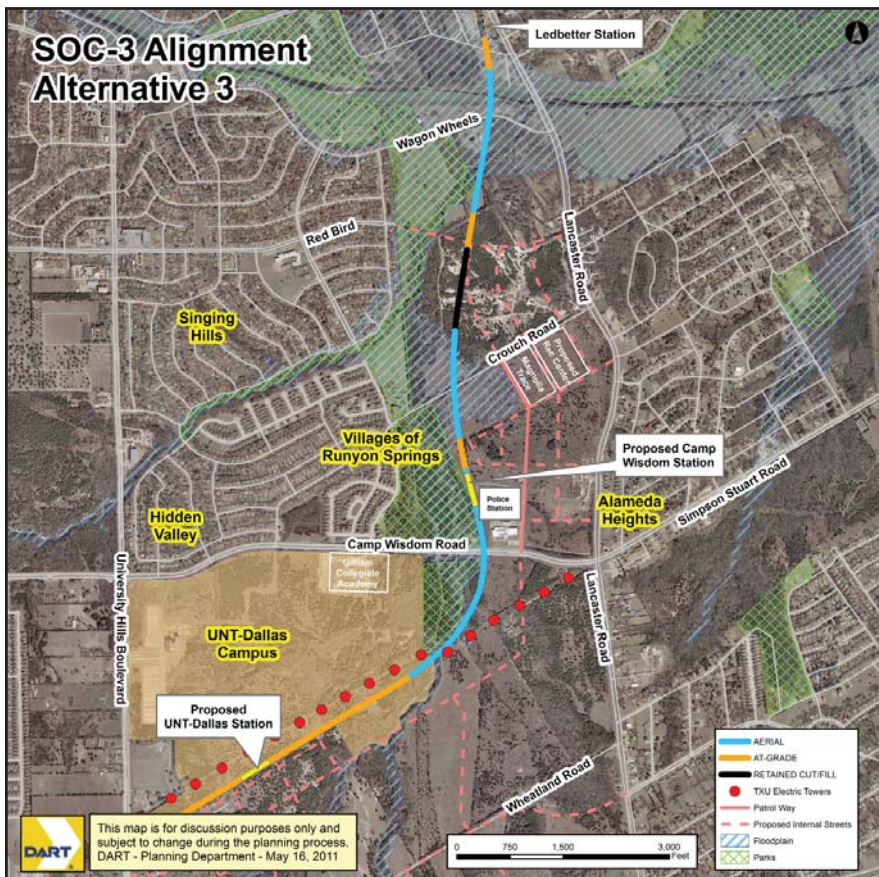


ALTERNATIVE 2B

This alternative generally runs along the east side of Runyon Creek, crosses over Crouch Road west of the Magnolia Trace senior housing development, crosses over to the east side of Patrol Way and the police station, then turns southwest toward the UNT-Dallas campus. This alignment would be aerial over Wagon Wheels Trail, aerial over Crouch Road, aerial over Patrol Way, and aerial over Camp Wisdom Road. The proposed Camp Wisdom station would straddle Camp Wisdom Road south of the police station with bus access off Camp Wisdom Road.



ALTERNATIVE 3

This alternative generally runs along the east side of Runyon Creek before turning southwest toward the UNT-Dallas campus. This alignment would be aerial over Wagon Wheels Trail, aerial over Crouch Road, and aerial over Camp Wisdom Road. The proposed Camp Wisdom station would be an aerial station with bus access off Camp Wisdom Road.



South Oak Cliff Corridor Blue Line Extension Alternatives Analysis

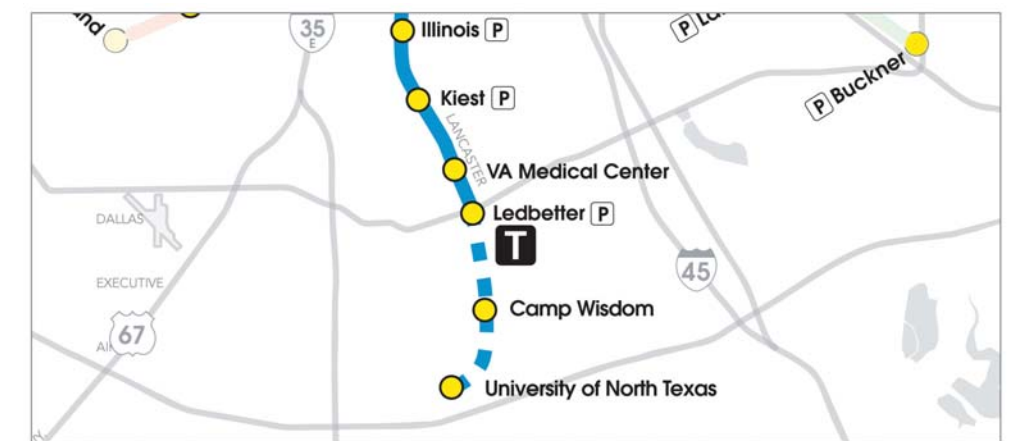
PROJECT BACKGROUND

The goal of the South Oak Cliff Corridor Blue Line Extension (SOC-3) Alternatives Analysis Project is to analyze options to provide improved public transportation service between Ledbetter Station (the southern end of the Blue Line) and the neighborhoods in South Oak Cliff, including the University of North Texas (UNT) Dallas campus. The UNT-Dallas campus is located at the southeast corner of Camp Wisdom Road and University Hills Blvd. (formerly Houston School Road). The corridor project study area is approximately three miles long.

The goals of the project are to:

- Improve mobility for local area residents
- Link the UNT-Dallas campus to the regional transit network
- Focus regional growth and enhance air quality
- Enhance sustainability and livability
- Promote economic development

The first step in the process was to screen a range of technologies and alignment options. Based on this screening, the work groups recommended DART focus on an extension of Light Rail Transit (LRT) to serve the area. A No-Build and a Bus option are also being carried forward for comparison purposes.



The current 2030 Transit System Plan recommends an extension of the Blue Line to the UNT Dallas area. The Alternatives Analysis effort will examine this and other options to determine the best transit investment.

Public Meetings

Kickoff Meeting
March 10, 2011

Presentation of Conceptual Alternatives
May 19, 2011

Recommendation for Locally Preferred Alternative
July 2011

Community Work Group Meetings

Kickoff Meeting
March 31, 2011

Alignment Discussion
April 21, 2011

Alternatives Recommended for Detailed Evaluation
June 2, 2011

DART Community Affairs

PO Box 660163
Dallas, TX 75266

Phone: 214-749-2543
Fax: 214-749-3668

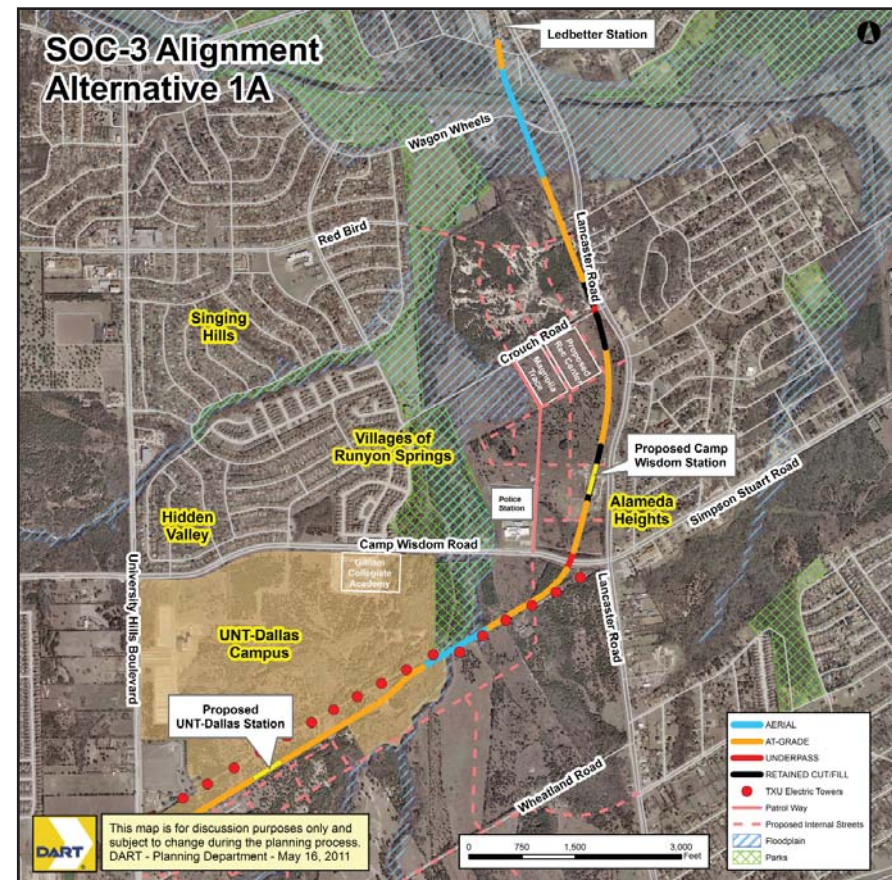
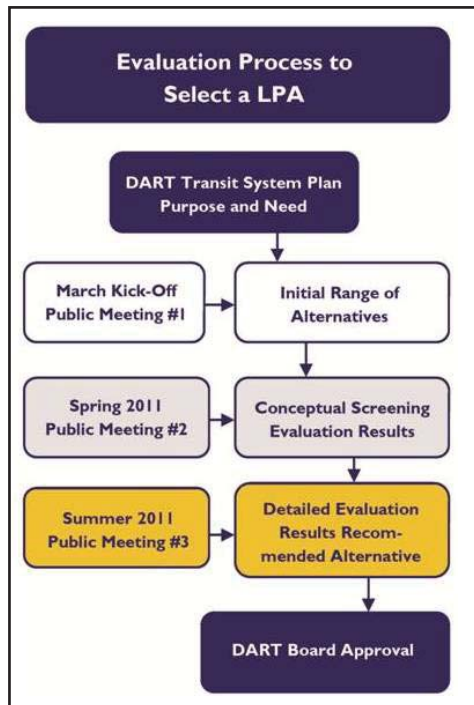
Website:
<http://www.DART.org/soc3>

Five Conceptual Rail Alignments Developed

DART is proactively engaging the community in a discussion of the alternative methods to meet mobility needs and support land use and economic development objectives in the study area. The end result of this discussion, input, and analysis is to have a broad-based consensus on a Locally Preferred Alternative (LPA). Based on input received from the public, DART has developed the five conceptual rail alignment alternatives presented below and on the following pages.

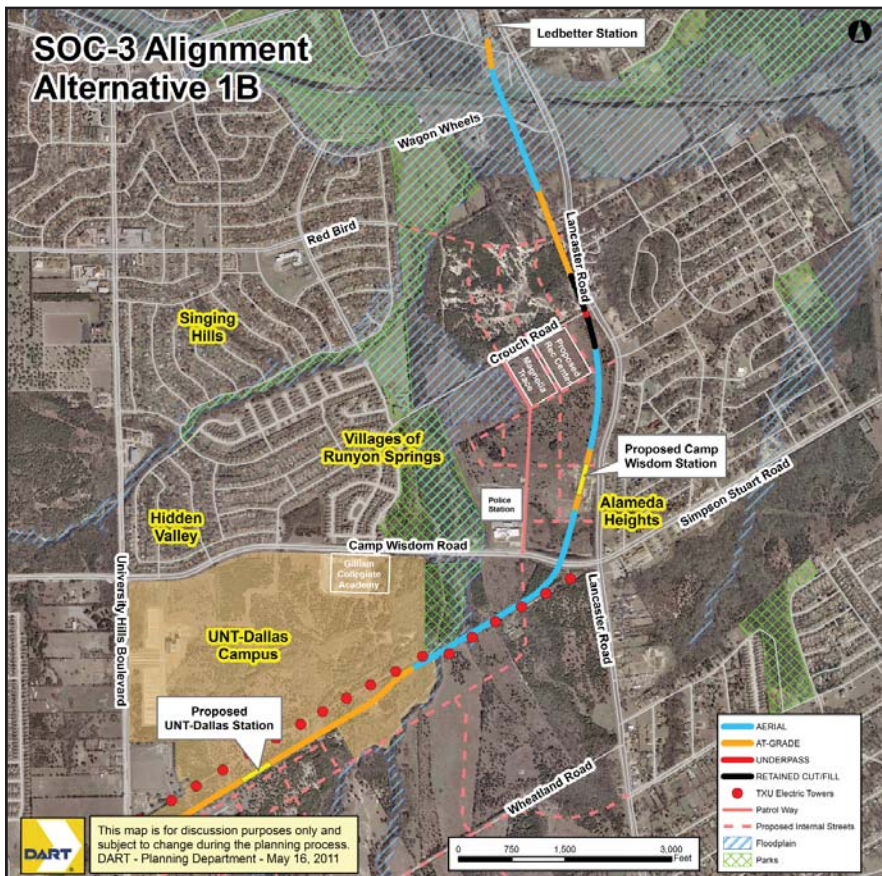
Alternatives 1A and 1B were developed based on Community Work Group input to develop an alignment that paralleled Lancaster Road as much as possible in order to minimize potential impacts to the Runyon Springs and Singing Hills neighborhoods. Alternatives 2A and 2B were developed to take advantage of topography, parallel Patrol Way and maximize development opportunities and station access. Alternative 3 is a refinement of the currently adopted alignment that follows along the creek and park areas. These five options are being evaluated and discussed with the public and work groups, so that a short list of two or three alignments can be evaluated in detail to support selection of an LPA.

For all the alternatives, the light rail alignments are proposed to cross Runyon Springs Creek on aerial structure, operate at grade along the southern boundary of the UNT-Dallas campus, and serve an at-grade station on campus. Thus, the following descriptions focus on the alignment between Ledbetter Station and Camp Wisdom Road.



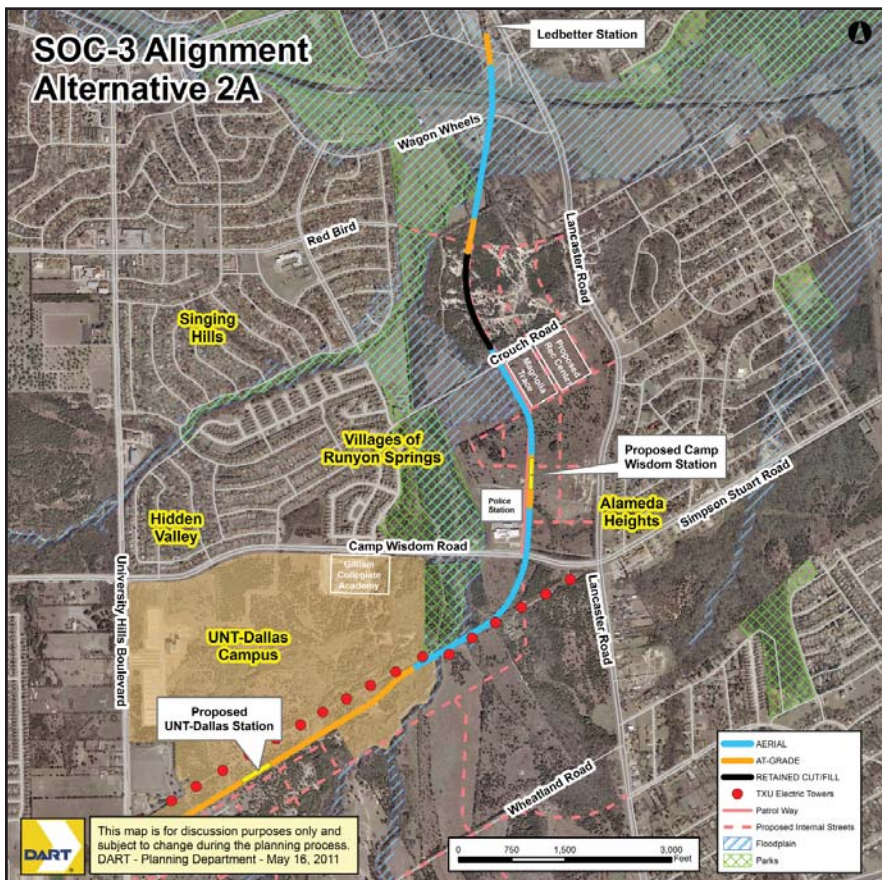
ALTERNATIVE 1A

This alternative generally runs along the west side of Lancaster Road before turning southwest toward the UNT-Dallas Campus. This alignment would be aerial over Wagon Wheels Trail, under Crouch Road, and under Camp Wisdom Road. The proposed Camp Wisdom station would be located in a retained open cut thirty feet below ground level with bus access off Lancaster Road.



ALTERNATIVE 1B

This alternative generally runs along the west side of Lancaster Road before turning southwest toward the UNT-Dallas campus. This alignment would be aerial over Wagon Wheels Trail under Crouch Road, and aerial over Camp Wisdom Road. The proposed Camp Wisdom station would be located at grade with bus access off Lancaster Road.



ALTERNATIVE 2A

This alternative generally runs along the east side of Runyon Creek, crosses over Crouch Road west of the Magnolia Trace senior housing development, crosses over to the east side of Patrol Way and the police station, then turns southwest toward the UNT-Dallas campus. This alignment would be aerial over Wagon Wheels Trail, aerial over Crouch Road, aerial over Patrol Way, and aerial over Camp Wisdom Road. The proposed Camp Wisdom station would be located at grade on a knoll northwest of the police station with bus access off Patrol Way.