



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

(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# 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.

(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.



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(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# 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# 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.



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

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

Q: Will DART provide any data on how many decibels the trains usually put out as far as noise? I would like to compare that data together with how many DbA will the wall reduce. Also, will DART follow all the regulations on the federal noise control act for residential areas?

A: 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.

DART will be conducting additional noise analysis based on updated vehicle information. The vehicle manufacturer is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45mph. However, based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Sound walls will reduce noise levels from trains by 5-15 dBA reduction of the project noise by 5-15 dB represents a significant reduction in noise. Computer modeling has determined that all identified noise impacts are being mitigated. Inputs for each residence included site-specific geometry between the source (train), sound wall, and receiver (residence).

The Noise Control Act of 1972 (NCA) authorized federal action to address sources of noise. The act authorized the Environmental Protection Agency (EPA) to issue noise emission regulations for these sources. The noise impact assessment for the Cotton Belt Project adhere to the requirements of the National Environmental Policy Act of 1969 (NEPA) and the guidelines set forth by the EPA and Federal Transit Administration (FTA).

(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 XXXXX 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 Noise 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 XXXX 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 Noise Questions & Answers

(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 15 ft. sound mitigation wall. If the continuation of the 15 ft. sound mitigation wall is not possible, the homeowners ask that DART allocate the cost of a 12 ft. 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 12 ft. wall that extends from the current end point of the 15 ft. 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 respectfully 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 Noise Questions & Answers

(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 an 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: 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: PLEASE CONTINUE TO PAGE 7 FOR THE REMAINDER OF THIS ANSWER



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

(CONTINUED FROM PAGE 6)

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.

(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 No. 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# 85; Received June 20, 2019; Answered July 3, 2019)

Q: There are now some residents who will not receive a mitigation or betterment wall based on the resident's findings. This impacts the number of people per group and per segment that have to vote. Does this mean we have to restart the Group 1 meetings, 5 meetings for 5 groups, again (2nd time) since the number of people in each group has changed?

A: No. The number of residential adjacent property owners have been identified and this will not change.



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

(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. 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# 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.

(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# 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# 99; Received June 21, 2019; Answered July 2, 2019)

Q: What will be the impact of line of sight requirements on the length of the 15' mandated betterment sound wall behind Rocky Top Circle?

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.



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

(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# 101; Received June 21, 2019; Answered July 2, 2019)

Q: What is the train speed behind Rocky Top Circle that earned the pink designation (highest noise) for sound remediation?

A: Train speeds in the area of Rocky Top Circle will not exceed 45 mph.

(ID# 102; Received June 21, 2019; Answered July 2, 2019)

Q: What is the decibel level of the pink area behind Rocky Top Circle?

A: The FEIS outlines an existing decibel level of 52 with a projected level of 54-58 (including bells).

(ID# 103; Received June 21, 2019; Answered July 2, 2019)

Q: How will you address federal sound mandates if you have to also meet line of sight requirements?

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# 104; Received June 20, 2019; Answered July 31, 2019)

Q: What was in the Dallas City Council Resolution passed in March 2018 that is not in the DART resolution that you are working with?

A: The City of Dallas resolution was the primary factor leading to the development of a more robust Betterments Program for the entire Cotton Belt Corridor. Betterments are items defined as items above and beyond standard environmental mitigation measures. For the Cotton Belt Project, mitigation measures are documented in the FEIS/ROD and associated Mitigation Monitoring Program (MMP). DART Board Policy IV.11 Betterments Policy for Residential Areas, is still being applied to allow for a baseline level of betterments consistent with policy. DART Board Resolution No. 180084 outlined additional potential betterments to address community concerns and City resolutions at locations where mitigation measures do not fully address their concerns. The policy betterments budget is based on typical betterment costs that have been applied in other project corridors and is equivalent to \$158/linear foot based on 2020\$. This is typically used for enhanced landscaping or fence coating. The additional budget established by the DART Board is equivalent of the civil cost of a 12-foot masonry wall, or \$866/linear foot based on 2020\$. This additional budget was established for locations that do not already have a noise barrier wall identified as mitigation. As with the policy process, DART would work with residential adjacent property owners to identify the mix of betterments within the budget. The wall budget equivalent was identified as the basis for these additional betterments based on specific community comments regarding a desire for walls where no noise impact was identified.



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

(ID# 105; Received June 21, 2019; Answered August 9, 2019)

Q: What difference will a 15-foot wall vs. a 12-foot wall make in the level of sound for Group 2 Riverview property owners?

A: The 12 foot betterment wall will provide the maximum train noise reduction achievable at those properties and thus a 15 foot betterment would not provide any significant noise reduction improvement.

(ID# 106; Received June 21, 2019; Answered August 9, 2019)

Q: If the sound wall on the west side of the tracks is 15 feet high, and the betterment wall on the east side is 12 feet high, will Riverview residents get rebound noise because the betterment wall is shorter than the sound wall?

A: No – the train body itself would effectively block any noise from reflecting off the 15 foot wall on the west side of the tracks.

(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.

(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.



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

(ID# 118; Received June 27, 2019; Answered August 2, 2019)

Q: 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# 126; Received June 27, 2019; Answered August 2, 2019)

Q: Does the EIS consider a 3-minute or longer train for the sound, vibration impact for betterments? If not, why? Would you want 6 crossing arms going down every 3-minutes out of 10-minutes in your neighborhood?

A: It is anticipated that approximately 56 Silver Line trains will transvers the Cotton Belt daily. All crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. With three trains an hour in each direction, the crossing is expected to be closed approximately five minutes out of every hour.

(ID# 138; Received June 27, 2019; Answered August 2, 2019)

Q: What happens if you cannot mitigate the noise impact since some residents could now get a chain wall? This is just one of a couple maps with a lot of red dots. Exhibit referenced: "Exhibit – B.12 Noise and Vibration Technical Report Page 144, Labeled Page 138".

A: The referenced exhibit "Exhibit – B.12 Noise and Vibration Technical Report Page 144, Labeled Page 138" represents noise impacts without mitigation. The implementation of quiet zones will mitigate 95% of the noise impacts from the Cotton Belt Project. Remaining moderate noise impacts may be mitigated by reducing the noise from the stationary warning bells and installing noise barriers.

(ID# 147; Received July 1, 2019; Answered August 1, 2019)

Q: Options presented to adjacent citizens must include a wall?

A: The Town of Addison will present the residents' betterment options to DART. DART will keep the DART Board of Directors informed on the betterment options presented to the residential adjacent property owners by the Town of Addison.



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

(ID# 152; Received July 2, 2019; Answered August 2, 2019)

Q: What are the roles and responsibilities of this group?

A: Although there are elements of continuity at all Cotton Belt Stations, DART is seeking input from the site-specific committee to define elements that will be reflective of the community near the station. The site-specific committee is expected to attend the kick-off meeting on July 24, 2019, as well as the subsequent four meetings outlined in Exhibit I of the subject binder. Throughout the collaborative process, DART invites the committee to meet with the station artist and design team members; define what is important to the community; provide input on the content of the artistic value statement prepared by the station artist; brainstorm on options for station design-including materials, pattern and colors; and work to reach consensus on a final design. The Art and Design program is further outlined in the briefing shared with city staff on March 27, 2019, and with the council on June 18, 2019.

(ID# 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: Please review the Cotton Belt Corridor Regional Rail Project Final Environmental Impact Statement/ Record of Decision (FEIS/ROD) at www.dart.org/cottonbelt. As discussed in Section 4.14.2 of the FEIS/ROD, quiet zones are being established to eliminate the noise from the train horns near grade crossings in residential areas. At these locations (See Table 4-10 of the FEIS), train operators will not sound horns as a standard operating procedure. To address bell noise, DART will be implementing Grade Crossing Bell Mitigation at many intersections in residential neighborhoods. The noise exposure from the grade crossing bells will be minimized by adjusting the bell volume and ring rate. Additionally, bell noise will be directed away from noise sensitive areas and focused to areas where it is needed. Crossing Bell Mitigation Locations are identified in Table 4-13 of the FEIS/ROD. Final design will determine the appropriate location of the bells to minimize exposure to residential areas and effectively warn vehicles and pedestrians. McCallum Boulevard and Meandering Way have been identified for both quiet zones and Crossing Bell Mitigation.

(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.

(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.



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

(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 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# 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.

(ID# 169; Received July 9, 2019; Answered August 2, 2019)

Q: Inclusion of directional bells at Davenport intersection

A: Although the FEIS Section 4.14, page 4-62, requires bell mitigation at only seven locations in the corridor, DART anticipates that the same directional bells will be used at all at-grade crossings, including Davenport between Keller Springs and Amberwood Road.



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

(ID# 188; Received July 23, 2019; Answered September 19, 2019)

Q: Mr. and Mrs. XXXXXXXX want to discuss their business property at Hillcrest and McCallum. XXXXX Hillcrest Rd. They are concerned about accessibility and visibility to their parking lot and business located at the building which they have a business and two tenant businesses operating out of. It is directly adjacent to the tracks and they have an entrance on Hillcrest and McCallum. They were very nice and have also spoken to Council Member Kleinman's office at City of Dallas regarding their concerns. Their phone number is XXX-XXX-XXXX and property address is: XXXXX Hillcrest Road, Suite XXX, Dallas, Tx. 75252.

A: On August 28, 2019, Mr. Meshack of Dallas Area Rapid Transit (DART) and Mr. Jackson of Archer Western Herzog 4.0 Joint Venture (AWH) met with Mr. and Mrs. XXXXXXXX. The XXXXXXXX'X shared with them the history of the business and building, as well as, concerns centered around the proposed alignment elevation impacting the business/building; the proposed alignment affecting sight and access to the business; and noise since you have employees that work within proximity to the existing track. Under current design, the entrance from Hillcrest Road would be eliminated but, access on McCallum Boulevard would not be affected. A site visit with a technical team from DART and AWH is being scheduled from the week of September 16, 2019.

(ID# 191; Received July 24, 2019; Answered September 30, 2019)

Q: Rough surface walls on the track side will break up the sound. Smooth surface will reflect the sound and be louder

A: The sound wall will be designed to optimize sound mitigation and, after implementing quiet zones, mitigate the potential noise impacts below the threshold of noise impact.

(ID# 192; Received July 24, 2019; Answered September 30, 2019)

Q: How many decibels is generated at operating speed of 45mph, which was said to be operating speed.

A: The FEIS Section 4.14 identifies the assumption that noise levels were projected based on the DART DMU vehicle noise specification, the Project's Operating Plan and the prediction model specified in the FTA guidance manual. The vehicle manufacture is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45mph. However, based on analytical estimates, the noise level generated at an operating speed of 45 mph is estimated to be 75 dBA measured at a distance of 50ft from the train. Additionally, the vehicle manufacturer has committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract.

(ID# 195; Received July 24, 2019; Answered September 13, 2019)

Q: Per the conversation we had last night with Ms. Krause (copied), I am reiterating the 3 main exception points of the mitigation/betterments I am requesting at XXXXX Davenport Road.

1. Wall placed at or near my property line (teal line in the image below). This is consistent with what David Ehrlicher said was an option during the May attempt at the Betterments meetings - the video is on Cara Mendelsohn's Facebook page and Mr. Ehrlicher indicated that the Betterments wall could be placed at the property line. I reiterate my offer to provide free access easement to maintain the residential side of the wall.

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.



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

(ID# 197; Received July 24, 2019; Answered September 13, 2019)

Q: 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# 199; Received July 26, 2019; Answered September 5, 2019)

Q: I am disappointed DART is not planning to install a wall along the Cottonbelt tracks near the Fairhill School. A wall would be much better to mitigate noise and light pollution. Thank you.

A: As part of the Final Environmental Impact Statement (FEIS) process, there was not a noise impact identified at Fairhill School. The train runs parallel to the school and will not produce light pollution to this primarily daytime land use. As part of the design, DART is investigating opportunities to provide enhanced fencing or a wall along the property line.

(ID# 201; Received July 31, 2019; Answered October 24, 2019)

Q: Please find attached our cover letter and a petition signed by 222 residents of Country Place requesting that a sound wall be included between Country Place and the Silver Line.

A: We received your petition requesting that a sound wall be included between Country Place and Silver Line. As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at Country Place. However, it does qualify for both Residential Adjacency and Cotton Belt Betterments. The total for both residential and corridor betterments is \$2,048,000. DART is working with the City of Carrollton to coordinate the kick-off meeting in October 2019 for the betterments program for your neighborhood. Based on the information you have provided a betterment wall will be shown as an option between Country Place and the Silver Line.

(ID# 202; Received August 1, 2019; Answered September 13, 2019)

Q: I am a resident at XXXX Sunflower Lane, my back yard is up against the proposed cotton belt line at Coit. I'm trying to get some clarification below in the slides. Some section at our back is labeled "retaining wall" and another is sound wall. Is the proposal to overlay both down the entire back of the section off sunflower lane, or stagger it like the slide appears to show? I'm basically trying to figure out with there be 2 walls behind me or either a sound or retaining wall.

A: In the area of Sunflower Lane, there will be two walls. A sound wall and a retaining wall. The sound wall will be built on top of the retaining wall.



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

(ID# 203; Received August 1, 2019; Answered October 24, 2019)

Q: With the Dallas City Council resolutions stating significant concern for health and safety (See below), why wasn't DART Cotton Belt routed along George Bush as previously recommended?

“Dallas City Council Resolution: WHEREAS, the proximity of residential homes, schools, parks and at-grade street crossings raises significant community safety concerns, as well as issues related to noise, vibration, and visual impacts; and”

A: The City of Dallas Resolution approved the current alignment. The Federal Transit Administration (FTA) has determined that with the execution of the mitigation measures identified in the Final Environmental Impact Study/Record of Decision (FEIS/ROD), all reasonable steps are being taken to minimize the adverse effects of the project.



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

(ID# 204; Received August 1, 2019; Answered October 24, 2019)

Q: Identify all the safety measures you are putting at Meandering Way/Rocky Top crossing including the tracks crossing the walking trail.

Note City Council requirements:

3. Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:

- a. Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
- b. Tire-derived aggregate for track ballast to reduce vibration,
- c. Enhanced landscaping to reduce visual impacts,
- d. Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
- e. Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,
- f. Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
- g. Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and ...”

A: The safety measures included in the project at Meandering Way/Rocky Top are:

- a.) 15' mitigative sound walls are provided on both sides of the rail in this area required by the Final Environmental Impact Statement (FEIS);
- b.) Tire Derived Aggregate (TDA) will be provided as required for vibration mitigation in the FEIS that includes 700 feet of TDA between Hillcrest and Meandering Way under both east bound and west bound tracks.
- c.) The residential adjacency betterment dollars may be used for enhanced landscaping. Residential Adjacent Property Owners of Rocky Top Circle (Highlands of McKamy) have \$126,400 of Residential Adjacency Betterments budget that can be used for enhanced landscaping to reduce visual impacts;
- d.) All crossings in North Dallas are proposed to be quiet zones. Establishing quiet zones will require cooperative action among the municipalities along the Project, FRA, the freight railroads and DART. The City of Dallas is a key participant in the process as they must initiate the request to establish the zones through application to the FRA. Types of gates will be determined during design of the intersection;
- e.) Consistent with DART Policy the impacts over 3dB will be required to be mitigated. The mitigation at this location include a 15' mitigation wall, crossing bell mitigation, and quiet zone;
- f.) FEIS Section 4.15 “Vibration” says FTA one-third octave band impact threshold is 72 VdB for residential buildings. DART Board of Directors determined that a more conservative approach should be employed end added locations where TDA will be installed;
- g.) Directional electronic crossing warning bells will be used.



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

(ID# 236; Received August 12, 2019; Answered November 20, 2019)

Q: I live at XXXX Rocky Top Circle in Dallas, which sits East of the North Dallas police station. In reviewing the DART maps and train plans, the angle of the intersection of the DART rail line and McCallum road leaves a gap where my home is not protected by the 15-foot mitigation wall that is set to be adjacent to the Rocky Top neighborhood. Not having a sound wall is problematic enough, but I'm especially concerned if there is grade separation where the train will be partially elevated to run over Hillcrest. With added track elevation, particularly for trains heading from West to East, I'm afraid the train noise could come uninhibited straight into my house. As my home is exposed to the train under the current plans, I'm asking for your assistance with reviewing our situation and providing any input on possible mitigation or betterment solutions that could give added noise buffering. I am emailing you directly as I don't feel the DART neighborhood meetings are the best avenue to discuss this issue. Those meetings seem to evolve into arguing and bickering among the attendees, which I don't believe is productive. I am happy to discuss over the phone or in person if you prefer. I can be reached at XXXXXXXXXXXX@XXX.com or XXX-XXX-XXXX. Any help here would be much appreciated!

A: As discussed in the Betterments Meeting on August 28, 2019, the sound wall will be placed as close to McCallum Boulevard as possible. Although it is anticipated that design at a typical crossing will set the limits of the wall approximately 20-ft from back of sidewalk, the final design of McCallum Boulevard is not complete. DART will show design progress at future design and construction update meetings. A DART representative will contact you to schedule a phone call or a site visit.

As discussed in section 4.14 of the Final Environmental Impact Statement (FEIS) and detailed Noise and Vibration Technical Report in Appendix B, the noise analysis for the project adheres to the Federal Transit Administration (FTA) guidance and DART policy for identifying and mitigating noise impacts. All residential neighborhoods that are within the FTA screening distance of 1,200 feet from the Cotton Belt Corridor have been assessed for noise impact in accordance with FTA methodology. Noise impacts are being mitigated through the implementation of quiet zones, crossing bell mitigation, and noise walls. Noise impacts requiring mitigation at XXXX Rocky Top Circle are being mitigated with quiet zones and crossing bell mitigation.



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

(ID# 240; Received August 12, 2019; Answered November 8, 2019)

Q: Dear Mr. Slagel:

Why is Dart intent on destroying our neighborhoods when there are other options? Dart should be held to Dart City Council Resolution. There are at least two options that would have satisfied Addison, Richardson and Plano had they been addressed in a timely fashion which Dart did not do. Unfortunately, now both would involve either a delay or additional cost. Our neighborhoods should not be destroyed just because Dart cannot get its act together and is now trying to force through a BAD plan to placate the long-suffering Addison, Richardson and Plano.

I am a homeowner in Highlands of McKamy IV who will be directly impacted by the Dart plan to put the Silver Line on the Cotton Belt. I have lived in this house since 1981. Putting the Silver Line through my neighborhood when there is a viable option, so far unexplored, that would not affect ANY neighborhood by running it up the Tollway and connecting with the George Bush is the vision of either a madman or someone who will directly or indirectly benefit from it. If this plan delays the opening of the Silver Line, surely that is preferable to destroying so many neighborhoods. I might point out that if Dart adhered to the resolution of the City Council, there might have been less opposition, but Dart has been consistently less than forthcoming about its plans. The message this is sending to companies thinking of relocating to Dallas is clearly one of beware of what can happen to your employees.

At the very least, if the Cotton Belt must be used, the line should run so that the neighborhood is not severely impacted: either above or below grade. Using the current plan is so bad on so many levels: It will cross Meandering Way, McCallum Blvd. and Hillcrest (that's THREE crossings) within a half mile and will cut our neighborhoods off from police and fire protection and schools. It will affect all pedestrians, bikers, and motorists with four crossings per hour. Many of these are children going to school.

It will drastically lower our property values and affect the tax revenues derived from these neighborhoods.

A: Please visit www.dart.org/cottonbelt to review the Final Environmental Impact Statement/Record of Decision (FEIS / ROD). Many of the issues you raise are discussed in this document. Alternatives considered but eliminated from further consideration are discussed in Section 2.5.

Hillcrest Road will be grade-separated from the rail. Public safety and security are addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues.

Section 4.8 of the FEIS/ROD discusses pedestrian safety and mitigation for high pedestrian areas and Section 4.3 discusses Schools. 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 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 pedestrian activity centers. Pedestrian crossings of the rail will be located at street crossings or at stations. The Preston Ridge Trail crossing of the Cotton Belt is directly adjacent to the Meandering Way street crossing.



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

(ID# 241; Received August 13, 2019; Answered October 25, 2019)

Q: I am writing today to express my deep concern with the current plans for the DART Cotton Belt diesel commuter train planned to run through my Far North Dallas neighborhood. I am a resident of the Highlands of McKamy on Rocky Top Circle which is the closest adjacent street north of the Cotton Belt line west of Meandering Way. I am very concerned about the safety associated with the DART Cotton Belt plan for the following reasons.

- In case of medical emergency, the closest way out of our neighborhood is to travel south on Meandering Way. We are now faced with the risk of being stopped by a train and delayed at least 4 times per hour. At ages 70 and 65 respectively for my husband and myself, this is a very real concern.
- Just east of Meandering Way is a walking trail used by many residents of Highlands of McKamy and other adjacent developments and many UT-Dallas residents of adjacent apartments. The DART Cotton Belt line, running at a speed of up to 45 MPH, is planned to cross the walking path at grade. I am very concerned about possibility of injury/death for walkers on the trail.
- Directly west of our house at the corner of McCallum and Hillcrest is the North Central Dallas Police Station. Their ability to quickly respond to police calls will be impeded by both of the at grade crossings planned on both McCallum and Meandering Way, I urge and request that the DART Board and executive management reject the current DART Cotton Belt plan and consider safer and more reasonable alternatives.

My alternative recommendations are as follows:

- Construct the DART path through the crossings at Meandering Way, McCallum and Hillcrest as a shallow trench so that it will not run at grade through the residential neighborhoods, including the areas referenced above, or
- Revise the DART path from DFW Airport to Plano to reroute at Addison Circle up the Dallas North Tollway and connect along George Bush Turnpike east to rejoin the Cotton Belt line.

It is not too late to stop this unsafe intrusion into City of Dallas neighborhoods. DART has yet to respond to many questions and you are still in the design phase. The time to act on changes impacting the safety of our citizens is now. I greatly appreciate your attention to this matter that will significantly impact the safety of your citizens.

A: Thank you for your comments. Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 30 to 50 seconds which is the typical crossing gate down-time. During final design, DART will evaluate the design approach to incorporate the trail with safe crossing at Meandering Way. During the early phases of planning the Cotton Belt Corridor, DART developed and evaluated both a shallow trench alternative and an alignment generally consistent with the Dallas North Tollway and the George Bush Turnpike alternative. Both options were eliminated from further development in consultation with the DART Board and key stakeholders. In the first case, the shallow trench was shown to have significant environmental impacts to adjacent water resources/floodplains and an increased number of public and private property acquisitions to accommodate three large pump stations in the corridor. In the second case, DART evaluated an alignment that followed a combination of the Kansas City Southern and Burlington Northern Santa Fe Railroad (KCS/BNSF) tracks. This option explored the use of the existing railroad corridors rather than using the combination of the Tollway and Turnpike rights-of-way. The railroad corridors were eliminated for several reasons including the anticipated increase in freight movement that was expected in those corridors. The alignment did not serve the travel market that was being addressed by the Cotton Belt, it added significant travel time for each cross-corridor trip, DART did not own or dispatch the corridors thereby making scheduled service more difficult, and the significant additional cost for acquiring right-of-way if track access was not permitted by the railroads. DART has revisited a combination of the Tollway and KCS tracks and an alignment that follows the Tollway and the Turnpike. Although these options were not explored in depth, both alternatives were found to have longer travel times, be higher in cost, and require acquisition of significant rights-of-way in each corridor for DART use. As documented throughout the FEIS and its appendices, rail service on the existing Cotton Belt Corridor is the most cost-effective and direct route to serve this east-west crosstown corridor.



Dallas Area Rapid Transit (DART) Silver Line Project

Noise Questions & Answers

(ID# 242; Received August 13, 2019; Answered September 13, 2019)

Q: Councilwoman Mendelsohn, Thanks for your presentation to the Highlands of McKamy HOA yesterday. Our members indicated their formidable opposition to DART's current plan for the Cotton Belt (Silver line) to run 60 plus trains daily through our dense residential neighborhood on surface streets. Our 247 HOA members' concerns are:

- Police and fire response delays caused by the multiple surface trains in our neighborhood
- Safety of numerous walkers both on the trail and on the sidewalk
- Noise from 45 mph train
- Dart disregard of neighbors input

We support rerouting the Cotton Belt along the tollway north to a George Bush connection or a shallow trench option from Coit to Preston Road. We are exploring all of our legal options as well.

Please note that Dart misrepresents its actions and we no longer find it a trustworthy organization. We are CC'ing the Mayor, Dallas City Council and the Dart Board so you can address our concerns now.

Highlands of McKamy 2019 Board

Maura Schreier-Fleming, President, Judi St

Jeff Jones, Treasurer, Halprin

Dan Faltermeier, Secretary, Rocky Top Circle

Jeff Rance, Board Member, Blue Mesa

Catherine Paulson, Board Member, Rocky Top

A: DART's response to the HOA concern, "Police and fire response delays caused by the multiple surface trains in our neighborhood": Public safety and security is addressed in Section 4.8 of the FEIS. It is anticipated that emergency vehicle response times, whether for police, fire, or other emergency services, could be slightly delayed at rail crossings when a rail passenger vehicle passes by for approximately 35 to 50 seconds which is the typical crossing gate down-time. DART has established a Fire/Life Safety Committee to provides a forum for regular communication and action plans with police, fire, and other emergency response teams. DART meets with emergency service providers to discuss regional rail operations, potential safety or security issues, and agency or public responsibilities. Discussion topics include alternate routes, response times and potential mitigations.

DART's response to the HOA concern, "Safety of numerous walkers both on the trail and on the sidewalk": All federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the Project. To address pedestrian activity, all public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. DART will coordinate with local jurisdictions to determine needs for enhanced pedestrian crossing features such as additional signage, tactile strips, safety lights or pedestrian crossing gates to address localized concerns for school children activity. Final design will include 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. DART will secure the right-of-way with a 6-ft chain link fence. Improvements to the fence may be considered under the betterments program. In some cases, the sound wall or the betterment wall may fulfill this requirement. The final location will be determined during the final design process.

Information regarding noise analysis, noise impact, and noise mitigation may be found in Section 4.14 of the FEIS. It is anticipated that the 45 mph speed limit in North Dallas will further reduce Noise. DART will be conducting additional noise analysis based on updated vehicle information.

DART's response to the HOA concern, "Dart disregard of neighbors input": DART has not disregarded neighbors input. DART's public involvement activities included numerous public meetings, comment periods, and website-based information sharing beginning with the public scoping meeting conducted on July 29, 2010. On August 28, 2018, the DART Board of Directors approved the Project with several changes in response to public and agency comments on the DRAFT EIS, including elimination of two stations and addition of three grade separations. In response to concerns raised at the community meetings conducted in June and July 2019, DART has communicated that the maximum speed of the vehicle will be 45 MPH in the most heavily residential portions of the corridor which includes North Dallas between the Dallas North Tollway and Waterview.



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

(ID# 244; Received August 13, 2019; Answered October 29, 2019)

Q: Dear DART Board- My family has lived in the Highlands of McKamy neighborhood for 27 years. This is a neighborhood of 247 homes. We live at XXXX Halprin Ct. My husband and I have deep concerns regarding the Dart Cotton Belt rail coming through our neighborhood, and ask that you take these into consideration:

1. Heightened Safety concerns with so many children, families, parents with baby carriages, walkers, bikers, elderly going across the trail in our neighborhood that goes directly across at Meandering Way and McCallum. This is an active residential neighborhood, and should not have to endure 60-90 trains coming through the neighborhood every 15 mins at a speed of 45 miles per hour. Children also walk to school in the area, to the 2 schools at Hillcrest and Frankford.

2. Emergency Response Times: We have concerns with response time of our Police and Fire stations that are at the corners of Hillcrest/McCallum and Hillcrest/Frankford respectively. With the amount of trains you propose coming through our neighborhoods and the resultant impact on these roads, it is very concerning.

3. Traffic- The rail line crosses over 4 major roads within a 1 mile radius of our neighborhood. The proposed solutions of a graded decline in the roads and the train to run above are terrifying to think of the traffic, getting in and out of our neighborhood. The proposed line through our neighborhood puts more pressure and traffic on Coit and Frankford, two roads that have increasing traffic due to growth of new housing and retail in this area. DARTs disregard for homeowner inputs.

4. Home values in our area will decline due to the safety, noise and traffic increase. This decline in home valuation will, in turn, erode the tax base for this area.

Proposed Solution:

Reroute the Cotton belt Line: We support Cara Mendelsohn's proposal to reroute the Cotton Belt Line. Have the line stop at Addison and go up the Tollway to Frankford. Build a station at that corner that would be a more appropriate location for people that would use the line and not impact residential neighborhoods.

A: DART responses:

1) It is anticipated that approximately 56 Silver Line trains will transvers the Cotton Belt daily. All street and trail crossings will meet ADA accessibility standards. All public crossing approaches will be protected with warning signs, lights, bells, and gates to warn drivers, pedestrians, and cyclists of an approaching train. In addition, corridor safety fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers. During final design, DART will coordinate with local jurisdictions to determine needs for enhanced pedestrian crossing features such as additional signage, tactile strips, safety lights or pedestrian crossing gates to address localized concerns for school children activity and special events. DART will also coordinate with local schools and interested parties to provide outreach events through the Transit Education Program to educate children, residents, businesses, and others about the project and best safety practices.

2) Hillcrest Road is grade separated, will run under the tracks, and train operation will not cause traffic delays. All at-grade crossing events are anticipated to be 30 to 50 seconds, which is the typical crossing gate down-time. Alternate routes for fire and emergency service vehicles operating near at-grade crossings will be evaluated as part of the final design phase. Final design of the project will be in accordance with National Fire Protection Association NFPA-130 (Standard for Fixed Guideway Transit and Passenger Railway Systems), as well as the applicable fire and building codes of local jurisdictions.

3) As detailed in Section 5.2 of the Final Environmental Impact Statement (FEIS) and DART's Street At-Grade Crossing Traffic Analysis Report in Appendix B, a study of the roadway crossings was conducted. This study analyzed future traffic conditions at major roadway crossings, determined traffic impacts due to the Project and established whether any of these at-grade rail crossings might warrant traffic mitigation. Hillcrest Road and Coit Road will be grade separated. This traffic study was approved by City of Dallas.



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

(ID# 251; Received August 15, 2019; Answered November 15, 2019)

Q: Are sound barrier walls on top of the retaining walls (40 ft total)?

A: The sound wall may be built on top of the retaining wall. The overall height will vary depending on location.

(ID# 280; Received August 15, 2019; Answered October 24, 2019)

Q: Please put traffic light at Sugar Cane Way & Coit to help traffic. Also would like another traffic light at Alocasia and Coit or backed-up traffic.

Put a sound wall to protect open field in University Place neighborhood as there are houses next to open field and will hear the train.

A: Thank you for taking time to provide us with your input. DART does not have the authority to install City traffic control devices at this location. Your comment for a traffic signal on Coit at University Place has been documented and forwarded to Gus Khankarli with the City of Dallas for evaluation and consideration. Gus Khankarli can be reached at 214-671-8451 or g Hassan.khankarli@dallascityhall.com.

The noise analysis, noise impacts and noise mitigations are documented in section 4.14 of the Final Environmental Impact Statement (FEIS). This area at open field does not require a sound wall. As part of the design, DART is exploring opportunities to consider enhanced fencing along the property line.

(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.



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

(ID# 301; Received August 19, 2019; Answered November 27, 2019)

Q: Letter of Action for Dallas City Council –

Enforce Dart to Become Compliant with City of Dallas Cotton Belt Resolution

Date: August 16, 2019

To: Dallas Mayor Eric Johnson & Dallas City Council: Chad West, Adam Medrano, Casey Thomas II, Carolyn King Arnold, Jaime Resendez, Omar Narvaez, Adam Bazaldua, Tennell Atkins, Paula Blackmon, Adam McGough, Lee Kleinman, Cara Mendelsohn, Jennifer S. Gates, David Blewett

The proposed Cotton Belt “Silver Line” diesel hybrid rail project will materially impact Far North Dallas. These are just a few concerns needing action: Safety – For all residents including children that walk to & from school & play in the neighborhood. 2 schools will receive chain link fences at their properties per DART. Safety – How many children will DART have to kill to stop the Cotton Belt? Since June 6, 2019 – 3 people have been struck and killed by a DART train, 1 officer struck by a DART train this week. 1 person struck & killed by DCTA train. Dense Residential Neighborhoods: The proposed route runs through a neighborhood full of children which is a major safety issue. Preston Road to Waterview Parkway - 9 railroad crossings in 3 miles. Train Speeds present material safety issue – DART keeps changing speeds while FEIS shows up to 70 MPH, DART has moving targets – average 35 MPH then average 43 MPH (should be 56 MPH+) then max 45 MPH. Decreased tax revenue: Home Values will be negatively impacted. Quality of Life will decrease from safety concerns and noise. DART (Dallas Area Rapid Transit) is Non-Compliant with multiple items of the City of Dallas Cotton Belt Resolution: Full non-compliance list on back of this page, Page 2, including but not limited to: Non-compliance with “at grade or below grade” at Coit Road & (now Hillcrest) Non-compliance with “Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line” I want Dallas City Council to pass a NEW resolution to Enforce DART to become compliant with each & all of the items in City of Dallas Cotton Belt Resolution. Action item from Mayor and Each Council Member – Please respond. Please provide to me a response by Friday August, 23rd, of how the Dallas City Council will Enforce DART to become compliant with each & all items in the City of Dallas Cotton Belt Resolution. Name : XXXXXXXXXXXXXXXX Address: XXXX Blue Mesa Drive, Dallas, Texas 75252 Non-compliance Items We Put Together (Myself and other residents): -The DCC resolution requires infrastructure changes “at grade or below grade”, but the Cottonbelt plans include infrastructure changes that are above grade on COIT road (and now Hillcrest) -The DCC requires a “Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line”, but the DART plans for the Cottonbelt do not provide for a continuous/consistent wall meeting these standards. -The DCC requires “Enhanced landscaping to reduce visual impacts”, but the plans for the Cottonbelt project require that many residents choose between getting the wall required above and getting the enhanced landscaping(i.e. These residents cannot get both of the requirements, but that they can only have one or the other) -The DCC resolution requires that “Train Noise shall not exceed current community noise levels by more than 3dBa Ldn at maximum headways,” and “Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,”, but DART’s plans do not guarantee that these thresholds will be maintained. -The DCC resolution requires that “DART will employ all practical measures to obscure sound intrusions from the bells into the residences”, but the DART plans for the Cottonbelt do not apply all practical measures to minimize sound intrusions into the adjacent residents. The plans specifically exclude any implementation outside the boundaries of the current Right-of-Way. -The DCC resolution requires that “DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt rail line between Waterview Parkway and the Dallas North Tollway”, but no such interlocal agreement has been entered into. -The DCC resolution Section 3 requires “That the DART Board increases its \$50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.” -Per Dart email, DART is providing \$38 million for Cotton Belt Corridor Betterments which is significantly below the \$50 million even without the adjustment for inflation.

PLEASE CONTINUE TO PAGE 25 FOR THE REMAINDER OF THIS QUESTION AND THE ANSWER



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

(CONTINUED FROM PAGE 24)

-The DCC resolution Section 4 requires “That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Coit Road stations on betterments for the Far North Dallas portion of the rail line”, but the plans for the Cottonbelt area in Far North Dallas does not provide a budget commensurate with the requirement to use the funds from the eliminated stations in Far North Dallas. -Per DART email, DART is providing \$15 million for Betterments in Far North Dallas which is significantly below the removal of the Coit and Preston Stations of \$30.1 million. I think the stations are more than \$15 million each.

A: Thank you for reaching out with your comments and concerns. Please know that DART is available for inquiries, you can also contact us through email at Cottonbelt@DART.org or through our DART Hotline number at (972) 833-2856.

(ID# 320; Received August 20, 2019; Answered November 27, 2019)

Q: Please provide the hourly sound measurements (decibels or dBA) you conducted for your sound survey for the FEIS preparation behind Rocky Top Circle, 75252. Please provide hourly measurements from 10pm until 10am. Please provide the 24-hour average decibel or dBA reading.

A: The following graphic is provided in response to your question. *graphic*

(ID# 321; Received August 20, 2019; Answered November 27, 2019)

Q: Rocky Top Circle, 75252 is a pink (noisiest) measured zone as presented by DART. Please provide the manner, date and names of residents of Rocky Top Circle who DART contacted for their input in the design of the Cotton Belt/Silver line.

A: The pink zone refers to the graphic representation of where sound walls would approximately be located on Exhibits presented at Betterments Workshops. All noise impacts are being mitigated through quiet zones, bell mitigation and/or sound walls. During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group. During this phase DART also worked with Highlands of McKamy 1-3 HOA officers and residents.

(ID# 325; Received August 20, 2019; Answered November 27, 2019)

Q: How do you decide which groups to make special promises to and which ones not to about DART improvements/betterments?

A: DART is working with all residential adjacent property owners to provide requested betterments within the betterments funding.

(ID# 333; Received August 20, 2019; Answered November 27, 2019)

Q: Darts’ Cotton Belt Public Involvement Plan (March 2017) says Key Public Stakeholders are HOAs. Why didn’t you contact the elected Homeowners Association leaders in the Highlands of McKamy IV & V at any time between 2015 and 2019 for their input on safety concerns, noise concerns and design preferences?

A: During the Planning phase in 2017 DART worked with representatives for the Highlands of McKamy 4-5 HOA as part of the North Dallas Area Focus Group. During the current design phase, including the betterments phase, DART also contacted Highlands of McKamy 1-3 HOA officers and residential adjacent property owners.



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

(ID# 343; Received August 20, 2019; Answered November 27, 2019)

Q: All residential vibration impacts requiring mitigation are being mitigated through the application of Tire Derived Aggregate (TDA). None of the public DART presentations confirmed this practice. When betterments options were offered, this was not stated either as a given but later offered as an option after the selection deadline per a DART email. Why didn't DART confirm offering Tire derived aggregate at the betterments selection meetings?

A: The FTA impact threshold for determining vibration impact is 72 VdB for Category 2 (residential) land use. All vibration impacts that exceed this threshold are being mitigated by installing TDA beneath the alignment (See Section 4.15.2 of the FEIS). To address community concerns, the DART Board of Directors determined that a more conservative approach should be employed, setting a threshold of in determining locations where TDA will be installed. As a result, TDA will be installed beneath both tracks at 10 additional locations along the alignment. It was not anticipated that TDA would be a desired betterment request as installing TDA at locations below the 65 VdB threshold does not add value. Residential adjacent property owners are given the opportunity to vote on this or other items that fit within the budget and the Betterments Policy.

(ID# 356; Received August 22, 2019; Answered November 27, 2019)

Q: What is the expected sound dB levels next to the train?

A: The Final Environmental Impact Statement (FEIS) in Section 4.14 identifies the assumption that noise levels were projected based on the DART Diesel Multiple Unit (DMU) vehicle noise specification, the Project's Operating Plan and the prediction model specified in the Federal Transit Administration (FTA) guidance manual. The vehicle manufacture is still at an early stage of design and cannot yet provide the exact vehicle sound level at 45 mph. However, based on analytical estimates, the noise level generated at an operating speed of 45mph is estimated to be 75 dBA measured at a distance of 50 ft from the train. Additionally, the vehicle manufacturer has committed to be less than the maximum 76 dBA at 50 ft from the train as stipulated by the technical specification in the vehicle contract. DART may conduct additional noise analysis based on updated vehicle information.

(ID# 357; Received August 22, 2019; Answered November 27, 2019)

Q: Will the trains activate horns at points during the route?

A: Trains will be required to activate their horns at all street crossings that do not have quiet zones. Generally, all at-grade crossings in residential areas may be quiet zones. A complete list of quiet zone crossings can be found in Table 4-10 of the FEIS. A complete list of all roadways and other crossings can be found in Table 5-7 of the FEIS. Additionally, train operators will use the horns in emergency situations and in work zones. Train horns will also be required during a short quiet zone testing phase prior to final implementation of the quiet zone.

(ID# 358; Received August 22, 2019; Answered November 27, 2019)

Q: What is the remediation plan if the sound exceeds expected levels?

A: As stated in DART's Environmental Impact Assessment and Mitigation Guidelines for Transit Projects: "While DART strives to assess all potential impacts during the environmental review process, there may be cases after operations commence where a potential impact is identified by the community. In most cases the potential impact was evaluated during the environmental process and no impact requiring mitigation was found... It is DART's responsibility to assess each situation to determine if there is a legitimate issue and to take steps to assess the situation to determine if mitigation is required." While these issues can fall into a range of impact categories, the most common complaints relate to noise.



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

(ID# 364; Received August 28, 2019; Answered November 20, 2019)

Q: I am requesting a full sound analysis to be completed for my house (and results provided to me in writing) so that I am ensured that the train being raised will not exceed the noise limit per the FEIS.

A: Although, the noise analysis, noise impact, and noise mitigation were completed during the environmental clearance phase, DART will be conducting further noise analysis based on changes in the track alignment, including changes to the track profile approaching the Hillcrest crossing. Your location at XXXX Wester Way is among the residential adjacent properties near this potential change. The noise analysis will be conducted in accordance with the Federal Transit Administration (FTA) methodology and will be shared with the public. Therefore, a full sound analysis for your house –or any individual house – may not be provided. In response to your concern, it is anticipated that the noise analysis may include other improvements –15 foot sound wall, quieter vehicle, and slower operating speeds –and produce a finding of less noise impact than what was identified in the FEIS.

(ID# 369; Received September 4, 2019; Answered December 9, 2019)

Q: My house is XXXX Sunflower Lane Dallas. Group 5. It's backed up against the line off Coit Rd. How do we get a ballot for betterment options vote? We were unable to attend last night.

can you explain why the section to the left is retaining wall and sound wall while the section to the right is sound wall? My house is the first on of the right with the non-retaining wall. Why was this decided and why is one section a retaining wall and sound wall and the other stretch is only Sound wall?

graphic

A: A ballot was mailed to you on November 20, 2019. Betterment and sound wall placement was determined by the noise analysis summarized in Section 4.14 of the Final Environmental Impact Statement (FEIS).

DART is currently in the design phase. The section to the left, the retaining wall, is required due to the tracks change in elevation to go over Coit road. The section to the right does not require retaining walls due to the elevation of the tracks.

(ID# 371; Received September 8, 2019; Answered November 21, 2019)

Q: Information on the gates and horns at the Meandering Way/McCallum intersection

A: All public at-grade crossings along the Silver Line will be protected by standard safety features including flashing lights, bells, and gate arms alerting vehicles, bicyclists, and pedestrians of approaching trains. Both crossings will be quiet zones which will not require use of train horns in normal operations. Both crossings will also employ crossing bell mitigation minimizing the sound exposure level. See Section 4.14 of the Final Environmental Impact Study (FEIS) for further detail. FRA (Federal Railroad Administration) design requirements will be incorporated into the crossing design to ensure full compliance.

(ID# 379; Received September 14, 2019; Answered November 20, 2019)

Q: I wanted to know if DART or City of Dallas will be signing an agreement to prohibit the Silver Line tracks from any type of Freight usage. Please reply with specific details

A: DART has no intention in the foreseeable future of revoking its freight abandonment on the Cotton Belt (Silver Line) 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.



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

(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# 399; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding 5ft to the height of the 15ft tall sound wall. Considering the elevation concerns discussed earlier in this document, we would also like to know if the sound wall can be raised without us having to use the \$189,600 budget for betterments

A: The contractor will provide a price for a 20' tall wall for the entire 1,200 LF of sound mitigation wall. Any wall taller than the standard sound wall of 15' from top of rail would require use of the Residential Adjacency Betterment dollars.

(ID# 400; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to schedule a site visit with a DART representative to go over some of our questions and show our concerns.

A: On Tuesday July 16, 2019, a visit was scheduled with Mr. XXX XXXXXX to go over his questions and concerns. The meeting took place prior to the betterments workshop. Items discussed include wall height and wall extension beyond resident properties, trail location, safety and Betterment budget among other concerns.

(ID# 401; Received September 17, 2019; Answered October 24, 2019)

Q: We would like to have exhibits showing the cost of adding a 15ft as well as a 12ft betterment wall to address the 5 properties without a sound wall by the commercial building.

A: This exhibit and options were provided at the August 19, 2019 Betterments Workshop 3 meeting which can be found online at: <https://www.dart.org/ShareRoot/about/expansion/cottonbelt/CBBettermentsPresentationDallas19aug19.pdf>



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

(ID# 408; Received September 23, 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# 409; Received September 24, 2019; Answered October 23, 2019)

Q: I am at XXXX Southpoint. I received a letter asking me to select some options. As I am at the highest point backing to the train tracks and have the trellis behind my home, I am asking for clarification if the trees will be on my property (there is room), as 35 feet will only bring the top of the tree to my property line if planted at the base of the river. I also do not know what a “penel” is. Maybe you meant panel? Again, that is not tall enough to block sound at my home. Further, the letter does not state where it should be returned to. Please contact me at the number below on Monday to clarify.

A: If trees are the consensus, they will be on DART property. Yes, an applied panel (typo) every 20’ is an option. You may return your vote via email.

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

Q: Mr. Huerta,

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

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

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

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

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



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

(ID# 426; Received October 10, 2019; Answered October 15, 2019)

Q: I realize our vote is needed, and apologize for the delay. I just wanted to make sure I understood correctly, is it the sound wall that will be the 15 ft. and the betterment wall is 12 ft. Also which side of the tracks would each be placed, I know it had been mentioned that a trail would also be added, just wondering how it will come together on the Campbell side, then run along over the creek. I can only imagine how many times you have been asked the same questions over , over, (I don't want to be that person) obviously we want what's best for our community and the value of our property.

A: Thank you so much for getting back to me! Prestonwood Trail Apartments has two betterment sections. Section 1 has a sound wall, and you may select other enhancements such as landscaping or decorative panels. Section 2 does not have a sound wall, and the you may select to add a wall with or without landscaping as noted on the attached sketch. Both walls will be placed at a 12' offset from the tracks. You get two ballots, one for each section. The graphic should provide a good summary of the options you have for either section.

Trail: The plan at this moment is for the proposed trail to run on the south side of the tracks at this location and for it to cross to the north side of the tracks at Campbell Rd.

(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.



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

(ID# 433; Received October 16, 2019; Answered December 9, 2019)

Q: Mr. Hemsath and Mr. Rhone,

Craig Jansen has been distributing some information about a sound absorbing (Durisol?) wall in Far North DALLAS. This is the third wall being proposed: -the first one has a “fractured pillar” surface finish - the second one had a “hammered finish” surface.

I understand both of these previous walls were basically the same (solid concrete walls), just with different finishes. I like that the project team is looking at alternatives and the sound absorption is a welcome note in the Durisol wall information. Could I get some comparison data about how this wall matches up against the original walls?”

A: Comparative data for the absorptive wall option is under evaluation and not available for release at this moment.

(ID# 434; Received October 16, 2019; Answered December 9, 2019)

Q: This wall supposedly has a 7-year guarantee? What was the guarantee on the original walls?

A: Archer Western Herzog provides a 1-year warranty on the walls they install. The proposed sound absorptive wall advertises a minimum 25-year service life.

(ID# 435; Received October 16, 2019; Answered December 9, 2019)

Q: What is the sound decrease calculated for the original wall vs. the new wall?

A: The Final Environmental Impact Statement (FEIS), criteria for the wall is not based on sound decrease, but physical characteristics of the wall. Based on the Noise Reduction Coefficient (NRC) rating for each wall type, the original wall is a reflective sound wall 0.00 and the new wall is stated to have a 0.90 NRC rating. A NRC rating over 0.80 is considered to be fully sound absorbing.

(ID# 444; Received October 27, 2019; Answered November 12, 2019)

Q: Are the trees/panels offered in section 1, supposed to be an additional noise buffer, or are they for cosmetic purposes?

A: Landscaping and artisan metal panels serve as a visual betterment to soften the view.

(ID# 445; Received October 27, 2019; Answered November 12, 2019)

Q: If for noise, which will have greater muffling effect?

A: Not intended to muffle noise.

(ID# 446; Received October 27, 2019; Answered November 12, 2019)

Q: Which would you recommend?

A: DART prefers to not make a recommendation of one betterment option over others and allow the residents to choose.

(ID# 447; Received October 27, 2019; Answered November 12, 2019)

Q: For section 2- what do the betterment walls look like?

A: The betterment wall will be of the same composition, construction and look as that of the base precast concrete noise wall.



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

(ID# 448; Received October 27, 2019; Answered November 12, 2019)

Q: Why isn't the 15' foot sound wall being offered as an option?

A: For section 2, you have the option of a 15' Betterments wall which will be of the same material and construction as the precast concrete sound wall. Sound wall terminology is only used for mitigation identified in the Final Environmental Impact Statement (FEIS). "Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. As part of the FEIS process, there was no substantial noise impact identified at this location."

(ID# 449; Received October 27, 2019; Answered November 12, 2019)

Q: How much less sound protection do the Betterment walls afford?

A: The 15' Betterments wall and base 15' Sound wall will perform similarly when placed 12' from centerline of track.



Dallas Area Rapid Transit (DART) Silver Line Project Noise 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

Noise Questions & Answers

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

Q: To: Members of the DART Organization

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

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

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

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

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

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

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

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

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

A: Federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. To address pedestrian activity, the design will include the installation of special signage, designated street crossings, and adequate lighting, as required, to mitigate the potential for accidents involving pedestrians and cyclists. In addition, corridor fencing will be used to control unauthorized pedestrian crossings and secure the project at select locations, including those areas where there are adjacent residential land uses, schools, or other high pedestrian activity centers such as Preston Ridge Trail centers.

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.



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

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

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

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

ID# 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.



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

ID# 476; Received November 25, 2019; Answered December 16, 2019)

Q: Mr. Walters,

Highlands of McKamy HOA Board Member, Maura Schreier-Fleming received notice (below) that she will receive a DART Betterments ballot. In previous Community Meetings, DART has limited betterments voting from neighbors to rail adjacent homeowners. She is not rail adjacent.

Perhaps you sent this email because she is the President of the Highlands of McKamy IV & V Homeowners Association (members are 247 neighbors) Yet other non-rail adjacent HOA Board members did not receive this email notice.

Is this a change in DART's policy? What is the current policy for providing input for betterments? Will she be voting for 247 homeowners and represent 247 votes? When and where was this change announced? Also, what other changes in policy have you implemented?

Discussing betterments is the wrong course of action. DART proposes running the Cotton Belt/ Silverline at street level over a heavily used Preston Ridge walking trail which is used by our neighbors. We have a considerable number of neighbors who walk crossing McCallum and Meandering Way, both during the day and at night. The Betterments you offer do not address our safety concerns.

The members of our HOA are still interested in getting the train tunneled to ensure our safety and maintenance of quality of life in our neighborhood. We strongly encourage you to tunnel the train.

**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: Ms. Schreier-Fleming,

We apologize for any confusion we may have caused by sending you the above-mentioned letter. This email you received was forwarded as a result of a mix-up in (North Dallas Resident) lists and was intended for only North Dallas Resident Adjacent Property Owners. We assure you that no DART policy's regarding input for betterments have changed. We also wish to clarify that we are not requesting that you vote on behalf of the 247 homeowners at Highlands of McKamy IV & V. We have already contacted the residential adjacent property owners in the Highlands of McKamy IV & V voting group notifying them of their ability and option to vote, or confirmation of their previously submitted vote.

We thank you for your comments in regard to tunneling the train. However, all federal, state, and municipal laws regulating safety, design and operating procedures are being followed for the project. 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.