



## Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers

(ID# 3; Received May 20, 2019; Answered May 21, 2019)

**Q: Hillcrest and McCallum – Will the road or train go below the other one? This is a very high traffic street and there are plenty of kids in the neighborhood.**

**A:** Highway and Roadway impacts are discussed in Section 5.2 of the FEIS/ROD. At Hillcrest Road, the roadway will be depressed under the Preferred Alternative. The City of Dallas requested this configuration.

(ID# 136; Received June 27, 2019; Answered August 2, 2019)

**Q: 5i-5k) How will you be able to remove all the water from this depressed area in the road, seems prone to flooding?**

**This is all preliminary. If this does not comply with the city, will DART build a bridge?**

**If the current plan did not comply, would the Train be on a bridge or would the road be on a bridge?**

**All the drawings are preliminary, why?**

**How often does DART materially change the drawings?**

**A:** The environmental study was performed using planning level engineering documents. Final plans are being developed as part of the final design process. Updates to the design will be presented at the Quarterly Design and Construction Update Meeting to be conducted on Aug 15, 2019.



## **Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers**

(ID# 299; Received August 18, 2019; Answered November 20, 2019)

**Q: Dear Dart Board Members,**

**I am opposed to the any Dart Cotton Belt Rail plan that operates at surface level between Preston and Coit Roads in Dallas Texas. Street level rail traffic poses a threat to safety and property values and will cause a steep decline in quality of life in the neighborhoods adjacent to any street level rail line in this area. This dense residential area has an exceptionally high level of foot traffic, far exceeding most Dallas neighborhoods. Meandering Way is a major thorough fare with a high traffic load of through traffic at the rail crossing location.**

**I support rerouting the Cotton Belt along the tollway north to a George Bush connection or a shallow trench option from Coit to Preston Road.**

**A:** Thank you for your comments. As detailed in Section 5.2 of the Final Environmental Impact Study (FEIS) and DART's Street At-Grade Crossing Traffic Analysis Report in Appendix B, an extensive study of the roadway crossings was conducted. This study analyzed future traffic conditions at major roadway crossings, determined traffic impacts due to the Project and established whether any of these at-grade rail crossings might warrant traffic mitigation. In North Dallas, the only roadways requiring mitigation are Hillcrest Road and Coit Road, they will be grade separated.

DART is working to consider safety provisions along track Right of Way (ROW) and at crossings. Section 4.8 of the FEIS discusses pedestrian safety and mitigation for high pedestrian areas. 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 unauthorized 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. All pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent the Meandering Way street crossing. Traffic analysis of Meandering Way did not warrant additional traffic mitigation at this location.

During the early phases of planning the Cotton Belt Corridor, DART developed and evaluated both a shallow trench alternative and an alignment generally consistent with the Dallas North Tollway and the George Bush Turnpike alternative. Both options were eliminated from further development in consultation with the DART Board and key stakeholders. In the first case, the shallow trench was shown to have significant environmental impacts to adjacent water resources/floodplains and an increased number of public and private property acquisitions to accommodate three large pump stations in the corridor.

In the second case, DART evaluated an alignment that followed a combination of the Kansas City Southern and Burlington Northern Santa Fe Railroad (KCS/BNSF) tracks. This option explored the use of the existing railroad corridors rather than using the combination of the Tollway and Turnpike rights-of-way. The railroad corridors were eliminated for several reasons including the anticipated increase in freight movement that was expected in those corridors. The alignment did not serve the travel market that was being addressed by the Cotton Belt, it added significant travel time for each cross-corridor trip, DART did not own or dispatch the corridors thereby making scheduled service more difficult, and the significant additional cost for acquiring right-of-way if track access was not permitted by the railroads.

DART has revisited a combination of the Tollway and KCS tracks and an alignment that follows the Tollway and the Turnpike. Although these options were not explored in depth, both alternatives were found to have longer travel times, be higher in cost, and require acquisition of significant rights-of-way in each corridor for DART use. As documented throughout the FEIS and its appendices, rail service on the existing Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor.



## Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers

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

**Q: I want to know why the train needs to be raised over Hillcrest before any construction starts.**

- a. What went into making this decision?
- b. Why are the train tracks being raised and the street being lowered 12' down?
- c. What would it take for DART to change the current plans and have not have Hillcrest lowered but instead lower the train?
- d. Has anyone at DART contacted the City of Dallas' street department to do an analysis on how this will effect safety at Wester Way and Hillcrest? This is a huge concern for me and my neighbors.

**A: a & b.** The benefits of this modification include:

- Reduce the extent of Hillcrest Road reconstruction from 1200 linear feet to 930 linear feet.
- Eliminate all reconstruction on McCallum Boulevard.
- Eliminates need to lower McCallum/Hillcrest intersection by 6 feet.
- Eliminates construction lane closures on McCallum Boulevard.
- Eliminates pedestrian impacts on McCallum Boulevard.
- Eliminates reconstruction of the Hillcrest Road/Wester Way Intersection, which will eliminate direct access impacts to residential neighborhoods along Wester Way.
- Eliminates impacts to driveways along McCallum Boulevard.
- Eliminates closure of businesses East of the intersection.
- Eliminates driveway closure and parking access impact to Congregation Ohev Shalom.
- Reduces pedestrian impacts to Congregation Ohev Shalom.
- Eliminates need for an electric pump to handle stormwater runoff.
- The duration of roadway construction would be significantly reduced.

c. Please see FEIS Section 2.5.4 for a discussion on this profile option.

d. This concept is being coordinated with the City and the City will review all DART plans.



## Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers

(ID# 380; Received September 17, 2019; Answered November 15, 2019)

**Q: Hi Gus,**

**I have major safety concerns for Wester Way with the current proposal DART has for Hillcrest Road to accommodate the Cotton Belt railroad. Can you please help address traffic and safety concerns on the South side of Hillcrest at Wester Way? Currently it's extremely hard to exit my neighborhood onto Hillcrest Road. If DART depresses the road, I am concerned for the safety of homes near there and traffic.**

**A: DART's response:** At the current date and design stage, as presented at the Community Meeting on August 15, 2019, it is expected that Wester Way will not be reconstructed and Hillcrest Road south of Wester Way will not be reconfigured.

(ID# 421; Received September 27, 2019; Answered November 21, 2019)

**Q: Will access be changed in any material way from the current road beneath the trestle?**

**A:** It is anticipated that at the end of construction, the Dallas Pistol Club will have similar dirt road access as they do today, with an approximately 9'- 6" minimum vertical clearance provided by the new bridge structure.

(ID# 441; Received October 17, 2019; Answered December 19, 2019)

**Q: To whomever will read this:**

**First please understand my frustration is not aimed at you personally; it is directed to DART. Thank you in advance for your time and response. I live in on the East side of Coit in University Place, and my home backs directly to the railroad. I found out in August that the track will be elevated over Coit, and the top of the sound wall will be approximately 40ft in the air. Although I am sure that I am not the first person to express my discontent, I'd ask that you not let that dilute my expressed frustration. I am nothing short of infuriated to one day be staring at the Great Wall of DART. In my opinion, DART made an effort to not communicate clearly with homeowners directly along the railroad in order for there to be less opposition from homeowners in regard their plans. Because of DART's actions, the property values along the railroad and resident's daily lives will be negatively affected, especially in my area. If there remains even a .01% chance that the tracks could lie below ground level, I ask that whatever possible be done in order for this to be accomplished. Although, it would not fix every issue at hand, the blow would at least be lessened. The projected ridership for this line is being seen through rose colored glasses at a minimum. This 10-figure investment is a poor use of taxpayer dollars regardless if the funds were derived from a local or federal level. If the track is elevated over Coit, how many feet past Coit headed east until the tracks reach flat ground (or at least the track's lowest elevation)?**

**A:** Thank you for your comments and concerns. At the current 30% level of design for Coit Road intersection, the track is elevated at Coit Road, the retaining wall ends around 600 feet east of Coit Road and the rail returns to existing grade approximately 1,100 feet east of Coit Road. The design of grading, drainage and track alignment is advancing to final design and may result in changes. However, the city of Dallas has notified DART that they are interested in the 10% level design concepts. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes.



## Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers

(ID# 452; Received November 1, 2019; Answered December 3, 2019)

**Q: Mr. Meshack,**

On Sept. 19 we spoke with Ms. Carolyn Cook, Senior Crossing and Trespass Prevention Regional Manager for the Southwest-Region of the Federal Railroad Administration. Region 5. We explained our concern with Dart's current proposal of 60-90 trains a day at street level over the Preston Ridge Trail. The Highlands of McKamy IV & V want the safest solution to address DART's Cotton Belt/Silver line rail traffic in our neighborhood. Tunneling the train is the safest solution.

Ms. Cook indicated that a Diagnostic Review Team is being formed which will make safety recommendations for the Preston Ridge Trail. She said that stakeholders are supposed to be part of this Diagnostic Review Team. That includes our neighbors. We would like someone who represents the 247 homeowners of the Highlands of McKamy IV & V to be on this Diagnostic Review Team. Our request is not for a site visit or conference call, but to be placed on the Diagnostic Review Team.

Also, we read this from Rails-with-Trails: Lessons Learned: Literature Review, Current Practices, Conclusions <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/RailsWithTrails.pdf>. p IX:

### At-Grade Crossings

With many railroads actively working to close existing at-grade roadway-track crossings, consistent with U.S. Department of Transportation policy, new at-grade crossings will be difficult to obtain. Each trail-rail intersection is unique; most locations will require engineering analysis and consultation with existing design standards and guidelines. Issues that should be considered include the following:

- Train frequency and speed;
- Location of the crossing;
- Specific geometrics of the site (angle of the crossing, approach grades, sight distance);
- Crossing surface;
- Night time illumination; and
- Types of warning devices (passive and/or active). Page IX

If the DOT says new at-grade crossings will be difficult to obtain, how is DART going to get one for the Cotton Belt/Silver Line at-grade over the actively used Preston Ridge Trail used by children, the disabled and families?

**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:** All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the 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 fencing will be used to control unauthorized 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 Preston Ridge Trail centers.

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](mailto:jared.white@dallascityhall.com) to request that they construct a grade separation.

DART will follow up with you regarding the Diagnostic Review Team.



# Dallas Area Rapid Transit (DART) Silver Line Project Bridges Questions & Answers

(ID# 454; Received November 3, 2019; Answered December 3, 2019)

**Q: To: Members of the DART Organization**

My husband and I are homeowners in the Highlands of McKamy neighborhood, and I am writing to express our concerns about the proposed DART Cotton Belt line.

This line has been moved forward over a decade in DART's plans and is now affecting the safety and value of our neighborhood. DART plans to run trains over this line 60 to 90 times per day. The line is adjacent to houses and will cross the Preston Ridge Trail, which is extensively used by neighbors and children in this area. Running these trains at street level (as planned) will be very dangerous, will disrupt the police and fire services in the area, and the noise will have a negative impact on the quality of life in the neighborhood.

The concerns of current homeowners and prospective homeowners should be obvious from some neighborhood statistics I received recently. A real estate agent (XXX XXXXX) sent out a market report for Preston Highlands, Highlands of McKamy, and Bent Trail for January - September 2019. Reviewing these numbers, I find that the numbers in the Highlands of McKamy are definitely suffering and the most obvious reason is concerns of future buyers about the DART Cotton Belt line: Homes Sold: Preston Highlands, down 33%; Highlands of McKamy, down 67%, Bent Trail, up 24%.

Average Price / Sq. Ft.: Preston Highlands, about the same; Highlands of McKamy, down 19%, Bent Trail, about the same.

Average Days on Market: Preston Highlands, about the same; Highlands of McKamy, up 39%, Bent Trail, down 1%.

Average Sales Price: Preston Highlands, down 2%, Highlands of McKamy, down 24%, Bent Trail, down 2%.

While there are obviously some differences in the homes that sale from one year to the next, based on the huge changes for Highlands of McKamy versus the two other neighborhoods, it seems obvious that the Highlands of McKamy neighborhood is suffering a huge negative as a result of the anticipated DART Cotton Belt line.

We understand that the line is probably a foregone conclusion. We are asking all responsible for the line to consider the safety and property value concerns of the surrounding neighborhoods and require that DART build a tunnel for the train.

Sincerely,  
XXX X XXX XXXXXXXX  
XXXX Judi Street  
Dallas, 75252

**A:** Federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the 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 fencing will be used to control unauthorized 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 Preston Ridge Trail centers.

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