Welcome

Public Meeting #2

Inform the public of the study and the study status.

Share information about the alignment variations being considered.

Offer the public an opportunity to provide input.

Develop a record of public participation.

COLLIN COUNTY

COLLIN COUNTY OUTER LOOP

SEGMENT 5

Outer Loop Overview

COLLIN COUNTY OUTER LOOP
SEGMENT 5

The Regional Outer Loop

The Collin County Outer Loop is part of a larger system called the Regional Outer Loop that is envisioned to extend through Denton, Collin, Rockwall, Kaufman, and possibly Ellis counties.

The ultimate vision is to provide local and regional mobility via a new location freeway to be phased in over time as need grows.

Continuous collaboration between Outer Loop study teams will promote alignment and integration between studies.

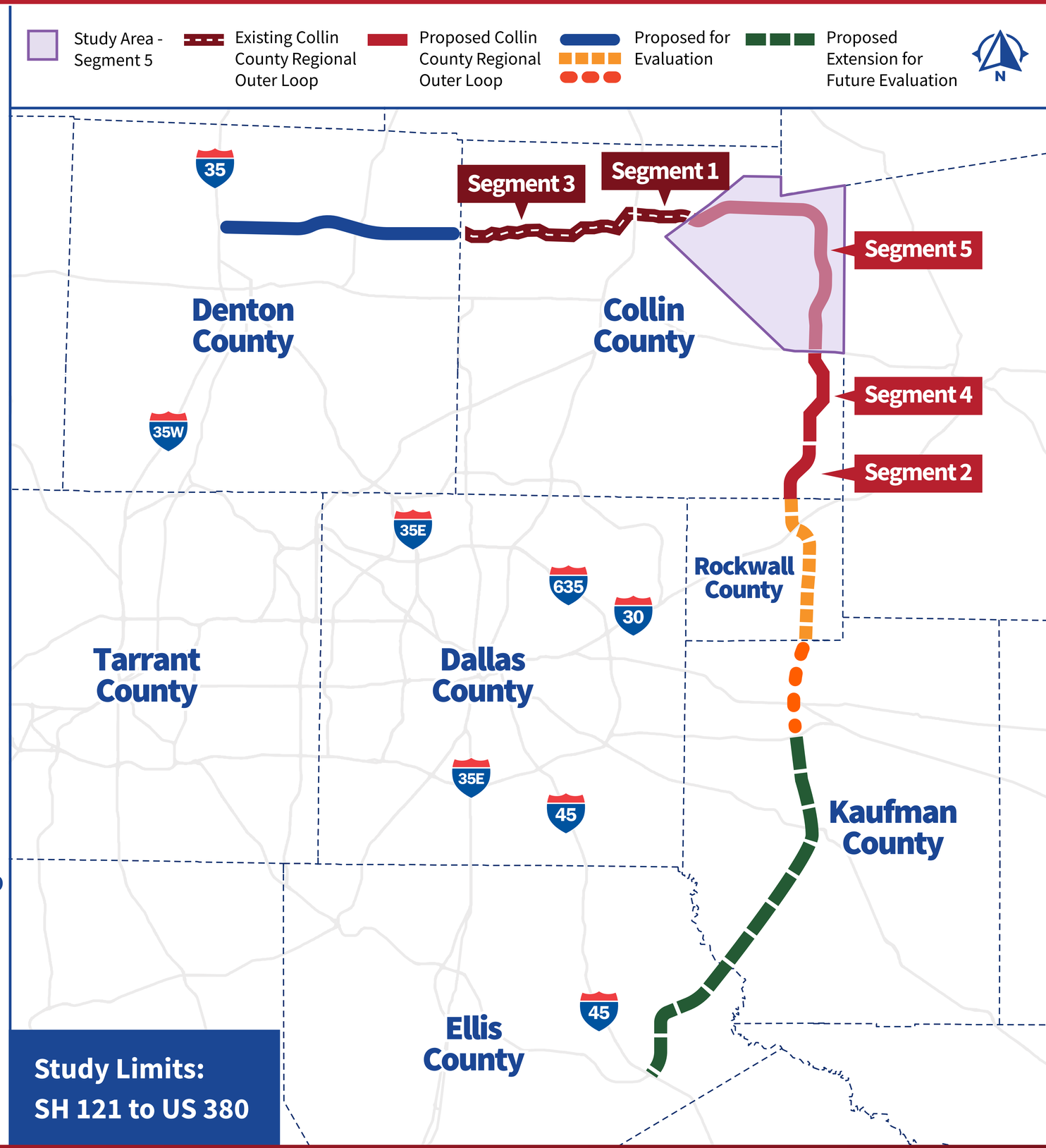
Collin County Outer Loop

The Collin County Outer Loop (CCOL) is a 55-mile planned transportation facility that will span Collin County from the Denton County line to the Rockwall County line.

It will be constructed in phases across five segments. This study consists of Segment 5.

For information on these county improvement studies, including outreach efforts, please visit:
www.collincountytx.gov/services/engineering/outer-loop

or scan the QR code:



Study Process

COLLIN COUNTY OUTER LOOP
SEGMENT 5

Evaluate Study Area for alignments that minimize impacts

- Technically Preferred Alignment
- Alternative Alignment

Present preliminary alignments to gather stakeholder and public feedback

Refine alignments based on feedback and additional analysis

We are here

Present refined alignments to gather additional public feedback

Incorporate public feedback and identify a preferred alignment

Present preferred alignment to Commissioners Court

Commissioners Court will review and, if acceptable, will approve

Begin ROW Mapping process

Study Objectives

Enhanced Mobility and Safety

Engineering Feasibility

Minimizing Environmental Impacts

Cost Effectiveness

Collin County is Growing

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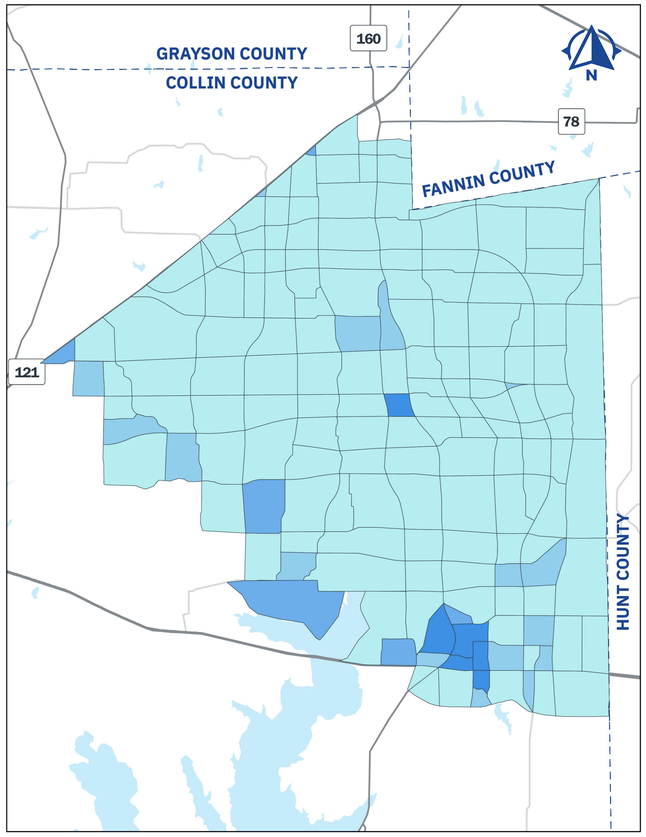
SEGMENT 5

Collin County's high growth rate is expected to continue, and the population is projected to reach over 3 million* in the next 30 years and beyond.

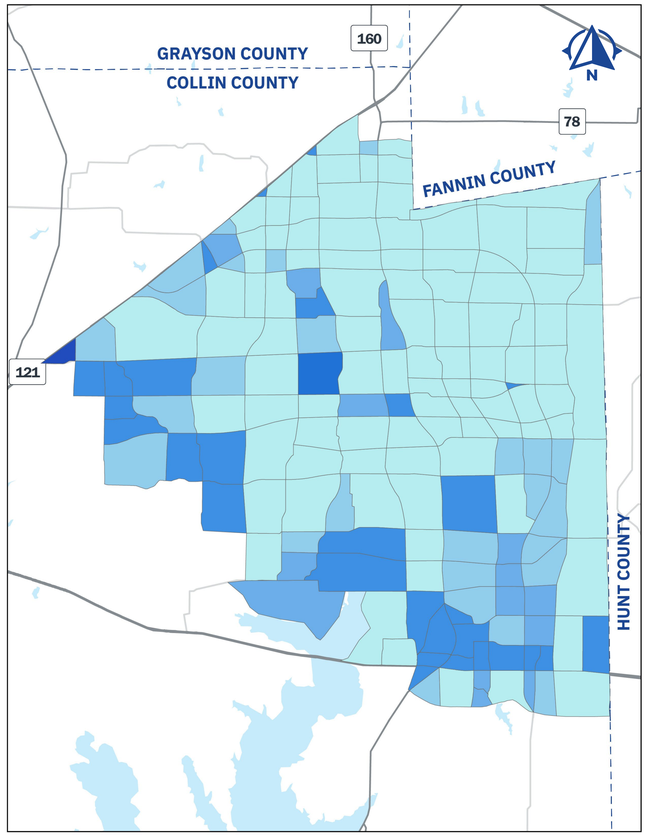
*Source based on data collected for the Collin County Future Mobility Study (2024)

Population Density
- 0.00 - 0.50
- 0.51 - 3.00
- 3.01 - 5.00
- 5.01 - 10.00
- 10.01 - 50.00
- 50.01 - 75.00
- 75.01 - 100.00
- 100.01 - 139.89

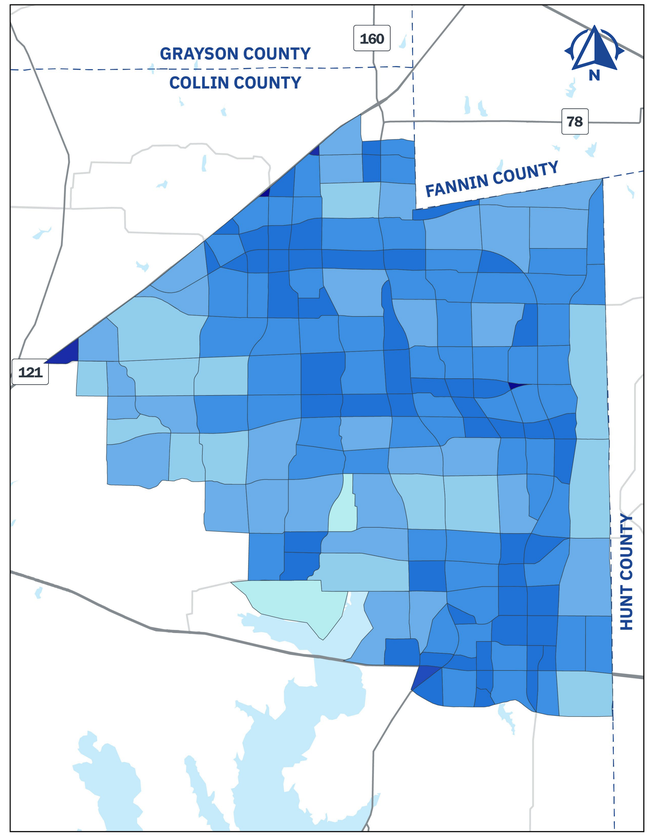
2019 Population Map



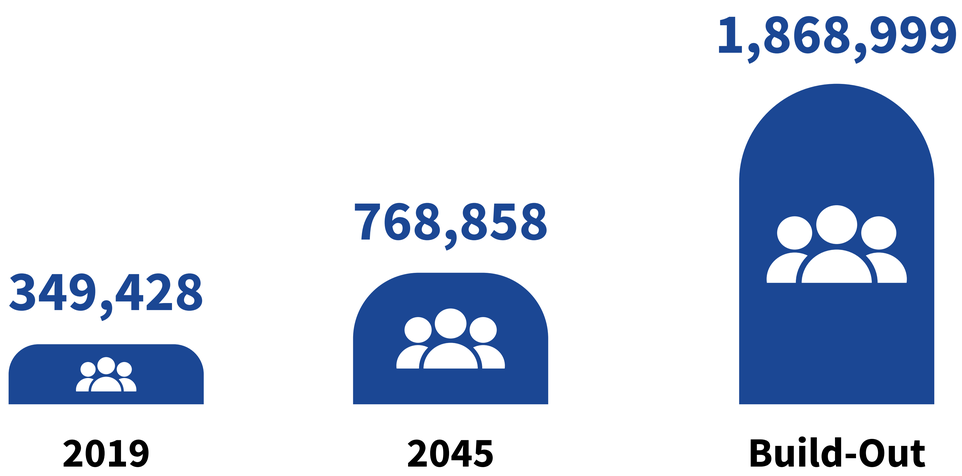
2045 Population Map



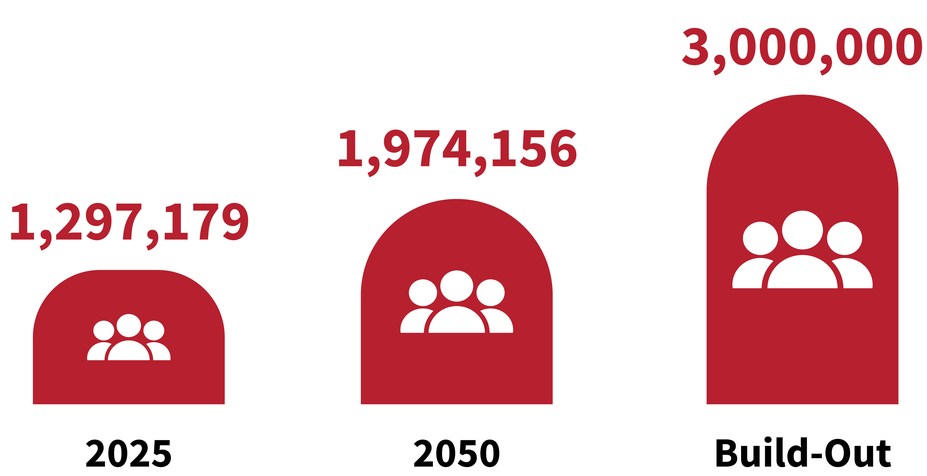
Buildout Population Map



Population in Study Area



All Collin County



Land is Being Developed Rapidly

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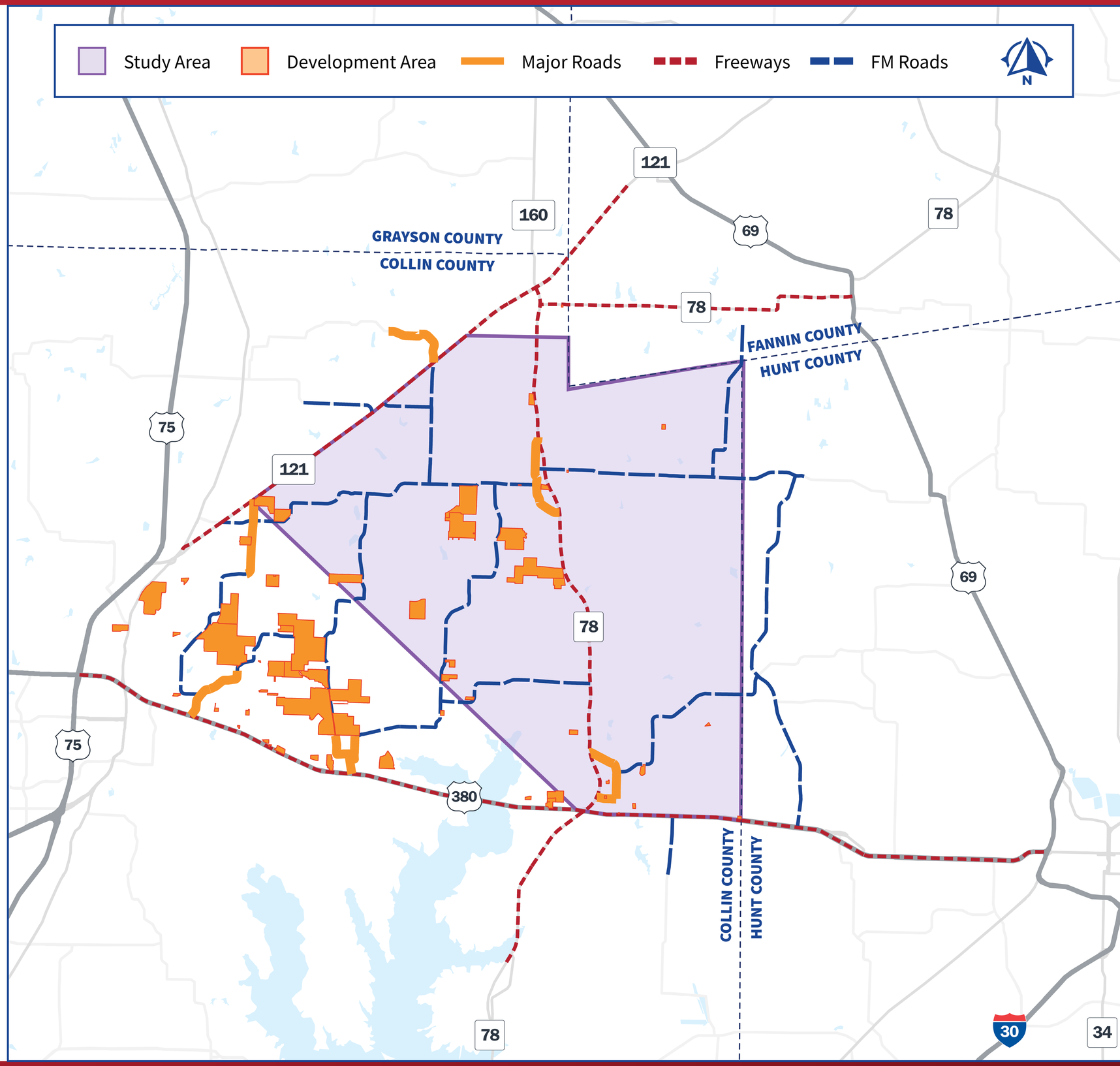
SEGMENT 5

Between 2021 and early 2024, **almost 7,000 acres** of land has been identified as newly developed or planned for development in the northeast portion of Collin County.*

Current roadways across the study area predominately consist of two-lane rural county roads and Farm-to-Market highways.

The existing roadway network was not originally designed to provide the level of mobility and connectivity needed as population growth and development occur.

*Source based on data collected for the Collin County Future Mobility Study (2024)



Technically Preferred Alignment

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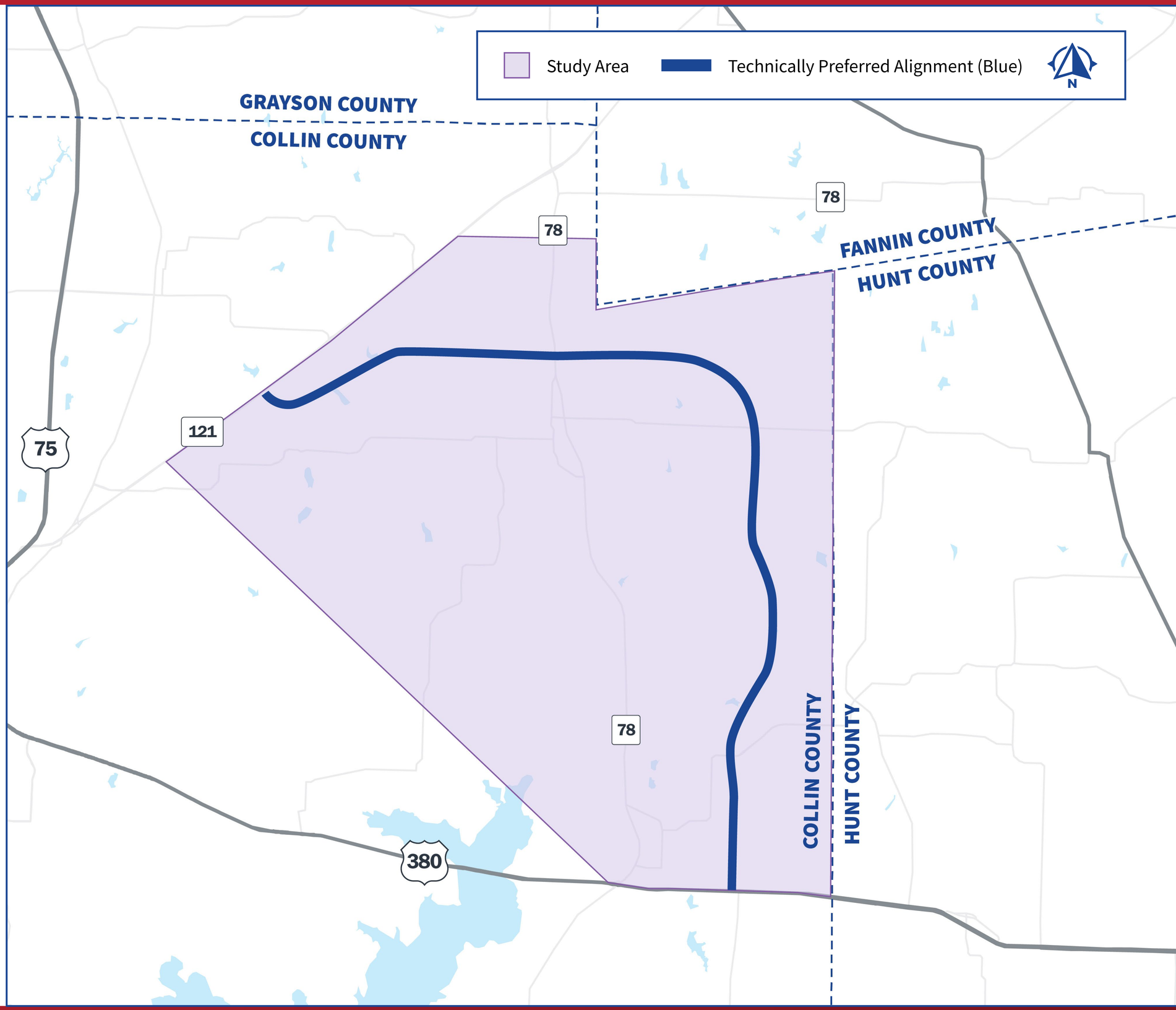
The previous Technically Preferred Alignment (PTPA) was identified in 2007. The current study is revisiting the PTPA and identifying needed modifications based on new constraints in the study area.



Previous Study Similarities and Differences

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Similarities

Study Objectives

- Enhance Mobility and Safety
- Cost Effectiveness
- Minimal Environmental Impacts
- Engineering Feasibility

Study Evaluation Criteria

- Total Length of Alignment
- Displacements
- Utility Impacts
- ROW Acquisition, etc.

Differences

Changes to the environment over the last 20 years

Floodplains, Streams, Wetlands

Changes in utility infrastructure

Addition of water pipelines

Increased environmental regulations

New residential, commercial, and industrial developments

Technically Preferred Alignment - Constraint Changes Since 2007

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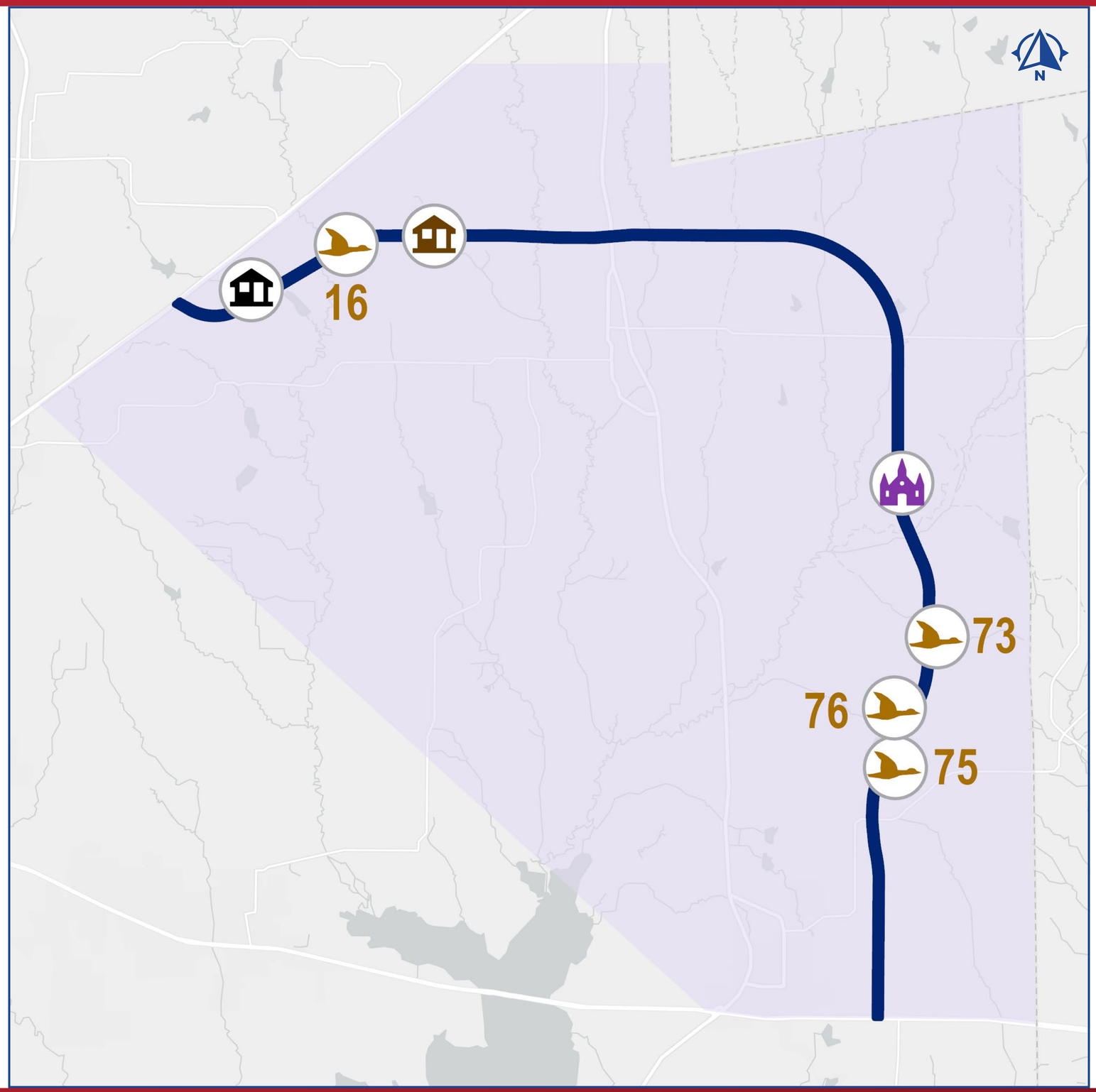
Adult Care Facility

Pate Rehabilitation-
Brinlee Creek Ranch

Residential Developments

High density of
residential displacement



National Resource Conservation Ponds

16, 73, 75, 76

Changes in regulations
since 2007

Place of Worship

Collin County New
Beginnings in Christ Church

Environmental Constraints Map

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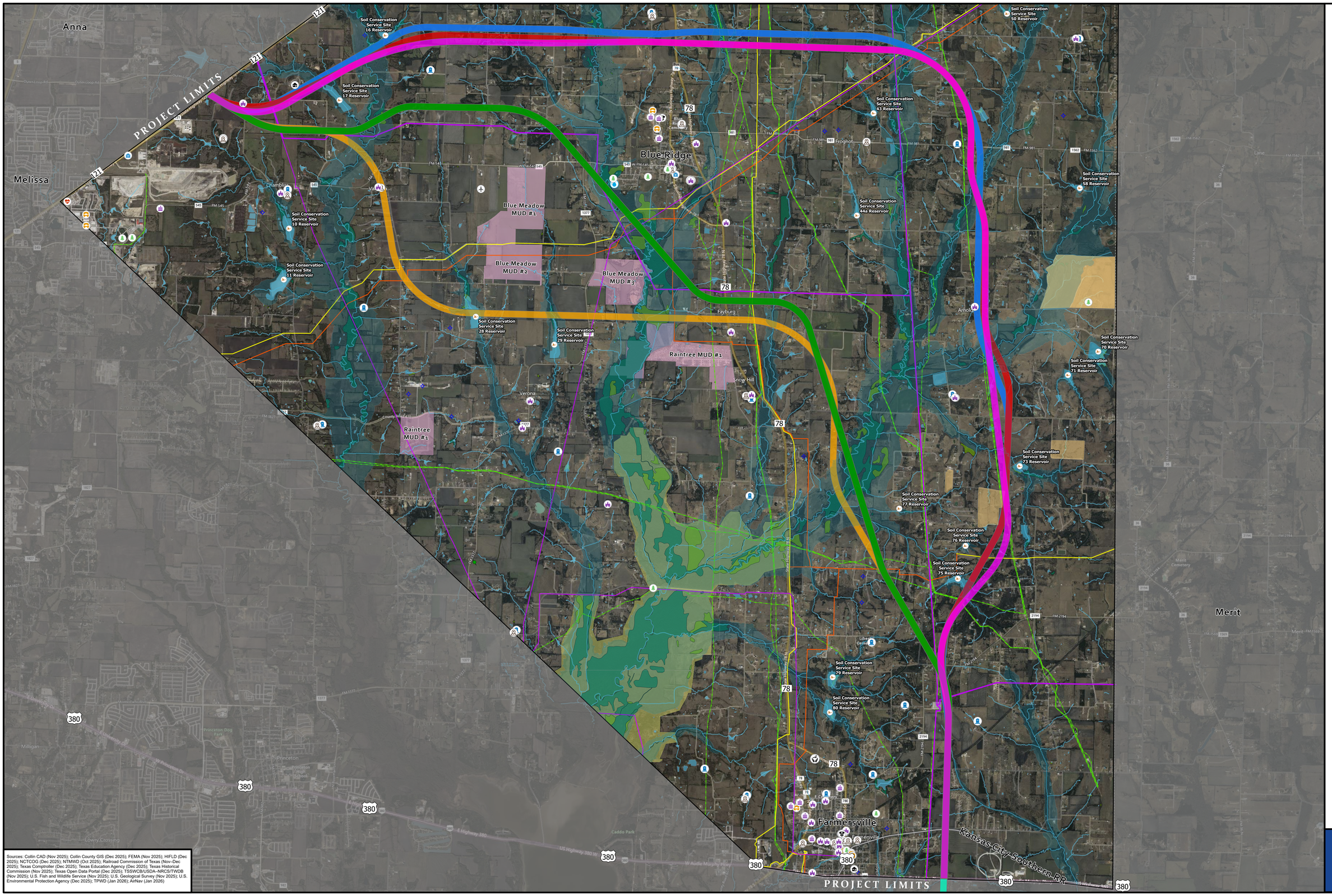

PROJECT LIMITS
PROJECT LIMITS
Anna
Melissa
Blue Ridge
Farmersville
Merit
Climax
Verona
Snow Hill
Froghot
Fayburg
Arnold
Lane
Milligan
Princeton
Lowry Crossing
Caddo Park
Blue Meadow MUD #1
Blue Meadow MUD #2
Blue Meadow MUD #3
Raintree MUD #1
Raintree MUD #1
Soil Conservation Service Site 16 Reservoir
Soil Conservation Service Site 17 Reservoir
Soil Conservation Service Site 10 Reservoir
Soil Conservation Service Site 11 Reservoir
Soil Conservation Service Site 28 Reservoir
Soil Conservation Service Site 29 Reservoir
Soil Conservation Service Site 43 Reservoir
Soil Conservation Service Site 44a Reservoir
Soil Conservation Service Site 50 Reservoir
Soil Conservation Service Site 58 Reservoir
Soil Conservation Service Site 70 Reservoir
Soil Conservation Service Site 71 Reservoir
Soil Conservation Service Site 73 Reservoir
Soil Conservation Service Site 77 Reservoir
Soil Conservation Service Site 76 Reservoir
Soil Conservation Service Site 75 Reservoir
Soil Conservation Service Site 79 Reservoir
Soil Conservation Service Site 80 Reservoir
Kansas City Southern RR
Chambliss
Liberty Cemetery
Merit Cemetery
Blue Ridge Cemetery
Princeton Dog Park
Princeton High School
121
78
380
FM 545
FM 981
FM 1377
FM 1827
FM 2194
FM 1562
FM 1565
FM 1567
FM 1778
FM 3133
FM 3134
FM 3412
FM 3453
FM 3455
FM 3456
FM 3457
FM 3458
FM 3459
FM 3460
FM 3461
FM 3462
FM 3463
FM 3464
FM 3465
FM 3466
FM 3467
FM 3468
FM 3469
FM 3470
FM 3471
FM 3472
FM 3473
FM 3474
FM

Enhancing Safety

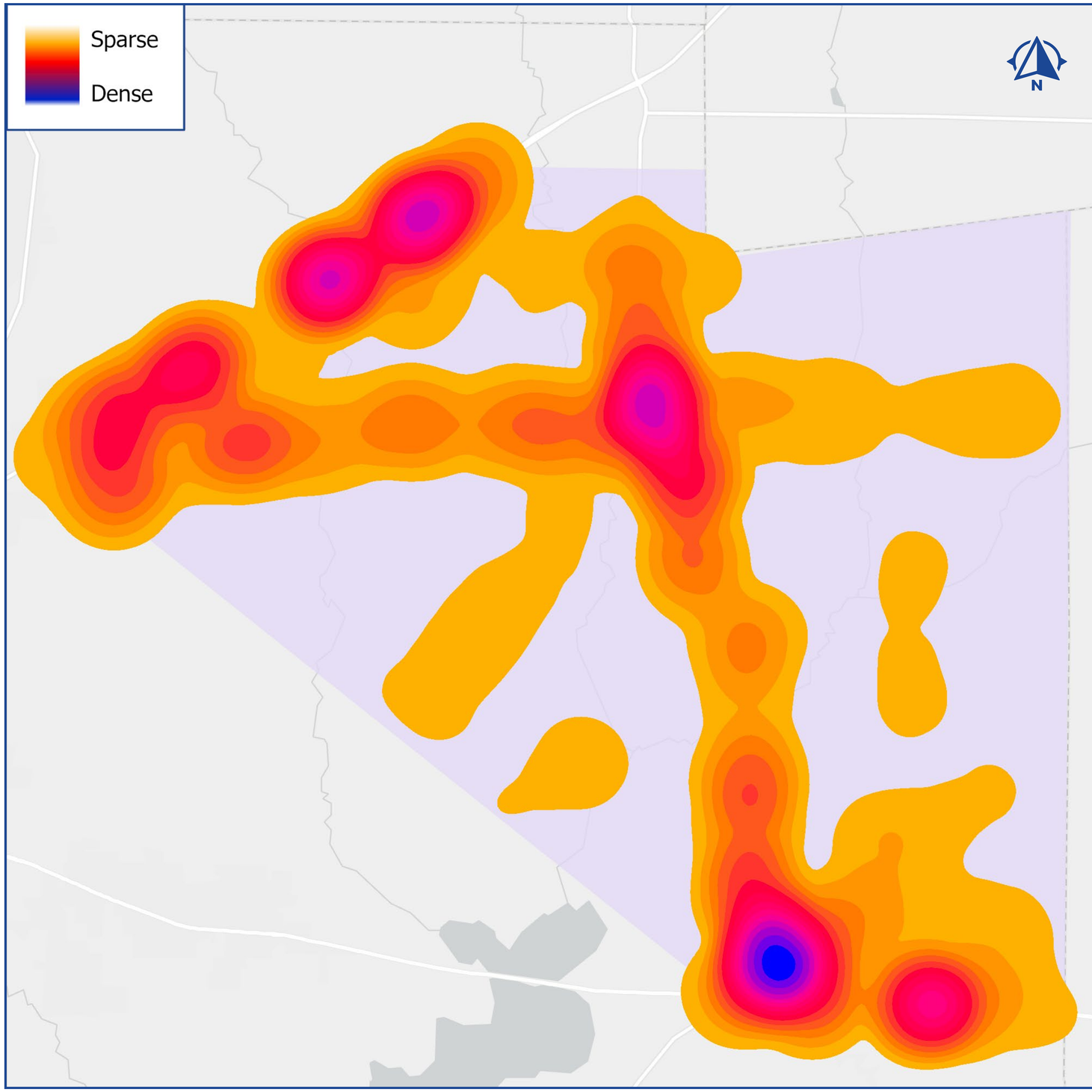
Between 2016 and 2024, 2,408 crashes occurred in the study area:

10% of crashes resulted in severe or fatal injuries

44% of crashes occurred at an intersection

33% of crashes occurred during nighttime

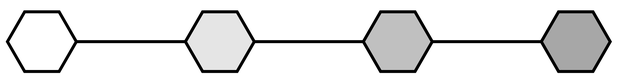
A high-speed limited access freeway, such as the Collin County Outer Loop, could improve conditions by removing high-speed trips from local roadways, reducing intersection conflict points and providing lighting improvements.



Initial Alignments Considered (Summer 2025)

COLLIN COUNTY OUTER LOOP
SEGMENT 5

The study area was divided into a honeycomb grid, which allowed the large study area to be divided equally. The shade of the hexagon represents the concentration of constraints within that cell.

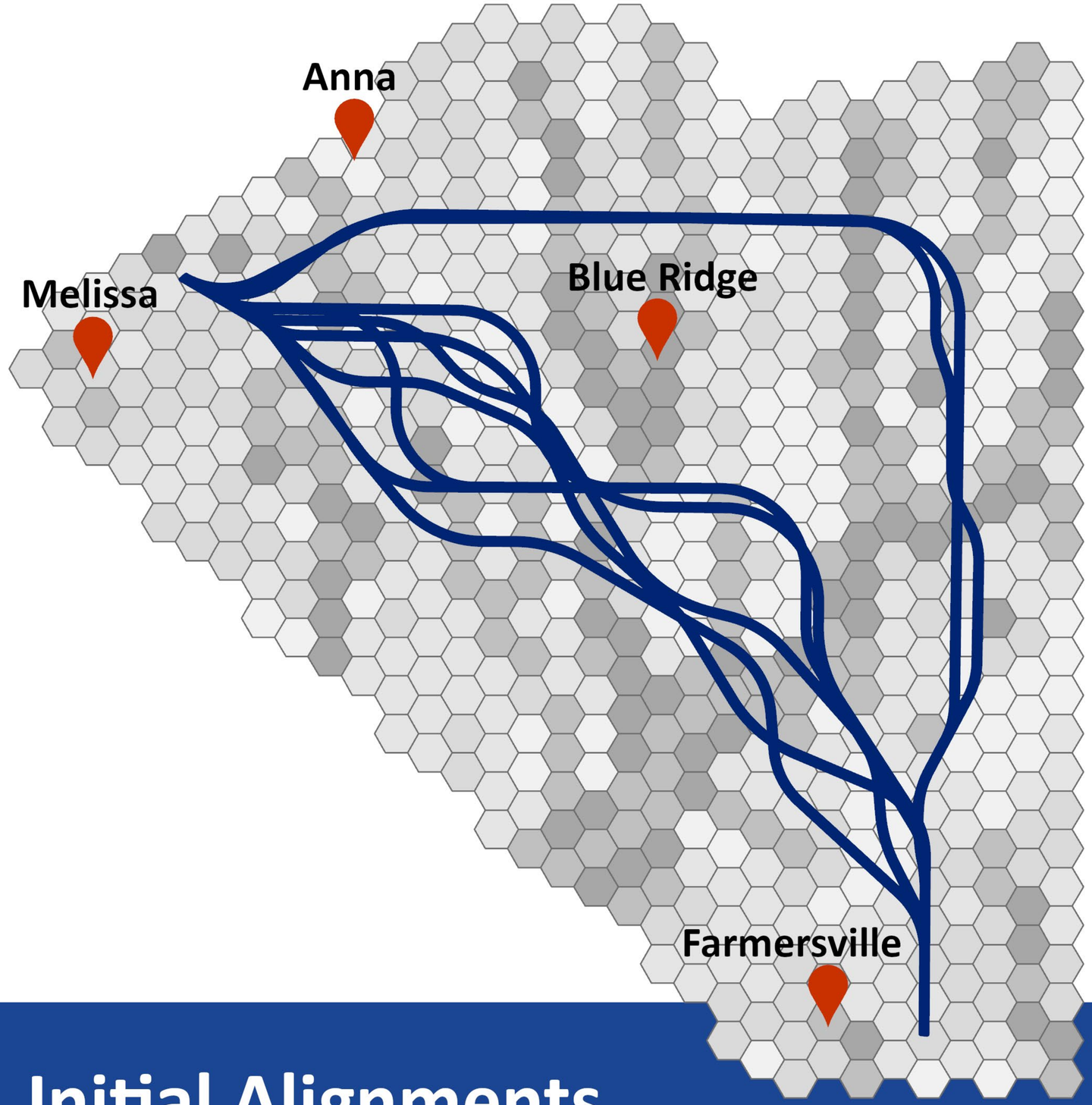


Lighter shade

Low concentration of constraints

Darker shade

High concentration of constraints



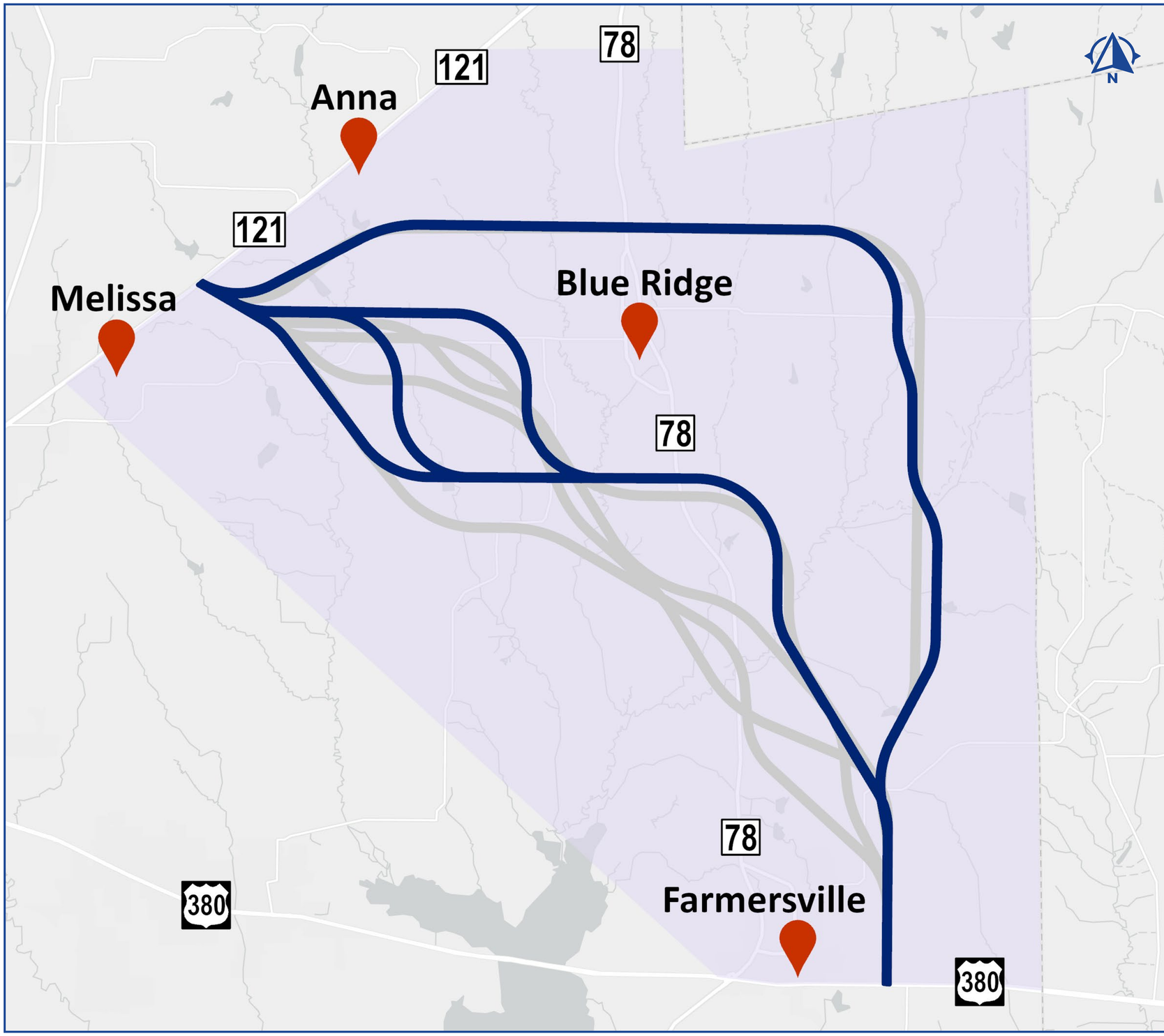
Initial Alignments

Narrowing Down Alignments

Alignments were further evaluated based on constraints.

Initial alignments were modified or removed based on the following:

- Engineering criteria
- Municipal Utility Districts (MUDs)
- Floodplains
- Residential/commercial structures



Alignments Presented in Fall 2025 at Public Meeting #1 (Virtual)

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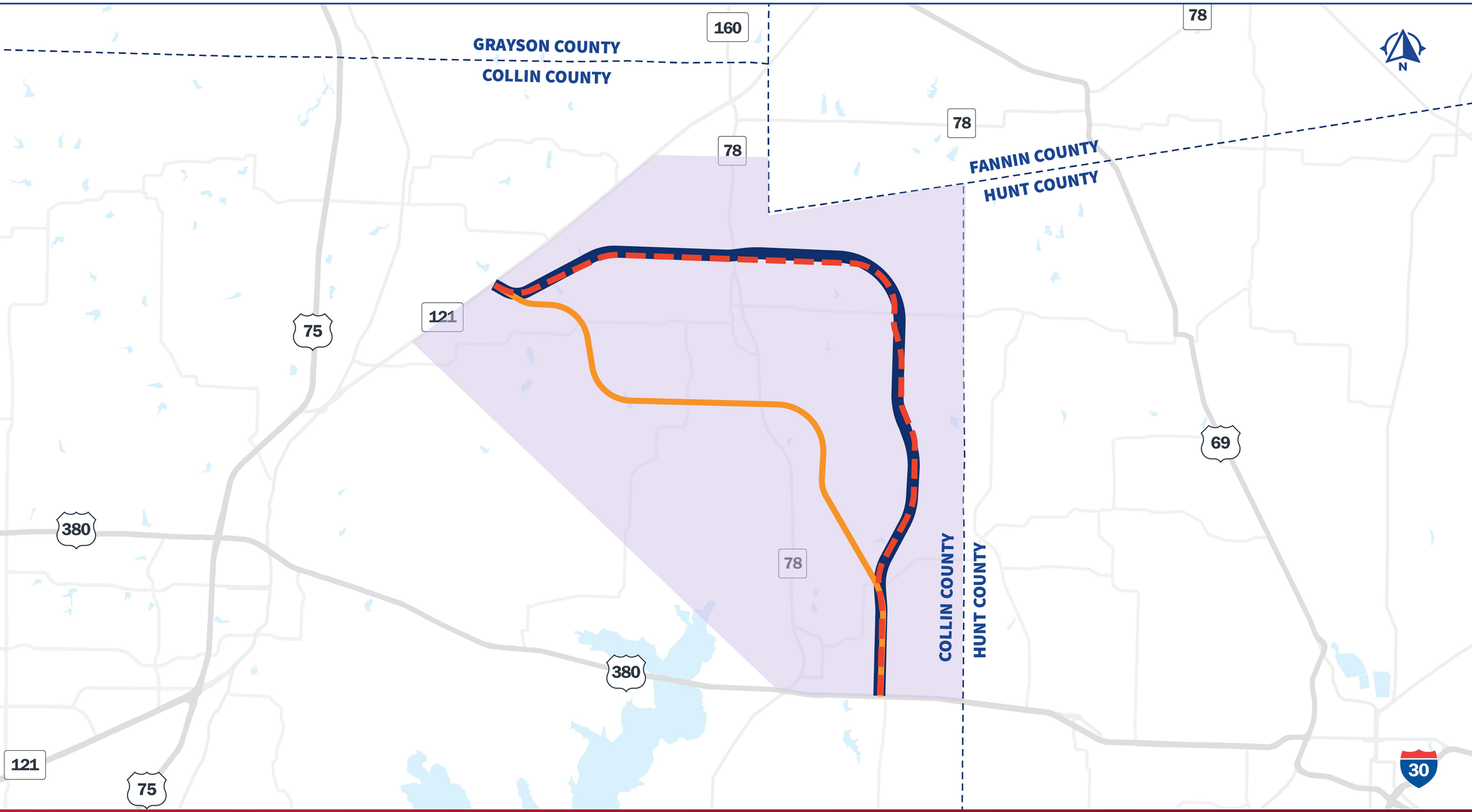
Study Area | Alternative Alignment | Modified Technically Preferred Alignment | Technically Preferred Alignment



Public Meeting #1 Recap

COLLIN COUNTY
OUTER LOOP
SEGMENT 5

Virtual meeting held
Nov. 13 to Dec. 15, 2025

Received over **300** comments

Major Comment Themes

- Alternatives to Proposed Action
- Cost
- Property Impacts
- Eminent Domain
- Agriculture & Livestock

Refined Alignments

COLLIN COUNTY OUTER LOOP
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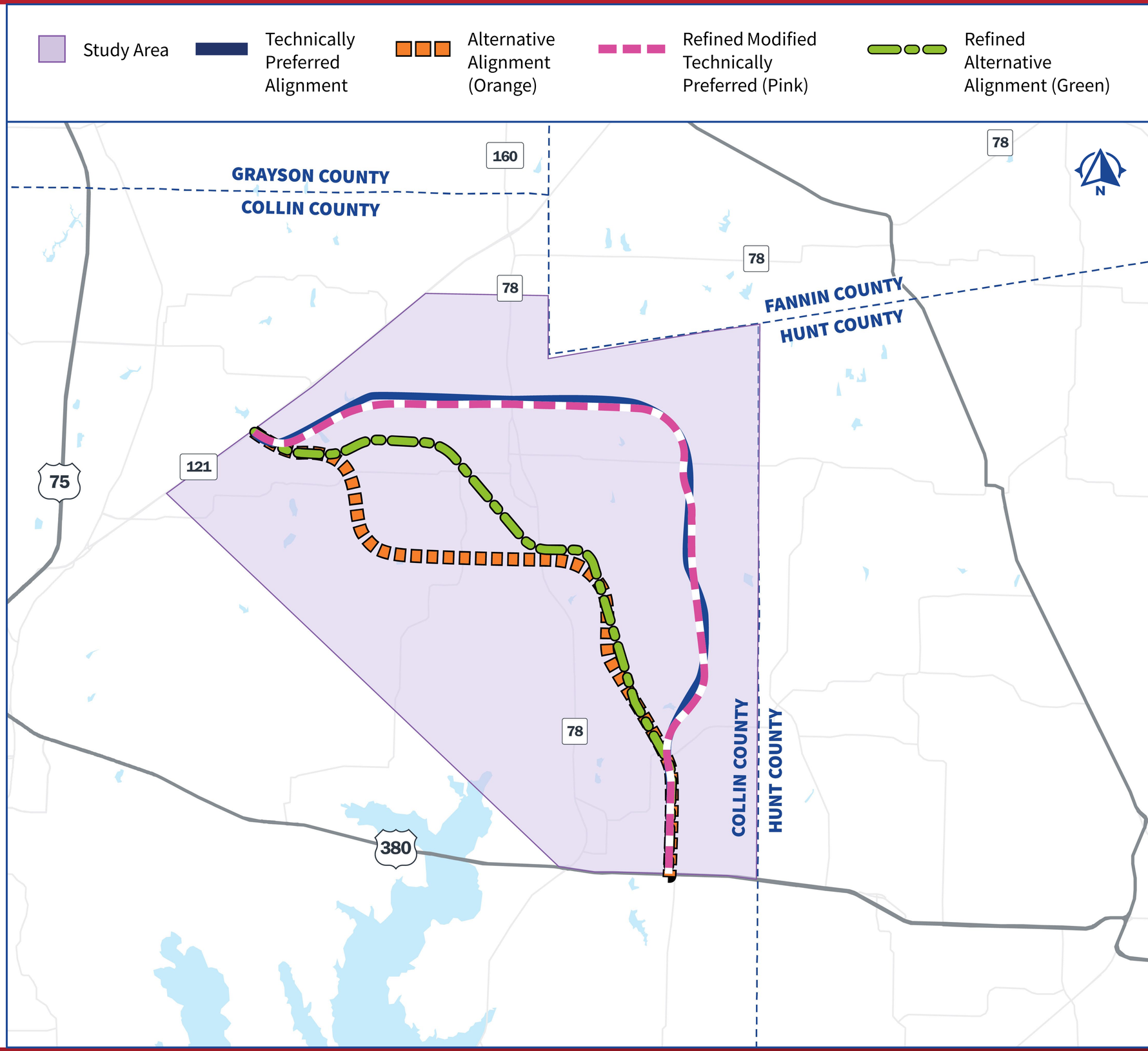
Red Alignment has been removed from further consideration and has been replaced with the Pink Alignment.

Orange Alignment feedback from Public Meeting #1 was considered when developing the Green Alignment.



Alignment Modifications

COLLIN COUNTY OUTER LOOP
SEGMENT 5

Refined Previous Technically Preferred Alignment (Pink)

Modified Technically Preferred Alignment (Red)

Adult Care Facility

Place of Worship

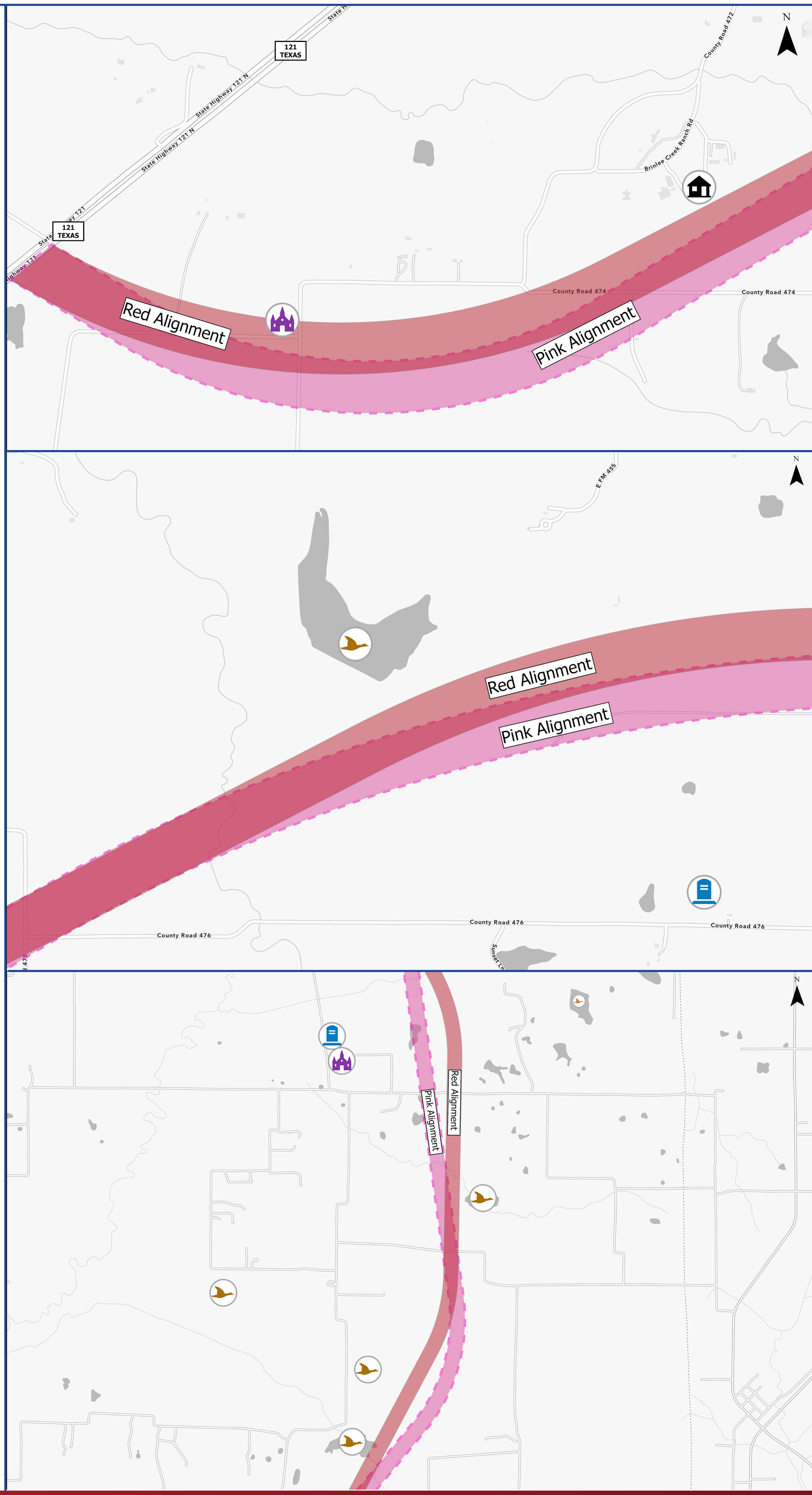
NRCS Conservation Reservoirs

Cemetery

Alignment near SH 121

Pink alignment reflects modifications to red alignment.

Shifted the alignment to avoid impacts to White Rock Church and Adult Care Facility.



Alignment near NRCS Pond 16

Alignment was shifted south to avoid impacts to NRCS Pond 16.

Alignment between FM 668 and FM 2194

Alignment was shifted to the west to avoid impacts to NRCS Pond 73 and reduce the number of curves in the alignment.

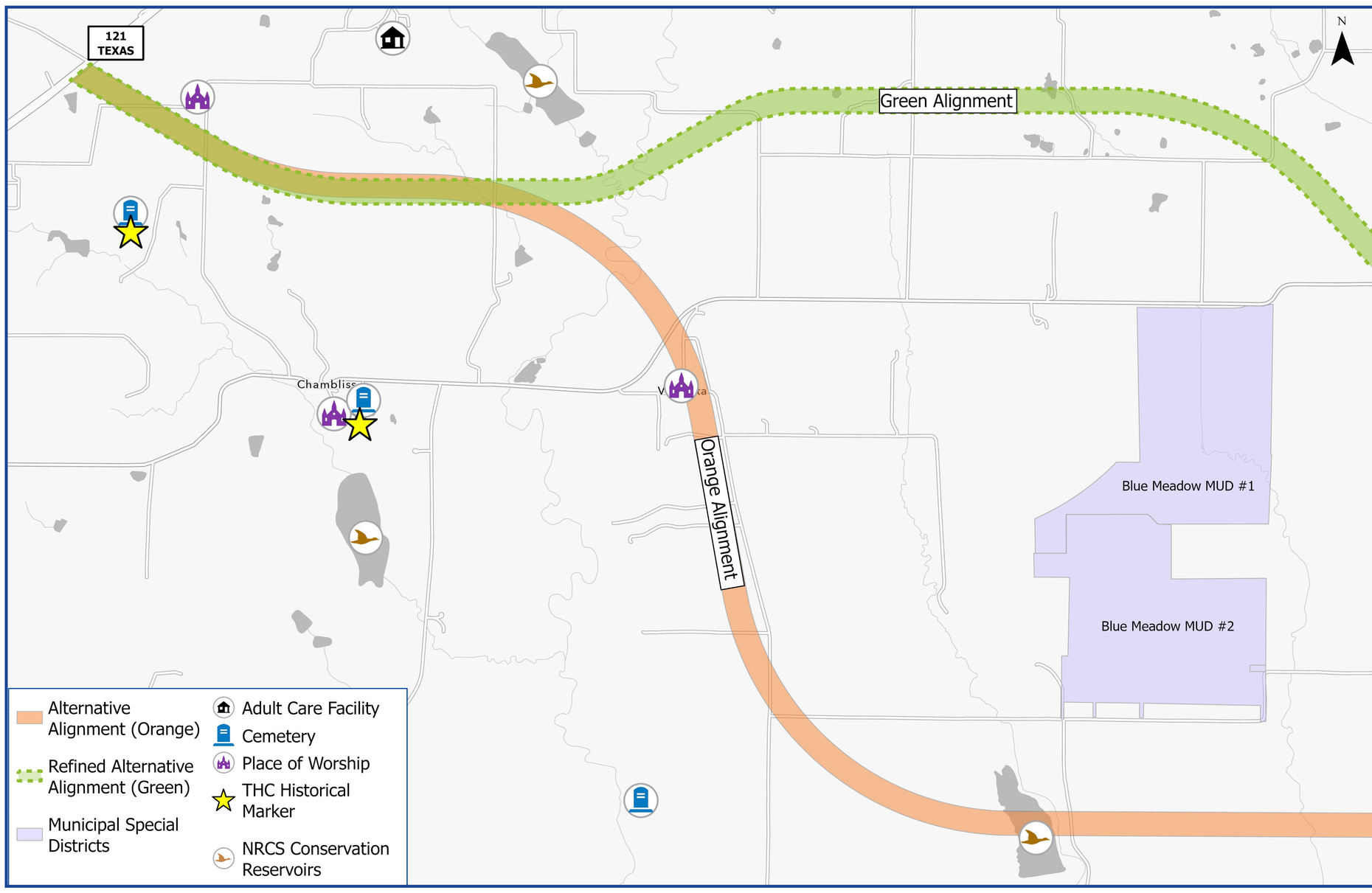
Key Considerations

COLLIN COUNTY OUTER LOOP
SEGMENT 5

Alignment near FM 545

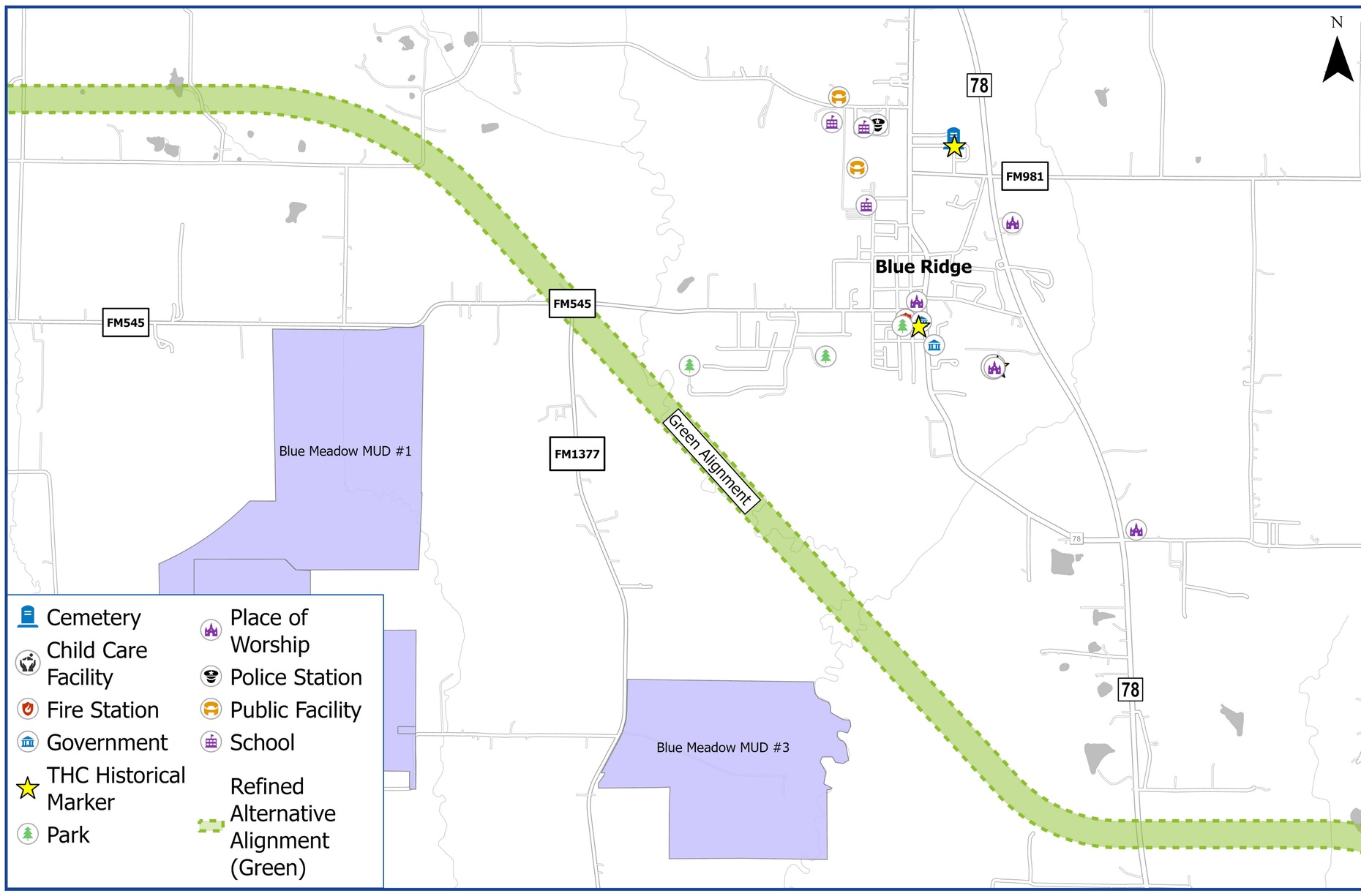
Green alignment reflects modifications to orange alignment.

Alignment shifted to minimize impacts to Valdasta Community, NRCS Pond 28 and Blue Meadow MUD #1 and #2.



Alignment near Blue Ridge

This alignment avoids potential residential impacts near FM 1377 and potential impacts to Blue Meadow MUD #1 and #3.



Matrix

COLLIN COUNTY OUTER LOOP
SEGMENT 5

Legend

- ○ **Poor:** Does Not Meet Criteria
- ◔ **Inadequate:** Sometimes Meets Criteria
- ◑ **Adequate or Neutral:** No Change
- ◕ **Good:** Mostly Meets Criteria
- ● **Exemplary:** Highly Meets Criteria

Study Goals	Evaluation Criteria	Technically Preferred (Blue)	Modified Technically Preferred (Red)	Refined Technically Preferred (Pink)	Alternative Alignment (Orange)	Refined Alternative Alignment (Green)
Minimizing Environmental Impacts	Amount of New Right-of-Way (ROW) Required (acres)	◔	◔	◔	●	●
	Community and Public Facilities Affected	◑	◑	●	◑	●
	Number of Affected Parcels	○	◕	◔	●	●
	Total Acres FEMA 100-Year Floodplain Crossed	◔	◑	◑	◑	◔
	Total Displacement	○	◕	◕	◕	●
Engineering Feasibility	Number of Major Utility Conflicts	○	◔	◑	●	◕
	Total Assumed Bridge Length (ft)	◑	◑	●	●	○
	Total Segment Length (mi)	○	◔	○	◕	◕
Enhance Mobility and Safety	2045 Population within 1-mile Buffer of Corridor	○	◔	◑	●	●
Stakeholder, Agency, and Public Sentiment	Public Sentiment	●	○	Not presented at public meeting #1	◑	Not presented at public meeting #1
Cost Effectiveness	Rough Order of Magnitude	○	◔	◕	◕	◑

How Alignments Meet Study Goals

COLLIN COUNTY OUTER LOOP
SEGMENT 5

	Study Goals		Technically Preferred (Dark Blue)	Modified Technically Preferred (Red)	Refined Modified Technically Preferred (Pink)	Alternative Alignment (Orange)	Refined Alternative Alignment (Green)
	**Enhanced Mobility and Safety**	**2045 Population Estimate**	10,043	10,343	10,508	23,664	16,529
	**Cost Effectiveness (Compared to Technically Preferred)**	**Reduction in cost**	N/A	7% reduction in cost	8% reduction in cost	16% reduction in cost	6% reduction in cost
	**Engineering Feasibility**	**Segment length**	22.14 miles	21.98 miles	22.05 miles	17.86 miles	17.74 miles
		Assumed bridge length	3.37 miles	3.24 miles	2.89 miles	2.93 miles	3.95 miles
		Major utility impacts	28	26	25	20	24
	**Minimizing Environmental Impacts**	**Structure impacts**	60	30	21	32	19
		Affected community facilities	2	2	None	2	None

Study Schedule

COLLIN COUNTY
OUTER LOOP
SEGMENT 5

Public Meeting #1
FALL 2025

Public Meeting #2
SUMMER 2026

Public Hearing
FALL 2026

ONGOING STAKEHOLDER COORDINATION

STUDY SCHEDULE

Review, Identify and Validate Alignment Variations
SUMMER 2025

Refine Alignment Variations
WINTER 2025

WE ARE HERE

Identify Preferred Alignment
SUMMER 2026

ROW Mapping
WINTER 2026

Provide Your Input

COLLIN COUNTY
OUTER LOOP
SEGMENT 5

All comments are requested by **Monday, July 6, 2026**, to be part of the official meeting summary.

Comments may be provided by one of the following methods:

ccol-segment5.com

Provide a comment on the interactive comment map. An electronic comment form is also available.

connect@ccol-segment5.com

HDR

Attn: Courtney Kintner, P.E.
17111 Preston Road, Suite 300
Dallas, TX 75248