WELCOME

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

PUBLIC MEETING

In-Person: October 27, 2026

Online: www.CCOL-SE.com

1. **Watch** the pre-recorded presentation
2. **Learn** about the project
3. **Review** updates to the proposed roadway design and potential project impacts
4. **Ask** questions
5. **Submit** comments

SCAN TO VISIT
www.CCOL-SE.com

PROJECT OVERVIEW

COLLIN COUNTY OUTER LOOP - SOUTHEAST

PROJECT DESCRIPTION

Collin County is conducting a study to **finalize the alignment** and develop the **schematic design** and **environmental impact analysis** for Segments 2 and 4 of the Collin County Outer Loop in the southeast part of the county.

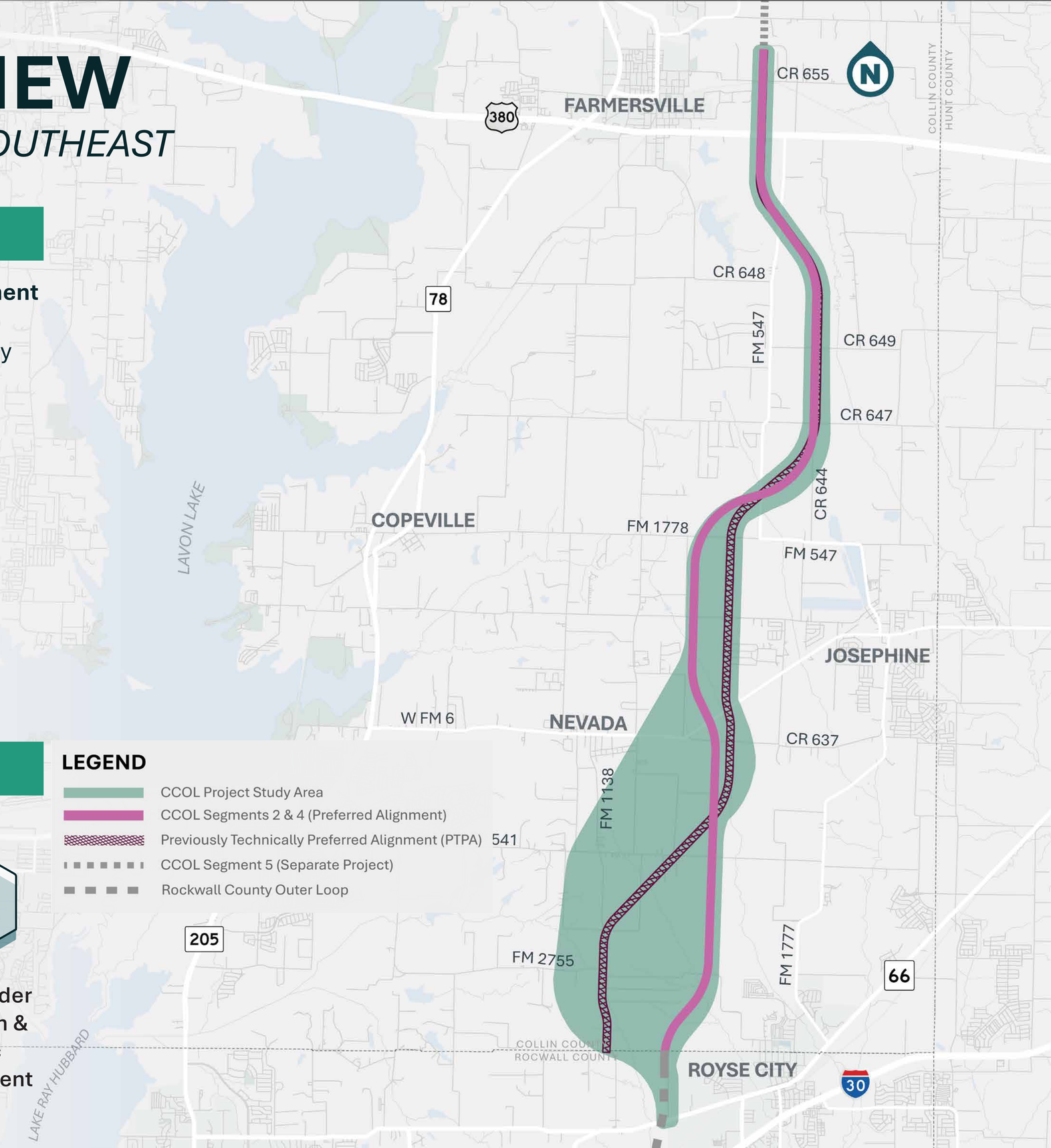
This roadway is ultimately intended to be a new location freeway with a 500-foot right of way that would be constructed in phases over time as the need grows.

Project Limits:
County Road 656 to the
Collin County/Rockwall County Line

Project Length: 14.3 Miles

PROJECT TASKS

- **Schematic Design & Engineering**
- **Traffic & Safety Analysis**
- **Environmental Studies**
- **Stakeholder Outreach & Public Engagement**



PROJECT SCHEDULE

SCHEMATIC DESIGN & ENVIRONMENTAL STUDY

Public Meeting #1
APRIL 2025

Virtual Open House
SEPT 2025

Public Meeting #2
NOV 2025

Public Meeting #3
OCT 2026

Commissioners Court Public Hearing*
FOLLOWING PUB MTG #3

ONGOING STAKEHOLDER COORDINATION

PROJECT SCHEDULE*

RIGHT OF ENTRY & EARLY RIGHT OF WAY COORDINATION

Review, Identify, and Validate Alignment Variations
SUMMER 2024

Refine Alignment Variations
FALL 2024

Preferred Alignment Announced
FALL 2025

WE ARE HERE

Final Draft Local Environmental Document†
FALL 2026

Approval of Local Environmental Document†
AT COMMISSIONERS COURT PUBLIC HEARING*

* ***All dates are subject to change***. *The public will be notified when the public hearing date is determined.*
† *Must be considered by the Collin County Commissioners Court for final approval*

PROJECT PURPOSE & NEED

The purpose of the project is to improve mobility in the southeastern part of the county. The project aims to address population growth and development by **improving north-south connectivity, managing congestion, and enhancing safety**.



IMPROVE CONNECTIVITY



MANAGE CONGESTION

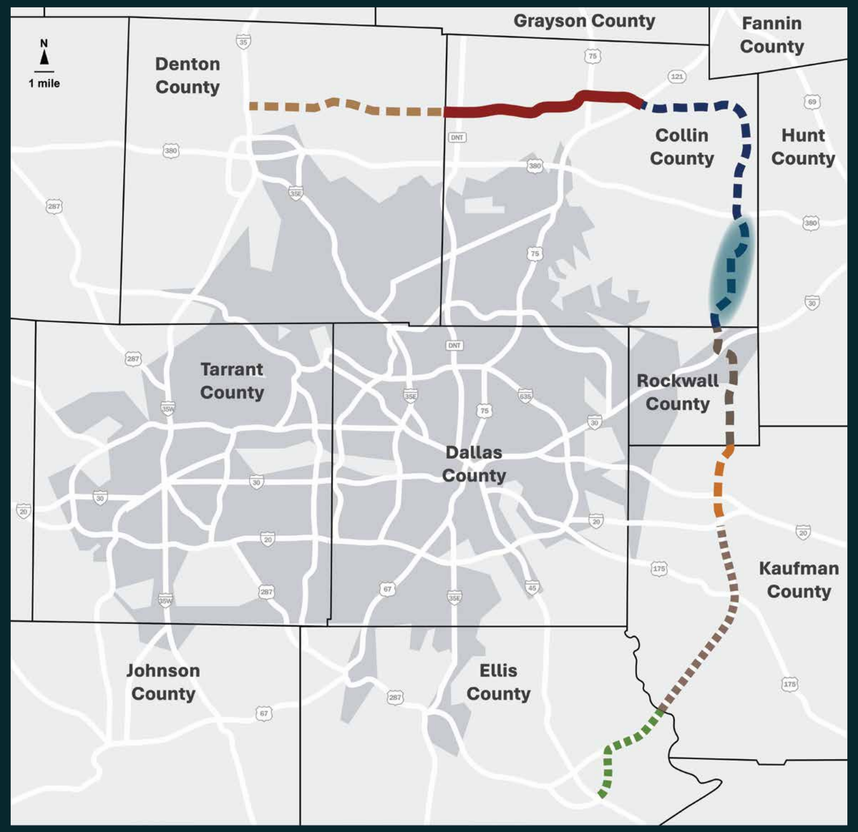


ENHANCE SAFETY

PROJECT BACKGROUND

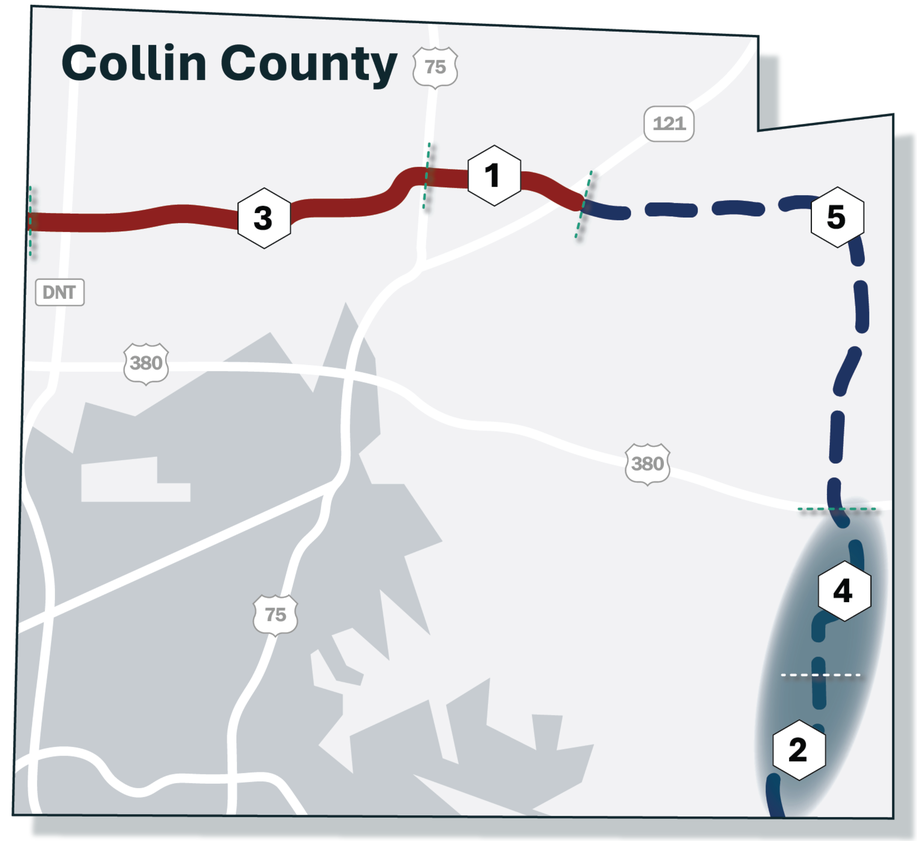
THE OUTER LOOP CORRIDOR

REGIONAL OUTER LOOP



The Regional Outer Loop is envisioned to extend through Denton, Collin, Rockwall, Kaufman, and possibly Ellis Counties.

COLLIN COUNTY OUTER LOOP



The Collin County Outer Loop is a 55-mile planned transportation facility that will span Collin County from the Denton County line to the Rockwall County line and will be constructed in segments and phases.

LEGEND

- County Boundary
- Urban Area
- Collin County Outer Loop - Southeast Project
- # CCOL Project Segment
- Freeways and US Highways
- Existing Regional Outer Loop
- Proposed - Under Evaluation
- Possible Extension for Future Evaluation

PREVIOUS PUBLIC MEETINGS

2 PUBLIC MEETINGS & 1 VIRTUAL OPEN HOUSE

Approximately
340
in-person attendees
April + November public meetings

1,868
unique website visits
September virtual open house only

257
comments received
Across all three comment periods

SPRING 2025 | PUBLIC MEETING #1
April 29, 2025 • 83 comments

Route preferences
The majority of public comments supported the Pink Alignment to limit impacts to existing homes.

Neighborhood Impacts
Many comments requested the Pink Alignment be shifted to the west in the area between Nevada and Josephine.

Local Travel & Safety
Residents shared concerns about congestion, school access and local road connections as the population in the study area increases.

FALL 2025 | VIRTUAL OPEN HOUSE
September 15-30 • 113 comments

Feedback on the proposed alignment shift
Comments expressed mixed opinions about the preferred location of the alignment in the middle portion of the study area between Nevada and Josephine.

Local Support
Study area cities were supportive of the western shift of the alignment in the area between Nevada and Josephine.

FALL 2025 | PUBLIC MEETING #2
November 18, 2025 • 61 comments

Keeping communities connected
Residents asked how the proposed roadway would affect local road connections and access to homes and farms.

Property and surroundings
Residents raised concerns about potential effects on property values, noise levels, drainage and farmland.



PUBLIC MEETING #1
April 2025



VIRTUAL OPEN HOUSE
September 2025



PUBLIC MEETING #2
November 2025

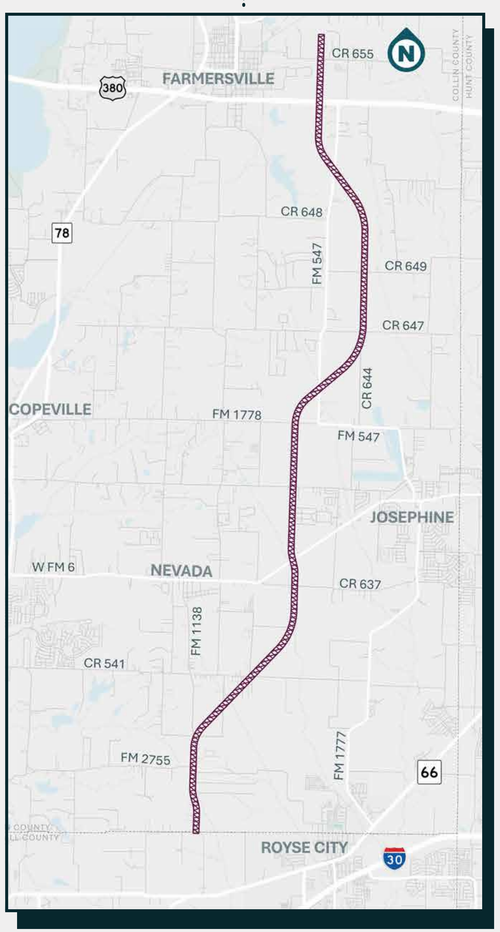


PUBLIC MEETING #3
October 2026

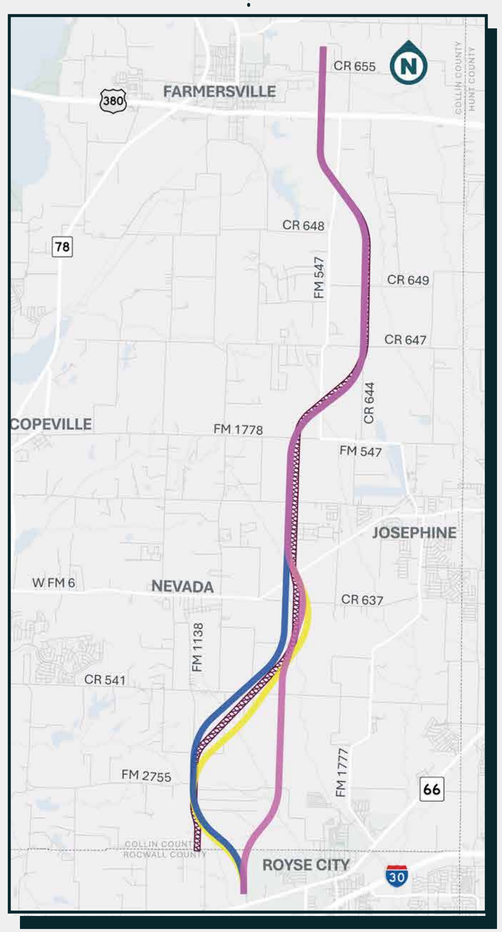
UPDATING THE PREFERRED ALIGNMENT

Three potential alignment variations, along with the Previously Technically Preferred Alignment (PTPA), were evaluated within the project area and shared at the Spring 2025 public meeting. During the September 2025 Virtual Open House, the County identified the Pink Alignment as the preferred alignment in both the northern and southern portions of the corridor and proposed a western shift of the alignment in the area between Nevada and Josephine. The County has now identified the Preferred Alignment for the full length of the project to be the Pink Alignment, including the western shift in the area between Nevada and Josephine.

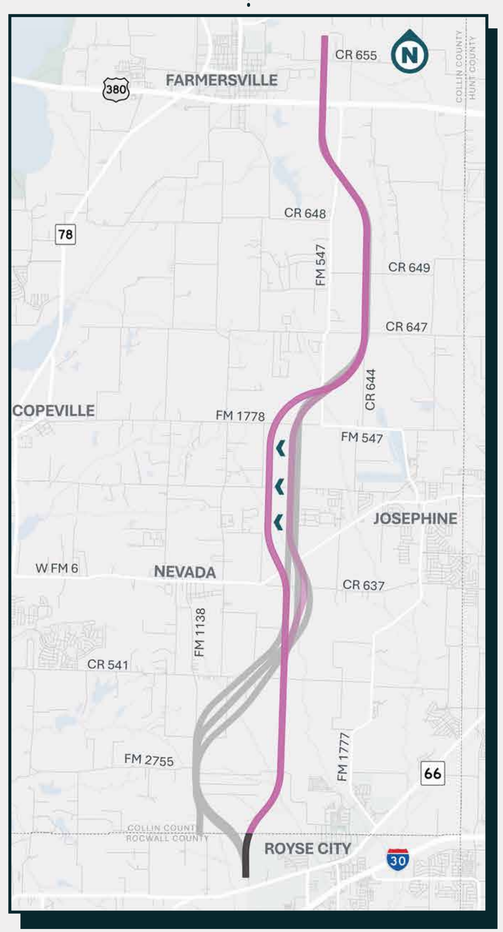
Previous Technically Preferred Alignment (identified in 2009/2010)



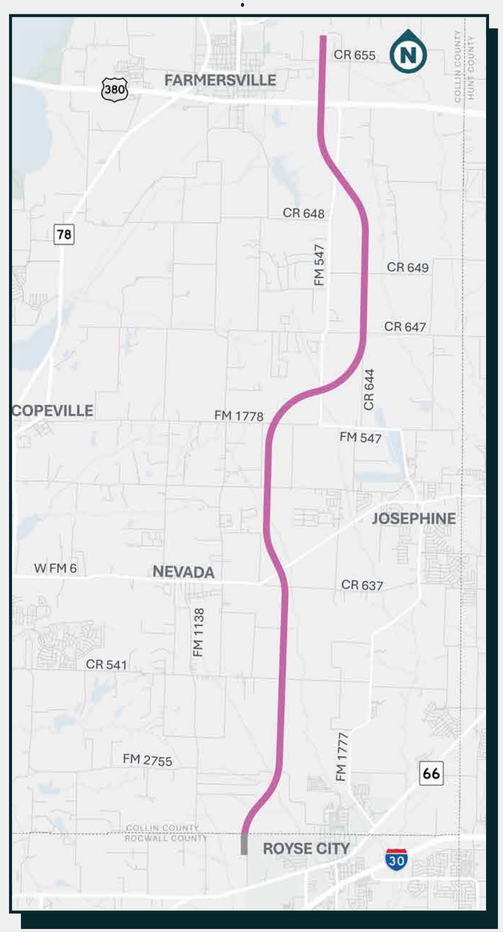
Alignment Variations Identified at Public Meeting #1 (April-May 2025)



Pink Alignment Identified as Preferred
Pink Shift Evaluated
(September 2025)



Updated Preferred Alignment (Announced Nov 2025)



INTERCHANGE LOCATIONS

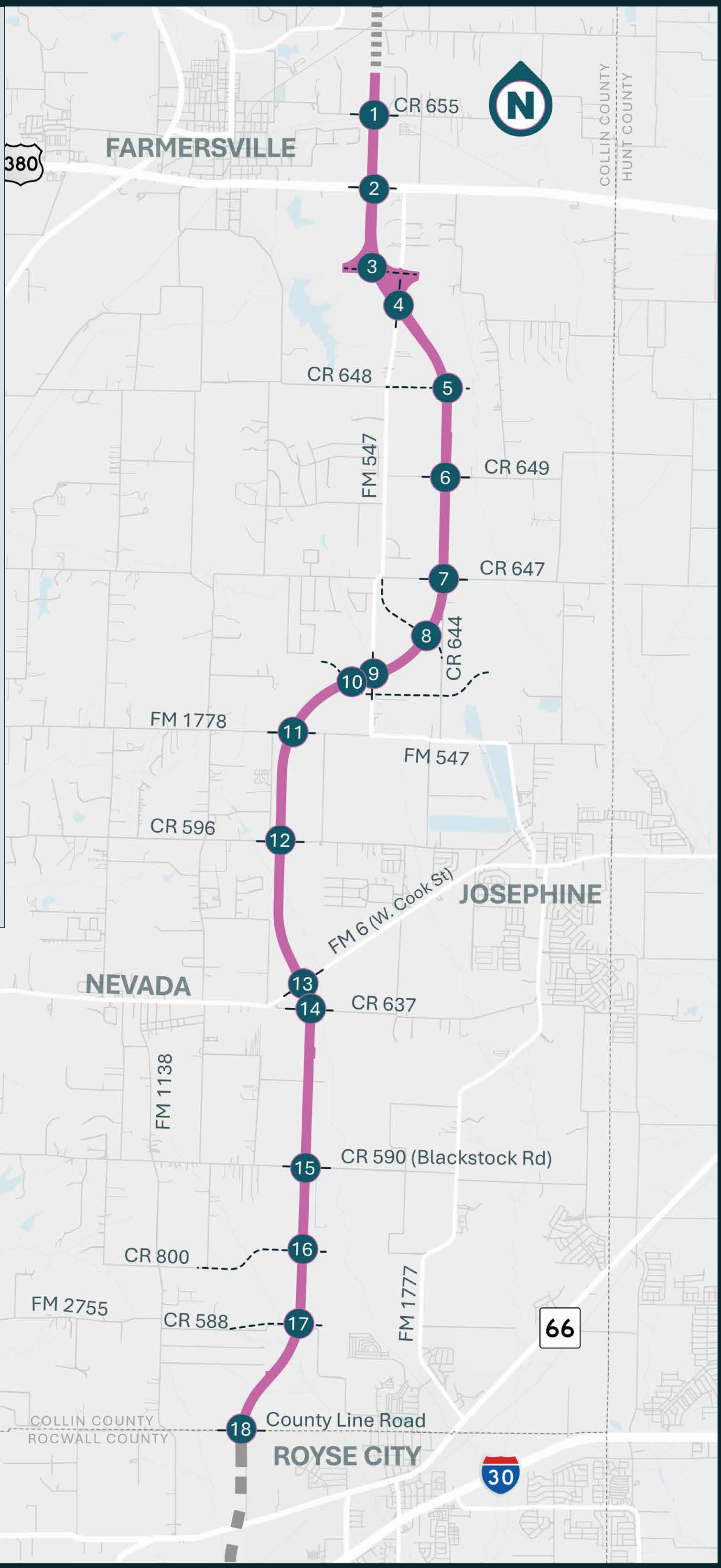
LEGEND:

- Exisiting Roadway
- Future Roadway
- Preferred Alignment
- CCOL Segment 5 (Separate Project)
- Rockwall County Outer Loop

1. CR 655
2. Audie Murphy Parkway *(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 Road*)
13. FM 6 *(W. Cook Street)*
14. CR 637 - **ADDED***
15. CR 590 *(Blackstock Road)*
16. CR 800 *(Future Extension)* - **ADDED***
17. FM 2755/CR 588 *(Future Extension)*
18. County Line Road

** Interchange added since Fall 2025 public meeting.*

*** A proposed interchange was removed at a future extension of CR 2740 (between CR 648 and FM 547) since the Fall 2025 public meeting.*



DESIGN UPDATE - RCOL CONNECTION

DESIGN UPDATE SINCE FALL 2025 PUBLIC MEETING

Collin County has updated the roadway design at the Collin County/Rockwall County line, including a slight shift to the curve of the alignment at County Line Road to accomodate the connection to the Rockwall County Outer Loop and reduce property and utility impacts in Rockwall County.

UPDATED DESIGN

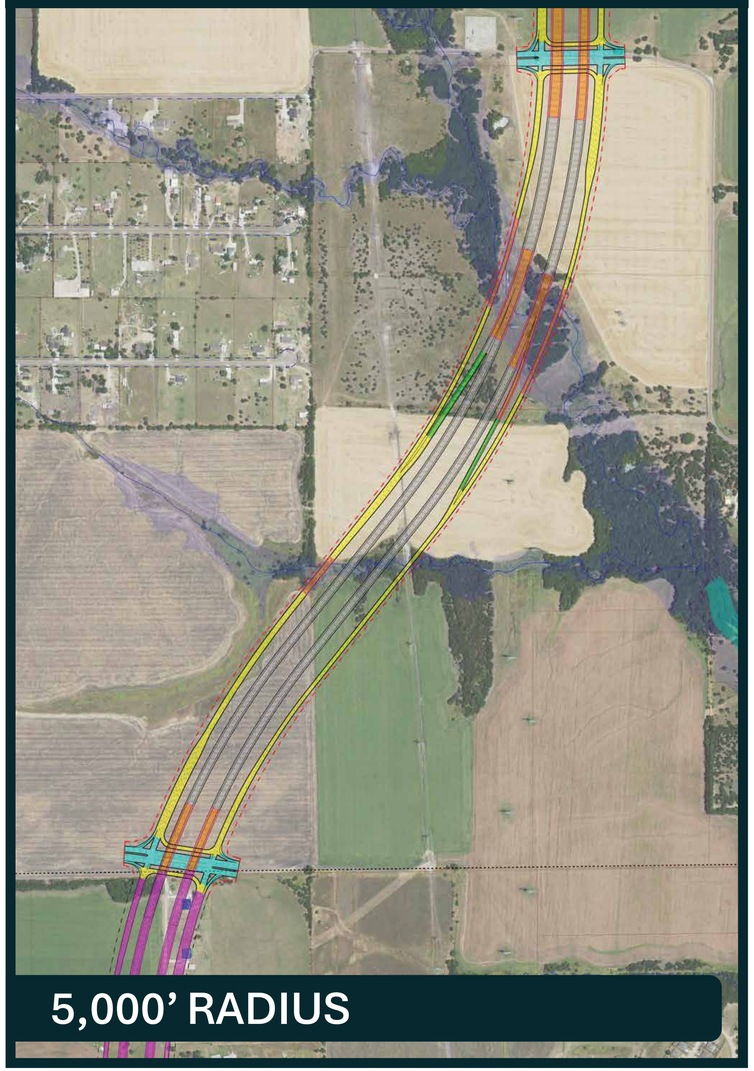
October 2026



4,300’ RADIUS

PREVIOUS DESIGN

November 2025



5,000’ RADIUS

UPDATED DESIGN - 4,300’ RADIUS

- 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.

PREVIOUS DESIGN - 5,000’ RADIUS

- 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 road improvements.

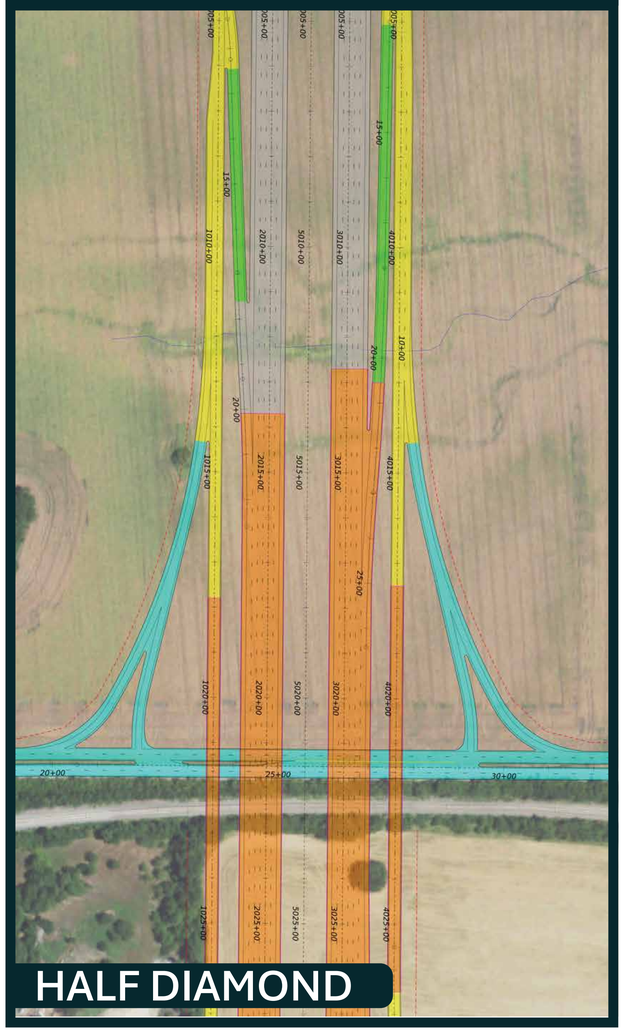
DESIGN UPDATE - CR 655 INTERCHANGE

DESIGN UPDATE SINCE FALL 2025 PUBLIC MEETING

Collin County has updated the design of the interchange at CR 655 over the CPKC Railroad in Farmersville from a jug handle interchange configuration to a half diamond configuraitno. The design change significantly reduces the amount of right of way needed for the interchange and minimizes property impacts. However, due to constraints with the CPKC Railroad line, the updated interchange design does not provide access to all directions of travel.

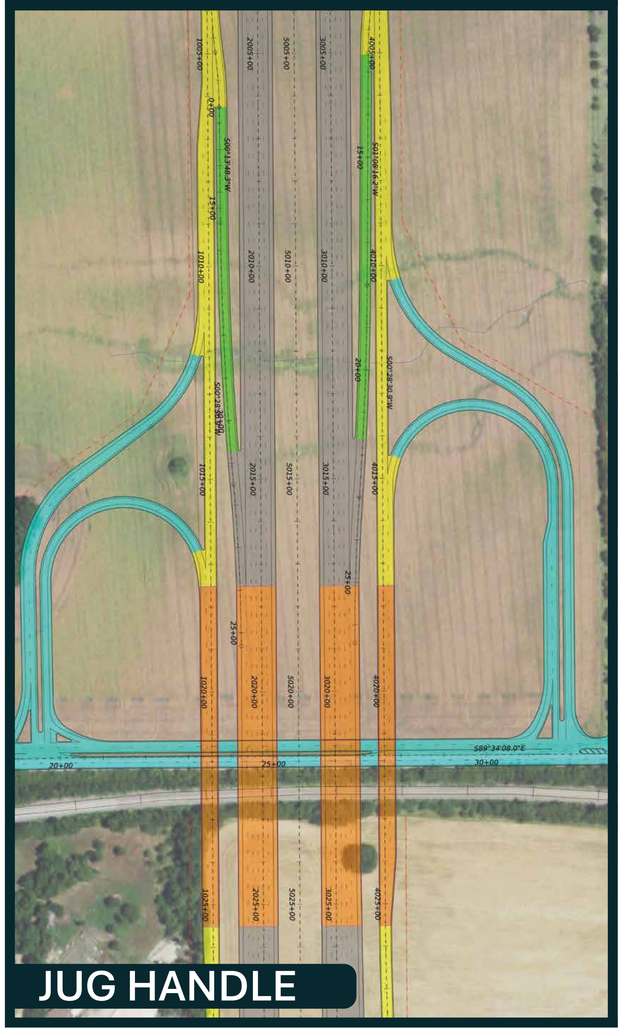
UPDATED DESIGN

October 2026



PREVIOUS DESIGN

November 2025



UPDATED DESIGN - Half Diamond Interchange

- 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.

PREVIOUS DESIGN - Jug Handle Interchange

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

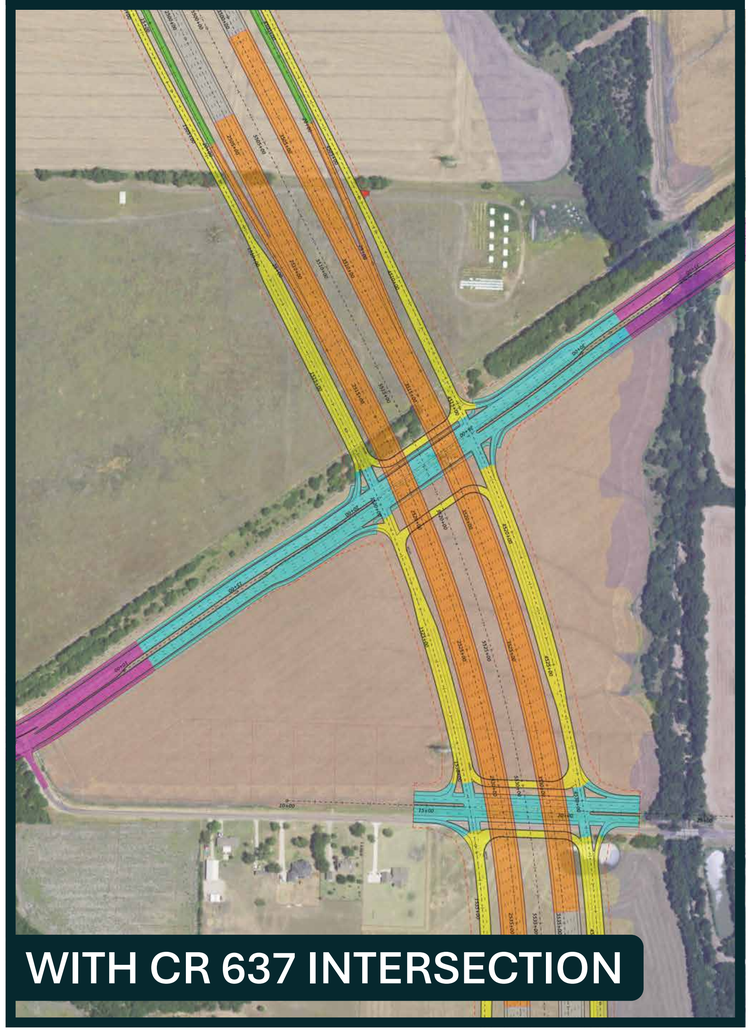
DESIGN UPDATE - CR 637/FM 6

DESIGN UPDATE SINCE FALL 2025 PUBLIC MEETING

Collin County has updated the design at CR 637 and FM 6 since the previous Public Meeting to improve local access. The updated design adds an interchange at CR 637 and places the frontage roads near FM 6 at ground level. These changes are shown on the updated schematic roll plots. Public comments received at this meeting will help inform further refinements before the Public Hearing.

UPDATED DESIGN

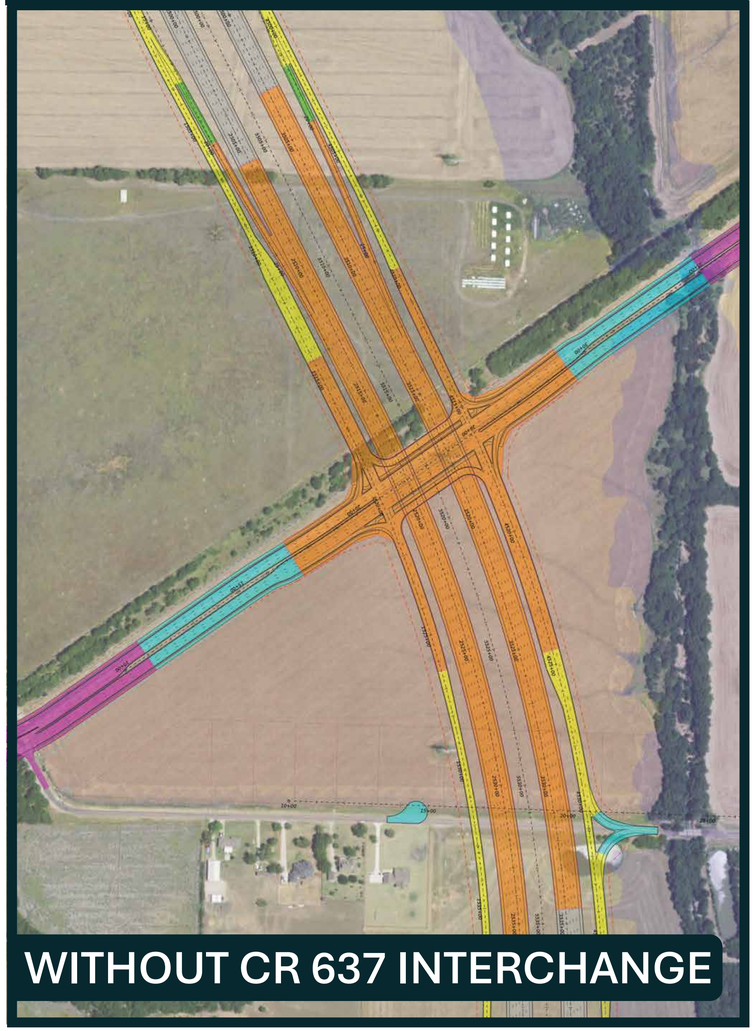
October 2026



WITH CR 637 INTERSECTION

PREVIOUS DESIGN

November 2025



WITHOUT CR 637 INTERCHANGE

UPDATED DESIGN - With CR 637 Interchange

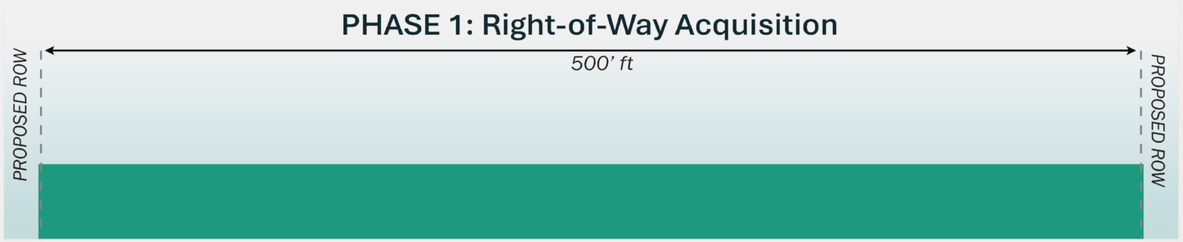
- Adds an interchange at CR 637 to provide improved local acces.
- Places the frontage roads near FM 6 at ground level rather than on bridges.
- Responds to public concerns about access at CR 637 and FM 6.

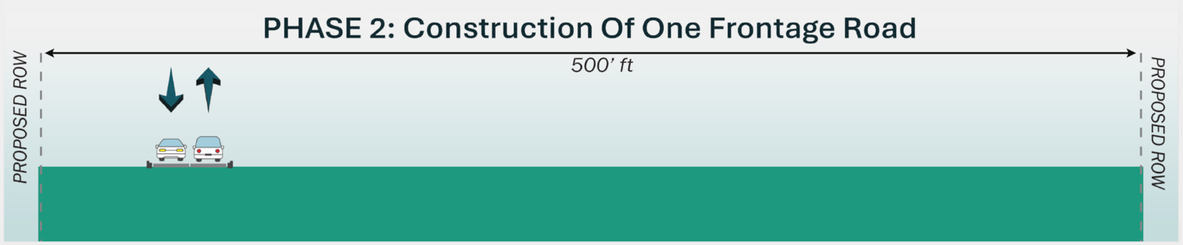
PREVIOUS DESIGN - Without CR 637 Interchange

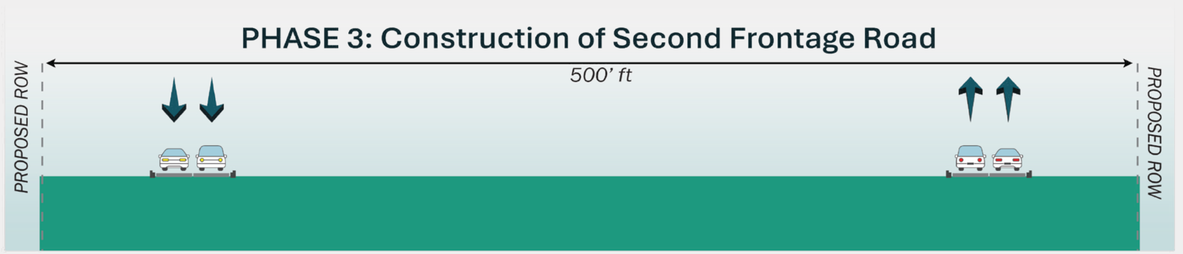
- Did not include an interchange at CR 637, limited access to CCOL.
- Placed the frontage roads near FM 6 on bridges.
- Included bridges and retaining walls that made local access more difficult.

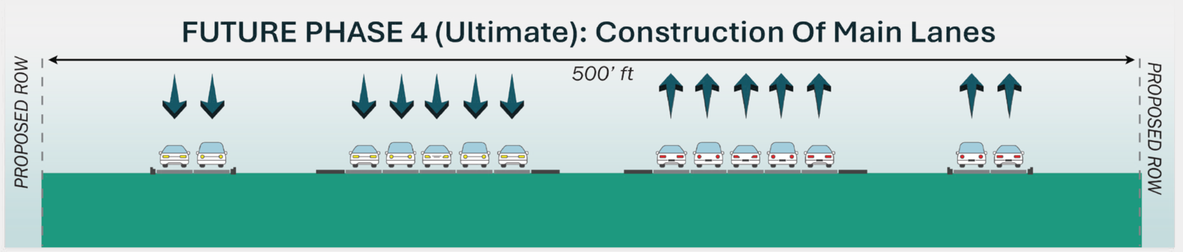
PHASED CONSTRUCTION APPROACH

CONSTRUCTION OF THE ROADWAY WILL BE PHASED OVER TIME AS TRAFFIC INCREASES AND ADDITIONAL CAPACITY IS NEEDED.









Schematic Design and Engineering:
Developed for the **full build-out of the freeway** to determine ultimate project right-of-way needs and preserve the corridor.

Local Environmental Document:
Evaluating the impact of **Phase 1 to Phase 3 only**. Future environmental review is required before construction of the main freeway lanes can occur.

Initial Construction:
The County will initially **acquire the full right of way** for the project and construct **the first frontage road** in the near-term.*

** A second frontage road and main freeway lanes may be constructured in the future as traffic demand increases and construction funding is made avaialble.*

EXISTING COLLIN COUNTY OUTER LOOP - SEGMENT 3

Between SH 289 and US 75

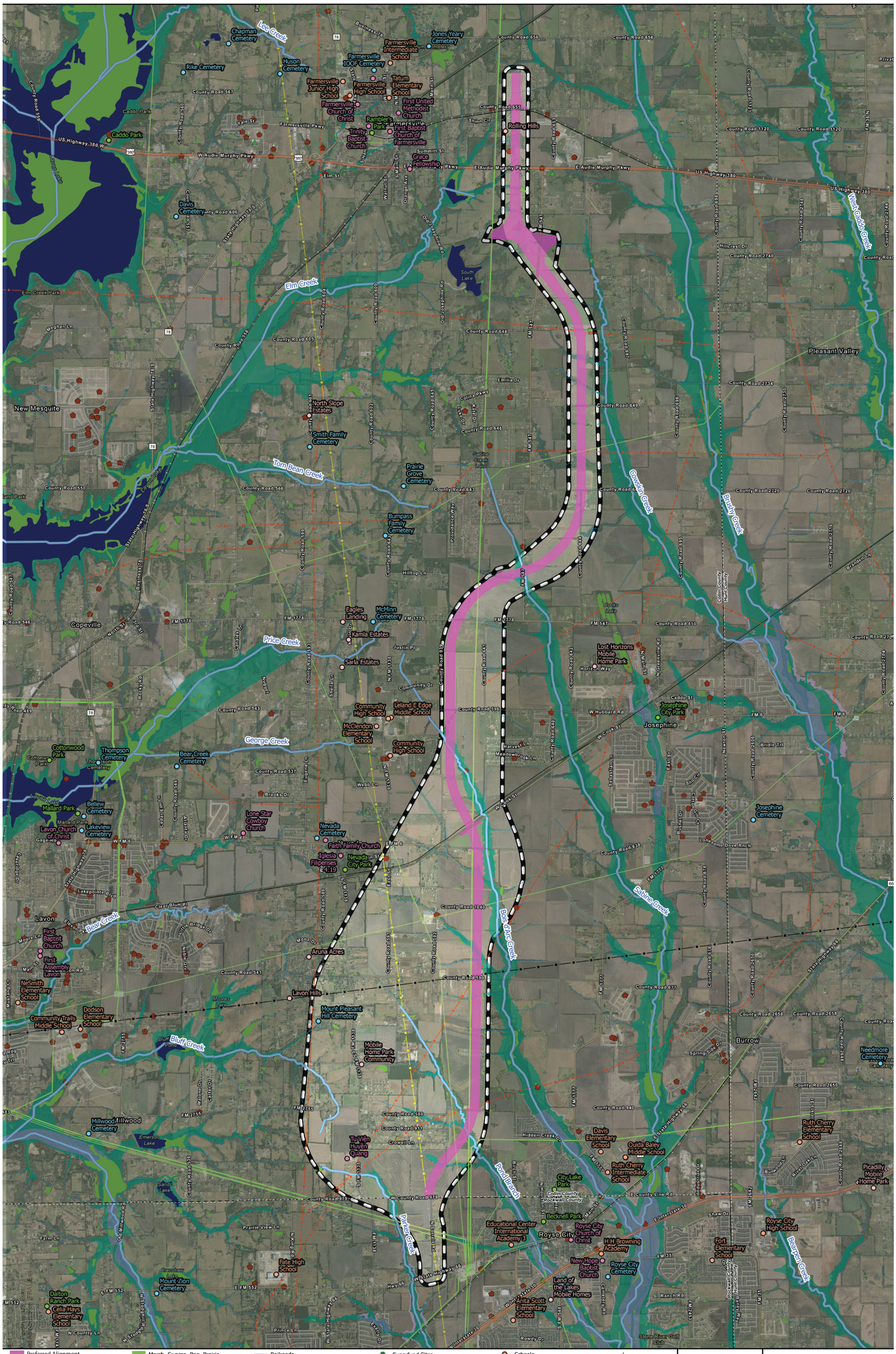


SEGMENT 3B: PHASE 2 COMPLETE



SEGMENT 3B & 3C: PHASE 2 COMPLETE

ENVIRONMENTAL CONSTRAINTS



LOCAL ENVIRONMENTAL DOCUMENT

The Local Environmental Document is necessary to environmentally clear the project and allow for preservation of the right of way. The analysis examines how the project meets the Purpose & Need, considers public input and acceptance of the project, and conducts a detailed evaluation of the potential impacts of the Preferred Alignment on the human and natural environment.

PURPOSE & NEED

HOW PROJECT ADDRESSES IDENTIFIED PURPOSE & NEED

- **IMPROVE CONNECTIVITY**
- **MANAGE CONGESTION**
- **ENHANCE SAFETY**

PUBLIC & STAKEHOLDER INPUT

- **PUBLIC AND STAKEHOLDER INPUT, COMMENTS, FEEDBACK, AND ACCEPTANCE**

COMMUNITY IMPACTS

- Residential and Business Displacements
- Property Impacts
- Land Use Impacts, including Protected Lands (i.e. Parks)
- Community Facilities (schools, places of worship, libraries, etc.)
- Visual/Aesthetic Impacts

PRELIMINARY TRAFFIC NOISE

- Preliminary Analysis Only - Traffic noise modeling using contours

HISTORICAL AND ARCHEOLOGICAL RESOURCES

- Archival and computer research and field assessments
- Historical Properties and Structures
- Archeological Sites
- Cemeteries

BIOLOGICAL RESOURCES

- Impacts to wildlife, including threatened and endangered species
- Impacts to vegetation and habitat

WATER RESOURCES

- Impacts to wetlands, streams and rivers
- Impacts to floodplains

HAZARDOUS MATERIALS

- Computer research and field verification of potentially hazardous materials sites

MAJOR UTILITY CONFLICTS

- Evaluated for right of way and frontage road construction conflicts only. Does not include utility conflicts from main freeway lane construction.

ENVIRONMENTAL IMPACTS

COMMUNITY IMPACTS

- **9 potential residential displacements**
- No business displacements
- No impact to protected lands
- No impact to community facilities
- **Approximately 918 acres of new property** right of way is needed

BIOLOGICAL RESOURCES

- **Minor impacts to wildlife habitat** identified, with similar adjacent habitat available
- **No effect** on threatened, endangered or conservation species or their habitats
- **Impacts to vegetation/habitat include** 94 acres of Row Crops, 46 acres of Disturbed or Tame Blackland Prairie grassland, and 3 acres of Native Invasive Deciduous Woodlands

PRELIMINARY TRAFFIC NOISE

- **Potential business noise impacts** would occur <60 ft. from the right of way
- **Potential residential noise impacts** would occur <126 ft. from the right-of-way

WATER RESOURCES

- **No impacts** to wetlands identified
- **<.1 acres and 1,425 linear feet** streams
- **800 square feet** of floodplains

HISTORICAL AND ARCHEOLOGICAL RESOURCES

- **No impacts** to historical properties
- **No impacts** to archeological sites
- **No impacts** to cemeteries

HAZARDOUS MATERIALS

- **5 high-risk hazardous materials sites** (all pipelines)
- These sites would require mitigation during the construction phase of the project.

MAJOR UTILITY CONFLICTS

- **4,720 ft.** of existing transmission lines are impacted by the project, which may require relocation. No major water lines are impacted.*

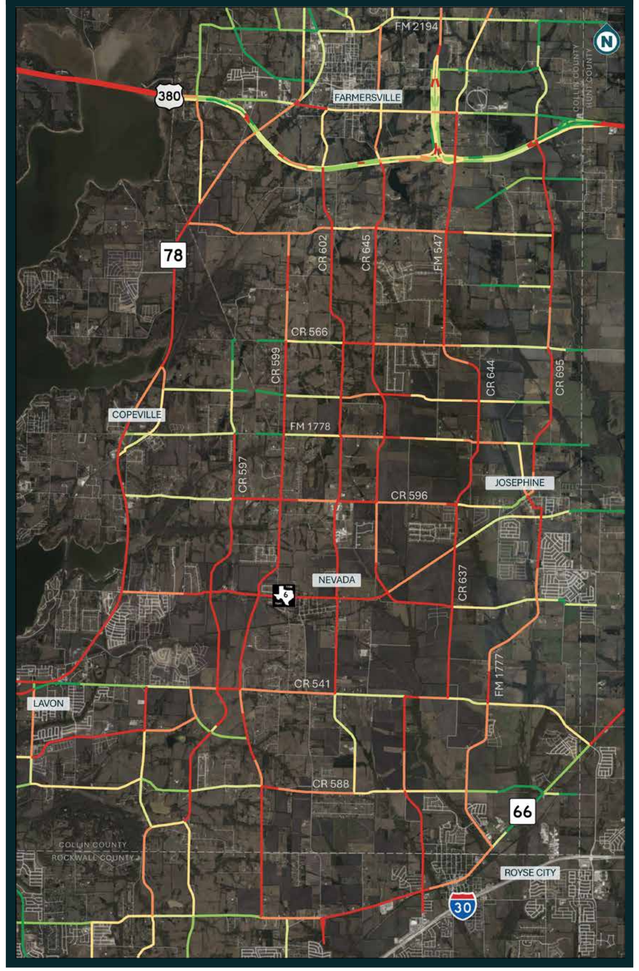
**Right-of-way and frontage road construction conflicts only. Does not include utility conflicts from the construction of the main freeway lanes.*

FUTURE TRAFFIC

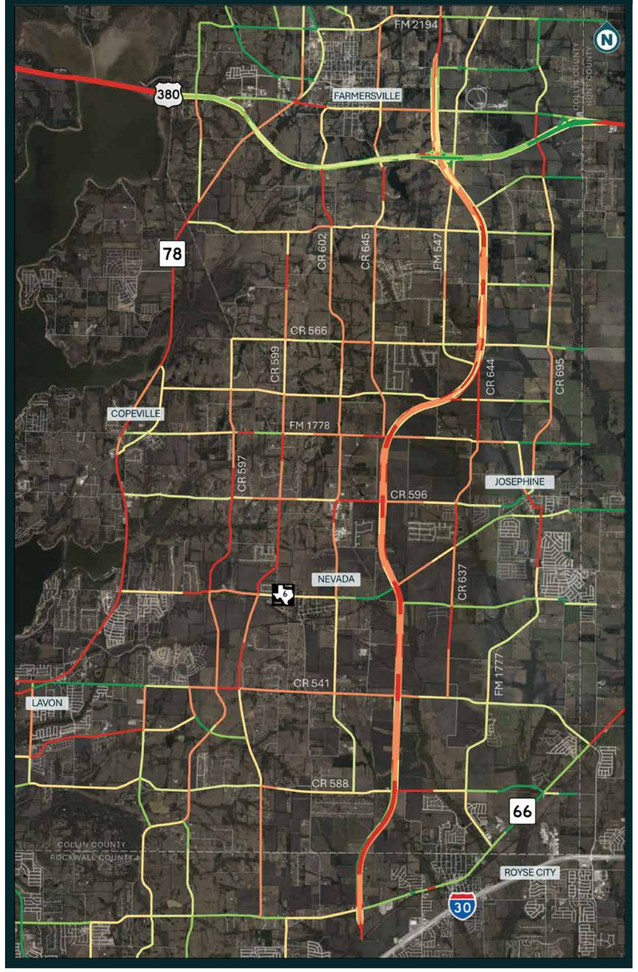
"BUILD" VS "NO BUILD"

A regional travel demand model was used to forecast future traffic on Collin County roads with and without the Collin County Outer loop. Results show an improved level of services across the road network with the Outer Loop.

ARTERIAL LEVEL OF SERVICE *WITHOUT* OUTER LOOP



ARTERIAL LEVEL OF SERVICE *WITH* OUTER LOOP



The thoroughfare network shown is an approximate network model and does not represent the final alignments for future thoroughfares.

"Level of Service" is a measure of the traffic flow based on factors such as vehicle speed, density and congestion.



No delays - Traffic flows freely; no restrictions to maneuver.

No delays - Traffic flows freely; slightly less freedom to maneuver.

Minimal delays - Traffic density increases; ability to maneuver limited by other vehicles.



Minimal delays - Traffic density affecting travel speed and ability to maneuver.

Moderate delays - Unstable traffic flow; speeds vary greatly and are unpredictable.

Significant delays- Traffic flow is unstable; periods of stop-and-go travel.

Travel Time Savings

Estimated travel times are based on a trip between existing US 380 and SH 66.

The "No Build" scenario assumes the future road network is fully built and uses both existing roads and planned future roadways.

Northbound | AM Peak Hour

15 MINUTES SAVED

34% LESS TRAVEL TIME

No Build **43 min**

Build **28 min**

Southbound | AM Peak Hour

17 MINUTES SAVED

28% LESS TRAVEL TIME

No Build **60 min**

Build **43 min**

Northbound | PM Peak Hour

22 MINUTES SAVED

37% LESS TRAVEL TIME

No Build **59 min**

Build **37 min**

Southbound | PM Peak Hour

10 MINUTES SAVED

20% LESS TRAVEL TIME

No Build **51 min**

Build **41 min**

PROJECT DEVELOPMENT PROCESS

IDENTIFY NEED

Identify Regional Needs & Conduct Feasibility Studies

WE ARE HERE

SCHEMATIC & ENVIRONMENTAL

Finalized late 2026

Develop Schematic Design & Environmental Studies

RIGHT-OF-WAY

Preserve the Corridor through Right-of-Way acquisitions

2027 - 2028

DETAILED DESIGN

2027 - 2028

Final Design, Detailed Construction Plans & Cost Estimates

CONSTRUCTION

Begin Phased Construction*

Construction cannot begin until full funding is secured for the first phase

TBD

* Initial construction will include one frontage road. Timing of construction for the second frontage road and main freeway lanes depends on traffic demand and availability of funding.

PROVIDE YOUR INPUT



IN-PERSON

at the Public Meeting
Comment Station



ONLINE

www.**CCOL-SE**.com
Provide a comment on the interactive comment map. An electronic comment form is also available.

Scan the QR Code above to view the Interactive Map



EMAIL

info@CCOL-SE.com



MAIL

Burns & McDonnell
Attn: Madeline Shepherd
13155 Noel Road, Suite 600
Dallas, TX 75240

All comments must be received or postmarked no later than **November 11, 2026** to be part of the official meeting record.
Comments may be provided in-person at the Public Meeting or by one of the methods above.

COLLIN COUNTY

THANK YOU

For more info visit

www.CCOL-SE.com