

TOP 50

LIST OF THE BIGGEST INFRASTRUCTURE EXPANSIONS
POWERING DEVELOPMENT ACROSS
NORTH TEXAS—WITH YOUR FOCUS ON
FANNIN, GRAYSON, COOKE, HUNT, DELTA, COLLIN



LANDZILLE

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INTRODUCTION



“Top 50” list of the biggest infrastructure expansions powering development (and land price pressure) across **North Texas**—with your focus on **Fannin, Grayson, Cooke, Hunt, Delta, Collin** plus other key neighbors. Each item notes the county and the development impact.

COLLIN COUNTY (12)



1

US-380 Princeton Freeway (FM 1827 → CR 560) — Collin — New 8–10-lane controlled-access facility to fix the east-west choke point; unlocks growth east of McKinney/Princeton.

2

US-380 (segment package to Farmersville/Hunt line) — Collin/Hunt — Multi-segment freeway build through 2030s; will formalize a second regional east-west spine and lift corridor land values.

3

Spur 399 Widening/Breakout (US-75 ↔ future 380) — Collin — \$182M Texas Clear Lanes project; relieves McKinney gridlock and stages the US-380 freeway connection.

4

Collin County Outer Loop (Segment 3: Custer → US-75) — Collin — Frontage build to be mainlanes later; redistributes traffic and opens new mixed-use nodes north of Anna/Melissa.

5

Collin County Outer Loop – Southeast study — Collin/Rockwall — Ties the county loop into Rockwall/Kaufman outer loop plans; positions raw land for first-mover industrial and residential.

6

Dallas North Tollway (DNT) Phase 4A: US-380 → FM 428 — Collin — Extends the high-access corridor past Prosper/Celina; rapid lift in frontage valuations.

7

DNT Phase 4 (to the Collin/Grayson line) — Collin — ~14 more miles north; concentrates corporate and residential demand along the spine.

8

US-75 “technology lanes” and upgrades (Dallas line → SH-121) — Collin — ITS/managed-lane style improvements to squeeze more capacity on the Central corridor.

9

FM 2551 (Independence Pkwy) widening — Collin — 2 → 6 lanes; raises development feasibility east of Plano/Allen.

10

FM 1378/3286 intersection program — Collin — Safety/capacity fixes enabling denser Lucas/Wylie growth.

11

McKinney National Airport (TKI) – New commercial terminal & runway work — Collin — \$79M terminal + runway extension; target late-2026 airline service; big upside for hospitality/office around FM 546.

12

DART Silver Line to Plano/Richardson — Collin/Dallas — 26-mile rail to DFW Terminal B; supports TOD premiums at stations. (Opening targeted 2026.)

GRAYSON COUNTY (12)



13

Texas Instruments Sherman “megafab” site (SM1–SM4) — Grayson — Up to **\$40B** at the site, thousands of jobs; catalytic industrial & supplier cluster effects across Sherman/Denison.

14

GlobalWafers/GlobiTech 300-mm wafer plant — Grayson — **~\$5B** facility with **CHIPS** incentives (up to **~\$406M**); anchors upstream chip supply and high-wage employment.

15

US-75 Widening: Collin line → FM 902 (Phase under construction) — Grayson — Converts to 3 lanes each way; frontage goes one-way; improves freight/passenger reliability to Dallas.

16

US-75 program (Van Alstyne ↔ Sherman; corridor 3-lanes/dir by ~2029) — Grayson — Region-scale travel time cut; primes southern Grayson subdivision/retail waves.

17

Grayson County Tollway study (DNT continuation) — Grayson — 30+ mi tollway concept connecting to US-75/North Texas Regional Airport; major land lift west of US-75.

18

FM Spur 121 (connector to future DNT frontage) — Grayson — Creates safe tie-in from Collin DNT extension to FM 121; unlocks Gunter/Howe tracts.

19

FM 121 Gunter Relief Route — Grayson — Bypass + widening to reduce downtown congestion; improves SH-289/Preston access.

20

North Texas Regional Airport (KGYI) – taxiway & hangar expansions — Grayson — New taxiway opens ~30 acres of airside development; elevates NTRA as a 3rd regional airport.

21

Preston Harbor (Lake Texoma) master-planned waterfront — Grayson — 4,000+ acres planned community with mixed-use; positions the lakefront as a premium residential/resort node. [Texas Department of Transportation+1](#)

22

Oncor substation for Preston Harbor — Grayson — New substation enables the scale and reliability for that district's growth.

23

Sherman water system upgrades for mega-users — Grayson — City scaling water delivery (+2M gpd for new industries); foundational for fab/supplier activity.

24

US-75 bridge & U-turn packages (Van Alstyne/Howe) — Grayson — Access upgrades support commercial corners at key interchanges.

FANNIN COUNTY (7)



25

Bois d'Arc Lake (Lower Bois d'Arc Creek Reservoir) — Fannin — First new Texas reservoir in ~30 years; water security + recreation economy (marinas, trophy bass) boosts Bonham/Honey Grove land values.

26

Leonard Water Treatment Plant (Phase I-II) & raw/treated pipelines — Fannin — 70→140 MGD by 2027; ~60 miles of large-diameter pipeline tying the lake into NTMWD's grid—huge regional growth enabler.

27

Bois d'Arc Lake dam/bridge/road relocations program — Fannin — New crossings and relocated arterials re-pattern travel and open waterfront parcels.

28

Lake Ralph Hall (near Ladonia) — Fannin — New NTMWD reservoir under construction; future water + recreation will push demand on the Fannin/SE sector.

29

Leonard→Farmersville treated-water tie-in — Fannin/Collin — 48-inch, ~10-mile pipeline adds East System resiliency; supports far-east Collin/Fannin builds.

30

North Texas Safari Park (Bonham) — Fannin — Regional destination drawing tourism spend near US-82; complementary uplift for nearby commercial land. [Mindtrip](#)

31

NTMWD Phase II pump station expansions — Fannin — More raw/high-service pumping capacity aligned to 2030-era population; supports continued subdivision permits.

COOKE COUNTY (5)



32

US-82 Gainesville Relief Route (feasibility) — Cooke — North-of-city loop concept (4 lanes, divided) to bypass downtown; unlocks industrial pads and safer freight.

33

I-35 Cooke County Widening + new Red River bridges — Cooke — Adds lanes, realigns segments, replaces river crossings; boosts cross-border logistics with OK.

34

US-82/I-35 access improvements (Valley View area) — Cooke — Interchange/access changes improve safety and commute reliability; backstops residential growth.

35

Gainesville EDC incentive-backed infrastructure — Cooke — Local incentives bundling water/sewer/road work to land employers; priming business park sites. gainesville.tx.us

36

Cooke County thoroughfare plan (framework) — Cooke — Identifies I-35/US-82 bottlenecks and flood constraints; guides ROW protection for future builds.

HUNT COUNTY (6)



37

I-30 Hunt County East (Monty Stratton Pkwy → E of FM 513) —
Hunt — Adds a third lane each way, converts frontage to one-way; supercharges Greenville's logistics appeal.

38

I-30 Lake Ray Hubbard-to-Hunt County line expansion —
Rockwall/Hunt — Separate frontage bridges + added lanes; major reliability upgrade for the east-DFW commute.

39

Royse City I-30 overpass program (FM 1570/36/1565/CR 2509) —
Hunt — Grade-separations and new interchanges push retail/industrial pads along I-30.

40

I-30 program (Dallas to Hunt line) overall — Dallas/Rockwall/Hunt — \$800M+ multi-segment corridor modernization; future-proofs eastward growth.

41

US-380 build toward Collin/Hunt line — Hunt/Collin — Freeway conversion approaching the county line positions west Hunt for higher-intensity use.

42

Active construction/utility work packages (weekly TxDOT reports) — Hunt — Ongoing conduit/ITS installs signal imminent phases and developer confidence.

DELTA COUNTY (3)



43

Lake Ralph Hall (regional) — Delta/Fannin area — Though centered in Fannin, the reservoir's water/recreation network spills benefit into Delta (traffic, retail, lodging).

44

Regional corridor planning (US-24/SH-19 context via MPO/TxDOT) — Delta — Long-range corridor upgrades will connect Cooper/Delta to growing Hunt/Fannin markets (policy framework basis).

45

Broadband/utility backbones piggy-backing reservoir and road work — Delta — Utility extensions riding public projects expand feasibility for rural subdivisions (regional plans reference).

DENTON & “OTHER KEY” NORTH-OF-DALLAS COUNTIES (5)



46

US-380 Denton County Improvements — Denton — Capacity and safety program from I-35 to the Collin line; supports Prosper/Aubrey/Sanger growth fronts.

47

DNT widening (SRT → US-380) — Collin/Denton edge — Adds a lane each way; near-term congestion relief boosts commercial frontage absorption.

48

DART Silver Line (Addison/Carrollton/Plano ↔ DFW) — Dallas/Collin — New rail stations create TOD premiums and diversify commute options to airports.

49

I-30 East regional corridor study & phased expansions — Rockwall/Hunt (regional) — Establishes long-range blueprint that keeps pushing land demand eastward.

50

North Texas Regional Aviation System upgrades (NTRA + TKI momentum) — Grayson/Collin — Parallel airport investments (new taxiway/hangars at KGYI; TKI terminal) re-shape corporate flight patterns and surrounding land use.

QUICK “MOST INFLUENTIAL” HIGHLIGHTS (WHY PRICES ARE MOVING)

- » **Water security + recreation:** Bois d'Arc Lake is already online (2023) with a multi-decade NTMWD expansion plan (Leonard WTP to **140 MGD**), which directly underwrites suburban permits and spurs lake-adjacent hospitality/residential.
- » **Silicon super-cluster in Sherman:** Texas Instruments and GlobalWafers + CHIPS incentives create multi-tier supplier demand, big payrolls, and premium for entitled industrial land within truck-sheds of US-75/US-82.
- » **Northward expressway build-out:** DNT Phase 4 + Grayson County Tollway studies and **US-75** widening concentrate growth along high-speed corridors—classic land-value lift near ramps and future frontage.
- » **New commercial airport capacity:** McKinney National Airport's terminal and runway projects add a third passenger gateway north of Dallas by ~2026; strong catalyst for hotels, offices, and logistics.
- » **East-west fixes:** **US-380** (Collin/Hunt/Denton) and **I-30** (Rockwall→Hunt) expansions reduce friction to “drive-till-you-qualify” subdivisions and warehouse siting in the eastbelt.

