



NCTCOG PRESENTATION

Society of American Military Engineers (SAME)

Infrastructure Forum – Mobility Session (Regional Trail Planning in the Southern Sector)

Dan Lamers, NCTCOG | 12.2.22
Micah Baker, DCPW

North Central Texas Council of Governments

**Metropolitan Planning Organization (MPO)
for the Dallas-Fort Worth Region**

Metropolitan Planning Area (MPA)

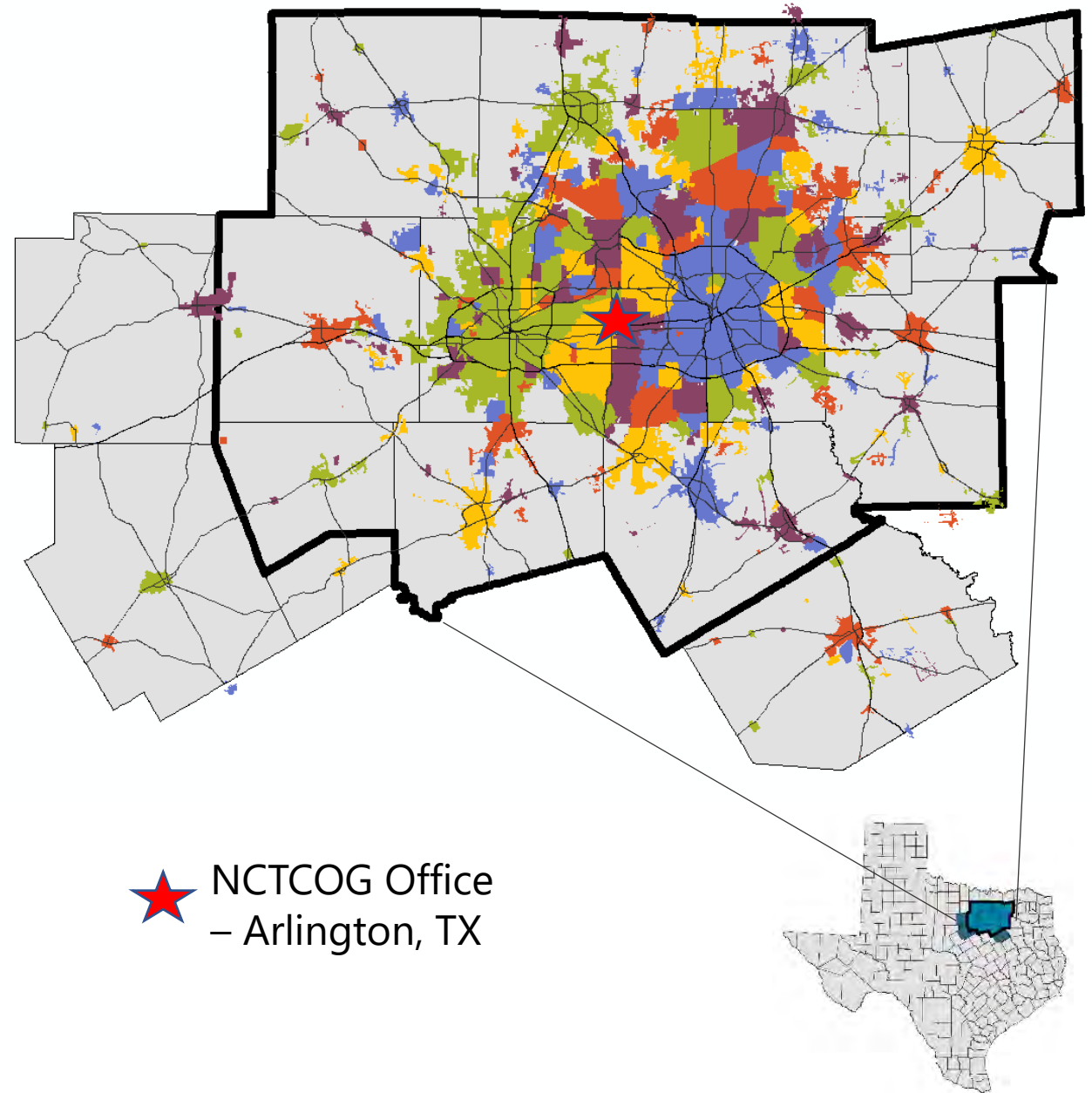
209 cities

13 cities larger than 100,000 pop.

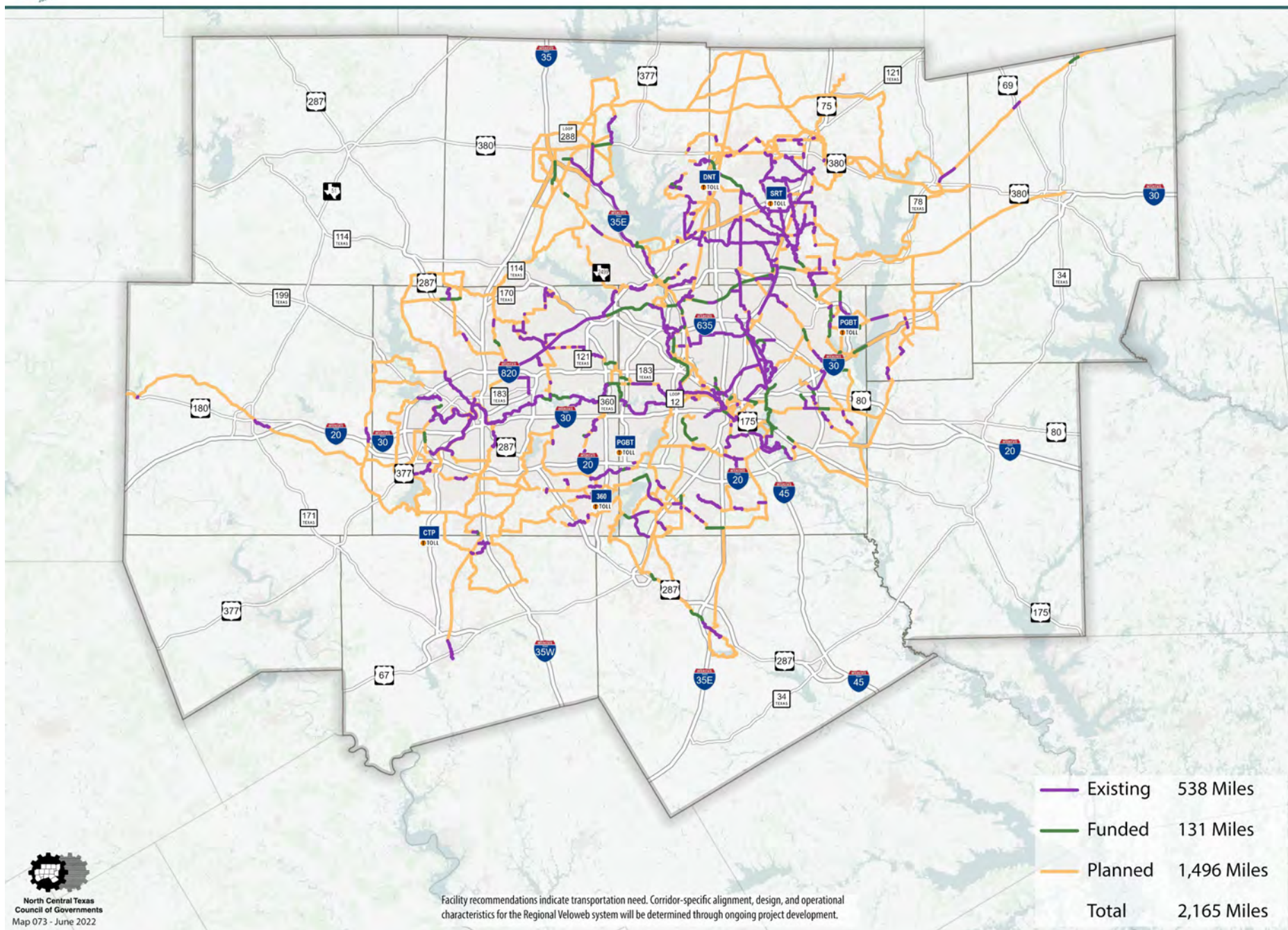
MPA Population

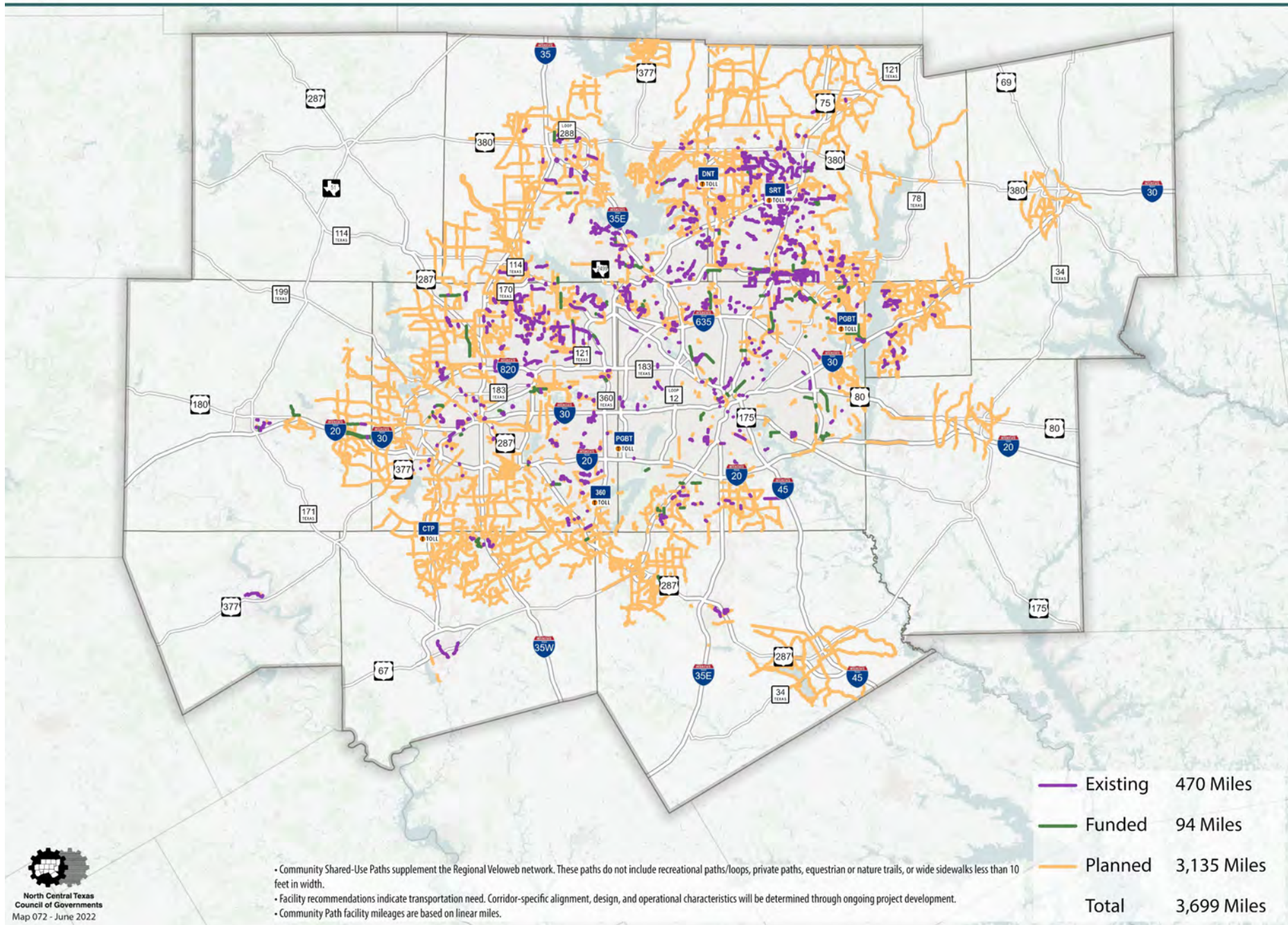
2018 Estimate = 7.4 million

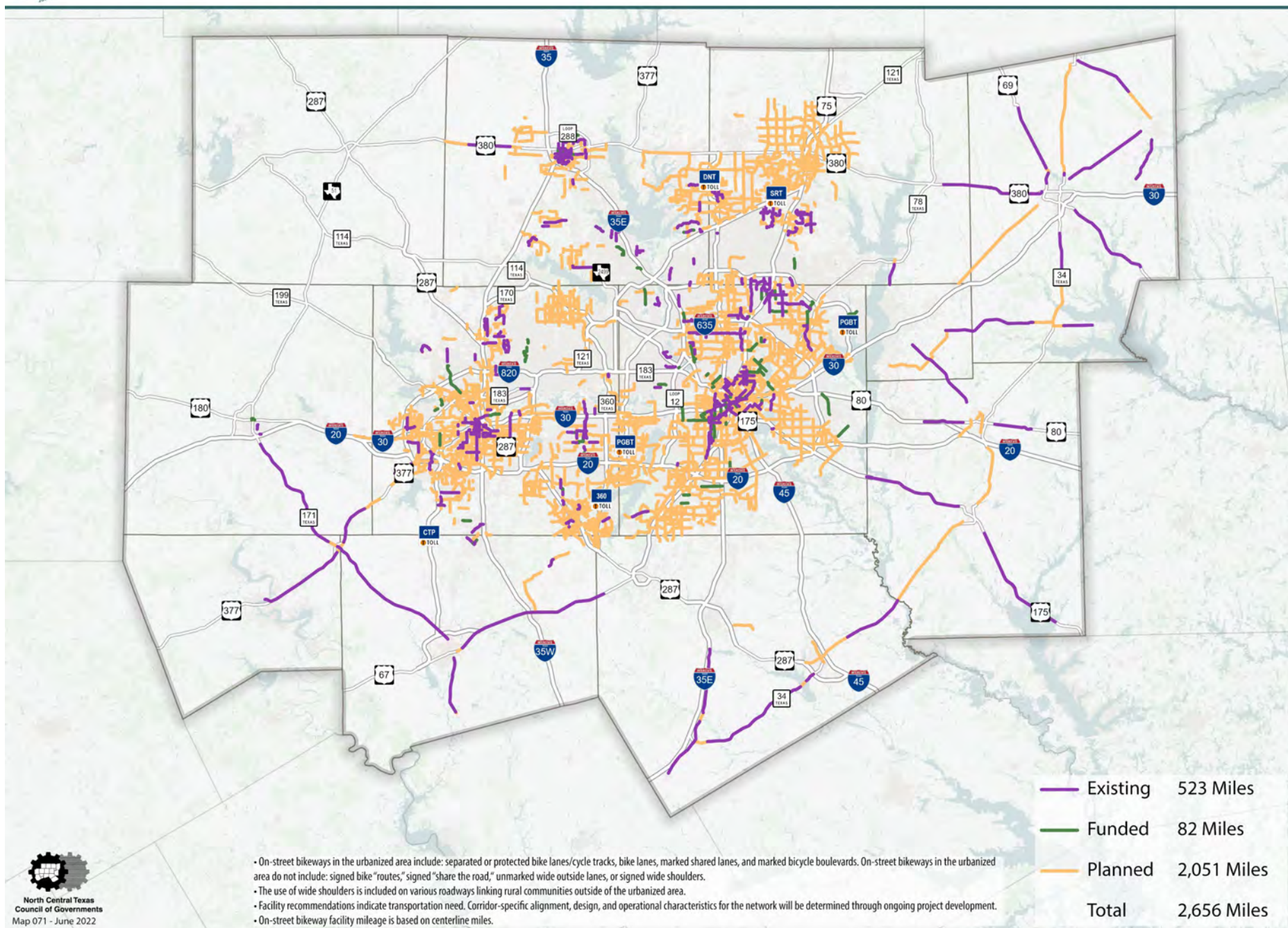
2045 Forecast = 11.2 million

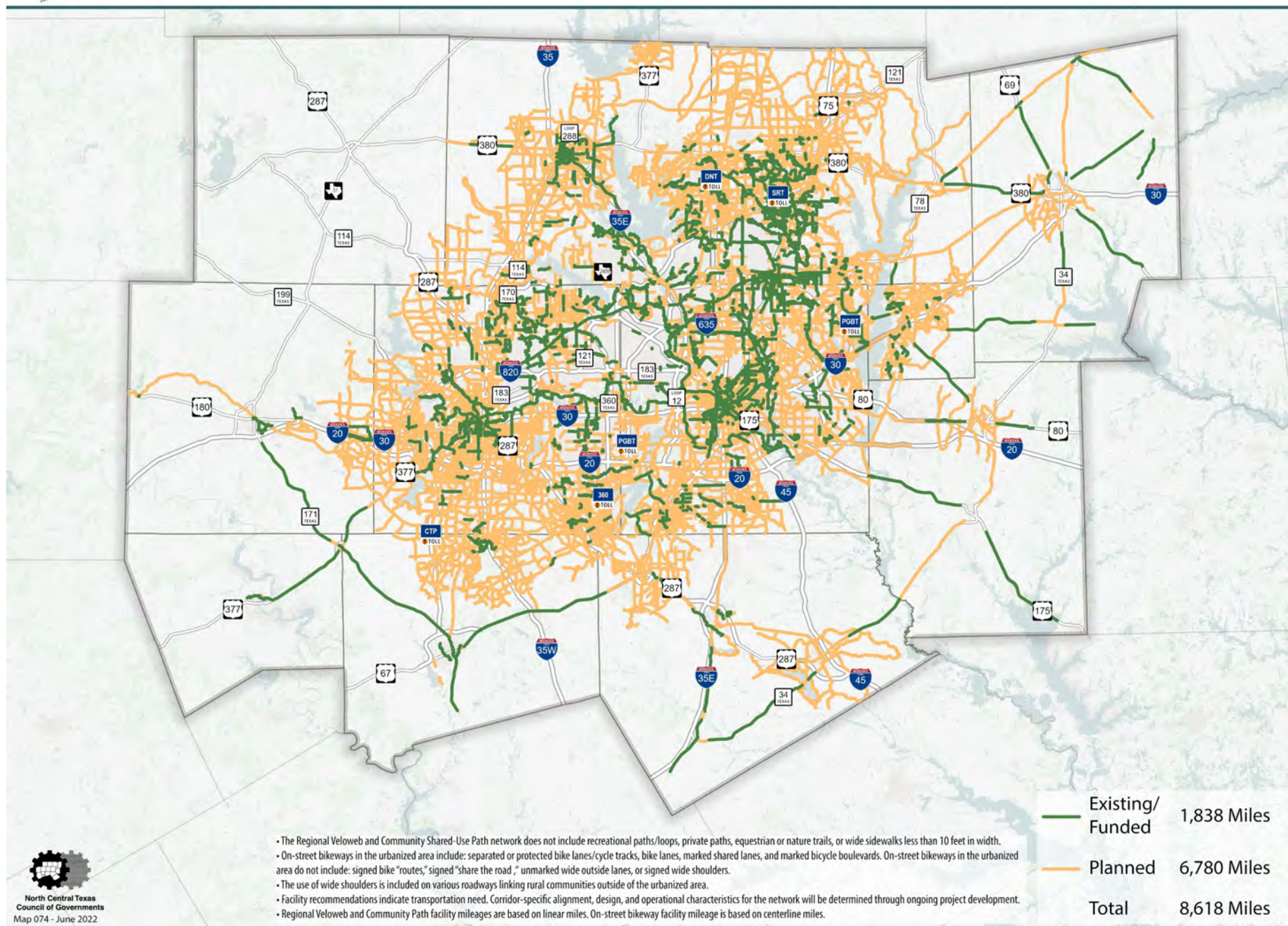


★ NCTCOG Office
– Arlington, TX







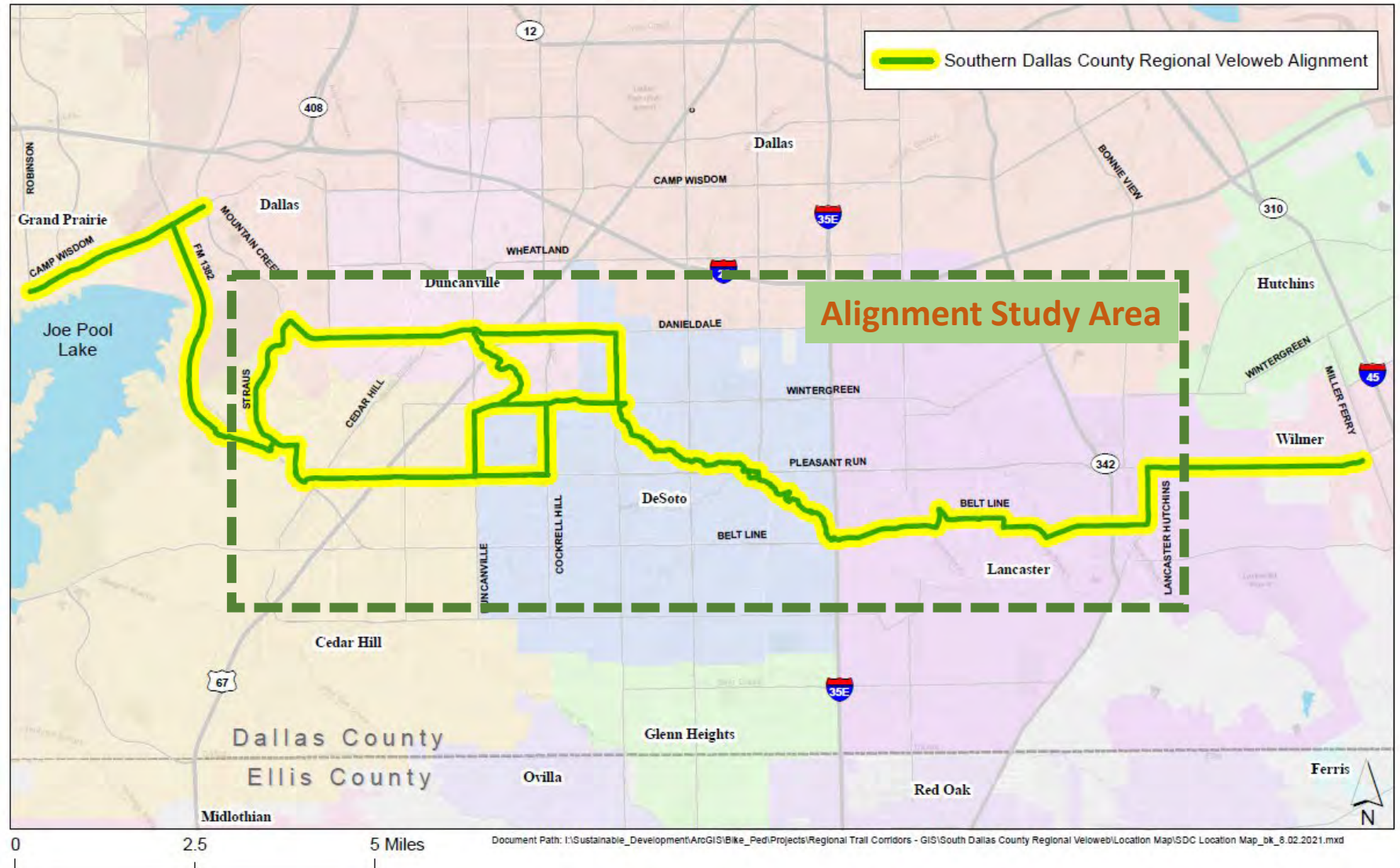


Southern Dallas County Regional Veloweb Alignment

Total Length: 38.2 Miles

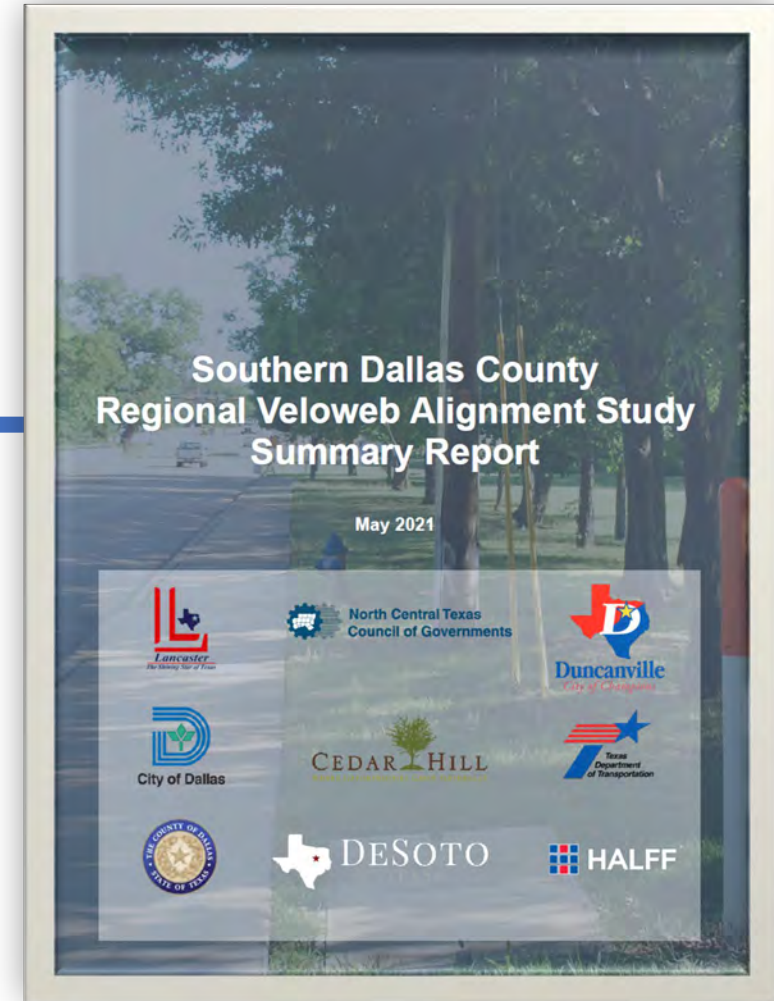
Project Area	38.2 miles
Cities	7
Existing Trail	12.4 miles
Funded Trail	7.3 miles
Planned Trail	18.5 miles

nctcog.org/SDCveloweb



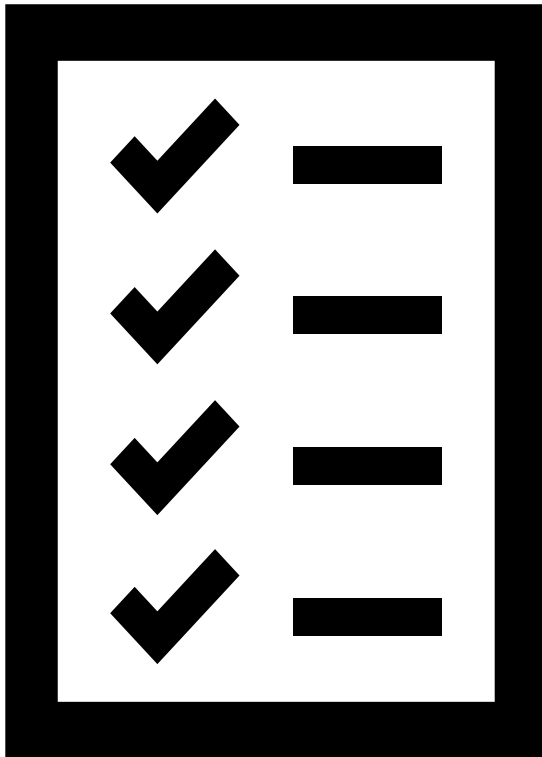
Study Area Partners

Funded by Regional Transportation Council and local match by Dallas County



nctcog.org/SDCveloweb

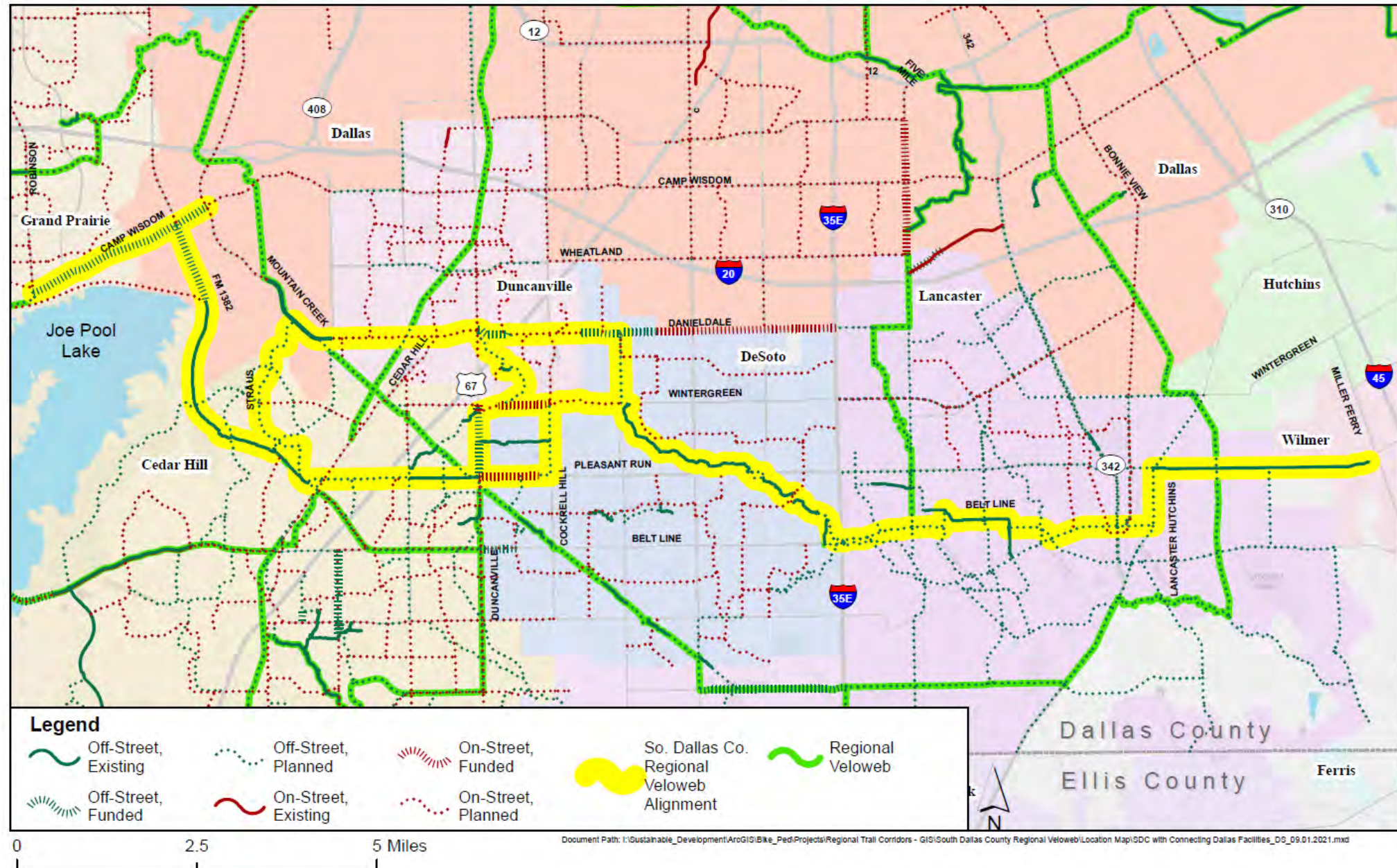
Purpose of the Study



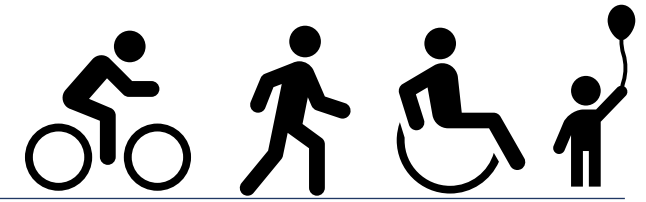
- Identify the preferred feasible alignment(s) of shared use paths (trails) and bikeway facilities in various locations that will result in a continuous connected corridor from Cedar Hill (FM 1382) on the west to Lancaster (Pleasant Run Rd) on the east.
- Five percent schematics of the preferred alignment
- Opinions of Probable Construction Costs
- Summary of Preliminary Environmental Constraints

Southern Dallas County Regional Veloweb Alignment

Total Length: 38.2 Miles

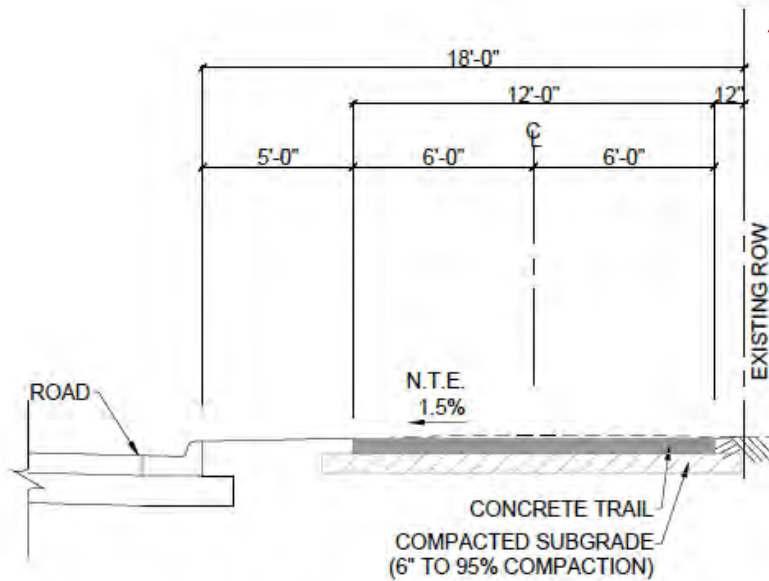


Trail Alignment Design Parameters



- Shared use paths (independent right-of-way) – minimum 12-ft width
- Sidepaths (within street right-of-way)
 - Minimum 12-ft width
 - Maintain setbacks from roadway curb
 - Various changes to roadway curbs, above-ground utilities, stormwater curb inlets
- Safety countermeasures at major intersection at-grade crossings
- Grade separated crossings of highways (US 67 and IH 35E) – bridges and undercrossings
- ADA compliant
- All Ages and Abilities (AAA) compatible

Cedar Hill: Straus Rd Sidepath



3

ROADWAY TYPICAL SECTION

1/4" = 1'-0"

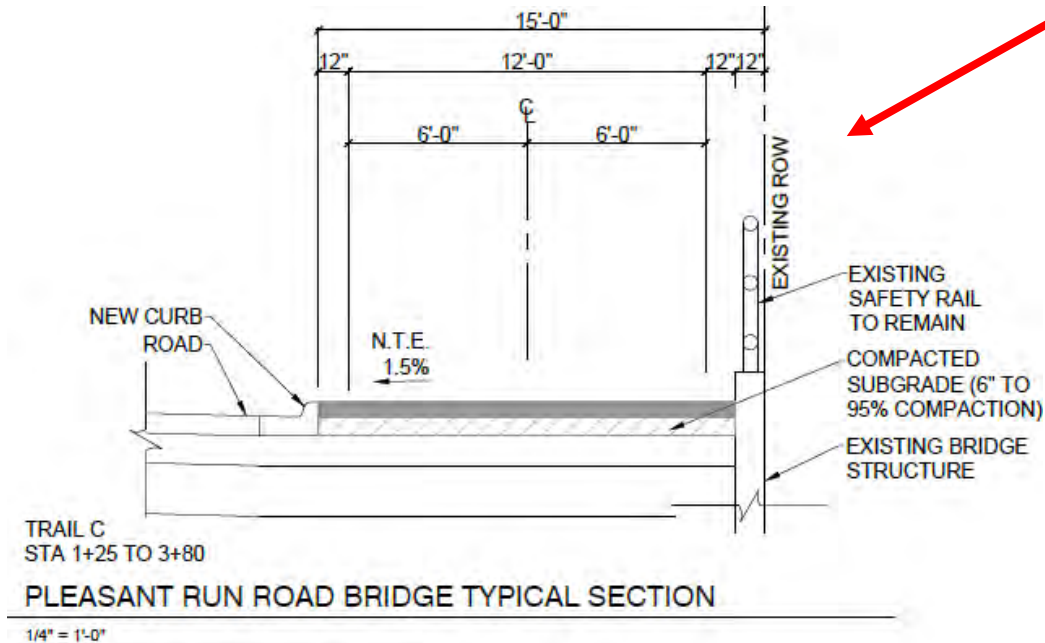
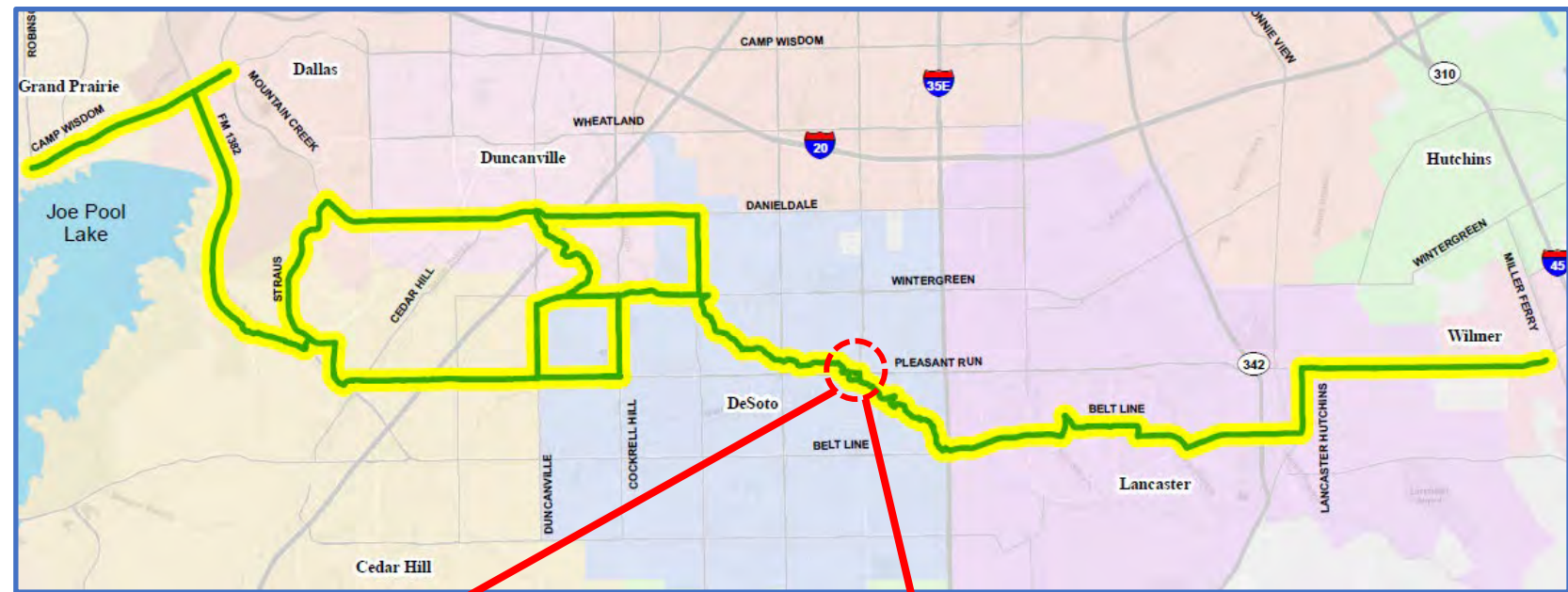
DeSoto:

Roy Orr Trail

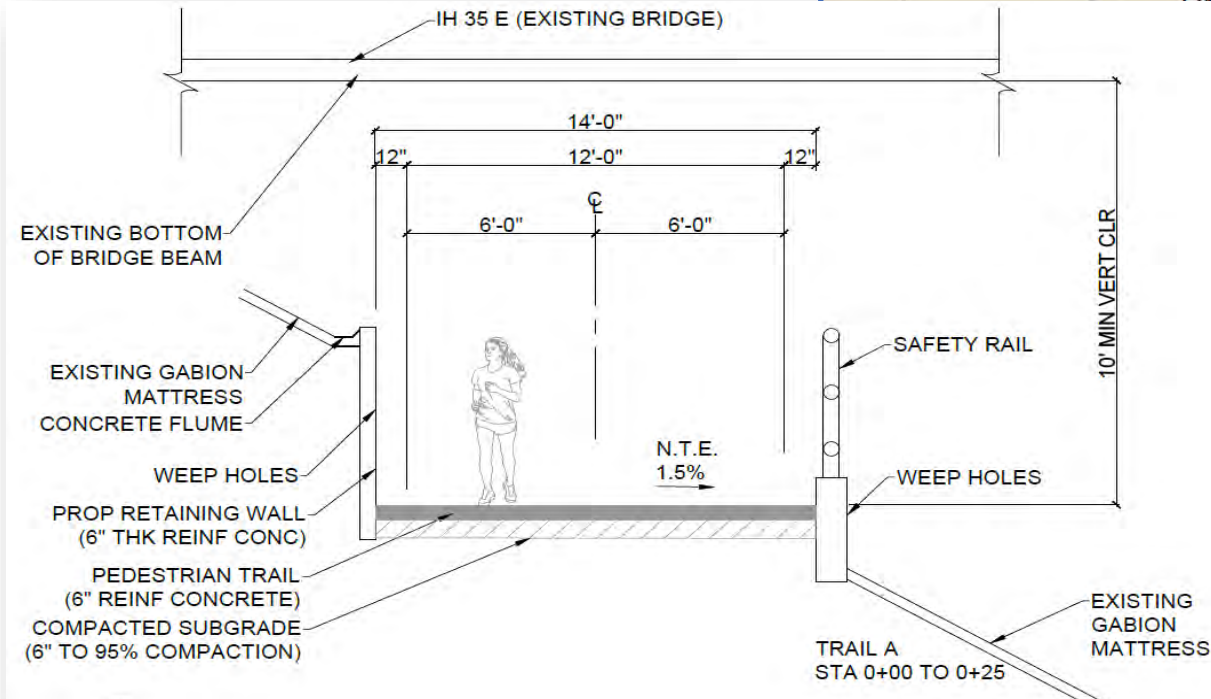
Pleasant Run Rd.

Bridge Sidewalk

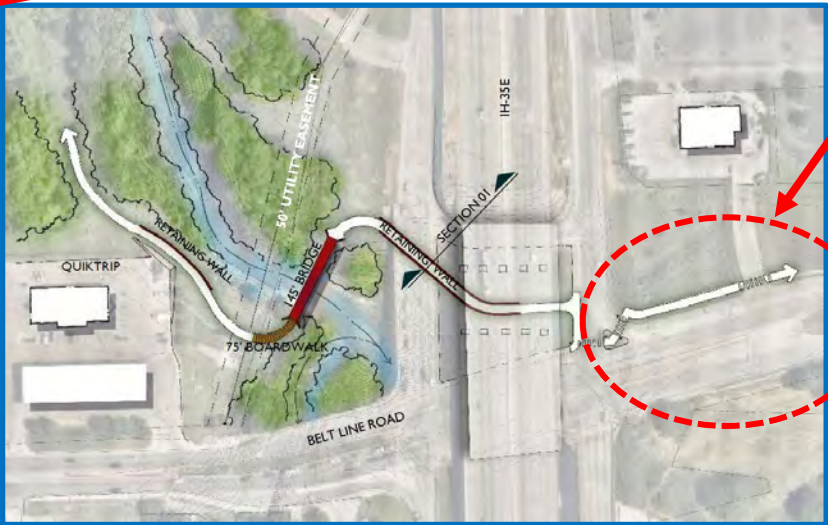
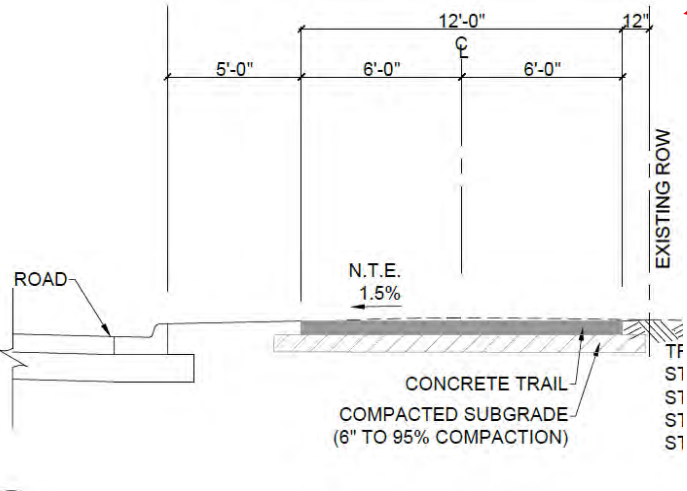
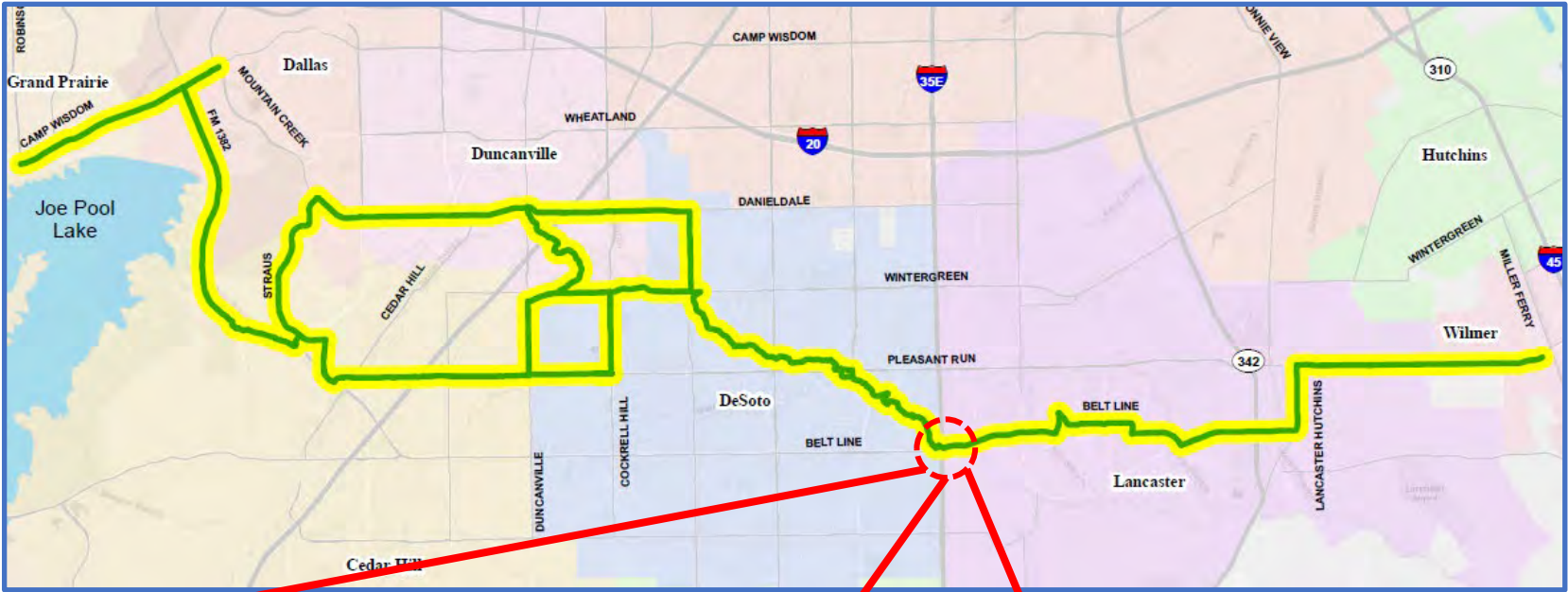
Retrofit to Sidepath



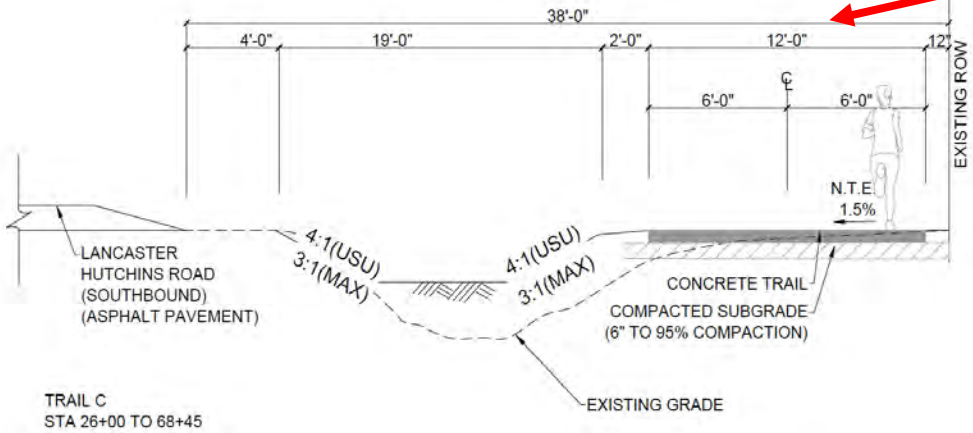
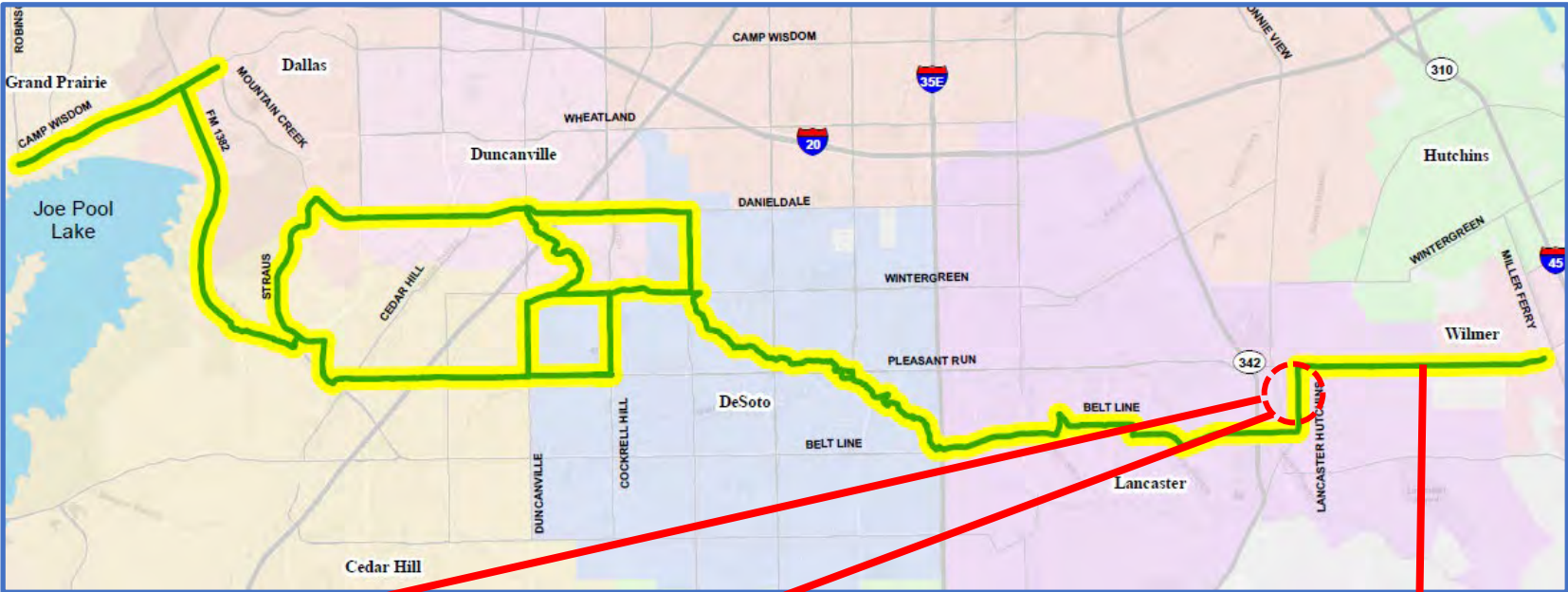
DeSoto/ Lancaster: IH 35E at Belt Line Shared use path Undercrossing



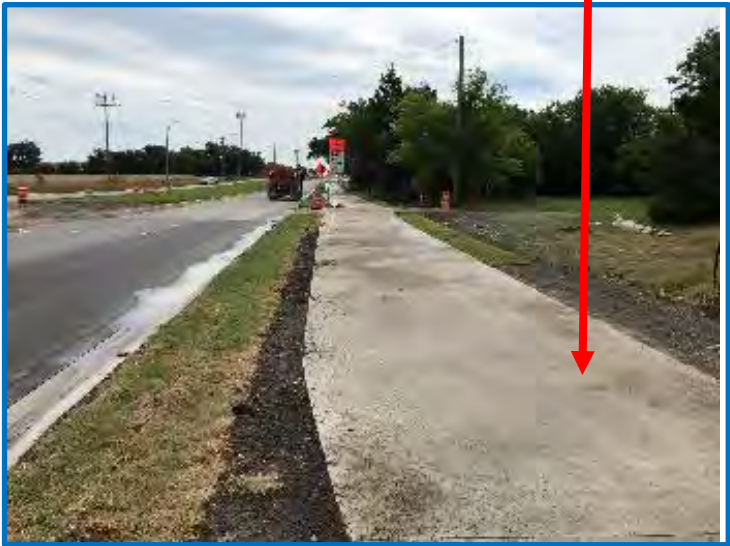
Lancaster: Belt Line Rd Sidepath



Lancaster: Lancaster Hutchins Rd. Sidepath



Existing



Pleasant Run Rd Sidepath
(Dallas County Project)

Opinion Of Probable Construction Cost

Southern Dallas County Regional Veloweb

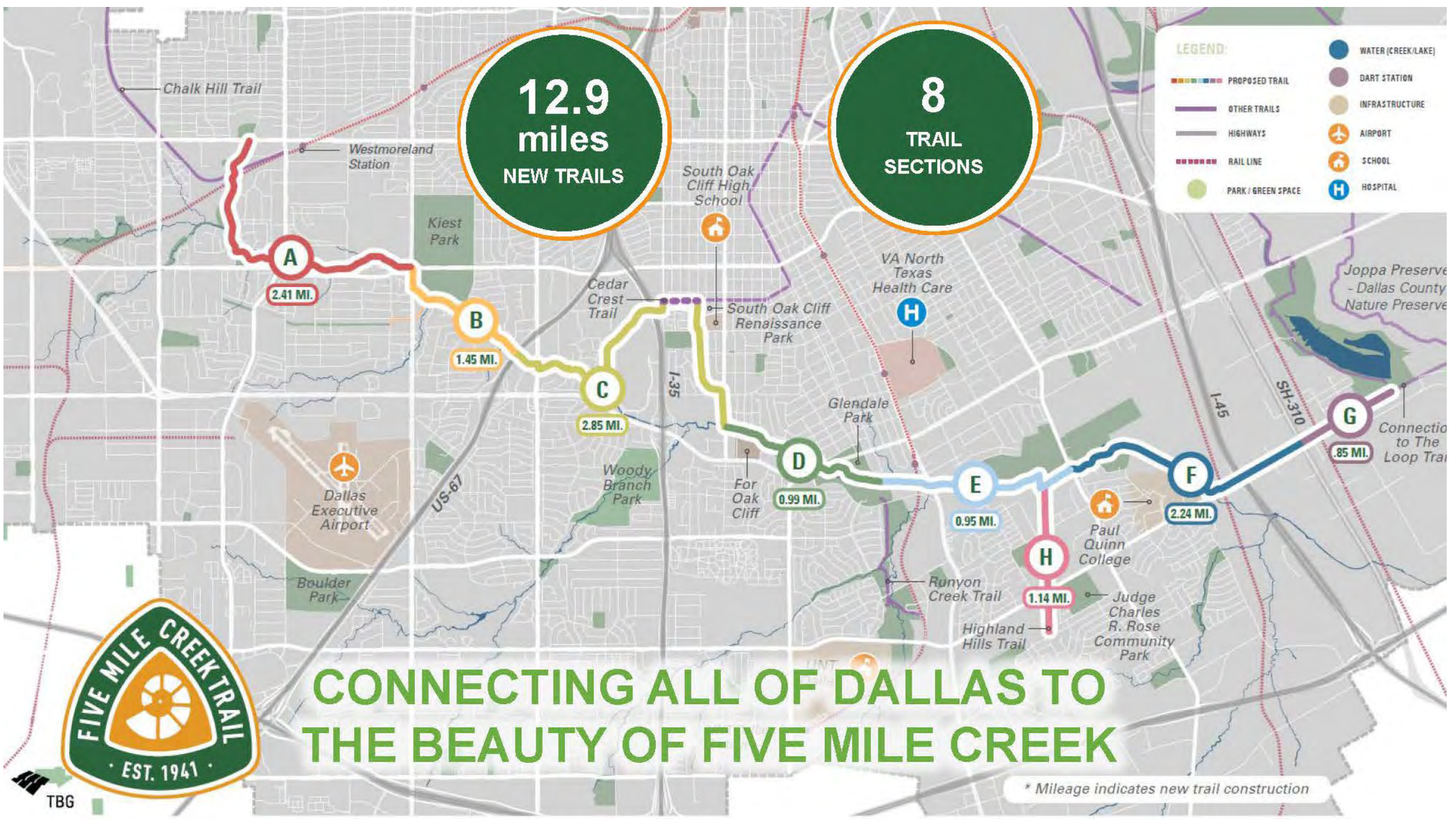
OPINION OF PROBABLE CONSTRUCTION COST (5% SCHEMATIC SET) - MAY 2021 (2021 BASE BID TOTALS INCLUDE A 20% CONTINGENCY)				CITY TOTAL PROJECTED ESTIMATE WITH INFLATION				
JURISDICTION	TRAIL SEGMENT TOTAL PER CITY (Feet)	TRAIL SEGMENT TOTAL PER CITY (Miles)	2021 TOTAL ESTIMATED COST	2022*	2023*	2024*	2025*	2026*
Dallas	1,506	0.29 Miles	\$ 630,000	\$ 648,900	\$ 668,367	\$ 688,418	\$ 709,071	\$ 730,343
Cedar Hill	22,111	4.19 Miles	\$ 9,456,000	\$ 9,739,680	\$ 10,031,870	\$ 10,332,827	\$ 10,642,811	\$ 10,962,096
Duncanville	9,805	1.86 Miles	\$ 4,975,000	\$ 5,124,250	\$ 5,277,978	\$ 5,436,317	\$ 5,599,406	\$ 5,767,389
DeSoto	15,960	3.03 Miles	\$ 8,420,000	\$ 8,672,600	\$ 8,932,778	\$ 9,200,761	\$ 9,476,784	\$ 9,761,088
Lancaster	25,205	4.78 Miles	\$ 9,772,000	\$ 10,065,160	\$ 10,367,115	\$ 10,678,128	\$ 10,998,472	\$ 11,328,426
GRAND TOTAL	74,587 Feet	14.13 Miles	\$ 33,253,000	\$ 34,250,590	\$ 35,278,108	\$ 36,336,451	\$ 37,426,544	\$ 38,549,341

*Projected inflation costs are approximated at 3% per year

*NOTE: Totals include alternative alignments

**Costs include:

- Twenty percent contingency
- Construction (general, structures, paving, erosion)
- Utilities (storm drainage)
- Basic lighting
- No site amenities (decorative items, benches, bike racks)
- No landscaping enhancements (ornamental trees/shrubs)



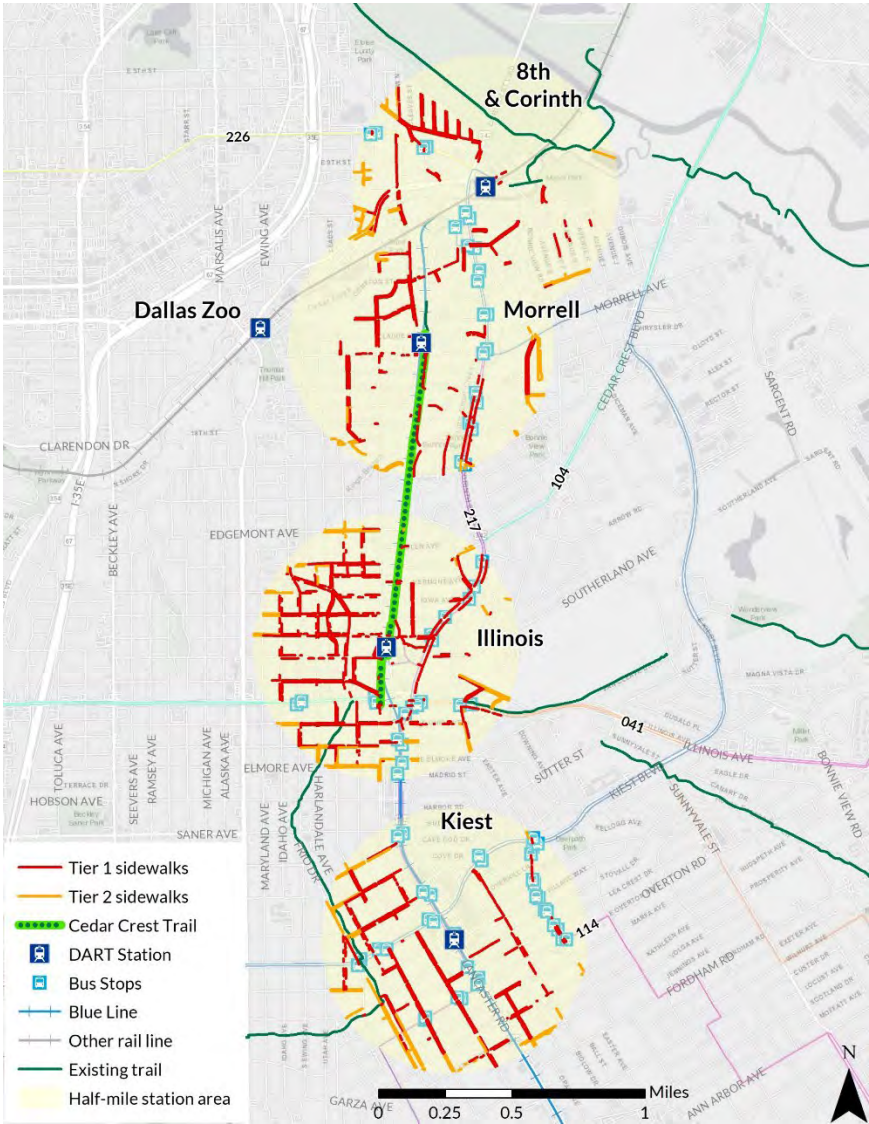
South Dallas Bicycle and Pedestrian Improved Routes to Rail and Transit Technology Upgrades

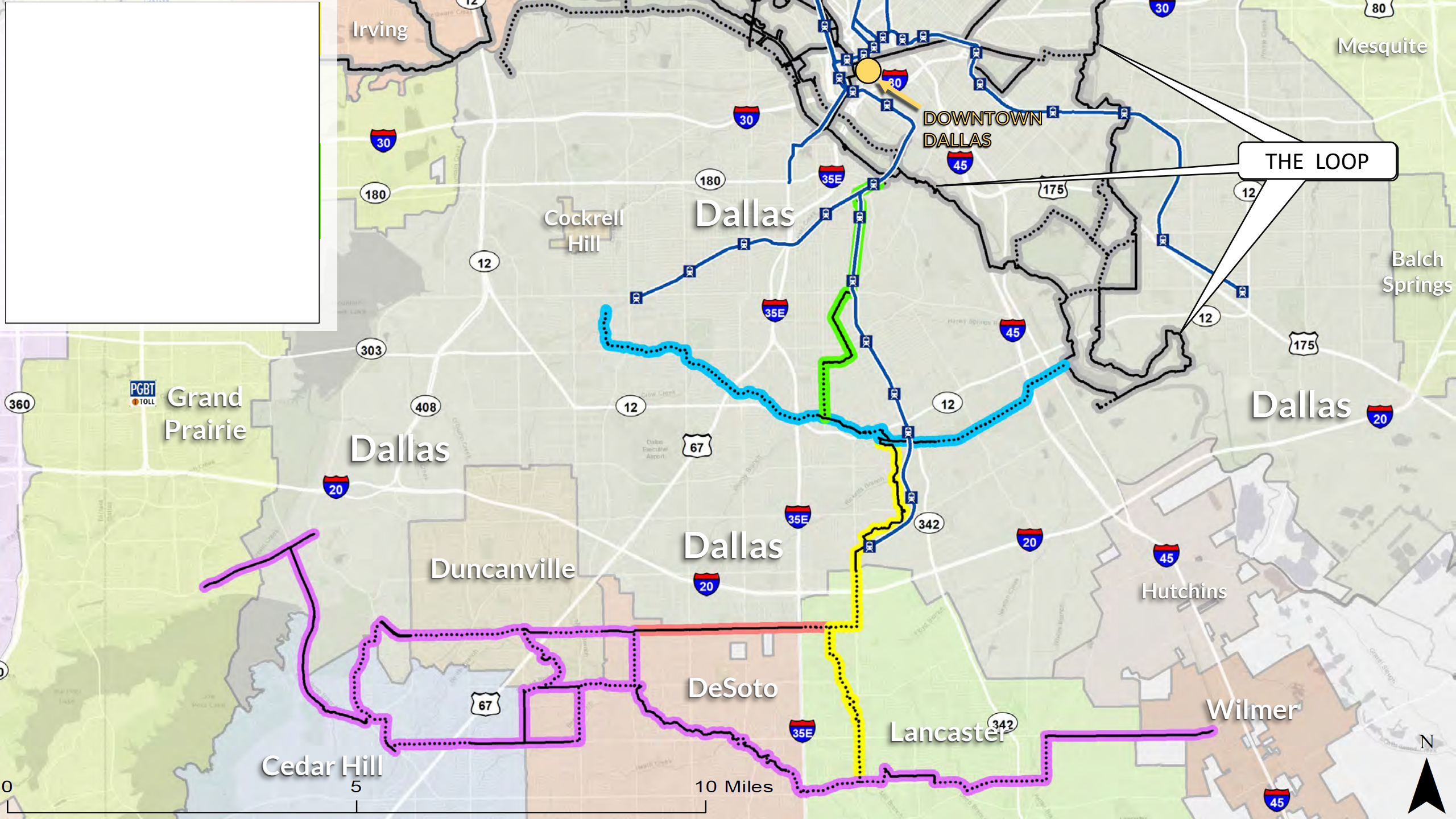
Project Scope

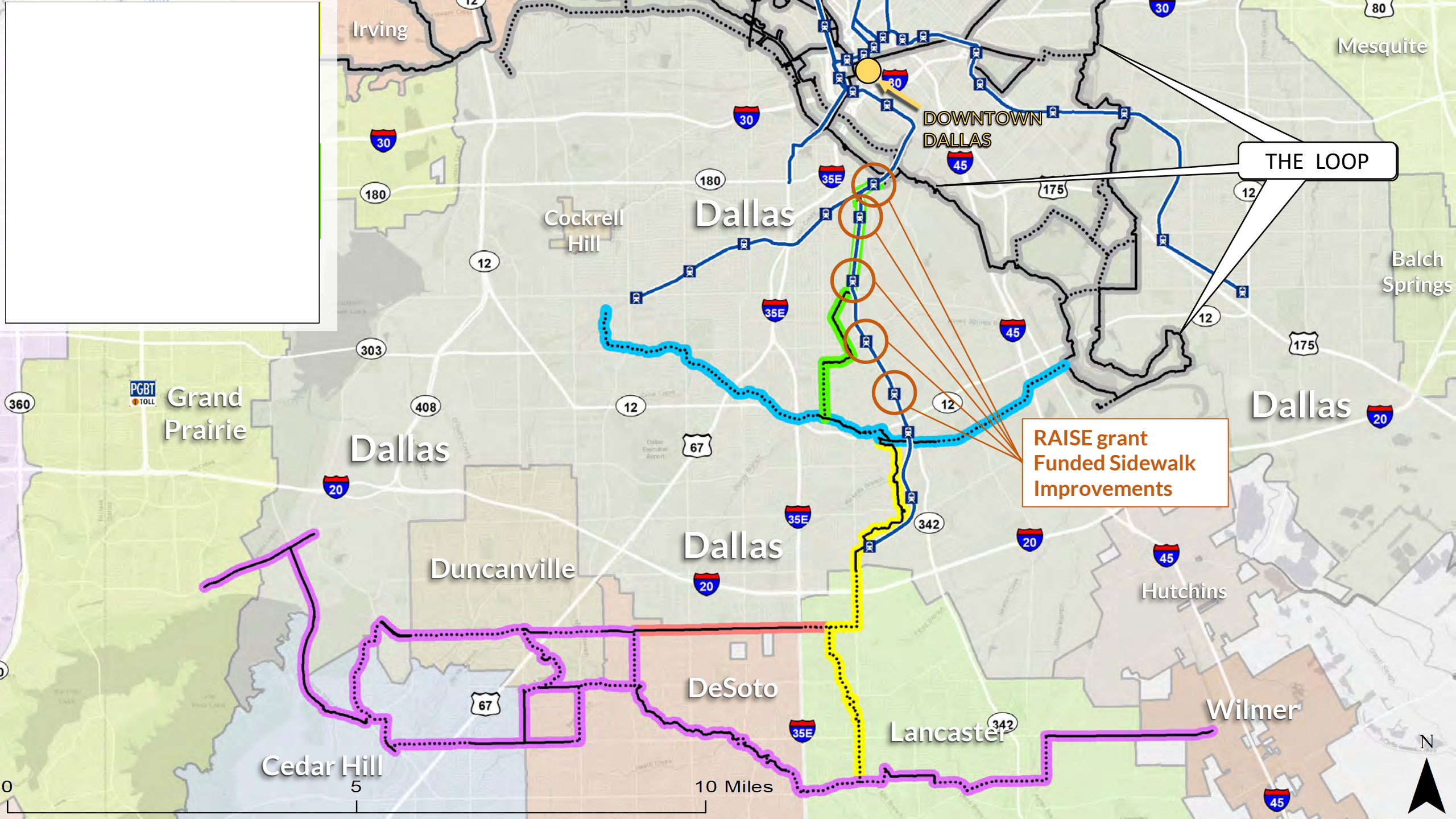
- 30 miles of new sidewalk, repair of completely deteriorated sidewalks, ADA curb ramps, and crosswalks as needed
- 1.5-mile Cedar Crest Trail extension
- New DART bus shelters, benches, and smart signage with real time arrival. Safety enhancements along the rail and improvements to three stations

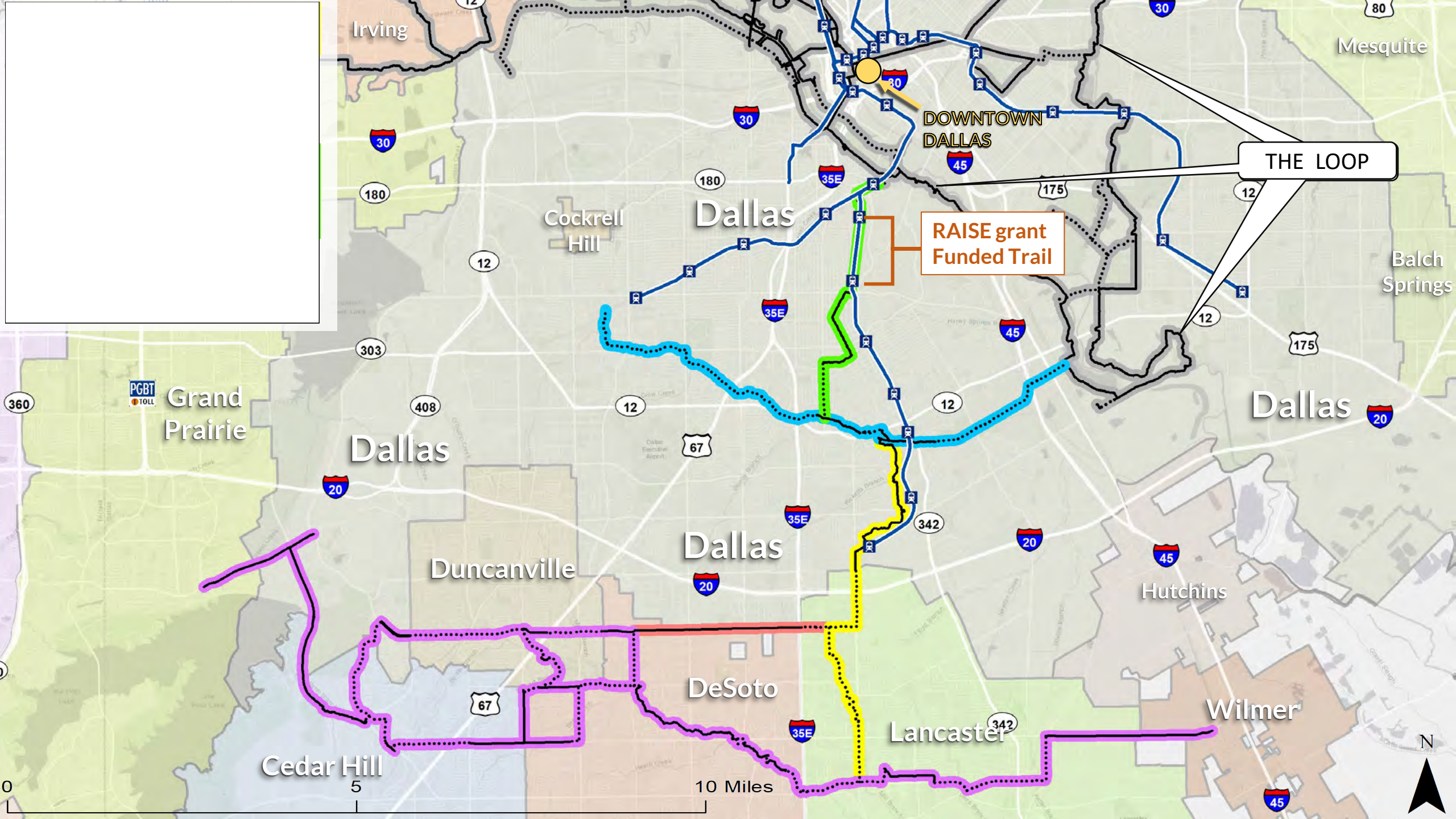
Element	Total Cost	Funding		
		RAISE	CMAQ	Local
Sidewalks	\$32.75M	\$25M	\$5M	\$4.5M (Dallas) \$5M (NCTCOG)
Trail	\$5M			\$1.25M (Dallas)
Transit	\$6M			\$3M (DART)
	\$43.75M			

RAISE Award 2022









Moving Forward: Next Steps

- Complete Engineering Design
- Prepare environmental compliance documents
- Coordination with TxDOT for projects within State ROW
- Coordination with franchise utilities
- Identify and program funding for construction
- Partnerships for multi-jurisdiction implementation may include:
 - Straus Rd (Cedar Hill)/Country View Rd (Dallas)
 - Duncanville Rd (Duncanville/DeSoto/Dallas/Dallas Co.)
 - IH 35E crossing (DeSoto/Lancaster)
 - Additional connections with Dallas

Staff Contacts

Karla Windsor, AICP
Sr. Program Manager
kwindsor@nctcog.org

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org



Dallas Park & Recreation

Trail Planning in the Southern Sector

Society of American Military Engineers (SAME)
Infrastructure Forum – Mobility Session
December 2, 2022

Purpose

- To Discuss:
 - The status of the Dallas Trail Network
 - Opportunities for improved connectivity

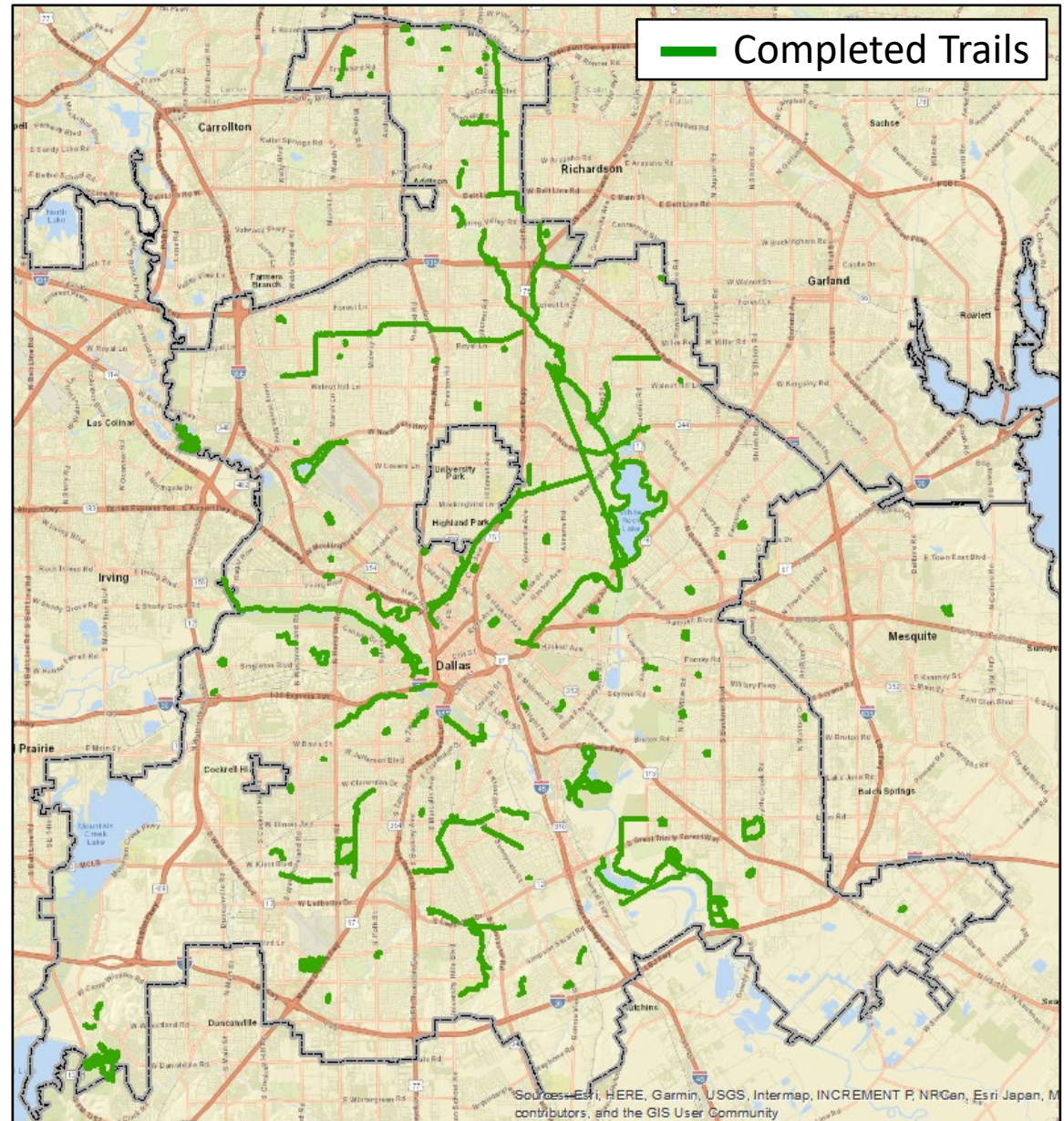
Trail Network Status

- City of Dallas Trail Network, first adopted in 2005, includes over 300 miles of trails

Trail Status	Miles
Completed Trails	177 miles
Funded Trails	45 miles
Unfunded Trails	89 miles

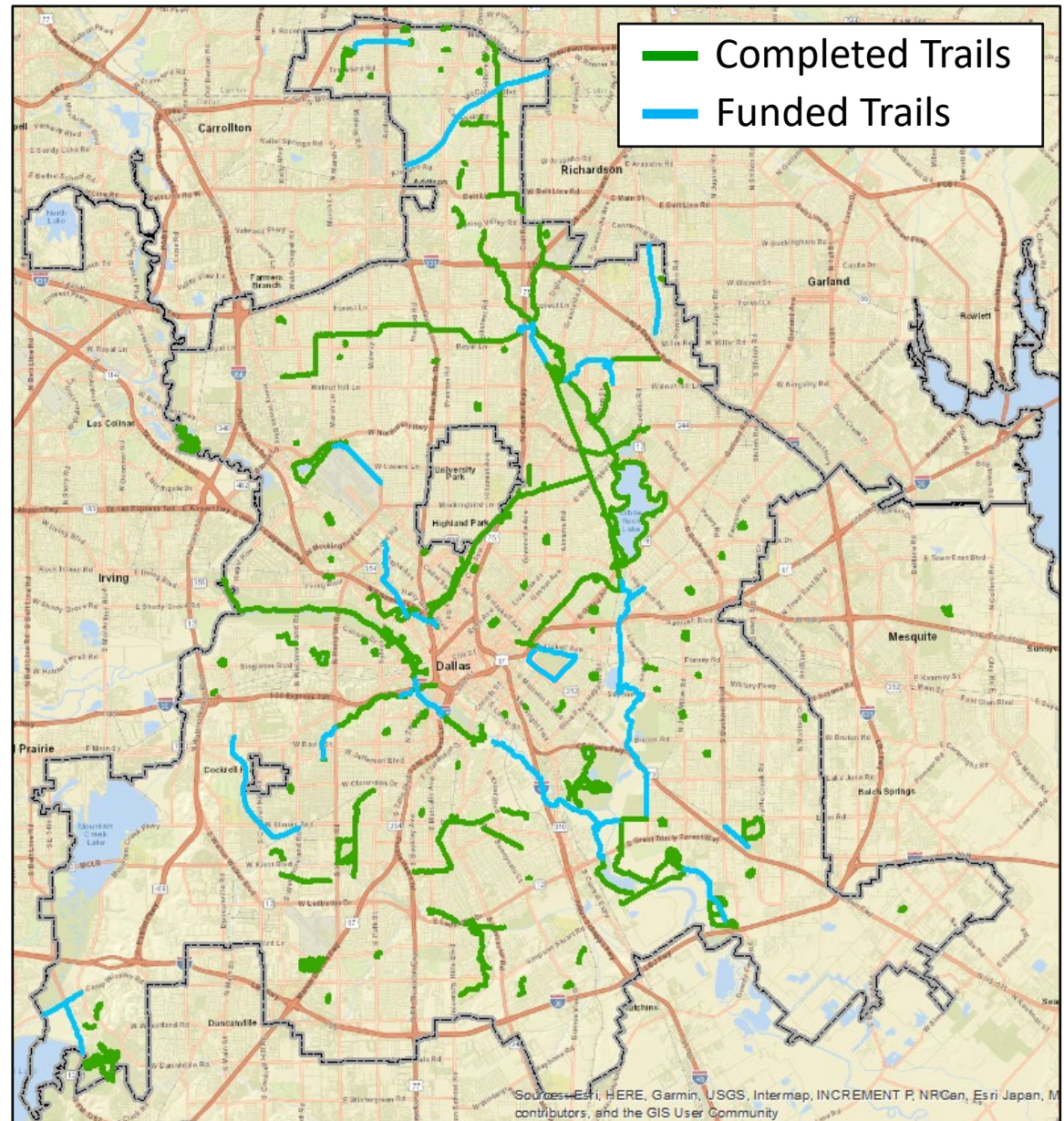
Trail Network Status

- Completed Trails:
177 miles



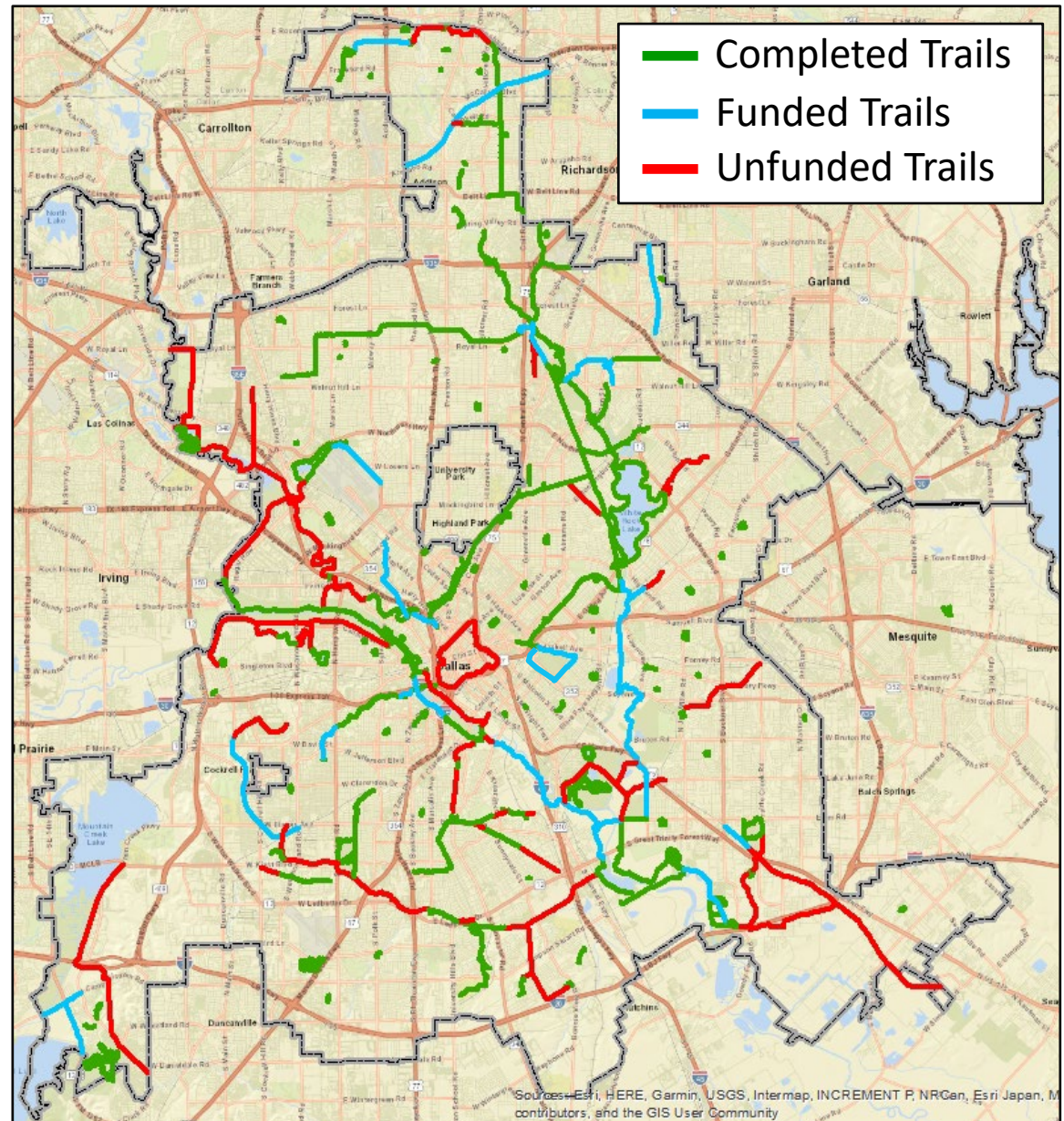
Trail Network Status

- Funded Trails:
45 miles



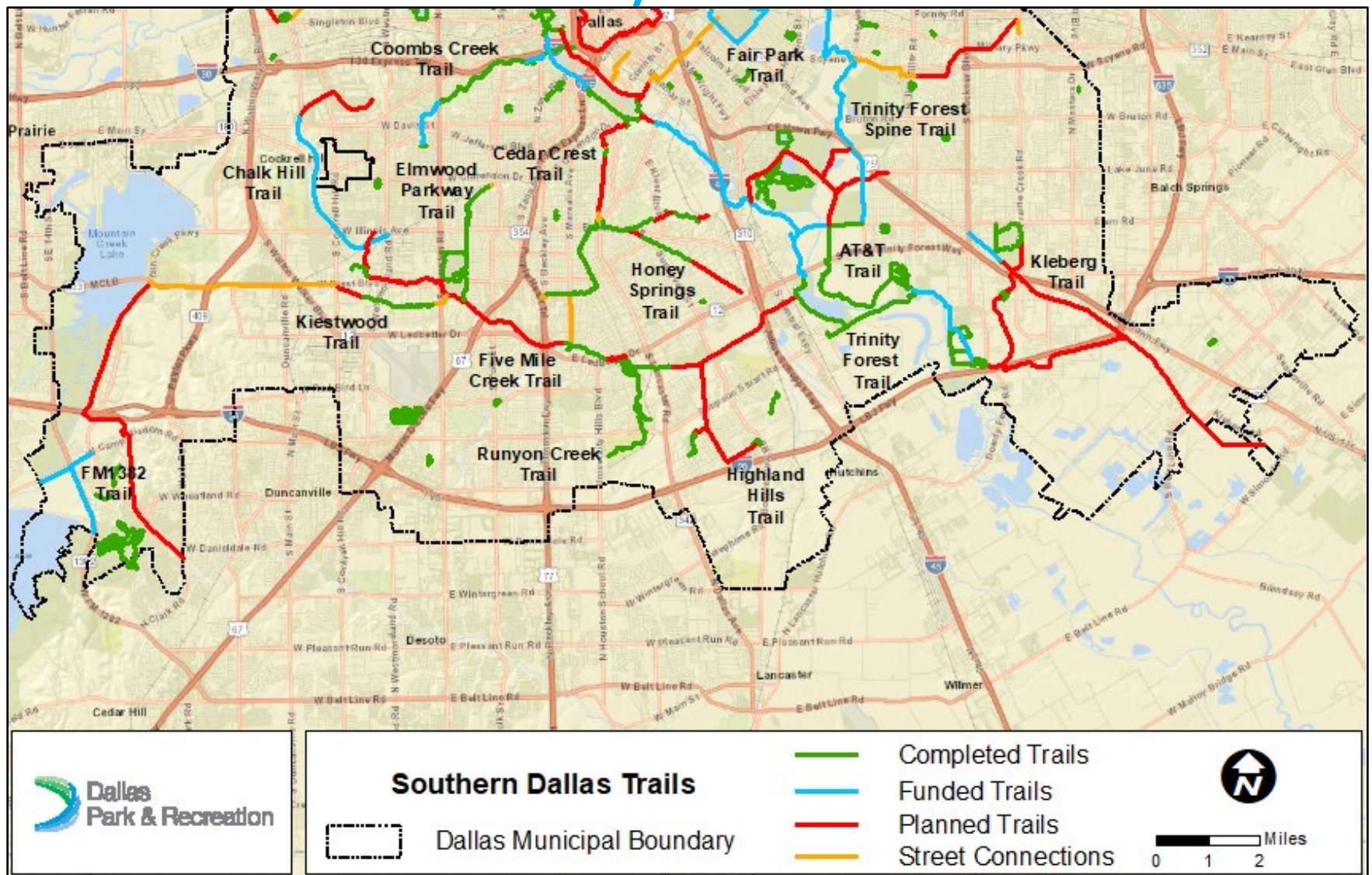
Trail Network Status

- Unfunded Trails:
89 miles



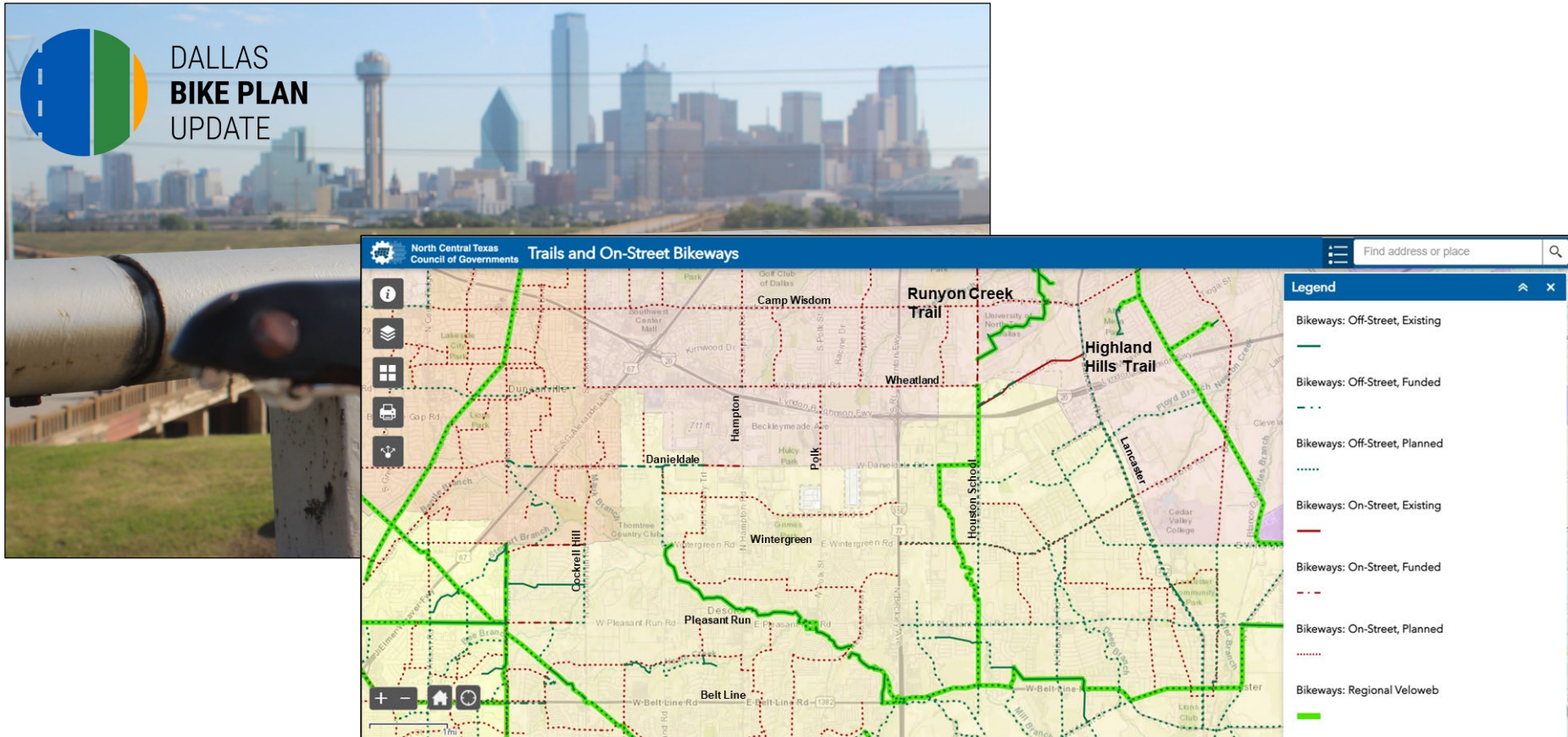
Trail Network Status

Southern Dallas County



Opportunities for Improved Connectivity

Regional Veloweb and On-Street Connections



Moving Forward

- Continue meeting with Southern Sector partners on connection opportunities
 - Presentation provided to Desoto City Council in November 2021
- Update the Dallas Trail Network Plan
- Add any new trail corridors to the Department Needs Inventory
- Seek out additional inter-agency partnership opportunities
- Identify critical connections for inclusion in the upcoming Bond Program



Dallas Park & Recreation

Jared White
Manager, Park Planning and Development
jared.white@dallascityhall.com
214-670-4090

Society of American Military Engineers (SAME)
Infrastructure Forum – Mobility Session
December 2, 2022



Dallas Park & Recreation

Trail Planning in the Southern Sector

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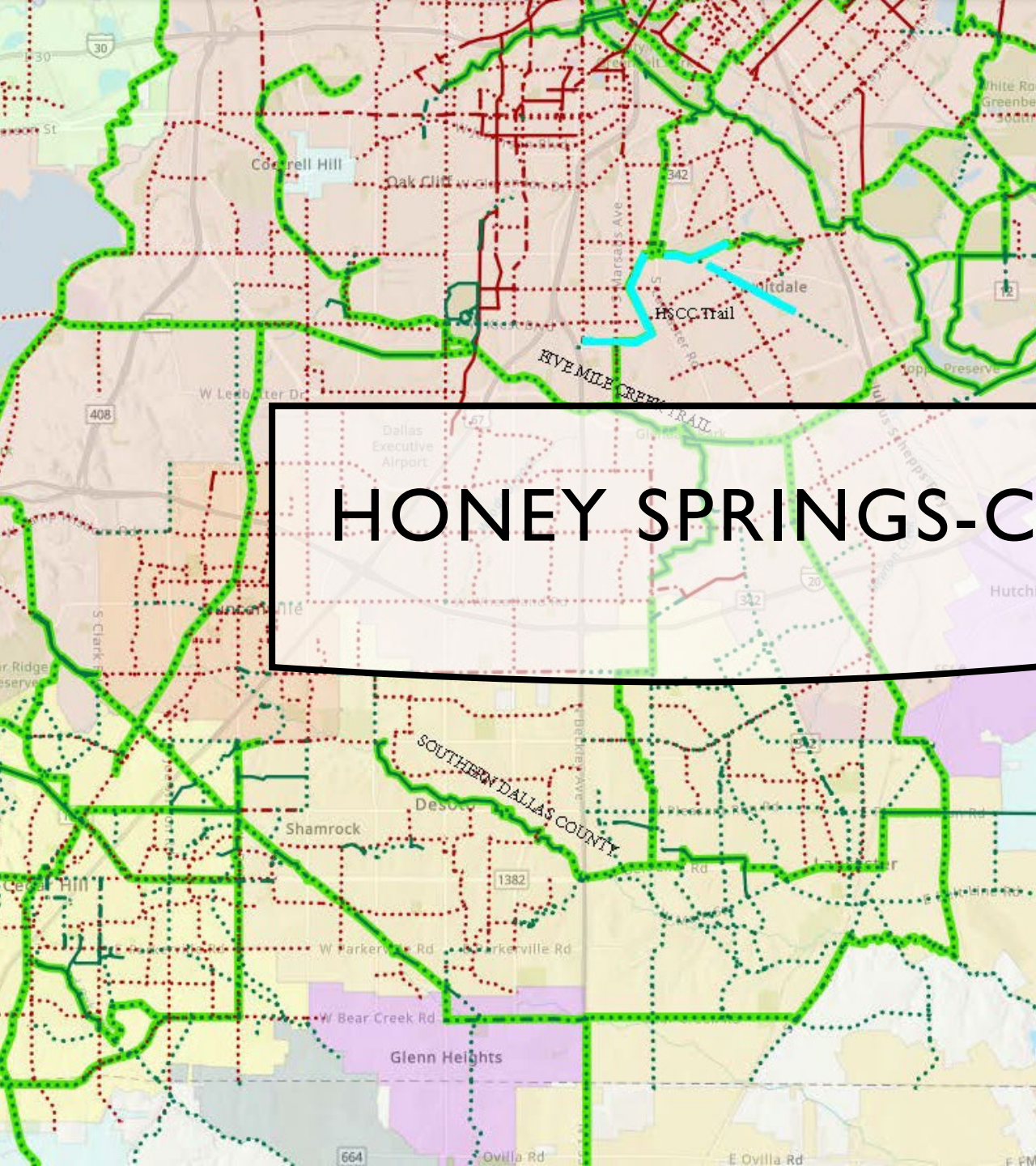
DALLAS
Texas



COUNTY
Est. 1846

Dallas County Public Works Presentation

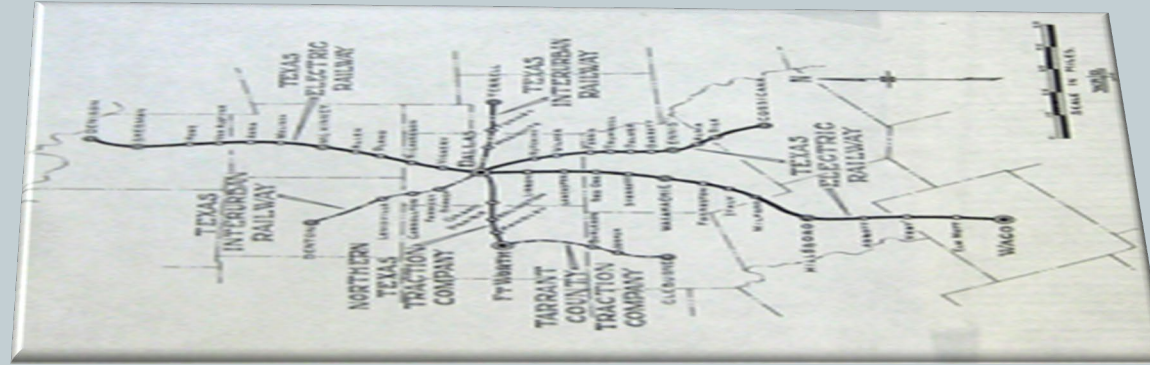
Society of American Military Engineers (SAME)
Infrastructure Forum – Mobility Session
Implementation - Regional Trails in Southern Dallas County



HONEY SPRINGS-CEDAR CREST TRAIL



History of the Corridor



HONEY SPRINGS TRAIL SECTION AT ONE TIME WAS ROUTE TO ELECTRIC INTERURBAN RAIL CORRIDOR WHICH OPERATED BETWEEN 1913 TO 1941 FROM DALLAS TO CORISCANA.

LATER THE CORRIDOR IS USED FOR RESIDENTIAL ELECTRICAL TRANSMISSION.

IN 2011, ONCOR ANNOUNCED PATHWAYS UNDER PARTS OF THE COMPANY'S TRANSMISSION RIGHTS-OF-WAY INTO HIKE AND BIKE TRAILS AS PART OF THE NEW ONCOR TEXAS TRAILS PROGRAM.

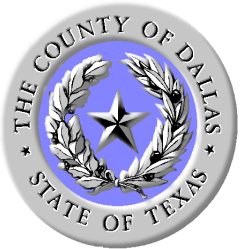


County and City Partnership

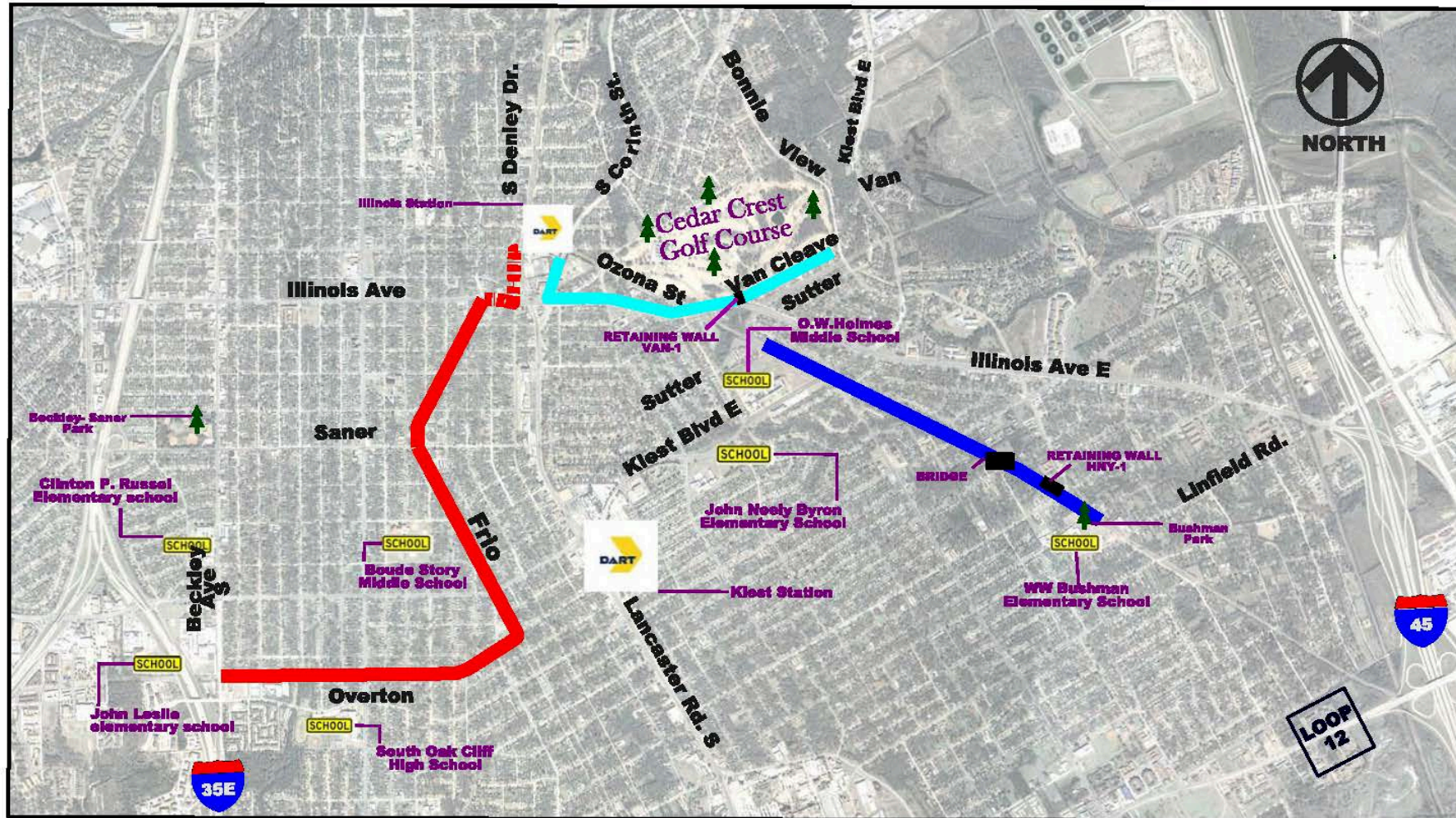
- IN 2008 CITY OF DALLAS ADOPTED TRAIL MASTER PLAN WHICH INCLUDED HONEY SPRINGS-CEDAR CREST TRAIL
- TRAIL HAS BEEN IDENTIFIED IN 2001 DALLAS COUNTY TRAIL PLAN
- IN 2013 DALLAS COUNTY TAPP PROGRAM HAS ENTERED INTO INTER LOCAL AGREEMENT WITH CITY OF DALLAS.
 - COUNTY RESPONSIBILITY – FUNDING, DESIGN AND CONSTRUCTION
 - CITY RESPONSIBILITY -- ROW, MAINTENANCE AND OPERATIONS.
- CITY OF DALLAS HAS ENTERED INTO LICENSING AGREEMENT WITH ONCOR TO BUILD, MAINTAIN AND OPERATE TRAIL THEIR ROW.

PARTNERS/STAKEHOLDERS INVOLVED

- DALLAS COUNTY
- CITY OF DALLAS
- ONCOR
- DART
- CEDAR CREST GOLF COURSE
- CIVIL CONSULTING GROUP PLLC
- ACADIA SERVICES LLC



Honey Springs - Cedar Crest Trail



	Cedar Crest Trail segment (from Beckley Avenue to Illinois Avenue)
	Vancleave Segment (from DART Illinois Station to Bonnieview Road)
	Honey Springs Trail segment (from Sutter Street to Fordham Road)

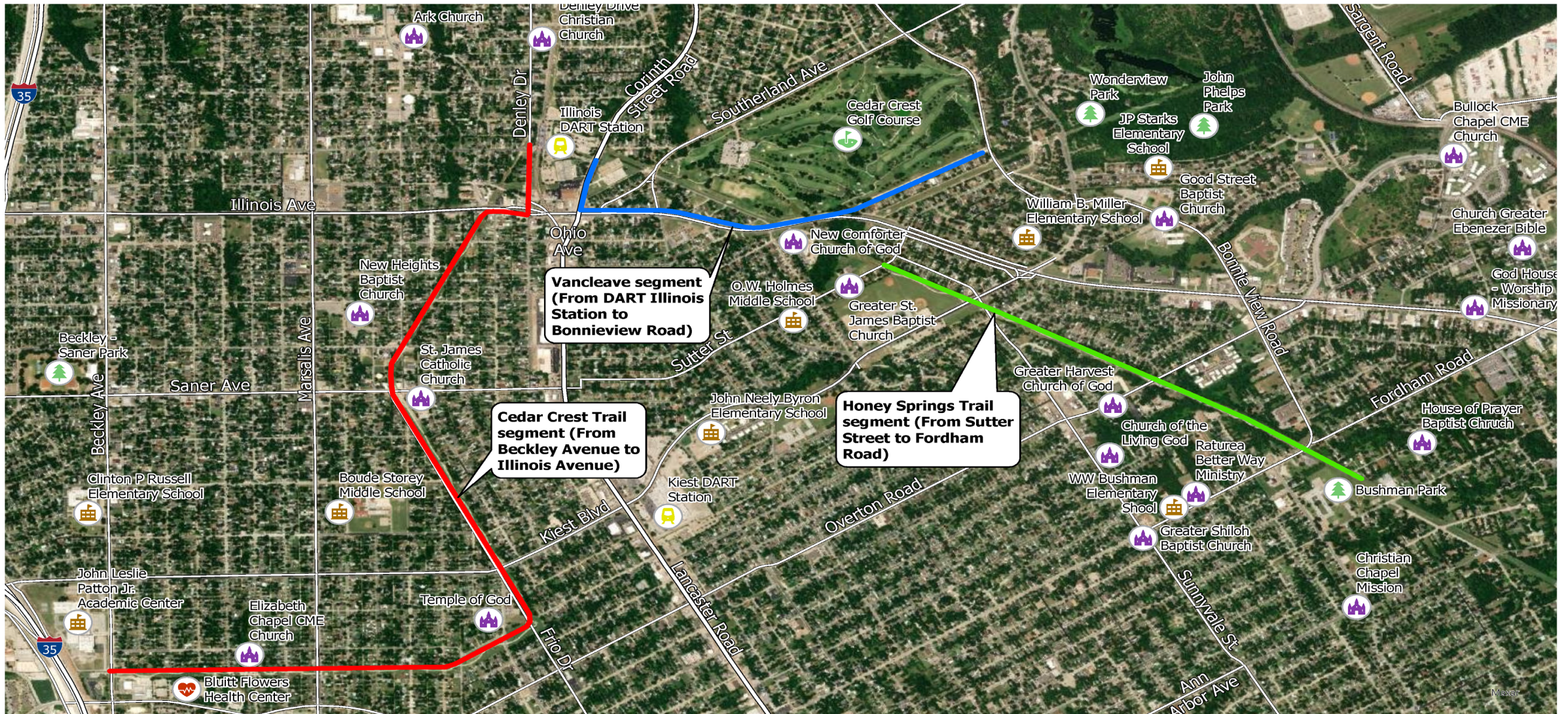
The Honey Springs - Cedar Crest Trail project, is located in South Dallas near the Cedar Crest Golf Course, consists of ~ 5.0 miles of shared use Trail with 3.6 miles within an ONCOR Transmission Corridor and 1.4 miles inside City of Dallas ROW.

MAJOR CONNECTIONS

- PARKS
- SCHOOLS
- CHURCHES
- DART ILLINOIS STATION
- CEDAR CREST GOLF COURSE
- CONVENIENT STORES
- PARKLAND HEALTH CENTER



TRAIL CONNECTIONS



Honey Springs - Cedar Crest Trail



Dallas County Public Works

0 0.13 0.25 0.5 Miles



MAJOR PROJECT COMPONENTS

10 TO 12' WIDE TRAIL

30 MID-BLOCK CROSSINGS

22 DRIVEWAYS

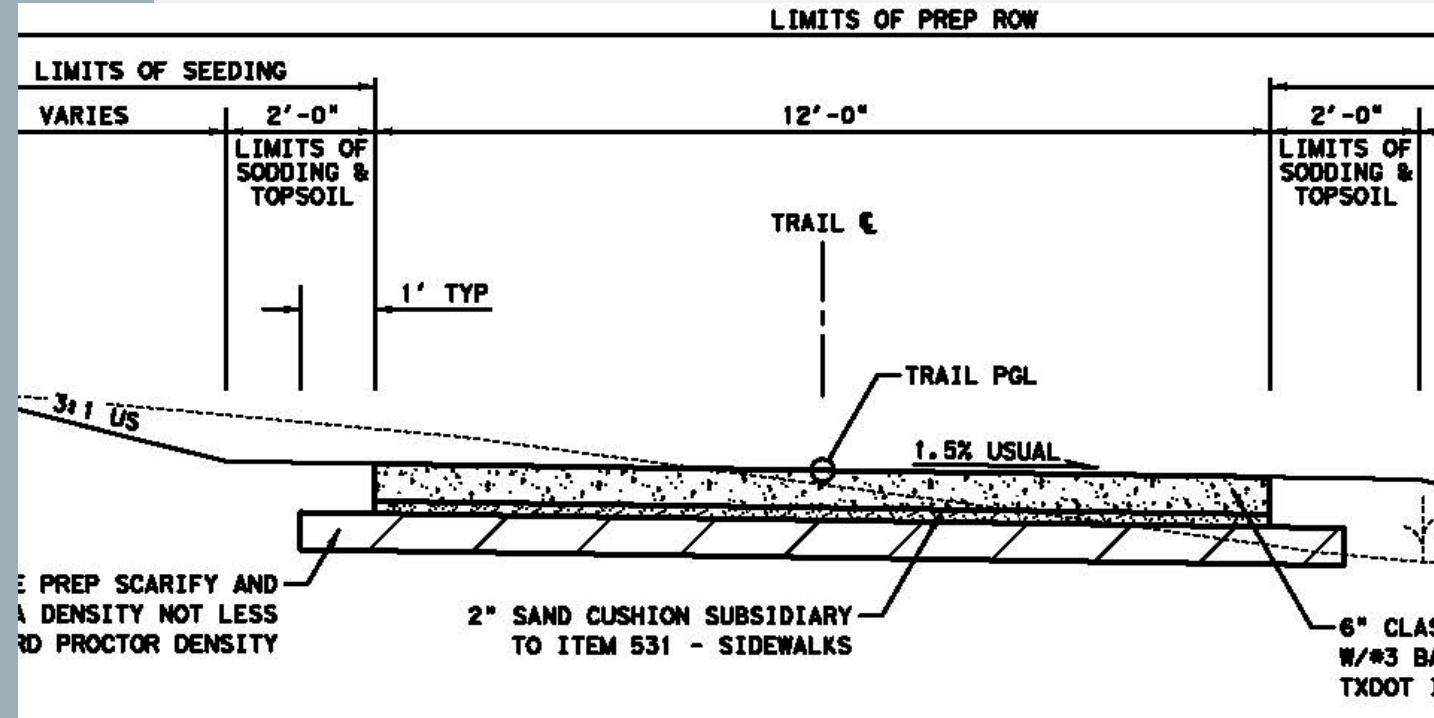
60 BARRIER FREE RAMPS

~ 300 SAFETY SIGNS

Pre-Cast Arch BRIDGE

10' tall RETAINING WALLS

CULVERTS





CONSTRUCTION CHALLENGES AND LESSONS LEARNED

- Street crossings
- 25' clearance radius from Oncor towers
- Bridge Design and Installation
- Theft and Vandalism
- Maintenance of ROW



RIBBON CUTTING
HELD ON
OCTOBER 22, 2021

Contacts:

Komala Narra P.E. CFM

Project Manager

komala.narra@dallascounty.org

Tushar Solanki P.E.

Assistant Director

tushar.solanki@dallascounty.org

