



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 35; Received May 25, 2019; Answered June 10, 2019)

Q: Can DART do any development onto an adjacent resident's property? If so, does any of this constitute a deed restriction (limits on the resident's future remediation options)?

A: It is the intent of the program that the betterments be implemented on DART property.

(ID# 36; Received May 25, 2019; Answered June 10, 2019)

Q: Can the owner engage with DART for Joint Development either where there is a gap in funding or to extend the functionality of the Betterments? (e.g. the extensions mentioned above, or retaining walls, or additional height not funded by monies allocated for the MITIGATION/DART BETTERMENT walls)

A: This is not part of DART's standard process. Owners and stakeholders can request a site visit with project personnel to express their concerns and possibly present a proposal for review and discussion.

(ID# 37; Received May 25, 2019; Answered June 10, 2019)

Q: Does any joint development count as a deed restriction? Or is it only development conducted by DART across the resident's line?

A: DART will only construct improvements on DART property or within public right-of-way or an easement.

(ID# 38; Received May 25, 2019; Answered June 10, 2019)

Q: Does all Betterment work have to be done by selected contractor? (e.g. if neighborhood segment got together and selected a different contractor (or chose to do the work as a community project), is that an option)? e.g. implement non-structural enhancements or vegetation?

A: Betterments will be constructed by AWH, the design-builder for the Cotton Belt Regional Railroad, as part of their contract.

(ID# 39; Received May 25, 2019; Answered June 10, 2019)

Q: Some additional items have been mentioned that are not in your list. Please advise if any of these options are viable choices

- 1. Solar lighting?**
- 2. SOD?**
- 3. Concrete slab?**
- 4. Pest Control? (I think the person was thinking some form of built-in mosquito deterrent)**

A: All options proposed by a community group will be evaluated. It will take additional time to do so.

(ID# 40; Received May 25, 2019; Answered June 10, 2019)

Q: Exactly who is in each "segment"? (Previous request)

A: This information is provided to each respective group during the betterment community meeting and included in the power-point presentation handout.



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(ID# 41; Received May 25, 2019; Answered June 10, 2019)

Q: What happens if a majority per segment do not request Betterments (either less than a majority or simply no request)?

A: Based on information to-date we do not anticipate non-responsiveness to be an issue. If there are specific areas that participation is lacking DART will continue efforts to ensure participation in the process.

(ID# 42; Received May 25, 2019; Answered June 10, 2019)

Q: What happens a majority per segment do not agree on the same betterments?

A: Conversations will be facilitated to reach consensus.

(ID# 43; Received May 25, 2019; Answered June 10, 2019)

Q: What form of request is required to satisfy the policy?

A: Written requests are needed for documentation, trackability, auditability and retrievability.

(ID# 44; Received May 25, 2019; Answered June 10, 2019)

Q: The DART policy states that requests for betterments will be considered in regard to cost to implement, maintainability. - If an initial request from residents has a flaw in it or is not sustainable, will the segment be notified and given an opportunity to modify the betterment request? Or Will the entire betterment request be rejected? Or just the flawed portion?

A: Requests will be discussed with the requesting community.

(ID# 45; Received May 25, 2019; Answered June 10, 2019)

Q: Timeline for submitting the "majority-requested-and-agreed" Betterments requests? The presentation mentioned 2-weeks to submit and then come back for "decisions" June 18th. With the request that Councilwoman Mendelsohn made for a re-do of the round one meeting with the proper notifications, what does the new timeline look like?

A: Effort will be made to reach consensus by the end of the summer.

(ID# 46; Received May 25, 2019; Answered July 10, 2019)

Q: Is there anything the residents can do (or fail to do) that would cause them to lose the opportunity for betterments they are entitled to?

A: No. The betterment program was developed by the DART board with the intent that the money be spent on betterments as chosen by the residents.



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(ID# 53; Received May 28, 2019; Answered June 19, 2019)

Q: I appreciate the time you took last night at our Betterment meeting to try to answer our questions, but as you could tell, we have major issues that have not been either explained or are still outstanding. One issue is the lack of sound walls for Betterment meeting, I submitted the attached request to Chris and Matt for consideration. As you know, we are very concerned about the lack of sound walls throughout the entire length of Chalfont's north side. Nick Steadman (from Archer) came to XXX XXX'X house in late May to look at the situation and said he would pass our concerns along. Last night, it was apparent that our request was turned down, and that we have a minimal amount of Betterment money, certainly not enough to cover more sound walls. We do not know why, and would like a clear explanation.

A: Sound walls are provided at those locations where noise impacts were identified and where a sound wall will serve as mitigation. The sound wall does not extend east to Preston Road because the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, did not require a sound wall. Additional information regarding noise analysis, noise impacts, and noise mitigations, can be found in the Final Environmental Impact Statement (FEIS), Sections 3.12 and 4.14. The FEIS and related documents are available for review online at DART.org.

(ID# 54; Received May 28, 2019; Answered June 19, 2019)

Q: I appreciate the time you took last night at our Betterment meeting to try to answer our questions, but as you could tell, we have major issues that have not been either explained or are still outstanding. One issue is the lack of sound walls for Betterment meeting, I submitted the attached request to Chris and Matt for consideration. As you know, we are very concerned about the lack of sound walls throughout the entire length of Chalfont's north side. Nick Steadman (from Archer) came to XXX XXX'X house in late May to look at the situation and said he would pass our concerns along. Last night, it was apparent that our request was turned down, and that we have a minimal amount of Betterment money, certainly not enough to cover more sound walls. We do not know why, and would like a clear explanation.

A: The Betterments Program is only applicable to residential adjacent property owners. The residential adjacent property owners in your neighborhood qualify for a betterments budget of \$189,600. As we explained at the meeting on June 11, 2019, the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, are not adjacent to the DART ROW due to the intervening commercial property. Additional information regarding the Betterments Program may be found on page 8-13 of the FEIS.

(ID# 56; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 1 - Trees and Screens on Sound Wall
The "Residential Betterment Funds" Would be used for trees along the sound mitigation wall and the remaining funds would be used for applied screens to the sound wall. Type of tree and screen to be determined at a later date.
Note: Dart will look into Oncor's easement concerning trees.

A: The project team will prepare design exhibits showing the cost of adding a 15-foot and 12-foot betterment wall to address the five properties closest to Preston Road, including the XXX XXX property at XXXXX Chalfont Circle, and how that compares to the budget to support decision-making.

(ID# 57; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 2- Hike and Bike Trail
The Chalfont homeowners do NOT want any "Walking and Bike Trails" along the rear of their properties.

A: We will forward your concerns to the City of Dallas and the North Central Texas Council of Governments (NCTCOG).



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(ID# 58; Received May 28, 2019; Answered June 19, 2019)

Q: Request for Consideration of Residential Betterments Bullet 3 – Additional Wall The homeowners want the sound mitigation wall to extend the length of ALL homes on the Cotton Belt side of Chalfont Place. This would require the extension of the 15 ft wall on the north east end where it currently is shown to stop to continue east to include all homes that are on the Cotton Belt side of Chalfont Place including the homes located at XXXXX, XXXXX, XXXXX, XXXXX, and XXXXX Chalfont Circle. It is preferred that this wall be a continuation of the 15ft sound mitigation wall. If the continuation of the 15ft sound mitigation wall is not possible, the homeowners ask that Dart allocate the cost of a 12ft wall to the “Cotton Belt Corridor Betterment Funds” which currently is zero for Chalfont. The “Cotton Belt Corridor Betterment Funds” should include enough money to build a 12ft wall that extends from the current end point of the 15ft sound mitigation wall to include all the homes on the Cotton Belt side of Chalfont Place including the homes located at XXXXX, XXXXX, XXXXX, XXXXX, and XXXXX Chalfont Circle. The Chalfont homeowners do not want the wall funds to come out of the “Residential Betterment Funds”.

A: The project team will prepare design exhibits showing the cost of adding a 15-foot and 12-foot betterment wall at the five properties and how that compares to the budget to support decision-making. The exhibit will also show a site plan showing the limits based on the betterments budget of \$189,600.

(ID# 59; Received May 31, 2019; Answered August 16, 2019)

Q: Please see attached letter and exhibit showing our future growth at Highland Springs. As promised on or before June 1st. We hope the board will consider our request. Thank you for your time Tuesday evening.

Excerpt from letter:

“As we discussed during the meeting, there is an additional 700 - 800 linear feet of rail right-of-way (as shown in the attached exhibit) fronting on the Highland Springs community that was not included under the budget described previously. The area along this frontage will be developed as part of the continuing expansion of the Highland Springs retirement community with six additional buildings, adding approximately 800 new residents within the next three to six years.

In consideration of the impacts the Cotton Belt rail project will have on our residents, we would respectfully request consideration that additional funds be budgeted for DART Residential and Cotton Belt Betterments for the entire frontage of the Highland Springs property adjacent to the rail right-of-way.”

A: As stated in the Group 5, Workshop #1, Part 2 meeting held on 6/25/19, future development is not considered during the Final Environmental Impact Statement. During this meeting the following question and response was provided:

- Question: Is DART willing to add sound walls next to vacant property in anticipation for future residential and commercial development?

- Response: DART will not add any sound walls at these locations. We are only addressing the properties that are there at the time the FEIS was completed. It will be the responsibility of the developer to add sound walls if you feel like they are warranted. However, we are open to working with the developer to address any issues.

(ID# 60; Received June 4, 2019; Answered June 10, 2019)

Q: Can you confirm the pricing per unit on the betterments options table. Everything is priced in “LF”. Is this linear feet? Example: Trees are priced several hundred dollars, but still in LF. Or was that meant to be per tree?

A: The prices are per linear foot, and plantings are provided on the intervals in the description column. For example, the evergreen hedge is priced at \$677.03 per linear foot, and this provides 30 Gallon shrubs 3’ on-center (one shrub every three feet) for the length of the project for which this option is desired.



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(ID# 62; Received June 4, 2019; Answered June 10, 2019)

Q: Can we assume that selective tree trimming, tree removal and brush removal is outside of the betterments budget? They are not listed in the betterments table, but want to make sure this is handled correctly.

A: This is correct.

(ID# 63; Received June 6, 2019; Answered June 7, 2019)

Q: Can you please answer our 3 questions?

- 1) Can you please tell me why a resident would not want walls between them and a up to 79 MPH train?**
- 2) Do you think this would create a safety hazard?**
- 3) Do you think no walls are safe for kids that walk to and from school or play in the neighborhood?**

A: Thank you for reaching out with your questions and concerns. Please know that I am always available for inquiries, and that if I do not have the answer, I will work to find it. You can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.

A1: First, please let me take this opportunity to let you know that while the 79 miles per hour cited is the maximum speed the train can operate in the Cotton Belt Corridor, the design speeds through North Dallas are significantly slower. It is anticipated that the trains through the North Dallas area will average 35 miles per hour, which is similar to traffic on thoroughfares. As we continue our planning and refinement of the alignment, we will have more exact speeds available. As for safety barriers between residential adjacent properties and schools and the Cotton Belt Regional Rail Corridor, please know that we take the safety and security of all our neighbors very seriously. DART will install corridor safety fencing along residential adjacent property lines and near schools, as well as other high pedestrian traffic areas. You can find more information about this in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. To address pedestrian activity, final design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor safety fencing will be used to control informal pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Addison Circle where large special events are held. (Final Environmental Impact Statement; page 4-32). Betterments Policy for Residential Areas with the knowledge that there will be at a minimum corridor safety fencing in place along residential adjacent properties and schools, the next step in the process is betterments. DART Board Policy IV.11 Betterments Policy for Residential Areas outlines a process for the identification and implementation of betterments in residential areas that are adjacent to a project corridor. The DART Board of Directors has established two programs for residential adjacent properties: Residential Adjacent Betterments that are available to all residential adjacent properties, and the Corridor Betterments Program for residential adjacent properties that will not have sound mitigation walls. DART has planned for 15-foot sound mitigation walls in the areas identified in the FEIS. This accounts for 17,700 Linear Feet (LF) of residential adjacent property out of the total 29,700 LF for the North Dallas area. Although the remaining 12,000 LF of residential adjacent property will not have a sound wall, these residential adjacent property owners are invited to work with the DART Betterments Team to reach consensus on how to spend the betterments budget allocated by the DART Board of Directors. The maximum betterment under this program is a 15-foot wall in addition to the corridor safety fencing, but the budget may be spent on other betterments instead, including additional landscaping, wall structures, wall finishes, or enhanced fencing. Now, does this mean that residential adjacent property owners who do not provide input on betterments will only have a corridor safety fence? Absolutely not. We have identified, and will continue to contact through registered U.S. mail, email, HOA contacts and door hangers, all residential adjacent property owners in the North Dallas area. They will be given no less than three opportunities to provide input on the betterments design process either in-person, online or through pre-paid U.S. mail. The DART Betterments Team will schedule as many meetings as are necessary to reach consensus among residential adjacent property owners on the final betterments program.

A2-3: PLEASE CONTINUE TO PAGE 6 FOR THE REMAINDER OF THIS ANSWER



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(CONTINUED FROM PAGE 5)

A2-3: Safety Education - I know that safety, especially for children, is as paramount to you as it is to us. Let me reiterate the importance DART places on safety education and awareness throughout our network. First, schools and school safety are discussed in the Final Environmental Impact Statement (FEIS) at www.dart.org/cottonbelt. Potential impacts to these schools will be mitigated through the addition of enhanced safety features in addition to the standard at-grade crossing elements. DART will provide mitigation and is considering such strategies as flashing signals, pedestrian gates, enhanced signage or striping, and/or tactile strips which will be evaluated for feasibility and reasonableness as the project advances. Use of these additional features will be determined during final design in consultation with school districts. In addition, DART has a comprehensive transit education program used at schools and other community organizations. DART will coordinate with schools and neighborhoods in the corridor to provide these education sessions prior to operations. (Final Environmental Impact Statement; page 4-11). DART has developed and implemented an extensive Transit Education Program that includes curriculums designed for both children and adults. Working with residents and the community, our Transit Education team presents these programs to schools, non-profit organizations, scout groups, recreation centers, libraries, faith-based organizations, civic groups, senior organizations and community organizations. We have already started our education outreach to establish and reinforce safety messaging for students, parents, teachers and administrators at schools throughout the Cotton Belt Corridor. Initial messaging was forwarded prior to the end of school and will resume this fall. You can find more information about our Transit Education Program on the DART website at <https://www.dart.org/transiteducation/transiteducation.asp>. I hope I've been able to answer all your questions. If there's any other information I can provide, please feel free to contact me at any time.

(ID# 64; Received June 7, 2019; Answered June 7, 2019)

Q: Thanks for the information you provided. Can you please answer the following question:

1) How many track-adjacent property owners have requested to NOT have a wall between their residence and the train tracks?

A: We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.

(ID# 65; Received June 7, 2019; Answered June 7, 2019)

Q: I want to clarify the prior question. Can you please answer our question? How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Pkwy, have requested to NOT have a wall between their residence and the train tracks?

A: We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.

(ID# 66; Received June 10, 2019; Answered August 2, 2019)

Q: I would appreciate it if you could please answer our questions with a direct answer. People are really concerned about the Safety and making sure we get the correct information to them. Also, we want to make sure that the public understands the Safety Issue since your comment "Maybe they don't want walls but want large trees" creates a misperception of Safety. 1) Can you please tell me why a resident in Far North Dallas would not want walls between them and a train that will exceed 60 MPH+ going Westbound? Per Figure 3-3

A: The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour. In locations where no walls are required, the DART ROW will be secured with a minimum 6' chain link fence.



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(ID# 71; Received June 10, 2019; Answered August 2, 2019)

Q: 6) How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Dr, have requested to NOT have a wall between their residence and the train tracks?

A: Not all residents have communicated their preference for a betterments wall. Based on feedback from recent Betterment Area Focus Group meetings in the Far North Dallas area, the options for a betterment wall is being presented for all locations that qualify for a betterment wall.

(ID# 73; Received June 10, 2019; Answered August 2, 2019)

Q: 8) How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Dr, have provided DART with their email address? How many of these specific residents has DART emailed in the 1st betterment round of meetings?

A: DART has email addresses for those who have attended the Betterment meetings and as of the date of this question, 6-10-19, that number is 29. In the first round we did not email anyone other than the HOA president or someone who represented the HOA because we did not have email addresses before the first round of betterment meetings.

(ID# 74; Received June 10, 2019; Answered August 2, 2019)

Q: 9) We reviewed the cotton belt concerned coalition distribution email list that was sent out the other day. How many of those residents that abut the tracks our on the distribution email list? How many residents on that distribution list are greater than 4 houses from the track are on the email list?

A: DART had no knowledge of the concerned coalition distribution list. This is not a DART list. Following the first round of meetings in May, DART started mailing and door hanging every residential adjacent home owner for follow-up meetings in June.

(ID# 76; Received June 17, 2019; Answered June 18, 2019)

Q: How do we get our Ballot ID? Do we just submit our comments to the Cotton Belt Email Address with our property info?

A: Ballots will be made available at some point near the end of the workshops. If you are an adjacent property owner, we will provide your ID number at the meeting on July 18th which you are encouraged to attend.

(ID# 78; Received June 17, 2019; Answered June 18, 2019)

Q: Is the focus of this to comment on things we like more/less? For instance, if we like 15' walls then we should comment on that? Or trees versus bushes versus decorative fencing?

A: Yes, your preference for a 15' wall is needed input but it should be in conjunction with the sentiment of other adjacent residents in Group 2. Other treatments may be requested as well if within budget.



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(ID# 79; Received June 18, 2019; Answered July 31, 2019)

Q: There is some confusion as to where the Betterment Program begins. It was my understanding that there is to be a 15' wall (height beginning at track level) from Davenport to Campbell on the east side of the track. (Please see attachment from the meeting.)

A: A 15' sound wall is provided per the FEIS between Davenport to Campbell on the east side of the track.

(ID# 80; Received June 18, 2019; Answered July 31, 2019)

Q: ...all we have to start with is the 15' wall and then the optional betterment items up to \$150,000. Or do we also get a 6' chain link fence (BEFORE betterments kick in)? Is this correct?

A: Yes, in your location there is a 15' sound wall with Residential Adjacency Betterments Program funds up to \$150,100 (\$158/LF x 950LF) and a 6' chain link fence as part of the base design and not part of the Betterments Program.

(ID# 81; Received June 18, 2019; Answered July 31, 2019)

Q: Request for cross section at 3104

A: Please see the attached cross section at 3104+00.

(ID# 82; Received June 20, 2019; Answered July 3, 2019)

Q: Why are DART representatives presenting material like exhibit 1 ... which shows that betterments and mitigation go all the way (or almost all the way) to the intersection when they've known about this limitation?

-Don't you think a resident would have been upset if they voted on a betterment wall and at installation time see a chain link fence was put up?

A: The exhibits are identifying the limits of the betterment walls defined by residential adjacent property lines at the 10% level. The details related to the specific configuration at each at-grade crossing is a final design issue. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance.

(ID# 83; Received June 20, 2019; Answered July 3, 2019)

Q: There have been numerous betterment meetings that have been restarted because of lack of communication, the entire 1st round or 5 meetings. When, if ever, was DART going to notify those Residents that live within the estimate distance from an intersection (TBD based on DART calculations), that they will get a chain link fence instead of a wall?

A: As noted in the response to question ID# 1, the details related to the specific configuration at each at-grade crossing is a final design issue and has not been defined. It is premature to reach the conclusions cited above regarding a chain link fence. DART will not suggest a chain link fence instead of a wall.



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(ID# 84; Received June 20, 2019; Answered July 3, 2019)

Q: At what distance from each of the intersections from Preston Road to Coit, will the betterment or mitigation walls start? (similar question #2 of 6/21/19 email).

A: As noted in the response to question ID# 1, DART is working with the design build team to optimize the limits of the betterments wall or sound wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. For the next round of betterment meetings in July, DART will show the in-progress design for at-grade crossings.

(ID# 85; Received June 20, 2019; Answered July 3, 2019)

Q: There are now some residents who will not receive a mitigation or betterment wall based on the resident's findings. This impacts the number of people per group and per segment that have to vote. Does this mean we have to restart the Group 1 meetings, 5 meetings for 5 groups, again (2nd time) since the number of people in each group has changed?

A: No. The number of residential adjacent property owners have been identified and this will not change.

(ID# 87; Received June 20, 2019; Answered July 31, 2019)

Q: We are very concerned that DART didn't consider the different elevations throughout the 1,200In ft wall. As you can see in the pictures below, our backyards are significantly higher than the tracks ... A good number of us will be able to clearly see the top portion of the train from our backyard, and if our house is two-stories we can wave to the passengers. Needless to say the wall won't cancel the noise as good as we are thinking, especially if the master bedroom is the last room in the house like many of us.

A: Existing conditions, including differing elevations, were considered in the noise analysis. Your question and all other noise-related questions received by August 23, 2019, will be responded to and available on the DART website on September 23, 2019. Information related to noise analysis, noise impact, and noise mitigation can be found in the FEIS, Sections 3.12 and 4.14 and Appendix B.

(ID# 89; Received June 20, 2019; Answered July 31, 2019)

Q: How far is the proposed sound-wall from our property lines?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the adjacent tracks and approximately 40 ft from your property line (DART ROW line) at XXXXX Chalfont Circle.

(ID# 90; Received June 20, 2019; Answered July 31, 2019)

Q: Will it be on the outside or inside of the utility poles?

A: It is anticipated that the proposed sound wall will be located 12' from the center line of the tracks and that the utility poles will be between the sound wall and the property line.

(ID# 92; Received June 21, 2019; Answered August 2, 2019)

Q: Can DART post the Betterment Meeting Videos to the website page?

A: No, DART will not post the Betterment meeting videos on the [dart.org/cottonbelt](https://www.dart.org/cottonbelt) website page. They are available through an open records request at <https://www.dart.org/about/publicinformationact.asp>.



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(ID# 93; Received June 21, 2019; Answered August 2, 2019)

Q: Will DART provide the following at the next round of betterment meetings?

An accurate display of where betterment or mitigation walls will start at each intersection between Preston Road and Coit Road? There are 8 intersections and 4 quadrants or NE, NW, SE, SW. This is necessary so people understand if they are getting a betterment or mitigation wall or chain link fence.

If this information is available before the next betterment meeting start dates, can you post this on the website page?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossings and comply with safety requirements. The details related to the specific configuration at each at-grade crossing will be addressed during final design. Although the design process is ongoing, DART will provide updates on designs for at-grade crossings at future meetings. Yes, DART will post the information as soon as it is available.

(ID# 94; Received June 21, 2019; Answered August 2, 2019)

Q: Can DART post the betterment meeting times and location on the website page, at a minimum 2 weeks in advance?

A: Yes, the Betterment meeting date, time, and location for the next meeting is currently posted on the dart.org/cottonbelt website.

(ID# 95; Received June 21, 2019; Answered August 2, 2019)

Q: Can you provide your email address again so if people have questions that are outstanding than you can allocate more people to answer questions before the next meeting?

-Michele, When should they send questions to you, I think it was 2 weeks in advance of next meeting?

-Could you post it above the betterment section?

-The reason was 30-day turnaround time for answers and potential answers not completed. Ex: my question list from May 23, 2019 is outstanding and this is greater than 30 days

A: Please use the following email address: cottonbelt@dart.org when submitting questions about the Cotton Belt Project. DART Board member information can be found on the website at: <https://www.dart.org/about/board/boardbios/boardbios.asp>

(ID# 99; Received June 21, 2019; Answered July 2, 2019)

Q: What will be the impact of line of sight requirements on the length of the 15' mandated betterment sound wall behind Rocky Top Circle?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing are a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.



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(ID# 100; Received June 21, 2019; Answered July 2, 2019)

Q: When did DART staff know that the sight line requirement would decrease the length of the sound barrier wall? It was not mentioned in the previous meeting on May 23. Why not?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing are a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 104; Received June 21, 2019; Answered July 2, 2019)

Q: What was in the Dallas City Council Resolution passed in March 2018 that is not in the DART resolution that you are working with?

A: The City of Dallas resolution was the primary factor leading to the development of a more robust Betterments Program for the entire Cotton Belt Corridor. Betterments are items defined as items above and beyond standard environmental mitigation measures. For the Cotton Belt Project, mitigation measures are documented in the FEIS/ROD and associated Mitigation Monitoring Program (MMP). DART Board Policy IV.11 Betterments Policy for Residential Areas, is still being applied to allow for a baseline level of betterments consistent with policy. DART Board Resolution No. 180084 outlined additional potential betterments to address community concerns and City resolutions at locations where mitigation measures do not fully address their concerns.

The policy betterments budget is based on typical betterment costs that have been applied in other project corridors and is equivalent to \$158/linear foot based on 2020\$. This is typically used for enhanced landscaping or fence coating. The additional budget established by the DART Board is equivalent of the civil cost of a 12-foot masonry wall, or \$866/linear foot based on 2020\$. This additional budget was established for locations that do not already have a noise barrier wall identified as mitigation. As with the policy process, DART would work with residential adjacent property owners to identify the mix of betterments within the budget. The wall budget equivalent was identified as the basis for these additional betterments based on specific community comments regarding a desire for walls where no noise impact was identified.

(ID# 105; Received June 21, 2019; Answered August 9, 2019)

Q: What difference will a 15-foot wall vs. a 12-foot wall make in the level of sound for Group 2 Riverview property owners?

A: The 12-foot betterment wall will provide the maximum train noise reduction achievable at those properties and thus a 15-foot betterment would not provide any significant noise reduction improvement.

(ID# 106; Received June 21, 2019; Answered August 9, 2019)

Q: If the sound wall on the west side of the tracks is 15 feet high, and the betterment wall on the east side is 12 feet high, will Riverview residents get rebound noise because the betterment wall is shorter than the sound wall?

A: No – the train body itself would effectively block any noise from reflecting off the 15-foot wall on the west side of the tracks.



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(ID# 107; Received June 21, 2019; Answered August 9, 2019)

Q: Can Riverview residents use their betterment money to improve the betterment wall (either make it higher or have construction that will provide better sound proofing?)

A: Yes, residents can use their betterment money to improve the betterment wall.

(ID# 108; Received June 21, 2019; Answered August 9, 2019)

Q: What is the difference (other than height) in the materials and construction of the betterment wall and the sound wall? If we aren't given this information, how can we be expected to decide where our betterment dollars should go? One of my neighbors told me a DART official at the meeting told him that there will be no difference in construction or materials (other than height) between the sound wall and the betterment wall and that DART just could not call the betterment wall a "sound wall." Is this true?

A: There is not a difference (other than height) in the materials and construction of the betterment and sound wall. It is true, DART cannot reference the betterment wall as a sound wall.

(ID# 109; Received June 24, 2019; Answered June 26, 2019)

Q: I understand that the cost per tree is \$16,800 based on \$480 per linear foot, and one tree for 35 feet. Can you please explain why the cost per tree is so high?

A: The Betterments Program tree pricing you're referencing from the meeting presentation was incorrect. We are currently developing landscaping packages that fit into the betterments budget allotment of \$158.00/LF that will complement the existing Base Landscaping program. These will be available for our next round of Betterments Meetings.

(ID# 118; Received June 27, 2019; Answered August 2, 2019)

Q: 1- Did Dart incorporate the entire city of Dallas resolution for the Cotton Belt?

A: The City of Dallas resolution was considered in the project approved by the DART Board in August 2018. DART Board Resolution No. 180084 outlined a program for additional potential betterments to address the City of Dallas resolution in addition to mitigation measures. The following provisions were incorporated in the project:

- Cypress Waters Station and Knoll Trail Station in City of Dallas
- Grade-separated street crossings at Hillcrest Road and Coit Road
- 15-foot sound wall (12-foot sound wall plus additional 3 feet for screening)
- 12-foot or 15-foot betterment wall based on input from residential adjacent property owners
- Vibration mitigation in residential areas to address the 65vdB standard
- Landscaping to reduce visual impacts
- Quiet zones based on FRA approval of application from City
- Vehicle noise level restriction at maximum headways
- Crossing bell mitigation
- Cooperation in the implementation of the hike and bike trail as funds become available
- Freight abandonment between Waterview Parkway and Knoll Trail Drive in Dallas



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(ID# 126; Received June 27, 2019; Answered August 2, 2019)

Q: 3e) Does the EIS consider a 3 minute or longer train for the sound, vibration impact for betterments? If not, why? Would you want 6 crossing arms going down every 3 minutes out of 10 minutes in your neighborhood?

A: It is anticipated that approximately 56 Silver Line trains will transverse the Cotton Belt daily. All crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour.

(ID# 140; Received June 27, 2019; Answered August 2, 2019)

Q: 8b) Do you know the betterment budget for residential areas of the Cotton Belt?

A: Per DART Board Resolution 180084, August 28, 2018, the DART residential Betterments policy provides funds of \$158.00/LF, and the Cotton Belt Corridor Betterments policy provides funds of \$866.00/LF for residential adjacent property owners. The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for DART Residential Betterments is \$8,792,700 (55,650LF X \$158.00/LF). The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for Cotton Belt Corridor Betterments is \$28,924,400 (33,400LF X \$866.00/LF). The total for both residential and corridor betterment is \$37,717,100.

(ID# 141; Received June 27, 2019; Answered August 2, 2019)

Q: 8c) Do you know the allocation of this betterment budget for the Far North Dallas Area?

A: Per DART Board Resolution 180084, August 28, 2018, the DART residential Betterments policy provides funds of \$158.00/LF, and the Cotton Belt Corridor Betterments policy provides funds of \$866.00/LF for residential adjacent property owners. The total funds available to the Far North Dallas Area for residential adjacent property owners across the for DART Residential Betterments is \$4,692,600 (29,700LF X \$158.00/LF). The total funds available to residential adjacent property owners across the Cotton Belt Regional Rail Corridor for Cotton Belt Corridor Betterments is \$10,392,000 (12,000 LF X \$866.00/LF). The total for both residential and corridor betterments is \$15,084,600.

(ID# 144; Received June 27, 2019; Answered August 2, 2019)

Q: 8f) Does concrete paving cost \$161 per sq. foot? \$108,845.12 / 675 SQ FT = \$161/sq. ft

A: No. DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.

(ID# 147; Received July 1, 2019; Answered August 1, 2019)

Q: Options presented to adjacent citizens must include a wall?

A: The Town of Addison will present the residents' betterment options to DART. DART will keep the DART Board of Directors informed on the betterment options presented to the residential adjacent property owners by the Town of Addison.

(ID# 148; Received July 1, 2019; Answered August 1, 2019)

Q: Can the town spread out the money beyond the residentially adjacent property?

A: Yes, although the DART Board of Directors established the betterment program to provide the opportunity for residential adjacent property owners to select a betterments affecting their property, it is anticipated that improvements near these areas would align with the intent of the program.



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(ID# 149; Received July 1, 2019; Answered August 1, 2019)

Q: Is there a procedure in place to count additional residential adjacency?

A: The limits of the residential adjacent property is established during the project planning phase. Residential development that occurs after the FEIS will not be included in the betterments program.

(ID# 150; Received July 2, 2019; Answered July 6, 2019)

Q: How were these names proposed by DART? Did these individuals express interest, participate in other ways, etc.?

A: A DART Community Affairs Representative is assigned to the City of Carrollton and maintains relationships through previous and ongoing community engagement activities. The names on the DRAFT list proposed by DART include individuals known to DART to be representative of the neighborhoods, businesses, and institutions near the station. Since DART is seeking individuals willing to commit to a series of five meetings over several weeks, DART also considers attendance at previous public meetings.

(ID# 151; Received July 2, 2019; Answered July 6, 2019)

Q: What is the max/minimum number of participants that would work for this group?

A: Although there is no maximum number, DART is seeking a committee size of 8 to 12 participants to facilitate discussion and consensus.

(ID# 152; Received July 2, 2019; Answered July 6, 2019)

Q: What are the roles and responsibilities of this group?

A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 153; Received July 2, 2019; Answered July 6, 2019)

Q: Are the listed artists the proposed artists? Or recommendations? May we propose a local artist?

A: Yes. The City of Carrollton may propose a local artist. DART has provided a recommended artist and two alternatives as a draft list for your consideration and edit.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 154; Received July 3, 2019; Answered July 31, 2019)

Q: What happens to the preferences selected by July 11 from the track adjacent voting homeowners on Rocky Top Circle if the line of sight requirement changes the wall length? Will the homeowners have the option of making another preference?

A: DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available. DART will meet with affected residential adjacent property owners near the intersection to show final configuration and options.

(ID# 155; Received July 3, 2019; Answered July 31, 2019)

Q: You reference in your email below the sound including bells. We were told this would be a quiet zone without bells. With regard to the bells, what bells will make a sound and where will the bells be located?

A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 156; Received July 3, 2019; Answered July 31, 2019)

Q: Who handles the upkeep/maintenance of the trees/landscaping offered as part of the betterments?

A: DART will be responsible for the maintenance of all betterments landscaping within the DART ROW, unless an agreement exists whereby someone else takes on that responsibility. Example, if a residential adjacent property owner wants to plant additional trees or shrubs on DART ROW through a license agreement, the resident will maintain.

(ID# 159; Received July 3, 2019; Answered July 31, 2019)

Q: What would be the additional sound mitigation from a 15 ft sound wall with vibration mitigation on the track?

A: Vibration mitigation will have little or no affect on noise exposure. See Section 4.14 and Section 4.15 of the FEIS/ROS for discussions on noise and vibration, respectively.

(ID# 160; Received July 3, 2019; Answered July 31, 2019)

Q: Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?

A: Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 161; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

At the 10% level, it appears per your answer that the betterment walls go to the intersection and that is ok with DART. To me that does not take into the line of sight issue which I believe is an FRA (Federal Railroad Administration) item. I am a little confused why an exhibit would not take into consideration all items especially an item that is mandated by the FRA.

- 1. Do you know what the 10% level is?**
- 2. Do you know when the Final design will be completed?**
- 3. Can you please re-answer this question.**

A: The 10% level represents the level of in-progress design at the conclusion of the planning phase. The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 162; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

DART does not have to suggest a chain link fence if it is mandated by the FRA for safety.

- 1. Similar question above, do you know when the Final design will be completed?**
- 2. If the Final design completion is after the betterment meetings, when will DART notify the residents that they will receive a chain link fence instead of a betterment or mitigation wall?**
- 3. Can you please re-answer this question.**

A: The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available. DART will meet with affected residential adjacent property owners to show final configuration and options.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 163; Received July 4, 2019; Answered August 2, 2019)

Q: Follow-up:

I attended the DART betterment meeting on June 20th. Michele Krause was also in attendance.

DART has the video and can review but I asked the question is it fair to show distance at each crossing and I believe David Ehrlicher said that was fair.

1. Can you please re-answer this question? At what distance will the betterment or mitigation walls start, specifically the line of sight distances for the 8 crossings and 4 corners or 32 and distances? This is an item David said was fair.
2. What is an in-progress design?
3. Are there three different designs now – preliminary, in-progress and final? Do you know when each will be completed.

A: An in-progress design submittal is a design submittal that is incomplete and not ready for construction.

The stages of design for this project are: 30% (preliminary), 60% (in-progress), and 100% (final). The anticipated dates for each stage of design for this project are listed below:

30% Design – Jan 2019 to July 2020

60% Design – May 2019 to Sept 2020

Final Design – Oct 2019 to Apr 2021

Final design is expected to be complete by Spring 2021. However, the DART Betterments Policy for Residential Areas states “potential betterments will be identified in preliminary engineering after application of DART mitigation policies and design criteria. Betterments, if any, should be identified and approved by the Board before design reaches the 65% level for any rail segment”, which for this project is 60% design level. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing is a final design issue and has not been defined. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance. DART will show the in-progress design as it becomes available.

(ID# 164; Received July 8, 2019; Answered July 8, 2019)

Q: I understand that we can return one Request Form (rather than having each neighbor send separate forms). Two questions: Where/how do we submit the form? And do I need to list the names of the homeowners who have agreed to the general request?

A: Just send it to the Cotton Belt Mailbox. One form with the residents who agree should suffice for now. By the third workshop and once consensus is reached a majority vote (or ballot) of the adjacent property owners will serve as documentation for the Group. If I have told you anything that is inaccurate, it will be corrected during next weeks meeting.

(ID# 166; Received July 9, 2019; Answered August 2, 2019)

Q: As residents adjacent to the Cotton Belt Line, we are concerned about a number of issues. Chief among those concerns is sound/sound abatement. Sound is the number one – but not only – issue. We are open to various solutions that mitigate sound intrusion, but we are leaning toward a 15' Betterments Wall that includes sound-absorptive treatments to mitigate sound encroachment into our houses and neighborhood. We are reasonable and will listen to all options once cost and impacts are considered. BUT, DART must address outstanding questions – some neighbors' questions have gone unanswered in the past couple of weeks – regarding cost/benefit analysis of the various options (related to the full Betterments budget available through the Residential Betterments budget and the Cotton Belt Betterments budget)

A: DART is working with the Design-Build contractor to establish cost parameters and designs that maximize the benefit for the community.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 170; Received July 9, 2019; Answered August 2, 2019)

Q: Specifics as to basic landscaping package to be included as a project-budgeted item (non-betterments funding)

A: Per the FEIS, landscaping will be installed at intervals of approximately 120-150' along residential areas as is included within the current project budget and will not be funded through the Betterments Program. DART is working with design-builder to define the list of trees under consideration. The preliminary list of selected tree species includes: Cedar Elm, Chinquapin Oak, Eastern Red Cedar, Live Oak, Texas Ash.

(ID# 171; Received July 11, 2019; Answered July 11, 2019)

Q: I am having trouble locating the “Cotton Belt Regional Rail Project Betterments Workshop” presentation for the Carrollton/Addison area of the project. Have these workshops happened already? If so, where can I find the presentation? If not, when will these workshops be held?

A: No Betterments meetings have been conducted for either city. However, there is a quarterly update meeting planned in the city of Carrollton (residents of Addison are welcome) as follows:

Wednesday, July 31, 2019
Crosby Rec. Ctr. Elm Fork Rm.
1610 E. Crosby
6:30 p.m.

(ID# 172; Received July 11, 2019; Answered July 31, 2019)

Q: Will these betterment meetings be conducted for the Addison/Carrollton portion? If so, When will that happen?

A: The respective cities are managing their betterments program. DART is working with the Town of Addison and City of Carrollton to support their betterment meetings process. When dates are established they will be provided to all residential adjacent property owners.



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(ID# 183; Received July 19, 2019; Answered August 16, 2019)

Q: It was a pleasure meeting you last night in a much improved DART communication session pertaining to betterments.

To confirm our conversation following the session, the Southpoint group would like for DART & COG to consider moving the proposed bike trail to the west side of the tracks behind the homes that back up to the track on Southpoint. For several reasons:

1. There is not enough space in the easement to allow the Bike Trail on the East side of the tracks (our side). If the measurements are correct, the Bike Trail will butt up to our property line (wooden fences in most cases), allowing Trail users to easily access our property by climbing the proposed cyclone fence. Not good!
2. The property on the West side has more space in the northern portion near Campbell; and in the southern portion abutting Davenport there a creek that abuts the back of the last 6 to 8 homes, not allowing any room for the Bike Trail.
3. To transition to the other side of the tracks takes only a diagonal crossing at Campbell road, rather than the existing direct path as shown on DART's drawings-a very simple change that will be done previously on the Trail.

John, we ask that you review this suggested change with Mike Morris and others at your upcoming sessions with COG.

A: During our 8/9/19 meeting, we reviewed the proposed location of the hike and bike trail relative to the adjacent properties along Southpoint. The Hike and Bike trail defined by the North Central Texas Council of Governments (NCTCOG) and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. During final design, DART will explore opportunities to locate the trail on the west (opposite) side of the tracks.

(ID# 186; Received July 23, 2019; Answered July 31, 2019)

Q: The property I am referring to is XXXX Erie St. It is a vacant lot where we have been waiting to put a home there after the switching yard moves. We attended a few of the feedback meetings and we thought for sure that we would get some kind of mediation wall on the back lot since we indicated that a home would be going there...Is there anyone I can talk to with regards to betterments or noise mitigation for this property? I've been waiting for 20 years to build my dream house and I am saddened that we don't get any type of noise barrier along this half acre.

A: The limits of the residential adjacent property is established during the project planning phase. There was no noise impact identified at XXXX Erie Street, therefore, no mitigation is required. Residential development that occurs after the FEIS will not be included in the betterments program.

(ID# 187; Received July 23, 2019; Answered July 24, 2019)

Q: Regarding the Cotton Belt project: when is the right-of-way acquisition process anticipated to begin?

A: DART owns the 100 ft. right-of-way for the alignment. If there are other properties required for the project, property owners will be contacted by DART Real Estate.



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(ID# 188; Received July 23, 2019; Answered September 19, 2019)

Q: Mr. and Mrs. XXXXXXXX want to discuss their business property at Hillcrest and McCallum. XXXXX Hillcrest Rd. They are concerned about accessibility and visibility to their parking lot and business located at the building which they have a business and two tenant businesses operating out of. It is directly adjacent to the tracks and they have an entrance on Hillcrest and McCallum. They were very nice and have also spoken to Council Member Kleinman's office at City of Dallas regarding their concerns. Their phone number is XXX-XXX-XXXX and property address is: XXXXX Hillcrest Road, Suite XXX, Dallas, Tx. 75252.

A: On August 28, 2019, Mr. Meshack of Dallas Area Rapid Transit (DART) and Mr. Jackson of Archer Western Herzog 4.0 Joint Venture (AWH) met with Mr. and Mrs. XXXXXXXX. The XXXXXXXX'X shared with them the history of the business and building, as well as, concerns centered around the proposed alignment elevation impacting the business/building; the proposed alignment affecting sight and access to the business; and noise since you have employees that work within proximity to the existing track. Under current design, the entrance from Hillcrest Road would be eliminated but, access on McCallum Boulevard would not be affected. A site visit with a technical team from DART and AWH is being scheduled from the week of September 16, 2019.

(ID# 193; Received July 24, 2019; Answered September 30, 2019)

Q: Can the hike and bike trail be located closer to the sound wall and the trees closer to residences in those areas?

A: Yes, the hike and bike trail can possibly be located closer to the sound wall and the trees closer to residences. The Hike and Bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 195; Received July 24, 2019; Answered September 13, 2019)

Q: Per the conversation we had last night with Ms. Krause (copied), I am reiterating the 3 main exception points of the mitigation/betterments I am requesting at XXXXX Davenport Road.

1. Wall placed at or near my property line (teal line in the image below). This is consistent with what David Ehrlicher said was an option during the May attempt at the Betterments meetings - the video is on Cara Mendelsohn's Facebook page and Mr. Ehrlicher indicated that the Betterments wall could be placed at the property line. I reiterate my offer to provide free access easement to maintain the residential side of the wall.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line.

(ID# 197; Received July 24, 2019; Answered September 13, 2019)

Q: 3. Integration points (red circle at ends of teal line in image below) where I can construct an extension around my house (blue line along Davenport in image below). These 3 exceptions integrate to provide the extended protection this unique residence needs because of the angle of the rail intersection and the topography I pointed out to John Hoppie during the sound studies. From the topographical image above, note the concave limestone creek wall on the opposite side of my residence which will focus reflected sound into my house. This integrated approach is also based on the assumption that the betterment wall is constructed with the same posts and panels as the mitigation walls. Last night was the first time we had indications that the same panels would be used for both walls.

A: During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line and along Davenport Road. Utilities will be investigated and betterment wall placed as close as feasible to the property line. A license agreement will be required and DART will provide a draft for your review.



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(ID# 199; Received July 26, 2019; Answered September 5, 2019)

Q: I am disappointed DART is not planning to install a wall along the Cottonbelt tracks near the Fairhill School. A wall would be much better to mitigate noise and light pollution. Thank you

A: As part of the Final Environmental Impact Statement (FEIS) process, there was not a noise impact identified at Fairhill School. The train runs parallel to the school and will not produce light pollution to this primarily daytime land use. As part of the design, DART is investigating opportunities to provide enhanced fencing or a wall along the property line.

(ID# 201; Received July 31, 2019; Answered October 24, 2019)

Q: Please find attached our cover letter and a petition signed by 222 residents of Country Place requesting that a sound wall be included between Country Place and the Silver Line.

A: We received your petition requesting that a sound wall be included between Country Place and Silver Line. As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at Country Place. However, it does qualify for both Residential Adjacency and Cotton Belt Betterments. The total for both residential and corridor betterments is \$2,048,000. DART is working with the City of Carrollton to coordinate the kick-off meeting in October 2019 for the betterments program for your neighborhood. Based on the information you have provided a betterment wall will be shown as an option between Country Place and the Silver Line.

(ID# 202; Received August 1, 2019; Answered September 13, 2019)

Q: I am a resident at XXXX Sunflower Lane, my back yard is up against the proposed cotton belt line at Coit. I'm trying to get some clarification below in the slides. Some section at our back is labeled "retaining wall" and another is sound wall. Is the proposal to overlay both down the entire back of the section off sunflower lane, or stagger it like the slide appears to show? I'm basically trying to figure out with there be 2 walls behind me or either a sound or retaining wall.

A: In the area of Sunflower Lane, there will be two walls. A sound wall and a retaining wall. The sound wall will be built on top of the retaining wall.



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(ID# 204; Received August 1, 2019; Answered October 24, 2019)

Q: Identify all the safety measures you are putting at Meandering Way/Rocky Top crossing including the tracks crossing the walking trail.

Note City Council requirements:

3. Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:

- a. Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
- b. Tire-derived aggregate for track ballast to reduce vibration,
- c. Enhanced landscaping to reduce visual impacts,
- d. Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
- e. Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,
- f. Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
- g. Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and ...”

A: The safety measures included in the project at Meandering Way/Rocky Top are:

- a.) 15' mitigative sound walls are provided on both sides of the rail in this area required by the Final Environmental Impact Statement (FEIS);
- b.) Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks.
- c.) The residential adjacency betterment dollars may be used for enhanced landscaping. Residential Adjacent Property Owners of Rocky Top Circle (Highlands of McKamy) have \$126,400 of Residential Adjacency Betterments budget that can be used for enhanced landscaping to reduce visual impacts;
- d.) All crossings in North Dallas are proposed to be quiet zones. Establishing quiet zones will require cooperative action among the municipalities along the Project, FRA, the freight railroads and DART. The City of Dallas is a key participant in the process as they must initiate the request to establish the zones through application to the FRA. Types of gates will be determined during design of the intersection;
- e.) Consistent with DART Policy the impacts over 3dB will be required to be mitigated. The mitigation at this location include a 15' mitigation wall, crossing bell mitigation, and quiet zone;
- f.) FEIS Section 4.15 “Vibration” says FTA one-third octave band impact threshold is 72 VdB for residential buildings. DART Board of Directors determined that a more conservative approach should be employed end added locations where TDA will be installed;
- g.) Directional electronic crossing warning bells will be used.



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(ID# 208; Received August 1, 2019; Answered October 24, 2019)

Q: At most public meetings, input was approximately 75% against the DART Cotton Belt route and 25% for it. What actionable items has DART taken because of neighbors' input to reroute the line away from the most dense residential area Dart has ever considered running a train?

A: There is support for the Cotton Belt Project including resolutions from all seven cities through which the Cotton Belt will operate. DART will continue public involvement through implementation of the project. To address community concerns, DART is implementing measures above and beyond standard mitigation measures. These measures include:

- Raising mitigation walls from 12-foot to 15-foot
- Lowering vibration mitigation threshold (see Section 4.15.2 of the FEIS)
- Approved a corridor residential betterments program that allows for additional walls
- DART set a maximum speed of 45mph through the most densely residential areas of the corridor.

(ID# 211; Received August 1, 2019; Answered October 24, 2019)

Q: Why did you restrict the number of voters on betterments in the Highlands of McKamy IV & V HOA to 11 out of 247 homeowners who are impacted by the Cotton Belt line? You state you want input from key stakeholders and a community which is directly impacted at its southern entrance is a key stakeholder.

A: Per the DART Betterments Policy for Residential Areas, the residential betterment funds are considered for residential adjacent property owners, as defined by existing land use (at the time of the FEIS), whose properties border the DART ROW.

(ID# 217; Received August 1, 2019; Answered October 24, 2019)

Q: In your email response on July 31, 2019 you replied that Tire Derived Aggregate may be a requested betterment. Why wasn't it initially offered as a betterment before the July betterment selection deadline?

This is the question that was submitted with your answer:

Q: Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?

A: Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.

A: The description of betterments shared was based on typical elements used to initiate discussion and not all inclusive. Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks which is along Rocky Top Circle.

(ID# 220; Received August 2, 2019; Answered November 2, 2019)

Q: It was also my understanding that a Sound Wall and Betterments Wall were exactly the same composition - very confusing, please confirm.

A: There is not a difference in the materials or construction of the 15-ft tall betterment and the 15-ft tall sound wall.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 221; Received August 2, 2019; Answered November 2, 2019)

Q: I am more interested in a 15 Foot Sound Wall on both sides of the tracks. PLEASE confirm both sides will have a 15-foot Sound Wall.

A: Along your residential adjacent property line, the section of 15-foot sound wall is 1800 linear feet (LF). Directly across the tracks 1600 LF will be 15-foot sound wall. The remaining LF will be 15-foot betterment wall as the majority of residential adjacent property owners requested. There is not a difference in the materials or construction of the 15-foot tall betterment and the 15-foot tall sound wall.

(ID# 250; Received August 15, 2019; Answered November 15, 2019)

Q: What does “betterment” wall mean?

A: As defined in DART Board Resolution 970217 “Betterments Policy for Residential Areas”, betterments are project elements in residential areas that are above and beyond the standard mitigation measures or design criteria identified through the planning, preliminary engineering, and environmental process in keeping with community standards.

(ID# 251; Received August 15, 2019; Answered November 15, 2019)

Q: Are sound barrier walls on top of the retaining walls (40 ft total)?

A: The sound wall may be built on top of the retaining wall. The overall height will vary depending on location.

(ID# 261; Received August 15, 2019; Answered October 21, 2019)

Q: I will like trees to be planted

A: Your request for Residential Adjacency Betterments at XXXX Snapdragon Way along the sound wall has been documented. Trees will be placed at the standard spacing of 120' apart, if consensus is reached for closer spacing, trees will be planted 20-35 feet apart on center.

(ID# 302; Received August 19, 2019; Answered September 30, 2019)

Q: Please make sure that we get 15 Foot Wall as promised and some plants, trees... So not 12 but 15 foot sound wall and as much greenery as possible, please Thanx.

A: The area at XXXXX Energy Lane was determined to meet the requirements for sound mitigation and is scheduled for a 15' sound wall. Your request for Residential Adjacency Betterments has been documented.



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(ID# 306; Received August 20, 2019; Answered October 31, 2019)

Q: Good Morning Carlos!

I took the information from the meeting over to Oaks Riverchase and the manager is sending it into their corporate office to provide input. The current railroad track along our property line is elevated several feet off the ground. Would it be possible to set up a meeting here at The Club to discuss the new rail line and whether or not it will be raised or ground level? Before we know if we want a 12' or 15' wall I need a better idea of where the wall would start in relation to the new track line. Oaks would like to attend the meeting as well as we hope to do the same wall on both sides of Fairway Dr.
Clubs at Riverchase

A: An on-site meeting was held on August 28, 2019 to discuss the new rail line and its proposed alignment. At the meeting property lines were clarified and the Betterments Program was explained. Options and renderings were presented at the Betterments Workshop 2. A second meeting was held on September 26, 2019 where DART presented wall types, possible wall location and answered questions. The apartments shared their preference on wall heights and the City of Coppell also provided feedback. Please let us know if you have additional questions.

(ID# 316; Received August 20, 2019; Answered November 27, 2019)

Q: Why weren't the Homeowners Association leaders in the pink zone contacted since you state key stakeholders are homeowners associations?

A: The pink zone refers to the graphic representation of where sound walls would approximately be located on Exhibits presented at Betterments Workshops. During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus. During the current design phase, including the betterments phase, DART also contacted Highlands of McKamy 1-3 HOA officers and residential adjacent property owners.

(ID# 323; Received August 20, 2019; Answered November 27, 2019)

Q: Neighbors have told me that you have made special promises for betterments/adjustments with other organizations along the Cotton Belt line. What promises have you made and to whom or which organizations?

A: DART is working with all residential adjacent property owners to provide requested betterments within the betterments funding.

(ID# 325; Received August 20, 2019; Answered November 27, 2019)

Q: How do you decide which groups to make special promises to and which ones not to about DART improvements/betterments?

A: DART is working with all residential adjacent property owners to provide requested betterments within the betterments funding.



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(ID# 343; Received August 20, 2019; Answered November 27, 2019)

Q: All residential vibration impacts requiring mitigation are being mitigated through the application of Tire Derived Aggregate (TDA). None of the public DART presentations confirmed this practice. When betterments options were offered, this was not stated either as a given but later offered as an option after the selection deadline per a DART email. Why didn't DART confirm offering Tire derived aggregate at the betterments selection meetings?

A: The FTA impact threshold for determining vibration impact is 72 VdB for Category 2 (residential) land use. All vibration impacts that exceed this threshold are being mitigated by installing TDA beneath the alignment (See Section 4.15.2 of the FEIS). To address community concerns, the DART Board of Directors determined that a more conservative approach should be employed, setting a threshold of in determining locations where TDA will be installed. As a result, TDA will be installed beneath both tracks at 10 additional locations along the alignment. It was not anticipated that TDA would be a desired betterment request as installing TDA at locations below the 65 VdB threshold does not add value. Residential adjacent property owners are given the opportunity to vote on this or other items that fit within the budget and the Betterments Policy.

(ID# 344; Received August 20, 2019; Answered November 27, 2019)

Q: You state in the section "2.4 Key Stakeholders Input from key stakeholders would be sought throughout the duration of the project. AND To ensure the participation of the affected stakeholders in the study area on the DART portion of the Project, public and agency involvement during the planning of the Project is essential. The Highlands of McKamy IV & V HOA is composed of 247 residents whose only southern entrance you are proposing to block 60 and up to 90 times a day. All will be impacted. Yet, you limited input on 'betterments' selection to only 11 residents. You never contacted any of the HOA board from 2015 on. How do you consider that matches your claim of seeking input from key stakeholders? Why was input limited to only 11 people?

A: During the Planning phase DART staff worked closely with approximately 40-50 organizations including HOAs, schools, businesses and other entities. These included approximately 20 HOA groups consisting of numerous residents, particularly those which comprised the North Dallas Area Focus Group (AFG). A number of homeowner associations and neighborhoods were represented including Highlands McKamy. The Betterments Program is limited to residents directly adjacent to the rail line.

(ID# 345; Received August 20, 2019; Answered November 27, 2019)

Q: The DCC resolution Section 3 requires "That the DART Board increases its \$50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the Federal Transit Authority." and Section 4 requires "That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line. But the plans for the Cotton Belt area in Far North Dallas do not provide a budget commensurate with the requirement to use the funds from the eliminated station in Far North Dallas. Why haven't you allocated these funds?

A: This response is in regard to your question on the Dallas City Council (DCC) Resolution. Project funding for the project approved in August 2018 includes sufficient amounts for the project elements, required mitigation, and DART Betterments Program.

(ID# 360; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting to see a rendering of the train tracks and wall behind the houses on Wester Way and Wester Way Court.

A: Rendering will be requested from the designer and provided when complete.



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(ID# 362; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting something in writing stating that the wall will be a continuous 15' wall, even over Hillcrest.

A: Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. The height of the sound wall will be approximately 15 feet from top of rail. All other residential adjacent properties not identified for a sound wall are eligible for a 15-foot wall under the Betterments programs defined by the DART Board. For the bridge crossing over the proposed reconstruction of Hillcrest in an "open-cut" manner, covering Hillcrest Road and the sidewalks only at the bridge section, DART is working with the project team to consider a barrier or screen on the bridge to align with the top of the 15-foot walls on either side of Hillcrest.

(ID# 368; Received August 29, 2019; Answered November 15, 2019)

Q: With the wall being placed on the track will there be a need for landscaping?

A: Landscaping serves as visual mitigation as described in the Final Environmental Impact Statement (FEIS) Section 4.7.2.

(ID# 369; Received September 4, 2019; Answered December 9, 2019)

Q: My house is XXXX Sunflower Lane Dallas. Group 5. It's backed up against the line off Coit Rd. How do we get a ballot for betterment options vote? We were unable to attend last night.

can you explain why the section to the left is retaining wall and sound wall while the section to the right is sound wall? My house is the first on of the right with the non-retaining wall. Why was this decided and why is one section a retaining wall and sound wall and the other stretch is only Sound wall?

graphic

A: A ballot was mailed to you on November 20, 2019. Betterment and sound wall placement was determined by the noise analysis summarized in Section 4.14 of the Final Environmental Impact Statement (FEIS).

DART is currently in the design phase. The section to the left, the retaining wall, is required due to the tracks change in elevation to go over Coit road. The section to the right does not require retaining walls due to the elevation of the tracks.

(ID# 382; Received September 17, 2019; Answered November 15, 2019)

Q: I am a homeowner along Keller Springs Rd. Currently there is a deactivated railway behind our home and several other homes along our street. We understand that there is a diesel Dart train going in soon and naturally have concerns and questions. My main concern is noise but that is why the noise wall will be put in. My other concern with this wall is that it will be ugly and decrease the value of my home. Can landscaping be considered along one side of the wall facing the rear of our homes to increase the rear elevation look of the wall? I was thinking large rectangular bushes, magnolia trees, or just medium-sized wide trees in general. Please let me know what procedures need to be taken for this to be considered.

A: Yes, landscaping is an option that can be considered along the corridor in residential areas as part of the Betterments Program. The Betterments Program has been established to address concerns similar to yours. DART appreciates your feedback. Please provide your address so that we may provide you with information relevant to your neighborhood.



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(ID# 399; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding 5ft to the height of the 15ft tall sound wall. Considering the elevation concerns discussed earlier in this document, we would also like to know if the sound wall can be raised without us having to use the \$189,600 budget for betterments

A: The contractor will provide a price for a 20' tall wall for the entire 1,200 LF of sound mitigation wall. Any wall taller than the standard sound wall of 15' from top of rail would require use of the Residential Adjacency Betterment dollars.

(ID# 400; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to schedule a site visit with a DART representative to go over some of our questions and show our concerns.

A: On Tuesday July 16, 2019, a visit was scheduled with Mr. XXX XXXXXX to go over his questions and concerns. The meeting took place prior to the betterments workshop. Items discussed include wall height and wall extension beyond resident properties, trail location, safety and Betterment budget among other concerns.

(ID# 401; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding a 15ft as well as a 12ft betterment wall to address the 5 properties without a sound wall by the commercial building.

A: This exhibit and options were provided at the August 19, 2019 Betterments Workshop 3 meeting which can be found online at: <https://www.dart.org/ShareRoot/about/expansion/cottonbelt/CBBettermentsPresentationDallas19aug19.pdf>

(ID# 406; Received September 22, 2019; Answered November 20, 2019)

Q: Along Highland Heather Ln, what will happen to the trees/foilage along the alleys between the alley and the tracks? Will there be any repair of the crumbling brick wall at the alley line?

A: DART is not responsible for the maintenance and repair of the brick wall if outside of the DART Right-of-Way. The trees/foilage will remain if there is no interference with track placement, utility relocations or the hike and bike trail.

(ID# 407; Received September 22, 2019; Answered September 23, 2019)

Q: I received the mailer for the betterments vote. However, there was no enclosed envelope and no address provided to return the voting form. Also, could you provide an image of the panels that are being considered? I like some of the panels in the betterments slide show but not others.

A: Right now all we have is what was presented in the betterments slide show as idea generators. Once we arrive at consensus, we will communicate again with the neighborhood to identify the specifics. The betterments team is requesting trees, panels, or other selections.



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(ID# 408; Received September 23, 2019; Answered November 15, 2019)

Q: I am a homeowner along Keller Springs Rd. Currently there is a deactivated railway behind our home and several other homes along our street. We understand that there is a diesel Dart train going in soon and naturally have concerns and questions. My main concern is noise but that is why the noise wall will be put in. My other concern with this wall is that it will be ugly and decrease the value of my home. Can landscaping be considered along one side of the wall facing the rear of our homes to increase the rear elevation look of the wall? I was thinking large rectangular bushes, magnolia trees, or just medium-sized wide trees in general. Please let me know what procedures need to be taken for this to be considered.

A: Yes, landscaping is an option that can be considered along the corridor in residential areas as part of the Betterments Program. The Betterments Program has been established to address concerns similar to yours. DART appreciates your feedback. Please provide your address so that we may provide you with information relevant to your neighborhood.

(ID# 409; Received September 24, 2019; Answered October 23, 2019)

Q: I am at XXXX Southpoint. I received a letter asking me to select some options. As I am at the highest point backing to the train tracks and have the trellis behind my home, I am asking for clarification if the trees will be on my property (there is room), as 35 feet will only bring the top of the tree to my property line if planted at the base of the river. I also do not know what a "penel" is. Maybe you meant panel? Again, that is not tall enough to block sound at my home. Further, the letter does not state where it should be returned to. Please contact me at the number below on Monday to clarify.

A: If trees are the consensus, they will be on DART property. Yes, an applied panel (typo) every 20' is an option. You may return your vote via email.

(ID# 425; Received October 9, 2019; Answered November 20, 2019)

Q: I am so glad that I went to the meeting last Tuesday. I was writing with a few concerns/questions. First, thanks again for the meeting. It was very informative. I would like to suggest a very beautiful crosswalk at Cecil and Perry. All of the middle school kids walk home across the railroad tracks every day. As is, there is no crosswalk, much less sidewalk for them to use. With a silver line crossing every 15 minutes, I think it would be in everyone's best interest to have a pedestrian crossing there.

Secondly, I want to know if the "screens" would go "on top of" the 15' wall or "in lieu of" it? The reason I ask is because we have a fabulous wind that comes off the hill and I don't want that to stop. If we could get one of the screens in lieu of the wall, the wind wouldn't stop. If it were "on top of" the wall, I think I'd vote for a different betterment. I would love to see samples of the screens at the next meeting as well as the landscaping options. Thank you again for letting us have an opinion!

A: Thank you for attending the meeting. The safety of all pedestrians is important to us and DART will provide appropriate crossings and signage along the Silver Line Corridor, including at the crossing located at Perry Road in Carrollton. The screens will not go on top of the 15' wall, the screens and metal panels may be attached to the face of the wall.



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(ID# 426; Received October 10, 2019; Answered October 15, 2019)

Q: I realize our vote is needed, and apologize for the delay. I just wanted to make sure I understood correctly, is it the sound wall that will be the 15 ft. and the betterment wall is 12 ft. Also which side of the tracks would each be placed, I know it had been mentioned that a trail would also be added, just wondering how it will come together on the Campbell side, then run along over the creek. I can only imagine how many times you have been asked the same questions over , over, (I don't want to be that person) obviously we want what's best for our community and the value of our property.

A: Thank you so much for getting back to me! Prestonwood Trail Apartments has two betterment sections. Section 1 has a sound wall, and you may select other enhancements such as landscaping or decorative panels. Section 2 does not have a sound wall, and the you may select to add a wall with or without landscaping as noted on the attached sketch. Both walls will be placed at a 12' offset from the tracks. You get two ballots, one for each section. The graphic should provide a good summary of the options you have for either section.

Trail: The plan at this moment is for the proposed trail to run on the south side of the tracks at this location and for it to cross to the north side of the tracks at Campbell Rd.

(ID# 428; Received October 11, 2019; Answered December 3, 2019)

Q: What's the noise power in dB you measured in the Ezkial Way's properties adjacent to the existing railway when a train passes?

A: An approximate 1.5 dBA increase is anticipated at the nearest sensitive receptor along Ezekial Way.

(ID# 429; Received October 11, 2019; Answered December 3, 2019)

Q: What's measurement distance to the railway when obtaining these data?

A: At Ezekial Way the closest sensitive receptor is 94 feet from the nearest track.

(ID# 430; Received October 11, 2019; Answered December 3, 2019)

Q: How much noise power reduction could be achieved with a 12' and 15' tall sound shield wall, respectively?

A: As outlined in Section 4.14 and Section 8.6.1 "Summary of Comments" of the Final Environmental Impact Statement (FEIS), a 12-foot sound wall will provide the required noise mitigation. For transit projects they typically range from 8-12 feet and will reduce noise levels from trains by 5-15dBA. A 15-foot wall would not be expected to provide any significant improvement in noise mitigation over a 12 foot wall.

(ID# 433; Received October 16, 2019; Answered December 9, 2019)

Q: Mr. Hemsath and Mr. Rhone, Craig Jansen has been distributing some information about a sound absorbing (Durisol?) wall in Far North DALLAS. This is the third wall being proposed: -the first one has a "fractured pillar" surface finish - the second one had a "hammered finish" surface.

I understand both of these previous walls were basically the same (solid concrete walls), just with different finishes. I like that the project team is looking at alternatives and the sound absorption is a welcome note in the Durisol wall information. Could I get some comparison data about how this wall matches up against the original walls?"

A: Comparative data for the absorptive wall option is under evaluation and not available for release at this moment.



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(ID# 434; Received October 16, 2019; Answered December 9, 2019)

Q: This wall supposedly has a 7-year guarantee? What was the guarantee on the original walls?

A: Archer Western Herzog provides a 1-year warranty on the walls they install. The proposed sound absorptive wall advertises a minimum 25-year service life.

(ID# 435; Received October 16, 2019; Answered December 9, 2019)

Q: What is the sound decrease calculated for the original wall vs. the new wall?

A: The Final Environmental Impact Statement (FEIS), criteria for the wall is not based on sound decrease, but physical characteristics of the wall. Based on the Noise Reduction Coefficient (NRC) rating for each wall type, the original wall is a reflective sound wall 0.00 and the new wall is stated to have a 0.90 NRC rating. A NRC rating over 0.80 is considered to be fully sound absorbing.

(ID# 444; Received October 27, 2019; Answered November 12, 2019)

Q: Are the trees/panels offered in section 1, supposed to be an additional noise buffer, or are they for cosmetic purposes?

A: Landscaping and artisan metal panels serve as a visual betterment to soften the view.

(ID# 445; Received October 27, 2019; Answered November 12, 2019)

Q: If for noise, which will have greater muffling effect?

A: Not intended to muffle noise.

(ID# 446; Received October 27, 2019; Answered November 12, 2019)

Q: Which would you recommend?

A: DART prefers to not make a recommendation of one betterment option over others and allow the residents to choose.

(ID# 447; Received October 27, 2019; Answered November 12, 2019)

Q: For section 2- what do the betterment walls look like?

A: The betterment wall will be of the same composition, construction and look as that of the base precast concrete noise wall.

(ID# 448; Received October 27, 2019; Answered November 12, 2019)

Q: Why isn't the 15' foot sound wall being offered as an option?

A: For section 2, you have the option of a 15' Betterments wall which will be of the same material and construction as the precast concrete sound wall. Sound wall terminology is only used for mitigation identified in the Final Environmental Impact Statement (FEIS). "Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. As part of the FEIS process, there was no substantial noise impact identified at this location."



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

(ID# 449; Received October 27, 2019; Answered November 12, 2019)

Q: How much less sound protection do the Betterment walls afford?

A: The 15' Betterments wall and base 15' Sound wall will perform similarly when placed 12' from centerline of track.

(ID# 450; Received October 27, 2019; Answered November 12, 2019)

Q: What would you recommend for section 2?

A: DART prefers to not make a recommendation of one betterment option over others and allow the residents to choose.



Dallas Area Rapid Transit (DART) Silver Line Project Art & Design | Betterments Questions & Answers

ID# 476; Received November 25, 2019; Answered December 16, 2019)

Q: Mr. Walters,

Highlands of McKamy HOA Board Member, Maura Schreier-Fleming received notice (below) that she will receive a DART Betterments ballot. In previous Community Meetings, DART has limited betterments voting from neighbors to rail adjacent homeowners. She is not rail adjacent.

Perhaps you sent this email because she is the President of the Highlands of McKamy IV & V Homeowners Association (members are 247 neighbors) Yet other non-rail adjacent HOA Board members did not receive this email notice.

Is this a change in DART's policy? What is the current policy for providing input for betterments? Will she be voting for 247 homeowners and represent 247 votes? When and where was this change announced? Also, what other changes in policy have you implemented?

Discussing betterments is the wrong course of action. DART proposes running the Cotton Belt/ Silverline at street level over a heavily used Preston Ridge walking trail which is used by our neighbors. We have a considerable number of neighbors who walk crossing McCallum and Meandering Way, both during the day and at night. The Betterments you offer do not address our safety concerns.

The members of our HOA are still interested in getting the train tunneled to ensure our safety and maintenance of quality of life in our neighborhood. We strongly encourage you to tunnel the train.

**Highlands of McKamy IV & V HOA 2019 Board
Maura Schreier-Fleming, President, Judi St
Jeff Jones, Treasurer, Halprin
Jerod Bauer, Rocky Top Circle
Jeff Rance, Board Member, Blue Mesa
Catherine Paulson, Board Member, Rocky Top?**

A: Ms. Schreier-Fleming,

We apologize for any confusion we may have caused by sending you the above-mentioned letter. This email you received was forwarded as a result of a mix-up in (North Dallas Resident) lists and was intended for only North Dallas Resident Adjacent Property Owners. We assure you that no DART policy's regarding input for betterments have changed. We also wish to clarify that we are not requesting that you vote on behalf of the 247 homeowners at Highlands of McKamy IV & V. We have already contacted the residential adjacent property owners in the Highlands of McKamy IV & V voting group notifying them of their ability and option to vote, or confirmation of their previously submitted vote.

We thank you for your comments in regard to tunneling the train. However, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. The Preston Ridge Trail crossing of the Cotton Belt Corridor is an existing crossing and not a new crossing. This crossing was implemented through a 2009 License Agreement between DART and the City of Dallas. This agreement for the trail to cross the rail alignment at-grade was developed with the understanding that DART intended to implement rail in the corridor and before the abandonment of freight in the corridor. DART intends to operate the Silver Line at-grade where the trail crosses the rail corridor and DART will implement an at-grade crossing. Should you wish to pursue a grade separation for the trail crossing please contact Jared White, City of Dallas Parks and Recreation Department, at 214-670-4090 or jared.white@dallascityhall.com to request that they construct a grade separation.