

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

- Increase service efficiency and reliability
- 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.
- 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
- Expand DCTA services into areas where Transit has a strong likelihood of success
- 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
- Pair transit facilities to existing and planned Transit-supportive development
- 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
- 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.**

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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.

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

<input checked="" type="checkbox"/> Increase service efficiency and reliability	<p>The street widening &amp; reconstruction improves routes and decreases the likely-hood for congestion. The 10-ft side-paths increase pedestrian safety including to DCTA customers.</p>
<input checked="" type="checkbox"/> Increase service effectiveness for DCTA Customer	<p>New, wider roadway &amp; dedicated pedestrian paths will help better DCTA trip time and make pick up / drop off safer, more effective.</p>
<input checked="" type="checkbox"/> Increase the visibility and elevate the image of DCTA	<p>New, wider roadway &amp; dedicated pedestrian paths will help better DCTA trip time and make pick up / drop off safer, more effective, Especially during UNT Stadium events.</p>
<input type="checkbox"/> Expand DCTA services into areas where Transit has a strong likelihood of success	
<input type="checkbox"/> Coordinate with regional transportation Providers	
<input checked="" type="checkbox"/> Pair transit facilities to existing and planned Transit-supportive development	<p>The project was designed knowing the potential for pedestrian traffic. Both UNT Students and customers during Stadium events utilize the DCTA Bus Routes</p>
<input type="checkbox"/> Advocate sustainable development practices that support transit	
<input type="checkbox"/> Strive for financial excellence by maintaining fiscally sound and sustainable financial plans and budgets that reflect community priorities and values	

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Recommended Project FY \_\_\_\_\_ Programmed Amount: \_\_\_\_\_

Remaining Member City Balance: \_\_\_\_\_

Recommended Disbursement Schedule:

Lump Sum

Quarterly

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