



## **COLLIN COUNTY NORTHEAST FREEWAY**

### **Collin County Northeast Freeway – 2024-369 ESA**

From State Highway 121 (SH 121) to the future U.S. 380 Freeway

#### **PUBLIC MEETING PRESENTATION SCRIPT**

12/11/25 – 1/12/26

#### **1. Welcome**

Hello and welcome to the Public Meeting for the Collin County Northeast Freeway study from State Highway 121 to future US 380 in Northeast Collin County. We appreciate your interest in this project and thank you for your participation. Official meeting documentation will be made available following the public meeting comment period on January 12, 2026, on the project page.

#### **2. Study Overview**

Collin County is studying a proposed new-location freeway that extends from State Highway 121 (SH 121) to the future US 380 Princeton Freeway, covering approximately 10 miles.

The County aims to identify and preserve the corridor needed for the Collin County Northeast Freeway (CCNEF). The meeting has multiple purposes:

- To inform the public of the study process
- Provide an update on feasibility and alignment studies
- To share preliminary evaluation criteria and potential environmental impacts
- To invite the public to provide input and comments
- The virtual public meeting materials can be accessed for your review on the public meeting website at [www.collincountynortheastfreeway.com](http://www.collincountynortheastfreeway.com)

#### **3. Study Background**

The County is developing the corridor alignment by engaging the public, city leaders, and other stakeholders as an important part of this project. The previous Collin County Future Mobility Study engaged more than 2,300 people and received over 230 survey comments. Of the 233 survey respondents, 49.8% were somewhat or very supportive of building a freeway.

For more information about present and previous studies in Collin County, please visit the project study website at [www.collincountynortheastfreeway.com](http://www.collincountynortheastfreeway.com).

**4. Study Area**

The study area shown in blue has been developed based on recommendations from the previous study and recent developments. The study area includes SH 121 from near the Collin County Outer Loop to FM 2862 and extends southward to the future US 380 Princeton.

**5. Study Goals**

The Collin County Northeast Freeway is being studied because anticipated population growth in the county will require additional roads with greater connectivity. Substantial growth is projected across Collin County and especially within the study area. As growth and development continue to push north and east, transportation improvements will be needed to accommodate the increasing population.

The County plans to identify and preserve the corridor needed for the Collin County Northeast Freeway (or CCNEF). By preserving the right-of-way required for the entire project, the County can safeguard the project's right-of-way footprint. As growth and development persist, it will strain the existing roadway network. Current roads in the study area 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. The Collin County Northeast Freeway would provide links to major roadways, enhance regional mobility and safety and reduce congestion.

**6. Study Approach**

This study will prepare a feasibility study to identify the corridor alignment and the schematic design of the new freeway. The schematic design will include the preliminary engineering of the roadway and consider factors such as drainage studies, traffic volumes, lane configurations, ramp and interchange locations, and the amount of land or 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. Finally, stakeholder outreach and public engagement will be a critical component of this study. Input from the community will help determine 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.collincountynortheastfreeway.com](http://www.collincountynortheastfreeway.com).

**7. Current & Future Conditions**

The Collin County Northeast Freeway is being studied because anticipated population growth in the county will require additional roads with greater connectivity. Substantial growth is projected across Collin County and especially within the study area.

**8. Current & Future Conditions: Population & Traffic Growth**

Collin County is projected to experience a 102% growth in population from 2020 to 2050 according to the North Central Texas Council of Governments' demographic forecasts for the region. As growth and development continue to push north and east, transportation improvements will be needed to accommodate the increasing population. Roads within the study area show the highest increase, with traffic rising faster than the statewide average from TxDOT data.

**9. Population Growth**

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. The maps shown on the screen entail population growth throughout Collin County from 2019 to 2050 and 2070 at the time of ultimate buildout, when the county would be fully developed.

**10. Origin Destination Analysis**

The study of travel patterns in the Collin County Northeast Freeway area used mobility data to estimate daily trips, origins, destinations, and travel times. Results show balanced directional flows, with diversion potential highest on SH 121 being 35%, and US 380 being 22%. There are 189,000 pass-through trips and travel time savings of up to 24.5 minutes for various routes near the study area. A travel time savings of up to 7.6 minutes could be expected for motorists traveling along SH 121 to the Sam Rayburn Tollway after US 380 Princeton and SPUR 399 are constructed.

**11. Crash Rates**

Between 2020 and mid-2025, 411 crashes were recorded in the study area with several roadways having crash rates greater than the statewide average. This study will evaluate how development of the Collin County Northeast Freeway would address the safety of the existing road network.

**12. Safety Analysis**

Roadway departures, intersection crashes, and speed-related incidents have been the most significant contributors to fatalities and serious injuries. The high-risk corridors are Farm-to-Market routes with elevated crash rates relative to traffic volumes. The analysis highlights that while crash frequencies peaked in 2022 and declined thereafter, targeted safety improvements are needed at intersections, high-speed segments, and departure-prone corridors to reduce severe crashes.

**13. Traffic Growth**

With a projected 2026 population of 43,000, the study area is expected to experience a 159% growth in population by 2050. Even with other planned transportation improvements, previous analysis shows that a major north-south freeway will ultimately be needed.

**14. Travel Demand Model**

When conducting an alternatives analysis, the No Build Alternative is compared to various Build Alternatives. Under the No Build Alternative, the Collin County Northeast Freeway would not be built, however improvements to other corridor roadways would continue as planned.

Per the 2050 and 2070 build out models, the No Build Alternative shows CR 463, CR 465, and FM 1827 as a principal arterial extending from SH 121 to US 380 carrying 73k vehicles per day. Whereas the Build Alternatives show the CCNEF Western scenario carrying 102,000 vehicles per day and the CCNEF Eastern scenario carrying about 107,000 vehicles per day.

According to the Travel Demand Model, both Build Alternatives are expected to carry freeway-level traffic volumes in 2070, with the West Scenario supporting traffic volumes and the East Scenario supporting the highest traffic volumes.

**15. Existing Conditions- Environmental Constraints**

The environmental constraints map shown on this slide is focused on the Collin County Northeast Freeway Study Area. Part of the alternative alignment exploration involves identifying environmental features that could potentially be impacted by an alignment. Therefore, an environmental constraints map has been prepared to aid the designers in avoiding environmental features and / or minimize impacts. These features include businesses and residences, cemeteries, floodplains and streams, hazardous materials facilities, historic structures, houses of worship, public facilities, and species-specific vegetation.

**16. Existing Conditions- Developments**

Land across Collin County is being developed at a rapid pace. While this isn't something the County can control, we can plan for it.

Given the rapid growth and development that is expected, the County must act now to establish the alignment of the Collin County Northeast Freeway and preserve the land needed for the corridor.

**17. Extraterritorial Jurisdictions**

The study area is an attractive destination for commercial and residential developments. The Collin County Northeast Freeway seeks to accommodate the future planning efforts within surrounding Extraterritorial Jurisdictions and City Limits. Information is being collected for land use and zoning to identify areas where developments could limit future alignment options.

**18. Typical Section- Phased Construction**

The Collin County Northeast Freeway is envisioned to be constructed in phases. The County aims to preserve right-of-way for the corridor typically 500' wide. The phases of construction would typically include a two-way frontage road, followed by one-way frontage roads and mainlanes. The travel demand model estimates the need for up to six main lanes.

The Schematic Design will determine factors such as the number of lanes needed, ramp locations, interchange configurations, drainage mitigation, and the right-of-way needed to construct the project.

**19. Conceptual Alternative Alignments - Key Considerations**

Connectivity to SH 121 was considered at three locations including the FM 455 and FM 2862 interchanges and a proposed thoroughfare midway between these locations. Connectivity to the future US 380 Princeton freeway was considered at four locations including a new proposed interchange near Dowlin Parkway, FM 75, FM 1377 and a location between the FM highways. The study developed over 30 alternative alignments extending from these interchange locations from SH 121 to the future US 380 Princeton freeway. Considerations in developing the alternative alignments included previous studies, thoroughfare plans, design criteria, and community and environmental impacts.

**20. Criteria Evaluated**

The alternative alignments were evaluated to determine those with least impacts to community, infrastructure and environmental resources while providing the most benefits from an engineering and mobility perspective.

**21. Corridor Alternatives**

The most promising alternatives to provide the most benefits and least impacts, extending from the SH 121 interchange locations, were selected to be presented. All the alternatives presented include options for connecting to the future US 380 Princeton freeway. Alternatives for Option A connect near a new proposed interchange near Dowlin Parkway, Option B connect near FM 75, and Option C connect between FM 75 and FM 1377. The interchange location near FM 1377 was not carried further due to possible impacts to US Army Corps of Engineers properties. Ultimately, Collin County Northeast Freeway will identify a preferred alternative that best meets the transportation needs identified within the study area and that minimizes impacts to communities and the natural environment.

**22. Orange Alternative**

The Orange Alternative extends from the FM 455 interchange at SH 121 to the US 380 interchange locations. It is primarily located near the western boundary of the study area and west of Sister Grove Creek.

**23. Blue North Alternative**

The Blue North Alternative extends from SH 121 at the proposed thoroughfare between FM 455 and FM 2862 to the US 380 interchange locations. It crosses Sister Grove Creek north of Altoga.

**24. Blue South Alternative**

The Blue South Alternative extends from SH 121 at the proposed thoroughfare between FM 455 and FM 2862 to the US 380 interchange locations. It crosses Sister Grove Creek south of Altoga.

**25. Pink Alternative**

The Pink Alternative extends from the FM 2862 interchange at SH 121 to the US 380 interchange locations. It is primarily located near the eastern boundary of the study area and crosses Sister Grove Creek south of Altoga.

**26. Alternatives Evaluation Matrix**

An Alternatives Evaluation Matrix is being developed to gather data across the identified criteria, evaluate variations Pink, Orange and Blue with options A, B, and C, and share that information with the public. The evaluation matrix includes both qualitative and quantitative data. Some of the criteria depict to what degree a specific item meets the criterion, from exemplary to poor.

**27. Alternatives Evaluation Matrix Cont.**

The Alternatives Evaluation Matrix shows the different potential impacts of the Orange, Blue North, Blue South, and Pink Alternatives. Notably, these potential impacts can include potential residential and business displacements, with the Orange option B including the most displacements, and the Blue South option C displacing the least.

**28. Alternatives Evaluation Matrix Cont.**

Another notable potential impact is to the mobility complexity of interchanges, with the Orange Alternative option C displaying an exemplary option against criteria. It is important to note the relation between criteria as well, as the Orange option B displaces the most, however it also provides an exemplary number of interchanges and minimal interchange complexity.

**29. Analyze Alternatives**

You can view a full-size matrix on the public meeting website or at the in-person meeting and provide input to be considered during selection of the corridor alignment. The study team will continue its work to complete and refine this matrix, which will be included in a Technical Report describing the basis for the recommended alignment.

**30. Project Development**

The County is currently at the “Identify” phase, identifying regional needs and conducting a feasibility study. Once the corridor alignment has been determined, the project team will begin conducting preliminary engineering and environmental

studies. Following the completion of this environmental study and schematic design, the County would determine when to begin final design, the development of detailed construction plans and cost estimates, and the acquisition of right-of-way. Utility coordination would occur throughout the schematic and final design, with utility relocations, where needed, occurring prior to the start of roadway construction.

**31. Project Schedule**

Input from this meeting will be utilized to refine the alternative alignments and select the corridor alignment. The next public meeting is anticipated to be held in the Summer of 2026, to present the preliminary design of the Collin County Northeast Freeway.

A public Hearing is anticipated Spring 2027 to present the recommended schematic design and environmental studies. Please note the schedule is subject to change.

**32. How to Comment**

All public meeting materials and an interactive comment map can be found at [www.collincountynortheastfreeway.com](http://www.collincountynortheastfreeway.com). Public input is critical to this project, and we appreciate your feedback!

Collin County project staff are available to answer questions throughout the project development process and comments are welcomed. Comments may be submitted in several ways – via the project website, by email, by voicemail, or US Mail at the addresses shown on the screen. All comments must be submitted on or before Monday, January 12, 2026, to be included in the official record for this public meeting.

Following the public meeting comment period, comments will be considered and will be responded to in a public meeting summary report which will be posted on the project website.

**33. Thank You!**

Visit the project website at [www.collincountynortheastfreeway.com](http://www.collincountynortheastfreeway.com) for more information and to sign up to receive project updates. Thank you for your interest in this project and public meeting. Your participation is appreciated!