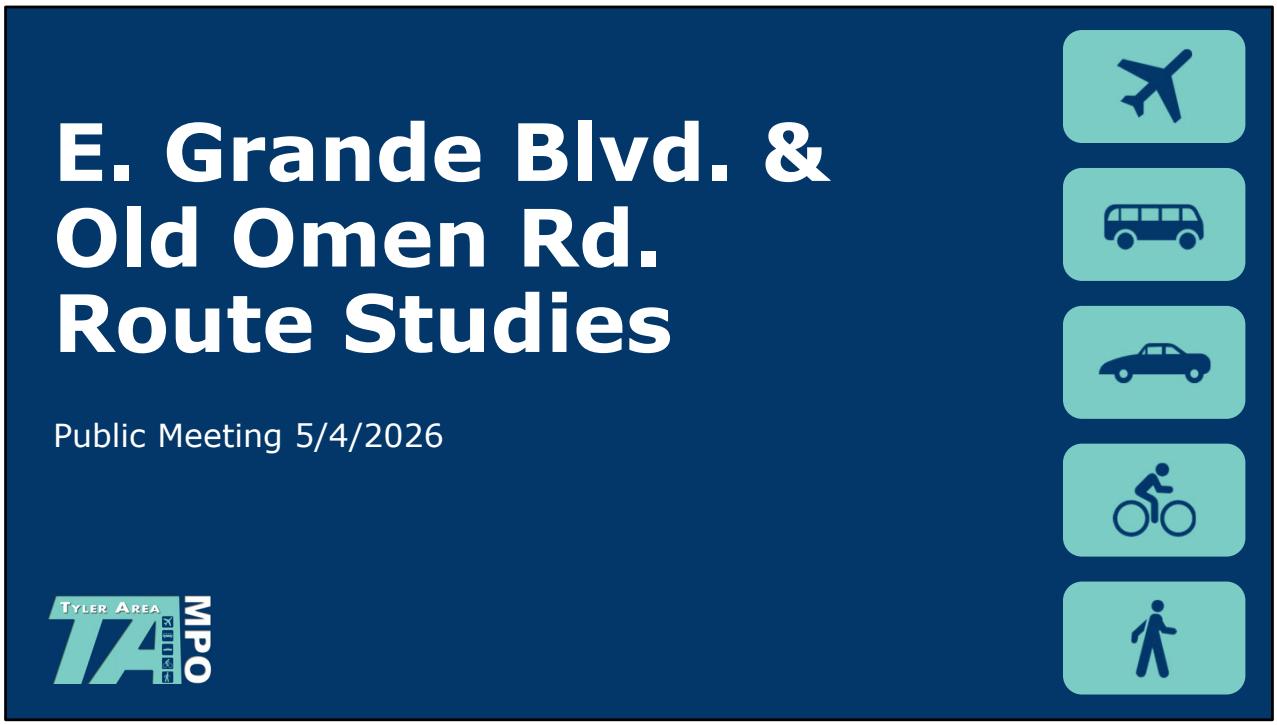


Welcome, and thank you for your interest in this study. We appreciate you taking the time to learn about the East Grande Boulevard and Old Omen Road Route Study and to share your input.

This is a planning study focused on future roadway connections in southeast Tyler.

This public meeting is not about making a final decision or approving construction. It is about showing the work completed so far, explaining the route options that were studied, and hearing from the community before recommendations move forward.

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**

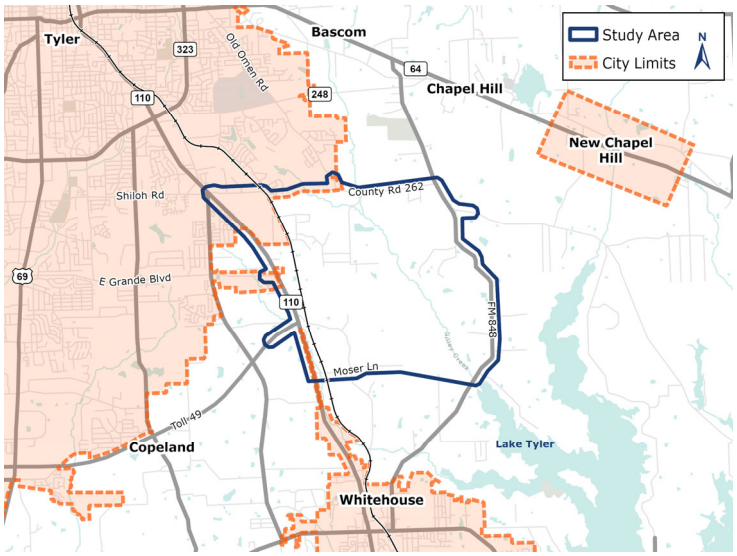

Old Omen Road, looking southbound

Through this public meeting, we want to do four things:

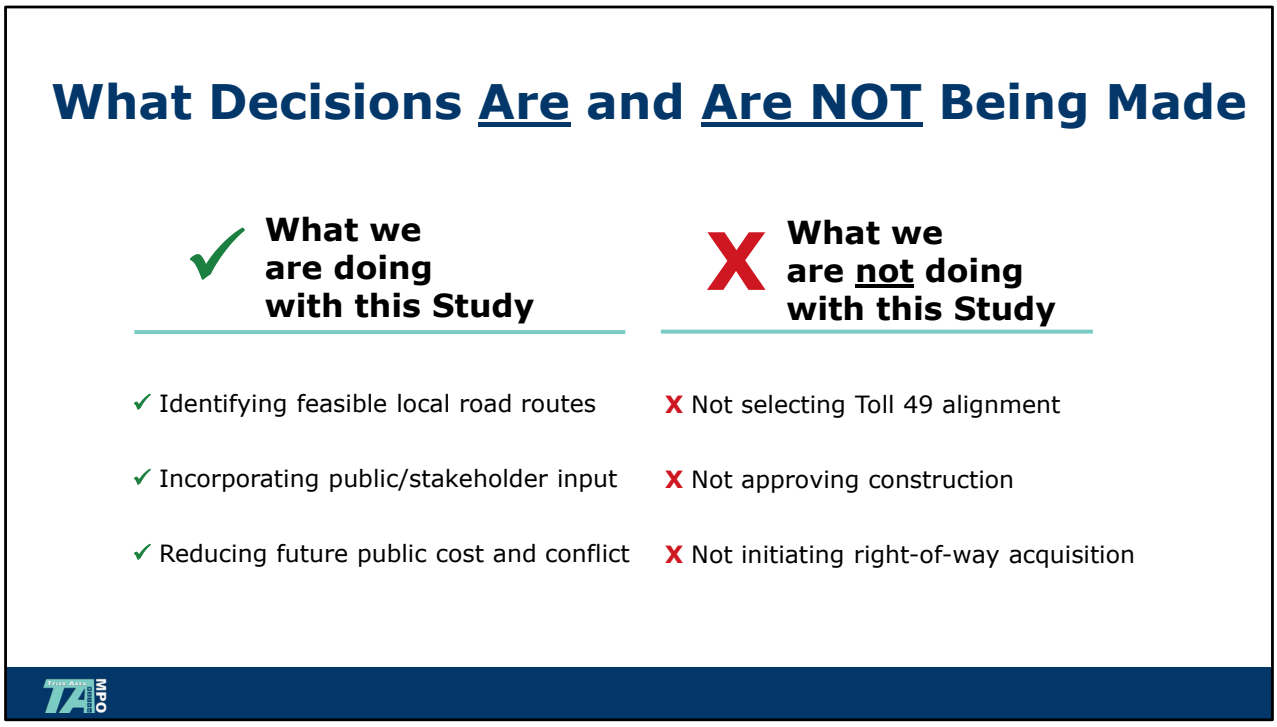
- First, give a clear overview of why this study is being done.
- Second, walk through the route options that were evaluated.
- Third, explain how those options were compared and what the analysis shows so far.
- And fourth, talk about next steps and how you can provide comments. We want this to be informative, but also interactive. Your feedback is an important part of this process.

Route Study Purpose

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



The purpose of this study is to identify practical corridor alignments for future roadway extensions on both East Grande Boulevard and Old Omen Road. In simple terms, we are studying where future road connections could work best, based on what is physically feasible and what would improve local mobility. This is still at the corridor level. We are not at final design, and we are not making construction commitments tonight.



This slide is one of the most important because it defines what this study does and does not do.

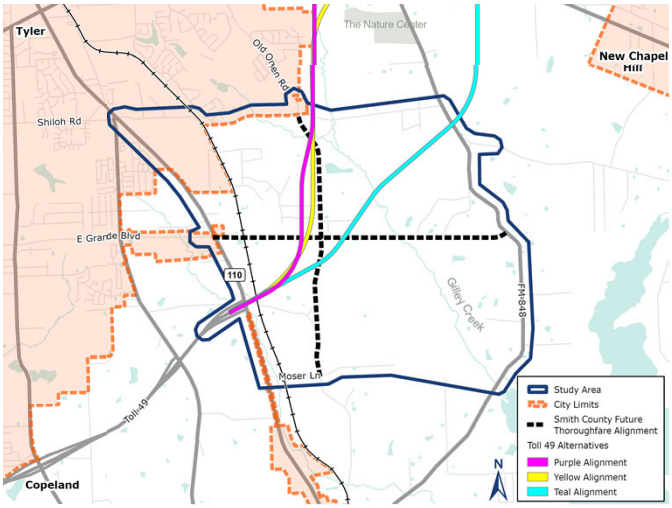
- This study is not selecting a Toll 49 alignment.
- It is not approving construction.
- And it is not starting right-of-way acquisition.

What it does do:

- Identifies feasible local road routes,
- Incorporates public and stakeholder input,
- and helps reduce future costs and conflicts by planning ahead.

In other words, this is about informed planning, not final action.

Baseline Route Key Challenges



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

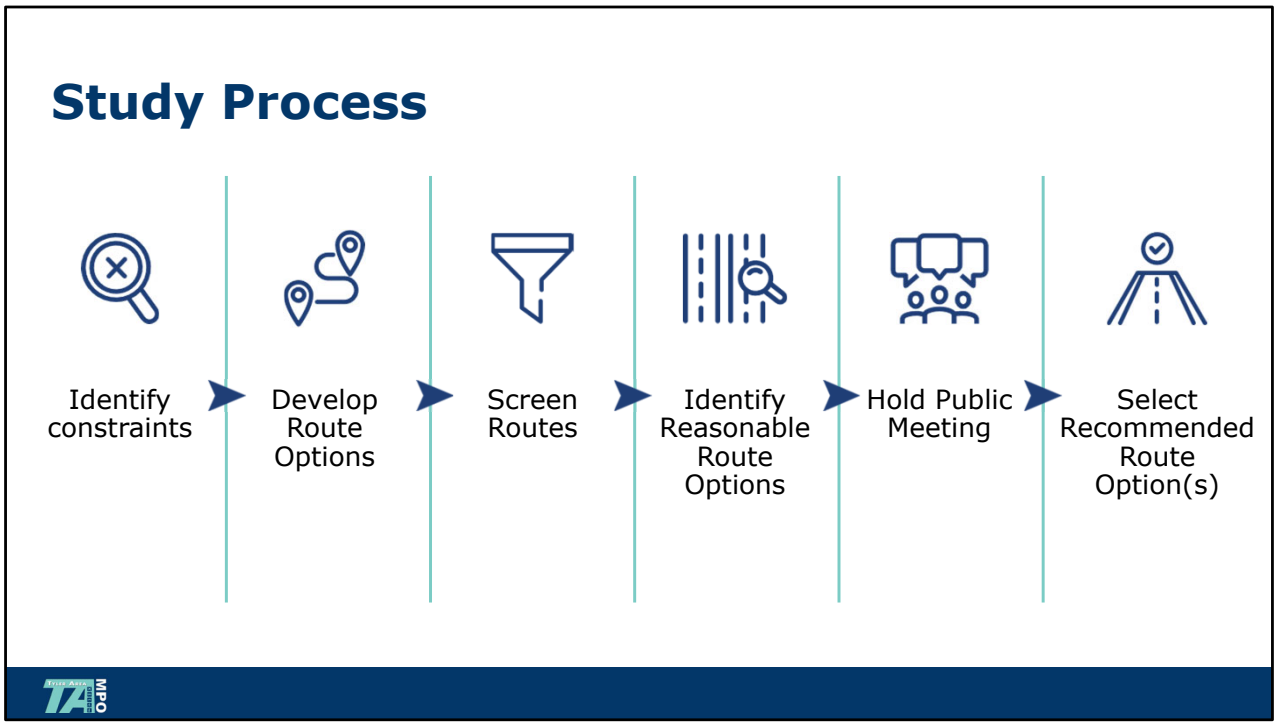
Old Omen Rd. Extension

- 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

Key Challenges: As the team reviewed the baseline route from the Smith County Future Thoroughfare Alignment, several major challenges were identified.

For East Grande Boulevard, there are limits on where intersections and crossings can safely occur, a significant crossing over Gilley Creek, and concerns at FM 848 because of safety and utility conflicts.

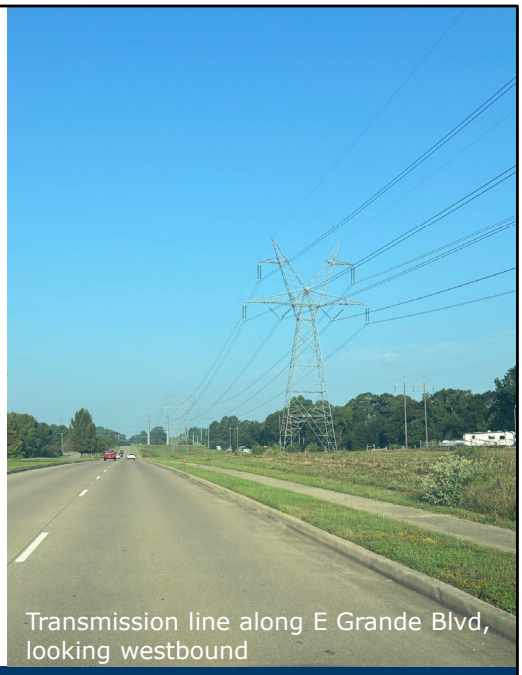
For Old Omen Road, crossings with Toll 49 are not feasible in some locations, the terrain near Gilley Creek is steep, and there are likely conflicts with major power lines. These challenges help explain why some route ideas work better than others.



This study is following a step-by-step process. The team started by identifying major constraints in the study area. From there, they developed possible route options, screened those routes, and narrowed them down to reasonable options for further review. This public meeting is part of that process. The input gathered tonight will help refine the evaluation before a recommendation is finalized. This process is both technical and community-informed.

Study Area Constraints

- Railroad
- Utilities
- Drainage
- Topography
- Existing and Future Developments
- Toll 49

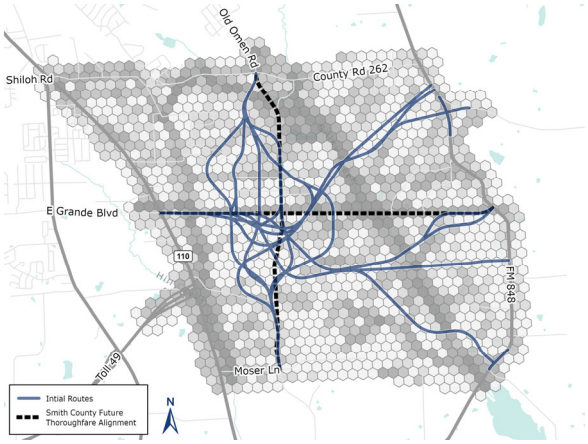


Transmission line along E Grande Blvd, looking westbound

These are the main constraints that affect where future road connections could go. They include the railroad, utilities, drainage features, topography, existing and planned development, and the relationship to Toll 49. Each of these factors can affect safety, cost, constructability, and long-term impacts. The important point is that route options were not drawn at random. They were shaped by real conditions on the ground and by known future needs in the area.

How Initial Routes Were Developed

Routes were generated by applying known constraints and design assumptions.



HDR's Honeycomb Map of the Study Area with Initial Routes

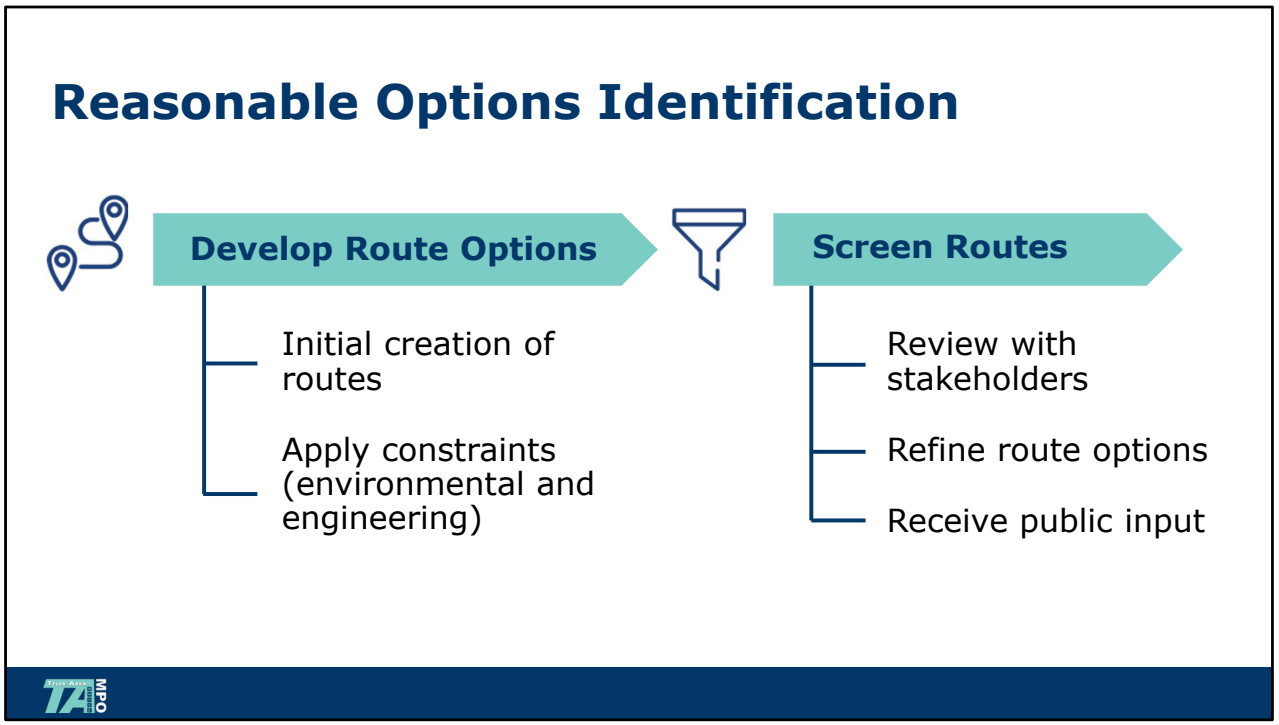
- Utilized "Honeycomb" Map which combined the multiple constraints
- Assumed 140-foot right of way
- Generated routes using 45 mph functional design assumptions
- Applied ¼-mile spacing to guide intersections and grade separations

To develop initial routes, the study team used a constraints-based mapping approach, shown here as the honeycomb map.

Multiple constraints were layered together to identify where routes might be more or less feasible.

The team also used planning assumptions, including a 140-foot right of way, a 45-mile-per-hour functional design, and spacing guidance for intersections and grade separations. The 140-foot right of way allows sufficient space for a two-to-three lane or a four-lane urban roadway which will be determined in a future evaluation.

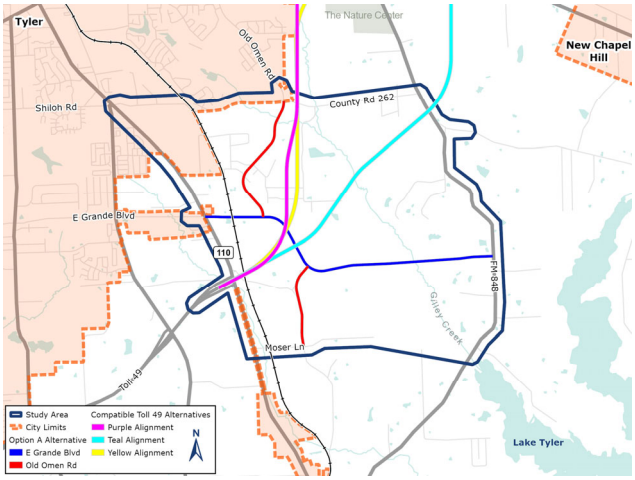
As you can see, these routes were created through a structured technical process, not simply sketched in by preference.



After the initial route development and screening work, the study team identified the reasonable options that deserved closer evaluation. These are the options you will see on the next slides. Each one reflects different tradeoffs in terms of access, crossings, compatibility with Toll 49 alternatives, and overall feasibility.

The goal tonight is to help the public understand those tradeoffs in plain language and gather feedback on how these options may affect the community.

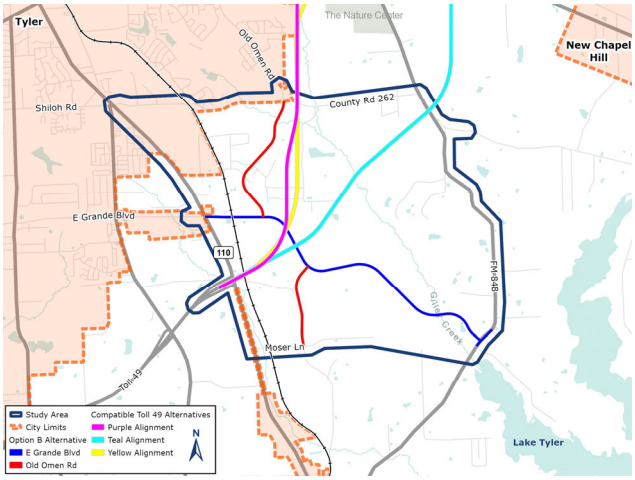
Reasonable Option A Key Features



- ✓ Minimizes bridges at floodplain crossings
- ✓ Consolidates Toll 49 facilities grade crossings to one location
- ✓ Compatible with Toll 49 Purple/Yellow/Teal alternatives
- ✓ Enhances access to nearby existing industrial and residential development

Option A performs well because it is compatible with all three Toll 49 alternatives currently being considered, and it reduces the number and size of major crossings compared with the baseline, what is in the approved thoroughfare plan. It also consolidates Toll 49-related grade crossings to one location and improves access to nearby industrial and residential areas. In general, Option A is intended to improve feasibility and reduce environmental and structural impacts while still supporting future connectivity in the area.

Reasonable Option B Key Features

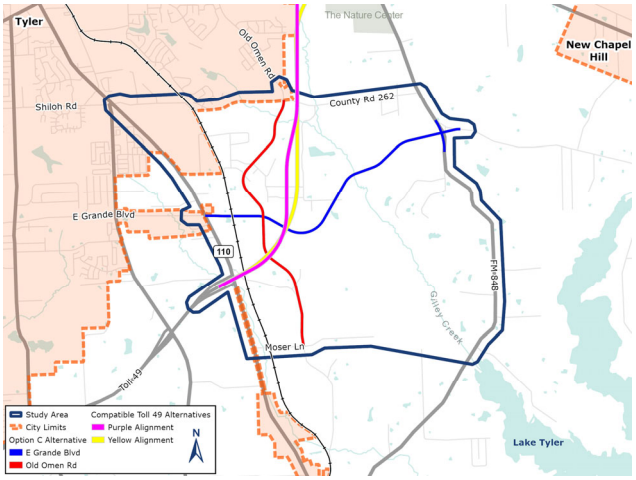


- ✓ Compatible with Toll 49 Purple/Yellow/Teal alternatives
- ✓ Minimizes bridges at floodplain crossings
- ✓ Consolidates Toll 49 facilities grade crossings to one location
- ✓ Enhances access to nearby existing industrial and residential development
- ✓ Provides the best for Emergency Response times

Option B includes many of the same strengths as Option A. It is also compatible with the Purple, Yellow, and Teal Toll 49 alternatives, minimizes bridge needs at floodplain crossings, and concentrates Toll 49-related crossings in one location.

What makes Option B different is its more southerly connection to FM 848. That connection may provide better emergency response access and better serve nearby schools and residential areas. A key tradeoff is that this option would require additional improvements along FM 848.

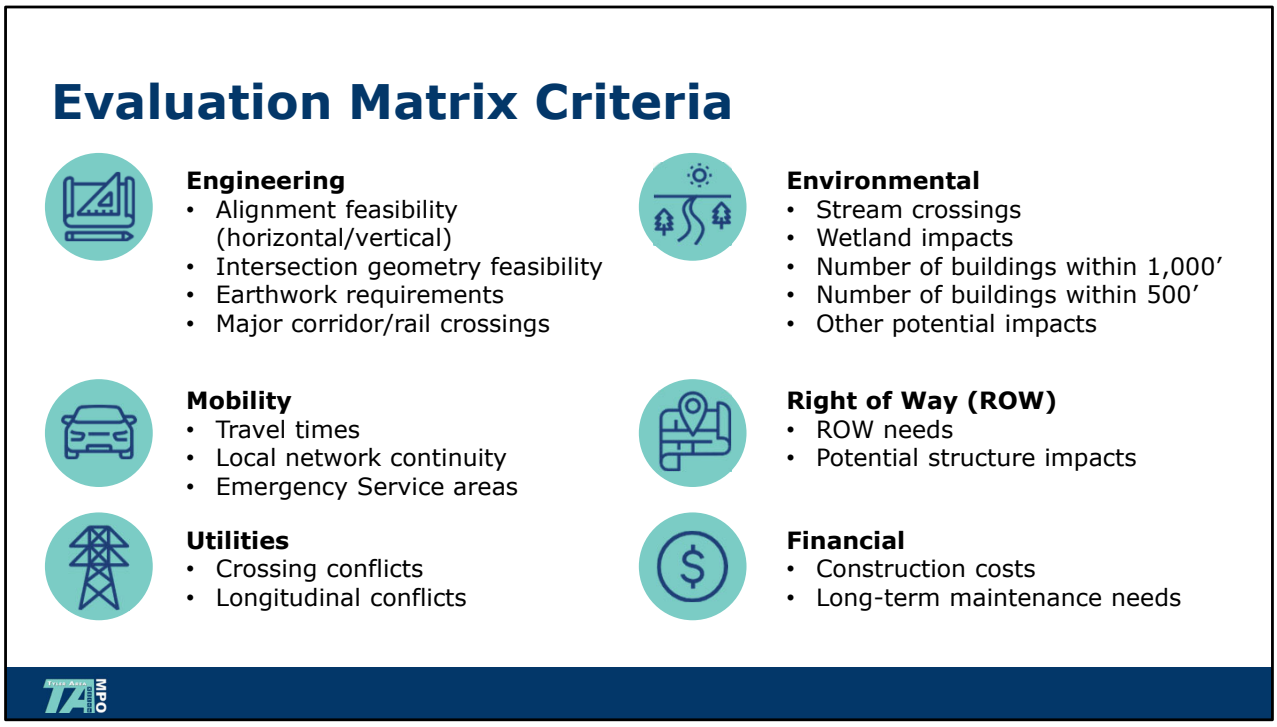
Reasonable Option C Key Features



- ✓ Compatible with Toll 49 Purple/Yellow alternatives
- ✓ Minimizes bridges at floodplain crossings
- ✓ Enhances access to nearby existing industrial and residential development
- x Not compatible with Toll 49 Teal alternative

Option C also offers some benefits. It minimizes floodplain bridge impacts and can improve access to nearby development. It also keeps Old Omen Road as a more continuous corridor through the study area.

However, it is not compatible with the Teal Toll 49 alternative, and it would require improvements to FM 848. It also involves more Toll 49-related crossings than Options A and B. So, while it may work under some Toll 49 scenarios, it is less flexible overall.



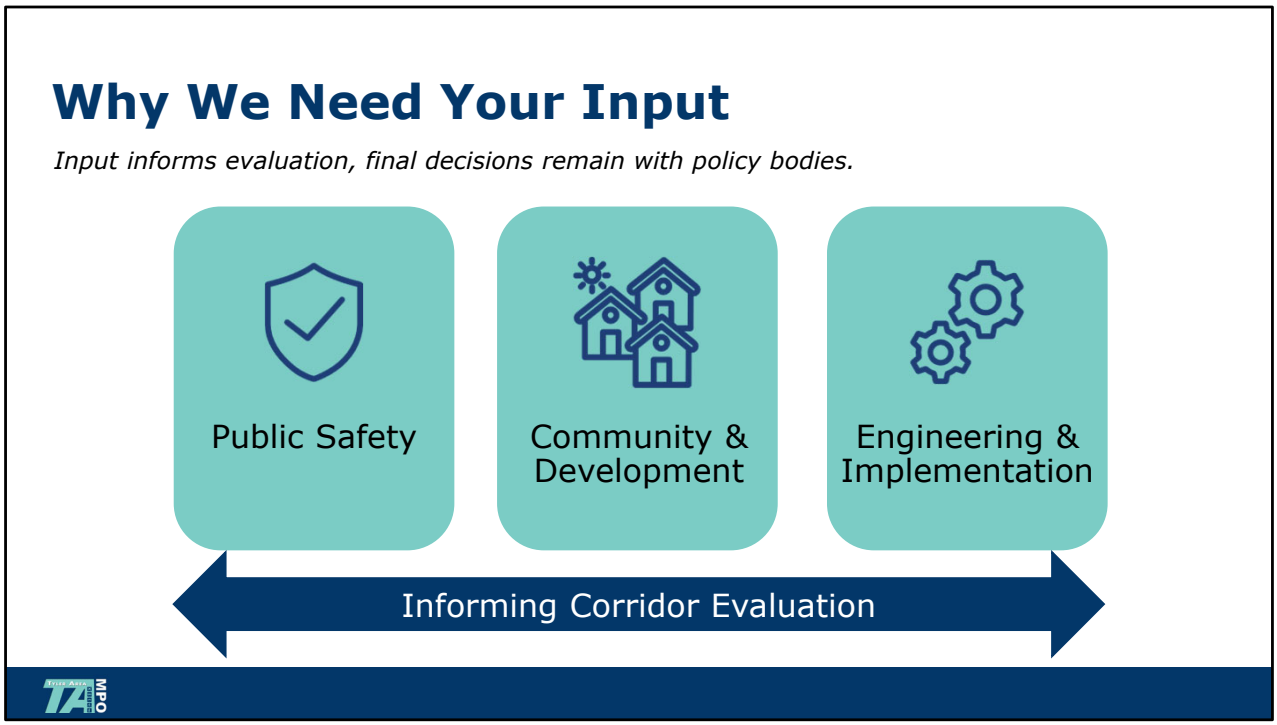
To compare these options fairly, the study team used an evaluation matrix with several categories. Those categories include engineering, mobility, utilities, environmental considerations, right of way, and financial factors. This is important because no single issue tells the whole story. A route might work well for travel times but create more impacts or higher costs. The matrix helps balance those real-world trade-offs so the recommendation is based on the full picture, not just one measure.

Evaluation Matrix Score Summary

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

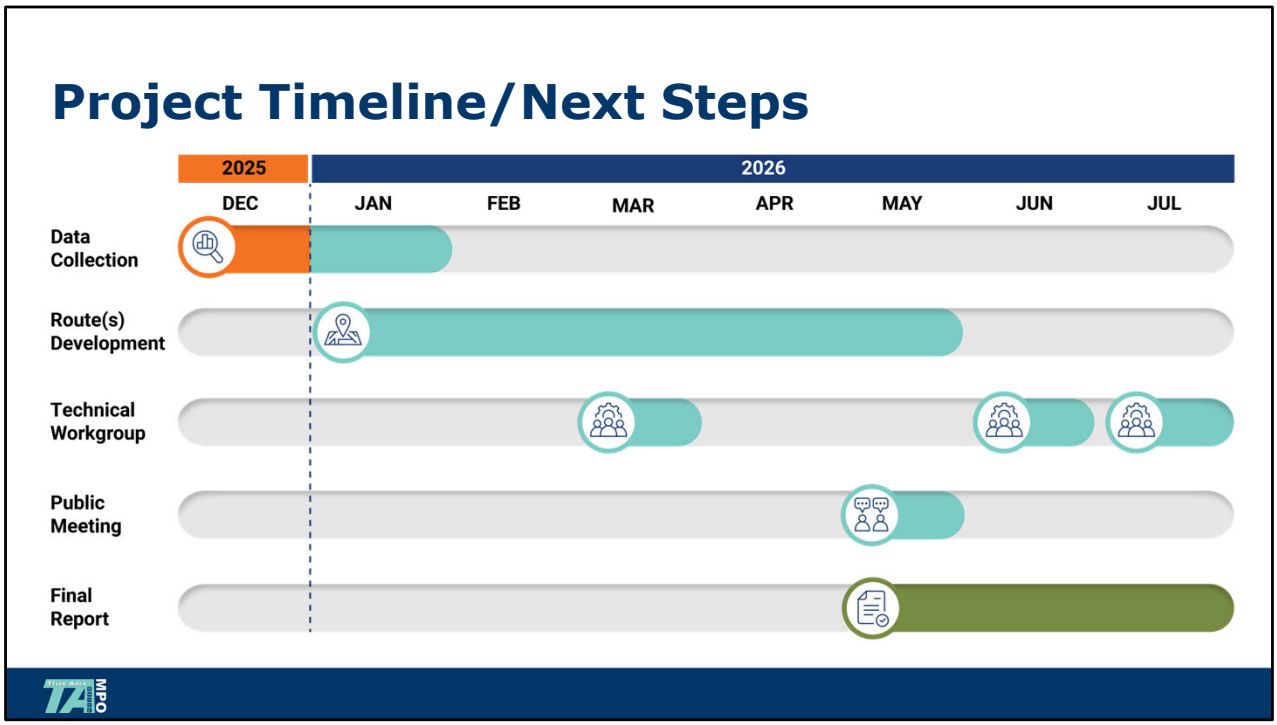
Note: Category scores are averaged on a 1–5 scale (5 = highest/best). Additional information is available on the Evaluation Matrix Board.

This slide summarizes how the options scored across the evaluation categories. The matrix helps us compare each option in a consistent way, using the same criteria. At this point, the technical evaluation shows that some options perform better overall than others, but tonight's feedback still matters. We encourage you to review the detailed evaluation matrix board available here at the meeting and tell us whether the findings match what you know from living, working, or traveling in this area.



Your input is essential because data and engineering analysis do not tell the whole story. Community members can speak to local access, traffic patterns, flooding, safety concerns, school travel, neighborhood connections, and how development is affecting the area.

Public safety and community perspectives help us test whether the options make sense in the real world. Your comments will help refine the evaluation before the study moves to its final recommendation.



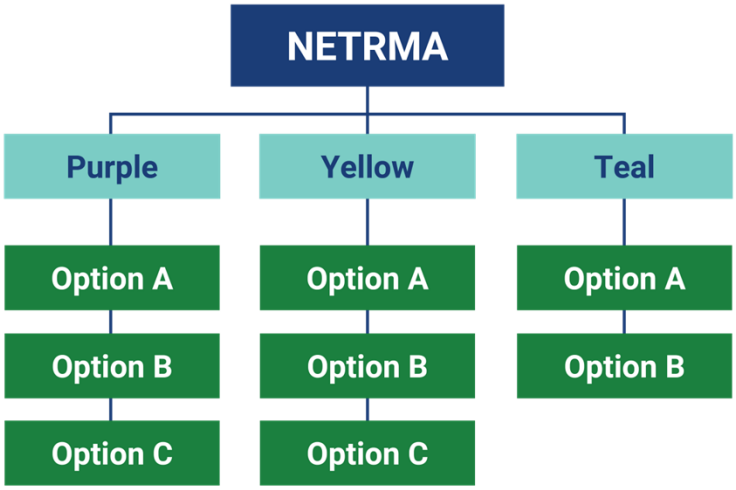
This timeline shows where the study stands today and what comes next. Data collection, route development, and technical review have already taken place.

This public meeting is a key milestone because it brings community feedback into the process before the final report is completed.

After the meeting, the study team will review comments, refine the evaluation as needed, and prepare final recommendations. Those recommendations are expected to help inform future updates to the City of Tyler and Smith County thoroughfare plan. So, tonight is an important opportunity to help shape the next step.

How recommendations will work

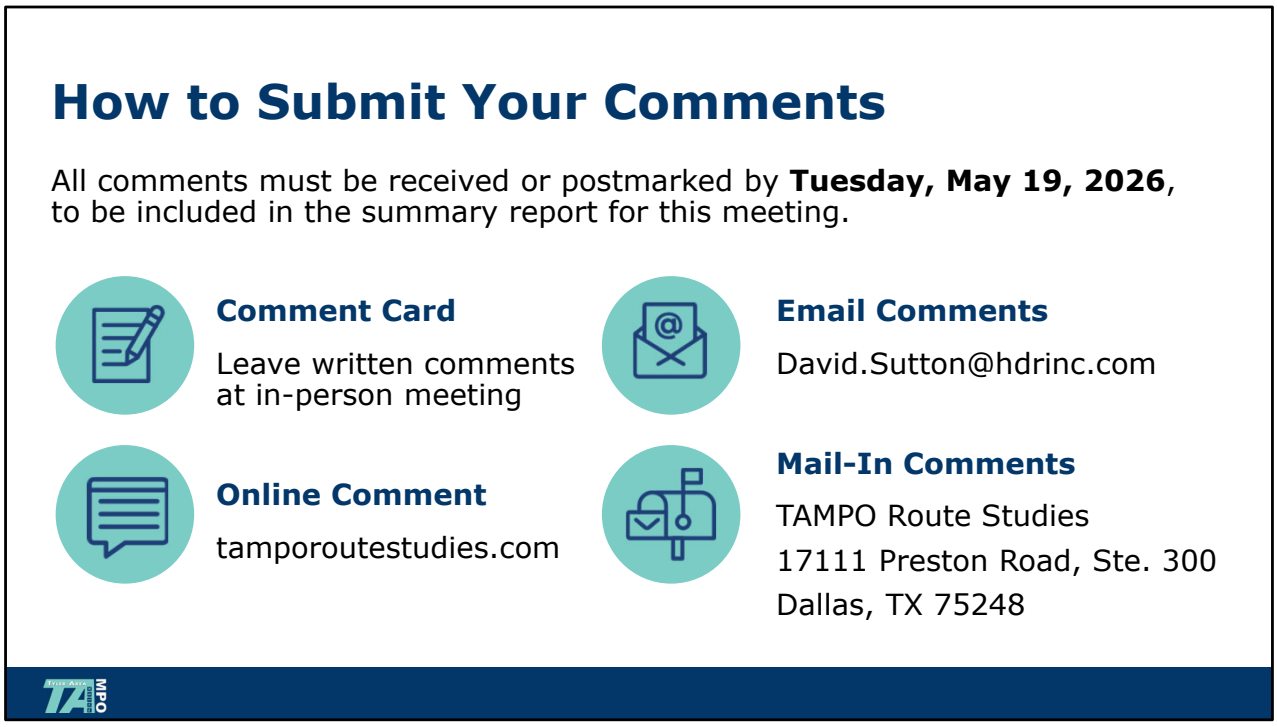
- Evaluation Matrix to be refined based on public feedback
- Identify one option for each Toll 49 Alternative scenario



Because Toll 49 has multiple alternatives under consideration, the recommendation process needs to remain flexible. Using feedback from this public meeting, the study team will refine the evaluation matrix and then identify a preferred local route option for each Toll 49 scenario.

In some cases, that may mean different local options work best for different Toll 49 alternatives. In other cases, the same local route option could rise to the top and be recommended across multiple scenarios.

The goal is to ensure the final recommendations stay coordinated with whatever Toll 49 alternative ultimately moves forward, and to avoid advancing a local route that could create conflicts down the road.



There are several ways to submit comments.

- You can fill out a comment form here at the meeting,
- submit comments online,
- send them by email,
- or mail them in.

We encourage you to be as specific as possible. If you know of issues related to traffic, safety, flooding, neighborhood access, emergency response, or community impacts, please share them. That type of local knowledge is exactly what will make this study stronger.

Thank you

Thank you again for being here and for taking part in this process. Your time and feedback are valuable, and they will help inform the next phase of the study. Please stay, review the display boards, ask questions, and submit your comments before you leave.

We appreciate your involvement in helping plan future roadway connections in southeast Tyler.