

DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

ATTACHMENT A – PROJECT APPLICATION

PROJECT NAME:

Katy Trail Extension - Mayhill Bridge

PROJECT SPONSOR:



Denton



Lewisville



Highland
Village

PROJECT DESCRIPTION:

The Katy Trail, including a pedestrian bridge will be installed on the east side of the DCTA tracks from Mayhill to the Medpark Station. A sidewalk gap will also be completed on the north side of Colorado from the Katy Trail (west side) to the existing sidewalk.

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

Colorado/Mayhill near the intersection with Edwards Rd to Medpark Station

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

0%

PROJECT COST:

\$ 645,000.00

FUNDING REQUEST:

\$ 589,560.00

**ESTIMATED PROJECT
COMPLETION DATE:**

Q2 2024

ADDITIONAL INFORMATION:

As part of the Mayhill-DCTA agreement for the new Mayhill Bridge project realigning Mayhill over the DCTA Tracks and connecting at Colorado, the current at grade crossing is required to be closed to traffic upon completion of the new bridge.

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IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT
SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS

<input type="checkbox"/> Increase service efficiency and reliability	
<input checked="" type="checkbox"/> Increase service effectiveness for DCTA Customer	Installing a trail on the east side of the track prevents customers from having to find a longer, alternate path as this DCTA At Grade crossing will be closed.
<input checked="" type="checkbox"/> Increase the visibility and elevate the image of DCTA	The addition of the trail on the east side will provide connections on both sides of the DCTA track to Medpark Station showing customer access was well thought out
<input type="checkbox"/> Expand DCTA services into areas where Transit has a strong likelihood of success	
<input checked="" type="checkbox"/> Coordinate with regional transportation Providers	Providing a trail on the east side of the DCTA Track prior to closing the at grade crossing shows the City's continued partnership and coordination with DCTA
<input type="checkbox"/> Pair transit facilities to existing and planned Transit-supportive development	
<input checked="" type="checkbox"/> Advocate sustainable development practices that support transit	Providing a trail on the east side of the DCTA Track prior to closing the at grade crossing shows the City's continued support for Transit and the customers who use it
<input type="checkbox"/> Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values	

**DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)**

THIS SECTION TO BE COMPLETED BY DCTA STAFF

Transportation Reinvestment Program Project Identifier: _____

☐ Meets minimum project eligibility requirements

☐ Meets project selection

Rank: _____

Initial Member City Transportation Reinvestment Program Balance: _____

Recommended Project FY _____ Programmed Amount: _____

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

☐ Lump Sum

☐ Quarterly

☐ Monthly

☐ As defined through Inter-local Agreement

PLEASE ATTACH PROJECT COST BACKUP. ACCEPTABLE COST BACKUP FOR CAPITAL PROJECTS INCLUDES PROJECT DRAWSINGS, DESIGN SHEETS, COST WORKBOOK OR BID SHEET. FOR SERVICE REQUESTS, PLEASE INLCUDE A SUMMARY OF DISCUSSIONS WITH DCTA SERVICE PLANNING STAFF OR AN ESTIMATE FROM AN ALTERNATE TRANSPORTATION SERVICE PROVIDER.

DENTON COUNTY TRANSPORTATION AUTHORITY
TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

ATTACHMENT A – PROJECT APPLICATION

PROJECT NAME:

Bonnie Brae - UNT Stadium Area Paving Improvements

PROJECT SPONSOR:



Denton



Lewisville



Highland
Village

PROJECT DESCRIPTION:

Street & pedestrian improvements between I-35E & Willowwood Street bettering access & service to DCTA University routes PE A & B-1,2 & 5, MGP 113-5, MGNR 116-4, & EP 131-4. The project includes a 10-ft side-path on both sides of Bonnie Brae through the entire UNT campus area. area.

**GEOGRAPHIC
LIMITS/BOUNDARIES:**

Bonnie Brae Street from I-35E to Willowwood Street.

REQUEST FOR CAPITAL

LEVEL OF DESIGN:

100%

PROJECT COST:

\$ 8,772,848.00

FUNDING REQUEST:

\$ 5,000,000.00

**ESTIMATED PROJECT
COMPLETION DATE:**

Q3 2025

ADDITIONAL INFORMATION:

The Bonnie Brae Phase 3 Reconstruction & Widening Project from I35E to Roselawn Drive widens Bonnie Brae from a 2 lane rural roadway to a 4-lane divided urban street and also includes 5-foot sidewalk and 10-foot side-paths along both sides of Bonnie Brae Street. The street and pedestrian improvements between I-35E and Willowwood Street will provide better access and service to DCTA University routes PE A & B-1,2 & 5, MGP 113-5, MGNR 116-4, and EP 131-4.

DENTON COUNTY TRANSPORTATION AUTHORITY TRANSPORTATION REINVESTMENT PROGRAM (TRiP)

IN THE SECTION BELOW, PLEASE INDICATE HOW THE PROPOSED PROJECT
SUPPORTS DCTA LONG-RANGE SERVICE PLAN GOALS

☒ Increase service efficiency and reliability

The street widening & reconstruction improves routes and decreases the likely-hood for congestion. The 10-ft side-paths increase pedestrian safety including to DCTA customers.

☒ Increase service effectiveness for DCTA
Customer

New, wider roadway & dedicated pedestrian paths will help better DCTA trip time and make pick up / drop off safer, more effective.

☒ Increase the visibility and elevate the image
of DCTA

New, wider roadway & dedicated pedestrian paths will help better DCTA trip time and make pick up / drop off safer, more effective, Especially during UNT Stadium events.

☐ Expand DCTA services into areas where
Transit has a strong likelihood of success

☐ Coordinate with regional transportation
Providers

☒ Pair transit facilities to existing and planned
Transit-supportive development

The project was designed knowing the potential for pedestrian traffic. Both UNT Students and customers during Stadium events utilize the DCTA Bus Routes

☐ Advocate sustainable development practices
that support transit

☐ Strive for financial excellence by maintaining
fiscally sound and sustainable financial plans
and budgets that reflect community priorities
and values

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☐ Meets minimum project eligibility requirements

☐ Meets project selection

Rank: _____

Initial Member City Transportation Reinvestment Program Balance: _____

Recommended Project FY _____ Programmed Amount: _____

Remaining Member City Balance: _____

Recommended Disbursement Schedule:

☐ Lump Sum

☐ Quarterly

☐ Monthly

☐ As defined through Inter-local Agreement

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