



## Dallas Area Rapid Transit (DART) Silver Line Project City of Coppell 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# 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.

(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# 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.



## Dallas Area Rapid Transit (DART) Silver Line Project City of Coppell 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# 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# 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.



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

(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.

(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](http://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.



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

(ID# 411; Received September 24, 2019; Answered November 20, 2019)

**Q: Mr. Huerta,**

**I live north of Belt Line Rd and west of Mockingbird lane in Coppell. I am excited about the potential and possibilities that the Silver line will bring to the Coppell area. I work downtown and am a daily DART green line rider. I have not been able to attend information sessions due to work/family conflicting times.**

**I have a few questions regarding the silver line. Feel free to reply to me via email or phone (XXX-XXX-XXXX).**

**Will the area along belt line road between mockingbird and Moore road be designated a quiet, “no horn” zone?**

**A:** The Cotton Belt Corridor Regional Rail Project Final Environmental Impact Statement/ Record of Decision (FEIS/ROD) is available at [www.dart.org/cottonbelt](http://www.dart.org/cottonbelt). It provides information regarding the project.

As discussed in Section 4.14.2 of the FEIS/ROD, quiet zones will be established for East Belt Line Road and Moore Road in the City of Coppell.

(ID# 412; Received September 24, 2019; Answered November 20, 2019)

**Q: Will there be bicycle and pedestrian crossing areas around mockingbird lane and/or Moore road that lead to the Cypress waters station?**

**A:** As discussed in Section 2.6 of the FEIS/ROD, DART is working with the North Central Texas Council of Governments to implement the Cotton Belt Regional Trail. The current concept would extend the trail from the Cypress Waters Station to East Belt Line Road and then cross at Moore Road to rejoin the railroad right-of-way. There may be an additional crossing of East Belt Line Road at Mockingbird Lane to tie into the Campion Trail.

(ID# 413; Received September 24, 2019; Answered November 20, 2019)

**Q: How will the silver line cross belt line road as it arrives/departs the Cypress waters station? Specifically, how will traffic and the train interact?**

**A:** East Belt Line Road will be an at-grade crossing on a skew angle. Traffic will be controlled with railroad crossing signals and gates. As discussed in Section 5.2 of the FEIS/ROD, signal systems at grade crossings within the Cotton Belt right-of-way will include all signs, signals, and warning devices. The function of these systems is to permit safe and efficient operation of the train, on track equipment, highway traffic, and pedestrians over level grade crossings. Grade crossing warning devices will be designed in conformance with the Texas Manual on Uniform Traffic Control Devices (TMUTCD), TxDOT, and the recommended American Railway Engineering and Maintenance-of-Way Association (AREMA) practices.

(ID# 414; Received September 24, 2019; Answered November 20, 2019)

**Q: Will Cypress waters station have a place to lock bicycles?**

**A:** Yes, Cypress Waters Station will have a designated area for bicycle racks.

(ID# 415; Received September 24, 2019; Answered November 20, 2019)

**Q: How will commuters transition from the silver line to the green line at the downtown Carrollton station?**

**A:** As discussed in Section 2.3.1 of the FEIS/ROD, an aerial walkway will extend from Downtown Carrollton Green Line north to a new elevator and stairs that will connect to the street level Silver Line Platform. In addition, street level pedestrian paths will provide for crossing of the tracks and connect the Silver Line Platform to the bus transfer and the concourse level of the Green Line Station.



# Dallas Area Rapid Transit (DART) Silver Line Project

## City of Coppell Questions & Answers

(ID# 416; Received September 24, 2019; Answered November 20, 2019)

**Q: Has there been any discussion about the specific times the silver line train would run and arrival/departure times at each station?**

**A:** The rail operation schedule has not yet been fully developed. It is anticipated for trains to operate approximately every 30 minutes during peak travel periods and approximately every hour in the off-peak travel periods.

(ID# 417; Received September 24, 2019; Answered November 20, 2019)

**Q: Will the Cypress waters station have ample shaded areas ( trees or covered areas) so people aren't suffering heat related illness? In my ideal world I would be able to ride a bicycle to the silver line, ride the silver line to the green line, and take the green line downtown. Part of the trade-off of being able to ditch my car, not pay parking costs, and relax on the way to work is that it takes longer to ride the train. I'm fine with that as long as the ride/wait times are somewhat reasonable.**

**A:** Design for the Silver Line Platform includes canopy structures. When complete the Cotton Belt Regional Trail would extend from Fort Worth to Plano primarily along the Cotton Belt Corridor. The Trail will have connections to all Silver Line Stations except for two DFW Airport Stations.

(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 Coppell 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# 455; Received November 3, 2019; Answered December 19, 2019)

**Q: Carlos- what is the status of having crossing bell sound mitigation at the Moore Road and close by Belt Line street crossings in Coppell?**

**A:** Electronic volume adjusting bells are in the design of the Silver Line and will be used at Moore Road crossing and other crossings in residential areas, including Coppell. Adjusting the bell volume and other mitigation measures, as discussed in the Final Environmental Impact Statement (FEIS), may be applied to the Moore Road crossing even though crossing bell mitigation is not required at Moore Road per FEIS. Grade crossing bells are addressed in Section 4.14.3 of the FEIS.

ID# 456; Received November 19, 2019; Answered January 6, 2020)

**Q: I would like to if the cargo train line will be in use after the cottonbelt starts operations? Would they use the same line as the dart rail? If so, how ofthe will cargo train pass thru? Daily?**

**A:** This response addresses the west section of the Cotton Belt-Silver Line corridor from DFW International Airport to west of Downtown Carrollton. The Fort Worth Western Railroad (FWWR) provides local freight service from Fort Worth to west of downtown Carrollton. Typically, FWWR operates three trains per week with switching activity within the corridor. This was typical during the FEIS but has the potential to increase. Freight will operate on the existing Cotton Belt Corridor and will share the same tracks with the Silver Line once it is opened in Dec 2022. However, it will not divert or operate along the new tracks of the Cypress Waters alignment. Please see attached map on Figure 2-3 from the Final Environmental Impact Statement (FEIS) for the existing railroad corridor and the alignment deviation for Cypress Waters.

There will be no FWWR freight service between Renner Junction (Waterview Parkway) and Knoll Trail Drive in North Dallas where freight service was abandoned in 2010.

ID# 457; Received November 19, 2019; Answered January 6, 2020)

**Q: Also are there plans to move the cargo train to another location? Or line?**

**A:** The FWWR currently has no plans to abandon the tracks it currently utilizes or to move somewhere else.



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

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.