Appendix J

Comments Received on the Cotton Belt Corridor Regional Rail Project (Project) Draft Environmental Impact Statement (DEIS)
J-3

Written Public Comments on DEIS
As an extension of my previous email I'd like to request that someone go out to this neighborhood to survey the roads that have been cut in and consider both the existing, currently under construction and future homes to be built. Below are some of the existing streets that will be impacted by the Cotton Belt; however I ask that someone also drive the remainder of the University Place neighborhood (to the south, southwest and southeast) and observe the new streets/lots that will soon have homes occupying the currently vacant lots.

Sunflower Lane
Snapdragon Way
Sugar Cane Way
Sabal Court
Pinyon Lane
Acoma Lane
Lily Court
Crabapple Court
Sage Lane
Agave Lane
Primrose Way
Coralberry Dr
Shumard Oak Drive

Sincerely-

Daniel H. Smith
O: (214) 561-6518 | C: (214) 563-9207
8350 N. Central Expressway
Suite 1313
Dallas, Texas 75206
www.foremark.com

-----Original Message-----
From: Daniel Smith
Sent: Friday, April 20, 2018 11:09 AM
To: 'CI_COTTONBELT MAILBOX'
Subject: RE: CottonBelt - Coit Intersection

That's what I'm specifically referring to. In Appendix B.12 (pages 136 and 137), as well as the previous plans that were published to the public, there are very few existing homes taken into consideration as being "impacted" by the noise. My request to you is that our section of the study for the homes located along this portion of the rail line be revised based on the number of homes currently under construction and to be constructed. There are supposed to be 600 homes in this neighborhood so I think it would be prudent for DART to consider the existing homeowner's and future homeowner's by including all current and future homes the study since most of the neighborhood will be built by the time the Cotton Belt starts service. There is also a retirement community to the north of our neighborhood (at the
southeast corner of Coit and Frankford) that is not considered in this study, either. As it exists your data set for homes/residents being impacted by the noise the Cotton Belt will create is inaccurate and incomplete.

We will be requesting the report be updated to include noise impact data for all existing and future homes to be built in this neighborhood; the same way the data is collected for all existing homes along the Cotton Belt shown in the study. We will also be requesting the Coit intersection be included as a “Quiet Zone Crossing” due to the number of homes near this intersection. Please let me know what I need to do to make sure this goes on record for public input during the comment period.

Sincerely-

Daniel H. Smith
O: (214) 561-6518 | C: (214) 563-9207
8350 N. Central Expressway
Suite 1313
Dallas, Texas 75206
www.foremark.com

-----Original Message-----
From: CI_COTTONBELT MAILBOX [mailto:cottonbelt@dart.org]
Sent: Friday, April 20, 2018 9:13 AM
To: Daniel Smith
Subject: RE: CottonBelt - Coit Intersection

Mr. Smith, the formal comment period for the Draft Environmental Impact Statement starts today April 20 and runs through June4. I encourage you to review the Draft EIS document on www.DART.org/cottonbelt and submit any comments you may have for the official record during the 45-day comment period. There is a noise section in the document and there is a noise report in the appendix.

Thank you,
Kay Shelton

-----Original Message-----
From: Daniel Smith [mailto:DSmith@foremark.com]
Sent: Thursday, April 19, 2018 10:19 PM
To: CI_COTTONBELT MAILBOX <cottonbelt@dart.org>
Subject: CottonBelt - Coit Intersection

I live in the new neighborhood, University Place, southeast of where the light rail intersects Coit Road. Your recently published study of the noise impact is very concerning to our residents. There are approximately 100 homes already built with more on the way and you’re only showing a fraction of the homes that currently exist along Sunflower Lane and Snapdragon Way as being impacted. This is a problem.

Is public input still being considered?

Sent from my iPhone
Subject: Official response within the public comment period regarding the Cotton Belt DEIS

For the Public Record and To All It May Concern

1.0 Background
From the DART website, I have reviewed the Draft Environmental Impact Statement and other relevant supporting documentation for the Cotton Belt Rail Project. Additionally, as a concerned citizen, I have attended most of the prior meetings and public hearings and submitted a number of written responses containing my comments and concerns regarding the Cotton Belt Rail. At one such public hearing it was asked, and answered affirmatively, that all written comments would be published and made a part of the public record for all to see. Where are they published? Since none were included with the DEIS, I am left to wonder if that provided information was correct. So question is, “what use is made of concerned citizens comments”? I am now thinking all my time and effort has been wasted. Am I correct in that assumption? More importantly, I don’t see any changes that have been requested incorporated in DART’s plans and documents? Further, to what end have I written them and to what end are concerns actually addressed? I am feeling that DART is just going through the motions of a process onward to it original planned end without regard to citizens concerns or inputs. Indeed, I don’t even see any of the requests from the recent City of Dallas resolution incorporated. If not now; then when? But, in the slight chance that someone is listening, I will once again state my comments and concerns along with several new ones discovered while reading this recently released DEIS. In short, for my part, I prefer the no build alternative.

2.0 DART Priorities not in order
How can the Cotton Belt Line possibly be objectively prioritized over the D2 line? Cotton Belt capital costs and O&M costs compared to ridership (DART estimate) simply cannot justify the outlay.

I realize Addison is keen to have the rail. Therefore, if DART must placate them, I suggest the Cotton Belt be built from Addison to DFW. The Cotton Belt is destroying the residential neighborhoods of far North Dallas. The City of Dallas has little to no benefit with a severe disruption to the lovely communities of far North Dallas.

DART’s time estimate to DFW is about 1 hour. Why would I ride the train when I can be at DFW in about 20 minutes by private auto or ride share? Plus, if you count time for driving and parking at the closest station, wait time at the station (30 minutes to 60 minutes), the train option simply does not make sense to me.

Previously, I suggested the elimination of the Knoll Trial and Preston Road stations and at that time, I thought these stations were kiss and ride. Now, from the DEIS, I learn they are not kiss and ride...they are walk and ride. This is a totally a stupid idea. Pure and simple, if you don't have parking, then don't build the stations. Traffic is already horrendous in the far North Dallas area without the proposed at-grade train's crossings every short distance at 30 to 60 minute intervals. DART is forcing me to seriously consider moving out of the far North Dallas area before construction and inauguration slated for 2022.

3.0 Interest rates
Also, DART personnel informed me that the cost of money in the plan is set at 3 percent. At least be honest with the public and calculate project with a realistic cost of money. DART and the taxpayers (who ultimately must pay) should be able to accurately measure project costs and DART’s performance against budget. I request the plan be revamped to include realistic interest rates projected over time.

4.0 Mitigation versus Betterments
I note that the DEIS does not mention betterments. Why not? They are VERY important. City of Dallas is most severely affected and deserves to be at the head of the list for betterments. Also, the City of Dallas is the largest and longest contributor to DART. FTA standards and planned mitigation are the absolute rock bottom minimum.

5.0 Unless I missed it, I did NOT see in DART documentation the White Rock Creek just west of Preston identified as a floodplain and wetland. It definitely is in a 100-year floodplain.

6.0 Freight on the Cotton Belt Rail
This area of the City of Dallas does not now have freight nor do we want freight on the far North Dallas portion of the Cotton Belt. The DEIS does not speak to this exclusion, on the contrary, it seems to be advocating freight inclusion. NO to freight in the far North Dallas corridor.

7.0 City of Dallas Resolution
I reluctantly support the City of Dallas resolution Number 180488 dated March 28, 2018 regarding the Cotton Belt Rail.

8.0 However, if the Cotton Belt Rail is built, I request that DART:
A. Provide state-of-the-art train cars (with any and all safety features, low noise, low vibration and visual improvements.
B. Provide state-of-the-art tracks (use tire-derived aggregate throughout far North Dallas and other material and construction techniques to absorb maximum noise and vibration)
C. Use highest walls (with good acoustical properties)
D. Use lots of natural plant materials and landscaping
E. Use quiet zones, directed horns and other techniques to minimize disruption through the far North Dallas neighborhoods.
F. Use any and all betterments to reduce noise and vibration and enhance traffic flow within the far North Dallas neighborhoods.

G. Take care in design not to impede fire, police and ambulance services and response times.

H. If Preston Road station is to be built, provide protection from hide and ride as we already have parking safety hazard near the Wagging Tails Dog Park as overflow parking spills onto Keller Springs Road posing a safety hazard on this very busy street at a blind curve during summer months.

I. Do NOT disrupt all at-grade intersections with construction at the same time. Blocked streets and lanes are already a problem with normal repair. Finish one intersection at a time.

Respectfully,

Sue Robinson
3 Green Park Drive, Dallas TX 75248
972 407-1400, suerrobinson@me.com
And advocate for the Green Park Homeowners’ Association.
Thank you for proceeding with the Cotton Belt. Having more affordable transportation is vital to our metroplex's economic health.

I live in Prestonwood and have attended previous public forums so am well informed with the plans.

Thank you again.

Sent from Mark Howerton's iPhone 214-549-3425
15810 Ranchita Drive
Dallas, TX 75248

Please excuse typing errors.
I live in Valley Ranch, an area of 40,000-plus residents and an area with a very high population density. Our community would be better served if we had a DART connection to the Green Line Station in downtown Carrollton (even a bus would help) and DART access to DFW from Valley Ranch would be very popular. The Cotton Belt rail line needs to have a station where MacArthur Boulevard crosses the rail line. (I know, that particular spot is just outside of the Irving city limits and is in Coppell--Valley Ranch is mostly in Irving, but a small part is in Coppell.)

What can we residents of Valley Ranch do to get DART to include a station on the Cotton Belt Line at MacArthur Boulevard?

To serve a more immediate need, what can we residents of Valley Ranch do to get DART to institute a bus connection to the Green Line Station in downtown Carrollton from a logical point in Valley Ranch?

Thanks.

Hugh A. Koste
706 Canal St.
Irving, Texas
Dart Officials,

I am a long time North Dallas and Plano resident (29 years) and have followed the progress of the DART rail system closely. Amazingly I watched as the first two lines went to South Dallas to get their buy in despite the forecast of low ridership. It would seem to most Business minded persons that the first run would go from the central business district to the local airport but I digress. That being said I am fine with the south Dallas routes as I believe public transportation should lean toward the lower income folks. It has had a positive impact on south Dallas development which is and has been very much needed. However it is well PASSED time to provide the critical east west connector between the north south lines....to where?. ...the local airport of course. The Cottonbelt route will finally provide the huge and growing population in the north with a way to the DFW International Airport. This route will not only connect the red line up through Plano and the blue route up through Carrollton an east west route to the airport but it also connects key destination spots to the light rail system (downtown Carrollton, Long paying into the system Addison, University of Dallas, TI plant and the New State Farm complex development). I whole heartily support this new route and look forward to its long overdue completion.

Craig Hughes
HUGHES COMMERCIAL
Real Estate and Development, LLC
6208 Blain Drive
Plano, Texas 75024

(214) 543-3821
Craig.Hughes@HughesCommercialTexas.com
My name is Peter St. Charles and I live at 3113 Squireswood Dr. in Carrollton. (972) 416-5151

I have concerns about noise impact due to no 15 foot barrier walls in your design along the rail line that borders our Trafalgar Square HOA. I also have security concerns due to the close proximity of the rail line 50 feet from our property line and I have a big concern of traffic impact that will be caused by the Marsh Lane crossing which is one block south of our only entrance into our 173 home community. Additionally, the intersection of Marsh Lane @ Arapaho north to Marsh Lane @ Country Place Drive is a two (2) block moving intersection with multiple accidents and traffic congestion.

Sent from Mail for Windows 10
I live near the proposed 12th Street station in Plano and I’m excited about the prospect of the Cotton Belt Line and having an efficient way to access Addison and DFW by Dart Rail.

After reviewing the expansion documents, I have concerns about the Knoll Trail and Preston Road stations which do not have any planned parking or access by car. The idea of bike/walk access is a nice, lofty goal. The reality is that in a car dominated area like North Dallas, a train station without at least a convenient car drop-off point is not going to be used. At best, it will create higher usage at nearby stations that do offer car drop-offs, but if the goal is to alleviate traffic, that’s a missed opportunity.

I’m also concerned that the added traffic on K Avenue due to the parking lot at the 12th St station will impede walkability on the south side of Downtown Plano. The 12th St Station is in an area that is already prime for walkable access (one of the only truly walkable areas in all of North Dallas), so if that is a goal, it needs to be addressed and cared for in the plan.

Thank you for your consideration.

Amy Bonney, Art Director :|: 972-261-8321
bcodesign.com :|: mapleleafcreative.com :|: brand-divas.com
Can you please speed up the construction project soon thanks I hope y’all will get the rail line started by this summer

Sent from my iPhone
Hello,

As a resident of the Trafalgar Square neighbor, in Carrollton, I am asking that you please install a sound wall on the southeast side of the proposed railway. The homes by those railroad tracks will be severely impacted with noise if this wall is not installed. Families with small children live in these homes and it would be beneficial for them to continue to enjoy the neighborhood that they are living in.

Therefore, please add this sound wall to your plans and let’s start the building process for the wall immediately.

Thank you for taking the time to read this email!

It is much appreciated.

Czarina Reyes
A Trafalgar Square neighborhood resident
Carrollton, Texas
Dear Sir/Madam:

I have received the Engineer reports and maps, but no artistic rendition of what the Cotton Belt Rail will really look like to the casual observer.

Would you please forward that information to me? I am particularly interested in the Tollway to Shiloh Road section. I'm curious about how the Rail will look as it crosses McCallum and Campbell Roads, and as it runs through the neighborhoods in that area.

Thank you.
John Hoppie

From: Cary Fitzgerald <cary@riverbendproperties.com>
Sent: Friday, May 4, 2018 9:22 AM
To: CI_COTTONBELT MAILBOX
Subject: Comments about the Cotton Belt DEIS

DART: Please have hike and bike paths connected to all of your proposed stations. Thank you, Cary

Cary Fitzgerald, CPM®, RPA®
Property Manager
P: 817.284.5555 I C: 817.480.3606 I F: 817.284.0583

www.riverbendproperties.com
Hello,

I wanted to comment on the Cotton Belt DEIS by saying that the Cotton Belt passenger rail line is very much needed given the rapid population and traffic increase throughout the Dallas-Fort Worth Metroplex and will help reduce car traffic, road congestion and the stress of having to drive. The Cotton Belt Line will also provide alternative transportation options for people who need and want them, encourage more use of mass transit options, help improve air quality, and help improve the quality of life for all DFW residents. I look forward to the opening of this rail line in 2022! Thank you very much!

Paul McManus
1235 Claire St.
Lantana, TX 76226
(214) 755-1228
mcmanus.family.3@gmail.com
Line section CB-3

How does DART propose to handle the high auto traffic loading on Campbell Road and Davenport Road from and to Preston Road during the school term? Parents are dropping off children to an elementary and middle school on Davenport within 1/4 mile from the tracks! This occurs again in the afternoon.

Will there be a station at Preston Rd near Keller Springs Road?

Why are you averaging 57.5 MPH thru CB-3 area near two schools and a group of neighborhoods?

Why does DART not have a permanent bus line from Carrollton to Plano?? Not enough demand? Why do we need this line then

Why are you running noisy and dirty diesel locomotives near two schools and neighborhoods?

Peter a Jacobs
Timber creek Lane
Dallas Tax Payer

Sent from my iPhone
Mr. John Hoppie, Dart Capital Planning,

I have several serious concerns regarding the impact of the Cotton Belt rail line in the area of the crossing at Marsh Lane.

**Noise and visual disruption:**
The fact that there is no 20 foot noise barrier east of the crossing at Marsh will negatively impact the quality of life for the residents of the Trafalgar Square town home community which borders the rail line. There is currently a six foot concrete wall bordering the community. The railroad tracks are above the grade of the wall making the wall an ineffective barrier for the sight of passing trains and the noise that is generated. There are plans for a wall on the west side of the crossing. The same consideration must be made for the residents on the east side of Marsh Lane. There must be a noise barrier on the east side of the crossing at Marsh.

**Traffic disruptions due to the crossing at Marsh:**
There is currently considerable traffic congestion during rush hours at the intersection of Marsh and Stonehenge just north of the crossing. During the morning commute, southbound traffic backs up through the intersection, making merging onto southbound Marsh extremely difficult. Frequent crossings during the morning commute will make this backup even worse. This will create a situation where southbound egress from Stonehenge untenable.

During the afternoon commute, northbound traffic typically backs up from a red light at Country Place Drive just north of Stonehenge Lane. This makes turns onto Stonehenge Lane extremely challenging in both the north and south bound directions. While a stoppage of traffic at the crossing would provide a temporary beneficial breakage in traffic flow, the concentration of north
bound vehicles once the train has passed would create an unacceptable disruption ingress and egress onto Stonehenge.

A detailed traffic study is needed to devise mitigations including a traffic signal at Stonehenge and Marsh.

**Security at the bike/hiking trail:**
The proposed trail along the tracks would bring many people into neighborhood. Sufficient security measures must be taken to ensure that this does not pose a safety/security threat.

** Beautification:**
The rail line will serve as an eyesore, greatly diminishing the desirability of the Trafalgar Square community. Beautification efforts such as trees should be used to mitigate this impact.

Sincerely yours,

Eric Dion
3209 Squireswood Drive
Carrollton, TX 75006
214-629-6268
Date/Fecha: 5-1-18

Meeting Location/Lugar de la reunión: 

I'M SORRY I CAN'T ATTEND

Name/Nombre: JASON BRADFORD

Address/Dirección: 9000 FOREST LANE

City/Ciudad: DALLAS, TEX

Zip Code/Zona Postal: 75243

Telephone/Teléfono: 214-575-5186

E-mail/Correo Electrónico:

Comments/Comentarios:

LETS GO IT THINK THIS LINE WILL BRING A FUTURE OR DREAMS

I'M SORRY I CAN'T ATTEND THE MEETING BY I HAVE PROBLEMS WITH TRANSPORTATION

JASON BRADFORD
Draft EIS
Comment Card

Date/Fecha: 5-3-18

Meeting Location/Lugar de la reunión:

Addison

Name/Nombre: Judy Arrant

Address/Dirección: 3216 Squireswood Dr

City/Ciudad: Carrollton

Zip Code/Zona Postal: 75006

Telephone/Telefóno: 469-774-4888

E-mail/Correo Electrónico: JJAarrant

Comments/Comentarios:

Will need wall to block out the sound.
Date/Fecha: May 15

Meeting Location/ Lugar de la reunión:
Richardson Civic Center

Name/Nombre: Erin Dion

Address/ Dirección: 3209 Squireswood Dr.
City/ Ciudad: Carrollton

Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-358-4404

E-mail/ Correo Electrónico: dion.erin@gmail.com

Comments/ Comentarios:
Concerned about noise and traffic at crossing at Marsh
I am a resident of North Dallas and I strongly support the Development of this commuter line. North Dallas has a major service gap for transit service with most residents living or working many miles from any rail transit facilities. The Cotton Belt line significantly fills in that gap and provides service to hundreds of thousands of residents so that they may enjoy the benefits of transit. In addition, this part of Dallas is experiencing tremendous growth. And because the area is mostly built out, the growth comes in the form of vertical density. A major redevelopment of an aging regional mall into a high density, mixed use development is underway in the area, and the Cotton Belt line is integral to the economic success of this venture.

Sincerely,

Lee M. Kleinman
Dallas, Texas
Dear Sir/Madam,

I live in North Dallas, about 1/2 mile from the proposed Coit Road station, and I strongly support building a Cotton Belt station near Coit Rd.

However, I recommend that the location of the station is not at the Coit Road, but slightly west, at Dickerson St (see attached image), as was previously identified by community. See page 11/12 of this document: https://www.dart.org/ShareRoot/about/expansion/cottonbelt/CottonBelt08mar18PublicMeeting.pdf

The reasons for the location next to Dickerson are as following:

1) The area next to Dickerson has been lagging in development, and hard to believe that it is in such nice area of North Dallas. Building a station there will result in chain reaction and transit-initiated development, which city of Dallas will certainly welcome, given the tax revenue. The costs of acquiring this land should be very reasonable.

2) Large number of UTD student live in apartments right next to Dickerson St, who will use DART rail to attend school. This is evidenced by UTD running a bus route in the area -see attached PDF bus route.

3) Car sharing company Zip-cars has 2 stations right next to Dickerson, which indicates large demand for mass transport (see attached image)

But even if the planners feel that the Coit station should be located on Coit Road, not on Dickerson, I would still strongly support it.

Thank you,
Isaac Pugach
Hi-

I know that detailed designs have not been completed for the Cotton Belt line. However, I would assume that significant logistical issues for airport interconnections have been determined.

So, my question is this. For passengers arriving at DFW with checked baggage, how will they get from baggage claim (outside security) to the Terminal B station to catch the Cotton Belt, since the Skylink trains are inside security?

Thanks.

Regards,

Mike Machin
Let's go.

Date: 5/8/18

Meeting Location: Lugar de la reunión:

Name: Dominique Jackson
Address: 1528 W. 10th Street
City: Dallas
Zip Code: 75237
Telephone: 814-843-3237
E-mail: JackoJack17@gmail.com

Comments:

I am writing in concern to us riders not having certain conveniences/amenities such as restrooms, wifi for those who use the passes, and local travel outlets. How can I show my passes if I cannot choose phone or wifi?
We need a noise abatement wall for Traylor Square.
Date/Fecha: May 7, 2018

Name/Nombre: Shannon Dion
Address/Dirección: 3209 Squireswood
City/ Ciudad: Carrollton, TX
Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-898-3914
E-mail/ Correo Electrónico: sg_dion@msn.com

Concerns/ Comentarios:
- Marsh Lane crossing: Noise and privacy need for 20 ft.
- Sound barrier only on east side of Marsh as on west side. Traffic study to follow up improvement made as traffic on Marsh already overwhelming.
- Train will make it worse.
- Beautification to maintain property value.
Date/Fecha: 5/14

Meeting Location/Lugar de la reunión:

ADDISON, TX

Name/Nombre: DAVID RICHARDSON

Address/Dirección: 1614 BAINBURY LANE

City/Ciudad: CARROLLTON

Zip Code/Zona Postal: 75006

Telephone/Teléfono: 972-745-2530

E-mail/Correo Electrónico:

Comments/Comentarios:
WHAT IS BEING DONE TO MITIGATE NOISE POLLUTION AT HARRIS HOUSE?
BAINBURY/SAN SEBASTIAN?

(TRAFFIC SQ RELOCATION COMPLETED). CURRENTLY NO NOISE MITIGATION IS PLANNED.
Good morning John and hope you are well.

Thank you for providing this information, it was most helpful. I have put together a few views (attached) of the Willow Greene community with some notions.

Page 2 is showing an existing segment of our boundary wall. The remainder of the wall, approximately 1100 linear feet is going to be replaced and our plans are to maintain the wall at its current 6 feet height. The top of this wall is about level to the track height and I assume it will be at about level with the planned walking/bicycle trail. Pages 3 and 4 provide more of a perspective and the relationship of our wall to the DART right of way.

My question is: Is there going to be a barrier of some type between the trail and our wall? If yes, then what would this consist of? Naturally, with this area opening up to more public usage, we have concerns about security and controlling entry into Willow Greene by non residents, especially at the pool area where the trail is only 4 feet from our wall. If DART has no plans for a barrier, then Willow Greene may need to address the height of our replacement wall or some other considerations.

Regards,

Neil

On Mar 6, 2018, at 8:40 AM, John Hoppie <JHoppie@dart.org> wrote:

Mr. Teitelman,

Attached are the Cotton Belt Design plans at Willow Greene Condos. Also attached is a Google Earth file that depicts the plans on an aerial photo. (Red and Blue represent the rail line and Brown represents the future trail) You will note from the plans, photo and graphic below that DART right-of-way widens from 100’ wide to 250’ wide just to the east of the Willow Greene pool. On the north side DART has an additional 50’. The existing tracks are centered in the 100’ wide portion to the west (behind the pool). The new double track would also be centered in 100’ wide portion of corridor. The future 12’ wide trail would be placed on the north side of the 100’ portion of the about 4 feet of the edge condo property at the pool. This trail extending east of the pool area would then be about 54 feet from the condo wall. As
shown on the plans the rail bed will be raised 0-1 feet behind Willow Greene. Drainage features will be incorporated into the plans during final design.

DART has no plans to alter the additional 50’ of right-of-way along most of your wall. Call me if you have any questions.

John Hoppie
Project Manager
Dallas Area Rapid Transit
214-749-2525 (direct)
214-749-3844 (fax)
jhoppie@dart.org
Hello,

I am Robert Luschek and I live at 6106 Keller Springs Drive, Dallas, Texas 75248. Following are my comments on the Environmental Impact Study. Thank you.

* The projected ridership for the Preston Road Station and the Coit Road Station, along with the proximity to adjacent stations indicates that DART should not include these stations in the project. Additionally, the Preston Road Station does not include parking, and would result in riders being dropped off by illegally stopped vehicles in the roadway, or by riders parking in the neighborhood and increasing congestion in the neighborhood. Both of these situations would unduly affect the folks in this neighborhood.

* With the reduced number of stations, and the distance between stations being increased, DART should reconsider a single track alignment with passing areas and 2 line stations to further reduce the impact and cost of the project. The rail line does not have a high frequency to begin with, so train passing would be minimal, and it seems like a poor use of funds to build out 2 lines for the entire length, when a train may only pass another train in the opposite direction 1 time each trip. Why not use the schedule and use signals to make sure these passes occur at rail stops. The time between stations is always less than 5 minutes...so a prolonged wait to allow for a train to pass in the opposite direction would only add 5 minutes to the total trip time at a maximum.

* The relocated White Rock Creek Bridge should be used for the trail associated with the Cotton Belt Line. The trail should be prioritized so that this historic bridge can be used by all.

* A true alternatives study should have evaluated the benefit of completely abandoning the Cotton Belt for an alternative line along existing rail line near the President George Bush Turnpike or using right of way along the I-635 corridor. Routing through residential neighborhoods as the Cotton Belt does through North Dallas minimizes the true benefits of this development by taking it away from prime Transit Oriented Development areas such as the Dallas Mid-Town, and the Dallas North Tollway/Preston/Coit and President George Bush Turnpike intersections. DART appears fixated on bringing transit to Addison and selectively ignored routes along existing highways such as LBJ and the Bush Turnpike.

* Crossings in the North Dallas Area (near Brentfield and Parkhill schools) need to be designed with children in mind as there are students that walk and bike to both of these schools by crossing the tracks. The trench/tunnel option would be great as it would eliminate the crossing issue. Additionally...if the Preston Road Station were to be eliminated, the tunnel option would be able to go underground from UTD to Knoll Trail prior to crossing over the Dallas North Tollway. The costs associated with stations and the tunnel would be reduced with Preston Road Station and Coit Station being eliminated. Additionally, these are the 2 stations located in the most residential neighborhoods...and tunnelling would minimize the impact to this area.
* The O&M document states that there is bus service to the Preston Road Station. This is not true as the proposed Preston Road Station is adjacent to the Keller Springs Road roundabout. The closest bus stop is actually on Preston Road, which is at a different grade than the Preston Road Station (Preston Road passes over top of Keller Springs Road). Adding a bus stop on Keller Springs would be dangerous due to the before mentioned roundabout.

* Routine maintenance should include periodic noise and vibration testing to ensure the noise mitigation required is still working. For instance, rubber degrades over time especially in the Texas heat and sun. This may need to be replaced at a more frequent interval than the typical gravel for rail lines. This would particularly impact the residences in the North Dallas area.

* In Appendix A of the O&M document, it appears that the trains actually begin prior to 6:30 AM. This is a pretty early operating time in the areas adjacent to the neighborhoods. DART should store trains closer to the end terminals of the line to prevent very early morning activity in neighborhoods.

* In the street crossing document, it states that crossing at Campbell would cause minimal disruption. The evaluation does not take into account the effect of the neighborhood schools that are in this area. Additionally, it is noted that there is a stop light 600 feet east of the crossing. This stop light exists due in part to visibility constraints and the evaluation does not appear to take this into account.

* In the Visual Assessment Document, it is very difficult to see the residences that back to the tracks east of the proposed Preston Road Station. These residences would be significantly impacted by the Preston Road Station from parking and noise.

* In the 10% design drawings, there is some indication of a Proposed Retaining Wall, adjacent to the proposed trail in the North Dallas Area, east of the Proposed Preston Road Station. What does this retaining wall look like? Currently, there is a sloped grass area that allows rain water to drain from the neighborhoods. A retaining wall too close to the alley may affect cars using the alley to access their homes and this would need to be taken into account (a way to pass and exit driveways for instance.)
Ladies and Gentlemen:

I have read the DEIS and continue to have serious concerns about noise and vibrations at my home, which is in the severe noise impact area. I also have serious concerns about grade level crossing at Meandering Way from a safety perspective.

If this project is to be done, it should be done correctly taking into account the many residential areas impacted, especially in the City of Dallas.

Harry W. Sullivan, Jr.
International Energy Attorney
6818 Rocky Top Circle
Dallas, Texas 75252
Phone: + 1-214-517-2438
E-Mail: sullivanhw@aol.com

Note: This message may contain material subject to the ATTORNEY-CLIENT PRIVILEGE and/or ATTORNEY WORK PRODUCT, all of which is CONFIDENTIAL.
Draft EIS
Comment Card

Date/Fecha: 5-7-18

Meeting Location/Lugar de la reunión:

Name/Nombre: Daniel Bevins
Address/Dirección: 327 High Brook Dr.
City/Ciudad: Richardson, TX
Zip Code/Zona Postal: 75080
Telephone/Telef.: ~
E-mail/Correo Electrónico: ~

Comments/Comentarios:
What measures are being promised by DART to minimize traffic disruptions by day during construction and minimize noise disruptions both during construction and after (i.e. during normal service operation)? Your potential neighbors & customers deserve to know. Please write your answers to the above address. Thank you.
Date/Fecha: April 9, 2018
Meeting Location/Lugar de la reunión:
Addison, TX 75001
Name/Nombre: Marianne L. Doyle
Address/Dirección: 3209 Stonehenge Ln.
City/Ciudad: Carrollton
Zip Code/Zona Postal: 75006
Telephone/Teléfono: 972-416-6855
E-mail/Correo Electrónico: doyle.marianne@gmail.com
Comments/Comentarios:
- Concern about traffic impact at Marsh Lane crossing.
- Also need barrier wall to reduce noise and vibration in nearby area.
- Landscaping necessary along the corridor of the new rail line.
Date/Fecha:

Meeting Location/Lugar de la reunión:

Name/Nombre:

Address/Dirección:

City/Ciudad:

Zip Code/Zona Postal:

Telephone/Telefono:

E-mail/Correo Electrónico:

Comments/Comentarios:

F OT T T H R O T H P R O J E C T.

D O U B L E T R A C K

E L E V E T E A L C R A S S I N G S

D O N ' T M O K E T H E P O T T E R B L U D M I S T A K E I N P L A N M.
Mr. Hoppie - I would like to comment of the proposed belt rail going through. I live in Glen Abbey and Keller Springs has really increased in traffic already with new subdivisions and apartments in the area. My first would like to oppose the idea all together and my second option is to be at Montfort. Montfort has more apartments and I think more clients for the rail.

Thank you for allowing me some input, Diane

Diane Geracie

53 Kennington Court
Dallas, Texas 75248
Cell - 214-538-9919
dianeg26@me.com
May 15, 2018

FTA Regional Contact
Melissa Foreman
Community Planner
Federal Transit Administration
Region 6
819 E. Taylor
Room 14A02
Fort Worth, Texas 76102

John Hoppie, Project Manager
Cotton Belt Draft Environmental Impact Statement (DEIS)
Dallas Area Rapid Transit
PO BOX 660163
Dallas TX 75266-7213

RE: May 15, 2018  6:30PM  Public Hearing

Comments:

As a paying customer and frequent DART passenger, I agree that increasing access to public transportation in far north Dallas should be a priority. As a former resident in far north Dallas, I found the traffic to be extreme at certain times and would have used public transportation if a better system such as the proposed Cotton Belt Corridor Regional Rail Project had existed at that time (2013-2014). The proposed Knoll Trail station will be in walking distance from my former residence in north Dallas, which would have provided a very convenient way for me to avoid all the traffic congestion in the area.

It is very important to remind those who are opposed to any type of public transit system expansion, that the main purpose of DART is to provide affordable public transportation.

On Thursday, March 8, 2018, I attended a DART Cotton Belt Community Meeting in the Parkhill Junior High School Cafeteria. At that meeting, a Dallas City Council member claimed that a resolution was being drafted to eliminate the Coit road park and ride station, because some in far north Dallas did not want it. The councilperson also stated that the city of Richardson and Plano wanted and requested a Coit road station, but because it was to be located in far north Dallas, the City of Dallas could choose to eliminate it and use the money for beautification.

The main purpose of the Cotton Belt Corridor Regional Rail Project is to provide public transportation. The main purpose should not be to limit park and ride rail stations and provide
massive beautification and noise reduction modifications simply to please the requirements of current residence.

The Cotton Belt Rail Corridor existed long before some of the current residents moved to the area and it will probably exist long after these same residents have moved away. If someone’s property is and has always been located near a rail corridor, there is a good possibility that one day that corridor will support rail service.

Residents in the Cedars area of Dallas who live next to the DART red and blue lines are entitled to the same noise mitigation and beautification as those along the Cotton Belt Corridor, but there are no walls or trails or special consideration for beautification and vibration in the Cedars.

The area along the Cotton Belt Rail Corridor will continue to experience an increase in the number of people who live, work and do business in the area, along with an increase in traffic. This trend will drive the need for a better public transportation system along the Cotton Belt Rail Corridor.

Park and ride stations are required to provide the public with more transportation options that can help reduce traffic congestion. Those who would arbitrarily choose to eliminate the proposed Coit road park and ride station, obviously don’t understand anything about transportation projects and have failed to consider the future, the facts, the data, and the needs of riders.

The elimination of the Coit road park and ride station would increase passenger’s commute time to and from residential, retail and commercial business locations along Coit road. It would also significantly reduce projected ridership and possibly end the partnership with the City of Richardson and Plano, thereby reducing the revenue needed to help build, maintain and operate the line.

DART should consider building a three story parking garage at the proposed Coit road station location. Based on the planned grade separation for this station, the ground level would be at station grade and the second level would be at Coit road grade, with the third level just one story above. The parking garage would be reserved for DART customers and would operate using the new DART tap card system. This would reduce the surface area required for parking cars by 33%. DART could also add frontage road access lanes (down and under Coit road) at the Coit road station location to allow access into and out of the station and eliminate left turns across Coit road by buses and cars.

I urge the DART Board to adopt the recommendation’s of the DART Engineering Staff for the Cotton Belt Corridor Regional Rail Project, keep the Coit road park and ride station and reject the arbitrary changes and bias resolutions proposed and drafted by Dallas council members who don’t represent everyone in the region.

Respectfully,

Mark A. Hawthorne
It's not clear to me that the Cotton Belt line is needed at all. Having said that, having a station at Preston and Keller Springs makes no sense at all. There is no room for parking or a station and Keller Springs is a high traffic feeder to the Dallas North toll way. A station at Montfort makes more sense in that it is a destination station offering access to a lot of shopping and restaurants. There is more room for a station and parking.

Sherel Horsley
52 Abbey Woods Lane
Dallas 75248
We live T 3234 San Sebastián in Trafalgar Square in SW Carrollton and we are very concerned about possible noise from the Cotton Belt line. Our home is probably only 200 from the tracks and this could be a great probably for us and the value of our home.
Howard Paige

sent from my iPhone
Sent from my iPhone

With the problem we have due to the traffic on Marsh and no traffic light to control the flow on to Marsh. I am concerned that with the dart lights will only add to our problem getting into and out of Trafalgar Sq.

Jim Hayworth
3105 Stonehenge In. Carrollton Tx.
Date/ Fecha: 3-14-18

Meeting Location/ Lugar de la reunión:

Name/ Nombre: BILL LUHISI
Address/ Dirección: 2712 LAKEVIEW LANE
City/ Ciudad: CARROLLTON
Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-839-2249
E-mail/ Correo Electrónico: WALUHISI@VERIZON.NET

Comments/ Comentarios:
① I WOULD LIKE TO KNOW EXACTLY HOW FAR THE RAIL TRACKS WILL BE FROM COUNTRY PLACE PROPERTY. ② ALSO WHAT IS THE FREQUENCY OF TRAINS EAST AND WEST? ③ WILL THERE BE A BIKE/WALK PATH ON THE NORTH SIDE OF THE TRACK AND HOW WIDE WILL IT BE? AND FINALLY ④ WHAT IS THE EXPECTED DB LEVEL OF THE TRAINS AND FAST WILL THEY BE TRAVELING IN OUR AREA?

THANK YOU!

Bill
Notice of Public Hearing
Cotton Belt Regional Rail Corridor Service Plan Amendment
DART will hold a public hearing to receive public comments on the alignment, grade separations, station locations and facility locations for the Cotton Belt Corridor Regional Rail Project.

PUBLIC HEARING
Tuesday, March 27, 2018, 6:30 p.m.
DART Board Room
1401 Pacific Avenue, Dallas, TX 75202

Individuals wishing to speak at the hearing should contact DART Community Engagement at 214-749-2543 to register. In addition, written comments postmarked by the day of the hearing will become part of the official record. If you wish to attend the public hearing and need sign language interpretation, please notify DART 24 hours in advance by calling the TTY number, 214-749-3628. A Braille or taped version of information will be made available upon request.

Written comments should be sent to:
DART Community Engagement - 7232
Cotton Belt Service Plan Amendment
Public Hearing
P.O. Box 660163, Dallas, TX 75266-9672

For Additional Information
Please visit DART.org/cottonbelt or contact DART Community Engagement at 214-749-2522.

COTTON BELT REGIONAL RAIL

COTTON BELT

Legend:
- Cotton Belt
- DART Orange Line
- DART Green Line
- DART Red Line
- DART Blue Line
- DCTA A-train
- Trinity Rail Express
- DART Red Line
- Interface Station
- Potential Cotton Belt Stations

Comment Card

Date/ Fecha: ___________________________
Meeting Location/ Lugar de la reunión: ___________________________

Name/ Nombre: ___________________________
Address/ Dirección: ___________________________
City/ Ciudad: ___________________________
Zip Code/ Zona Postal: ___________________________
Telephone/ Teléfono: ___________________________

E-mail/ Correo Electrónico: ___________________________

Comments/ Comentarios: ___________________________

Need sound barriers in Coppell home areas for safety reasons
Notice of Public Hearing
Cotton Belt Regional Rail Corridor Service Plan Amendment
DART will hold a public hearing to receive public comments on the alignment, grade separations, station locations and facility locations for the Cotton Belt Corridor Regional Rail Project.

PUBLIC HEARING
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Written comments should be sent to:
DART Community Engagement - 7232
Cotton Belt Service Plan Amendment
Public Hearing
P.O. Box 680163, Dallas, TX 75266-9672

For Additional Information
Please visit DART.org/cottonbelt or contact DART Community Engagement at 214-749-2522.

COTTON BELT
Comment Card
let’s go.

Date/Fecha: 4/10/18
Meeting Location/ Lugar de la reunión:

Name/Nombre: Michael Kubic
Address/Dirección: 300 Dowling Lw
City/Ciudad: Coppell
TX
Zip Code/Zona Postal:
Telephone/Teléfono: mkubi@yahoo.com
E-mail/Correo Electrónico:

Comments/Comentarios:
I live in Coppell near where the lines will run. I believe for safety, sound & security reasons that a barrier wall is needed for the beltline road area. The homeowners in the area are very concerned.
John Hoppie

From: sskubiak@aol.com
Sent: Sunday, May 20, 2018 6:32 PM
To: CI_COTTONBELT MAILBOX
Cc: sskubiak@aol.com; sandy.greyson@dallascityhall.com
Subject: Cottonbelt Environmental Impact Study

Dear DART Board Members,

We live in the Far North Dallas area that will be severely impacted by the Cottonbelt train. We urge the DART Board to adopt the Dallas City Council's Resolution for DART/Cottonbelt.

Our specific concerns include:

Need for stronger mitigations and betterments, including for noise and vibrations that exceed the minimum federal requirements.

Installation of 15' sound walls on both sides of the tracks for the entire length of our neighborhood (Coit through Keller Springs). Currently, there is a portion of the train tracks that have a wall on only one side. This is not acceptable.

Grade separation at Coit Rd. as well as Hillcrest Rd. Hillcrest is an extremely busy street with a police station directly impacted by the tracks.

Elimination of planned Coit Rd. and Keller Springs stations. There are too many stations on the route. Do not add more congestion to our neighborhood with these stations.

This issue will have an extremely negative impact on our neighborhood, and overall, we are very frustrated because we feel that DART is continuing to ignore our valid concerns.

Thank you,
Ken and Sherrie Kubiak
16819 Colegrove Dr.
Dallas, TX 75248
Just writing to say I'm excited about DART's expansion and about a station being in walking distance from my townhome in Addison Circle. Looking forward to the day when I no longer have to drive very much at all!

Best,
Shovaen
My name is Donna Clark. I live in Trafalgar Square HOA, which is right next to the railroad tracks at Marsh Lane and Arapaho Road on the border of Carrollton and Addison.

We have enough problems with the traffic on Marsh Lane as it is. Stopping traffic three times an hour is going to cause increased problems that we don't need. There are 173 homes in this development, most have 2 to 3 occupants, most work, and ALL pay taxes. We understand that one of our major concerns was put to rest about your building a park and ride facility just next to our neighborhood. But there are still many issues that are unresolved, such as security, noise barriers, privacy, and traffic.

Progress is important, and the need for transporting the public in a more efficient way is paramount. With over 135,000 people moving in to DFW every year, it is vital that city governments keep up with the population. However, it should be just as important to consider the residents who have lived and worked here and not abuse them in the name of that progress.

I strongly urge you to consider making your rail project as unobtrusive and acceptable as possible for the people who will be living right next to your rail line.

Thank you.

Donna Clark
3116 Stonehenge Lane
Carrollton, TX 75006
COTTON BELT

Draft EIS
Comment Card

Date/Fecha: 5-16-18

Meeting Location/Lugar de la reunión:

Addison

Name/Nombre: David Dick

Address/Dirección: 16945 Davenport CT

City/Ciudad: Dallas,

Zip Code/Postal: 75248

Telephone/Teléfono: 972-733-3863

E-mail/Correo Electrónico: dvddck9@gmail.com

Comments/Comentarios:
I remain very concerned about the noise and vibration that will eminate from the rail line. Our neighborhood is currently very quiet and peaceful and the view of the trees behind my house are nice and relaxing-like living in the country. I believe that it is essential and in the best interests of DART that the sight, sound and vibration be mitigated to the best possible extent to salvage some amount of quality of life for myself and my neighbors.
All,

I have reviewed the DEIS and attended a review meeting and provided comments. I am also using this email to provide one more source of comments.

The DEIS does not address the visual and sound impacts to my property. To suggest that my property is too far away to be impacted by noise is incorrect. Please provide the basis for the statement, "Based on federal guidance and noise impact criteria there is not a noise impact projected for your neighborhood due to the distance from the tracks." What is the federal guidance and what is the noise impact criteria? Also provide what you believe is the distance between my property and the tracks.

To further suggest that existing visual screening is on my property is not correct. It is not on my property. Also to tell me to work with the HOA regarding visual screening on ONCOR property does not make sense and simply passes the responsibility to someone else. If you do not build the project there is no impact. So if you are going to build it please address the true sound and visual impacts that the project will create and don't pass the responsibility to property owners.

Sincerely,

Greg Bronson

On Fri, Apr 6, 2018 at 9:33 AM, CI_COTTONBELT MAILBOX <cottonbelt@dart.org> wrote:

Hello Mr. Bronson,

Thank you for your email.

The project Draft Environmental Impact Statement will be available for review later this month. Please sign up for project alerts on www.DART.org/cottonbelt and you will be notified when it's available. In the DEIS you will be able to review the analysis of potential impacts and provide comments during the official 45-day comment period. Based on federal guidance and noise impact criteria there is not a noise impact projected for your neighborhood due to the distance from the tracks. While no noise barrier wall is warranted, there will be a quiet zone (so trains don't have to blow horns) at the Marsh Lane crossing.

For visual screening, the existing hedge/trees are on your property and will remain. It appears there may be some ONCOR easements where the gap is so you may want your HOA to explore what you can do on your property relative to the ONCOR needs. There may be an opportunity for some additional landscaping screening in our right-of-way depending on the final track configuration and proposed regional trail. The current preliminary design rebuilds the current track, adds another track to the north, and a third track to the south for the industrial leads in the area. The plan also preserves space for the future 12’ wide hike and bike trail along the north side adjacent to your property.
line. With these improvements, there is limited space for other items. However, we will work closely with adjacent property owners during the next phase of design to determine options.

The schedule frequency will be every 30 minutes each direction during peak morning/afternoon periods and every 60 minutes each direction in midday and evenings. We plan to improve peak to every 20 minutes in the long-term although no date is known for that yet. Thank you again and we encourage you to provide comments during the 45-day period once you review the DEIS.

Kay Shelton

---

From: Greg Bronson [mailto:gbronson00@gmail.com]
Sent: Wednesday, April 4, 2018 5:06 PM
To: CI_COTTONBELT MAILBOX <cottonbelt@dart.org>
Subject: Cottonbelt Implementation Plan

Hi,

I am a property owner in Carrollton. Our property is just east of the LakeHill apartments and will be impacted both by the sight of the trains and the noise. There is a gap between a large hedge that runs from Marsh towards the LakeHill apartments that is located right behind our home.
I would like to know how to work with Dart to mitigate the impact on our property. Please provide contact information.

I am interested in visual barriers, sound reduction and schedule frequency for starters.

Thank you!

Greg Bronson

2704 Lakewood Lane

Carrollton, TX 75006

gbronson00@gmail.com

972 679-4431
Tim Allen
3109 Squireswood
Corrington
75006
922.417.9991
Tim@Teedon.us

Please install sound barriers if the rail line passes through / marsh.
Date/Fecha: 5/16/18

Meeting Location/ Lugar de la reunión:
RICHARDSON CIVIC CENTER

Name/ Nombre: LESLIE GOODMAN

Address/ Dirección: 6506 REDPINE RD

City/ Ciudad: DALLAS

Zip Code/ Zona Postal: 75248

Telephone/ Teléfono: (972) 931-9332

E-mail/ Correo Electrónico: LESLIE.EL121@yahoo.com

Comments/ Comentarios:
1) GRADE SEPARATION AT COIT, HILLCREST AND CAMPBELL ROADS
2) 15 FT HIGH WALLS THROUGHOUT N. DALLAS AREA
3) NO STATIONS AT COIT OR PRESTON RD
4) DAVENPORT/BRENTFIELD CROSSING WITH EXTRA PROTECTION FOR SCHOOL CHILDREN
5) USE THE SANTA FE LINE SO AS NOT TO CURVE UP OUR NEIGHBORHOODS
Draft EIS
Comment Card
Date/Fecha: MARCH 15, 2018
Meeting Location/ Lugar de la reunión:
CARROLLTON
Name/ Nombre: Mitchell Yackovich
Address/ Dirección: 3214 Squireswood
City/ Ciudad: CARROLLTON
Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-416-2608
E-mail/ Correo Electrónico: 
Comments/ Comentarios:
A Sound and Privacy Barrier should be constructed along the North Side of DART Rail between Surveyor and Marsh.
Name/Nombre: Allyn Kramer
Address/Dirección: 5428 Twin Cores
City/Ciudad: Dallas, TX
Zip Code/Zona Postal: 75248
Telephone/Teléfono: 972-387-9213
E-mail/Correo Electrónico: allyn.kramer@att.com

Comments/Comentarios:

Please do not build the Preston Rd station. The parking area available is not adequate. Also, the tracks run directly in front of Fairhall School. If trains continuously stop at the proposed Prestonwood Station, it would be a total disruption to the school.

Thank you.
Date/ Fecha: 5/19/18

Name/ Nombre: Serena Allen
Address/ Dirección: 3108 Squireswood
City/ Ciudad: Carrollton
Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-417-9091
E-mail/ Correo Electrónico: Serena@SerenaAllen, VS

Comments/ Comentarios:

Our neighborhood Trafalgar Square needs a sound barrier. Please install to protect the value of our neighborhood. The rail passed a large section of Trafalgar Square Arapaho/ Marsh.
May 21, 2018

Mr. John Hoppie  
D.A.R.T. Capital Planning  
PO Box 660163  
Dallas, Texas 75266-7213

Re: Wilbur and Lucy Hildebrand  
Potential Taking of Adventure Landing Property in far North Dallas

Dear Mr. Hoppie:

We are writing to express our strong objections to any taking of our Adventure Landing property on Coit Road for the D.A.R.T. Cotton Belt project.

We are longtime business residents of the area of taking. We have continually improved the facility during our 28 year tenure. Our facility has provided recreation to Dallas residents, as well as tourist and employment opportunities for many people in the North Dallas area.

The proposed taking of our property would leave less than half of the property available. We would lose the miniature golf course, the game room, the batting cage, the restaurant and parking facility.

We built the recreation facility from the ground up with the idea that it would provide us with a good income during our lives and leave a nice inheritance for our children and grandchildren. That plan is substantially impaired with the proposed taking.

Please consider our plea for the reasons stated. Please do not do take our property for a currently proposed Coit Road station for the Cotton Belt rail project.

Respectfully submitted,

Wilbur and Lucy Hildebrand  
5551 Dunrobin Drive #4407  
Sarasota, FL 34238  
(941)706-4406
Date/ Fecha: 5-18-18

Meeting Location/ Lugar de la reunión:

Name/ Nombre: Susan Kramer
Address/ Dirección: 5428 TwinCoves
City/ Ciudad: 75248
Zip Code/ Zona Postal: 75248
Telephone/ Teléfono: 903-387-0712
E-mail/ Correo Electrónico: kramer22gc@gmail.com

Comments/ Comentarios:

We do not need Prestonwood station. There is no parking available to have a station. No parking means no station!
I am a resident of Trafalgar Square and am very concerned about the noise and traffic that will result from the rail system that will pass our neighborhood.

Please consider installing a sound barrier wall that will cut the noise produced from the rail. Other issues are safety, security, and increased traffic. The traffic on Marsh is already heavy and will increase dramatically due to the frequent train traffic.

We trust that you will do what is necessary to preserve our neighborhood.

Melba Hobson
melbahobson@verizon.net
Draft EIS
Comment Card

Date/Fecha: 5-25-2018

Meeting Location/Lugar de la reunión:

Name/Nombre: Patsy Swindell
Address/Dirección: 3114 San Sebastian
City/Ciudad: Carrolton, TX
Zip Code/Zona Postal: 75006
Telephone/Teléfono: 972-418-7675
E-mail/Correo Electrónico: patsy.swindell@hotmail.com

Comments/Comentarios:

You are going to ruin my home—my life with a train a few yards from my fence. What you don’t want to put a wall up—residents will be impacted too. Help—do something else.

Patsy Swindell
Date/Fecha: 5/25/2018
Meeting Location/Lugar de la reunión: Richardson Center
Name/Nombre: Eric Langford
Address/Dirección: 5724 Twin Coves
City/Ciudad: Dallas
Zip Code/Zona Postal: 75248
Telephone/Teléfono: 214-668-5333
E-mail/Correo Electrónico: eric@langfordco.com

Comments/Comentarios:
Please do not build a Preston Road station. There is no room for a parking lot. It would create car congestion like crazy for drop-offs.
Date/ Fecha: 15-2-18

Meeting Location/ Lugar de la reunión:

city

Name/ Nombre: Lyasha L. Smith
Address/ Dirección: 51381 S 150th. St.

City/ Ciudad: Federal Way
Zip Code/ Zona Postal: 98003
Telephone/ Teléfono: 256 82 85 88

E-mail/ Correo Electrónico: 
Comments/ Comentarios:
I like you recording.
I made an oral statement at one of the hearings, but want to reiterate a comment I made there. I'm not aware of any project in the country where a diesel commuter train is operating within a few feet from over 1,000 single family homes. The noise and vibration standards DART used in the draft EIS don't seem to cover such a situation. If there are no comparable projects, and the draft report doesn't discuss or identify any comparables, is DART citing the correct or most applicable regulations for sound and vibration issues, given the unique situation existing in North Dallas? I would think that given the close proximity of over 1,000 homes to the tracks, the most stringent standards would be more appropriate to eliminate any noise and vibration, not merely reduce it to some supposedly tolerable level, as the draft EIS does.

Rick Gover

Sent from Mail for Windows 10
(Via Certified Mail)

June 1, 2018

John Hoppie
Project Manager
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-9672

Dear Sir;

The following comments regarding the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement (DEIS) are submitted on behalf of the Carter Estates Residential Community, Inc. homeowners' association. Our 22 homes are located in Coppell with some adjoining the existing freight line that parallels Belt Line Road.

(1) The planned Cypress Waters Alignment and proposed Quiet Zones at Moore Road and East Belt Line Road are essential mitigation steps.
(2) Crossing Bell Mitigation should be added at the Moore Road and East Belt Line Road crossings. This location is unique as there will be two crossings in close proximity to each other and extended periods of crossing bell soundings will result.
(3) The DEIS should be corrected to acknowledge that the Carter Phase III Addition common area is in existence and not "future" as stated in Table 3-7 (page 3-26). The common area has been in place since 2014.
(4) The Carter Estates Residential Community Homeowners Association should be shown on Figure 3-10 and considered. The association has been in existence since 2014 and has been listed on the City of Coppell Homeowner's Associations List since 2016.

It is requested that you consider our comments and that the related changes be incorporated into the final EIS and Record of Decision.

Carter Estates Residential Community, Inc. Directors

[Signatures]

Ramesh Alwarappan

Kirthi Kumar

Robert Weatherford

cc: Coppell Deputy City Manager Traci Leach
Danny and Lydia Goulas  
905 Crestview Drive  
Coppell, TX 75019  

May 31, 2018  

John Hopple  
Project Manager  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0672  

RE: Hollows at Northlake Woodlands/Riverchase Owners Association #5078  

Dear John:  

As indicated in the attached statements from (58) area residents, there is a significant level of concern about the increase in noise level that will occur with the Cotton Belt Regional Rail Project, and noise mitigation is requested.  

The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.  

Installation of a sound wall is requested along the area of Crestview Drive which adjoins the rail line.  

Crossing Bell noise mitigation is also requested at Mockingbird Lane.  

These requested noise mitigation steps are clearly justified based on the following:  

(1) This area is unique due to the relatively high existing Noise Exposure (65 decibels per Table 4-1, page 20, Appendix B-12, Noise and Vibration Technical Report)  

(2) At this level of Existing Noise Exposure, FTA Cumulative Noise Impact Criteria indicate a Moderate Impact would start occurring with a Noise Exposure Increase in the one to two decibel range (Figure 3-2. FTA Cumulative Noise Impact Criteria, page 10, Appendix B-12, Noise and Vibration Technical Report)  

(3) A Noise Level Increase of 1.3 decibels is predicted for the West Bound side of tract at 97 feet with a train speed of 79 miles per hour with Quiet Zone installation (Table 4-11. Summary of Residential Noise Impacts with Implementation of Quiet Zones, page 4-60)  

(4) The noise level increase is at or near the moderate level and there is significant community input regarding those concerns.  

(5) Noise Exposure could even be higher now that Atmos Energy cleared the trees between the existing rail tracks at the neighborhood.  

We appreciate your review and consideration regarding our response to the DEIS and look forward to meeting with you if further discussion is required.  

Sincerely,  

Danny J Goulas  
Lydia J Goulas
### TABLE 4-1. SUMMARY OF EXISTING AMBIENT LONG-TERM NOISE MEASUREMENT RESULTS

<table>
<thead>
<tr>
<th>Site No.</th>
<th>Measurement Location Description</th>
<th>Start of Measurement</th>
<th>Meas. Duration (hrs)</th>
<th>2017 (meas)</th>
<th>2017 (w/o train noise)</th>
<th>2010^a</th>
</tr>
</thead>
<tbody>
<tr>
<td>LT-1</td>
<td>800 Bullock Street – Coppell (SF Res.)</td>
<td>4/3/2017 13:30</td>
<td>24</td>
<td>66</td>
<td>59</td>
<td>60</td>
</tr>
<tr>
<td>LT-2</td>
<td>145 Glendale Drive – Coppell (SF Res.)</td>
<td>4/3/2017 11:00</td>
<td>24</td>
<td>57</td>
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<tr>
<td>LT-4</td>
<td>853 Crestview Drive – Coppell (SF Res.)</td>
<td>4/4/2017 13:00</td>
<td>24</td>
<td>NA^a</td>
<td>NA^a</td>
<td>65</td>
</tr>
<tr>
<td>LT-5</td>
<td>1717 E Belt Line Road – Coppell (Apartments)</td>
<td>3/30/2017 11:00</td>
<td>24</td>
<td>67</td>
<td>67</td>
<td>66</td>
</tr>
<tr>
<td>LT-6</td>
<td>1608 Cecil Drive – Carrollton (SF Res.)</td>
<td>3/29/2017 15:00</td>
<td>21</td>
<td>50</td>
<td>57</td>
<td>52</td>
</tr>
<tr>
<td>LT-7</td>
<td>1853 N Josey Lane – Carrollton (Apartments)</td>
<td>3/29/2017 16:00</td>
<td>24</td>
<td>60</td>
<td>60</td>
<td>59</td>
</tr>
<tr>
<td>LT-8</td>
<td>2610 Lakahill Lane – Carrollton (MF Res.)</td>
<td>3/28/2017 14:00</td>
<td>24</td>
<td>59</td>
<td>59</td>
<td>57</td>
</tr>
<tr>
<td>LT-9</td>
<td>3232 San Sebastian Drive – Carrollton (SF Res.)</td>
<td>3/28/2017 14:00</td>
<td>19</td>
<td>57</td>
<td>57</td>
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<tr>
<td>LT-10</td>
<td>5685 Arapaho Road – Addison (Apartments)</td>
<td>3/27/2017 10:00</td>
<td>24</td>
<td>56</td>
<td>56</td>
<td>54</td>
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<tr>
<td>LT-11</td>
<td>16144 Challont Circle – Dallas (SF Res.)</td>
<td>3/28/2017 18:00</td>
<td>24</td>
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<td>LT-12</td>
<td>16957 Davenport Court – Dallas (SF Res.)</td>
<td>4/3/2017 13:00</td>
<td>24</td>
<td>55</td>
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<td>52</td>
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<tr>
<td>LT-13</td>
<td>6802 Duffield Drive – Dallas (SF Res.)</td>
<td>3/27/2017 10:00</td>
<td>24</td>
<td>57</td>
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<tr>
<td>LT-14</td>
<td>8906 Rocky Top Circle – Dallas (SF Res.)</td>
<td>3/27/2017 10:00</td>
<td>24</td>
<td>52</td>
<td>52</td>
<td>55</td>
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<tr>
<td>LT-15</td>
<td>8000 Frankford Road – Dallas (MF Res.)</td>
<td>3/27/2017 12:00</td>
<td>24</td>
<td>55</td>
<td>55</td>
<td>54</td>
</tr>
<tr>
<td>LT-16</td>
<td>800 W Renner Road – Richardson (Apartments)</td>
<td>3/30/2017 15:00</td>
<td>24</td>
<td>61</td>
<td>60</td>
<td>55</td>
</tr>
<tr>
<td>LT-17</td>
<td>3560 Alma Road – Richardson (Apts.)</td>
<td>3/30/2017 15:00</td>
<td>24</td>
<td>69</td>
<td>69</td>
<td>58</td>
</tr>
<tr>
<td>LT-18</td>
<td>1005 G Avenue – Plano (SF Resid.)</td>
<td>3/28/2017 12:00</td>
<td>21</td>
<td>65</td>
<td>63</td>
<td>65</td>
</tr>
<tr>
<td>LT-A</td>
<td>400 Southwestern Blvd. – Coppell (SF Residence)</td>
<td>4/4/2017 13:00</td>
<td>24</td>
<td>62</td>
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<tr>
<td>LT-B</td>
<td>1315 Riverchase Drive – Coppell (Apts.)</td>
<td>4/4/2017 12:00</td>
<td>24</td>
<td>61</td>
<td>61</td>
<td>–</td>
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<tr>
<td>LT-C</td>
<td>1301 Clint Street – Carrollton (SF Res.)</td>
<td>3/30/2017 10:00</td>
<td>24</td>
<td>56</td>
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<tr>
<td>LT-D</td>
<td>Hawthorn Suites – Addison (Hotel)</td>
<td>3/29/2017 12:00</td>
<td>24</td>
<td>61</td>
<td>51</td>
<td>–</td>
</tr>
<tr>
<td>LT-E</td>
<td>5398 Bend Tree Forest Dr. – Dallas (MF Residence)</td>
<td>3/27/2017 11:00</td>
<td>24</td>
<td>55</td>
<td>55</td>
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</tr>
<tr>
<td>LT-F</td>
<td>6341 Southpoint Drive – Dallas (SF Residence)</td>
<td>3/27/2017 10:00</td>
<td>24</td>
<td>52</td>
<td>52</td>
<td>–</td>
</tr>
</tbody>
</table>
Although the curves in Figure 3-1 are defined in terms of the project noise exposure and the existing noise exposure, the increase in the cumulative noise—when project-generated noise is added to existing noise levels—is the basis for the criteria. To illustrate this point, Figure 3-2 shows the noise impact criteria for Category 1 and Category 2 land uses in terms of the allowable increase in the cumulative noise exposure. Because day-night sound level ($L_{dn}$) and equivalent sound level ($L_{eq}$) are measures of total acoustic energy, any new noise source in a community will cause an increase, even if the new source level is lower than the existing level. In Figure 3-2, the criterion for a moderate impact allows a noise exposure increase of 10 dB if the existing noise exposure is 42 dBA or less, but only a 1 dB increase when the existing noise exposure is 70 dBA.

As the existing level of ambient noise increases, the allowable level of transit noise increases, but the total amount that community noise exposure is allowed to increase is reduced. This accounts for the unexpected result that a project noise exposure that is lower than the existing noise exposure can still cause an effect.
Table 4-11. Summary of Residential Noise Impacts with Implementation of Quiet Zones

<table>
<thead>
<tr>
<th>Corridor Description</th>
<th>Side of Track</th>
<th>Distance from Near Track (feet)</th>
<th>Train Speed (mph)</th>
<th>Existing Noise Level</th>
<th>Project Noise Level&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Total Noise Level&lt;sup&gt;2&lt;/sup&gt;</th>
<th>Noise Level Increase&lt;sup&gt;3&lt;/sup&gt;</th>
<th>Number of Residential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeport Pkwy to S Denton Tap Rd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>259</td>
<td>25</td>
<td>62</td>
<td>47</td>
<td>59</td>
<td>64</td>
<td>62</td>
</tr>
<tr>
<td>Freeport Pkwy to S Denton Tap Rd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>EB</td>
<td>193</td>
<td>25</td>
<td>62</td>
<td>46</td>
<td>59</td>
<td>64</td>
<td>62</td>
</tr>
<tr>
<td>S Denton Tap Rd to S Moore Rd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>567</td>
<td>35</td>
<td>56</td>
<td>41</td>
<td>56</td>
<td>62</td>
<td>56</td>
</tr>
<tr>
<td>S Moore Rd to S MacArthur Blvd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>97</td>
<td>79</td>
<td>61</td>
<td>57</td>
<td>58</td>
<td>64</td>
<td>62</td>
</tr>
<tr>
<td>S Moore Rd to S MacArthur Blvd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>EB</td>
<td>278</td>
<td>76</td>
<td>61</td>
<td>48</td>
<td>58</td>
<td>64</td>
<td>61</td>
</tr>
<tr>
<td>S MacArthur Blvd to Elm Fork Trinity River&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>128</td>
<td>72</td>
<td>67</td>
<td>57</td>
<td>62</td>
<td>67</td>
<td>67</td>
</tr>
<tr>
<td>S MacArthur Blvd to Elm Fork Trinity River&lt;sup&gt;5&lt;/sup&gt;</td>
<td>EB</td>
<td>225</td>
<td>71</td>
<td>67</td>
<td>50</td>
<td>62</td>
<td>67</td>
<td>67</td>
</tr>
<tr>
<td>Elm Fork Trinity River to Pres. George Bush Turnpike&lt;sup&gt;4&lt;/sup&gt;</td>
<td>WB</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Pres. George Bush Turnpike to I-35E&lt;sup&gt;4&lt;/sup&gt;</td>
<td>EB</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>I-35E to N Josey Ln&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>56 to 105</td>
<td>49 to 53</td>
<td>57</td>
<td>56 to 58</td>
<td>56</td>
<td>62</td>
<td>60 to 61</td>
</tr>
<tr>
<td>I-35E to N Josey Ln&lt;sup&gt;5&lt;/sup&gt;</td>
<td>EB</td>
<td>131</td>
<td>52</td>
<td>60</td>
<td>55</td>
<td>58</td>
<td>63</td>
<td>61</td>
</tr>
<tr>
<td>N Josey Ln to Kelley Blvd&lt;sup&gt;4&lt;/sup&gt;</td>
<td>WB</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>N Josey Ln to Kelley Blvd&lt;sup&gt;4&lt;/sup&gt;</td>
<td>EB</td>
<td>--</td>
<td>--</td>
<td>--</td>
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<tr>
<td>Kelley Blvd to Marsh Ln</td>
<td>WB</td>
<td>45 to 70</td>
<td>56 to 71</td>
<td>59</td>
<td>57 to 59</td>
<td>57</td>
<td>63</td>
<td>61 to 62</td>
</tr>
<tr>
<td>Marsh Ln to Midway Rd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>WB</td>
<td>76</td>
<td>68</td>
<td>57</td>
<td>56</td>
<td>56</td>
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<td>60</td>
</tr>
<tr>
<td>Marsh Ln to Midway Rd&lt;sup&gt;5&lt;/sup&gt;</td>
<td>EB</td>
<td>471</td>
<td>60</td>
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<td>61</td>
</tr>
<tr>
<td>Midway Rd to Dallas Pkwy</td>
<td>WB</td>
<td>71</td>
<td>35</td>
<td>61</td>
<td>59 to 60</td>
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<td>64</td>
<td>63</td>
</tr>
<tr>
<td>Midway Rd to Dallas Pkwy</td>
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<td>61</td>
<td>49</td>
<td>58</td>
<td>64</td>
<td>61</td>
</tr>
<tr>
<td>Dallas Pkwy to Preston Rd</td>
<td>WB</td>
<td>67</td>
<td>50 to 58</td>
<td>55</td>
<td>56</td>
<td>55</td>
<td>61</td>
<td>59</td>
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<tr>
<td>Dallas Pkwy to Preston Rd</td>
<td>EB</td>
<td>45 to 84</td>
<td>35 to 55</td>
<td>56 to 59</td>
<td>56 to 58</td>
<td>56 to 57</td>
<td>62 to 63</td>
<td>59 to 62</td>
</tr>
<tr>
<td>Preston Rd to Campbell Rd</td>
<td>WB</td>
<td>47 to 117</td>
<td>37 to 40</td>
<td>52</td>
<td>54 to 57</td>
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<td>60</td>
</tr>
<tr>
<td>Preston Rd to Campbell Rd</td>
<td>EB</td>
<td>39 to 128</td>
<td>40</td>
<td>52</td>
<td>55 to 59</td>
<td>54</td>
<td>54</td>
<td>60</td>
</tr>
</tbody>
</table>

<sup>1</sup> Predicted noise level based on current conditions.

<sup>2</sup> Total noise level including impact from existing sources.

<sup>3</sup> Noise level increase due to new project.

<sup>4</sup> Noise impacts considered for future development.

<sup>5</sup> Noise impacts considered for future development.
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
5/29/2018

Kalisanj Patel
(Printed Name)

(Signature)  
5/29/2018

Menaka Ray
(Printed Name)

688 Hollow Circle, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)                                                  (Date)

Suresh Thoraipandian (Printed Name)

(Signature)                                                  (Date)

(Printed Name)

691 Hollow Circle, Coppell, TX 75019 (Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Kamal Khan

(Signed) 5-24-18 (Date)

KAMAL KHAN
(Printed Name)

E95 HOLLOW CIR
(Address)

Coppell, TX 75019
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(Dinésh Kini) 5/30/2018

(AdKini)

(Anupama Kini)

692 Hollow Cir, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Michael Puente
(Signature) 05/27/2018 (Date)

MICHAEL P UENTE
(Printed Name)

(Another Signature) 
(Date)

(Another Printed Name)

696 Hollow Circle
(Address)

Coppell, TX 75019


Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) 5/30/18
(Signature) (Date)
(Printed Name)

(Printed Name)

678 Hollow Ridge, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Tiju John)

5/29/2018

(Renny John)

5/29/18

682 Hollow Ridge Pl

Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) 05/29/2018

RAJESH BALAN
(Printed Name)

(Signature) 05/29/2018

DEEPA RAMACHANDRAN
(Printed Name)

685 HOLLOW RIDGE PL, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)  
5/29/18  
(Date)  

Steven K. Read  
(Printed Name)  

(Signature)  
5/29/18  
(Date)  

Lisa A. Read  
(Printed Name)  

686 Hollow Ridge Place, Coppell, TX  75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)  
5/28/2018  
(Date)  

(Pankaj Jam)  
(Printed Name)  

(Signature)  
(Date)  

(Printed Name)  

690 Hollow Ridge Place,  
Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)                                                5/30/18
(Signature)                                                (Date)

Adam Rasmussen
(Printed Name)

Sheila Rasmussen
(Printed Name)

693 Hollow Ridge Place, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) 5/20/18
(Signature)  
(Printed Name)

(Signature)  
(Printed Name)

694 Hollow Ridge Place, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature)               (Date)

(Date) 27 May 2018

(Printed Name) Michael Colon

(Signature)               (Date)

(Date) 27 May 2018

(Printed Name) Dawni L. Colon

930 Hidden Hollow Ct

, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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**Don Carroll**
(Signed)
5/28/18

**Tianay Carroll**
(Signed)
5/28/18

**Tianay Carroll**
(Printed Name)

924 Hidden Hollow CT, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)                                      (Date)

(Signature)                                      (Date)

(Printed Name)                                   (Address)

Christopher J. Nims                             927 Hidden Hollow
Coppell, TX 75019
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature)  
(Beverly Douglas)  
(Date)  
(5/30/16)  
(Printed Name)  
(Beverly Douglas)

(Signature)  
(Date)  
(Printed Name)

928 Hidden Hollow Ct  
Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

STEVEN L LETTE
(Printed Name)

(Signature)  
(Date)

(Edited Name)

831 Hidden Holler Ct, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 5/30/18
Alicia Prados
(Printed Name)

(Signature) 5/30/18
Carlos Luis Sanchez
(Printed Name)

932 Hidden Hollow Ct, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Steve Harrison 5/30/2018
(Signature) (Date)

STEPHEN HARRISON
(Printed Name)

Amanda Harrison 5/30/2018
(Signature) (Date)

AMANDA HARRISON
(Printed Name)

_940 Hidden Hollow Ct__________________________________________, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

(Printed Name)

(Signature)  
(Date)

(Printed Name)

(Address)  
Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature] 05/30/18

THOMAS CHIRAYATH
(Printed Name)

[Signature] 05/30/18

BENCY THOMAS
(Printed Name)

948 Hidden Hollow Circle, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

Jon Capuzzuto  
(Printed Name)

(Signature)  
(Date)

______________________________  
(Printed Name)

950 Hidden Hollow Ct  
Coppell, TX  75019  
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature] 5/29/2018
(Date)

Joan Capezzuto
(Printed Name)

[Signature]  
(Date)

[Signature]  
(Date)

956 Hidden Hollow Ct., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(DATE)

(Printed Name)

(Signature)  
(DATE)

(Printed Name)

300 Hidden Hollow Dr  
Coppell, TX 75019

(Address)  
Coppell TX 75019
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature] 5/30/2018

[Printed Name]

[Signature] (Date)

[Printed Name]

963 Hidden Hollow Ct, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)     (Date)

(McLAIN W. KAPLAN) (Printed Name)

(Signature)     (Date)

(Printed Name)

904 Hidden Hollow Ct, Coppell, TX 75019 (Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 5/29/18
Phoebe W. Culp
(Printed Name)

(Signature)  

(Printed Name)

968 Hidden Hollow Ct., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the **Hollows of Northlake Woodlands**, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Charles Green

(Signature) 5/30/18

(Printed Name)

Colleen Green

(Signature) 5/30/18

(Printed Name)

972 Hidden Hollow Court, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) (Date)

Ryan T. Sprehe
(Printed Name)

(Signature) (Date)

Angelina Sprehe
(Printed Name)

821 612 Crestview Drive, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)
05/24/2018

ASAY SHELDIA
(Printed Name)

(Signature)
05/29/2018

GEETA SHELADIA
(Printed Name)

825 CRESTRIDGE DR. COPPEL, TX 75019
Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) Asma Shah (Date) 5/29/18
(Printed Name) Asma Shah

(Signature) Mahmood Shah (Date) 5/29/18
(Printed Name) Mahmood H. Shah

829 Crestview Dr., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)                                      (Date)

Jaip. Patel                                      5/29/2018

(Printed Name)

(Signature)                                      (Date)

Jaishri Patel                                    5/29/2018

(Printed Name)

833 Cresview Dr                                  Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)  

(Printed Name)  

(Signature)  
(Date)  

(Printed Name)  

(Address)  

Coppell, TX  75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the **Hollows of Northlake Woodlands**, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

---

**Michelle M. Miller**

(Signature)  
(Date: 5/29/18)

(Printed Name)

---

**Michelle M. Miller**

(Signature)  
(Date: 5/29/18)

(Printed Name)

---

440 Crestview Dr, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

NIRANJAN PATHARE
(Printed Name)

(Signature)  
(Date)

EKTA PATHARE
(Printed Name)

841 CRESTVIEW DR., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  [Signature]
[Printed Name]  Greg Allen

(Date)  29-May-2018

(Signature)  [Signature]
[Printed Name]  [Printed Name]

(Date)  29-May-2018

(Address)  8714 Chestnut Dr, Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)  

(Printed Name)

(Signature)  
(Date)  

(Printed Name)

(Address)  
Coppell, TX  75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Mark Shannon

(Signature) 5/27/2018

Mark Shannon

(Printed Name)

Leslie Shannon

(Signature) 5/27/2018

Leslie Shannon

(Printed Name)

849 Crestview Drive

Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project  
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature]  
05/29/2018  
(Date)

(AMAL JESAYEN)  
(Printed Name)

[Signature]  
05/29/2018  
(Date)

(MESMIN JESAYEN)  
(Printed Name)

853 CRESTVIEW DR, Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) 05/29/2018
(Signed Name)

(MURU BHASKARAN) 05/29/2018
(Printed Name)

(Signature) 05/29/2018
(Signed Name)

(MEENA MURUGANANDHAM) 05/29/2018
(Printed Name)

857 CRESTVIEW DR, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) 5-29-18
(Signed)

(Printed Name)

(Signature) 5-29-18
(Signed)

(Printed Name)

8101 Crestview Drive  Coppell, TX  75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) 5-29-18
Tammy Meister
(Printed Name)

(Signature) 5-29-18
Paul Meister
(Printed Name)

865 Crestview Dr, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Patrick Silver
(Signature)
5/29/18
(Date)

Patrick Silver
(Printed Name)

Linda K Silver
(Signature)
5/29/18
(Date)

Linda K Silver
(Printed Name)

901 Crestview Drive, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Danny Coulas
(Signature)
5-28-18
(Date)

Danny Coulas
(Printed Name)

Lydia Houli
(Signature)
5/28/18
(Date)

Lydia Coulas
(Printed Name)

905 Crestview Drive, Coppell, TX 75019

Immediately adjacent to existing track
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 05/28/2018

Zurqay Habib

(Printed Name)

(Signature) 5/28/2018

Umara Usman

(Printed Name)

909 - Crestview Dr

(Address)

Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the **Hollows of Northlake Woodlands**, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 05-28-2018

(Signed Name)

Suresh Tummala

(Date)

(Printed Name)

(Signature) 05-28-2018

(Signed Name)

Supriya Nagulapalli

(Date)

(Printed Name)

913 Crestview DR,
Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 5/28/18

VICAS NEDUMPILLIL

(Date)

(printed name)

(Signature) 5/28/18

RESMI VICAS

(printed name)

917 CRESTVIEW DR, Coppell, TX 75019

(address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature] 5/27/2015
(Signature) (Date)

Janak Mehta
(Printed Name)

[Signature] 5/27/2015
(Signature) (Date)

Rupal Mehta
(Printed Name)

921 Corsi View Dr. Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 05/29/18

Kal Yella (Printed Name)

(Signature) 05/29/18

Sirisha Yella (Printed Name)

929 Crestview Drive, Coppell, TX 75019 (Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  (Date)

(Printed Name)

Signature: [Signature]

Date: 5/30/18

(Printed Name)

(Address) 933 Crestview Dr., Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
5/30/18  
(Date)

Ashley Mues  
(Printed Name)

Jeff Mues  
(Signature)  
5/30/18  
(Date)

Jeff Mues  
(Printed Name)

934 Crestview Dr., Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature) 5-29-18
(Harry Baldin)
(Printed Name)

(Signature) (Date)

(Harry Baldin)
(Printed Name)

937 Crestview Dr., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

LaVonne B. Durcan
(Signature) 5/27/18
(Date)

(LaVonne B. Durcan)
(Printed Name)

Michael Durcan
(Signature) 5/27/18
(Date)

MICHAEL DURCAN
(Printed Name)

941 Crestview Drive, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

(Printed Name)  

(Signature)  
(Date)

(Printed Name)

942 Westview Plz, Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the **Hollows of Northlake Woodlands**, a part of Riverchase Owners Association #5078, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Elizabeth A. Brandenburg

(Signature) 5-28-18

(Printed Name)

Brettish D. Brandenburg

(Signature) 5-28-18

(Printed Name)

49 Crestview Dr., Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

__________________________  5/29/18
(Signature)  (Date)

Todd Williams
(Printed Name)

__________________________  5/29/18
(Signature)  (Date)

Andi Williams
(Printed Name)

946 Crestview Dr.  , Coppell, TX  75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Susan E Hall)  
(Date)  
(Printed Name)  

(Signature)  
(Chris Hall)  
(Date)  
(Printed Name)  

950 Crestview DR, Coppell, TX  75019  
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of the Hollows of Northlake Woodlands, a part of Riverchase Owners Association #5078 and adjoined to the proposed Cotton Belt Rail, are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Joane George
(Signature) 5/29/18
(Date)

(Loyce George)
(Printed Name)

David George
(Signature) 5/29/18
(Date)

DAVID M. GEORGE
(Printed Name)

933 Crestview Dr., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

[Signature]  May 28, 2018  (Date)

Mikko Jarvela  (Printed Name)

[Signature]  May 28, 2018  (Date)

Katriina Jarvela  (Printed Name)

975 Condor Drive  (Address)

Coppell, TX  75019
The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Cynthia Byford
(Signature) 06/04/18 (Date)

Cynthia Byford
(Printed Name)

(Shortcut Signature) 06/04/18 (Date)

Steven Byford
(Printed Name)

806 Mallard Drive
(Address), Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)

6/4/2018

(Date)

( Printed Name)

6/4/18

(Date)

(Printed Name)

810 Mallard Dr.

(Address)

Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) 6-4-18
(Bruce W. Akerly)
(Printed Name)

(Signature) 6-4-18
(Shelly Akerly)
(Printed Name)

811 Mallard Dr., Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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______________________________  __________________
(Signature)                      (Date)

Trina Bivens                     6/4/18
(Printed Name)

______________________________  __________________
(Signature)                      (Date)

Donald Bivens Jr                6/4/18
(Printed Name)

814 Mallard Drive, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature) Shawn Reck
(Date) 6/4/18
(Printed Name) Shawn Reck

(Signature) Todd Reck
(Date) 6/4/18
(Printed Name) Todd Reck

(Address) 815 Mallard Dr, Coppell, TX 75019
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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Bobby E. Coberly  Jr
(Signature)       (Printed Name)  6-4-18

Janice Coberly
(Signature)       6-4-18
(Printed Name)

831 Mallard Drive, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) grated by (Name)
(Date)

(Signature) grated by (Name)
(Date)

(Signature) grated by (Name)
(Address)
Coppell, TX 75019
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(Mark Wilson) 6-4-2018
(Signature)  (Date)

(Mary Elizabeth Wilco)
(Printed Name)

(Signature)  (Date)

(Printed Name)

910 Mallard
(Address, Coppell, TX 75019)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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Denise E. Hernandez
(Signature)
(Date)

Denise E. Hernandez
(Printed Name)

Michael Hernandez
(Signature)
(Date)

Michael Hernandez
(Printed Name)

814 Pelican Lane
(Address)

Coppell, TX 75019
The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Amy Kryzak 6/4/18
(Signature) (Date)

Amy Kryzak
(Printed Name)

Chris Kryzak 6/4/18
(Signature) (Date)

Chris Kryzak
(Printed Name)

838 Pelican Lane, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) 6-4-18
(Brad E. Barton) (Date)

(Printed Name)

(Signature) 6-4-18
(Brenda L. Barton) (Date)

(Printed Name)

847 Pelican Lane, Coppell, TX 75019 (Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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Jennifer Cottingham
(Signed)
Jennifer Cottingham
(Printed Name)

6.4.18
(Date)

(Signed)
(Printed Name)

850 Pelican Lane
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Kellei Becker
(Signature) 6/4/18 (Date)

Kellie Becker
(Printed Name)

(Signature)  (Date)

(Printed Name)

851 Pelican Lane
(Address)

Coppell, TX  75019
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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Lisa Knowlton 4/4/18
(Signature) (Date)

Lisa Knowlton
(Printed Name)

Quay Knowlton 6/4/18
(Signature) (Date)

David Knowlton
(Printed Name)

855 Pelican Lane, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Rebekah Leitner
(Signature) 6-4-18
(Printed Name)

Wayne Leitner
(Signature) 6-4-18
(Printed Name)

859 Pelican Lane, Coppell, TX 75019
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature)                           (Date)

(Printed Name)                       (Date)

(Signature)                           (Date)

(Printed Name)

903 Pelican Ln, Coppell, TX 75019 (Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)                                   (Date)

Angela Granberry  6-4-18

(Printed Name) Angela Granberry

(Signature)                                   (Date)

Michael Granberry  6-4-18

(Printed Name) Michael Granberry

804 Blue Jay Lane

(Address)

, Coppell, TX  75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Lynn Dorn

(Signature)  6/4/18  (Date)

Lynn Dorn

(Printed Name)

Michael Dorn

(Signature)  6/4/18  (Date)

Mike Dorn

(Printed Name)

827 Pelican Ln

(Address)  Coppell, TX  75019
The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

M. Cohen

(Signature)  6/4/18  (Date)

(Printed Name)

808 Blue Jay Lane, Coppell, TX
75019
(Address)

I have also sent earlier comment cards asking for assistance with noise.
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Dan Allen
6-4-2018
(Signature)
(Date)

Dang Green
712 Robin Ln
Coppell, TX 75019
(Printed Name)

Amy Lake
6/4/18
(Signature)
(Date)

Amy Sartor
813 Blue Jay Ln
Coppell, TX 75019
(Printed Name)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) 5-31-18
(Signature) 5/31/18
(Printed Name)

919 Hidden Hollow Ct
Coppell, TX 75019

(Printed Name)
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  
(Date)

(Maureen Pranske)  
(Printed Name)

(Signature)  
(Date)

(James A. Pranske)  
(Printed Name)

761 Crane Cir.  
(Address)  
Coppell, TX  75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Kristie Kessler

6-4-18

Jason Kessler

6-4-18

449 Blue Jay Ln, Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)  
6/4/18  
(Date)

(Printed Name)

(Signature)  
6/4/2018  
(Date)

(Printed Name)

957 Blue Willow  
Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

(Signature)  (Date)

(Printed Name)

(Signature)  (Date)

(Printed Name)

505 SORA LANE, Coppell, TX 75019

(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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(Signature) (Date)

(Printed Name)

(Signature) (Date)

(Printed Name)

731 Falcon Lane
75019
Coppell, TX
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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Katheren Vanderpol
(Signature) 4/1/2018
(Date)

Katheren Vanderpol
(Printed Name)

Katheren Vanderpol
(Signature)
(Date)

Katheren Vanderpol
(Printed Name)

817 Falcon Ln
(Address), Coppell, TX 75019
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

The following residents of Riverchase Owners Association #5078 are significantly concerned about the increase in noise from the Cotton Belt Regional Rail Project. Our Homeowners Association includes the neighborhoods of Northlake Woodlands and Hollows at Northlake Woodlands, adjacent to the proposed Cotton Belt Rail. It is requested that a sound wall be installed to help mitigate the noise increase. In addition, the installation of Crossing Bell noise mitigation at Mockingbird Lane is requested. The planned installation of Quiet Zones at Mockingbird Lane and S. MacArthur Boulevard is fully supported.

Vickie McBride

(Date)

6-4-18

(Printed Name)


(Signature)


(Signature)

837 Falcon Ln

(Address)

Coppell, TX 75019
Cotton Belt Regional Rail Project

Draft Environmental Impact Statement

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(Signature)  
(Date)

(Signature)  
(Date)

(Printed Name)

(Printed Name)

841 Falcon Lane  
Coppell, TX 75019  
(Address)
Cotton Belt Regional Rail Project
Draft Environmental Impact Statement

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Amanda Glassey

(Signature)

Peggy A. Curtis

(Signature)

Peggy Carnahan

(Printed Name)

509 Sora Ln., Coppell, TX 75019

(Printed Name)

Date: 6/4/18

Address: 509 Sora Ln., Coppell, TX 75019
Dear Gary (et al),

As you are aware, I live at 7010 Spanky Branch Court, Dallas, TX 75248 (immediately adjacent to the Cotton Belt track) and have been authorized to speak on this issue for the Court Estates HOA (John Richardson copied).

Thank you for your leadership as you guide the planning, design and construction for the Cotton Belt Rail project. Your team (Tim, Steve, John, Chad, etc) have been very professional and helpful in all my interactions with them. This email provides my comments on the DART Cotton Belt corridor Regional Rail Project Draft EIS dated April 2018 (hereafter DEIS). My comments are limited to sound and vibration mitigation issues and are currently focused on Court Estates HOA homes.

EXECUTIVE SUMMARY

DEIS Noise calculations:

1. I posit that the train noise may be SEL 6-10 dBA louder than the DEIS calculations indicate. This is based on (1) our independent computer modelling which shows the train as SEL 2-3 dBA louder than the DEIS numbers and (2) the choice of DART to use a freshly ground track as a noise basis rather than worst case basis of a more noisy track which is late in its maintenance cycle. This can drive train noise levels up by SEL 4-7 dBA or more.
2. I posit that the DEIS train LdN (dBA) calculations may be low by more than 5 LdN (dBA). The DEIS calculation of LdN (24 hour sound loudness average) for the unmitigated train noise at my house (1) indicates 3 different results in the DEIS and (2) is 5-6 LdN lower than both my companies independent calculations and the results we have seen when using the Noise Assessment spreadsheet on the FTA web site. If the higher source train noise identified above is included, then the LdN is louder still.
3. The DEIS does not provide noise prediction approaches for noise sensitive homes as allowed for in the FTA manual. My home consists of highly reverberant concrete and tall glass walls, which will exacerbate noise levels generated from both direct noise and vibration induced noise. This could penalize us by 3-5 dBA.

Noise Mitigation Recommendation:

1. Taller noise walls and additional noise mitigation measures will be required than those currently defined in the DEIS. The only noise mitigation measure defined in the DEIS are 12 ft reflective walls at some locations (with no definition of height above tracks). For homes immediately adjacent to the track (within 60ft of the lines), such as 3 of the residences in Court Estates, this will modestly mitigate noise to the 1st level of homes (7-8 dBA reduction), but have reduced benefit (2-4 dBA reduction) to the 2nd level sleeping areas in these homes. A taller wall of 15ft (measured from track height, not the outer level of the access road which is approximately 3 ft lower), along with wall absorption and additional track ballast will be required to meet DART Noise Policy. Collectively these measures will improve mitigation results by 6-7 dBA over the currently identified DEIS mitigation measures. All of these items should be defined in the DEIS for the Court Estates homes, and potentially others.
2. **The trains need defined noise mitigation specifications, which are currently missing in the DEIS.** The DEIS utilizes the DCTA train noise as a basis for calculation but does not identify any standards for noise performance, or noise mitigation required for the planned Cotton Belt trains. In order to meet DART noise policy the DEIS should identify train wheel “skirts” with backing absorption, additional track ballast and HVAC noise control measures at a minimum. Note that while the roof mounted HVAC equipment noise may or may not be as loud as wheel noise (no measurements of this are known), its location on top of the train significantly reduces the effectiveness of the noise wall barriers. As an example the existing DART downtown train has extremely noisy HVAC units with no integral noise mitigation. This can be easily experienced by listening/measuring from the walking bridge above the St Paul Station.

**DEIS Vibration Calculations:**

1. **I posit that the train vibration may be 3-5VdB greater than the DEIS calculations indicate.** The DEIS vibration calculations are based on straight, freshly ground and smooth tracks, and do not accommodate for increased vibration resulting from tracks at the end of their maintenance cycle. The DEIS indicates that all Court Estate homes (mine included) do not meet the DART policy vibration mitigation threshold of 72VdB. This should be reevaluated to account for track maintenance variations.

2. **Residents of homes with train induced vibration of over 65 VdB will feel the vibration.** While the DEIS correctly identifies 72 VdB as the DART policy threshold for vibration mitigation, the FTA manual and ANSI Standards note that 65 VdB is the threshold of most people to sense vibration. Via email with John Hoppie of DART, I have been told that DART is calculating train vibration at my home to be 70 VdB (based on a freshly ground and smooth track). However a combination of DEIS calculation accuracy/precision, low frequency train noise which induces vibration in homes, tracks at the end of their maintenance cycle and minor soil variation conditions at my house (from those tested) could collectively push measurements in my house to over 75 VdB after construction, with no possibility of recourse. I ask DART to adopt more conservative vibration calculation methodology in the DEIS.

**Vibration Mitigation Recommendation:**

1. **Tire Derived Aggregate (TDA) should be installed to reduce vibrations at 3 of the Court Estate homes.** No vibration mitigation is currently noted in the DEIS for the rail line past Court Estates. TDA, if implemented correctly, will reduce vibration by 4-6 VdB.

**GUIDING DOCUMENTS**

Cottonbelt Corridor DEIS, dated April 2018  
Cottonbelt Corridor Appendix B-12 (Noise and Vibration Technical Report), dated Dec 2017  
FTA Transit Noise and Vibration Impact Assessment Manual  
DART Environmental Impact Assessment and Mitigation Guidance for Transit Projects, March 2016 (DART Policy)  
Cottonbelt – Noise and Vibration Test Program for the DCTA Stadler DMU  
TCRP Report 23 (Wheel/Rail Noise control Manual) 23 Sponsored by the FTA.

**DEIS STATEMENTS - 7010 SPANKY BRANCH COURT**

**Noise (assuming quiet zones):**

- Existing noise levels have been measured at 52 Ldn (dBA) (DEIS Table 3-13 and Appendix B-12 Figure B-25))
- Predicted single Train noise is SEL 87 dBA (DEIS Appendix B, page 32 )
- Predicted 24 hour average Train noise:
  - 58 Ldn (dBA) at 50 feet from tracks (Appendix B-12 , page 34 and DEIS Table 4-14)
  - 56 Ldn (dBA) (Appendix B, page 63)
  - 60 Ldn (dBA) (DEIS Table 4-11)
• Trains within a 24 hour period:
  o 67 passes (extrapolated from DEIS Page 4-55)
  o 70 passes (extrapolated from Cotton Belt Noise and Vibration Impact Assessment December 2013 page 3, which lists a start time of 5.30 am not 6.00am).

**Vibration:**

• No soil condition vibration testing has been performed at my or Court Estates homes. DART Tests of soil conditions were performed within ½ mile of Court Estates and conditions vary in frequency response (see Appendix B, pages 111-122).

• Predicted vibration levels of 70VdB at our home (per email from John Hoppie of DART, dated Nov 15, 2017)

**Mitigation identified in the DEIS:**

• 12 ft sound barriers. Height of barrier from track is not identified. If the height is measured from elevation of access road (approx. 3 feet lower than tracks) then the effective barrier height will be 9 ft.

• No vibration mitigation is planned (DEIS Table 4-15).

**Dart Policy (DART Environmental Impact Assessment and Mitigation Guidance for Transit Projects, March 2016)**

• DART Policy (as noted in the DEIS and in DART’s policy document) is that noise mitigation is required when the new train noise level increases 3Ldn (dBA) or more above existing noise levels.

• Vibration threshold for mitigation is 72 VdB (as noted in the DEIS and in DART’s policy document)

**MY CONCERNS REGARDING DEIS INFORMATION**

**Noise:**

• DART predicts train noise of SEL 87 dBA, which is subsequently used to determine noise impact and mitigation:
  o The DEIS noise calculation was based on measurements taken of the DCTA Stadler DMU. Section 2.1.1 (page 5) of the Noise and Vibration Test Program for the DCTA Stadler DMU measurement report indicates that the measurements were on straight and freshly ground tracks, hence best case noise and vibration conditions. Per the FTA sponsored TCRP Report 23 (page 72), this could result in increases of 7-10 dBA in track noise as the fresh track grinding loses effectiveness. Assuming that DART will implement a regular track grinding maintenance schedule, rather than let the track deteriorate, I would expect the track noise to increase 4-5 dBA from a fresh grind to the next maintenance.

  o I predict that the train will be 2-3dB louder than the 87 dBA SEL basis as used in the DEIS. We developed a Soundplan computer noise model of SEL of 86 for a 2 DCTA unit train. Soundplan is a German software package used internationally by hundreds of acoustics engineering consultants to predict environmental noise impact. Our Cotton Belt model was developed using calibrated (to 50 feet) sound measurement levels per the 2013 DCTA measurements. Once the longer train is implemented, the DEIS (page 4-55) predicts that the loudness level will increase approximately 3.76 dBA, hence my prediction of a SEL of 89.76 dBA. The lower DEIS predicted train noise of 87dBA should be validated.

  o I estimate that the DART basis for predicted train noise (SEL) must be increased by at least 5dBA to account for these issues.

• The DEIS predicts varying 24 hour average levels of 56, 58, 60 LdN (dBA) for noise at my house. I do not immediately understand why this variance exists. More importantly I believe that the calculations are not correct for the following reasons:
  o We used our inhouse the calculations of train headways (at the train SEL of 87dBA which I believe to be low) and generated a prediction of more than 6 LdN (dBA) higher than DEIS predictions.
We then checked our results by using the FTA Noise Impact Assessment Spreadsheet (available on line) and calculated a similar increase in LdN from what is published in the DEIS. The DEIS calculations may be wrong and should be validated.

- Noise induced vibration (substantial Low Frequency train noise which vibrates walls and windows, resulting in interior noise/vibration levels) is measurably influenced by the interior design of a residence (See FTA manual table 7-2) and should be accounted for. My house has large open spaces with concrete floors and tall walls of glass which are highly reverberant (ie. support noise which enters the house). My house will be predictively more sensitive to sound and vibration than many homes. The FTA Manual Table 10-1 indicates that this amplification can be up to +6 VdB (and approximately 6dBA in noise increase). The DEIS calculations do not currently account for this additional noise. Based on my professional experience in our measurements of exterior/interior noise in residences, I would predict that our house will produce a gain of 3-4dBA (ie. probably lower than the 6dB noted in the FTA manual).
- DART lists existing noise measurements of 52 Ldn at my home. I do not currently have a concern with this measurement.

Summary: In my opinion, DEIS train noise predictions (LdN) at my home are low and should be increased.

Vibration:

- DART predicts vibration of 70VdB at my home. No soil condition measurements have been performed closer than ¼ - ½ mile from my home although the DART data suggests that there is a meaningful variation in soil conditions between testing locations. With that said, I do not expect a significant deviation in VdB performance from the closest sample measurements. Regardless, as 3 homes in Court Estates are on the cusp of the DART policy for the threshold leading to mitigation, I ask for a safety factor of (1-2VdB) to be accommodated in predictions.
- Noise induced vibration (see above) is not included in the calculations for my reverberant home. This could easily add 1-2 VdB to vibration levels within my home.
- As noted above, the DEIS vibration calculation was based on measurements taken of the DCTA Stadler DMU on freshly ground tracks. This reflected best case vibration conditions rather than worst case conditions which should be used in the engineering calculations. Per the FTA sponsored TCRP Report 23 (page 72), this could result in increases of 7-10 dBA in track noise as the fresh grinding loses effectiveness. Multiple sources note that vibration will increase between track grinding maintenance events. An increase of 2-3VdB from fresh ground track until immediately before re-grinding maintenance is probable.

Summary: In my opinion DEIS train vibration predictions (VdB) are low and should be increased.

MY CONCERNS REGARDING DEIS NOISE MITIGATION STATEMENTS

My interpretation of the DART policy (and consistent with the Dallas City council resolution on this issue) is that the train noise should be mitigated to allow no more than 3 Ldn (dBA) above existing sound levels. This appears to also be the intent of the DEIS. Per the DEIS my house has an existing noise level of 52 LdN (dBA). Thus per my interpretation of the DART policy, train noise should be mitigated to an increase of no more than 55 LdN (dBA) at my home and others in Court Estates.

Therefore, how much must the train noise be mitigated to get to this goal of 55 LdN?

- If I use the DEIS train noise prediction of SEL 87 dBA and a peak train load of 67 trains a day, then to achieve a 55 LdN (dBA) I calculate that the train must be no louder than SEL 69 dBA. Thus a mitigation goal of approximately 18 dBA.
- If I assume a train noise prediction of SEL 93 dBA (to accommodate an increase in predicted train noise as I have noted above) and a peak train load of 67 trains a day, then to achieve a 55 LdN (dBA) I calculate that the train must be no louder than SEL 69 dBA. Thus a noise mitigation goal of approximately 24 dBA.
What is needed to achieve this amount of noise mitigation?

- Noise barrier (walls). The prediction of noise barrier effectiveness is dependent on several factors; not limited to the height of noise source (from the wheels at bottom of train or roof top HVAC units and engine exhaust) and noise source line of sight to the receiver (my home), and reflective characteristics of noise mitigation walls (reflections back and forth between train and wall which raises the noise source height and loudness). In my home all sleeping areas are on the second floor and my immediate neighbor has 4 bedrooms on the second floor. Our primary concern is for second floor sleeping area noise levels.
  - 15 ft noise wall (assuming a full 15ft of barrier height above track level)
    - Using theoretical barrier calculations, and accounting for reflections (train/wall/train and over barrier) and HVAC noise from the top of the train I predict barrier performance noise reduction performance of 9-10 dBA at ground level and 4-6dBA at second floor level. If the HVAC noise is as loud as DART downtown LRT’s (which have no noise control housings) then this will be further degraded.
    - If the effective height of the barrier is actual only 12ft (if it starts at the outer edge elevation of the access road) then the barriers will lose effectiveness of noise control primarily to second levels of our homes (the trains are 13 ft high and noise sources may have direct line of sight to upper home levels).
  - 12 ft noise wall (assuming a full 12ft of height above track level).
    - Using theoretical barrier calculations, and accounting for reflections (train/wall/train and over barrier) and HVAC noise from the top of the train I predict barrier noise reduction performance of 7-8 dBA at ground level and 2-4dBA at second floor level. If the HVAC noise is as loud as DART downtown LRT’s (which have no noise control housings) then this will be further degraded.
    - If the effective height of the barrier is actual only 9ft (if it starts at the outer edge elevation of the access road) then the barriers may provide no measurable mitigation of sound to second floor sleeping areas and will reduce effectiveness to lower levels.
- Absorptive walls will reduce sound by an additional 3-4 dBA due to reduced reflections.
- Installation of wheel skirts on the train will provide 2-3 dBA reduction in noise.
- Well defined and stringent HVAC and engine noise control specifications may reduce noise from these sources by 4-6 dBA with the most significant benefit being to second level sleeping areas.

Summary: In order to meet even a minimum noise reduction goal of 19 dBA (rather than my predictions which suggest we will need a reduction of 24 dBA), all listed noise control measures will be required. This includes 15ft walls (above track level), walls with integrated absorption, addition of wheel skirts, additional track ballast, and HVAC noise control measures. If my prediction of a required 24dBA reduction is accurate, then even if all of these measures are implemented, the train noise will be considerably above 55 LdN at 3 of the Court Estates homes.

**MY CONCERNS REGARDING DEIS VIBRATION MITIGATION STATEMENTS**

DART and FTA policy requires vibration mitigation for levels above 72dBV. However both FTA and ANSI Standards note that 65 VdB is the threshold for most people to feel vibration. Hence the DART policy of 72 VdB assures that most people will feel vibration in their homes unless the levels are reduced well below this. DART estimates vibration at my home to be 70 VdB. As I note above, this estimate is low and should be 3-4 VdB higher, thus requiring a vibration mitigation solution such as installation of undertrack Tire Derived Aggregate (TDA) at locations near my home and 2 others in Court Estates HOA.

Summary: In order to meet DART policy for vibration levels at 3 of the Court Estates homes, TDA or similar vibration mitigation should be implemented under tracks passing by our homes.
I look forward to any questions that you might have. Many thanks for your time.

Best regards,

**Craig Janssen**

7010 Spanky Branch Court, Dallas, 75248
Almost 30 years ago when this whole Cottonbelt project was proposed, it was not wanted then by the majority of citizens of Dallas and that has not changed. What has changed in the past almost 30 years is technology, demographics in Dallas, lack of government money (and more Taxpaying citizens becoming more attentive to irresponsible government spending), and the disparity of needs within Dallas. As driverless vehicles become more and more a part of the landscape of transportation as well as other technological advances, the need for bulky, extremely expensive projects - especially rail - with fixed routes and huge overhead expenses - extending additional taxes on all citizens of Dallas for the next 45 years - is totally irresponsible and totally unnecessary! Southern Dallas is languishing waiting for additional buses and other transportation modes to help an area that really needs help. And, as one previous Dart board member said - putting this line in North Dallas where the majority of citizens do NOT want this line, do not need this line, and will not use this line - is "Window Dressing" for Dart and not a wise use of who public transportation is supposed to serve. 30 years later, this line is only being pushed to serve several elected, non-elected, and previous elected officials who have made this line their life long project - their great legacy. But, it’s a debacle. Dart ridership is down across all sectors - and this is one of the least "in demand" sectors in all of Dallas. And, promises made 30 years ago - with all of the other newer and better ways to solve some of the transportation issues in Dallas - absolutely makes no sense at all. 30 years ago, who of us thought we would have multiple computers at our fingertips - in our homes, our offices, our pockets, etc. It was inconceivable to us that we would have cell phones that not only made phone calls but took pictures replacing most cameras, replaced address books, replaced phone directories, encyclopedias, watches, writing letters and sending by snail mail, etc. and all on one small device that fits in a pocket! Now, new modes of transportation are changing rapidly and within the timeframe that the Cottonbelt is scheduled to be completed - the line will be even more obsolete when completed than it already is today! Projected ridership does not warrant this line and projected ridership based on the current
downward trends of all ridership on Dart indicates this is just a BAD project and BAD idea - an antiquated idea.
I hope this line, this money, will NOT be approved and more borrowed / debt money spent on yet another very expensive obsolete and unnecessary project benefitting an area of Dallas that is mostly affluent and not racially diverse. To bolster part of my objections to this line, please see the attached article:

https://www.downsizinggovernment.org/transportation/urban-transit

Please reconsider the 30 year old plan and "promise". A 30 year old promise based on 30 year old technology, isn't a great plan or legacy for the few who just want to bring it to fruition or gain because of investments they've made in this area. There are other more technologically advanced ways to solve some of the transportation problems (like VIA) and serve more people in this area without creating another very expensive outdated train and putting Dallas taxpayers into further longterm debt!

Sincerely,
Deb Tarantino
7011 Wester Way
Dallas, TX  75248
lou7011@aol.com
972/732-0688
John Hoppie

From: RICHARD SUMMEY <Rick@TheSummeyGroup.com>
Sent: Tuesday, June 5, 2018 11:26 AM
To: CI_COTTONBELT MAILBOX
Cc: Mr. Rick A Summey; sandy.greyson@dallascityhall.com; navaz.kayaniirani@dallascityhall.com
Subject: Concerns regarding the Cotton Belt

Dear Cotton Belt-

Regarding the Cottonbelt impact to the far North Dallas area.

When the Cottonbelt was initially approved, there was assurance that it would go below the street levels for two major reasons.

1. Noise/Vibration reduction
2. Surface street interference

There are two ways to avoid the problems for 1. and 2. above.

Utilize an alternate route for the area spanning from Coit to the Dallas North tollway.

1. Why not use the GC & SF RR, and AT & SF RR lines which avoids this area entirely and accomplishes the train going from Richardson to DFW

or

2. Implement the original plan going below grade. This will avoid the many train crossings on the streets of Coit, Meandering Way, Hillcrest, Campbell Road and Davenport.

   In referencing environmental impact- having that many street crossings with a surface train that portends to get more popular and increasing the number of trains per day, will create surface traffic jams that only will increase over time and cause cars to sit by idling as the trains pass east and west. If the GC & SF RR and AT & SF RR lines are utilized where they do not cross surface streets, except on Ohio/Hillcrest, traffic will continue to better flow on the surface streets and the trains will operate with less possible surface street crossings.

   The surface street crossings historically have always caused traffic backups. Today, we do not have the surface street backups at those crossings- The current Cotton Belt plan would create a problem countering the advantage of the train for all concerned. Plus, it increases the possibilities of a crossing crash, which have always occurred when cars and trains intersect each other.

Please seriously consider doing this correctly in the beginning, even though it will cost more initially, in the long run, it will cost less, avoiding the surface traffic problems and the possible collisions which could affect needed surface street access to fire trucks, ambulances and the police much less the citizens of this area.

Thank You for your consideration
Date/Fecha: 5-25-2018
Meeting Location/Lugar de la reunión: Addison, TX.
Name/Nombre: Florence Snowton
Address/Dirección: 3213 Squairwood Dr.
City/Ciudad: Carrollton, TX.
Zip Code/Zone Postal: 75006-5210
Telephone/Teléfono: 469-363-5606
E-mail/Correo Electrónico: snowtonf@gmail.com

Comments/Comentarios:

Very concerned about noise level to my neighborhood, property values, and we need a very tall wall.
IT IS ESSENTIAL THAT A SOUND BARRIER WALL BE ERECTED ALONG OUR COMMUNITY (TRAFAŁGAR SQUARE) NOT TO MENTION THE INCREASE OF TRAFFIC ON MARSH LANE.
Date/Fecha: 5-31-18

Meeting Location/Lugar de la reunión: Richardson Civic

Name/Nombre: Frank Cooney

Address/Dirección: 308 Island A

City/Ciudad: Richardson

Zip Code/Zona Postal: 75080

Telephone/Teléfono: 972-974-9767

E-mail/Correo Electrónico: FrankC4xtX4mxco

Comments/Comentarios:

A great addition to our rail system.
Must have stop at Cityline/Bush, UTD.

What is an interface station?
Our station is Arapaho.
Comment Card

Date/Fecha: 5/29/18

Meeting Location/ Lugar de la reunión:

Name/ Nombre: Elizabeth Cornell
Address/ Dirección: 3207 Stonehenge Ln.
City/ Ciudad: Carrolton
Zip Code/ Zona Postal: TX
Telephone/ Teléfono: 214-288-5961
E-mail/ Correo Electrónico: lizcornell12@gmail.com

Comments/ Comentarios:
Need along Cotton Belt:
1. Voice complaint rail
2. No horns sounding
3. Traffic concern on Marsh due to closure when train passes.
4. Concern about traffic making it difficult to get in and out of neighborhood near Marsh + Stonehenge.
COTTON BELT

Draft EIS

Comment Card

Date/Fecha: 5/14/18

Meeting Location/Lugar de la reunión:

ADDISON

Name/Nombre: Tim Feehler

Address/Dirección: 6005 Calm

City/Ciudad: Dallas

Zip Code/Zona Postal: 75248

Telephone/Teléfono: 214-693-7689

E-mail/Correo Electrónico: tim@fooemsters.com

Comments/Comentarios:

I support the City of Dallas to not construct the Coit-Preston stations. The map as drawn has too many stations.
Date/ Fecha: 05/14
Meeting Location/ Lugar de la reunión: ADD WCN
Name/ Nombre: DAVID PACE
Address/ Dirección: 1616 BANBURY W
City/ Ciudad: CARPENTON
Zip Code/ Zona Postal: 75006
Telephone/ Teléfono: 972-765-2530
E-mail/ Correo Electrónico: 19DAVID.RICHARDS@TCRC.ORG

Comments/ Comentarios:
THE TRAIN RUN RIGHT BY OUR HOUSE & LET THEIR ARE NO POUND FOR NOISE REDUCTION FOR OUR LOCATION I DO NOT WANT TO BE ENDING MY POOL OR SLEEPING I HAVE TO FEAR W/ NOISE OF A TRAIN.
My main concern about a DART train running within 50 feet of the traffic is the noise produced by the cars. We need a 15 foot high concrete wall erected to ensure that the noise is minimized. Please include a wall, since I will have to live with what is built.
To date there are no plans for noise reduction barriers near Trafalgar Square in the Marsh and Arapaho area (north of the tracks on the north and east side of the tracks. We have a very quiet, peaceful neighborhood of townhomes with nice yards, tennis courts and a lovely park area. Having trains come thru regularly with no concern of noise will GREATLY reduce the quality of life for our neighborhood and decrease the value of our homes.

Please insure noise barrier walls are utilised in this area.

Thank you,
David Richardson

ORACLE University
David Richardson | Senior Practice Manager | (972) 765-2530
Oracle University
PeopleSoft | Hyperion | JDEdwards | UPK | Primavera | Essbase
6031 Connection Drive | Irving, TX 75039
I do not want a Prestonwood DART station. It would be total disruption since there is no parking space available at all.

Please remove this station from your plans for DART.