



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