



## Dallas Area Rapid Transit (DART) Silver Line Project Walls 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# 24; Received May 25, 2019; Answered June 10, 2019)

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

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

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

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

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

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

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

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

(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.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

(ID# 35; Received May 25, 2019; Answered June 10, 2019)

**Q: Can DART do any development onto an adjacent residents property? If so, does any of this constitute a deed restriction (limits on the residents future remediation options)?**

**A:** It is the intent of the program that the betterments be implemented on DART property.

(ID# 36; Received May 25, 2019; Answered June 10, 2019)

**Q: Can the owner engage with DART for Joint Development either where there is a gap in funding or to extend the functionality of the Betterments? (e.g. the extensions mentioned above, or retaining walls, or additional height not funded by monies allocated for the MITIGATION/DART BETTERMENT walls)**

**A:** This is not part of DART's standard process. Owners and stakeholders can request a site visit with project personnel to express their concerns and possibly present a proposal for review and discussion.

(ID# 37; Received May 25, 2019; Answered June 10, 2019)

**Q: Does any joint development count as a deed restriction? Or is it only development conducted by DART across the resident's line?**

**A:** DART will only construct improvements on DART property or within public right-of-way or an easement.

(ID# 38; Received May 25, 2019; Answered June 10, 2019)

**Q: Does all Betterment work have to be done by selected contractor? (e.g. if neighborhood segment got together and selected a different contractor (or chose to do the work as a community project), is that an option)? e.g. implement non-structural enhancements or vegetation?**

**A:** Betterments will be constructed by AWH, the design-builder for the Cotton Belt Regional Railroad, as part of their contract.

(ID# 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 Walls 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 dB. A reduction of the project noise by 5-15 dB represents a significant reduction in noise. Computer modelling 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 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:** 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 Walls 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 screes 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 Walls 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 Walls 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](mailto: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](http://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 8 FOR THE REMAINDER OF THIS ANSWER**



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

(CONTINUED FROM PAGE 7)

**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](http://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# 64; Received June 7, 2019; Answered June 7, 2019)

**Q: Thanks for the information you provided. Can you please answer the following question? How many track-adjacent property owners have requested to NOT have a wall between their residence and the train tracks?**

**A:** We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.

(ID# 65; Received June 7, 2019; Answered June 7, 2019)

**Q: I want to clarify the prior question. Can you please answer our question? How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Pkwy, have requested to NOT have a wall between their residence and the train tracks?**

**A:** We are still in the awareness and discussion phases of the Cotton Belt Corridor Betterment Program meeting process for residential adjacent property owners. As we continue through the process, participants will have the opportunity to provide input on the betterments design for their community.



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

(ID# 66; Received June 10, 2019; Answered August 2, 2019)

**Q: I would appreciate it if you could please answer our questions with a direct answer. People are really concerned about the Safety and making sure we get the correct information to them. Also, we want to make sure that the public understands the Safety Issue since your comment “Maybe they don’t want walls but want large trees” creates a misperception of Safety. Can you please tell me why a resident in Far North Dallas would not want walls between them and a train that will exceed 60 MPH+ going Westbound? Per Figure 3-3**

**A:** On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

**Updated response:** *The Silver Line service through the most densely populated areas of the project between Waterview Parkway and Knoll Trail Drive will not exceed 45 miles per hour. In locations where no walls are required, the DART ROW will be secured with a minimum 6’ chain link fence.*

(ID# 68; Received June 10, 2019; Answered August 2, 2019)

**Q: Do you think no walls, along any part of the proposed cotton belt railroad track between Preston Rd and Waterview Pkwy, would create a safety hazard?**

**A:** On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

**Updated response:** *In locations where no walls are required, the DART ROW will be secured with a minimum 6’ chain link fence.*

(ID# 69; Received June 10, 2019; Answered August 2, 2019)

**Q: Do you think no walls, along any part of the proposed Cotton Belt Railroad track between Preston Rd and Waterview Pkwy, are safe for kids that walk to and from school or play in the neighborhood?**

**A:** In locations where no walls are required, the DART Right-of-Way (ROW) will be secured with a minimum 6’ chain link fence.

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

**Q: What is corridor safety fencing?**

**A:** On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

**Updated response:** *Corridor safety fencing is a minimum 6’ chain link fence.*

(ID# 71; Received June 10, 2019; Answered August 2, 2019)

**Q: How many residents whose homes directly abut the tracks in Far North Dallas, between Preston road and Waterview Dr, have requested to NOT have a wall between their residence and the train tracks?**

**A:** On 6/11/19 the following response was issued: I have received your email and we are working with our team to answer your questions and concerns within the next 24 hours.

**Updated response:** *Not all residents have communicated their preference for a betterments wall. Based on feedback from recent Betterment Area Focus Group meetings in the Far North Dallas area, the options for a betterment wall is being presented for all locations that qualify for a betterment wall.*



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

(ID# 76; Received June 17, 2019; Answered June 18, 2019)

**Q: How to we get our Ballot ID? Do we just submit our comments to the Cotton Belt email address with our property info?**

**A:** Ballots will be made available at some point near the end of the workshops. If you are an adjacent property owner, we will provide your ID number at the meeting on July 18, 2019, which you are encouraged to attend.

(ID# 78; Received June 17, 2019; Answered June 18, 2019)

**Q: Is the focus of this to comment on things we like more/less? For instance, if we like 15' walls then we should comment on that? Or trees versus bushes versus decorative fencing?**

**A:** Yes, your preference for a 15' wall is needed input but it should be in conjunction with the sentiment of other adjacent residents in Group 2. Other treatments may be requested as well if within budget.

(ID# 79; Received June 18, 2019; Answered July 31, 2019)

**Q: There is some confusion as to where the Betterment Program begins. It was my understanding that there is to be a 15' wall (height beginning at track level) from Davenport to Campbell on the east side of the track. (Please see attachment from the meeting.)**

**A:** A 15' sound wall is provided per the FEIS between Davenport to Campbell on the east side of the track.

(ID# 80; Received June 18, 2019; Answered July 31, 2019)

**Q: All we have to start with is the 15' wall and then the optional betterment items up to \$150,000. Or do we also get a 6' chain link fence (BEFORE betterments kick in)? Is this correct?**

**A:** Yes, in your location there is a 15' sound wall with Residential Adjacency Betterments Program funds up to \$150,100 (\$158/LF x 950LF) and a 6' chain link fence as part of the base design and not part of the Betterments Program.

(ID# 82; Received June 20, 2019; Answered July 3, 2019)

**Q: Why are DART representatives presenting material like exhibit 1 ... which shows that betterments and mitigation go all the way (or almost all the way) to the intersection when they've known about this limitation? Don't you think a resident would have been upset if they voted on a betterment wall and at installation time see a chain link fence was put up?**

**A:** The exhibits are identifying the limits of the betterment walls defined by residential adjacent property lines at the 10% level. The details related to the specific configuration at each at-grade crossing are a final design issue. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. This design activity will include review of equivalent measures that may be available as an alternate to the required sight distance.



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

(ID# 83; Received June 20, 2019; Answered July 3, 2019)

**Q: There have been numerous betterment meetings that have been restarted because of lack of communication, the entire 1st round or 5 meetings. When, if ever, was DART going to notify those Residents that live within the estimate distance from an intersection (TBD based on DART calculations), that they will get a chain link fence instead of a wall?**

**A:** As noted in the response to question No. 1, the details related to the specific configuration at each at-grade crossing is a final design issue and has not been defined. It is premature to reach the conclusions cited above regarding a chain link fence. DART will not suggest a chain link fence instead of a wall.

(ID# 84; Received June 20, 2019; Answered July 3, 2019)

**Q: At what distance from each of the intersections from Preston Road to Coit, will the betterment or mitigation walls start? (Similar question #2 of 6/21/19 email)**

**A:** As noted in the response to question 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.

(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.



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

(ID# 90; Received June 20, 2019; Answered July 31, 2019)

**Q: Will it be on the outside or inside of the utility poles?**

**A:** It is anticipated that the proposed sound wall will be located 12' from the center line of the tracks and that the utility poles will be between the sound wall and the property line.

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

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

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

(ID# 93; Received June 21, 2019; Answered August 2, 2019)

**Q: Will DART provide the following at the next round of betterment meetings? An accurate display of where betterment or mitigation walls will start at each intersection between Preston Road and Coit Road? There are 8 intersections and 4 quadrants or NE, NW, SE, SW. This is necessary so people understand if they are getting a betterment or mitigation wall or chain link fence. If this information is available before the next betterment meeting start dates, can you post this on the website page?**

**A:** DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossings and comply with safety requirements. The details related to the specific configuration at each at-grade crossing will be addressed during final design. Although the design process is ongoing, DART will provide updates on designs for at-grade crossings at future meetings. Yes, DART will post the information as soon as it is available.

(ID# 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.

(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.



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

(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.

(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.



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

(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.

(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



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

(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.

(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# 154; Received July 3, 2019; Answered July 31, 2019)

**Q: What happens to the preferences selected by July 11 from the track adjacent voting homeowners on Rocky Top Circle if the line of sight requirement changes the wall length? Will the homeowners have the option of making another preference?**

**A:** DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing 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. DART will meet with affected residential adjacent property owners near the intersection to show final configuration and options.



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

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

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

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

(ID# 159; Received July 3, 2019; Answered July 31, 2019)

**Q: What would be the additional sound mitigation from a 15 ft. sound wall with vibration mitigation on the track?**

**A:** Vibration mitigation will have little or no affect on noise exposure. See Section 4.14 and Section 4.15 of the FEIS/ROS for discussions on noise and vibration, respectively.

(ID# 160; Received July 3, 2019; Answered July 31, 2019)

**Q: Why wasn't vibration mitigation on the tracks offered as a betterment to Rocky Top Circle since it is a pink zone (highest noise) location? Can it be requested?**

**A:** Vibration is discussed in Section 4.15 of the FEIS/ROD. As identified in Table 4-18, the vibration mitigation will be implemented at the track adjacent to Rocky Top Circle. Yes, additional Tire Derived Aggregate (TDA) may be requested as a betterment.

(ID# 161; Received July 4, 2019; Answered August 2, 2019)

**Q: Follow-up:**

**At the 10% level, it appears per your answer that the betterment walls go to the intersection and that is ok with DART. To me that does not take into the line of sight issue which I believe is an FRA (Federal Railroad Administration) item. I am a little confused why an exhibit would not take into consideration all items especially an item that is mandated by the FRA.**

- 1. Do you know what the 10% level is?**
- 2. Do you know when the Final design will be completed?**
- 3. Can you please re-answer this question?**

**A:** The 10% level represents the level of in-progress design at the conclusion of the planning phase. The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at-grade crossing 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 Walls Questions & Answers

(ID# 162; Received July 4, 2019; Answered August 2, 2019)

**Q: Follow-up:**

**DART does not have to suggest a chain link fence if it is mandated by the FRA for safety.**

- 1. Similar question above, do you know when the Final design will be completed?**
- 2. If the Final design completion is after the betterment meetings, when will DART notify the residents that they will receive a chain link fence instead of a betterment or mitigation wall?**
- 3. Can you please re-answer this question?**

**A:** The final design process for Betterments in North Dallas is expected to be complete by Fall 2020. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing 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. DART will meet with affected residential adjacent property owners to show final configuration and options.

(ID# 163; Received July 4, 2019; Answered August 2, 2019)

**Q: Follow-up:**

**I attended the DART betterment meeting on June 20th. Michele Krause was also in attendance.**

**DART has the video and can review but I asked the question is it fair to show distance at each crossing and I believe David Ehrlicher said that was fair.**

- 1. Can you please re-answer this question? At what distance will the betterment or mitigation walls start, specifically the line of sight distances for the 8 crossings and 4 corners or 32 and distances? This is an item David said was fair.**
- 2. What is an in-progress design?**
- 3. Are there three different designs now – preliminary, in-progress and final? Do you know when each will be completed?**

**A:** An in-progress design submittal is a design submittal that is incomplete and not ready for construction. The stages of design for this project are: 30% (preliminary), 60% (in-progress), and 100% (final). The anticipated dates for each stage of design for this project are listed below:

*30% Design – Jan 2019 to July 2020*

*60% Design – May 2019 to Sept 2020*

*Final Design – Oct 2019 to Apr 2021*

Final design is expected to be complete by Spring 2021. However, the DART Betterments Policy for Residential Areas states “potential betterments will be identified in preliminary engineering after application of DART mitigation policies and design criteria. Betterments, if any, should be identified and approved by the Board before design reaches the 65% level for any rail segment”, which for this project is 60% design level. DART is working with the design build team to optimize the limits of the betterments wall near the at-grade crossing and comply with safety requirements. Details related to specific configuration at each at grade crossing 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# 164; Received July 8, 2019; Answered July 8, 2019)

**Q: I understand that we can return one Request Form rather than having each neighbor send separate forms. Two questions: Where/how do we submit the form? And do I need to list the names of the homeowners who have agreed to the general request?**

**A:** Just send it to the Cotton Belt Mailbox. One form with the residents who agree should suffice for now. By the third workshop and once consensus is reached a majority vote (or ballot) of the adjacent property owners will serve as documentation for the Group. If I have told you anything that is inaccurate, it will be corrected during next weeks meeting.



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

(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# 184; Received July 19, 2019; Answered August 16, 2019)

**Q: Speed from 20 to 35-45 will not be acceptable or tolerated through residential and school neighborhoods. "In that case build a tunnel". We requested and were told will get additional betterment wall or decorative wall with plants and flowers not just trees.**

**A:** Train speeds in the area of Energy Lane will not exceed 45 mph. Your request for a decorative sound wall with plants and flowers has been noted.

(ID# 186; Received July 23, 2019; Answered July 31, 2019)

**Q: The property I am referring to ... is a vacant lot where we have been waiting to put a home there after the switching yard moves. We attended a few of the feedback meetings and we thought for sure that we would get some kind of mediation wall on the back lot since we indicated that a home would be going there...Is there anyone I can talk to with regards to betterments or noise mitigation for this property? I've been waiting for 20 years to build my dream house and I am saddened that we don't get any type of noise barrier along this half acre.**

**A:** The limits of the residential adjacent property are established during the project-planning phase. There was no noise impact identified at XXXX Erie Street, therefore, no mitigation is required. Residential development that occurs after the FEIS will not be included in the betterments program.

(ID# 186; Received July 23, 2019; Answered July 31, 2019)

**Q: The property I am referring to is XXXX Erie St. It is a vacant lot where we have been waiting to put a home there after the switching yard moves. We attended a few of the feedback meetings and we thought for sure that we would get some kind of mediation wall on the back lot since we indicated that a home would be going there...Is there anyone I can talk to with regards to betterments or noise mitigation for this property? I've been waiting for 20 years to build my dream house and I am saddened that we don't get any type of noise barrier along this half acre.**

**A:** The limits of the residential adjacent property is established during the project planning phase. There was no noise impact identified at XXXX Erie Street, therefore, no mitigation is required. Residential development that occurs after the FEIS will not be included in the betterments program.



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

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

**Q: Can the hike and bike trail be located closer to the sound wall and the trees closer to residences in those areas?**

**A:** Yes, the hike and bike trail can possibly be located closer to the sound wall and the trees closer to residences. The Hike and Bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 194; Received July 24, 2019; Answered September 13, 2019)

**Q: I found something interesting that you should be aware of: The presentation from Group 2 (Preston to Campbell) indicates that the hike/bike trail will be on the East/South Side of the tracks. See the left image below. The presentation from last night for Group 3 (Campbell to Hillcrest) indicates that the hike/bike trail will be on the North side of the tracks. (see right side image below). This means that the hike/bike trail will cross BOTH automobile traffic AND train tracks at Campbell. Residents still have not seen images of how the quad gates will work at a "standard" crossing, and now we have an even more precarious crossing of two types of traffic. Please advise if you can get DART staff to confirm this crossover and exactly how it is supposed to work.**

**A:** The hike and bike trail is currently in the 10% level of design and crosses both Campbell Road and the Silver Line alignment. This is different than the FEIS because keeping the trail on the north side would require relocating several utility poles. The hike and bike trail defined by the NCTCOG and the City of Dallas is at the 10% level of design development. DART intends to enter into agreements for final design and construction of the trail. The final location of the trail will be determined by the respective city and NCTCOG.

(ID# 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 Walls Questions & Answers

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

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

**A:** During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line. Utilities will be investigated and betterment wall placed as close as feasible to the property line. Thank you for the offer of providing additional fill dirt as needed, however this will not be necessary.

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

**Q: 3. Integration points (red circle at ends of teal line in image below) where I can construct an extension around my house (blue line along Davenport in image below. These 3 exceptions integrate to provide the extended protection this unique residence needs because of the angle of the rail intersection and the topography I pointed out to John Hoppie during the sound studies. From the topographical image above, note the concave limestone creek wall on the opposite side of my residence which will focus reflected sound into my house. This integrated approach is also based on the assumption that the betterment wall is constructed with the same posts and panels as the mitigation walls. Last night was the first time we had indications that the same panels would be used for both walls.**

**A:** During our 8/9/19 meeting, DART committed to reviewing the betterment wall placement between the hike and bike trail and the property line and along Davenport Road. Utilities will be investigated and betterment wall placed as close as feasible to the property line. A license agreement will be required and DART will provide a draft for your review.

(ID# 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 County Place and the Silver Line.



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

(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.

(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 Walls 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 and added locations where TDA will be installed;**
- g.) Directional electronic crossing warning bells will be used.**



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

(ID# 208; Received August 1, 2019; Answered October 24, 2019)

**Q: At most public meetings, input was approximately 75% against the DART Cotton Belt route and 25% for it. What actionable items has DART taken because of neighbors' input to reroute the line away from the most dense residential area Dart has ever considered running a train?**

**A:** There is support for the Cotton Belt Project including resolutions from all seven cities through which the Cotton Belt will operate. DART will continue public involvement through implementation of the project. To address community concerns, DART is implementing measures above and beyond standard mitigation measures. These measures include:

- Raising mitigation walls from 12-foot to 15-foot
- Lowering vibration mitigation threshold (see Section 4.15.2 of the FEIS)
- Approved a corridor residential betterments program that allows for additional walls
- DART set a maximum speed of 45mph through the most densely residential areas of the corridor.

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

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

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

**You mention safety.**

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

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

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

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

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

(ID# 220; Received August 2, 2019; Answered November 2, 2019)

**Q: It was also my understanding that a Sound Wall and Betterments Wall were exactly the same composition - very confusing, please confirm.**

**A:** There is not a difference in the materials or construction of the 15-ft tall betterment and the 15-ft tall sound wall.



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

(ID# 221; Received August 2, 2019; Answered November 2, 2019)

**Q: I am more interested in a 15 Foot Sound Wall on both sides of the tracks. PLEASE confirm both sides will have a 15-foot Sound Wall.**

**A:** Along your residential adjacent property line, the section of 15-foot sound wall is 1800 linear feet (LF). Directly across the tracks 1600 LF will be 15-foot sound wall. The remaining LF will be 15-foot betterment wall as the majority of residential adjacent property owners requested. There is not a difference in the materials or construction of the 15-foot tall betterment and the 15-foot tall sound wall.

(ID# 225; Received August 2, 2019; Answered September 24, 2019)

**Q: This is to request DART be required to build walls, not fences, in front of our schools. My main concern is in front of Fairhill School. I've recently learned that DART is not currently required to erect walls when trains pass a school. Having a chain link fence, which children can climb, is a tragedy waiting to happen. If there is anything the City Council is able to do, please vote to make our schools safer. Thank you.**

**A:** As part of the design, DART is investigating opportunities to consider enhanced fencing or a wall along the property line. DART will also coordinate with Fairhill School to provide outreach events through the Transit Education Program to educate children about the project and best safety practices.

(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 XXXXXXXXXXXXX@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 Walls 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](http://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 Walls 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 Walls Questions & Answers**

(ID# 242; Received August 13, 2019; Answered September 19, 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 ccing 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 Walls 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 Walls Questions & Answers

(ID# 249; Received August 15, 2019; Answered November 8, 2019)

**Q:** - “Training” the principals & kids about trains is absolutely insufficient. Move the speed to school speed throughout the area. 20 MPH max.

- ABSOLUTELY comply with the Dallas City Council Resolution!

**Questions for you to answer to me:**

- At how many feet West of Coit does the rail start above grade?

- At how many feet West of Coit does the rail line have a sound wall alongside it? As it goes across Coit, does it have a sound wall alongside it?

**A:** The speed in North Dallas between N. Dallas Tollway and Waterview Parkway may be up to 45 mph. DART is working with area principals to consider safety provisions along the track Right of Way (ROW) and at crossings. Your comment will be addressed in a separate response. At this time the design configuration shows the rail starts to rise above grade approximately 1,400 feet west of Coit Road. However, the final configuration of the design is not yet complete. The Final Environmental Impact Statement (FEIS) does not warrant a sound wall between Dickerson Street and Coit Road. A betterment wall starts at approximately 1,350 feet to the west and continues to the west on the south side of the tracks. On the north side of the tracks, the betterment wall starts at Coit Road and extends approximately 700 feet. There is no betterment wall over the bridge at Coit. However, DART is working with the project team to consider a barrier or screen on the bridge that will align with the top of the wall on each side of Coit Road.

(ID# 250; Received August 15, 2019; Answered November 15, 2019)

**Q: What does “betterment” wall mean?**

**A:** As defined in DART Board Resolution 970217 “Betterments Policy for Residential Areas”, betterments are project elements in residential areas that are above and beyond the standard mitigation measures or design criteria identified through the planning, preliminary engineering, and environmental process in keeping with community standards.

(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# 277; Received August 15, 2019; Answered November 18, 2019)

**Q: In University Place please put up the wall in the middle by the potential school.**

**A:** As part of the Final Environmental Impact Statement (FEIS) process, there was no substantial noise impact identified at this location. DART is in discussions with Plano ISD to consider enhanced fencing or a wall along the property line.



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

(ID# 292; Received August 17, 2019; Answered November 20, 2019)

**Q: All,**

I attended the DART Community meeting last night for North Dallas which was supposed to be a platform that allowed the community to get real answers for the questions that we have been asking over the last year. However, the meeting turning out to be the same deflection, "I cannot comment" or "we do not have the answers at this time" that we have been hearing for since this project started. This process has been nothing but frustrating and all DART seems to want to do is backtrack on their promises to the community and reduce their costs at the expense of the citizens.

I want to state that I am not against this project in its original proposed design. This rail line was proposed to the community that it would be below grade which would have limited impact on the residential community. Since the approval of this rail line that plan has changed. When asked at the meeting why this plan changed, we were given no clear answer, all that was given was a fumbling statement regarding "some flood issues". When a citizen asked for clarification of the location of these "flood issue" we were given another fumbling response with no answer. Following that question the community asked "once these "flood issues" were discovered did DART look at only placing the line below grade in the residential zones that seem to have no flood concerns", the answer was a simple "No". Then it was asked if the abandonment was due to cost and the response was "no comment". I do not feel that DART should be allowed to save money through value engineering at the expense of the citizens of Dallas. An above grade rail WILL decrease property values, a below grade will have minimal impact. The citizens of Dallas are not only footing the bill for the subsidies to ride the rail (which by the way are ridiculous since this will cost more that \$30 per ride for the tax payer. When a government wants to spend over 1 billion in tax dollars there should be a vote by the public) but they are staring down dramatic property devaluation as well. Additionally, the new design has rail going up in the air by over 40' in some areas which is a dramatic change from below grade. The citizens of Dallas should not have to bear the burden of the financial miscalculations of this new rail line. DART needs to find the additional fund to deliver what they promised, NOT the citizens.

**If this rail was place below grade in the residential zone of Dallas this project would be met with dramatically less resistance.**

**A:** DART has previously studied below grade options through north Dallas but there has never been an approved below grade option plan. On August 18, 2018, the DART Board of Directors, 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](http://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. Past history with other DART rail lines does not indicate property values are lowered by the implementation of rail transit on existing rail corridors. Ridership forecast is 2.054 million annually. The subsidy per boarding is \$6.67 (\$17.2 million operating costs less \$3.5 million passenger revenue divided by 2.054 million trips). There are no areas in North Dallas between Dallas North Tollway and Waterview Dr. where the new design has top of rail elevation at 40 feet above the existing ground line.



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

(ID# 302; Received August 19, 2019; Answered September 30, 2019)

**Q: Please make sure that we get 15 Foot Wall as promised and some plants, trees... So not 12 but 15 foot sound wall and as much greenery as possible, please Thanx.**

**A:** The area at XXXXX Energy Lane was determined to meet the requirements for sound mitigation and is scheduled for a 15' sound wall. Your request for Residential Adjacency Betterments has been documented.

(ID# 306; Received August 20, 2019; Answered October 31, 2019)

**Q: Good Morning Carlos!**

**I took the information from the meeting over to Oaks Riverchase and the manager is sending it into their corporate office to provide input. The current railroad track along our property line is elevated several feet off the ground. Would it be possible to set up a meeting here at The Club to discuss the new rail line and whether or not it will be raised or ground level? Before we know if we want a 12' or 15' wall I need a better idea of where the wall would start in relation to the new track line. Oaks would like to attend the meeting as well as we hope to do the same wall on both sides of Fairway Dr. Clubs at Riverchase**

**A:** An on-site meeting was held on August 28, 2019 to discuss the new rail line and it's proposed alignment. At the meeting property lines were clarified and the Betterments Program was explained. Options and renderings were presented at the Betterments Workshop 2. A second meeting was held on September 26, 2019 where DART presented wall types, possible wall location and answered questions. The apartments shared their preference on wall heights and the City of Coppell also provided feedback. Please let us know if you have additional questions.

(ID# 323; Received August 20, 2019; Answered November 27, 2019)

**Q: Neighbors have told me that you have made special promises for betterments/adjustments with other organizations along the Cotton Belt line. What promises have you made and to whom or which organizations?**

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

(ID# 360; Received August 28, 2019; Answered November 20, 2019)

**Q: I am requesting to see a rendering of the train tracks and wall behind the houses on Wester Way and Wester Way Court.**

**A:** Rendering will be requested from the designer and provided when complete.

(ID# 362; Received August 28, 2019; Answered November 20, 2019)

**Q: I am requesting something in writing stating that the wall will be a continuous 15' wall, even over Hillcrest.**

**A:** Section 4.14 of the Final Environmental Impact Statement (FEIS) identifies the locations of proposed sound walls at residential adjacent properties. The height of the sound wall will be approximately 15 feet from top of rail. All other residential adjacent properties not identified for a sound wall are eligible for a 15-foot wall under the Betterments programs defined by the DART Board. For the bridge crossing over the proposed reconstruction of Hillcrest in an "open-cut" manner, covering Hillcrest Road and the sidewalks only at the bridge section, DART is working with the project team to consider a barrier or screen on the bridge to align with the top of the 15-foot walls on either side of Hillcrest.



## Dallas Area Rapid Transit (DART) Silver Line Project Walls 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# 368; Received August 29, 2019; Answered November 15, 2019)

**Q: With the wall being placed on the track will there be a need for landscaping?**

**A:** Landscaping serves as visual mitigation as described in the Final Environmental Impact Statement (FEIS) Section 4.7.2.

(ID# 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# 382; Received September 17, 2019; Answered November 15, 2019)

**Q: I am a homeowner along Keller Springs Rd. Currently there is a deactivated railway behind our home and several other homes along our street. We understand that there is a diesel Dart train going in soon and naturally have concerns and questions. My main concern is noise but that is why the noise wall will be put in. My other concern with this wall is that it will be ugly and decrease the value of my home. Can landscaping be considered along one side of the wall facing the rear of our homes to increase the rear elevation look of the wall? I was thinking large rectangular bushes, magnolia trees, or just medium-sized wide trees in general. Please let me know what procedures need to be taken for this to be considered.**

**A:** Yes, landscaping is an option that can be considered along the corridor in residential areas as part of the Betterments Program. The Betterments Program has been established to address concerns similar to yours. DART appreciates your feedback. Please provide your address so that we may provide you with information relevant to your neighborhood.



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

(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>

(ID# 406; Received September 22, 2019; Answered November 20, 2019)

**Q: Along Highland Heather Ln, what will happen to the trees/foilage along the alleys between the alley and the tracks? Will there be any repair of the crumbling brick wall at the alley line?**

**A:** DART is not responsible for the maintenance and repair of the brick wall if outside of the DART Right-of-Way. The trees/foilage will remain if there is no interference with track placement, utility relocations or the hike and bike trail.

(ID# 407; Received September 22, 2019; Answered September 23, 2019)

**Q: I received the mailer for the betterments vote. However, there was no enclosed envelope and no address provided to return the voting form. Also, could you provide an image of the panels that are being considered? I like some of the panels in the betterments slide show but not others.**

**A:** Right now all we have is what was presented in the betterments slide show as idea generators. Once we arrive at consensus, we will communicate again with the neighborhood to identify the specifics. The betterments team is requesting trees, panels, or other selections.



## Dallas Area Rapid Transit (DART) Silver Line Project Walls 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# 425; Received October 9, 2019; Answered November 20, 2019)

**Q:** I am so glad that I went to the meeting last Tuesday. I was writing with a few concerns/questions. First, thanks again for the meeting. It was very informative. I would like to suggest a very beautiful crosswalk at Cecil and Perry. All of the middle school kids walk home across the railroad tracks every day. As is, there is no crosswalk, much less sidewalk for them to use. With a silver line crossing every 15 minutes, I think it would be in everyone's best interest to have a pedestrian crossing there.

Secondly, I want to know if the "screens" would go "on top of" the 15' wall or "in lieu of" it? The reason I ask is because we have a fabulous wind that comes off the hill and I don't want that to stop. If we could get one of the screens in lieu of the wall, the wind wouldn't stop. If it were "on top of" the wall, I think I'd vote for a different betterment. I would love to see samples of the screens at the next meeting as well as the landscaping options. Thank you again for letting us have an opinion!

**A:** Thank you for attending the meeting. The safety of all pedestrians is important to us and DART will provide appropriate crossings and signage along the Silver Line Corridor, including at the crossing located at Perry Road in Carrollton. The screens will not go on top of the 15' wall, the screens and metal panels may be attached to the face of the wall.



## Dallas Area Rapid Transit (DART) Silver Line Project Walls 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# 427; Received October 11, 2019; Answered January 6, 2020)

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

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

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

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

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

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

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

(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.



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

(ID# 429; Received October 11, 2019; Answered December 3, 2019)

**Q: What's measurement distance to the railway when obtaining these data?**

**A:** At Ezekial Way the closest sensitive receptor is 94 feet from the nearest track.

(ID# 430; Received October 11, 2019; Answered December 3, 2019)

**Q: How much noise power reduction could be achieved with a 12' and 15' tall sound shield wall, respectively?**

**A:** As outlined in Section 4.14 and Section 8.6.1 "Summary of Comments" of the Final Environmental Impact Statement (FEIS), a 12-foot sound wall will provide the required noise mitigation. For transit projects they typically range from 8-12 feet and will reduce noise levels from trains by 5-15dBA. A 15-foot wall would not be expected to provide any significant improvement in noise mitigation over a 12 foot wall.

(ID# 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.



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

(ID# 441; Received October 17, 2019; Answered December 19, 2019)

**Q: To whomever will read this:**

First please understand my frustration is not aimed at you personally; it is directed to DART. Thank you in advance for your time and response. I live in on the East side of Coit in University Place, and my home backs directly to the railroad. I found out in August that the track will be elevated over Coit, and the top of the sound wall will be approximately 40ft in the air. Although I am sure that I am not the first person to express my discontent, I'd ask that you not let that dilute my expressed frustration. I am nothing short of infuriated to one day be staring at the Great Wall of DART. In my opinion, DART made an effort to not communicate clearly with homeowners directly along the railroad in order for there to be less opposition from homeowners in regard their plans. Because of DART's actions, the property values along the railroad and resident's daily lives will be negatively affected, especially in my area. If there remains even a .01% chance that the tracks could lie below ground level, I ask that whatever possible be done in order for this to be accomplished. Although, it would not fix every issue at hand, the blow would at least be lessened. The projected ridership for this line is being seen through rose colored glasses at a minimum. This 10-figure investment is a poor use of taxpayer dollars regardless if the funds were derived from a local or federal level. If the track is elevated over Coit, how many feet past Coit headed east until the tracks reach flat ground (or at least the track's lowest elevation)?

**A:** Thank you for your comments and concerns. At the current 30% level of design for Coit Road intersection, the track is elevated at Coit Road, the retaining wall ends around 600 feet east of Coit Road and the rail returns to existing grade approximately 1,100 feet east of Coit Road. The design of grading, drainage and track alignment is advancing to final design and may result in changes. However, the city of Dallas has notified DART that they are interested in the 10% level design concepts. DART is reviewing potential additional impacts based on the City's interest and will update the community if the current design concept changes.

(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 Walls 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."



## Dallas Area Rapid Transit (DART) Silver Line Project Walls 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](mailto:jared.white@dallascityhall.com) to request that they construct a grade separation.



## **Dallas Area Rapid Transit (DART) Silver Line Project Walls Questions & Answers**

ID# 479; Received December 4, 2019; Answered December 4, 2019)

**Q: My name is XXXX XXX, owner of the townhome at XXXX Snapdragon Way, Dallas, TX 75252. I want to know current status of the discussions of the new wall between the rail road and our building. Is there a website or links for the information?**

**A:** Yes. There is information available on the website. Go to DART News & Meetings/Expansion or you can go to [DART.org/cottonbelt](http://DART.org/cottonbelt). Should you have any questions, please don't hesitate to contact me. ~JLM