



Welcome

Virtual Public Meeting
November 13 – December 15, 2025



**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 first public meeting for the Collin County Outer Loop-Segment 5 project. We appreciate your interest in this project and thank you for your participation.

Meeting Purpose



Inform the public of the project and the project status.



Offer the public an opportunity to provide input.



Share information about the alignment variations being considered.



Develop a record of public participation.

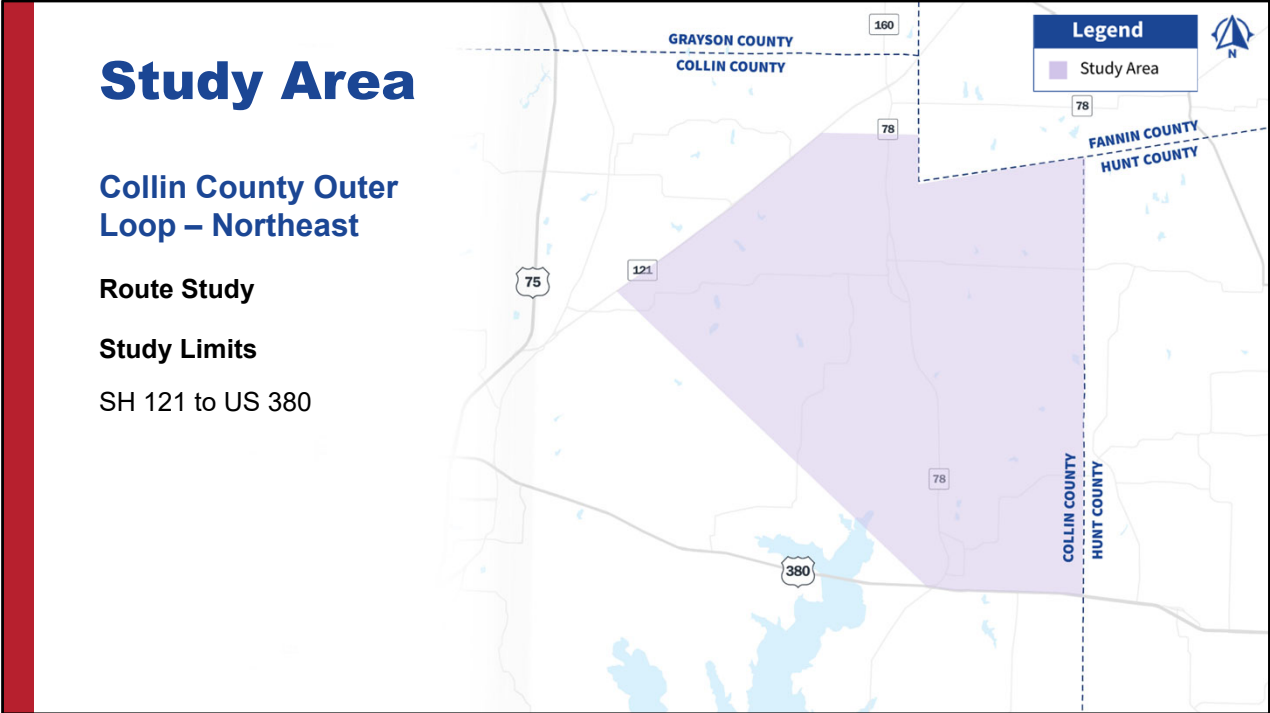


This public meeting has been convened by Collin County to provide information about the Collin County Outer Loop – Segment 5 project, which is just beginning.

The meeting is intended to:

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

Official documentation for this meeting and public input received will be made available after the meeting comment period.



To address increasing growth in the region, Collin County is conducting a study to finalize the alignment of a segment of the Collin County Outer Loop, which extends approximately 21 miles from SH 121 to US 380. This roadway is ultimately intended to be a new location freeway with a 500 foot right of way that would be constructed in phases over time as the need grows.

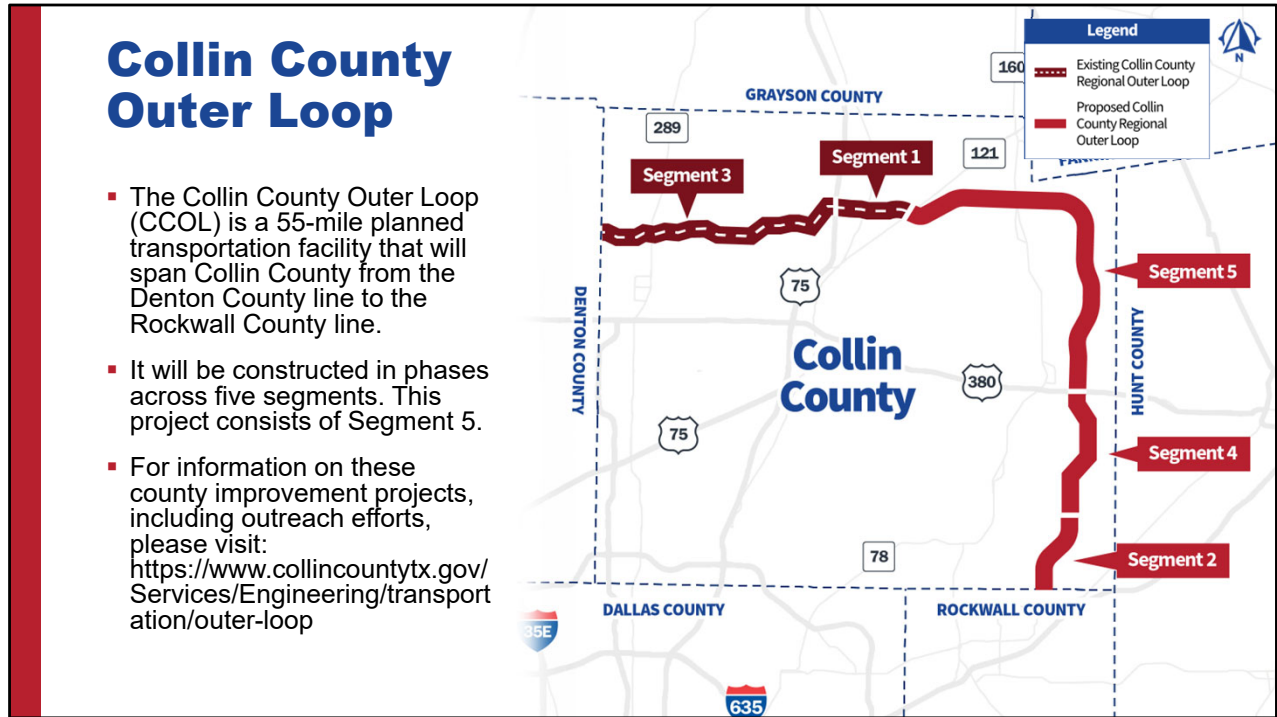
A technically preferred alignment for this roadway was previously identified and approved in 2007. The Collin County Outer Loop – Segment 5 project will review the previously identified alignment and identify needed revisions to the alignment location.

Study Objectives

 Enhanced Mobility and Safety	 Cost Effectiveness	 Engineering Feasibility	 Minimizing Environment al Impacts
--	--	--	---



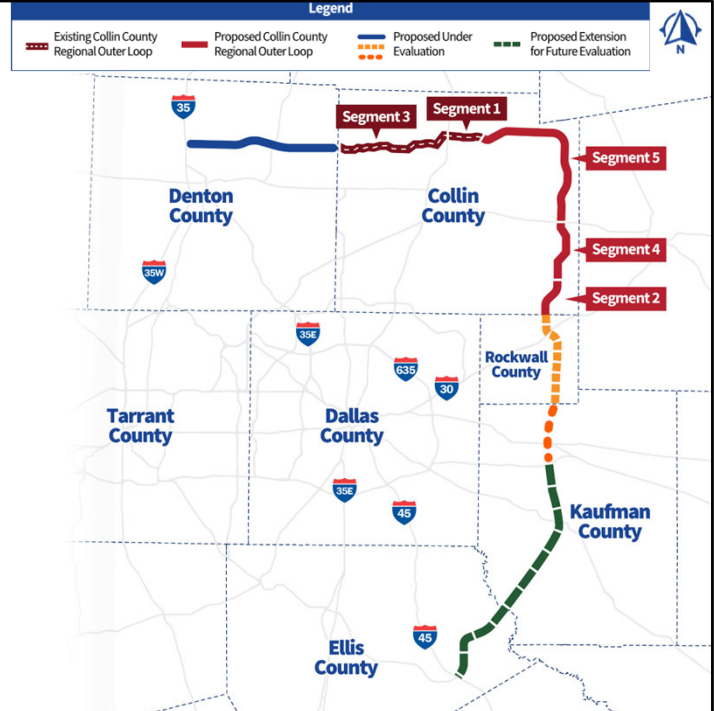
The project’s objectives are focused on enhancing mobility and safety, cost effectiveness, engineering feasibility, and minimizing environmental impacts.



This project is just one portion of the large Collin County Outer Loop, which is a 55-mile planned transportation facility that will span Collin County from the Denton County line to the Rockwall County line. The full Collin County Outer Loop is being developed in five segments. This project consists of Segment 5. The full Collin County Outer Loop will eventually run through and around multiple cities including Celina, Weston, Anna, Melissa, Blue Ridge, Farmersville, Josephine, Nevada and Royse City. The county has already completed or is currently constructing at least one frontage road that operates as a two-lane roadway for segments 1 and 3 from the Dallas North Tollway to SH 121 (shown in dashed red).

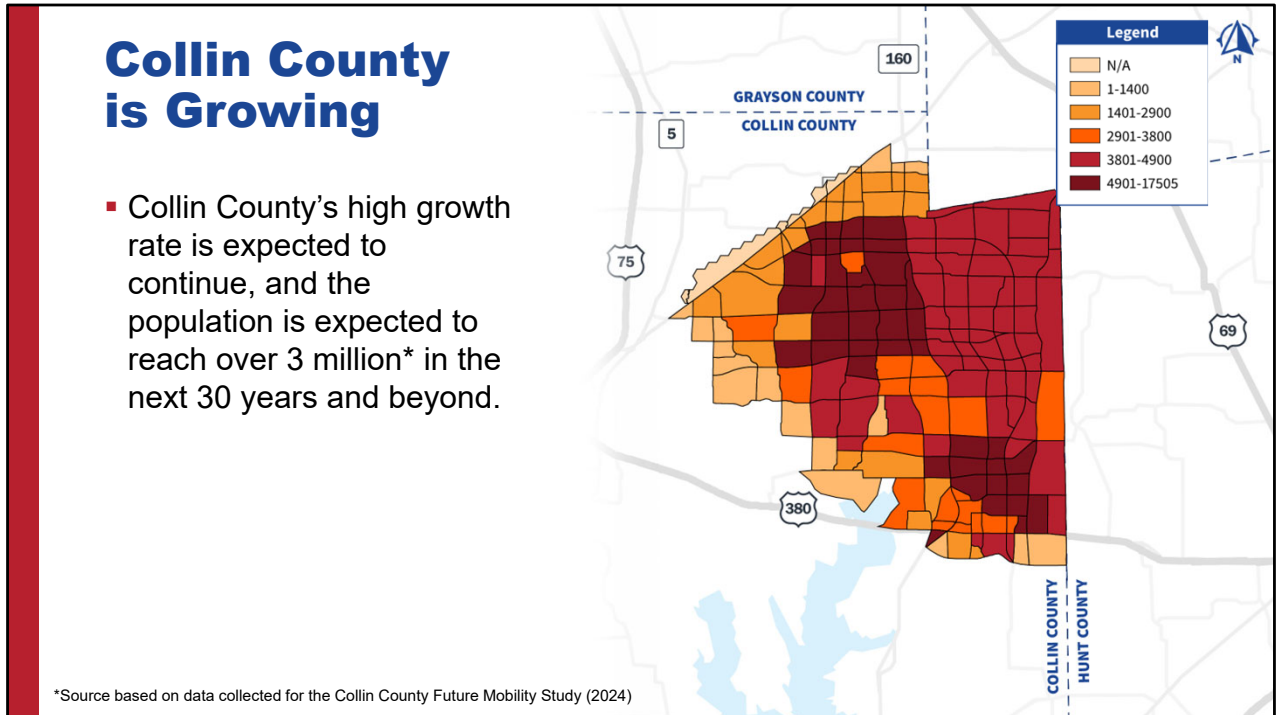
The Regional Outer Loop

- 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 project teams will promote alignment and integration between projects.



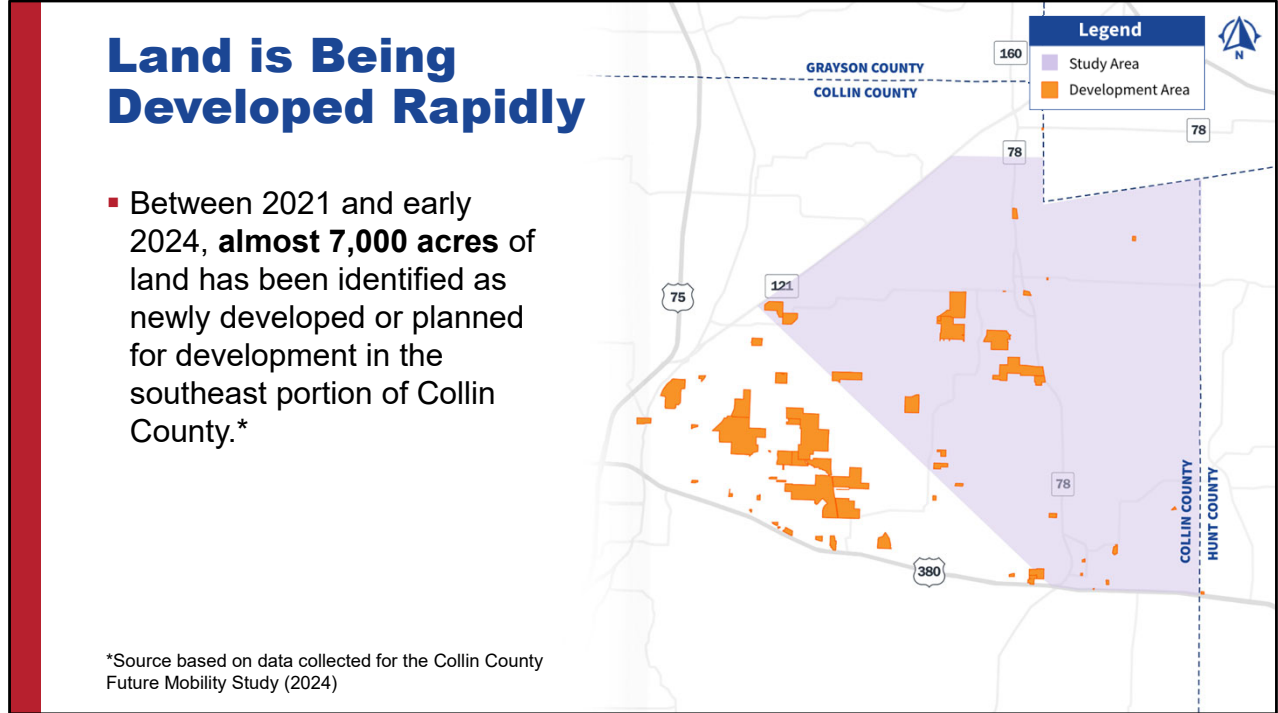
The Collin County Outer Loop is also part of a larger system of proposed freeways that will link together to form the Regional Outer Loop, extending from I-35 in Denton County across Collin County, and then south through Rockwall, Kaufman, and possibly Ellis counties.

The ultimate vision for the Regional Outer Loop is to provide local and regional mobility via a new location freeway. Collaboration with Rockwall County, Denton County and other Outer Loop project teams will be a continuous process to promote alignment and integration between projects.



Let's dig into the need for this project a little more.

The Collin County Outer Loop is being studied in response to rapid population growth anticipated in the 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 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.

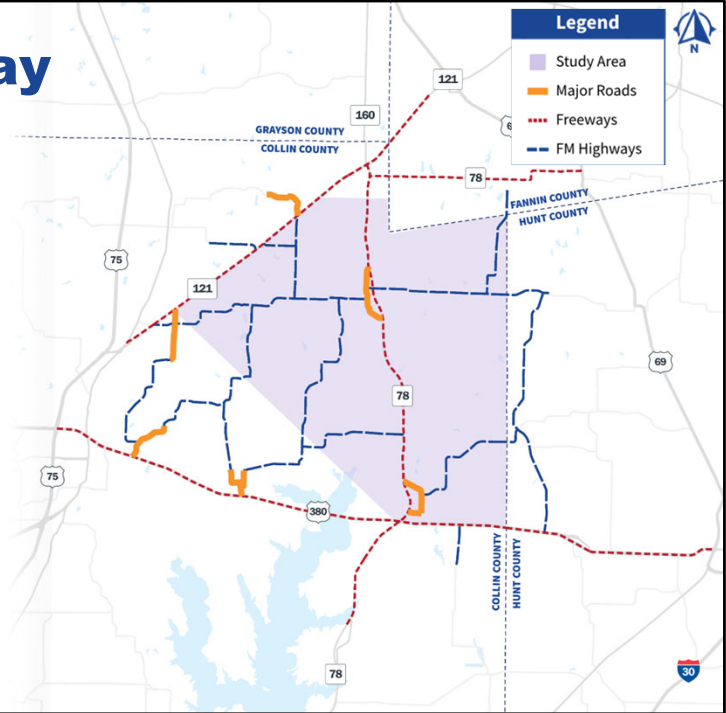


Land across Collin County is being developed at an accelerated pace. Previous studies have determined that between 2021 and early 2024, over 7,000 acres of land in southeast Collin County was either developed or planned for development. Significant transportation improvements will be essential to accommodate the growing population and enhance connectivity across the region.

To preserve the land needed for the Outer Loop corridor and protect it from development, Collin County intends to acquire the right of way for this roadway during the next phase of the project development process.

Limited Roadway Network to Serve Growth

- 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.

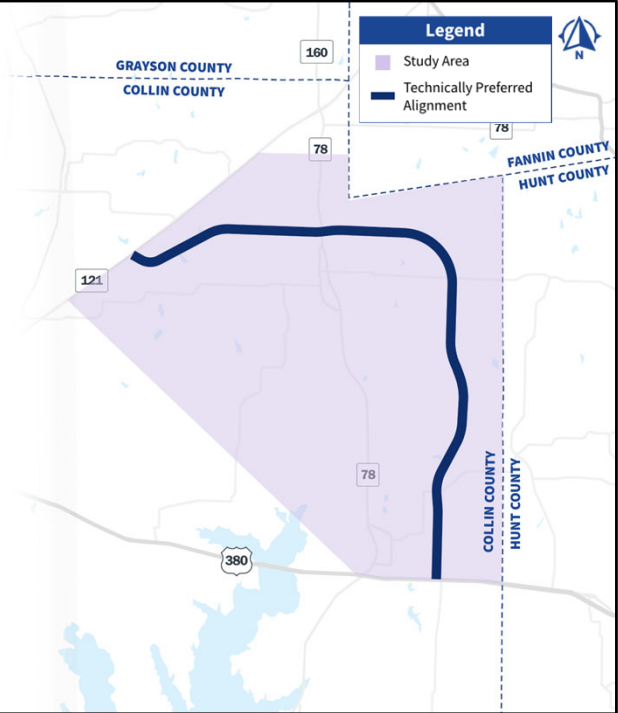


As growth and development persist, it will strain the existing roadway network. Current roads in southeast Collin County predominantly consist of two-lane rural county roads and Farm-to-Market highways. These roadways were not originally designed to handle the expected growth in traffic. Cities in southeast Collin County have limited access and connectivity to major regional roadways and freeways, resulting in longer trips and congestion at peak travel times.

Even with other planned transportation improvements, previous analysis shows that a major north-south freeway will ultimately be needed.

Previous Technically Preferred Alignment

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



Now let's take a closer look at the proposed alignment options for the Collin County Outer Loop – Segment 5 project.

Displayed on this map is the previous Technically Preferred Alignment, which was identified by the county for Segment 5 in 2007.

Alignment Evaluation Considerations

- The county will conduct a comprehensive evaluation of the alignment variations based on the criteria below.



Minimize Environmental Impacts

- Wetlands and streams
- Residential, Commercial and Industrial Displacements



Enhances Mobility

- Population
- Emergency Response Time



Displacements

- Community Facilities



Other Considerations

- Major Utilities Impacts
- Future Developments
- Cost
- Stakeholder, Agency and Public Input



Evaluate Engineering Feasibility

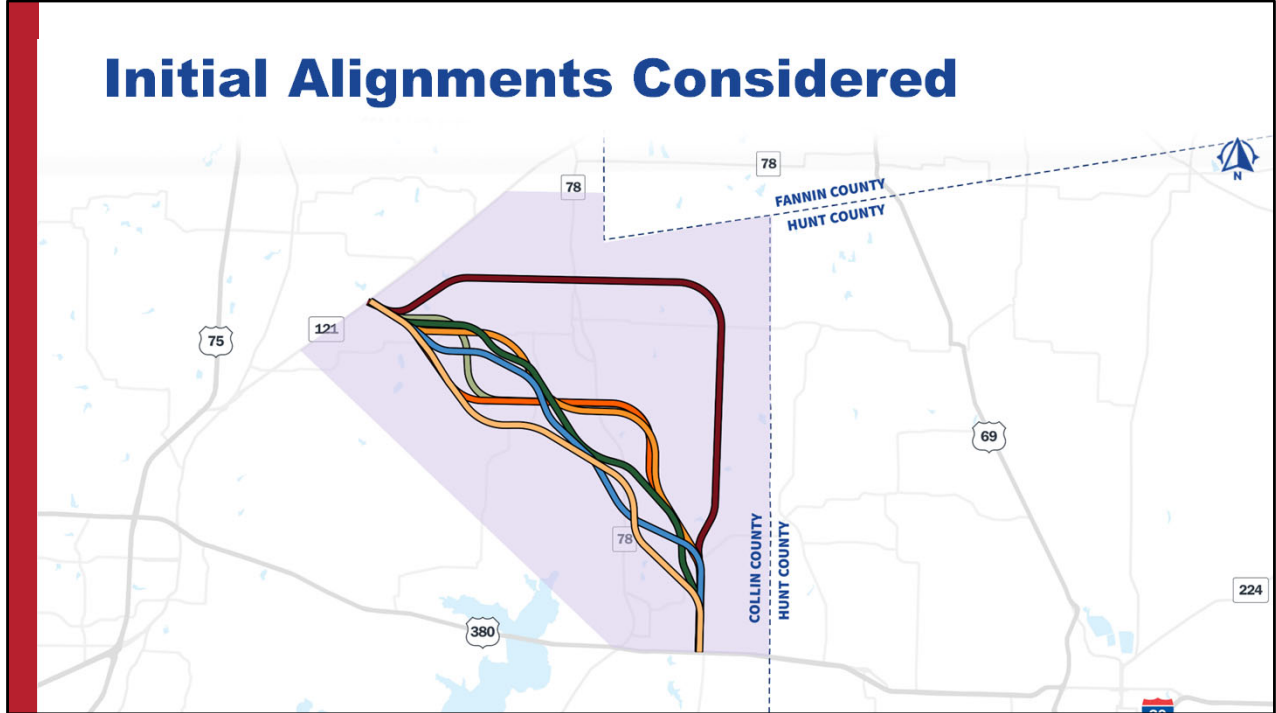
- Total Length
- Floodplains
- Existing Thoroughfare Plans



Many factors are being considered to evaluate the alignment options. During the initial alignment revision process, data was collected across a number of criteria shown on this slide to evaluate the potential impacts of each alignment variation.

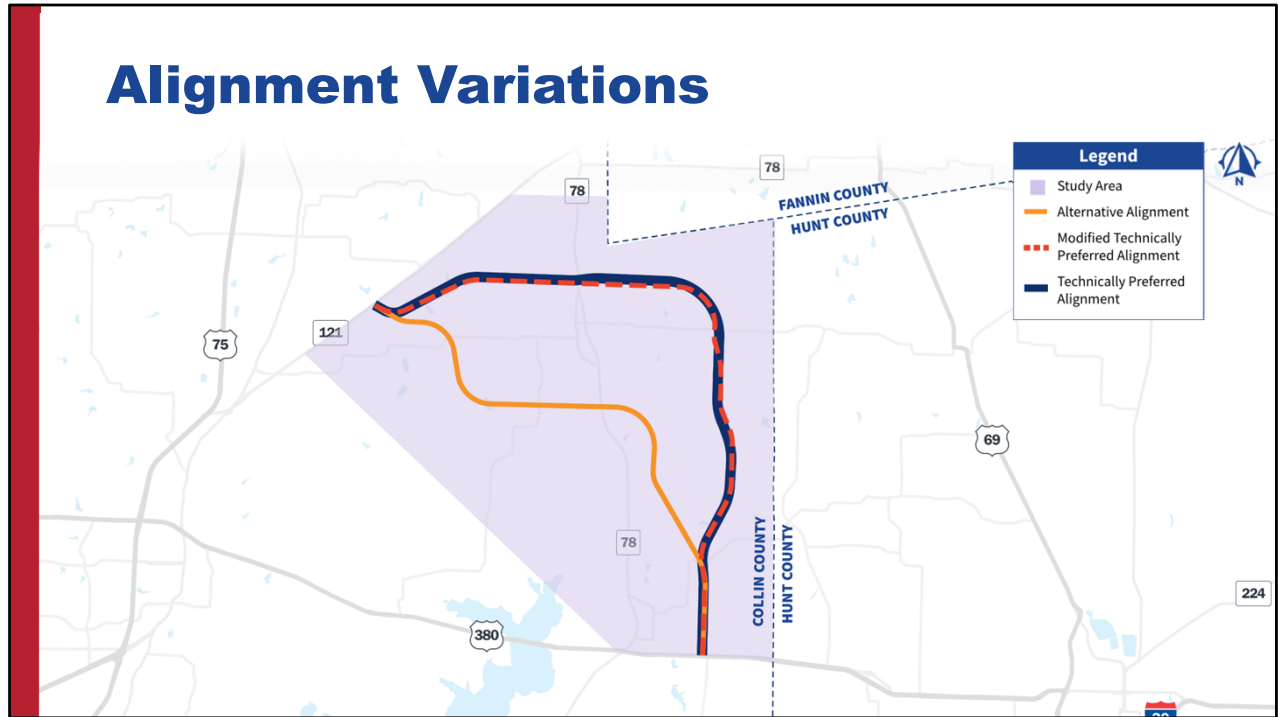
The project team is evaluating potential impacts on homes, businesses, historic and archaeological sites, and community facilities. Environmental factors are also being carefully considered to minimize impacts where possible to natural resources such as floodplains, wetlands, and streams.

Other considerations include impacts on major utilities, future developments, the length of the alignment, estimated costs and stakeholder and public input.



The team used a data-driven process to determine the least impactful route within the study area. They utilized the engineering, environmental and mobility constraints to develop alignments in areas with the fewest impacts. This led to six alignment alternatives going around the south side of Blue Ridge due to the shorter length and improved mobility. These alignments were further studied to determine the best location for an alternative alignment based on the constraints.

















The previously technically preferred alignment was also evaluated based on new constraints within the study area. The team used the environmental, engineering and mobility constraints to modify the technically preferred alignment so it would be less impactful.




The screen shows the technically preferred alignment, modified technically preferred alignment and alternative alignment.

The draft alignments shown on the screen are preliminary, subject to change, and intended to solicit input. It is possible that, based on public comments received, alignments could be revised, removed or added, which is why public input and feedback is critical to this project development process.

Screening Matrix

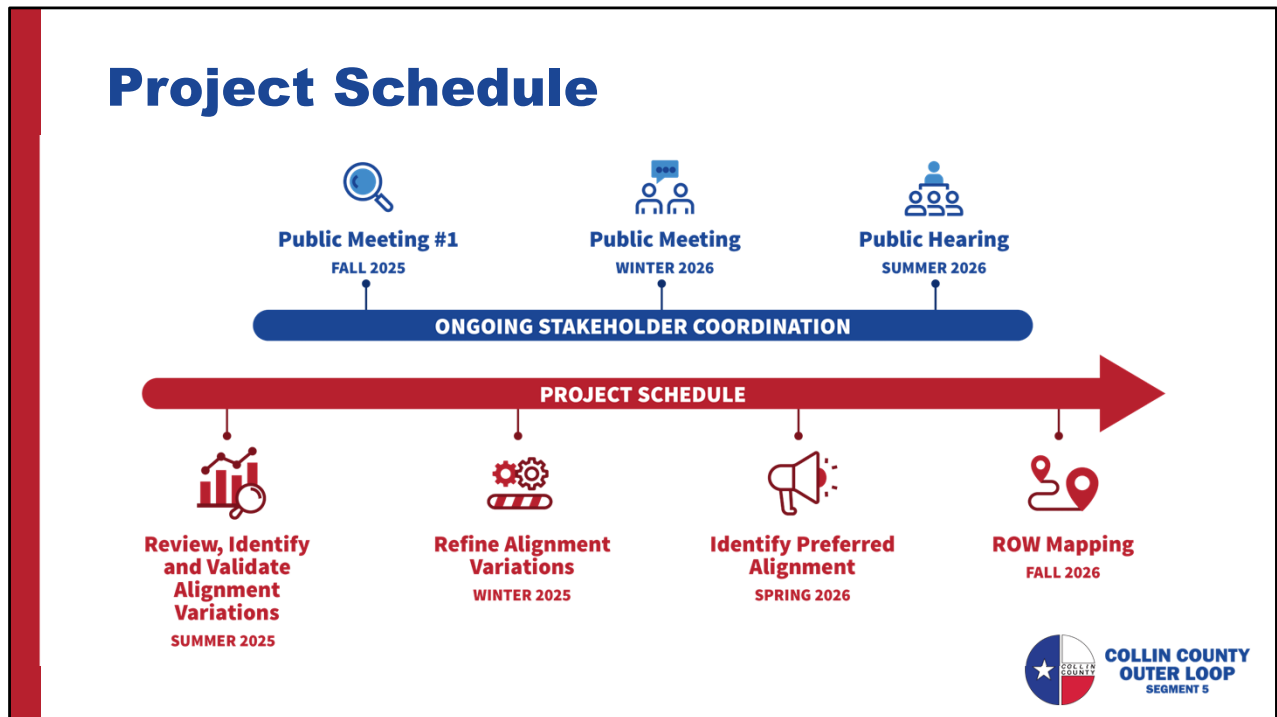
Objectives	Technically Preferred Alignment	Modified Technically Preferred	Alternative Alignment
 Enhanced Mobility and Safety			
 Cost Effectiveness			
 Engineering Feasibility			
 Minimizing Environmental Impacts			



This table summarizes the results of the initial screening for each of the alignment variations under consideration.

Additional criteria will be assessed and considered as the project progresses, including mobility impacts, stakeholder and public input, potential impacts to future developments and cost estimates.

The County intends to identify the new preferred alignment in the spring of 2026 and begin purchasing right of way for that alignment.



Following this public meeting, the study team will continue to refine alignment variations and conduct environmental analysis on the proposed alignments throughout summer 2026. The project team anticipates hosting a public meeting in early 2026 and a public hearing in summer 2026 to present and gather input on the schematic design.

Please note that this schedule is subject to change.

This project will focus on developing a schematic design for the revised outer loop alignment. The schematic design will include the preliminary engineering of the roadway and consider factors such as future traffic volumes, lane configurations, ramp and interchange locations, and the amount of land (also called right of way) needed to construct the project. A traffic and safety analysis will also be conducted to inform the roadway design and enhance safety.

Additionally, environmental studies will identify important features and constraints within the project area. These studies will play a crucial role in understanding the impacts of the alignment options on both the natural and human environment. Ultimately this project will identify an updated preferred alignment location.

Finally, stakeholder outreach and public engagement will be a critical component of this project. Input from the community will help refine a preferred alignment and ensure the project aligns with local needs and priorities. 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 www.ccol-segment5.com.

Provide Your Input

All comments must be received by **Monday, December 15, 2025**, to be part of the official meeting record. 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



**COLLIN COUNTY
OUTER LOOP
SEGMENT 5**

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

Comments may be submitted in several ways, via the project 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 first public meeting, all comments must be submitted no later than December 15, 2025, to be included in the official meeting record.

Thank you

For more information and project updates visit:
ccol-segment5.com



COLLIN COUNTY
OUTER LOOP
SEGMENT 5

Visit the project website at ccol-segment5.com for more information and to sign up to receive project updates.

Thank you for your interest in the project.

Your participation is appreciated!