



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 #2 PRESENTATION SCRIPT

08/06/26 – 09/08/26

1. Welcome

Hello and welcome to the Public Meeting for the Collin County Northeast Freeway Study from State Highway 121 to future US 380 Freeway in Northeast Collin County. We appreciate your interest in this project and thank you for your participation.

Meeting materials are available to review on the public meeting website at www.collincountynortheastfreeway.com.

Official meeting documentation will be made available on the public meeting website following the public meeting comment period.

2. Study Purpose & Tasks

The Collin County Northeast Freeway Study (CCNEF) study continues to evaluate alternatives and advance the corridor study 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 the public with 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 information and provide comments.

Community feedback, together with ongoing engineering and environmental analyses, will continue to guide project development and ensure the project aligns with local needs and priorities.

3. Study Overview + Study Area Map

The CCNEF study area, shown in blue, is approximately 10 miles and includes SH 121 from near the Collin County Outer Loop to FM 2862 and extends southward to future US 380 Princeton.

The study builds on previous planning efforts and public input regarding the need and feasibility of a new north-south freeway through Collin County. The study team is considering alignments identified through previous studies, newly developed options, and projects included in approved Thoroughfare Plans.

While the Collin County Northeast Freeway is an independent project, it is also part of a larger regional transportation network intended to improve regional mobility and connectivity. The study has coordinated with existing and planned adjacent projects to help support growth, reduce congestion, and provide connections to existing and planned major roadways.

4. Study Purpose

Collin County continues to experience rapid population growth and development, increasing travel demand and placing greater pressure on the existing roadway network. The new roadway from SH 121 to the future US 380 Princeton freeway would improve regional mobility, reduce congestion, and help address future transportation needs.

The Purpose of the CCNEF study is to:

- Establish and preserve a transportation corridor to manage travel demand from population and employment growth and development
- Enhance regional mobility
- Reduce congestion and enhance safety and accessibility for developing areas by providing links to major roadways

5. Roadway Safety

As Collin County continues to grow, increased traffic demand is placing greater demands on the existing roadway network, contributing to congestion and roadway safety concerns.

Between 2020 and mid-2025, 411 crashes were recorded within the study area, with roadway departures, intersections, and speed-related incidents accounting for many of the most severe crashes. Many of these crashes occur along two-lane Farm-to-Market roadways with limited shoulders, sharp curves, and limited visibility.

These findings highlight the need for improved north-south connectivity, additional roadway capacity, and future transportation improvements to enhance safety and support continued regional growth.

6. Population Growth

Collin County is one of the fastest-growing counties in Texas and the nation. The study area includes rapidly expanding communities, major transportation corridors, and critical utility infrastructure. As growth continues, travel demand is increasing faster than the statewide average, creating the need for improved regional connectivity.

By 2050, the communities of Anna, Melissa, McKinney, and Princeton are expected to experience substantial population growth, placing additional demand on the existing roadway network. Establishing the Collin County Northeast Freeway corridor now will help support future growth and preserve the land needed for the corridor.

7. Mobility

As Collin County continues to grow, travel demand is expected to increase significantly.

According to the North Central Texas Council of Governments, drivers in Collin County are projected to experience more than 415,000 vehicle hours of delay by 2030, an increase of more than 200 percent compared to the previous decade. TxDOT data also indicates traffic volumes within the study area are increasing faster than the statewide average.

Although other transportation improvements are planned throughout northeast Collin County, previous studies indicate that a major north-south transportation corridor will be needed to accommodate future travel demand. Today, travel options are primarily limited to smaller rural roadways that provide limited connectivity and mobility.

Travel demand modeling completed for this study compared the No Build Alternative to the four Corridor Alternatives presented at Public Meeting #1. Travel demand model results estimate the corridor demand near approximately 95,000 vehicles per day in year 2070. The analysis demonstrated that the Recommended Corridor would provide additional roadway capacity, improve regional connectivity, and support future transportation needs while meeting the goals established for the CCNEF study.

8. Environmental Constraints

The environmental constraints map identifies natural, cultural, and community resources within the Collin County Northeast Freeway study area that were considered during the evaluation of corridor alternatives.

Environmental studies identified features such as residences and businesses, cemeteries, floodplains and streams, historic resources, public facilities, utility corridors, and sensitive environmental areas. This information helps the project team evaluate corridor alternatives and, where practical, avoid or minimize impacts.

The Recommended Corridor reflects a balanced evaluation of engineering, environmental, and community considerations. Throughout the study, the project team has worked to minimize impacts to homes, businesses, existing and planned development, and environmentally sensitive areas.

9.1, 9.2, 9.3 Where We've Been - Alternative Analysis

During Public Meeting #1, the study team shared that more than **30 conceptual alignments** were developed and evaluated across the study area. These alignments were screened using engineering, environmental, mobility, community, and development considerations to identify the most feasible corridor alternatives.

Following this initial screening, four corridor alternatives were presented for public review and comment. Since Public Meeting #1, additional engineering analyses,

environmental studies, agency coordination, and public input have been used to further refine the alternatives.

Based on these continued evaluations, the **Recommended Corridor** and **Alternative Corridor** are being presented for public consideration.

10. Analyze Alternatives

Many factors are being considered to determine the viability of alignments at this initial stage including potential impacts to communities, the environment, mobility, existing and future development, federal lands and major infrastructure. Data has been collected in these categories to initially screen the conceptual alignments.

The study area includes many constraints from residences and businesses to public lands and rivers. Our study team is working to avoid and minimize, as feasible, impacts to homes, businesses, and environmentally sensitive areas.

11. What We Heard

Public Meeting #1 provided valuable feedback that helped guide the continued evaluation of the corridor.

The most common comments focused on the locations of alignments, followed by potential property impacts and displacements. Participants also expressed the importance of minimizing impacts to floodplains, Sister Grove Creek, and wildlife habitat.

This feedback, together with continued engineering and environmental analyses, helped refine the alignments and identify the Recommended and Alternative Corridors presented during this meeting.

12. What's Changed

Public input received during Public Meeting #1, together with continued engineering analysis and stakeholder coordination, helped refine the corridor alignments.

This slide highlights several of the key refinements made since Public Meeting #1. Additional details will be presented during the North, Central, and South Subarea discussions.

Following continued evaluation:

- Blue Alternatives refined to reduce residential and floodplain impacts.
- Blue North refined east of Altoga.
- Blue South refined at Sister Grove Creek.
- Blue-to-Pink Connections evaluated near FM 2862.

13. Study Subareas

To further analyze the alignments, the study team divided the study area into North, Central and South Subareas. The study subareas represent areas with similar features and potential issues.

14. North Subarea

Following additional engineering analysis, environmental review, and consideration of public input, several refinements were made within the North Subarea, including:

- Removal of the Public Meeting #1 Orange and Pink Alternatives from further consideration.
- Identification of FM 2862 as the preferred interchange option at SH 121.
- Refinement of the corridor alignment to avoid or minimize impacts to cultural and historic resources.

15. North Subarea - Interchange Options

The Recommended and Alternate Corridors were refined within the North Subarea to accommodate the preferred SH 121 interchange at FM 2862, reduce potential residential impacts, and optimize traffic operations.

A detailed interchange analysis evaluated frontage road connections and direct connector options to and from SH 121, helping identify the configuration that best supports future travel demand, regional connectivity, and safe, efficient traffic operations.

16. Central Subarea

The Central Subarea evaluation considered public input, engineering analysis, floodplain impacts, and parcels effected. Additional engineering studies evaluated bridge locations and floodplain crossings at Sister Grove Creek.

Key refinements include:

- Removal of the Public Meeting #1 Orange and Pink Alternatives from further consideration.
- Refinement of bridge crossings to reduce floodplain impacts.
- Refinements to minimize residential impacts.
- Shifting the alignment east of Altoga to improve regional connectivity.

Further coordination for TxDOT facilities is required.

17. Central Subarea – Potential Valley Storage Mitigation Opportunities

Valley storage mitigation is one potential approach for addressing floodplain impacts within the Central Subarea. These areas may be excavated, preserved, or dedicated to replace floodplain storage volume that could be displaced by construction of the proposed freeway.

The study identified potential mitigation areas that could provide comparable floodplain benefits at a lower cost than constructing bridges throughout the floodplain.

Up to 64 acres of potential valley storage mitigation have been identified along the Recommended Corridor, compared to approximately 75 acres identified along the Alternative Corridor.

18. Potential Typical Sections

These typical sections illustrate how valley storage mitigation could potentially be incorporated along the Recommended and Alternate Corridors.

Depending on the location, mitigation could include excavating land near the proposed roadway or preserving areas that provide additional floodplain storage capacity.

These diagrams are conceptual and represent preliminary opportunities, not final designs. The locations, size, and configuration of potential Valley Storage Mitigation areas and hydraulic mitigation areas will continue to be evaluated and refined as the Recommended Corridor is further developed.

19. South Subarea

The South Subarea evaluation considered future U.S. 380 interchange options, planned development, community impacts, and continued stakeholder coordination.

Key refinements include:

- Removal of the Public Meeting #1 US 380 interchange Option C from further consideration.
- Refinement of the Public Meeting #1 US 380 interchange Option A and Option B to reduce impacts to planned development.
- Continued evaluation of interchange configurations to improve regional connectivity and future traffic operations.

20. South Subarea Interchange Options

The U.S. 380 interchange analysis evaluated two-lane direct connector options and the adjacent ramp configurations needed to support future traffic operations.

- Option B: Identified as the preferred interchange option as it connects directly to FM 75.
- Option A: Identified as a secondary interchange option as it connects to Future Princeton Parkway and Dowlin Parkway.
- Option C: Dropped from consideration due to impacts to future US 380 Princeton Freeway design.

Further coordination for TxDOT facilities is required.

21. Recommended Corridor

Based on engineering, environmental, and community evaluations, the Recommended Corridor best meets the study goals while minimizing impacts to surrounding communities and environmental resources where practical.

22. Arterial Interchanges

Grade separated interchanges, like SH 121 at FM 2862 pictured here, would be provided at arterials. Major arterial roadways would be served **by grade-separated Interchanges**, allowing traffic to move safely and efficiently between the freeway and the local roadway network.

Entrance and exit ramps would connect to frontage roads, providing access to nearby properties and local streets while maintaining the flow of traffic on the freeway.

23. Typical Sections

The Collin County Northeast Freeway is currently envisioned as a six-lane, controlled-access freeway on primarily new location. The typical section includes two one-way frontage roads and the right-of-way needed to accommodate the future facility.

As the study advances, the schematic design will continue to refine interchange locations, ramp configurations, drainage improvements, right-of-way needs, multimodal accommodations, and preliminary construction costs.

24. Project Development Process

The Collin County Northeast Freeway is currently in the Identify phase, where regional transportation needs are being evaluated and a feasible corridor is being identified.

Following this study, the project would advance through preliminary engineering, environmental review, final design, right-of-way acquisition, utility coordination, and ultimately construction.

While these phases take several years to complete, preserving the corridor now is a critical step in supporting future transportation needs.

25. Project Schedule

The project team will continue refining the Recommended Corridor through additional engineering, environmental analyses, and agency coordination as the study progresses.

A public meeting is anticipated to be conducted next year to present the preliminary design and environmental studies.

The project schedule is subject to change as the study progresses.

26. How to Provide Input

All public meeting materials and an interactive comment map can be found at 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 Thursday, September 8, 2026, to be included in the official record for this public meeting.

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

27. Thank You / Questions

Visit the project website at 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!