

Welcome

E Grande Blvd & Old Omen Rd Route Studies

Public Meeting - May 4, 2026

Meeting Objectives



Provide an overview of the study



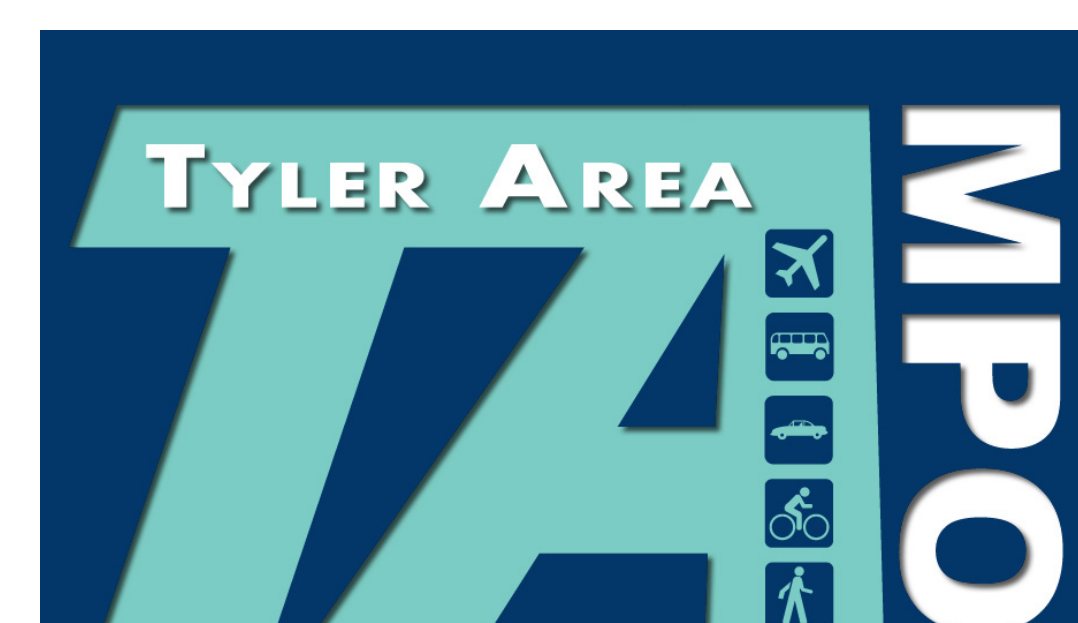
Review the reasonable options that were evaluated



Explain the analysis and the reasonable route options



Discuss next steps and opportunities for public input



Route Study Purpose

Establish optimal corridor alignments and identify recommended routes for further evaluation on both E. Grande Boulevard and Old Omen Road.



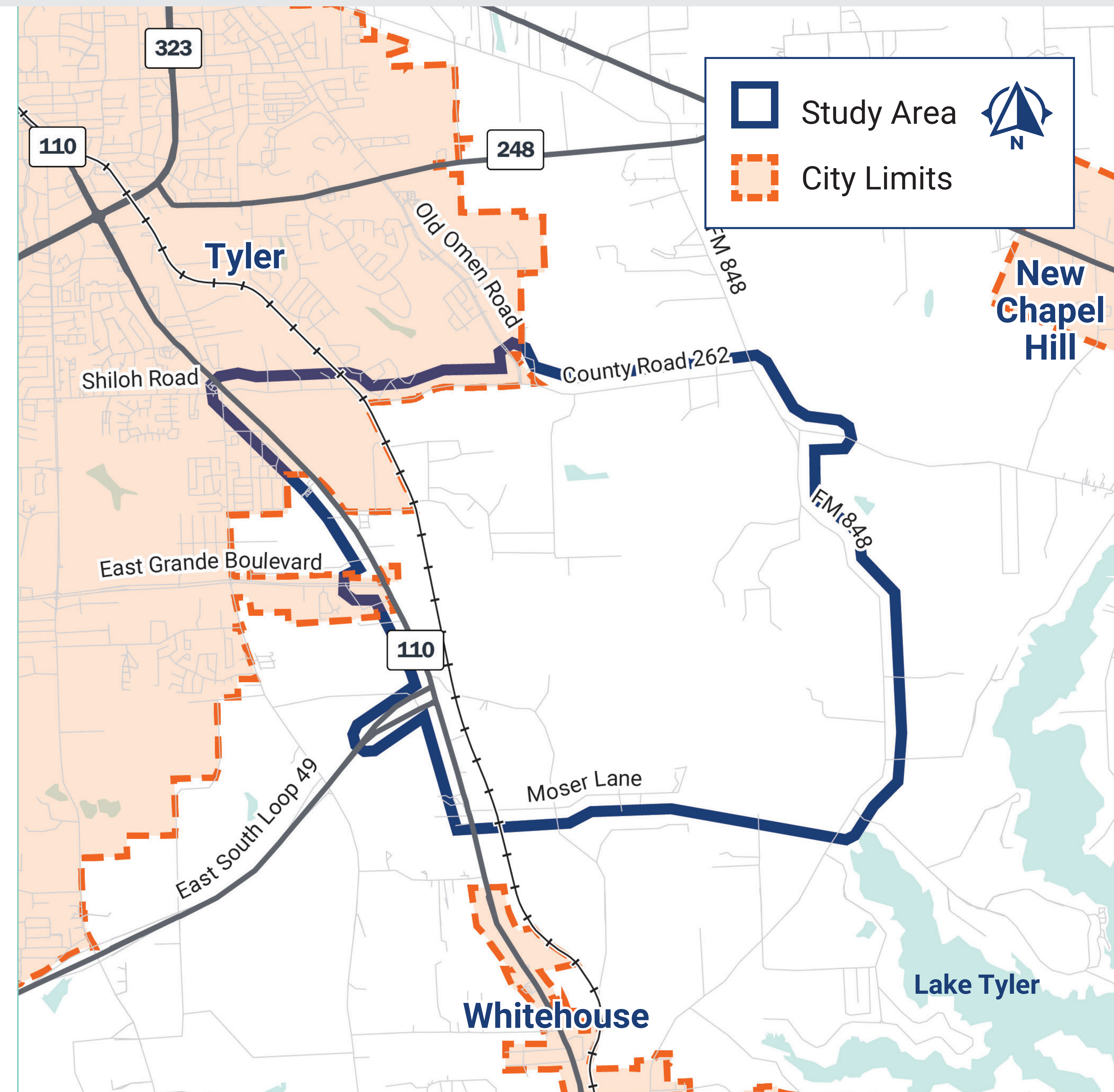
What we ARE doing with this Study

- Identifying feasible local road routes
- Incorporating public/stakeholder input
- Reducing future public cost and conflict

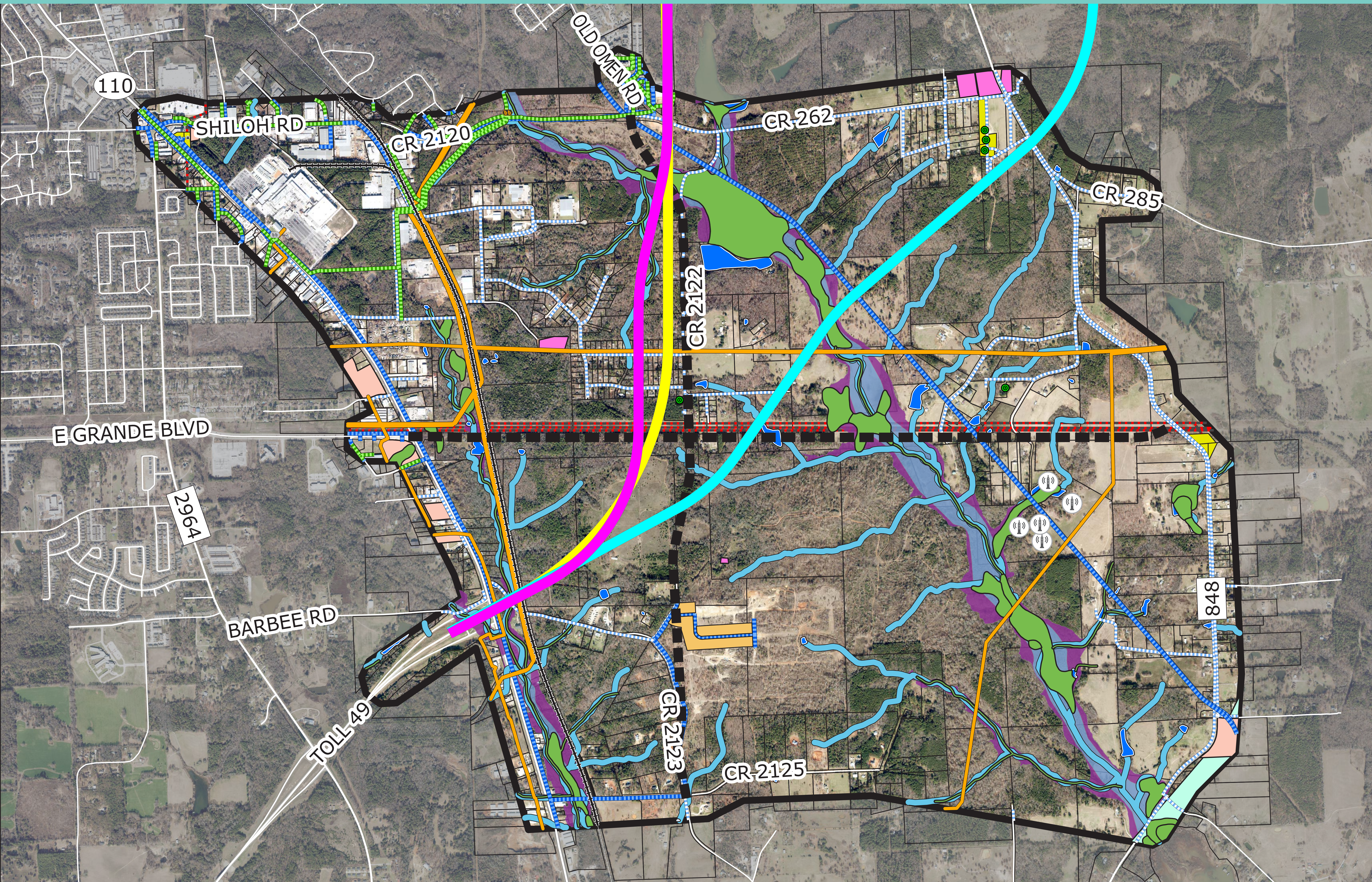


What we are NOT doing with this Study

- **Not** selecting Toll 49 alignment
- **Not** approving construction
- **Not** initiating right-of-way acquisition



Key Challenges (Constraints)



E Grande Blvd Extension

- Limited spacing for intersections and grade separations
- Large bridge needed over Gilley Creek
- FM 848 intersection not feasible due to safety and utility conflicts

Old Omen Rd Extension

- Road crossings with Toll 49 are not feasible
- Large bridge needed over Gilley Creek
- Steep terrain near Gilley Creek
- Likely conflicts with major power lines

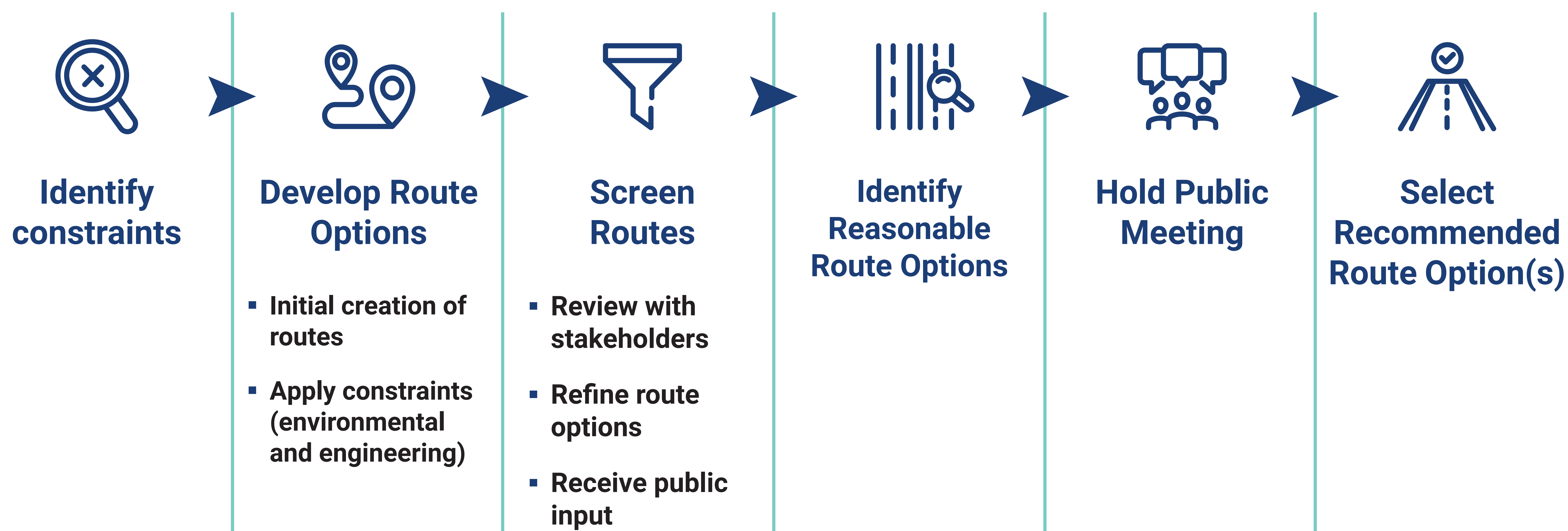
Baseline

East Grande Boulevard and Old Omen Road Route Study

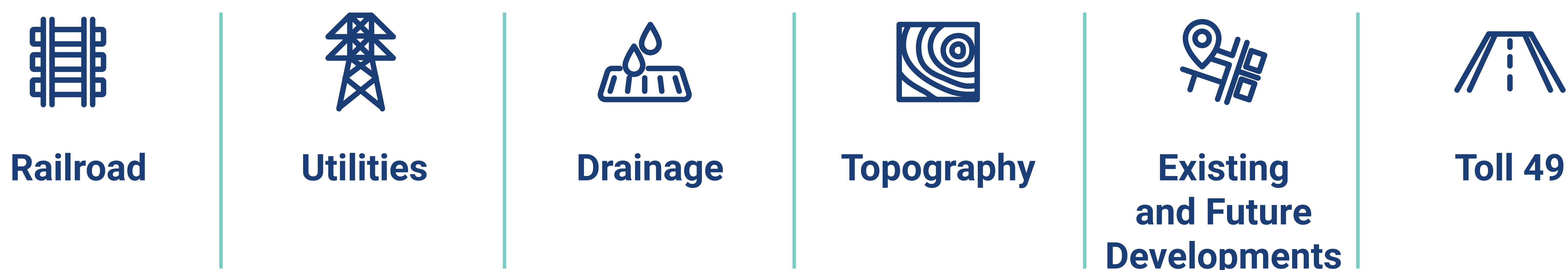
<ul style="list-style-type: none"> Parcels Streams/Creeks Ponds/Lakes/Lake 1% Annual Chance Flood Hazard Regulatory Floodway TXNDD Rare Species 	<ul style="list-style-type: none"> Utility Sites Community Resources Cemeteries NWI Wetland Future Development 	<ul style="list-style-type: none"> Electric Transmission Lines Water Mains Water Lines Sanitary Sewer Mains Pipelines 	<ul style="list-style-type: none"> Railroads Tyler Lift Station Private Lift Station Water Wells Electric Substations KTBB Radio Towers 	<ul style="list-style-type: none"> Smith County Future Thoroughfare Alignment Toll 49 Alternatives Purple Alignment Teal Alignment Yellow Alignment 	<p>N</p> <p>0 0.25 0.5 Miles</p>	
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Study Overview

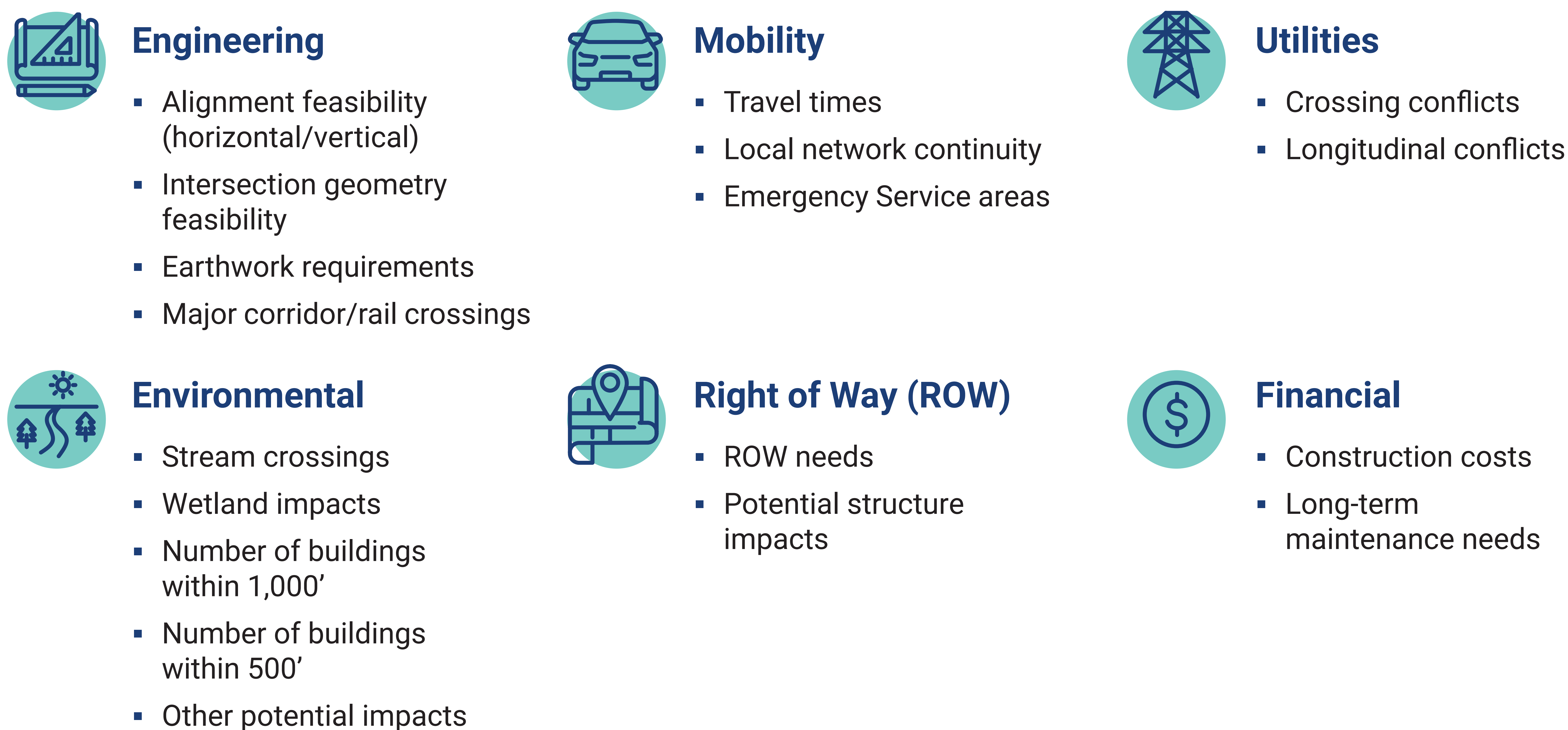
Study Process



Study Area Constraints



Evaluation Matrix Criteria



Reasonable Routes

Evaluation Matrix

UTILITIES		BASELINE	OPTION A	OPTION B	OPTION C	
Compatible with Toll 49 Purple Alignment		✘	✔	✔	✔	
Compatible with Toll 49 Yellow Alignment		✘	✔	✔	✔	
Compatible with Toll 49 Teal Alignment		✘	✔	✔	✘	

		LEGEND					
		1	2	3	4	5	
		○	◐	◑	◒	◓	
							Note: Category scores are averaged on a 1–5 scale (5 = highest/best).
		DESCRIPTION					
ENGINEERING							
Alignment Feasibility (Horizontal/Vertical)	Value	10	29	30	26		Assesses whether the proposed alignment can meet applicable roadway design standards given terrain, curvature, grades, and sight distance constraints.
	Score	1.0 ○	2.9 ◐	3.0 ◐	2.6 ◐		
Intersection Geometry Feasibility	Value	10	30	40	40		Evaluates the ability to accommodate required intersection layouts, turning movements, spacing, and safety standards at key connection points.
	Score	1 ○	3 ◐	4 ◑	4 ◑		
Earthwork Requirements (CY)	Value	1240698	627549	648269	920332		Compares total earthwork quantities required for each alternative, reflecting relative grading effort, construction complexity, and potential cost implications.
	Score	2 ◐	4 ◑	4 ◑	3 ◐		
Major Corridor/Rail Crossings (EA)	Value	1	1	1	1		Counts the crossings of highways, arterials, and/or railroads
	Score	3 ◐	3 ◐	3 ◐	3 ◐		
MOBILITY							
Travel Time Coverage (10 Minutes)	Value	57.6	58.0	58.5	56.9		Measures the percentage of the study area reachable within a 10-minute travel time, indicating overall accessibility and regional mobility benefits.
	Score	3 ◐	3 ◐	4 ◑	2 ◐		
Local Network Continuity	Value	6	8	8	7		Evaluates how effectively each alternative connects with the existing roadway system and supports continuous movement within the local street network.
	Score	1 ○	4 ◑	4 ◑	3 ◐		
Emergency Response Coverage (10 Minutes)	Value	48.7	48.6	50.2	48.9		Measures emergency service accessibility based on the percentage of the area within a 10-minute response time, reflecting potential benefits to public safety.
	Score	2 ◐	2 ◐	5 ◓	3 ◐		
UTILITIES							
Crossing Conflicts (EA)	Value	10	10	9	14		Counts utility conflicts where the proposed alignment crosses existing utility lines.
	Score	3 ◐	3 ◐	4 ◑	1 ○		
Longitudinal Conflicts (EA)	Value	3	2	2	2		Counts utility conflicts where utilities run parallel to the alignment, which may require extended relocations and coordination over longer distances.
	Score	1 ○	4 ◑	4 ◑	4 ◑		
ENVIRONMENTAL							
Streams (Linear Feet)	Value	1450	1014	1436	1707		Measures the length of stream channels directly impacted by the alternative.
	Score	3 ◐	5 ◓	3 ◐	2 ◐		
Wetland (Acres)	Value	2.24	0.74	1.05	1.46		Measures the acreage of wetlands impacted by the alignment.
	Score	1 ○	4 ◑	4 ◑	3 ◐		
Waterbodies (Acres)	Value	0.80	0.04	0.04	0.04		Measures the acreage of ponds, lakes, or other open water features impacted by the alignment.
	Score	1 ○	4 ◑	4 ◑	4 ◑		
Floodplain (Acres)	Value	8.13	4.39	4.26	3.37		Measures the acreage of mapped floodplain areas impacted by the alignment.
	Score	1 ○	3 ◐	3 ◐	4 ◑		
Cemetery Impacts (Acres)	Value	0.38	0.00	0.00	0.00		Measures the acreage of cemetery properties that are impacted by the alignment.
	Score	1 ○	4 ◑	4 ◑	4 ◑		
Community Resources (Acres)	Value	0	0	0.19	0		Measures the acreage of community facilities such as schools, parks, churches, etc that are impacted by the alignment.
	Score	4 ◑	4 ◑	1 ○	4 ◑		
Number of Buildings Within 1,000' (EA)	Value	184	144	120	158		Counts buildings within 1,000 feet of the alignment.
	Score	2 ◐	3 ◐	4 ◑	3 ◐		
Number of Buildings Within 500' (EA)	Value	67	49	49	78		Counts buildings within 500 feet of the alignment.
	Score	2 ◐	4 ◑	4 ◑	2 ◐		
RIGHT OF WAY							
ROW Needs (Acres)	Value	91.79	93.30	96.55	100.83		Measures the amount of right of way required by each alternative, assuming a 4 lane urban arterial and a 140' ROW width.
	Score	4 ◑	4 ◑	3 ◐	1 ○		
Potential Structure Impacts (Residential/Commercial)	Value	0	0	0	1		Counts residential and commercial structures potentially displaced or partially impacted by required right of way.
	Score	4 ◑	4 ◑	4 ◑	1 ○		
Potential Structure Impacts (Ag Buildings)	Value	4	1	1	2		Counts agricultural structures potentially affected, such as barns, sheds, and support buildings.
	Score	1 ○	4 ◑	4 ◑	3 ◐		
FINANCIAL							
Rough Order of Magnitude Costs	Value	\$206,000,000	\$141,000,000	\$142,000,000	\$164,000,000		Provides a high-level comparison of estimated project costs, including construction, structures, and right-of-way acquisition.
	Score	1 ○	4 ◑	4 ◑	3 ◐		
Long-Term Maintenance Needs	Value	54968	45307	46867	47191		Measures anticipated long-term maintenance effort based on infrastructure type, extent, and corridor complexity.
	Score	1 ○	4 ◑	3 ◐	3 ◐		

Criteria	Baseline	Option A	Option B	Option C
Engineering Average Score	1.8 ◐	3.2 ◐	3.5 ◐	3.2 ◐
Mobility Average Score	2.0 ◐	3.0 ◐	4.3 ◑	2.7 ◐
Utilities Average Score	2.0 ◐	3.5 ◐	4.0 ◑	2.5 ◐
Environmental Average Score	1.9 ◐	3.9 ◑	3.4 ◐	3.3 ◐
ROW Average Score	3.0 ◐	4.0 ◑	3.7 ◑	1.7 ◐
Financial Average Score	1.0 ○	4.0 ◑	3.5 ◐	3.0 ◐
Total Score	11.6	21.6	22.4	16.2

How to submit comments

All comments must be received or postmarked by Tuesday, May 19, 2026, to be included in the summary report for this meeting.



Comment Card

Leave written comments at in-person meeting



Email Comments

David.Sutton@hdrinc.com



Online Comment

tamporoutestudies.com



Mail-In Comments

TAMPO Route Studies
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Dallas, TX 75248

Timeline

