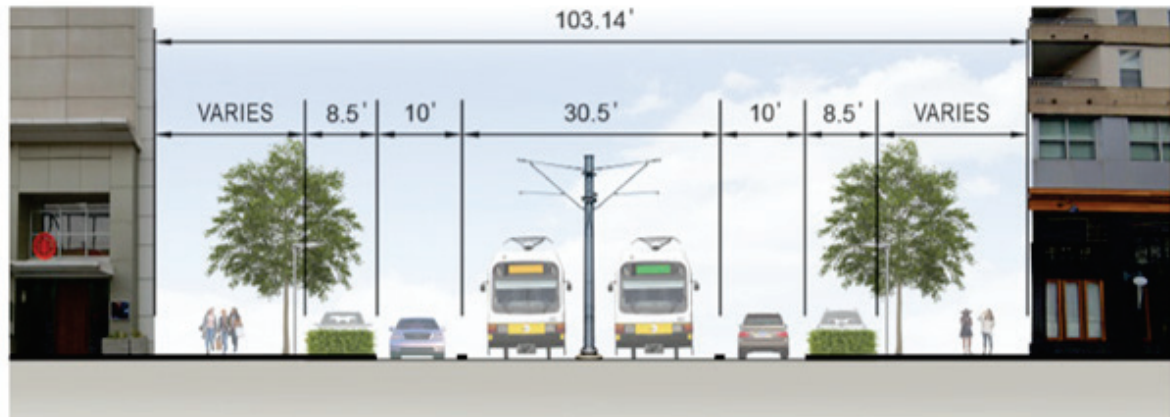
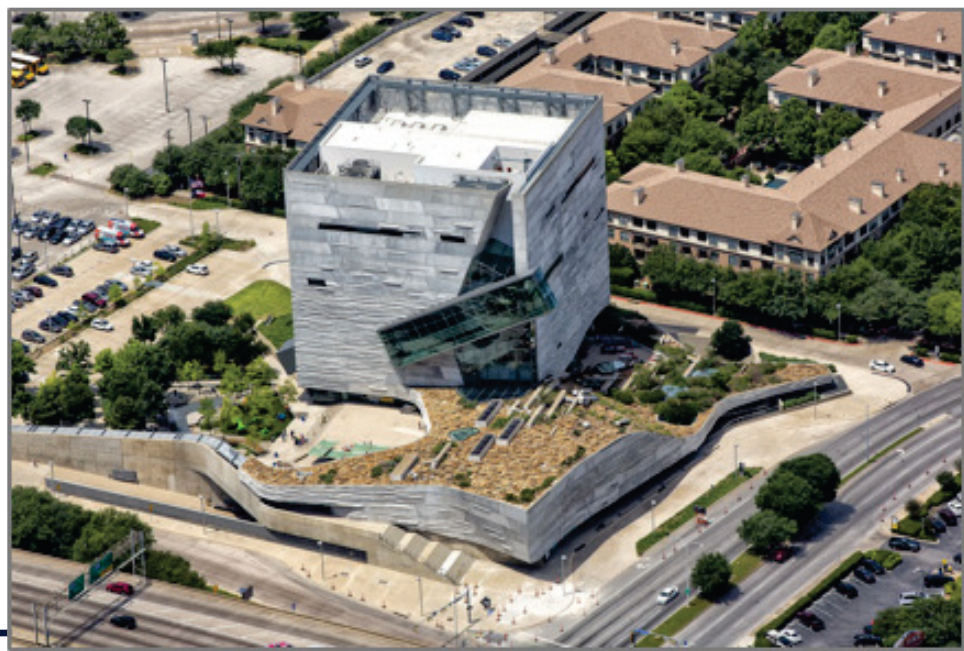


PROJECT OVERVIEW



The project will be integrated within DART-owned right-of-way in the median of Museum Way. The proposed cross-section maintains the sidewalk, trees, and pedestrian focus of the street.



The Museum Way Station next to the Perot Museum of Nature & Science will be integrated with planned museum expansion. Enhanced pedestrian connections to the surrounding area are included, as well as reconfigured streets and parking under Woodall Rogers Freeway.

Orange and Green Lines operate on D2 Subway alignment

Red and Blue Lines on existing LRT mall



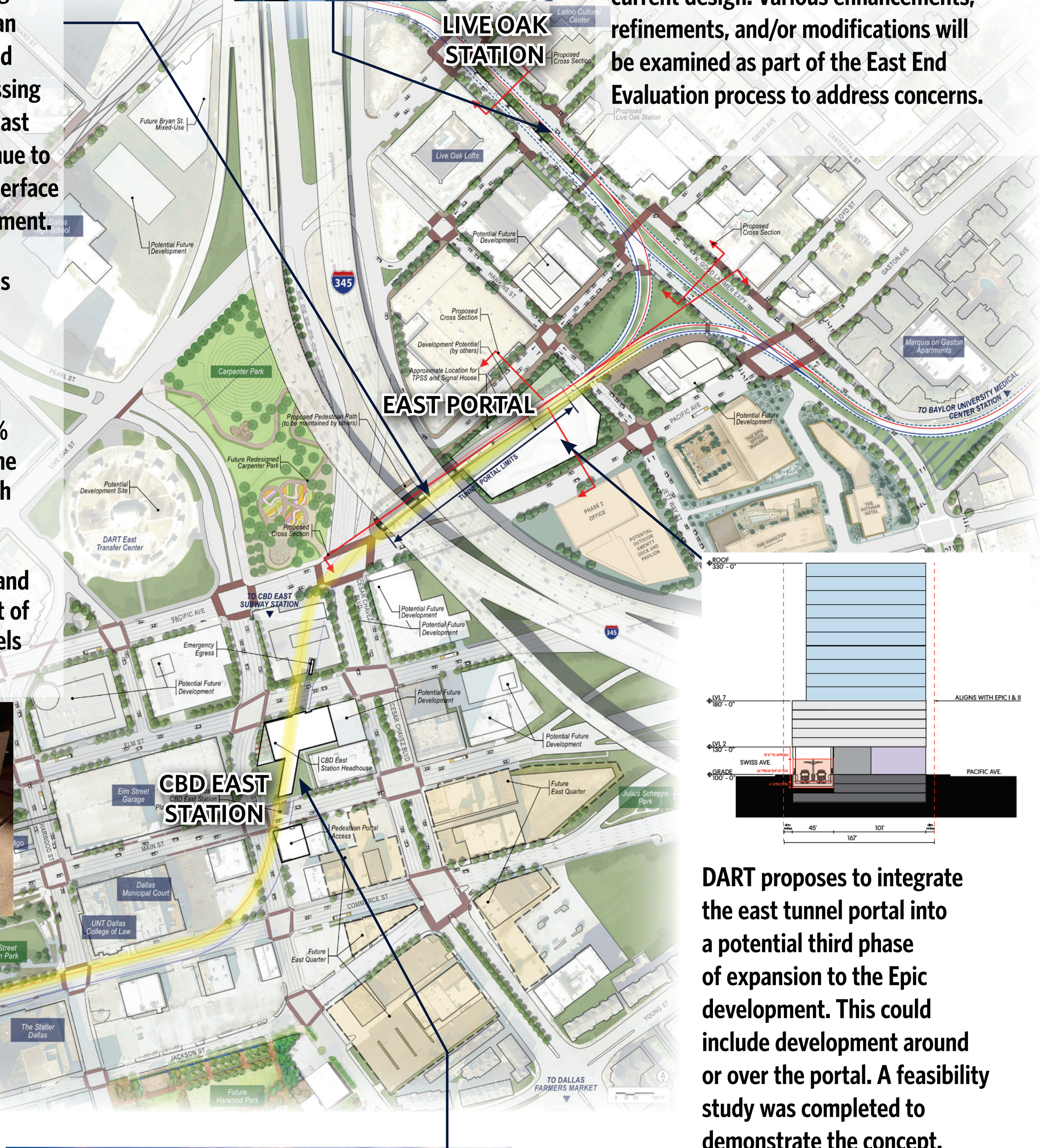
DART is advancing a concept with a private developer that incorporates the west tunnel portal into the site plan so that it “disappears” below a pedestrian plaza that serves to unite new buildings and link surrounding uses. Old Griffin Street will be extended north to Broom Street to create better connectivity.



Metro Center Station will be the hub for all four rail lines. The redesigned West Bus Transfer Center and station headhouse can be a key element of a broader transit-oriented development vision. Based on public comments, the small access portal at Lamar/ Pacific was removed to reflect the planned West End Commons Plaza.

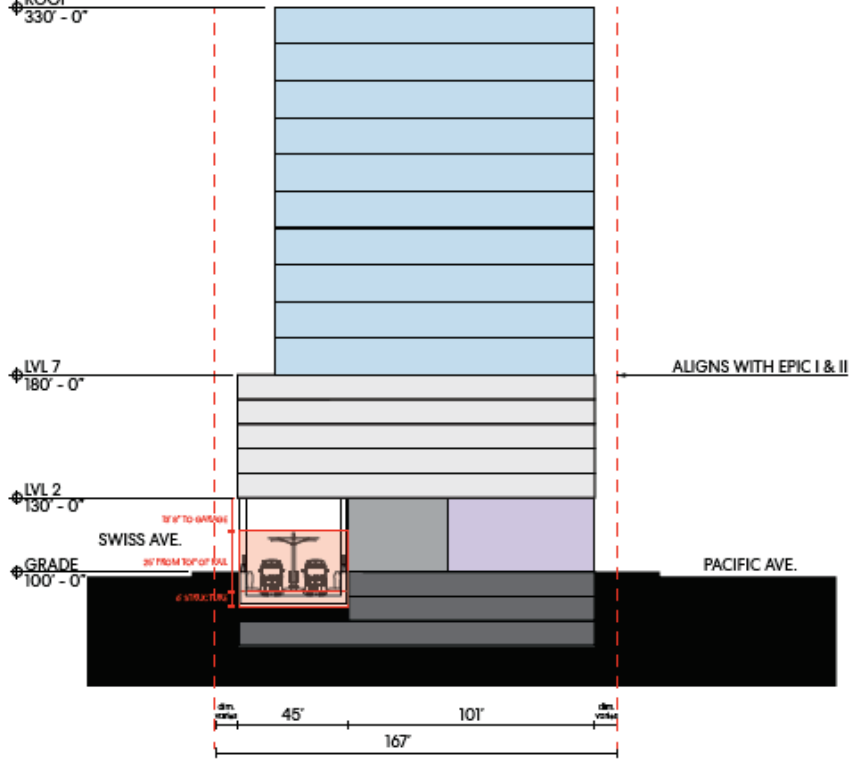
Over the past two years, DART has met regularly with the Texas Department of Transportation (TxDOT), the City of Dallas, and the North Central Texas Council of Governments (NCTCOG) to review potential I-345 concepts with D2 Subway as designed. Based on work to date, both projects can work together although I-345 depressed options would be deeper at the D2 crossing which would add costs. As part of the East End Evaluation, the agencies will continue to work towards optimizing the design interface to support a future multi-agency agreement.

DART has worked with the City of Dallas to advance a concept that involves temporary use of Pegasus Plaza for construction of the Commerce Station, and then DART would rebuild the park with an integrated headhouse. The 30% design includes a new access point in the Adolphus Tower across the street, which allowed DART to reduce the footprint of the Pegasus Plaza headhouse. The headhouse will help activate the plaza and create a new arrival point into the heart of downtown Dallas near restaurants, hotels and AT&T Discovery District.



The CBD East Station is strategically located in an area of downtown that is beginning to transition from surface parking and underutilized buildings to new mixed-use developments. The East Quarter is a new district south of the CBD East Station. Enhanced pedestrian linkages around the station will help to knit surrounding areas together.

The new junction with the Green Line requires the existing Deep Ellum Station to be shifted north to Live Oak. The community supports retaining a station in this growing area. However, Deep Ellum stakeholders have concerns with the current design. Various enhancements, refinements, and/or modifications will be examined as part of the East End Evaluation process to address concerns.



DART proposes to integrate the east tunnel portal into a potential third phase of expansion to the Epic development. This could include development around or over the portal. A feasibility study was completed to demonstrate the concept.