



COLLIN COUNTY NORTHEAST FREEWAY

WELCOME!

The Collin County Northeast Freeway Study (CCNEF) continues to evaluate corridor alternatives and advance the preliminary schematic design for the proposed freeway.

Engineering, traffic, environmental, and public input have been used to help identify the Recommended Corridor presented during this meeting.

THIS MEETING HAS FOUR ESSENTIAL PURPOSES

- ✓ **Provide an update on the study process.**
- ✓ **Present the Recommended Corridor identified for further study.**
- ✓ **Explain how engineering analyses, environmental studies, and public input influenced the corridor evaluation.**
- ✓ **Invite the public to review the information and provide comments.**



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COLLIN COUNTY
NORTHEAST FREEWAY

- Study Area
- Existing/Under Design or Construction
- Proposed/Under Evaluation

49.8%

Previous public feedback supported planning for a future freeway to address growth & congestion.

Map labels include: Westminister, Anna, Melissa, Roland, New Hope, McKinney, Lowry Crossing, Princeton, Altoga, Valdasta, Climax, Farmersville, Snow Hill, Foyourg, Blue Ridge, Frognot, Pike, and various highways (TEXAS 5, TEXAS 121, TEXAS 78, TEXAS 380, US 75, US 380, TEXAS 121, TEXAS 78, TEXAS 380, US 75, US 380).

**From SH 121 to
Future US 380 Freeway**

Approx. 10 Miles

Coordinating with adjacent projects to improve mobility.

Building on previous studies, and public input.

FEASIBILITY STUDY & SCHEMATIC DESIGN

Develop and analyze roadway alignments and perform preliminary engineering tasks

Prepare environmental studies

Coordination with residents, cities and other stakeholders



Information for present and previous studies in Collin County can be found on the project study website.



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Study Purpose

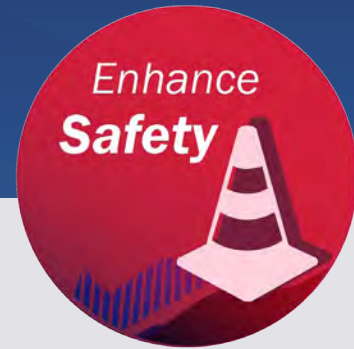
WHY SHOULD WE BUILD THE CCNEF?



**PRESERVE A
TRANSPORTATION
CORRIDOR TO
SUPPORT CONTINUED
POPULATION GROWTH
& DEVELOPMENT**



**IMPROVE MOBILITY,
& CONNECT TO
EXISTING & PLANNED
MAJOR ROADWAYS.**



**REDUCE CONGESTION
WHILE ENHANCING
SAFETY &
ACCESSIBILITY.**



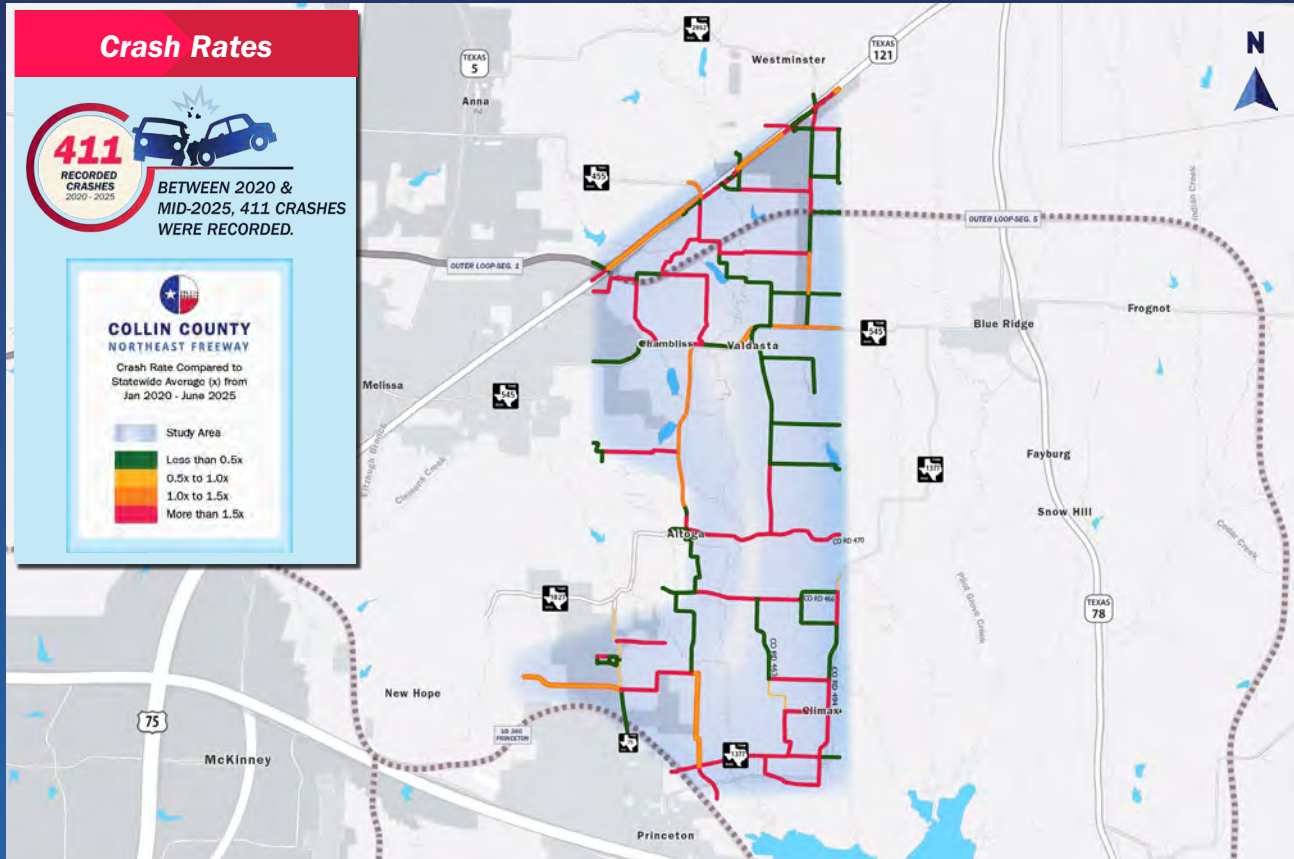
Rapid population growth, expanding communities,
& increasing traffic demand are placing greater demands on the
existing roadway network.

The CCNEF study seeks to improve future corridor connectivity
& regional mobility.



*Project study information and meeting materials presented today
can be found on the project study website.*

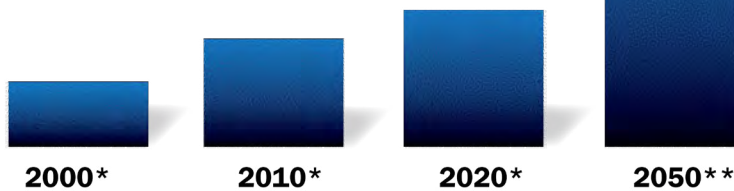
Roadway Safety



The limited roadway network and rising traffic volumes contribute to congestion and increasing crash rates.



A 102% growth in population is expected 2020 to 2050.



Collin County Population Projection

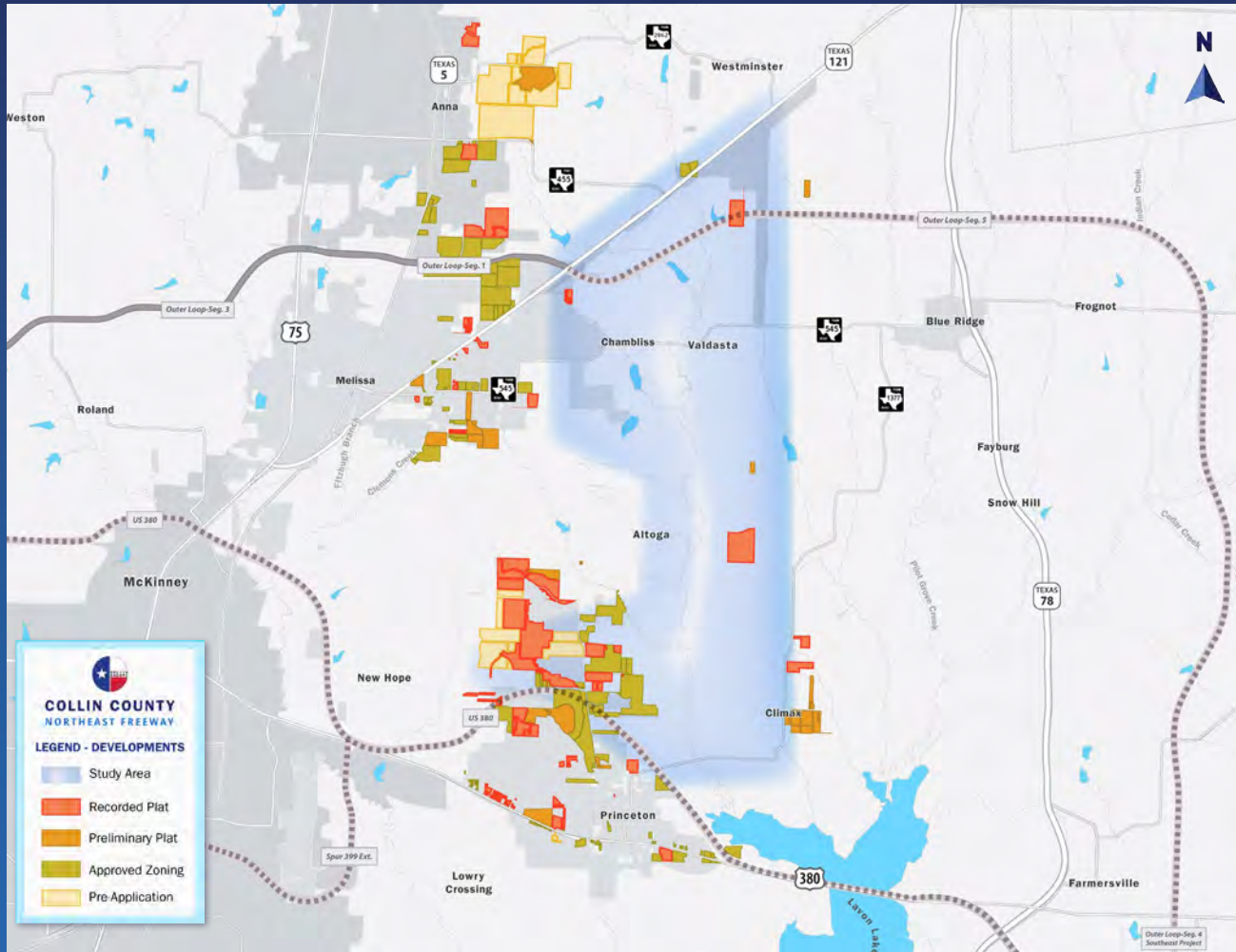
*SOURCE: US DECENNIAL CENSUS

** SOURCE: NCTCOG 2050 DEMOGRAPHIC FORECASTS



CCNEF would improve connectivity, reduce congestion, & enhance roadway safety.

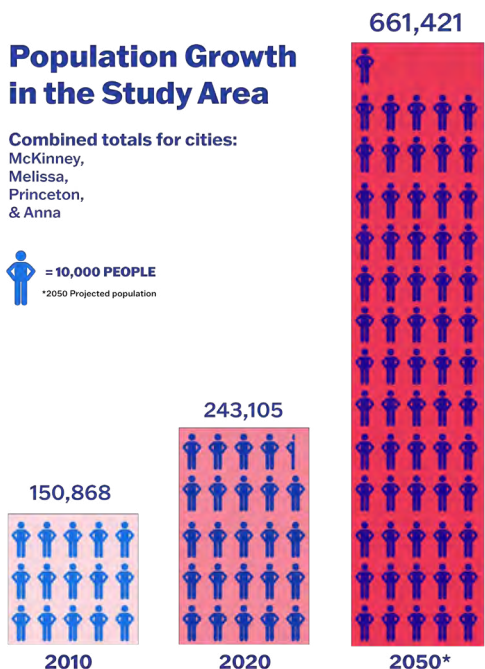
Population Growth



Population Growth in the Study Area

Combined totals for cities:
McKinney,
Melissa,
Princeton,
& Anna

 = 10,000 PEOPLE
*2050 Projected population



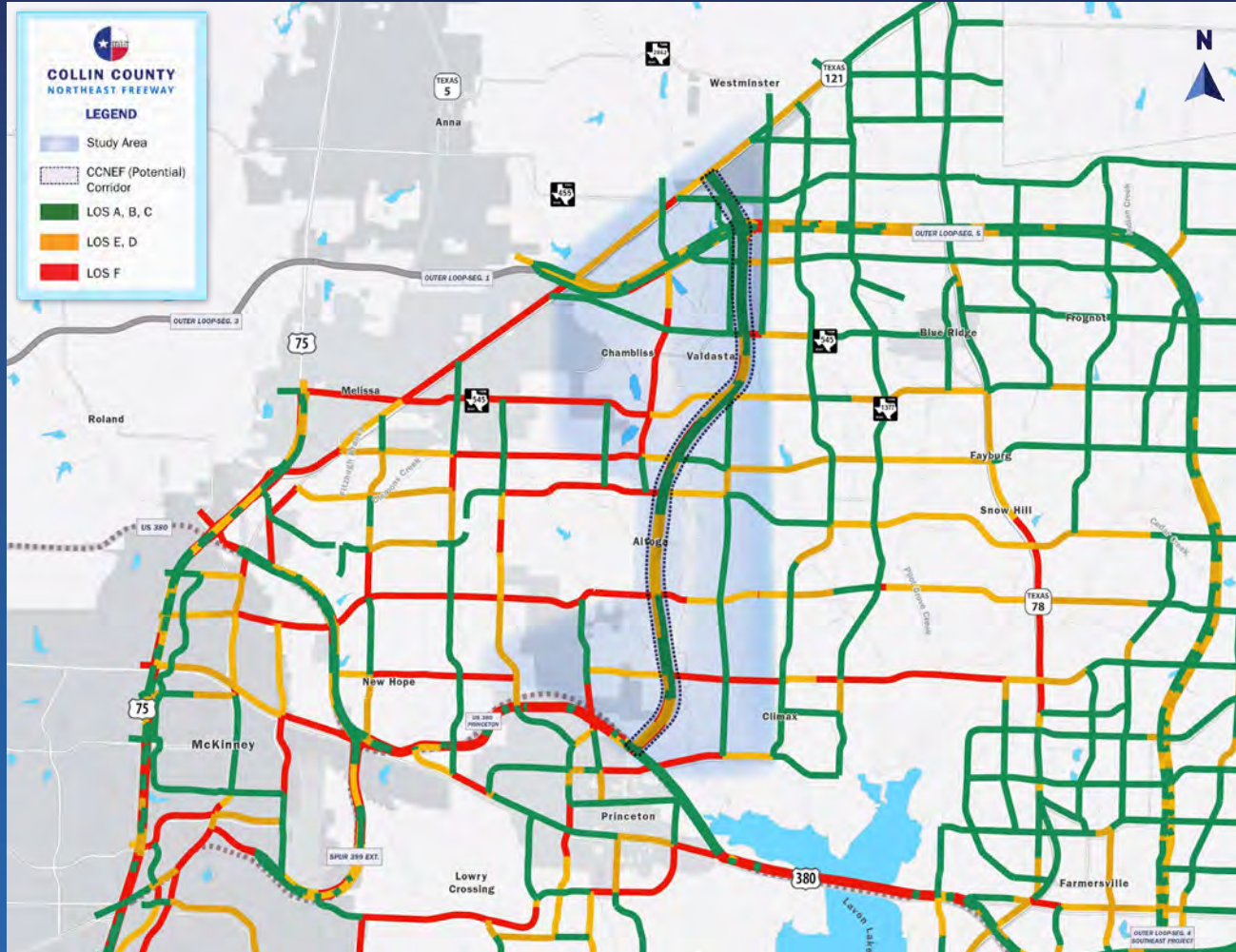
Population growth and continued development are increasing transportation needs throughout the study area.



CCNEF would preserve a future corridor to support long-term growth.

¹ Source: 2010 and 2020 US Decennial Census, ² Source: NCTOG 2050 Demographic Forecasts

Regional Mobility

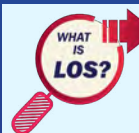


- ✓ CCNEF would provide a direct alternate route for travel between SH 121 and US 380
- ✓ Estimated travel time savings of approximately 7 minutes less than using SH 121 to US 75
- ✓ Alternate route would be especially helpful when incidents or congestion occurs along US 75
- ✓ Preliminary travel demand model results for the blue north alternative show the corridor demand would be approximately 95,000 vehicles per day in year 2070
- ✓ The travel demand model estimates CCNEF to be free flowing in year 2070

Limited roadway connections and increasing traffic volumes are creating longer travel times and congestion.



CCNEF would decrease congestion & improve connectivity.



LEVEL OF SERVICE

LOS rates roadway performance from A (free flow) to F (heavy congestion), based on traffic volume and speed.

LEGEND

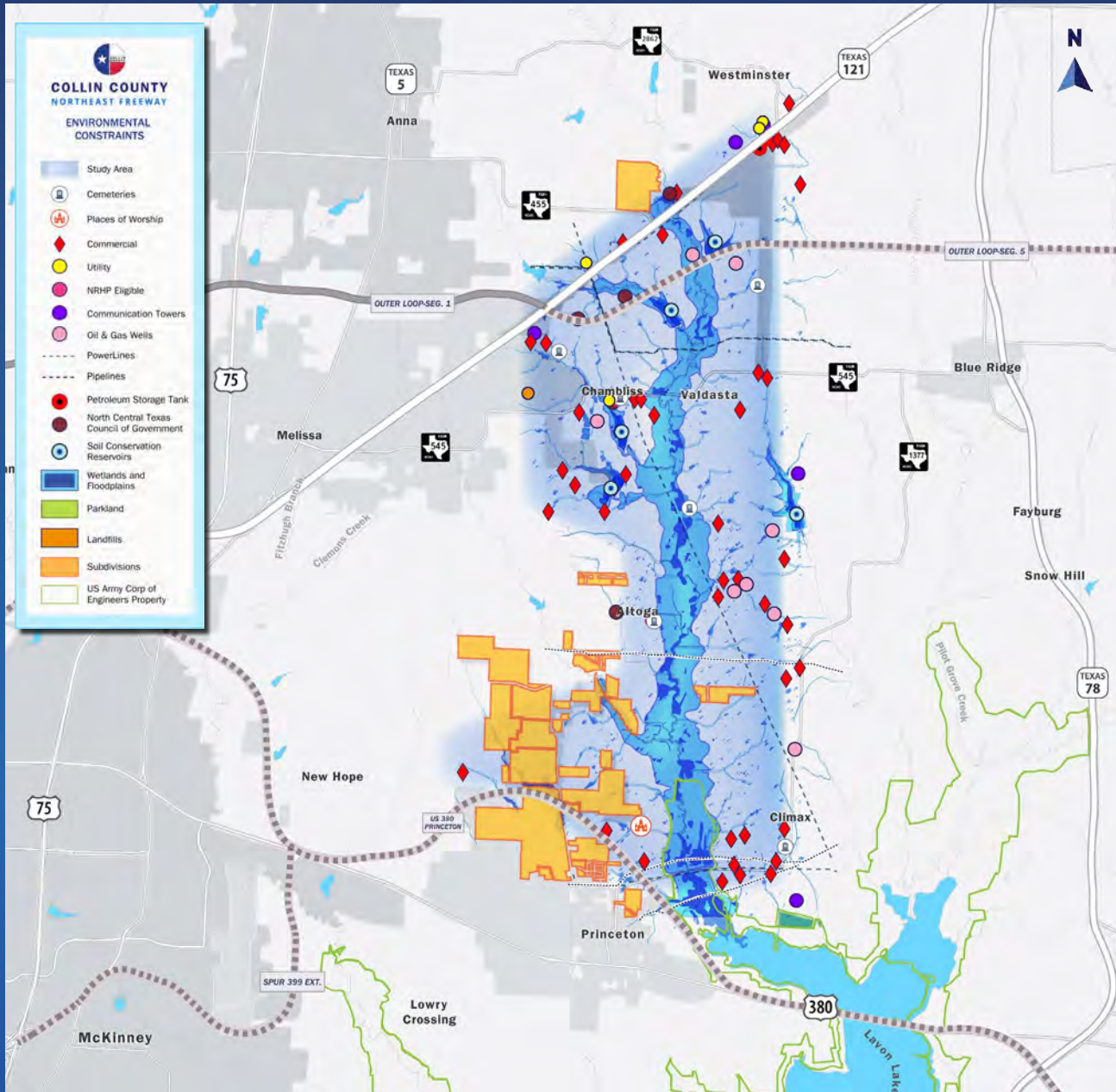
LOS A,B,C	LOW VOLUME TRAFFIC; FREE TO STABLE FLOW			
LOS E,D	HIGH DENSITY TRAFFIC; UNSTABLE FLOW			
LOS F	TRAFFIC VOLUME EXCEEDS CAPACITY; FORCED FLOW			



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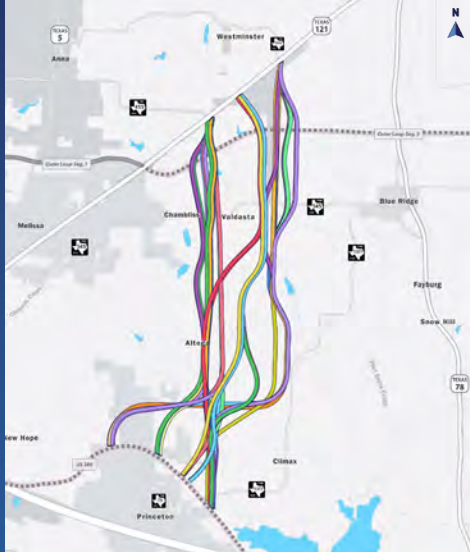
Environmental Constraints



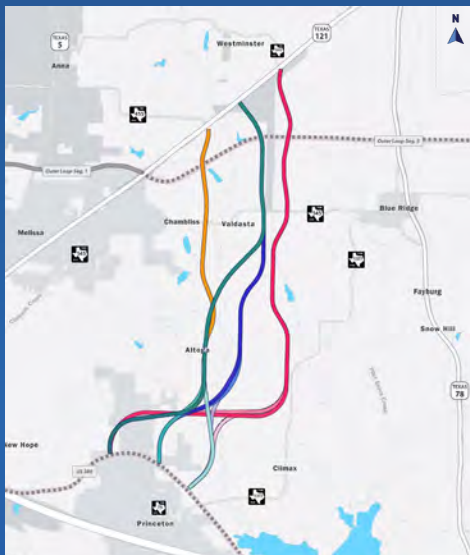
Relevant environmental data was collected and analyzed to identify land use, major utility corridors, public parks and recreation areas, conservation and environmentally sensitive areas, and natural features.

Some of the most notable environmental constraints in the study area are: cemeteries, USACE properties, floodplains, and soil conservation reservoirs.

Where We've Been

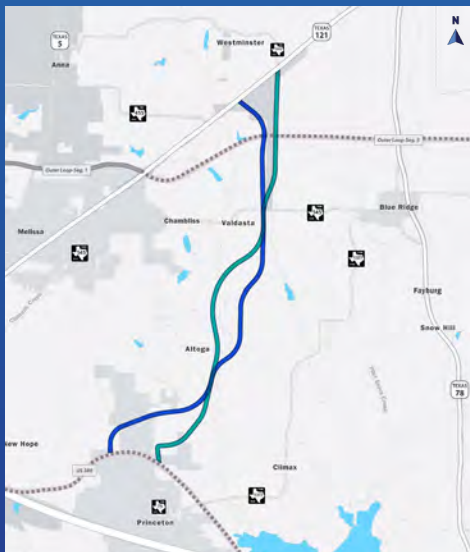


**Over 30
Conceptual Alignments
were evaluated**



**Four alternatives were
advanced for public
review**

(presented in December 2025).



**The Recommended
Corridor and Alternate
Corridor are being
presented for Public
consideration**

Analyze Alternatives

REVIEW THE METHODOLOGY & LEVEL OF DETAIL TO ANALYZE THE ALIGNMENTS

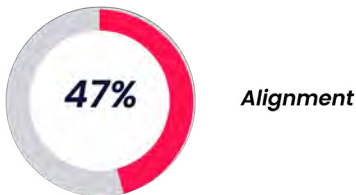
REVIEW

- ✓ Project Goals, Engineering and Environmental Resources categories
- ✓ Detailed analysis that must go into the project before Collin County recommends the Corridor Alternative
- ✓ Consider Stakeholder & Public Input

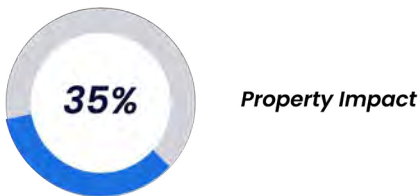
Top Areas of Concern

DECEMBER 2025 PUBLIC MEETING

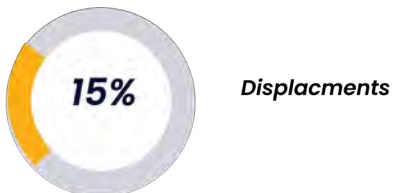
*Sampled from 96 responses



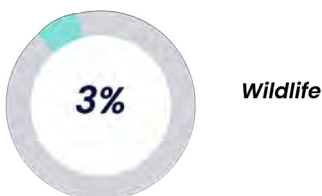
Alignment



Property Impact

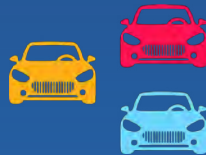


Displacements



Wildlife

What We Heard



"Minimize impacts to existing homes, businesses, & future development while providing a better connection from SH 121 to U.S. 380."



"Traffic congestion is making commutes more difficult. Improvements could support future growth & attract additional businesses."



"A corridor closer to Blue Ridge appears to make the most sense because of the existing infrastructure."



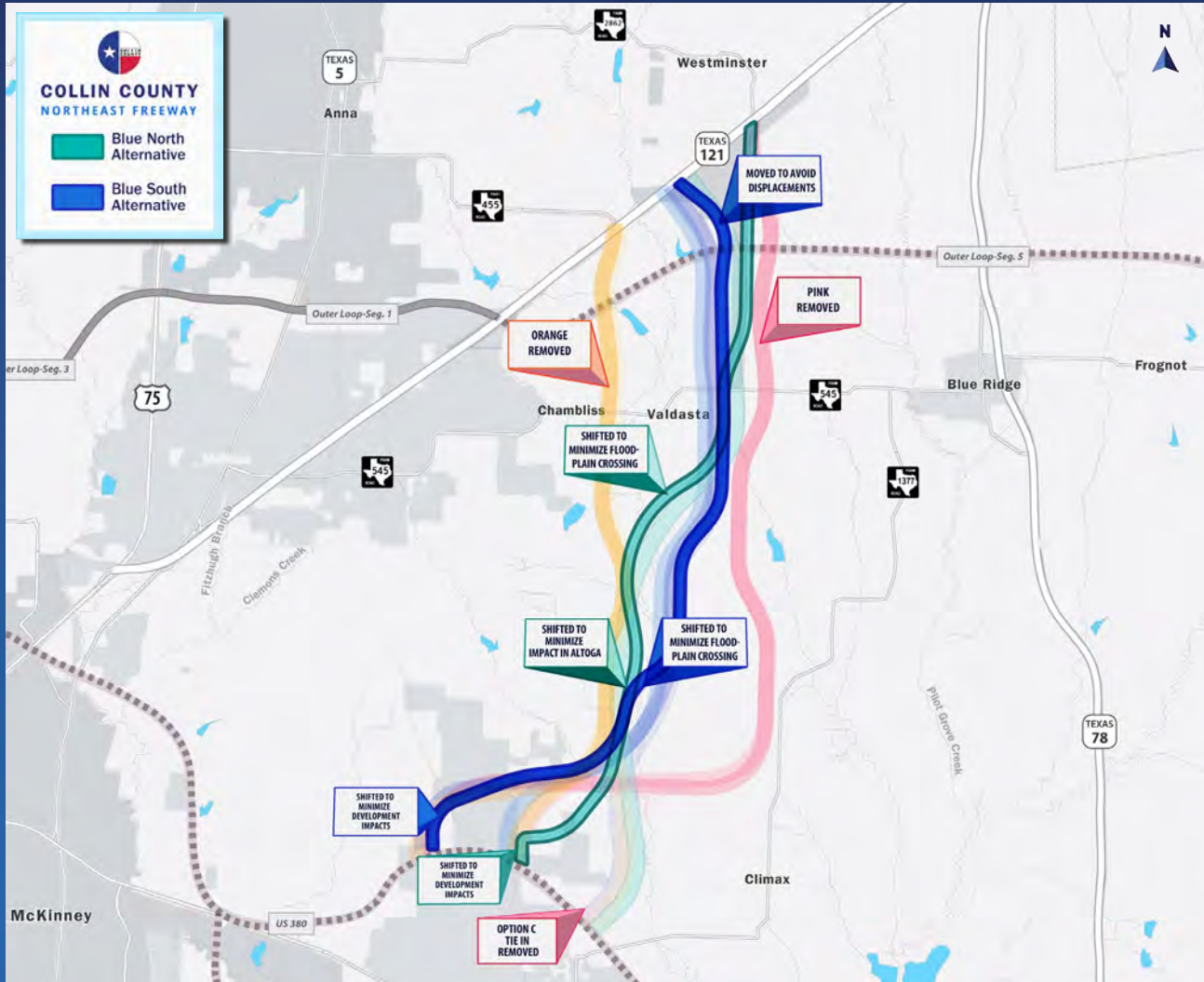
"Keep the corridor west of Sister Grove Creek where practical to minimize impacts to the floodplain and wildlife."



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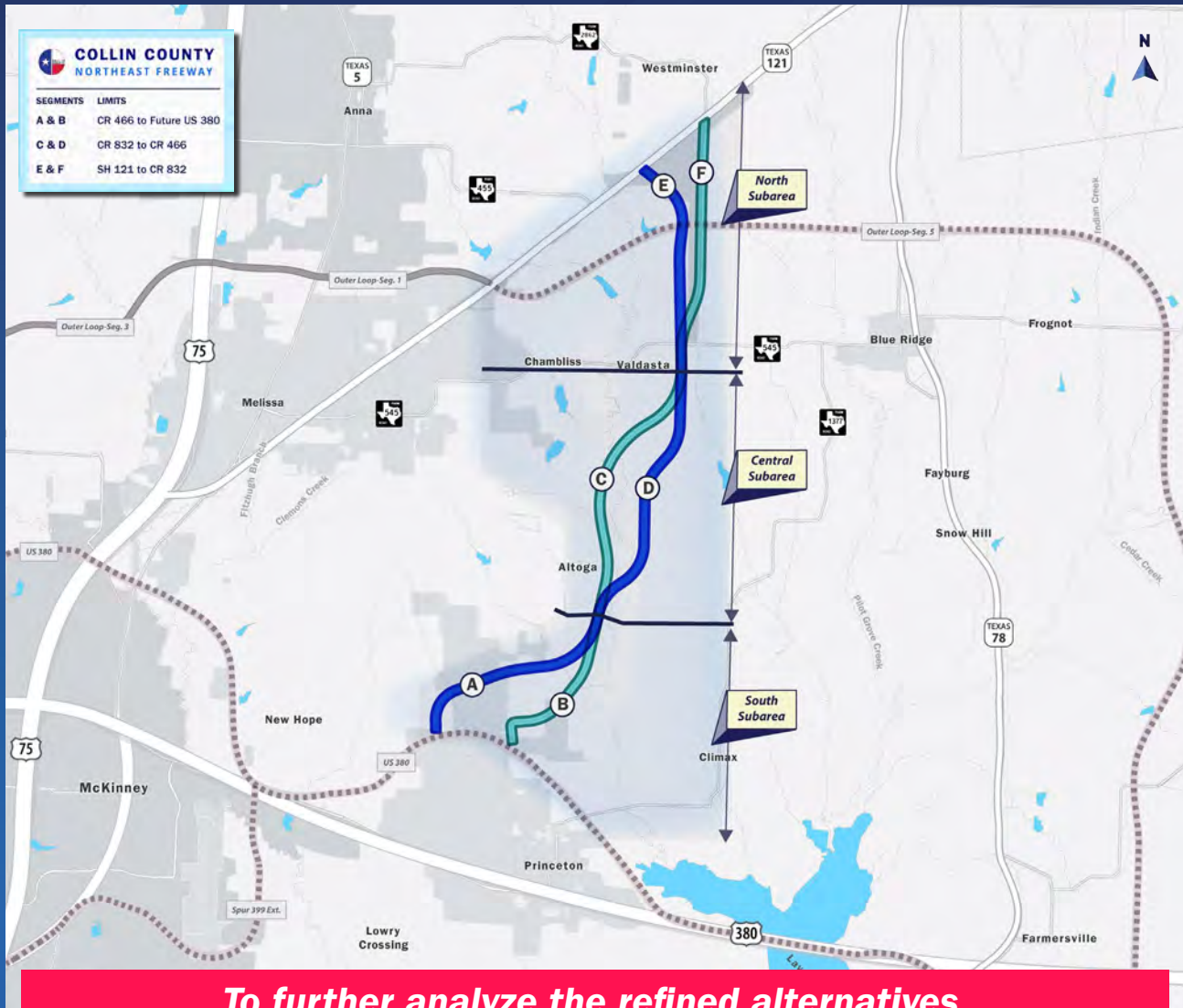
What's Changed



Following engineering analysis & consideration of public input, the alternatives were refined:

- ✔ Blue Alternatives refined to reduce residential & floodplain impacts
- ✔ Blue North relocated east of Altoga
- ✔ Blue South relocated at Sister Grove Creek
- ✔ Blue-to-Pink connections evaluated near FM 2862

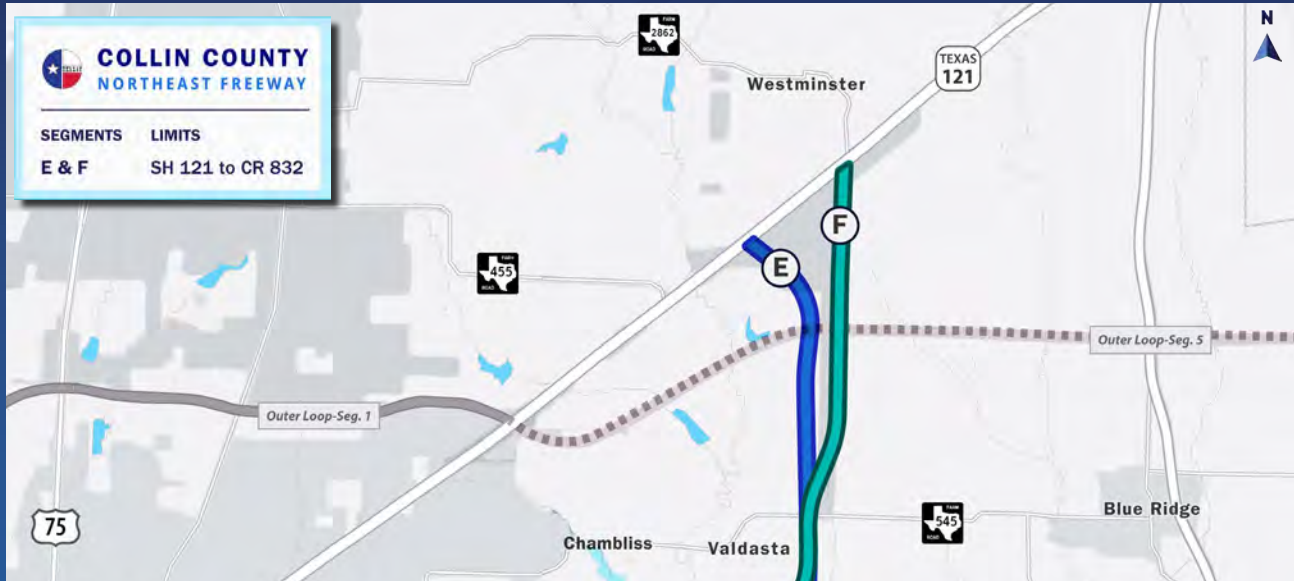
Study Subareas



To further analyze the refined alternatives, the study team divided the study area into subareas:

- ✓ North Subarea
- ✓ Central Subarea
- ✓ South Subarea

North Subarea



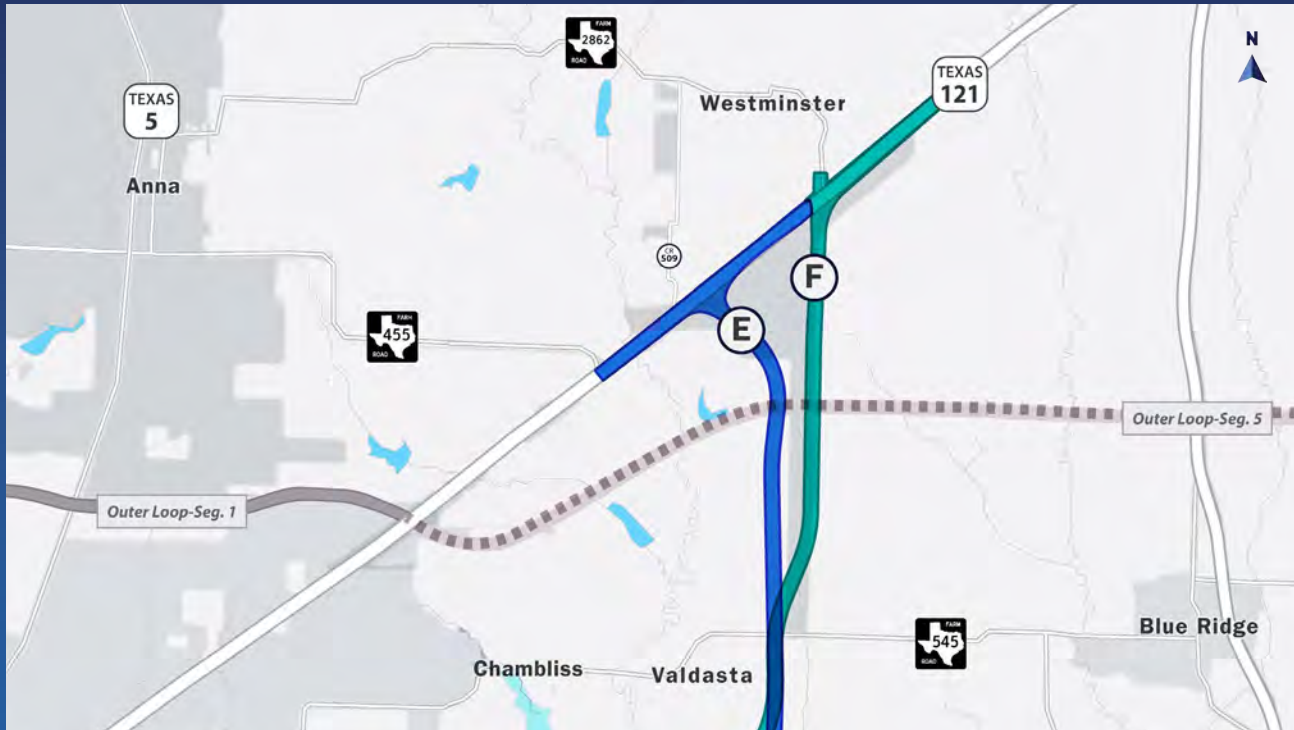
NORTHEAST FREEWAY - NORTH SUBAREA

SCREENING/ EVALUATION CRITERIA	ALTERNATE CORRIDOR SEGMENT E	RECOMMENDED CORRIDOR SEGMENT F
Parcels Affected (Each)	34	24
Potential Residential Displacements	2	1
Potential Business Displacements	0	3
Future Land Use (From Heat Map)		
Traffic Volume (Interchange at SH 121)		
Interchange Evaluation at SH 121		
Public Input		

SCREENING/EVALUATION LEGEND

EXEMPLARY: Highly Meets Criteria	GOOD: Mostly Meets Criteria	ADEQUATE OR NEUTRAL: No Change	INADEQUATE: Sometimes Meets Criteria	POOR: Does Not Meet Criteria
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North Subarea



SH 121 INTERCHANGE OPTIONS

FM 2862 AT SEGMENT F:

IDENTIFIED AS PREFERRED INTERCHANGE OPTION

- Connects to an existing interchange
- Allows for frontage roads along SH 121 east of FM 2862 to CR 581 and flyover direct connectors

CR 509 FUTURE THOROUGHFARE AT SEGMENT E:

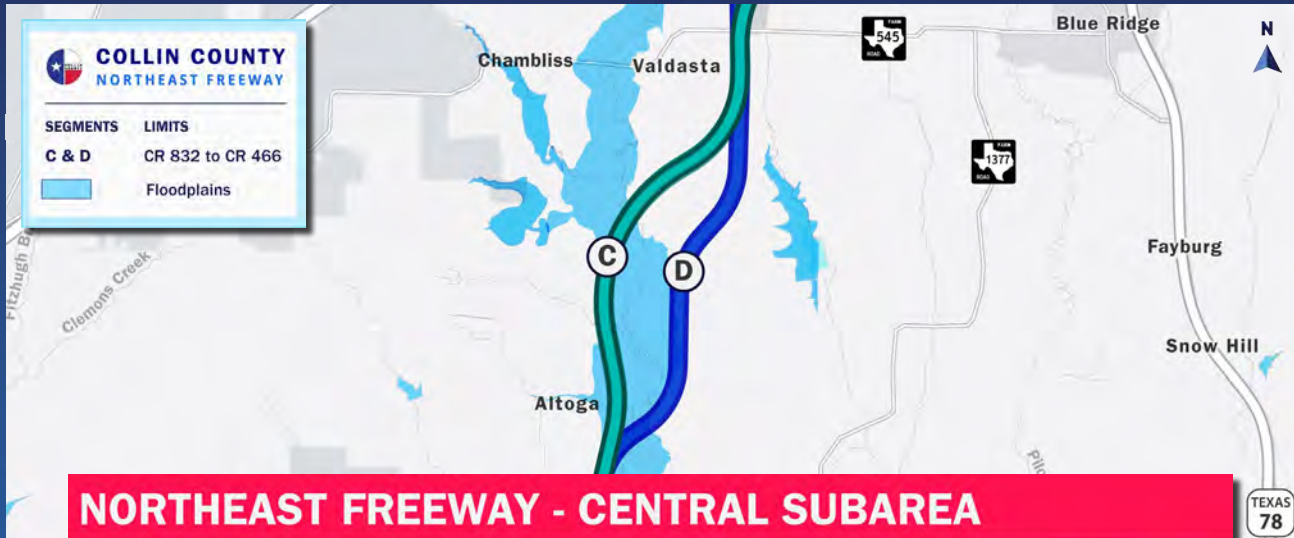
- Allows for frontage roads along SH 121 from FM 455 to FM 2862 and flyover direct connectors to the east

FM 455 INTERCHANGE OPTION:

- Not recommended due to close spacing to CCOL

Further coordination for TxDOT facilities is required.

Central Subarea



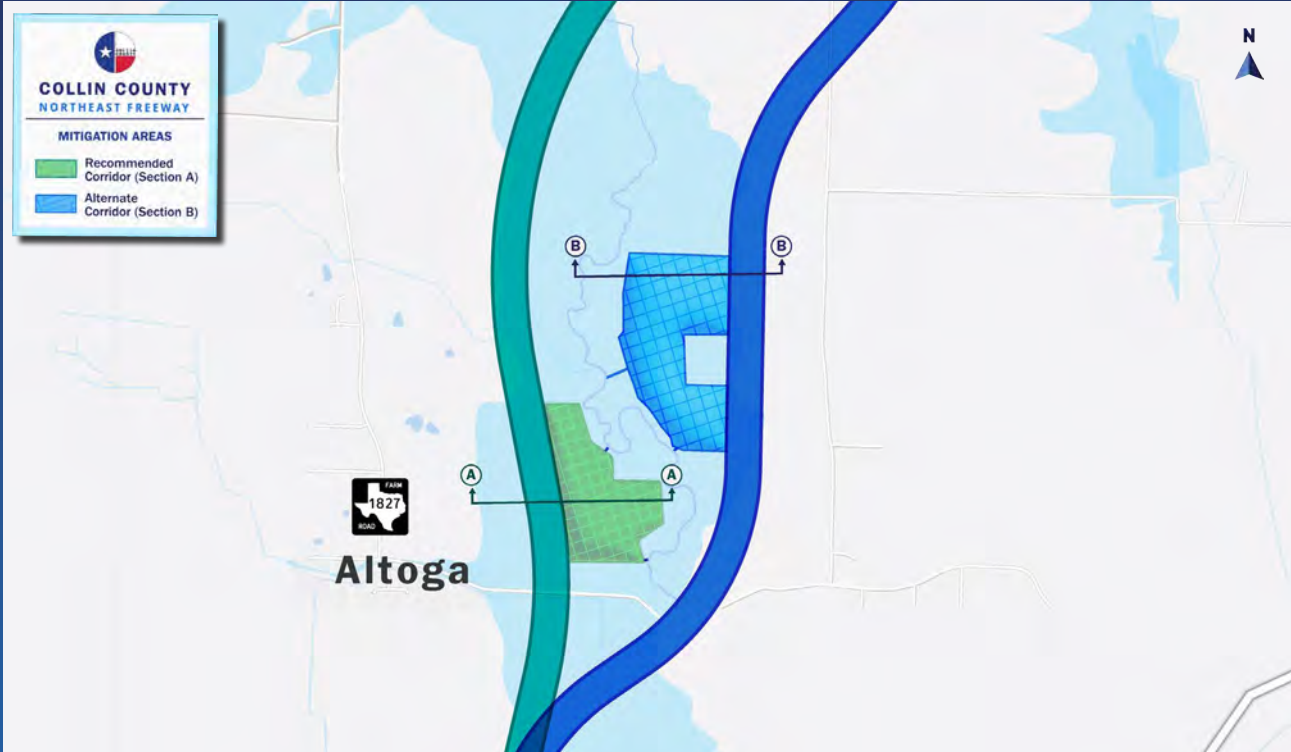
NORTHEAST FREEWAY - CENTRAL SUBAREA

SCREENING/ EVALUATION CRITERIA	RECOMMENDED CORRIDOR SEGMENT C	ALTERNATE CORRIDOR SEGMENT D
Parcels Affected (Each)	26	41
Potential Residential Displacements	0	1
Potential Business Displacements	0	0
Future Land Use (From Heat Map)	●	●
Floodplain (Longitudinal & Transverse)	◐	◐
Floodplain (Base Level Engineering Volume)	◐	◐
Distance from Pilot Channel at Sister Grove Creek	◐	◐
Floodplain Forest (Acres)	◐	◐
Riparian Forest (Acres)	●	◐
Potential Mitigation Areas (Acres)	64	75

SCREENING/EVALUATION LEGEND



Central Subarea



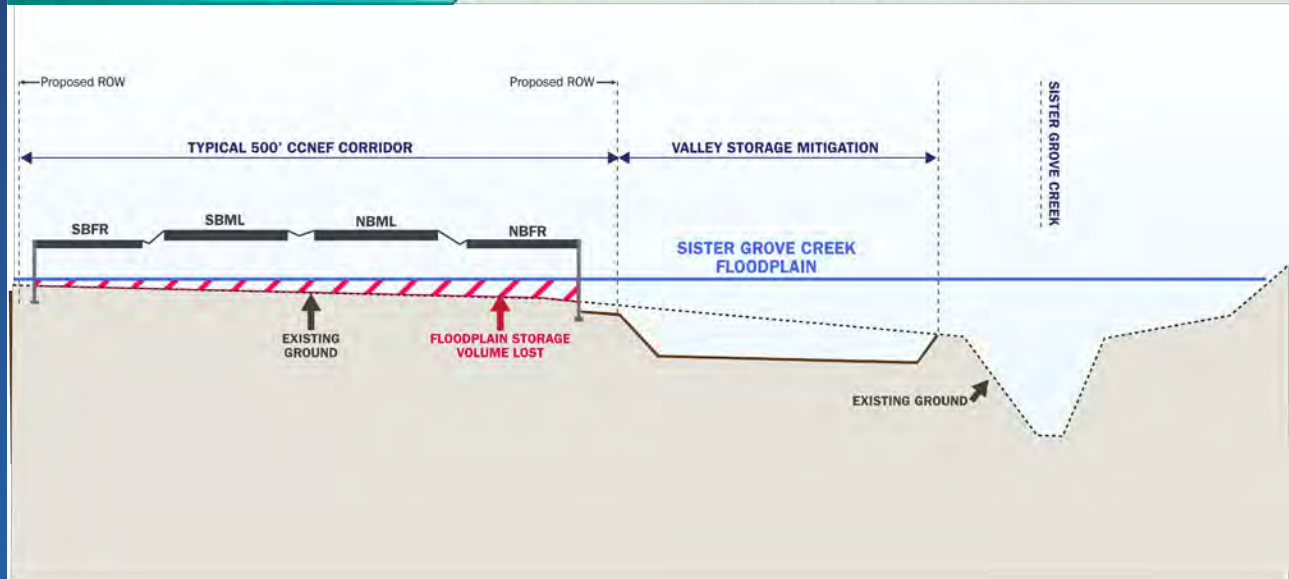
POTENTIAL VALLEY STORAGE MITIGATION OPPORTUNITIES

- ✓ Valley storage mitigation areas are land that is excavated, preserved, or dedicated to replace floodplain storage volume that is lost when a project fills part of a floodplain.
- ✓ Valley storage mitigation areas were determined to provide comparable floodplain benefits at a lower cost than constructing bridges through floodplain areas.
- ✓ Up to 64 acres of potential valley storage mitigation along the Recommended Corridor, compared to approx. 75 acres along the Alternate Corridor were identified.
- ✓ The location and extent of potential hydraulic mitigation areas will continue to be refined as the Recommended Corridor is further developed.

Potential Typical Sections

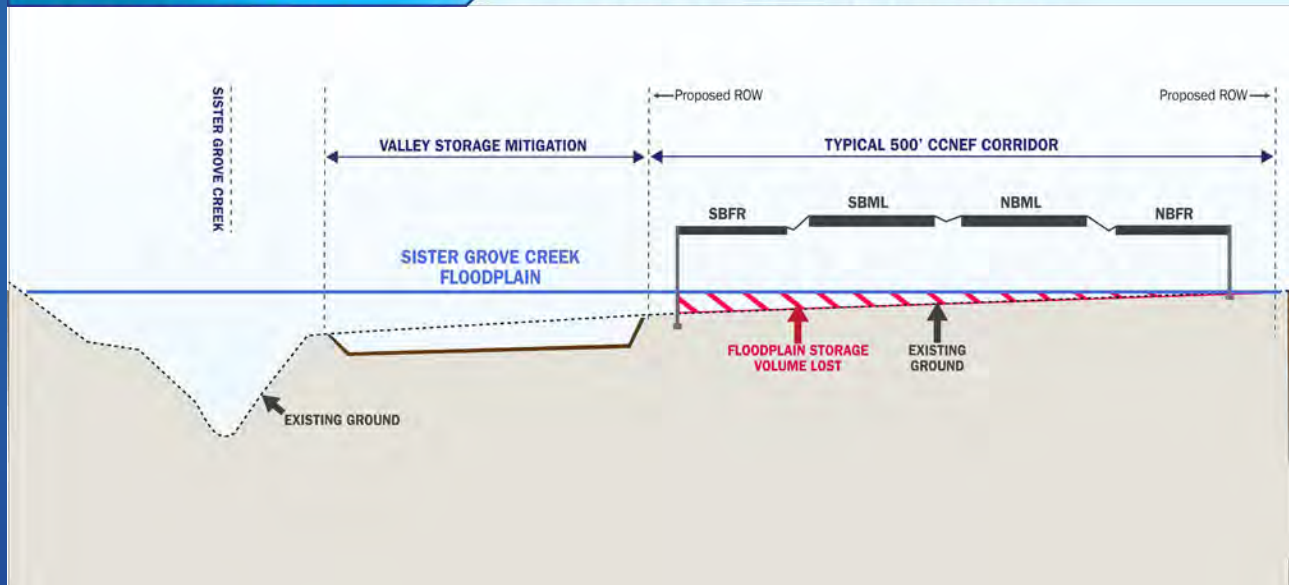
Recommended Corridor

SECTION A MITIGATION AREA (NOT TO SCALE)



Alternate Corridor

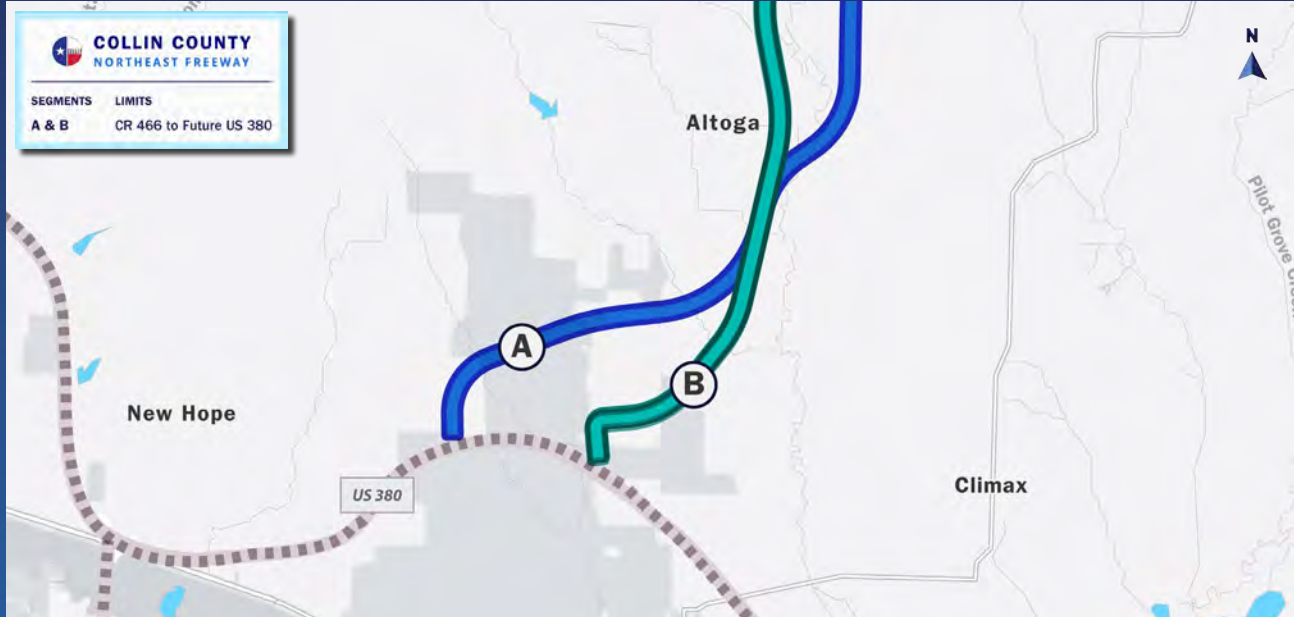
SECTION B MITIGATION AREA (NOT TO SCALE)



These diagrams are for illustration purposes only and do not represent the final designs.

Modifications will occur as the study progresses.

South Subarea



NORTHEAST FREEWAY - SOUTH SUBAREA

SCREENING/ EVALUATION CRITERIA	ALTERNATE CORRIDOR SEGMENT A	RECOMMENDED CORRIDOR SEGMENT B
Parcels Affected (Each)	29	33
Potential Residential Displacements	11	9
Potential Business Displacements	0	0
Future Land Use (From Heat Map)		
Traffic Volume (Interchange at US 380)		
Interchange Evaluation at US 380		

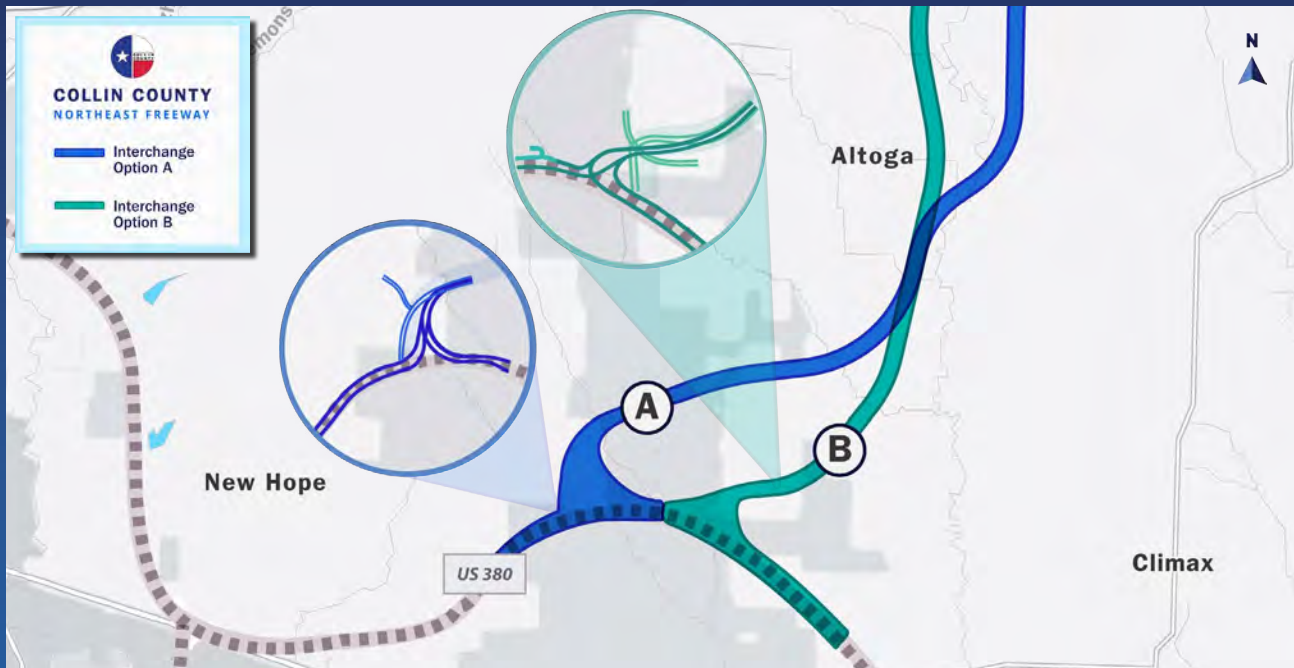
SCREENING/EVALUATION LEGEND



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South Subarea



US 380 INTERCHANGE OPTIONS

OPTION A:

- Frontage roads connect to Princeton and Dowlin Parkway
- Minimal impact to US 380 design
- Allows for up to 2-lane flyover direct connectors to US 380

OPTION B:

IDENTIFIED AS PREFERRED INTERCHANGE OPTION

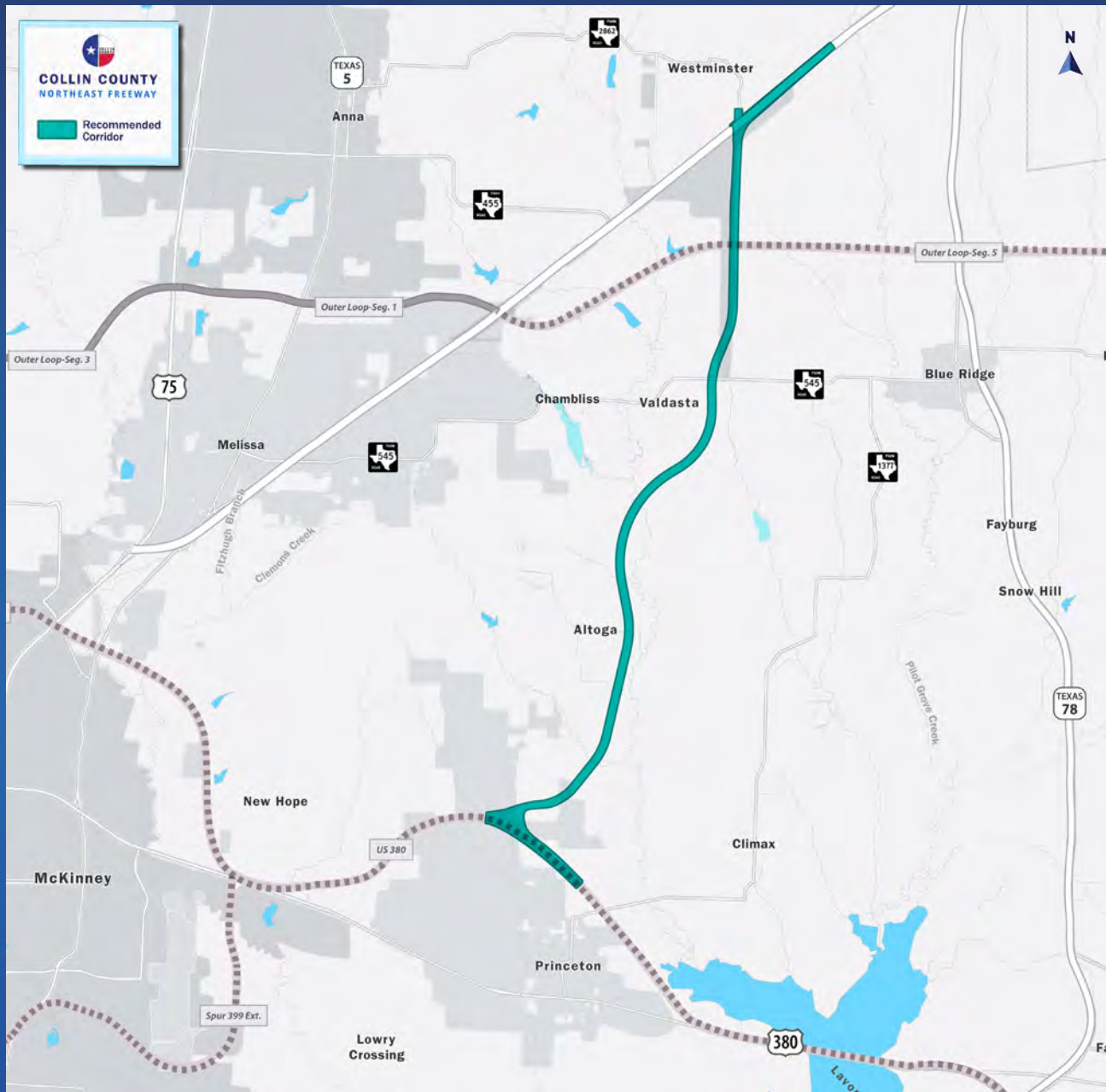
- Frontage roads connect to FM 75
- Least amount of impact to US 380 design
- Allows for up to 2-lane flyover direct connectors to US 380

OPTION C: FROM PUBLIC MEETING #1

- Dropped from consideration due to impacts to US 380 design
- Does not allow 2-lane flyover direct connectors to US 380 east

Further coordination for TxDOT facilities is required.

Recommended Corridor



Based on technical analysis, environmental, and community evaluations, the Recommended Corridor best satisfies the study goals while minimizing impacts to surrounding communities and environmental resources.

Arterial Interchanges



- ✔ **Grade separated interchanges would be provided at arterials**
- ✔ **Local ramps would provide access to frontage roads**



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Typical Sections

Preserve Corridor

RIGHT-OF-WAY ACQUISITION FOR CORRIDOR



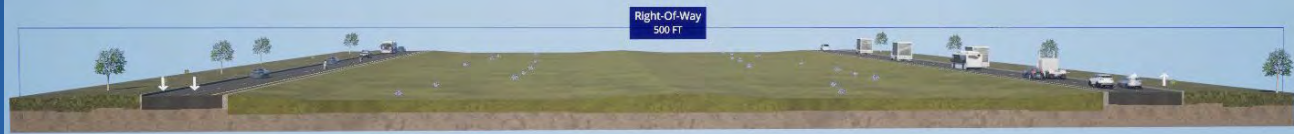
First Phase

CONSTRUCTION OF A TWO-WAY FRONTAGE ROAD



Second Phase

CONSTRUCTION OF A ONE-WAY FRONTAGE ROAD



Ultimate

CONSTRUCTION OF MAINLINES



PHASED CONSTRUCTION

Phased Construction means that construction of the roadway would be phased over time. Frontage roads may be built first, and then the main lanes of a freeway as demand increases.

These diagrams are for illustration purposes only and do not represent the final design or lane configuration for the roadway. Modifications to the lane configuration and right-of-way width will occur as the study progresses.

Project Development*

THE PROCESS



*Schedule is subject to change pending coordination & public involvement.

Project Schedule*



*Timeline is subject to changes

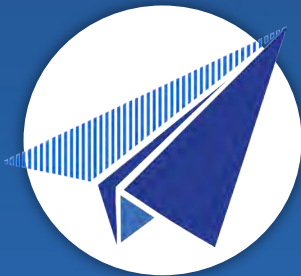
How to Provide Input

*Comment forms must be submitted by September 8, 2026
to be included in the Local Environment Documentation.*



COMMENT FORM

Fill out at the
Public Meeting or online:
collincountynortheastfreeway.com



EMAIL

contact@collincountynortheastfreeway.com



MAIL

Project Team
Attn: Jillian North
4500 Mercantile Plaza Drive, Ste. 230
Fort Worth, TX 76137



VOICEMAIL

945-766-0817



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COLLIN COUNTY
NORTHEAST FREEWAY

THANK YOU!

For taking the time to learn
more about the Collin County
Northeast Freeway Study.

For taking the time to help
shape the future of Collin County.

★ **HAVE QUESTIONS, NEED ASSISTANCE?** ★

*For general comments about the presentation or project,
please contact the project team at*

Phone: 945-766-0817

Email: contact@collincountynortheastfreeway.com



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Right Of Entry

PURPOSE

The project team will prepare a Local Environmental Document to identify and disclose environmental effects and other potential impacts of the project.

To complete this assessment, a “Right of Entry” is needed to conduct field studies and surveys on private property.

WHAT IS A “RIGHT OF ENTRY”?

A Right of Entry is written permission from property owners to enter onto their property for a specified purpose.

WHY IS IT NEEDED FOR THIS PROJECT?

To complete the impact assessments for the selected Corridor Alignment, the project team may conduct field studies and surveys of potentially affected areas.

A Right of Entry gives the study team permission to enter private property for the purpose of performing field research and data collection.

HOW DOES THE PROCESS WORK?

A Right of Entry packet will be sent to property owners. Owners should review, sign, and return the Environmental and Survey Right of Entry forms to the project team if they grant permission.

The form includes space for property owners to outline any unique requirements for entry onto their property.

WHAT INFORMATION MAY BE COLLECTED ON MY PROPERTY?

Typical field investigations include surveying and environmental assessments. For some properties, subsurface utility research and geotechnical data collection may be required.

Types of information collected during environmental investigations may include:

- ✓ Identification of Wetlands and Streams
- ✓ Identification of Threatened and Endangered Species or Habitat
- ✓ Identification of Hazardous Materials
- ✓ Gathering Information on Existing Terrain, Creeks, Bridges, and Culverts
- ✓ Identifying Archaeological or Historical Sites and Cultural Resources



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