COLLIN COUNTY OUTER LOOP – SOUTHEAST (Segments 2 & 4)

PROJECT FAQ

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 for Segments 2 and 4 of the Collin County Outer Loop, which extends approximately 14 miles from County Road 656 in Farmersville to the Collin/Rockwall County line. The Collin County Outer Loop - Southeast (CCOL-SE) project will review the previously identified alignment location, identify necessary 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 Collin/Rockwall County Line). The location of the PTPA was determined in consideration of constraints that were known at the time. This study revisits the PTPA and identifies areas where the location needs revisions 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 for Segments 2 and 4. Concurrently, the schematic design and Local Environmental Document are being developed, so 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. An in-depth study is taking place to inform the decision-making process and evaluate potential impacts of the preferred alignment.

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 provides a comprehensive review of the potential impacts of the 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 conducts 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 identifies specific criteria that evaluated potential impacts of the project, the results of the analyses, and how it informed decisions regarding 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 Summer 2024 and is expected to conclude in late 2026 or early 2027.

8. Has the route already been chosen?

The current project identified and evaluated multiple variations of 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 announced at the November 2025 public meeting, and other design improvements. The study team is now finalizing the schematic design and the Local Environmental Document (LED) for the preferred alignment. A public meeting is taking place in October 2026, followed by Commissioners Court approval of the LED in the following months.

10. Will my property be impacted by the preferred alignment?

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 500 ft. 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.

11. What is the project timeline? When will construction begin?
CCOL-SE is a long-term project. Following Commissioners Court approval of the Local Environmental Document, the County will move forward with final detailed design and right-of-way acquisition. The proposed project would be constructed in phases. Construction staging of the freeway will be dependent on funding availability. Following right-of-way preservation, construction of one 2-lane frontage road will begin once funding for that phase is secured.

12. When will the County begin acquiring right-of-way land for the project?
To minimize impacts and preserve the corridor, Collin County will acquire all right-of-way necessary for constructing the ultimate freeway. Following the Collin County Commissioners Court approval of the Local Environmental Document, the County will begin efforts to purchase right-of-way from property owners who are impacted by the Collin County Outer Loop - Southeast preferred alignment. It is anticipated that the right-of-way acquisition process could take several years to finalize.

13. Will the Collin County Outer Loop be constructed in phases or all at once?
The project will be constructed in phases. One frontage road will be built initially and will serve two-way traffic. It is possible the County may proceed with building both frontage roads at the same time if the need is determined and funding is available. The County has not yet determined which frontage road will be constructed first. Freeway lanes within the center of the corridor will then be added over time as growth and travel demand increases and funding becomes available.

This method allows sections of the roadway to be designed, approved, and built sequentially, helping 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 helps identify constraints and concerns in the study area. Throughout the study process, residents have been able to view study progress and provide input for three public meetings and a virtual open house. 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?
A Right of Entry (ROE) is a 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. 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.

16. When will Right of Entry begin?
The County began sending ROE requests to potentially affected property owners in May 2025. All ROE efforts have been completed.

17. How is this project related to other projects in the County?

Collin County currently has separate projects underway to advance the planning and design for Segments 1 and 5 of the Collin County Outer Loop. Additionally, Collin County is currently studying the feasibility of a new location north-south freeway located between Princeton and SH 121.

In December 2025, Collin County updated the Collin County Thoroughfare Plan.

18. What will be done to redirect the flow of rainwater/runoff?
Runoff or rainwater will be safely redirected away from adjacent neighborhoods and the roadway through a system of engineered grassy roadside ditch/channels and appropriately sized culverts determined by a comprehensive drainage analysis for ultimate development conditions.

19. What about light pollution from the roadway?
Currently, the decision for lighting (including size and spacing) is undetermined.

20. What will be the speed limit of the roadway?
The Collin County Outer Loop (Segments 2 and 4) freeway frontage roads are currently designed at 45 mph speed. The freeway main lanes are intended to be designed at 70 mph speed. Design speeds are subject to change as the roadway design progresses.