



Dallas Area Rapid Transit (DART) Silver Line Project Construction 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# 21; Received May 25, 2019; Answered June 10, 2019)

Q: Is there a required setback for Mitigation/Betterment walls? (e.g. Can the 15' wall be right on the boundary line? or does it have to be some minimum distance from the boundary line?)

A: The entirety of the wall (including foundation) must be on DART right-of-way. Access for maintenance, as well as other design considerations (such as the trail, utilities, drainage, etc...), will also be considered when determining final wall placement. For maximum effectiveness of the 15' mitigation sound wall, it is designed to be 12' from centerline of track.

(ID# 22; Received May 25, 2019; Answered June 10, 2019)

Q: If there is a required setback [for Mitigation/Betterment walls], what is that distance? Is it an absolute value (e.g. 10') or is it a product of how tall the specific betterment is?

A: There are no specific setbacks for the project.

(ID# 23; Received May 25, 2019; Answered June 10, 2019)

Q: Is the setback requirement [for Mitigation/Betterment walls] the same for areas with the hike/bike trail and without?

A: There are no specific setbacks for the hike & bike trail.

(ID# 24; Received May 25, 2019; Answered June 10, 2019)

Q: Are there any places where Existing Structures/Vegetation are being removed for Site-line? Or along the corridor to place walls?

A: Vegetation and existing structures to be removed will be identified as the design progresses.

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

Q: How will the Betterments/Mitigations Interact with/connect to the Quiet Zone/Quad Gate?

A: The quiet zone mitigations are independent of the sound wall mitigations. Through the design process the interface between the 2 elements will be coordinated to ensure compliance with all local, state and federal requirements for quiet zones and noise mitigation.

(ID# 26; Received May 25, 2019; Answered June 10, 2019)

Q: How close can the wall be built to the sidewalk/road with sightline requirements? If there is a formula for this based on how far the wall is set back, what is that formula?

A: This will be determined as part of the design process.



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(ID# 27; Received May 25, 2019; Answered June 10, 2019)

Q: Will that distance, [distance from wall] change with split-level ending wall (from previous presentations)?

A: This will be determined as part of the design process.

(ID# 28; Received May 25, 2019; Answered June 10, 2019)

Q: There are no access roads included in the cross-section diagrams presented at the Betterments meetings. Some previous presentations also had an access road between the tracks. Will the hike/bike trail double as an access road? (This could affect the choice of placement for the betterments wall for some groups if the hike/bike trail also serves as maintenance access)

A: The design criteria and placement for the trail have not been provided to DART or AWH.

(ID# 29; Received May 25, 2019; Answered June 10, 2019)

Q: The presented diagram had the train fitting within approximately 40' width. With mitigation/betterment walls on both sides and no access roads between or connected to the tracks, isn't there a requirement for emergency egress? (e.g. worst-case scenario: two trains stall next to each other and catch fire. When people evacuate the train, isn't there a requirement that an emergency access door out of the rail corridor be within a certain distance? If so, what is that distance?)

A: The design will be evaluated by DART's fire, life and safety group to ensure all safety criteria are met.

(ID# 31; Received May 25, 2019; Answered June 10, 2019)

Q: Does that emergency egress requirement change if instead of a wall, there is a chain link fence next to the train? (same scenario above, but one side has a mitigation wall and the other side has a chain link fence)

A: Emergency egress will be determined through the design process.

(ID# 32; Received May 25, 2019; Answered June 10, 2019)

Q: If the chain-link fence is next to the train and the betterment wall is further away, does the emergency egress have to get the rider on the other side of the fence? Or on the other side of the wall?

A: Emergency egress is determined by several factors, which will be evaluated as the design progresses.

(ID# 33; Received May 25, 2019; Answered June 10, 2019)

Q: Can the homeowner connect to the wall? (e.g. at a corner or in the middle of the wall, could an adjacent homeowner connect to the wall and "extend" the wall around or beside their property? Either during or after the betterments are complete, is there a process (perhaps to use the same contractor, but funded by the homeowner) to extend the wall down the side of their property? (This assumes that some form of this is allowed by city code compliance)

A: The homeowner may not connect to anything on DART right-of-way.



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(ID# 34; Received May 25, 2019; Answered June 10, 2019)

Q: Can the homeowners or group of owners in a segment install treatments themselves to the wall after the implementation (e.g. build a green wall in front of the DART wall - potentially attach the green screen medium to the wall? There was an example of a green screen for vines to grown on in the presentation. Example: If a segment ran out of money getting the wall to the 15' height or other betterments, could they later attach a green screen treatment to the wall? or add any other betterments?)

A: The homeowners may not build or install anything on DART right-of-way.

(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.



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

(ID# 48; Received May 28, 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# 49; Received May 28, 2019; Answered July 31, 2019)

Q: Will it be [the wall] before or after 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# 50; Received May 28, 2019; Answered July 31, 2019)

Q: What would the drainage and final elevation be if there is no walk trail there? The construction plan shows at least 16ft between the sound wall and "existing ground". If both the rail road and our properties are at a higher elevation, that space will become a drainage swell?

A: Final design for the guideway is advancing from the 10% level of design to the 30% level of design. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way. The drainage and final elevations are not yet defined.

(ID# 51; Received May 28, 2019; Answered July 31, 2019)

Q: Will there be any openings or access along the sound wall? If not, who is responsible for maintaining the area between the wall and our property line?

A: Typically, there are no openings for access in sound walls. However, special access requirements will be evaluated as a part of the final design process which is expected to be complete by Spring 2021. DART will maintain the DART right-of-way with access from the nearest grade crossing.

(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.



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

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

Q: As you were also told, the houses bordering the Cotton Belt are well above the track grade. It seems that DART and the contractor were unaware of this condition, and it certainly affects the effectiveness of the 15-foot sound walls currently in the plans. These are not our only issues, but a representative sample. In prior meetings, I have asked DART to come to Chalfont to see for itself what our particular situation is, but I don't think any such visit has occurred. Certainly, given last night's meeting, I think we are more frustrated than ever. Would you be willing to come to Chalfont and either meet with the affected homeowners or at least inspect the area, so that you have a better understanding of our concerns? I can arrange the meeting or the site visit, but given the answers that we received last night, I don't think that our frustration is unwarranted

A: The DART team is aware of the existing conditions in your location. Existing conditions were considered during the planning phase and throughout the preparation of the FEIS document. The design-build team has been on the DART ROW and actively collecting site information since February 2019. This activity is ongoing and is used to support the development of the final design. The design of grading, drainage and track alignment in your location is still in the early stages and is progressing from the 10% design level to the 30% design level. A DART representative will schedule a site visit with you and the project team.

(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.



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

(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).

(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 respectively 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.



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

(ID# 61; Received June 4, 2019; Answered June 10, 2019)

Q: There is a question on drainage. The south side of a couple of segments are dependent upon drain pipes that cross under the railroad tracks to take runoff water over to the creek. Some of these current drain pipe do not cross the full 40' corridor that seems to be the width of the wall to wall double-rail profile from your latest diagrams. Matt said at the last meeting that "all the water in the right of way would stay in the right of way". What about the water that is supposed to pass from one side of the right of way to the other? Did a hydrologist review the connected run of pattern to ensure houses on one side don't get water backed up into their alleyways and yards by the DART wall acting like a dam and holding water in?

A: The drainage design is being developed and details are not available at this time. However existing drainage patterns must be maintained.

(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: PLEASE CONTINUE TO PAGE 8 FOR THE REMAINDER OF THIS ANSWER



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

(CONTINUED FROM PAGE 7)

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: 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.



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

(ID# 70; Received June 10, 2019; Answered August 2, 2019)

Q: 5) What is corridor safety fencing?

A: Corridor safety fencing is a minimum 6' chain link fence.

(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.

(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# 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.



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

(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.

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

Q: If there is no trail then it also becomes a maintenance issue. Who will be responsible for maintaining that area? We all know the city will not maintain that area properly. With all the trees and shrubs we have back there, I can see it turning into a swamp within a year if the drainage isn't done correctly.

A: DART will maintain the DART right-of-way. DART anticipates that the maintenance of the trail will be performed by the respective cities.

(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.



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

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

Q: What would the drainage and final elevation be if there is no walk trail there? The construction plan shows at least 16ft between the sound wall and "existing ground". If both the rail road and our properties are at a higher elevation, that space will become a drainage swell?

A: The final design for the regional rail guideway is advancing from the 10% level of design to the 30% level of design. Although the final configuration of the design is not yet completed, DART anticipates that both the hike and bike trail and storm water drainage will be accommodated in the DART right-of-way.

(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# 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# 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.



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

(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# 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

(ID# 132; Received June 27, 2019; Answered August 2, 2019)

Q: 5a) Questions about Hillcrest and McCallum. Per EIS, hillcrest will depress 22 feet but per this drawing it will depress minimum 16.5 feet. Page 10 & 11. Everything says preliminary.

Do you know if the line labeled McCallum 3 is on the Northside entrance to McCallum?

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. "McCallum 3" is not noted in the drawings referenced.

(ID# 133; Received June 27, 2019; Answered August 2, 2019)

Q: 5b) Will hillcrest depress 22 feet per the EIS?

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 Construction Questions & Answers

(ID# 134; Received June 27, 2019; Answered August 2, 2019)

Q: 5c-5g) Do you know why the drawing shows minimum 16.5 feet? Will hillcrest depress 22 feet per the EIS? Do you know why the drawing shows minimum 16.5 feet? If it goes 22 feet, do you know the grade of the road? Do you know when they will they come up with final plans for hillcrest? Do you know if there is a limit to the grade of the depression in the road? How many feet will McCallum be depressed? It is 8-10 feet? Do you know if McCallum will be level when you enter it from the train track side to where you exit at the police station side?

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.

(ID# 135; Received June 27, 2019; Answered August 2, 2019)

Q: 5h) Questions about Hillcrest and McCallum... Streetlights – are there limits to street lights if drivers can't see the light since effectively in a tunnel?

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. Hillcrest will not be constructed in a tunnel.

(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.

(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.



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

(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# 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# 146; Received July 1, 2019; Answered August 1, 2019)

Q: Is the pipeline above or below the ground? How far is it from where the tracks will be finalized? (about a 12" pipeline carrying fuel along the former Cotton Belt)

A: The Explorer pipeline was constructed in 1971 prior to DART property acquisition in 1990-1993. The previously installed pipeline is below ground, generally on the north side of the tracks, approximately 4'-6' in depth. Distance from the final track placement will vary. We anticipate relocating sections of the pipeline to meet Federal Railroad Administration (FRA) requirements. This will be determined during final track design which is expected to be complete by Fall 2020.

(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.



Dallas Area Rapid Transit (DART) Silver Line Project Construction 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# 157; Received July 3, 2019; Answered July 31, 2019)

Q: Has a line of sight waiver been requested from DART in the past? Was it approved?

A: DART will not seek a waiver. DART will explore equivalent measures with the intent of optimizing the length of the wall.

(ID# 158; Received July 3, 2019; Answered July 31, 2019)

Q: The space for 2 train lines appears very limited behind Rocky Top Circle. Do you plan on using eminent domain to take the Highlands of McKamy IV & V wall property?

A: The DART owned right-of-way at this location is approximately 100 feet wide, which is more than sufficient to accommodate two tracks, sound walls, landscaping, betterments, and the hike and bike trail. Acquisitions and Displacements anticipated during the planning phase of the project are discussed in Section 4.4 and Table 4.3 of the FEIS/ROD. Final design may modify this slightly, but DART does not anticipate using eminent domain to acquire property in this area or requiring the use of any Highlands of McKamy IV & V property.

(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.



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

(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.

(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 Construction 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# 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# 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 Construction 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# 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.



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

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

Q: 2. 15' tall measured from top of rail (even though it is more than 12' off center). I reiterate my offer to bring in all the fill dirt needed to change the grade if needed.

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. Thank you for the offer of providing additional fill dirt as needed, however this will not be necessary.

(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.

(ID# 198; Received July 26, 2019; Answered September 9, 2019)

Q: Also brought up at the meeting by XXXXX XXXX, was a concern about the substantial sink hole located at the eastern end of our property on the DART ROW (Right of Way). I'm glad that the engineer from AWH made note of this anomaly for further investigation and remedial action. The sink hole is again threatening the integrity of our wrought iron/brick column screen wall. This specific wall section failed about three years ago due to the sink holes' continued erosive impact. The wall is again in trouble and an engineering design solution is imperative.

A: DART representatives made a site visit to the corner of Dickerson Street and the DART ROW to assess the situation. The area identified as a "sinkhole" is an open drainageway connecting a culvert and storm drain. The design team will consider the information you have provided and evaluate alternatives to incorporate into the proposed design without adversely affecting your property.



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

(ID# 200; Received July 29, 2019; Answered September 3, 2019)

Q: I have two concerns:

1. We have considerable runoff water from DART ROW which passes onto our long driveway and then runs down to our house. During storms this results in a sheet water runoff of several inches deep and it periodically overwhelms our French drains and enters our garage. It also washes waste onto our driveway, and we need to clean up after each rain.

2. As you can see the high point of the rail line is 618ft and the low point on our property is 607ft. In essence this means that our property serves (in part) as a swale for runoff water from DART ROW.

A: DART is currently reviewing the preliminary drainage design alongside your property. DART will work with the design-builder to have a properly sized ditch on the DART ROW to carry the water west towards the creek that would alleviate the considerable runoff you're currently experiencing on your property from the DART ROW. The design team will consider the information you have provided and evaluate alternatives to incorporate into the proposed design without adversely affecting another property.

(ID# 212; Received August 1, 2019; Answered October 24, 2019)

Q: On page 9 of the Cotton Belt Corridor Regional Rail Public Involvement Plan FINAL Dallas, Texas dated March 13, 2017 you say: 2.5 Potential Project Concerns

DART is committed to working with key stakeholders, agencies and the public to identify potential areas of concern. Many issues can be identified in advance, based on community and stakeholder input.

You mention safety.

In Chapter 2 Alternatives Considered Page 2-31 of COTTON BELT CORRIDOR REGIONAL RAIL PROJECT FINAL ENVIRONMENTAL IMPACT STATEMENT/ RECORD OF DECISION (FEIS/ROD) you state: Shallow Trench Profile - The shallow trench profile option was developed as an alternative to the deep trench profile option because the shallow trench would not require the use of pumping stations. This option combined a maximum trench depth with walls and berms to maintain a top of wall height of 15 feet over the rail with the use of culverts instead of bridges at the creek crossings of McKamy Branch, Osage Branch Crossing #1 and Osage Branch Crossing #2. The roadways of Davenport Road (two locations), Campbell Road, Hillcrest Road, McCallum Boulevard and Meandering Way would be elevated over the rail alignment. This alternative profile met the spirit of the City of Dallas resolution without the creek impacts of the deep trench option; however, the construction of roadway grade separations over the trench would require the purchase of additional right-of-way including publicly owned parcels.

You also state: DART policy requires that the potential impacts of any proposed project be assessed, and if adverse effects are found, that these impacts be avoided or minimized and mitigated.

The residents of The Highlands of McKamy IV & V and Willow Greene Condominiums have expressed alarm at the July 25, 2019 presentation over the latest proposal to have Cotton Belt tracks both crossing a walking trail (unsafe) and so close to homes (very dense residential area.) Why haven't you rerouted the line or mitigated with the proposed train elevation?

A: As documented throughout the FEIS/ROD, potential impacts of the project have been assessed. All adverse effects are being minimized and/or mitigated. Safety and Security is addressed in Section 4.8 "Public Safety and Security."

All public at-grade crossings along the project will be protected by standard safety features that may include flashing lights, bells, and gate arms alerting vehicles, bicyclists, and pedestrians of approaching trains.

(ID# 224; Received August 2, 2019; Answered November 2, 2019)

Q: Flags: ATT flags, High Pressure Pipeline flags, Sprint flags, etc... are constantly being mowed down, I am assuming DART knows exactly where everything is underground.

A: The contractor is aware of all known existing utilities, even if the flag marker has been removed or destroyed.



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

(ID# 227; Received August 8, 2019; Answered October 4, 2019)

Q: Council Member Mendelsohn, representing District 12, requested information related to the design and construction of the Cotton Belt Trail. She would like to know: The nature of the design contract (is it design-build, etc.), and scope

A: The final design and construction of the trail project is anticipated to be completed using DART's current Design-Build contractor for the Silver Line following a successful negotiation and execution of a change to the contract. The scope of work for the trail is the 10% design received from NCTCOG on 6/17/19.

(ID# 228; Received August 8, 2019; Answered October 4, 2019)

Q: To whom was the contract awarded?

A: The Cotton Belt trail project has not been awarded.

(ID# 229; Received August 8, 2019; Answered October 4, 2019)

Q: When was the contract awarded?

A: The contract for the Cotton Belt hike and bike trail has not been awarded.

(ID# 230; Received August 8, 2019; Answered October 4, 2019)

Q: Who approved the contract?

A: The Cotton Belt trail contract has not been approved.

(ID# 231; Received August 8, 2019; Answered October 4, 2019)

Q: Are there contracts/agreements with the City of Dallas? If so, is any funding being exchanged?

A: There are no contracts/agreements currently between the City of Dallas and DART for the Cotton Belt trail.

(ID# 232; Received August 8, 2019; Answered October 4, 2019)

Q: Can she receive copies of these agreements?

A: Yes, the draft agreement will be provided to City of Dallas for review and comments prior to finalizing.

(ID# 233; Received August 8, 2019; Answered October 4, 2019)

Q: Timeline for design and construction

A: The goal is to have the design and construction of the hike and bike trail completed before the revenue service date of the Silver Line scheduled for December 2022.



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

(ID# 262; Received August 15, 2019; Answered October 21, 2019)

Q: Has the proposed positioning of the rail, walls, & trail shifted in the last several months for the rail section between Hillcrest & Davenport? If so, how & when? How are these elements shifted in relation to the alleyway & park in our neighborhood?

A: In the past recent months, there have been no changes in alignment between Hillcrest & Davenport. At this time there are no proposed changes to rail alignment between Hillcrest and Davenport. However, the design of grading, drainage and track alignment is advancing from the 10% design level to final design which may result in changes. In-progress information and changes, if any, will be shared at future Quarterly Design and Construction Update meetings.

(ID# 291; Received August 16, 2019; Answered December 19, 2019)

Q: The DART plans for the Cotton Belt originally had the design for the rail below grade (within a tunnel or a trench). That design has changes please specify the reasoning. Did DART look at an option to only place the train below grade within the residential neighborhoods only after these “issues” were discovered?

A: DART has previously studied below grade options through north Dallas but there has never been an approved below grade option plan. On August 28, 2018, DART, with input from the City of Dallas passed a Service Plan Amendment (SPA) for the Cotton Belt alignment, stations and track profile. This SPA identified an at-grade alignment with grade separation at Hillcrest Road and Coit Road. Section 2.5 of the Final Environmental Impact Statement/Record of Decision (FEIS/ROD) discusses the profile options that were eliminated from consideration. DART has concluded that the additional environmental concerns associated with the trench profile option include potential impacts to adjacent water resources/floodplains and increased property acquisitions including residential property and publicly owned recreational property. The added Project cost and impacts, with only minimal benefits, did not justify the shallow trench. Additional information on the profile options can be found in the Alternatives and Environmental Considerations Report (2014) which is linked at the bottom of the www.dart.org/cottonbelt page. A technical Memorandum (Pump Station Study for Deep Trench) found in Appendix B of this report further identifies impacts to the community.

(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.



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

(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

(ID# 365; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting a full timeline of the project and when construction will start and estimated completion.

A: The project was awarded in January 2019. Pre-construction activities began in February 2019. Utility relocation is anticipated to start at the end of 2019, followed by bridge and street crossing work beginning in January 2020. Construction will continue through 2022. Additional information will be provided on the project website and through the public outreach group as work packages progresses in the field. Please be sure to sign up for alerts to receive communication on when the website is updated.

(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.



Dallas Area Rapid Transit (DART) Silver Line Project Construction 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# 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# 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.



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

(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.

(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.



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

(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# 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# 427; Received October 11, 2019; Answered January 6, 2020)

Q: RE: Hike & Bike Trail Placement between Campbell and Davenport behind the Preston Green Townhomes

Judson, we were encouraged after the onsite visit on August 9th, 2019 with the various representatives involved with the Silver Line project. Especially during the hike with everyone on the tracks and listening to everyone's observations regarding the unobstructed wooded area on the West side of the tracks, should make the decision to move the H&B Trail to the West side..... obvious.

We understand from your last email (9/24) that you are working on a new design and are @10% regarding the Hike and Bike Trail (H&B) placement as requested from the Preston Green Townhome Association for moving the proposed H&B Trail from the East side of the tracks, which would be against the fence-line of our backyards, to the West side which has the unobstructed wooded area. Our group is concerned that time is getting critical for the change to be made and are asking when can we expect a definitive answer of which side the H&B placement will be regarding our homes, East or West side of the track?

If DART cannot give us an answer of West or East, or the final date when the decision will be made, would you please elaborate and give us up to date details to what has been done to determine the placement change to the West side, and a list of the concerns causing the dilemma for DART? The most common question we are asked, Why is the trail designed on the West side until it reaches Campbell then "crosses" over?

We have a 7PM, Oct. 16th (Wed.) meeting with our group and would appreciate answers we can relay to them.

A: The NCTCOG and City of Dallas developed the 10% design not DART; consequently, modifications to the 10% Hike & Bike trail design should be directed to the following: Mr. Kevin Kokes with North Central Texas Council of Governments (NCTCOG), Mr. Jared White with the City of Dallas for information and suggestions on the Hike and Bike Trail 10% design.

Kevin Kokes with NCTCOG can be reached at kkokes@nctcog.org or by telephone at 817-695-9275. Jared White can be reached via email at jared.white@dallascityhall.com or by telephone at 214-670-4090.

(ID# 431; Received October 14, 2019; Answered October 16, 2019)

Q: When will construction start in the Coit (Q5) area? I live in the townhomes backing to the tracks.

A: Construction is slated to begin in January throughout various parts of the corridor. Other activities, such as utility relocation, will commence in advance of that. As that time (January) gets closer, DART and the contractor will take steps to notify residents and stakeholders. Also check the DART website for construction alerts.



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

(ID# 432; Received October 16, 2019; Answered November 20, 2019)

Q: Thank you for the information. More specifically, the area between Coit and Independence? I'm in University Place.

A: Track demolition will begin in November between Coit Road and Waterview Parkway (Independence Parkway). At this time, we do not have an exact start date for construction involving new rail installation between Coit and Independence. All residents of the area will be notified prior to construction start dates. Check the DART website (www.dart.org/cottonbelt) for construction alerts and be sure to sign up for alerts to receive communication on when the website is updated.

(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 Construction 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.



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

(ID# 453; Received November 1, 2019; Answered November 4, 2019)

**Q: What month in 2022 is planned for Dart Silver Line operation? Looking forward to it!
Also, I noticed today a series of rail cars on the railroad near the Addison Transit Station. Why are those cars there?**

A: December 2022 is when revenue service begins. Staff is researching the rail cars near the Addison T.C.

(ID# 474; Received December 25, 2019; Answered January 6, 2020)

Q: Will the hike and bike be on the West side or East side of the new RR tracks between Campbell and Davenport?

A: 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. The 10% design locates the trail on the north side of the regional rail tracks between Campbell and Davenport.

(ID# 475; Received December 25, 2019; Answered January 6, 2020)

Q: What are the estimated measurements for placement of tracks, walls and pedestrian trail?

A: The DART owned right-of-way is approximately 100 feet wide. Although final design may modify this slightly, the hike and bike trail will typically be 12 feet wide. It can range between 10 to 14 feet wide depending on the location, design for the guideway is in-progress. The tracks are typically located in the center of the right of way and sound walls will be located 12 feet from the centerline of track.