



COLLIN COUNTY

NORTHEAST FREEWAY

WELCOME!

PUBLIC MEETING
August 6, 2026

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Study Tasks

FEASIBILITY STUDY & SCHEMATIC DESIGN

Develop and analyze roadway alignments and perform preliminary engineering tasks

ENVIRONMENTAL STUDIES

Prepare environmental studies

STAKEHOLDER & PUBLIC OUTREACH

Coordination with residents, cities and other stakeholders

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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Study Overview

THE STUDY AREA
From SH 121 to Future US 380 Freeway

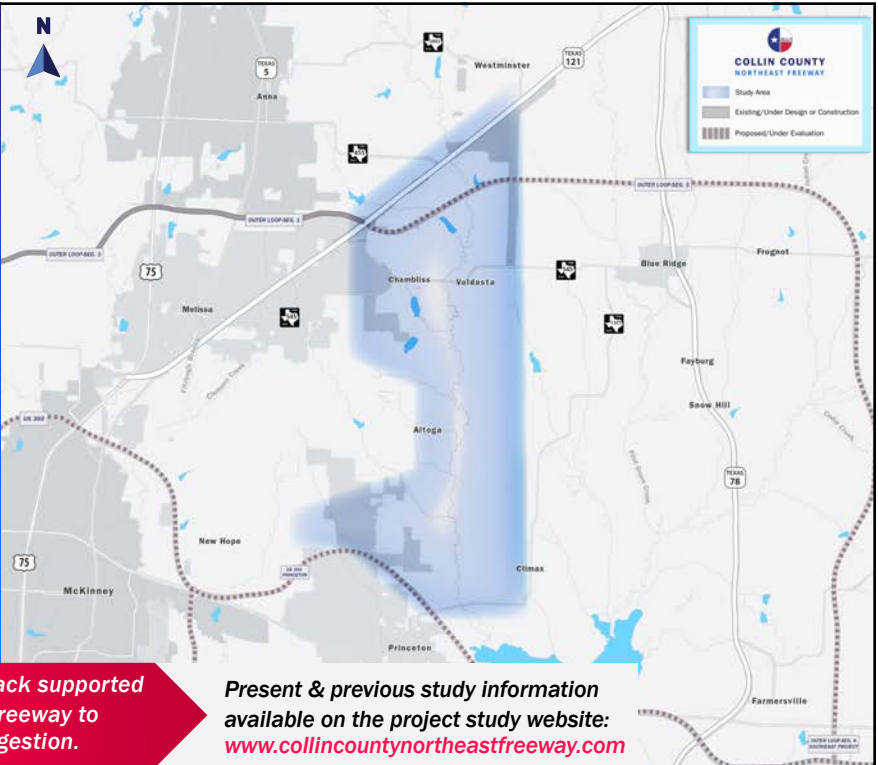
PROJECT LENGTH
Approx. 10 miles

CONNECTING THE REGION
Coordinated with adjacent projects to improve mobility.

PREVIOUS PLANNING
Building on previous studies, and public input.

49.9% *Previous public feedback supported planning for a future freeway to address growth & congestion.*

Present & previous study information available on the project study website: www.collincountynortheastfreeway.com



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Study Purpose

WHY SHOULD WE BUILD THE CCNEF?

Population GROWTH



Regional MOBILITY



Roadway Safety



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.

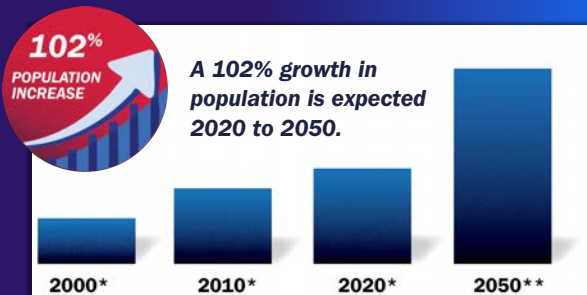
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Roadway Safety

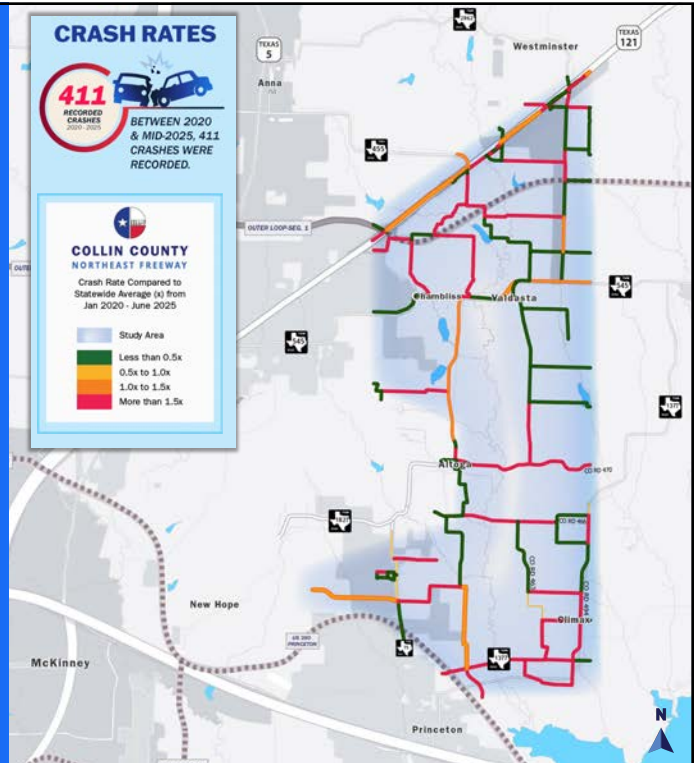
The limited roadway network and rising traffic volumes contribute to congestion and increasing crash rates.

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



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*Source: US Decennial Census
** Source: NCTCOG 2050 Demographic Forecasts



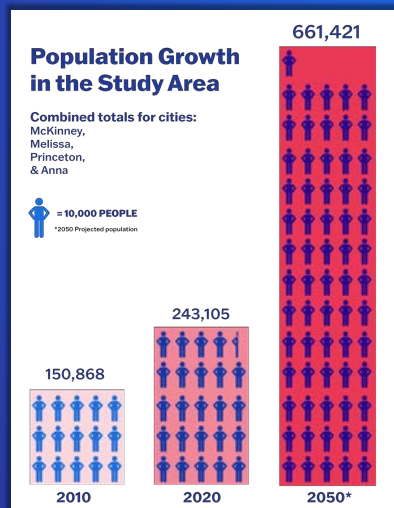
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Population Growth

RAPID DEVELOPMENT

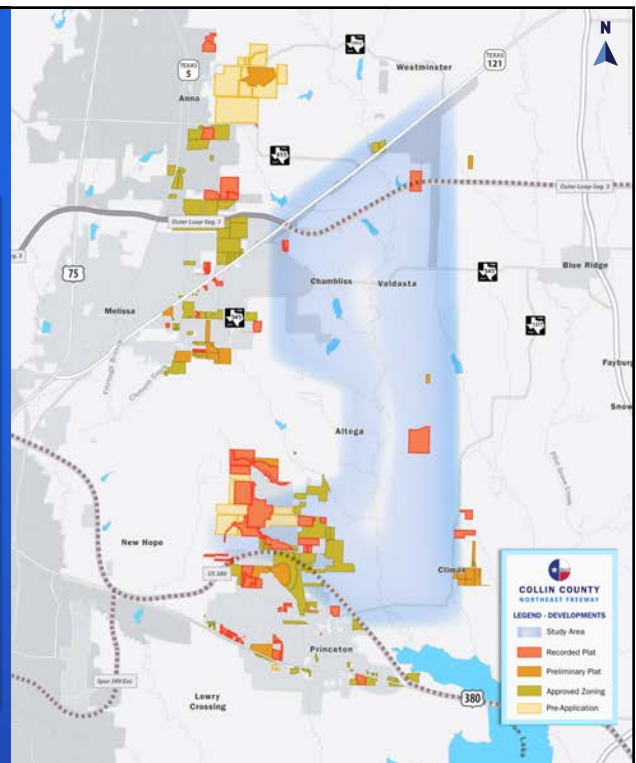
Population growth and continued development are increasing transportation needs throughout the study area.

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



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

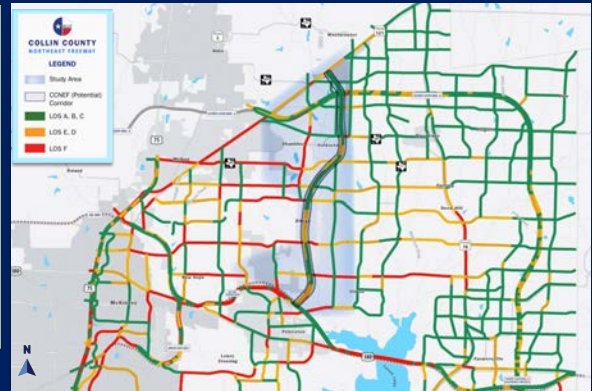


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Regional Mobility

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

- 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
- Travel demand model results estimate the corridor demand near approximately 95,000 vehicles per day in year 2070.
- The travel demand model estimates CCNEF to be free flowing in year 2070



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

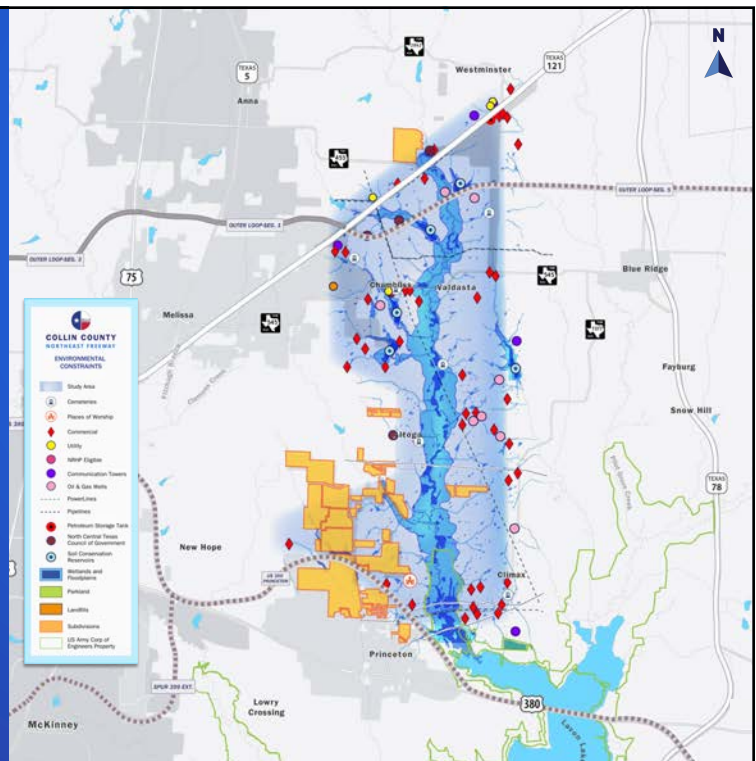
LOS A,B,C	LOW VOLUME TRAFFIC; FREE TO STABLE FLOW	
LOS E,D	HIGH DENSITY TRAFFIC; UNSTABLE FLOW	
LOS F	TRAFFIC VOLUME EXCEEDS CAPACITY; FORCED FLOW	

Environmental Constraints

EXISTING CONDITIONS

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.



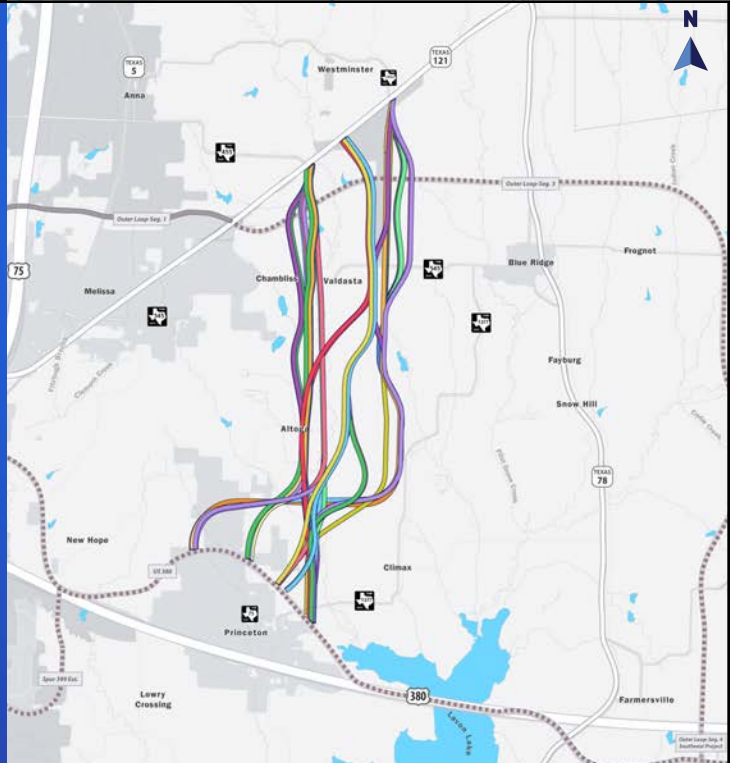
Where We've Been

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.

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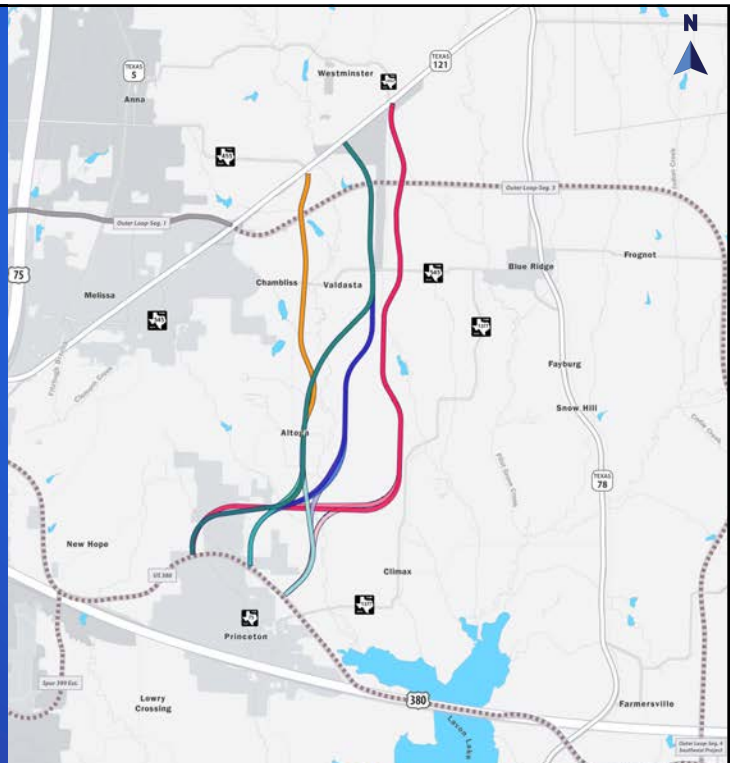
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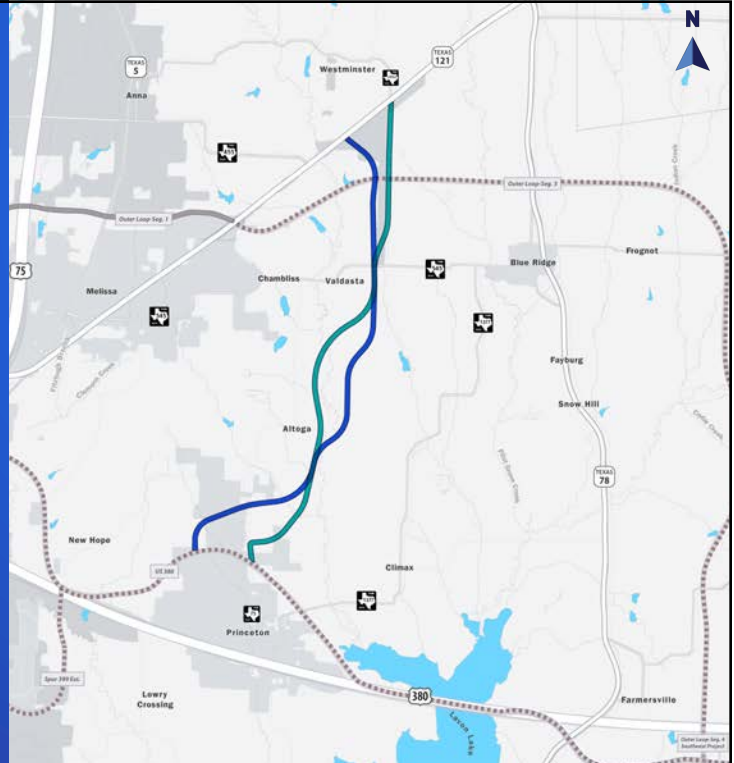
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Analyze Alternatives

METHODOLOGY



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REVIEW THE METHODOLOGY AND 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 and Public Input

The study will include preparation of a Technical Report describing the basis for the recommended alignment.

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What We Heard

DECEMBER 2025 PUBLIC MEETING



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



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



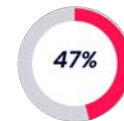
“Traffic congestion is making commutes more difficult. Improvements could support future growth & attract additional businesses.”



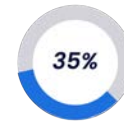
“A corridor closer to Blue Ridge appears to make the most sense because of the existing infrastructure.”

TOP AREAS OF CONCERN

*Sampled from 96 responses



Alignment



Property Impact



Displacements



Wildlife

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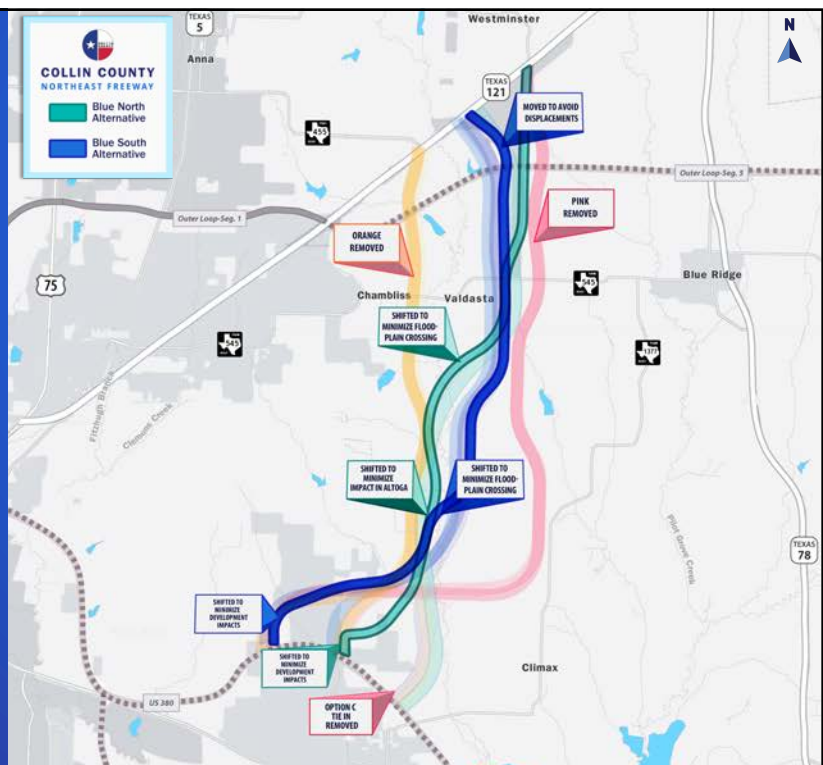
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What's Changed

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



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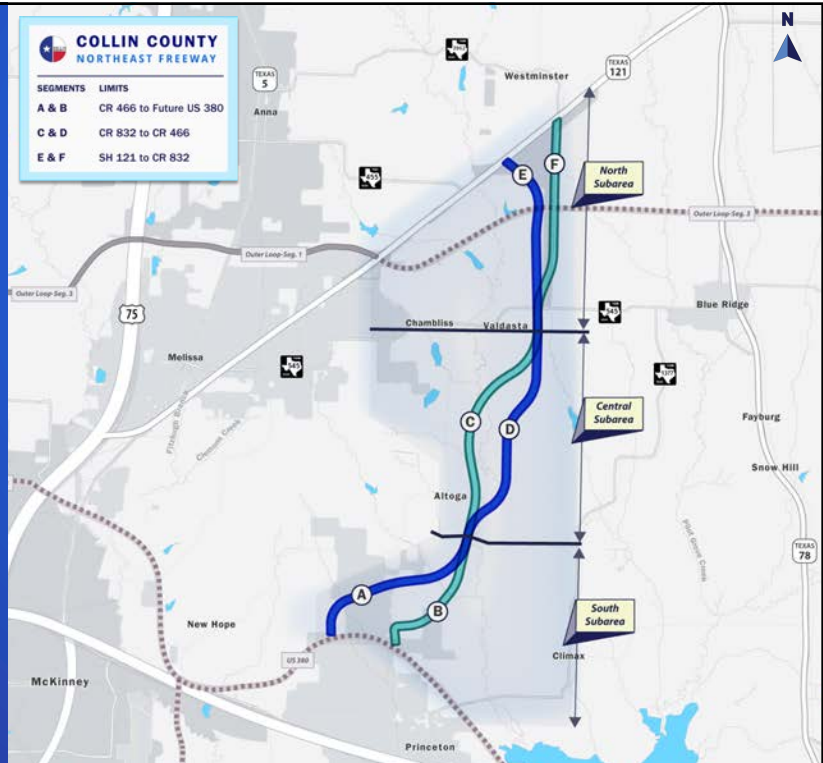
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Study Subareas

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

- North Subarea
- Central Subarea
- South Subarea

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North Subarea

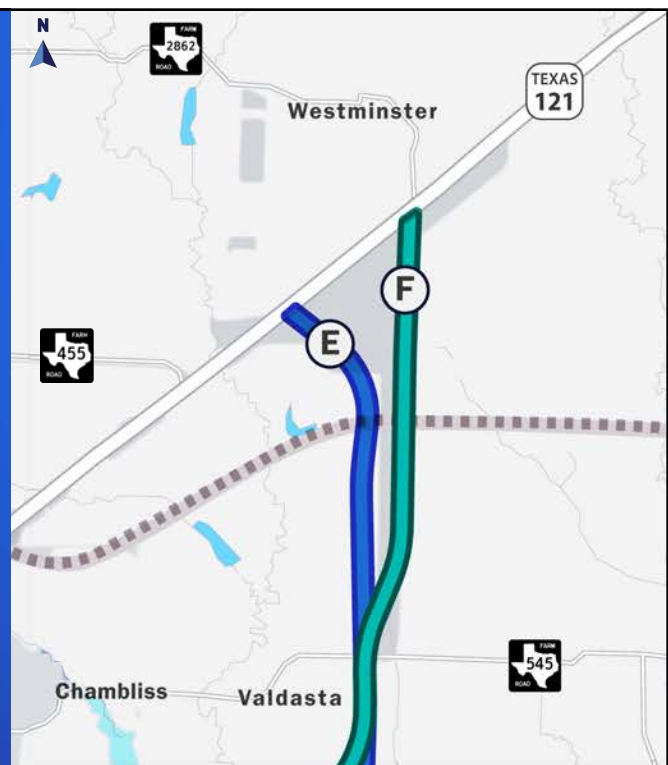
SEGMENTS: E & F
LIMITS: SH 121 TO CR 832

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		

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

Further coordination for TxDOT facilities is required.

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

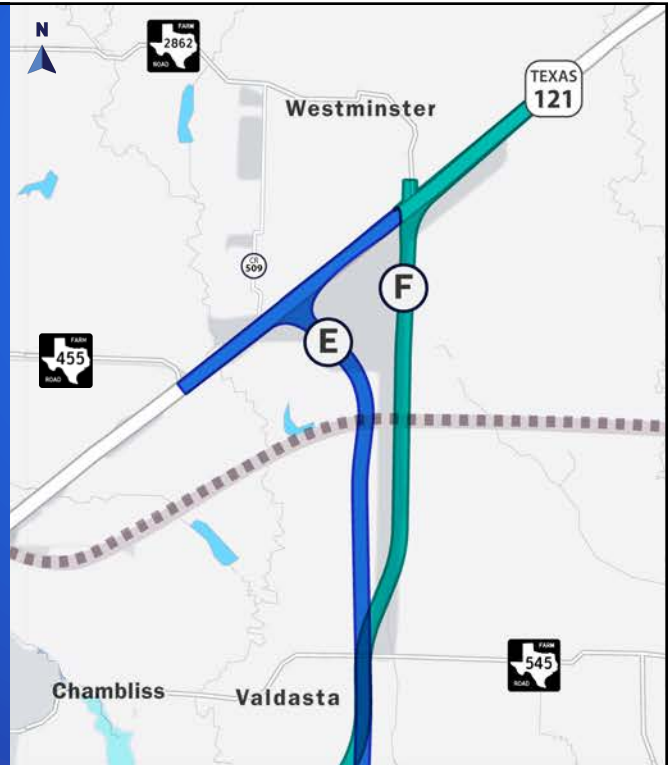
CR 509 FUTURE THOROUGHFARE AT SEGMENT E:

- 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

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Central Subarea

SEGMENTS: C & D

LIMITS: CR 832 TO CR 466

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
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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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.

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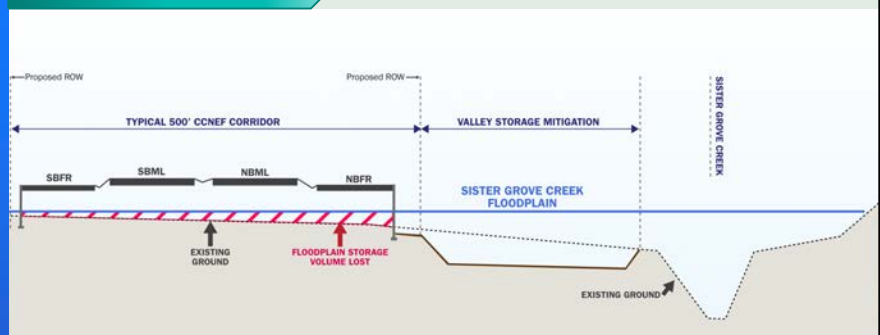
Potential Typical Sections

These diagrams are for illustration purposes only and do not represent the final designs. Modifications will occur as the study progresses.

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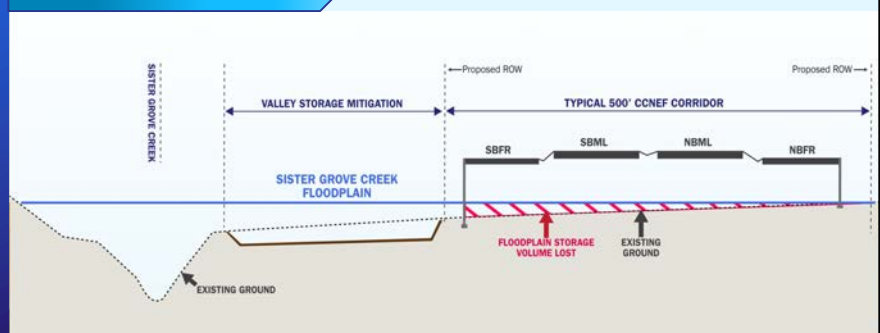
Recommended Corridor

SECTION A MITIGATION AREA (NOT TO SCALE)



Alternate Corridor

SECTION B MITIGATION AREA (NOT TO SCALE)



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South Subarea

SEGMENTS: A & B

LIMITS: CR 466 TO FUTURE US 380

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		

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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South Subarea

US 380 INTERCHANGE OPTIONS

Further coordination for TxDOT facilities is required.

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:

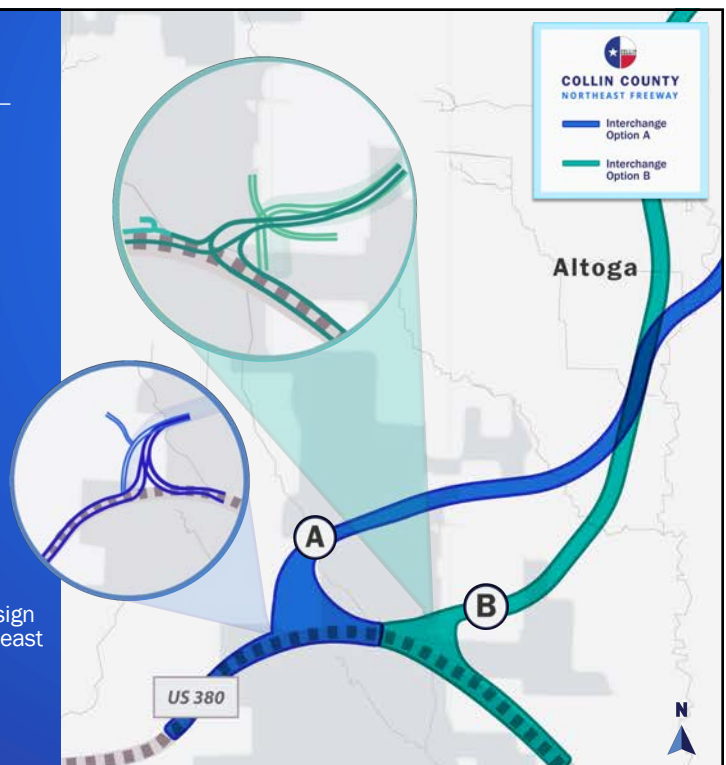
IDENTIFIED AS PREFERRED INTERCHANGE OPTION

- 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

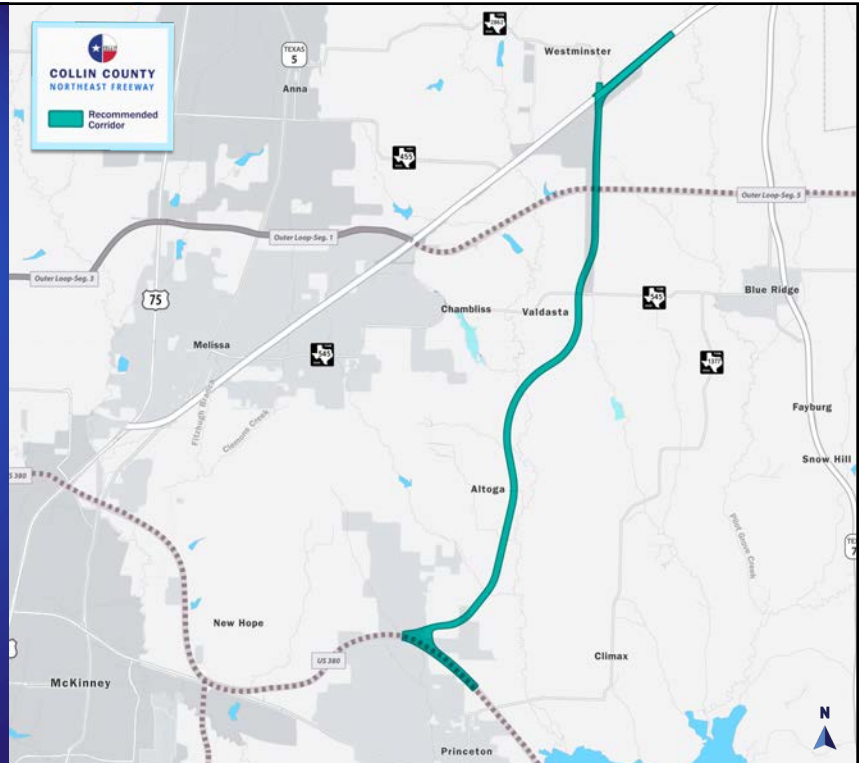
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Recommended Corridor

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.



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Arterial Interchanges

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



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Typical Sections

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.

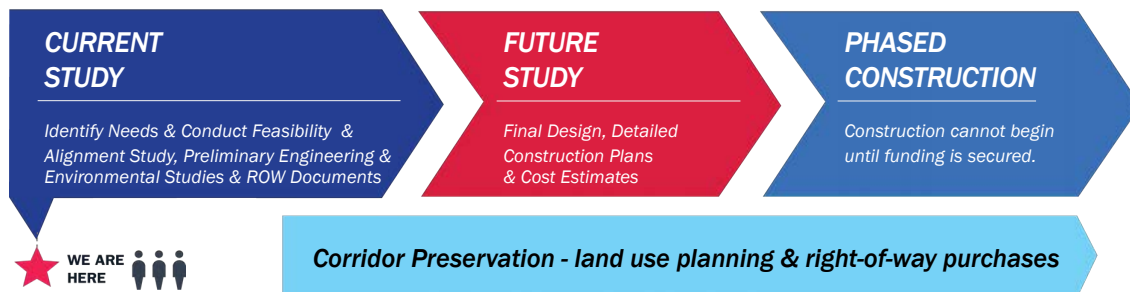
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Project Development*

THE PROCESS



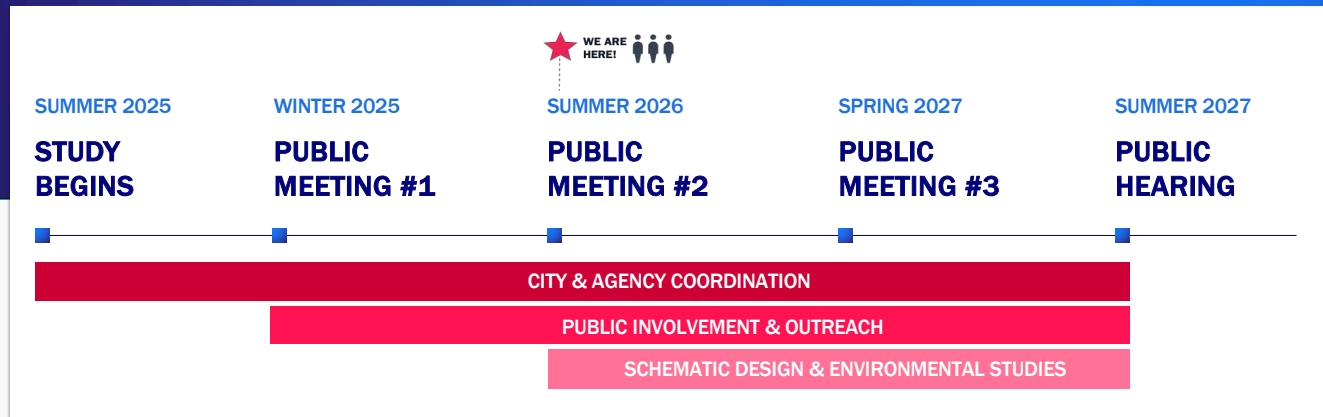
**Schedule is subject to change pending coordination & public involvement.*

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Project Schedule*



**TIMELINE IS SUBJECT TO CHANGES*

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How to Provide Input



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

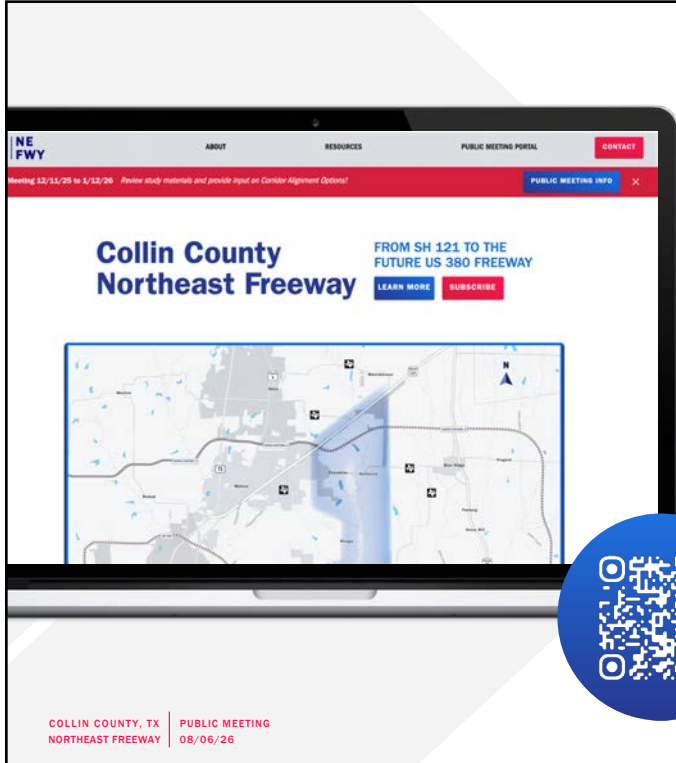


Voicemail

945-766-0817

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

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THANK YOU!

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

QUESTIONS?
Visit www.collincountynortheastfreeway.com for project information and updates
contact@collincountynortheastfreeway.com

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