

Hello and welcome to this public meeting for the Collin County Outer Loop-Southeast project. We appreciate your interest in this project and thank you for your participation.



This public meeting has been convened by Collin County and is intended to:

- Inform the public of the project status.
- Gather feedback on the latest updates to the proposed roadway design.
- Provide information so the public can identify how they may be affected.
- Invite the public to provide input and comments.

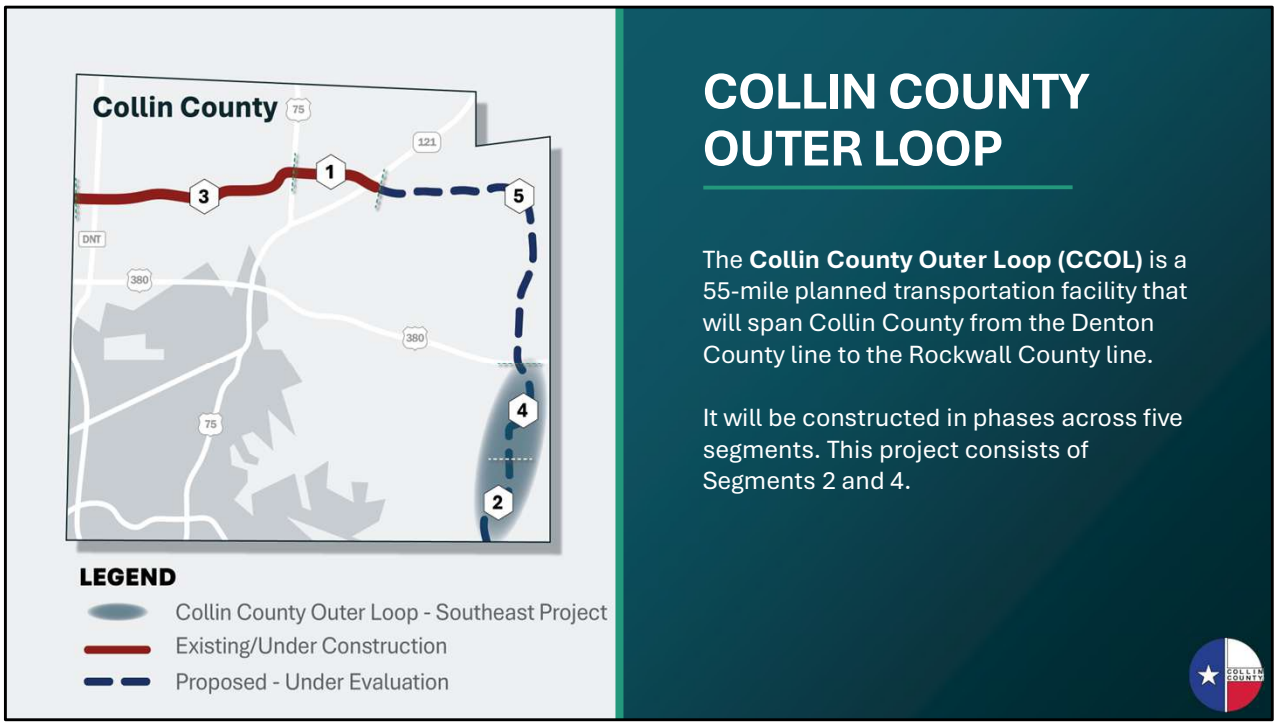
Materials from today's public meeting can also be accessed on the project website at www.ccol-se.com.

Official documentation of this meeting and any public comments received will be made available after the meeting comment period.

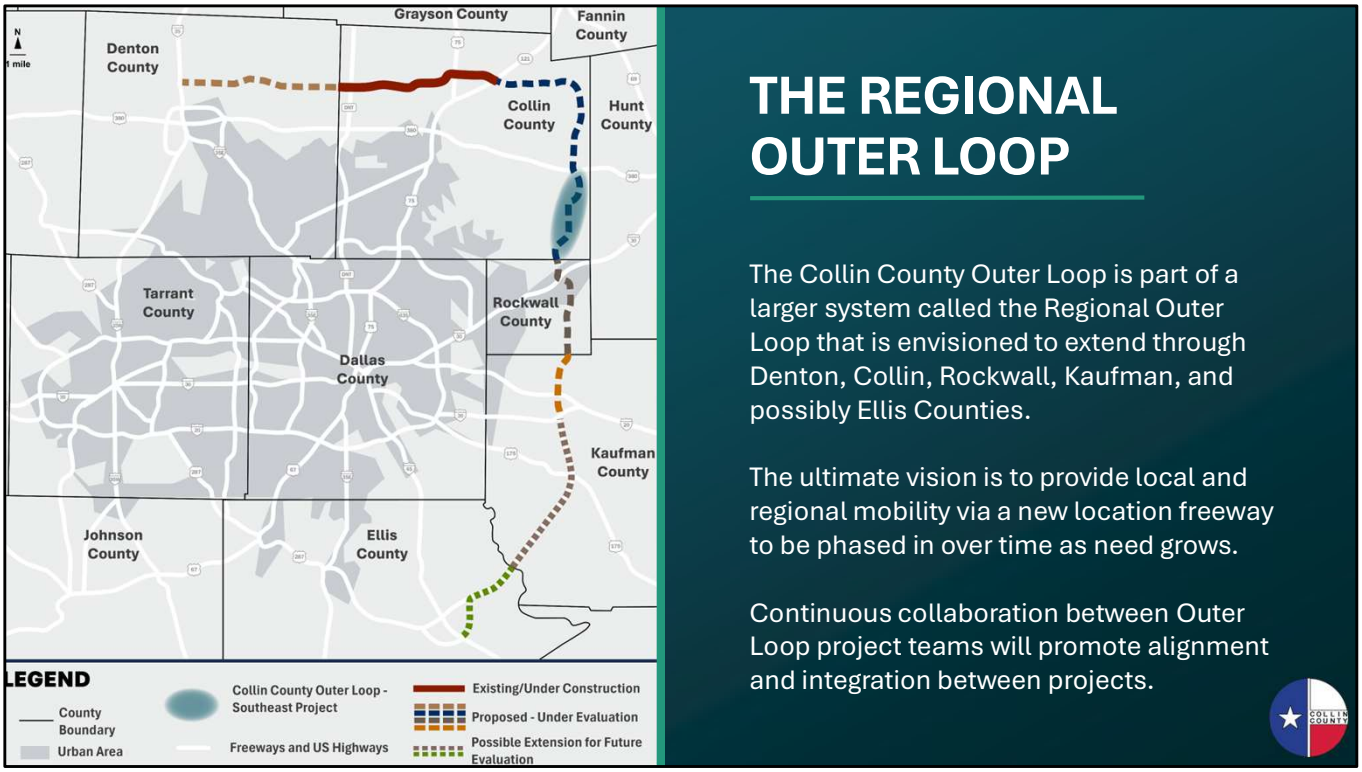


To address increasing growth in the region and improve connectivity, Collin County is conducting a study of the Collin County Outer Loop to finalize the alignment of Segments 2 and 4, which together will extend 14.3 miles from County Road 656 in Farmersville to the Rockwall County Line in southeast Collin County. This roadway is ultimately intended to be a new location freeway with a 500 ft. right of way that would be constructed in phases over time as the need grows.

An early alignment for the roadway was previously identified in 2009 and 2010. The Collin County Outer Loop – Southeast project has adjusted the previously identified alignment based on updated data and analysis and has develop the schematic design and a Local Environmental Document for the project.

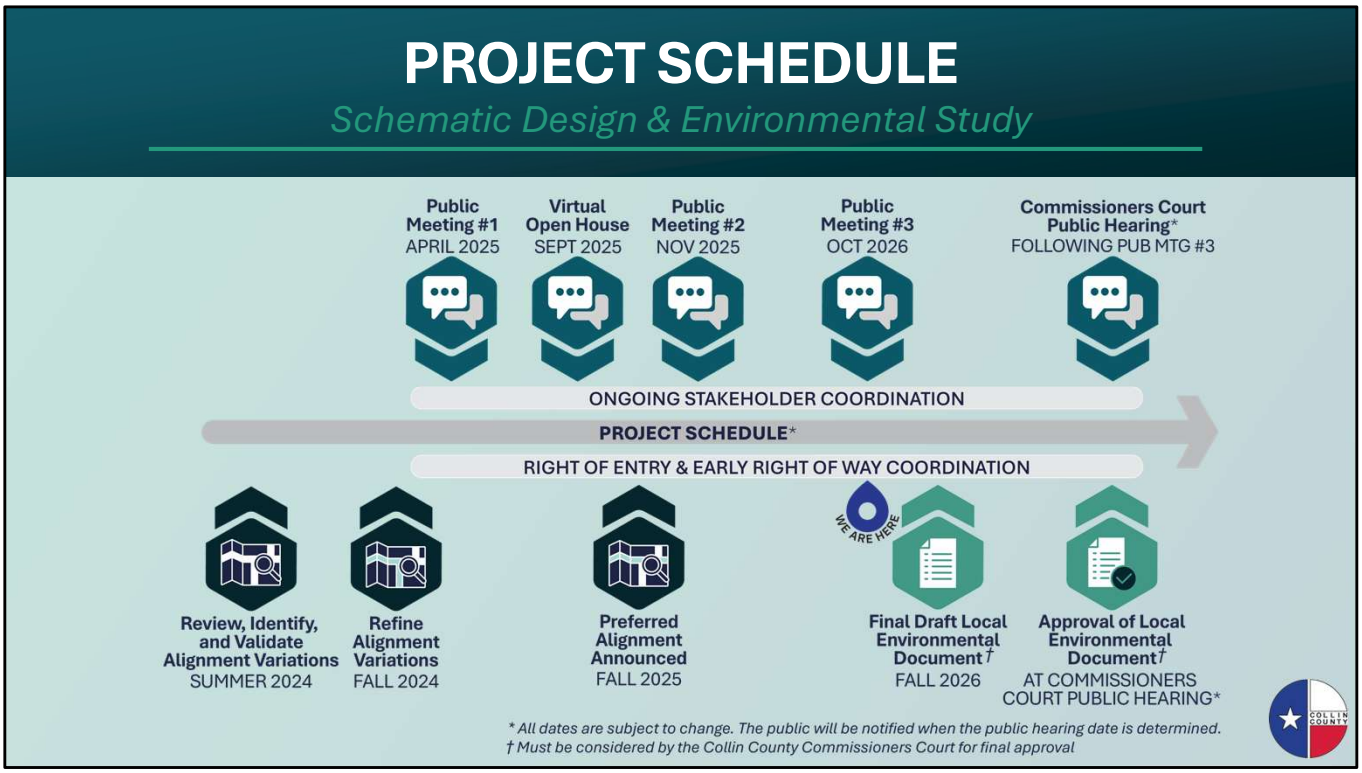


This project is just one portion of the larger Collin County Outer Loop, a 55-mile planned transportation facility that will span Collin County from the Denton County line to the Rockwall County line. The full Collin County Outer Loop is being developed in five segments. This project consists of Segments 2 and 4. The Collin County Outer Loop will eventually run through multiple cities including Celina, Weston, Anna, Melissa, 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 red).



The Collin County Outer Loop is 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 is an ongoing process to promote alignment and integration between projects.



This is the fourth public engagement opportunity for the Collin County Outer Loop Southeast project since the study began in late 2024. This public meeting, as well as public meetings in Spring and Fall 2025 and a Virtual Open House in September 2025 provided opportunities for the public to track project progress and provide frequent input.

Following this public meeting, a **public hearing will be held in the coming months at a Collin County Commissioners Court meeting to consider the approval of the preferred alignment and a Local Environmental Document.**



Approximately 338 comments were received from the public during the Spring and Fall 2025 Public Meetings and the September 2025 Virtual Open House. These comments were carefully considered by the project team. Notable themes included concerns about impact to properties, the need for new roads to manage increasing congestion, and environmental and aesthetic concerns.



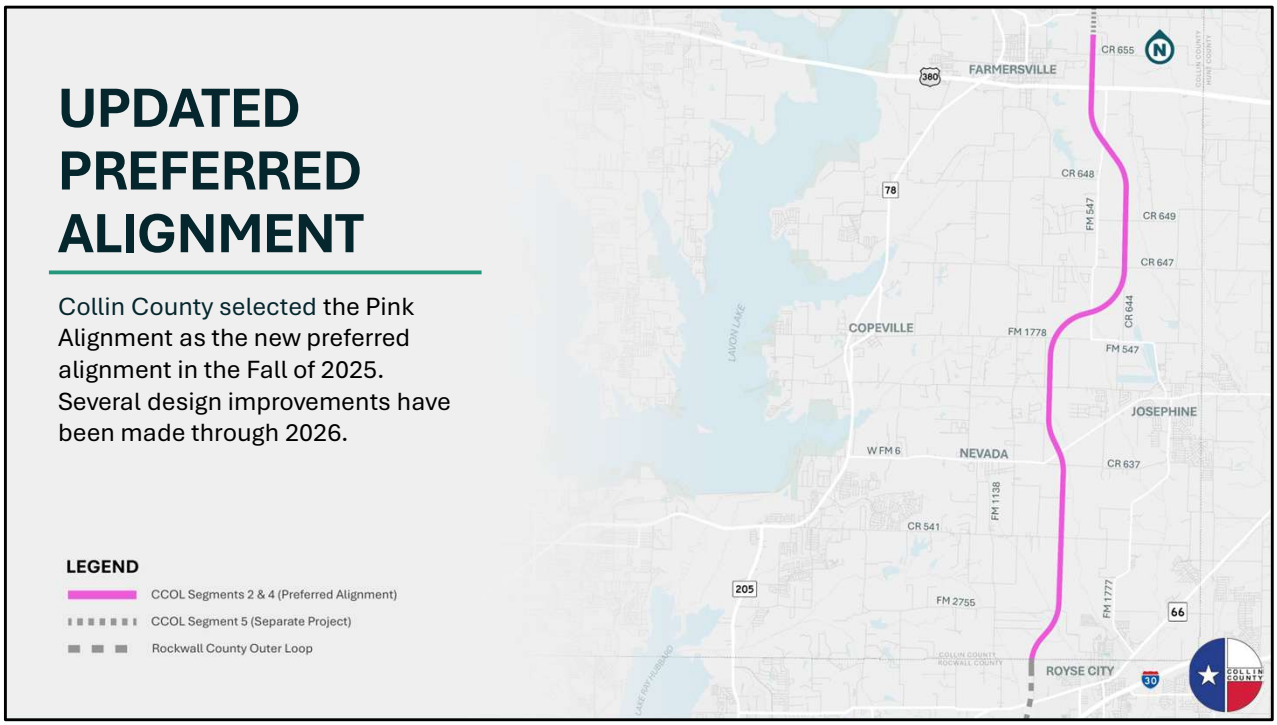
As population growth and development continue to occur in southeast Collin County, new roadways like the Collin County Outer Loop will be needed to improve north-south connectivity, manage congestion, and enhance safety.

Projects like the Collin County Outer Loop can take years of advanced planning. At this phase of the project, Collin County is developing a schematic design and conducting environmental analysis of the updated alignment. The schematic design includes preliminary engineering of the roadway. A traffic and safety analysis has also been conducted to inform the roadway design's function and safety.

The environmental study is evaluating the potential impacts of the preferred alignment on both the natural and human environment. The project team is developing a Local Environmental Document to environmentally clear and protect the corridor from future development.



To finalize the new preferred alignment, the study team identified areas where the old alignment identified in 2009 and 2010 should be modified based on new constraints in the project area. As a result, three potential alignment variations were developed and evaluated based on their ability to address the project's purpose and need and minimize potential impacts. These alignments were presented at the Spring 2025 public meeting, and their paths are displayed on the map in Pink, Yellow and Blue. The purple hatched alignment represents the old alignment and is displayed on this map as a reference.

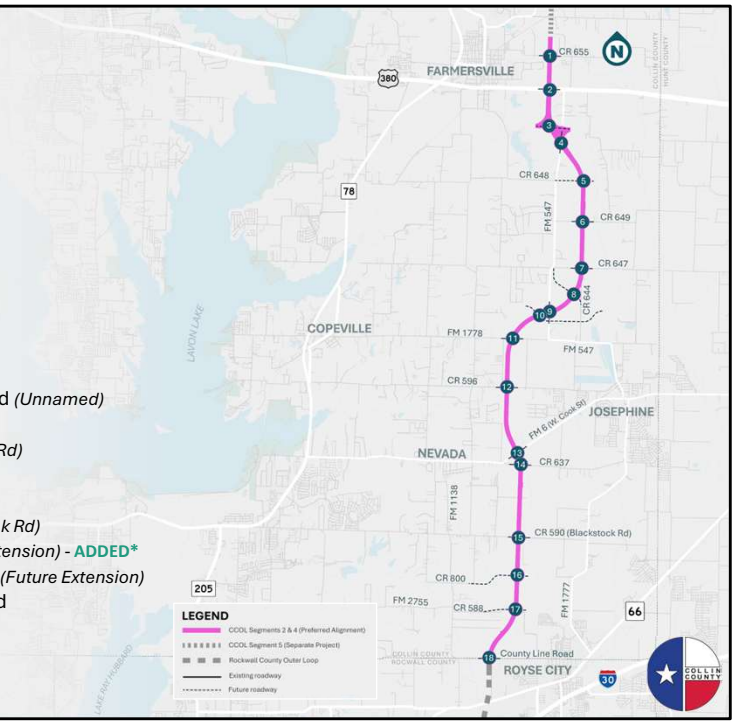


As part of the Fall 2025 public meeting, Collin County announced the Pink Alignment as the updated preferred alignment and shared the preliminary schematic design for the roadway. Since then, the project team has continued to progress the schematic design, including lane configurations, ramp and interchange locations, and the amount of land (also called right of way) needed to construct the project.

INTERCHANGE LOCATIONS

The Preferred Alignment includes 18 interchanges with existing or future roadways. The proposed locations are as follows:

1. CR 655
2. Audie Murphy Pkwy *(current US 380)*
3. US 380 Freeway *(Future)*
4. FM 547 *(Crossing #1)*
5. CR 648 *(Future Extension)*
6. CR 649
7. CR 647
8. CR 644 *(Future Extension)*
9. FM 547 *(Crossing #2)*
10. New Arterial Road *(Unnamed)*
11. FM 1778
12. CR 596 *(Hubbard Rd)*
13. FM 6 *(W. Cook St)*
14. CR 637 - **ADDED***
15. CR 590 *(Blackstock Rd)*
16. CR 800 *(Future Extension)* - **ADDED***
17. FM 2755/CR 588 *(Future Extension)*
18. County Line Road



The schematic design includes 18 grade separated interchanges with existing or future roads, located throughout the project. Since the last public meeting, one proposed interchange has been removed between FM 547 and CR 648, and two have been added at CR 637 and a future planned extension of CR 800.

DESIGN MODIFICATIONS

Rockwall County Outer Loop Connection

UPDATED DESIGN
OCTOBER 2026



4,300' RADIUS

PREVIOUS DESIGN
NOVEMBER 2025



5,000' RADIUS

4,300' Radius – UPDATED DESIGN

- Impacts two transmission line towers.
- Requires two driveway access points within a right-turn lane from northbound CCOL Frontage Rd. to County Line Rd., which is typically avoided where possible.
- Shifts the alignment slightly closer to the Linrock Estates neighborhood.

5,000' Radius – PREVIOUS DESIGN

- Displaced two homes in Rockwall County.
- Had greater impacts to transmission line utilities, including three transmission towers.
- Skewed intersection with County Line Rd. that would require a slight realignment of County Line Rd., adding additional length and cost to future local improvements.

Other design modifications since the last public meeting include a slight shift in the curve of the alignment at the Rockwall/Collin County line to accommodate the connection to the Rockwall County Outer Loop and reduce property and utility impacts in Rockwall County.

DESIGN MODIFICATIONS

County Road (CR) 637 & Farm-to-Market (FM) 6

UPDATED DESIGN
OCTOBER 2026



With CR 637 Interchange

PREVIOUS DESIGN
NOVEMBER 2025



Without CR 637 Interchange

With 637 Interchange – UPDATED DESIGN

- Adds an interchange at CR 637 to provide improved local access.
- Places the frontage roads near FM 6 at ground level rather than on bridges.
- Responds to public concerns about access at CR 637 and FM 6.

Without 637 Interchange – PREVIOUS DESIGN

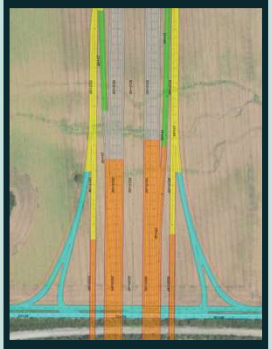
- Did not include an interchange at CR 637.
- Placed the frontage roads near FM 6 on bridges.
- Included bridges and retaining walls that made local access more difficult.

The project team has also updated the design at CR 637 and FM 6 to improve local access. The updated design adds an interchange at CR 637 and places the frontage roads near FM 6 at ground level. The new design improves connectivity in this area and provides better access opportunities from the frontage roads for future development.

DESIGN MODIFICATIONS

CPKC/CR 655 Railroad Crossing

UPDATED DESIGN
OCTOBER 2026



Half Diamond Interchange

PREVIOUS DESIGN
NOVEMBER 2025



Jug Handle Interchange

Half Diamond Interchange – UPDATED DESIGN

- Minimizes property impacts.
- Does not provide access for all directions coming from or going to the CCOL.
- Directions *not* served include:
  - Eastbound and westbound CR 655 access to the southbound frontage road.
  - Northbound frontage road access to eastbound or westbound CR 655.
- Reduces impacts to Bushy Creek Tributary.

Jug Handle Interchange – PREVIOUS DESIGN

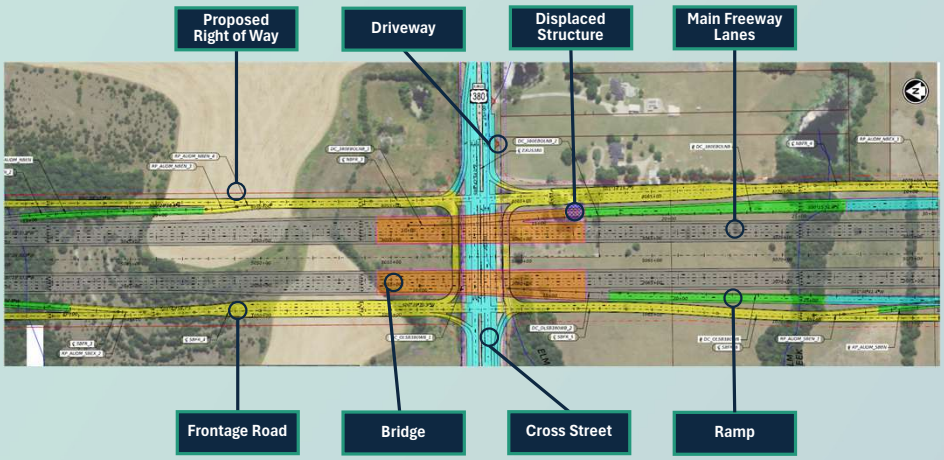
- Offered full interchange operations for all directions of travel.
- Required significant project right of way and increased property impacts.

Finally, the design has been updated to change the interchange at CR 655 in Farmersville from a jug handle design to a half diamond design. This change was made to significantly reduce impacts to property. However, due to constraints with the CPKC railroad crossing, the new interchange design does not provide access to all directions of travel.

SCHEMATIC DESIGN

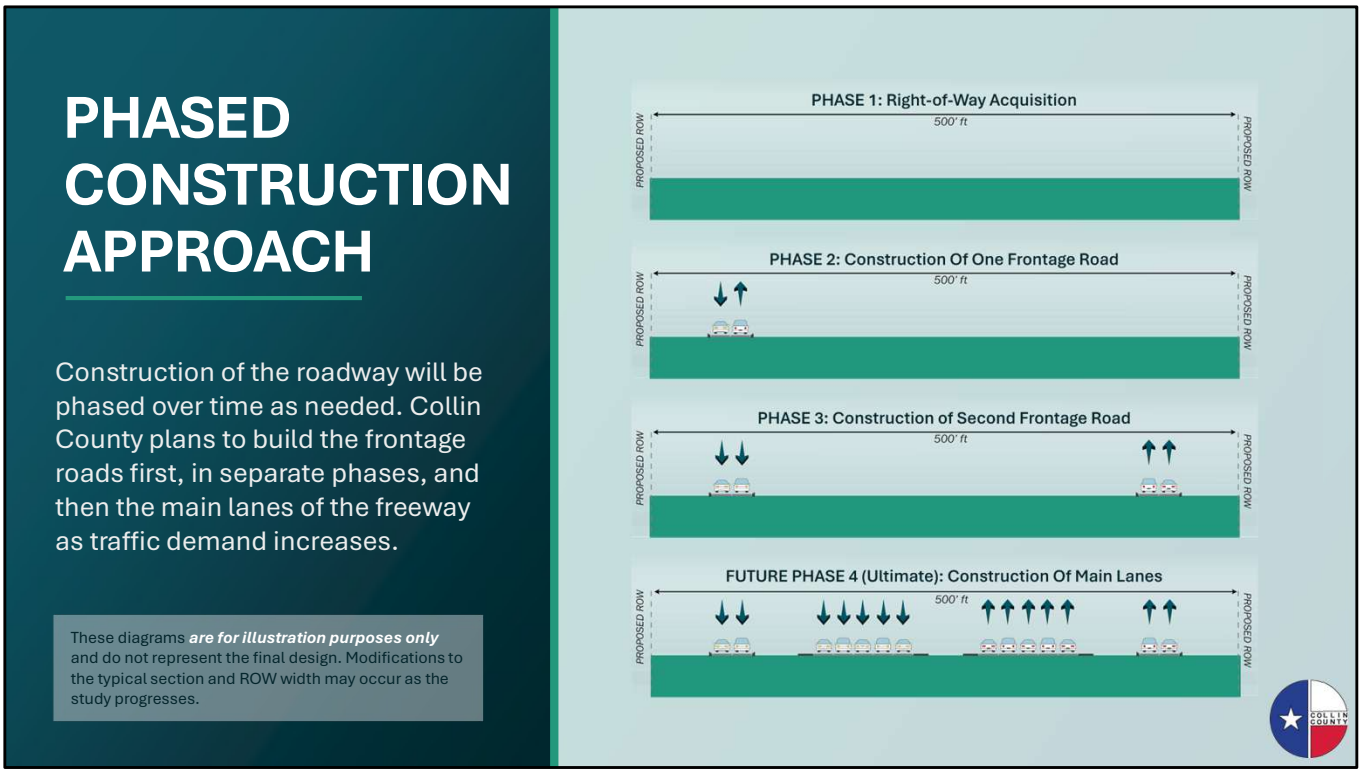
Conceptual Schematic Design & Engineering

The preliminary schematic design is a series of engineering documents detailing specific design features such as the number of lanes, ramp locations, interchange configurations, cross streets to connect to existing and future roads, and the proposed right of way.



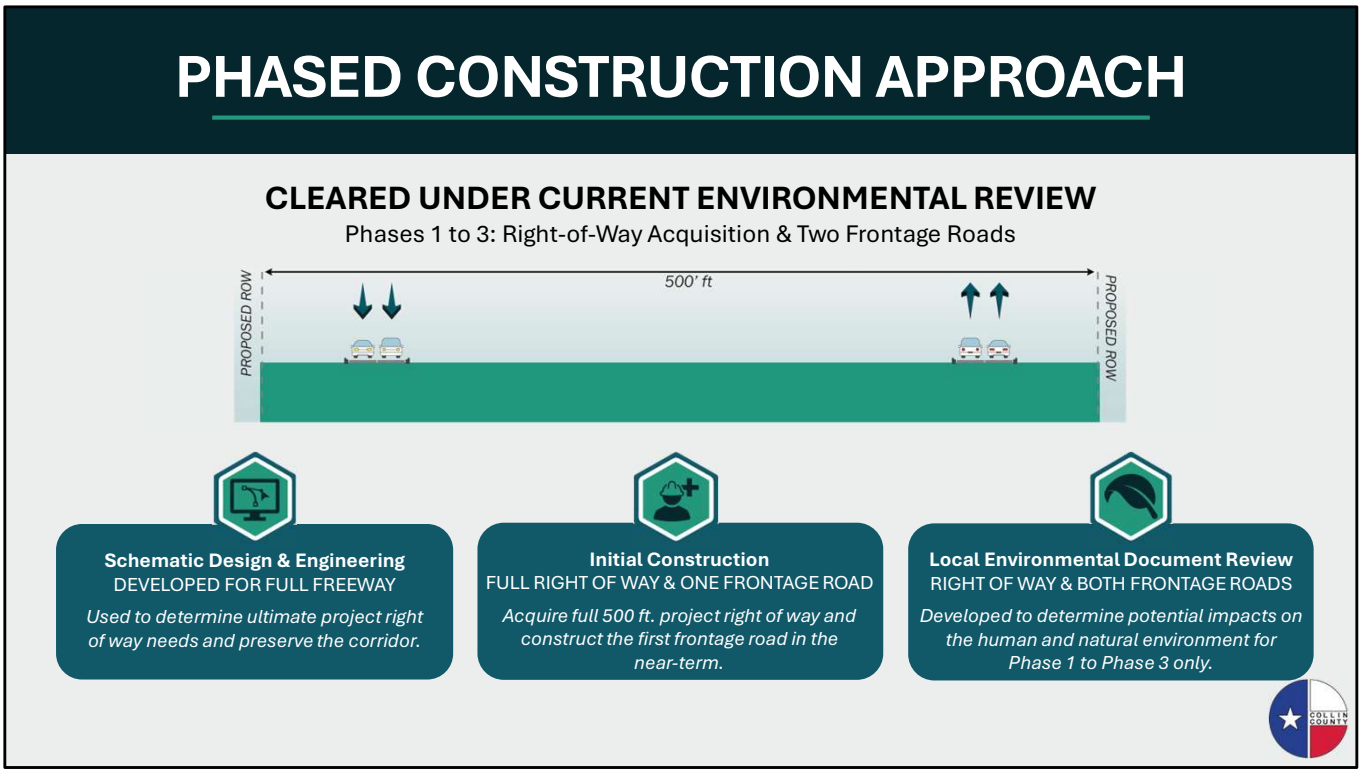
The entire schematic design can be viewed on the schematic roll plots available at the in-person public meeting or on the virtual public meeting webpage at www.ccol-se.com. These engineering documents contain features such as the number of lanes, ramp locations, interchange configurations, cross streets to connect to existing and future roads, and proposed right of way.

Public comments received at this meeting will help inform further refinements before the Public Hearing.



Collin County plans to use a phased construction approach for this project, completing it in multiple stages rather than all at once. Various sections of frontage roads would be constructed first, with freeway lanes added over time as growth and travel demand increases.

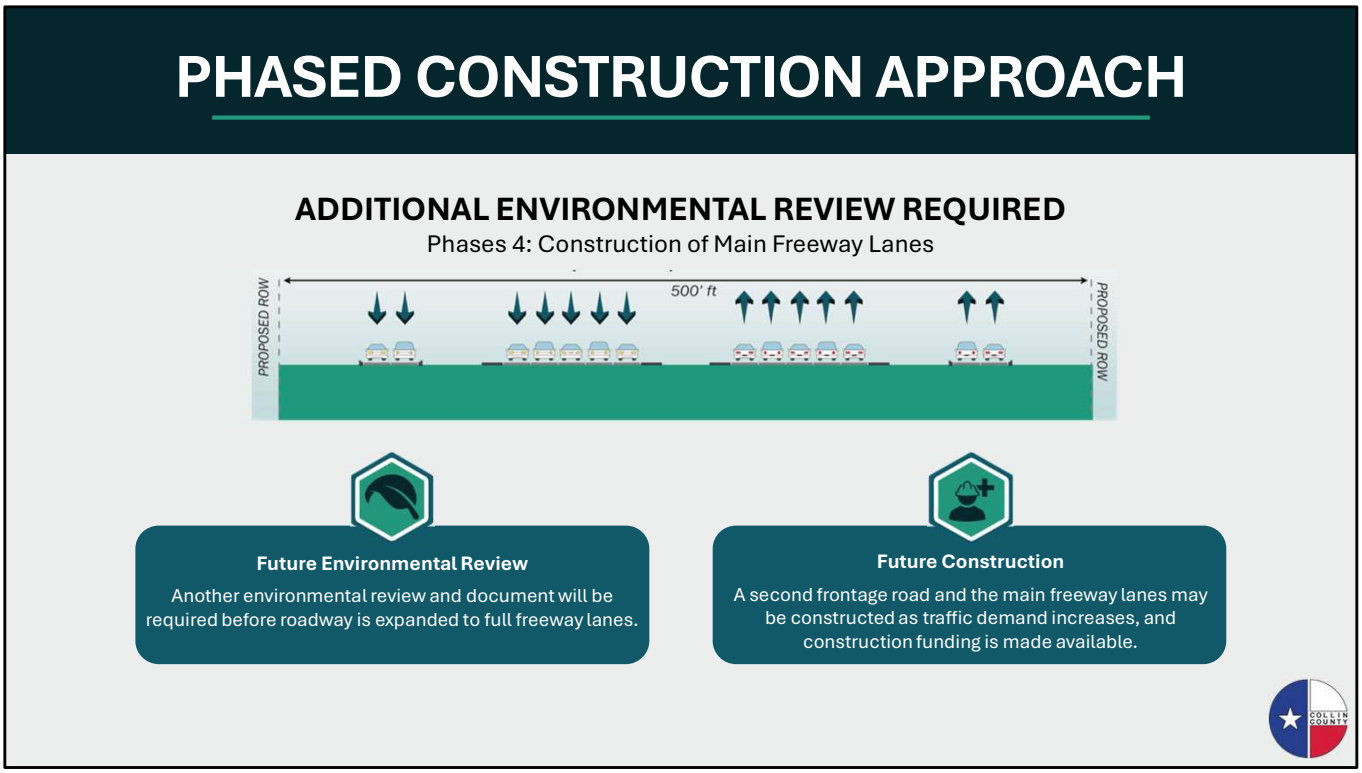
Following the acquisition of right of way in Phase 1, construction of one frontage road will begin once full funding is secured.



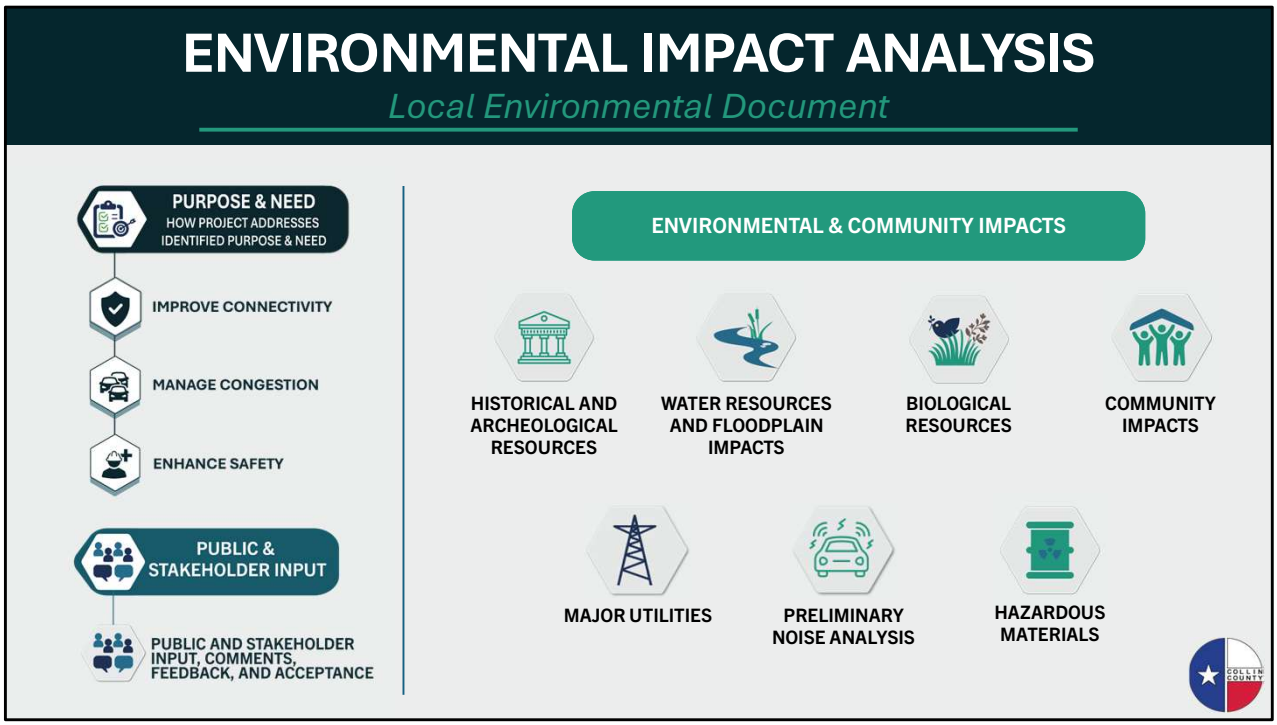
While the Schematic Design and Engineering for the project is being developed for the full freeway, the Local Environmental Document is only environmentally clearing the interim project, which includes the full right of way and construction of two frontage roads.

The county intends to initially acquire all needed project right of way to preserve the corridor and will construct just the first frontage road in the near term.

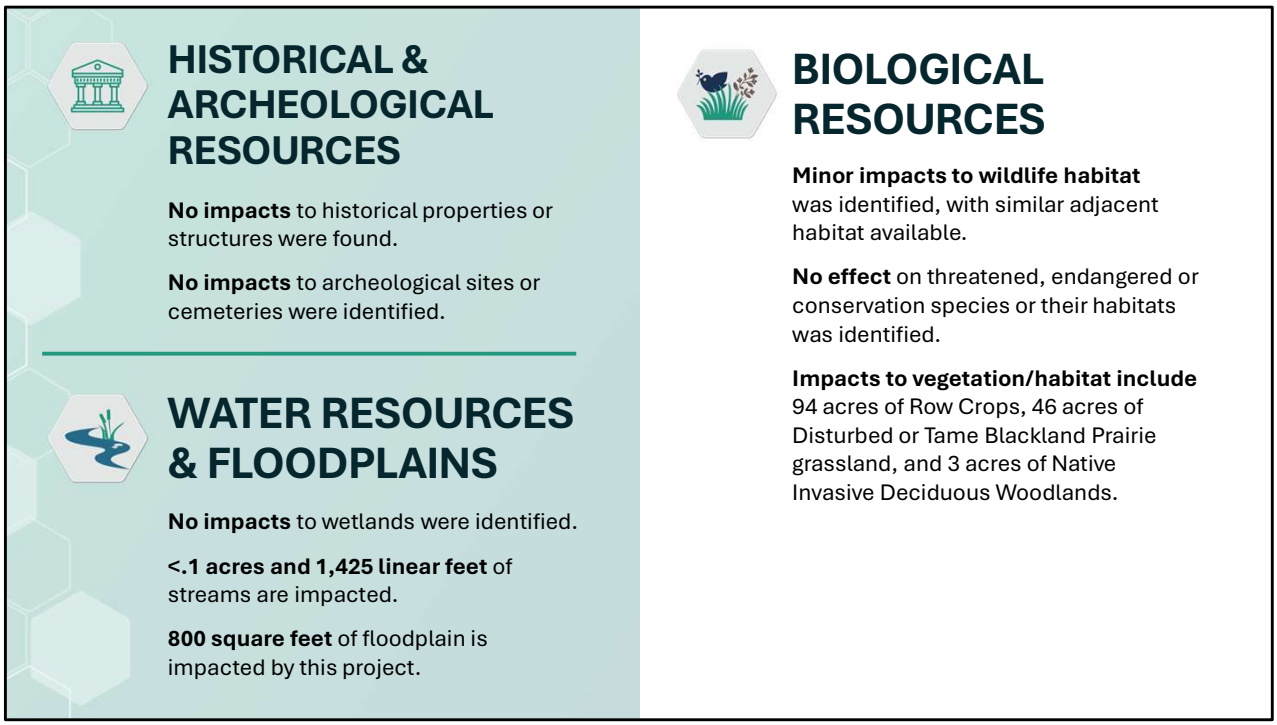
A second frontage road may be constructed in the future if traffic demand increases and construction funding is made available.



An additional environmental review will be required in the future before the roadway can be expanded to Phase 4, construction of the main freeway lanes. Once environmentally cleared, construction of the main freeway lanes could occur as traffic demand increases, and construction funding is made available.



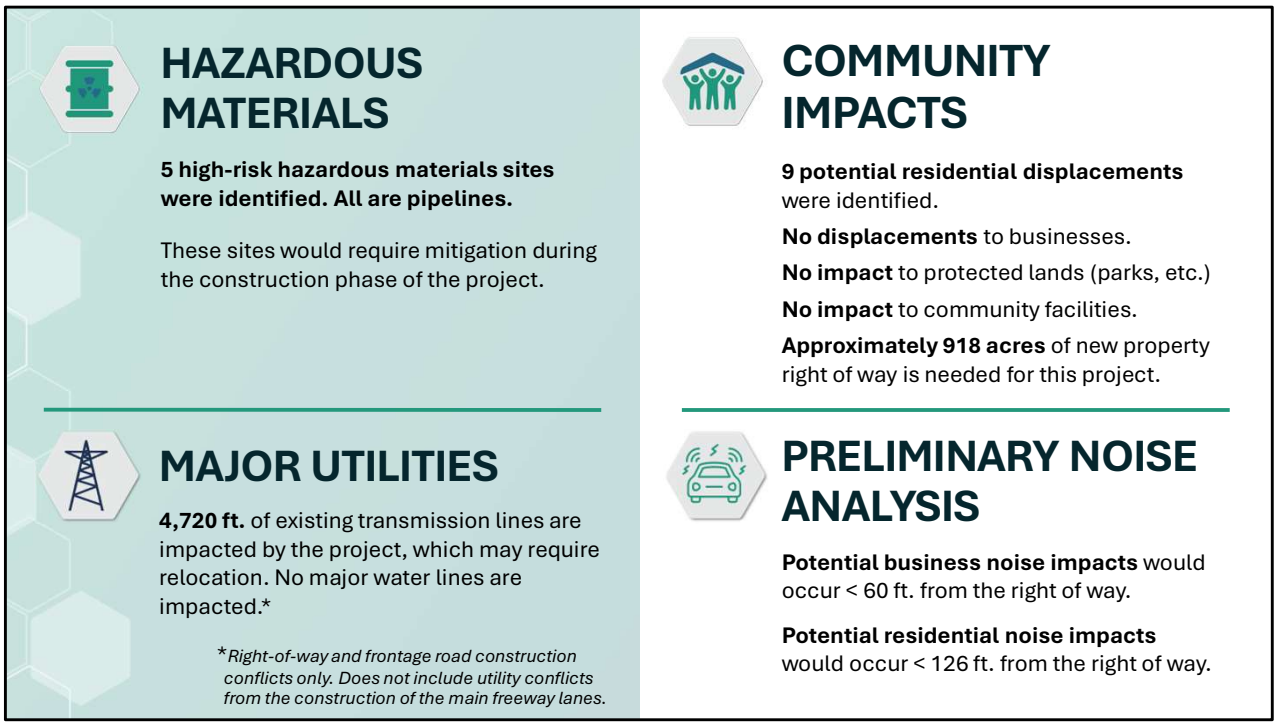
Now let's discuss how the project may impact the natural and human environment. The Local Environmental Document developed for this project is necessary to environmentally clear the project and allow for preservation of the right of way. It evaluates how the project meets the purpose and need to improve connectivity, manage congestion and enhance safety. It also considers public input and acceptance of the project. Additionally, the impact on a number of environmental and community resources is evaluated, including impacts to archeological, historical, biological and water resources, floodplains, community resources, major utilities, noise, and properties with hazardous materials.



Let's dig deeper into some of the environmental impacts identified. No impacts to historical or archeological resources were found.

The project will have minor impacts on streams and waterways in the area and is anticipated to impact 800 square feet of floodplain. The roadway design considers drainage and other hydrological impacts and accounts for these impacts in the design of the roadway.

A survey of biological resources was conducted and no effects on threatened, endangered or conservation species was found. There would be minor impacts to wildlife habitat, including row crops, prairie grassland and some woodlands, but similar habitat is available adjacent to the project.

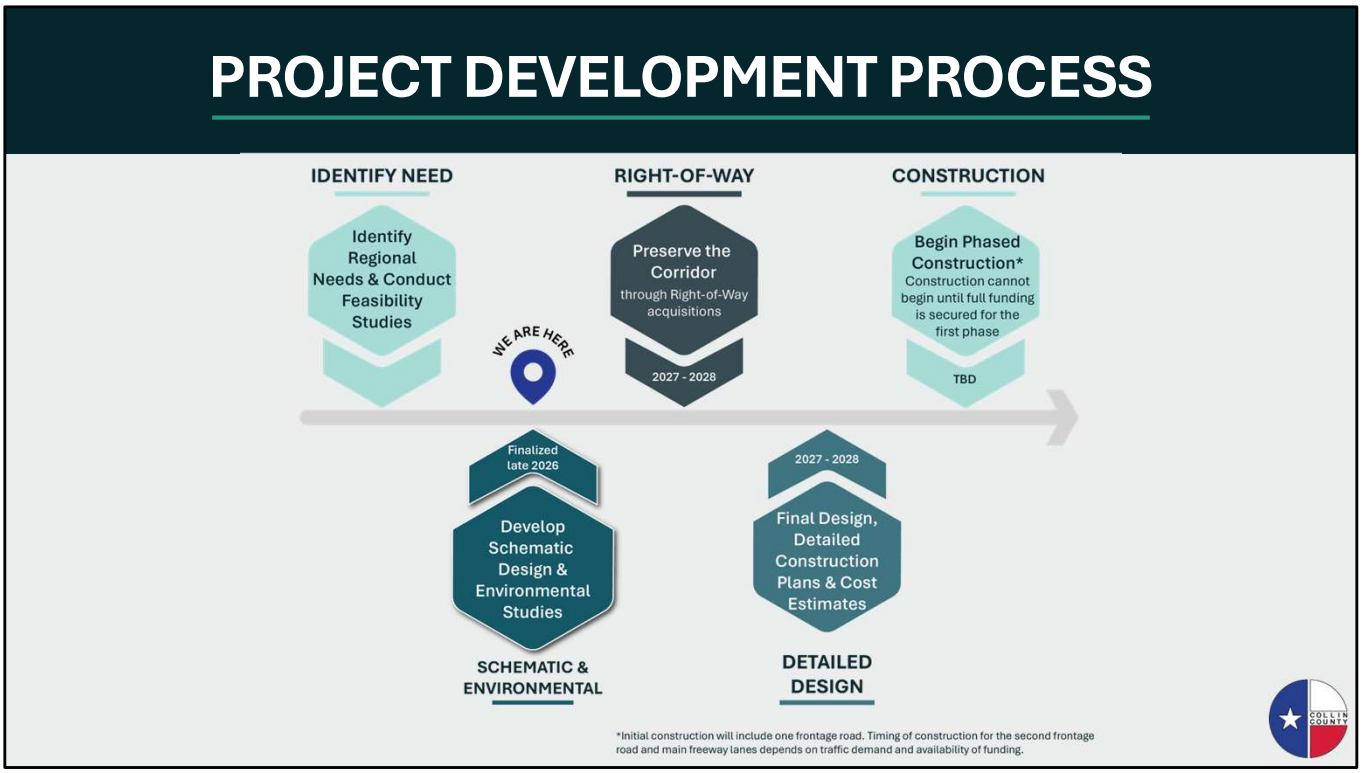


A survey of potential hazardous materials sites was conducted and five high-risk sites were identified – all are pipelines. These sites would require mitigation during the construction phase of the project.

4,720 ft. of transmission lines will be impacted by the project and may require relocation. These impacts only account for conflicts with utilities during frontage road construction. The project is not expected to impact any major water lines.

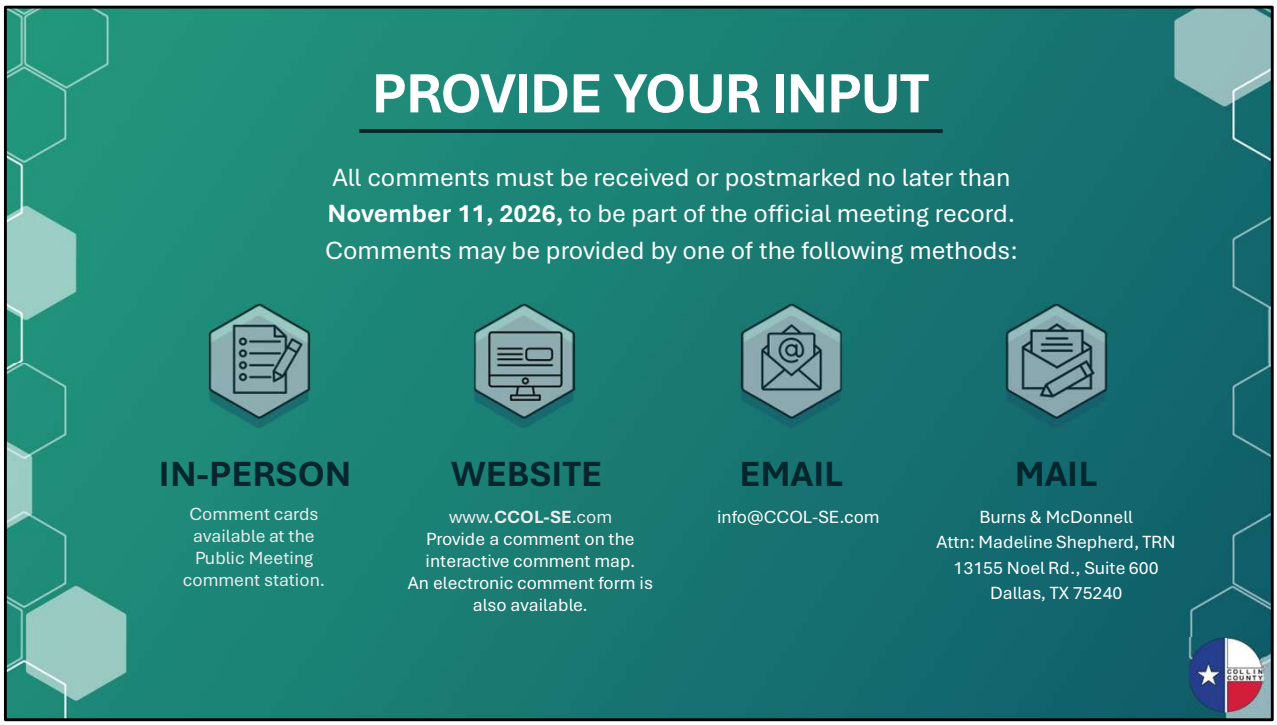
Subject to final consideration, the proposed project is anticipated to require the acquisition of approximately 918 acres of new right of way and may result in nine residential displacements. All right of way acquisition would be completed in accordance with the Uniformed Relocation Assistance and Real Property Acquisition Policies Act, which ensures that anyone who owns property needed for public purposes is treated fairly. Each affected property owner is offered "just compensation" for the property needed for the project and any required relocation. No business displacements are expected, and the analysis found no impact to protected lands, such as parks, or community facilities.

Finally, a preliminary noise analysis found that any business located within 60 ft. of the right of way and any residence within 126 ft. of the right of way may experience increased traffic noise from the new roadway. A more detailed noise analysis may be conducted closer to construction as the project progresses. Any needed noise mitigation measures will be determined at that time.



Making the Collin County Outer Loop a reality will take time. This diagram outlines the typical project development process for a roadway project of this scale. The County is currently at the “Schematic & Environmental” phase, conducting schematic design and environmental studies to evaluate potential alignments, determine the final alignment, identify environmental impacts, and refine the engineering approach. This stage of the process is expected to conclude at the end of 2026.

Following the completion of this phase, the project will advance to the “Right-of-Way” and “Detailed Design” phases where right-of-way acquisition and the development of final construction plans and cost estimates will be completed. Utility coordination and relocation will also occur. This process can take several additional years to complete before construction begins.



Public input continues to be 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. In-person public meeting attendees can fill out a hard-copy comment card at the public meeting. The public can visit the project website and provide feedback via an interactive comment map or electronic comment form. Emails and mailed letters will also be accepted. For this public meeting, all comments must be submitted no later than Wednesday, November 11, 2026, to be included in the official meeting record.



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

Thank you for your interest in the project. Your participation is appreciated!