

**DCTA Capital Projects
Public Meetings
March 30 and 31, 2009**

Agenda

- A-train final design and construction
- Bus enhancements
- Additional service improvements
- Questions and answers

A-train Final Design Details

Bike path

- Concrete surface, 8ft wide, 3ft shoulders
- Extend to Lewisville Lake in design
- Goal is to connect all five stations



A-train Final Design Details

Sound walls

- Average height 12 feet
- 2" to 4" typical thickness
- Construction materials are soil, rock, rubble, concrete, metal
- 9,900 linear feet along the corridor
- Natural Stone Aesthetic
- Example outside



A-train Final Design Details

Hebron Station

- 9.26 acres site
- 356 parking spaces (add'l 267 planned)
- Center platform
- Park and Ride opening in advance of A-train



A-train Final Design Details

Old Town Site

- 10.3 acres site
- 405 parking spaces (240 add'l planned)
- Side Platform



A-train Final Design Details

Highland Village/
Lewisville Lake

- 5.6 acres site
- 147 parking spaces
- Center platform
- Add'l parking planned under I-35E
- Phased development
- Reroute of Eagle Point



A-train Final Design Details

MedPark Station

- 10.18 acres site
- 705 parking spaces
- Center platform



A-train Final Design Details

- Downtown Denton Station design in process
- Coordinating with City of Denton Downtown Denton Transit Center



A-train Final Design Details

Quiet Zones

- 43 intersections (41 out of 43 potential QZs)
- Working with all effective cities to prepare QZ application

A-train Final Design Details

Quiet Zone Safety Treatments

- Road closures in each direction
 - 3 anticipated, Others still being pursued
 - Driveway off of Railroad Street between Bennett Lane and Business 121.
 - Driveway that leads to Andrews Distributing.
 - Driveway south of Swisher Road that leads to Unified Aircraft Services.
- Four quad gates
 - 10 proposed (College, Jones, Carlisle, Main, Hundley, Dobbs, Pockrus Page, Duncan, Robertson, Prairie)
- Raised median
 - 33 proposed with gate systems
 - Some street improvements will be required to accommodate medians.
 - Some impact driveway access

A-train Final Design Details



- Open with interim vehicle (RDCs) for 18 months
- Future vehicle – DMU
 - Diesel-electric
 - Low profile, similar to light rail
 - 200 passenger capacity
 - Level boarding
 - Bike and luggage racks

A-train Final Design Details

Operations schedule (Proposed)

Initial RDC Schedule (December 2010 – September 2012)

Monday - Friday	Saturday	Sunday
AM Peak - 5:30 AM to 10 AM 25 Minute Headways Mid-Day Service – 10 AM to 4 PM 50 Minute Headways PM Peak Service – 4 PM to 8:30 PM 25 Minute Headways Late Service – 8:30 PM to 11:30 PM 50 Minute Headways	All Day – 6:30 AM to 11:30 PM 60 Minute Headways	No Passenger Service

A-train Final Design Details

Operations schedule (Proposed)

DMU Schedule (Commencing September 2012)

Monday - Friday	Saturday	Sunday
AM Peak - 5:30 AM to 10 AM 20 Minute Headways Mid-Day Service – 10 AM to 4 PM 40 Minute Headways PM Peak Service – 4 PM to 8:30 PM 20 Minute Headways Late Service – 8:30 PM to 11:30 PM 40 Minute Headways	All Day – 6:30 AM to 11:30 PM 60 Minute Headways	No Passenger Service

A-train Construction

Execution Plan

- Notice to Proceed granted in April
- Two construction headings.
- Simultaneous operations:
 - North to South
 - South to North
- Major activity to start in May
- Day/Night Activity – Normal hours, M-F, 7a.m. – 5:30 p.m.



A-train Construction

Road Crossings

- Work plans minimize road crossing closure duration
- No adjacent crossings closed simultaneously
- Looking at alternative materials to extend crossing performance
- Construction work hours at intersections may differ to minimize duration

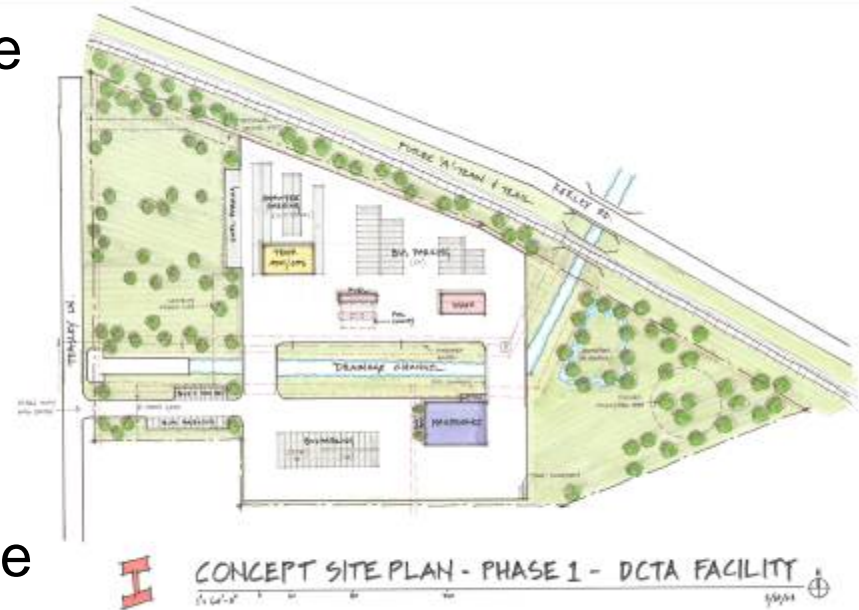


A-train Construction

- Communications with Communities
 - One-on-one discussions
 - Presentations
 - E-alerts
 - Website – www.myA-train.com
 - 972-221-4600 (Dee Leggett)

Bus Maintenance Facility

- Property acquisition complete (Teasley & Shady Oaks)
- Will accommodate growth
- Design in progress
- Build in phases
- Design to mitigate noise impacts to residential area to the east.



Hebron Park-and-Ride

- Park and ride to be developed and constructed separately from rail project.
- Partially funded by the Federal Transit Administration – CMAQ and ARRA
- IFB will be issued in April

Downtown Denton Transit Center

- City of Denton and FTA project
- Indoor, climate controlled passenger amenities
- Ticketing and passenger informational area
- Landscape and streetscape improvements
- Office space for DCTA operations staff
- Potential Vendor space (coffee shop, etc)

Passenger Amenities

- \$144,000 Program to include shelters, benches, and waste receptacles
 - Phase 1 – Lewisville
 - Phase 2 – Denton



Economic Recovery Projects

- DCTA received \$4.1 million in ARRA funds
 - Fleet Replacement \$1.6 million
 - Hebron P&R \$1.2 million
 - Technology Improvements \$.7 million
 - Operating and Maintenance Equip. \$.5 million
 - Passenger Amenities \$.1 million

Service Improvement Program

- Expanded routes
- Connect RSVP
- Connect On-Demand
- University Corridor Alternatives Analysis
- Signage and Timetables
- Shelters/benches

Review

- A-train final design and construction
- Bus enhancements
- Additional service improvements