Public Meeting Agenda

- Welcome and Introductions
- Outer Loop Facts
- Demonstrate Project need
- Inform Public of progress
- Describe alternative alignment selection process
- Present technically preferred alignment
- Discuss next steps and potential schedule
- Invite Public comments
Collin County Outer Loop Facts

- Collin County Outer Loop (CCOL) is a 55-mile segment of a 240-mile planned loop highway encircling DFW
- Regional planning dates back to the 1960’s
- Collin County planning dates back to the 1990’s
- Total CCOL cost in today’s dollars: $4 billion
- Highway may include tolled mail lanes; non-tolled service roads and a future rail corridor
Overall Project Layout

Collin County Outer Loop is Northeast quadrant of Regional Outer Loop

- $1,110,500,000
- $403,000,000
- $1,518,000,000
- $561,000,000
- $383,000,000
Ultimate Potential Transportation Improvements

PROPOSED ULTIMATE TYPICAL SECTION
Project Need

- Dramatic population growth over the past 10 years expected to continue
- Proactive planning for future transportation needs
- Invest in infrastructure to accommodate responsible, planned growth
- Plan the project now; build it in phases as traffic grows
County Population to Reach 2 Million by 2030
Exceeding Capacity of Current Roadways
The Attraction …

- Forbes Magazine's "America's 25 Best Places to Move"
  - Frisco: Ranked 7th
  - McKinney: Ranked 9th
  - Allen: Ranked 19th
  - Plano: Ranked 25th

- McKinney: The nation’s fastest-growing city between 2000 and 2007, with a population that more than doubled to 115,620, according to the U.S. Census Bureau.

<table>
<thead>
<tr>
<th>City</th>
<th>Population</th>
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<tbody>
<tr>
<td>McKinney</td>
<td>115,620</td>
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<tr>
<td>Frisco</td>
<td>100,800</td>
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<tr>
<td>Allen</td>
<td>80,400</td>
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<tr>
<td>Plano</td>
<td>263,800</td>
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- Four of the Top 10 Cities in Growth in this Region from 2000-2009 are in Collin Co.
Central Expressway at Walnut Hill
1959
CCOL Overall Progress

- Segment 1
  - Final alignment studies completed
  - Two way, two lane service road under final design
  - ROW acquisition proceeding
  - Construction may begin Spring 2010
- Segments 2 and 4
  - Final alignment studies ongoing
- Segment 3
  - Final alignment studies beginning
- Segment 5
  - Preliminary alignment studies completed
<table>
<thead>
<tr>
<th><strong>Eastern Segment (Segments 2 &amp; 4) Progress Update</strong></th>
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<tbody>
<tr>
<td>• Commissioners Court authorized final alignment studies on 11/8/08 and 3/9/09</td>
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<td>• Right of Entry letters were sent to property owners for survey purposes</td>
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<td>• Aerial and ground surveys were performed; additional ground survey work is ongoing.</td>
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Eastern Segment Progress Update
Continued

- Project constraints map was developed detailing environmental, historical, infrastructure and other constraints.
- Prior Technically Preferred Alignment (from 2006) was analyzed and alternative alignments were developed based on project constraints.
- The Collin County Toll Road Authority approved the revised Technically Preferred Alignment on 6/22/09 and 7/13/09.
Alternative Alignment Selection Process

• Develop constraints map of the project area to identify potential adverse impacts of alignment.
  
  – Gather available data from the County and other sources to include:
    • environmental features, flood plain limits, parks
    • structures, homes, police/fire stations, schools
    • burial grounds
    • neighborhood communities
    • historical landmarks
    • public and private utilities
  
• Review public comments from prior public meetings
• Visit project site
• Meet with local cities and agencies
• Overlay Technically Preferred Alignment onto the constraints map; make appropriate revisions
Project Constraints Map
Segment 2: FM 6 to Rockwall County
Alternative Alignments
Segment 2 Alternative Alignment Analysis

- **Existing Technically Preferred Alignment (Green)**
  - Documented and already presented to public (+)
  - Use of existing ROW of FM 1138 which will need to be taken off-system (+)
  - Impacts to several homes at Rockwall County Line (-)
  - Impacts to High Meadow Estates in Josephine (-)

- **Alternative Alignment No. 1 (Orange)**  **CCTRA Approved**
  - Lessened impacts at Rockwall County Line (+)
  - Use of existing ROW of FM 1138 which will need to be taken off-system (+)
  - Lessened impacts to High Meadows Estates and further north of FM 6 (+)

- **Alternative Alignment No. 2 (Purple)**
  - Use of existing ROW of FM 1138 which will need to be taken off-system (+)
  - No impacts to High Meadows Estates (++)
  - Close proximity to electrical transmission lines which may hamper development of adjacent properties (---)
Segment 4: US 380 to FM 6
Alternative Alignments
Segment 4 Alternative Alignment Analysis

• **Existing Technically Preferred Alignment (Green)**
  - Documented and already presented to public (+)
  - Impacts to several homes at CR 596 & CR 647 (-)
  - Impacts to High Meadow Estates in Josephine (-)

• **Alternative Alignment No. 1 (Orange)**  CCRTA Approved
  - No impacts to homes at CR 596 & CR 647 (++)
  - Very close to existing technically preferred alignment (+)
  - Lessened impacts to High Meadows Estates and further north of FM 6 (+)

• **Alternative Alignment No. 2 (Purple)**
  - Impacts to homes at CR 596 (-)
  - No impacts to High Meadows Estates (++)
  - Close proximity to electrical transmission lines which may hamper development of adjacent properties (--)
Next Steps

1. Develop schematic design for approved alignment: *completion by December 2009*

2. Upon completion and approval of schematic design, begin final design and ROW acquisition: *completion 3 years after authorization to proceed and funding secured*

3. Upon completion of ROW acquisition and final design, begin construction of service roads: *construction to take 18-24 months*
For More Information….

• Contact:
  – Ruben Delgado
    Collin County Director of Engineering
    972-548-3727

• Visit County’s web site:

http://www.co.collin.tx.us/engineering/
Questions/Comments