

COLLIN COUNTY OUTER LOOP - SOUTHEAST

PROJECT FAQ

November 2025

1. Where can I find more information about the project?

Visit www.CCOL-SE.com for more information about the project.

2. Who is leading the project?

Collin County is leading the project to finalize the alignment of a segment of the Collin County Outer Loop (Segments 2 and 4), which extends approximately 14 miles from County Road 656 in Farmersville to the Rockwall County line. The Collin County Outer Loop - Southeast (CCOL-SE) project will review the previously identified alignment location, identify needed revisions to the alignment location, and develop the schematic design (See Question 5) and Local Environmental Document (see Question 6) for the project. Collin County has partnered with the North Central Texas Council of Governments (NCTCOG) to develop the local environmental document and is coordinating with local governments and other agencies.

3. What is the previous Technically Preferred Alignment?

The previous Technically Preferred Alignment (PTPA) is an alignment that was identified by the county through a technical study in 2009 for Segment 2 (US 380 to FM 6) and in 2010 for Segment 4 (FM 6 to the Rockwall County Line). The location of the PTPA was determined in consideration of constraints that were known at the time. This study will revisit the PTPA and identify areas where the location needs to be revised based on new constraints in the study area and other considerations.

4. Why is the Outer Loop being studied again?

To address anticipated growth and development in the region, Collin County is moving forward to finalize the alignment location and develop the schematic design and Local Environmental Document for the Collin County Outer Loop Segments 2 and 4, so that right-of-way can be purchased and the corridor can be protected from encroaching development. This project will identify areas the PTPA should be shifted or refined. A more in-depth study than was previously completed will inform the decision-making process to identify an updated Preferred Alignment and evaluate its potential impacts.

5. What is a “schematic design”?

The following tasks are completed during the schematic design process:

- Determine the preferred location of the alignment.
- Develop the lane configurations and other preliminary engineering.
- Develop ramp location and interchange configurations.
- Determine the amount of land (also called right-of-way) needed to construct the project.
- Complete a drainage design.

6. What is a Local Environmental Document?

The Local Environmental Document (LED) is a detailed document that will provide a comprehensive review of the potential impacts of the proposed project on the surrounding human and natural environment. The preparation of the LED follows a process that will ultimately lead to its consideration by the Collin County Commissioners Court for final approval.

During the environmental study process, the project team will conduct desktop and field studies to assess potential impacts on residences and businesses, archaeological, historical, cultural and biological resources, community facilities, and other relevant criteria.

As the study progresses, the LED is developed to provide the public and decision makers with adequate and appropriate information regarding the purpose and need of the project. The document compares the potential alignment variations via an evaluation matrix that considers how each meets the project's purpose and need and other criteria and identifies the preferred alignment.

7. What is the status of the project?

The CCOL-SE project is in the Schematic Design and Environmental Study phase of the project development process, which consists of preliminary engineering and environmental studies. The current study began in the Summer of 2024 and is expected to last until the Summer of 2026.

8. Has the route already been chosen?

The current project identified and evaluated multiple variations to the PTPA based on new data collection and public and stakeholder input from the April 2025 public meeting. In September 2025, the Pink Alignment was identified as the preferred alignment for the north and south ends of the project area and a "Pink Shift" option in the middle was presented for public input as part of a Virtual Open House. In November 2025, Collin County identified the Preferred Alignment for the full project limits as the Pink Alignment, including the western shift of the alignment in the middle part of the study area.

9. When will the route be finalized?

Collin County has determined the updated Preferred Alignment for the full project limits as the Pink Alignment, including the western shift in the middle portion of the study area. The study team will now develop the schematic design and the Local Environmental Document for the Preferred Alignment. A public hearing will be held in Spring 2026 before Commissioners Court approval of the final project alignment.

10. Will any of the alignment variations being considered impact my property?

The latest information about the Preferred Alignment can be viewed on the project website at www.CCOL-SE.com. All maps will continue to be updated as the project progresses. The project will utilize a 500ft right-of-way width. The location of the alignment may shift slightly and project right-of-way needs will be refined as the schematic design is developed in greater detail.



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11. What is the project timeline? When would construction begin?

CCOL-SE is a long-term project. Following the Commissioners Court approval of the alignment, schematic design and local environmental document, the county will move forward with final detailed design and acquisition of the right-of-way. The proposed project would be constructed in phases. Construction staging of the freeway would be dependent on the availability of funding. Following right-of-way preservation, construction of one 2-lane frontage road will begin once funding for that phase is secured, anticipated for 2028.

12. When will the County begin acquiring right-of-way land for the project?

To minimize impacts and preserve the corridor, Collin County intends to immediately begin acquiring all right-of-way necessary for constructing the ultimate freeway. Collin County anticipates the right-of-way acquisition process will begin in late 2026 and could take several years. Collin County is purchasing right-of-way now from willing property owners who are impacted by the Collin County Outer Loop alignment. Such property owners can contact the project team at info@ccol-se.com to indicate their interest in early right-of-way acquisition.

13. Will the Collin County Outer Loop be constructed in phases or all at once?

The project will be constructed in phases. One set of service roads will be built first and will serve two-way traffic. When traffic warrants additional lanes, the next set of frontage roads will be constructed. Then, when needed, the freeway main lanes will be built. The location of the frontage roads and which one will be built first is still to be determined. Freeway lanes within the center of the corridor will then be added over time as growth and travel demand increases.

This method allows sections of the roadway to be designed, approved, and built sequentially, helping to reduce disruptions, manage costs, and maintain community functionality throughout construction.

14. How will the community be informed about the project and how will public input be considered?

Public input is important and will be used to help identify constraints and concerns in the study area. Throughout the study process, residents have been able to view study progress and provide input for two public meetings and a virtual open house. A public hearing is also planned for spring 2026. Additionally, the team is meeting with stakeholders in the study area throughout the study process, including local governments, neighborhood groups, property owners, and other interested parties as concerns arise.

15. What is Right of Entry (ROE)?

A ROE is written permission from a property owner to allow the project team to enter onto their private property for a specific purpose. It is standard practice for the Collin County Outer Loop - Southeast project team to request this written permission from property owners prior to entering their property. To complete the evaluation of alignment variations, the project team must conduct survey activities and field investigations to identify, measure, and understand all potential environmental context and potential impacts of the proposed project.



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16. When will Right of Entry (ROE) begin?

The county began sending ROE requests to potentially affected property owners in May 2025.

17. How is this project related to other projects in the County such as the Collin County Thoroughfare Plan update?

This project, which is focused on identifying a preferred alignment for the southeastern portion of the Collin County Outer Loop, is separate from the update to the Collin County Thoroughfare Plan. A Thoroughfare Plan sets the vision for future and existing roadways throughout the entire county, including the Collin County Outer Loop. The current Thoroughfare Plan shows the previous Technically Preferred Alignment (identified in 2009/2010) for the Collin County Outer Loop. Now that a preferred alignment for this project has been chosen, the county will update the Thoroughfare Plan to reflect the new alignment.

Additionally, Collin County currently has separate projects underway to advance the planning and design for Segments 1 and 5 of the Collin County Outer Loop.

18. What will be done to redirect the flow of rainwater?

Drainage analysis will be conducted as part of the development of the schematic design. Runoff from adjacent neighborhoods and from the roadway will be conveyed through the side channel (grass) and discharged into an appropriate location through culverts that are part of the design. Drainage analysis will assume the full roadway design to determine channel and culvert sizing.

19. What about light pollution from the roadway?

Currently, the decision for lighting (along with size and spacing) is undetermined.

20. What will be the speed limit of the roadway?

The Collin County Outer Loop freeway and frontage roads will be designed for higher speed conditions in consideration of current industry safety standards. It is intended for the frontage roads to be designed to 45 mph speed and the main lanes to be designed to 70 mph speed. The project team is also evaluating historical crash records to establish crash trends with respect to the study area. The team will develop traffic safety recommendations for proposed alignments considering factors such as potential crash exposure, crash severity, and manner of collision.

Contact the project team with questions and comments by email at www.info@ccol-se.com.



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