



# Welcome

Public Meeting #2  
Wednesday, June 3, 2026 &  
Thursday, June 4, 2026



**COLLIN COUNTY  
OUTER LOOP  
SEGMENT 5**

The information presented herein is preliminary and intended solely for internal discussion purposes. It does not represent a final plan, policy, or commitment by Collin County. Content may be revised, expanded, or replaced as additional technical analysis, stakeholder coordination, and regulatory guidance are incorporated. This material is not for public release or distribution and should not be construed as official guidance or endorsement.

Hello and welcome to the second public meeting for the Collin County Outer Loop-Segment 5 study. We appreciate your interest in this study and thank you for your participation.

## Meeting Purpose



**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.

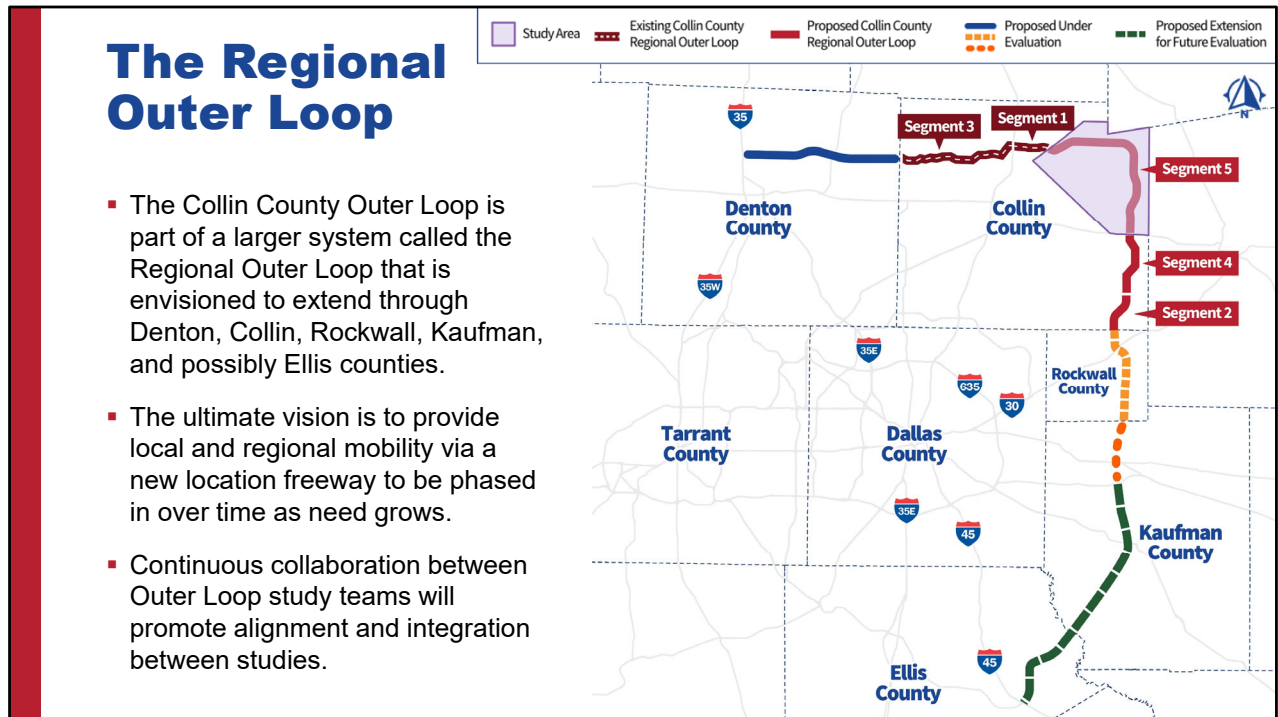


This public meeting has been convened by Collin County to share information about the Collin County Outer Loop Segment 5 study.

The meeting is intended to:

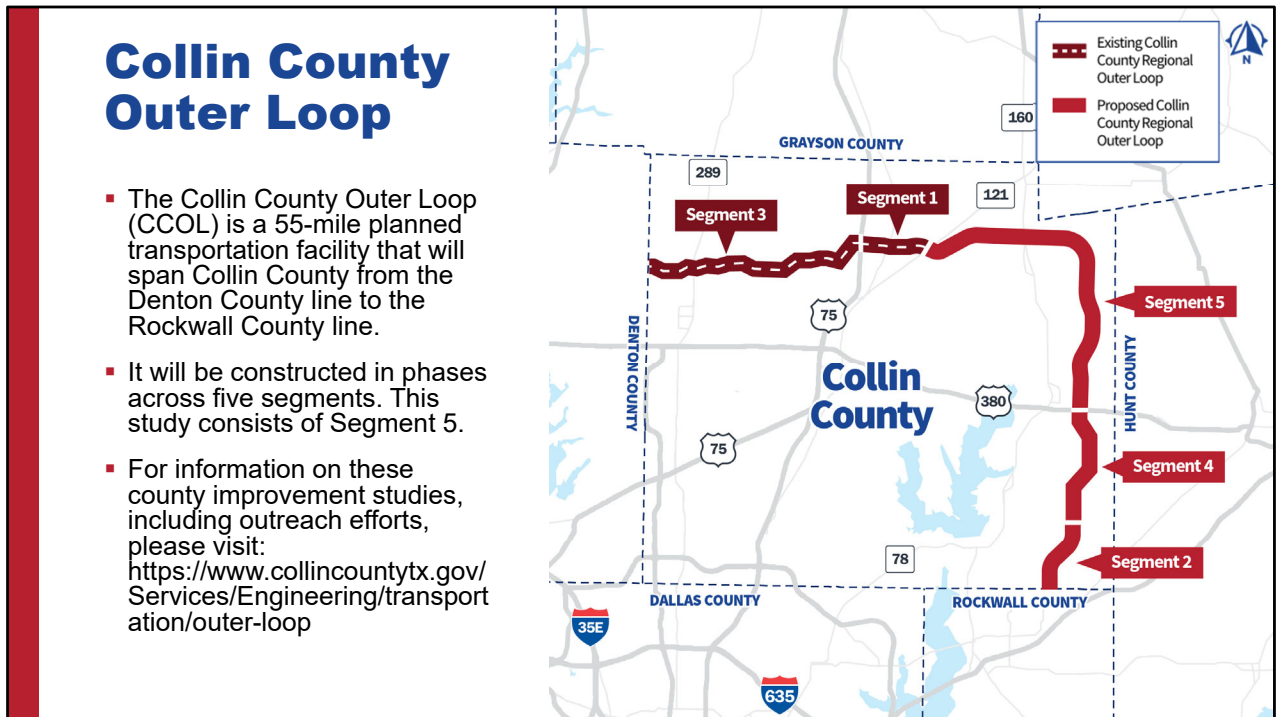
- Inform the public of the study and study status.
- Share information about the alignment variations being considered.
- Offer the public an opportunity to provide input.
- Develop a record of public participation.

Official meeting materials and public comments will be made available after the close of the comment period.



Beyond Collin County, the Outer Loop is part of a larger Regional Outer Loop system.

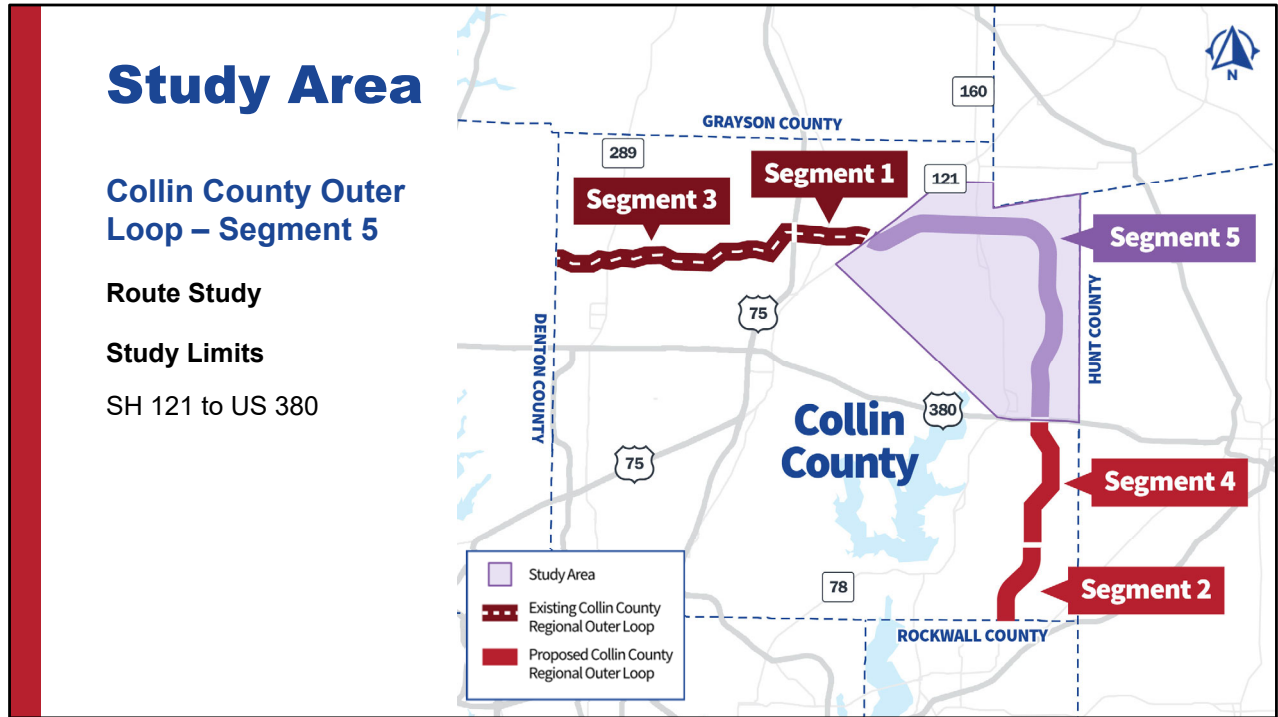
This regional system is intended to connect planned freeways across Denton, Collin, Rockwall, Kaufman, and potentially Ellis counties. Ongoing coordination with neighboring counties will help ensure consistency and connectivity across studies.



To put Segment 5 in context, it is one part of the larger Collin County Outer Loop system.

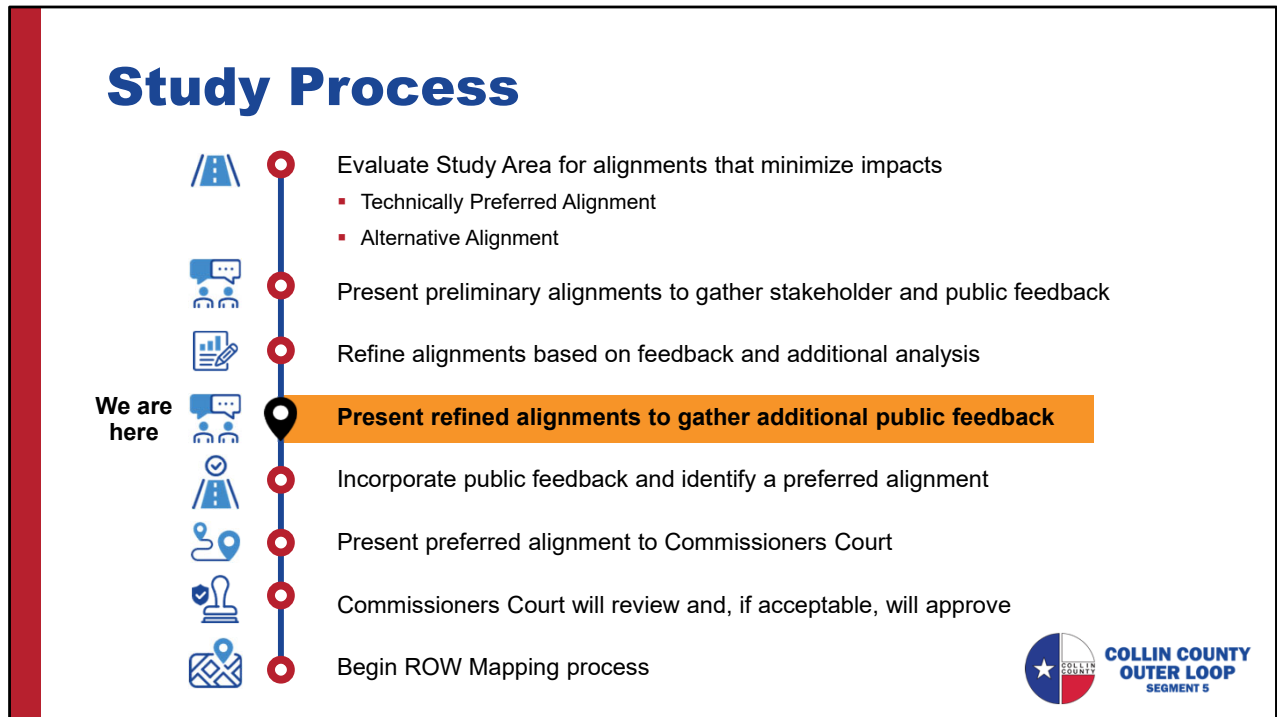
The full Collin County Outer Loop is a planned 55-mile facility extending from the Denton County line to the Rockwall County line and is being developed in five segments. It will ultimately serve several communities across the county.

Segments 1 and 3 already include completed frontage roads, shown here in dashed red.



Collin County is conducting a study to finalize the alignment for Segment 5 of the Collin County Outer Loop. This segment extends approximately 21 miles from SH 121 to US 380, connecting Segment 1 to the west and Segment 4 to the southeast.

This roadway is ultimately planned as a new-location freeway with a 500 foot right of way and would be constructed in phases over time as travel demand grows.



Our study process for Collin County Outer Loop Segment 5 is outlined here.

First, we evaluate the study area and look at different alignments that minimize impacts as much as possible. This includes a technically preferred alignment, and one or more alternative alignments.

Next, we present these preliminary alignments to stakeholders and the public to gather feedback.

We then use that feedback, along with additional technical analysis, to refine the alignments.

After refinements are made, we present the updated alignments again for additional public input. We are at this phase of the process.

Based on all of the analysis and feedback received, Collin County identifies a preferred alignment.

That preferred alignment is then presented to the Commissioners Court.

Finally, the Commissioners Court reviews the recommendation and, if acceptable, provides approval.

## Study Objectives

The infographic is titled "Study Objectives" and is enclosed in a white box with a red vertical bar on the left side. It features four columns, each with an icon and a text label. The icons are: a shield with a checkmark, a drafting triangle and pencil, a three-leaf plant, and a dollar sign inside a circle. The labels are: "Enhanced Mobility and Safety", "Engineering Feasibility", "Minimizing Environmental Impacts", and "Cost Effectiveness". In the bottom right corner of the box is the logo for "COLLIN COUNTY OUTER LOOP SEGMENT 5", which includes a stylized Texas state flag.

- Enhanced Mobility and Safety
- Engineering Feasibility
- Minimizing Environmental Impacts
- Cost Effectiveness

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SEGMENT 5**

The study's objectives are focused on enhancing mobility and safety, engineering feasibility, minimizing environmental impacts, and cost effectiveness.

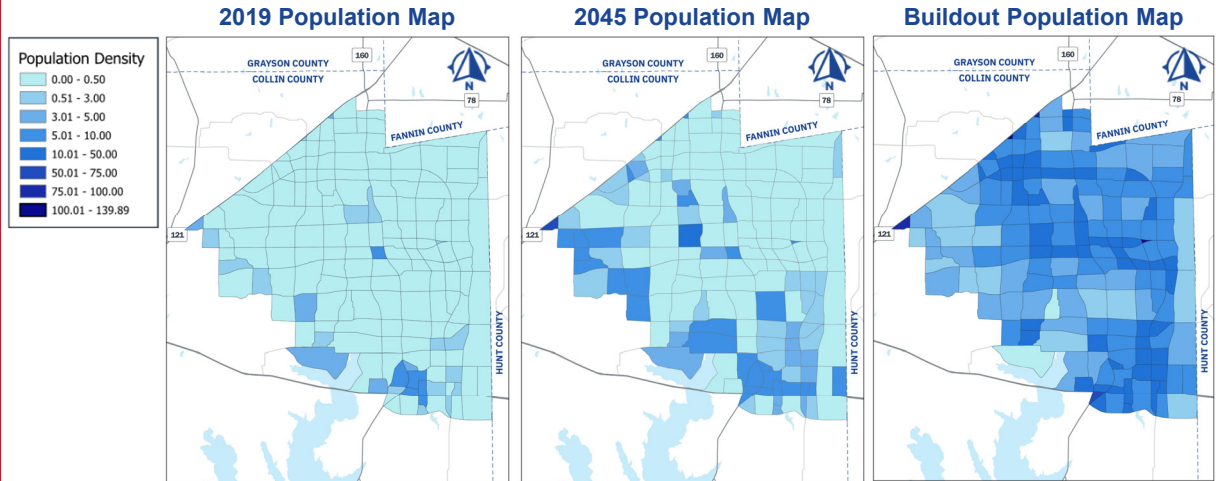


# Why are we studying this alignment again?

Next, let's revisit why this alignment is being studied again.

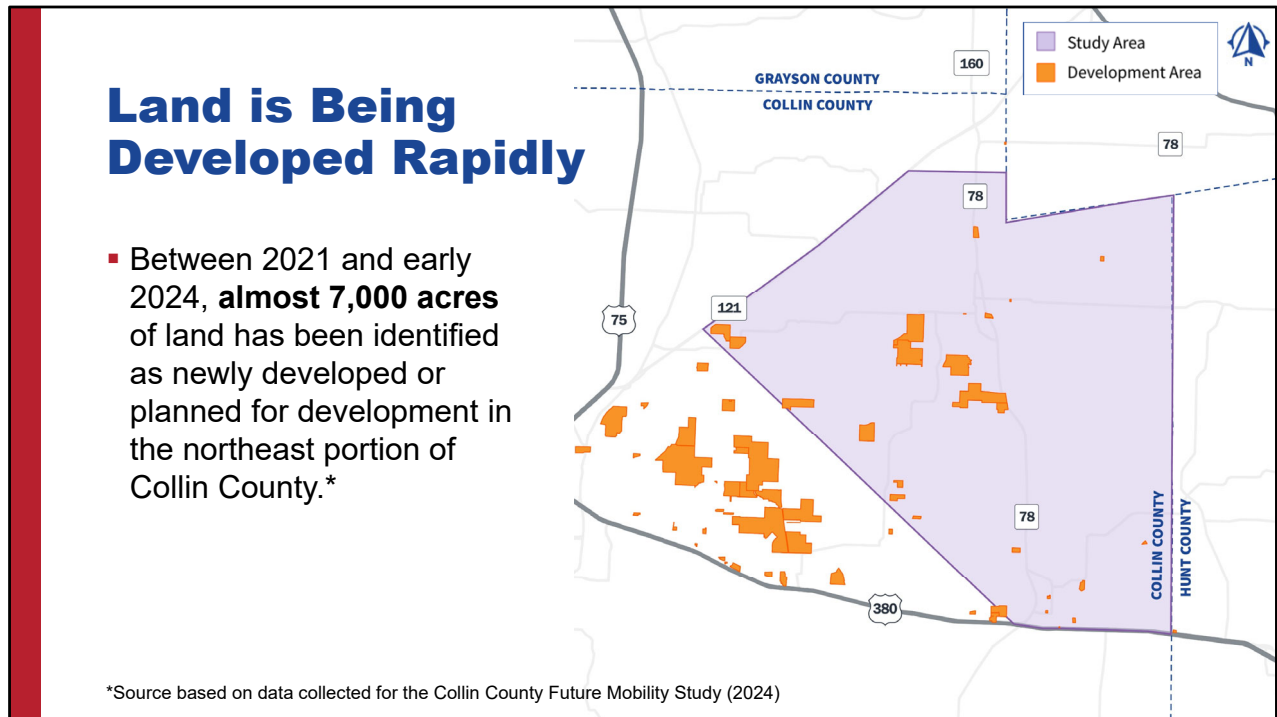
## Collin County is Growing

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.



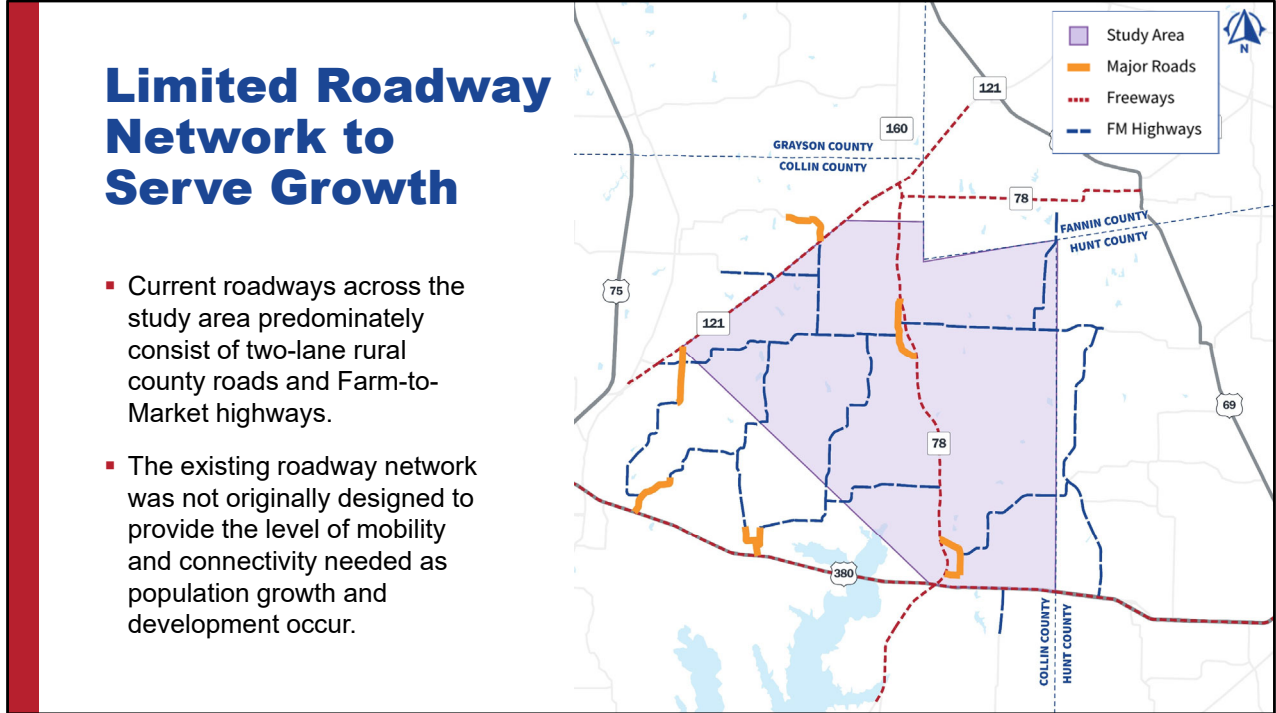
\*Source based on data collected for the Collin County Future Mobility Study (2024)

Rapid population growth is anticipated in Collin County over the coming decades, which will require better roads with greater connectivity. Already one of the fastest-growing counties in the nation, Collin County had a population of just over 1.1 million in 2023. By 2050, the population is projected to nearly double, surpassing 2.1 million. At the time of ultimate buildout, when the county is fully developed, it is expected to exceed 3 million people.



Land across Collin County is being developed at a rapid pace.

Between 2021 and early 2024, nearly 7,000 acres in northeast Collin County were either developed or planned for development. To preserve the corridor needed for the Outer Loop, Collin County intends to acquire right of way during the next phase of study development.



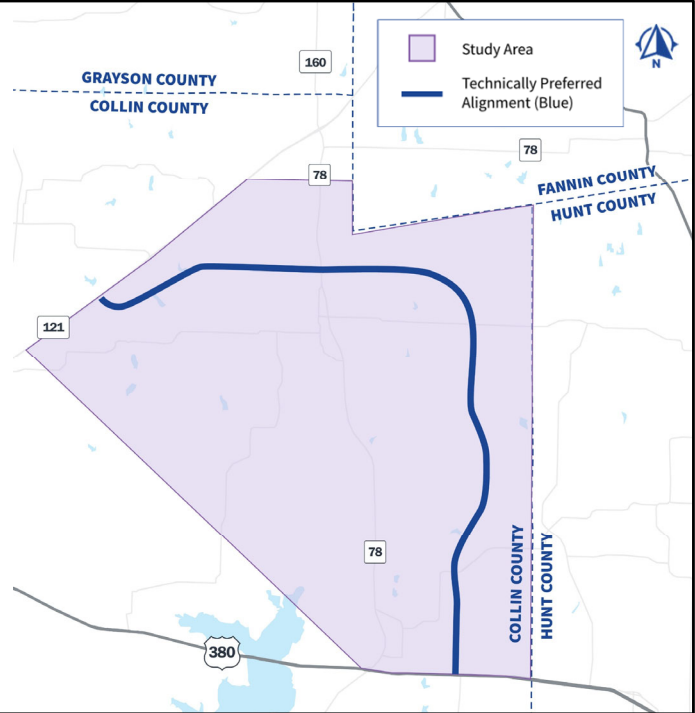
As growth continues, pressure on the existing roadway network will increase.

Roadways in northeast Collin County are primarily two-lane rural roads and Farm-to-Market highways that were not designed to carry long-distance regional traffic. Limited access to major freeways results in longer travel times and congestion.

Previous studies show that, even with other planned improvements, a major north-south freeway will ultimately be needed.

## Technically Preferred Alignment

- 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.



The previous Technically Preferred Alignment was identified in the 2007 Collin County Outer Loop study. This map shows the Technically Preferred Alignment that was identified. Since that time, the study area has grown and changed, and the County is ready to begin the process of preserving the right of way that would be needed to construct Segment 5 of the Outer Loop. The purpose of this study is to reassess the 2007 Technically Preferred Alignment using current environmental, engineering and mobility conditions to determine if modifications or new alternatives would better reduce impacts while supporting long-term growth.

## Previous Study Similarities and Differences

### 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

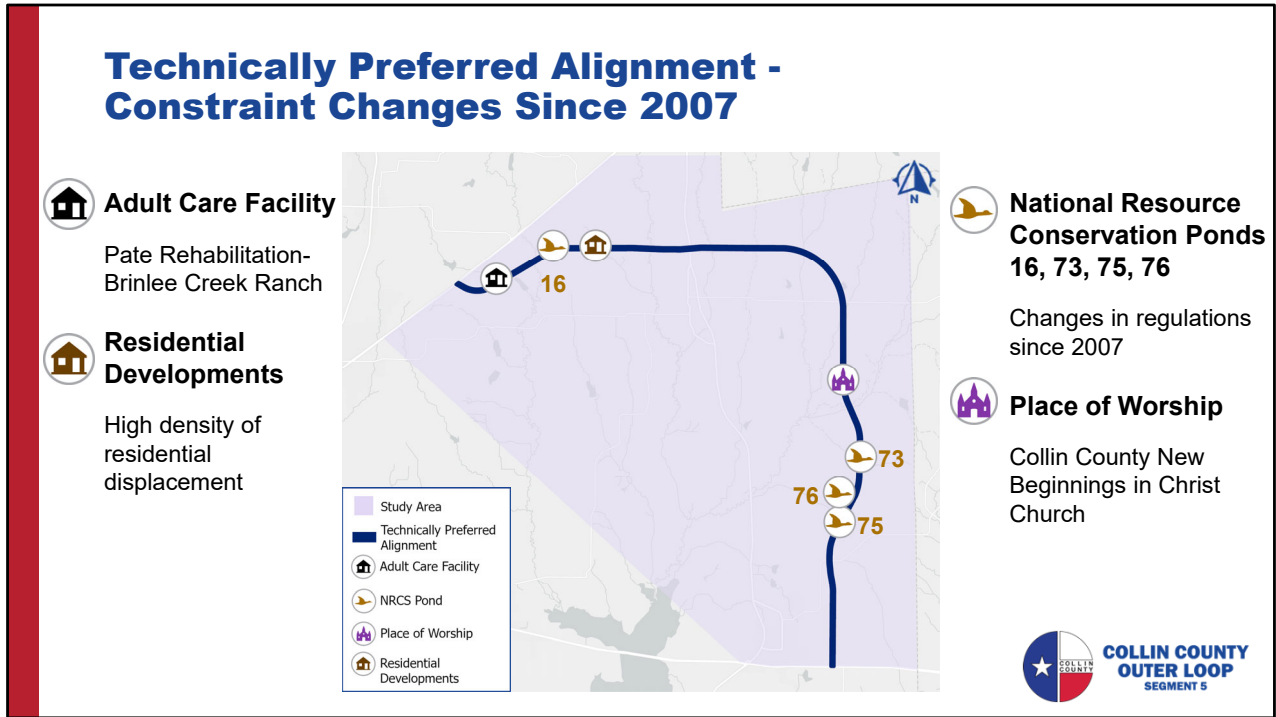


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SEGMENT 5**

While the goals and evaluation criteria remain largely the same as the 2007 study, the context has changed.

Over the past 20 years, conditions including development patterns, infrastructure, environmental requirements, and available data have evolved. As a result, it's time to revisit constraints within the study area and earlier assumptions to confirm the alignment still meets its goals.





Next, we'll walk through more specific factors driving this reevaluation.



The first step in the study was to review environmental, engineering, and community constraints and how those conditions have changed over time.

Using updated data, the Technically Preferred Alignment was evaluated to identify areas where impacts could be minimized and refinements may be appropriate.

## Current Study Evaluation Criteria

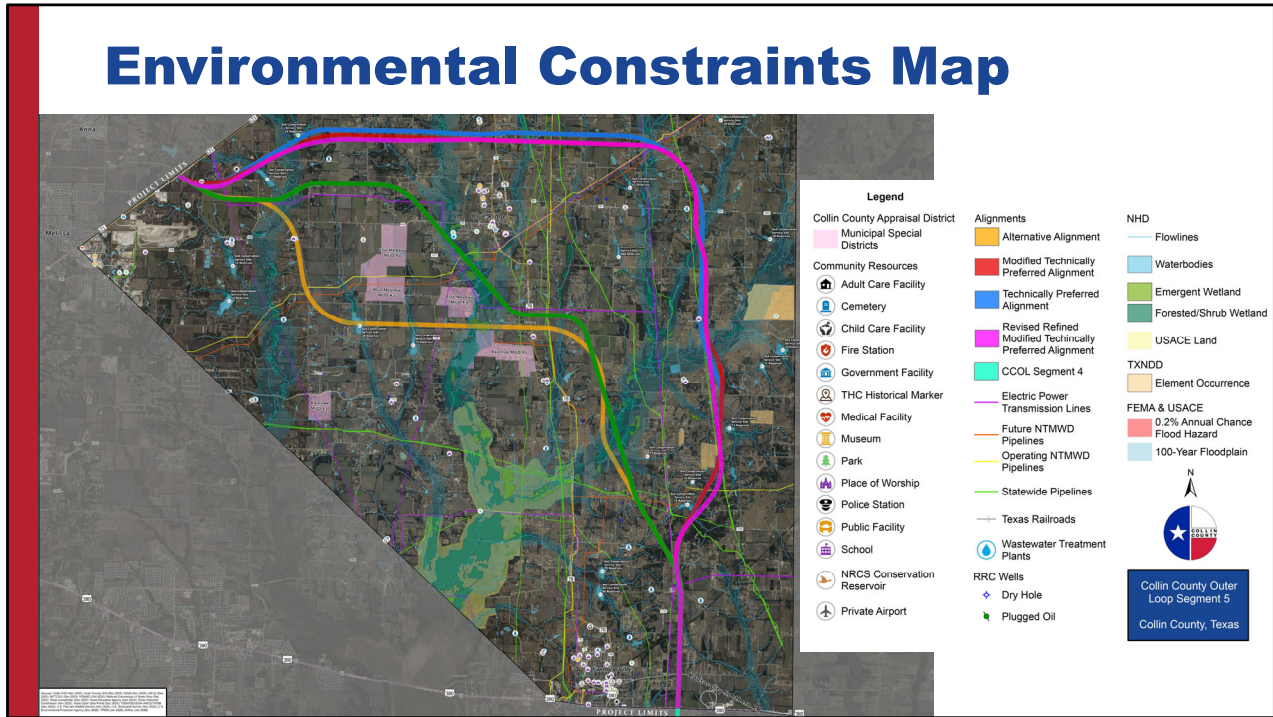
-  **Minimize Environmental Impacts**
  - Wetlands and Streams
  - Community and Public Facilities Affected
  - Residential, Commercial and Industrial Displacements
-  **Evaluate Engineering Feasibility**
  - Total Length
  - Floodplains
  - Existing Thoroughfare Plans
-  **Enhances Mobility**
  - Population
  - Emergency Response Time
-  **Other Considerations**
  - Major Utilities Impacts
  - Future Developments
  - Cost
  - Stakeholder, Agency and Public Input



To compare the alignment options, the study team looked at a wide range of factors. During the initial review, data was gathered across the criteria shown on this slide to understand the potential impacts of each option.

The study team is considering how each alignment could affect homes, businesses, historic and archaeological sites, and community facilities. Environmental impacts are also a key focus, with efforts to reduce effects on floodplains, wetlands, streams, and other natural resources whenever possible.

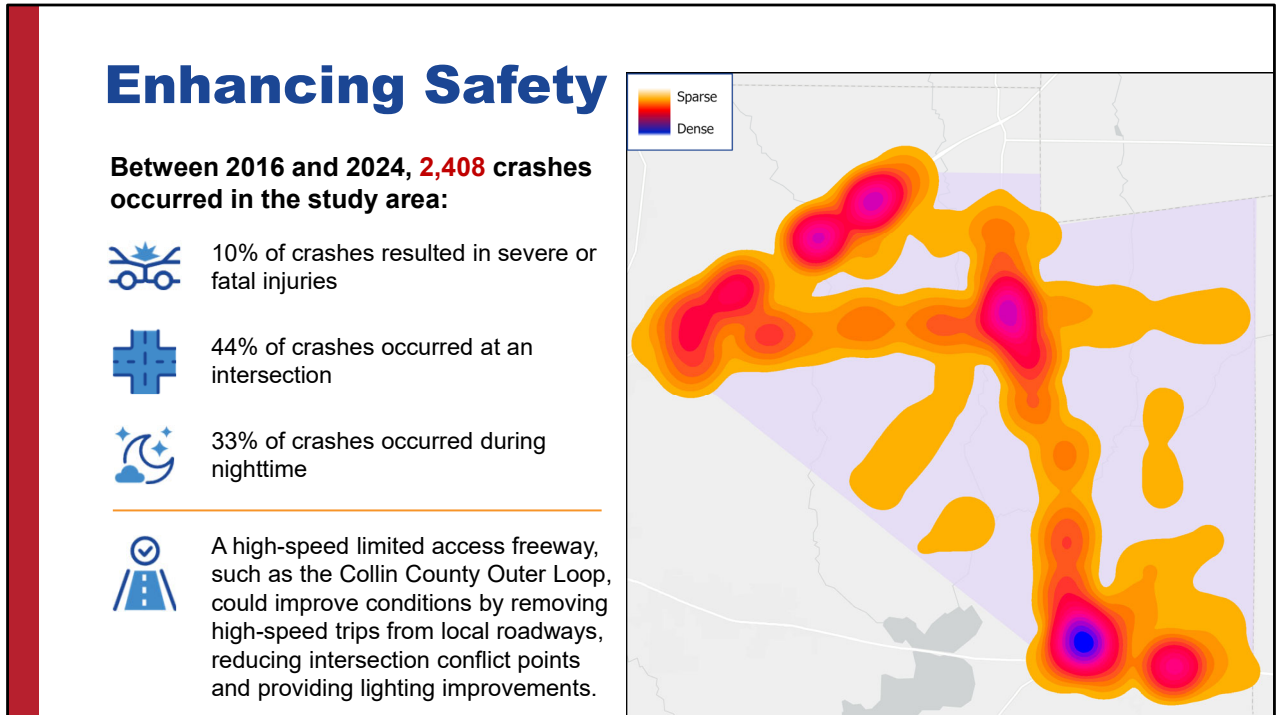
Other factors being evaluated include impacts to major utilities, future development plans, overall length, estimated costs, and feedback from stakeholders and the public.



This map shows environmental constraints within the study area, including community resources, utilities, water resources, and other sensitive features.

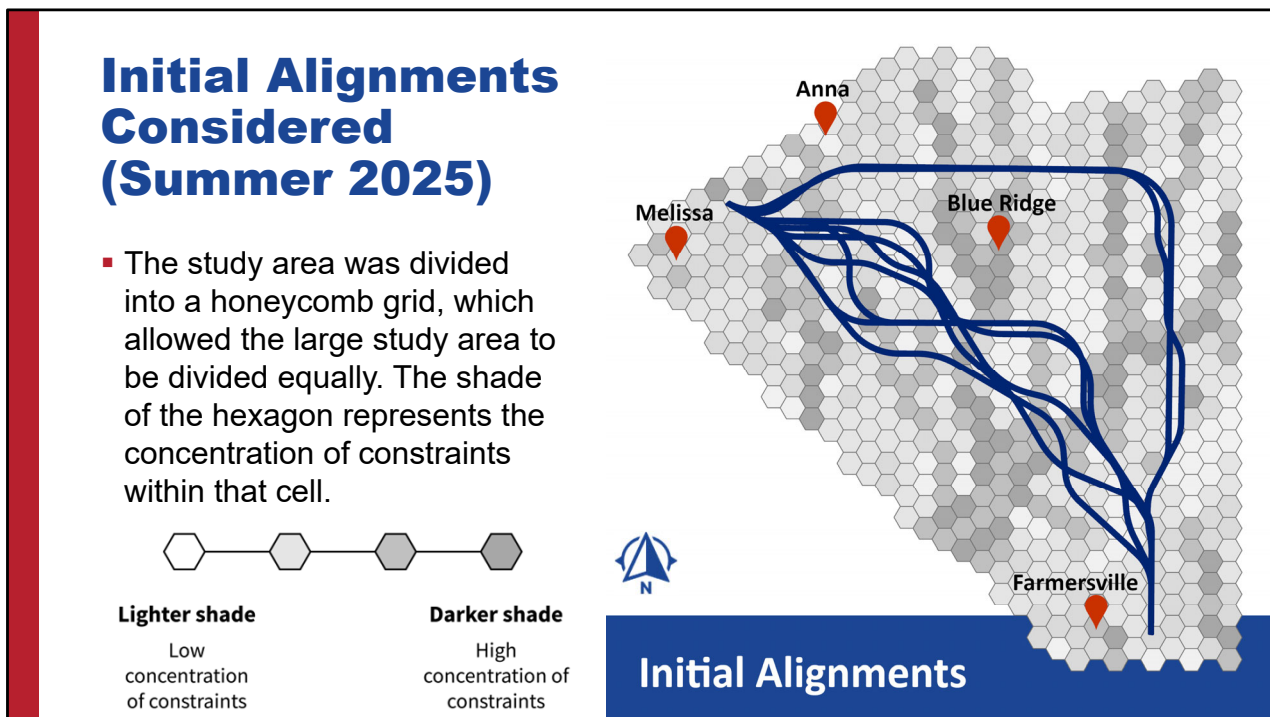
It helps visualize existing conditions and better understand how constraints influence alignment decisions.

To view a larger version of this map, visit the board at the in-person public meeting or online at [ccol-segment5.com](http://ccol-segment5.com).



When regional trips use local roads not designed for higher-speed travel, safety and operations can be affected.

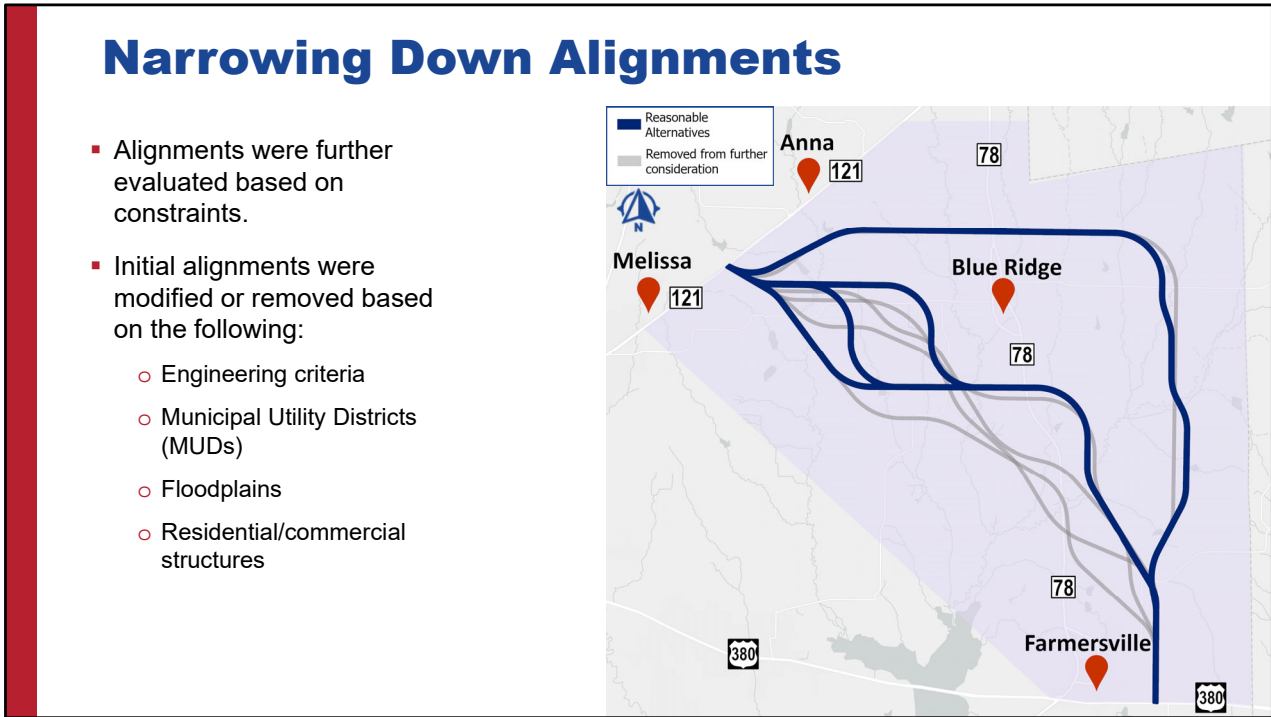
A limited-access facility like the Collin County Outer Loop is designed to accommodate those regional trips by shifting them away from local streets. This separation reduces conflict points and supports a safer, more efficient roadway network.



With that background, we'll now take a closer look at the alignment options being considered for Segment 5.

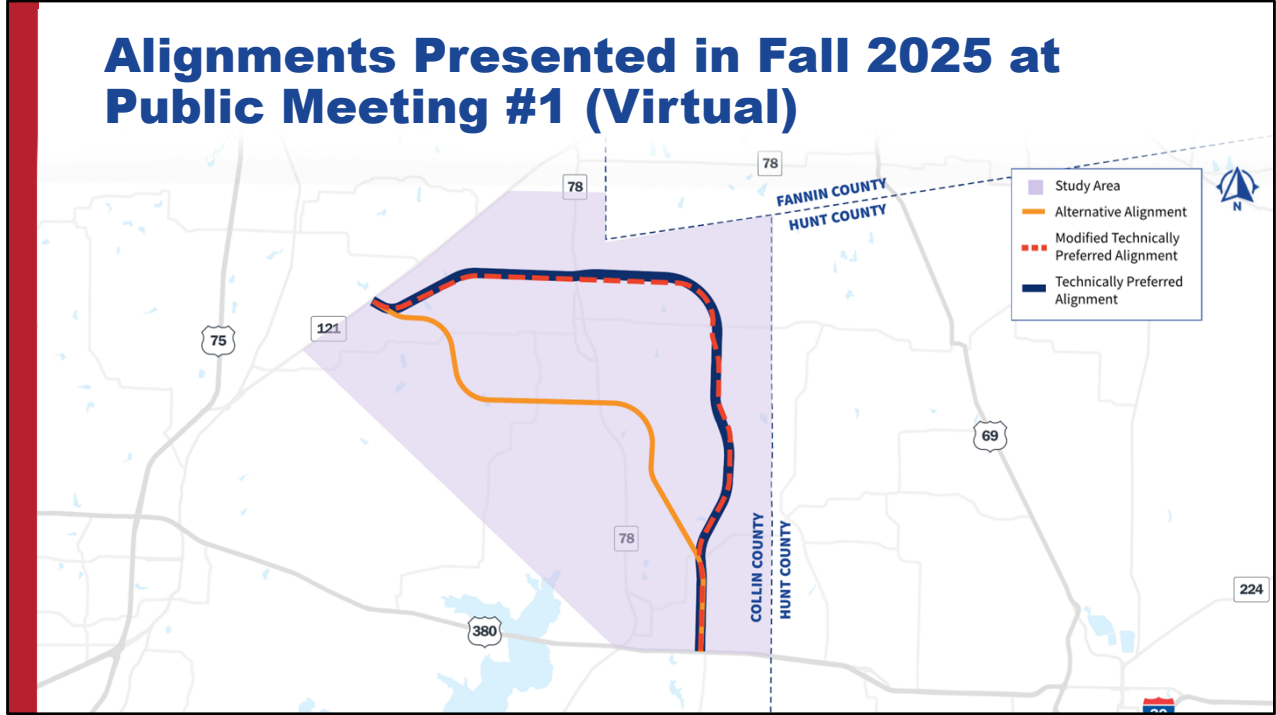
The study team used a data-driven approach incorporating engineering, environmental, and mobility constraints to identify areas with fewer impacts. The team divided the large study area into a honeycomb grid to narrow the large area into comparable segments. This allowed the team to determine a more focused study area where there are fewer impacts and more favorable conditions. Engineering, environmental and mobility constraints were applied to the honeycomb to determine which areas had the lowest concentration of constraints. A lower concentration of constraints is represented by a lighter shade, while a higher concentration of constraints is represented by a darker shade on the figure shown.

This process resulted in eight initial alternatives south of Blue Ridge due to the shorter length and lower concentration of constraints. The Technically Preferred Alignment was also modified to reflect updated constraints.



After the initial alignments were developed, the team reviewed where constraints were concentrated across the study area.

Using engineering judgment, alignments with high residential or commercial displacements were removed. This helped narrow the focus to a general area where viable alternatives could be evaluated further.



In November 2025, three alignments were presented at Public Meeting #1. These include the 2007 technically preferred alignment (blue), modified technically preferred alignment (red), and alternative alignment (orange).

## Public Meeting #1 Recap



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



Received over **300** comments

### Major Comment Themes:



Alternatives to Proposed Action



Eminent Domain



Cost



Agriculture & Livestock



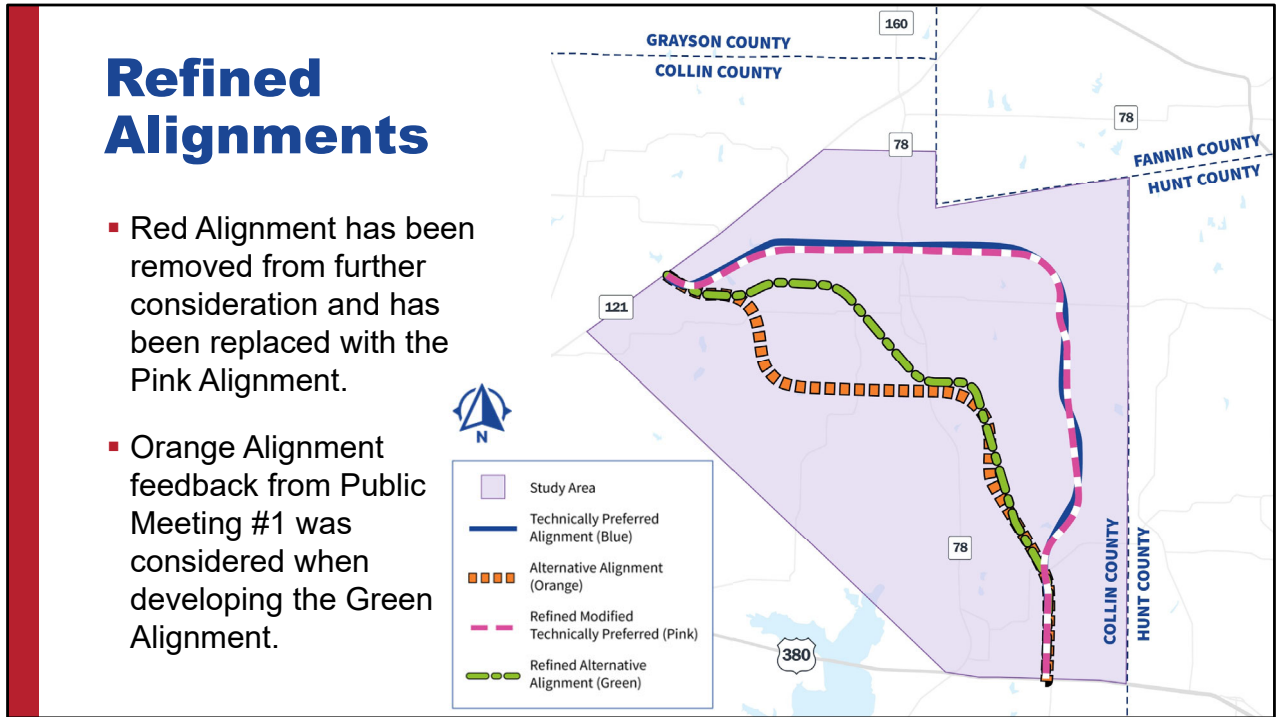
Property Impacts



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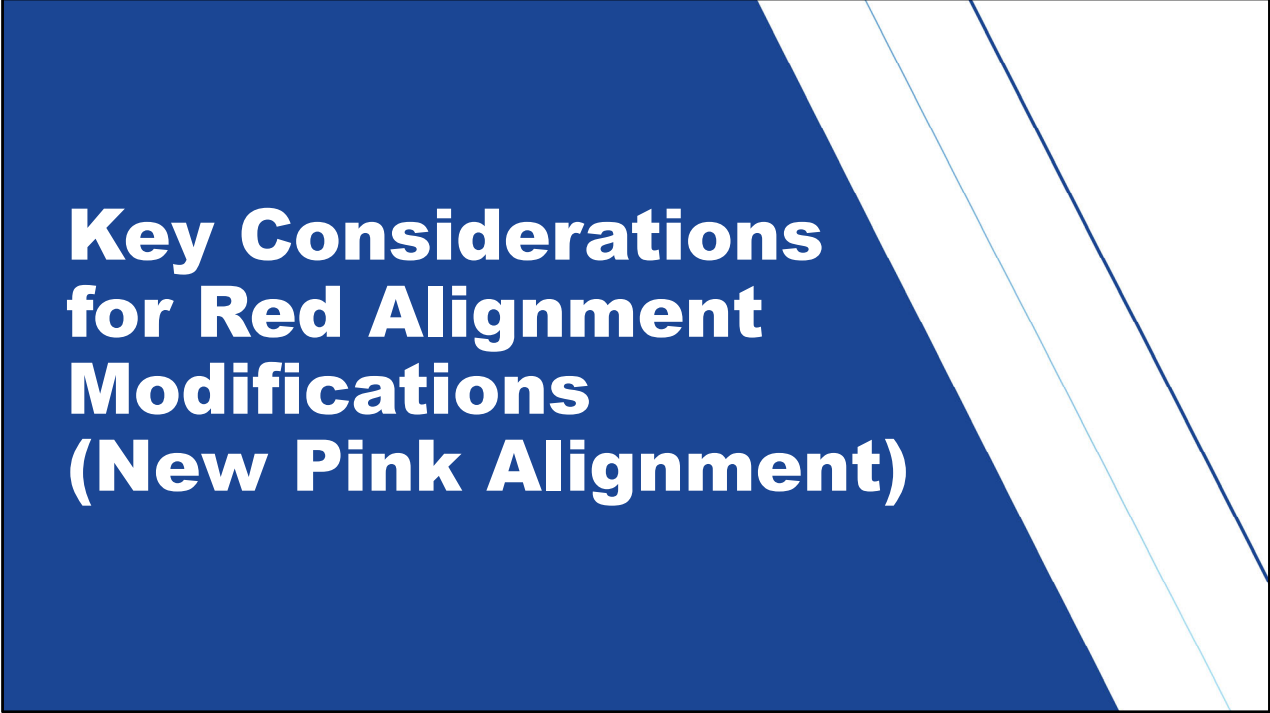
More than 300 comments were received during the comment period for the first public meeting, held November 13 to December 15, 2025.

Common themes included concerns related to property impacts, cost, and consideration of alternatives. All comments were reviewed and considered by the study team.



Using that feedback, the study team evaluated opportunities to reduce impacts and developed refined alignments.

The pink alignment represents a refined technically preferred option, and the green alignment represents a refined alternative. All alignments shown are preliminary, subject to change, and moving forward in the evaluation process for further consideration.

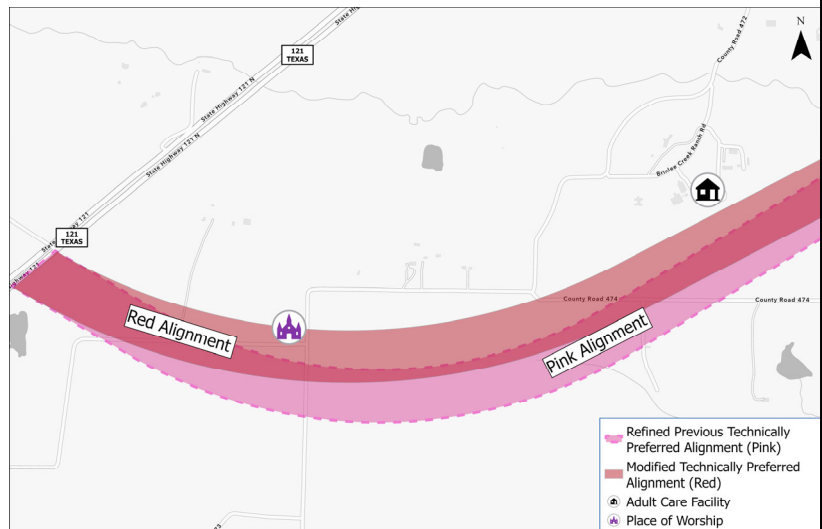


## **Key Considerations for Red Alignment Modifications (New Pink Alignment)**

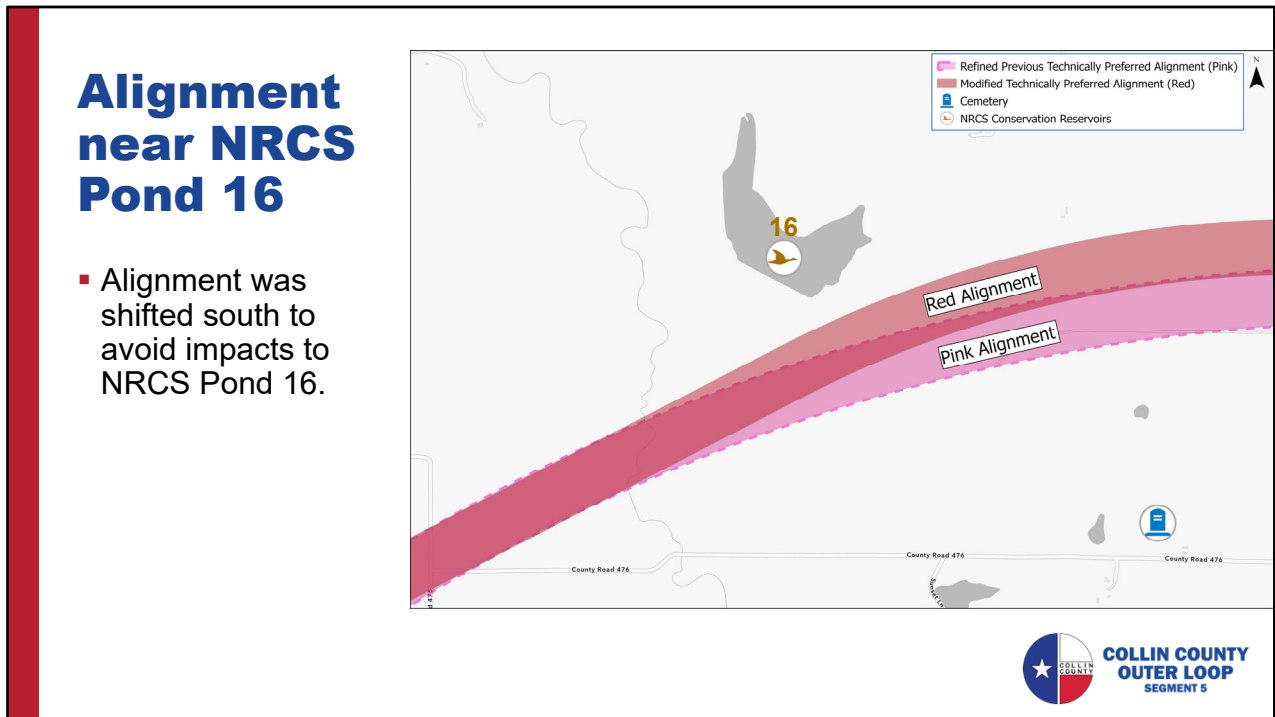
Next, we'll review the key considerations that led to modifications of the red alignment and the development of the new pink alignment. Based on additional evaluation, the red alignment is no longer moving forward in the evaluation process. The pink alignment reflects refinements intended to improve overall outcomes and better address identified concerns.

## 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.



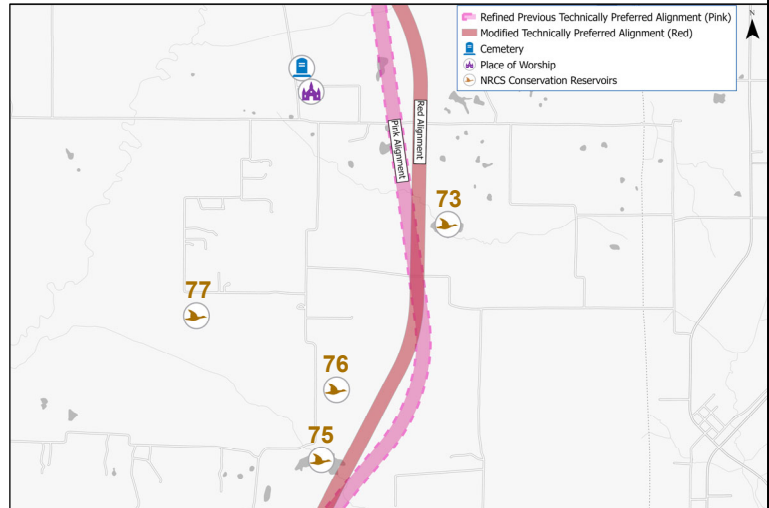
The first technically preferred refinement involved shifting the modified technically preferred alignment south near SH 121. As a result, the pink alignment avoids impacts to White Rock Church and the adjacent adult care facility.



The next refinement involved shifting the modified technically preferred alignment south to avoid the Natural Resources Conservation Service conservation pond 16. As a result, the pink alignment avoids any impact to the conservation pond.

## 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.



The final refinement involved shifting the modified technically preferred alignment west between FM 668 and FM 2194. As a result, the pink alignment avoids impacts to the Natural Resources Conservation Service conservation pond 73 and reduces the number of curves in the alignment.

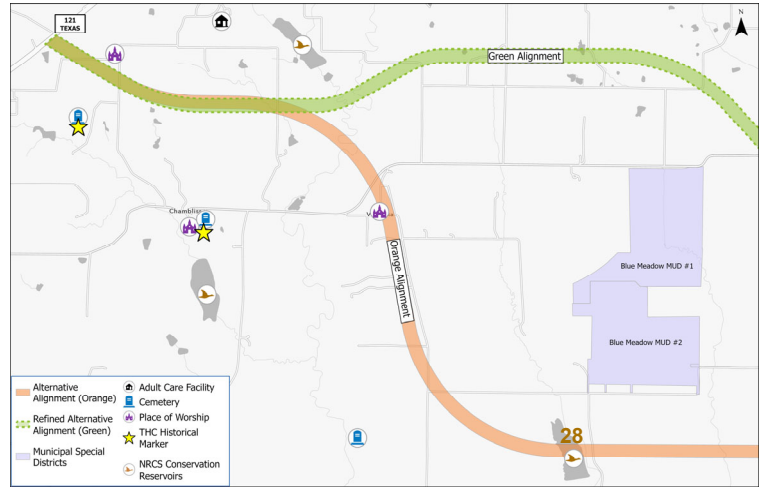


## **Key Considerations for Orange Alignment Modifications (New Green Alignment)**

We'll now review the key considerations that led to modifications of the orange alignment and the development of the green alignment. Both alignments will move forward in the evaluation process, with the green alignment reflecting potential improvements identified through additional analysis.

## 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.



The first alternative refinement involved modifying the orange alignment near FM 545, resulting in the green alignment shown. These adjustments were made to minimize impacts to the Valdasta Community, the Natural Resources Conservation Service conservation pond 28, and Blue Meadow Municipal Utility Districts No. 1 and No. 2.

## Alignment near Blue Ridge

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



Continuing the refinement from FM 545, the green alignment near Blue Ridge avoids potential residential impacts near FM 1377 and reduces impacts to Blue Meadow Municipal Utility Districts No. 1 and No. 3.

































<b>Matrix</b>						
		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)
<b>Minimizing Environmental Impacts</b>	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					

An alternatives evaluation matrix is used to compare each alignment using the study criteria. These criteria are directly tied to the study goals, which helps ensure each alignment is evaluated in line with the study’s overall purpose.

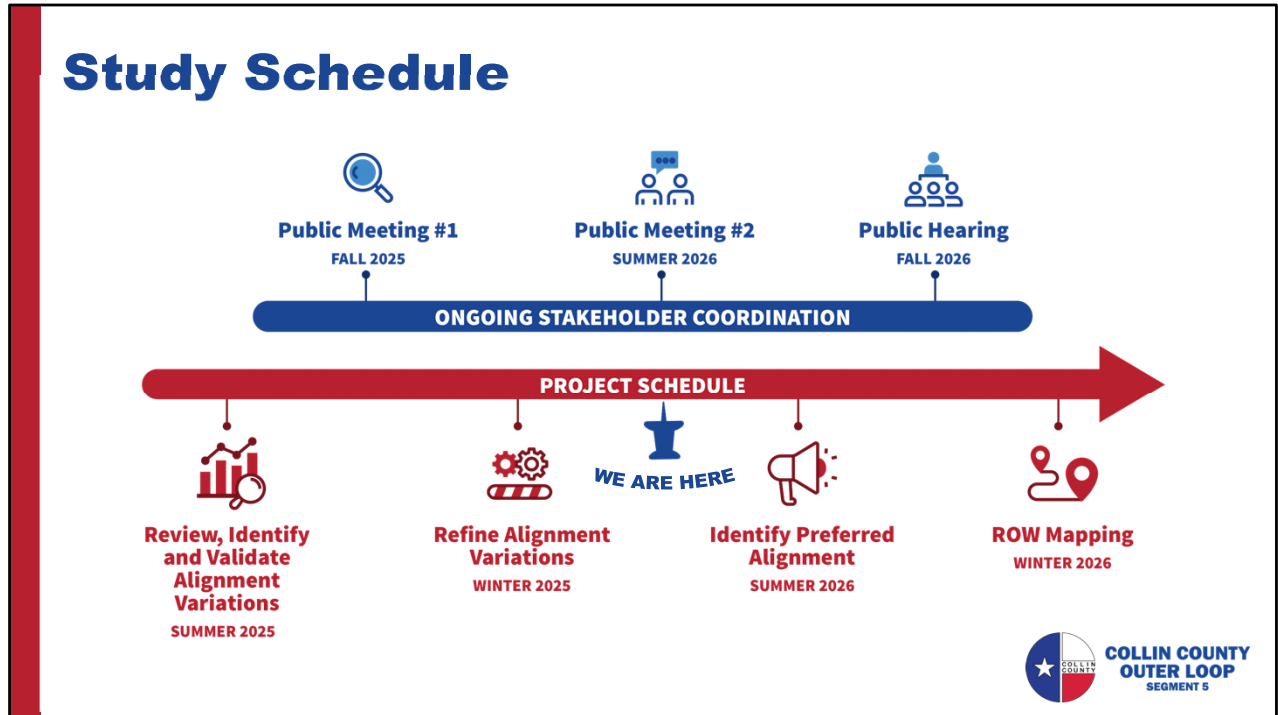
The matrix is developed for all five alignment alternatives that have been presented to the public. The data used is quantitative, and each alignment is scored on how well it meets each criterion, using a scale that ranges from does not meet to highly meets the criteria.

In general, alignments with fewer impacts and fewer constraints meet criteria, while alignments with greater impacts do not meet criteria.

Collin County Outer Loop-Segment 5  
Public Meeting #2

<b>Matrix</b>		Poor: Does Not Meet Criteria	Inadequate: Sometimes Meets Criteria	Adequate or Neutral: No Change	Good: Mostly Meets Criteria	Exemplary: Highly Meets Criteria
Study Goal	Evaluation Criteria	Technically Preferred (Blue)	Modified Technically Preferred (Red)	Refined Technically Preferred (Pink)	Alternative Alignment (Orange)	Refined Alternative Alignment (Green)
 <b>Engineering Feasibility</b>	Number of Major Utility Conflicts					
	Total Assumed Bridge Length (ft)					
	Total Segment Length (mi)					
 <b>Enhance Mobility and Safety</b>	2045 Population within 1-mile Buffer of Corridor					
 <b>Stakeholder, Agency, and Public Sentiment</b>	Public Sentiment			Not presented at public meeting #1		Not presented at public meeting #1
 <b>Cost Effectiveness</b>	Rough Order of Magnitude					

This is a continuation of the previous evaluation matrix, with the remaining study goals. If you wish to view a larger version of this table, you may do so by viewing our study information boards in-person at the public meetings or online at [ccol-segment5.com](http://ccol-segment5.com).



Following this public meeting, the study team will gather feedback on the refinements and proposed alignments to identify the preferred alignment towards the end of summer 2026. The study team anticipates hosting a public hearing in Fall 2026.

Please note that this schedule is subject to change.

Findings and assessments will be documented to guide decision-making and will be shared at future public meetings and posted on the study website at [ccol-segment5.com](http://ccol-segment5.com).

## Provide Your Input

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



Public input is a critical part of this study, and we appreciate your feedback! Collin County is available to answer questions throughout the study development process and comments are welcomed.

Comments may be submitted in several ways including via the study website where an interactive comment map and electronic comment form are available, by email, or by mail at the address shown on the screen. For this public meeting, all comments must be submitted no later than July 6<sup>th</sup>, 2026, to be included in the official meeting record.

# Thank you

For more information and study updates visit:  
[ccol-segment5.com](http://ccol-segment5.com)



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Visit the study website online at [ccol-segment5.com](http://ccol-segment5.com) for more information and to sign up to receive study updates.

Thank you for your interest in the study.

Your participation is appreciated!