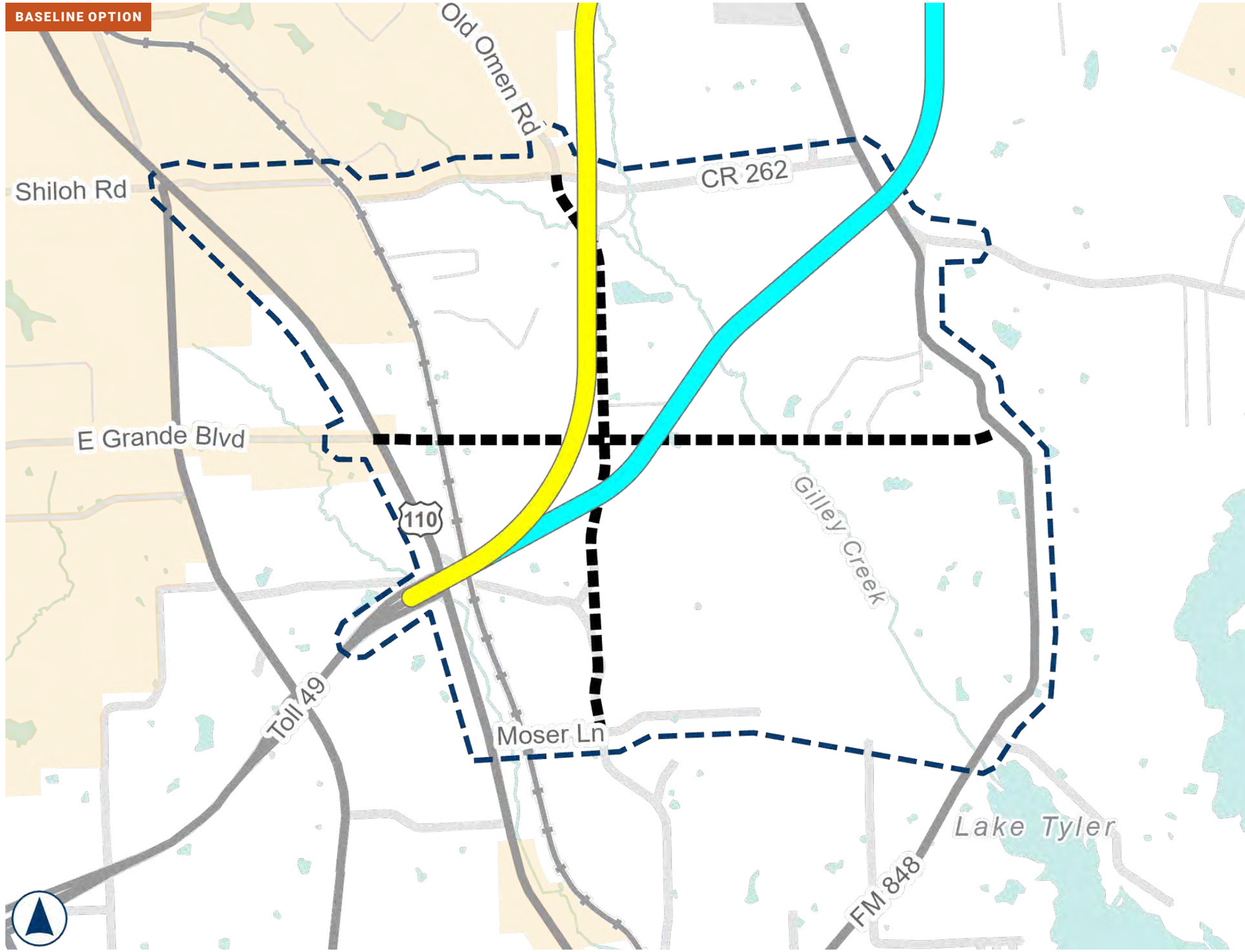
For Old Omen Road, the Baseline concept reflected the planned southward extension through the study area.

Key feasibility challenges

During screening, the Baseline helped identify the major feasibility challenges that the reasonable alternatives were intended to address, including limited spacing for intersections and grade separations, large bridge needs over Gilley Creek, steep terrain near the creek, potential conflicts with major power lines, and concerns about the feasibility of an FM 848 connection due to safety and utility constraints.

Conclusion

Because of these challenges, the Baseline was not advanced as the preferred solution, but it remained important as a benchmark for measuring whether Options A, B, and C improved mobility, reduced impacts, and provided more feasible implementation paths.



Baseline Alternative

Map showing the Baseline Alternative roadway extension as identified in the Smith County Future Thoroughfare Plan, overlaid with the preliminary Toll 49 Segment 6 alignments.

OPTION A

Option A was developed to improve feasibility compared to the Baseline while maintaining compatibility with the Toll 49 Yellow and Teal alternatives.

Southern shift to reduce constraints

This option reduces major floodplain and structural challenges by shifting the proposed E. Grande Boulevard extension farther south to cross Gilley Creek at a narrower location while still ultimately connecting to FM 848.

Old Omen Road termination point

Under Option A, the Old Omen Road extension would terminate at E. Grande Boulevard north of the Toll 49 alternatives.

Perpendicular Toll 49 crossing

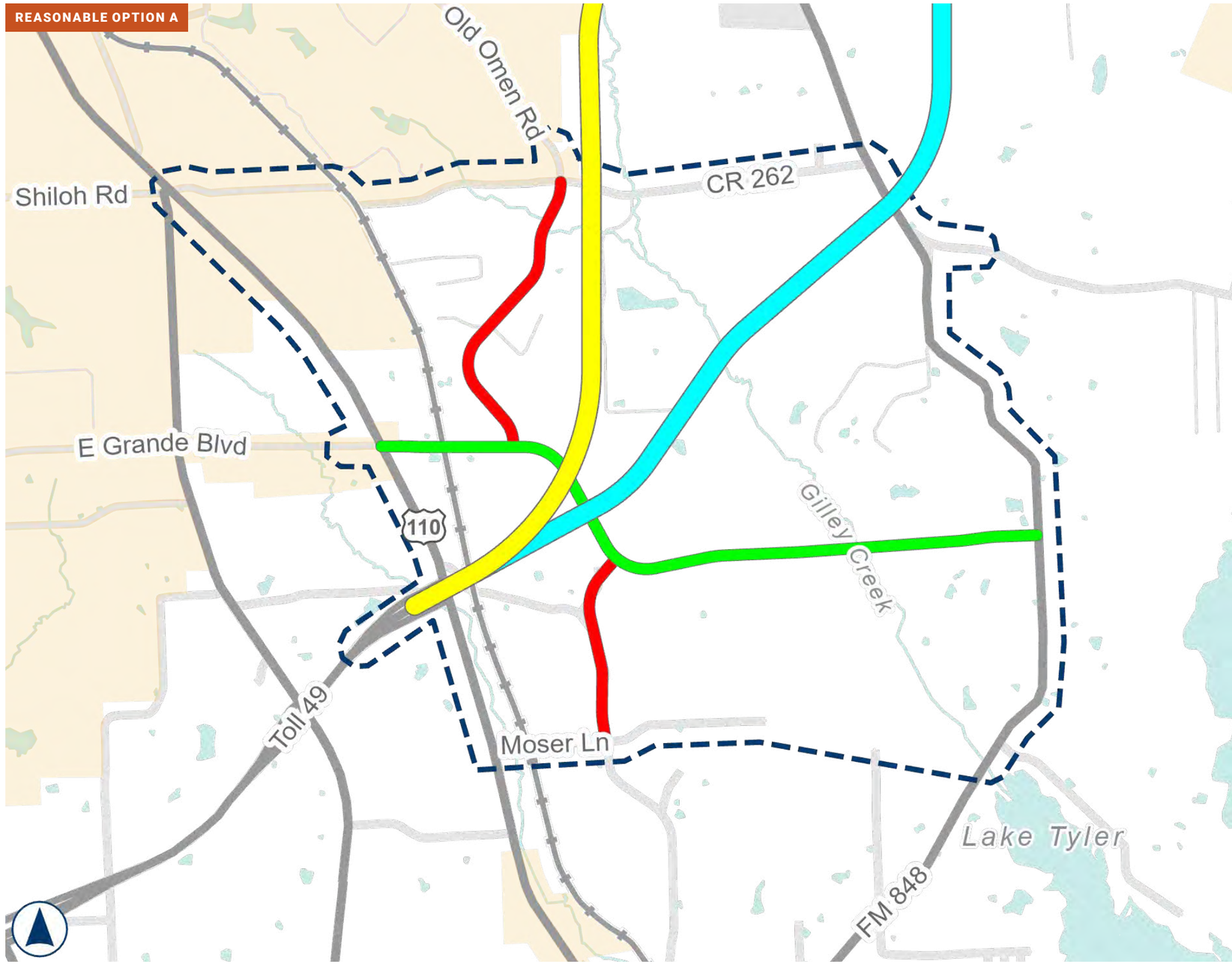
E. Grande Boulevard would then continue east and curve south to cross the Toll 49 alternatives at a more perpendicular angle, allowing Toll 49-related grade crossings to be consolidated into one location.

Resumed Old Omen alignment south of Toll 49

South of the Toll 49 alternatives, Old Omen Road would resume and continue south toward Mosser Lane.

Conclusion

This configuration provides a more coordinated roadway pattern, improves access to nearby industrial and residential development, and reduces environmental and structural impacts while still supporting future east-west and north-south connectivity in the study area.



Option A

Old Omen Rd

E Grande Blvd

Compatible Toll 49 Alternatives

Yellow Alignment

Teal Alignment

City Limits

Study Area

Option A

Map showing the Option A Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

OPTION B

Option B operates similarly to Option A by shifting the E. Grande Boulevard extension south to reduce the scale of floodplain crossings and by consolidating Toll 49-related grade crossings to one location.

Old Omen connection to E. Grande

Like Option A, Old Omen Road would connect into E. Grande Boulevard north of the Toll 49 alternatives, allowing E. Grande Boulevard to carry the primary east-west movement across the Toll 49 corridor at a more direct crossing location.

Continued southbound access

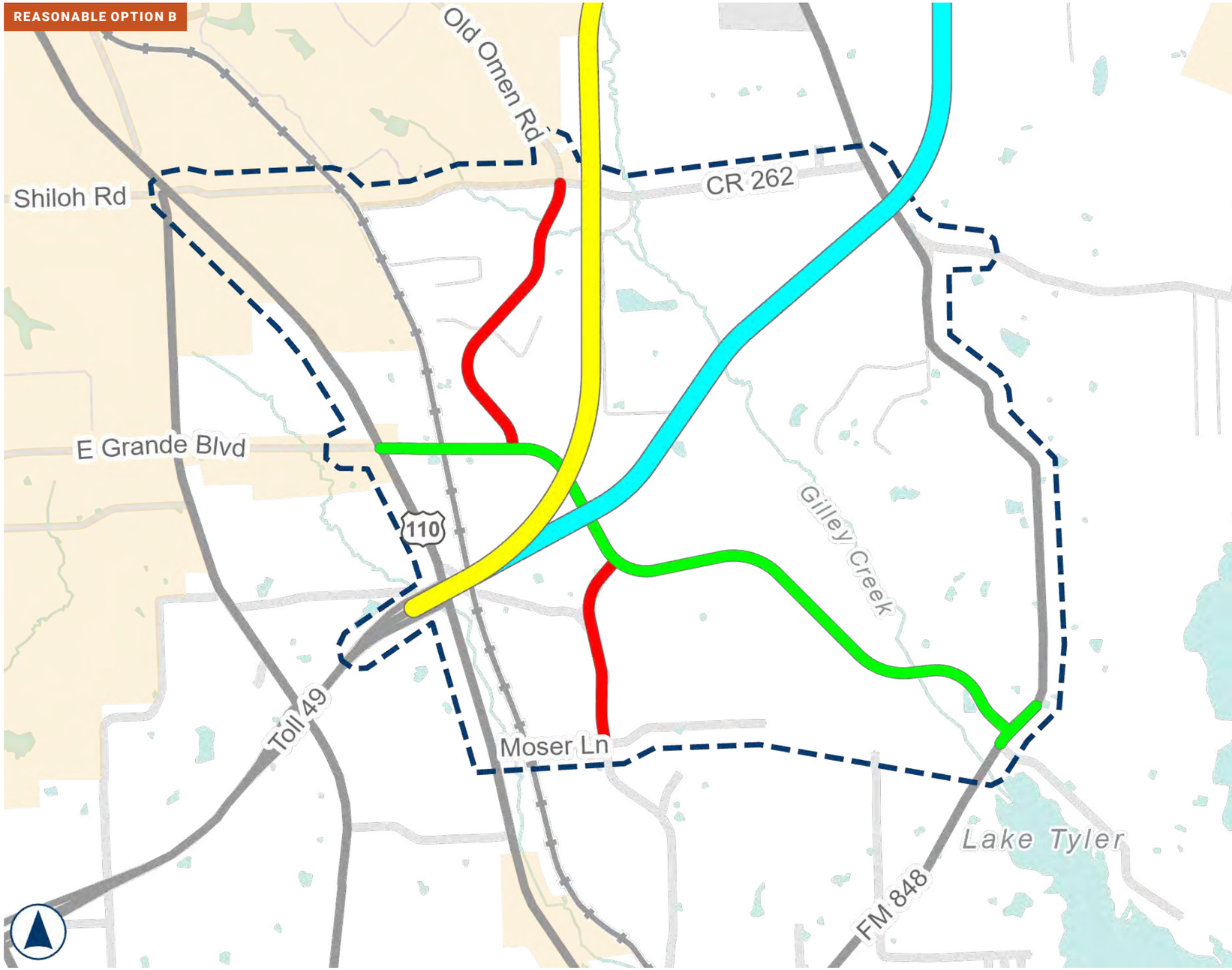
South of the Toll 49 alternatives, Old Omen Road would continue southward and provide north-south access toward Mosser Lane and surrounding developing areas.

Southerly FM 848 connection advantage

The key distinction is that Option B provides a more southerly connection to FM 848, which improves emergency response access and better serves nearby schools, residential areas, and activity areas east and south of the study area.

Conclusion

This option would require additional improvements along FM 848, but its roadway pattern provides stronger mobility, local network continuity, and emergency response benefits than the other reasonable alternatives.



Option B

Map showing the Option B Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

OPTION C

Option C was developed to test a different operating pattern that keeps Old Omen Road as a more continuous north-south corridor through the study area.

Stronger Old Omen emphasis

Instead of relying as heavily on E. Grande Boulevard to carry the transition across the Toll 49 alternatives, Option C maintains a stronger Old Omen Road connection while still providing an E. Grande Boulevard extension toward FM 848.

Preserved corridor continuity

This configuration helps preserve Old Omen Road continuity and supports access to nearby existing industrial and residential development.

Limited Toll 49 compatibility

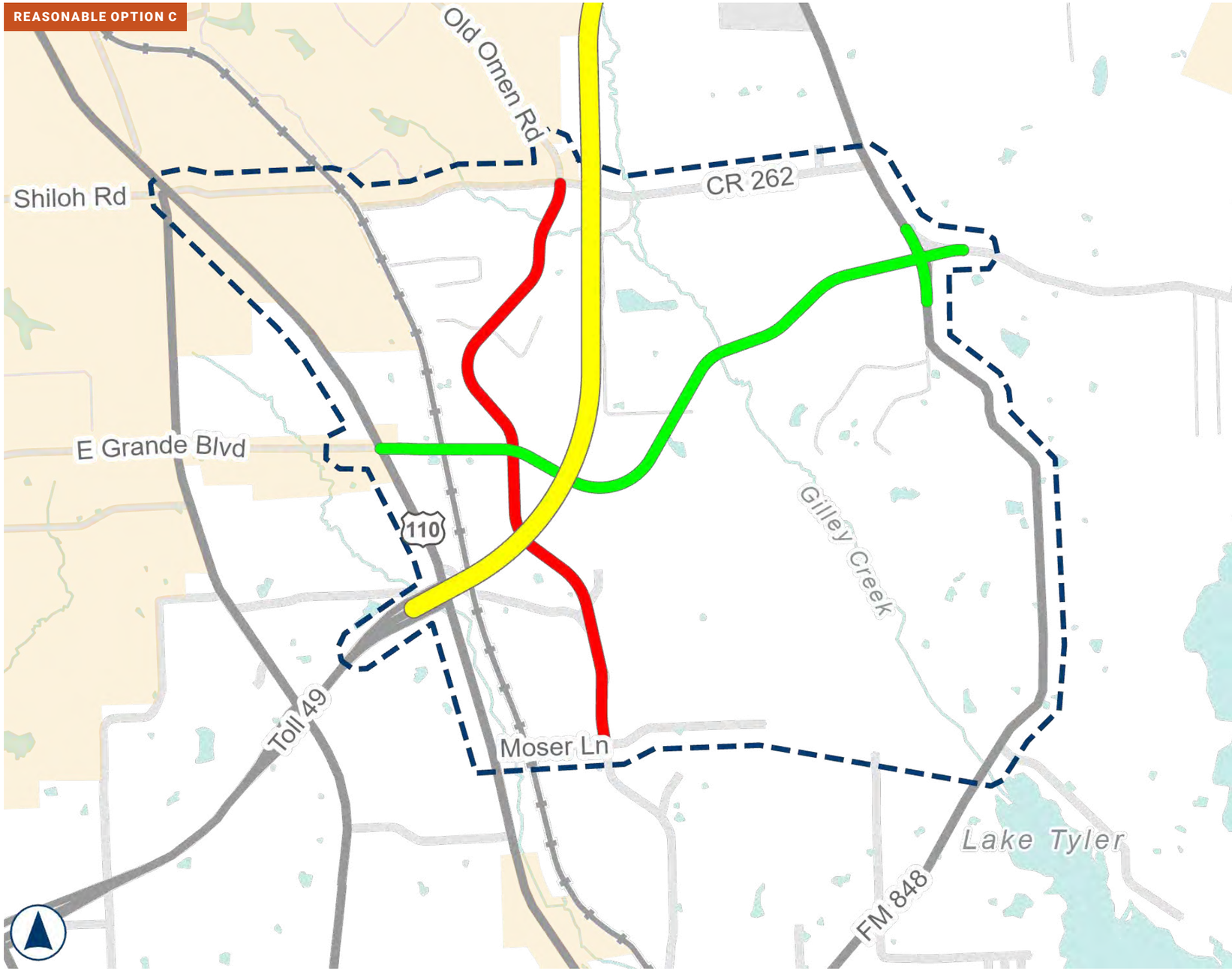
However, Option C is compatible with the Toll 49 Yellow alternative but is not compatible with the Toll 49 Teal alternative.

Additional crossing and improvement needs

It would also require improvements along FM 848 and would involve more Toll 49-related crossings than Options A and B.

Conclusion

As a result, Option C helped illustrate the tradeoff between maintaining Old Omen Road continuity and preserving flexibility across all potential Toll 49 scenarios.



Option C

Map showing the Option C Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

EVALUATION METHODOLOGY

The alternatives were evaluated using a multi-criteria scoring framework, consisting of engineering, mobility, utilities, environmental, right-of-way, and financial criteria.

For each quantitative criterion, the alternatives were compared against one another and converted to a planning-level score using a 1-to-5 relative scale, where higher scores indicate stronger performance. The score breaks were developed using the distribution of values for that criterion, including the average and standard deviations, so that alternatives performing near the middle of the group received mid-range scores and alternatives performing notably better or worse received higher or lower scores. This approach allowed the study team to compare different types of measures, such as cost, earthwork, right of way, and travel time coverage, in a consistent and easy-to-interpret format. **See Appendix C for detailed evaluation criteria, raw values, and scoring results.**

The evaluation was designed to compare alternatives consistently and transparently. No single criterion determined the recommendation. Instead, the scoring framework allowed the study team to compare tradeoffs across feasibility, mobility benefit, environmental impact, right-of-way needs, utility coordination, and cost.

EVALUATION CRITERIA

ENGINEERING

Criterion	Purpose
Alignment feasibility	Assesses whether the alignment can meet planning-level roadway design assumptions given terrain, curvature, grades, and sight distance constraints.
Intersection geometry feasibility	Evaluates whether key intersections can accommodate required layouts, spacing, turning movements, and safety needs.
Earthwork requirements	Compares relative grading effort, construction complexity, and potential cost implications.
Major corridor / rail crossings	Counts major roadway, corridor, or railroad crossings that may increase complexity.

MOBILITY

Criterion	Purpose
Travel time coverage	Measures the percentage of the study area reachable within a 10-minute travel time.
Local network continuity	Evaluates how well each option connects with the existing and planned roadway system.
Emergency response coverage	Measures the percentage of the study area within a 10-minute emergency response coverage area.

UTILITIES

Criterion	Purpose
Crossing conflicts	Assesses conflicts with utility systems where the roadway crosses utility corridors.
Longitudinal conflicts	Assesses conflicts where the roadway runs parallel to or within utility corridors.

ENVIRONMENTAL

Criterion	Purpose
Stream crossings	Measures potential stream and drainage feature impacts.
Wetland impacts	Measures potential wetland-related impacts.
Buildings within 1,000 feet	Provides a planning-level indicator of development proximity and potential community impact.
Buildings within 500 feet	Provides a more focused indicator of nearby development proximity.

RIGHT OF WAY

Criterion	Purpose
Right of Way	Measures the amount of right of way required, assuming a 140-foot planning swath.

FINANCIAL

Criterion	Purpose
Rough order of magnitude cost	Provides planning-level cost comparison across alternatives.

COST ESTIMATE METHODOLOGY

Planning-level cost estimates were developed using a consistent, model-based approach that accounts for terrain, drainage, and constructability rather than relying on simple per-mile assumptions. This method provides a more accurate comparison of alternatives by capturing differences in earthwork, structures, and overall implementation complexity.

Planning-level cost estimation approach

Planning-level cost estimates were developed for each alternative using a consistent methodology so that the alternatives could be compared on a common basis. Because topography was one of the key feasibility considerations in the study area, the cost estimate process was not limited to applying a unit cost per mile. Instead, the study team modeled each alignment to better understand how the route would interact with existing terrain, drainage crossings, and the assumed roadway typical section. **See Appendix C for detailed evaluation and cost estimate backup materials.**

Role of terrain and vertical modeling in feasibility

The modeling effort was important because an alignment that appears reasonable on a two-dimensional map may become less feasible once vertical profile, grading, and drainage requirements are considered. By applying a typical roadway section to each alignment, the study team was able to identify whether an alternative would require excessive cut and fill, substantial retaining walls, long bridge sections, or other major construction elements that could affect feasibility, cost, and long -term implementation.

Typical section and quantity development

For the full-build condition, the typical section used was the Suburban Principal Arterial four-lane section with 140 feet of right of way. Applying this typical section allowed the study team to generate planning-level quantities for pavement sections, cut-and-fill earthwork, and bridge sections associated with each alignment. These quantities helped distinguish alternatives that had similar horizontal lengths but very different constructability risks due to terrain, floodplain crossings, and required structures.

Cost estimating methodology and comparative analysis

The generated quantities were then paired with unit prices based on TxDOT bid item averages to estimate construction costs. This approach provided a more informed planning-level comparison than a simple per-mile estimate because it reflected the relative amount of pavement, earthwork, and bridge construction associated with each alternative. It also helped the study team determine whether an alignment's apparent mobility or connectivity benefit was offset by excessive grading, structural needs, or construction complexity.

Additional cost factors and phased implementation considerations

In addition to the direct construction items, allowances were added for drainage, stormwater pollution prevention and environmental items, traffic control and intersections, and mobilization. These allowances were calculated as percentages of the construction cost. A contingency was then applied to the subtotal of construction costs and allowances to develop the total planning-level cost estimate for each alternative. The same general roadway modeling and estimating process was also applied to a two-lane roadway typical section to estimate an interim condition and support phased implementation planning.

ALTERNATIVES ANALYSIS

The alternatives analysis considered both the numerical evaluation results and the planning-level feasibility findings developed through constraints mapping, stakeholder input, public feedback, and conceptual roadway modeling. The scores presented in this section reflect the evaluation of the prior to the Public Meeting.

EVALUATION RESULTS AND FEASIBILITY ASSESSMENT

The total score provides a comparative measure of performance, but the recommendation also considered whether each alternative could reasonably advance into future engineering without creating disproportionate cost, environmental, right-of-way, utility, or constructability risks. **See Appendix C for the full alternatives analysis evaluation matrix.**

The evaluation results show that Option B had the highest total score at 22.4. Option A followed closely at 21.6, while Option C scored 16.2 and the Baseline scored 11.6. These results indicate that the refined alternatives substantially improved on the baseline planning concept, particularly by reducing major constraint conflicts and improving constructability. However, the scores were reviewed alongside the physical characteristics of each route, including topography, drainage crossings, earthwork requirements, bridge needs, utility conflicts, and right-of-way considerations.

Constructability insights

The alternative modeling helped confirm that route feasibility was not simply a function of corridor length. Alternatives with similar horizontal distances produced different quantities for cut and fill, bridge sections, and construction cost because of terrain, floodplain crossings, and drainage features. This was especially important in the study area because rolling terrain near Gilley Creek and other drainage corridors can create significant constructability challenges if an alignment requires excessive grading, retaining walls, or long bridge structures.

EVALUATION SCORE RESULTS

#1 OPTION B 22.4

#2 OPTION A 21.6

#3 OPTION C 16.2

#4 BASELINE 11.6

EVALUATION RESULTS SUMMARY

Legend Lower · Moderate · Higher · Highest

Criteria Group	Baseline	Option A	Option B	Option C
Engineering	Higher	Highest	Highest	Moderate
Mobility	Higher	Highest	Highest	Moderate
Utilities	Higher	Highest	Highest	Moderate
Environmental	Higher	Highest	Highest	Moderate
Right of Way	Higher	Moderate	Higher	Lower
Financial	Higher	Highest	Highest	Moderate

SELECTED QUANTITATIVE EVALUATION MEASURES SUMMARY

In addition to the Evaluation Score Results and the Evaluation Results Summary, Selected Quantitative Evaluation Measures were reviewed to understand the practical differences among the alternatives. These measures helped identify where an alternative's mobility benefit, right-of-way need, earthwork requirement, structure exposure, and cost were meaningfully different from the other options.

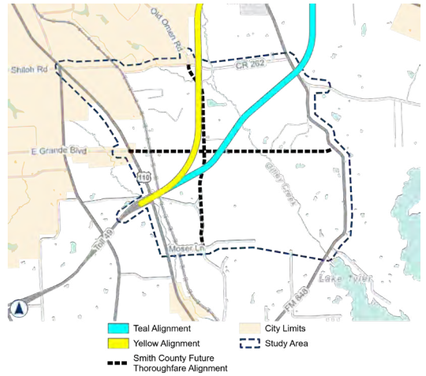
Measure	Baseline	Option A	Option B	Option C
Earthwork Requirements	**1,240,600** cubic yards	**627, 700** cubic yards	**648,400** cubic yards	**798,100** cubic yards
Right of Way Needs	**91.79** acres	**93.30** acres	**96.55** acres	**100.83** acres
Potential Residential / Commercial Structure Impacts	**0** impacts	**0** impacts	**0** impacts	**1** impact
Potential Agricultural Structure Impacts	**4** impacts	**1** impacts	**1** impact	**2** impacts
Rough Order of Magnitude Cost	**$206** million	**$141** million	**$142** million	**$164** million
Long-Term Maintenance Needs Total roadway length in feet of maintenance	**54,968**	**45,307**	**46,867**	**47,191**

BASELINE

Selected Quantitative Evaluation Measures Summary

The Baseline served as an important comparison point because it reflected the general planned alignment concept from previous planning documents. However, the evaluation showed that the Baseline had the lowest overall performance and the highest planning-level construction cost. The Baseline had the greatest earthwork requirement, with approximately 1.24 million cubic yards of cut and fill, and the highest rough order of magnitude cost at approximately $206 million. These results indicate that the Baseline concept would likely require substantial grading and structural improvements to respond to existing terrain and drainage constraints.

The Baseline also performed lower because it had greater exposure to floodplain crossings, utility conflicts, and geometric feasibility issues at key connection points. While it remains useful as a planning reference, the analysis showed that the baseline alignment would need substantial refinement before it could be considered a practical route for future project development.



Baseline Alternative

Map showing the Baseline Alternative roadway extension as identified in the Smith County Future Thoroughfare Plan, overlaid with the preliminary Toll 49 Segment 6 alignments.

Lowest overall performance

Highest planning-level construction cost

11.6
Score

$206 M
Approximate rough order of magnitude cost

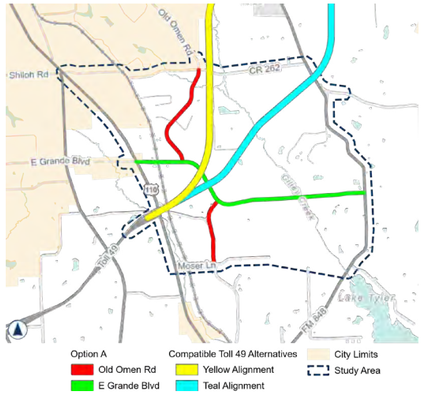
1.24 M
Cubic yards of cut and fill

OPTION A

Selected Quantitative Evaluation Measures Summary

Option A performed well and scored second overall, with a total score of 21.6. It substantially improved on the Baseline by reducing earthwork requirements, lowering estimated cost, and reducing potential agricultural structure impacts. Option A had the lowest earthwork requirement among the alternatives, at approximately 627,549 cubic yards, and a planning-level cost estimate of approximately $141 million.

Although Option A was one of the strongest alternatives, it did not provide the same overall balance as Option B. Option A performed competitively from a constructability and cost standpoint, but Option B provided slightly stronger travel time coverage, stronger emergency response coverage, and a more balanced relationship between mobility performance and implementation feasibility.



Option A

Map showing the Option A Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

Lowest earthwork requirement among the alternatives

Strong alternative, but does not provide the same overall balance as Option B

21.6
Score

$141 M
Approximate rough order of magnitude cost

627 K
Cubic yards of cut and fill

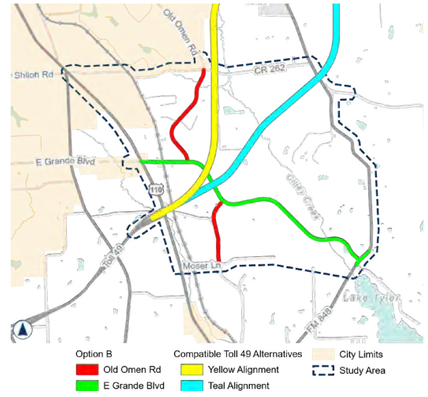
OPTION B

Selected Quantitative Evaluation Measures Summary

Option B had the highest overall score at 22.4 and provided the strongest balance across the evaluation categories. It provided the highest travel time coverage within 10 minutes at 58.5% and the highest emergency response coverage within 10 minutes at 50.2%. These mobility measures indicate that Option B best supports the study goal of improving local roadway connectivity and system redundancy in southeast Tyler and Smith County.

From a feasibility standpoint, Option B avoided several of the more significant constraints affecting the Baseline while maintaining a cost estimate that was substantially lower than the Baseline and lower than Option C. Option B required approximately 648,269 cubic yards of earthwork, which was only slightly higher than Option A and substantially lower than the Baseline and Option C. Its rough order of magnitude cost was approximately $142 million, which was comparable to Option A and significantly lower than the Baseline estimate.

Option B did not eliminate all impacts; however, it provided the most balanced performance across the criteria. While it required more right of way than the Baseline and Option A, it avoided potential residential and commercial structure impacts identified for Option C and limited potential agricultural structure impacts to one. This balance of mobility benefit, constructability, cost, and impact avoidance supported further consideration of Option B during the post-public meeting refinement process.



Option B

Map showing the Option B Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

Provides the strongest balance across evaluation categories

Best supports the study goal of improving local roadway connectivity and system redundancy

Maintains a cost estimate substantially lower than the Baseline and lower than Option C

22.4
Score

$142 M
Approximate rough order of magnitude costs

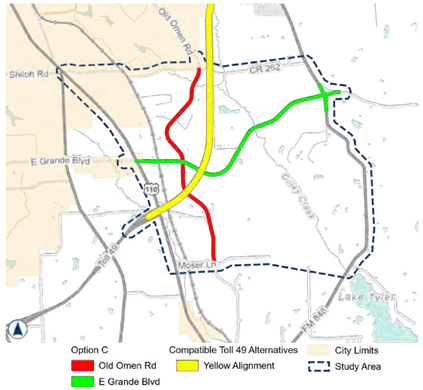
648 K
cubic yards of cut and fill

OPTION C

Selected Quantitative Evaluation Measures Summary

Option C was developed to test a different roadway operating pattern, particularly one that maintained Old Omen Road as a more continuous north-south corridor through the study area. It improved on the Baseline but scored lower than Options A and B, with a total score of 16.2. Option C had the highest right-of-way need at approximately 100.83 acres and a higher planning-level cost estimate of approximately $164 million.

The modeling results also showed that Option C had a higher earthwork requirement than Options A and B, at approximately 920,332 cubic yards. In addition, Option C included one potential residential or commercial structure impact and two potential agricultural structure impacts. These factors reduced its overall performance, even though it provided useful insight into the tradeoffs between Old Omen Road continuity, local access, right-of-way needs, and compatibility with multiple Toll 49 Segment 6 scenarios.



Option C

Map showing the Option C Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

Highest right-of-way need among the alternatives

One potential residential or commercial structure impact and 2 potential agricultural structure impacts

16.2
Score

$164 M
Approximate rough order of magnitude cost

920 K
Cubic yards of cut and fill

STAKEHOLDER AND PUBLIC ENGAGEMENT

Stakeholder and public input played an important role in the study process.

The engagement process was designed to gather local knowledge, validate technical findings, identify missing constraints, and understand community priorities. **See Appendix D for stakeholder workshop materials, public meeting materials, comment forms, and public comment summaries.**

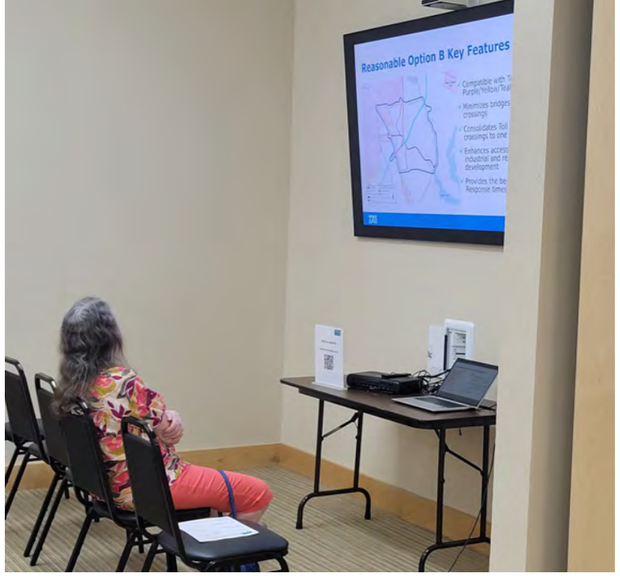
STAKEHOLDER WORKSHOP

Stakeholder engagement was conducted to bring agency, technical, public safety, utility, local government, and economic development perspectives into the route development process before recommendations were advanced. The stakeholder process was intended to confirm whether the study team had identified the right constraints, determine whether any major feasibility issues were missing, and gather feedback on how the route concepts could be refined before public presentation. Stakeholders invited to participate included representatives from the Tyler Area MPO, City of Tyler, Smith County, TxDOT, the North East Texas Regional Mobility Authority NET RMA, utility providers, economic development representatives, and the consultant team.

March 30, 2026 stakeholder workshop participants

Held at the Tyler Area Chamber of Commerce

- Tyler Area MPO
- City of Tyler
- Smith County
- TxDOT
- Tyler Economic Development Council
- NET RMA
- Oncor



Workshop purpose and study context

The workshop focused on reviewing the study purpose, confirming the relationship between the local route study and the separate Toll 49 Segment 6 environmental process, reviewing existing conditions and constraints, and gathering feedback on preliminary route scenarios. The meeting emphasized that the route study was not selecting a Toll 49 alignment, approving construction, or initiating right-of-way acquisition. Instead, the workshop was designed to identify feasible local roadway routes that could remain compatible with multiple Toll 49 outcomes.

Interactive mapping and stakeholder input process

During the workshop, participants reviewed large-format maps showing route scenarios for the Toll 49 alternatives. Stakeholders worked in groups to mark up the maps, identify issues, discuss what worked and what did not work, and suggest potential improvements before materials were advanced to the public meeting. This format allowed participants to contribute local knowledge about travel patterns, emergency response, development activity, utilities, drainage, and constructability concerns that may not be fully captured through mapping alone.

Key stakeholder feedback and local insights

Key stakeholder feedback included interest in a western Old Omen Road connection tying into Pac Road to improve access to the industrial district; recognition that Meador Cemetery Road currently functions as a bypass to Old Bascom Road to avoid SH 110; concern that extending E. Grande Boulevard to intersect near the base terminus along FM 848 may not be feasible due to utility impacts and sight-distance limitations; and recognition that Whitehouse ISD schools and Lake Tyler access points contribute to localized congestion and activity patterns east and south of the study area. Stakeholders also discussed the need to plan local roadway connections around Toll 49 without presuming the outcome of the separate Toll 49 environmental process.

Outcomes and next steps from the workshop

The workshop resulted in a documented action item for HDR to adjust routes based on group feedback before the public meeting. The stakeholder input helped refine route options, validate the evaluation criteria, and shape the materials presented during the May 4, 2026 public meeting.

PUBLIC MEETING

A public meeting was held on May 4, 2026. The meeting introduced the study purpose, explained what decisions were and were not being made, presented the route options, reviewed the evaluation process, and provided opportunities for public input. The public meeting drew 60 attendees, along with nine elected officials and public representatives, reflecting strong community engagement. Participants provided 32 total comments, including 19 in-person survey responses, nine online submissions, and four comments received by email.

60 Public meeting attendees

9 Elected officials and public representatives

19 In-person survey comments

9 Online survey comments

4 Email comments

PUBLIC FEEDBACK THEMES

Public feedback focused on traffic operations, flooding and drainage, neighborhood access, emergency response, and community impacts. A common theme was concern about impacts associated with the Old Omen Road extension south of the proposed E. Grande Boulevard connection. Comments also identified new development activity along CR 2123 and CR 2124 / Old Tyler Road and noted flooding concerns along SH 110.

PUBLIC AND STAKEHOLDER FEEDBACK THEMES

Theme	Summary of Input	Influence on Study
Flooding and Drainage	Concerns about flooding along SH 110 and drainage-sensitive areas.	Reinforced the need to minimize floodplain crossings and consider drainage impacts.
Traffic Operations	Concerns about existing and future congestion, especially near key corridors and development areas.	Supported evaluation of travel time coverage, network continuity, and access.
Emergency Response	Interest in maintaining or improving emergency access and response times.	Supported inclusion of emergency response coverage as a mobility criterion.
Neighborhood and Property Impacts	Concerns about impacts to neighborhoods, parcels, and development potential.	Informed route refinements and right-of-way impact review.
Old Omen Road Extension	Comments questioned the need, location, and potential impacts of the extension south of E. Grande Boulevard.	Led to modified route concepts and additional consideration of connections to CR 2123 and CR 2124.
Future Development	Comments noted new developments along CR 2123 and CR 2124 / Old Tyler Road.	Added context for future constraints, access needs, and refinement of reasonable options.

IMPACT ON STUDY

After the public meeting, the study moved from alternatives presentation to refinement. The study team reviewed comments received through in-person surveys, email, and the online survey to determine whether the presented alternatives should be modified before a recommended alternative was identified. The review focused on whether public feedback identified new constraints, confirmed known issues, or suggested alignment adjustments that could reduce impacts while maintaining the study purpose and need. **See Appendix D for public comment documentation and Appendix C for the modified alternatives evaluation summary.**

Review of feedback against constraints

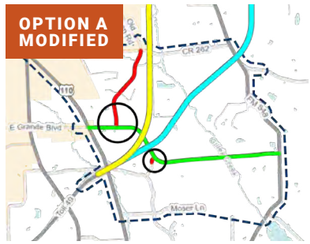
Public comments were reviewed against the existing constraints database, including floodplain and drainage features, stream crossings, wetlands, topography, utility corridors, existing development, planned development, and potential property impacts.

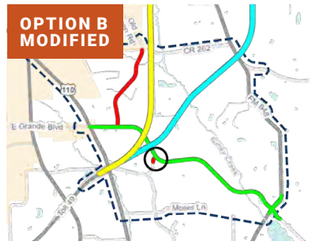
Flooding and drainage considerations

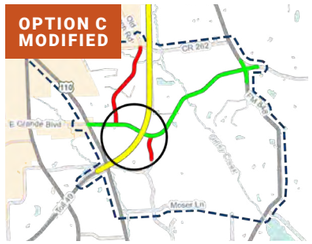
Comments related to flooding and drainage were used to revisit the location and scale of floodplain crossings, particularly near Gilley Creek and along SH 110, to confirm whether route refinements could further reduce environmental exposure or future drainage complexity.

Comments and feedback prompt development of modified alternatives

Based on the comment review, the study team developed Option A Modified, Option B Modified, and Option C Modified to test whether targeted alignment adjustments could better respond to public feedback while still meeting the study's mobility and feasibility objectives. The modified options were not treated as entirely new corridors; rather, they were refinements to the previously presented alternatives intended to address specific concerns related to environmental constraints, emerging development, local access, parcel impacts, and compatibility with potential Toll 49 Segment 6 outcomes.





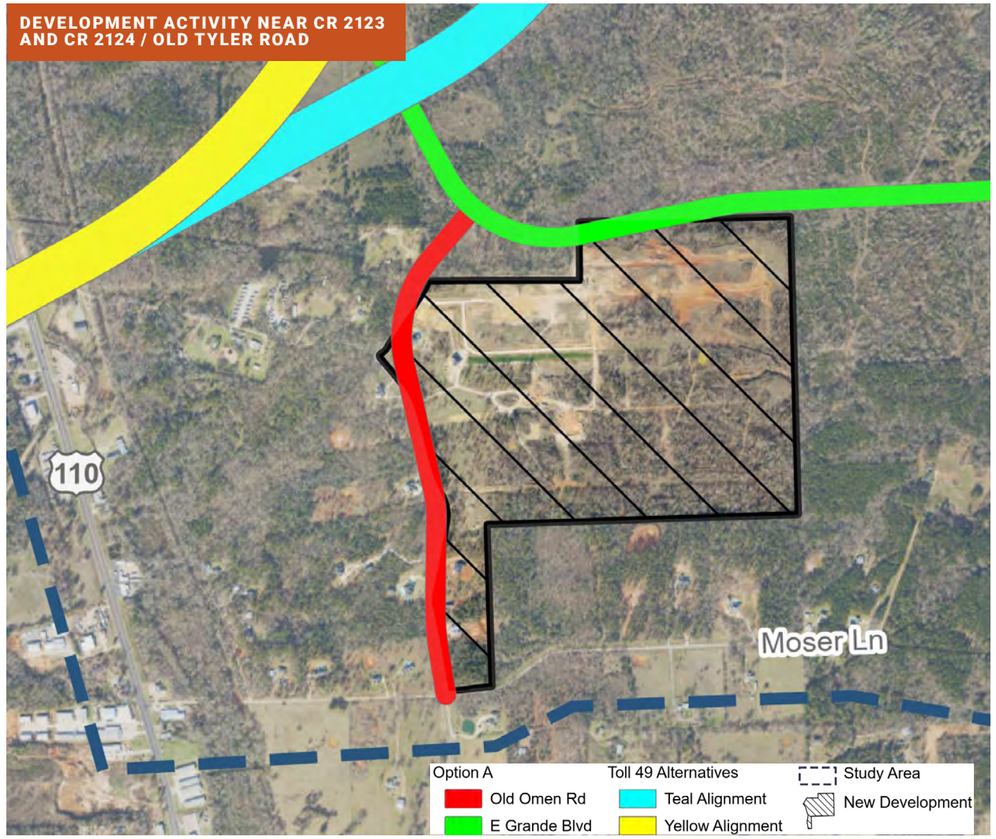


Consistent criteria used to evaluate modified alternatives

Each modified alternative was reviewed against the same constraint layers and evaluation considerations used for the original alternatives. This included checking the modified alignments against floodplains and drainage features, stream and wetland crossings, topography, potential cut-and-fill requirements, bridge needs, utility corridors, development activity near CR 2123 and CR 2124 / Old Tyler Road, right-of-way needs, structure impacts, local circulation, emergency response coverage, and planning-level cost implications.

Integration of emerging development along CR 2123 and CR 2124

Comments identifying development activity near CR 2123 and CR 2124 / Old Tyler Road were incorporated into the future constraints review so the alternatives could better account for emerging access needs and potential development conflicts.



Development Activity Near CR 2123 and CR 2124 / Old Tyler Road

Map identifying recent and anticipated development activity that informed refinement of the route alternatives.

Old Omen Road alignment and southern connectivity review

Feedback regarding the Old Omen Road extension south of the proposed E. Grande Boulevard connection prompted additional review of the southern portion of the alignment, including potential connections, parcel impacts, access patterns, and compatibility with the surrounding roadway network.

POST-MEETING MODIFIED ALTERNATIVES REVIEW

OPTION A MODIFIED

Primary Refinement Purpose	Tested whether Option A could better respond to public input while maintaining its strong constructability and cost performance.
Summary Finding	Continued to perform well, but did not provide the same overall mobility and emergency response benefits as Option B Modified.

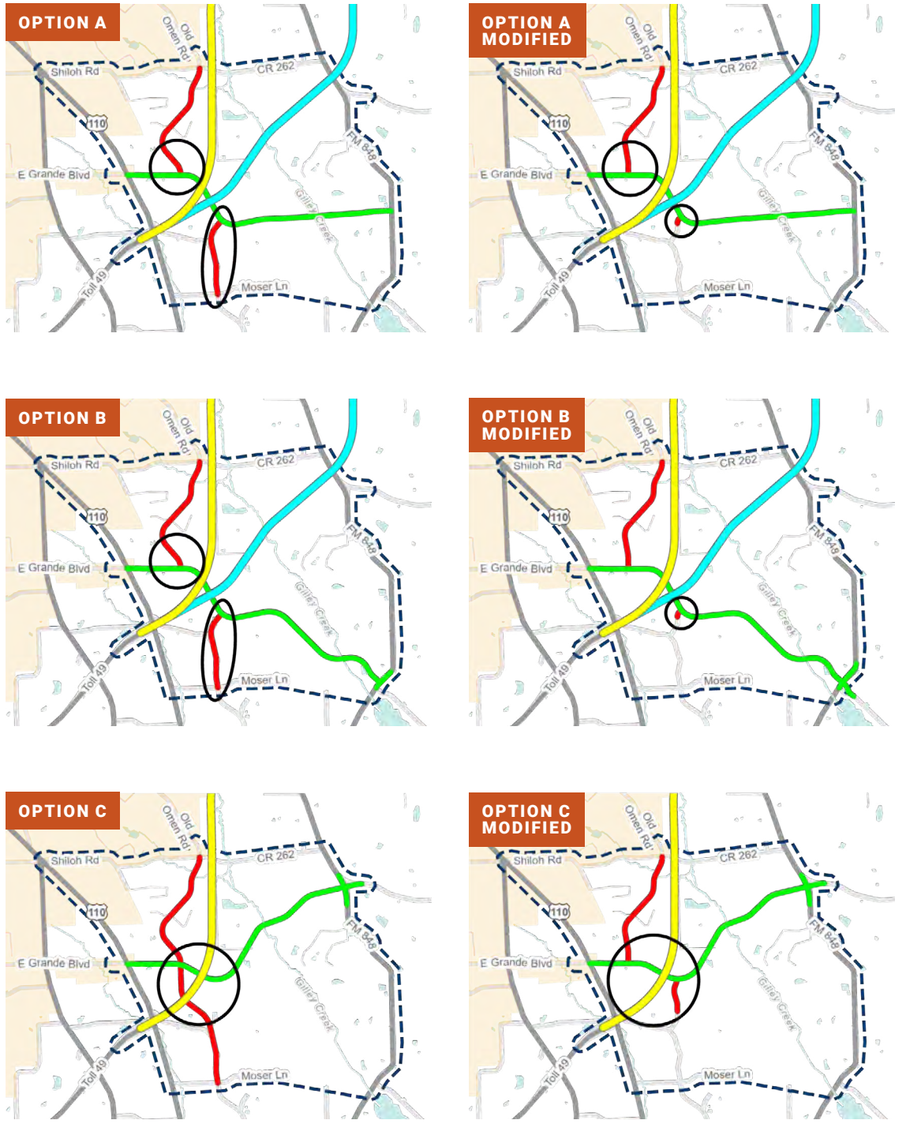
OPTION B MODIFIED

Primary Refinement Purpose	Refined the highest-performing alternative to address public and stakeholder feedback while preserving mobility, emergency response, and network continuity benefits.
Summary Finding	Provided the best overall balance of technical performance and responsiveness to public input and is recommended for continued refinement.

OPTION C MODIFIED

Primary Refinement Purpose	Tested additional refinements related to route location, future development, and local access considerations.
Summary Finding	Improved understanding of community-responsive options, but continued to have higher right-of-way needs, higher cost, and selected constraint impacts compared to Option B Modified.

Public feedback informed refinements to the alternatives, which were then re-evaluated using the same technical criteria to ensure performance improvements were maintained. This process confirmed that Option B Modified offered the best balance of technical performance and responsiveness to community input.



The above maps illustrate Option A Modified, Option B Modified, and Option C Modified developed in response to stakeholder and public input

RECOMMENDED ALTERNATIVE

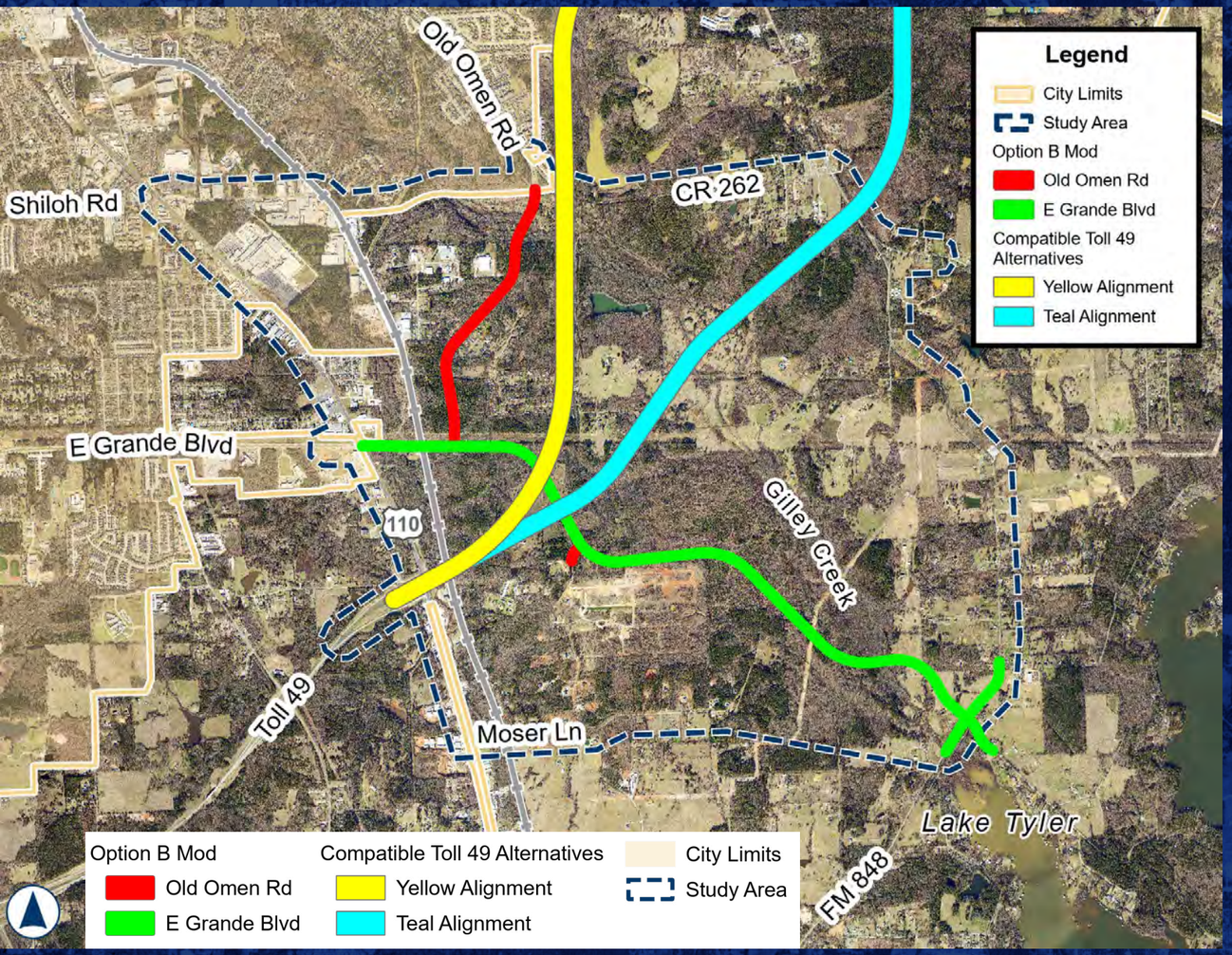
Following the technical evaluation, stakeholder workshop, public meeting, and post-public meeting refinement process, Option B Modified is identified as the recommended alternative for continued refinement.

The analysis of Option A Modified, Option B Modified, and Option C Modified confirmed that public meeting feedback did not replace the technical evaluation, but it did shape how the alternatives were refined and interpreted. The modified alternatives were carried back through the technical framework to confirm whether the refinements improved or maintained performance related to mobility, emergency response, environmental constraints, right-of-way needs, utility conflicts, and planning-level cost. This post-public meeting review confirmed that Option B Modified provided the best overall balance of technical performance and responsiveness to public input.

This recommendation is based on the overall technical evaluation, stakeholder input, public feedback, and the need to balance mobility, constructability, environmental considerations, right-of-way impacts, utility coordination, and cost. The recommendation does not represent final design approval, construction authorization, or right-of-way acquisition. It identifies a preferred corridor for continued engineering, environmental review, agency coordination, utility coordination, and public involvement. **See Appendix C for the evaluation basis and Appendix D for public and stakeholder input supporting the recommendation.**

- Achieved the highest overall technical score
- Provides the strongest balance of mobility and emergency response benefits
- Supports local network continuity
- Avoids or reduces several major constraints compared to the Baseline
- Maintains compatibility with ongoing Toll 49 planning
- Provides a cost-effective alternative compared to the Baseline and Option C
- Limits potential residential and commercial structure impacts based on planning-level review
- Provides a practical framework for continued coordination and preliminary engineering

RECOMMENDED ALTERNATIVE:
OPTION B MODIFIED



Recommended Alternative: Option B Modified

Map showing the Recommended Option B Modified Alternative, overlaid with the preliminary Toll 49 Segment 6 alignments.

RECOMMENDED ALTERNATIVE RATIONALE

Mobility
Provides the highest travel time coverage and strongest emergency response coverage among the alternatives.

Environmental Considerations
Balances floodplain, stream, and development proximity considerations.

Network Connectivity
Supports continuous local roadway movement and improves system redundancy.

Right of Way
Requires more ROW than the Baseline but avoids potential residential and commercial structure impacts identified for Option C.

Engineering Feasibility
Performs well under planning-level alignment and intersection feasibility criteria.

Cost
Substantially lower planning-level cost than the Baseline and lower than Option C.

Utility Coordination
Avoids or reduces several major utility conflicts compared to less feasible baseline concepts.

Implementation
Provides a practical path for phased refinement and future preliminary engineering.

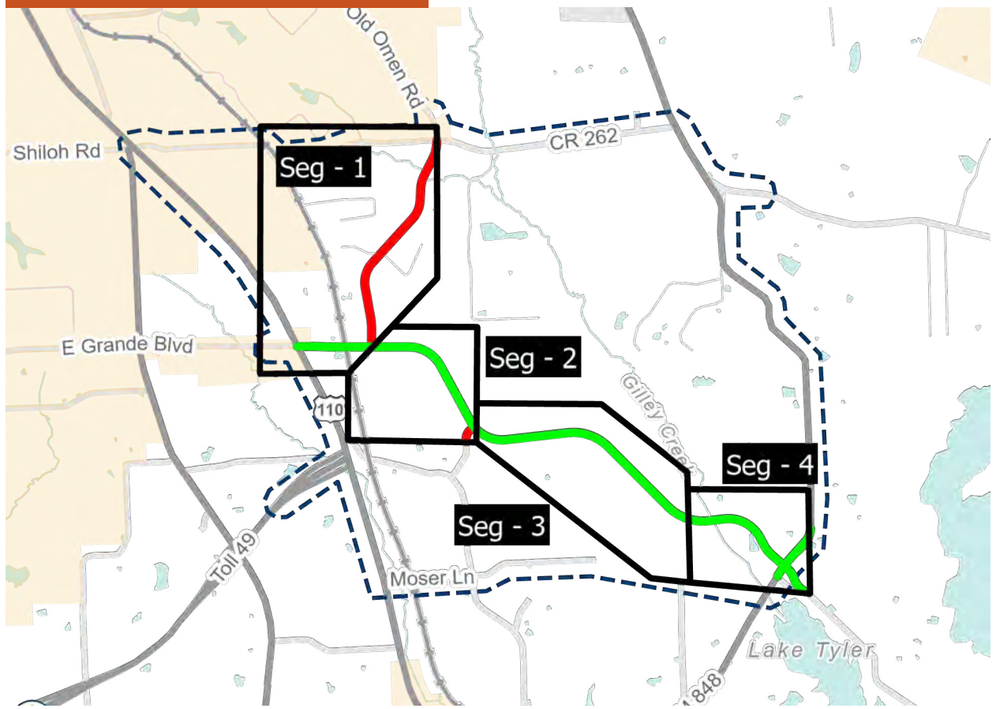
IMPLEMENTATION STRATEGY

Implementation of Option B Modified is recommended as a segment-based strategy rather than a single all-at-once project.

Breaking the recommended corridor into logical segments allows the Tyler Area MPO, City of Tyler, Smith County, TxDOT, NET RMA, utility owners, emergency service providers, affected property owners, and the public to advance the corridor in a more flexible and fundable manner while preserving the long-term vision for the full connection. **See Appendix C for cost estimate assumptions and supporting implementation exhibits.**

The proposed implementation framework divides Option B Modified into four segments. Each segment provides a specific mobility, access, or constructability benefit and can be evaluated further during preliminary engineering, environmental screening, and funding development. Cost ranges are provided to reflect two potential implementation conditions: a rural two-lane typical section as an interim condition and a suburban arterial four-lane typical section as the ultimate condition.

OPTION B MODIFIED PROPOSED SEGMENTS



Option B Modified Proposed Segments

Map showing the Option B Modified Alternative with proposed segment phasing. Option B Modified is overlaid with the preliminary Toll 49 Segment 6 alignments.

SEGMENT-BASED PHASING APPROACH

The segment strategy supports phased implementation as funding, coordination, and approvals progress. Segment 1 establishes the core connection between E. Grande Boulevard and Old Omen Road, while Segments 2 and 3 extend access and network continuity. Segment 4 addresses the more complex Gilley Creek crossing and FM 848 intersection improvements. Cost ranges show that segments could be built initially as two-lane roadways while preserving the footprint for a future four-lane arterial.

PROPOSED SEGMENT IMPLEMENTATION STRATEGY FOR OPTION B MODIFIED

	Primary Purpose		Planning-Level Cost Estimate*	Implementation Considerations
Segment 1	Provides the connection between E. Grande Boulevard and Old Omen Road.		$36 million to $65 million	Establishes the core connection between the two route study corridors and supports the long-term roadway framework for Option B Modified.
Segment 2	Provides a connection to Old Tyler Road.		$12 million to $20 million	Improves local access and network continuity by connecting the recommended corridor to an existing roadway corridor serving developing areas.
Segment 3	Provides a proposed connection to the extension of CR 2129, which will connect to FM 848.		$12 million to $17 million	Supports phased connectivity toward FM 848 and provides an additional link for future development access and local circulation.
Segment 4	Provides a bridge over the Gilley Creek floodplain and improves the intersection at McElroy and FM 848.		$18 million to $32 million	Addresses one of the most significant drainage and constructability challenges while improving the eastern connection to FM 848.

**** The segment cost estimates are rough order-of-magnitude values in 2026 dollars and are subject to change as design assumptions, environmental requirements, utility impacts, right-of-way needs, and construction market conditions are refined. The lower end of each range reflects a rural two-lane interim typical section, while the upper end reflects the suburban arterial four-lane ultimate typical section.***

CONCLUSIONS

The study establishes a clear planning framework for improving roadway connectivity in southeast Tyler and Smith County by identifying constraints, evaluating alternatives, and incorporating stakeholder and public input. It concludes that Option B Modified offers the best overall balance of performance and feasibility and should be advanced into preliminary engineering and environmental review.

STUDY CONCLUSIONS AND NEXT STEPS

The E. Grande Boulevard and Old Omen Road Route Study provides a planning framework for future roadway connectivity in southeast Tyler and Smith County. The study was conducted in coordination with the ongoing Toll 49 Segment 6 environmental process but does not select a Toll 49 alignment or authorize construction.

The study documented major corridor constraints, developed and evaluated feasible alternatives, incorporated stakeholder and public input, and established a preferred corridor strategy for continued refinement.

Option B Modified provides the best overall balance of mobility improvement, emergency response coverage, local network continuity, constructability, environmental considerations, right-of-way needs, utility coordination, and planning-level cost. It also maintains flexibility as Toll 49 Segment 6 decisions continue through a separate process.

The next step is to advance Option B Modified into more detailed preliminary engineering and environmental review while continuing coordination with agencies, utility owners, local jurisdictions, stakeholders, and the public.

APPENDICES

APPENDIX A

Previous Plans and Studies Reviewed

Tyler Area MPO Master Street Plan; Tyler Area MPO Rail Transit Study; Toll 49 Segment 6 environmental review materials; and other relevant local plans and route study materials.

APPENDIX B

Existing Constraints Mapping

Environmental constraints, utility constraints, development constraints, topography and drainage constraints, and Toll 49 relationship maps.

APPENDIX C

Alternatives Evaluation Matrix

Full evaluation criteria, raw values, scores, and summary score comparison.

APPENDIX D

Stakeholder and Public Engagement Materials

Stakeholder workshop agenda and meeting notes, public meeting boards, comment form, public comment summary, and survey and email comment summary.