Dallas Area Rapid Transit (DART) Cotton Belt “Silver Line” Project

Highland Springs Retirement Community
Friday September 13, 2019
Design-Build Team Update

- Design/Build: Overall Final Design and Construction
- Design/Build: 30% Design
- Design/Build: 60% Design
- Design/Build: Final Design
- Design/Build: Construction
- Testing
- Revenue Service

Timeline:
- 2019: Q1, Q2, Q3, Q4
- 2020: Q1, Q2, Q3, Q4
- 2021: Q1, Q2, Q3, Q4
- 2022: Q1, Q2, Q3, Q4

Key Dates:
- September 2019
- 12/31/2022
Design-Build Team Update

- Pre-Construction activities on DART Right-of-Way
  - On-site photography / videography
  - Survey
  - Geotechnical investigations and soil samples
  - Utility identification
- Coordination with others
  - Design development of grade separations at Coit Road
  - Quiet Zone and Crossing Design
  - Hike & Bike Trail
- Knoll Trail Station Design
Design-Build Team Update

• 30% Design Packages - Currently in review

<table>
<thead>
<tr>
<th>Dallas</th>
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<tbody>
<tr>
<td>Bridge 27 - McKamy Branch</td>
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<tr>
<td>Br.25&amp;26 Preston Road (protection at existing bridge structure)</td>
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<tr>
<td>Bridge 28 - Osage Branch #1</td>
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<tr>
<td>Hillcrest Road</td>
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<tr>
<td>Bridge 29 - Osage Branch #2</td>
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<td>Station Standards 30%</td>
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<td>Bridge 29A - Hillcrest</td>
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• Knoll Trail Station – 30% design submittal to DART and Dallas in 3rd Quarter 2019
Highland Springs: 15’ Betterment Wall with base landscaping w/ trees 125’ o.c.
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Highland Springs: 15’ Betterment Wall with base landscaping w/ trees 125’ o.c.
SOUND MITIGATION AND BETTERMENTS WALLS
BUSH HAMMER CONCRETE (BASE)
Coit Road Design
Coit Road Design

Coit Rd.
Coit Road Design
Coit Road Design
Coit Road Cross Section

Section at Silver Line Bridge (Looking North)
At-Grade Crossing – Typical
Hike and Bike Trail

Cotton Belt Regional Trail Corridor: Plano to Fort Worth

Legend
- Existing - 14.06 Miles
- Funded - 22.37 Miles
- Planned - 15.05 Miles
Total: 51.48 Miles
Typical Cross Section
Hike and Bike Trail on One Side
Questions About Hike and Bike Trail

City of Dallas
And
North Central Texas Council of Governments

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Side Platform Components

- Boarding Platform – 350’
- Canopy (Weather Protection) – Standard Color
- Branding Pylon – Standard Color
- Trackway Crosswalks

- Warning Strip
- Passenger Amenities
  - Seating, Lighting, Windscreens, Bike Racks, Trash Receptacles, Bus Shelters
Side Platform Rendering
Side Platform Rendering
Knoll Trail Station

Key Community Comments
- Supported by City of Dallas
- Some concern for lack of parking
- Good citizen support with limited opposition
- Some concern too close to Addison Station

Station Facts

- Platform Type: Side
- Parking Spaces: N/A
- Bus Bays: No
- Bus Routes: 1

Projected Daily Ridership
- Opening Day: 500
- 2040: 530

Mode of Access %
- Drive: 0%
- Bus Transfer: 9%
- Walk: 91%

Station Benefits
- Proximity to high density residential north and south of station
- Arterial access and proximity to DNT
- Walk distance to Prestonwood Town Center
DART Station Art & Design Program

- Station will have elements of continuity and community reflection
- Opportunity for community input – Site Specific Art Installation
  - Platform surface, column finish, pedestrian railing, coatings on steel
- Use systematic workshop process to reach consensus within budget
  - Materials, colors, and patterns
DART Station Art & Design Program

Activities Completed

• DART recommended site-specific committee members for Knoll Trail Station
  — Committee consists of 8-12 individuals representing neighborhoods, businesses, and institutions near station

• DART and Design-Builder recommended station artist

• City approved artist and site committee
DART Station Art & Design Program

Knoll Trail Station

• Community Orientation Meeting – May 29, 2019
• Site tour & key items identified – June 6, 2019
• Workshop 1 Artistic value statements & brainstorming – July 3, 2019
• Workshop 2 Options & estimates presented with feedback and selection – August 27, 2019
• Workshop 3 Report Back – October 23, 2019
DART Station Art & Design Program Example

Frankford Station

Trinity Mills Station

MLK Station
Base Vehicle Overview
Base Vehicle Information

- Environmentally and community friendly vehicle that meets tier 4 EPA emissions standards and FRA Standards
- Self-Propelled Diesel Multiple Unit (DMU)
- Automatic Passenger Counters
- Vehicle Business System (VBS)
- CCTV System
- Number of Seats per Vehicle: 230
Convenient bicycle racks within the train allow riders to store their bike on board and out of passengers’ paths during the trip.

The design of the entrance area is centered on integration, clarity, and modularity. The required interface modules such as the emergency brake, emergency door opening, and normal door buttons are clearly marked and integrated into the columns at an optimal location.
Lighting is one of the most important elements for modern train design. A light strip running along the middle ceiling section illuminates the passenger compartments with diffused light.

The overhead luggage carriers form a continuous horizontal element throughout the compartment. Items placed on the carriers can be seen from the seat, so passengers are less likely to forget their belongings.
Wheelchair users can board the train easily from the platform and find convenient seating in close proximity to the entrance. The wheelchair areas in the FLIRT3 are equipped to provide the same level of comfort as the other passenger compartments.

The interior layout is not only light and open, but also offers a range of functional benefits. The rigorous modular construction, which follows a basic grid structure, reduces the number of different parts required and thus life-cycle costs.
How to Stay Informed

Visit www.DART.org/cottonbelt

Email Cottonbelt@DART.org

Attend meetings regularly

Sign up for project alerts at www.DART.org/cottonbelt

DART HOTLINE
972-833-2856

Mail your Community Engagement Representative
Questions

Community Engagement Representative

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Dallas Area Rapid Transit
Cotton Belt “Silver Line” Project