Briefing on the Silver Line Regional Rail Project

Committee-of-the-Whole
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DART Cotton Belt “Silver Line” Map

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The map shows the route of the DART Cotton Belt “Silver Line” from Collin County to Dallas County, passing through multiple cities and towns including Addison, Carrollton, and Richardson. The map highlights key locations and points along the route, indicating the alignment of the Silver Line tracks.
Purpose of Today’s Briefing

• The purpose of today’s briefing is to provide an update and status of Hillcrest Road and Coit Road for the Silver Line Project

• Preparation for presentation to the Dallas City Council Transportation & Infrastructure Committee Meeting on Monday, January 21, 2020, at 1:00 p.m.

• Preparation for meeting with DART Board Chairman, Councilman Kleinman, Councilwoman Mendelsohn, Mr. Thomas, Majed Al-Ghafry and myself to review slides
Hillcrest Road FEIS Design / Design Progression

• The FEIS Design focused on trying to maintain rail as close to current elevation as possible
• This approach results in the lowering of Hillcrest Road that extends into McCallum Blvd. and Wester Way
• The FEIS identified the driveway and access impacts with mitigation focused on working with the City and affected properties during the final design phase to relocate, modify or otherwise mitigate these changes to access
• The design progression mitigates driveway access impacts
Hillcrest Road FEIS Design / Design Progression

HILLCREST ROAD FEIS DESIGN

HILLCREST ROAD DESIGN PROGRESSION

FULL INTERSECTION RECONSTRUCTION (LOWERED 6')

PROPERTY ACCESS IMPACT

630'

ROWY SAG FL EL 619.0
OUTFALL 100YR
WS EL 621.4

PROPERTY ACCESS IMPACT

1200'

FULL INTERSECTION RECONSTRUCTION

930'

CS TRACK BRIDGE RAISED ~6" FROM EXIST ELEV

ROWY SAG FL EL 624.0
OUTFALL 100YR
WS EL 621.4
Hillcrest Road – Existing Condition (Aerial View Looking Northwest)
Hillcrest Road – Existing Condition
(Aerial View Looking Northwest)
Hillcrest Road – Existing Condition
(Street View Looking West)
Hillcrest Road - Existing Condition (Street View Looking East)
Hillcrest Road – FEIS Design
(Aerial View Looking Northwest)
Hillcrest Road – Design Progression
(Aerial View Looking North)

NO CHANGE TO INTERSECTION (AT GRADE)

HILLCREST RD LOWERED BY 3 FEET @ DANCE STUDIO DRIVEWAY
Hillcrest Road – FEIS Bridge Section
Hillcrest Road – Design Progression Bridge Section

DESIGN PROGRESSION STREET LEVEL
Hillcrest Road – Existing Conditions
(Hillcrest Road @ McCallum Blvd Looking North)
Hillcrest Road – Existing Conditions
(Hillcrest Road @ McCallum Blvd Looking North)
Hillcrest Road – FEIS Design
(Hillcrest Road @ McCallum Blvd Looking North)
Hillcrest Road – FEIS Design
(Hillcrest Road @ McCallum Blvd Looking North)

- CIRCULAR DRIVES IN FRONT OF HOMES CLOSED
- INTERSECTION LOWERED BY 6 FEET
- BUSINESS ACCESS LOST AT HILLCREST RD - MODS REQUIRED TO DRIVE AT MCCALLUM BLVD

Residence
Synagogue
MCCALLUM BLVD
HILLCREST ROAD
Dance Studio
Hillcrest Road – Design Progression
(Hillcrest Rd @ McCallum Blvd Looking North)
Hillcrest Road – Design Progression
(Hillcrest Road @ McCallum Blvd Looking North)

- No change to circular drives in front of homes
- No change to intersection (at grade)
- Business access drive modified @ Hillcrest Road no impact @ McCallum Blvd drive
Hillcrest Road – Existing Condition
(McCallum Blvd @ Hillcrest Road Looking East)
Hillcrest Road – Existing Condition (McCallum Blvd @ Hillcrest Road Looking East)
Hillcrest Road – FEIS Design
(McCallum Blvd @ Hillcrest Road Looking East)
Hillcrest Road – FEIS Design (McCallum Blvd @ Hillcrest Road Looking East)

- ACCESS TO SYNAGOGUE
- PROPERTY CLOSED FROM McCallum Blvd. RELOCATE TO HILLCREST RD
- INTERSECTION LOWERED BY 6 FEET
- MODIFIED DRIVEWAY AT DANCE STUDIO
- ELIMINATE ACCESS TO DANCE STUDIO
- CLOSED CIRCULAR DRIVE ACCESS TO PROPERTIES FROM McCALLUM BLVD
Hillcrest Road – Design Progression
(McCallum Blvd @ Hillcrest Road Looking East)
Hillcrest Road – Design Progression (McCallum @ Hillcrest Looking East)

- No changes to intersection or McCallum Blvd
- Business access modified at Hillcrest
- Access to Synagogue maintained
- Synagogue
- Dance Studio
- Residences
Coit Road FEIS Design / Design Alternate

• The FEIS design was based on early concepts to “split” the difference between rail and Coit Road to minimize vertical structures and accommodate a station. Adventure Landing would have been acquired for station parking.
• The Coit Road Station was removed prior to FEIS approval.
• FEIS identified several driveway access impacts:
  – The northwest corner of Palencia apartments; close Coit Road driveway and relocate to Osage Plaza Parkway.
  – Adventure Landing (no longer to be acquired); the only entrance to the property would be raised and modified with possible temporary closure.
  – Reconstruction of entrance to University Place; Raised intersection affects alleys and homes.
• Mitigation approach was to coordinate with the City and community to maintain access to the greatest extent possible during construction and evaluate need for traffic signal and turn lanes at Sugar Cane Way @ Coit Road.
Coit Road FEIS Design / Design Alternate

COIT ROAD FEIS DESIGN

- Full Intersection Reconstruction (raised 3')
- Coit Rd 1850' Reconstruction
- Property Access Impact
- Major Utility Relocation (W, WW, Gas, OHE, SD)
- 375' 1850'
- 350'
- 650'
- 650'
- Full Intersection Reconstruction (raised 12')
- Property Access Construction Impact

COIT ROAD DESIGN ALTERNATE

- Coit Rd 70' Reconstruction (remove ex grade xing)
- No Hydraulic Concerns
- 650' Track Bridge Minimal Mot Impacts
- Coit Rd As-Is CB Track Raised 21'
- Minor Utility Relocation (OHE)
- Property Access Remains As-Is (No Impacts)

Hydraulic Concerns: Track below Detention Pond Elev
Colt Road – Existing Condition (Aerial View Looking Northwest)
Colt Road – Existing Condition
(Aerial View Looking Northwest)
Colt Road – FEIS Design
(Aerial View Looking Northwest)

ROAD 15 FEET ABOVE EXISTING GRADE
RAIL 10 FEET BELOW EXISTING GRADE
Colt Road – Design Alternate
(Aerial View Looking Northwest)
Coit Road – Existing Condition (Looking Southwest)
Colt Road – Existing Condition (Looking Southwest)
Colt Road – FEIS Design (Looking Southwest)

ROAD 15 FEET ABOVE EXISTING GRADE
RAIL 10 FEET BELOW EXISTING GRADE
Coit Road – Design Alternate (Looking Southwest)

RAIL 21 FEET ABOVE EXISTING GRADE
COIT RD AT GRADE

Coit Road
Highland Village
Colt Road – Existing Condition (Sugar Cane Way Looking Northwest)
Colt Road – Existing Condition
(Sugar Cane Way Looking Northwest)
Colt Road – FEIS Design
(Sugar Cane Way Looking Northwest)

Coit Rd 15 FEET ABOVE EXISTING GRADE
RAIL 10 FEET BELOW EXISTING GRADE

INTERSECTION RAISED APPROXIMATELY 12 FEET

INTERSECTION RAISED 6 FEET
Colt Road – FEIS Design
(Sugar Cane Way Looking Northwest)

- Sugar Cane Way– Entrance Reconstruction Required – Raised Approx. 12 Feet at Coit Road
- Multiple Homes Up to 6 Feet Below New Roadway
- Adventure Landing Entrance Reconstructed, Eedi Temporary Alternate Access
- Intersection Raised Approximately 6 Feet
- Multiple Homes Up to 6 Feet Below New Roadway

(c) FEIS Design
Colt Road – Design Alternate
(Sugar Cane Way Looking Northwest)

NO CHANGES TO ANY ROADWAYS

RAIL 21 FEET ABOVE GRADE
ROAD 0 FEET BELOW GRADE

NO CHANGES TO INTERSECTION OR STREET
Colt Road – Design Alternate
(Sugar Cane Way Looking Northwest)
Questions?