



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 145; Received June 27, 2019; Answered July 31, 2019)

Q: Was wondering if you guys had a tentative construction timeline of when things will be completed, milestones etc.? Would aid greatly In evaluating potential commercial developments.

A: The timeline for construction for the overall project is: Start construction Fall 2019, substantial completion July 2022, Revenue Service December 2022.

(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.

(ID# 165; Received July 8, 2019; Answered August 12, 2019)

Q: I would like to know if I could obtain Silver Line's proposed track chart(s) in PDF file?

A: Please clarify if there is a specific city on the alignment that you are wanting so we can confirm when track charts are available.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(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.

(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.

(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 County Place and the Silver Line.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 300; Received August 19, 2019; Answered September 24, 2019)

Q: At the Carrollton community meeting, a Ms. XXX XXXXXXX at XXXX Cecil Drive, Carrollton, Tx (XXXXXXXXXX@gmail.com) approached John Rhone about DART acquiring her property, in whole or part. Please research her address and determine if this is still the case.

A: The property at XXXX Cecil Drive is not required for the Silver Line.

(ID# 303; Received August 20, 2019; Answered September 30, 2019)

Q: WHEN exactly is this project going to break ground, and when is the expected finish?

A: The project was awarded in January 2019. Pre-construction activities began in February 2019. Utility relocation is anticipated to start at end of 2019, followed by bridge and street crossing work beginning in January 2020. Construction will continue through 2022.

(ID# 304; Received August 20, 2019; Answered September 30, 2019)

Q: How long will it take to get from the east terminus to DFW airport?

A: Table 5.3 in Section 5.1.2 of the Final Environmental Impact Statement (FEIS) indicates that the estimated travel time from the east terminus at Shiloh Road Station in Plano, Tx to DFW Airport is 58 minutes. As final design progresses, the operating plan will be refined and the anticipated travel time will be updated.

(ID# 305; Received August 20, 2019; Answered September 30, 2019)

Q: where will the east terminus be? My biggest concern, and also a lot of other DART riders are, there could possibly be TOO many stops! Every north Texas transit option is full of unnecessary stops, making the travel time ridiculously long. The new TEXRail has 3 or 4 absolutely pointless stops, which lead only to a parking lot in the middle of nowhere. All part of the reason why it is 4x slower than driving and that ridership is so low... please do not follow the TEXRail example.

A: The east terminus is at Shiloh Road Station in Plano, Texas. There will be 10 total stations along the Silver Line. The location of the stations was determined as part of the planning phase with input from the cities in which the project is located.

(ID# 309; Received August 20, 2019; Answered November 20, 2019)

Q: There were so many questions asked at the presentation in Carrollton. Mostly by people that have never used public transport. Maybe give attendees a free one day pass. It would reassure them that DART works. Side note, do more to offset pollution.

A: Thank you for your comment and attending our meeting.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 372; Received September 12, 2019; Answered November 27, 2019)

Q: Please inform me why the silver line is planned to use diesel power.

It seems that the current emphasis on environmental concerns is driving more electric transportation not petroleum-based power. Will this be a diesel - electric puller, like the TRE or will there be traction motors on each car?

A: The vehicle will be a Diesel Multiple Unit (DMU), it will not be like the TRE. DMUs are planned for the Silver Line to reduce the overall impact of high voltage poles running through neighborhoods. The DMUs have many benefits including being self-contained, self-propelled (use of a locomotive is not required), is Environmental Protection Agency (EPA) Tier 4 compliant and no need for overhead power lines. The Silver Line DMUs will use traction motors located under each cab car. The self-sustained diesel engines will generate electricity to run the trains.

(ID# 373; Received September 13, 2019; Answered November 21, 2019)

Q: We're so excited for the Silver Line to be completed! Where will the Knoll Trail Station be located, i.e. which side of Knoll Trail? We live close to it.

A: The Knoll Trail Station will be located on the east side of Knoll Trail Road.

(ID# 374; Received September 13, 2019; Answered November 21, 2019)

Q: Will there be parking available at that [Knoll Trail] station? Thanks!

A: Currently there is no parking for the proposed Knoll Trail Station. DART is working on a shared parking agreement with the adjacent office building. Parking facilities will be available at the Addison and UTD Stations.

(ID# 375; Received September 13, 2019; Answered November 27, 2019)

Q: Will the hike and bike trails be continuous i.e. will they traverse roads and intersections with roads in the same way as the trains? For example, will they traverse Hillcrest and Coit Roads? Will those traverses be continuous i.e. not subject to crossing the roads at road grade?

A: It is anticipated that the trail will cross intersections at grade. The City of Dallas and Council of Government, have advanced the trail to a level of design of about 10%. Please contact Kevin Kokes with North Central Texas Council of Governments (NCTCOG), and Jared White with the City of Dallas for additional information on the Hike and Bike Trail.

(ID# 376; Received September 13, 2019; Answered November 27, 2019)

Q: Where will access be gained to the trails? Is this decided yet?

A: Trail access points have not been determined at this point.

(ID# 377; Received September 13, 2019; Answered November 27, 2019)

Q: Will the trails be concrete or asphalt?

A: It is expected that the hike and bike trail may be concrete.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 378; Received September 13, 2019; Answered November 27, 2019)

Q: How wide will the trails be?

A: The hike and bike trail will typically be 12 feet wide; however, it may range between 10 to 14 feet wide depending on the location.

(ID# 381; Received September 17, 2019; Answered October 31, 2019)

Q: Is there a source that shows estimated travel times on the silver line? I'm interested in learning how the train time will be from the station near my house to dfw.

A: Table 5-3 in Section 5.1 of the Final Environmental Impact Statement (FEIS) provides preliminary travel times. The final schedule cannot be set until completion of the final design. The FEIS can be found online on the project website: www.dart.org/cottonbelt.

(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.

(ID# 418; Received September 25, 2019; Answered November 27, 2019)

Q: My name is XXXXXX XXXXXX and I work for Dodge Data & Analytics. We are a construction news gathering organization and we try to compile how much construction activity is going on in different cities. Please email the answers to the questions below to me at XXXXXXXXXXXXXXX@construction.com

What month did construction start and when will the project be entirely completed?

Is the construction cost of this project \$994 million? Approximately how much of the money or what percentage of this project is in Dallas county, in Tarrant county and in Collingsworth county? Thank You for Your help.

A: Construction will begin in mid-November 2019 for the DART Silver Line project. The project is scheduled to be 100% complete by June 2023. The federal financing for the project is in the form of a \$908 million loan from the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program (RRIF). DART will repay the loan at a 2.98% annual interest rate, with final maturity in 2057. The projected development cost and funding sources for the project are noted below. *graphic*

Initial funding is shown in section 7 of the Final Environmental Impact Statement (FEIS).

The table above is the revised funding table for the project.

The approximate percentage of the 26-mile regional rail corridor in each county is outlined below:

- Tarrant: 11%
- Dallas: 59%
- Collin: 30%
- No part of the DART Silver Line project is in the Collingsworth County.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 419; Received September 27, 2019; Answered November 21, 2019)

Q: The property location is XXXX West Beltline Road, Carrollton TX 75006. The entry is just west of the intersection of Luna Road/Tollway and Beltline Road, on the north side. Will access to the property be closed for construction of the Silver line trackage and trestle?

A: The access in and out of XXXX W Beltline Road will be maintained throughout construction and will be coordinated directly between the Design-builder and the Pistol Club.

(ID# 420; Received September 27, 2019; Answered November 21, 2019)

Q: If so, what dates and for how long? We will need to coordinate with our membership and other outside organizations, primarily police departments, which use the range for training purposes.

A: The current estimated construction schedule is the following:

- Design – now thru Jun 2020
- SB Bridge Construction – Jun 2020 thru Sept 2020
- SB Trackwork – Mar 2021
- NB Bridge Construction – Aug 2021 thru Oct 2021
- NB Trackwork – Jan 2022

Check the DART website (www.dart.org/cottonbelt) for construction alerts. Please be sure to sign up for alerts to receive communication on when the website is updated.

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

Q: It appears there is a planned bike/hiking trail running East / West on the south side of the Silver Line.

- * Will that cause any issues for our entry/exit from the property?
- * Will any signage be posted to warn bikers/hikers of a vehicle crossing?

There is limited vision for a vehicle coming underneath the trestle to see anyone crossing the road.

A: The 10% design indicates the Pistol Club members will cross the hike/bike trail at the Belt Line Road entrance where the NCTCOG currently intends to align the trail along Belt Line Road; see graphic below. The final alignment is subject to further development during the upcoming final decision effort.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 423; Received October 3, 2019; Answered October 9, 2019)

Q: Hurry up and build the cotton line!! I'm tired of how hard it is to get to the airport from Denton. You should have built it years ago, but no - every dollar for cars and public transportation can go hang. That really sux!! And why are you building it through Carrollton? A couple miles higher, at Trinity Mills, and the people getting off the A train don't have to get on the damn green line for one measly stop. Hurry up!! You shouldn't be dragging this out until 2022!

A: Thank you for your comments regarding expediting construction of the Silver Line. Although DART would prefer service to begin sooner, the normal timeline from planning/design/construction to operation is typically eight to ten years. Please stay tuned for alerts, updates and community meetings pertinent to the project.

(ID# 424; Received October 8, 2019; Answered November 15, 2019)

Q: Will the eventual railway be single or double track?

A: The Silver Line will be double track.

(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.



Dallas Area Rapid Transit (DART) Silver Line Project City of Carrollton Questions & Answers

(ID# 451; Received October 29, 2019; Answered December 9, 2019)

Q: Dear Dart;

I live in Carrollton at the bottom of the Ridgemoor Cv. cul-de-sac from street level on McCamy to the bottom of my back yard there's probably a 30-40 ft. drop in elevation causing bad runoff thru my yard.

The DGNO runs behind my yard & their drainage ditch becomes a river in heavy rains. These elements together are making my yard disappear. I've had dirt trucked in repeatedly but really need a retainer of some type & wondered if such issue would fit the "betterments" criteria. Looking at pic below you can see the straight fence lines to right & left of mine but big washout in my yard.

Thanks for your time;

XXXXX XXXXXX

XXXX Ridgemoor Cv.

Carrollton, TX. 75006-4223 *Graphics Submitted*

A: Thank you for identifying this issue. The project team is working on a drainage analysis for the DART Right-of-Way (ROW) and will identify design recommendations for ROW areas adjacent to your property. The funds under the Betterments Program are not available for making drainage improvements on private property.

(ID# 458; Received November 20, 2019; Answered November 21, 2019)

Q: So to be clear, there WILL be an agreement signed to keep freight abandoned... is that the "plain speak" of your message below?

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silverline) between Renner Junction (Waterview Parkway) and Knoll Trail Drive that was granted by the Surface Transportation Board in January 2010. The City of Dallas and DART are working on an Interlocal Agreement (ILA) that will address freight abandonment cited in the City of Dallas Resolution dated March 2018. When the ILA is finalized and signed by all necessary Parties, DART will provide an update.