Presentation Agenda

- Demonstrate project need
- Inform public of progress
- Describe alternative alignment analysis process
- Present alternative alignment matrix
- Discuss next steps
- Public comments
Collin County Outer Loop
Project Need

County Growth Requires Planning for the Future

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.

- Five of the Top 10 Cities in Growth in this Region from 2000-2010 are in Collin Co.
Collin County Outer Loop Project Need

County Population to Reach 2 Million by 2030 Exceeding Capacity of Current Roadways

- Invest in infrastructure to accommodate responsible, planned growth
- Plan the project now; build it in phases and segments as traffic grows
Collin County Outer Loop Project Need

- Collin County Outer Loop (CCOL) is a 55-mile section of the 240-mile planned regional outer loop encircling DFW.

- Regional planning dates back to the 1960’s.

- Collin County planning dates back to 1982 with the adoption of the first Collin County Thoroughfare Plan.
Collin County Outer Loop Project Need

Ultimate plans call for tolled main lanes; non-tolled service roads and a future rail corridor.
Collin County Outer Loop
Overall Project Status

• Segment 1 – US 75 to SH 121
  o Alignment studies, final design, & ROW acquisition complete
  o Construction underway on 2-lane service road

• Segments 2 & 4 – Rockwall County to US 380
  o Alignment studies complete
  o No further work ongoing

• Segment 5 – US 380 to SH 121
  o Corridor study complete
  o No further work ongoing
Collin County Outer Loop Segment 3 Status

Dallas North Tollway to US 75

- Corridor study completed & Technically Preferred Alignment established in 2006

- Refinement of Technically Preferred Alignment underway

- Environmental studies by NCTCOG underway

- Public Involvement ongoing and to be completed in Spring 2011
Collin County Outer Loop
Segment 3 Status

Public Meetings & Presentations

- April 8, 2010; Celina Junior High School
- August 26, 2010; Weston City Hall
- October 14, 2010; McKinney North High School
- April 11, 2011; Collin County Toll Road Authority (CCTRA)
Stakeholder Meetings

- City of McKinney
  - January 15, 2010
  - September 14, 2010
  - April 7, 2011

- City of Celina
  - January 20, 2010
  - February 23, 2010
  - November 5, 2010

- Town of Prosper
  - January 15, 2010
Collin County Outer Loop
Alternative Alignments

• 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 elected officials & project stakeholders
• Overlay Technically Preferred Alignment onto the constraints map & identify potential revisions and alternatives
## CCOL Segment 3
### DNT to FM 2478

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Existing Technically Preferred (Green)</th>
<th>Alternative 1 (Orange)</th>
<th>Alternative 2 (Blue)</th>
<th>Alternative 3 (Brown)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced Mobility and Safety</td>
<td>Accessibility</td>
<td>++</td>
<td>++</td>
<td>++</td>
<td>++</td>
</tr>
<tr>
<td></td>
<td>Safety</td>
<td>++</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>Construction Cost</td>
<td>--</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>ROW Acquisition</td>
<td>-</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Utilities and Infrastructure</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering Feasibility</td>
<td>Compatibility with Other Projects</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Public Input</td>
<td>-</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Socio-Economic and Neighborhood Impacts</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>Noise Impacts</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Natural Impacts</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Cultural Impacts</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Hazardous Materials</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
## CCOL Segment 3 - FM 2478 to FM 543

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Existing Technically Preferred (Green)</td>
</tr>
<tr>
<td>Enhanced Mobility and Safety</td>
<td>Accessibility</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>Safety</td>
<td>++</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>Construction Cost</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>ROW Acquisition</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Utilities and Infrastructure</td>
<td>O</td>
</tr>
<tr>
<td>Engineering Feasibility</td>
<td>Compatibility with Other Projects</td>
<td>O</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>Public Input</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>Socio-Economic and Neighborhood Impacts</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Noise Impacts</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Natural Impacts</td>
<td>--</td>
</tr>
<tr>
<td></td>
<td>Cultural Impacts</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Hazardous Materials</td>
<td>O</td>
</tr>
</tbody>
</table>
## CCOL Segment 3 - FM 543 to US 75

### Alternatives

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Existing Technically Preferred (Green)</th>
<th>Alternative 5 (Yellow)</th>
<th>Alternative 6 (Orange)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhanced Mobility and Safety</td>
<td>Accessibility</td>
<td>+</td>
<td>+</td>
<td>++</td>
</tr>
<tr>
<td></td>
<td>Safety</td>
<td>++</td>
<td>++</td>
<td>++</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>Construction Cost</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>ROW Acquisition</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Utilities and Infrastructure</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Engineering Feasibility</td>
<td>Compatibility with Other Projects</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Public Input</td>
<td>-</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>Socio-Economic and Neighborhood Impacts</td>
<td>-</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Noise Impacts</td>
<td>-</td>
<td>-</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Natural Impacts</td>
<td>O</td>
<td>-</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Cultural Impacts</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>Hazardous Materials</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>
CCOL Segment 3
Next Steps

• Review & address Public Hearing comments for inclusion into the project record

• Present findings to CCTRA – June, 2011

• CCTRA decides on preferred alignment – June/July 2011

• Develop schematic design based upon preferred alignment (Date TBD; dependent upon funding)

• Develop final design based upon schematic for selected portions of project (Date TBD; dependent upon funding)
Perspective

US 75 North Central at Walnut Hill Looking South, 1959
Perspective

Same View, 2005
For Additional Information

Contact Ruben Delgado, P.E.
Collin County Director of Engineering
972-548-3727
or
Visit County’s web site at:
http://www.co.collin.tx.us/engineering/
Citizens are invited to verbally present their comments this evening but are limited to 3 minutes
- Responses will not be provided this evening but will be reviewed & addressed in the public hearing summary

Comments may also be presented in writing on the provided forms this evening or via the US Mail, postmarked by May 26, 2011
- Responses will not be provided this evening but will be reviewed & addressed in the public hearing summary
Thank You for your involvement