



COLLIN COUNTY OUTER LOOP

U.S. 75 to Rockwall County

Volume 1, No. 5 Fall 2006

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Collin County Outer Loop Study Technically Preferred Alignment Draft Recommendation To Be Presented

Collin County continues to be one of the top growth areas in the State of Texas with a population growth of over 15 percent since the 2000 census and 270 percent since the 1980 census. Transportation planning for future mobility and growth is essential. The Collin County Outer Loop is one of many future transportation improvements which is proactively being planned to accommodate the anticipated growth.

At the request of the Collin County Commissioners Court, an Outer Loop Study from U.S. 75 to the Rockwall County line has been underway to plan for future mobility needs. The study area starts at U.S. 75 and runs east then south, around Lake Lavon, to Rockwall County. The section will tie into the proposed Collin County Outer Loop that is west of U.S. 75, which has been under study for a few years. The study is also being

coordinated with an Outer Loop Study in Rockwall County.

Analysis of the Collin County Outer Loop east of U.S. 75 has been divided into three corridors: U.S. 75 to S.H. 121, S.H. 121 to U.S. 380, and U.S. 380 to the Rockwall County line. Initial data collection was completed in 2005. Constraints including lakes, rivers, cemeteries, cultural resources, and existing/proposed developments have been identified and documented. Alternative corridors which represent general areas for future study, approximately 3,000-feet in width, have been developed and evaluated. Alternative alignments 500-feet in width have been developed and evaluated in the general vicinity of the preferred corridor. The alternative alignments represent the alternative locations for the proposed roadway.

effectiveness, engineering feasibility, public input, and environmental impacts of the alternative alignments were evaluated. The alternative alignment adjacent/along the TXU transmission line was determined to be the technically preferred alignment. The alternative alignments north of the TXU transmission line had additional jurisdictional waters and wetland impacts, and the alternative alignment south of the TXU transmission line was not supported by the public. The alignment adjacent and along the TXU transmission line



was recommended as the technically preferred alignment and was approved by the Collin County Commissioners Court on November 22, 2005.

U.S. 75 to S.H. 121

With rapid growth and development occurring in the cities of Anna and Melissa in the section from U.S. 75 to S.H. 121, only one corridor was identified. Three alternative alignments were developed within this corridor. The alternative alignments were located immediately north of the TXU transmission line tying into C.R. 366, adjacent/along the TXU transmission line tying into C.R. 366, and south of the TXU transmission line tying into C.R. 364. Enhanced mobility and safety, cost

Since the technically preferred alignment was approved, there has been additional work completed on the alignment. On February 28, 2006 the Collin County Commissioners Court approved a preliminary engineering study to identify the location of a two-lane roadway within the 500-foot technically preferred alignment from U.S. 75 to S.H. 121. A preliminary design schematic will also be prepared for this two-lane roadway.

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S.H. 121 to U.S. 380

Three alternative corridors were developed in the section between S.H. 121 and U.S. 380. These corridors were located north of Blue Ridge, south of Blue Ridge, and north of Lake Lavon. After evaluating the enhanced mobility and safety, cost effectiveness, and engineering feasibility, along with public input, and environmental impacts of the three alternative corridors, the north of Blue Ridge corridor was determined to be the technically preferred corridor. The corridors located south of Blue Ridge and north of Lake Lavon generated negative comments from the public. In addition, the corridor located north of Lake Lavon had potentially adverse impacts to jurisdictional waters and wetlands, cultural resources and utilities. The technically preferred corridor was approved by the Collin County Commissioners Court on January 24, 2006. Since that time the study team has been developing and evaluating alternative alignments, approximately 500-foot in width, located north of Blue Ridge.

Since the last Public Meeting in March 2006, the study team has revised these alignments and evaluation based on comments received at the Public Meeting and additional detailed analysis. The evaluation was based on enhanced mobility and safety, cost effectiveness, engineering feasibility, public input, and environmental impacts criteria. The technically preferred alternative draft recommendation, shown on the study area map on page 4, was selected based on public input and minimizing impacts to existing structures, neighborhoods, number of parcels, and wetlands. A detailed graphic of the technically preferred alignment draft recommendation is available on the Collin County website www.collincountytx.gov at the "Outer Loop Study" link located in the "What's New" box at the top right of the front page.

U.S. 380 to the Rockwall County Line

Two alternative corridors were developed in the section between U.S.

380 and the Rockwall County line. These corridors were located east and west of Nevada. After evaluating the enhanced mobility and safety, cost effectiveness, and engineering feasibility, along with public input and environmental impacts of both corridors, the east of Nevada corridor was the technically preferred corridor. The corridor located west of Nevada was not supported by the public and had more negative impacts to existing structures, subdivisions, jurisdictional waters and wetlands. The technically preferred corridor was also approved by the Collin County Commissioners Court in January 2006. The southern limit of the east of Nevada corridor may be refined to coordinate with the ongoing Outer Loop Study in Rockwall County. The study team has been developing and evaluating alternative alignments, approximately 500-foot in width, east of Nevada.

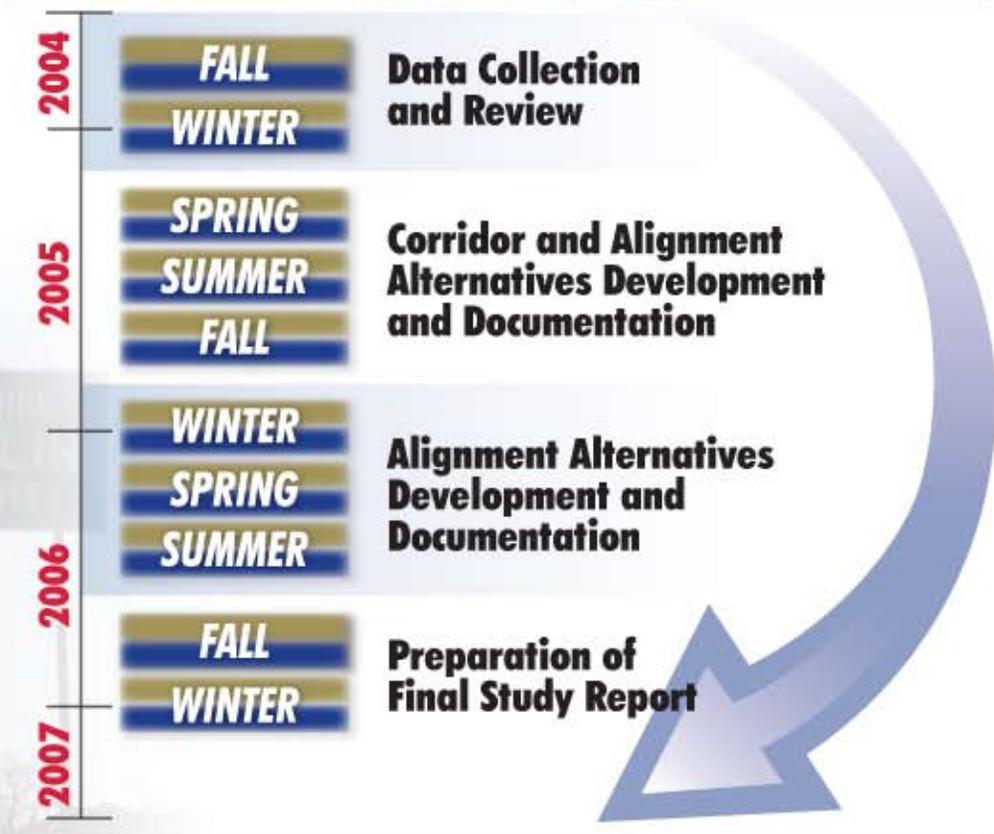
Since the last Public Meeting in March 2006, the study team has revised these alignments and evaluation based on comments received at the Public Meeting and additional detailed analysis. The evaluation was

based on enhanced mobility and safety, cost effectiveness, engineering feasibility, public input, and environmental impacts criteria. As shown on the study area map on page 4, the technically preferred alternative draft recommendation is generally located east of F.M. 547 and ties into F.M. 1138 south of the Rockwall County line. The southern terminus at the Rockwall County line will continue to be coordinated with the Outer Loop Study in Rockwall County. This alternative was selected based on public input and minimizing impacts to existing structures, neighborhoods, and number of parcels. A detailed graphic of the technically preferred alignment draft recommendation is available on the Collin County website www.collincountytx.gov at the "Outer Loop Study" link located in the "What's New" box at the top right of the front page.

The Study Timetable

The Collin County Outer Loop Study was initiated in November 2004 and is anticipated to be complete in early 2007. The following graphic illustrates the steps in the process:

STUDY TIMETABLE



Your Input is Important

Citizens Provide Input During Outer Loop Study Public Meetings

Public involvement and securing the public's input have been important components of the Collin County Outer Loop Study process. Hundreds of interested Collin County residents have attended public meetings that were held during 2005 and 2006. Those sessions, that included open houses so that citizens could also view exhibits and ask questions, were held in Melissa, Nevada and Farmersville. Citizens also had the opportunity to provide input into the proposed corridor and alignment alternatives by making notations on maps, making comments during the public meetings, or submitting their ideas at a later date.

Information about the Collin County Outer Loop Study, summaries from all of the public meetings and copies of the earlier editions of the Collin County Outer Loop Study newsletter are located on the Collin County website, www.collincountytx.gov

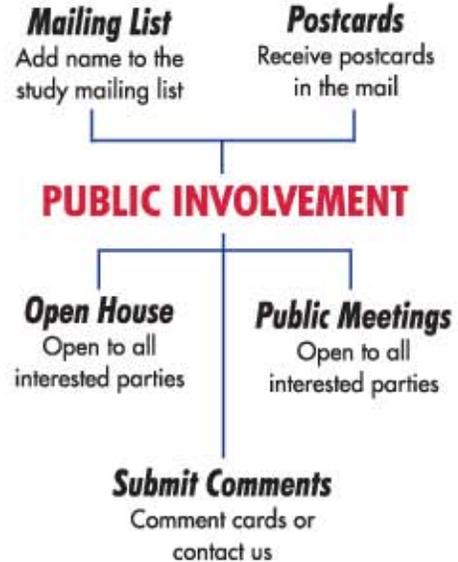
Your Input Continues To Be Important

Collin County citizens have an important role in the decision making process in the Collin County Outer Loop Study. Our goal is to provide you with information regarding the study and listen to your comments. Your input is very important to us. While many citizens have provided input into this project, your thoughts and ideas will continue to impact Collin County's future transportation system.

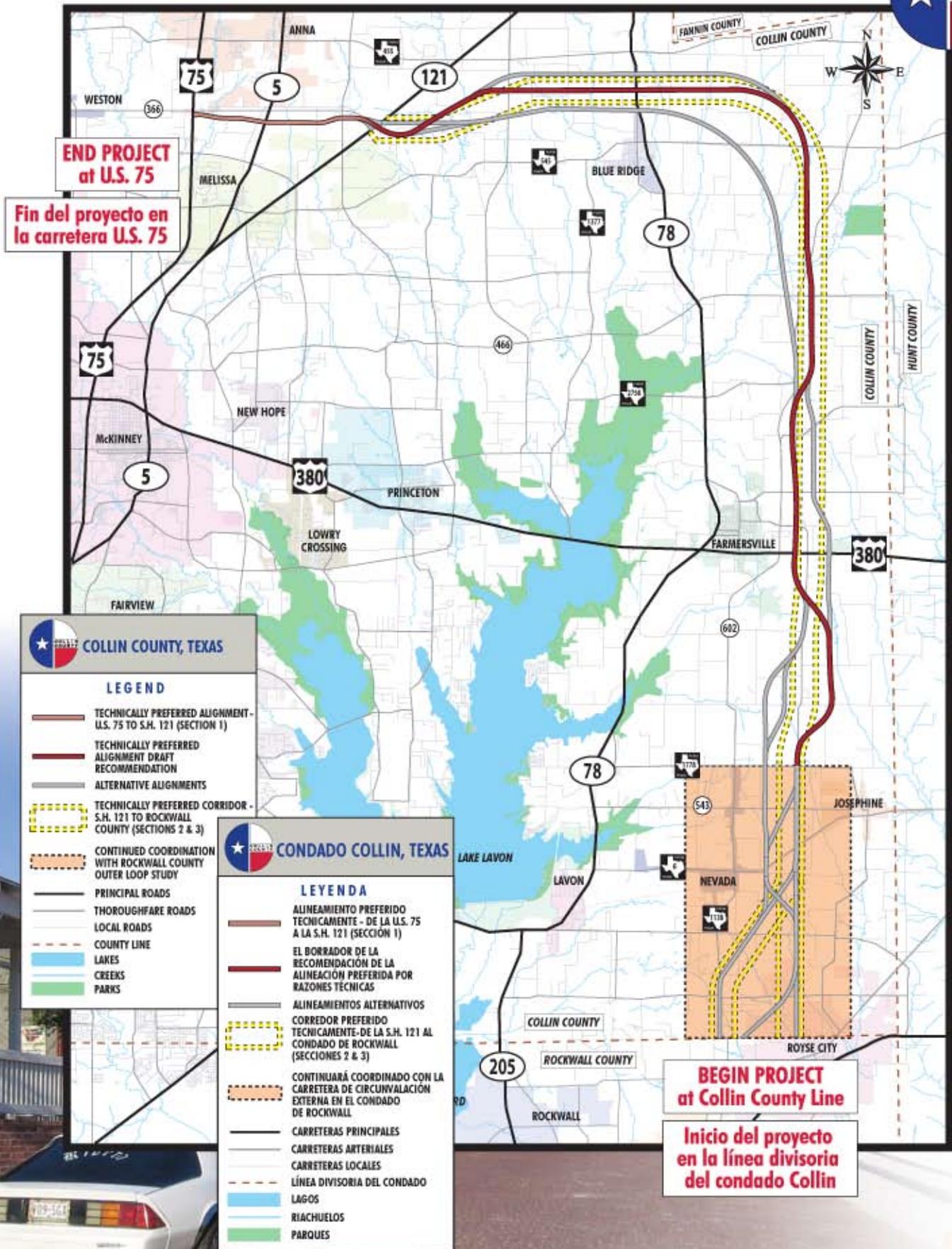
For more information on the Collin County Outer Loop Study Project or to contact the Study Team, you may:

Write to:
 Ruben Delgado, P.E.
 Collin County Director of Engineering
 825 N. McDonald Street, Suite 160
 McKinney, Texas 75069

Or
 Visit: www.collincountytx.gov



Study Area Map Mapa del área de estudio



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es proporcionarles información acerca del estudio y escuchar sus comentarios, porque sus opiniones son muy importantes para nosotros. Aunque muchos residentes ya han opinado sobre este proyecto, sus pensamientos e ideas continuarán teniendo un efecto en el futuro sistema de transporte del condado de Collin.

Escribirle a:
Rubén Delgado, P.E.
Director de Ingeniería del
condado de Collin
825 N. McDonald Street, Suite 160
McKinney, Texas 75069

○
Visitar: www.collincountytx.gov

Si desea saber más sobre el proyecto del estudio de la Carretera de Circunvalación Externa del condado de Collin, puede:



Planning Ahead: Your Collin County Commissioners

The Collin County Outer Loop Study was authorized by the Collin County Commissioners Court in October 2004.

Your Collin County Commissioners are:

Ron Harris,
County Judge

Phyllis Cole,
County Commissioner, Precinct 1

Jerry Hoagland,
County Commissioner, Precinct 2

Joe Jaynes,
County Commissioner, Precinct 3

Jack Hatchell,
County Commissioner, Precinct 4

Planeando con anticipación: Sus comisionados del condado Collin

El estudio de la Carretera de Circunvalación Externa del condado Collin fue autorizado por los comisionados del condado de Collin en octubre del 2004.

Sus comisionados del condado de Collin son:

Ron Harris
Juez del condado

Phyllis Cole
Comisionado del condado, distrito 1

Jerry Hoagland
Comisionado del condado, distrito 2

Joe Jaynes
Comisionado del condado, distrito 3

Jack Hatchell
Comisionado del condado, distrito 4



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